

The Times

May 2014

A journal of transport timetable history and analysis

CUMBERLAND COACHES
79 Wangee Road
LAKEEMBA 2195
(02) 759 1186

**CANTERBURY DISTRICT
BUS TIMETABLES**

**Route 92 PUNCHBOWL Station
— BARDWELL PARK**

Via ROSELANDS
MOOREFIELDS ROAD
and BEXLEY NORTH Station

This timetable also shows all Route 35 journeys between
Moorefields Road and Roselands

MAY 1983

A Joint Development of
THE URBAN TRANSIT AUTHORITY
OF NEW SOUTH WALES
and
THE BUS and COACH ASSOCIATION (NSW)
Authorised by the Department of Motor Transport

HOLROYD BUS LINES TIAS

Baxter's Bus Lines
Putting People First...

FAIRFIELD to CABRAMATTA
via LANSVALE

ROUTE 817

**BUS
TIMETABLE**

Effective March, 2004

BUSES FOR HIRE.

Baxter's Bus Lines
98 Magowar Road
Girraween NSW 2145
Phone: 9361-8500

Look for bus
number

**984
985
987**

**Cronulla,
Caringbah
& Miranda
bus services**

Buses Serving
Miranda
Caringbah
North Cronulla
Woolooware
Burraneer
Cronulla
South Cronulla
Kurnell

Wheelchair
Accessible
Bus Service

See back cover for
detailed route descriptions

Effective 1 October 2007

Your Region 11 operator

CROWTHERS
Let's go great together

BUS TIMETABLE No. 7

**BUS
LINK**

984	985	987
Miranda	Miranda	Miranda
Sutherland Hospital	Sutherland Hospital	Sharks International
Caringbah	Caringbah	Cronulla
North Caringbah	Burraneer Bay Road	Kurnell
North Cronulla	Cronulla	
Cronulla	South Cronulla	

From 1 May, 2001

S. Crowther & Sons Pty Ltd ABN 32 000 160 818
60 Gannons Road CARINGBAH NSW 2229
Fax: (02) 9527 4801
Email: crowthers@bigpond.com

(02) 9523 4047

BUS SHOWING NUMBER

642, 654

m2 express

642 Round Corner (Dural) to
City via Castle Hill,
West Pennant Hills Valley
and Lane Cove.

654 Round Corner (Dural) to
City via Castle Hill,
West Pennant Hills Valley
and Lane Cove.

Issued July 8, 2002

hills bus
We're moving you!

Your friendly Hillsbus bus driver aims to assist you
in making your journey a comfortable experience.

**INGLEBURN
BUS TIMETABLE**
COMMENCING 23RD NOVEMBER 1998

Phone: (02) 9605 1811 Fax: (02) 9605 6360
email: interlin@tig.com.au

Inside: NSW timetable design goes pear-shaped
Swiss Railfan Timetable
What's in a railway name?
Slow and even slower

RRP \$4.95
Incl. GST

The Times

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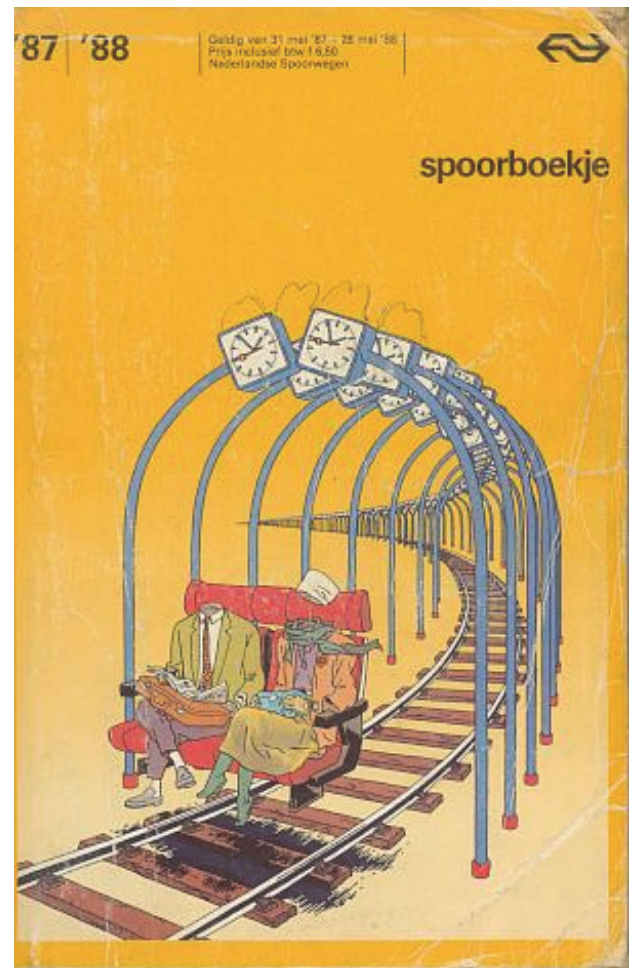
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Timetable images of the month



A pictorial review of New South Wales private bus timetable design. Part 1 Greater Sydney area

By STEVEN HABY

IN 2013 THE NSW GOVERNMENT under the auspices of Transport NSW commenced rolling out a new timetable design for bus, rail and ferry services across the state irrespective of whether the service was run for example by Sydney Buses or a private operator.

The new timetable design has common branding across all modes and the production has been brought back in house rather than provided by printers such as Transit Graphics.

Sadly these new timetables have removed some of the interest in sourcing a new timetable for one's collection given the uniform branding with even the operator's logo not displayed on the cover to provide a point of difference between timetables. Overall the look and feel of these timetables is very plain and utilitarian with even the maps (in the author's opinion the Transit Graphic maps were some of the best transport map designs in Australia) being stripped back to a more simple look with the loss of geographic clarity about the area the services are provided.

Nevertheless one cannot stop progress as it is often said. This article presents a pictorial review of some of the timetables published for private bus operators in the greater Sydney area in recent decades. The

timetables have been sourced from my collection and I have attempted to cover as many designs and operators as possible.

Cumberland Coaches' timetable (see Figure 1) for their route 92 Punchbowl station to Bardwell Park service dated May 1983. The design of this timetable was common

in the 1980s and 1990s and was to a standardised format incorporating the operator's name and address at the top followed by the district or area the timetable served. The route number and description was in the middle with any additional notes below. The date was usually at the bottom. These timetables were designed as a joint initiative of the UTA and Bus and Coach Association of NSW to improve timetable information to the public. Maps were sourced from UBD Gregory street directories. A slight variant of this design is seen in figure 2 for Bankstown-Strathfield Bus Service's timetable for their Chullora district services. Note the inclusion of the distinctive logo used by this company.

Timetables published by Brochure Publishing found favour with many Sydney and country operators. The timetables were issued in non-standard paper sizes and were folded in three. Dimensions (when folded varied) but a common size was 10cm x 24.5cm. The inside when folded out fully contained the timetable and associated information surrounded by a border of advertising panels from local businesses. Maps usually but in not all cases were sourced from UBD Gregory street directories. Presumably to keep costs down colours were restricted usually to two or three choices.

Figures 3 through to 7 provide an interesting selection of designs from this printer.

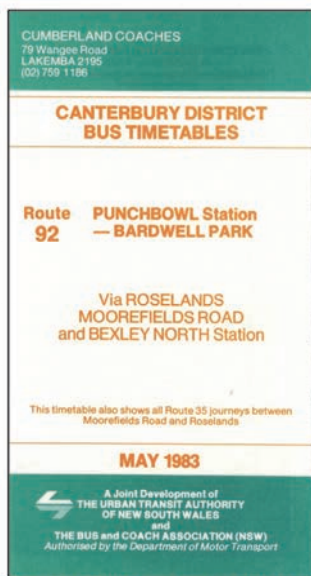


Figure 1 Cumberland Coaches' May 1983 timetable for their route 92 service



Figure 2 Bankstown-Strathfield Bus Service March 1997 timetable for their Chullora district services

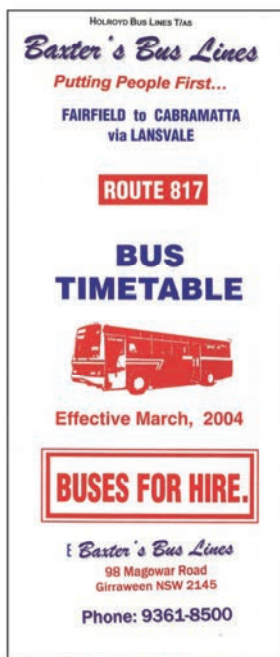


Figure 3 Baxter's Bus Lines' March 2004 timetable for their route 817 service. Dimensions are 10.5cm x 24.8cm

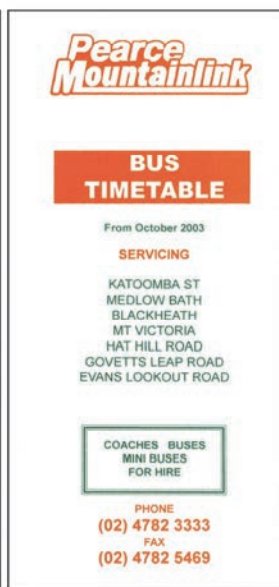


Figure 4 Pearce Mountainlink whisk not strictly a Sydney operator does run into Penrith. Here is their October 2003 timetable for services to various places in the Blue Mountains. Dimensions are 10.5cm x 22cm.

