

The Times

November 2017

A journal of transport timetable history and analysis



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The Times

A journal of the Australian Timetable Association Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

November 2017

Vol 34 No. 11, Issue No. 406

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The Times is posted to our website, two months after publication in paper.

—Contents—

GEOFF LAMBERT	<u>CHINA RAIL PTT 1985</u>	3
SAMUEL RACHDI	<u>HIGH SPEED RAIL IN BRAZIL</u>	5
MAX MICHELL	<u>WHAT A DIFFERENCE SIXTY YEARS MAKES</u>	7
HILAIRE FRASER	<u>SERVING CANBERRA'S WODEN VALLEY</u>	10
JAMES T WELLS	<u>NORTH COAST 1917</u>	13
TRAINS	<u>REDEFINING "ON TIME"</u>	14
NSWGR	<u>THE DISC SOUVENIR AT THE 1955 ROYAL EASTER SHOW</u>	15

Letter from Ian Manning

The Times for September 2017 includes a letter from Tony Mcillwain drawing attention to the film *Lion*, which is the story of a little boy, a resident of Khandwa (India), who got up early one morning and went to play in the railway yard. He ventured into an empty broad-gauge carriage (in those days Khandwa had both broad and metre gauge lines) and found himself not only locked in but shunted onto No 4 Calcutta Mail (via Allahabad) – a classic Central Railway express which followed the original route from Bombay Victoria Terminus to Calcutta (Howrah). This route was established before the more direct line via Nagpur was completed. According to Indian Bradshaw for October 1987, the Mail, having come overnight from Bombay, left Khandwa at 0740 and, in the manner of Indian expresses, stopped at major stations en route, including Itarsi Junction (1005 to 1020), Jabalpur (1610 to 1625) and Allahabad, where from 2050 to 2120 it was timed to reverse direction. This far it would have been hauled by a WDM2 diesel, an Alco a bit like a NSW 45 class, but I'm not sure about the motive power thence to Howrah – the line is now electrified, but may have been diesel at the time young Saroo was travelling. At Allahabad the Mail left the Central Railway (formerly the Great Indian Peninsula Railway) for the Northern (formerly the East Indian) and proceeded to Mughal Sarai (0010 to 0025), where the Northern Railway handed it over to the Eastern Railway (again originally East Indian). Here many expresses from the west turned left onto the Main Line via Patna, but the Calcutta Mail took the shorter route and hurried down the Grand Chord to reach Howrah at 1255. If the train was 'right time' (as the Indian phrase goes) it would have taken 29 hours and 15 minutes for the 1606 kilometre journey. Presumably the carriage had been watered so the little boy would have been able to drink from the wash-basin tap, and, who knows, he may have been able to beg food through the barred carriage windows at one or other of the stops.

Tony notes that the film-makers received assistance from the IRFCA, which runs an eponymous website. As Tony speculates, IRFCA originally stood for Indian Rail Fans Club of America, since it was started by homesick students many of whom are now senior personnel in the IT sector in India. Once a website becomes familiar, its name sticks, and so it is with IRFCA – even though the A no longer stands for anything (a bit like the V in V/Line). The members are younger than the typical Australian railfan, and most of them are post-steam – indeed, given the pace of electrification in India, diesel nostalgia is not uncommon among us. The membership includes many who are authorities on Indian railway timetables, the doyen of whom is a man from Hyderabad who, in the Indian fashion, is known by his initials as VSP. Since 2006 the IRFCA has held an annual convention, each year in a different city or prominent railway town. I have attended annually since 2009 – indeed, the IRFCA convention seems to be the only railfan meeting I attend regularly – and at many of them have been the only foreigner present. The next convention is on 9-10 February 2018 in Vadodara.

Their Business was looking up. China Rail

1985 PTT by GEOFF LAMBERT and GRAHAM YOUNDALE

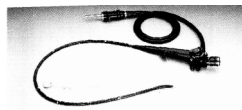
THERE CANNOT BE MANY RAILWAYS in the world that choose to accept an advertisement for a Proctoscope to grace the Frontispiece of their PTTs. This, however, was a feature of the China Rail 1985 PTT. The timetable came from Graham Youdale, ATA's Printer.

Editor's Note: The following snippet, from the Chinese media in 2016 was meant to show young Chinese what travel was like in China in the 1980s. Travelling in 1985 in China was a vastly different world than today's tourism industry from food tickets, to letters of introductions, to sleeping on a giant common bed in a rickshaw hotel. *Young Chinese born in the 80s, 90s, and 2000s, have no idea how the generation before them lived and traveled. They do not know that those before them needed a permission letter to travel, and needed special food tickets to purchase food. Those in the previous generation could stay in a hostel for 1 Yuan a night, take a 3 hour bus ride for 2 Yuan, and buy tickets to tourist attractions for only 1 Mao. This period of time in China is known as "The Age of Innocence."*

It was the Best of Times (post-Mao);

It was the Worst of Times (pre-Tiananmen);

It was the year they opened the world's



新世代的纤维内窥镜 OES (Olympus Endoscopy System)
彻底追求了光学特性,完全洗涤和安全性的内窥镜,成像能力,画面尺寸,视角大幅度提高,发挥着超群的观察能力。由于使用内窥镜,可观察、诊断胃内部等的几乎身体中的所有内脏,为早期发现疾病发挥着威力。

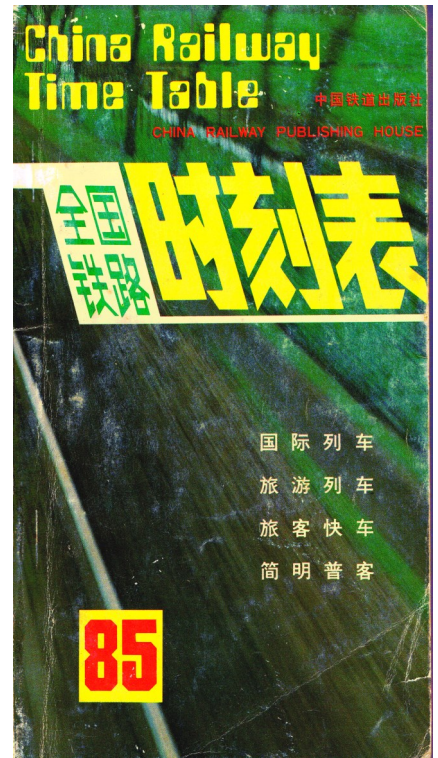
longest railway bridge of 10.3 km over the Yellow River;

It was pretty much all steam, although diesels and electrics were making their presence felt. The era of high-speed rail was still more than twenty years away, as was the end of main line steam.

Route length in 1985 was 55,000 km and was undergoing a temporary hiatus because of changed economic priorities.

Into this *Age of Innocence* came the intrepid Youdales. They used this little timetable to range far and wide over a country that had only recently been opened up to the likes of them.

The timetable is of 270 pages and measures 95 by 170 mm—just the right size for a pocket of a Mao Suit. A goodly proportion of the pages—but far from all—are bilingual. Tourism to China still is mostly made by Japanese people and I suspect it was also thus in 1985. This probably explains the many advertisements for Japanese products (including the endoscope), but it begs the question of how many language versions of this timetable



might have been produced.

Below, I show a couple of pages of the International Services operated out of Beijing or—as Bob Hawke was still calling it—"Peking". There is a key map (it has an error, which caused the Youdales no end of problems) and seven area maps. These are followed by two sets of timetables:

- ◆ pp 24-129, which show International, through trains, "Tourist Cars", and Express and "Fast Trains";
- ◆ pp 132-228 which show "Ordinary Trains" on the same lines and which are entirely in Chinese.

On our page 4, I show pp 16-17 and 166-167 which each show the last leg of the Beijing-Shanghai line. The fastest fast train over the line, #21, took 18 hours for the journey. This trip can now be accomplished in 4 hours and 18 minutes. The slowest train in 1985 took some 36 hours and involved at least one train change.

