Albury to Melbourne
MTP Effective from 6th January 2019
Thursday

RRP $4.95
Incl. GST

—Contents—

Dear Editor Geoff,
I enjoyed your article on the airships and Cardington. The enclosed is to show the style in which the rich passengers might have arrived at the station: preserved Highland Railway No. 103 on a filming assignment at Cardington in 1964. The potential of airships will not go away: the University of Manitoba teams with industry to demonstrate the potential use of airships to serve remote locations in the Canadian arctic.

- Derek Scrafton

Timetabling—**S**cience, **A**rt or **M**uddle?

A debate between **THE GNOMES OF DULWICH**

IN OUR COMPANION MAGAZINE, Table Talk, last month, under the heading of "*The Vagaries of 8620*", Max Michell and Victor Isaacs wrote about some current timetabling issues on ARTC's North East Standard Gauge (NESG) line in Victoria. The Times has had access to ATA's version of the Watergate Tapes, in which these issues were discussed on a Railway Social Media Site—*The Gnomes of Dulwich*. The Gnomes usually refer to one another as "Gs".

The tapes seem to contain some 18 minutes of silence, but are nevertheless a good indicator of what goes on in groups like this. The Conversations were recorded at the Bottom of a Garden, near a frog pond so the transcription is oftentimes a bit croaky and very cryptic to those who are not Gnomes.

… NOW READ ON

BIG:

"Gs: 8620? … This is not a story about a long gone NSW electric loco, but rather the every day V/Line midday Albury - Southern Cross (SX) passenger train.

Since the start of May last year I have travelled this train between Seymour and SX no less than 26 times. Times into SX have been between 3 minutes early and 18.5 minutes late which, given the propensity of ARTC to allow temporary speed restriction (TSRs) to get a heritage classification before they show any interest in doing anything about them, is the sort of result you might expect.

By my count there were 3 trains that were exactly on time or early, 6 more that were no more than 5 minutes late (a reasonable measure of 'on time' for a regional line), 7 more that were no more than 10 minutes late (the sloppy V/Line measure) and 10 that were late by even V/Line's measure.

On a good day 8620 will regain between around 8 minutes from its time out of Seymour (i.e. if it is 8 late from Seymour an on time result is notionally possible), but the bugger factor in this is train running delays en route (mainly crossing but occasionally work on track—rare as it seems—are the normal offenders). Over the survey period the TSRs have regularly changed with odd spots of remediation being overcome by development of other problem areas. Two recent events - the 7 km long 60 km/h TSR through Seymour and a 40 km/h over the Maribyrnong River bridge are both contributing an impost of around 7 - 8 minutes over and above the heritage TSRs on the line. In fact since Oct 2018 there has not been a result better than 7 minutes late. Heaven help us if the drought breaks with a vengeance - there is no doubt that the current 'dry' has helped slow down degradation of the track to a large degree.

The interesting bit of all this is that the track manager and train operator have different times for this train (and others) in their MTPs (WTTs if you are of retiring age), so while V/line is running their train to one set of times the train controllers are managing it to a different set. Are we surprised that the N.E. line is not anything like a precision operation. As well as having two lots of times, both ARTC and V/Line have some fairly 'colourful' timings - of up to 210 km/h point to point averages in a couple of cases, which rather suggests that the timetablers are somewhat less than familiar with their territory and have no idea exactly what they are timetabling for. In both cases there are places of supreme irrelevance to train running, while ARTC presumably must have had a problem Geek in their midst at one time, so have passenger trains visiting North Dynon, Appleton Dock Jct, Canal Siding, Melbourne Operations Terminal and Moonee Ponds Jct (not Moonee Ponds Ck Jct as you might expect) between Sims St and SX. Curiously they don't go via South Dynon which a place they really do more or less go to.

ARTC have these and places such as Albion Jct (?), Sunshine and Jacana Loop in their timetables despite these having no relevance at all for SG train running. V/Line, in their pedantic way, ignore the mass of central sidings and yards but add in the curious Tullamarine BG junction (?), Jacana Flyover, Kilmore Grade Crossing, Tallarook Loop (between Tallarook Nth End and Sth End) as their contribution to fairy land.

ARTC don't define where their single timing point is at their four passing lanes (but you can work it out - Tullamarine at the exit end of the lane, Donnybrook at that location, Kilmore East at that location and Tallarook at the north end. Given these lanes are four minutes long at passenger speeds it seems almost childish to time just one (undefined) end. One notable issue is that both timetables allow 16 minutes from Sims St to SX - a section that is around 8 minutes on a half reasonable day (and more or less the secret of why 8 minutes late from Seymour can be OT at SX).

