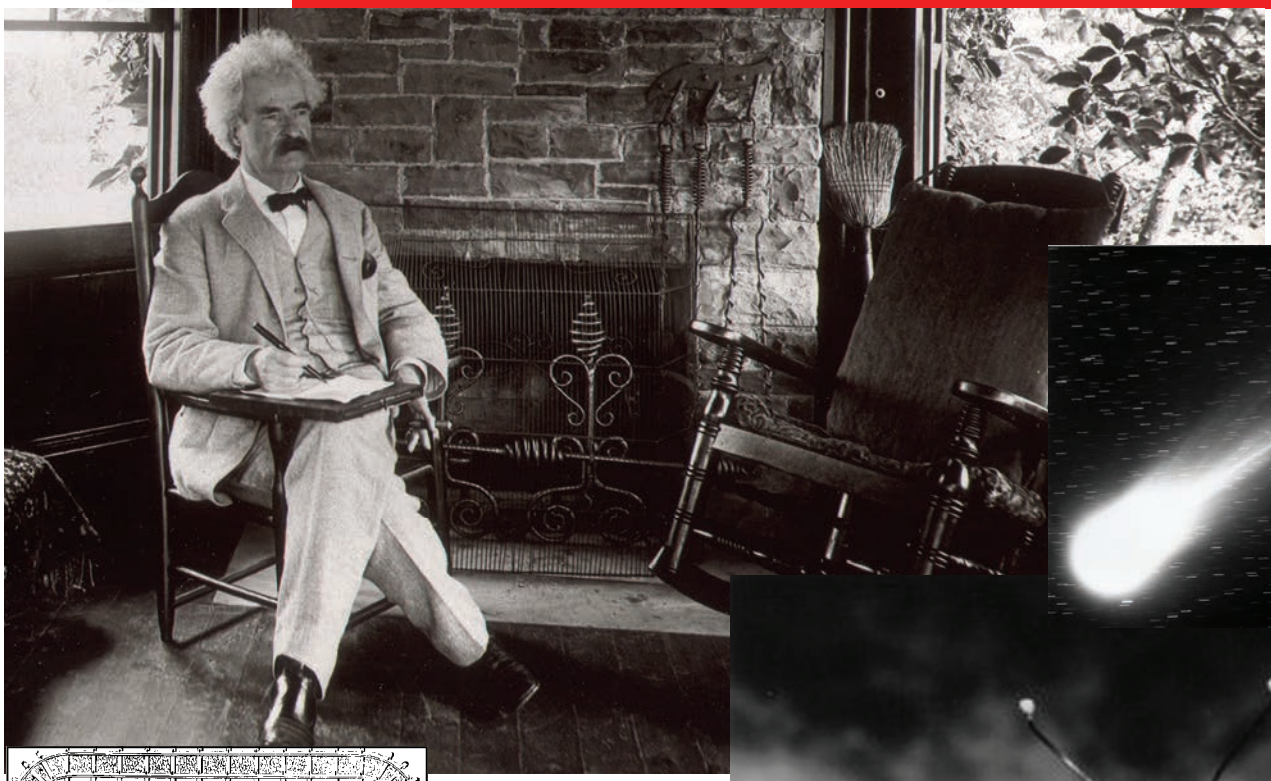
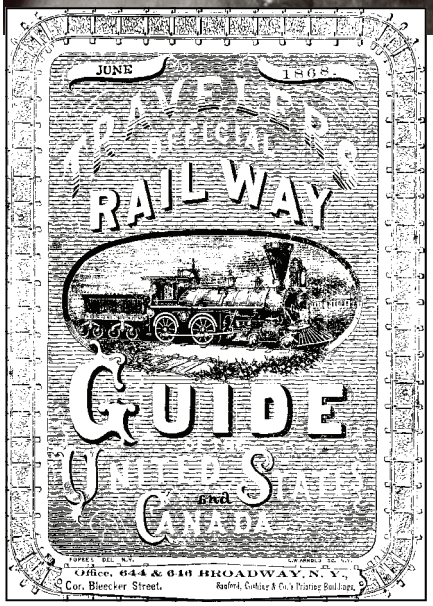
The Times

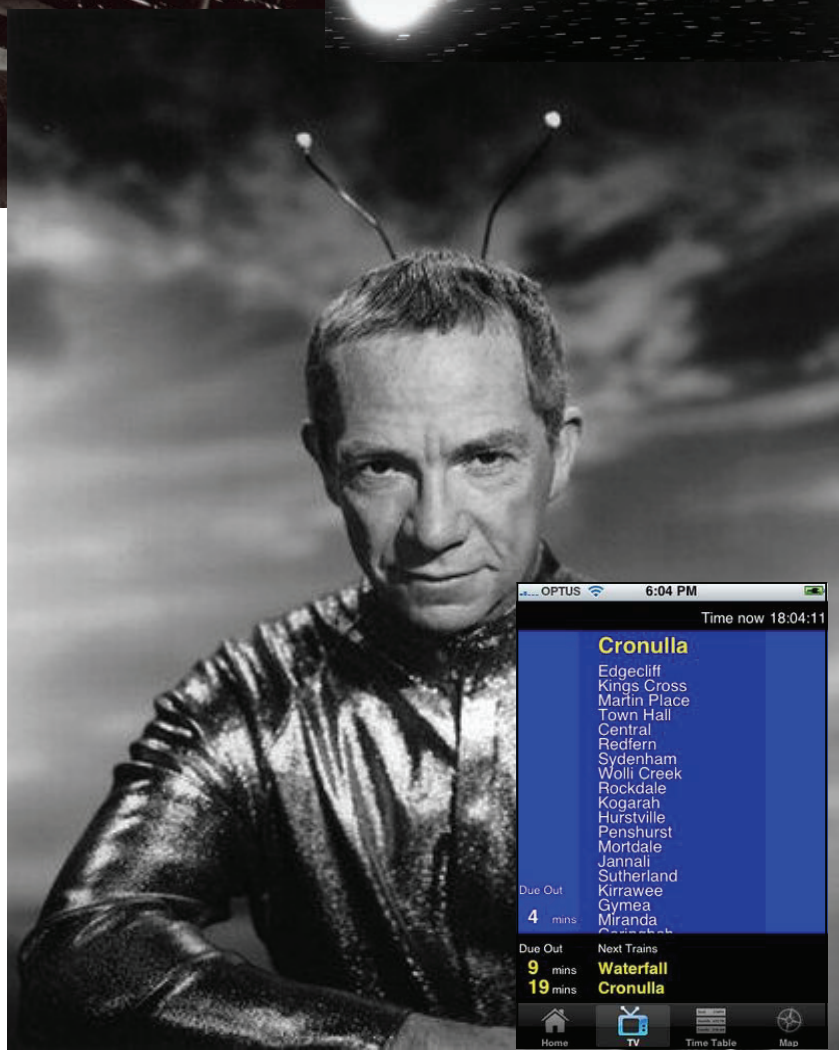
July 2012

A journal of transport timetable history and analysis





Mark Twain and Uncle Martin consult their timetables



Inside: Do timetable apps suck?
The roads mass travelled
Holidays on the rails

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On the front cover

"*The report of my death was an exaggeration*," said Mark Twain in 1887 after a reporter was sent to investigate whether he had died. In fact, it was his cousin who was seriously ill. Twain later went on to predict that he would "*go out as I came in, with Halley's Comet*." He was mistaken by only one day. That's pretty cool time keeping and certainly the rumours were no longer an exaggeration. Are the reports of the death of the paper timetable also an exaggeration? Not on Mars, from where Uncle Martin hails. Timetable access apps. are embedded in baby's brain at birth. If Martin wants to catch the next passing comet to visit his "nephew" Tim, he merely needs to think about it and his antennae pop up and download all the information he needs. Fanciful? It will happen soon on Earth; it is nearly here now. Drop-in visitors to a recent NAOTC convention had to have the word "timetable" explained to them. Already my year-old grand-niece is a dab hand with any number of smart phone apps. Any time she likes, she can check out the running of the ARTC freight trains that rumble down the tracks over her back fence. Uncle Martin's i-phone app. at lower right so frightened CityRail, that it sought an injunction to suppress it. Confident predictions of the death of the printed timetable are often made. Like Mark Twain's 1887 "death", these predictions may be a bit premature right now– but they will surely come to pass. Most people will say "good riddance" to the old paper timetables. It is hard to gainsay them.

Eyes on screens are the essence of the thoroughly modern look. Hunching at the desk, bumping into fellow web addicts walking down the street, keying over coffee, millions are entranced by the ability to devour and create digital information on shiny rectangles. [http://m.smh.com.au/national/its-all-about-the-journalism-stupid-20120622-20tfk.html]

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The Late Mark Twain

Submitted by THOMAS JEFFERSON SNODGRASS, *who insists that,—this time—his time has finally come.*

The paper transport timetable, that creature of the nineteenth century, has had a long and venerable life but is now seriously doddery. Soon—very soon—it will become a relic, consigned to dusty shelves, weevil fodder.

Few will mourn its passing-perhaps only eccentrics such as ourselves. While it may give the rabid few some satisfaction to gaze at a shelf containing a complete collection of current city bus timetables, this satisfaction would not be shared by most people.

Those who use paper timetables to get a "big picture" of transport logistics may find some comfort in the following about paper books, taken from the website http://www.theverge.com/2012/1/20/2720158/sorry-ibooks-paper-books-still-win-on-specs (ironic, yeah?)

If you take a moment to think about a paper book as the technological object that it is, you can quickly see plenty of advantages over e-readers. The list of "specs" for your standard paper book gets surprisingly long when you expand your definition of technology to include elements that don't require a computer chip.

- *Readable with any form of light*
- *Very high contrast display*
- *Requires no battery power*
- *Depending on model, lasts anywhere from five to five thousand years or more*
- *Immersive and non-distracting user interface*
- *Offers a spatial layout for immediate access to random information*
- *Conforms to the standardized "page number" spec for easy reference*
- *Supports direct interaction via pen or highlighter*
- *DRM-free for easy lending and resale*
- *Standards-based system not controlled by any single corporation or entity*
- *Crash-proof and immune to viruses (though vulnerable to some worms)*
- *Easy to learn user-interface consistent across most manufacturers*
- *Supports very large number of colors and also black and white images*
- *Compatible with a wide variety of note taking systems*

These features and specs are either unmatched or poorly matched by most current e-reader technology. While e-readers obviously offer many advantages over paper books, I would argue that most of the above specs are essential to how most people think of the act of engaged, active reading. More importantly, many of these "specs" are vital to how most cultures have historically preserved and disseminated knowledge for thousands of years. The phrases "most cultures" and "thousands of years" sound awfully hokey, I know, but those are the stakes. If we are to replace this powerful and durable technology, we need to think in those very large terms.

Does the same apply to the paper timetable? Well, yes—but only if you are a timetable freak. In the event, a thing like a Kindle seems to be able to supply a great deal of this functionality.

If, however, you are a transport user, wanting to know how and when to go from A to B, the inconvenience of carrying round a set—a vast set too—of paper timetables to cover all possibilities become completely ridiculous. Why not just thumb the screen on your smart-phone to get not only the information you seek, but also real-time information that closes the gap between plan and reality.

Take a moment on your next public transport trip to size up what your fellow passengers are doing. That's right, they are beavering away at their laptops, i-phones and all manner of gewgaws, texting, reading, listening, talking. Nobody is like you: looking out the window or poring over a paper timetable. It is true that few of the 70% of passengers who use Apps on public transport these days are actually looking at timetables, but that is not the point—they can switch over in a few seconds.

Here in NSW, Gladys promises an "easier-to-understand timetable". But she also promises *"In addition to the overhaul of the timetable, we are looking at better ways to provide customers with real-time information and other important measures like journey times."*

That's the spirit. It is a welcome change

Don't you overlook that Maryborough [Vic] *station, if you take an interest in governmental curiosities. Why, you can put the whole population of Maryborough into it, and give them a sofa apiece, and have room for more. You haven't fifteen stations in America that are as big, and you probably haven't five that are half as fine. Why, it's perfectly elegant. And the clock! Everybody will show you the clock. There isn't a station in Europe that's got such a clock. It doesn't strike--and that's one mercy. It hasn't any bell; and as you'll have cause to remember, if you keep your reason, all Australia is simply bedamned with bells.*—Thomas Jefferson Snodgrass.