The Appendix at the rear (pp 230 to 260) shows ancillary information such as fare structures, city maps, tourist destinations and a section in English headed "Summary of Railway Travel Knowledge", including a paragraph headed "Handling Of The Ticket-Losing" [don't do it!].

Finally, there are a few advertisements, which seem to spruik Daleks, arc-welders, centrifuges and a bank of massive hard drives.

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Return to [Contents Page](#)

— 36 —

国际联运 International Passenger Trains 北京—乌兰巴托—莫斯科 Beijing-Ulan Bator-Moscow

莫斯科 Moscow		开		往 To		北京 Beijing	
到 Arr	开 Dep	车次 T/No	站名 Station	车次 T/No	站名 Station	到 Arr	开 Dep
北京时间 Beijing Time							
19:40	0	北京 Beijing	7865	15:33	—	—	—
8:41	8:44	64 南口 Nankou	7801	14:17	14:31	—	—
9:28	9:38	74 居庸关 Juyongguan	7791	13:46	13:54	—	—
9:28	9:38	82 青龙桥 Qinglongqiao	7783	13:08	13:19	—	—
9:53	10:02	94 康庄 Kangzhuang	7771	12:26	12:49	—	—
11:37	11:47	204 张家口 Zhongjiakou	7651	11:00	—	—	—
14:15	14:25	382 大同 Datong	7483	8:24	8:34	—	—
16:17	16:22	509 集宁南 Jiningnan	7355	6:24	6:27	—	—
20:35	23:15	842 二连 Erenhot	7023	23:13	1:49	—	—
乌兰巴托时间 Ulan Bator Time							
23:40	0:40	852 扎门乌德 Dzamyude	7013	21:40	22:48	—	—
13:20	13:30	1561 乌兰巴托 Ulan Bator	6304	9:00	9:30	—	—
21:00	22:05	1940 苏赫巴托 SukheBator	5925	0:09	1:15	—	—
莫斯科时间 Moscow Time							
17:53	20:35	1963 纳乌什基 Nauski	5902	16:32	18:20	—	—
1:34	1:46	2218 乌兰乌德 Ulanude	5647	11:03	11:20	—	—
9:19	9:31	2674 伊尔库茨克 Irkutsk	5191	2:56	3:08	—	—
0:10	0:12	3761 克拉斯诺亚尔斯克 Krasnoyarsk	4104	12:16	12:18	—	—
16:25	16:49	4522 新西伯利亚 Novo-Sibirsk	3343	20:29	20:35	—	—
0:14	0:29	5149 鄂木斯克 Omsk	2716	12:05	12:20	—	—
12:10	12:25	6947 斯维尔德洛夫斯克 Sverdlovsk	1818	0:23	0:38	—	—
17:46	18:01	6428 彼尔姆 Perm II	1437	18:25	18:40	—	—
0:49	1:04	6308 基洛夫 Kirov	957	11:20	11:35	—	—
15:05	—	7865 莫斯科 Moscow	0	—	21:10	—	—

北京—乌兰巴托—莫斯科3次特别旅客快车, 每星期三由北京开, 每星期一到莫斯科。
莫斯科—乌兰巴托—北京4次特别旅客快车, 每星期二由莫斯科开, 每星期一到北京。
The express passenger train No.3 from Beijing via Ulan Bator to Moscow starts from Beijing every Wednesday and arrives in Moscow every Monday.
The express passenger train No.4 from Moscow via Ulan Bator to Beijing starts from Moscow every Tuesday and arrives in Beijing every Monday.

— 37 —

国际联运 International Passenger Trains 北京—满洲里—莫斯科 Beijing-Manzhouli-Moscow

莫斯科 Moscow		开		往 To		北京 Beijing	
到 Arr	开 Dep	车次 T/No	站名 Station	车次 T/No	站名 Station	到 Arr	开 Dep
北京时间 Beijing Time							
19:40	0	北京 Beijing	9001	6:31	—	—	—
20:18	4:28	137 天津 Tianjin	8864	4:34	4:44	—	—
0:53	4:03	415 山海关 Shanhaiguan	8586	0:58	1:09	—	—
3:15	3:25	595 德州 Dezhou	8402	22:39	22:49	—	—
6:19	6:34	841 沈阳 Shenyang	8160	19:42	19:54	—	—
8:47	8:55	1030 四平 Siping	7971	17:20	17:28	—	—
10:20	10:32	1146 长春 Changchun	7855	15:45	15:57	—	—
11:40	15:45	1368 哈尔滨 Harbin	7454	10:11	10:16	—	—
16:12	16:13	1647 大庆 Daqing	7613	12:27	12:42	—	—
17:45	18:09	1658 昂昂溪 Ang'angxi	7343	8:27	8:41	—	—
20:19	20:27	1804 扎兰屯 Zhalantun	7197	6:10	6:18	—	—
21:25	21:33	1866 巴林 Balin	7135	1	1	—	—
22:27	22:49	1921 博克图 Boketu	7074	4:12	4:24	—	—
23:24	23:31	1952 兴安岭 Xing'anling	7049	3:34	3:40	—	—
—	—	1 伊尔库茨克 Irkutsk	7039	3:10	3:19	—	—
0:34	0:46	2022 免渡河 Mianduhe	6979	2:01	2:09	—	—
—	—	1 海拉尔 Hailar	6939	1:15	1:23	—	—
2:26	2:36	2137 海拉尔 Hailar	6864	23:55	0:05	—	—
3:55	4:04	2232 额尔齐斯 Ertseis	6769	22:27	22:35	—	—
5:29	7:01	2323 满洲里 Manzhouli	6678	19:30	21:08	—	—
莫斯科时间 Moscow Time							
12:02	6:30	2335 额尔齐斯 Ertseis	6866	11:15	15:06	14:06	夏
15:28	15:43	2797 赤塔 Chita	6204	0:50	1:10	—	—
1:14	1:26	3354 乌兰乌德 Ulanude	5647	14:57	15:14	—	—
8:57	9:12	3010 伊尔库茨克 Irkutsk	5191	6:39	6:54	—	—
2:59	3:14	4597 克拉斯诺亚尔斯克 Krasnoyarsk	4104	11:46	12:01	—	—
15:13	15:28	5658 新西伯利亚 Novo-sibirsk	3343	23:30	23:45	—	—
23:04	23:19	6285 鄂木斯克 Omsk	2716	15:08	15:22	—	—
10:59	11:18	7123 斯维尔德洛夫斯克 Sverdlovsk	1818	3:19	3:39	—	—
16:36	16:51	7564 彼尔姆 Perm II	1437	21:18	21:34	—	—
23:32	0:07	8644 基洛夫 Kirov	957	13:57	14:17	—	—
14:55	—	9001 莫斯科 Moscow	0	—	23:50	—	—

北京—满洲里19次特别旅客快车, 每星期六由北京开, 每星期五到莫斯科。
莫斯科—北京20次特别旅客快车, 每星期五由莫斯科开, 每星期四到北京。
The express passenger train No.19 from Beijing to Moscow starts from Beijing every Saturday and arrives in Moscow every Friday.
The express passenger train No.20 from Moscow to Beijing starts from Moscow every Friday and arrives in Beijing every Friday.

京沪线
Beijing Shanghai Line

北京—济南—南京(西)—上海(三)
Beijing—Ji'nan—Nanjing (xi)—Shanghai

Table with columns for '开往 To' (Destinations: Shanghai, Fuzhou, Hangzhou, Nanjing, Hefei) and '车次 T/No' (Train numbers). Rows list stations from Xuzhou to Shanghai with arrival and departure times.