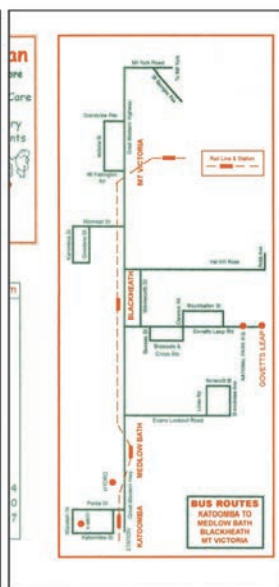


Figure 5 The rear cover of Pearce Mountainlink's timetable (see figure 4) contained a very simple schematic map of all the bus routes.

CARINGBAH

Bus Service

MIRANDA
CARINGBAH
GANNONS POINT
PORT HACKING
DOLANS BAY
LILLI PILLI

BUS TIMETABLE

Effective August 2006

TIGER TOURS
LUXURY AIR-CONDITIONED COACHES
FOR HIRE
Schools, Social Groups,
Clubs & Churches
Sports Organisations
Phone 9524 6636 Fax 9525 1851
for Information and Quotes

Caringbah Bus Service
69 -71 Parraweena Road
Caringbah 2229
www.caringbahbus.com.au
EMAIL: Info@caringbahbus.com.au
Phone: 9524 6636 Fax: 9525 1851
ACN 000 185 991

Figure 6 Caringbah Bus Service's timetable dated August 2006. Dimensions are 10cm x 24.5cm.



Eddy's Menswear
& Tailoring
HAND MADE SUITS & TROUSERS
REPAIRS & ALTERATIONS
LADIES & MEN'S
Eddie & Jamal Elferkh
Shop 12/307 The Kingsway
Caringbah NSW 2229
Australia
Phone: 9524 3205
Mobile: 0414 688 337

Opperman Jewellers
Jewellery Remodelling and Repairs
Watch Repairs
Lucinda Ronda & James Opperman Proprietors
Extensive Range of Jewellery and Watches
Ph: 9524 4422
Affiliated with Worlds Largest Jewellery Buying Group
328 The Kingsway Caringbah



Cosmetic Tattoo
The Make up that
Does not wash off
Miranda Bay
Ph: 9525 7
Shop 12 Kiara Mall M

Route 978: MIRANDA - CARINGBAH - GANNONS POINT - DOLANS BAY - PORT HACKING - CARINGBAH - MIRANDA via President Ave.
Weekdays

	am	am	am	am	am	am	am	am	am	pm	pm		
DEP MIRANDA FAIR	-	-	-	-	-	-	-	-	9.23	10.10	-	12.08	
Train arrives from City	5.00	5.56	6.19	7.02	7.16	7.58	8.17	9.15	10.11	11.11	12.11	-	
DEP CARINGBAH STN	-	-	6.38	7.04	7.28	8.00	8.33	9.33V	10.20	11.20	12.18V	-	
GANNONS POINT	-	6.15	6.45	7.11	7.35	8.07	8.40	9.40	10.28	11.28	-	-	
DOLANS BAY	5.30	6.18	6.48	7.14	7.38	8.10	8.43	9.43	10.32	11.32	12.24	-	
PORT HACKING	5.33	6.20	6.50	7.16	7.40	8.12	8.46	9.45	10.35	11.35	12.26	-	
LILLI PILLI OVAL	5.35	6.23	6.53	7.19	7.43	8.15	8.49	9.48	10.39	11.37	12.29	-	
ARR CARINGBAH STN	5.41	6.30	7.00	7.26	7.50	8.25C	8.59	9.55	10.46	11.45	12.35	-	
Train departs for City	5.45	6.35	7.02	7.33	7.52	8.28	9.05	10.04	11.04	12.04	1.04	-	
ARR MIRANDA FAIR	-	-	-	-	-	-	9.13	10.05	-	11.55	12.45	-	
	C to Caringbah High						V via Burnmore Bay Road						
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
DEP MIRANDA FAIR	-	2.08	-	3.50	-	-	-	-	-	-	-	-	
Train arrives from City	1.11	2.11	3.14	3.44	4.12	4.41	5.24	5.39	6.09	6.39	7.51	8.51	9.21
DEP CARINGBAH STN	1.15	2.18	3.33	4.00	4.20	4.46	5.24	5.46	6.18	6.58G	7.55G	8.54G	9.23AG
GANNONS POINT	1.21	2.24	3.42	4.07	-	4.53	5.31	5.54	6.25	7.05	-	-	-
DOLANS BAY	1.23	2.26	3.45	4.10	4.27	4.56	5.34	5.57	6.28	7.08	8.02	9.01	9.38
PORT HACKING	1.25	2.28	3.47	4.12	4.30	4.58	5.36	6.00	6.30	7.10	8.04	9.03	9.40
LILLI PILLI OVAL	1.27	2.30	3.50	4.15	4.33	5.01	5.39	6.03	6.33	7.13	8.07	9.06	-
ARR CARINGBAH STN	1.32	2.35	3.55	4.20	4.38	5.07	5.44	6.10	6.38	7.20	8.12	9.11	-
Train departs for City	1.34	2.59	4.11	4.41	4.54	5.24	5.54	6.24	6.56	7.22	8.16	9.18	-
ARR MIRANDA FAIR	1.45	-	-	-	-	-	-	-	-	-	-	-	-

	Saturdays								Sundays & Public Holidays						
	am	am	am	am	pm	pm	pm	pm	am	am	pm	pm	pm		
DEP MIRANDA FAIR	-	-	9.35	-	11.35	-	1.35	-	4.37	8.37	10.07	1.07	3.17	4.47	
Train arrives from City	-	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	8.18	9.48	12.48	3.18	4.48
DEP CARINGBAH STN	-	8.27	9.45	10.28	11.34	12.25	1.45	2.27	3.45	4.45	8.44	10.14	1.14	3.24	4.54
GANNONS POINT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DOLANS BAY	7.48	8.35	9.52	10.35	11.52	12.32	1.52	2.34	3.52	4.52	8.49	10.19	1.19	3.29	4.59
PORT HACKING	7.50	8.37	9.54	10.37	11.54	12.34	1.54	2.36	3.54	4.54	8.51	10.21	1.21	3.31	5.01
LILLI PILLI OVAL	7.53	8.40	9.57	10.40	11.57	12.37	1.57	2.39	3.57	4.57	8.52	10.22	1.22	3.32	5.02
ARR CARINGBAH STN	7.59	8.47	10.03	10.47	12.03	12.43	2.03	2.45	4.03	5.03	9.02	10.32	1.32	3.42	5.12
Train departs for City	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18	9.18	10.48	1.48	4.18	5.18
ARR MIRANDA FAIR	-	8.55	-	10.55	-	12.55	-	2.55	-	5.13	9.09	10.39	1.39	3.49	5.19

Figure 7 Part of the inside of Caringbah Bus Service's timetable (see figure 6) illustrating the simple but effective timetable layout and some of the advertisements.

Despite the obvious differences on the covers there were a number of common elements to each design for example the placement of the name of the operator at the top and contact details or address at the bottom of the timetable.

Transit Graphics is a specialist designer

and publisher of timetables and over the years have built up a solid reputation for design excellence including the use of very clear and informative maps as well as attractive layouts.

Crowthers' Cronulla, Caringbah and Miranda timetable (see figure 8) dated 7 October 2007 is one such example. Issued in a large pocket size which would fit comfortably in a shirt pocket or handbag



Caringbah Bus & Service Pty Ltd
69-71 Parraweena Rd, Caringbah
<http://nearyouau.com>

Look for this number

984
985
987

Cronulla, Caringbah & Miranda bus services

Buses Serving
Miranda
Caringbah
North Caringbah
North Cronulla
Woolooware
Burraneer
Cronulla
South Cronulla
Kurnell

See back cover for detailed route descriptions

Effective 1 October 2007

Your Region 11 operator

CROWTHERS
Local & Express Services

Figure 8 Crowthers' October 2007 for their route 984, 985 and 987 services.

BUS TIMETABLE No.7

BUS LINK

984	985	987
Miranda	Miranda	Miranda
Sutherland Hospital	Sutherland Hospital	Sharks International
Caringbah	Caringbah	Cronulla
North Caringbah	Burraneer Bay Road	Kurnell
North Cronulla	Cronulla	
Cronulla	South Cronulla	

From 1 May, 2001

S. Crowther & Sons Pty Ltd ABN 32 000 160 618
60 Gannons Road CARINGBAH NSW 2229
Fax: (02) 9527 4801
Email: crowthers@bigpond.com

(02) 9523 4047

Figure 9 Crowthers' (branded as Bus Link) timetable for the same routes shown figure 8 but dated 1 May 2001.

