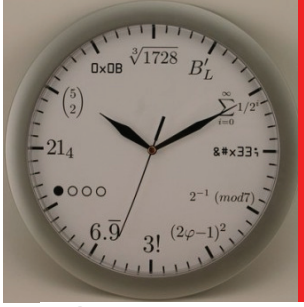
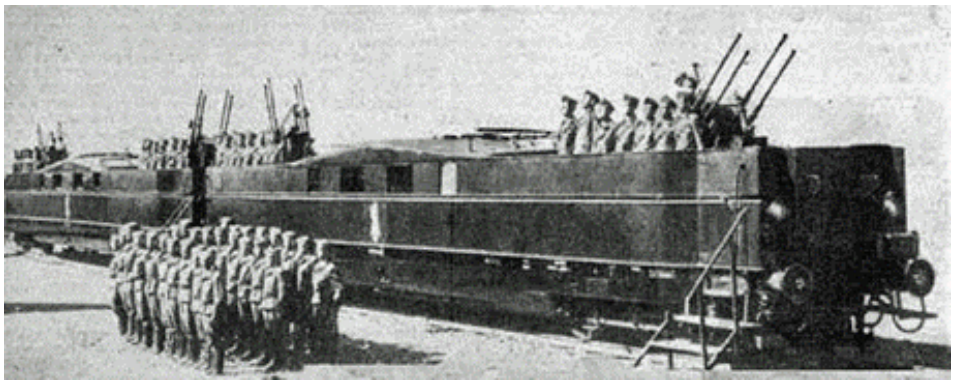


The Times

January 2013

A journal of transport timetable history and analysis

What happened to the Train Controller who helped Mussolini make the trains run on time.



Inside: Comet Timetables
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The Times

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January 2013 **Issue No. 347 Vol 30 No. 01**

—Contents—

On the front cover

Mario! Mario!- wherefore art thou Mario?. Hiding from the war In North Africa, that's what. Unfortunately, the war came to Mario and his timetabling skills were needed by ***Il Duce***. Read the full story in Commando issue 4852, available in the December Distribution List.

The decorated engine illustrated above drew the special train from Tokanui to Bluff on New Year's Day, 1934, and attracted much attention from holiday visitors to the southern port.

Contributors Jim Wells (3), Hilaire Fraser, Geoff Lambert

The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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A Timetable that nearly wasn't- BOAC 1st Mar 1954

JIM WELLS

Early 1954 must have been a nervous time for the management of the British Overseas Airways Corporation. They were committed to launching a new timetable on March 1st 1954 but had the problem that a significant part of their fleet, the DH 106 Comet jetliner was grounded.

Indeed, the fleet was still grounded on March 1st but then good news; Comet services resumed on March 23rd.

But it wasn't to last. Only sixteen days later there was another Comet incident and the fleet was grounded for good.

BOAC's timetable only operated for sixteen days.

So what was it with the Comets? Incidentally the Comet was nearly not the world's first jetliner. Only thirteen days after the Comet's first flight in 1949 the Avro Canada C102 jetliner flew but this aircraft never entered series production.

The Comet entered BOAC service in May 1952. It then suffered a series of total hull loss accidents; the first occurred in October that year at Rome but without loss of life. The second at Karachi was also an airport incident but did result in loss of life.

The first of the 'falling out of the sky' accidents occurred in May 1953 near Calcutta. I'm touched personally by this as a friend lost her father who was travelling to England for the Queen's coronation.

The second was in January 1954 near Rome and then there was the accident referred to above – on April 8th a Comet crashed into the sea off Rome. This grounded all Comets. The problem was traced to metal fatigue around the square windows. The British had a difficult time with aerospace in the 1950's – see box. The plane was redeveloped and entered service as the Comet 4 in 1958. I flew on one from London to Tangiers and back in 1970.

At primary school in Melbourne I went on various excursions; the Dandenongs to see the lyre birds etc., but two had a transport focus. They stand out clearly in my memory. One was to Essendon airport to see the Comet; the other to Spencer St station to see the '*Spirit of Progress*' steam hauled.

Above (right) is a summary of BOAC's departures by aircraft type per the March 1st 1954 timetable. **S**o on the face of it the loss of the Comets providing only about 10% of services shouldn't have been too difficult. But they were long distance services and, given the speed of the Comet, the proportion of distance flown would have been much greater.

	Aircraft Type		
	Comet	Other	Total
North Atlantic	-	16	16
Mid Atlantic	-	2	2
South Atlantic	-	2	2
West Africa	-	6	6
East Africa	-	6	6
South Africa	2	-	2
Mid East	-	3	3
Far East	3	8	11
Australia	-	3	3
Total	**5**	**46**	**51**
	Average per day		7.3

Total fleet groundings have occurred from time to time for various airlines. Qantas lost use of their Airbus A380's for a few weeks in November 2010 as a result of the flight QF32 incident out of Singapore. At least Boeing 747's would have been a suitable substitute.

The timetable itself provides a fascinating look at international airline operations in the 1950's.

Let's start with the North Atlantic services to Canada and the USA – always a prime route for BOAC. **Table 1 refers (below).** When I first saw this I nearly

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PASSENGER SERVICES

Stratocruiser North Atlantic Services — First Class

BRITAIN — U.S.A. & CANADA

TABLE 1

BA 601	BA 607	BA 513	BA 509		BA 510	BA 510	BA 508	BA 608	BA 602
Mo. 17.30 19.00	Fr. 19.00 20.30	Th. 17.30 19.00	Daily 18.30 20.00	dep. AIRWAYS TERMINAL arr. dep. LONDON AIRPORT arr.	11.00 09.45 Daily ex.Su.	11.00 09.45 Su.	12.30 11.15	10.30 09.15 Su.	13.00 11.45
20.45 22.15 Tu. 08.30	Monarch Sa. 08.15	20.45 22.15 — Fr. 08 05 08.50 10.00	Monarch 08 45	arr. GLASGOW (Prestwick) dep. dep. GLASGOW (Prestwick) arr. arr. MONTREAL dep. arr. BOSTON dep. dep. BOSTON arr. arr. NEW YORK (International) dep.	Monarch 17.00 Daily ex. Sa.	(F) (F) 17.00 Sa.	09.30 08.30 Su. — — 16.00 Sa.	Monarch 17.00 Sa.	10.00 09.00 We. 17.00 Tu.

A technical call may be made en route. (F) Flagstop.

Constellation North Atlantic Services — Tourist Class

BRITAIN — U.S.A. & CANADA

TABLE 2

Beaver	Mayflower	Mayflower		Mayflower		Beaver
BA 621 ❦	BA 523 ❦	BA 521 ❦		BA 522 ❦	BA 524 ❦	BA 622 ❦
Mo.We.Sa. 15.00 16 30 18.20 19 05 Tu.Th.Su. 01 50 02 50 06 00	Tu.Fr. 17.00 18.30 20.20 21.35 (o) (o) — — We.Sa. 09.15	Su. 17.00 18.30 20.20 21.35 (o) (o) — Mo. 07.55 08.40 09.55	dep. AIRWAYS TERMINAL arr. dep. LONDON AIRPORT arr. arr. GLASGOW (Prestwick) dep. dep. GLASGOW (Prestwick) arr. arr. GANDER dep. dep. GANDER arr. arr. MONTREAL dep. arr. BOSTON dep. dep. BOSTON arr. arr. NEW YORK (International) dep.	15.30 14.15 12.25 11.25 Fr. (F) (F) — 18.30 17.45 16.30 Th.	12.00 10.45 08.55 07.55 Mo.We. (F) (F) — — — 14.00 Su.Tu.	13.05 11.50 10.00 09.00 Mo.We.Fr. 21 50 20.50 15.30 Su.Tu.Th.

BA621 Mo. Service commences 15th March.

BA622 Tu. Service commences 16th March.

On Tables 1 and 2 local traffic may not be carried New York/Boston and vice versa.

See Tables 5 and 6 for connections at New York and Montreal.

(o) Operational call only ❦ Tourist Service. (F) Flagstop.

fell over backwards laughing. A flag stop on an airline flight; no, an international flight. But wait there's more - BA510 was an Inter Continental flight.

Flagstops are something one associates with railways out on the prairies. And yes, the railways did provide flags.

BOAC would not have had traffic rights between New York and Boston so the flag stop provision only applies to joining passengers. There are no instructions to passengers as to what to do. Did they go onto the roof of the terminal and wave to attract the pilot's attention.

It's not as silly as it might seem. Note that the flight time for the Saturday service with the Boston flagstop is the same as for the other days of the week without the stop. Almost certainly this flight had to make a refuelling stop en route. If it stopped in Boston it may have been possible to avoid stopping elsewhere. The Constellation tourist class services in Table 2 are shown as making flagstops at Gander on some eastbounds.

There's an interesting account of a flight on one of the Monarch services at:

http://www.flightglobal.com/pdfarchive/view/1955/1955%20-%200611.html

The flight in question stopped at Sydney, Nova Scotia, for refuelling but there is a suggestion that this caused the flight to run late. By the way it's not unknown for passengers to arrive at this place and wonder why they are not in Australia.

This may explain why the Boston stop is limited to Saturday nights only, the arrival at London next day being a non business day.