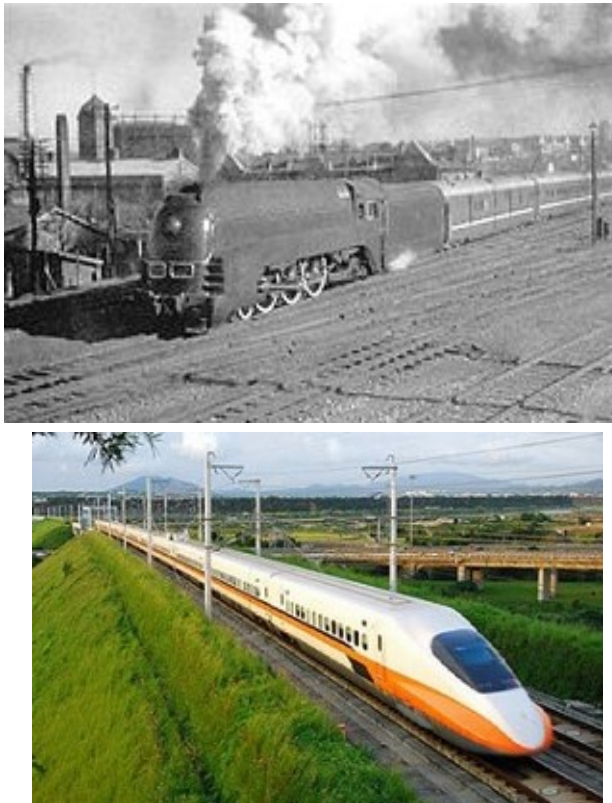
京沪线
Beijing Shanghai Line

北京—济南—南京(西)—上海(四)
Beijing—Ji'nan—Nanjing (xi)—Shanghai

Table with columns for '开往 To' (Destinations: Shanghai, Fuzhou, Hangzhou, Nanjing, Hefei) and '车次 T/No' (Train numbers). Rows list stations from Xuzhou to Shanghai with arrival and departure times.

齐北、富嫩、嫩林线
齐齐哈尔—嫩江—加格达奇—古莲

Table with columns for '开往 To' (Destinations: Qiqihar, Nenjiang, Jiagadachi, Gulian) and '车次 T/No' (Train numbers). Rows list stations along the line with arrival and departure times.



伊加线

Table with columns for '开往 To' (Destinations: Yining, Jiagadachi, Hailar, Boshui) and '车次 T/No' (Train numbers). Rows list stations along the line with arrival and departure times.

The Times, July 2017— Brazil —Some notes and corrections about High Speed Rail in Brazil

SAMUEL RACHDI

I DON'T WANT TO COMMENT on the items about air and bus traffic, since my speciality is the railways in Brazil and Latin America. For this reason I want to correct some items concerning the railways.

In fact, there is a project for a high-speed train line in Brazil connecting Rio de Janeiro, São Paulo and Campinas. The first plans emerged late in the 1980s and have been developed over the years to the current project which was brought to a first call for tenders about 15 years ago. Unfortunately the first offers received by the Brazilian Government have not been valid because of mistakes in the publication of the project. A second call brought very few interested companies together. Then some irregularities brought more problems.

In the meantime the Governments of Lula da Silva and Dilma Rousseff did some preparatory works, for example expropriation of the necessary land through the city of Rio de Janeiro, from the old Barão de Mauá station (the former metre gauge railway station which lost its last trains about in 2005) to the suburbs at the foot of the Serra do Mar mountains. In São Paulo the problems have been more important, since the city itself asked for a long time to get the line through the city centre with a High Speed Rail station close to Barra Funda station (one station West of the Central station São Paulo Luz). In fact there would have been a lot of space on the other side of Luz station, at the site of the Roosevelt and Bras stations. But, finally, a compromise was found with Campo de Marte, north of the city centre (with a Metro connection) and a second station at Guarulhos international airport. But São Paulo state was not very happy with the decision and is now building its own railway line to Guarulhos, of 1600 mm gauge.

The high speed line should be built in 1435 mm gauge, because the builders

of high speed trains (Shinkansen, TGV, ICE, AVE) have all said that it would not be possible in broad gauge.

The extension to Campinas was also added later and at Campinas the rebuilt Viracopos airport already has the space and some buildings for the high speed railway.

With the political problems which led to the dismissal of the Rousseff Government the project was put (on a later date) and the current Temer Government is not very railway friendly, thus putting the project again "on ice". Even the Chinese offer to President Temer to build the entire infrastructure was not even discussed seriously.

Brazil has the economic potential to build a high speed line. The economic capacity of São Paulo state alone is nearly a third of the entire economic capacity of Latin America! But the priorities are wrongly set to other items.

In the late 1980s Brazil nearly had a semi-high speed railway. FEPASA (Ferrovia Paulista S.A. – the state railway of São Paulo state) was then rebuilding the Itirapina – Bauru broad gauge line to a maximum speed of 160 km/h, but pressure from bus companies forced FEPASA to run its trains no faster than at 120 km/h and to extend intermediate stops to get an overall journey time between Baurú and São Paulo which was no higher than a trip at 70 to 80 km/h.

Concerning the Thomas Cook Timetable and other sources, there are some inaccuracies and some items should be explained.

Yes, in fact in the 1980s there were still some long-distance passenger trains all over Brazil, but unfortunately no connections between them. Many of these services were of a social character serving places without road access or bus services over very bad roads, especially in the North-East of

the country. And most of these places have no bus services still today. With the forced privatisation of the railways after 1995 the new companies abandoned passenger trains and they didn't allow other operators to run passenger services, despite the fact that the contracts see the obligation to let other companies run up to two passenger trains per day. Even the former Federal Railways RFFSA were literally thrown from the tracks by the first concessionaire Novoeste between Baurú and Corumbá and on the branch to Ponta Porã in 1996.

Yes, the Estrada de Ferro do Amapá, a mining Railway was built on 1435 mm gauge in the 1950s by an American company. The many trains shown in the timetables until the 1990s were trains hauling minerals and each train had at least one passenger coach for public use, with only one or two intermediate stops. Only the train which ran three days per week served all intermediate stations, offering several coaches, also conveying a car-carrier and some wagons for small loads of goods – it was in fact a mixed train. The train ceased to operate in 2015 when the new owner ceased to transport chrome ore by train. Amapá state is still looking for a new operator primarily for maintenance of the Railway and operation of the passenger train.

The 1356 km long metre-gauge line Baurú – Três Lagoas – Campo Grande – Corumbá line is in fact the only Brazilian railway connecting with the large metre gauge network which extends over Brazil (commencing at the port of Santos), Bolivia, Argentina and Chile (ports of Antofagasta, Mejillones, Iquique and Arica). Passenger services ceased in Brazil in 1996 with the privatisation. An international service (once weekly, by railcar) between Corumbá and Puerto Quijarro (not Suárez) was operating until 1981, but was then withdrawn because of exces-

sive smuggling of goods by the mainly Bolivian passengers. The new concessionaires of the Brazilian section of the line didn't maintain the line, which led to a steadily reduction of freight movements. The Federal Government refurbished part of the line from Indubrasil (11 km outside of Campo Grande, where the new line avoiding the city of Campo Grande) to Miranda in 2004 (no regauging, the line is still 1000 mm gauge) and the private operator promised to do the same to Corumbá. It was planned to run the *Trem do Pantanal* tourist train between Indubrasil and Corumbá and in 2009, this train started operation between Indubrasil and Miranda, but from 2014 on was reduced to Aquidauana – Miranda. With a new concessionaire in 2015 all traffic (freight and passenger) ceased west of Três Lagoas, so Brazil is now disconnected to its neighbours by rail – since the gauge changing services to Argentina and Uruguay also ceased to operate in 2015/2016.