BUS SHOWING NUMBER

642, 654

m2 express

642 Round Corner (Dural) to City via Castle Hill, West Pennant Hills Valley and Lane Cove.

654 Round Corner (Dural) to City via Castle Hill, West Pennant Hills Valley and Lane Cove.

Issued July 8, 2002

hills bus
We're moving you!

Your friendly Hillsbus bus driver aims to assist you in making your journey a comfortable experience.

Figure 10 Hillsbus timetable for their M2 express services. Dimensions are 6.6cm x 9.7cm

Carlingford and North Rocks to Epping Station via Ray Road

From 8 May 2000

Route 628 and 629

Harris Park Transport Group

ABN 29 000 252 577

Head Office: 2A Ada Street, Harris Park
Postal Address: P O Box 6405, Parramatta BC, 2150
Office Hours: 8:00 am to 5:00 pm Monday to Friday
Phone: (02) 9689 1066
Fax: (02) 9893 9769
Email: timetables@hpbus.com
After Hours Ph: 131 500

Figure 11 Harris Park Bus Service's timetable for their route 628 and 629 services. Dimensions are 10cm x 10.5cm.

BUSABOUT
your local bus company

BUS TIMETABLE

ROUTE 867
Prestons
Casula Mall
Reserve Road
Liverpool

Commencing 15 October 2001

Figure 12 Busabout's October 2001 timetable for their route 867

BAXTER'S BUS LINES

CLYDE STREET BUS TIMETABLE 910

Linking

- PARRAMATTA
- GRANVILLE
- CLYDE STREET
- CHESTER HILL

EFFECTIVE FROM 4TH JANUARY 1999

BAXTER'S INFO-LINE
9631 8500

Figure 13 Baxter's Bus Lines' route 910 timetable dated 4 January 1999

ARCHIE MOORE
Since 1947

ROUTE 74/106

BUS TIMETABLE

CONNELLS POINT & KYLE BAY BUS SERVICE

Serving the Community

Effective 2 September 2002

Figure 14 Archie Moore's route 75/106 timetable dated 2 September 2002



Figure 15 Hopkinson's timetable dated 22 November 2004

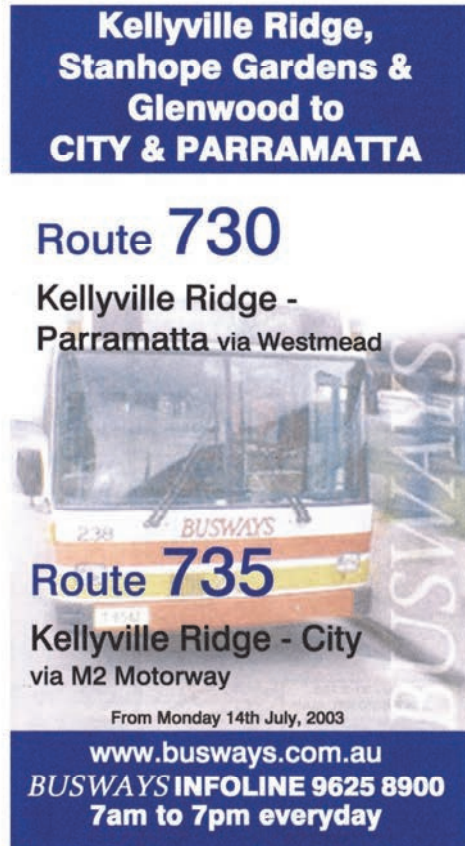


Figure 16 Busways' timetable for their 730 and 735 services dated 14 July 2003



Figure 17 Interline's Ingleburn area timetable dated 23 November 1998

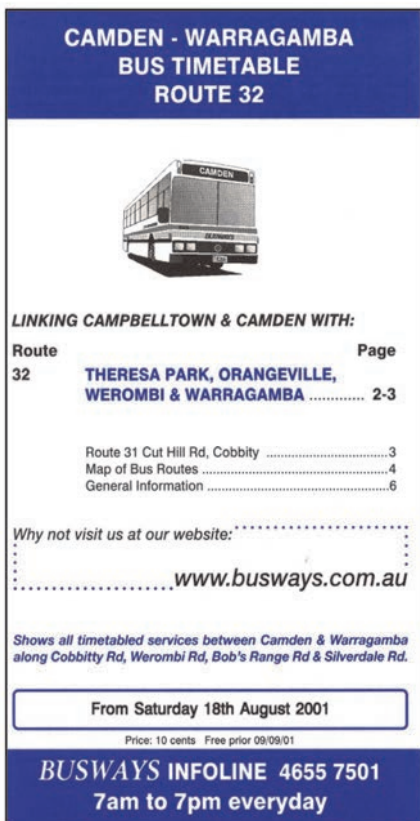


Figure 18 Busways' route 32 timetable dated 18 August 2001

it includes a schematic map of the region (11) that Crowthers' operated in at the time. Dimensions of this timetable are 8cm x 14.5cm.

Other pocket timetables are shown here with Crowther's earlier incarnation as Bus Link's timetable (see figure 9) dated 1 May 2001 was issued in a slightly smaller size to that shown in figure 8. The dimensions are 7cm x 14cm.

The Hillsbus timetable for their M2 express services (see figure 10) was at the smaller end of the pocket timetables and could actually fit nicely into a wallet. Harris Park Transport issued a larger square pocket timetable for their route 628 and 629 services effective 8 May 2000 (see figure 11). It is assumed that Microsoft's 'WordArt' feature was used for this timetable!

By far the most common size for timetables was the A5 folded brochure or booklet size. The A5 size is one third the dimensions of an A4 sheet which meant that an effective fold out brochure timetable could be printed. Figures 12 to 14 illustrate various designs from Busabout, Baxter's Bus Lines and Archie Moore respectively. The Busabout timetable shown was issued on glossy paper whereas the Baxter's and Archie Moore timetables were printed on standard matt paper.

Further examples are shown in figures 15 to 17 from Hopkinson's, Busways and Interline.

Operators also opted for larger size booklets but still using standard A4 paper. Busways was one such operator and figure 18 illustrates just such an example.

Part 2 of this article will focus on NSW regional and rural timetable designs over the years.

Letters from ROBERT HENDERSON and ALBERT ISAACS

MAY I ADD TO VICTOR Isaacs's "Timetable Ridiculousity" (The Times, January 2014) on the NSW/ACT Canberra line, where some even less favourable timetabling occurred a few years prior to the 1968 timetable mentioned by Victor?

In the 20 November 1960 NSWGR Country timetable (price one shilling), instead of the 5.46 am train from Goulburn to Canberra were a 7.12 am Mixed on Mondays to Saturdays (due in Canberra at 11.12 am) and a 9.00 am Pass on Sundays (due Canberra 11.24 am). The Mondays to Saturdays train was annotated as connecting at Goulburn with the Express train from Albury (i.e., the then Melbourne Express, in

the days of break-of-gauge at Albury).

The Sunday train showed no connection with any other train. However, some passengers who had possibly had "an evening at the fleshpots of Sydney" (as Victor so vividly describes it) must at some stage have caught the 11.20 pm Pass from Sydney on Saturday night (due Goulburn 4.24 am) and waited for the 9.00 am Pass from Goulburn to Canberra. Perhaps the long connection time sitting on the rather cold and desolate platform at Goulburn between 4.24 am and 9.00 am had been the subject of some poor fleshpot-revelling passenger's complaint. As if to forestall any further such complaint, the departure indicator on the concourse at Sydney station

was provided with a painted supplementary sign which bore words to the effect of "There is a 4 and a half hour wait for the connecting train from Goulburn to Canberra". (Who would quibble about the extra six minutes which the Sydney indicator sign omitted from the calculation of the waiting time?).

I can also report that I have a Train Alteration notice which advised passengers that the time of the 5.46 am daily train from Goulburn to Canberra had been altered from 6.00 am as from 5 August 1963.

Robert Henderson, Terrey Hills, NSW

THERE ARE A FEW THINGS IN the March mail out on which I wish to comment. Firstly, to the *Members' News* which states: "Committee members recently decided that we should stick with the "hands-free" clock logo until something better could be found or produced by you the members". Before I comment on this, it is probably appropriate to put my own situation into context. When a change of name for the Association was first mooted, well over a decade ago now, I was against any change. However, at the recent election for a name change, I voted in favour. In fact, the name adopted (Australian Timetable Association) was actually my suggestion.

I would strongly suggest that the existing logo (designed by former President Chris Brownbill) be retained for the medium-term, if not the long-term. I would argue that a modification of the logo, coming so soon after the name change, would be foolhardy! Obviously, all Association members realise that the ATA is the AATTC with different packaging. However, for individuals and organisations that have peripheral and/or occasional dealings with us, it is vital that it be made clear that they are dealing with the organisation that used to be the AATTC. One way of doing this is by retaining the same logo. Yes, continuity is very important! [Two earlier incarnations and two suggested by members so far below - Ed.]