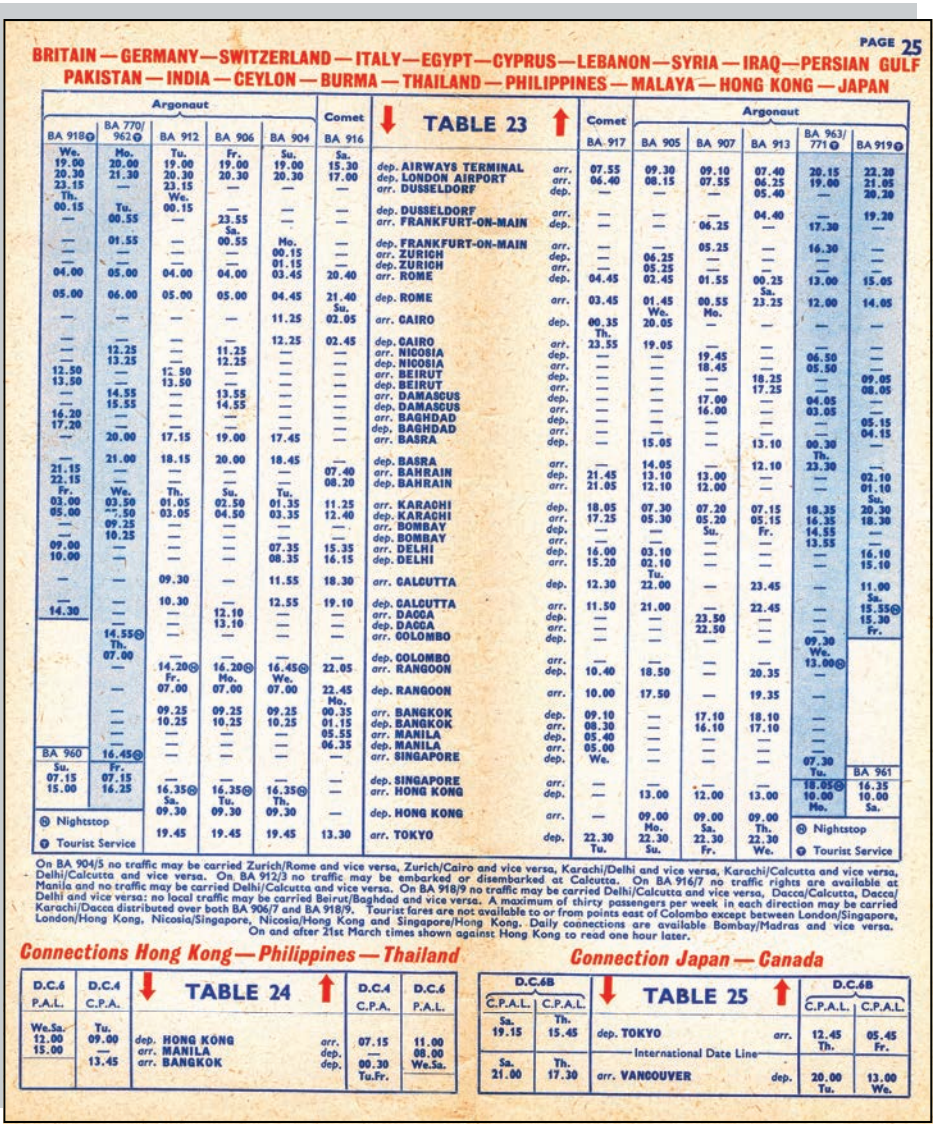
Note that the first 'airport' shown is not an airport at all; it's BOAC's London city terminal. Wouldn't it be nice to arrive there only seventy five minutes after airport arrival but we don't know where immigration and customs formalities were done.

City terminals with free airport transport was a feature of Australian aviation until the 1960's (early 1970's ?). Do you remember the petrol powered buses that the airlines used in Sydney and Melbourne?

Tourist services for the North Atlantic are shown in Table 2 (below Table 1). Aircraft type is the Lockheed Constellation. All the Tourist services in the timetable are marked with a T but it's not clear whether first class passengers were also carried on them.

North Atlantic services have always been prime services for British Airways. There is today an interesting quirk to them – see box.

Our next Table for discussion is 23



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BRITAIN — GERMANY — SWITZERLAND — ITALY — EGYPT — CYPRUS — LEBANON — SYRIA — IRAQ — PERSIAN GULF
PAKISTAN — INDIA — CEYLON — BURMA — THAILAND — PHILIPPINES — MALAYA — HONG KONG — JAPAN

TABLE 23

Argonaut		Argonaut	Argonaut	Argonaut	Comet		Comet	Argonaut			Argonaut	
BA 918 ⊖	BA 770/ 962 ⊖	BA 912	BA 906	BA 904	BA 916		BA 917	BA 905	BA 907	BA 913	BA 963/ 771 ⊖	BA 919 ⊖
We.	Mo.	Tu.	Fr.	Su.	Sa.							
19.00	20.00	19.00	19.00	19.00	15.30	dep. AIRWAYS TERMINAL arr.	07.55	09.30	09.10	07.40	20.15	22.20
20.30	21.30	20.30	20.30	20.30	17.00	dep. LONDON AIRPORT arr.	06.40	08.15	07.55	06.25	19.00	21.05
23.15	—	23.15	—	—	—	arr. DUSSELDORF dep.	—	—	—	05.40	—	20.20
Th.		We.										
00.15	Tu.	00.15	—	—	—	dep. DUSSELDORF arr.	—	—	—	04.40	—	19.20
—	00.55	—	23.55	—	—	arr. FRANKFURT-ON-MAIN dep.	—	—	06.25	—	17.30	—
			Sa.									
—	01.55	—	00.55	Mo.	—	dep. FRANKFURT-ON-MAIN arr.	—	—	05.25	—	16.30	—
—	—	—	—	00.15	—	arr. ZURICH dep.	—	06.25	—	—	—	—
—	—	—	—	01.15	—	dep. ZURICH arr.	—	05.25	—	—	—	—
04.00	05.00	04.00	04.00	03.45	20.40	arr. ROME dep.	04.45	02.45	01.55	00.25	13.00	15.05
										Sa.		
05.00	06.00	05.00	05.00	04.45	21.40	dep. ROME arr.	03.45	01.45	00.55	23.25	12.00	14.05
					Su.			We.	Mo.			
—	—	—	—	11.25	02.05	arr. CAIRO dep.	00.35	20.05	—	—	—	—
							Th.					
—	—	—	—	12.25	02.45	dep. CAIRO arr.	23.55	19.05	—	—	—	—
—	12.25	—	11.25	—	—	arr. NICOSIA dep.	—	—	19.45	—	06.50	—
—	13.25	—	12.25	—	—	dep. NICOSIA arr.	—	—	18.45	—	05.50	—
12.50	—	12.50	—	—	—	arr. BEIRUT dep.	—	—	—	18.25	—	09.05
13.50	—	13.50	—	—	—	dep. BEIRUT arr.	—	—	—	17.25	—	08.05
—	14.55	—	13.55	—	—	arr. DAMASCUS dep.	—	—	17.00	—	04.05	—
—	15.55	—	14.55	—	—	dep. DAMASCUS arr.	—	—	16.00	—	03.05	—
16.20	—	—	—	—	—	arr. BAGHDAD dep.	—	—	—	—	—	05.15
17.20	—	—	—	—	—	dep. BAGHDAD arr.	—	—	—	—	—	04.15
—	20.00	17.15	19.00	17.45	—	arr. BASRA dep.	—	15.05	—	13.10	00.30	—
											Th.	
—	21.00	18.15	20.00	18.45	—	dep. BASRA arr.	—	14.05	—	12.10	23.30	—
21.15	—	—	—	—	07.40	arr. BAHRAIN dep.	21.45	13.10	13.00	—	—	02.10
22.15	—	—	—	—	08.20	dep. BAHRAIN arr.	21.05	12.10	12.00	—	—	01.10
Fr.	We.	Th.	Su.	Tu.								Su.
03.00	03.50	01.05	02.50	01.35	11.25	arr. KARACHI dep.	18.05	07.30	07.20	07.15	18.35	20.30
05.00	05.50	03.05	04.50	03.35	12.40	dep. KARACHI arr.	17.25	05.30	05.20	05.15	16.35	18.30
—	09.25	—	—	—	—	arr. BOMBAY dep.	—	—	Su.	Fr.	14.55	—
—	10.25	—	—	—	—	dep. BOMBAY arr.	—	—	—	—	13.55	—
09.00	—	—	—	07.35	15.35	arr. DELHI dep.	16.00	03.10	—	—	—	16.10
10.00	—	—	—	08.35	16.15	dep. DELHI arr.	15.20	02.10	—	—	—	15.10
								Tu.				
—	—	09.30	—	11.55	18.30	arr. CALCUTTA dep.	12.30	22.00	—	23.45	—	11.00
												Sa.
—	—	10.30	—	12.55	19.10	dep. CALCUTTA arr.	11.50	21.00	—	22.45	—	15.55 ⊖
14.30	—	—	12.10	—	—	dep. DACCA dep.	—	—	23.50	—	—	15.30
	—	—	13.10	—	—	arr. DACCA arr.	—	—	22.50	—	—	Fr.
	14.55 ⊖	—	—	—	—	arr. COLOMBO dep.	—	—	—	—	09.30	
	Th.										We.	
	07.00	—	—	—	—	dep. COLOMBO arr.	—	—	—	—	13.00 ⊖	
	—	14.20 ⊖	16.20 ⊖	16.45 ⊖	22.05	arr. RANGOON dep.	10.40	18.50	—	20.35	—	
		Fr.	Mo.	We.								
	—	07.00	07.00	07.00	22.45	dep. RANGOON arr.	10.00	17.50	—	19.35	—	
					Mo.							
	—	09.25	09.25	09.25	00.35	arr. BANGKOK dep.	09.10	—	17.10	18.10	—	
	—	10.25	10.25	10.25	01.15	dep. BANGKOK arr.	08.30	—	16.10	17.10	—	
	—	—	—	—	05.55	arr. MANILA dep.	05.40	—	—	—	—	
	—	—	—	—	06.35	dep. MANILA arr.	05.00	—	—	—	—	
BA 960	16.45 ⊖	—	—	—	—	arr. SINGAPORE dep.	We.	—	—	—	07.30	BA 961
Su.	Fr.										Tu.	
07.15	07.15	—	—	—	—	dep. SINGAPORE arr.	—	—	—	—	18.05 ⊖	16.35
15.00	16.25	16.35 ⊖	16.35 ⊖	16.35 ⊖	—	arr. HONG KONG dep.	—	13.00	12.00	13.00	10.00	10.00
		Sa.	Tu.	Th.							Mo.	Sa.
		09.30	09.30	09.30	—	dep. HONG KONG arr.	—	09.00	09.00	09.00		
								Mo.	Sa.	Th.		
		19.45	19.45	19.45	13.30	arr. TOKYO dep.	22.30	22.30	22.30	22.30		
							Tu.	Su.	Fr.	We.		

