



The Times

February 2012

A journal of transport timetable history and analysis

WATCHING THE TRAINS GO BY...

A NARRATIVE OF A SANTA FE RAILWAY MAN



BY HARRY J. BRISCOE



Inside: Timetables viewed from the rocker

Yea Train

Another Route 201

Seduction by Bradshaw

RRP \$4.95
Incl. GST



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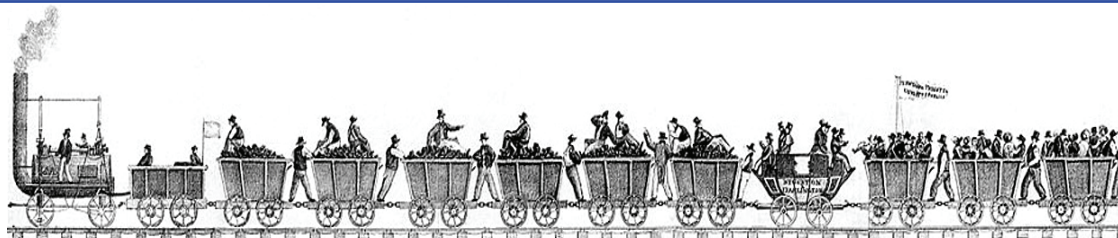
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On the front cover

Top: Are these men looking at the photographer or at a train? Watching the latter has always been compelling– even Granny on her rocker on the front porch found the steamers irresistible. In this issue, we take a look at modern methods which granny can use to watch even space junk flying over the porch.

Bottom: The Eildon dam at Bonnie Doon has been dry for so long that large trees had grown up and birds were nesting in them. Then it rained. Then Len Regan came to live there. In this issue, Jim Wells imagines how Len would have travelled by rail in the days when the water always lapped at the bridge supports– as it does in this photo taken a year before the line closed.



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Watching the trains go by

Geoff Lambert

Some men chase trains the way some dogs chase cars. It is, however, largely a spectator sport enjoyed from the couch or rocking chair.

Trains are hard to resist, as the extract from Patsy Adam-Smith's "Folklore of the Australian Railwaymen" at left, shows. It was ever thus... as soon as trains began to puff across the landscape they drew the attention of everyone with whom they came in contact. Psychologists have carried out experiments with monkeys to show that the apes will work hard at a task for the mere reward of a brief glimpse through a trap door of a toy train running around a circular track. There's no need to be insulted by this—take it as a natural craving! Not everyone liked trains and railways—John Ruskin and Charles Dickens hated them. Dickens died from post-traumatic stress syndrome induced by a railway accident (*The Times*, May 2011).

Few of us live by the main line with a rocker on the porch from which to watch. In 2012, we sit in front of our computer screens and watch the trains from our swivel chair. This article is a summary of train-watching sites on the web. The pure aficionado goes for the web-cams, with a tinny in hand and watches the trains drift across the screen. The analytical type goes for the tabulated list of sightings or even a moving map display.

One of the first rail web-cams was set up by *Trains* magazine at Rochelle, west of Chicago, where the UP and BNSF main lines cross. This was "live" to the extent that viewers could actually see the movement, rather than a series of disconnected snapshots. There are a lot of web-sites of the latter variety, triggered only when a train enters the field of view. A summary list of these sites, including indexes to them, is found in the box on page 6.

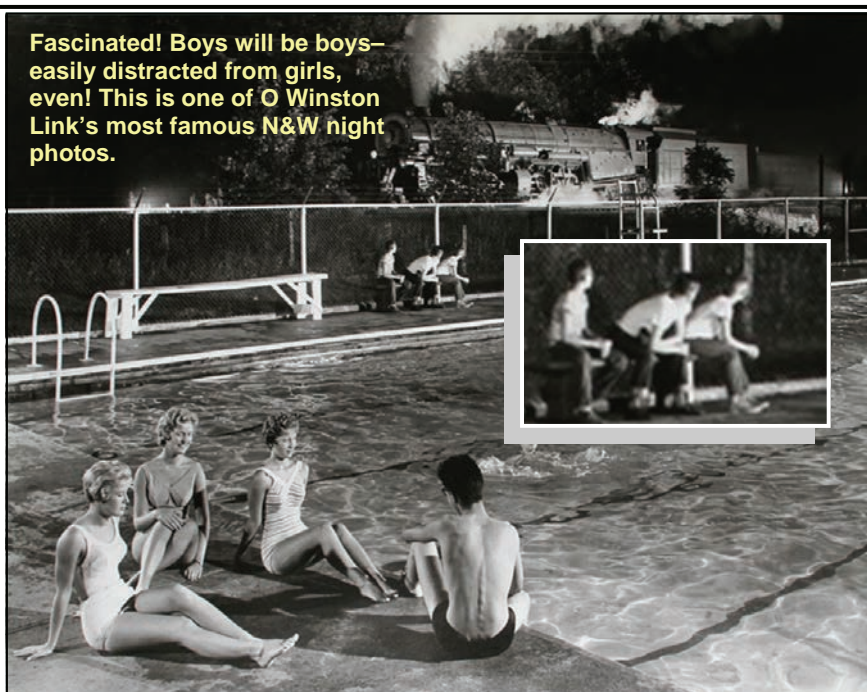
We illustrate a number of the Australian sites on the following pages. The URLs for these are also in the box on page 6. They include:

1. "Buncam" (Top Right, page 4): This is a motion-triggered site perched on the Bunbury St Tunnel portal in Footscray in Melbourne. This site generally posts about 50 images per day, although some are false alarms and some get tricked by the same train twice.

2. Stawell web cam (middle right, page 4) As the owner, "Gavin J", a train driver says of his site: *The camera is facing for Down trains. Thus the 'going away' shots are the Up trains. Being motion detected, you also get shots of rain / fog / bugs / birds / dogs etc . With Bunbury Street Webcam,*

There was a thrill and excitement in the wake of the steam engine that intoxicated more people than any other contraption ever invented. Its suggestion of energy, of movement, of passing from one world to another, meeting new people and seeing new places captured the imagination. One didn't even have to travel to share the thrill, it was so easy to join the time-honoured symbol of railway participation by waving as the train went by – and being waved to in return. Bob Lynch, a Victorian driver, returned from his annual leave once and was told by his fireman that the relief driver 'wasn't so hot'. Bob asked his mate to elaborate on this but all he said was that he 'didn't go on him much'. He inferred that he didn't think he was trustworthy. Bob asked for a sample of the man's behaviour that would prove this theory and the fireman said, 'Well, I saw him do a funny thing. There was this young kid standing at the crossing as we went by and the kid waved of course but this driver didn't wave back. It gave me a funny feeling.'

Many men and women who were not directly employed on the railways nevertheless found themselves part of the railway scene, their lives revolving around railways; others recorded their observations; for a hundred years, it seems, the whole community was watching the trains go by.



Fascinated! Boys will be boys—easily distracted from girls, even! This is one of O Winston Link's most famous N&W night photos.

Gheringhap Sightings and now Stawell Webcam, Western photographers can now have an excellent way of knowing what's coming.....

3. Gheringhap Loop Train Sightings (p4 bottom, p5 top): This famous web site has been going for many years and has become so noted that the Bureau of Transport Economics has used it as an alterna-



The fascination continues unabated

tive source of information for traffic statistics— which are no longer so easily obtained in the Information Age. This is not an automated image site, but depends upon its owner (Graham Elliot) for data entry. Archival data for several years are available and the data can be filtered to the viewer's taste.