Concerning the passenger trains on the lines belonging to Vale (Companha Valo do Rio Doce), these are doing very well. The metre gauge line from Belo Horizonte to Vitória (never regauged to 1600 mm, it is mostly double track 1000 mm gauge) is one of the most used freight railways on this gauge world-wide, with a freight train in each direction every 40 minutes on average. The passenger train received completely new coaches built in Romania. Depending on demand it operates with sometimes more than 20 coaches, daily in each direction. The 13-hour journey over the 664 km long line includes 25 intermediate stops. It is very popular, since train fares are lower than bus fares, even in first class, and many places along the line have no bus services. Trains normally run to time compared to buses, which may have a shorter journey time – in theory – but are often delayed by hours.

The Belo Horizonte – Vitória train connects with a short passenger trains at Desembargador Drumond to Itabira, a mining town 35 km away from the main line. The difference in the distance between Belo Horizonte and Vitória results from the line used today. Until the late 1980s passenger trains operated over a Federal Rail-

ways line on the Belo Horizonte end of the line (via Sabará), which was about 40 km longer than Vale's own line which runs more direct to Belo Horizonte.

The other main line of Vale runs over a distance of 861 km from São Luis to Parauapebas, this is has been built in 1600 mm gauge, opened 1986. It sees a freight train about every hour in each direction and a thrice weekly passenger train, also with very new coaches built in Romania. This train too often has 20 or more coaches. It serves 13 intermediate stations and the journey takes 16 hours. The branch from Açailândia to Imperatriz was opened in 1993 and for 5 to 6 years a passenger train, also operated by Vale, ran. It operated with 4 to 5 coaches only, since there was no intermediate station on this line. Today there are freight services from Açailândia to Imperatriz and further South until Anápolis near Brasília. It is the so called Ferrovia Norte-Sul (North-South Railway).

Concerning track gauges in Brazil, it is relatively simple:

- 600 mm Perú – Pirapora
- 762 mm São João del Rei – Tiradentes
- 1000 mm is the main network from São Luis in the North to Rio Grande in the South, currently not all lines are in operation, so no through traffic possible. Including Estrada de Ferro Trombetas and Teresa Cristina Railway. Corcovado Railway
- 1100 mm Historic Tramway of Rio de Janeiro (Bonde de Santa Teresa)
- 1350 mm Historic Tramway of Santos
- 1435 mm Estrada de Ferro do Amapá; Lines 4 and 5 of São Paulo Metro; Metro Salvador
- 1600 mm the main lines from Belo Horizonte to Rio de Janeiro and São Paulo with extensions from São Paulo to:

Baurú – Marília – Panorama; Araraquara – Santa Fé do Sul – Rondonópolis; Barretos – Colômbia ; Santos São Luis – Parauapebas, with an extension to a new mining area, Açailândia – Anápolis with an extension nearly complete to Estrela d'Oeste (near Santa Fé do Sul); Estrada de Ferro Jarí. Metros of Brasília, Porto Alegre, Recife, Belo Horizonte, Rio de Janeiro, São Paulo (except Lines 4 and 5)

Dual gauge lines:

From Argentina to Uruguayana 1435/1000 mm; From Uruguay to Santana do Livramento 1435/1000 mm

Several sections around Rio de Janeiro, Belo Horizonte and São Paulo in 1600/1000 mm

Projects for new passenger lines, current list (no dates for opening yet available, Tourist lines not shown):

Brasília – Luziânia 1000 gauge over existing line

Brasília – Anápolis – Goiânia 1600 mm gauge, max. speed 160 or 200 km/h

Rio de Janeiro – São Paulo – Campinas 1435 mm gauge, max. speed 300 km/h

Belo Horizonte – São Paulo – Curitiba 1435 mm gauge, max. speed 300 km/h

São Paulo – Campinas – Americana 1600 mm over existing line, max. speed 160 km/h

Teresina – Altos and Teresina – Coroatá 1000 mm gauge, over existing lines max speed 50 km/h

Rio de Janeiro – Barra do Piraí 1600 mm gauge over existing line, max. speed 60 km/h

Jaboatão – Caruarú 1000 mm gauge, over existing track, max. speed 60 km/h

Parnamirim – São José do Mipibú, 1000 mm gauge, over existing track, max. speed 50 km/h

For more information see <http://www.fahrplancenter.com/AIFFLABrasilien103.html>

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Return to [Contents Page](#)



What a difference Sixty Years Makes

MAX MICHELL

I HAVE BEEN ENTERTAINING myself going through some of the interesting detail in my 1956 public NSW timetable. It all started with looking for the elevations of stations on the Tocomwal line (in fact between Morundah and the border there is only around 20 metres variation in elevation, which we all knew, but it was north of there I was really after). Naturally things went a bit out of control so that I put together a best estimate of the rostering of the ten two car diesel train (600/700 series) and then started looking at the mid distance commuter and some long distance locations for train frequency then and now.

First the commuter stuff. Predictably I chose Morisset (123 km) which is near enough to Sydney to get some commuter travel but, at nearly 2 hrs, far enough to be marginal. [Max lived at Morisset until 2016]. I then matched the distance to a location on other lines and all fell within the 'commuter' zone - Blackheath, Mittagong and Gerrington.

All the Jan 1956 times were steam trains while in 2017 two lines are electrified with 4 or 8 car EMU's and the other two are 2 car DMU sets with the occasional four car coupling. Much to my surprise. Morisset turned out to be worse in 1956 than I thought (I am glad I was there this century and not last) while now it has arguably more trains than it needs. All trains were toward Sydney on weekdays. Morisset and Blackheath would certainly have had more on weekends and possibly so also on the other lines. Anyway ... the results:

MORISSET: 1956: 3 though daily, plus 2 to Wyong only daily and two trains a week on variable days (Mails on Mon and a late Friday run); 2017 now 41 trains a day.

BLACKHEATH: 1956: 9 trains daily plus four trains a week on variable days (Mails on Mo, Tu, Th and a late run on Fri): 2017 now 24 trains daily

MITTAGONG: 1956 4 trains daily: 2017 now 25 daily plus a late Fri ex-

Hght.	Distance.	STATIONS.	Sundays, Mondays to Fridays.	STATIONS.	Mondays to Saturdays.
Feet. 67	m. c.	SYDNEY dep.	Mail. 10 5	TOCUMWAL..... dep.	Motor Train. 10 22
		(See Table 4.)	Mondays to Saturdays.	Langunya dep.	a
985	299 41	JUNEE R arr.	a m 7 50	FINLEY..... arr.	...
576	360 29	(See Table 19.)	Pass. 8 14	Do dep.	3 47
		Do dep.	10x21	Curraghmohr dep.	a
541	373 6	NARRANDERA R arr.	Motor Train. 11 5	Leniston dep.	a
432	376 69	Do dep.	a	Wait-a-While dep.	a
426	380 37	Corobimilla dep.	a	Berrigan dep.	4 18
		New Park dep.	11 44	Green Swamp Road dep.	a
408	390 18	Morundah dep.	a	MairJimmy dep.	a
395	397 40	Widgiewa dep.	12 1	South Wunnamurra dep.	a
384	404 33	Coonong dep.	a	Wunnamurra dep.	a
371	412 40	Bundure dep.	12 25	JERILDERIE ... R arr.	4 53
		North Yathong dep.	a	Do dep.	5 11
364	425 43	JERILDERIE R arr.	12 59	North Yathong dep.	5 46
		Do dep.	1 14	Bundure dep.	a
364	429 49	Wunnamurra dep.	a	Coonong dep.	6 8
364	430 39	South Wunnamurra dep.	a	Widgiewa dep.	6 25
371	435 35	MairJimmy dep.	a	Morundah dep.	a
378	440 11	Green Swamp Road dep.	1 54	New Park dep.	a
590	447 30	Berrigan dep.	a	Corobimilla dep.	a
377	452 38	Wait-a-While dep.	a	NARRANDERA R arr.	7x 5
372	454 70	Leniston dep.	a	Do dep.	Pass.
369	457 31	Curraghmohr dep.	a	(See Table 19.)	7 45
		FINLEY arr.	2 22	JUNEE R arr.	9 53
362	460 77	Do dep.	a	Do dep.	10 15
363	466 64	Langunya dep.	2 52	(See Table 4.)	a m
368	472 36	TOCUMWAL arr.	2 52	SYDNEY arr.	7 54

For notes a, d, f and R, see page 2. x Change trains. ‡ Arrives Sydney 8.2 a.m. on Sundays.
M Connecting train leaves Tocomwal for Melbourne at 3.25 p.m. on Mondays to Saturdays, due at Melbourne at 10.40 p.m.
N Connecting train leaves Melbourne at 8.10 a.m. on Mondays to Saturdays, due at Tocomwal at 2.0 p.m.