⊖ Nightstop
⊖ Tourist Service

On BA 904/5 no traffic may be carried Zurich/Rome and vice versa, Zurich/Cairo and vice versa, Karachi/Delhi and vice versa, Karachi/Calcutta and vice versa, Delhi/Calcutta and vice versa. On BA 912/3 no traffic may be embarked or disembarked at Calcutta. On BA 916/7 no traffic rights are available at Manila and no traffic may be carried Delhi/Calcutta and vice versa. On BA 918/9 no traffic may be carried Delhi/Calcutta and vice versa, Dacca/Calcutta, Dacca/Delhi and vice versa: no local traffic may be carried Beirut/Baghdad and vice versa. A maximum of thirty passengers per week in each direction may be carried Karachi/Dacca distributed over both BA 906/7 and BA 918/9. Tourist fares are not available to or from points east of Colombo except between London/Singapore, London/Hong Kong, Nicosia/Singapore, Nicosia/Hong Kong and Singapore/Hong Kong. Daily connections are available Bombay/Madras and vice versa. On and after 21st March times shown against Hong Kong to read one hour later.

Connections Hong Kong — Philippines — Thailand

TABLE 24

D.C.6 P.A.L.	D.C.4 C.P.A.		D.C.4 C.P.A.	D.C.6 P.A.L.
We.Sa.	Tu.			
12.00	09.00	dep. HONG KONG arr.	07.15	11.00
15.00	—	arr. MANILA dep.	—	08.00
	13.45	arr. BANGKOK dep.	00.30	We.Sa.
			Tu.Fr.	

Connection Japan — Canada

TABLE 25

D.C.6B C.P.A.L.	D.C.6B C.P.A.L.		D.C.6B C.P.A.L.	D.C.6B C.P.A.L.
Sa.	Th.			
19.15	15.45	dep. TOKYO arr.	12.45	05.45
			Th.	Fr.
		International Date Line		
Sa.	Th.			
21.00	17.30	arr. VANCOUVER dep.	20.00	13.00
			Tu.	We.

(above) which shows services to the Far East. It should be read in conjunction with Table 26 (Indonesia and Australia) as there is considerable overlap between the two. Every flight on both timetables stopped at Karachi. Not shown here is Table 20 which features Mid East / Singapore / Colombo flights again with stops at Karachi for the latter two.

Table 23 shows a Comet service to Tokyo which was far faster than the alternative. You could leave London at 1530 on Saturdays and arrive Tokyo at 1330 on Mondays. The other offering is an Argonaut service three times a week. The Friday one arrived Tokyo late on Tuesday night so it took two more days to get there than the Comet. If the Argonaut service was too slow you could transfer to the Comet at Rangoon on Sunday night.

One reason why the Argonaut service was so slow was that it made two overnight stops with the passengers being accommodated in hotels. This was a feature of long distance air travel until the mid 1950's. Sometimes the extended stops were during the day; the flying being done at night, perhaps for navigational reasons.

Argonaut you ask. What sort of aircraft was this? It was BOAC's take on the Douglas DC-4. They were built by Canadair and featured cabin pressurization and the use of Rolls Royce Merlin V12 engines. They were reasonably competitive with other aircraft of the time except perhaps for noise and speed (top left, page 6).

Nowadays airlines concentrate on simple out and back services. It appears though that in earlier times they were keen on 'milk runs' to pick up as much local traffic as possible. Timetables for the era were full of traffic restrictions.

What on earth was the point of BA912 serving Dusseldorf on the way to Rome? Why the stop in Rome? Two flights stopped in Nicosia before reaching Damascus. It certainly wasn't for technical reasons. Wiki gives the range of the Argonaut as 6,212 km but that would be the full fuel payload limited range.

Even in the 1980's British Airways was still stopping in Rome on Far Eastern flights.

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BRITAIN — GERMANY — SWITZERLAND — ITALY — EGYPT — LEBANON — PAKISTAN — INDIA — CEYLON — THAILAND — MALAYA — INDONESIA — AUSTRALIA

IMPORTANT NOTE

During March certain revised dates of departure will take place on the following days:—

Ex London

We., Mar. 3rd, EM 514 instead of BA 704
Th., Mar. 4th, BA 704 instead of EM 514
Fr., Mar. 12th, EM 506
Sa., Mar. 6th, 20th, EM 506 instead of BA 704
Su., Mar. 7th, 14th, 21st, BA 704 instead of EM 506
BA 704 will not operate on Mo., Mar. 15th

Ex Sydney

Mo., Mar. 8th, EM 505 instead of BA 705
Tu., Mar 9th, BA 705 instead of EM 505
Th., Mar. 18th, BA 705 instead of EM 501
Th., Mar. 11th, 25th, BA 705 and EM 501 will operate *
Fr., Mar. 19th, EM 501 instead of BA 705
BA 705 will not operate on We., Mar. 10th and 24th

* BA 705 will depart Sydney at 19.00 hours and operate 2½ hours earlier throughout to Singapore, thence to normal timetable Singapore/London. EM 501 will follow normal timetable throughout.

Ⓝ Nightstop.

TABLE 26

Constellation EM 514	EM 506	EM 502	BA 704			Constellation BA 705	EM 501	EM 505	EM 513
Th.	Su.	Tu.	Mo.We.Sa.	dep.	AIRWAYS TERMINAL	arr. 16.25	20.05	17.30	18.15
15.30	06.30	06.30	06.30	dep.	LONDON AIRPORT	arr. 15.10	18.50	16.15	17.00
17.00	08.00	08.00	08.00	arr.	FRANKFURT-ON-MAIN	dep. —	17.35	—	—
—	—	11.30	—	dep.	FRANKFURT-ON-MAIN	arr. —	16.35	—	—
—	—	12.30	—	arr.	ZURICH	dep. 13.35	—	—	—
—	—	—	11.30	dep.	ZURICH	arr. 12.20	—	—	—
—	—	—	12.45	arr.	ROME	dep. —	13.20	12.50	13.35
22.00	13.00	15.15	—	dep.	ROME	arr. —	11.20	10.50	11.35
23.59	15.00	17.15	—						
Fr.									
06.15	21.15	—	—	arr.	CAIRO	dep. —	—	06.00	06.45
07.15	22.15	—	—	dep.	CAIRO	arr. —	—	04.45	05.45
		We.						Fr.	Tu.
—	—	00.25Ⓝ	21.45Ⓝ	arr.	BEIRUT	dep. 06.20	07.00	—	—
			Tu.Th.Su.						
—	—	13.40	09.45	dep.	BEIRUT	arr. 05.20	06.00	—	—
	Mo.					Th.Sa.Mo.	Su.		
18.10	09.10	22.50	18.45	arr.	KARACHI	dep. 21.30	22.10	21.10	22.10
		Th.							
20.10	11.10	00.50	20.45	dep.	KARACHI	arr. 20.15	20.55	19.55	20.55
Sa.			We.Fr.Mo.						
02.20	—	07.00	02.45	arr.	CALCUTTA	dep. 15.15	15.45	—	15.45
03.20	—	07.45	03.45	dep.	CALCUTTA	arr. 14.15	14.45	—	14.45
—	14.40	—	—	arr.	BOMBAY	dep. —	—	18.20	—
—	15.40	—	—	dep.	BOMBAY	arr. —	—	17.20	—
—	19.50Ⓝ	—	—	arr.	COLOMBO	dep. —	—	13.15	—
	Tu.								
—	09.00	—	—	dep.	COLOMBO	arr. —	—	12.15	—
09.15	—	13.40	—	arr.	BANGKOK	dep. —	11.50	—	11.50
10.15	—	14.40	—	dep.	BANGKOK	arr. —	10.50	—	10.50
14.50Ⓝ	18.00Ⓝ	19.15Ⓝ	13.00Ⓝ	arr.	SINGAPORE	dep. 09.00	07.15	07.15	07.15
Su.	We.	Fr.	Th.Sa.Tu.			We.Fr.Su.	Sa.	Th.	Mo.
07.45	07.45	08.00	07.45	dep.	SINGAPORE	arr. 15.40Ⓝ	15.40Ⓝ	15.40Ⓝ	15.40Ⓝ
10.15	10.15	10.30	10.15	arr.	JAKARTA	dep. 13.05	13.05	13.05	13.05
11.15	11.15	11.30	11.15	dep.	JAKARTA	arr. 12.05	12.05	12.05	12.05
20.15	20.15	20.30	20.15	arr.	DARWIN	dep. 07.15	07.15	07.15	07.15
22.35	22.35	22.35	22.35	dep.	DARWIN	arr. 04.55	04.55	04.55	04.55
Mo.	Th.	Sa.	Fr.Su.We.			Tu.Th.Sa.	Fr.	We.	Su.
07.00	07.00	07.00	07.00	arr.	SYDNEY	dep. 21.30	21.30	21.30	21.30
						Mo.We.Fr.	Th.	Tu.	Sa.

Service BA 704/5 is operated by B.O.A.C. in association with Qantas. Services EM 501/2, EM 505/6, EM 513/4 are operated by Qantas in association with B.O.A.C. On Qantas services local traffic may not be carried London/Rome, Rome/Beirut, Rome/Cairo and vice versa. Local traffic may not be carried Karachi/Calcutta, Karachi/Bombay and vice versa, on any service: on Qantas services, normal stopover facilities are available at Karachi for through passengers travelling to or from any other point on the route. On EM 501/2 and EM 513/4 no traffic including transhipment or stopover may be carried Jakarta/Bangkok and vice versa. On BA 704 no traffic may be carried Zurich/Beirut on Sa. and on BA 705 Beirut/Zurich on Mo.

