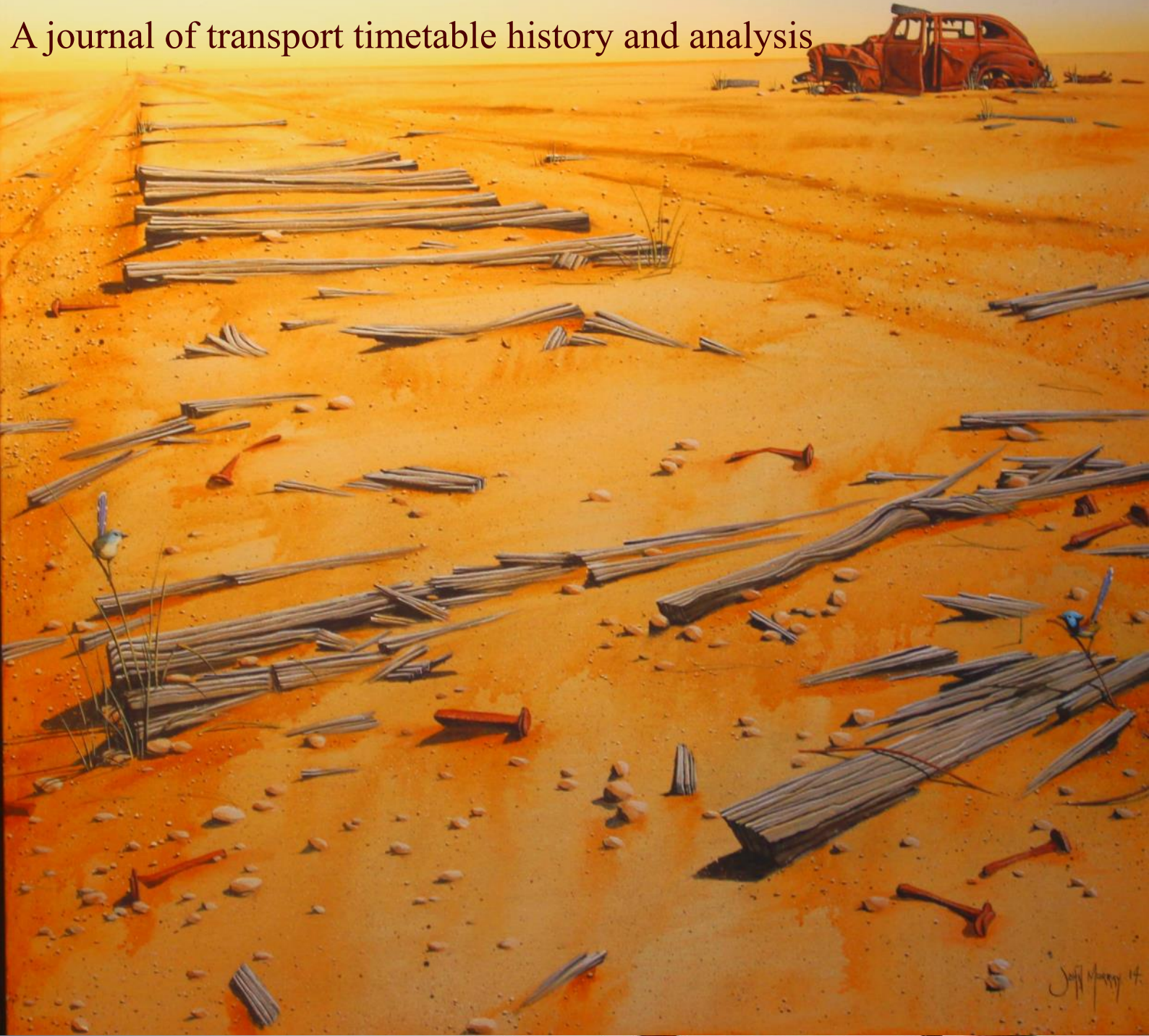


The Times

December 2018

A journal of transport timetable history and analysis



**Inside: The Cinderella Line
Gosford
Missing the Transfer**

RRP \$4.95
Incl. GST

The Times

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

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

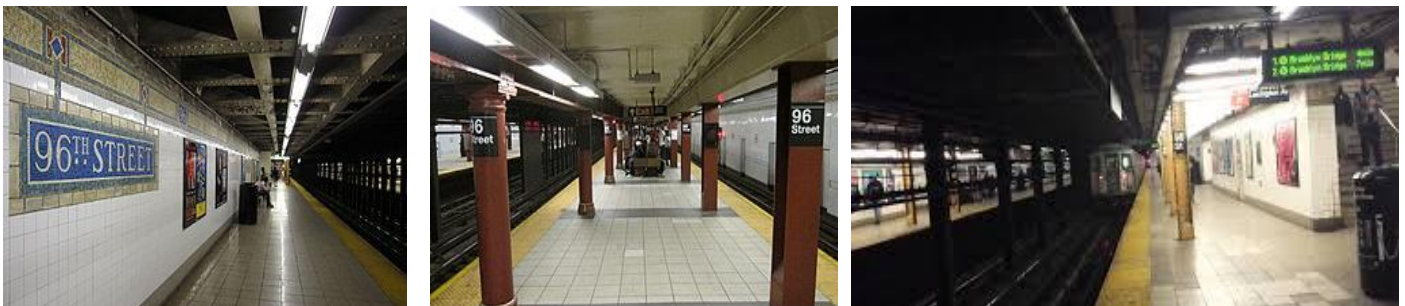
December 2018

Vol 35 No. 12, Issue No. 419

The Times welcomes all contributions. Our Authors' Guide is available on our web-site at <https://www.timetable.org.au/>
Reproduction Provided a Creative Commons acknowledgement is made, material appearing in The Times may be reproduced anywhere.
Disclaimer Opinions expressed in our magazines are not necessarily those of the Association or its members.
Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: thetimes@timetable.org.au
The Times is posted in full colour to our website <https://www.timetable.org.au/times.html>, two months after publication in paper and to the National Library [website](#) 6 months after publication.

—Contents—

STEVEN HABY	N.A.R.—THE CINDERELLA LINE	3
STUART KEAN	GOSFORD AT CHRISTMAS	9
JAMES T WELLS	MISSING THE TRANSFER	10
BEN LEWIS & GEORGE WHITBREAD	NSW GOODS TRAIN LOADS 1971	12



Cross-platform transfers at 96th St anyone?