Junction at Narrandera for Tocomwal Line.

tra, including 3 Canberra longer distance trains (only location with this privilege)

GERRINGONG: 1956 3 trains daily plus a Mon and Fri relief to the South Coast Daylight: 2017 now 14 trains daily plus 3 buses (it looks like Nowra runs a two shift operation with buses picking up the fringe runs).

For the longer distance locations I picked Kempsey, Werris Ck, Bathurst and Cootamundra. In this case it was weekly down trains that were counted, including trains from Sydney that terminated at the nominated location (Kempsey, Bathurst and Cootamundra all had at least one).

KEMPSEY: 1956 had 28 trains weekly plus 7 BNE Limiteds which didn't stop: 2017 now 21 trains weekly

WERRIS CK: 1956 had 28 trains weekly: 2017 now 7 trains weekly

BATHURST: 1956 had 40 trains weekly (Through, Forbes, Coonamble and Cowra mails weighed heavily in this): 2017 now 15 trains weekly

COOTAMUNDRA: 1956 had 40 trains a week plus 7 MEL Limiteds which did not stop, 2017 now 15 trains weekly and now (many) freight trains don't stop.

In short the 'outer commuter' zone has seen astronomical growth in train numbers while the regions have seen substantial contraction. Of course a large number of locations have gone from quite respectable train numbers to nothing (a bus?), although it is debatable if the respectable number of trains conveyed a respectable number of passengers (we are not talking about respectable passengers!).

In Victoria something similar has happened within the commuter area (but with considerably faster trains increasing the effective journey length suited to the journey to work) but for the longer distance trains there has been a growth in numbers of trains.

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Return to [Contents Page](#)



Serving Canberra's Woden Valley and Weston Creek

HILAIRE FRASER

THIS ARTICLE DETAILS BUS services to Woden Valley and Weston Creek. It continues our series on Canberra's bus services.

In the 1960s Canberra was to outgrow the plan developed by Walter Burley Griffin. It was decided to extend Canberra by means of several satellite towns, so that Canberra would not be characterised by the usual urban sprawl. In 1964 construction started on Woden Valley, the first satellite town, to the south west of Walter Burley Griffin's original city. In 1968 construction of the first suburbs in Weston Creek, an offshoot of Woden Valley commenced. In 2011 construction of the first suburbs in Molonglo Valley commenced.

Examining the 1968 Woden Valley-Deakin-Yarralumla Bus Route Map accompanying this article Woden Valley bus routes were:-

9 Woden Interchange-Pearce-Torrens

10 Woden Interchange-Mawson-Farrer

11 Woden Interchange-Lyons-Chifley-Pearce

15 City-Deakin-Hughes-Garran-Woden Interchange

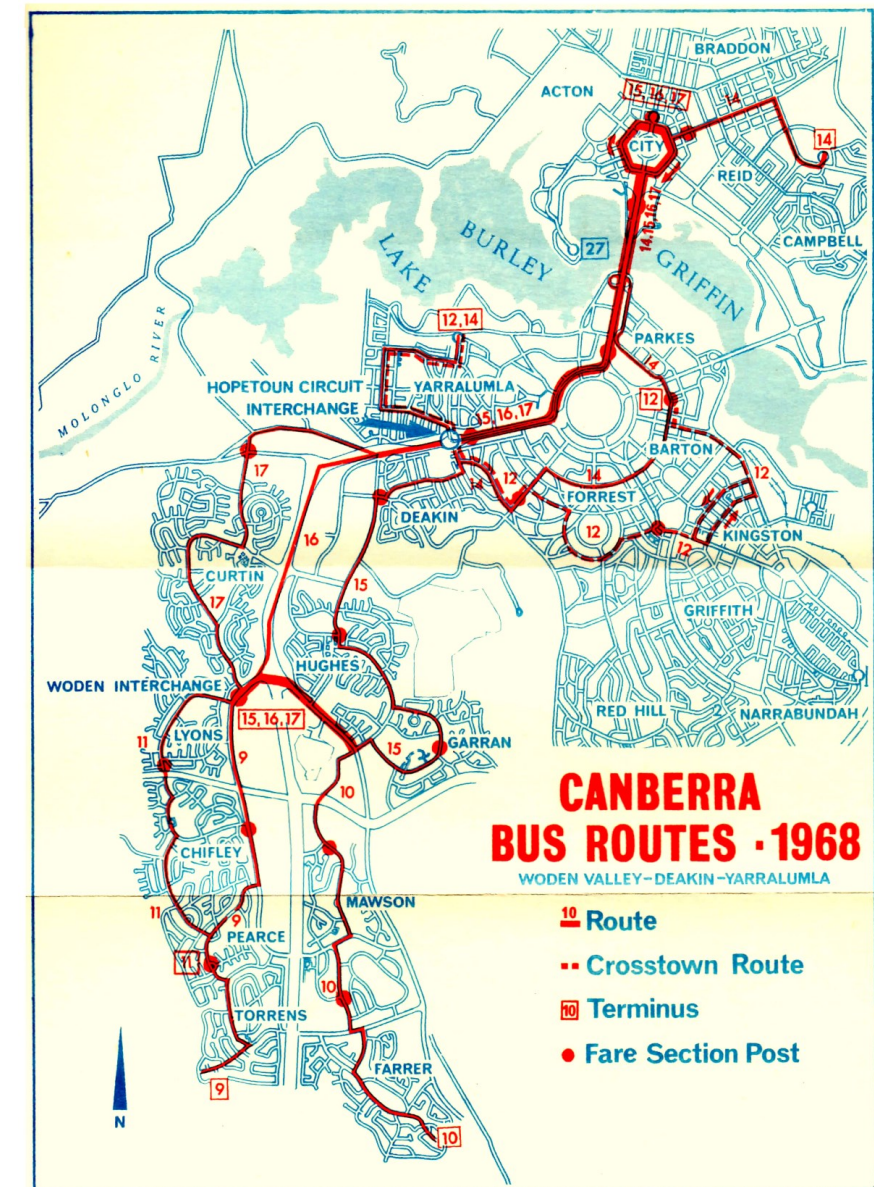
16 City-Woden Valley Express via Yarra Glen

17 City-Curtin-Woden Interchange

Like Inner Canberra Bus Services, Woden Valley bus services were coupled as follows:- 9/15, 10/16, 11/17.

Woden Interchange was humble affair at this time, simply comprising a number of waiting sheds adjacent to Phillip Swimming Pool on Melrose Drive. The present Interchange adjacent to the shopping centre at Woden Town Centre was opened in December 1972.

Routes 9/15, 10/16, 11/17 both north-



bound and southbound arrived at Woden Interchange at 18 and 48 minutes past the hour Mondays to Fridays and departed at 20 and 50 minutes past the hour providing what is now called a "pulse" system. Monday to Friday evening services were provided every 30 minutes on routes 9, 10, 11 and 16, and hourly on routes 15 and 17. Weekend services were re-configured to operate hourly as 9/15, 10/17 and 11/15.