Not generally available to rubber-neckers like us are a number of systems provided by or to track owners and train operators. These include the AWARE system operated by Pacific National and ARTC's (National) Train Location System (TLS) and (NSW) Country Train Location System.

The TLS system is based on ARTC's National Train Control System which uses Telstra's NextG network and Iridium satellites to collect its data. Each locomotive in the system is equipped with a multi-function interface— the "In Cabin Equipment" unit, or "ICE" The ICE unit is equipped with a GPS module and designed to automatically update Control Centres with the Train location. The data packets transmitted from the ICE unit provide the following information.

- Locomotive stock number (hard-coded into the radio during installation),
- Latitude and Longitude (GPS receiver),
- Date and time (GPS receiver)
- Train speed (GPS receiver)
- NextG base stations identifier
- NextG received signal strength.

The values of delta time, distance, and speed are globally set from a server at the Control Centre and downloaded to each locomotive ICE unit via the Telstra NextG™ network. The downloaded GPS data is available to Operators and Tack owners either through a non proprietary XML computer data interface or displayed through the TLS.

The TLS application is a secure Internet application showing Locomotive information (Train ID, NextG™ and Satellite phone information, Lat / Long and speed) overlaid onto a map with the ability to zoom into specific locations . A series of snapshots (taken from an Institute of Railway Signal Engineers paper by John Aitken) and showing successively higher levels of information appears on page 5.

Targets are not limited to trains of course— live shipping and airline activity are also popular. The most breathtaking display at Washington's Air & Space museum is the re-created moving map display of air traffic which followed the 9/11 attacks. A few snapshots from this are shown on our page 6. There are even applications for smart phones which enable you to hold your phone up to the sky and it will show you where the planes, satellites and planets are. NASA has an App that enables you to predict the times of the International Space



Gheringhap Loop Train Sightings

- [Home](#)
- [Latest](#)
- [This Week](#)
- [Last Week](#)
- [Train No Order](#)
- [Monthly \(2009 - 12\)](#)
- [Monthly \(2006 - 08\)](#)
- [Monthly \(1998-2005\)](#)
- [Weekly Report](#)
- Ghap@Yahoo
- [Railpage](#)
- [The Station B & B](#)
- [Government report on GHAP website](#)

**Welcome to Gheringhap
Victoria 3331 Australia**



Gheringhap Loop is at the 82/83 k/m post South West of Melbourne

1	2	3	4	5	6	7	8	9	10
						SATURDAY 21/1/2012.			
PM6	9714	U	S/FRT		(0003)				S/G
	????	D	LIGHT	0050		442s6(SLT)+S312(RP)			S/G
MP7	9715	D	T/RAIL	0248	(0207)	NR63+NR99*+NR66*		83P	S/G
	912?	U	PN-GRAIN	0505		XR55X(FA)+XR55X(FA)		40H	B/G
AM6	97??	U	QRN	0521	(0621)	LDP002*(EDI)+VL362*(CF)+CLP11*(Q)		36P	S/G
AB6	9826	U	S/FRT	0704	(0648)	NR10(PN)+NR15+NR2		70P	S/G
PM9	9752	U	SCT		(0744)				S/G
MA8	8701	D	OVERLAND	0959	(1003)	NR77(PN)		9V	S/G
	9719V	D	H/CNT'S	1004	(1033)	8030(QB)+GML30(QB)	TO HORSHAM.	30W	S/G
AM3	9756	U	PATRICKS	1336	(1346)	NR101(PN)+XR562+XR561+NR22(PN)		55W	S/G
PM6	9712	U	S/FRT		(2013)				S/G
MP5	9711	D	S/FRT		(2007)				S/G

*This file was created by Graham Elliott. on 21/01/2012.
Send comments to gheringhaploop@pobox.com*

UPDATED: Saturday, 21 January, 2012 13:42

The image shows two screenshots from the ARTC's Train Locator System (TLS). The left screenshot is a national map of Australia with various train locations marked. The right screenshot is a detailed data panel for train UL227, showing the following information:

Train No:	UL227
Loco No:	9010
NextG:	-
Satellite:	-
Speed:	-1.0
Km Position:	0
Track No:	-1
GPS Time:	2009/02/07 17:02:09
vs Timetable:	-
No. Wagons:	-
Gross Tonnes:	-

ARTC's Train Locator System (TLS). Still only partly operational (and only in NSW), this system is provided by ARTC to 3rd parties for their own operational requirements. It has an older NSW-only counterpart based on the CountryNet train radio system, now being phased out. Shown, above and bottom right, are outputs of the TLS's XLG graphic server, with nation-wide and local maps with the real-time locations of trains. In both systems, a drop-down message box (upper right), activated by clicking on the train icon on the map, provides tabulated information about the train. This example was taken from very early testing stages of the TLS and some fields are blank. Complete trip data for each train can be downloaded.

This screenshot shows a local map of a river area with several train locations marked. A data panel is visible in the upper left corner of the map area, providing information about the selected train.

Some selected rubber-necking sites

1 Buncam: <http://www.flickr.com/photos/railpage/>

2 Stawell webcam: <http://www.flickr.com/photos/stawellwebcam/>

3. Gheringhap loop: <http://ghaploop.railpage.org.au/>

4. Railroad data.com's world-wide index page for webcams:
<http://www.railroaddata.com/rllinks/Webcams/>

5. The [NSW] Commissioner's Notebook webcam list (*extremely outdated*): <http://home.iprimus.com.au/bexleyboy/webcams/text.html>

6. A day in the life of US air traffic control: <http://www.hq.nasa.gov/office/aero/library/multimedia/videos/facet24.mov>

7. WTC aftermath video: <http://www.youtube.com/watch?v=bo1ZtpKqLYw>

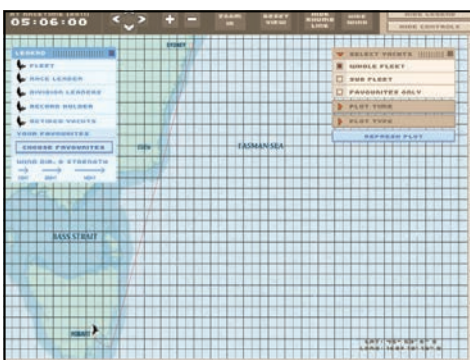


(Right) On a large, nearly theatre-sized, screen in Washington's National Air & Space museum is a moving display of air traffic in the USA, based on NASA's FACET system, which can also be used to track satellites and even space junk. Many sites of this type, also based on FACET, can be found on the web. At right are some screen shots from a You-Tube video of the dramatic grounding of traffic which followed the World Trade Center attacks. The numbers show total air traffic for each snap-shot. To say that the museum's replay of this day "takes the breath away" from spectators barely begins to described its impact.

Station as seen from your backyard and provides a real-time map display of its current location.

Shipping traffic analysis has its own web-sites too. One of more than passing interest to the yachting elite of Australia was the site set up to track boat positions in the 2011 Sydney to Hobart yacht race (below).

Finally, the Sydney Harbour Bridge webcam which normally has frames just bursting with traffic had *this* to show during the recent closedown for resurfacing



How Len would have travelled?

JAMES T WELLS

ATTC Treasurer Len Regan now lives at Yea in the attractive Goulburn Valley of Victoria. (map, right)

Yea no longer has a rail service so Len has to use a V/line coach to get to Melbourne. (as at 8 May 11)

Note that there are two routes – the afternoon one via the Melba Highway to Lilydale; Len could leave the coach here and continue by electric train; the morning one via Whittlesea which might see electric trains sometime in the future. It used to have a rail service.