Now, to *The Times* for March 2014. I have long been familiar with the name, E.M. Frimbo, but didn't know that much about him. I found the article about Frimbo to be absolutely fascinating and quite an eye-opener - I learnt a lot - not only about

Frimbo but about US railroads, a subject in which I have always been interested. That being said, I assume that it was by accident that the original source and date of this article were omitted from *The Times*. I particularly want to know when Frimbo made the comments found under the sub-heading "Autobiography of E.M.Frimbo". He talks about Amtrak as if it had recently been formed and, therefore, I assume that the 'autobiography' was written in the early- to mid-1970s - am I correct? [mostly - the book is a compilation of articles written between 1949 and 1973 - Frimbo was, in real life, Rogers E.M. Whittaker and the trips described really happened - Ed.]

Now, we come to Victor Isaacs's article "How to travel by train in America". Victor makes a number of points that I have often thought about, but he also raises issues that have not been on my radar until now, and which I also find compelling. Victor talks about the railroads in the US but, as most of us are well aware, the practices, traditions and ambience of Canadian railroads are extremely similar to those of Canada's big brother neighbour, the US. I mention this, because the example I'm about to give actually occurs in Canada.

Inter alia, Victor says: "American stations

usually have low level platforms. Consequently, American passenger trains seem grossly over-staffed. The only function of many onboard operating personnel seems to be to open a door at station (sic) and put steps in place for passengers." This is usually the case, and there are many passenger lines dotted across North America where there are some stations with high level platforms and some with low level facilities. In most cases, the doors are high level and so the steps are only taken out when the train is at a low level platform. However, there are exceptions, as the accompanying photo shows. This was taken by me at Deux-Montagnes on 5 November 2000 and shows an EMU which has just arrived from Montreal's Central station (Gare Centrale) and is about to depart for from whence it came. Note the doors! There are two types, designed for both high and low level platforms - the former in the middle of each car and the latter at the end of each carriage. Personally, I think this is a good, albeit quite cumbersome, solution to the dilemma of passenger lines with both types of platform. South Australia used to have a similar problem but they solved it by getting rid of all non-suburban intra-state passenger trains. Hmm!

Albert Isaacs, Hawthorn, Vic.



Timetable For Rail Fans

by VICTOR ISAACS

THIS IS THE SORT OF TIMETABLE we could do with more of. But, as far as I am aware, there are no other examples.

This article describes an official timetable produced especially for rail fans. In the late 1980s the Swiss Federal Railways (SBB/CFF) and the Bern-Lötschberg-Simplon Railway (BLS), the two biggest Swiss railways, combined to publish this timetable. The example described is dated 28 May 1989 [cover on our rear cover]. The small timetable is in both German and French (the two biggest of the four official languages of Switzerland). But some listings are only in one of these languages, according to which part of the country is being referred to.

The first section concentrates on rolling stock in daily use which appeals to enthusiasts, i.e., old rolling stock (albeit, there was and is not much of that in daily use in Switzerland) and other cult rolling stock. There are brief technical details and a small sketch of the train set or locomotive. Then there is a listing of trains operated with the equipment by train number, departure time and arrival time. SBB/CFF

comes first, then the Bern-Lötschberg-Simplon Railway.

The next listing is of the opposite – trains operated with the most recent rolling stock acquisitions. Firstly of SBB/CFF, then of BLS.

The next listing is of historic locomotives specially retained by the two railways. During this period, SBB/CFF used to run most of these occasionally – usually once a week – on freight trains for photographers and sightseers. The rail fans' timetable lists these runs. The oldest locomotive in the historic fleet, class Ce 6/8 II "crocodile", number 14253, built in 1920, received the least amount of use. This locomotive was run merely once a week on Fridays in Summer for a run of six minutes one way and four minutes the other. (See the bottom right hand corner of our illustration on page 10). The BLS in this time gave their preserved locomotives more extensive excursions, usually on all weekdays. There were also a few preserved locomotives which were listed, but which did not have any regular runs.

The next section of this timetable is a dia-

ry. This lists forthcoming rail fan events, such as open days at locomotive depots. It also lists the dates of opening of lines, and the dates that particular rolling stock was introduced into service.

The final major section is labelled "Loco-Spotter". This is a listing of SBB/CFF and BLS locomotives. Locomotives with particular characteristics are highlighted. For example in our illustration, locomotives of the RBe 4/4 class which were painted red are shown in **bold** and locomotives with thyristor control are shown in *italics*.

There is then a listing of how many locomotives of each class were allocated to each depot.

Finally, the users of this timetable were brought back to everyday reality. The final section is a table for the user to write in his/her timetable of lessons.

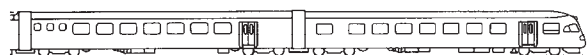
As far as I am aware, this timetable has not been produced by SBB/CFF and BLS for many years. Unfortunately a search of the SBB/CFF website and of the BLS website failed to find any current equivalent information.

Aus der Sicht des Lokomotivführers

Verschiedene Züge der SBB werden mit Fahrzeugen geführt, die von der Plattform hinter dem Führerstand einen freien Blick auf die Strecke bieten. Hier lassen sich die Fahrt aus der Sicht des Lokomotivführers miterleben und die Arbeit des «Profis am Steuer» beobachten. Die nachfolgenden Listen verzeichnen die in Frage kommenden Züge. Vorbehalten bleiben die Angaben im Offiziellen Kursbuch, Änderungen im Umlauf der Triebfahrzeuge und allfällige Vorspanndienste.

RABe EC 1051–1055

1961/1967, 296 t, 2310 kW, 160 km/h



Freie Sicht auf die vorausliegende Strecke bieten die End-Plattformen der EC-Vierstrom-Züge.

Voir avec le mécanicien

Les véhicules placés en tête de certains trains des CFF offrent, de la plate-forme située derrière la cabine de conduite, une vue dégagée sur la voie. L'occasion est ainsi donnée à chacun d'observer le travail du mécanicien et de vivre le voyage comme s'il se trouvait lui-même aux commandes. Les listes qui suivent énumèrent les trains en question, sous réserve des observations figurant à l'indicateur officiel, des modifications apportées au roulement des véhicules et d'éventuelles doubles tractions.

Dans les rames quadricourant EC, les plate-formes aux extrémités permettent de voir la ligne.

EC 51	06.24	10.25	Zürich–Milano	2. Klasse mit Zuschlag
EC 57	12.34	16.30	Zürich–Milano	2 ^e classe avec supplément
EC 50	11.01	11.26	Zürich–Winterthur	
EC 33	15.34	19.35	Genève–Milano	
EC 35	18.18	21.35	Lausanne–Milano	
EC 57	12.01	12.28	Winterthur–Zürich	1. Klasse mit Zuschlag
EC 50	07.05	10.53	Milano–Zürich	1 ^{re} classe avec supplément
EC 58	19.30	23.24	Milano–Zürich	
EC 34	09.20	13.14	Milano–Genève	
EC 36	14.00	17.15	Milano–Lausanne	

RBe 4/4 1401–1482

1959–1966, 64–68 t, 1988 kW, 125 km/h



Die Plattform hinter dem Führerstand ist allen Reisenden mit Fahrausweisen in 2. Klasse zugänglich.

La plate-forme située derrière la cabine de conduite est accessible aux voyageurs munis d'un titre de transport de 2^e classe.

Cadre de l'indicateur	Numéro du train	départ	arrivée	Ligne
210	3246	13.13	13.47	Biel/Bienne–Neuchâtel
	3252	14.13	14.47	
	3270	18.01	18.34	
220/223*	4550	05.42	05.49	La Chaux-de-Fonds–Le Locle
	4554	06.17	06.58	Chambrelieu–Le Locle
	4559/2259	06.34	07.40	Chambrelieu–Bern
	4563/2263	07.39	08.38	
	4965	09.14	10.05	Neuchâtel–Bern
	2166	10.19	10.48	Chambrelieu–Le Locle
	4566	11.23	11.58	
	4571/2271	11.39	12.38	Chambrelieu–Bern
	2173	12.41	13.38	
	2275	14.02	14.38	Neuchâtel–Bern
4977	15.14	16.05		
4981	16.14	17.05		
4580	17.23	18.02	Chambrelieu–Le Locle–Col-des-Roches	
2182	18.19	18.48	Chambrelieu–Le Locle	
2191	18.41	19.38	Chambrelieu–Bern	
4593	C 19.39	19.51	Chambrelieu–Neuchâtel	
2293	20.02	20.38	Neuchâtel–Bern	
4592	21.23	21.45	Chambrelieu–La Chaux-de-Fonds	
2194	22.23	22.51	Chambrelieu–Le Locle	
4599	C 23.41	23.53	Chambrelieu–Neuchâtel	