Some local connections in Australia

TABLE 27

A.N.A.	T.A.A.	T.A.A.	A.N.A.	T.A.A.	T.A.A.				T.A.A.	T.A.A.	A.N.A.	T.A.A.	T.A.A.	A.N.A.
Daily	Daily	Daily	Daily	Daily	Daily	dep.	SYDNEY	arr.	Daily	Daily	Daily	Daily	Daily	Daily
14.30	11.35	11.40	10.45	14.10	10.00	arr.	CANBERRA	dep.	11.15	13.50	15.40	18.15	17.25	19.20
—	—	12.50	—	—	—	arr.	ADELAIDE	dep.	—	—	—	17.20	—	—
—	—	—	—	—	13.30	arr.	BRISBANE	dep.	07.00	—	—	—	—	—
16.30	14.10	—	—	—	—	arr.	MELBOURNE	dep.	—	—	—	—	14.50	17.15
		15.20	12.50	16.30	—	arr.	LAUNCESTON	dep.	—	11.45	13.45	15.20		
			—	19.15	—	arr.	HOBART	dep.	—	09.25	—			
			16.10	20.10	—	arr.	PERTH	dep.	22.00	08.30	10.45			
					19.40									

Some local connections — Australia — New Zealand — Fiji

TABLE 28

D.C.3 N.A.C.	D.C.4 TEAL	Solent TEAL	Solent TEAL	Solent TEAL	Sandringham QANTAS				Sandringham QANTAS	Solent TEAL	Solent TEAL	D.C.4 TEAL	D.C.3 N.A.C.
		Th.Sa.Su.	Su.Tu.	Mo.Tu.	Th.								
	Th.	08.30	23.59	Th.Fr.	19.30	dep.	SYDNEY	arr.	20.40	15.45	13.30		
	22.25	—	Mo.We.	22.30	—	dep.	MELBOURNE	arr.	—	—	—	17.35	
Weekdays	—	17.00	08.30	—	—	arr.	AUCKLAND	dep.	—	—	08.30	—	
12.20	—			Tu.We.	—	dep.	AUCKLAND	arr.	—	—	Daily ex	—	11.35
14.15	—			Fr.Sa.	—	arr.	WELLINGTON	dep.	—	10.30	We.Su.	—	09.40
14.40	—			07.30	—	dep.	WELLINGTON	arr.	—	Tu.We.		—	09.15
					Fr.					Fr.Sa.			
—	—				07.00	arr.	NOUMEA	dep.	13.00			—	—
—	Fr.				15.00	dep.	FIJI (*Suva*)	dep.	06.30			—	—
16.20	08.15					arr.	CHRISTCHURCH	dep.	Sa.			11.00	07.40
												Fr.	Weekdays

Connections are provided at Auckland by TEAL to and from Tahiti (*Papeete*); also between Sydney and Fiji (*Nandi*) by B.C.P.A. (See Table 37).

We turn now to Table 26 (page 5) – the Australian service. No Comets here although I believe they were previously scheduled when BOAC had more of them. Also shown are the three times weekly Qantas service with code EM. Does anyone know when it changed to QF? My guess is when they dropped the word "Empire" from their name.

Let's reflect on just how long the journey took. At right is a summary of EM 501

All flights for both carriers were first class

		Stops
Sydney	Thu 2130	
S'pore	Fri 1540	Darwin, Jakarta
	- Over night (Raffles?)	
	Sat 0715	
Karachi	Sat 2210	Bangkok, Calcutta
London	Sun 1850	Beirut, Rome, Frankfurt

BOAC DC-4M-4 Argonaut G-ALHS "Astra" at London Airport (Heathrow) in September 1954

only. One could transfer to a tourist service at Singapore but the connection was most inconvenient. Karachi was another possibility.

So it cost a lot of money to fly in those days. The pound sterling one way fare London – Sydney was shown as Pnds 294 or about Pnds 6,500 in today's money – think $A13,000 or $26,000 return. This compares with $1,500- $2,500 today in cattle class. The comparison would be even more stark in terms of incomes.

The fare tables occupy almost half the book. In those days currencies were much more stable than they are now so there was little risk of the fares getting out of date during the currency of the timetable. One thing is peculiar – North American cities are shown as "to" places only, they didn't have their own sections for "from".

One final oddity: Table 38 shows a freighter service with Qantas Skymasters (DC-4's) operating via Cocos Islands with full passenger facilities between Perth and Singapore. Did the passengers sit amongst the freight?

The BOAC aircraft shown was the York, an adapted Lancaster bomber.

For those interested in BOAC history:

http://www.britishairways.com/travel/history-1950-1959/public/en_gb

Box

The British Aerospace Industry in the 1950's

This must have been a great time to have been a technical professional / worker in aerospace although it may still have been suffering downsizing from the second world war.

It was not a good time, though, for Treasury and the taxpayer. One wonders if the railways and other transport modes suffered as a result of the money spent on aviation.

In defence of policy at the time it must be mentioned that there was a dollar crises. Britain had to do all it could to avoid imports and to maximise exports. The cold war was in full swing; the country felt it vital to maintain technical competence in armaments of all kinds.

For civil aviation a good starting point is the Brabazon Report of 1943 – 45. This recommended the following aircraft types (it varied over time, this list is much simplified):

Type I – large long distance aircraft. Only one aircraft flown.

Type II– various mid sized medium range aircraft were proposed but the Vickers Viscount four engine turboprop proved to be a success. We had them in Australia; they were the subject of the infamous 2 (DC6-B) for 3 (Viscount) swap between TAA and Ansett-ANA when the two airline policy was in full swing. The famous Rolls Royce Dart whine was well known around the country as the twin engined

FREIGHTER SERVICE

TABLE 38

York BA 776			York BA 777
We. 08.30	dep. LONDON AIRPORT	arr.	14.15 Su.
18.20 Th.	arr. TRIPOLI	arr.	17.55
13.30	arr. CAIRO	arr.	10.10 Sa.
22.15 Fr.	arr. BAHRAIN	arr.	14.15 Fr.
17.45 Sa.	arr. KARACHI	arr.	17.00
10.30	arr. DELHI	arr.	12.30 Th.
15.30 Su.	arr. CALCUTTA	arr.	16.00
10.15	arr. BANGKOK	arr.	10.50
16.20	arr. SINGAPORE	dep.	06.30 We.
Skymaster EM 518			Skymaster EM 515 / EM 517
Alt.Tu. 08.30 / 11.40	dep. SINGAPORE	arr.	16.00 / 17.45
	arr. JAKARTA	dep.	13.00 / 14.45
16.15 Alt.We. 04.40	arr. COCOS ISLAND	dep.	Alt.Mo. — / 08.00 Alt.Su.
—	arr. PERTH	dep.	— / 22.35
Alt.Tu. 19.20	arr. SYDNEY	dep.	18.00 Alt.Su. / 10.45 Alt.Sa.
Alt.Mo. 08.30 / 11.40			
—			

Service BA 776/777 operates the last We. of each month ex London, and the first We. of each month ex Singapore.

SPECIAL NOTE—

Full passenger facilities are available on Qantas Skymaster service EM 517/8 between Perth and Singapore

Service BA 776/777 is operated by B.O.A.C. in association with Qantas.

Services EM 515/516, EM 517/518 are operated by Qantas in association with B.O.A.C.

In addition to this special service, freight is carried on all our services shown in this timetable. Please consult your Forwarding Agent or any B.O.A.C. office for full details and rates.

Fokker Friendship aircraft used the same engine.

Type III - the Avro Tudor, incredibly designed with a tail wheel as it evolved from the Avro Lincoln bomber. Very few built.

Type IV – the Comet

Type V – small aircraft which did achieve some commercial success.

There were, of course, other aircraft developed outside this framework. One aircraft that should have achieved success was the large Bristol Britannia turboprop. If it had entered service around 1955 that may have happened. The prototype first flew in 1952. It entered BOAC service in February 1957 after much trouble with the Proteus turbo prop engines but its service life was short as jets came along just a couple of years later. My grandmother had a return Britannia flight England to Australia in 1960.

The result was that BOAC, like every other airline in 1955 in the western world, was using only American aircraft for long distance flights. BOAC even bought Douglas DC-7C's.

At least this didn't happen on the British railways with locomotives until more recent times but that's another story.

It is amazing today that the British developed not one but three strategic bombers in the 1950's – the V bombers, the Victor, Valiant and Vulcan.

These have always been flagship services. In the Concorde era the Concorde New York flights were numbered 001, 002, 003 and 004.

Now these numbers have been allocated to flights operated by Airbus A318's between London City airport and New York business class only.

Below is the westbound timetable current as at 26th October 2012

Depending on the season these flights may not be daily. Return flights are overnight.