There's a Sunday coach in the early evening via Lilydale- See <http://www.vline.com.au/pdf/timetables/mansfield.pdf/mansfield> for more.

When the passenger train service operated until 1977 the pattern was similar – to Mansfield in the evening, back in the morning. Normal type of train was the Walker 280hp diesel rail car although at times the smaller 153 hp cars were also used. The trains ran through to/from Melbourne.

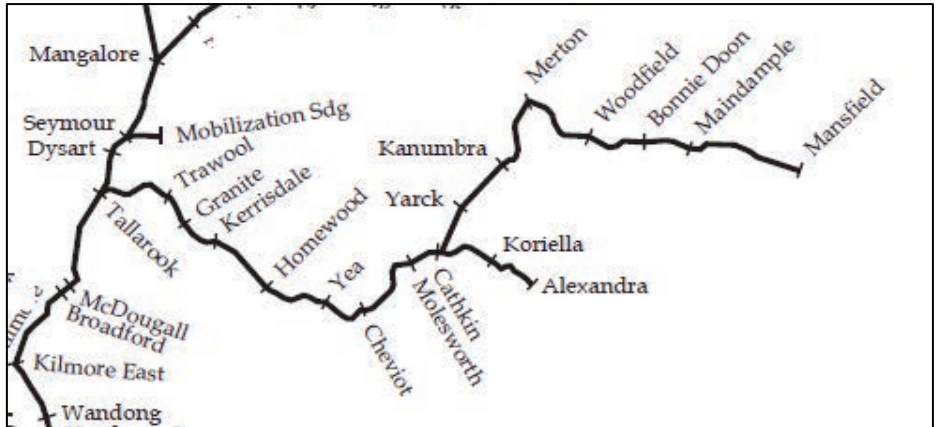
There is now no V/Line connection between Yea and the Melbourne – Albury rail line. A local bus provides one return shopper trip to Seymour on weekdays.

The Mansfield and Alexandra branch line was of more than passing interest – see box on page 11.

Now to reflect on quite ancient times, before most of us were born. In 1939 the service was provided by mixed trains connecting with main line trains at Tallarook – see Attachments 1 and 2 (pages 9&10) from the 30th October 1939 North Eastern Working Timetable. Oh horror of horrors!

To Melbourne, one left Yea at 6.45 pm, well after dark in winter, and jolted one's way to Tallarook (24 miles, 40 km) away in 80 minutes – an average speed of 30 kmh. 'Jolted' – that's right because the train was 'mixed', i.e. basically a goods (freight) train with a passenger car before the guard's van at the rear. The car was almost certainly an ABL – pokey composite (1st and 2nd class) with lavatories – narrow bodied, outward swinging doors, and footboards – real nineteenth century stuff.

So in addition to the normal jolting caused by 'dip' joints and holes in the road there would have been the to and fro 'whiplash' movements on starting, stopping and en route as the couplers ran in and out, always



much greater with goods vehicles than passenger ones. The track to Tallarook had a great deal of vertical curvature and much horizontal as well. This accounts for the note on the second page of the WTT about screw couplings being eased out.

But there was a further matter to alarm the nervous passengers. Note that the running time to Kerrisdale, about half way, is just over half an hour, leaving just under fifty minutes for the rest of the journey. This is to allow for en route shunting, i.e. the pickup or dropping off vehicles at the intermediate stations. This could be quite rough. Remember that it would most likely be in the dark.

How long does a shunt take? If twenty minutes, only one shunt could be achieved if the train was to arrive at Tallarook on time. There were four intermediate stations but it's likely that only Kerrisdale ever had wagon load traffic.

It is of interest that the speed limit was a sprightly 45 mph (75 km/h) which is much higher than the VR allowed on 60 lb rail branch lines towards the end of their lives. Even the eight coupled K and N class locos were allowed this speed. It would have been quite a ride. Our humble mixed, though, is only permitted 40 mph (65 km/h) – see box.

It appears that the vehicle limit was twenty – this wouldn't have been an issue if D class 4-6-0 hauled as even D3's (the final superheated version) had a load limit of only 230 tons on the ruling 1 in 40 grade.

Having survived the branch line journey our intrepid passengers waited at Tallarook with its limited facilities for No 72 passenger ex Albury due at 8.14 pm for a two minute stop. Victorian practice of the time appears to have been that branch line trains had the same number as the main line one with which they connected.

Mansfield to Melbourne		
	MONDAY – SATURDAY	
Service No.	C310	C312
Train/Coach	COACH	COACH
MANSFIELD dep	07:30	13:30
Maindample	07:40	13:40
Bonnie Doon	07:45	13:45
Woodfield	07:50	13:50
Merton	08:00	13:55
Yarck	08:10	14:05
Molesworth	08:20	14:15
Yea dep	08:35	14:30
Flowerdale (3)	08:55	
Flowerdale (2)	09:00	
Flowerdale (1)	09:05	
Kinglake West	09:15	
Whittlesea	09:30d	
Latrobe University	09:50d	
Glenburn		14:50
Yarra Glen (2)		15:10d
Lilydale Stn		15:25d
Croydon		15:30d
Ringwood		15:40d
Nunawading		15:50d
Box Hill		15:55d
MELBOURNE (Southern Cross) arr	10:30	16:35

But wait, it gets complicated. The reason for this is that No 72 (main line) is closely followed by No 74 from Tocumwal. These two trains had different stopping patterns to Melbourne; No 74 ran express to Wallan and then served conditionally all stations to Broadmeadows, the other stopped all to Wallan (some conditional) and then only to set down passengers to Broadmeadows. So Mansfield line passengers had to be careful which train they caught if they were going to an intermediate station.

Things would have become messy if the two main line trains ran out of order or, if the Mansfield train ran late and control decided not to hold No 72.

Either way arrival in Melbourne was around 10 pm; if on No 72 the journey from Yea has taken just over three hours. These trains could be quite fast as 70 mph (113 km/h) was now permitted north of

Broadmeadows if hauled by an A1 or A2 4-6-0.

But what about farmer Brown's cows being transported in a livestock wagon? A goods train following No 74, No 78, was scheduled to spend nearly an hour at Tallarook. It wouldn't take that long to attach Mansfield line loading but they may have allowed for some remarshalling of the train to facilitate break up in Melbourne. This could also have been done in Wallan where the train was scheduled to spend nearly two hours. Not good for the cows.

Getting back to passengers, let's not dwell on the down journey except to note that one left Melbourne on the 7.10 am 'sweeper' (stopping all stations) train that preceded the express that split at Seymour – one part to Tocumwal, the other to Albury.

It's not clear how goods vehicles got to Tallarook for the Mansfield line. The only train, apart from the roadside goods, that was due to spend a few minutes there was No 15 News Goods ex Melbourne at 2.15 am, Tallarook 5.21 – 5.33 am. Another possibility is that Mansfield loading went on any suitable train to Seymour to be taken back to Tallarook with the loco and van to form the mixed. Tallarook at the time had a 'loco' with a shed, turntable and coal stage (as did Yea) but the locos would

need to visit Seymour regularly for maintenance.

The timetable for the section beyond Yea is worthy of detailed study. The mixed made a return journey to Mansfield on Mondays, Tuesdays, Thursdays and Fridays. On Wednesdays it went to Alexandra.

Alexandra also got a service on Mondays and Fridays. This was provided by an extra service out of Yea at 9.30 am. It is shown as a "goods" but one suspects that it also had a passenger carriage, or the van was a Car-van (ABC), as it then ran as a "mixed" to Alexandra after connecting with the Mansfield train.