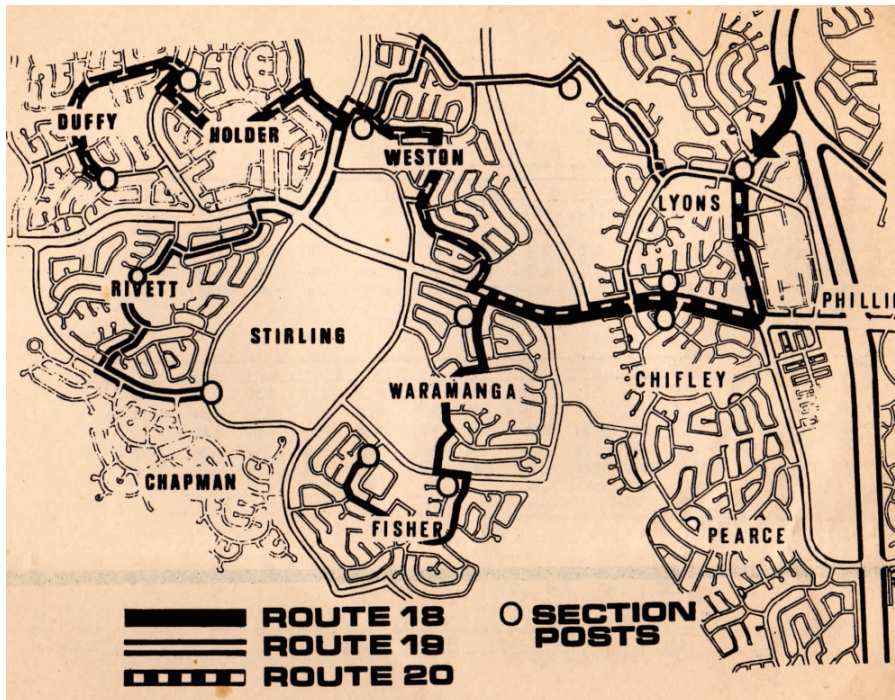
Examining the Weston Creek routes 18, 19 and 20 map from 1971, the Weston Creek bus routes were:-

18 Woden Interchange-Waramanga-Fisher

19 Woden Interchange-Lyons North-Rivett

20 Woden Interchange-Weston-Holder-Duffy

Route 18 operated half-hourly whilst routes 19 and 20 operated hourly during Monday to Friday business hours. Monday to Friday evening services were hourly on all routes. Weekend services were approximately every ninety minutes with extra services on Saturday mornings.



3 Belconnen-Bruce-ANU-City-Deakin-Hughes-Garran-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening)

4 City-Russell-Red Hill-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening)

5 City-Russell-Narrabunbah-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening)

21 Woden-Lyons-Chifley-Pearce-Torrens-Southlands-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

22 Woden-Southlands-Torrens-Pearce-Chifley-Lyons-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

23 Woden-Mawson-Farrer-Isaacs-O'Malley-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

24 Woden-O'Malley-Isaacs-Farrer-Mawson-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

25 Woden-Weston-Holder-Duffy-Coleman (operates 60 mins daytime, 20 minutes peak, 60 minutes evening, supplemented by peak hour 725 City-Holder-Duffy-Coleman, 3 am inward trips, 2 pm outward trips)

25 Woden-Coleman-Rivett-Chapman (operates 60 mins daytime, 20 minutes peak, 60 minutes evening, supplemented by peak hour 726 City-Coleman-Rivett-Chapman, 3 am inward trips, 2 pm outward trips)

27 Woden-Waramanga-Fisher-Stirling-Coleman (operates 60 mins daytime, 20 to 30 minutes peak, 60 minutes evening)

83 Woden-North Weston-Wright-Coleman (operates 60 mins daytime, 20 to 30 minute peak, 60 minutes evening, supplemented by peak hour 783 City-Wright-Coleman, 2 am in-

With the opening of the new Woden Town Centre in December 1972, route 17 was altered to operate Woden-Curtin-Yarralumla-City-War Memorial-Campbell Park incorporating route 14 Yarralumla-Forrest-City-War Memorial. Forrest was now included in 15 City-Forrest-Deakin-Hughes-Garran-Woden. 12 Yarralumla-Manuka-Kingston-Barton was altered to operate Woden-Hughes-Yarralumla-Manuka-Kingston-Fyshwick.

By January 1977 12 was cut back to operate Woden-Kingston with a new 4 operating Kingston-Fyshwick, 17 was cut back to operate Woden-City with the City-Campbell Park section becoming route 33.

With the new network of January 1977 the Weston Creek network now comprised:-

14 Woden-Waramanga-Stirling

18 Woden-Fisher-Chapman

19 Woden-Rivett

20 Woden-Weston-Holder-Duffy East

21 Woden-Lyons North-Duffy East

In mid-1978 routes 14, 18, 19, 20, 21 were renumbered 210 to 214 respectively. with 210, 211 and 213 extended to the Coleman Court Shopping Centre at Weston. Route 212 to Rivett was altered to operate via the new shopping centre.

In Spring 1977, 17 was split into 230 City-Russell-Barton-Curtin West-Woden and 231 City-Barton-Yarralumla-Curtin East -Woden. The old 17 operated at weekends but was numbered 232. 15 was altered to also serve Barton and was numbered 234.

Since 1999 weekday Canberra bus routes have reverted to one and two digit route numbers and the current Woden/Weston Creek weekday network (as on the map accompanying this article) is as follows:-

1 Dickson-Lyneham-Turner-City-Yarralumla-Hughes-Woden (operates 60 mins daytime, 20 mins peak, 60 mins evening)

2 Dickson-Hackett-Ainslie-City-Deakin-Curtin-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening, supplemented by peak hour route 732 City-Curtin-Woden operating every 30 mins)

ward and 2 pm outward trips) On 29 August 2016 83/783 were extended into Coombs.

80 City-Fyshwick-Woden (operates 60 mins daytime, 30 mins peak, no evening service)

88 Woden-Hume via Alexander Maconochie Correctional Centre (operates approximately 120 minutes daytime)

182 City-Molonglo Valley-Coolman-Woden. "Weston Line" This service was introduced on 29 August 2016 and operates every 30 minutes during the day and 40 minutes in the evening. A map accompanies this article.

720 City-Hughes-Garran-Mawson-Farrer Xpresso service operates 3 am inward and 3 pm outward trips.

Canberra has a separate weekend network, usually operating at hourly intervals. Saturday evening services operate, but Sunday evening services have final departures at about 6.30pm. Woden/Weston Creek weekend routes are as follows:-

921/2 same as 21/2 but operating every 120 minutes each way providing a 60 minute frequency combined.

