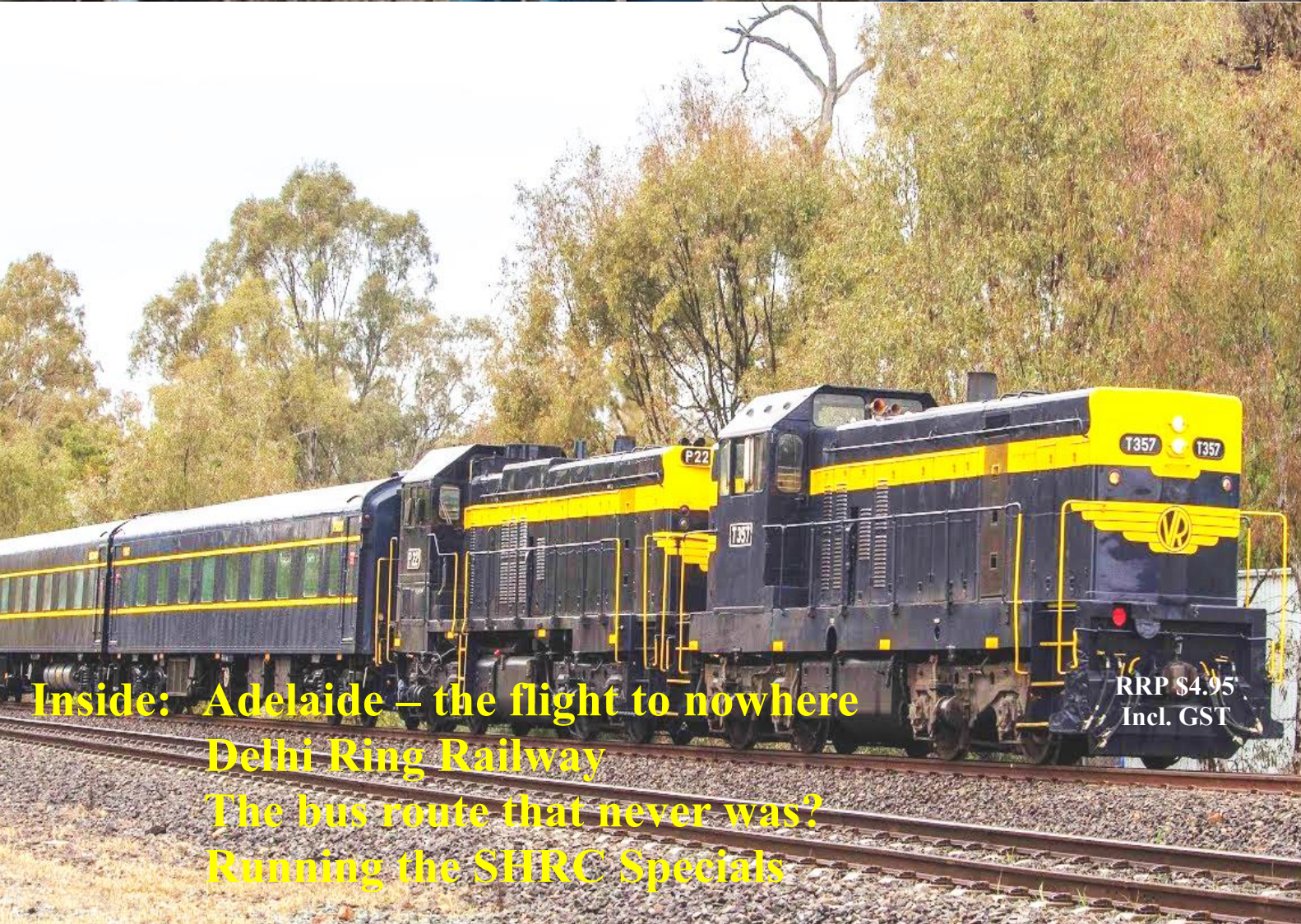




The Times

November 2018

A journal of transport timetable history and analysis



Inside: Adelaide – the flight to nowhere
Delhi Ring Railway
The bus route that never was?
Running the SHRC Specials

RRP \$4.95
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Safdarjung Railway Station on the Delhi Ring Railway

Adelaide – and the flight to nowhere

JAMES T WELLS

THIS ARTICLE WAS STIMULATED by my recent visit to Adelaide where I witnessed a departure by a China Southern Airlines flight. I wondered just how often Chinese airlines served Adelaide.

So I downloaded all departures for a Thursday. The list is quite long so it's been presented in sections: International, Regional and Domestic.

Starting with **International** it's surprising how short it is: no Qantas or Virgin and no flights to New Zealand or the Pacific. However, this changes if one looks at days other than Thursdays. Virgin has a non-stop flight to Auckland on some other days of the week.

Of interest are the flights to the Gulf area late at night. These are understood to run daily. In Qantas' defence they code share with Emirates. The inbound flights arrive late afternoon / early evening so making the international terminal relatively busy in the evenings.

What about China Southern Airlines you ask? The service operates three days a week; overnight from Guangzhou, daytime return and started in December 2016.

From the airline's website (26-May-18):

Since 2011, [China Southern Airlines](#) has become the largest air carrier in the China-Australia market. In 2015, China Southern carried 866,000 passengers, accounting for more than 30% market share. With the successful launch of the Guangzhou-Adelaide air service, China Southern currently operates 112 flights a week between China and Australia in both directions, covering major metropolitan cities in Australia, including Sydney, Melbourne, Brisbane, Perth and—now—Adelaide.

I suspect that the airline pitches for Kangaroo route business as it serves several cities in Europe with convenient connections with the Adelaide flights, at least westbound.

My list includes Singapore Airlines which operates daily overnight from Singapore; returning daytime.

Cathay Pacific and Malaysia Airlines also serve Adelaide.

Turning now to **Regional**, notice Alliance Airlines at 1300 with a blank in the destination field. This is our flight to nowhere but Flightaware gave the destination as Tennant Creek in the Northern Territory. This would have been a charter flight, probably for Fly In Fly Out (FIFO) mining workers. The Bootu mine there exports manganese to China.

Brisbane-based Alliance Airlines is a major operator in the FIFO business as evidenced by the destination list for Adelaide: Moomba, and Olympic Dam. They operate an all Fokker fleet. This would keep the Finance Director awake at night as Fokker ceased manufacturing in 1997. The fleet would be very old and financing replacement aircraft may not be easy.

Cobham Airlines is also a national Adelaide-based FIFO operator but noteworthy is that it operates Boeing 717 services on behalf of QantasLink. It has two scheduled services in SA. Prominent Hill is a mining site about 100km south east of Coober Pedy in the north of the State. Services seem to be operated by Avro RJ100 jets. These aircraft too would be quite old.

The other destination is Port Augusta; these do not stop at Port Pirie. This was not the case around 1970 when I flew from Port Augusta to Adelaide with Port Augusta Airlines in a single engine Piper. We stopped at Port Pirie to pick up one passenger but near Mallala, the pilot was advised by air traffic control that Adelaide Airport

was closed to VFR (Visual Flight Rules) traffic. This seemed strange at the time as the cloud wasn't that low and it wasn't raining. We circled for a bit until another plane advised the pilot that it was ok to land on a farmer's field, which we did.

I have two memories of this – there was a vermin infested barn on the property, a sight to behold, and the train from Port Pirie (connection with Port Augusta) went past. My journey was completed by taxi with a lady driver, unusual for the times.

A prominent operator in the FIFO business – JETGO – went into voluntary administration on June 1st 2018. It had no services in South Australia.

Port Lincoln and Whyalla get a good selection of flights with two airlines providing them – QantasLink and Rex.

Of note are the places that aren't listed. Coober Pedy gets three flights a week (Rex) via Port Augusta. Renmark and Naracoorte aren't served at all.

Domestic – I wonder why Jetstar bothers with an Adelaide to Hobart service. The flight is out and back, returning to Adelaide at 20:15. This would not be attractive to tourists.