Letter to the Editor

From Ian Manning I realise now that you asked me to proof the October issue, but I was travelling at the time and overlooked your email, so am at least partly at fault that speeds in my article there are quoted in 'mph' instead of correctly in 'kmph'. They are all in kilometres an hour. Maybe you use an American auto-correcting spellcheck? Or is kmph not acceptable. As an academic, you can, of course, query my quoting of Thomson's 16 kmph - as an Englishman writing in the 1970s, he of course wrote 10 mph, which I updated. But maybe a little corrigendum 'for mph read kmph' or whatever km abbreviation you prefer might be appropriate.

Ian Manning

Hello Ian

I have no idea how kmph became mph in translation from your MS to the Publisher version. I have auto-correct turned off, use an English (Australian) dictionary and run a spell-check multiple times during pre-pub. None of the proof readers picked this up. Have a look at: [this](#) Wikipedia page.. Confusing, isn't it? I would favour km/h. Actually, as a scientist, I would favour the SI version km h⁻¹.

Geoff Lambert

Cover Art—It's amazing what you can find in the "Arts Pavillion" at Sydney's Royal Easter Show—artist unknown, photographer Geoff Lambert

The 'Cinderella line': the North Australia Railway in the 1950s

STEVEN HABY

I FIRST BECAME FASCINATED with the North Australia Railway in 1980, on a family trip to the Northern Territory and Darwin. I was disappointed to learn that Frances Creek ore trains had ceased running over 6 years earlier and, in fact, that

COMMONWEALTH RAILWAYS

TIMETABLE:-

North Australian Railway Commencing Monday 11th January 1954, the existing timetable will be cancelled and the following substituted:

Darwin to Katherine Monday:— Mixed train with passenger car attached Darwin depart 1.00 am Adelaide River depart 5.33 Pine Creek depart 10.12 Katherine arrive 1.00 pm.

Katherine to Larrimah Goods train, Katherine depart 1.00 am Larrimah arrive 6.20 am.

Larrimah to Darwin Goods train Larrimah depart 5.20 pm Katherine arrive 10.40 pm then mixed train passenger car attached depart 11.40 Pine Creek depart 3.24 am Tuesday Adelaide River depart 7.45 am Darwin arrive 12.00 noon.

Darwin to Larrimah Wednesday:— Mixed train passenger car attached Darwin depart 6.00 pm Adelaide River depart 10.33 Pine Creek depart 3.12 am Thursday Katherine depart 7.00 am Larrimah arrive 12.20 pm.

Larrimah to Darwin Thursday:— Mixed train passenger car attached, Larrimah depart 11.20 pm Katherine depart 5.40 am Friday Pine Creek depart 9.24 Adelaide River depart 1.45 pm Darwin arrive 6.00 pm.

Full details of intermediate times available on enquiry.



Builder's photograph of class leader NSU 51 before being shipped to Australia. Photograph courtesy of [DerbySulzers webpage](#)

the entire line had closed in 1976. However, we managed to (ahem) procure some infrastructure in the form of some level crossing signage which since has migrated from my study to more useful work on a tourist railway in Victoria. As a young lad aged 11, I learnt very quickly the importance of research and the understanding that what is published in a book may not in fact be current at the time of a visit to a place like Larrimah or Darwin.

This article discusses the workings of

the NAR as it was in the mid-1950s, based on some Working Timetable (WTT) documents that I have been very lucky to acquire.

I am not aware of any public timetables that were issued for the NAR, although the Commonwealth Railways did advertise in the Darwin newspapers, as seen in the extract (far right, from the Northern Standard, Wednesday 7 January 1954, page 8).

Bond's Tours pioneered long distance coach operation in the 'Top End' after World War Two and the other advertisement from the [Northern Standard \(Friday 4 June 1948, p.13\)](#) would have been an appealing proposition, compared to the weekly mixed.

North Australia Railway in the 1950s

The NAR, during the mid-1950s, was the 'Cinderella' of the Commonwealth Railways, running very much under the radar compared to other rail operations in Australia. However, it did have a number of key points on which it could hang its hat.

First, the NAR was the only Australian railway operation to come under fire from enemy forces during World War Two with the bombing of Darwin.

Second, the NAR from 1956 was effectively 100% dieselised with two 'NSU' diesels and the Gloucester railcar running all of the services on the line to Larrimah. I take the point that the Tasmanian Government Railways was the first railway

AN ECONOMICAL, FAST, LUXURY SERVICE TO ALICE SPRINGS

SINGLE FARE — £5
FLIN ACCOMMODATION — APPROXIMATELY £1/10

This comfortable and speedy service takes you in only 36 days to Alice Springs, stopping at all intermediate points. There is a special return fare of £15 to Alice Springs, plus accommodation charge of approximately £2/10 if desired. A full timetable and list of fares for all towns between may be obtained from Bond's Alice Springs or Darwin Springs representatives.

COMMENCING 9th JUNE AND THEN EVERY WEDNESDAY

MODERN TOURIST COACHES ARE USED ON THIS SERVICE

If you wish, Bond's Tours will arrange your accommodation in Alice Springs for you—just another extra Bond service.

A full timetable and list of fares for all towns between may be obtained from Bond's Alice Springs or Darwin representatives.

BONDS TOURS

WEEDON & LAWRENCE LTD.
MITCHELL STREET, DARWIN
(Next Post Office) P.O. Box 107
Phone 111



One of the new Gloucester 'NDH' class railcars taken at the no.2 end.
(Photographer, Fred Davies, Image courtesy of the [NT Library Service](#).)

operation to introduce diesel power on mainline work with their chunky 'X' class diesels, closely followed by the South Australian Railways with their beautifully proportioned '900' class units.

But back to the NAR in the 1950s – it was a long time before triple headed ore trains rolled their way into Darwin with NT class diesels, followed by tonnage heading south to Larrimah for transshipment to Alice Springs.

Working Timetable – July 1955

The first WTT (our pages 5-6) is dated 11 July 1955, which was the date when the two new NDH railcars entered service. Goods and mixed services would have been handled by diminutive steam locomotives including the 2-6-0 'NFB' class locomotives (former 'Y' and 'Yx' class on the South Australian Railways). Train number 1, scheduled as a goods, departed Darwin in the 'wee small hours' of 0100 on Mondays. Scheduled stops included Workshops (Parap), 22 Mile Camp, Darwin River for 15 minutes and Adelaide River where it arrived at 0515, before departing at 0600, finally terminating at Howley at 0705. I am not sure why the goods terminated at Howley and not Adelaide River.