***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 travellers' 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.

from only a couple of years ago, epitomised by the following SMH story.

RailCorp is threatening a Sydney man with legal action after he created an iPhone application that allows people to monitor timetables for Sydney trains and ferries.

Alvin Singh, a software developer at News Digital Media, has been selling the Transit Sydney application on the iTunes App store for $2.49 for the past two weeks.

The application, which displays train and ferry timetable information in a format similar to the computer monitors found at train stations, is based on the fixed schedules provided on the CityRail and other public transport websites.

Singh said in a phone interview he was planning to include bus timetables, a planner tool and information on service interruptions in the next version of the application, which is being bought by iPhone users at a rate of about 20 copies a day.

But Singh recently received a threatening email from RailCorp advising him that if he did not remove the application he would be sued for copyright infringement, as RailCorp owns all of its timetable information.

Singh said he did not have the resources to take on the Government in court and his legal advice suggested he would probably lose the case. So he will most likely withdraw the application from the App Store.

"I've asked them to send me a formal written cease and desist notice before I take it further," he said.

"The argument they've said is we are in the planning stages of getting our own application up there, but going by the Government's past performances I don't think we'll see it any time soon."

RailCorp would not comment on whether or not it was developing its own iPhone application.

"RailCorp's primary concern is that our customers receive accurate, up-to-date timetable information," a spokeswoman said in a statement.

"This includes details of service interruptions, special event services, trackwork and other changes. Third-party RailCorp timetable applications may contain inaccuracies and have the potential to mislead our customers."

Since Singh's application is based on the fixed timetables provided on the RailCorp website, it does not account for service delays.

Singh said he was not looking to profit from the application and sold it only to cover his costs. He said he would give the code to RailCorp for free if it wanted to build its own version.

"It's in the public interest for them to have this out there and the argument they gave me was they plan to release their own one but they've had two years to do it and they're a corporation; they've got lots of people to do it, and I did it over a few weeks in the December break."

The Victorian and Western Australian governments have been far less draconian when it comes to iPhone developers. The Metro Melbourne, Metro Perth and iTT Perth applications have provided public transport timetable information for some time.

Google Maps offers transport timetables for Adelaide and Perth, but Google has not yet been able to secure the rights to provide the feature for other cities.

It is not all plain sailing even in those places where transport authorities produce their own timetable apps. The following argy-bargy broke out in Melbourne recently [from The Age]:

Passengers blast updated app for public transport *Adam Carey, April 24, 2012*

Thumbs down: The new app.

IF IT were a movie, the terrible opening weekend reviews would have consigned it to a quick and brutal box office death.

But the masses of people who went online to vent their loathing for a complex new public transport iPhone app have been told to learn to love it.

The app was released last Thursday by Public Transport Victoria, the government body that this month took over the running of public transport in the state.

An upgrade of the old Metlink train timetable app, it includes information on trains, trams and buses and employs GPS mapping technology, in what PTV hopes is a big leap in the provision of useful information for people travelling around the state.

But more than 1200 people have taken to the iTunes store in its first four days and given the app a giant thumbs down, with the average user rating being one star out of five. "Worst app ever", "bring back Metlink" and "horrible upgrade" is a tiny but indicative sample of the responses, with many complaining the app is not intuitive or user-friendly. A handful of users have also fiercely defended the app as a great advance on the old one.

In response, PTV has urged people to show faith, saying some of the problems were caused by a server failure as "hundreds of thousands" of people downloaded the app on its first day.

"The app has many new and advanced features and is vastly different to the old app," a spokeswoman said. "We expect it will take time for people to get used to it … We are committed to making the app work for users and we will use feedback to help build on its current features."

But one commentator said PTV's call to persist with the app was proof it had failed to properly consult with people while designing it.

"When you launch an application like that it needs to work first time, every time, because you often won't get a second bite at the apple," said Lisa Wade, director of Stamford Interactive, a Melbourne-based web user consultancy that has analysed the app. "They've launched something that people can't use, as evidenced by all of the bad feedback."

Ms Wade said it was far more expensive to launch an app before ironing out the bugs than to consult users and get it right beforehand. "To fix it they'll need to talk to their users, watch them interact with the app and see the problems they're experiencing," she said.

PTV later restored the old App.

Now, I am not a Luddite and have been designing, building and programming computers and their operating systems for more than 4 decades. I do not own a Smart-phone however. I do not even own a Stupid-phone (i.e. old-fashioned mobile phone). This makes it rather hard for me to review timetable apps. You could properly regard it as the height of irony that I am advocating the supremacy of the app and the upcoming death of the paper timetable. All the more ironic then that you are reading these words off the surface of a sheet of paper. Well, here goes…

My first task was to inform myself of what an app. actually is and where you may obtain such things. The first thing to note is that it is not an app, it is an app– a sure sign that the acronym for application has been transformed into a word listed in standard dictionaries. Not bad for a neologism still in nappies. We might note in passing, that APP is also railway code for a Network Rail station at Appleby in the UK and the Amtrak code for the Depot at Appleton in Wisconsin. I bet you didn't know that!

The word "app" has become popular, and in 2010 was listed as "Word of the Year"

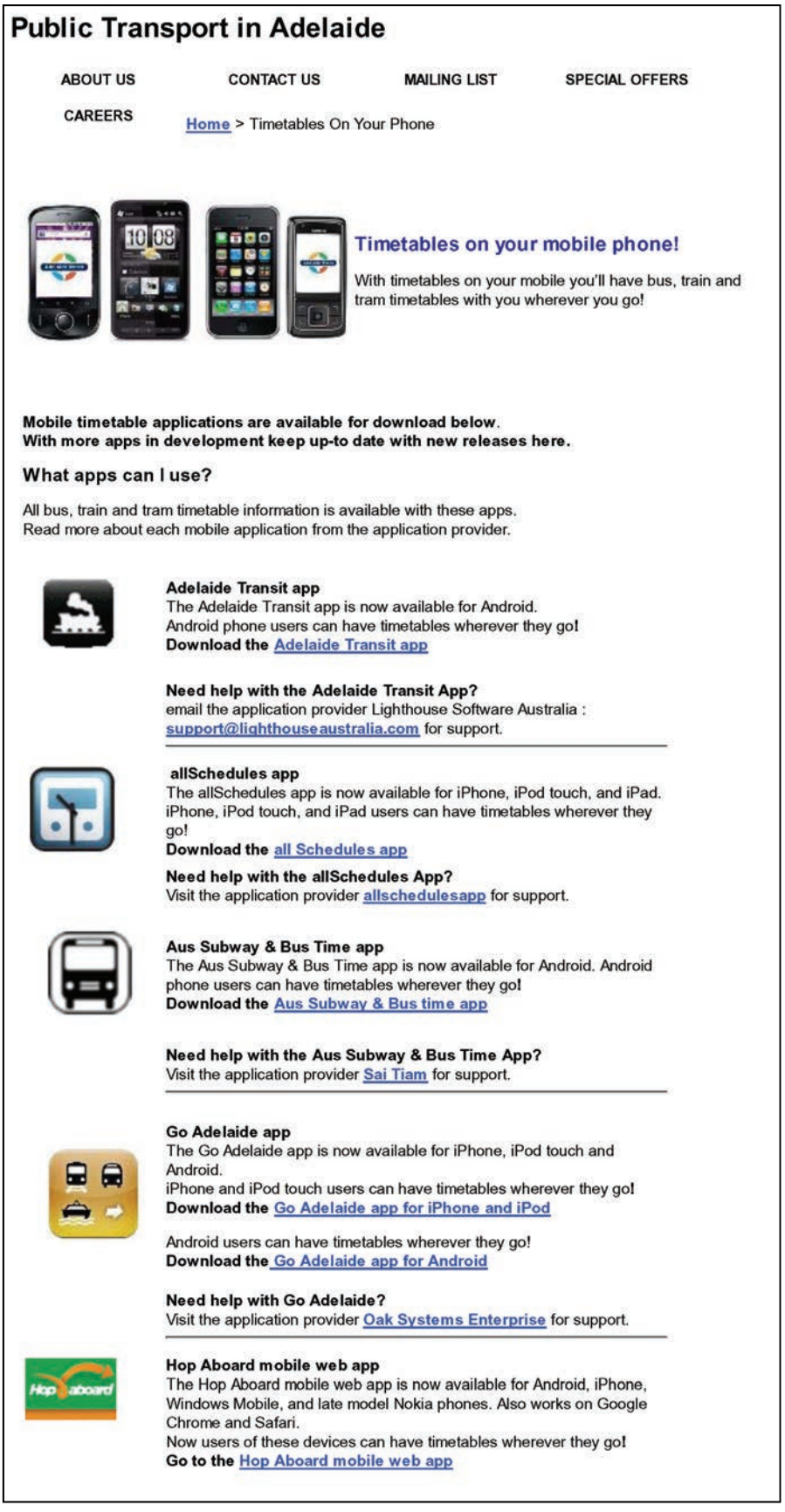
by the American Dialect Society. Technologist Michael Saylor has referred to the newer mobile app enabled smartphones as "app-phones" for their distinction from the earlier Smartphone models. He states that these app-phones can support many applications and programming languages and should be considered computers first and phones second.

A mobile application (or mobile app) is a software application designed to run on smartphones, tablet computers and other mobile devices. They are available through application distribution platforms, which are typically operated by the owner of the mobile operating system, such as the Apple App Store, Google Play, Windows Phone Marketplace and BlackBerry App World.

Some apps are free, while others have a price. Usually, they are downloaded from the platform to a target device, such as an iPhone, BlackBerry, Android phone or Windows Phone 7, but sometimes they can be downloaded to less mobile computers, such as laptops or desktops. For apps with a price, generally a percentage, 20-30%, goes to the distribution provider (such as iTunes), and the rest goes to the producer of the app

Mobile apps were originally intended for productivity: email, calendar and contact databases, but public demand caused rapid expansion into other areas, such as mobile games, factory automation, GPS and location-based services, banking, order-tracking, ticket purchases—and timetables. This, in turn, created a large subculture of different online magazines to review these new mobile applications. This was due to the large number of apps in the apps store which made internal navigation more difficult.

What follows is a brief summary of my own of a selection timetable apps currently available for transit systems in Adelaide. Links to apps will be found at the end of each summary.



Public Transport in Adelaide

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Home > Timetables On Your Phone

Timetables on your mobile phone!

With timetables on your mobile you'll have bus, train and tram timetables with you wherever you go!

Mobile timetable applications are available for download below.
With more apps in development keep up-to date with new releases here.

What apps can I use?

All bus, train and tram timetable information is available with these apps.
Read more about each mobile application from the application provider.

Adelaide Transit app
The Adelaide Transit app is now available for Android.
Android phone users can have timetables wherever they go!
Download the Adelaide Transit app

Need help with the Adelaide Transit App?
email the application provider Lighthouse Software Australia : support@lighthouseaustralia.com for support.

allSchedules app
The allSchedules app is now available for iPhone, iPod touch, and iPad.
iPhone, iPod touch, and iPad users can have timetables wherever they go!
Download the all Schedules app

Need help with the allSchedules App?
Visit the application provider allschedulesapp for support.

Aus Subway & Bus Time app
The Aus Subway & Bus Time app is now available for Android. Android phone users can have timetables wherever they go!
Download the Aus Subway & Bus time app

Need help with the Aus Subway & Bus Time App?
Visit the application provider Sai Tiam for support.

Go Adelaide app
The Go Adelaide app is now available for iPhone, iPod touch and Android.
iPhone and iPod touch users can have timetables wherever they go!
Download the Go Adelaide app for iPhone and iPod

Android users can have timetables wherever they go!
Download the Go Adelaide app for Android

Need help with Go Adelaide?
Visit the application provider Oak Systems Enterprise for support.

Hop Aboard mobile web app
The Hop Aboard mobile web app is now available for Android, iPhone, Windows Mobile, and late model Nokia phones. Also works on Google Chrome and Safari.
Now users of these devices can have timetables wherever they go!
Go to the Hop Aboard mobile web app

Adelaide is arguably the most cool among Australian cities when it comes to transport apps. This is because Adelaide is one of the few cities to open its own timetable site for use by apps. A section of Adelaide Metro's App web-page is shown above.