The spread of services to major cities is good but it's a pity that, for Sydney, the gap between 9:15 and 12:50 is broken at 11.00 by two flights at this time.

[Is aircraft noise a big issue in Adelaide?](#) I suspect so, because the main runway has an alignment which means that aircraft fly over settled areas for quite some distance.

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ADELAIDE AIRPORT DEPARTURES - 24th May 2018

International				Domestic (2)				Regional			
Dest	Airline	Fno	Time	Dest	Airline	Fno	Time	Dest	Airline	Fno	Time
Denpasar	Jetstar	JQ127	19:05	Melbourne	Qantas	QF670	6:00	Broken Hill	Rex	ZL4816	6:45
Doha	Qatar	QR915	22:15	Melbourne	Virgin Aus	VA204	6:05	Broken Hill	Rex	ZL4842	18:55
Dubai	Emirates	EK441	21:50	Melbourne	Jetstar	JQ771	6:10	Ceduna	Rex	ZL4126	7:10
Singapore	Singapore	SQ278	9:10	Melbourne	Virgin Aus	VA206	6:35	Ceduna	Rex	ZL4136	17:35
				Melbourne	Qantas	QF674	6:40	Kingscote	Rex	ZL4753	9:30
				Melbourne	Virgin Aus	VA214	9:35	Kingscote	Rex	ZL4771	17:25
				Melbourne	Qantas	QF678	10:05	Mildura	Rex	ZL4892	16:20
				Melbourne	Qantas	QF682	11:35	Moomba	Alliance	QQ854	14:00
				Melbourne	Virgin Aus	VA218	11:35	Moomba	Alliance	QQ854	14:00
				Melbourne	Jetstar	JQ773	11:45	Mt Gambier	Rex	ZL4617	8:45
				Melbourne	Qantas	QF686	13:05	Mt Gambier	Rex	ZL4631	15:40
				Melbourne	Qantas	QF684	14:05	Mt Gambier	Rex	ZL4643	18:45
				Melbourne	Jetstar	JQ779	14:05	Olympic Dam	Alliance	QQ3204	6:30
				Melbourne	TigerAir	TT464	15:00	Olympic Dam	Alliance	QQ3206	7:00
				Melbourne	Virgin Aus	VA228	15:05	Olympic Dam	Alliance	QQ3214	15:00
				Melbourne	Qantas	QF690	15:05	Olympic Dam	Alliance	QQ3216	16:00
				Melbourne	Qantas	QF692	16:05	Port Augusta	Cobham	NC224	6:00
				Melbourne	Virgin Aus	VA232	16:05	Port Augusta	Rex	ZL4412	9:10
				Melbourne	Virgin Aus	VA236	17:05	Port Augusta	Cobham	NC222	13:30
				Melbourne	Virgin Aus	VA238	18:05	Port Lincoln	Rex	ZL4352	7:00
				Melbourne	Qantas	QF694	18:05	Port Lincoln	Qantas	QF2267	8:10
				Melbourne	TigerAir	TT472	18:45	Port Lincoln	Rex	ZL4356	8:15
				Melbourne	Virgin Aus	VA242	19:05	Port Lincoln	Rex	ZL4366	11:35
				Perth	Qantas	QF593	6:10	Port Lincoln	Qantas	QF2271	14:00
				Perth	Virgin Aus	VA713	6:30	Port Lincoln	Rex	ZL4382	15:05
				Perth	Virgin Aus	VA719	14:10	Port Lincoln	Rex	ZL4388	16:10
				Perth	Jetstar	JQ974	15:20	Port Lincoln	Qantas	QF2273	16:55
				Perth	Qantas	QF595	19:30	Port Lincoln	Rex	ZL4396	18:30
				Sydney	Virgin Aus	VA401	6:00	Port Lincoln	Qantas	QF2275	19:10
				Sydney	Qantas	QF730	6:00	Port Lincoln	Rex	ZL4398	19:35
				Sydney	Qantas	QF732	6:35	Prominent Hill	Cobham	NC218	6:15
				Sydney	Jetstar	JQ761	7:55	Whyalla	Rex	ZL4512	6:50
				Sydney	Qantas	QF740	8:15	Whyalla	Qantas	QF2071	8:10
				Sydney	Virgin Aus	VA413	9:00	Whyalla	Rex	ZL4518	9:20
				Sydney	Qantas	QF738	9:15	Whyalla	Rex	ZL4534	14:00
				Sydney	Virgin Aus	VA417	11:00	Whyalla	Rex	ZL4536	16:00
				Sydney	TigerAir	TT636	11:00	Whyalla	Qantas	QF2069	16:20
				Sydney	Qantas	QF736	12:50	Whyalla	Rex	ZL4538	18:00
				Sydney	Jetstar	JQ767	13:05	????	Alliance	QQ6350	13:00
				Sydney	Qantas	QF1558	13:50				
				Sydney	Qantas	QF756	15:05				
				Sydney	Virgin Aus	VA427	15:30				
				Sydney	Qantas	QF764	16:05				
				Sydney	Qantas	QF766	17:25				
				Sydney	TigerAir	TT642	17:50				
				Sydney	Virgin Aus	VA437	18:25				
				Sydney	Qantas	QF774	18:55				



They couldn't crack a bottle of champagne on the bow of the first China Southern Airlines flight to Adelaide, so they did the next-best thing.

Delhi Ring Railway

JAMES T WELLS

A QUIRKY TIMETABLE IS that for the Delhi (India) Ring Railway, a circular operation.

Exhibit 1 (page 6) is from the Northern Railway Time Table of July, 1991 page 73 and would almost certainly have been current when I travelled on it late in 1991. This double track railway was built in the 1970s as a freight bypass. Passenger services commenced in the 1980s.

It shows one train making two round trips anti-clockwise in the morning and another making two clockwise trips also in the morning. The afternoon pattern is not quite so simple. One train does two anti-clockwise trips, but in the other direction there is only one complete trip; the second terminates at New Delhi.

So this timetable doesn't feature Down:Up, nor xbound:ybound. It's not all that easy to use, especially as one reads down on the left hand side and up on the right.

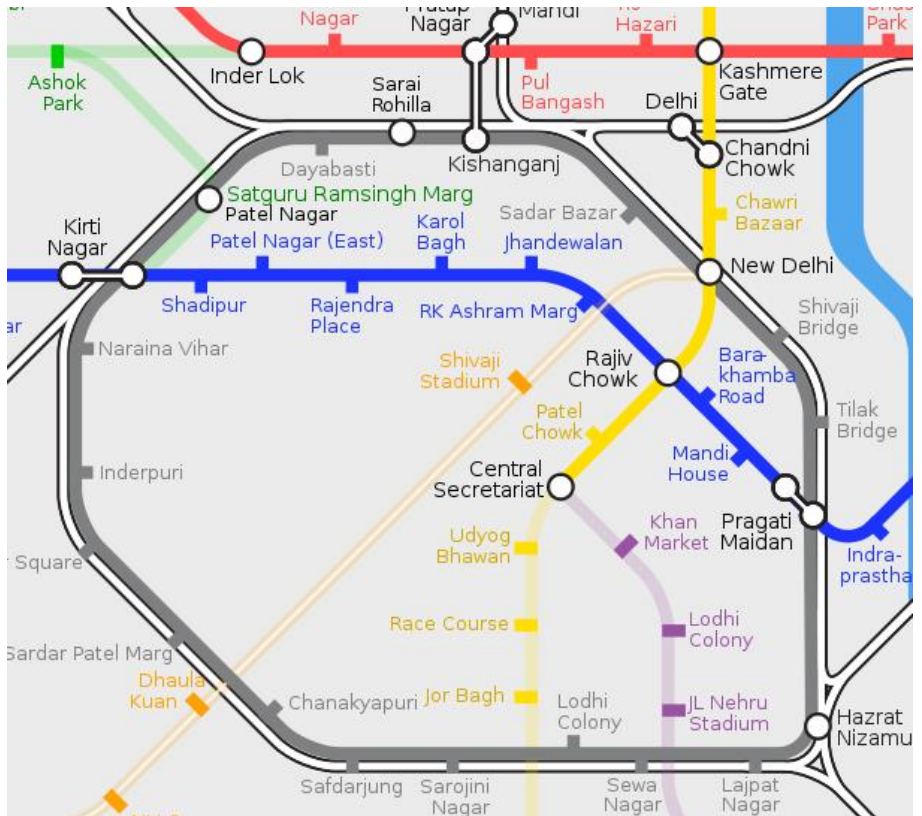
The first two trains crossed near Patel Nagar. The anti-clockwise (NZ-2) one took just under an hour to reach Hazrat but the three minute earlier clockwise one (NZ-1) took much longer.