Train number 1 then became train number 3 which departed next day at 1000 and terminated at Katherine (the largest intermediate station on the line) at 1625.

Meanwhile, back in Darwin train

number 5—which was a railcar—departed at the more pleasant time of 0700 and followed the goods through to Howley where it arrived at 1050. Other stops were made including Pine Creek at 1233 for 15 minutes and Katherine at 1430, where it crossed number 4, the Mondays-only goods from Katherine. Larrimah was reached at 1805 – just over 11 hours for a 500-kilometre journey. The railcar would often haul an insulated van for additional capacity.

Train number 7, a mixed, was the next departure from Darwin at 1800 on Wednesdays. There were no sleeping cars on the NAR, so this would have been an uncomfortable journey at best. In true 'mixed' operational style, train number 7 pretty much stopped at every station, with lengthy stops at Darwin River (2015 to 2030) and Adelaide River (2230 to 2315). Katherine was reached 0655 next morning; then departed here at 0800 and arrived at the Larrimah railhead at 1320. In all, a 19 hour trip.

Safeworking, given the paucity of trains on the line at the time, was staff and ticket between Darwin and Workshops, thence the Permissive Block System to Birdum. During World War Two, Birdum more or less ceased to be the terminus of the NAR with Larrimah (9 kilometres to the north) effectively becoming the terminus because it was on the Stuart Highway—unlike Birdum.

Up services back to Darwin commenced with train number 4, the

Mondays only goods from Katherine, which departed at 1500 sharp after crossing number 5 the Larrimah-bound railcar. Train number 6, the 'NDH' railcar departed Larrimah at 2030 running overnight. Darwin was reached at 0735 the next morning.

The next train was not until Friday which was number 2, formed off the arrival of number 7 the Mixed. This train departed Larrimah at 0100 and arrived in Darwin at 1940 that evening.

Working Timetable – April 1958

The next timetable (our pages 7-8) is dated 27 April 1958, two years after the introduction of the 'NSU' diesels 63 and 64 which effectively saw NAR closed to steam and 100% dieselised. The number of trains had been reduced with only two return trips weekly.

Train number 1 was now the railcar and departed at 1930 on Sundays running overnight to Larrimah to arrive at 0635 the next morning. The trip time was more or less the same as in the 1955 WTT, but with more scheduled stops.

The Mixed ran as train number 3 on Wednesdays, departing Darwin at 1500. The WTT stipulated that mixed trains could run ahead of time except that they were not permitted to depart certain stations such as Katherine more than 30 minutes ahead of the time shown on the WTT.

Birdum had also been removed from the safeworking note.

After arrival on Monday morning at 0635 the railcar was scheduled for departure at 0830 as train number 1. The return mixed had a more leisurely time in Larrimah after its 0845 arrival on Thursday and departed as train number 4 at 1800 that evening.

No crosses were made in either direction.

This pattern of operation more or less continued until the late 1960s when the Frances Creek mining boom saw extensive upgrades to the line, new locomotives and rolling stock and a branch line to the mine. The railcars were returned south in the early 1960s.

WORKING TIMETABLE - NORTH AUSTRALIA RAIL

To operate from 1/7/88.

OK Staff and Ticket System, Darwin - Workshops.
 Permissive Block System, Workshops - Birdan;

Line	from Darwin	Station	No. 1 Goods Monday	No. 3 Goods Tuesday	No. 5 Rail Car Monday	No. 7 Mixed Wednesday
			9.5.	9.11.	9.2.	9.5.
0		Darwin	dep. 1.00		7.00	6.00
2		Workshops	arr. 1.10		7.08	6.10
		do.	dep. 1.15		7.11	6.15
6		Winnellie UX	"		*	"
10		Knuckey UX	"		*	"
19		McKinnis UX	"		*	"
22		28 Mile Camp U	" 2.15		7.53	7.17
27		Birdan UX	"		*	"
37		Southport UX	"		*	"
42		Darwin River UX	arr. 3.15			3.15
		do.	dep. 3.30			3.30
56		Ram Jungle UX	"		*	"
58		55 Mile Camp U	" 4.20		8.12	9.25
60		Batchelor U	" 4.30		8.17	9.35
69		Stapleton UX	"		8.37	"
74		Snake Creek U	"			"
76		Adelaide River	arr. 5.15		9.55	10.30
		do.	dep. 6.00		10.00	11.15
100		Howley UX	arr. 7.35			12.20a.m.
		do.	dep.	10.00	10.50	12.35PM
103		Brocks Creek U	"		10.58	"
107		Fountain Head UX	"		*	"
113		Grove Hill UX	"		11.20	1.30
123		Burrundie UX	arr.	11.30		2.05
		do.	dep.	11.45	11.48	2.20
128		Springhill U	"		*	"
138		Union Rafts UX	"		*	"
145		Fine Creek	arr.	1.00p.m.	12.35p.m.	3.35
		do.	dep.	1.30	12.48	4.05
160		Cullen U	"	1.30	*	"
163		Fergusson River UX	arr.	2.30		5.05
		do.	dep.	2.40	1.26	5.10
169		Horseshoe U	"		*	"
175		Edith U	"		*	"
200		Katherine	arr.	4.25	2.30 No.4	6.55
		do.	dep.		2.45	8.00
230		Maranboy UX	arr.			9.20
		do.	dep.		3.28	9.25
264		Mataranka	arr.		4.38	10.55
		do.	dep.		4.43	11.20
303		Gorrie UX	"		*	"
311		Larrimah	arr.		6.05	1.20p.m.

* Stops to pick up and set down when required.

Further reading and notes

Harvey, J. Y. The never-never line: the story of the North Australia Railway. Melbourne (Vic.) : Hyland House, 1987.

Stevenson, Ian. The line that led to nowhere: the story of the North Australia Railway. Adelaide (SA): Rigby, 1979.

Chris's Commonwealth Railways

[Information Page \(ComRails\)](#) website is an excellent source of information.