1. **Google Android Adelaide Transit** app. (screen shot, left).

Err…. Bad luck about this, but it met with

a mixed response:

Stephen - 23 January 2012 - Samsung Galaxy S2 with version 0.12: **Garbage** This is absolutely hopeless. Only works if you know exactly here you are going. This is utter crap.

Flacky - 18 May 2012 - Samsung Galaxy S with version 0.12: **Great App**! So glad I found this app. I use it often & have had very little trouble with it.

https://market.android.com/details?id=com.lighthouseaustralia.transit

(2) Well, that is considerably better than the next offer—**allSchedules app**—which elicited this:

Not worth anything. by Rebecca Tillie. No help menu to help you figure it out

Awful by Bob in PDX I really should have read the reviews. No menu, no help, isn't worth a nickel!

Awful by Glenna McPartland Completely unhelpful waste of money

http://itunes.apple.com/us/app/allschedules/id449780381?mt=8

(3) is **AUS Subway & Bus,** described in the following terms by the provider: *Note: yongSubway2 is only tested in Perth and Adelaide. For other cities in Australia, it may not work properly. Please comment if you want this app to come to your city. When they are released by the authority, they will be instantly available on yongSubway. Enjoy! A 100% free app to find nearby subway and bus arrival in Perth and Adelaide.*

A Boston screen shot is at near upper right and US users have commented as follows:

Mikey - 30 January 2012 - LG Optimus Black with version 2.0 The latest update **works excellent**! Very handy app, saves me carrying timetable in my bag.

Alex - 14 February 2012 - LG Optimus Black with version 2.0 **It works**. Really work. This app is great, very easy to navigate and accurate.

Mukinu - 05 February 2012 - LG Optimus Black with version 2.0 **Love it** I love getting real-time info at any stop.

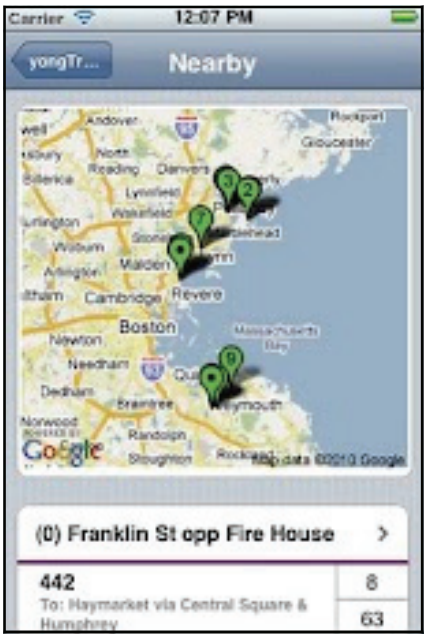
(4) Next we have **ITunes Go-Adelaide** (screen shot upper far right).

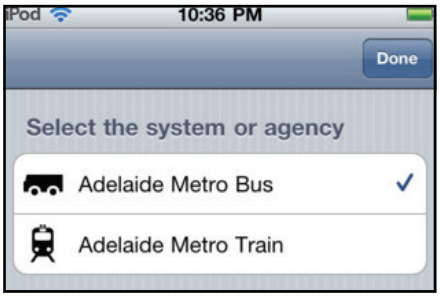
The envelope please (urk!):

I can't work it by JohnAdel Just spent about 90 min trying to set it up and failed. Inbound is Outbound, reverse trip does not work half the time, shows 60 min between busses in a 15 m zone.

Very average by Kimone I needed A to B options and times. App is pretty useless for that. I would have been better off sticking with the stock iPhone Maps app.

Handy little app by Reflect 33 Simple but





effective, it does the job well. My only criticism is that if it decides to download an update while you're waiting for the bus and not in a wifi area it will take forever and you won't be able to access it, even the previous timetables, until it's finished.

http://itunes.apple.com/au/app/go-adelaide/id411503444?mt=8

(5) **TransitGuru Adelaide Metro,** By Toccata Technologies Inc. Screen shot immediately above.

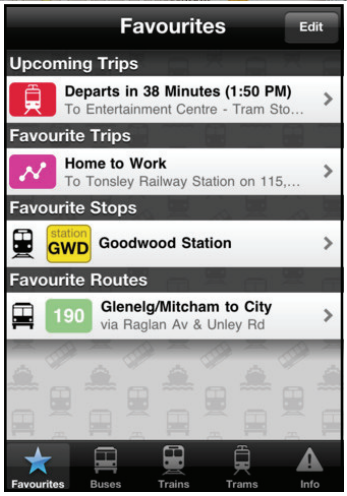
- What's New in Version 1.5.
  -Fixed crash bug in iOS 5.0
  - Fixed the bug to find nearest stations via GPS.
  -Compatible with iCloud.
  - Misc bug fixes

No reviews available but obviously has had some bugs!

7 TransitTimes Adelaide By Zervaas Enterprises Description

-Complete bus/train/tram timetables & offline trip planner for Adelaide, South Australia.
-Featured by Apple: iPad Business Class > GettingfromAtoB
- Recommended by Adelaide Metro: http://www.adelaidemetro.com.au/general/timetables-on-your-phone.

Again, no reviews, but you can obviously customise your own travel plans (screen



shot labelled "Favourites", above.)
http://itunes.apple.com/au/app/transittimes-adelaide/id408240998?mt=8

Well, we appear to have run out of space to cover all of the apps available for Adelaide, yet alone the apps available elsewhere.

That's the trouble with paper, isn't it?

Letters

1. From Robert Henderson

Thanks for publishing my Campbelltown article in the issue I received today.

I guess I should have provided some captions for the photos, as they look a bit bare without explanation. I need to give some credits for some of them as well.

Could you please publish something along the lines of the following in a future issue of The Times. PHOTOS ILLUSTRATING "HOW THE SUBURB OF CAMPBELLTOWN BECAME A CITY" BY ROBERT Henderson IN THE MAY 2012 ISSUE.

Page 6 Three ex-Government double deckers in Campbelltown Transit's depot circa 1967. The two outside buses are in the Campbelltown Transit's livery of white with blue lining, while the third bus remains in Government green and cream. The two white-painted buses display route number 131, which had been that officially used for Campbelltown-Appin trips prior to 1967. Photo by the late Bruce Harris, courtesy of Dave Urquhart of Pert.

Page 7 Buses of a variety of models picking up children outside a Campbelltown school, possibly the high school.

Page 8 Beautifully restored St Elmo House in Broughton Street, Campbelltown. Neil McLean used the name of this house for the estates which he developed in the 1950s. Image courtesy of Campbelltown City Council's website.

Page 9: An aerial view of Campbelltown Transit's bus depot on the corner of Broughton and Queen Streets, Campbelltown in the 1960s. The depot was later moved out of the centre of Campbelltown to a location about one kilometre east of the CBD. Image courtesy of Campbelltown City Council's website.

Page 10: A 32 class steam loco hauling a typical pre-electrification peak hour train into Campbelltown station, while the station was undergoing major refurbishment ahead of electrification, which opened in 1968. Besides the peak-hour steam trains, two-car diesels provided most of the off-peak service between Liverpool and Campbelltown in the 1960s.

2. From Chris Blower

Having returned from overseas, I have just seen the May edition of The Times.

On page 4, mention is made of Dick and Christa Hughes. It gives the impression that the photo was taken before 1984 when Dick was alleged to have died. Not so. Dick is still around and, although a bit frail now, presents a fortnightly jazz program on Sydney radio station 2MBS-FM. It was, of course, Dick's Foreign Correspondent father Richard Hughes who died in 1984.

3 From Ian Manning

Having had a longstanding interest in modal choice, I was intrigued by the survey of time-use by passengers in Wellington. For most journeys public transport is slower than motoring - the only times when it is faster is where there are severe parking difficulties or where it runs on reserved tracks and the competing road is very congested. The economists who value time savings argue that, where public transport is slower, it will only be chosen when it is cheaper (including where the traveller cannot afford car ownership). However, in the course of their travel public transport patrons are free to do things other than drive, and it may be that they choose the bus or train in order to have time to do these other things. This gives public transport operators a limited ability to attract passengers by catering to these activities - in the jargon, these secondary time uses.

The fact that passengers like watching the passing scenery should cause bus proprietors to review their habit of covering windows in plastic advertising mesh. More interesting, the survey confirms my reason for preferring rail-borne transport to buses - I find it easier to read on a train or tram than on a bus and so, apparently, do the people of Wellington. Of course, the argument also works the other way: smokers and travellers addicted to heavy metal played loud are likely to stay in their cars and develop road rage even when there is a fast public transport alternative.

4. From Tony Bailey (who found these in "the media"

OVERCROWDING worsened on several of Melbourne's tram routes last year but peak-hour crushes also eased on other routes that had previously suffered chronic load breaches.

Where overcrowding eased, it was put down to a combination of larger trams being shifted to crammed routes, and commuters ditching tram travel.

The figures are contained in the Department of Transport's latest six-monthly tram load standards report, completed in October and published online last week. Passenger numbers were recorded at dozens of tram stops during the morning and afternoon peaks.

The worst example of overcrowding occurred on the route 48 tram, from North Balwyn to Docklands, where passenger numbers were more than 25 per cent above capacity by the time they approached the city in the morning peak. Seven of 21 breaches occurred on this line.

Yarra Trams has blamed Metro timetable changes that led to some trains running direct to Flinders Street Station instead of through the city loop.

"Jolimont has grown as a key interchange point due to Epping and Hurstbridge trains running direct to Flinders Street," a spokesman said.

The second most overcrowded point was on route 112, outside St Vincent's Hospital on the city's northern fringe. Increased activity along Brunswick Street was blamed.

But a sharp drop in breaches was observed on what has long been one of Melbourne's worst tram routes for overcrowding, route 55 from West Coburg, as passengers abandoned the chronically crammed route.

There was a 5.4 per cent drop in patronage, the report said, even as three new peak-hour services were added to the route, which is also one of the city's most scenic, running through Royal Park and past the zoo. A spokeswoman for Public Transport Victoria said timetables had been boosted on 11 tram routes.

The first of 50 new low-floor trams are also due to arrive in Melbourne by the end of the year, and will be gradually introduced over the next five years.

1) Woolworths Site- already purchased as a park/plaza by Council

2) "Town Hall's plaza could be expanded and street parking replaced with a large underground parking garage on the corner of Pitt and Park Sts."

3) " buses from the north would terminate at Wynyard or bypass the city altogether." - in the last case it would probably be unnecessary to run them!

Where on earth do these people come from?

RATES collected from city businesses would be used to revitalise Sydney through construction of residential towers, art precincts, light rail and pedestrian strips under a plan to be revealed today.

The five-year plan by the Sydney Business Chamber proposes spending 5 per cent of rates - about $9 million a year - on planning partnerships between the public and

private sectors.

The Global Sydney report recommends building residential towers over train lines, raising height limits, making light rail free and removing government operations from heritage buildings and turning them into luxury hotels.

It calls for government departments to be moved out of heritage buildings and relocated to Sydney's west, stimulating the suburban economy.

An "arts ribbon" would curl from Barangaroo to the Opera House, large plazas built for pedestrians, and buses from the north would terminate at Wynyard or bypass the city altogether.

Central Station should be expanded to be "more pedestrian friendly", with residential and commercial towers built over the railway tracks. Free light rail should run down George St, terminating at Railway Square, with buses at Eddy Ave connecting to the free light rail.

Town Hall's plaza could be expanded and street parking replaced with a large underground parking garage on the corner of Pitt and Park Sts.

Landmark "tall, thin" apartment towers should be built on the Woolworths site, the report by RedBridge Grant Samuel CEO Andrew Low said.

He called for development partnerships to be sanctioned by local government, and the groups to be voted in and supported by the business community to act as a conduit in planning between the public and private sectors.

The report called for arbitrary height limits on new buildings to be removed because it pushed up prices, recommending "new iconic residential towers".

"This would allow more than 5000 extra people to live in the CBD without sacrificing valuable commercial office space," it said.

Run-down commercial sites such as the Sydney Fish Market and lower Oxford St should be rejuvenated.