There is a lot of 'garbage' timing in both timetables, the sort of thing that would make a NSW man or Victorian back in the half minute timing era throw up in their grave. It is little wonder that the words precision and NESG train running are mutually exclusive.

Timing Point	Times according to:	
	V/Line	ARTC
Seymour Platform	15.07/09	15.06/08.
The one minute variation happens soon after Wodonga and remains constant through to Seymour.		
Tallarook North End	1513	1514
Tallarook South End	1517	na
Kilmore North End	1529	na
Kilmore South End	1534	1530
Wallan Loop	1542	1540
Donnybrook North End	1548	na
Donnybrook South End	1550	1548
Somerton Loop	1558	1556
Broadmeadows	1602/03	1601
Tullamarine ("somewhere")	1606	1606
McIntyre Loop	1609	1607
Tottenham Jct	1613	1611
West Footscray Jct	1618	1616
Sims St Jct	1624	1622
Moonee Ponds Ck Jct	1629	1629
Southern Cross	1640	1638

The current times of both V/Line and ARTC are as above. I used to time to ARTC times but since late March this year have now adopted V/Line times since that is what the train operator thinks it is running to. Until ARTC get rid of their legion of TSRs they are not really running to anything at all."

LITTLE:

"The background to all of this is that when the Albury SG Pass. Service was to begin, my VLP Manager would traipse off to Meetings to negotiate with ARTC for pathways, with the ever-present DOI/PTV Train Planners hovering, so as to give their blessing.

Given that the basic Departure Times of all journeys has hardly varied since, I am led to believe that there are still occasional meetings to talk nitty-gritty timings, and arising from such meetings, proposed times are given to VLP and these then appear in the VLP MTP. But somehow the times are manipulated by the time that they appear in the ARTC MTP. I am certain that the current VLP MTP scheduler would not be cross-checking with the ARTC MTP to pick up any variations. They work on the basis - unless ARTC tell us anything different, the current schedules keep applying.

When I was there, I was continually monitoring ARTC TAA's, (and Metro Melb S Circulars), to identify conflicts with VLP schedules that they had set up, then I could adjust such schedules to work around them. You could not rely on them to tell you in advance. Both ARTC and Metro seem to regard

themselves as King, and VLP just has to fit in as the 'poor cousin'.

Of course, when you look at some of the schedules that ARTC churn out for NSW Heritage Trains, you do wonder at the calibre of ARTC Schedulers. Perhaps Old would have a view on that statement!"

OLD:

"Old is rolling around the office floor. Little, we should send Rita and Dolly over to Adelaide to sit on someone's lap and show them how to do TTs. I have this constant battle with them and even their own staff have difficulty getting it through to them.

One instance recently: Adelaide do some work on TAA, you can tell by the footer on TAA, and they publish times for varying locations, including Burrawang Bus Stop, just to name one location. Their own Planner over here explained to them that in TRIIMS, all you need to do is go into the prose and un-tick locations and just leave the important ones ticked, hence the publication of out of the way places.

The response "*That's a big job Henry, I don't have time to do it*". Instead they just hit the publish button and wallah!!!!! A TAA.

I am in conference with them trying to get them to use a different setting – similar to STN and CTN – to reduce the paper use. Hmmm, guess who is not winning?

One very good example of the problem is trains belonging to NSW Trains which run between Hamilton and Telarah etc.

TAA says Islington Jct and possibly Maitland, Telarah or similar. No stopping pattern for each train, so ST have to issue an STN to cover the patterns. Staff are told the TAA is the only document for ARTC working and therefore stations are missed, skipped etc. – Metro should take lessons.

The differences between Border timings which ST (Sydney Trains) want and what ARTC given are often only a minute or two out – so it means an amended TAA as ST govern their area and nothing will change. You have to be here to enjoy/laugh/cry at what happens we poor old Operators.

I could type for hours with many a sad story and even some funny bits."

BIG:

"Little, I had a feeling you would put some 'clothing' on the issue. Much as I expected, which brings me to 8630 which (in the April 2019 MTP) crosses MS2, MB9 , ST22 and MB4 between Seymour and Tottenham (i.e. on single track). 8630 has a timing (V/Line) of 118 minutes from Seymour to SX, as compared to timings of 90 mins or better for its two earlier siblings.

8630 in fact only meets all four trains three days a week, meets three trains two days a week, meets two trains one day a week and meets only ST22 (XPT) on one day a week - in other words it will either wait much longer for the reduced number of crosses, or run seriously early on the 'lite' days.