To operate from 11/7/55

Miles from Birdum	Station		No. 2 Mixed Friday	No. 4 Goods Monday	No. 6 Rail Car Monday
5	Larrimah	dep.	a.m. 1.00	p.m.	p.m. 8.30
13	Gorrie	"	x		x
52	Mataranka	arr.	3.00		9.52
	do.	dep.	3.25		9.57
80	Marenboy	"	5.00		10.57
116	Katherine	arr.	6.20		11.50
	do.	dep.	7.20	3.00 No. 5	12.05 a.m.
141	Edith	"	x		x Tues.
147	Horseshoe	"	x		x
161	Fergusson River	arr.	9.13	4.53	
	do.	dep.	9.13	6.00	1.12
158	Cullien	"	x		x
171	Pine Creek	arr.	10.25	6.10	1.52
	do.	dep.	11.00	6.50	2.07
172	Union Resfs	"	x		x
183	Springhill	"	x		x
193	Burrundie	arr.	12.00	8.25	
	do.	dep.	12.05 p.m.	8.35	2.55
203	Grove Hill	"	12.35	9.05	3.18
208	Fountain Head	"	x		x
213	Brocks Creek	"	x		x
213	Howley	arr.	1.17	9.50	
	do.	dep.	1.32	10.05	3.47
240	Adelaide River	arr.	2.33	11.10	4.35
	do.	dep.	3.21	12.10 a.m.	4.40
242	Snake Creek	"			Tues.
247	Stapleton	"	x		x
256	Batchelor	"	4.30	1.15	5.18
258	58 Mile Camp	"	x		x
260	Rum Jungle	"	x		x
274	Darwin River	arr.	5.13	2.15	
	do.	dep.	5.25	2.30	
279	Southport	"	x		x
289	Firdan	"	x		x
294	22 Mile Camp	"	6.25	3.30	6.43
296	McMirns	"	x		x
306	Knuckeye	"	x		x
310	Winnellie	"	x		x
314	Workshops	arr.	7.25	4.30	7.26
	do.	dep.	7.30	4.35	7.29
318	Darwin	arr.	7.40	4.45	7.35

* Stopped to pick up and set down when required.

Stannings

WORKING TIMETABLE NORTH AUSTRALIA RAILWAY

DOWN.

To operate from 27.4.1958

Staff and Ticket System, Darwin - Workshops.
 Permissive Block System, Workshops - Larrimah

Miles From Darwin		Station		No.1 Railcar Sunday	No.3 Mixed Wednesday.
0	CWXS	Darwin	Dep.	7.30pm	3.00pm
2	FUE X	Workshops	Arr.	7.38pm	3.10pm
		"	Dep.	7.41pm	3.25pm
5½	URX	R.A.A.F Siding		*	*
6	UX	Winnellie	Dep.	*	*
10	UX	Knucksys	Dep.	7.58pm	*
19	UX	McMinns	Dep.	8.18pm	*
22	U	22 Mile Camp	Dep.	8.24pm	*
27	UX	Firdan	Dep.	8.34pm	*
37	UX	Southport	Dep.	8.56pm	*
42	HWRX	Darwin Rvr. Quarry	Dep.	9.06pm	*
46	UX	Beetson	Dep.	9.16pm	*
56	UX	Rum Jungle	Dep.	9.38pm	*
58	U	58 Mile Camp	Dep.	9.43pm	*
60	U	Batchelor	Dep.	9.48pm	*
69	UX	Stapleton	Dep.	10.08pm	*
74	U	Snake Creek	Dep.	*	*
76	UEFPWRX	Adel. Rvr.	Arr.	10.26pm	-
			Dep.	10.36pm	7.30pm
100	UWX	Howley	Dep.	11.26pm	*
103	U	Brooks Creek	Dep.	11.34pm	*
107	UX	Fountain Hd.	Dep.	11.42pm	*
113	UX	Grove Hill	Dep.	11.56pm	*
123	UWX	Burrandie	Dep.	12.16am (Mon.)	*
125	U	Spring Hill	Dep.	*	*
138	UX	Union Reefs	Dep.	*	*
145	UEFPWR	Pine Creek	Arr.	1.07am	-
			Dep.	1.14am	11.30pm
160	U	Cullen	Dep.	*	*
165	UW	Ferg. River	Dep.	1.52pm	*
169	U	Horseshoe	Dep.	*	*
175	U	Edith	Dep.	*	*
200	CEFPWRX	Katherine	Arr.	2.55am	2.15am
			Dep.	3.15am	4.30am
230	UX	Marantoy	Dep.	4.08am	*
264	UPRXW	Mataranka	Arr.	5.08am	
			Dep.	5.13am	7.15am
311	UEFPWRX	Larrimah	Arr.	6.35am	8.45am

* Stops to pick up and set down when required.

Mixed trains may run ahead of time, but must not depart Adelaide River, Pine Creek, Katherine or Mataranka more than 30 minutes ahead of tabled time.

WORKING TIMETABLE NORTH AUSTRALIA
RAILWAY.

Gannings

UP. To operate from 28.4.1958

<u>Miles</u> <u>From</u> <u>Birdum</u>	<u>Station</u>		<u>No.2</u> <u>Bullock</u> <u>Monday</u>	<u>No.4</u> <u>Mixed</u> <u>Thursday.</u>
5	Larriyah	Dep.	8.30am	6.00pm
52	Mataranka	Arr.	9.52am	-
	Mataranka	Dep.	9.57am	8.00pm
85	Maranboy	Dep.	10.57am	*
115	Katherine	Arr.	11.50am	10.22pm
		Dep.	12.25pm	12.15am Fri.
141	Edith	Depart	*	*
147	Horseshoe	Dep.	*	*
151	Fergusson Av.	Dep.	1.32pm	*
156	Cullen	Dep.	*	*
171	Pine Creek	Arrv.	2.12pm	
		Dep.	2.17pm	3.15am
176	Union Beach	Arr.	*	*
188	Spring Hill	Dep.	*	*
193	Burrundie	Dep.	3.07pm	*
203	Grove Hill	Dep.	3.35pm	*
209	Fountain Hd.	Dep.	3.48pm	*
213	Brooks Creek	Dep.	3.57pm	*
216	Howley	Dep.	4.05pm	*
240	Adel. River.	Arr.	4.53pm	-
		Dep.	5.03pm	7.00am
242	Snake Creek	Dep.	*	*
247	Stapleton	Dep.	5.21pm	*
256	Batchelor	Dep.	5.41pm	*
258	58 Mile Camp	Dep.	5.45pm	*
260	Rosa Jungle	Dep.	5.50pm	*
270	Baetson		*	*
274	Darwin River	Dep.	6.20pm	9.45am
	Quarry			
279	Southport	Dep.	6.31pm	*
289	Birdum	Dep.	*	*
294	22 Mile Camp	Dep.	7.08pm	*
296	McKinnis	Dep.	7.13pm	*
306	Knuckeyes	Dep.	7.32pm	*
310	Winnellie	" "	*	*
310½	R.A.A.F.	Dep.	*	*
	Siding			
314	Workshops	Arrive	7.51pm	12.39pm
	Workshops	Dep.	7.54pm	14.54pm
316	Darwin	Arr.	8.00pm	1.00pm

* Stops to pick up and set down when required.
Mixed Train may run ahead of time but must not
depart Mataranka, Katherine Pine Creek, or Adelaide
River more than 10 minutes ahead of tabled time.