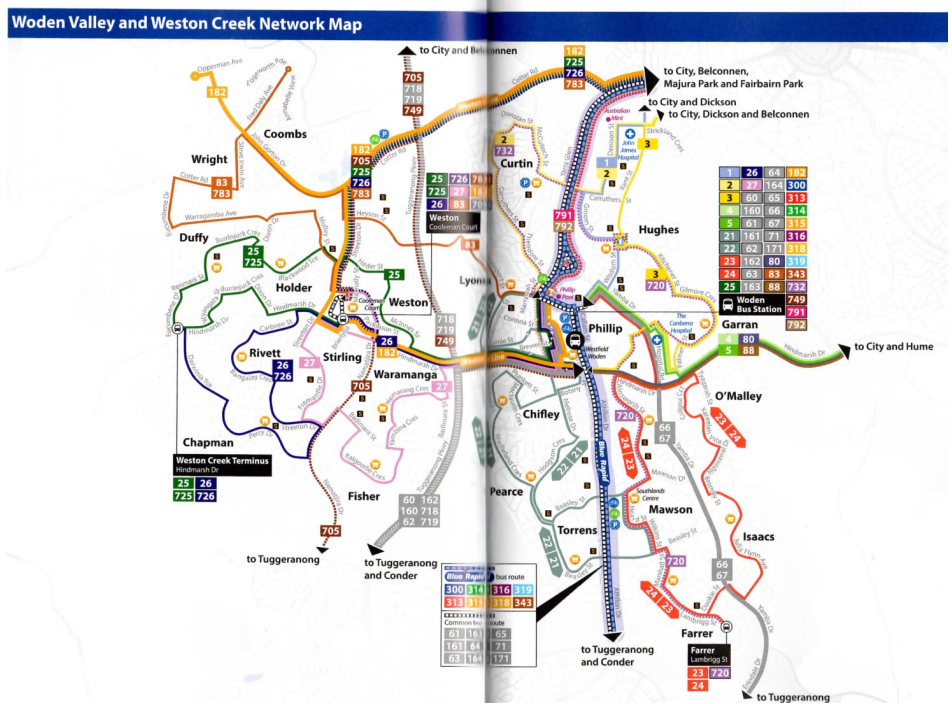
923/4 same as 23/4 but operating every 120 minutes each way providing a 60 minute frequency combined.

925/926/927/983 same as 25/26/27/83 a 983 extension into Coombs to match 83 became effective on 27 August 2016.

932 Belconnen-Giralang-Kaleen-Northbourne Av-City-Yarraumla-Curtin-Woden (combines weekday 30/31/1 South/2 South)

934 Belconnen-Bruce-ANU-City-Deakin-Hughes-Garran-Woden (same as weekday 3 with additional deviations to National Museum (weekday 7 South) and Parliament House weekday 1 South))

935 City-Red Hill-Narrabundah (same as weekday 4 but via Parkes rather



than Russell and terminates at Narrabundah rather than Woden)

938 City-Russell-Narrabundah-Woden (same as weekday 5)

988 Woden-Alexander Maconochie Correctional Centre (3 trips each way)

So far, I have detailed the bus services of the 1970s and the present. But how do they compare?

First, the network is now more complex. In 1972 the Woden Valley/Weston Ck network could be summed up from Woden Interchange as 3 routes up to the City, 3 down to South Woden and 3 west out to Weston Ck. From 1977 Weston Creek was served by 14 18 19 20 21 later 210 211 212 213 214 respectively. Now Weston Creek is served by Woden weekday services 25 26 27 83 and weekend services 925 926 927 983 (which are

identical except for the 83 extension into Coombs) as well as peak hour City services 725 726 783 and weekday full-time City service 182.

Second, routes were more direct. For instance Stirling used to be served by 210 from Woden via Waramanga, now Stirling is served by 27 via Fisher & Waramanga. Also, Warragamba Av North Duffy was served by 214 from Woden serving North Weston and North Holder on a direct line. Now the 83 goes via North Weston then a big detour to Coombs and Wright.

Third services were more frequent. For example, in the late 1970s the Weston Creek services operated at 30 minute intervals during the Monday to Friday off peak, now equivalent services operate every 60 minutes.

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Return to [Contents Page](#)



North Coast NSW 1917

JAMES T WELLS

IN THE AUGUST 2017 ISSUE I wrote about the journey on NSW's North Coast Mail in 1947 to Murwillumbah – "Twenty Four Hours on a Train".

So how was it in earlier times? Information is to hand for 1917.

At this stage the North Coast Railway was far from complete as, we shall see. It was open to Kempsey, so one travelled on the Mail to arrive at 8.05 am. An interesting feature of this train is that it ran 'fast' to Taree without any pick up only stops at minor stations. This meant that, if one wanted to travel from Bundook to Kempsey, one caught the Taree day train at about 3:30 pm arriving Taree at 4:55pm to await the mail at 4:38 am next morning.

At Kempsey one would transfer to a 'car' for the journey to Grafton – leave at 8:30 am, arrive at 6 pm for an average speed of 25 km/h. That's probably not too bad for 1917, given the stops, river crossings by punt or ferry, and the need to allow for tyre changes and repairs. The 'car' would probably have been something larger than a Model T Ford, and may well have run in convoy to meet demand.

But what about a 'coach' one asks? The 1917 timetable had twenty four pages detailing 'coaches' connecting towns with railway stations. But it's clear from the times and distances quoted that these were for horse drawn vehicles. There are references to 'buses' but mainly / only for short distance suburban runs.

At Grafton the railway commenced but there was not a daily service. If travelling on a Thursday (Wednesday night ex Sydney) an attractive option was to have an hours break from travelling and continue on to Lismore by passenger train to arrive 11:15 pm. Yes, that's right – a passenger train, not a mixed!

At 7:18 am there was a daily passenger train from Lismore to Murwillumbah arriving at 10:55 am.

The alternative available on Tuesdays, Thursdays and Saturdays, after over-nighting at Grafton, was a daytime mixed train to Lismore, which connected with another mixed (daily) to Murwillumbah, arriving at 7:50 pm. Did it make much difference whether the train was a mixed or passenger?

Well, here's a turn up for the books! The afternoon mixed train took 3

hours 20 min for the journey which was 17 min quicker than the passenger train.

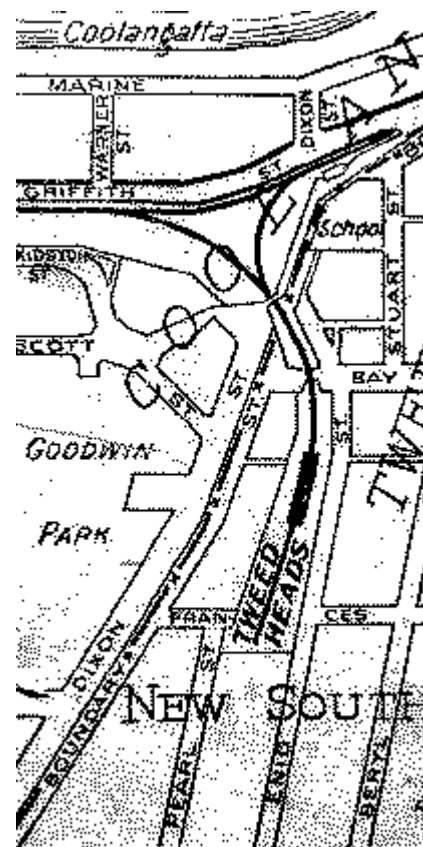
Fares 2nd class (one class in the 'car') were: Sydney-Kempsey 24s4d, Kempsey-Grafton (car) 52s6d, and Grafton- Murwillumbah 13s8d. No wonder the public clamoured for railway lines in those days. The total comes to 80s 6d. The basic wage in 1917 was about 55s per week.

Alternatives to the Kempsey mail were the Glen Innes mail and the (two) Brisbane expresses to Wallangarra. 'Car' services were advertised from Armidale to Grafton, and Tenterfield to Casino / Lismore.

But wait, there's more. Services by steamer from Murwillumbah along the Tweed River to Tweed Heads [rear cover] with train connections to Brisbane were featured [rear cover]. Indeed, one could leave Lismore at 7:18am and be in Brisbane by 6:48pm.

Comment on this article – [Letter to Editor](#), [Facebook](#)

Return to [Contents Page](#)



[Tweed Heads]

Redefining "On Time"

From "Trains", Nov 2016, pp 22-23

ADDING RECOVERY TIME, or padding, at major intermediate stations on a passenger train's route - and especially at the end of the run - has always been a way to improve schedule reliability when unpredictable operating conditions might lead to delays.