Let's take another example: suppose one wanted to travel from Chanakaya to New Delhi in the morning. Options were 8:48 (NZ-2/4 via Hazrat) to arrive 9:26 or, look on the other side of the timetable, for 8:11 (NZ-1) to arrive 9:05.

Perhaps it would have been an idea to have all the morning services on the left hand side and the afternoon ones on the right; i.e. a four section timetable.

A real quirk is the footnote re 1NS. This would have been better incorporated as an additional column. The typesetter would have objected.

Delhi has never had a suburban railway system as such. On the map the coloured lines are for the new Metro which is quite distinct from the



ordinary heavy rail.

My memories of this trip on the suburban train are few. One was the lack of patronage, rare for Indian trains; one that does linger is running parallel with a metre gauge steam hauled passenger train in-bound to Delhi. This would have been on the line from Jaipur; now converted to 1.676m gauge, the Indian standard.

Incidentally the metro uses both the normal Indian gauge of 1.676m and the international standard of 1.435m.

The second [timetable](#) image is a current 'trip planner' type schedule for one service; the 1850 anti-clockwise one.

It's a strange document. I wonder if it's more of a working timetable than a public one. For example, does the public need to know average speeds between stops or station altitudes? Speeds range from 6 km/h (recovery time) to a nonsensical 118 km/h.

What does the reference at the top there being 2 halts. 2 intermediate stations between Hazrat and Shivaji Bridge mean? A google map check confirms that there are only two 'stations' in this sector.

Comparing the 18:50 trip with the 1991 18:00 one, trip time has increased from 77 minutes to 95 minutes. One explanation is the increase in dwell at minor stations from 30 sec to one minute (nine minutes) and at New Delhi from two minutes to five.

Circular routes are relatively common on metro railways around the world. Glasgow's is well known and London has a line so named but, since 2009, trains start and terminate at Edgware Road because the Hammersmith line has been incorporated into the service.

The Moscow Metro has two circular lines. Many Metros have routes that change direction a couple of times and can look like circular routes at first glance.

Wikipedia has an article on the subject: https://en.wikipedia.org/wiki/Circle_route

Melbourne once had an "Outer Circle" line but in no sense was it circular.

1. An interesting reference is [here](#)

WN

Table 16--DELHI PARIKRAMA ELECTRIC RAIL SEWA

UP

Clockwise Direction

Clockwise Direction

NZ-2	NZ-4	NZ-6	NZ-8	↓ STATIONS ↑	NZ-1	NZ-3	NZ-5	NZ-7	1GND	1NS	366/A
	Cont from NZ-2		Cont from NZ 6		Onward as NZ-3	Palwal Arrl 1205	Onward as NZ 7	Terminating			Palwal Arrl 19-20
0725	0912	1800	1922	d HAZRAT NIZA-MUDDINNVS	a 0925	1043 ½	1828				
0729	0916	1804	1926	d Pragati Maidan(S)	d 0914 ½		1822				
0732	0919	1807	1929	d Tilak Bridge(S)	d 0911 ½	1037 ½	1819 ½				1811
0734 ½	0921 ½	1810	1932	d Shivaji Bridge (S)	d 0909	1035	1814				1807
0738 0740	0926 0930	1816 1818	1936 1941	a NEW DELHI	d 0906 d 0905	1032 1031	1811 1810	1929	1125		1805 1803
0744	0934	1822	1945	d Sadar Bazar(S)	d 0900 ½	1026 ½	1805 ½	1922	1115		1751
0753 0758	...	..	..	a DELHI	d ... d ...	...	..	...	..		...
0807	0940	1828	1951 ½	d Delhi Kishanganj	d 0854	1020 ½	1759 ½	1916	1107		1745
0809 ½	0943	1830 ½	1954 ½	d Vivekanand puri H	d 0851 ½	1018	1757	1909 ½	..		1740
0812	0945 ½	1833	1957	d Daya Basti (S)	d 0849	1015 ½	1754 ½	1907	1101		1737
0820				a Shakurbasti (S)	d 0844	...	..	..	...		...
0825				d	a 0839	..	...	..	...	1035	...
0831	0950 ½	1836	2000	d Patel Nagar (S)	d 0828	1008	1747 ½	1902	1051 ½	1020	1731
0834	0953 ½	1839	2003	d Kirti Nagar	d 0825	1005	1745	1859	...	1018	1728
0836 ½	0956	1841 ½	2005 ½	d Naraina Vihar	d 0822 ½	1002 ½	1742 ½	1856 ½	...	1015	1725
0839	0958 ½	1844	2008	d Delhi Inder Puri H	d 0820	1000	1740	1854	...		
0841 ½	1001	1846 ½	2010 ½	d Brar Square (S)	d 0817 ½	0957 ½	1737 ½	1851 ½	1042	1010	1720
0846 ½	1006	1851 ½	2015 ½	d Sardar Patel Marg	d 0812 ½	0952 ½	1732 ½	1846 ½	..	1005	1713
0848	1007 ½	1853	2017	d Chanakya puri	d 0811	0951	1731	1845	..	1003	1711
0851	1010 ½	1859	2020	a Delhi Saldar Jang	d 0808	0948	1728	1842	1032 ½	1001	1708
0853	1012 ½	1901	2022	d Sarojini Nagar (S)	d 0806	0946	1726	1840	...	0958	1705
0856	1015 ½	1904	2025	d Lodi Colony (S)	d 0803	0943	1723	1837	1026	0955	1703
0858	1017 ½	1906	2027	d Sewa Nagar (S)	d 0801	0941	1721	1835	1022	0953	1700
0901	1020 ½	1909	2030	d Lajpat Nagar(S)	d 0758	0938	1718	1832	1017 ½	0950	1657
0909	1030	1917	2040	a HAZRAT NIZA-MUDDINNVS	d 0755	0935	1715	1829	1014 1012	0948 0947	1655 ...
Onward as NZ 4	Terminating	Onward as NZ 8	Terminating			Cont from NZ-1		Cont from NZ 5	Ex Ghazialbad Dep 8 45		
				a Pragati Maidan	d					0943	
				a Tilak Bridge	d					0941	
				a Shivaji Bridge	d						
				a New Delhi	d					0935	

Line carry 1, 2 class accommodation

Do not entrain or detrain while train is in motion. EMU train picks up speed very fast.

Do not travel on the roof of EMU trains. You may be electrocuted.

Do not entrain or detrain except the Platform there are no foot boards.

Do not stand at the edge of the Platform

Do not lean out of the doors you may be hit by a mast

Entrain/Detrain quickly the stop is only 30 seconds.

Use foot over bridge for crossing the line

Do not carry inflammable articles.