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

Return to [Contents Page](#).

Gosford

STUART KEAN

I WAS CLEANING OUT MY garage on the weekend (taking papers out, looking at them, deciding to keep them and putting them back) and found a copy of an article about Gosford from *The Times* of July 2004. This reminded me that I had found some stats on the Gosford train service from the 1950s when I was looking through the papers in the Mitchell Library a while ago:

SMH - Tuesday January 3 1950 HOLIDAY CROWD RETURNS

Trains Carry 30,000. Thirty thousand people flocked back to Sydney by rail yesterday—the last day of the Christmas-New Year holidays. To handle the homeward rush, the Railway Department used 92 trains, including 62 specials. Country people who went home after holidaying in Sydney and city people who spent the day at holiday resorts filled 85 trains.

BUSY NIGHT AT CENTRAL.

Central railway station was a bustling centre last night as holidaymakers laden with baggage came off trains. Twenty-five special trains came from the north, 15 from the west, 14 from the Illawarra district, and eight from the south. Between 1 p.m. and 10 p.m. 29 trains stopped at Gosford to pick up passengers.

TRAINS FILLED. There were vacant seats in trains which arrived during the afternoon. Trains which reached Central last night were filled, but not overcrowded. The Railway Department had a number of "stand-by" trains ready to use if necessary, but they were not needed. Railway officers at Gosford late last night estimated that 50,000 holidaymakers had now gone back home from the Central Coast stations. More than 15,000 also left the district by the Pacific Highway. It is likely that at least 5,000 to 6,000 will leave by the early morning trains for Sydney today. Early trains left Katoomba with passengers standing in the corridors.

Between December 16 and last night the railways carried 315,000 long-distance travellers from Sydney. In the

4,000 People Commute Daily to Work in Sydney

70 MINUTES IS ALL IT TAKES FROM

GOSFORD

Gosford is growing fast — a new suburb of Sydney. Land priced from £325. Water and electricity available on each block of our new No. 3 Estate. Roads tar sealed, K. & G., one mile from Railway Station. Beaches only 20 mins. away. Immediate title and possession. 5-year terms. £25 deposit. Meet our rep. on Corner Govt. Road and Pacific Highway, Gosford (1st street on right past the Dinosaur).

ST. IVES DEVELOPMENT (SALES) PTY. LTD.,
149 Castlereagh St., Sydney
Phone: 61-9001, 61-9913
After Hours: 95-8342
Member R.E.I. of N.S.W.

POST COUPON
Please send me plans and prices on Gosford Estate
Name: _____
Address: _____
Tel: _____

same period a year ago, 4,000 more were carried. Because more rolling stock was available the department was able to run 54 more trains between these dates, so there was less overcrowding.

HEAVY AIR TRAFFIC Air lines last night reported particularly heavy traffic in the past three days. All flights had been booked out well in advance, and additional planes had been used. An airline official said: "Bookings indicate that the rush is likely to continue all this week, and

extend into the next."

I have also found a nice advertisement from 1964 [above].

Finally, a [newsreel](#) from 1934-35 with a lovely scene of a 36 on the bridge and another of a goods engine arriving on a passenger train at Woy Woy.

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

Return to [Contents Page](#)..



Missing the Transfer

JAMES T WELLS

RECENTLY “[SIGNAL PROBLEMS](#)”, a New York City website devoted to subway issues, posted the [following entry](#):

Over the last year, S/P reader Jeremy Moses has been irked by a small change in subway service. He’s one of those riders for whom every second counts. Moses lives off the 137th St stop on the 1 train and works downtown. When coming home from work, he’ll usually take the 2/3 to 96th St and makes the cross-platform transfer.

The change that irks him, which he’s noticed in the past year or so, is that, typically, the 1 no longer holds for passengers making the transfer. “Like, I’ll be on the 2, it will pull into 96th, the 1 will be across the platform with the doors open, and as we get out, the 1 will close its doors and pull away.”

For riders like Moses who derive satisfaction from a well-executed transfer, this change has been tantamount to subway torture. Adding insult to injury, “at least once a week,” he says, the next 1 train will be 8-10 minutes behind. In the meantime, several express trains come through and dump passengers like him onto the platform. “All it does is create incredible congestion on that next 1 train and makes everyone miserable.”

—Aaron Gordon

The post then goes on to discuss the issue in terms of “Wait Assessment”



Weekday Service

1 Southbound

From Van Cortlandt Park-242 St, Bronx, to South Ferry, Manhattan

Vn Crldndt Pk 242 St	238 St	168 St	137 St City College	103 St	96 St	66 St Lincoln Ctr	Times Sq 42 St	Chambers St	South Ferry
7:06	7:07	7:19	7:24	7:31	7:33	7:39	7:45	7:57	8:03
—	7:12	7:24	7:29	7:36	7:38	7:44	7:50	8:03	8:09
7:15	7:16	7:28	7:33	7:40	7:42	7:48	7:54	8:07	8:13
7:19	7:20	7:32	7:37	7:44	7:46	7:52	7:58	8:11	8:17
—	7:23	7:35	7:40	7:47	7:49	7:55	8:01	8:15	8:20
7:25	7:27	7:39	7:44	7:50	7:52	7:59	8:04	8:19	8:24
7:29	7:30	7:42	7:47	7:54	7:56	8:02	8:08	8:22	8:27
—	7:34	7:46	7:51	7:58	8:00	8:06	8:12	8:26	8:32
7:37	7:39	7:51	7:56	8:03	8:05	8:11	8:17	8:32	8:38
7:41	7:43	7:55	8:00	8:07	8:09	8:15	8:21	8:34	8:40