One wonders how the goods loading was handled. The logical position would be that Alexandra vehicles were transferred between trains at Cathkin. If so it means that the 9.30 am train ex Yea would have been a light engine with van or often a passenger train. This makes sense on Fridays. On Mondays it's possible that Alexandra vehicles arrived in Yea on the Saturday night mixed from Tallarook.

The Alexandra line timetable has an interesting quirk being the conditional excess loading trip to Koriella – No 48. This reflects the very limited loads allowed out of Alexandra on the ruling 1 in 30 grade (see box). D1 class 4-6-0's were allowed little

more than loco weight – 140 tons – over this section.

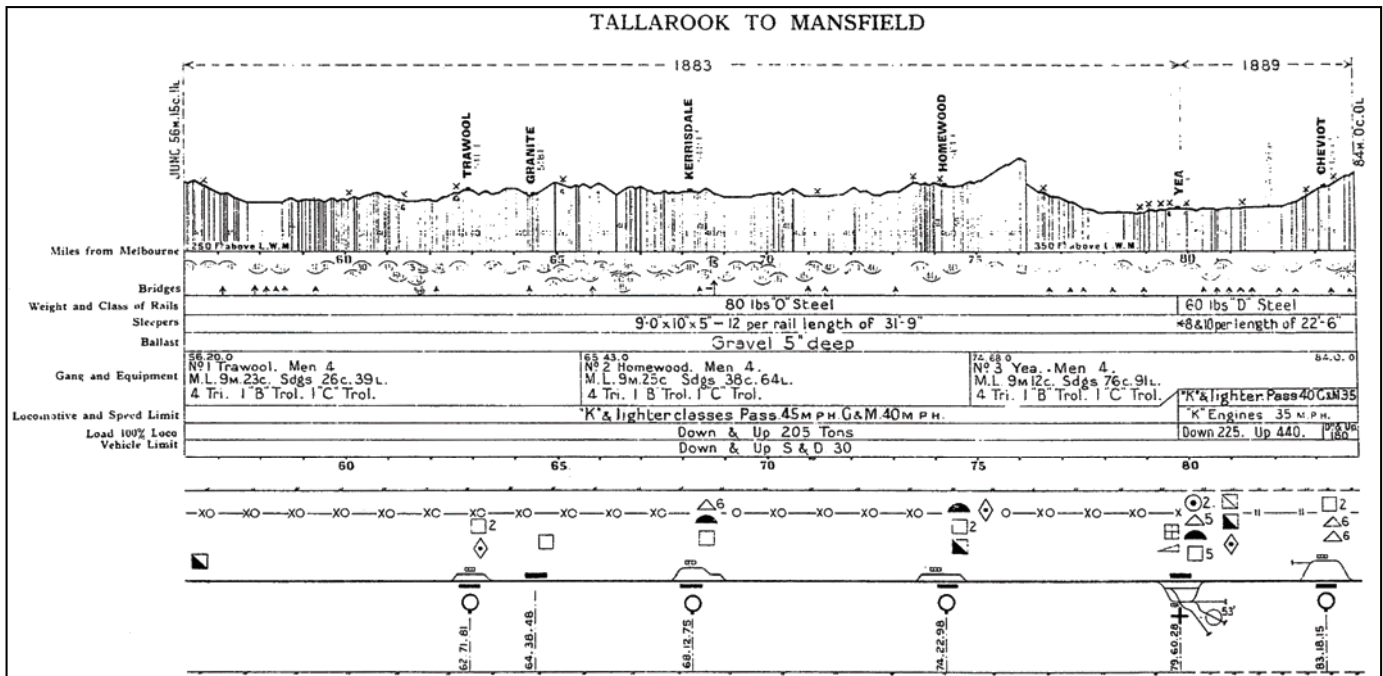
One wonders if No 48 ran with a van. Legally it would have to, but shunting would have been interesting if there were vehicles at Koriella required to stay there. Koriella only had a single staff locked loop.

On Wednesdays out of Cathkin and on Saturdays out of Yea there was a postal motor service to Mansfield. Presumably this was a gangers trolley and trailer. On Saturdays it was a full shift job. How was it crewed – per way staff or train crew? Was it required to have a staff? It may have been the longest postal motor service on the system.

There are other references to 'motors' in the North-Eastern timetable. Katamatite and Colbinabbin / Gargarre were served by "Pass. Mail Motors" (converted road vehicles – 10 passengers) with a reference in Katamatite's case to a replaced "Sheffield Gang Motor" previously used for mails. Oaklands (NSW) had a Motor Trolley service.

The services provided on the line were pretty archaic by any standard in 1939. Roads would by and large have been unsealed. On reflection it's amazing that real change didn't come until the 1970's.

My thanks to Len Regan for his assistance.



Down.

TALLAROOK—ALEXANDRA AND MANSFIELD.

Height above sea. feet.	Miles.	STATIONS.	11	13	17	27	35	BREA	37
								85	
				Goods. Mon., Fri.	Postal Motor Sat.	PASS. DAILY.	Goods. Mon. †	PASS. DAILY.	
				A.M.	A.M.	A.M.	P.M.	P.M.	
30	—	MELBOURNE W	dep.	...	...	7 10	—	6 50	—
			arr.	...	...	8 47	—	8 35	—
585	56	TALLAROOK E S	dep.	...	...	Mixed Daily. 9 0	4 35	Mixed Sat. 8 55	...
548	63	Trawool ...	...	...	...	9 17§	...	§	...
518	64½	Granite N C ...	...	...	...	§	...	§	...
540	68½	Kerris le (See note page 33)	...	...	...	§	...	§	...
564	74½	Homewood ...	...	...	...	§	...	9 43§	...
565	79½	Yea E S W ...	arr.	...	...	10 15	5 50	10 10	...
			dep.	9 30	10 30	Sats. Exc. 10 35	...	...	...
665	83½	Cheviot (See note page 33)	...	...	10 45	§	...	...	...
569	90½	Molesworth (See note page 33)	...	...	11 20	§	...	...	...
581	93½	Cathkin E S O	arr.	10 20	11 32	11 20	...	...	...
581	—	Cathkin † O ...	dep.	...	...	Mixed Wed. A.M. 11 30	Mixed Mon., Fri. A.M. 11 40	Goods. M. W. F † P.M. ...	...
751	97½	Koriella N C ...	...	...	...	P.M. §	P.M. §	3 10	...
720	102	ALEXANDRA † W	arr.	...	...	12 20	12 30	3 35	...
581	93½	Cathkin E S O	dep.	...	...	Postal Motor. Wed., Sat. A.M. 11 35	Mon., Tue. Thur., Fri. A.M. 11 30	...	...
689	97	Yarck ...	...	...	...	11 50	§	...	...
881	101½	Kanumbra ...	...	...	...	P.M. 12 10	§	...	...
1085	108½	Merton (See note page 33)	...	...	...	12 40	P.M. 12 30	...	...
973	114½	Woodfield N C	...	...	...	1 3	12 45	...	...
925	118	Bonnie Doon E S O	arr.	...	...	...	...	...	...
1020	122½	Maindample ...	dep.	...	...	1 17	1 0	...	...
1000	129½	Phosphate Co.'s Sdg. N.C.	...	...	...	1 35	§	...	...
1036	131½	MANSFIELD E S W	arr.	...	...	2 10	1 55	...	...

Up.

MANSFIELD AND ALEXANDRA—TALLAROOK.