EXHIBIT 1

2 halts. 2 intermediate Stations between Hazrat Nizamuddin and Shivaji Bridge

#	Trk	Code	Station Name	Arrives	Departs	Halt	PF	Day#	Km	Speed	Elev	Zone	Address
1	|-|	NZM	Hazrat Nizamuddin»		18:50		--	1	0.0	48	210m	NR	New Delhi 110013, Delhi NCT
2	|-|	PGMD	Pragati Maidan	18:54	18:55	1m	--	1	3.2	26	209m	NR	Delhi 110001, Delhi NCT
3	|-|	TKJ	Tilak Bridge	18:59	19:00	1m	--	1	4.9	25	212m	NR	Delhi 110002, Delhi NCT
4	|-|	CSB	Shivaji Bridge»	19:03	19:04	1m	--	1	6.2	6	215m	NR	Delhi 110001, Delhi NCT
5	|-|	NDLS	New Delhi	19:15	19:20	5m	--	1	7.3	28	216m	NR	Ajmeri Gate 110002, Delhi NCT
6	|-|	DKZ	Delhi Kishan Ganj	19:34	19:35	1m	--	1	11.2	35	221m	NR	Delhi 110007, Delhi NCT
7	|-|	VVKP	Vivekanand Puri Halt	19:38	19:39	1m	--	1	13.0	32	224m	NR	Delhi 110007, Delhi NCT
8	|-|	DBSI	Dayabasti	19:41	19:42	1m	--	1	14.1	37	222m	NR	Delhi 110052, Delhi NCT
9	|-|	PTNR	Patel Nagar	19:45	19:46	1m	--	1	15.9	54	224m	NR	Delhi 110008, Delhi NCT
10	|-|	KRTN	Kirtinagar	19:48	19:49	1m	--	1	17.7	71	221m	NR	Delhi 110015, Delhi NCT
11	|-|	NRVR	Naraina Vihar	19:50	19:51	1m	--	1	18.9	118	221m	NR	Inderpuri, Delhi NCT
12	|-|	DLPI	Indrapuri	19:52	19:53	1m	--	1	20.9	27	231m	NR	Delhi Cantonment, Delhi NCT
13	|-|	BRSQ	Brar Square	19:55	19:56	1m	--	1	21.8	105	235m	NR	Delhi 110010, Delhi NCT
14	|-|	SDPR	Sardar Patel Marg	19:58	19:59	1m	--	1	25.3	40	245m	NR	Delhi 110021, Delhi NCT
15	|-|	CNKP	Chanakyapuri	20:00	20:01	1m	--	1	25.9	57	242m	NR	Chanakyapuri, Delhi NCT
16	|-|	DSJ	Delhi Safdarjung	20:03	20:04	1m	--	1	27.8	19	228m	NR	Delhi 110021, Delhi NCT
17	|-|	SOJ	Sarojini Nagar	20:07	20:08	1m	--	1	28.8	59	224m	NR	Delhi 110023, Delhi NCT
18	|-|	LDCY	Lodhi Colony	20:10	20:11	1m	--	1	30.7	31	218m	NR	Delhi 110003, Delhi NCT
19	|-|	SWNR	Sewa Nagar	20:13	20:14	1m	--	1	31.8	33	215m	NR	Delhi 110003, Delhi NCT
20	-	LPNR	Lajpat Nagar	20:17	20:18	1m	--	1	33.4	7	213m	NR	Delhi 110024, Delhi NCT
21	-	HNZM	ZZ-Hazrat Nizamuddin	20:35			--	1	35.3	-	210m	NR	Nizamuddin, Delhi NCT



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3 halts. 3 intermediate Stations between Hazrat Nizamuddin and New Delhi

#	Trk	Code	Station Name	X/O	Note	Arrives	Avg	Departs	Avg	Halt	PF	Day#	Km	Speed	Elev	Zone	Address
1	/=/	NZM	Hazrat Nizamuddin			-	-	09:15	-		1	1	0.0	48	210m	NR	New Delhi 110013, Delhi NCT
2	/=/	PGMD	Pragati Maidan			09:19	-	09:20	-	1m	1	1	3.2	34	209m	NR	Delhi 110001, Delhi NCT
3	/=/	TKJ	Tilak Bridge			09:23	-	09:24	-	1m	1	1	4.9	25	212m	NR	Delhi 110002, Delhi NCT
4	/=/	CSB	Shivaji Bridge			09:27	-	09:28	-	1m	2	1	6.2	7	215m	NR	Delhi 110001, Delhi NCT
5	/=/	NDLS	New Delhi			09:38	-	09:40	-	2m	1	1	7.3	14	216m	NR	Ajmeri Gate 110002, Delhi NCT
5.1	/=/	DSB	Sadar Bazar			09:48	-	09:48	-			1	9.2	14	223m	NR	Delhi 110006, Delhi NCT
5.2	/=/	XX-D	Delhi Kishan Ganj Outer C...		p	09:54	-	09:54	-			1	10.5	14	227m	NR	Tis Hazari, Delhi NCT
6	/=/	DKZ	Delhi Kishan Ganj			09:57	-	09:58	-	1m	--	1	11.2	35	221m	NR	Delhi 110007, Delhi NCT
7	/=/	VVKP	Vivekanand Puri Halt			10:01	-	10:02	-	1m	--	1	13.0	21	224m	NR	Delhi 110007, Delhi NCT
8	/=/	DBSI	Dayabasti			10:05	-	10:06	-	1m	--	1	14.1	14	222m	NR	Delhi 110052, Delhi NCT
9	/=/	PTNR	Patel Nagar			10:14	-	10:15	-	1m	--	1	15.9	54	224m	NR	Delhi 110008, Delhi NCT
10	/=/	KRTN	Kirtinagar			10:17	-	10:18	-	1m	--	1	17.7	71	221m	NR	Delhi 110015, Delhi NCT
11	/=/	NRVR	Naraina Vihar			10:19	-	10:20	-	1m	--	1	18.9	118	221m	NR	Inderpuri, Delhi NCT
12	/=/	DLPI	Indrapuri			10:21	-	10:22	-	1m	--	1	20.9	27	231m	NR	Delhi Cantonment, Delhi NCT
13	/=/	BRSQ	Brar Square			10:24	-	10:25	-	1m	--	1	21.8	-	235m	NR	Delhi 110010, Delhi NCT
14	/=/	SDPR	Sardar Patel Marg			10:26	-	10:27	-	1m	--	1	25.3	40	245m	NR	Delhi 110021, Delhi NCT
15	/=/	CNKP	Chanakyapuri			10:28	-	10:29	-	1m	--	1	25.9	38	242m	NR	Chanakyapuri, Delhi NCT
16	/=/	DSJ	Delhi Safdarjung			10:32	-	10:33	-	1m	--	1	27.8	28	228m	NR	Delhi 110021, Delhi NCT
17	/=/	SOJ	Sarojini Nagar			10:35	-	10:36	-	1m	--	1	28.8	119	224m	NR	Delhi 110023, Delhi NCT
18	/=/	LDCY	Lodhi Colony			10:37	-	10:38	-	1m	--	1	30.7	31	218m	NR	Delhi 110003, Delhi NCT
19	/=/	SWNR	Sewa Nagar			10:40	-	10:41	-	1m	--	1	31.8	49	215m	NR	Delhi 110003, Delhi NCT
20	/=/	LPNR	Lajpat Nagar			10:43	-	10:44	-	1m	--	1	33.4	10	213m	NR	Delhi 110024, Delhi NCT
21	/=/	HNZM	ZZ-Hazrat Nizamuddin			10:55	-		-		--	1	35.3	-	210m	NR	Nizamuddin, Delhi NCT

RICHARD PECK asks, and ROBERT HENDERSON answers:

Did bus route 1016 ever run?

ROUTE 64 COMMENCED in April 1953 by SM Allison as Bundeena-Bonnie Vale-Maianbar. It has gone through 11 owners before becoming 989 in 2000/2001. Shopping trips to Engadine (Wednesdays) and Miranda (Fridays) were commenced 1984 and continue to this date. It is now run by Transdev NSW.

The "Sydney Public Transport Directory" was issued in November 1998. Maps show route 64 from Bundeena to Engadine and a route 1016 from Maianbar to Engadine. As this appears across two maps it cannot be an error. But did it ever operate as 1016 or part of 64? Has anyone ever seen a timetable?