"Appropriate revitalisation of key sites of a city have a disproportionate impact on the perceived attractiveness of a city as a business and tourist destination," the report said. The report will be revealed at a Sydney Business Chamber launch recently.

5. From Albert Isaacs

I refer to Ben Lewis's letter "Down the line to Kywong" (The Times, June 2012) and more specifically to your Editor's comments referring to the keeping of times books or diaries of rail trips. Unusual as it sounds, in my experience the keeping of times books has a geographical bent. Rail enthusiasts in Victoria and South Australia tend to keep such books to a far greater extent than enthusiasts from other States. I even know some Victorians who use old VR Guard's notebooks for this purpose because such books are already ruled up for times, consists, etc. Obviously, such people avariciously grab these obsolete books whenever they come on the market.

Despite my earlier comment about Victorians and South Australians being at the forefront of the taking of times, it should be noted that most railway personnel in nearly all Australian states are usually blasé when confronted with those indulging in this practice. The notable exception is Queensland, where I have often been subjected to intense questioning when taking times.

About 30 years' ago I travelled on the Texas branch Car Goods, followed by a trip on the Westlander to Charleville, Quilpie and return. When the Westlander guard saw me making notes in a book, he gave me a very dirty look: "Are you from Four Corners or sumfin'? Are you checking up on my train?" Despite my strong assurances that I was only keeping notes for my own enjoyment, he KNEW that I really was a reporter. When I went into the Griddle Car for tea, the guard was also there and he proclaimed in a loud voice for all to hear: "Be careful what you say, folks. There's a reporter in here and he's taking down everything you all say!" When the train split at Charleville, the guard continued in the Cunnamulla section while I went onto Quilpie. The next day, when the two sections were joined up again, you can imagine the guard's surprise when he saw me once more – as far as he was concerned, the fact that I had gone to Quilpie but had returned the very next day was proof positive that I was a journalist inspecting the train. As I was travelling in a twinette sleeping berth, it was the guard's duty to serve me with a cup of tea for supper and then again in the morning. This fellah-me-lad thought that he had got the better of me by serving my supper after midnight and then waking me a second time at 0400 with the morning cuppa. As it happened, as well as disrupting me, he also inconvenienced the other person travelling in my twinette. Interestingly, my fellow traveller was the ASM Charleville; he well understood that I was a rail enthusiast and thought that the guard's behaviour was a great joke – until he was awoken at 0400, that is.

Despite discouragement from this guard, 30 years' later I still keep a times book on all long-distance rail trips and on interstate and overseas suburban trains, and I will continue to so do!

Editor's Note: Would you be surprised to find a woman keeping such a log? I was. This was on an Amtrak train only a few years ago. She had reckoned she was the only person in the world, "who does such a weird thing". She was probably the only woman, though.

6. From Ben Lewis

You have stunned me Geoff.

I did not expect you to publish my article in full, I guess I should feel okay you found my item worthy of complete publication.

Thank you for your positive view of the RRC*, this is very important. The management and staff at the RRC are very proud of maintaining a professional standard, and we have many grateful customers who thank us regularly for our efforts.

Likewise "The Times", with very limited resources, is a excellent publication with historical value, entertainment at times, and always very easily to read and enjoy.

Always grateful for your efforts, Regards Ben.

*** Editor's Note**

en's letter emphasises again the importance and value of the Railway Resource Centre (RRC) to students of timetables and other railway documents.

For many years the RRC and its predecessors have been beavering away, collecting, collating, scanning and making available a plethora of railway material. At the present time it is in the process of digitising all NSW timetables in its possession, including all Working Time Tables—a mammoth task. In earlier years, it has done the same for signalling diagrams, gradient profiles, Weekly Notices, Special Train Notices, General and Local Appendices and a number of magazines such as the ARHS *Bulletin, Railway Transportation* and *NSW Railway Digest.*

The RRC is steadily transforming our railway history from a collection of dusty documents held in hard-to-access archives and libraries into electronic documents available to all who are interested. The RRC web-site is at http://www.arhsnsw.com.au/resource.htm and its digitised products can be bought over the counter at the ARHS shop at Central Station.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
New South Wales Division
Est 1933

The roads mass travelled

From an article in the SMH by Andrew West on 6-Jan-2012

Let me share a secret. The biggest rift - the only rift - in my marriage is not over religion, politics or money. It's over public transport. My wife is a daily bus rider but grimaces every time she gets on board. She loves the car and cannot understand how I can adore mass transit.

Sure, I get as ticked off as the next commuter about trains, often without air-conditioning, that crawl along at 1930s speeds. Or about having to wait 30 minutes for a bus, despite living in one of Sydney's most densely populated suburbs. And as a former Herald transport reporter, I realise we are paying Swedish prices for a Mongolian level of service - and having visited both recently, I know of what I speak.

But I love both the concept and, despite it all, the reality of most public transport. If there's a tram, I will ride it to end and back again. That's my idea - actually, it's the best idea - for sightseeing in a foreign city.

If I'm not on the clock, I even enjoy a trip across metropolitan Sydney in one of those long, red Metrobuses the previous NSW government introduced, characteristically, 10 years too late.

As an occasional sufferer from motion sickness, I can't read on the bus but on my cheap, bottom-of-the-line MP3 player I listen to hours of programs downloaded from the ABC, the BBC and National Public Radio in the US. One of my favourites is Excess Baggage, a travel program on BBC's Radio 4.

Every so often its host, Sandi Toksvig, takes the show on the road to explore Britain's best bus routes. Not tourist coach routes but the lanes and back roads, bound by hedgerows, stone walls and pastures, used by commuter buses through the English countryside.

Carlisle to Keswick, beneath the crags and past the lakes of Cumbria. Done it. Stunning. St Ives to Penzance along the coast of Cornwall. Done that, too. Breathtaking. Brighton to Eastbourne. It's on our list for next year.

Until then, there is a handful of public-transport trips in Sydney that might make the grade - I have deliberately excluded ferries because of their unfair natural advantage.

For a relatively quick trip through some of Sydney's most historic streetscapes, board bus 389 in Stanley Street near the Sydney landmark Bill and Toni's cafe. Stanley Street was Sydney's original "Little Italy". I usually fortify myself for the journey with

a cappuccino, a gelato or, what the hell, both.

The bus heaves its way on to Burton Street and past the old sandstone law courts. If you're stuck in traffic, peer down Darley Street for a glimpse of the beautiful Stoneleigh manor and some art deco apartment blocks built in the 1920s and '30s.

But it's not until you have crossed a narrow bridge into Macdonald Street in Paddington that the beauty of this jaunt reveals itself. [Editor's note: this "narrow bridge", lower right, is the old tramway bridge]. Paddington, with its wrought-iron lace balconies on its famous terrace houses, used to be working class, attracting lots of postwar refugees, according to the Paddington Society. In the '60s, the pubs still lured "remittance men", fallen scions of the British aristocracy taking refuge in Australia.

Glenmore Road is the main artery through Paddington and Five Ways is its heart. The 389 wends slowly through, passing the pubs, cafes and St George's Anglican Church, then it turns on to Hargrave Street, where you pass the Bellevue Hotel. Former publican Susie Carleton tried to keep alive the raffish heritage of Paddington when she ran the place, hosting a literary salon. Alas, she's moved on and with her the legendary Bellevue Hotel set that included writers and raconteurs Alex Mitchell and Ed Campion. As the bus sweeps into Jersey Road, Moncur Street and Queen Street, Woollahra, with its canopy of deciduous trees and its art deco architecture, the environs become reminiscent of Maida Vale, Hampstead or one of London's other tony neighbourhoods, with nearby Centennial Park our own Hampstead Heath.

On the other side of the city centre, the light rail departs Central Station for the inner west. When the line is completed next year - finally - you will be able to ride it to Dulwich Hill station. For now, the stretch between the Sydney Fish Market and Rozelle affords great views over Blackwattle and Rozelle bays. The tram also crosses two historic viaducts across Wentworth Park and Jubilee Park in Glebe. [No timetables, of course...page 10—Ed.].

But to savour the way public transport integrates with nature, you need to take a train to the northern and southern reaches of Sydney.

Climb aboard the Central to Thirroul, via Wolli Creek, service. Watch the Federation-era suburbs of the St George region go by and glimpse the Georges River before

the scenery really begins. As you leave the scrubby grey bushland around Waterfall, the forests get taller on the way to Helensburgh.

By the time you reach Otford, the landscape on either side of the line is steep and green. There are horse studs and grazing cattle on the hillsides. The track to Stanwell Park passes through fern-tree gullies and small farming plots before you enter a long tunnel - and when you emerge, Dante-like, from the darkness, the Pacific Ocean is to your left.

A historic viaduct, as picturesque as any in Europe, bears the train over a creek on the way to Coalcliff and the track hugs the coast, demonstrating that rail bridges complement the landscape and providing further proof that Bob Carr's government squandered $1 billion tunnelling under the Lane Cove River to pacify anti-rail nimbies, rather than building the Epping-Chatswood line over the park.

On one side of the line is a sheer escarpment; on the other, a collection of old workers' cottages and architect-designed beach houses. The coal pits and heaps outside Scarborough - where you should alight for an ale at the cliff-top pub - connect the gentrified hamlets to their working-class origins. Coledale, ironically, has a cluster of eco-houses, their solar-panelled roofs and water tanks clearly visible from the train.

By the time you reach Austinmer, the landscape along the track widens and flattens and you can see the streets lined with weatherboard cottages, tarted up by their new upper-middle class, often part-time, occupants. Finally, you reach Thirroul, not only the place where D.H. Lawrence wrote his novel Kangaroo but also the inspiration for Peter Sculthorpe's composition Small Town.

For a scenic journey north, take the train from Hornsby to Gosford. Amid the scrubby, grey bushland north of Hornsby, you'll find quaint old brick-and-timber stations at Mount Ku-ring-gai and Cowan before the train descends from the hills to Brooklyn. Once the centre of a major oyster industry - all but wiped out in 2004 but inching its way back - Brooklyn is where you should break for a drink at the Angler's Rest or a boat trip to Dangar Island and Wobby beach.

A couple of hours later, board the train again for a journey that tracks Mullet Creek, an inlet off the Hawkesbury River surrounded by wooded hills and cliffs, until you pass through a long tunnel - where your phone reception will inevitably drop out - and emerge at Woy Woy Inlet. For the next 15 minutes, you will have Horsfield Bay and Woy Woy Bay to your left and Brisbane Water and the Broad Water to your right, before arriving in Gosford.

Sydney's public transport can be a hard grind but one day we might get the service to match the vistas from our buses, trams and trains.