Now the U.S. Surface Transportation Board has ruled that trains will be considered on time only if actual departures are no later than 15 minutes beyond the scheduled time at each station. The STB's reasoning is simple: with statutes in place guaranteeing that passenger trains have priority, and schedules developed jointly between Amtrak and the railroads to account for contingencies, everyone boarding at any station has what it calls an "expectation of punctuality," regardless of where a train originates. It cites extensive public arguments in favor of the "all-station 15-minute" rule as the deciding factor for the change.

This overturns an initial STB suggestion, which would have set different standards based on how far a train travels. For Chicago-bound passengers at Galesburg, Ill., that would have meant a half-hour late Southwest Chief from Los Angeles is "on time;" while the Carl Sandburg, originating at Quincy, Ill., would be considered late if it is behind schedule by a similar amount.

The agency jumped into a void left by a court decision that said Amtrak did not have the right to set on-time performance metrics in conjunction with the Federal Railroad Administration. Nevertheless, the board had to rule whether a host railroad was ignoring passenger-train preference by intentionally making trains late more than 80 percent of the time for two consecutive quarters. Amtrak had petitioned the STB for damages from Canadian National, having documented such instances with the railroad's handling of two Chicago-Carbondale, Ill., round trips. That case is still pending.

Other than inconvenience to passen-

gers, whether trains are late becomes an issue only if relations between Amtrak and its hosts become so strained that the STB is asked to step in. Significantly, that never happened in the last three years when BNSF Railway's handling of the Chicago Seattle/Portland, Ore., Empire Builder cost Amtrak millions in lost revenue and plummeting patronage as a result of tardiness averaging 4 to 6 hours on every trip.

Mutually agreed-upon schedules take into account track capacity and conditions, anticipated freight or passenger train interference, fueling requirements, and the need for longer dwell times at certain stations. This is necessary to establish a basis for determining if a railroad is entitled to incentive payments for keeping a train on time or subtractions when delays occur.

An internal BNSF document from 2012 shows 74 minutes of westbound Empire Builder "recovery base" spread in four batches between St. Paul and Seattle (Canadian Pacific handles the train out of Chicago). Demarcations occur at Minot, ND.; Shelby, Mont.; and Spokane, Wash. - stops where crews also change.

More than an hour of recovery time did little to mitigate the effects of bulging oil-patch traffic jamming BNSF's Hi Line while slow orders tied to track construction thoroughly congealed the railroad. With some work continuing in 2016, every westbound Builder was over 15 minutes late leaving: Havre, Mont. The train arrived into Minot more than a half-hour early on 22 occasions, a tribute to recon-

struction and re-signaling of the Devils Lake Subdivision.

Restricting schedules to redistribute recovery time for each Amtrak train to everyone's satisfaction is a monumental task. But it is not necessarily an adversarial one, especially with a knowledgeable railroader like Wick Moorman now running the passenger show.

"If I were approaching it [from Amtrak's perspective]:' BNSF Railway Executive Chairman Matt Rose tells TRAINS on an inspection trip across Kansas with Amtrak

President Joe Boardman in August, "I would try to figure out who I had the best relationship with, try to establish a precedent, then try to make that a blueprint for the industry. But I really don't know:'

Rose contends that BNSF's investments in capacity have given trains recoverability in spite of maintenance windows and service interruptions on his "three-speed railroad: Amtrak, intermodal offerings, and everything else:' Regarding the value of incentives, Rose says, "The difference between a bad year and a really good year on time is tens of millions of dollars, so we figure we might as well set up our operations to run Amtrak on time:'

The thorniest problems in devising schedules that accurately reward good handling involve what happens when one host hands off an Amtrak train late to another railroad, thereby creating an "out of slot" situation that penalizes the second carrier. Those issues and others will have to be dealt with.

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Return to [Contents Page](#)



Re 150th Anniversary Celebrations

A follow-up to the Timetable Disc Souvenir described in The Times of February 2015. From the 1938 NSWGR Annual Report, courtesy of ROSS WILLSON

THE STATE'S 150TH ANNIVERSARY occurred during 1938 and, to mark the occasion, celebrations of an imposing scale were arranged. The first period of the celebrations commenced in January in the metropolis; the second was allocated to the country; the third, and concluding, stage coincided with the Royal Easter Show.

As a gesture befitting the occasion, arrangements were made, during the first period of the celebrations, for the exhibition in Martin Place of the locomotive which hauled the first passenger train between Sydney and Parramatta. The locomotive attracted much attention while on exhibition. Built by Robert Stephenson and Son at Newcastle-on-Tyne, the locomotive is typical of English design of that period. During its service from 1855 to 1879 it ran 421,498 miles.

The second period of the celebrations was given over to selected, important country centres. Special trains at greatly reduced fares, were run to and from these country towns. The rural displays were highly creditable, and the committee controlling them attributed their success in no small measure to the concessions granted by the Railway Department.

The third and concluding period of the celebrations extended from the 9th to 23rd April, including the Easter period. Each year the Royal Easter Show attracts hundreds of thousands of visitors from country and city. On this occasion, however, more than 1,000,000 people passed through the turnstiles. [Be it noticed that this is higher than the 922,000 of 2017—Ed].

Housed in the Commemorative Pavilion, one of two magnificent buildings handed over to the Royal Agricultural Society as a special 150th Anniversary celebrations gesture by the Government, the New South Wales Railways' exhibit evoked appreciative Press references, and attracted perhaps greater attention than any other exhibit in the Show. Included in the display were

scenic representations of the countryside, both in movement and still, working models of rolling stock and signalling equipment in operation, photographic and statistical records of railway progress in New South Wales, and models of waterfalls with unusual lighting effects.

Associated with the Departmental exhibit was the free distribution of 50,000 copies of an artistic souvenir which has been acclaimed as unique in railway publicity. It took the form of a railway compendium. Composed of two circular pieces of paste-board—the top one being slightly smaller than the other—these were joined together in the centre to permit of the easy revolution of the top board, on a central axis. On the obverse side of the souvenir, in the upper half of the circle, was a distinctive coloured map of New



South Wales, showing railways and meteorological divisions. Beneath the map were cut-out apertures revealing statistical information about forty-eight of the State's principal towns, the names of which were printed in the circumference of the larger disc. By turning the top disc so that the arrow-head, in the form of a railway signal, pointed to the name of a town, such information as rail mileage from Sydney, and on what railway line; meteorological division; mean maximum and minimum temperatures; average annual rainfall; rank in population; and height above sea-level, was shown.

The reverse side of the souvenir was occupied by a photograph of the western frontage of the exhibit, together with the intimation that the souvenir had been printed to perpetuate the

Railway exhibit.

The distribution of the souvenir at the Show was so successful as to evoke the following comment by the Sydney Morning Herald:-

A Show souvenir issued by the New South Wales Government Railways for free distribution at their stand in the Commemorative Pavilion, has become one of the sensations of the Show. Two policemen were required yesterday to control the queues which lined up to secure the souvenirs, and, although 50,000 were printed, it is already obvious that this large quantity will be totally inadequate to meet the demand. It has been suggested that the souvenir is of such useful and educational nature that a second edition should be put into print."

This latter suggestion was already under consideration, and immediately the Show was over a second edition of 20,000 copies of the souvenir was printed. In the reprinted souvenir the matter on the reverse side of the disc was completely changed. Taking the place of the photograph of the exhibit used in the first prints, facsimiles of charts of vital railway statistics which had been on display at the Royal Show, were substituted.

As a gesture of goodwill on behalf of the Department of Railways, a parcel of 10,000 souvenirs was offered to, and gladly accepted by, the Department of Education for use in schools, both State and subsidised, all over New South Wales. In acknowledging their receipt the Department of Education stated that the disc chart was regarded as such an excellent teaching aid, that one would be supplied to each of the 9,500 separate class rooms in Departmental and subsidised schools as part of the permanent equipment of the rooms.

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Return to [Contents Page](#)



Up a Lazy River ...
Steamer on the Tweed