Note that the maps do not show that this was a loop route (see present timetable below). On school vacations only the shopping trips (commencing 9am) and return trips operate.

Robert Henderson comments:

Firstly, note that the numbers 64 and 1016 are also shown against the shopping service to Miranda, as shown on map 18A of the same directory.

Secondly, I doubt very much that 1016 was ever a route number.

I have a timetable on a template marked "DMT Print" and date-stamped 20 July 1986, showing the shopping trips to both Engadine and Miranda running from both Bundeena and Maianbar as route 64.

Before contracts were issued under the 1990 Passenger Transport Act, the Maianbar-Bundeena service would have been a school contract, whereas the Bundeena service would have run under the authority of a general service license. The Leahy family was the proprietor of the Maianbar school contract only, before getting the Bundeena licensed services in the late 1980s (transferred from the Willing family), hence bringing the two entities under the same ownership.

Because the shopping services appear to have always run from Bundeena via Maianbar, it is quite likely that they had to be run under the authorities of the service licenses/contracts for both the Bundeena and Maianbar operations.

When a new-style contract was issued



under the 1990 Passenger Transport Act, it is almost certain that the Maianbar school service would have been added to the contract for route 64. That would have solved any joint authority situation.

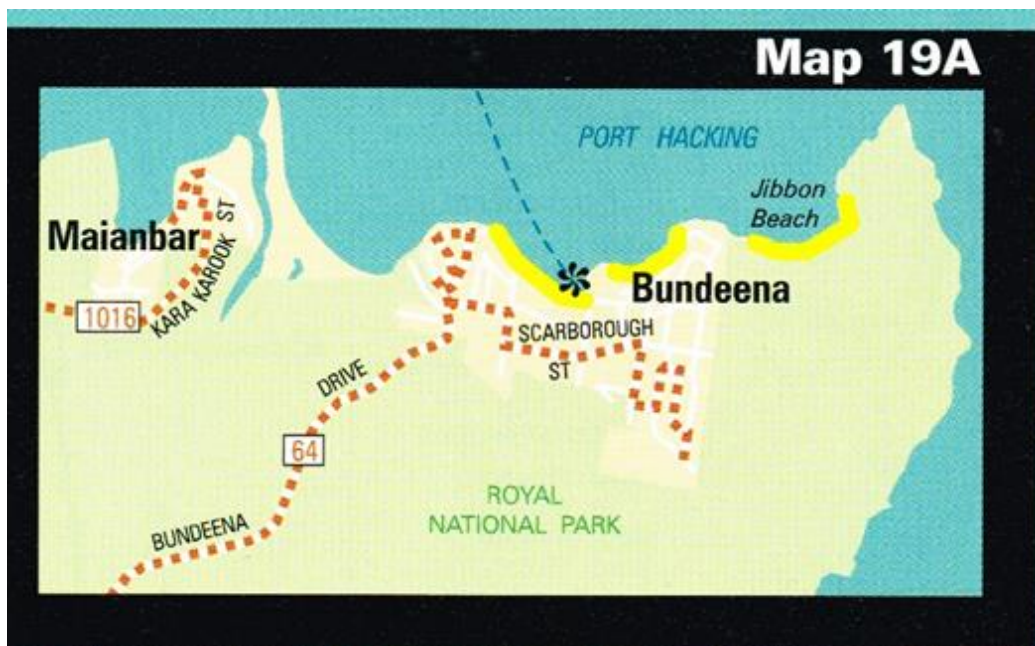
There are a few ifs, buts and maybes in that, but I think it is all plausible.

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989

Bundeena to Maianbar (Loop Service)



Valid from: 15 Oct 2018

Creation date: 15 Oct 2018

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Day Restrictions					F	W	W	F	
Old Princes Hwy opp Engadine Community Centre, Engadine	-	-	-	-	-	-	12:45	-	-
Westfield Miranda, Kingsway, Miranda	-	-	-	-	-	-	-	13:15	-
Pacific Cres opp Kara Karook St, Maianbar	-	07:25	-	08:20	-	-	13:25	14:00	-
Maianbar Rd opp Wallis St, Royal National Park	-	07:30	-	08:25	-	-	13:28	14:03	-
Bundeena Dr opp Bundeena Fire Station, Bundeena	-	07:40	-	08:40	-	-	13:47	14:22	-
Bundeena Public School, Scarborough St, Bundeena	-	-	-	-	-	-	-	-	15:00
Loftus St at Brighton St, Bundeena	-	07:43	-	08:45	09:00	09:00	13:49	14:24	15:05
Bundeena RSL, Loftus St, Bundeena	-	07:43	-	08:46	09:02	09:02	13:49	14:24	15:06
Loftus St opp Eric St, Bundeena	-	-	-	08:48	09:05	09:05	13:50	14:25	15:08
Eric St and Bombora Av, Bundeena	-	-	-	08:50	09:10	09:10	13:52	14:27	15:10
Reef St and Bournemouth St, Bundeena	-	07:45	-	08:53	09:15	09:15	13:53	14:28	15:15
Bundeena Public School, Scarborough St, Bundeena	-	-	-	08:55	09:16	-	-	14:29	-
Loftus St at Brighton St, Bundeena	-	-	-	09:00	-	-	-	14:30	-
Eric St and Bombora Av, Bundeena	-	07:48	-	-	-	-	-	-	-
Loftus St at Eric St, Bundeena	-	07:50	-	-	-	-	-	-	-
Loftus St opp Bundeena RSL, Bundeena	-	07:52	-	-	-	09:16	13:55	-	15:16
Bundeena Shops, Brighton St, Bundeena	-	07:55	08:00	-	-	09:16	13:55	-	15:16
Bundeena Fire Station, Bundeena Dr, Bundeena	07:00	-	08:02	-	09:17	09:17	-	-	15:17
Maianbar Rd at Wallis St, Royal National Park	07:15	-	08:10	-	09:28	09:28	-	-	15:25
Pacific Cres opp Kara Karook St, Maianbar	07:20	-	08:15	-	09:30	09:30	-	-	15:30
Old Princes Hwy opp Engadine Community Centre, Engadine	-	-	-	-	-	10:10	-	-	-
Sutherland Station, Old Princes Hwy, Sutherland	-	-	-	-	10:06	-	-	-	-
Westfield Miranda, Kingsway, Miranda	-	-	-	-	10:13	-	-	-	-

Monday to Friday	♿	♿	♿
Pacific Cres opp Kara Karook St, Maianbar	15:30	-	16:30
Maianbar Rd opp Wallis St, Royal National Park	15:35	-	16:35
Bundeena Dr opp Bundeena Fire Station, Bundeena	15:45	-	16:50
Loftus St at Brighton St, Bundeena	15:50	16:00	-
Bundeena RSL, Loftus St, Bundeena	-	16:01	-
Loftus St opp Eric St, Bundeena	-	16:03	-
Eric St and Bombora Av, Bundeena	-	16:05	-
Reef St and Bournemouth St, Bundeena	-	16:10	-
Loftus St opp Bundeena RSL, Bundeena	-	16:14	-
Bundeena Shops, Brighton St, Bundeena	-	16:15	-
Bundeena Fire Station, Bundeena Dr, Bundeena	-	16:20	-
Maianbar Rd at Wallis St, Royal National Park	-	16:25	-
Pacific Cres opp Kara Karook St, Maianbar	-	16:30	-

Note from Robert Henderson

The operator of Route 989 is in fact Maianbar Bundeena Bus Service, despite the fact that the timetable on Transport for NSW's website shows it as being Transdev. TfNSW presumably does not recognise Maianbar Bundeena Bus Service, because the latter is a sub-contractor to Transdev, which is the principal contractor for Contract Region 10. The timetable for Route 989 on Transdev's website, however, does recognise that Maianbar Bundeena Bus Service is the operator.