* siehe auch Strecke 223/225/260 und Seiten 19 und 20

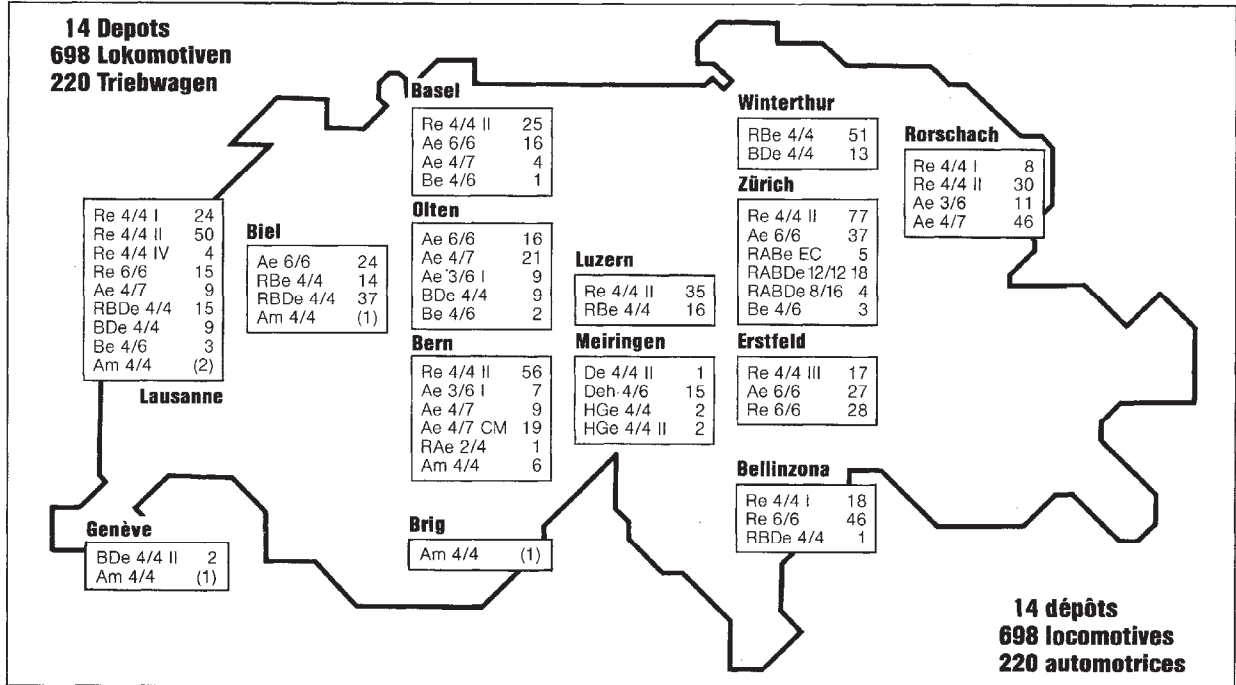
* voir aussi cadre 223/225/260 et pages 19 et 20

SBB-Lokomotivdepots mit Streckentriebfahrzeugen

Sollbestand am 28. Mai 1989

Les engins de ligne des CFF et leurs dépôts d'attache

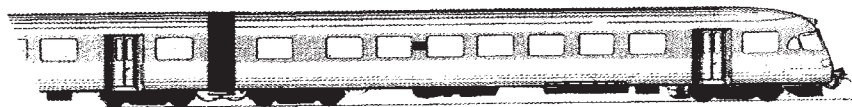
Effectif théorique au 28 mai 1989



🕒	Mo	Di	Mi	Do	Fr	Sa
	Lu	Ma	Me	Je	Ve	Sa

Stundenplan Horaire des leçons

↔ SBB CFF

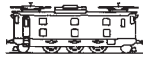


Historische SBB-Triebfahrzeuge im Einsatz

Circulation de locomotives historiques des CFF

Ae 3/5 10217

1924, 81 t, 1320 kW, 90 km/h



Donnerstag 27239L 11.32 12.14 Bern-Langnau
 Jeudi 92676 12.36 13.27 Langnau-Bern

Ae 3/6 III 10264

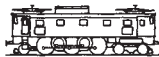
1926, 89 t, 1320 kW, 90 km/h



Donnerstag 60115L 08.04 08.08 Lausanne-Lausanne-Sébeillon
 Jeudi 60115 08.24 08.46 Lausanne-Sébeillon-Cully
 60118 09.02 09.24 Cully-Lausanne

Ae 3/6 II 10439

1925, 98 t, 1470 kW, 100 km/h



Samstag V28809L 03.53 04.00 Olten PB-Däniken
 Samedi 92009 04.37 07.28 Däniken-Arth-Goldau
 28938L 10.54 11.10 Arth-Goldau-Rotkreuz
 92028 11.27 13.36 Rotkreuz-Däniken
 28840L 13.49 13.56 Däniken-Olten PB

Ae 3/6 I 10700

1927, 93 t, 1560 kW, 110 km/h



Einsatz vor Informationszug «Bahn 2000» mit drei dafür hergerichteten Einheitswagen III. En service devant le train d'information Rail 2000, composé de trois voitures unifiées du type III.

26

Ae 8/14 11801

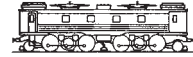
1931, 240 t, 5408 kW, 100 km/h



Freitag im Sommer 28564L 15.07 15.29 Erstfeld-Schwyz
 Vendredi en été 63235 16.25 17.01 Schwyz-Erstfeld

Be 4/6 12320

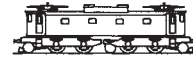
1921, 110 t, 1502 kW, 75 km/h



Mittwoch 64367 08.06 08.12 Winterthur-Winterthur Grütze
 Mercredi 29485L 08.17 08.40 Winterthur Grütze-Bauma
 64374 10.50 12.40 Bauma-Winterthur
 29724 12.53 12.59 Winterthur-Kempthal
 64427 13.39 13.45 Kempthal-Winterthur

Be 4/7 12504

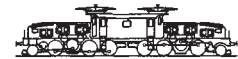
1922, 111 t, 1770 kW, 80 km/h



Donnerstag 60821L 11.50 11.54 Biel Depot-Biel RB
 Jeudi 60821 12.06 12.14 Biel RB-Studen
 60822 13.08 13.16 Studen-Biel RB
 60822L 13.28 13.32 Biel RB-Biel Depot
 27173L 17.19 17.35 Biel-Selzach
 63636 18.01 19.17 Selzach-Biel RB
 63636L 19.30 19.34 Biel RB-Biel Depot

Ce 6/8 II 14253

1920(47), 126 t, 2688 kW, 65 km/h



Freitag im Sommer 63230 13.30 13.36 Erstfeld-Altendorf
 Vendredi en été 28447L 13.45 13.49 Altendorf-Erstfeld

27

1990 Juni Juin

1	Fr	Ve	1915: * Brüg-Oberwald 1940: * Basel SBB-Bristelden Hafen
2	Sa		1988: * Ed 3/3 3 GTB wieder im Betrieb/remise en service
3	So	Di	
4	Mo	Lu	1953: * Be 4/4 761 BN «Wellensittich»
5	Di	Ma	1890: * Capolago-Riva S.Vitale-Bellavista
6	Mi	Me	
7	Do	Je	
8	Fr	Ve	
9	Sa		
10	So	Di	
11	Mo	Lu	
12	Di	Ma	
13	Mi	Me	
14	Do	Je	
15	Fr	Ve	
16	Sa		1920: * Ce 4/6 301 BLS «Dekretsmühle» (†1972)
17	So	Di	
18	Mo	Lu	1926: * Ae 6/8 201 BLS (†1976)
19	Di	Ma	
20	Mi	Me	
21	Do	Je	
22	Fr	Ve	1890: * Bellavista-Generoso Vetta
23	Sa		
24	So	Di	
25	Mo	Lu	Die neue Ausgabe kann mit einem frankierten Antwortanschlag bestellt werden beim Generalsekretariat SBB, Büro 937, CH-3030 Bern. La nouvelle édition peut être obtenue contre une enveloppe-réponse affranchie auprès du Secrétariat général des CFF, Bureau 937, CH-3030 Berne.
26	Di	Ma	
27	Mi	Me	
28	Do	Je	
29	Fr	Ve	
30	Sa		1940: † Biel Melt-Weinisberg

42

SBB-Loko-Spotter

Loco-Spotter CFF

Im «Loko-Spotter» streicht sich der Eisenbahnfreund an, was er im Lauf der Zeit begegnet. Der SBB-Loko-Spotter kennzeichnet – mit Fettdruck die Lokomotiven mit roter Livree und – kursiv weitere Besonderheiten innerhalb einer Serie.

Sur cette liste, les amis du rail soulignent les véhicules qu'ils rencontrent. Le «loco-spotter» des CFF indique en outre – en caractères gras: les véhicules en livrée rouge – en italiques: les particularités de la série.