SERVICES TO NORTH BONDI

389

Time Period	Circular Quay (Alfred St) E Stand E	Darlinghurst (St Vincents Hospital) D	Bondi Junction Interchange C Stand C	Seven Ways (Glenaryr Ave & Blair St) B	North Bondi (Military Rd & Brighton Bvde) A
Monday to Friday					
AM	5:17	5:29	5:42	5:50	5:56
	5:47	5:59	6:12	6:20	6:26
	a6:17	6:29	6:42	6:50	6:56
	6:37	6:49	7:02	7:10	7:16
	6:57	7:09	7:22	7:30	7:38
	7:12	7:24	7:37	7:46	7:54
	7:23	7:36	7:52	8:01	8:09
	a7:34	7:49	8:05	8:14	8:22
	a7:47	8:02	8:18	8:27	8:35
	a7:57	8:12	8:28	8:37	8:45
	a8:07	8:22	8:38	8:47	8:55
	8:17	8:32	8:48	8:57	9:05
	a8:27	8:42	8:58	9:07	9:15
	8:37	8:52	9:08	9:17	9:25
	a8:47	9:02	9:18	9:27	9:35
	8:58	9:13	9:29	9:38	9:46
	.....	.....	c9:33	.....	.....
	9:08	9:23	9:39	9:48	9:56
	9:18	9:33	9:49	9:58	10:06
	9:27	9:42	9:58	10:06	10:14
	a9:36	9:51	10:07	10:15	10:23
	a9:46	10:01	10:19	10:27	10:35
	a9:55	10:11	10:29	10:37	10:45
	a10:04	10:20	10:38	10:46	10:54
	a10:14	10:30	10:48	10:56	11:04
	10:24	10:40	10:58	11:06	11:14
	a10:34	10:50	11:08	11:16	11:24
	10:44	11:00	11:18	11:26	11:34
	a10:54	11:10	11:28	11:36	11:44
	a11:04	11:20	11:38	11:46	11:54
	11:14	11:30	11:48	11:56	12:04
	a11:24	11:40	11:58	12:06	12:14
	11:34	11:50	12:08	12:16	12:24
	a11:44	12:00	12:18	12:26	12:34
	a11:54	**12:10**	**12:28**	**12:36**	**12:44**

SERVICES TO NORTH BONDI

389

Time Period	Circular Quay (Alfred St) E Stand E	Darlinghurst (St Vincents Hospital) D	Bondi Junction Interchange C Stand C	Seven Ways (Glenaryr Ave & Blair St) B	North Bondi (Military Rd & Brighton Bvde) A
Monday to Friday Continued...					
PM	**a12:04**	**12:20**	**12:38**	**12:46**	**12:54**
	a12:14	**12:30**	**12:48**	**12:56**	**1:04**
	a12:24	**12:40**	**12:58**	**1:06**	**1:14**
	12:34	**12:50**	**1:08**	**1:16**	**1:24**
	a12:44	**1:00**	**1:18**	**1:26**	**1:34**
	12:54	**1:10**	**1:28**	**1:36**	**1:44**
	a1:04	**1:20**	**1:38**	**1:46**	**1:54**
	a1:14	**1:30**	**1:48**	**1:56**	**2:04**
	1:24	**1:40**	**1:58**	**2:06**	**2:14**
	a1:34	**1:50**	**2:08**	**2:16**	**2:24**
	1:44	**2:00**	**2:18**	**2:26**	**2:34**
	a1:54	**2:10**	**2:28**	**2:36**	**2:44**
	a2:04	**2:20**	**2:38**	**2:46**	**2:54**
	a2:14	**2:30**	**2:48**	**2:56**	**3:04**
	a2:24	**2:40**	**2:58**	**3:07**	**3:15**
	a2:34	**2:50**	**3:08**	**3:17**	**3:25**
	a2:43	**2:59**	**3:18**	**3:27**	**3:35**
	a2:53	**3:09**	**3:28**	**3:37**	**3:45**
	.....	.....	**3:37**	**3:46**	**3:54**
	3:07	**3:23**	**3:42**	**3:51**	**3:59**
	.....	.....	**3:47**	**3:56**	**4:04**
	a3:17	**3:33**	**3:52**	**4:01**	**4:09**
	.....	.....	**3:57**	**4:06**	**4:14**
	a3:27	**3:43**	**4:02**	**4:11**	**4:19**
	.....	.....	**4:07**	**4:16**	**4:24**
	3:37	**3:53**	**4:12**	**4:21**	**4:29**

EXPLANATIONS

Sign	Description
a	Wheelchair-accessible.
c	Commences from Lawson St, Paddington at 9:20am.

am - normal type / **pm - bold type**

8

TRAVEL INFORMATION

Services are so frequent that you just need to turn up and go, the light rail doesn't run to a timetable. Tickets available from on-board conductors.

Frequency:

Day services every 10-15 mins. Overnight service every 30 mins. (click here for more details)

Hours:

Central – Star City - Central
24 hours a day, every day.

Central – Lilyfield - Central
6am - 11pm (extended hours Fri/Sat)
(click here for exact operating hours)

Zone 1: Central to Convention
(click here for travel times)

Zone 2: Pyrmont Bay to Lilyfield
(click here for travel times)

Home Getting Around Commuters Visitors Corporate/Business

Stations And Zone Information

Click here to view the full Monorail and Light Rail network map.

Travel times (all timings are approximate):

Central to Lilyfield - approx 25 minutes

Departing Central to Capitol Square **(3 mins)**
Chinatown/Paddy's Markets **(5 mins)**
Exhibition Centre **(7 mins)**
Darling Harbour/Convention **(9 mins)**
Pyrmont Bay **(11 mins)**
Star City **(12 mins)**
John St Square **(13 mins)**
Fish Market **(15 mins)**
Wentworth Park **(17mins)**
Glebe **(19mins)**
Jubilee Park **(21 mins)**
Rozelle Bay **(22mins)**

A survey of railway holiday timetables in Australia

GEOFF LAMBERT *has visited the cellar at his house and dragged out some samples of what were once a very numerous and substantial form of railway timetable*

The running of special trains for events and holidays is as old as railways themselves. What is probably the earliest photograph of such a train shows a prodigiously large "Teetotal Gala Special" train hauled by 3 engines and run on Britain's Cornwall Railway in 1851 (right). This is practically the earliest known photograph of any railway train in the world. The realm of the excursion train in Great Britain is wonderfully well-described in the book *Away for the day. The railway excursion in Britain, 1830 to the present day* by Arthur and Elizabeth Gordon.

There must have been "timetables" for the very earliest trains, but the practice of calling them such did not begin until the late 1830s. Until then, notification of both regular and special trains would have been by notices exhibited at stations or in the press. It was not originally intended that timetables could be produced for personal possession by the public. Until this occurred, which also seemed to be in the 1830s, public notices were the only way that potential travellers could learn of the existence of a particular service. The first appearance of notices for special trains was probably also in the form of hand-bills, usually for specific trains, rather than for general alterations in the service because of holidays.

I do not know when this practice was formalised in Australia, but the running of special trains was often associated with the opening of railways, so it can probably be said to have originated on "day one".

By the time that Australia got its first railways, most of the "timetable tradition" was already established in Britain and we merely inherited it. It is known that special timetable handbills were handed out for the first day of the Sydney-Parramatta railway in 1855. These were presumably for the day's specials- but we cannot be sure because none appear to have survived. A substantial collection of NSW railway public and working timetables is held at the NSW State Records office and, perusing this, the earliest known instance of substantial holiday and special event timetables being preserved seems to be for Easter 1889, but they must have existed prior to this.

In a parallel with their practice for "ordinary" timetables, most railway administrations produced holiday timetables in both Public and Working form. In both instances these special timetables were issued in "omnibus" volumes covering the entire suburban or country system, even though the regular TTs (WTTs in particular) might be subdivided by area. In NSW, public timetables issued for holidays and special events tended to be issued on a regional basis, even though the regular timetable was issued on a state-wide basis.

NSW

Public Timetables

NSWGR was very fond of issuing special public timetables both system-wide and by Division. This makes them very numerous, although the books tend to be rather small- they were usually described as "hand-bills". They were, of course, free (in Victoria they would say "*gratis*") and this contrasted with the regular system timetable which was usually an item which one had to purchase. The NSWGR tended to issue amendments to its PTT in this way as well- these were also very numerous, although not always large publications. PTTs were colour-coded according to a long-established system– Green for the Southern Line, for instance. They were also numbered, starting with No.1 for the first Special PTT of the year. These two features made no sense to the punters, but they were useful to the staff. We can say from the numbering system that about 200 were issued each year.

On page 13, we show a South PTT for Easter 1967. This illustrates a long-standing and cutesy feature—a come-on message for tourists wishing to avail themselves of "*Facilities for city residents to visit the country*" - and vice versa.

On page 15 we illustrate the special PTT issued for the Parramatta service for "Anniversary Day" celebrations for Australia's 150th birthday. This, of course, later became known as Australia Day. Who remembers the "Empire Day" timetables and on what date Empire Day fell?

Working Timetables

On the NSWGR these were numerous and substantial and were issued for major events and holidays.

In the early part of the 20th century, there was a period when Easter, the Kings Birthday and Prince of Wales Birthday could fall within the same month and giant WTTs were issued for each of them. Copies of most of these have survived and are bound with the contemporaneous WTTs in a substantial collection held by the NSW State Records Office at Werrington. Mostly holiday working books were issued as Special Train Notices (STNs), but a few, such as those for the Olympic Games, were issued as though they were regular working timetables. This also occurred with the two Papal visits.

Some unusual volumes were issued– e.g. for the "Queen's Record Reign" in 1897 and for the riotous Conscription Referendum of 1916, when most of Sydney seemed to go on a picnic after voting. After the end of the First World War, there was a Peace Day, held in July 1919, but it seems never to have been repeated. In the next year the first Anzac Day holiday timetable was issued. We show, at bottom left on page 14, a later issue. In 1916, the Eight Hour Day Demonstration procession was washed out, so it was held again a month later and a new WTT booklet was issued. This was the year that the NSW Eight Hour Day Act was passed so, in 1917, the Eight Hour Day Demonstration timetables became plain Eight Hour Day timetables and eventually of course, Labor Day (never

Labour Day, it might be noted).

NSW Holiday working books were rather better than those of other administrations and were well-bound books on good quality paper. A typical Suburban book was 500 pages long. The practice continues unabated today, with huge Metropolitan WTTs seemingly issued at the drop of a hat. People sometimes ask "why?" and the answer seems to be mostly "because they can"- the task of compiling them in an electronic age is much easier than compiling them in the pencil & paper & typesetting age. These days, the printing of Special Train Notices is outsourced to a commercial printery in Melbourne. One wag has said of them that they are "produced by the thousands and read by the dozens".

Victoria

Public Timetables

It seems as though the VR and its successors rarely issued substantial Public Time Tables for holiday periods. An example of one of these rarities was illustrated in the December 2007 issue of The Times.

One notable "Public Time Table" which the VR did produce was the chalk-board timetable set up in Spencer St station for major holidays such as Christmas and Easter. These were real works of art, done by a master calligrapher in multiple colours and were essentially what would be called elsewhere a "platform list".

On page 14 (top panels) we illustrate one of the rare examples of a Victorian Special PTT, also issued in "Platform List" format.

Working Timetables

The VR began issuing Holiday WTTs from a very early date and they grew to be very substantial books. Holiday WTTs were issued for all the major holidays, school vacations, special events such as the Melbourne Show, the Melbourne Cup (naturally!), the Olympic Games and Royal Tours.

Holiday working books were issued separately for the Suburban and Country areas, the latter being nearly always issued in a combined volume, rather than separately by District. Victoria assiduously numbered and catalogued its special WTTs, so it is easy to keep track of how many there must have been (thousands of them). Suburban books usually appeared as "C circulars", the "C" apparently referring to the Chief Traffic Manager's office. Country books did too, but between the Second World War and the mid-1970s, appeared as "WTT circulars". The reversion to "C circulars" occurred at a time when both the general and holiday services- especially the latter- began to shrink. Very occasionally books were issued as "S circulars", or special train notices. The largest WTT

circulars could be of 200 pages or more and consisted of stapled section-bound books with cardboard covers, very similar in form and size to the WTTs. They were not meant to outlast the event for which they were produced however and tended to be of rather poor quality paper. There must have been a general policy in the VR of making things "last" however, because its printing works used galvanised staples to bind the books. From a collectors point of view this is advantageous because the older books do not fall apart because the staples rust away as happens with more modern issues. In pre-metric days, these books were produced in the same format as the WTTs themselves- that is, in Octavo page size. They moved to A4 size in the late 1970s and somehow seemed less substantial after that.

The VR often issued "standing" WTTs for recurrent specific events such as race meetings at the numerous Melbourne racetracks. These were meant to be kept, rather than being thrown away after the event.

One memorable and decades-long feature of VR holiday working books was the notation "THE END" which always appeared on the last page of the book. Probably, this was in the nature of an organisational "tradition", rather than being meaningful to anyone. Nobody else did it, but it

persisted until… until… well, until "THE END" of special Country WTT production in the 1980s. Special WTTs are still sometimes issued for the suburban system.

Queensland

Public Timetables

If QR PTT "Specials" were issued, they have not come to my attention. In recent times, such as in the 2011 Brisbane Flood, temporary PTTs were issued in electronic form—but these would hardly qualify as "Holiday" PTT's would they?

Working Timetables

My knowledge of these is sparse, but they certainly existed and could be quite large volumes. The most common seems to have been for the Brisbane Exhibition or "Ekka", when the normal Suburban WTT was essentially suspended and replaced by large Suburban-wide WTTs for the duration.