This is worth a look

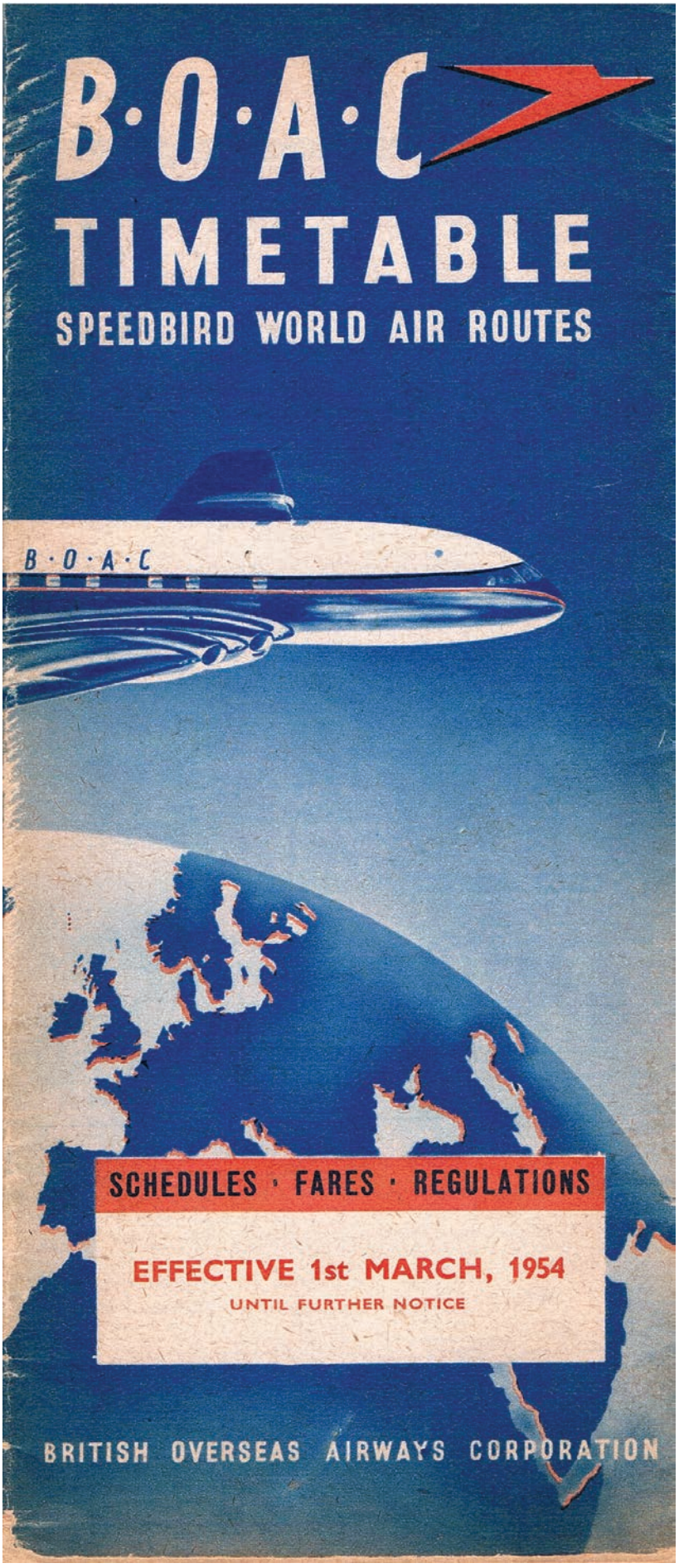
http://www.businesstraveller.com/tried-and-tested/airlines/british-airways/tried-and-tested-ba-a318-london-city-to-new-york

The stop is a throwback to the Monarch services of yesteryear and is for refuelling only. It occurs at Shannon, Ireland and the passengers go through US entry formalities there so the flight can be treated as a domestic one at JFK – neat.

I don't know whether the Shannon refuelling stop is because the aircraft simply don't have the range for the against the wind flight or because of take off weight limitations at London City airport.

The A318 used on this service have only 32 seats. It's a smaller version of the A320's flown by Jetstar and Tiger in Australia.

Flight number	From	To	Depart	Arrive	Stops
BA0001	LCY	JFK	09:50	14:20	1
BA0003	LCY	JFK	16:00	20:30	1



Level Crossings

Jim Wells

I write this as a saddened man; yesterday (Saturday November 4th 2012) there was a major collision between a truck and a suburban six car train at Abbots rd, Dandenong South, on the Cranbourne line in Melbourne: one train passenger dead, many injured including the train and truck drivers, four carriages derailed, one overturned.

So yet another chapter is written in the book of Australian level crossing accidents. Victoria has had many of these and that's largely due to the number of high traffic level crossings in the state, specially in Melbourne.

Abbots rd would not be on anyone's list of priority crossings for elimination. What is an enormous pity is that the job wasn't done when the line was effectively closed prior to electrification. It would have been much cheaper then and much less disruptive.

The 2003 Melway street directory shows a planned extension of Remington Drive across the railway a kilometre north of Abbots rd but that has yet to be built.

This question of traffic at level crossings is clearly of interest to us timetablers and so I was intrigued to come across in some UK Network material a list of major level crossings (6,500 in the country as a whole). The standout was Wharf rd Broxbourne in outer London on the Liverpool st – Cambridge line. It's reported as having 448 trains per day.

That can't be right I said. A quick calc indicates 23 trains an hour for the 20 hours or so that passenger trains would run. The data sheet says there are freight trains as well but they would almost certainly run in the small hours only.

Table 25 of the 1997 timetable had an off-peak pattern of 6 trains an hour in each direction.

Now (Greater Anglia) it has nearly doubled:

Stansted Airport	4
Cambridge	2
Hertford East	2
Broxbourne	2 (to Stratford)
Total	10

so I guess 23 both directions might be in the ball park.

Just how much further can the British go with frequency?

Below is a Google View of the level crossing. Line speed is 80 mph.

Road usage is low – not surprising:

> Now back to Melbourne. The RACV said this in 2010:
>
> *MELBOURNE'S worst traffic congestion spots will worsen dramatically unless the state government removes more of Melbourne's 182 railway level crossings, the RACV says.*
>
> *The motoring group, which has more than 2 million members, yesterday released its biennial survey on Melbourne's 10 worst road intersections.*
>
> *It found four of the worst traffic headaches were caused by level crossings.*
>
> *The level crossing at Murrumbeena station was rated the worst. With 20 trains crossing the road between 8 and 9am each day, boom gates can remain down for as long as 38 minutes in the hour.*

Melbourne's level crossings stand in stark contrast to suburban Sydney, where a government program in the 1960s removed all but three. Around a dozen level crossings also still remain in outer Sydney.

Most of Sydney's crossings are on the Richmond line. There is a notorious one on the Carlingford line at Parramatta rd which, in my time at RailCorp and maybe still today, has a signal box manned 24/7.

The RACV reflects on Murrumbeena's crossing with the barriers down 38 minutes in the hour. I don't know how they assess this. Is this information in the public domain?

At nearby Glenhuntly (see Frankston article "The Times" August 2012) they would be down for much longer. In the hour between 7.30 am and 8.30 am (M-F) there are eight down and thirteen up for a total of twenty one trains or an interval between them of less than three minutes on average.

What complicates the issue here is the tramway which means that train speed over the crossing is very low (20 km/h?). Tram speed is also low not helped by the tendency to run longer trams these days and the distance between the outer rail tracks, much more than at the other Rail:tram crossings in Melbourne.

Route 67 only has six trams in bound at Glenhuntly between 7.30 am and 8.30 am (M-F).

It's doubtful if Glenhuntly is too much of a problem for local road users as Neerim rd crosses the railway only 250 metres away.

Census (current expectation)	* 1026 vehicle users per day * 297 pedestrian and cycle users per day

Serving Hobart's Eastern Shore

HILAIRE FRASER

This article seeks to provide an understanding of the Metro bus services on Hobart's Eastern Shore.

Historical Background

Until December 1943, when the opening of the floating Hobart Bridge was opened, there were no suburban bus services on the eastern shore. All connections from the handful of small villages and hamlets were made to the western shore by ferries.

The advent of the floating bridge gave rise to increased housing activity in the late 1940s and early 50s and bus services were progressively introduced. Even then places like Opossum Bay and South Arm had one bus a day to Hobart. Seven Mile Beach had one bus and Howrah had a couple of shopping bus trips only in the late 40s. Lindisfarne, the destination of the first service across the bridge, was the only village in the middle 40s with a bus service operating several trips a day.

Moore's Monthly Guide dated March 1949 details the Hobart-Bellerive Ferry Service with departures from Bellerive from 6.45am Mondays to Saturdays and 8.30am on Sundays and return departures from Hobart until 11.45pm Mondays to Saturdays and 10.30pm on Sundays. The service operated hourly although in the peak a return trip could be completed in 35 minutes. One ferry could operate the timetable. The Bellerive ferry also served Rosny either on the journey from Hobart or to Hobart. In 1949 the Hobart-Lindisfarne bus service operated half-hourly during the day Mondays to Sundays and approximately every forty-five minutes in the evening. Peak services were as frequent as every ten minutes. A Hobart-Bellerive bus service left Hobart at 9.30, 10.30am, 1.05, 2.30 and 3.45pm, and Bellerive at 10.00, 11.00am, 1.40, 3.00 and 4.15pm. These ferry and bus services were operated by the Transport Department. Mr G R Free operated a Hobart-Opossum Bay service leaving Opossum Bay at 7.15am and 11.15am, Bellerive Wharf at 9.05am (connecting with the 8.50am ferry from Hobart) and 4.30pm for Rokeby only, and Hobart at 5.15pm Monday to Friday. An additional Friday service left Bellerive Wharf at 7.50pm. On Saturdays there was a departure from Bellerive at 9.15am and a departure from Opossum Bay for Hobart at 11.15am. Gray's Motor Service commenced a one return trip a day service from Seven Mile Beach to Hobart in about June 1949.

The Present

Since 2009 Metro's bus Services on Hobart's Eastern Shore have been numbered in the 600 series, replacing routes numbered in the 200 series. The new network also introduced a more consistent route structure with most principal services operating seven days a week. Most Eastern Shore Routes commence from Hobart City. However, some commence from Rosny Park, the main shopping centre on the eastern shore. Rosny Park is just across the Tasman Bridge from Hobart City and has a dedicated bus interchange with six stops.

Principal Services

606 Hobart City-Howrah Heights A Monday to Friday service operating hourly. during the day and approximately half-hourly in the direction of peak flow. The first five outbound services from 9.50am to 1.50pm commence at Rosny Park, whilst the 11.14am and 12.14pm services from Howrah Heights terminate at Rosny Park. Evidently at these times through services to Hobart City are not considered essential.

615 Hobart City-Camelot Park A seven day service operating half-hourly Monday to Friday and approximately fifteen minutes in the peak direction. The peak services are operated in combination with 613 Hobart City-Camelot Park, omitting the Shoreline Central Shopping Centre deviation, and the single 614 Camelot Park-Hobart City am trip express between Shoreline Central and Hobart City. On Saturdays the 615 operates hourly, and on Evenings and Sundays the 615 operates two hourly. On Sunday evenings the last trip for Hobart bus services is earlier than for Mondays to Saturdays. On 615 the last Sunday departure from Hobart is at 6.50pm and from Camelot Park at 7.28pm.

In addition to the 613 and 614 services other supplementary Southern services are:-

605 Glenorchy-Camelot Park. A school days only service with one trip departing Camelot Park at 7.20pm and a return trip departing Glenorchy at 3.33pm.

608 Hobart City-Carella Park. A peak hour service with 2 inward morning trips and three outward evening trips. 608 provides a direct link between Bellerive Bluff and the City.