Weekday Service

2 Southbound

From Wakefield-241 St, Bronx, to Flatbush Av, Brooklyn

Wakefield 241 St	E 180 St	149 St	135 St	96 St	Times Sq 42 St	14 St	Chambrs St	Atltic Av- Barclays Ctr	Franklin Av	Flatbush Av
6:35	6:55	7:13	7:17	7:26	7:33	7:37	7:42	7:58	8:04	8:21
6:42	7:00	7:18	7:23	7:32	7:40	7:44	7:49	8:04	8:11	8:26
6:49	7:07	7:25	7:29	7:38	7:46	7:50	7:55	8:10	8:17	8:31
6:53	7:12	7:31	7:35	7:44	7:52	7:56	8:01	8:16	8:23	8:37
6:59	7:17	7:36	7:41	7:50	7:58	8:02	8:07	8:22	8:29	8:43
7:06	7:24	7:43	7:47	7:56	8:04	8:08	8:13	8:29	8:36	8:50
—	7:30	7:49	7:53	8:02	8:10	8:15	8:20	8:36	8:42	8:59
7:17	7:35	7:54	7:59	8:08	8:16	8:21	8:26	8:42	8:49	9:05
7:23	7:42	8:01	8:05	8:15	8:23	8:27	8:33	8:49	8:56	9:11
7:29	7:47	8:06	8:10	8:20	8:28	8:33	8:38	8:55	9:01	9:22*
—	7:50	8:09	8:14	8:24	8:32	8:37	8:42	8:59	9:06	9:19

Weekday Service

3 Southbound

From Harlem-148 St, 7 Av, Manhattan, to New Lots Av, Brooklyn

Harlem 148 St	135 St	96 St	Times Sq 42 St	14 St	Chambers St	Nevins St	Franklin Av	Crown Hts Utica Av	New Lots Av
7:10	7:14	7:23	7:31	7:35	7:40	7:54	8:02	8:09	8:20
7:16	7:20	7:29	7:37	7:41	7:46	8:00	8:09	8:14	8:25
Then every 6-8 minutes until:									
10:00	10:04	10:13	10:20	10:24	10:29	10:43	10:52	11:01	11:13
10:05	10:09	10:18	10:26	10:30	10:34	10:49	10:58	11:07	11:19
10:13	10:17	10:26	10:34	10:38	10:42	10:57	11:06	11:15	11:27
10:21	10:25	10:34	10:42	10:46	10:50	11:05	11:14	11:23	11:35

performance (passenger experience) as opposed to on-time running. The latter suffers, as we know, from the syndrome: “If the trains are 10 minutes late, but they only run every 10 minutes, does it matter?” There is also the matter of journey times.

The post refers to catching No. 2 express and then transferring to the No. 1 local at 96th Street. The Broadway subway, opened in 1904, was built as a four track line, with the express tracks in the middle. The transfer stations typically have two island platforms to facilitate transfers.

No. 3 line trains also run express on

this route. The four track system begins at Chambers St. in the south (the 1 starts off at the tip of Manhattan at South Ferry, the 2/3 come in from Brooklyn to the East).

96th Street is the last transfer point in the north. Between these two stations there are twelve local stations and four transfer stations. Clearly, expresses should take much less time than locals.

The timetable shows expresses taking 18 minutes; locals 24 to 26 minutes. The difference of about 6 to 8 minutes is much lower than one would expect based on saving a minute per skipped station. The distance is about 10km, so

the expresses only average about 33 km/h. Maybe speeds are kept low to avoid excessive noise when passing through local stations. The stations are typically quite open in layout. It is understood that the overall system speed limit is 55 mph (90 km/h) [Wikipedia says max is 55 mph, average is 17mph-Editor].

We show snippets of the published timetables for the three lines in the a.m. peak southbound [page 10]. Note that only a few stations are shown, as is common practice for street transport timetables. It's a pity that not all the transfer stations are included, e.g. 34 Street Penn Station.

The author well remembers his first contact with the subway on a visit in 2004. This was at 59th Street – Columbus Circle. A 2/3 train ambled through on the express line. It was certainly not doing 90 km/h. By rights, this should be a transfer station on the 1/2/3 Broadway lines. It is on the connecting Eighth Avenue subway – lines A/B/C and D.

The timetables show that the 1 runs every three to four minutes and the 2/3, between them, the same, so transfers shouldn't be too much of an issue.

Assessing the off-peak is a little bit more difficult because the timetables just provide a guide. For example, on Saturday, during the day, the 1 runs every eight minutes; the 2 every seven to nine minutes and the 3 every 12 minutes so the expresses are typically every five minutes on average. So just missing a local at a transfer station would be frustrating.

Now to consider some Australian situations.

Melbourne has a noteworthy transfer situation with the Burnley group of lines in the a.m. peak. Glen Waverley trains proceed direct to Flinders St.; the others run anti-clockwise through

the City Loop, so there would be some interchange of passengers.

Richmond platforms 7/8 is the obvious place to do this but passenger comfort is poor because the platform is wind-swept and has limited seating on the narrow island platform. Passengers from the longer-distance express services via Camberwell have virtually no choice; but for "stopping" services East Richmond and Burnley can also be used for transfer—but not across platform; just to a following service.

For example, if you are on the Glen Waverley train due at Burnley at 8:14 a.m., you could alight there to catch the 8:17 a.m. (ex-Alamein) train or you could go through to Richmond at 8:18 a.m. to transfer to the loop train which has run express from Box Hill and stops there at the same time.

The same problem doesn't arise in the evening peak, because Glen Waverley trains use the loop, together with most Camberwell line trains. Generally, only passengers for Hawthorn and Auburn would transfer.

In Sydney, cross-platform transfers can be done at a few locations including Central and Town Hall. For example, at Central, the island platform 16/17 sees City Circle (City Outer) trains from sector 2 on platform 17 intersect with sector 3 trains proceeding across the Harbour Bridge to the North Shore. There are also stations with cross-platform transfers on the Western line beyond Parramatta.

A boondoggle of a transfer situation will arise in Sydney next year, with the opening of the Metro from Tallawong (Rouse Hill) to Chatswood – see "The Times" February 2018 edition.

Now we have a North Shore line timetable that is operating following the closure of the Epping to Chatswood line for conversion to Metro operation. For the a.m. peak,

this timetable is very similar to the previous timetable, in that Gordon starters (four an hour) have been continued. Berowra services have increased from two to four per hour, with additional services from Hornsby.