RAe 2/4 **1001** Pfeil/Flèche
 RABe EC Vierstrom quadricourant
 1051 1052 1053 1054 1055

Be 4/6 *Bunt/en couleurs*
 1602 1606 1608 1613 1615
 1603 1607 1612 1614 1616

RABDe 12/12 Mirage
 1101 1105 1109 1113 1116
 1102 1106 1110 1114 1117
 1103 1107 1111 1115 1118
 1104 1108 1112

BDe 4/4 *Für Einmannzüge*
Pour trains à un agent
 1621 1628 1634 1640 1646
 1622 1629 1635 1641 1647
 1623 1630 1636 1642 1648
 1624 1631 1637 1643 1649
 1625 1632 1638 1644 1650
 1626 1633 1639 1645 1651
 1627

BDe 4/4 II 1301 1302 DC 1500 V
 RBe 4/4 Thyristor Lastschalter
 Commutation à thyristors
rote Front/Front rouge

De 4/4 *historisch/historique*
 1679

1401 1418 1435 1451 1467
1402 1420 1436 1452 1468
1403 1421 1437 1453 1469
1404 1422 1438 1454 1470
1405 1423 1439 1455 1471
1406 1424 1440 1456 1472
 1407 1425 1441 1457 1473
 1408 1426 1442 1458 1474
 1409 1427 1443 1459 1475
 1410 1428 1444 1460 1476
 1411 1429 1445 1461 1477
 1412 1430 1446 1462 1478
 1413 1431 1447 1463 1479
 1414 1432 1448 1464 1480
 1415 1433 1449 1465 1481
 1416 1434 1450 1466 1482
 1417

RABDe 8/16 Chiquita
 2001 2002 2003 2004

Re 4/4 I TEE
 10001 10011 10021 10031 10041
 10002 **10012** 10022 10032 10042
 10003 10013 **10023 10033 10043**
10004 10014 10024 **10034 10044**
 10005 10015 **10025 10035 10045**
 10006 10016 10026 **10036** 10046
 10007 10017 **10027 10037** 10047
 10008 10018 **10028 10038 10048**
10009 10019 **10029** 10039 **10049**
10010 10020 10030 10040 10050

43

Railways – what’s in a name?

by Victor Isaacs



COUNTRY
REGIONAL
NETWORK



JOHN HOLLAND RAIL – now that is a funny name for a railway!

How did this come about? The break-up of the once monolithic State and Commonwealth Railways in Australia has resulted in wondrous and bewildering new organisations. This is especially so in NSW. I won’t even touch upon the various railway operators. As far as the railway infrastructure is concerned there are four main entities in NSW (New South Wales).

The most intensively used railways are in the area that is also known as NSW, (that is Newcastle, Sydney, Wollongong). They are now under the control of Transport for NSW. This mainly comprises the Greater Sydney electrified area, but also includes the non-electrified Kiama-Nowra line.

The interstate mainlines are under the control of a Federal Government owned (for the time being) entity, the Australian Rail Track Corporation. Strangely, the ARTC also has control of the very busy Hunter Valley coal network. Why? Because at the time it was being induced to take over the interstate lines, the coal lines needed to be thrown in to make it more commercially attractive. Even more bizarrely, the ARTC also controls some lines in western and

north-western NSW which have no or almost no trains on them. These are the Parkes-Narromine-Dubbo-Binnaway-Werris Creek and Narrabri-Moree-North Star lines. These are vested in the ARTC against the faint possibility that some time in the unforeseeably far-off future they might be slightly useful in the construction of the proposed Melbourne to Brisbane Inland Freight Railway.

In the far south of New South Wales are the railways that are, and always have been, extensions of the Victorian railway system.

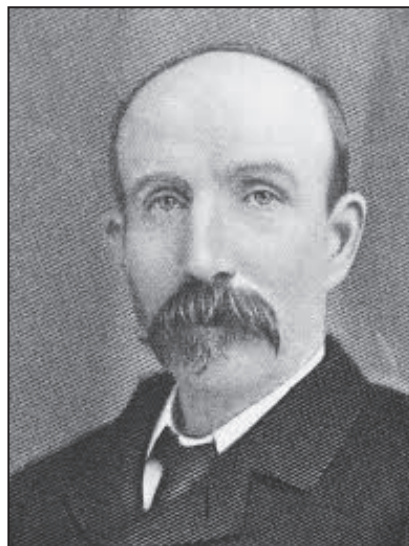
That leaves a number of orphan lines in inland New South Wales. Some do not have many, or any, trains. We might call these “Remnant Rail”, but the official name is Country Regional Network. Originally from 2007 until January 2012 ARTC had the contract to maintain and control these lines. But one or both sides were not happy with this arrangement. When the contract was renewed in 2012 it was awarded to the John Holland Rail engineering company. Obviously, this company takes its name from that of its founder, John Holland. Hence these lines are now officially known as **John Holland Rail Country Regional Network**.

John Holland (left, below) was born in 1914 on the Mornington Peninsula near Melbourne. He graduated in Civil Engineering from the University of Melbourne. After distinguished Army service in World War II, his first contract was to build a shed on a farm in western Victoria owned by a farmer called Malcolm Fraser. The company he founded made its mark on Australia through many projects. Among these are portion of the Snowy Mountains Scheme, the new Parliament House in Canberra, Melbourne’s West Gate Bridge, the Myer Music Bowl in Melbourne, the Sydney Entertainment Centre, rebuilding of Darwin after Cyclone Tracy, and the Tasman Bridge in Hobart. Holland was Knighted in 1973 and awarded a Companion of the Order of Australia in 1988. He died in 2009.

Sir John Holland AC is not the only person to have a railway named after him. Once upon a time, it was fairly common, especially in Royalist Europe.

But let us travel there via the barren wastes of Newfoundland. There, the desperate government gave a concession to Robert Reid (right, below). After an early career mining for gold in Australia, Reid was now a Montréal contractor and engineer. He took over the bankrupt railway and completed building it across the island. Reid was subsequently also awarded the rights to operate this railway and also to develop land adjacent to the railway. The resulting company was named the **Reid Newfoundland Company**. How about that for self-importance?

In the Grand Duchy of Luxembourg (yes, it is necessary to use this full name to distinguish this country from the neighbouring Belgian Province of Luxembourg), as in most of Europe, railways were originally built by private companies, albeit usually with government guarantees. The first railway had a mouthful of a name. It was the **Société royale grand-ducale de chemin de fer Guillaume-Luxembourg**. Guillaume is



REID NEWFOUNDLAND COMPANY.

January, 1916.		ARRIVE		DEPART	
Day	Time	From	To	From	To
1	7:00 P.M.	St. John's	11:00	11:00	9:15
2	7:37 P.M.	Deer Bay	11:43	11:57	8:59
3	7:46 P.M.	Irvine	11:52	12:06	8:50
4	8:05 P.M.	Topshill	12:11	12:25	8:41
5	8:29 P.M.	Kelligrew	12:35	12:49	8:32
6	8:19 P.M.	Holyrood	12:40	12:54	8:23
7	8:56 P.M.	Avondale	12:57	1:11	8:14
8	9:01 P.M.	Brigus Junction	1:00	1:14	8:05
9	10:50 P.M.	Whitbourne	2:00	2:14	7:56
10	11:18 P.M.	Placentia Junction	3:00	3:14	7:47
11	10:00 P.M.	Rantem	3:58	4:12	7:38
12	11:40 P.M.	La Manche	4:56	5:10	7:29
13	1:44 P.M.	A Mol's Cove	5:54	6:08	7:20
14	3:14 P.M.	Conse-by-Clance	6:52	7:06	7:11
15	5:11 P.M.	No then Right	7:50	8:04	7:02
16	4:15 P.M.	Clarendville	8:48	9:02	6:53
17	4:22 P.M.	Shibal Harbor	9:46	10:00	6:44
18	5:25 P.M.	Port Blandford	10:44	10:58	6:35
19	5:30 P.M.	Terra Nova	11:42	11:56	6:26
20	7:18 P.M.	Alexander Bay	12:40	12:54	6:17
21	7:55 P.M.	Gambou	1:38	1:52	6:08
22	8:45 P.M.	Benton	2:36	2:50	5:59
23	10:15 P.M.	Glewood	3:34	3:48	5:50
24	11:10 P.M.	Metre James	4:32	4:46	5:41
25	11:50 P.M.	North Arm	5:30	5:44	5:32
26	12:45 P.M.	Bishop's Falls	6:28	6:42	5:23
27	2:12 P.M.	Badger Brook	7:26	7:40	5:14
28	3:09 P.M.	Millertown	8:24	8:38	5:05
29	3:47 P.M.	Quarry	9:22	9:36	4:56
30	5:15 P.M.	Howe	10:20	10:34	4:47
31	6:06 P.M.	Grand Lake	11:18	11:32	4:38
1	8:10 P.M.	Humbermouth	12:16	12:30	4:29
2	8:50 P.M.	Curling	1:14	1:28	4:20
3	9:53 P.M.	Howard	2:12	2:26	4:11
4	10:10 P.M.	Spruce Brook	3:10	3:24	4:02
5	10:45 P.M.	Harry's Brook	4:08	4:22	3:53
6	11:53 P.M.	Stephen's	5:06	5:20	3:44
7	12:01 P.M.	St. George's	6:04	6:18	3:35
8	1:52 P.M.	Crabbe	7:02	7:16	3:26
9	3:30 P.M.	South Branch	8:00	8:14	3:17
10	4:30 P.M.	Lyle River	8:58	9:12	3:08
11	5:40 P.M.	Port aux Basques	9:56	10:10	2:59
12	6:50 P.M.	North Sydney	10:54	11:08	2:50

General Offices—St. John's, Newfoundland.