Height above sea. feet	Miles.	STATIONS.	28	40	44	48	72	76	
			Thro. Mixed Mon.		Postal Motor Wed., Sat.		Mixed M., Tu., Th., F.		
			A. M.		P. M.		P. M.		
1036	—	MANSFIELD ES W dep.	...	...	2 25	...	3 30	...
1000	1½	Phosphate Co.'s Sdg N C	...	...	...	...	...	...
1020	8¾	Maindample	...	...	3 0	...	3 51½	...
925	13¼	Bonnie Doon ES O {arr.	...	...	...	...	...	...
		{dep.	...	...	3 18	...	4 5	...
973	16¾	Woodfield N C	...	...	3 32	...	\$...	
1085	22½	Merton (See footnote)	...	...	3 55	...	4 35	...
881	29¾	Kanumbra	...	...	4 27	...	\$...	
689	34¼	Yarch	...	...	4 45	...	5 11	...
581	38	Cathkin ES O arr.	...	...	5 0	...	5 20	...
720	—	ALEXANDRA † W dep.	...	...	...	Goods Mon., Wed. Fri. † P. M. 2 30	Mixed Mon. Wed., Fri. P. M. 4 35	...
751	4½	Koriella N C	...	...	...	2 55	\$...	
581	8¾	Cathkin † O arr.	...	...	...	...	5 12	...
—	—	Cathkin ES O dep.	Postal Motor Sat. P. M. 5 2	Goods Mon., Fri. P. M. 6 22	Mixed Wed. P. M. 5 15	Mixed Mon., Tu., Thur., Fri. P. M. 5 30	Goods Mon. † P. M. —
569	40¾	Molesworth (See footnote)	5 14	...	\$	\$...
665	48	Cheviot (See footnote)	5 50	...	\$	\$...
		{arr.	6 5	7 15	6 20	6 20	...
565	51½	Yea ES W	Daily. 6 45	8 20	...
564	57	Homewood	7 0§
540	63	Kerrisdale (See footnote)	7 16§
518	66½	Granite N C	\$
546	68½	Trawool	\$
		{arr.	7 45	8 5	9 35	...
585	75¼	TALLAROOK ES	PASS. DAILY 7 51	PASS. DAILY. 8 16	To Seymour. (See p. 18)	...
30	131¼	MELBOURNE W	arr. 9 30	9 50

When vehicles on the Tallarook to Mansfield and Cathkin to Alexandra Line trains are attached by means of screw couplings, a space of two inches must be left between the buffers. Vehicles arriving at Tallarook for either of these lines must, if tightly screw-coupled, have the couplings eased to the extent mentioned.

Unless special instructions are issued to the contrary, trucks fitted with pipes not operating brake blocks must not be allowed to run on the Cathkin—Alexandra Line.

NOTE.—Kerrisdale, Cheviot, Molesworth and Merton may be worked as Intermediate Block Posts as required. See General Appendix for instructions.

The Mansfield and Alexandra Line

This branch line was always of interest to rail enthusiasts being reasonably close to Melbourne and passing through attractive countryside.

Electric staff working was provided through to Mansfield – incredible given the paucity of traffic. The timetable is almost bereft of the horizontal bar and number indicating a train crossing. The Alexandra branch had staff and ticket.

Reference is made in the main article to the section Tallarook – Yea having a speed limit of 45 mph. This was higher than that allowed east of Yea (40 mph) so it's possible that the Tallarook – Yea section had heavier rail than 60 lb, possibly 71 lb (not common on the VR) or even 80 lb. In the 1960's A2 locos were permitted to run to Yea and maybe R-class as well. Whether an A2 ever did is a moot point. A rail fan organisation got permission for a trip but low patronage meant attaching cars to the

Albury train with a K-class on the branch to Alexandra. [Editor's note: R-class did get to Yea!- picture below].

There were two major bridges – one across the Goulburn River at Molesworth (pictured, note the height of the left hand pier), the other over Brankeet Inlet at Bonnie Doon on the deviation built for the Eildon Dam expansion in 1955. There were once long wooden trestles across the flats of the Yea River but these got removed and replaced by embankments in the early 1950s for the heavier trains taking material for the expansion of Eildon Dam.

Two major gaps' were surmounted on the Mansfield line – McLoughlin's with the Cheviot tunnel and Merton, both with long 1 in 40 grades in each direction.

On the short Alexandra branch there were two gaps – the small Victoria one just out of Alexandra with 1 in 30/33 grades and the much higher Koriella one. A distinctive

feature of this gap is that the railway shared the cutting at the top with the Maroondah Highway – see Google view.

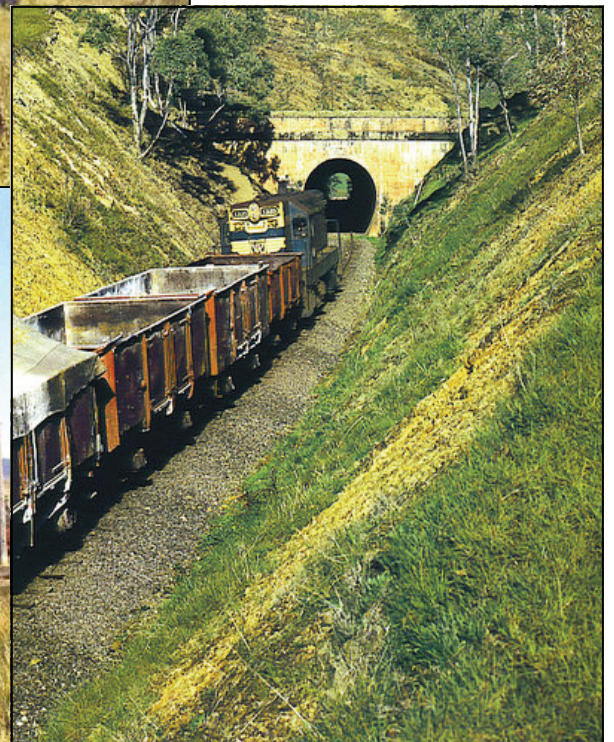
The whole of the railway alignment between Tallarook and Mansfield has been converted to the Goulburn River High Country Rail Trail for cyclists and walkers.

See: <http://www.bv.com.au/general/change-the-world/11100/>

Or
<http://www.railtrails.org.au/states/trails.php3?action=trail&trail=27>

[See also: <http://www.yea.com.au/historical/railway.htm>]

Only the Bonnie Doon to Mansfield section is open, apart from a short section in Yea township. It's possible to ride / walk through the Cheviot tunnel; indeed, this is promoted as a tourist attraction. [Editor's note: Most of the Rail-Trail is now open].



Another Route 201

JIM O'NEIL

The old Sydney private bus numbering system seemed random by the time I came to know it in the late fifties. Route numbers which had fallen out of use were re-assigned to newly created services, and numbers in the private system could duplicate those used by the government buses. When I was going to school in North Sydney, I knew two different route 201's quite well. The private route 201 was the one I could catch from home to Roseville Station (it went as far as Roseville Baths at its eastern end.) The government route 201 was a short working of the 202 to Northbridge and 207 to East Lindfield. It operated in peak hours only, between the City and Northbridge Junction. I saw this 201 on Miller Street, on my way between North Sydney Station and the High School. The private route 201 ceased in 1964, while the government one lasted until 1985, when it was extended to Edinburgh Rd and renumbered 205.