620/625 Hobart City-Rokeby & Clarendon Vale A seven day loop service operating hourly as 620 anti-clockwise and 625 clockwise, 30 minute frequency combined Monday to Friday. Additional peak services boast inward 625 trips to approximately every twenty minutes in the morning. On Saturdays, Sundays and Evenings 620 and 625 operate at two-hourly intervals, hourly combined. On Sunday evenings the last departure from Hobart is a 620 at 8.15pm. The last departure from Clarendon Vale is a 625 via Rokeby at 7.38pm. Metro Tasmania often provides two-way loop services to double the service levels compared with the provision of two out and back routes.

630/632 Hobart-Lauderdale Lauderdale (formerly named Ralphs Bay) was originally a holiday settlement. 632 via Oakdowns operates hourly Mondays to Friday. In the peak periods 632 is supplemented by Opossum Bay services detouring through Lauderdale. 630 and 632 each operate every two hours on Saturdays with a combined hourly service. On Sundays & Evenings 630 operates every two hours. On Sundays the last departure from Hobart is at 7.40 extending to Seven Mile Beach. The last departure from Lauderdale is at 6.23pm.

650/652 Hobart City-Mornington & Warrane A seven day loop service operating hourly as 650 anti-clockwise and 652 clockwise, 30 minute frequency combined Monday to Friday. 650 and 652 operate half-hourly in peak periods, 15 minutes combined. On Saturdays 660 anti-clockwise and 662 clockwise both extending to Currajong St operate at two-hourly intervals, hourly combined. On Sundays and Evenings 660 and 662 operate at four-hourly intervals, two-hourly combined. The last Sunday departure is from Hobart at 7.55pm as a 662 returning from Currajong St at 8.14.

665/668 Hobart City-Acton Park & Seven Mile Beach Like Lauderdale, Seven Mile Beach was originally a seaside holiday settlement while Acton Park is a large sprawling rural residential subdivision of relatively recent origins. Services are provided by a seven day loop service operating as 665 through Acton Park then Seven Mile Beach am, and in reverse as 668 pm. This means that the major centre of Seven Mile Beach has a direct service to Hobart in the morning and from Hobart in the afternoon. Services operate hourly Monday to Friday, half-hourly in the peak. Saturday services operate every two hours and Sunday services operate approximately every three hours. The only evening service is the 7.40pm 668 service operating every Monday to Friday. Like the 606 the morning services start at Rosny Park and the afternoon services terminate at Rosny Park. On school days a supplementary service is provided by route 664 leaving Acton Park for Hobart City at 8.00am.

680 Hobart City-Geilston Bay via Rose Bay & Derwent Av

685 Hobart City-Geilston Bay via Rosny Park

690 Hobart City-Risdon Vale via Rose Bay

692 Hobart City-Risdon Vale via Rose Bay & Derwent Av

694 Hobart City-Risdon Vale via Rosny Park

During the day on Mondays to Fridays 680, 685, 690 and 694 operate hourly. Every second 694 trip extends to or commences from Glenorchy. Like the 606 and 665/668, 685 morning services start at Rosny Park and the afternoon services terminate at Rosny Park. Peak period services on each of the direct 680 and 690 services operate approximately every twenty minutes. Saturday services are provided hourly on both 692 and 694. Sunday and evening services are provided every two hours on both 692 and 694. On Sundays the last trip departs Hobart as 694 at 6.30pm and returns from Risdon Vale at 7.05.

Shoppers' Services

602 Rosny Park-Bellerive Bluff Six return services departing Rosny Park hourly from 9.09am to 2.09pm Mondays to Fridays. Whilst Metro has eliminated the diversion around The Bluff for longer haul services to Rokeby and Camelot Park the 602 shoppers' service is a compromise.

675 Rosny Park – Montagu Bay Six approximate hourly services operated Monday to Friday departing Rosny Park from 9.15am to 3.05pm and a seventh service operates at 6.15pm. Three additional morning services departing Rosny Park travel through to Hobart as 670 Rosny Park-Hobart via Montagu Bay. Two additional afternoon services depart Hobart as 670 Hobart-Montagu Bay.

682 Rosny Park-Lindisfarne (Derwent Av)

On Mondays to Fridays the 682 operates as three trips each way.

Opossum Bay Services

The Opossum Bay/South Arm peninsula supports a number of small low density seaside settlements scattered over a long distance creating considerable challenges to any provider of bus services. The main service is 640 Hobart City-Opossum Bay via Cremorne, which also operates as 638 when diverting by Lauderdale. Inward Monday to Friday services depart Opossum Bay at 9.35am, 2.02pm (change at Lauderdale for Hobart) and 5.55pm (change at Shoreline Central for Hobart). Early morning services depart from Opossum Bay at 6.51am (& 7.22am school days) as 642 to Hobart via Rifle Range Rd and also from South Arm Hwy/Gellibrand Dr at 6.55am (& 7.21am school days) as 646 to Hobart City via Cremorne, Lauderdale & South Arm Hwy. Saturday services depart Opossum Bay at 9.42 am and 5.57pm (638). Outward Monday to Friday services depart Hobart City at 8.00am, 12.33pm (638), 4.22pm (638), 5.22pm and 6.20pm. In addition a 3.03pm service operates as 648 via South Arm Hwy, Lauderdale & Cremorne, a 4.48pm service operates as 643 from Shoreline Central to Clifton Beach via Rifle Range Rd and a 5.32 service operates as 644 to Gellibrand Dr via Rifle Range Rd. Saturday services depart Hobart City at 8.30am and 4.36pm (638). The Opossum Bay timetable accompanies this article.

Hobart City-Rosny Park-Shoreline Central Corridor

Services combine to provide buses at 6/9 or 7/8 frequencies between Hobart City and Rosny Park on Mondays to Fridays. 615, 620, 625, 632 continue to provide a bus at least every 15 minutes between Hobart City and Shoreline Central.

Details of services in the middle of the day Mondays to Fridays are as follows:-

Route & Destination	Depart Hobart	Depart Rosny Pk	Depart Shoreline Central
694 Risdon Vale	11.03	11.14	
620 Rokeby	11.12	11.23	11.30
652 Mornington	11.18	11.30	
615 Camelot Pk	11.25	11.37	11.46
632 Lauderdale	11.33	11.44	11.52
625 Clarendon V.	11.42	11.53	12.00
650 Warrane	11.48	11.59	
615 Camelot Pk	11.55	12.07	12.16
694 Risdon Vale	12.03	12.14	

On Saturdays hourly services on 615, 620/625 combined, 630/632 combined, 660/662 and 694 provide a 12 minute service between Hobart and Rosny Park, and approximately every 24 minutes to Shoreline Central. On Sundays and evenings two-hourly services on 615, 620, 625, 630, 660/662 combined and 694 provide on average a 20 minute service between Hobart and Rosny Park and 30 minutes to Shoreline Central.

Metro Tasmania has ten passport size timetable leaflets produced by transitgraphics covering the Eastern Shore as follows:-

602, 670, 675 Bellerive Bluff & Rosny Point to Rosny Park & Hobart City

605, 613, 614, 615 Camelot Park to Hobart City

606, 608 Carella Park, Howrah Heights & Bellerive Bluff to Hobart City

620, 625 Clarendon Vale & Rokeby to Hobart City

630, 632 Lauderdale to Hobart City

638 to 648 Opossum Bay to Hobart City

650, 652, 660, 662 Mornington & Warrane to Hobart City

664, 665, 668 Seven Mile Beach to Hobart City

(until the June 2012 update 650 to 662 & 664 to 668 were in the one leaflet)

680, 682, 685, 690, 692, 694 Risdon Vale & Lindisfarne to Hobart City

606 to 694 Shoreline Central & Rosny Park to Hobart City (Corridor Timetable, includes a single 610 Shoreline Central-Hobart trip leaving Shoreline Central at 8.15am)

The school days only 697 Granton-Rosny Park (single am trip) & 698 Rosny Park to Old Beach (single pm trip) are contained on the Brighton & Gagebrook Timetable.

690 692 694 RISDON VALE

682 DERWENT AV

680 685 GEILSTON BAY

North

680 682 692

685 690 694

680 682 690 692

685 694

650 652 660 662 WARRANE

HOBART

ROSNY PK

MORNINGTON

665 668 7 MILE BCH

675 MONTAGU BAY

606 HOWRAH HTS

602 BELLERIVE BLUFF

620 625 CLARENDON VALE

615 CAMELOT PK

620 625 ROKEBY

630 632 LAUDERDALE

OPPOSSUM BAY

DIAGRAM OF HOBART'S EASTERN SHORE PRINCIPLE BUS ROUTES

Look for bus numbers

638
640
642
643
644
646
648

Opossum Bay to Hobart City

Buses operate linking:

- Opossum Bay
- South Arm
- Clifton Beach
- Cremorne
- Sandford
- Lauderdale
- Shoreline Central
- Rosny Park
- Hobart City

See back for detailed route descriptions

Effective 20 November 2011

Bus Route Descriptions

638 **Opossum Bay to Hobart City** via Cremorne, Lauderdale & Shoreline Central. Service operates Monday–Saturday.

640 **Opossum Bay to Hobart City** via Cremorne & Shoreline Central. Service operates Monday–Saturday.

642 **Opossum Bay to Hobart City** via Shoreline Central. Service operates Monday–Friday.

643 **Shoreline Central to Clifton Beach**. Service operates Monday–Friday.

644 **Hobart City to Gellibrand Drive** via Shoreline Central & Lauderdale. Service operates Monday–Friday.

646 **Gellibrand Drive to Hobart City** via Clifton Beach, Lauderdale & Shoreline Central. Service operates Monday–Friday.

648 **Hobart City to Opossum Bay** via Shoreline Central, Lauderdale & Cremorne. Service operates Monday–Friday.

Metro

For timetables, maps, fares and tickets call the Information Hotline

13 22 01

or visit

www.metrotas.com.au

PO Box 61, Moonah TAS 7009

TG10509 | Version 2 | 20 Nov. 2011

Welcome Aboard *Metro*

This timetable details the bus services operated by ***Metro*** in the areas listed on the cover.