Running the SRHC Specials

MAX MICHELL

1. And The Fat Lady Sang

THIS IS THE EPIC STORY of the Cruise Express (CE) charter train run by the Seymour Railway Heritage Centre (SRHC) from Albury to Melbourne and return in late August - the first Heritage Operator to run their own train on SG in Victoria. [There appears to have been no Train Advice (TAA) for this train—Geoff Lambert].

This all started some time ago when CE were looking to set up a grand east coast tour on rail - at which time V/Line couldn't or wouldn't provide space on their trains south from Albury and *vice versa*. The ever-enterprising SRHC, which already has a good working relationship with CE, decided to step in and do the running in Victoria on standard gauge. P22, from the Col Rees collection, was chosen to be the motive power, being long out of service but in reasonable condition and notably fitted with head end 'hotel' power. Quite some effort was required to replace the wrecked radiator and get P22 ready for repainting into Victorian Railways colours (yes indeed - blue and gold). At the same time 4AS, 11BS and 1BS were selected to be transferred over to SG; the two original Spirit cars never having been off the BG before, along with T357 as a back up loco (it having been delivered on SG and running there for some years before going onto BG for the rest of its VR life). At the same time SRHC had to create some standard gauge siding space, as a precursor to a more mature storage and workshop on the skinny gauge.

As little as two weeks before the trip all five vehicles were on BG, being transferred to SG over three days in the open in mid winter, largely with volunteers, using SRHC and Regional Rail Connect (RRC) gear and a very patient Southern Shorthaul Railroad (SSR) loco crew. So, we had reliable locos on bogies of rather unknown condition and similarly for cars, apart from P22 which has done virtually

nothing for a very considerable time - not the best recipe for a demanding program of running. There were electrical cables and brakes to be reconnected and a multitude of other 'gauge conversion' tasks to complete to get them all ready for the big day. As late as the day before running, finishing touches were still being made, but time ran out in which to run any shakedown trips.

Friday 31st August was the day for the Albury to Melbourne leg. I left home (by car - too early for trains and in any case there were no trains on the BG for a fortnight) at 0430 to arrive at Seymour still in the dark. The train, facing north, made up as T357 (ICE radio), P22, (Head-End Power—HEP), 1BS (kiosk and underfloor generator set capable of running itself - and donating a bit of power to other cars *in extremis*), 11BS (modern compliant retention toilets), and 4AS, was parked in the SG loco area loop next to the main line (V/Line refers to this area the SG passenger yard in a touch of purple prose).

Once the up XPT had gone (the last for three days due to a shut down in Southern NSW - so much for Australia's premier inter-capital railway), we backed up to Seymour station and headed north as "empty cars", getting away around 6 minutes ahead of time. The hearty roar of two lots of eight cylinders marked our departure—but not for long. Even before we made Seymour Loop (around 3km out), 357 had ground relay problems, so we took it off line and let P22 do all the work (from 1,900hp and 150 trailing tonnes we had gone to 1000hp and 230 tonnes). At the same time we had become aware that 11BS was quite without power and more particularly it's water supply and toilets were not working. A stunning start to the day. Perhaps at this point I should let a text message exchange between The President (TP) and I, a Corridor Attendant (CA), tell the story—

TP 07.20: (after Avenel): Could I have an update please?

CA 07.47 (after Euroa): T357 off line (ground relays), 11BS toilets failed but otherwise all going well. May need wee stops on return journey.

TP 07.49: Thanks for the update.

CA 08.10 (after Violet Town): P now giving trouble. Not looking good.

TP 10.16 (at Albury): I'm on top of West Gate bridge. What should my next move be?

CA 11.54 (after Wangaratta): Latest is brakes on 4AS. Stay on West Gate until we see what else might happen.

TP gave up on text at that point and rang CA to get the full picture - and I am pleased to say that TP came down and still is with us despite the less than comforting stream of news from afar. But as my Nepalese bus driver once observed after a rather harrowing 7 hour trip, if we are at our destination and the bus is in one piece it must be an alright day then. We were still on the move with our 1000hp, although limited in speed for various reasons, so it must still have been an alright day. Shane, the Train Manager was suicidal by this point, the President was perched precariously on West Gate, the two CA's (Kevin and Max) somewhat fatalistic about the whole thing, but still P22 thundered along. For those who have been keeping count only 1BS (a 1937 original) did not rate a mention during the morning.

P22, having gone down with 'grounds' twice had been running in 6th notch then 7th but not 8th to try (successfully) to avoid a repetition. At Albury 4AS was found to have brake problems which caused some delay there, before we could depart. At Albury we got our passengers - 155 of them fitting into a similar number of seats - since we had a V/Line conductor and five on board staff we actually had a deficit of seats, which is how the two CA's created something of a record of standing virtually all the

way Albury to Melbourne and back again.

At Benalla, we were turned onto the west line to access the main platform for a wee stop of a few minutes. In fact the male queue went out onto the platform and the female queue probably went out into the forecourt.

Overall, we were there for 15 minutes rather than the intended shorter period; this meant that June Train Control had to throw the stick back to avoid the queue of traffic at Nunn St level crossing getting out of control. We did have a Plan Z but with cooperation from our 'cruisers' we didn't have to resort to that to any great extent.

Despite now being around an hour late no one was at all put off - in fact we seemed to have picked up the sympathy vote from the travellers who were eternally grateful for warm cars and a well run kiosk (Bruce - resident caterer for SRHC, and Brandon - our jack of all trades young bloke around town).

Arrival at Seymour was at 13.58 - 78 minutes late but since we had a long compulsory stop of some hours before V/Line would let us into Southern Cross station (wait line clear on down Albury pass, up and down XPT and up Overland) we fed the travellers in the Seymour Refreshment Rooms (yes they still work when we want them to), then took them on a tour of the Heritage Centre, during which time the train was refuged back in the Passenger Yard. There it was descended on by a gang of volunteers which we had rounded up while on the move, in the hope we could rectify the major problems besetting us - the key ones being 11BS toilets and lights and 4AS brakes (it couldn't run as a rear vehicle back from Melbourne with brakes cut out). Frank and Mike got into the electrics of 11BS while Col, Robbie and later James and Quintin got on the ballast under the bogies of 4AS to fix things there. Brandon (of kiosk fame) donned his grotty outfit and joined in the dirty stuff with the others. An abiding memory is of someone coming along looking for Robbie. I pointed to a bit of leg poking out from under the bogie and suggested that if they followed that leg

they would find the rest of Robbie in there somewhere. These guys had dropped whatever they were doing earlier and rushed to be there when we got to Seymour - Frank had to come from 50 km away for instance. I have to say I was hugely impressed by the response we got in what was a fairly dire situation. V/Line would have called in a bus before Mangalore, 10 minutes after our first departure, and yet here we were with an ailing train that had already run 430 km, being worked over in difficult conditions with not a bus in sight (and not a passenger disadvantaged). A truly inspiring event, and is one of the reasons that I get so much satisfaction from working at and with SRHC.

The brakes were fixed and a work-around for the electricals arranged so that, in the event of a subsequent power failure, we had a Plan B of sorts. At this point, someone realised that due to the NSW Southern line shutdown, there was no XPT so we docked up early and we were then easily able to get away on time. Running was a bit sedate uphill (T357 still had radio, headlight and whistle but not much else) but after Heathcote Jct., and under gravity, there were some interesting observations from passengers who had speed calculators in their bat phones and tablets. I had come to a similar conclusion from trying to read the speedo in P22 from the AS front vestibule window. With no XPT and the Overland cars out of SX early we had no delays coming in, such that we stopped in Southern Cross platform 2A no fewer than 18 minutes ahead of time. The President had by this time descended from West Gate and came in to meet us. I took advantage of the opportunity, once the passengers had gone to book off, and go home by tram (The car, for the second time, spent the weekend in the SRHC compound, waiting for my Sunday return). It had been an exhausting day but despite everything we actually achieved exactly what we set out to do - carry 155 people over 300 km from Albury to Melbourne more or less on time, and to do it in such a way that they were all very complimentary about the experience.