Among my collection are a number of WTT "Specials" covering several adjacent holidays at once—Anzac Day, Labour Day and Queen's Birthday. This practice contrasts somewhat with those of other systems, which tended to issue separate WTTs

On page 14, bottom right, appears an extract from one of these (for 1970). This illustrates a schoolchildren's special non-air-conditioned coach service (do they mean a bus?) running from Mt Isa to Townsville on an 18-hour run. This, it might be noted, was not actually for any of the holidays listed in the booklet of 104 pages. QRN still runs such services, but they run for cattle now.

The WTT also contains injunctions that all trains were to cease running for 1 minute at 11 AM on Anzac Day and for their operations to be conducted with a "minimum of noise" during the Dawn Service, .

South Australia

Public Timetables

I have never come across any examples of these—did they exist?

Working Timetables

The SAR produced both "one-off" Holiday Working Books (H.O.B.'s) for specific, usually extended, holidays and "generic" Public Holiday timetables meant to be applied to (mostly) single-day holidays such as Labor Day or Adelaide Cup Day. Victoria celebrated racing days with Holidays and their accompanying timetables too, of course. In South Australia, WTTs containing schedules for several adjacent holidays were issued sometimes. Our page 15 shows one such .

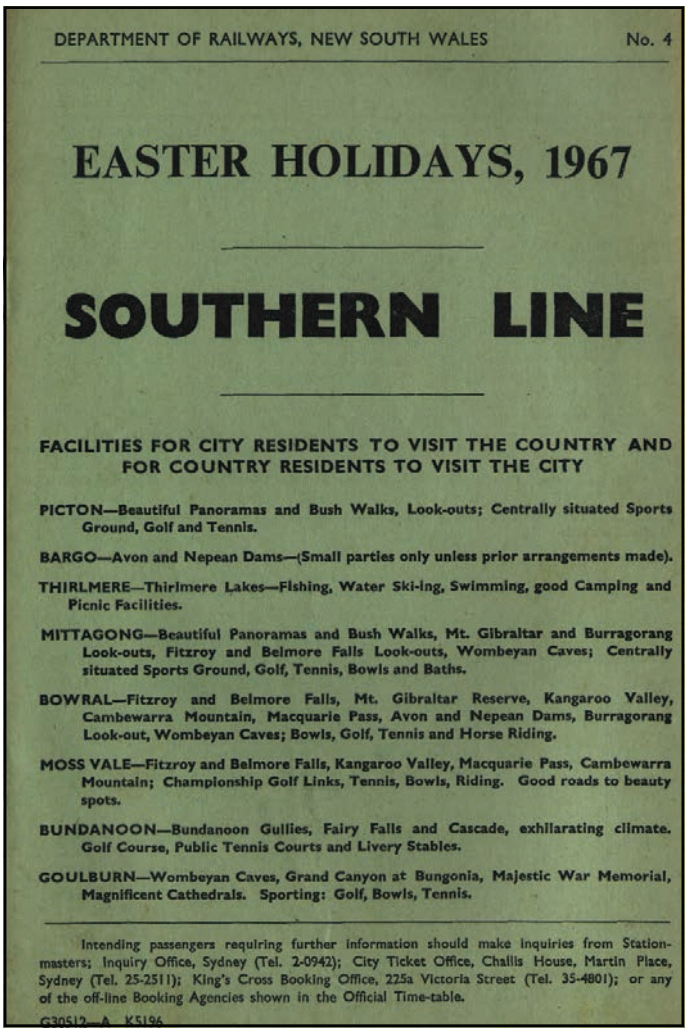
Other State systems and NZ

At this point, everything fades to black and I do not know whether special timetables were issued for Western Australia and Tasmania.

The Western Australian State Library (LISWA), which seems to have a complete run of WAGR PTTs and WTTs, does not appear to have any Holiday timetables.

Tasmanian TTs of any type are type are not easy to find and holiday TTs—if they ever existed—seem correspondingly rarer. It is known that the TGR issued wall poster timetables and roneoed special train notices for the Royal Hobart Regatta and I have some of each.

On page 12 appears a rather attractive NZR poster advertising train travel for the school holidays, but I do not know whether there was a timetable to accompany it.



DEPARTMENT OF RAILWAYS, NEW SOUTH WALES No. 4

EASTER HOLIDAYS, 1967

SOUTHERN LINE

FACILITIES FOR CITY RESIDENTS TO VISIT THE COUNTRY AND FOR COUNTRY RESIDENTS TO VISIT THE CITY

PICTON—Beautiful Panoramas and Bush Walks, Look-outs; Centrally situated Sports Ground, Golf and Tennis.

BARGO—Avon and Nepean Dams—(Small parties only unless prior arrangements made).

THIRLMERE—Thirlmere Lakes—Fishing, Water Ski-ing, Swimming, good Camping and Picnic Facilities.

MITTAGONG—Beautiful Panoramas and Bush Walks, Mt. Gibraltar and Burragorang Look-outs, Fitzroy and Belmore Falls Look-outs, Wombeyan Caves; Centrally situated Sports Ground, Golf, Tennis, Bowls and Baths.

BOWRAL—Fitzroy and Belmore Falls, Mt. Gibraltar Reserve, Kangaroo Valley, Cambewarra Mountain, Macquarie Pass, Avon and Nepean Dams, Burragorang Look-out, Wombeyan Caves; Bowls, Golf, Tennis and Horse Riding.

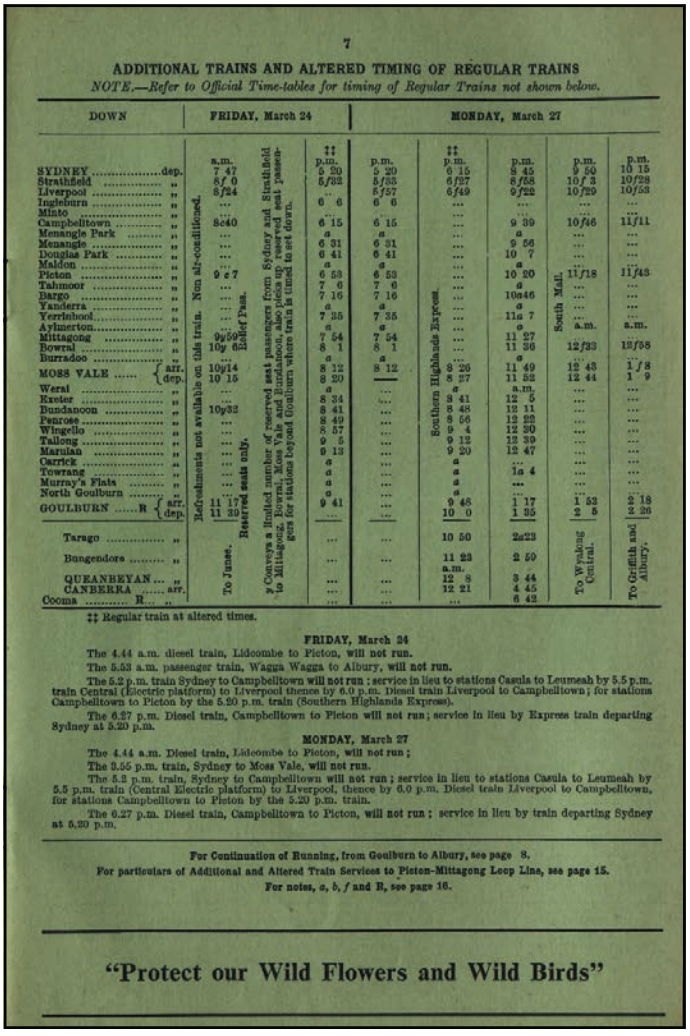
MOSS VALE—Fitzroy and Belmore Falls, Kangaroo Valley, Macquarie Pass, Cambewarra Mountain; Championship Golf Links, Tennis, Bowls, Riding. Good roads to beauty spots.

BUNDANOON—Bundanoon Gullies, Fairy Falls and Cascade, exhilarating climate. Golf Course, Public Tennis Courts and Livery Stables.

GOULBURN—Wombeyan Caves, Grand Canyon at Bungonia, Majestic War Memorial, Magnificent Cathedrals. Sporting: Golf, Bowls, Tennis.

Intending passengers requiring further information should make inquiries from Stationmasters; Inquiry Office, Sydney (Tel. 2-0942); City Ticket Office, Challis House, Martin Place, Sydney (Tel. 25-2511); King's Cross Booking Office, 225a Victoria Street (Tel. 35-4801); or any of the off-line Booking Agencies shown in the Official Time-table.

G30512—A K5196



7

ADDITIONAL TRAINS AND ALTERED TIMING OF REGULAR TRAINS

NOTE.—Refer to Official Time-tables for timing of Regular Trains not shown below.

DOWN — FRIDAY, March 24 — MONDAY, March 27

	FRIDAY, March 24			MONDAY, March 27				
	a.m.	‡ p.m.	p.m.	‡ p.m.	p.m.	p.m.	p.m.
SYDNEY ..... dep.	7 47	5 20	5 20	6 15	8 45	9 50	10 15
Strathfield ..... "	8f 0	5f33	5f38	6f27	8f58	10f 3	10f28
Liverpool ..... "	8f24	...	6f57	6f49	9f22	10f20	10f53
Ingleburn ..... "	...	...	6 6	...	...	...	...
Minto ..... "	...	...	...	...	...	...	...
Campbelltown ..... "	8a40	6 15	6 15	...	9 39	10f46	11f11
Menangle Park ..... "	...	a	a	...	a	...	...
Menangle ..... "	...	6 31	6 31	...	9 56	...	...
Douglas Park ..... "	...	6 41	6 41	...	10 7	...	...
Maldon ..... "	a	a	...	...	a	...	...
Picton ..... "	9 e7	6 53	6 53	...	10 20	11f18	11f43
Tahmoor ..... "	...	7 6	7 6	...	a	...	...
Bargo ..... "	...	7 16	7 16	...	10a46	...	...
Yanderra ..... "	...	a	a	...	a	...	...
Yerrinbool ..... "	...	7 35	7 35	...	11a 7	...	...
Aylmerton ..... "	...	a	a	...	a	a.m.	a.m.
Mittagong ..... "	9f59	7 54	7 54	...	11 27	12f33	12f58
Bowral ..... "	10y 0	8 1	8 1	...	11 36	...	...
Burradoo ..... "	...	a	a	...	a	...	...
MOSS VALE ..... arr.	10y14	8 12	8 12	9 26	11 49	12 43	1 f8
MOSS VALE ..... dep.	10 15	8 20		8 27	11 52	12 44	1 9
Weral ..... "	...	a		a	a.m.	...	...
Exeter ..... "	...	8 34	...	8 41	12 5	...	...
Bundanoon ..... "	10y32	8 41	...	8 48	12 11	...	...
Penrose ..... "	...	8 49	...	8 56	12 20	...	...
Wingello ..... "	...	8 57	...	9 4	12 30	...	...
Tallong ..... "	...	9 5	...	9 12	12 39	...	...
Marulan ..... "	...	9 13	...	9 20	12 47	...	...
Carrick ..... "	...	a	...	a	...	...	...
Towrang ..... "	...	a	...	a	1a 4	...	...
Murray's Flats ..... "	...	a	...	a	...	...	...
North Goulburn ..... "	...	a	...	a	...	...	...
GOULBURN ..... R arr.	11 17	9 41	...	9 48	1 17	1 53	2 18
GOULBURN ..... R dep.	11 32	...	...	10 0	1 35	2 5	2 26
Tarago ..... "	...	...	...	10 50	2a23		
Bungendore ..... "	...	...	...	11 23	2 59		
QUEANBEYAN ..... "	...	...	...	a.m. 12 8	3 44		
CANBERRA ..... arr.	...	...	...	12 21	4 45		
Cooma ..... R ..... "	...	...	...	...	6 42		

Refreshments not available on this train. Non air-conditioned.

Conveys a limited number of reserved seat passengers from Sydney and Strathfield to Mittagong and Bowral. Passengers for these stations must travel by this train. Passengers for stations beyond Goulburn where train is timed to set down.

To Junee. Reserved seats only.

To Griffith and Albury.

To Wyalong Central.

South Mail.

‡‡ Regular train at altered times.

FRIDAY, March 24

The 4.44 a.m. diesel train, Lidcombe to Picton, will not run.