A few years ago I found a timetable for a third Sydney route 201, previously unknown to me, on the grab tables at a Sydney meeting of the AATTC (right.) This timetable is dated 19 January 1981 and was issued by the Parramatta Bus Co. (by then owned by Bosnjak's), though you have to look at the small print under the crest on the front cover to find their name. The timetable falls into three sections, each divided off by an upright line. The outer sections run between Seven Hills Station and Baulkham Hills, taking eighteen minutes each way. In the central section the bus runs in a loop, first to the East of Baulkham Hills to Cook and Cross Streets, then to the North into Castle Hill to Excelsior Avenue and Roxborough Park Road, on the west side of Old Northern Road. This loop was run in seventeen minutes. These timings allowed the bus to leave its three terminal points an hour (sometimes more) after its previous departure. The timetable requires only a single bus and allows crib breaks of a little over thirty minutes each, from 9.17 to 9.50 a.m. and 2.55 and 3.33 p.m. It's a long day's work, from 5.49 a.m. to 6.10 p.m., and the bus ran only on weekdays. The route 201 was presumably chosen because it was the number following the Parramatta Bus Company's route 200, from Parramatta to various parts of the Hills District.

This bus route ran for less than a year and it ceased, not because there weren't enough passengers but because it became part of a longer cross suburban route. On 14 December 1981, at the end of the same year, the Urban Transit Authority issued a timetable for the Red Arrow Express route

590, which ran between Blacktown and Epping (see page 14.) This route was operated by the Parramatta Bus Co and by the Carlingford Bus Service. At the western end, it ran express between Blacktown and Toongabbie Creek, since this area was outside the Parramatta Bus Co's operating area. If you compare the list of streets on the 201 timetable with the map on that for the 590, you can see the two routes went the same way between Seven Hills and Baulkham Hills, and that the 590 used some of the streets used by the 201 to Cross and Cook Streets on its way east towards Epping, but it went nowhere near Roxborough Park Road.

The 590 took forty seven minutes between its two terminals, allowing two buses (presumably one from each company) to provide service at approximately hourly intervals. Around three o'clock, buses arrived ten minutes earlier than we might expect, at 2.59 p.m. instead of 3.09, and took a short crib break until 3.35. This happened at both ends of the route. In the section of the route between Seven Hills and Baulkham Hills, where the new 201

had run, there were short workings before, and after the full-length service. The 590 buses ran only on weekdays, and provided no evening service.

The route number 590 was probably chosen to fit into the new Sydney Regional Route system, since Epping would have been at the northern end of the 500 area. In 1987 when the Upper North Shore routes needed to be numbered into the 500s, the area west of Epping fell into the 600s, and the Red Arrow has since been renumbered 630. As Bob Henderson points out, this freed the number 590 for the Chatswood to Hornsby section of the old route 55. In 1991 the route 630 was extended at its eastern end to Macquarie University. Meanwhile. The route number 201 was revived in 2002 for a weekday peak hour route from Bennelong Road in the eastern part of Cammeray to the City. It runs from Cammeray shops down Miller Street, the same road where I saw the old government 201s, but is included in the same timetable as the 263, whose buses from Cammeray to the City run in the opposite direction, from Cammeray shops towards Bennelong Road.

FARES		
Seven Hills Station to	Adult	Child
1. Seven Hills Road and Abbott Road	28	17
2. Old Windsor Road and Gibbon Road	45	26
3. Baulkham Hills Road and Gooden Drive	58	32
4. Seven Hills Road and Gooden Drive	62	34
5. Seven Hills Road and Windsor Road	66	36
6. Cross Street and Cary Street	67	37
7. Excelsior Avenue and Windsor Road	71	39
8. Roxborough Park Road and Windsor Road	73	40
9. Windsor Road and Seven Hills Road	84	45

ROUTE 201

From Seven Hills Station via Best, George and Olive Streets, Seven Hills, Abbott and Old Windsor Roads, Caroline Chisholm Drive, Langdon Road, right into Gooden Drive, Baulkham Hills, Seven Hills and Old Northern Roads, Olive Street, Windsor Road, Cook, Cross, Cary and Munro Streets. Drayton and Excelsior Avenues, Roxborough Park and Windsor Roads, Olive Street, Old Northern Road; returning via Seven Hills Road to Best Street and Seven Hills Station.


Certain journeys in the morning and evening peak periods divert from Seven Hills Road and operate to and from Seven Hills Station via Hartley Road.

On journeys to Seven Hills passengers will not be picked up and on journeys to Baulkham Hills passengers will not be set down between the intersection of Gibbon and Old Windsor Roads.

For timetable enquiries phone 630 2119.

ROUTE 201

SEVEN HILLS STATION to BAULKHAM HILLS



19 JANUARY 1981

A JOINT DEVELOPMENT OF THE URBAN TRANSIT AUTHORITY OF NSW AND THE BUS AND COACH ASSOCIATION (NSW)

DEPART SEVEN HILLS STATION	DONNA ST & OLD WINDSOR RD	ARRIVE BAULKHAM HILLS	DEPART BAULKHAM HILLS	COOK & CROSS STS	ROXBOROUGH PARK RD & EXCELSIOR AVE	ARRIVE BAULKHAM HILLS	DEPART BAULKHAM HILLS	DONNA ST & OLD WINDSOR RD	ARRIVE SEVEN HILLS STATION
MONDAYS TO FRIDAYS									
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
..	..	..	..	5 49D	5 54	6 00	6 01	6 10	6 17
6 20	6 28	6 38	6 40	6 44	6 50	6 57	6 59	7 09	7 17
7 20	7 28	7 38	7 40	7 44	7 50	7 57	7 59	8 09	8 17
8 20	8 28	8 38	8 40	8 44	8 50	8 57	8 59	9 09	9 17
9 50	9 58	10 08	10 09	10 13	10 19	10 26	10 27	10 37	10 45
10 50	10 58	11 08	11 09	11 13	11 19	11 26	11 27	11 37	11 45
11 50	11 58	12 08	12 09	12 13	12 19	12 26	12 27	12 37	12 45
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1 00	1 08	1 18	1 19	1 23	1 29	1 36	1 37	1 47	1 55
2 00	2 08	2 18	2 19	2 23	2 29	2 36	2 37	2 47	2 55
3 33	3 41	3 51	3 53	3 57	4 03	4 10	4 12	4 22	4 30
4 38	4 46	4 56	4 58	5 02	5 08	5 15	5 16	5 24	5 31
5 35	5 43	5 53	5 54	5 58	6 04	6 10	..	..	..

D — Departs Cook St and Windsor Rd 6.32am.

CONNECTING SERVICES
The Route 590 Red Arrow Express provides many connections with other bus and train services.

AT BLACKTOWN

- Local bus services around Blacktown, Doonside, Quakers Hill, Parklea and Mt. Drutt.
- Liverpool — Blacktown Red Arrow bus.
- Suburban trains to Penrith, Emu Plains and Richmond.
- Interurban and country trains.

AT SEVEN HILLS

- Local bus services to Toongabbie, Lalor Park and Kings Langley.
- Suburban trains to the City or Penrith.

AT BAULKHAM HILLS

- Local bus services to Parramatta, Castle Hill and Kellyville.

AT CARLINGFORD

- Local bus services to Pennant Hills, Beecroft, Parramatta, Dundas Valley, Ryde and Eastwood.

AT EPPING

- Local buses to Ryde, Eastwood and Beecroft.
- Government buses to Wynyard :
- Routes 288 & 290 : via Macquarie University and Macquarie Centre.
- Route 289 : via Epping Road and Kent Road, North Ryde.
- Route 291 : via Epping Road (direct).
- Suburban trains to the City and to Hornsby (with interurban and country train connections).