Sir W. D. Reid, K.C., President. W. Chard, Claims Agent.
H. D. Reid, Vice-President. H. Crawford, Purchasing Agent.
R. G. Reid, Gen. Superintendent. G. Cobb, Superintendent.
J. W. N. Johnston, Gen. Pass. Agt. W. E. Ladley, Supt. of Mails & Pwr.
E. W. Taylor, Gen. Freight Agent. J. M. Lyons, Eastern Traffic Agt.
H. McNair, Auditor. Moncton, N. B.
John A. Boak, Gen. Agt., 1412 Lytton Bldg, 14 E. Jackson St., Chicago, Ill.

BRIGUS BRANCH. (Pas'nger) No. 7 (Pas'nger) No. 8
7:20 P.M. 12:40 A.M. Olive, Brigus Junc. arr. 5:55 A.M. 6:35 P.M.
8:50 " 1:10 Noon " Brigus " " 6:30 " 6:08 " "
8:50 " 1:28 P.M. " Bay Roberts " " 8:52 " 5:25 " "
9:45 " 1:24 " " Harbor Grace " " 8:58 " 4:40 " "
10:10 " 1:56 " " Carbonear Junc. arr. 7:30 A.M. 14:25 P.M.
10:25 P.M. 2:15 P.M. "

BONAVIDA BRANCH. (Pas'nger) No. 12 (Pas'nger) No. 24
12:15 A.M. 6:15 A.M. Olive, Clarendville arr. 11:58 P.M. 4:15 A.M.
1:22 " 6:22 " " Shoal Harbor " " 11:53 " 4:08 " "
2:34 " 7:34 " " Brooklyn " " 10:38 " 3:05 A.M. "
4:54 " 9:54 " " Trinity Junction " " 8:18 " 12:38 Noon "
5:13 " 10:13 " " Trinity East " " 8:00 " 12:17 " "
5:19 " 10:19 " " Port Kerton " " 7:54 " 12:11 Noon "
6:32 " 11:32 A.M. " Catalina " " 5:41 " 10:58 P.M. "
7:15 A.M. 12:15 Noon " Bonavista Junc. arr. 6:00 P.M. 10:15 P.M.
12:25 P.M. 2:15 P.M. "

TREPASSEY BRANCH. (Pas'nger) No. 26 (Pas'nger) No. 26
1:50 P.M. 7:00 P.M. Olive, St. John's arr. 11:30 A.M. "
6:02 " 7:00 P.M. " Petty Harbor " " 11:01 " "
7:18 " 7:00 P.M. " Gallows Cove " " 9:50 " "
10:50 P.M. 10:50 P.M. " Renew's " " 7:00 A.M. "
12:55 Night " 10:4 " " Trepassey Junc. arr. 12:45 A.M. 12:45 P.M.

Heart's Content Branch.—Train leaves Whitbourne 7:12 noon, arrives Heart's Content (42 miles) 3:30 p.m. Returning, leaves Heart's Content 7:00 a.m., arrives Whitbourne 9:15 a.m.

Bay Deverde Branch.—Train leaves Carbonear 7:45 p.m., arrives Grate's Cove (55 miles) 8:00 p.m. Leaves Grate's Cove 7:15 a.m., arrives Carbonear 1:00 p.m.

Connections.—At North Sydney with the Intercolonial Ry. and via this line with all railway lines in Canada and the United States; also with Plant Line, via Halifax. At Port aux Basques with the company's own steamers for ports between Port aux Basques and Placentia. At Humbermouth for all ports north to Battle Harbor. At Lewisport for Tillamouth, Fogo, Tilt Cove, Pileys Island and ports in Notre Dame Bay. At Placentia for ports in Placentia Bay, Burin and ports on the West Coast to Port aux Basques. At Port Blandford for ports in Bonavista Bay. At Clarendville for ports in Trinity Bay. At St. John's for ports on Northern Labrador, also steamers for London, Liverpool and Glasgow.

+ Coupon stations; & Telegraph stations.

1 daily, except Sunday; 1 daily, except Saturday; 1 daily, except Monday; & daily, except Friday.



Emperor who reigned from 1848 to 1916 (left, below). This railway extended to Prague and many other places in the present day Czech Republic. Even today, trains from this line terminate in Wien at the Franz Josef station.

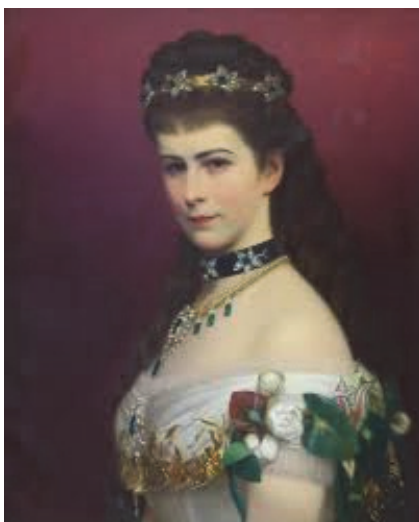
French for William and he was the ruling Grand Duke. Later another railway was built and known as the **Société Prince-Henri**.

(As an aside, the Grand Duchy of Luxembourg is about the same size as the Australian Capital Territory. As a resident, it appeals to me to imagine the ACT in a similar situation with not one, but two railway



systems of its own).

The most enthusiastic adopter of naming railways after royal personages was the former Austro-Hungarian Empire, or at least the Austrian half of it. Heading north west from the imperial capital of Wien (Vienna) was the **Kaiser Franz-Josef Bahn**, (Kaiser means Emperor, Bahn means Railway). This was named after the



Heading west from Wien is what we can call the Austrian mainline to Linz, Salzburg and further. This was named the **Kaiserin Elisabeth Bahn**, after Franz Josef's estranged, but much loved by the people, Empress Elisabeth (middle, below).

Heading north east from Wien was the railway called the **Kaiser Ferdinands Bahn**. Ferdinand (below) was Emperor from 1835 until he abdicated during the 1848 revolutions. Almost all of this railway is now in the Czech Republic. Some is even in today's Poland.

In the south of Austria was the **Kronprinz Rudolfs Bahn** (Kronprinz means Crown Prince). Some of this system is in present day Slovenia. In the far east of the Austrian empire, in Galicia, in what is now Poland and Ukraine, were the **Galizische Carl**





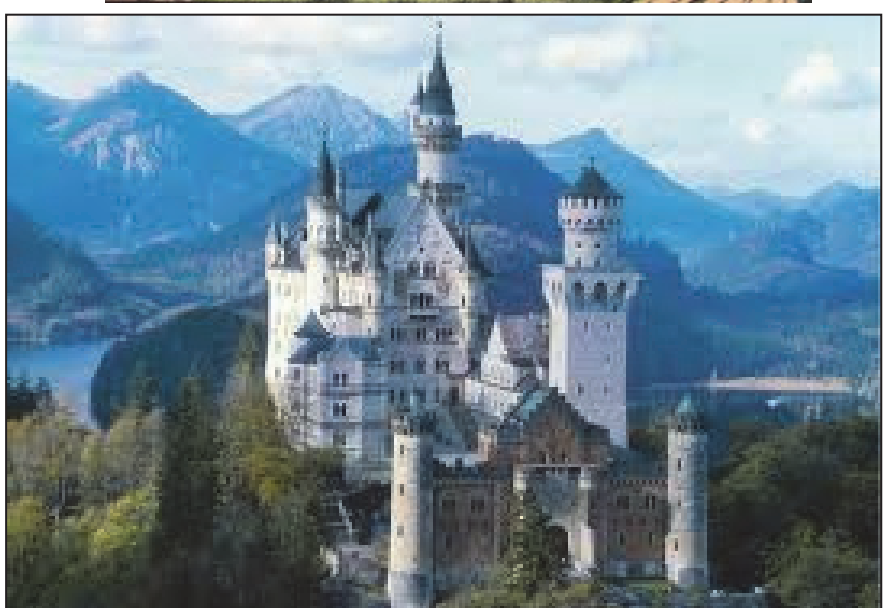
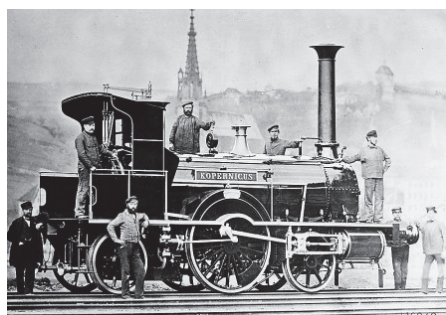
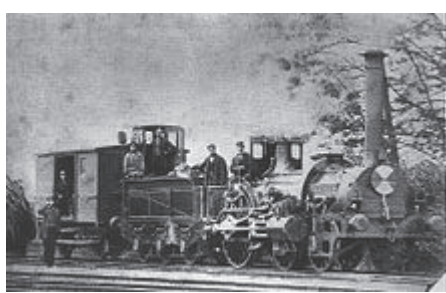
Hessische Ludwigsbahn

-Ludwigs Bahn (left) and the Erzherzog Albrecht Bahn (Erzherzog means Archduke).