The 5.53 a.m. passenger train, Wagga Wagga to Albury, will not run.

The 5.2 p.m. train Sydney to Campbelltown will not run; service in lieu to stations Casula to Leumeah by 5.5 p.m. train Central (Electric platform) to Liverpool thence by 6.0 p.m. Diesel train Liverpool to Campbelltown; for stations Campbelltown to Picton by the 5.20 p.m. train (Southern Highlands Express).

The 6.27 p.m. Diesel train, Campbelltown to Picton will not run; service in lieu by Express train departing Sydney at 5.20 p.m.

MONDAY, March 27

The 4.44 a.m. Diesel train, Lidcombe to Picton, will not run;

The 3.55 p.m. train, Sydney to Moss Vale, will not run.

The 5.2 p.m. train, Sydney to Campbelltown will not run; service in lieu to stations Casula to Leumeah by 5.5 p.m. train (Central Electric platform) to Liverpool, thence by 6.0 p.m. Diesel train Liverpool to Campbelltown, for stations Campbelltown to Picton by the 5.20 p.m. train.

The 6.27 p.m. Diesel train, Campbelltown to Picton, will not run; service in lieu by train departing Sydney at 5.20 p.m.

For Continuation of Running, from Goulburn to Albury, see page 8.
For particulars of Additional and Altered Train Services to Picton-Mittagong Loop Line, see page 15.
For notes, a, b, f and R, see page 16.

"Protect our Wild Flowers and Wild Birds"

SEE VICTORIA BY TRAIN *in safety and comfort*

with an

ALL LINES TICKET*

a special railway service for tourists, holidaymakers and businessmen

* UNLIMITED RAIL TRAVEL FOR A FORTNIGHT

FIRST **£18/14** SECOND **£14/10**

Half-fare for children under 14 years and student's vacation concessions are available on application to the Commercial Branch, Railways Offices, Spencer Street, Melbourne

A week's extension also available

IT'S AN IDEAL CHRISTMAS PRESENT TOO!

VICTORIAN RAILWAYS

CHRISTMAS AND NEW YEAR 1965—1966

Country Train Services

INCLUDING WERRIBEE, HEALESVILLE AND STONY POINT LINES.

This pamphlet gives particulars of trains departing and arriving Melbourne during the period Monday, December 13, 1965, to Monday, January 10, 1966, inclusive. Information in respect of Connecting Branch Line Services is also included.

Further details of the service shown herein may be obtained from the Victorian Government Tourist Bureau, 272 Collins Street, Melbourne, Telephone 63-0202 or your local Railway Station.

GRATIS

Victorian Railways Print. 3524—65

DEPARTURES FROM SPENCER STREET

Leave Spencer St. at	Destination and Days of running	Stopping at (also connecting Branch Line Services)
SOUTH WESTERN DISTRICT - continued		
2.25 p.m. (2.20 p.m. ex Flin. St.)	GEELONG Sundays	Footscray, Newport, Laverton, Werribee, Little River, then all stations.
5.10 p.m.	WERRIBEE Sundays	Newport, then all stations.
7.37 p.m. (7.32 p.m. ex Flin. St.)	KARRNAMBOOL Sundays	Footscray, Newport, Laverton, Werribee, Little River, then all stations, except South Geelong.
8.12 p.m. (8.8 p.m. ex Flin. St.)	WERRIBEE Sundays	Newport, then all stations
11.29 p.m. (11.25 p.m. ex Flin. St.)	WERRIBEE Sundays	Footscray, Newport then all stations.
NORTH EASTERN DISTRICT AND SYDNEY		
MELBOURNE - WANGARATTA - ALBURY - NUMURKAH - TOCUMWAL AND BRANCH LINES		
7.10 a.m.	SEYMOUR Mon. to Sat.	Essendon, Broadmeadows, Craigieburn, then all stations.
8.15 a.m.	ALBURY Mon. to Sat.	Essendon, Seymour, Avenel, then all stations. CONNECTS Yarrawonga Mon. to Sat Sydney, Mons., Weds., Thurs., Fris., Sats., also Tue. Dec. 28.
8.15 a.m.	TOCUMWAL Dec. 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 29, 30, 31 Jan. 4, 5, 6, 7, 10.	Essendon, Seymour, then all stations. CONNECTS Cobram, Mon., Tue., Thur., Fri., Sat., Echuca, Mon. to Sat.
8.33 a.m.	TOCUMWAL Dec. 24, 25, 27, 28, Jan. 1, 3, 8.	
12.50 p.m.	SEYMOUR Saturdays	Essendon, Broadmeadows, Craigieburn, then all stations.
4.25 p.m.	MANSFIELD Mon. to Thur (Except Dec. 27, 28, Jan. 31	Broadmeadows, Wallan, Kilmore East, Broadford, Tallarook, then all stations.
4.45 p.m.	ALBURY Mon. to Thur. (Except Dec. 27, 28, Jan. 31	Seymour entrain only, Avenel, Longwood, then all stations except Bowser. CONNECTS Yarrawonga, Sydney.
4.45 p.m.	ALBURY Dec. 17, 31, Jan. 7.	Seymour (entrain only), Avenel, Longwood, then all stations except Bowser. Stops Broadford, if required, to entrain only for stopping stations beyond Mangalore, Goulburn Valley passengers change trains Seymour. CONNECTS Yarrawonga, Sydney.
4.45 p.m.	ALBURY Dec. 24	Wangaratta set down Mr. Buffalo Tourists and seat booked passengers and entrain for Springhurst and beyond, then Springhurst, Chiltern, Barnawartha, Yarrunga. May stop Seymour, Avenel, Longwood, Euroa, Violet Town, Boosbaggiorie, Benalla, Glenrowan to entrain for Springhurst and beyond. CONNECTS Sydney.
5.0 p.m.	WANGARATTA Dec. 24	Seymour entrain only, Avenel, then all stations. Also stops Broadford to entrain only for stopping stations beyond Mangalore, Goulburn Valley passengers change trains Seymour. CONNECTS Yarrawonga.
5.18 p.m.	NUMURKAH Mon. to Fri. (Except Dec. 24, 27, 28, Jan. 31	Seymour (Mangalore, Thursdays only), Nagambie, Murchison East, then all stations except Congupna Road. CONNECTS Cobram, Tue., Thurs., except Dec. 28. Echuca each day.
5.18 p.m.	COBRAM Dec. 24	Seymour, Shepparton, then all stations except Congupna Road, but may stop if required at Nagambie, Murchison East, Toolamba and Mooroopna to entrain for stopping stations beyond Shepparton.
5.30 p.m.	SEYMOUR Mon. to Fri. (Except Dec. 27, 28, Jan. 31	Broadmeadows, Craigieburn, then all stations.
5.50 p.m.	ALBURY Dec. 18, 25, 27, 28, Jan. 1, 3, 8.	Seymour, Avenel, Longwood, then all stations except Bowser. CONNECTS Sydney, Yarrawonga.

DEPARTURES FROM SPENCER STREET

Leave Spencer St. at	Destination and Days of running	Stopping at (also connecting Branch Line Services)
NORTH EASTERN DISTRICT AND SYDNEY - continued.		
5.50 p.m.	ALBURY Sundays	Seymour, Avenel, Longwood, then all stations except Baddaginnie and Bowser. CONNECTS Sydney
6.7 p.m.	MANSFIELD Dec. 18, 25, 27, 28, Jan. 1, 3, 8.	Broadmeadows, Craigieburn, Beveridge, Wallan, Heathcote Junction, Wandong, Tallarook, then all stations.
6.7 p.m.	MANSFIELD Fridays	Tallarook, then all stations.
6.30 p.m.	MUNURKAH Dec. 18, 25, 27, 28, Jan. 1, 3, 8	Donnybrook, Kilmore East, Broadford, Seymour, Nagambie, Murchison East, then all stations except Congupna Road. CONNECTS Echuca; Cobram Dec. 28.
6.30 p.m.	ALBURY Dec. 24	Euroa, Violet Town, Benalla, Wangaratta, Springhurst, then all stations.
6.40 p.m.	SHEPPARTON Dec. 24	Seymour, then all stations. CONNECTS Echuca.
SUNDAY EXCURSION TRAINS		
9.0 a.m.	ALBURY and SHEPPARTON Sundays	Essendon, Craigieburn, Wallan, Kilmore East, Broadford, Tallarook, Seymour, Nagambie, Murchison East, then all stations. On Albury line, Avenel, Longwood, Euroa, then all stations except Baddaginnie and Bowser.
9.35 a.m.	MANSFIELD Sundays	Essendon, Broadmeadows, Tallarook, then all stations.
MELBOURNE - SYDNEY (STANDARD GAUGE)		
7.45 a.m.	SYDNEY Dec. 18, 23, 24, 26, 27, 28, 29 Jan. 3, 4, 7, 8, 10.	Albury, Wagga Wagga, Junee, Coota-mundra, Harden, Yass Junction, Goul-burn, (Moss Vale, if required, to set down Interstate passengers), Strathfield.
8.40 a.m. "Inter-capital Daylight"	SYDNEY Mon. to Sat. also Sun. Dec. 26, Jan. 2, 9.	Albury, Wagga Wagga, Junee, Coota-mundra, Harden, Yass Junction, Goul-burn, (Moss Vale, if required, to set down Interstate passengers), Strathfield. Stops Sunshine to entrain passengers off "The Overland" who hold reservations for same day.
5.45 p.m.	SYDNEY Dec. 19, 22, 23, 24, 25, 26, 27, 28, 29, 31, Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10.	Benalla, Wangaratta, Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield.
6.45 p.m. "Spirit of Progress"	SYDNEY Mon. to Sat.	Benalla, Wangaratta, Albury, Culcairn, Henty, (The Rock, if required, to set down Interstate passengers only), Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Moss Vale, Strathfield. CONNECTS Canberra.
7.0 p.m. "Spirit of Progress"	SYDNEY Sundays	
8.0 p.m. "Southern Aurora"	SYDNEY Daily, (Sun. incl.)	Express to Sydney
9.40 p.m.	SYDNEY Dec. 17	Benalla, Wangaratta, Albury, Junee, Goulburn.
9.40 p.m.	SYDNEY Dec. 24.	Benalla, Wangaratta, Albury, Strathfield.

DEPARTURES FROM FLINDERS STREET

EASTERN DISTRICT		
MELBOURNE - TRARALGON - SALE - BAIRNSDALE - MAFFRA - MIRBOO NORTH		
6.39 a.m.	WARRAGUL Mon. to Fri. (Except Dec. 27, 28, Jan. 31	Suburban train. Change Dandenong. Stops all stations to Dandenong, then Berwick, Pakenham, thence all stations.
7.25 a.m.	TRARALGON Mon. to Sat.	Caulfield, Dandenong, then all stations except Nilma. CONNECTS Mirboo North, Maffra.
8.35 a.m.	BAIRNSDALE Mon. to Sat. (Except Dec. 24, 25)	Caulfield, Dandenong, Warragul, Moe, then all stations except Munro. Stops Munro, Fridays. CONNECTS Maffra, Mirboo North.
8.35a.m.	BAIRNSDALE Dec. 24, 25	Caulfield, Dandenong, Rosedale, then all stations except Nilma. Stops Munro Dec. 24 only. May stop Warragul, Moe, Morwell, Traralgon, if required, to entrain for Rosedale and beyond.
8.50 a.m.	TRARALGON Dec. 24, 25.	Caulfield, Dandenong, Warragul, Moe, Morwell CONNECTS Maffra, Mirboo North.

For the Information of Employees and Not for Publication.

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES.

Special Train Notice No. 244.

Instructions to Station-masters, Guards, Drivers and all others concerned.

ANZAC DAY

FRIDAY, 25th APRIL, 1952.

ADDITIONAL AND ALTERED TRAIN ARRANGEMENTS

WESTERN LINE

Thursday, April 24.

Down Journey.

No. 75 Pass., will leave Sydney at 3.50 p.m. and run to Lithgow as tabled for Fridays.

No. 77 Pass. (3.55 p.m. Sydney to Mount Victoria) will run at times shown in the Working Time-table for Fridays.

No. 57 Express (5.17 p.m. Sydney to Mount Victoria) will not stop at Penrith to pick up and will run as tabled for Fridays.