 I have done a bit of a fiddle and reckon that if 8630 left Albury 10 mins later, MS2 ran 15 mins earlier (it runs ex Nth Dynon so could run independently of the southbound XPT through to Tottenham), MB9 ran around 5 mins earlier by not sitting down for 7 mins at McIntyre, ST22 took a 3 min hit at Donnybrook for the cross (recoverable en route) and MB4 crossed the up pass at Somerton which would put it 3 min behind through to Albury, then 8630 would achieve approx90 mins south of Seymour - dep Albury 17.30, SX arrive approx 21.27.

Given your comments I suspect that MS2 and MB9 (both of which post date 8630 and therefore have no 'grandfather' rights) have simply been grafted in to the timetable at the expense of a disinterested V/Line. The Colonel (bless his heart) has been

communicating with V/line and has received excuses about Metro delaying things and other equally erudite wisdom about why the train takes so long. (the same people who chastised him for being on the track to identify the difference between BG and SG). How do we get V/Line interested enough to start parleying with ARTC on this matter? It should not require interested bystanders to get some sort of action, while management sits dumbly on the sidelines employing meeja wallahs who don't know their 4ft 8.5in from their 5ft 3in. What a pity Guy Fawkes is not around with his 'management accelerant'.”

PLASTIC:

“It is often said that “Timetabling is an Art”—in this case with Salvador Dali and Jackson Pollock. Blue Poles anyone? [our cover, top]

BIG:

“Plastic- We had an OFDO outing today which includes some ATA members as well as some experienced rail operators. We discussed the proposition that "Timetabling is an art" and came to the consensus that it is not the case. Art is something that has only a subjective (unquantifiable) outcome - a personal reaction rather than a substantive one.

The group were of the opinion that "Timetabling is a science " would be a more appropriate proposition since timetabling has a very definite

quantifiable outcome with repeatability. If by art you are referring to the person - someone who has the right mind set and problem solving skills, then that is still outside the purist view of the act of timetabling. Just like some people can do crosswords or play chess so some can do timetabling while others (quite obviously) cannot.

It would appear the Blue Poles is probably the Corporate Plan rather than the graphical timetable. The debate is open.”

PLASTIC:

“Indeed it is…although the Blue Poles thing was triggered by its “art” resembling that of an NESG graphical MTP, for me, art has a wider definition than “visual art”. I cannot remember when I first heard the phrase “The art of timetabling”, but I do know that it was used as the title of a Sydney RTSA talk in 2012, when Craig Sparrius and Antony Giles used the notion to tag the description of the process they were following to revise the Sydney Trains SWTT for October 2013. I think this was discussed in the Gnomes group.

Anyway, I think of this sort of “art” in terms of several of the definitions used in the Concise Oxford Dictionary (1911-1976):
(1) Skill, especially human skill as apposed to Nature – skillful execution as an object in itself; cunning …

(2) Thing in which skill may be exercised
(3) Practical application of any science
(4) Knack, stratagem

The literature on the SCIENCE of timetabling is rather large – I have a collection of over 2,300 papers on the subject- but the literature on the ART of timetabling rather small and not necessarily related to transport (see “Zen and the art of Timetabling”, for instance.)

The ART of timetabling, as you say above, is like the **ART** of playing chess (epitomized by Kasparov), as opposed to the **SCIENCE** of playing chess (as epitomized by Deep Blue), and has been well “illustrated” by this section of a Wikipedia entry. It was talked about in ATA’s The Times in 2000 and again in 2013, after Sparrius and Giles presented their paper to RTSA. [the tape self-destructs here …]

Editor's note There is a propensity of my attempts at poking fun at timetable collecting—especially my April Fools Day jokes—to spin out of control. It has happened at least twice in the last decade. It will be interesting, and hopefully hilarious (like the timetables themselves), to see where this one lands. All of the gnomes are actually real people and the words appearing above are as they wrote them. OFDO is not an Ikea product, but a Gnomic acronym for Old Fart’s Day Out.

Comment on this article – Letter to the Editor, Facebook.

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An Editorial survey of Railway Public Timetables of Australasia (Part 3:—NSW 1985-present)

THE COUNTRYLINK SYSTEM timetable of 4 June 1990 (and another of nearby date) was perhaps the most unusual Public timetable ever published in Australasia. It was on glossy paper placed horizontally, 29 x 20 cm.