The arrivals at Chatswood in the quarter-hour from 8 am are:

- 08:01 ex Wyong, non stop from Gordon
- 08:04 ex Gordon, all stops
- 08:07 ex Hornsby, non stop from Gordon
- 08:10 ex Berowra, non stop from Gordon
- 08:13 ex Hornsby, all stops from Gordon

Five trains in the quarter hour is equivalent to twenty per hour, Sydney's maximum for many years.

Irrespective of stopping pattern, all trains have a ten minute run time over the sector from Gordon to Chatswood. As Jack McLean, ATA Founder, famously said: "The stoppers stop in the stations, the expresses stop outside them".

There are no Lindfield starters; these commence after the peak to provide a ten trains per hour service through Chatswood in the inter-peak Mon-Fri.

It is very likely that this will be the service that will be offered when the Metro opens.

Sydney practice at major stations is to have a staff member on the platform to signal "right away" to the guard for departure. Will these staff members be sensitive to what's happening on the opposite platform as well as the load on the Shore train once the Metro starts? Time will tell.

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



New South Wales Goods Trains loads, 1971

From the Estate of **GEORGE WHITBREAD**, Former Locomotive Driver and Train Controller, courtesy **BEN LEWIS**

29th July, 1971 Train 425 Loco 4410 Darling Harbour to Goulburn

Wagon	Weight.	From	To	Contents
1 MBC 25719	48 tons	Alexandria	Canberra	Urgent Refrigerated
2 MLV 6885	45	Alexandria	Canberra	Urgent Perishables
3 LLV 15718	34	Darling Harbour	Crookwell	Perishables
4 LLV 9954	32	do	Yass	Perishables
5 MLV 25685	30	do	Galong	Goods
6 GLV 31486	52	do	Queanbeyan	Perishables
7 GLV 31450	53	do	Queanbeyan	Perishables
8 LLV 11090	40	do	Queanbeyan	Perishables
9 MB 22891	37	do	Queanbeyan	Perishables
10 JLX 33866	64	do	Queanbeyan	Urgent
11 GLV 31437	32	do	Batlow	Perishables
12 MLV 10691	34	do	Canberra	Perishables
13 JLX 33858	39	do	Leeton	Urgent
14 MLV 22501	34	do	Goulburn	Perishables
15 GLV 31391	45	do	Goulburn	Perishables
16 GLV 31456	45	do	Goulburn	Perishables
17 MLV 22485	49	do	Queanbeyan	Perishables
18 PHG 23295	25	do	Cootamundra	Brake Van

18 vehicles = 720 tons

This train conveys bulk loading traffic for Goulburn and Branch Lines
This train terminates Goulburn with this traffic placed on other trains.



THERE IS A VAST DIFFERENCE in goods train traffic today. The stock and goods carried in 1971 were the last few years of such cartage. Readers can only imagine how many local shunt trips ran in 1971 to shunt, distribute and gather up all the Metropolitan traffic. I can tell you there was at least 24 such local metropolitan trip trains on most weekdays. Plus the odours when passing Flemington stock yards, going to work on a big breakfast, could make the stomach churn somewhat....!!!!!! The PTC eliminated much of this traffic *circa*. 1976.

-Ben

Comment on this article – [Letter to the Editor](#), [Facebook](#)
Return to [Contents Page](#).

30th July, 1971 Train 322 South Dynon to Cooks River Locomotives 4434 – 4472 Goulburn to Cooks River

Wagon	Weight	From	To	Contents
1 OMX 57	31	Elizabeth {S.A.}	Cooks River	Cars
2 BCX 21769	65	South Dynon	do	Containers
3 CBX 21747	65	do	do	do
4 SKX 23	65	do	do	do
5 SKX 49	65	do	do	do
6 CBX 21762	65	do	do	do
7 SKX 15	65	do	do	do
8 CBX 21765	65	do	do	do
9 SKX 63	65	do	do	do
10 SKX 41	65	do	do	do
11 CBX 21790	65	do	do	do
12 SKX 46	65	do	do	do
13 MHG 11769	22	do	do	Brake Van

13 vehicles {equivalent length 42} = 768 tons

This is a typical interstate train for major freight companies with sidings and docks at Cooks River

26th October, 1971 Train 510 Orange East Fork to Enfield

<u>Wagon</u>	<u>Weight</u>	<u>From</u>	<u>To</u>	<u>Contents</u>
4608 +46 class	Lithgow	Enfield	Locomotives	
1 TRC 31101	38	Troy Junction	Canterbury	Meat
2 WHX 30606	73	Arthurville	Rozelle	Wheat
3 WHX 30581	73	Arthurville	Rozelle	Wheat
4 WH 30434	72	Arthurville	Rozelle	Wheat
5 WH 30546	72	Arthurville	Rozelle	Wheat
6 BWH 29212	61	Arthurville	Rozelle	Wheat
7 BWH 29186	61	Arthurville	Rozelle	Wheat
8 BWH 32135	61	Arthurville	Rozelle	Wheat
9 S 821	12	Dubbo	Darling Harbour	Goods
10 S 14170	11	Dubbo	Darling Harbour	Empty Returns
11 S 11044	11	Dubbo	Darling Harbour	Empty Returns
12 S 16483	16	Euchareena	Darling Harbour	Wool
13 S 18079	16	Euchareena	Darling Harbour	Wool
14 S 666	16	Euchareena	Darling Harbour	Wool
15 S 21203	23	Bourke	Rhodes	Hides
16 S 19512	10	Nyngan	Sandown	Shell { Empty Drums }
17 BOT 206	25	Dubbo	Sandown	Shell { Empty Oil }
18 BOT 208	24	Dubbo	Sandown	Shell { Empty Oil }
19 BOT 212	25	Dubbo	Sandown	Shell { Empty Oil }
20 BOT 236	28	Talbragar	Rosehill	Shell { Empty Bitumen }
21 BOT 345	26	Dubbo	Banksmeadow	Caltex { Empty Oil }
22 BOT 110	26	Dubbo	Banksmeadow	Ampol { Empty Oil }
23 BOT 9	25	Dubbo	Banksmeadow	Ampol { Empty Oil }
24 BOT 119	26	Dubbo	Botany	Amoco { Empty Oil }
25 BOT 300	28	Dubbo	Botany	Total { Empty Oil }
26 BOT 323	24	Dubbo	Botany	Mobil { Empty Oil }
27 K 25518	30	Bourke	Cooks River	Goods
28 CW 27884	14	Dubbo	Riverstone	Cattle
29 CW 27957	14	Dubbo	Riverstone	Cattle
30 FHG 31751	23	Orange East Fork	Enfield	Brake Van
30 vehicles = 973 tons				