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BLACKTOWN - EPPING RED ARROW EXPRESS

ROUTE 590

Via
SEVEN HILLS BAULKHAM HILLS NORTH ROCKS CARLINGFORD

from 14 December 1981

A JOINT DEVELOPMENT OF THE URBAN TRANSIT AUTHORITY OF NSW AND THE BUS AND COACH ASSOCIATION (NSW)

Mondays to Fridays Timetable

BLACKTOWN STATION	SEVEN HILLS STATION	LANGDON RD & GOODEN DRIVE	BAULKHAM HILLS SHOPS	CROSS & CARY STS	WESTFIELD NORTH ROCKS	CARLINGFORD SHOPS	EPHING STATION	EPHING STATION	CARLINGFORD SHOPS	NORTH ROCKS SHOPS	CROSS & CARY STS	BAULKHAM HILLS SHOPS	LANGDON RD & GOODEN DRIVE	SEVEN HILLS STATION	BLACKTOWN STATION
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
6 20	6 28	6 34	..	..	7 23	7 29	7 35	..	..	..	..	6 03	6 09	6 17	..
6 55	7 05	7 12	7 17	7 23	7 29	7 35	..	..	..	..	..	6 35	6 41	6 50	..
7 35	7 42	7 53	8 00	8 05	8 11	8 18	8 25	..	..	..	..	7 03	7 09	7 18	7 27
8 30	8 37	8 47	8 54	8 59	9 05	9 11	9 17	7 40	7 45	7 52	7 57	8 03	8 09	8 18	8 27
9 20	9 26	9 35	9 41	9 46	9 52	9 58	10 04	8 30	8 35	8 42	8 48	8 54	9 00	9 09	9 17
10 25	10 31	10 40	10 46	10 51	10 57	11 03	11 09	9 20	9 25	9 32	9 37	9 42	9 48	9 56	10 04
11 26	11 35	11 41	11 46	11 52	11 58	12 04	..	10 25	10 30	10 37	10 42	10 47	10 53	11 01	11 09
PM	PM	PM	PM	PM	PM	PM	PM	11 25	11 30	11 37	11 42	11 47	11 53	12 01	12 09
12 26	12 35	12 41	12 46	12 52	12 58	1 04	..	PM	PM	PM	PM	PM	PM	PM	PM
1 26	1 35	1 41	1 46	1 52	1 58	2 04	..	12 25	12 30	12 37	12 42	12 47	12 53	1 01	1 09
2 21	2 30	2 36	2 41	2 47	2 53	2 59	..	1 25	1 30	1 37	1 42	1 47	1 53	2 01	2 09
3 42	3 53	3 59	4 04	4 10	4 17	4 23	..	2 15	2 20	2 27	2 32	2 37	2 43	2 51	2 59
4 42	4 53	4 59	5 04	5 10	5 17	5 23	..	3 35	3 41	3 49	3 54	4 00	4 08	4 17	4 27
5 42	5 52	5 58	6 03	6 09	6 15	6 20	..	4 35	4 41	4 49	4 54	5 00	5 07	5 15	5 24
6 17	6 25	6 31	..	..	..	..	..	5 35	5 41	5 49	5 54	5 59	6 06	6 13	..
..	..	..	..	..	..	..	..	6 25	6 30	6 37	6 42	6 47	..	..	..

No services on Saturdays, Sundays and Public Holidays.
Red Arrow buses stop only at specially marked stops along the route, as shown on map. This allows for a fast cross suburban service.

Buses operate EXPRESS between Blacktown Hospital and Toongabbee Creek, Winston Hills. This means passengers will not be set down on journeys from Blacktown or Seven Hills nor picked up on journeys to Seven Hills or Blacktown, between Blacktown Hospital and Toongabbee Creek.

Authorized by the Department of Motor Transport



Bradshaw's Guide (again!)

By Fred Albert & Henry S. Leigh, 1876

*I had to make a journey a little while ago,
Somewhere down the Midland Counties, you must know;
A charming little creature was seated by my side,
Who asked if I would lend her my Bradshaw's Guide.
This lady she was troubled with absence of mind,
The ticket for a journey she had left it far behind,
She could not recollect the town to which she wish'd to ride.
So begg'd that I would lend her my Bradshaw's Guide.*

Yes, she had actually forgotten the name of the town that she wished to travel to. Could only remember that the word contained the letter R. M. or W. So I began to run thro' a list of towns whose names contain that letter, such as...

*Birmingham and Sandringham, Ulverton and Wolverton,
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.
Then I produced my Bradshaw, and said to her, fair Miss,
Perhaps the place you're wanting you may find it out in this;
She took the volume from my hand, and eagerly she tried
To find the town she wanted in my Bradshaw's Guide.
She searched o'er ev'ry leaf, and turn'd o'er ev'ry page,
Until at last the lady, she got in quite a rage;
She soon turned round to me, and bitterly she cried,-
Dear sir, I cannot find it in your Bradshaw's Guide.
Although she said she had read all through.....
Birmingham and Sandringham, Ulverton and Wolverton,
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.
I reached my destination, and was going to alight,
When she placed her hand upon my arm, and said, with much
affright*



**"This one do sir?"
"Very nice, porter, but I prefer them without their mothers"**

*Oh, dear Sir, don't leave me, all alone to ride,
What shall I do without you, and my Bradshaw's Guide?
Said I, then come along with me down to my Hotel,
Perhaps the place you're wanting, you may happen there to tell,
So she linked her arm in mine and I escorted her with pride,
Said I, I'll be your friend, Miss, and your Bradshaw's Guide.
And said I, we will soon discover whether it is.....
Birmingham and Sandringham, Ulverton and Wolverton,
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.
I hired a conveyance and quickly off we rode,
I took her to my quarters, where she took up her abode;
And all the livelong day, then both of us, we tried*

*To find the town she wanted in my Bradshaw's Guide.
And while we both were searching, I squeezed her little glove,
And suddenly discovered that I was deep in love,
I proposed and was accepted, and now she is my bride,
And together we amuse ourselves with Bradshaw's Guide.
And of course, you know, she doesn't care anything now,
about.....
Birmingham and Sandringham, Ulverton and Wolverton,
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.
You may like to read all about George Bradshaw here.*

first projected, engraved and published work was a map of his native Lancashire.

This was followed in 1830 by a work detailing the canals of Lancashire and Yorkshire, a set of three known as Bradshaws Maps of Inland Navigation.

These are quite limited although a copy of a Bradshaw's Railway Folded Map 1907 is available. For a wider selection of Bradshaw's works try AbeBooks.co.uk - UK site of the world's largest network for used, rare and out-of-print books. .

'Seldom has the gigantic intellect of man been employed upon a work of greater utility', said the magazine Punch in 1865. By the time of his death George Bradshaws Railway Guides had become a national institution, quoted in contemporary novels and on the music hall stage, including the 1876 music hall hit by Albert & Leigh (above).

1830 was the year that George Stephenson's Rocket won the railway trials between Manchester and Liverpool and by 1855 there were over 8000 miles of railway track between all the major cities. Railway mania overtook England as the number of rail companies outstripped the profitable routes.

To augment the BBC series presented by Michael Portillo with his trusty Bradshaw to hand there is now Great British Railway Journeys - BBC Series 1 available on DVD from Amazon.co.uk.

The eight page edition of 1841 had grown to 32 pages by 1845 and to 946 pages by 1898. By comparison the current Great Britain Passenger Timetable runs to 2150 pages. In 1918 a Bradshaw would still only cost two shillings and in 1937 half a crown.

In 1844 Parliament passed legislation forcing railway companies to run at least one train every weekday at a fare that ordinary people could afford. It did not immediately trigger a nation of commuters but it opened up the possibility of cheap travel for the masses and day trips to the seaside. Very soon rail became the only way to travel.