Some German states too commemorated royalty in the best possible way – by naming railways after them. In Bavaria there was the **Ludwigsbahn** and the **Maximiliansbahn**. In Hesse there was the **Hessische Ludwigsbahn**.

(Here is another irrelevancy and something you did not expect to see in a journal about timetables: A picture of one of the many castles that Mad King Ludwig extravagantly built when he wasn't having railways named after him.)

So, now we can see that John Holland is in very distinguished, albeit very dead, company.



Slow and even slower

By JIM WELLS

IT WAS MY PRIVILEGE TO VISIT India in late 1991; a souvenir collected being the timetable shown on page 15.

There is much in this book of over 200 pages that would keep one interested for hours. Here's a sample (right).

Howrah is in Calcutta on the east side of the country; New Delhi is in the Upper North. The point is that the Speed Link Super Express Goods train takes just under 5 days to do the journey. Yes, it's a big country but the distance involved is only 1,500 km. So the average speed was about 12.5 km/h. One wonders just how slow the ordinary 'goods' trains were.

In India, in those days, there was an enormous difference between fast and slow passenger trains. On this route the Radjhani express took a very respectable 17.5 hours but the 0800 express from New Delhi took over 34 hours. Note the family planning advice shown.

We now turn to another country, another era, and a different mode of transport. We don't often talk about horse transport in "The Times" but it can be of interest.

The table at mid-right is part of a page of Bradshaw's Railway Time table of October 13, 1839 for Lancashire.

Yes, no times are given so we don't know how fast these conveyances went. If you tipped the cabby well you might even go faster than the Indian super express goods train.

Hackney means simply "For Hire" so what we are talking about is really a taxi service.

Note the distinction between "Coach" and "Car. (riage)" with the fare for the former being 50% greater than for the latter. The coach would be a largish four wheel vehicle drawn by two, maybe four, horses and operated by a driver and possibly a guard.

Me Lord and Lady might even need to hire two or more coaches if their entourage of family and servants was large.

The carriage would be a small two wheel vehicle capable of carrying at

128 SPEED LINK SUPER EXPRESS GOODS TRAINS						
HOWRAH—NEW DELHI						
Days	Dn.		STATIONS	↑	Up	Days
1st	3 30	d	Howrah	a	4 00	5th
2nd	12 30	a	Mughal Sarai	d	20 50	3rd
3rd	5 30	d		a	2 20	3rd
4th	15 00	a	Kanpur	d	7 00	2nd
	1 00	d		a	2 25	
	8 45	a	Tundla	d	19 05	
	10 00	d		a	17 25	
4th	15 30	a	Ghaziabad	d	10 40	
5th	1 20	d		a	6 00	
5th	2 45	a	New Delhi	d	4 40	1st

*Small Family
Happy Family*

HACKNEY COACH FARES FROM LIMESTREET STATION, LIVERPOOL, TO							
Coach, Car.		Coach, Car.		Coach, Car.		Coach, Car.	
Abercromby-square	1s 6d	Childwall	6s 6d	Kensington, to Mr Carver's	6d	Seacombe-slip	1s 0d
Adelphi-hotel	1 0	Clarence-dock (centre g.)	2 6	King's Arms hotel	1 6	Seal-street	1 0
Aigburth Church	5 3	Clayton-square	1 0	Kirkdale (stretch's)	2 6	Shaw-street, Islington	1 6
Anfield-lodge	3 0	County House of Correc.	3 0	Lark-hill (West Derby)	4 6	Everton broy	1 6
house	3 6	Custom-house	1 6	Low-hill	1 6	Smithdown-lane, end of	1 0
Angel-hotel	3 0	Duke-st, end Hanover-st.	1 0	Marybone, end Gt. Cross-	1 0	Lodge-lane	2 6
Ashfield	6 3	end Berry-street	1 6	hull-street	1 0	Soho-st, end Wm. Henry-st	1 0
Beacon's gutter	2 6	Duke's-place	1 6	Moss-st, Islington-sq.	1 0	South Shore (tall house)	3 0
Bedford-st, north of Aber-	1 6	Edge-hill Coffee-house	2 0	London-road	1 6	Spekelands	2 6
cromby-square	1 6	Edge-lane hall	2 6	Mount-pleasant, end of	1 8	Stanhope-street	2 0
south of ditto	2 0	Everton village, west end	1 6	Hope-street	1 6	St. Ann's Church	1 0
Berry-st, end Knight-st.	1 0	Brow, end of Nether-	1 6	Neopolis, Low hill	1 6	St. Anthony's Chapel	2 0
Bewington-bush, top end	1 0	field-road south	1 6	Netherfield-road North,	1 6	St. James' Market	1 6
Bold-street	1 0	Crescent	1 6	Mr. Earle's house	2 0	St. James' walk, Upper	1 4
Boothlowerni, south end	3 0	Netherfield-yl, south	2 0	Newsham-house	2 6	St. Martin's Market	2 0
First Toll-bar	3 6	Ditto north end	2 6	Old Swan	4 6	St. Michael's Ch. Pitt-st.	1 0
Miller's-bridge	4 6	Bronte-house	3 0	Old Swan	4 0	St. Patrick's Chapel, St.	2 0
Boothle Church & Village	0 3	St. Ann's-hill	3 6	Oxford-st, Crown-st	2 0	James'	2 0
Borough Gaol	2 0	Fairfield, London-road	2 6	Paddington, half way up	1 6	Town-hall	1 6
Botanic-garden (New)	2 6	Falkner-st, end Bedford-st	1 6	Par-lane, end Kent-st.	1 6	Parliament-st, Queens dk	2 6
Boundary-street, Kirk-	2 6	end Smithdown-lane	2 0	Parliament-st, Queens dk	2 6	Pembroke-place, end of	1 0
dale-road, end of	2 6	Falkner-terrace, Upper	2 0	Parliament-st, Queens dk	2 6	Ashton-street	1 0
Breck-lane, end White-	2 6	Parliament-street	2 0	Pythian-st, Low-hill (cen)	1 6	Lower park Coffee-h.	3 0
field-lane	2 6	Fox-st, end G. Homer-st.	1 6	Pythian-st, Low-hill (cen)	1 6	The Dingle	3 6
Breck-house	3 6	George's-pier	1 6	Plumbe's-hall	2 6	Herculaneum pottery	3 6
Brook-ho, Smithdown-ls.	3 6	Gilrad-house, Kensington	2 0	Prince's dock, centre ga	2 0	St Michael's church	4 0
Brougham-terrace	1 6	Grimfield-st, Smith-	1 6	Queen's dock, Norfolk-st	2 0	Fulwood lodge	4 6
Brownlow-st, end Dover-st.	1 0	down-lane	2 0	Queen-square	1 0	Otterspool	3 0
end Brownlow-hill	1 6	Gt George-st, St James-st	1 6	Railway St, Wapping	2 0	Que-brook	3 6
Brunswick-dock (centre)	2 6	Gt Home-st, end Fox-st	1 6	Ranelagh-place	1 0	Vauxhall rd, end Leeds-st	1 0
Cabbage-hall	3 0	Great Mersey-st, Kirkle.	2 6	Richmond-hill, Breck-ls	3 0	Burlington-st.	1 6
Calderstone's, Allerton	6 0	Gt. Oxford-st N, south e.	2 0	Rodney-st, Leece-st	1 0	Leigh bridge	2 0
Capal packet Station,	1 6	Leeds-street	1 0	Mount-pleasant	1 0	Warwick-street, Falk-rd	2 0
Leeds-street	1 6	Hanover-street, Duke-st.	1 0	Rodney-st, Duke-street	1 6	Waterloo hotel	1 0
Canning-st, N. Cemetery	1 6					Wavertree	4 0



the most two passengers and a small amount of luggage. Only one horse would be needed and only one operator. Hansom Cabs were introduced in 1834 (picture bottom right, page 14; Source: Wikipedia)

One suspects that the profit margin on carriages would have been greater than for coaches.

A typical wage in those days was a Pound a week so the fares quoted seem very reasonable. One wonders if they

were regulated or whether Bradshaw's just provided a guide. Another possibility is that the service was run by the railway company.

The list of destinations (only some shown here) is interesting. Note the inclusion of the County House of Corrections, which was presumably the work house. Others included Beacon's Gutter, Cabbage Hall, Duke's Place, Edge Hill Coffee House, Kensington (to Mrs Carvers), and Railway Station – Wapping. The latter is not shown on

the railway timetables.

Edge Hill is shown in both the railway timetable and the Hackney schedule. The railway fare was one shilling whether one travelled inside or outside. Carriage fare was 1/4d.

The Hackney schedule is only shown for Liverpool so it might be that the Guide was for that city only, separate ones being issued for Manchester. Incidentally, Lime Street is still the principal station for Liverpool.



 **SBB CFF**

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für
Eisenbahnfreunde**

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**Indicateur
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