But wait - there's more. What comes down must go up again and so on Sunday 2nd Sept we ran the whole thing in reverse. I had no car and there were no BG trains so it had to be the 07.05 down Albury (SG) back to Seymour. All night trams (we have two down our way) now allow access to SX on a Sunday early enough for quite a few punters to be on that train. Unusually (or is it so now??) we left from Platform 1 at SX and got into it once out in the yard such that we were standing at Broadmeadows just 27 minutes later - then having to wait 4 minutes for the timetable to catch up. In the end we were 6 late at Seymour which, given the Temporary Speed Restrictions (TSR's) that plague the SG main line, was a very commendable effort. I moved my car nearer the action, and stabled it on a BG road off the turntable so it would be more conveniently placed later in the evening.

The train departed Seymour a few minutes late at 11.08, all in working order but with several frailties that only we were aware of. While I had the first class car (4AS) on Friday I was 'defrocked' to second class (11BS) for this run - swapping with Kevin who was 'frocked' to first class. We believe in exposing the travellers to twice as much charm as they would get from having just one CA over the two trips :-).

Running to Melbourne was more or less as planned, although a 16 minute wait at Somerton Loop for the midday down Albury resulted in a 20 minute late arrival into Southern Cross - platform 2A again. Passengers trickled in (from R707's trip to Newport) and were all accounted for to allow an exactly on time departure at 14.00.

"Attention V/Line passengers - the 14.00 Special Train to Albury is now due to depart", says the authoritarian voice, rather ignoring the fact that Cruise Express and SRHC are really running the train and V/Line at best is only a silent partner. A stop of around 25 minutes at Kilmore East (once again for the V/Line passenger train - the only other train active between Sydney and Melbourne at

that point) had been allowed for, so Seymour was also on time where we had a short stop to change crews.

Despite all the attention T357 was still lame so P22 remained as THE workhorse. Despite this and having to push its mate as well as haul the train it ran the 206 km from Seymour to Albury in 142 minutes at an average speed of 87 km/h - something I suspect has not been achieved in all the earlier days of T, H or P class. Even running that sort of distance non-stop would be bordering on almost unique. Nothing untoward happened, the kiosk did a good trade, there was a lovely sunset near Chiltern and we arrived on time all of which made for yet another excellent trip for the 'cruisers'.

In the gathering darkness the passengers quickly dissipated at Albury (propelled by the certain knowledge of yet another 05.30 start next day) while we did the run round and loco reversal prior to the empty return run. Of course the best laid plans - now that the passengers had gone we were only a bit west of Wodonga when P22 had ground relays which resulted in a stop to reset (we were going to have to stop one way or another since our power had dropped to no horses at all). As a precaution we ran in somewhat conservative mode from there on, not helped by the excess of TSR's on the east line, such that we pulled up at Seymour around 20 minutes later than expected.

Given the almost manic series of issues that we encountered that was a truly excellent result, and in fact as far as our passengers were concerned we were on time or early all the way, a glorious example of how enterprise and inspiration can overcome adversity in situations where others might simply give up or hire a bus.

A truly epic weekend of travel with nearly 1300 km of travel over two very long days. Even if everything had been faultless they would have been long days out, but with the challenges that we faced it went a level or three above that. On the empty return from Albury, for much of the time there were only two or three bodies awake

on the whole train, the rest having taken up space in the now empty cars to stretch out for a minute or more.

2. I think I shrank my shuttle

ON 13TH OCTOBER (ATA AGM day) SRHC ran a charter for the Level Crossing Removal Authority (LXRA) to celebrate completion of the Dandenong line project (removal of all nine remaining level crossings and a distinct improvement in the ambience of the line). The idea started with four shuttles of around 7 cars in push pull formation between B74 and X31 running between Caulfield and Dandenong. By degrees this shrunk to three shuttles (to avoid the returning Caulfield races?) of five cars (to fit within the departure signals at the turnback platforms), although the Yarra car did remain as one of the running cars.

A sort of booking system was run on the internet (by LXRA) as a way of managing crowds, while below each of the now aerial stations various festivities were being run to celebrate the embryonic parkland that is replacing the old ground level railway.

The shuttle trains were to stop at all five new stations - Carnegie, Murrumbeena, Hughesdale (all approx one km apart), Clayton and Noble Park. Run times Caulfield to Dandenong for the shuttles was the same as an all stations electric train. The normal suburban services run a 10 minute frequency (including weekends), while roughly hourly V/Line Gippsland line trains get in there as well.

Big wooden country cars with only two relatively small doors are never going to work well for suburban type operations, so the electric train times over the Caulfield- Hughesdale section were always a real challenge. The reality, as it turned out, was that stops of over a minute at each station effectively became to loss of time at each. Of course each car had to have two Train Officers (more appropriately on this trip, Door Swingers) to manage the doors at each station, but after the first few stops this had developed into

a fine art and didn't play any part in the subsequent avoidable delays.

The first shuttle train from Caulfield had a four minute longer schedule than the rest (of the shuttles) and it kept time overall, albeit it couldn't get anywhere near keeping time on the Caulfield - Hughesdale section but made up for that on the longer sections toward Dandenong. The first return from Dandenong lost around 6 minutes (four as a consequence of timetable difference and two from slow stops) so now we were at Caulfield platform 3, 10 late - what to do? Well evidently Control wasn't too decisive on this issue either, so we lost a further six minutes awaiting resolution of that. In the end we headed east again, now 16 minutes late, but this time coordination seemed to falter somewhere in the system, stops were overly long and lateness started to accumulate rapidly, so much so that we were refuted at Westall (the only such facility between Richmond and Dandenong and even then it only works eastbound and not westbound) to allow two suburbans and a Bairnsdale V/Locity to overtake.

Once the timetable falters, the computers get annoyed and the humans get confused—a recipe for bad news. On the second return from Dandenong the stops were even longer than before (although not for passengers - they on the whole cooperated very well) which culminated in a longer than scheduled stop at Carnegie while Control announced that the third shuttle would be cancelled and that on arrival at Caulfield the train would keep going (but as empty cars) toward Flinders St.

A lot of the passengers thoroughly enjoyed themselves in the ornate wooden cars (and said so as they left), while Yarra seemed like an endless draw card - herds of people headed in to it; few seemed to come out. A pre-departure check at Caulfield did indeed indicate that observations can be very wrong.

It is a pity that things didn't work out as well as was hoped, but since the first trip showed what was possible, it can only be concluded that the 'knitting' was allowed to unravel after that. Shane, our Train Manager, runs a

tight ship and I do not think we (the volunteers) were tardy in getting people on and off at stops. The problems lay in a too tight schedule, and less than precise despatching after stops. Maybe trying to run a heritage train on suburban lines, making several stops along the way, when the normal trains (the boring ones) are running a 10 minute frequency is just a step too far. However, if LXRA want a charter that does those things, and MTM and V/Line agree with them, then I guess we were entirely right in accepting the challenge. We played our part, and possibly made quite a few new friends along the way.

Each Train Officer would have opened (and closed) their allotted door no fewer than 24 times in under three hours - not quite the normal experience in an SRHC outing. In fact, I think each one should get automatic accreditation as a door swinger, since in a few hours they accumulated more door experience than a year's worth of country outings (experience should count on a heritage railway even though it is no longer found on the

others).

Note from Geoff Lambert: I sent the following message to Max shortly after I received the above report:

We (ATA AGM attendees) travelled on the first trip. Andrew James, an attendee at the AGM and Metro Train Controller, said before the trip, "This is never going to work". Afterwards he said, "Well, I never predicted this".

To which, Max replied: I think if I was scheduling this I would have slipped each next trip back one cycle (10 minutes) even though that would have created an asymmetric timetable. Also for a two minute EMU timing I would have made the extra three minutes (two run, one dwell) and had each departure from the origin station right up the rear of the preceding EMU train so it could be around 6 minutes slower without delaying the following EMU.