No. 47 Pass. (5.19 p.m. Sydney to Valley Heights) will be extended to Mount Victoria and run at times laid down in the Working Time-table for Fridays, Mount Victoria arrive 8.37 p.m. Train will convey passengers to stations Penrith to Mount Victoria.

No. 85 Pass. (6.23 p.m. Sydney to Lithgow) will only convey passengers to stations Hazelbrook to Lithgow, and run at times shown in Working Time-table for Fridays.

No. 83 Pass. will leave Sydney at 6.37 p.m. and run to Mount Victoria at times shown in Working Time table for Fridays.

No. 33 Pass. (10.0 p.m. Sydney to Mount Victoria) will be extended to Lithgow and run as tabled herein.

Up Journey.

No. 168 Light Engine will leave Blacktown at 6.49 p.m. for Clyde Sidings, arrive 7.18 p.m. Runs as tabled for Fridays—Engine off No. 163.

All concerned in Metropolitan District to acknowledge receipt on Acknowledgment Card (Form X879) to "Despatch," Sydney.

Those concerned outside the Metropolitan District to acknowledge receipt, by first train, on form below to local District Superintendent.

‡86704 A

.....1952.

..... Station.

Received Special Train Notice No. 244.

..... Signature.

To District Superintendent,.....

HUGHENDEN DISTRICT continued

SUNDAY, 17th MAY

No. 33P, non-air-conditioned coaches, conveying school children and general public will run Mount Isa to Hughenden, thence to Townsville to the following schedule:—

Station	No. 33P Arrive	No. 33P Depart	Station	No. 33 P cont'd Arrive	No. 33 P cont'd Depart
	p.m.	p.m.		a.m.	a.m.
Mount Isa	..	7 30	Boree	6 30	*6 32‡†
Rifle Creek	7 59	8 1	Hughenden	6 58	7 15
Woonigan	8 36	8 38	Tindo	7 41	7 43
Duchess	9 7	9 10	Prairie	8 5	8 7
Bungalien	9 24	9 26	Warreah	8 29	8 31
Wanumutta	9 51	9 53	Torrens Creek	8 55	8 58
Malbon	10 12	10 15	Barra	9 19	9 21
Mitakoodi	10 30	*10 32‡†	Warrigal	9 38	9 40
Marino	10 52	10 54	Portland	10 4	10 6
Clonecurry	11 14	11 34	Kimburra	10 26	10 28
Oonoonmirra	11 54	11 56	Homestead	10 48	10 50
	a.m.	a.m.	Mungunburra	11 8	11 10
Pymurra	12 9	12 11	Balfes Creek	11 27	11 29
Undira	12 28	12 30	Southern Cross	11 54	11 56
Oorindi	12 48	12 51		p.m.	p.m.
Tiharri	1 15	1 18	Charters Towers	12 21	12 31
Gilliat	1 34	1 37	Sellheim	..	12 53
Julia Creek	2 1	2 7	Eneby	1 17	1 19
Quarrells	2 32	2 34	Mingela	..	1 31
Nelia	2 57	3 0	Haughton Valley	1 45	1 47
Nonda	3 25	3 31	Wolston	2 0	2 2
Maxwelton	3 51	3 54	Reid River	2 14	2 16
Gemoka	4 14	4 16	Calcium	2 28	2 30
Richmond	4 41	4 46	Woodstock	2 39	2 41
Moselle	5 9	5 11	Antill Plains	..	*2 56‡†
Marathon	5 36	5 38	Stuart	..	3 10
Mumu	6 5	6 8	Townsville	3 30	Mon. 18th

CAIRNS DISTRICT

CAIRNS-MAREEBA-RAVENSHOE SECTION AND MAREEBA-MUNGANA AND ETHERIDGE LINES

SATURDAY, 25th APRIL

All train and rail motor services are cancelled with the following exceptions:—

No. 38 Up (rail motor) will run Cairns to Kuranda.
No. 66 Up (rail motor) will run Cairns to Ravenshoe.
No. 72 Up (rail motor) will run Cairns to Mareeba.
No. 73 Down (rail motor) will run Mareeba to Cairns.
No. 39 Down (rail motor) will run Kuranda to Cairns.
No. 67 Down (rail motor) will run Ravenshoe to Cairns.
No. 125 Down (Goods) will run Mareeba to Cairns.

MONDAY, 4th MAY, and 15th JUNE

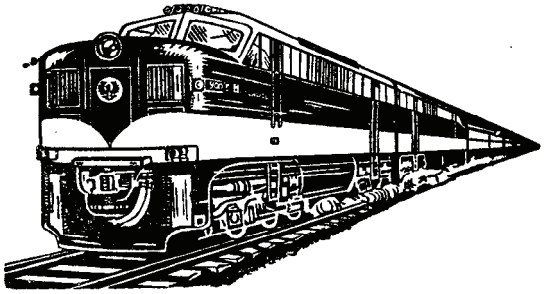
All train and rail motor services are cancelled with the following exceptions:—

No. 38 Up (rail motor) will run Cairns to Kuranda.
No. 66 Up (rail motor) will run Cairns to Ravenshoe.
No. 72 Up (rail motor) will run Cairns to Mareeba.
No. 73 Down (rail motor) will run Mareeba to Cairns.
No. 39 Down (rail motor) will run Kuranda to Cairns.
No. 67 Down (rail motor) will run Ravenshoe to Cairns.
No. 60 Up (rail motor) will run Mareeba to Chillagoe.
No. 98 Up (Goods) will run Cairns to Forsayth.

Issued by Order of the Commissioner for Railways.

S. G. Reid, Government Printer, Brisbane

SOUTH AUSTRALIAN RAILWAYS



WORKING TIME TABLES

ADELAIDE CUP DAY HOLIDAY
WEDNESDAY, 13th MAY, 1970
and
QUEEN'S BIRTHDAY HOLIDAY
MONDAY, 15th JUNE, 1970

TRAIN AND TRAFFIC ARRANGEMENTS
On WEDNESDAY, 13th MAY, 1970
and from FRIDAY, 12th JUNE, 1970
and until TUESDAY, 16th JUNE, 1970
Inclusive

ADELAIDE DIVISION

The instructions and tables within must be carefully read by Officers and employees, so that each one concerned in the working of the trains may be conversant with the details.

Railway Offices, Adelaide,
1st May, 1970.

M. L. STOCKLEY,
General Traffic Manager.

H.W.B., No. 2/70

FOR USE OF RAILWAY STAFF ONLY

A. B. JAMES, GOVERNMENT PRINTER, ADELAIDE

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES. No. 2.

ANNIVERSARY DAY

WEDNESDAY, 26th JANUARY, 1938

(AUSTRALIA'S 150th ANNIVERSARY CELEBRATIONS.)

NORTH SYDNEY—PARRAMATTA

SPECIAL EXCURSION TICKETS WITHIN THE METROPOLITAN AREA.

The Metropolitan Area extends from Sydney to Otford (Illawarra), Campbelltown and Kenny Hill (South), Penrith and Richmond (West) and Cowan (North), inclusive.

Special Excursion Tickets at single fare for return journey (minimum fares, 2s. 0d. First-class and 1s. 6d. Second-class) will be issued to and from all stations within the Metropolitan Area, commencing at 10.0 a.m. on Tuesday, 25th January, and thereafter until midnight on Wednesday, 26th January, by all trains other than Kosciusko Express, and Mail or Relief Mail trains.

Special Excursion Tickets will not be issued at Liverpool for travel by Southern Highlands Express leaving Goulburn for Sydney at 7.4 a.m.

Excursion fares by way of Sydney Harbour Bridge will be calculated on the through mileage and the prescribed additional charge of 4d., subject to a minimum of 2s. 4d. First-class and 1s. 10d. Second-class.

AVAILABILITY.

Tickets issued on Tuesday, 25th, and Wednesday, 26th January, will be available for return until Thursday, 27th January, 1938.

BREAK OF JOURNEY IS NOT ALLOWED ON SPECIAL EXCURSION TICKETS.

The Service of Trains between NORTH SYDNEY and PARRAMATTA on Wednesday, 26th January, will be as shown herein.

For service of trains on Clyde-Carlingford Line, see separate handbill.

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Santa Special Tickets on Sale Tuesday, September 4, 2012
The ride is one-hour long, with departures at 1:00 p.m. and 2:30 p.m.
Additional 11:30 a.m. departures - Saturdays in December
The Santa Special runs Rain or Shine.
Advance tickets ensure seats - avoid disappointment!

WTT Bloat

It stands as tall as a train driver and weighs as much as one…. What is it? "It" is Britain's Network Rail Working Time Table, which, at over 36,000 pages, surely rates as one of the world's biggest. **GEOFF LAMBERT,** *summarises this behemoth and its even more numerous cast of timetable planning documents.*

I estimate that, from the earliest known issues in the 1840s, Britain has produced in excess of 100,000 volumes of Working Time Tables for its railway systems. Despite the system being much smaller today than a century ago, the number of timetables has scarcely diminished– at the moment a complete set, issued twice per year runs to over 36,000 pages, in 230 volumes, in 36 sections, produced by some 7 different Regions. Of those 36,000 pages, some 7,000 pages are devoted to freight trains; the remainder are devoted to passenger services. I suppose it would be possible to count the number of daily trains represented by these documents, but this has grown beyond the ability of mere mortals to total.

As mentioned in a Times article in October 2001 ("*The Ghosts in the Timetables*"), the timetables today are very much based on the geographical distribution of Britain's Pre-Grouping railways. The National Archives has a substantial collection of Public and Working Time Tables, but these surely represent only the tip of the iceberg of what must have been produced over 180 years. Most of the remaining copies not in such archives have been winkled out of their hiding places by collectors and booksellers and there are probably very few more to be found.

In the later years of British Railways, the organisation ran a retail operation called "Collector's Corner" at Euston Station, but this rapidly succumbed to privatisation. For many years, one could obtain complete sets of recently-superseded WTTs for £1 a pop. These were very popular with Local Councils, who were known to buy Freight WTTs and use them to organise blockades of "*Nuclear Flask*" trains. This led to the Freight WTTs being withdrawn from sale for a few years.

These days, WTTs are hard to obtain—fewer are printed and there is no system for collecting them for sale to the likes of AATTC members. A few turn up on E-Bay and on-line bookstores.

Current WTTs are still labelled as "Private and not for publication". This is a rather hard policy to justify on an "Open Access" system, where every Tom, Dick and Harriet theoretically may need access to them in case they should wish to start up a Train Operating Company. A few bold individuals have obtained a few WTT volumes under Freedom of Information (FoI) laws. FoI requests have been more successful with London UNDERGROUND WTT's, all of which are obtainable now.

However, if you are a person who has been able to register yourself as having a genuine, non-rubber-necking, interest in the system, you can receive both electronic (PDF) and even print copies, although the latter are discouraged on environmental and logistic grounds,

In an Open Access rail network, the machinery behind the production of the WTT is open for inspection, even though the final product may not be. For timetable collectors, one of the great benefits of the bloated bureaucracy of the European Union is the ease of access to these documents. The system is swamped with them. The process for producing a WTT is even mandated by EU legislation.

First among equals is the *Network Statement* (lower left), the prime guide for Access Seekers wishing to buy a train path on a railway system. The EU goes so far as to produce a "Fool's Guide" on how to compile a compliant Network Statement; Network Rail runs a student's course in the same subject.

Subsidiary to the Network Statement are countless documents, usually Regionally- or Route-based and produced up to two years ahead of the WTT itself. These include *Timetable Planning* documents (formerly known as "*Rules of the Plan*"), *Network Specification* (lower right) and *Route Specification* documents (formerly known as "*Rules of the Route"*), *Engineering Access Statements* containing fine details of Possessions over the next two years, and so *on ad finitum...*

If you really want to go the whole hog, you can always order a set of WTT appendices from X of Y. That will set you back a hefty amount for postage, as these amount to over 20 kg.

And why am I telling you all this? It is because most of these documents—including the Monster WTT—are available on AATTC's Distribution List for less than the cost of a cappuccino.

Of course, in the sprit of Uncle Martin on our cover, I hope you won't PRINT any of this stuff—your screen will keep you contented—won't it?