As travel increased - and in particular tours around Europe - it was not surprising to find that in 1847 Bradshaws Continental Guide became available. It eventually grew to over 1000 pages, including timetables, guidebook and hotel directory. More recent is the European Rail Timetable Summer 2011 [proof-reader's note: this is all wrong].

Jules Verne was one of many authors who found the attraction of Bradshaw irresistible. As Phileas Fogg sets out from Charing Cross on his epic Around the World in Eighty Days , what was he carrying:

'Under his arm might have been observed a red-bound copy of Bradshaws Continental Rail and Steam Transport and General Guide, with its timetable showing the arrival and departure of steamers and railways.'

Although many other rail companies issued their own it was a Bradshaw to which the Victorians referred when they asked for a timetable.

Owing to its sheer size, Bradshaw gained a reputation for impenetrability, echoed by Sir Arthur Conan Doyle who has Sherlock Holmes commenting that 'the vocabulary of Bradshaw is nervous and terse, but limited. The selection of words would hardly lend itself to the sending of a general message.

Of course, the Victorians were not so much interested in literary quality of the prose as getting from A to B which was Bradshaws 'raison d'etre' and strength.

It could be inferred that Bradshaw's own strength was his religion. Although far from wealthy his parents at first sent him to study under a Mr Cowards who was a Swedenborgian minister. The Swedenborgians were one of the many dissenting groups active in the industrial heartlands devoted to the teachings of Emanuel Swedenborg, a Swedish philosopher and mystic who interpreted the scriptures as the immediate word of God.

George Bradshaw later joined the Quakers (Society of Friends) at an early age. The

The Victorians lived in an age of great industrial expansion. The coming of the railways made communication easier, the railway network grew as did the rapid increase in the number of railway companies throughout the country. What made travelling easier was Bradshaw's Railway Timetables. A copy of Bradshaw's Railway Guide: April 1910 is available from Amazon.

George Bradshaw was born on 29th July 1801 in Pendleton, Salford and was apprenticed to Mr J Beale an engraver. In 1820 the family moved to Belfast where George began work as a printer and engraver but soon returned to Salford in 1821 in search of work.

By 1827 he had become devoted to maps and as a consequence his

Quakers were a pacifist organisation, promoting peace conferences and whose greatest achievement was in the abolition of slavery. [Editor's note: Bradshaw's religion had quite an effect on the way he conducted his business and even on what he printed in his timetables. For many years, for instance, he refused to print the names of the month of issue of his Guide because he believed it showed disrespect].

George Bradshaw married in 1839 and joined the Institute of Civil Engineers in 1842. He visited Norway in August 1853 where he succumbed to Asiatic cholera. He was buried in the cemetery adjoining the cathedral of Christiania.

George Bradshaws legacy to the nation is a picture of travel at the height of Victorian eminence. The last Bradshaw, number 1521 was printed in June 1961. An almost complete collection of Bradshaws was handed to Manchester Public Library (housed in the Social Sciences section) when Blacklocks Printing Works closed in 1971, having succeeded Bradshaws and Blacklocks.

No more will Holmes cry 'the games afoot' and head for the South coast as in The Valley of Fear; or Archbishop William Temple, headmaster of Repton set the task of finding the best way from Great Yarmouth to Exeter without passing through London as an imposition for an erring schoolboy. They might, had they a Bradshaw to hand.

© John Barber - originally published in Lancashire Magazine November/December 1998, revised for Railway October 2001.

Editor's further note: *The Times* devoted an entire issue to Bradshaw last year (May 2011) and it might have been thought to be about as deep as one could dredge on the matter. But no! The article above was sent to me by AATTC member Tony Bailey who, a few days later unearthed the 2 article overleaf.

Bradshaw lives! His disciples maintain the faith.

Full steam ahead

A Victorian railway guide published in 1863 enters Amazon bestsellers list. By TED THORNHILL

Sales of a Victorian railway guide published in 1863 have gone full steam ahead thanks to the success of a TV series.

For staff at Old House Books and Maps, part of the Osprey Group in Botley, Oxford, have seen its reproduction of Bradshaw's Handbook, a Victorian guide to Britain's railways, become an unexpected bestseller and break into the top six in the Amazon UK bestsellers list on the back of the popular BBC programme Great British Railway Journeys. Now, with more than 8,000 copies sold, staff are hoping a second print run will arrive on time to signal more sales success.

Osprey spokesman Abraham Davies said: 'This is a big deal for us - it is very difficult to break into the Top 50 and this is the first time we have come anywhere near the Top 10. Everyone is ecstatic about it.'

In the TV series, former Cabinet minister turned presenter Michael Portillo uses an original copy of Bradshaw's Handbook to travel the length and breadth of the British rail network, to see the impact of the train and how the country has changed since 1863 when the book was first produced.

In a recent episode on BBC2, spread over 5 days, Mr Portillo is travelling from Oxford to South Wales. On the first leg, he got a rooftop view of the dreaming spires from Merton College's tower, and called in at the Hook Norton Brewery during a journey along the Cotswold Line through West Oxfordshire.

The Old House version of Bradshaw's is a facsimile edition of the book, so it is an exact copy of the original. Mr Davies added: 'The book gives a lot of detail of what the traveller would expect to see in local areas, which makes it a very interesting social history.'

The firm is hoping the second print run will arrive before the first run of 10,000 copies sells out. Managing director Nick Wright said: 'Not only is ours the only available version that includes the exact routes and places referred to in the TV programme, it is available for less than £10 and customers have recognised that as remarkable value.'

Mr Davies added: 'Bradshaw says of Oxford "This honourable seat of learning has

the advantage over Cambridge in its rural location".'

Old House was taken over by the Osprey Group last year, which allowed it to add facsimiles of period maps and reprints of long-neglected books to military history and nostalgia publications.

Osprey started in 1970, publishing cards that appeared in packets of Brooke Bond tea. It moved to Oxford in 1998 and has grown steadily with the acquisition of heritage and history specialist Shire Publications and sci-fi and fantasy publisher Angry Robot.

It now employs about 45 staff and also has an office in Nottingham and a U.S base in New York.



© BBC/Talkback Thames/Steve Peskett

Death of the timetable forecast

Another journalist getting a little carried away? - Spotted by TONY BAILEY

The death of the timetable, with public transport supply flexibly matched to demand, was the prospect offered by Chris Cooper, Industry Architect, Travel and Transport with IBM. The company's travel information hub (TIH) concept, he told a session on information and integration, is ready for the marketplace, to provide mobile and web access to information on fixed and moving transport assets.

US IBM researchers have teamed up with the California Department of Transportation (Caltrans) to develop the Smart Traveler system. This uses authenticated travel-

lers' journey capture to give intelligent predictive notifications via SMS, traffic alerts on Caltrans' 511 one-stop phone and web travel information source, email, and Atom or RSS feeds for morning travel condition reports.

London's new Countdown II iBus information system, via web (desktop, mobile and accessibility-optimised), SMS and at-stop signs is: "radically different in scale from previous implementations", said Tim Johnson, Product Manager at developers Trapeze TPI. It covers 19,000 stops and 8,500 buses, supporting six million journeys a day on 700 routes.

Johnson stressed the importance, starting from Transport for London specification, of an "evolutionary, agile process", characterised by a "healthy tension between creativity and delivery focus". Launched on 17 October, Countdown II is regularly exceeding 30,000 hits an hour with close to 90 per cent of use being mobile, reported Tim Johnson.

Germany is committing €25 million to a 'door-to-door' research programme aimed at giving passengers continuous journey guidance, announced Berthold Radermacher, Head of Standardisation at German transit organisation VDV.