Caulfield was a problem since the facing crossover allowing up trains to access platform 4 is stricken from operable at present, so platform 3 was the only reversing option - this is the

situation that seemed to cause Andrew's comrade a lot of grief (or perhaps indecision). Maybe we could have run into the section toward Malvern and been able to come back via platform 4 but I am uncertain of the options at that end. Overall it could have worked but would have needed a Conductor more on the ball to get the train away as soon as all was clear. (As I see it, that was not the case) and loco crew who would drive more like a Brisbane suburban train with a 1720 up front. All of this is on the assumption that the running on Trip 1 could have been replicated each trip - passenger numbers were reasonably similar apart from a couple of stops when they all were clustered around one car length.

Hope you all enjoyed your short outing, and for the out of towners I hope you had a look at Yarra.

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S.18/6512

S.18/6512



Network Planning
Level 11
628 Bourke Street
Ph 9619 5165 GH
9 October 2018

**SPECIAL DIESEL HAULED HERITAGE TRAIN FOR
SEYMOUR RAIL HERITAGE CENTRE
SATURDAY 13TH OCTOBER 2018
SEYMOUR – CAULFIELD/DANDENONG & RETURN**

A Special Diesel Hauled Heritage Train will operate to schedule below.
Train Operator is V/Line Passenger.

**LOAD: Yarra, 14 BE, 1 BE, 30 AE and 16 ABE
worked by Locos B 74 and X 31
Length of Train is 149.4 metres.**

NOTE: HeritageTrain Services are not permitted to delay scheduled V/Line Services.

Maximum Speed of these services is 80 kmh where permitted by Line Speed.

UP		8394
		ETY CARS
Seymour (Plat. 3)	dep.	08 50 (ex SRHC at 08 30 Push/Pull B 74 leads, X 31 trails)
Dysart		08 53*
Broadford		09 08*
Kilmore East		09 16*
Wallan		09 26*
Donnybrook		09 45*
Craigieburn		09 51*
Broadmeadows		09 59*
Essendon		10 13*
Kensington		10 21*
		BS
North Melbourne		10 23*
		TS
Franklin Street		10 25*
Southern Cross (Plat 13)		10 27*
Flinders Street (Plat 12)	arr	<u>10 31</u>

Kilmore East to be Switched In for the operation of No.8308 and 8394.

../2

S.18/6512

S.18/6512

SATURDAY 13^{2.}TH OCTOBER 2018

DOWN

		8451
		PASS
Flinders Street (Platform No. 12)	dep	10 34 – Push/Pull B 74 leads, X 31 trails
Richmond Jun.		S 10 37*
		CT
Caulfield (Plat 4)		10 51 – A
Carnegie		10 53 – A
Murrumbeena		10 55 – A
Hughesdale		10 57 – A
Clayton		11 04 – A
Noble Park		11 14 – A
Dandenong (Plat 1)	arr	<u>11 23</u> – reverse direction

UP

		8452
		PASS
Dandenong (Plat 1)	dep	11 27 – Push/Pull X 31 leads, B 74 trails
Noble Park		11 31 – A
Clayton		11 41 – A
Hughesdale		11 47 – A
Murrumbeena		11 49 – A
Carnegie		11 51 – A
Caulfield (Plat 4)	arr	<u>11 53</u> – reverse direction

DOWN

		8453
		PASS
Caulfield (Plat 4)		11 55 – Push/Pull B 74 leads, X 31 trails
Carnegie		11 57 – A
Murrumbeena		11 59 – A
Hughesdale		12 01 – A
Clayton		12 07 – A
Noble Park		12 17 – A
Dandenong (Plat 1)	arr	<u>12 23</u> – reverse direction

UP

		8454
		PASS
Dandenong (Plat 1)	dep	12 27 – Push/Pull X 31 leads, B 74 trails
Noble Park		12 31 – A
Clayton		12 41 – A
Hughesdale		12 47 – A
Murrumbeena		12 49 – A
Carnegie		12 51 – A
Caulfield (Plat 4)	arr	<u>12 53</u> – reverse direction

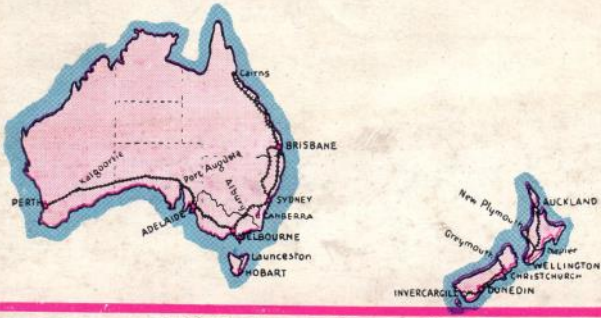
AUSTRALIAN & NEW ZEALAND
RAILWAYS



TIME TABLES
for
EXPRESS TRAINS

AUSTRALIA {
BRISBANE,
SYDNEY, MELBOURNE,
ADELAIDE, PERTH,
HOBART, LAUNCESTON

NEW ZEALAND {
NORTH ISLAND
WELLINGTON, AUCKLAND
SOUTH ISLAND
CHRISTCHURCH, DUNEDIN,
INVERCARGILL



鐵道部直轄北 寧鐵路車務處

PEPING LIAONING RAILWAY

Chinese National Railways

臨時行車時刻表
TEMPORARY WORKING TIME TABLE

Line beyond Shanhaiwan under Japanese military occupation

此時刻表專備本路員司應用
For information of Officers and Servants
of the Administration only

民國二十三年四月一日實行
Effective 1st April 1934
如有變更再行通告
AND

UNTIL FURTHER NOTICE

所有前訂時刻表一概作廢
TIME TABLES OF AN EARLIER DATE ARE

HEREBY CANCELLED

From P K Hannah: Geoff- I think you can make a good article out of the above! I am rather surprised by the late date. I thought the Japanese had invaded before then, so is that why is this is a temporary timetable? I am sure the English disappeared when the Japanese occupied the area.

Reply: I think I might have read about this somewhere, perhaps in one of Tuft's books – Tuft certainly had an illustration of a “Javanese Spy Train Timetable” [The Times, December 1999]. [This website](#) has some other publications of the PLR.

From: P K Hannah: Geoff, Have you seen this 1935 form (above left)? It was done by the Victorian Railways Print shop. It sounds like there was interline ticketing (or interstate ticketing) in Australia. However, I really wonder if that applied to The Tasmanian system. Could one buy a Ticket in Sydney on NZ railways at Central?

Reply Neither I nor Victor Isaacs have ever seen one of these—have you? In the lead-up to Federation, there was the possibility that NZ might join and there was a great spirit of cooperation between the Australian States and NZ; the various Railways became an enthusiastic part of that. The CEOs (“Commissioners”) formed an entity called the “Commissioners’ Conferences” to discuss cooperation and matters of mutual interest. In the early 1900s this extended to the decision to have a common rule book and Appendix. They never got past a draft of these before bickering broke out, but most of them did adopt almost-identical rule books—including NZ and some private railways. Interline ticketing was one of the things they made work. A few decades ago, the Conference became “Railways of Australia” As recently as the late 20th Century, a couple of systems had “Interstate Lines” sections in their PTTs and some produced “through timetables” from Cairns to Perth. RoA is still going and is quite active but remarkably ineffectual in influencing Government policy on rail. The days when it was are nearly 70 years in the past, following a landmark decision in the High Court on Interstate Commerce which opened the interstate transport markets to trucks which had previously been inhibited. The timetable was probably a consequence of both the Art Deco rage at the time in VR and its Commissioner Harold Clapp who, although born in Australia had a 20-year career in USA RRs, becoming VP of SP in 1908. I would think there was probably also the influence of Richard Hughes, a skilled journalist employed by Clapp to do publicity and edit the house journal, *Victorian Railways News*. This TT has Hughes written all over it. Hughes went on to become an MI6 spy in Hong Kong and, as “Old Crow”, was a character in a spy novel by John Le Carre.