Our bus services will enable you to go shopping, to work, to school or to social events, quickly and comfortably.

At the bus stop please ensure you "hail" the bus driver of the bus you wish to catch and where possible tender the correct fare.

Please move to the back of the bus and make the seats in the front rows of the bus available for elderly or less able passengers.

Copies of timetables and other information about services we operate are available by calling **13 22 01** or by visiting www.**metrotas**.com.au.

How to use this timetable

1. Using the route map provided, find the two timing points you are located between.
2. Locate these two timing points on the timetables.
3. Your bus is scheduled to arrive between the times shown for these points. For example, if your bus stop is situated between timing points (A) and (B) on the map, then the bus is scheduled to arrive between the time listed for (A) and the time listed for (B).

Please note all times are approximate only and may vary due to traffic conditions. It is advisable to be at your bus stop at least five minutes ahead of the indicated time.

Metro Tickets

A range of tickets are available for travel on ***Metro*** services. Tickets work on a sectional basis: the further you travel, the more you pay. Section numbers are indicated on all bus stops.

Our most popular ticket options include:

- ***Single use*** tickets, which are purchased from the bus driver; or
- ***Metro Greencard***, a smartcard that can be recharged with credit. Customers may be eligible to receive 25% bonus travel credits (conditions apply).

For more information on all ***Metro*** tickets please call **13 22 01** or visit www.**metrotas**.com.au

Hobart City - Rosny Park - Shoreline Central - Lauderdale - Sandford - Cremorne - Clifton Beach - South Arm - Opossum Bay

638 640 643 644 648

Look for bus numbers

		Hobart City Elizabeth St	Rosny Park Stop A	Shoreline Central	Lauderdale Terminus	Lauderdale South Terrace	Lauderdale Stop 79	South Arm Rd / Rifle Range Rd	Gellibrand Dr / Rifle Range Rd	Cremorne	Clifton Beach	South Arm Hwy / Gellibrand Dr	Opossum Bay
map ref		L	K	J	I	H	G	F	E	D	C	B	A
		Departs Stop A											
Monday to Friday													
am	**640**	8.00	8.11	**P**8.21	....	....	8.49	8.54	....	**C**	....	9.11	9.30
	638	12.33	12.45	**D**12.55	1.07	1.17	....	1.20	....	1.27	....	1.37	1.55
	648	3.03	**M**3.16	3.32	3.46	3.57	....	4.00	4.04	4.12	**Z**	4.27	4.53
	638	**X**4.22	....	4.38	4.52	5.01	....	5.06	....	5.13	5.18	5.25	5.39
pm	**643**	....	....	4.48	....	....	4.59	5.04	5.08	....	**A**5.25	**A**5.14	....
	640	**X**5.22	....	5.38	....	....	5.58	6.03	....	....	....	6.15	6.32
	644	5.32	5.45	5.57	6.14	6.21	....	6.23	6.27	....	....	6.33	....
	638	6.20	6.32	**D**6.42	6.54	7.05	....	7.08	....	7.15	....	7.25	7.43
Saturday													
am	**640**	8.30	8.39	8.49	....	....	9.00	9.05	....	9.12	....	9.22	9.37
pm	**638**	4.36	4.45	4.55	5.10	5.17	....	5.22	....	5.29	....	5.39	5.54

Opossum Bay - South Arm - Clifton Beach - Cremorne - Sandford - Lauderdale - Shoreline Central - Rosny Park - Hobart City

638 640 642 646

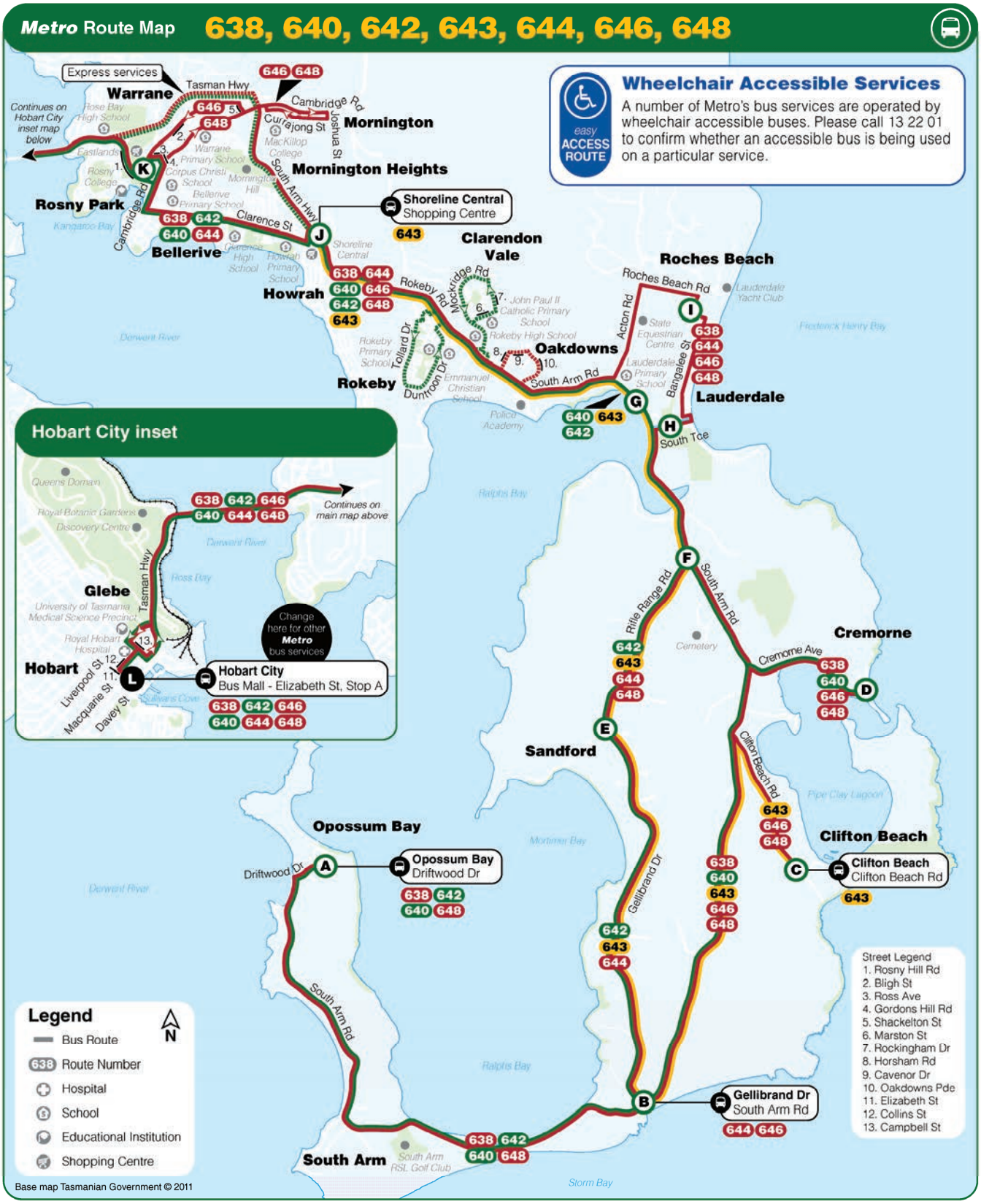
Look for bus numbers

		Opossum Bay	South Arm Hwy / Gellibrand Dr	Clifton Beach	Cremorne	Gellibrand Dr / Rifle Range Rd	South Arm Rd / Rifle Range Rd	Lauderdale Stop 79	Lauderdale South Terrace	Lauderdale Terminus	Shoreline Central	Rosny Park Stop E	Hobart City Elizabeth St
map ref		A	B	C	D	E	F	G	H	I	J	K	L
													Departs Stop A
Monday to Friday													
	646	....	6.55	7.07	7.13	....	7.17	....	7.21	7.29	**E**7.46	....	8.13
	642	6.51	7.05	....	....	7.15	7.20	7.25	....	....	7.37	....	8.01
am	**646S**	....	7.21	7.33	7.39	....	7.43	....	7.49	7.57	**U**8.12	8.32	8.49
	642S	7.22	7.41	....	....	7.51	7.56	8.01	....	....	**X**8.14	....	8.33
	640	9.35	9.47	....	9.55	....	9.59	10.05	....	....	10.16	10.27	10.40
pm	**640**	2.02	2.14	....	2.22	....	2.26	**T**2.32	....	....	....	....	....
	640	5.55	6.07	....	6.15	....	6.19	6.22	....	....	**T**6.33	....	....
Saturday													
am	**638**	9.42	9.54	....	10.02	....	10.06	....	10.12	10.19	10.32	10.42	10.55
pm	**640**	5.57	6.09	....	6.17	....	6.21	6.27	....	....	6.38	6.48	7.01

No service on Sundays or Public Holidays.

Explanations

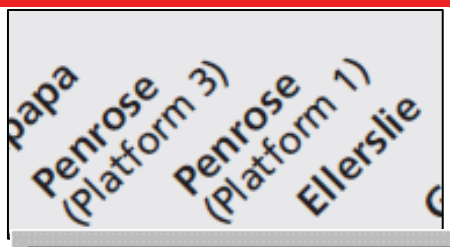
- **A** These times are shown out of order. Please see map to confirm direction and order of travel.
- **C** Bus travels via Cremorne on request only.
- **D** Bus travels via Oakdowns on request only.
- **E** Bus operates express between Shoreline Central and Hobart City.
- **M** Bus travels via MacKillop College on school days only.
- **P** Bus travels via Rokeby and Clarendon Vale.
- **S** Bus operates school days only.
- **T** Bus terminates. Passengers for onwards travel please transfer here.
- **U** Bus travels via MacKillop College. Passengers for Clarence St please transfer at Shoreline Central.
- **X** On journeys towards Hobart City, bus operates express between Shoreline Central and Hobart City. On journeys from Hobart City, bus operates express between Tasman Bridge and Shoreline Central.
- **Z** Bus travels via Clifton Beach on request only.