7th August, 1971 Train C104 Loco 4423 Temora to Homebush
Saleyards

<u>Wagon</u>	<u>Weight</u>	<u>From</u>	<u>To</u>	<u>Contents</u>	
1 BSV 30258	30	Griffith	Unanderra	Sheep	
2 TRC 31336	35	Cootamundra	Homebush	Meat	
3 TRC 31256	39	Cootamundra	Homebush	Meat	
4 BSV 30096	30	Griffith	Gosford	Sheep	
5 BSV 30036	30	do	do	do	
6 BSV 29662	30	do	do	do	
7 BSV 30240	30	do	do	do	
8 BSV 30214	30	do	do	do	
9 BSV 30149	30	do	do	do	
10 BSV 29987	30	do	Waratah	do	
11 BSV 30017	30	do	Waratah	do	
12 BSV 30268	25	do	Waratah	do	
13 BSV 30095	30	do	Riverstone	Sheep	
14 BSV 30043	30	do	do	do	
15 BSV 30056	30	do	do	do	
16 BSV 29937	30	do	do	do	
17 BSV 29704	30	do	do	do	
18 BSV 30162	30	do	do	do	
19 BSV 30261	25	Griffith	Homebush	Sheep	Pearce
20 BSV 30156	30	Tullibigeal	do	do	Dalgetys
21 BSV 30025	30	Tullibigeal	do	do	Dalgetys
22 BSV 28983	25	Tullibigeal	do	Sheep	Dalgetys
23 BSV 30041	30	Lake Cargelligo	do	Sheep	
24 BSV 30237	30	Rankins Springs	do	Pigs	Parra. Livestock
25 PHG 23298	20	Temora	Homebush	Brake Van	

25 vehicles {equivalent length 50} = 739 tons

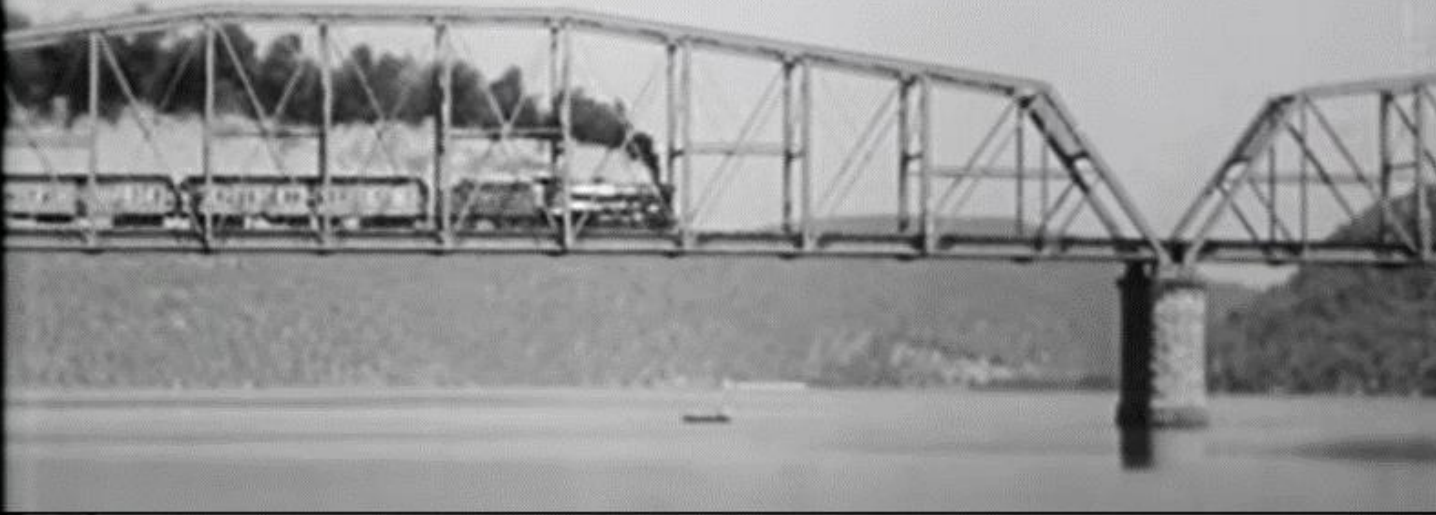
Livestock Train



16th October, 1971 Train 246a Junee to Darling Harbour
Locomotives 4515 – 4206 – 4463 Cootamundra to Metrop

<u>Wagon</u>	<u>Weight</u>	<u>From</u>	<u>To</u>	<u>Contents</u>
1 MLV 22309	22	Harden	Darling Harbour	Empty
2 MLV 1414	26	Leeton	Darling Harbour	Perishables
3 LLV 5200	25	Griffith	do	do
4 LLV 10018	47	Batlow	do	do
5 GLV 34400	65	Batlow	do	do
6 MLV 23233	48	Griffith	do	do
7 MLV 22313	48	Griffith	do	do
8 LLV 10039	55	Griffith	do	do
9 LLV 11238	52	Griffith	do	do
10 MLV 2422	28	Griffith	do	do
11 MLV 4586	18	Cootamundra	Darling Harbour	Empty
12 MHG 11612	22	Cootamundra	North	Empty Brake Van
13 BCW 29139	25	Tumut	Windsor	Horses
14 BSV 29973	25	Gundagai	Homebush	Sheep
15 BSV 29956	25	Tumut	Homebush	Pigs
16 BSV 29645	29	Berrigan	Homebush	Sheep
17 BSV 20055	29	Berrigan	Homebush	Sheep
18 BCW 29771	30	Finley	Homebush	Cattle
19 BCW 30392	30	Finley	Homebush	Cattle
20 BCW 30355	30	Finley	Homebush	Cattle
21 BCW 30362	30	Henty	Homebush	Cattle
22 BSV 29985	29	Wagga Wagga	Riverstone	Sheep
23 BSV 29648	29	do	do	do
24 BSV 29911	29	do	do	do
25 BSV 30062	29	do	do	do
26 BSV 29685	29	do	do	do
27 BSV 30024	30	do	do	do
28 BSV 30057	30	do	do	do
29 BSV 29845	30	do	do	do
30 GHG 31030	20	Junee	Darling Harbour	Brake Van
30 vehicles {equivalent length 60} = 964 tons				

Woy Woy Venice of Australia



Woy Woy Venice of Australia