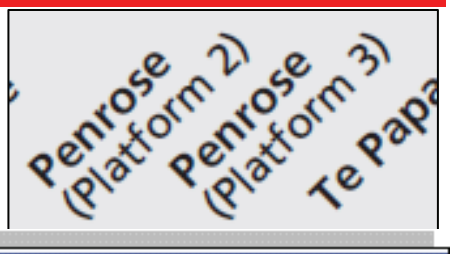

Metro Route Map
638, 640, 642, 643, 644, 646, 648
Wheelchair Accessible Services
A number of Metro's bus services are operated by wheelchair accessible buses. Please call 13 22 01 to confirm whether an accessible bus is being used on a particular service.
easy ACCESS ROUTE
Express services
Warrane
Tasman Hwy
Mornington
Mornington Heights
Rosny Park
Bellerive
Howrah
Clarendon Vale
Oakdowns
Rokeby
Roches Beach
Lauderdale
Cremorne
Sandford
Opossum Bay
Clifton Beach
South Arm
Shoreline Central Shopping Centre
Gellibrand Dr South Arm Rd
Opossum Bay Driftwood Dr
Clifton Beach Clifton Beach Rd
Hobart City inset
Hobart
Glebe
Hobart City Bus Mall - Elizabeth St, Stop A
Change here for other Metro bus services
Continues on main map above
Continues on Hobart City inset map below
Legend
Bus Route
Route Number
Hospital
School
Educational Institution
Shopping Centre
Street Legend
1. Rosny Hill Rd
2. Bligh St
3. Ross Ave
4. Gordons Hill Rd
5. Shackelton St
6. Marston St
7. Rockingham Dr
8. Horsham Rd
9. Cavenor Dr
10. Oakdowns Pde
11. Elizabeth St
12. Collins St
13. Campbell St
Base map Tasmanian Government © 2011

A New Zealand Oddity

JIM WELLS

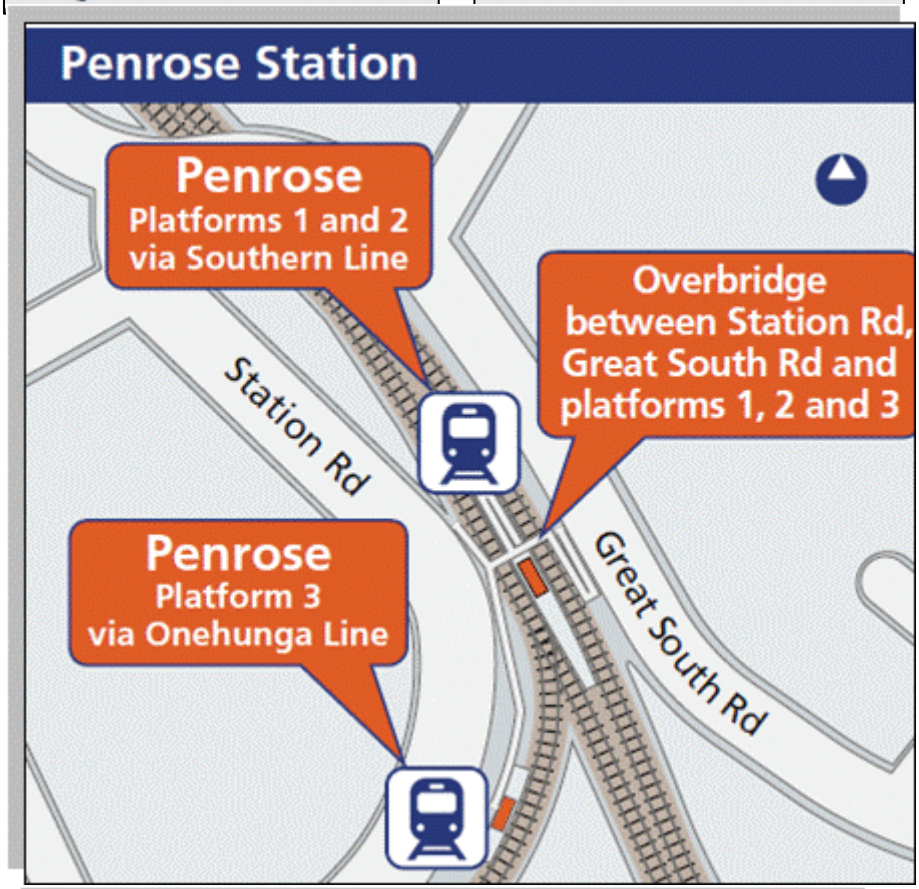
Auckland's Southern Line timetable shows Penrose station twice:





Here's the UP presentation (left) and the DOWN (right).

And because this is confusing there's even a diagram:



The Onehunga line is a short two station single track branch line on which passenger services were restored in 2010. It will be the first line to be electrified.

Branch line trains stop only at Platform 3 at Penrose and not on the main line platforms. This is most inconvenient for anyone wanting to transfer at Penrose between the branch and the main line.

The reason is that the physical track junction is to the north of the island platform. The branch line has its own track beside the up line and swings away at the north end of the island, not near the country end as shown on the diagram.

So it all makes sense. Passengers joining up trains have a choice of Platform 1 mainline services, probably crowded in the peak, or Platform 3 branch services. Here's an extract from the current am peak timetable.

The trains shown without station detail, e.g. the 8.08 arrival at Britomart are Eastern line trains via Glen Innes..

Onehunga	Te Papapa	Penrose (Platform 3)	Penrose (Platform 1)	Ellerslie	Greenlane	Remuera	Newmarket	Britomart
-	-	-	7.43	7.45	7.48	7.51	7.55	8.03
-	-	-	-	-	-	-	-	8.08
7.45	7.48	7.51	-	7.54	7.57	8.00	8.02	8.10
-	-	-	-	-	-	-	-	8.17
-	-	-	8.04	8.06	8.09	8.12	8.16	8.24
-	-	-	-	-	-	-	-	8.28
-	-	-	-	-	-	-	-	8.38
8.15	8.18	8.21	-	8.24	8.27	8.30	8.32	8.40
-	-	-	8.24	8.26	8.29	8.32	8.36	8.44
-	-	-	-	-	-	-	-	8.48
-	-	-	-	-	-	-	-	8.56
-	-	-	8.43	8.45	8.48	8.51	8.55	9.03
-	-	-	-	-	-	-	-	9.08
8.45	8.48	8.51	-	8.54	8.57	9.00	9.02	9.10

A year of living dangerously

GEOFF LAMBERT

One of our AATTC members, who lives next to the Victorian North East Standard Gauge (NESG) line, signs off his e-mails with "waiting patiently for trains". He has been waiting for years– he is still waiting.

This article of something of an update on a previous article "Dog Days of August", which appeared in the October 2012 issue of *The Times*. An update is needed if for no other reason than to say that things have not got better– indeed they seem to have become worse.

Among the developments and extra information which has emerged are:

1. The cancellation and replacement by buses of the Down and Up lunchtime trains from 22 October to 9 December. This was said to be to allow ARTC more free time in the middle of the day to attend to the notorious "mud-holes".
2. A startling improvement in the performance of the CountryLink XPT services, with nearly all services transiting the line in less than the timetabled time. Those in the known say that this is due partly to ARTC favouring CountryLink.
3. A large increase in the number of cancellations of V/Line trains (see chart below). Most of these were due to Regional Rail Link construction activity in and around Melbourne.
4. A decision by ARTC to place PR people onto a number of V/Line trains, to explain to passengers some of the reasons for the delays.
5. A blitz of Media Releases by the Victorian Transport Minister Terry Mulder complaining about the service. As part of one of the resultant stories, the V/Line CEO ventured the opinion that it may be 2 to 3 years before every thing was "fixed".
6. It transpires that V/Line imposes more stringent speed restrictions on its trains than are imposed by ARTC. Some of these restrictions were lifted by V/Line during the last quarter of 2012.
7. A promise by ARTC and V/Line to develop a new timetable, with increased running times, to allow the trains to more often run to time (goal-post moving). It was expected that this would occur simultaneously with the new V/Line timetable of November 2012. It did not happen. As far as can be ascertained from the new January 2013 WTT, it will not happen. An increase of about an hour will be required to meet V/Line's "on-time" target of 92% to be met.
8. The publication by V/Line, in early December, of an extraordinary timetable showing the "expected delays" on a station-to-station, cumulative basis for each timetabled train. The total expected delay for each train, Up and Down, was given as 25 minutes and attributed to ARTC trackwork and speed restrictions. Most of these delays arise in the single-track section between Tottenham and Seymour. Adjusting times to allow for such delays would mean that the percentage of trains running to time would rise from 20% to 80%.

As the chart below (constructed partly from V/Line-supplied statistics and partly from my own observations) shows, there was no improvement in train running during September-October, but there appears to have been a slight improvement in November-December. It needs to be noted, though, that this "improvement" is a rise in the percentage of trains running to time from 5% to 20% only – clearly still totally unacceptable – and the trend is again downward.

My own experiences with the NESG have been mixed– but most of them are from Broad Gauge days. My brother and his family live just over the road from Wangaratta station, so I always have a box seat on the passing parade during visits. The most notable feature, for what was once a very busy track, is the paucity of trains.

At the end of one visit to "Wang", I went to the station to catch the overnight XPT service home to Sydney. I appeared to be the only passenger offering. Fairly typically, the train did not show up on time. I wandered down to the Down end of the platform where I found a speaker-phone with a red button and a sign saying "Press button for Train Information"

I pressed.
"Yes?", said a querulous voice.
"Can you tell me where the Sydney XPT is, please?"
"Who are you?"
"I'm a passenger waiting for it at Wangaratta"
"Well, how did you get on to me?"
*"I found a phone with a red button that said '**Press for Train Information**'"*
"I don't believe it!"
"Well it's true. So, can you tell me where the XPT is?"
"How should I know?- I'm only Junee Train Control!"

I guess that I should have been put through to Mile End instead of Junee, but this does illustrate the perils of running a vertically– and horizontally-separated railway.

PS– January 20013 is shaping up to be much, much worse.