[At right we show the cover, rotated 90 degrees, of this timetable, which was fundamentally a very drab "reverse block" kind of thing-Editor]

The traditional tabular format was jettisoned. Main train services appeared as horizontal lines, one for each service. Along each line was a progression of place names with times. Connecting bus services were shown by thin lines branching at the appropriate point at a diagonal angle, again with place names and times
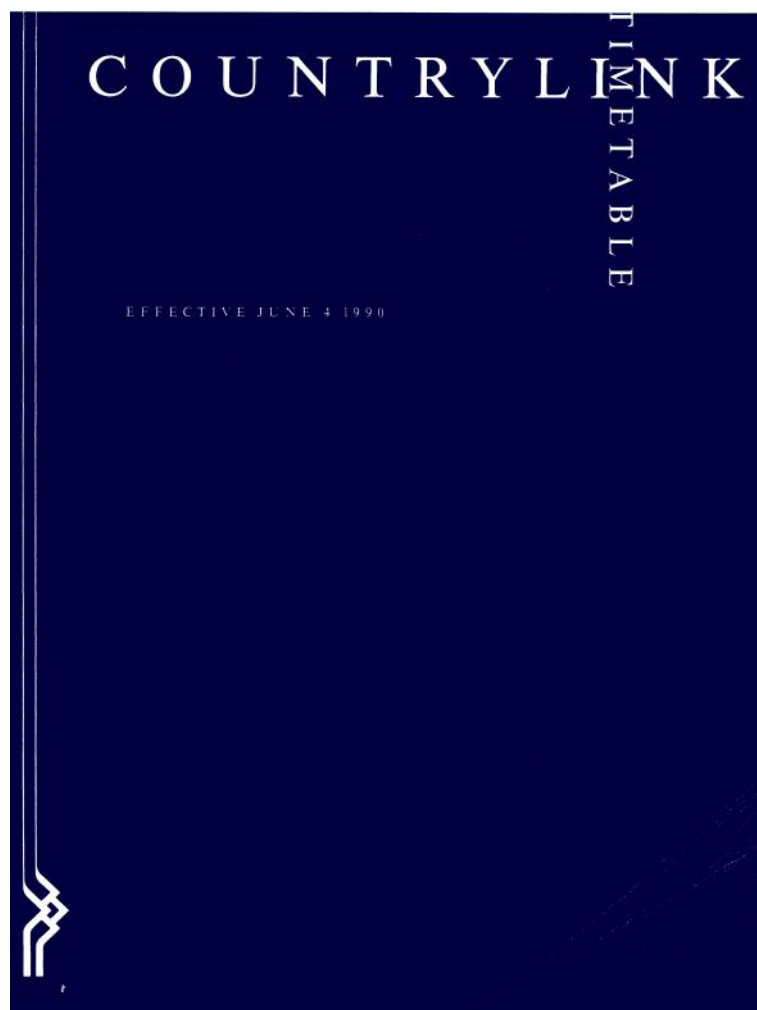
placed along the lines. Full marks for rethinking the whole concept of what a timetable should look like. No marks for readability. [samples on page 7 and page 8, top].

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Note by The Times Editor: Countrylink had another shot at producing an alternative timetable in 1991. In this version, the map-based timetable was replaced with a timetable in which the schedules were represented by bar charts. The cover of this timetable and the set of instructions on how to read it appear on our rear cover. Timetable pages samples on our pages 8 (bottom) and 9 (top)

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In recent years, and still now, NSW Trainlink has produced pamphlet timetables for long distance trains for

each region – North Coast, North West, West and South. Sydney Trains and Trainlink Intercity publish pamphlet timetables, one for each line, both as hard copy and online. [Sample cover at left, sample TT pages on our page 9 (bottom)].

Letter from Albert Isaacs

In the April Times, Victor Isaacs' article on NSW PTTs 1855-1905 mentions the NSW Monthly Railway Guide Steamer and '*Bus Time Table*', but doesn't mention Bradshaw's New South Wales Postal & Road Guide from the 1860s-70s.

Read left to right and down the page.
Just follow the direction of the arrows.

Left vertical spine text:
XPT 4
SPEED
HOLIDAYS
XPC
INTERCHANGE SERVICE COMFORT
COUNTRYLINK
STATIONS

Labels (red italic):
COACH ROUTE NUMBER
COACH JOURNEY BEGINS
COACH JOURNEY TERMINATES
TRAIN/COACH INTERCHANGE
TRAIN JOURNEY TERMINATES
TRAIN ROUTE NUMBER
TRAIN JOURNEY BEGINS
COACH JOURNEY BEGINS
COACH JOURNEY TERMINATES

ROUTE 311
Newcastle 18:00
Raymond Terrace 18:30
Booral 19:07
Stroud 19:15
Stroud Road 19:23
Ward's River 19:44
Craven 19:50
Stratford 20:00
Gloucester 20:34
Krambach 20:47
Burrell Creek 20:47
Wingham 21:01
Taree 21:15

ROUTE 170
Coffs Harbour 20:55
Sawtell 21:05
Raleigh 21:23
Urunga 21:40
Valla Beach (turn off) 21:50
Nambucca Plaza 21:31
Nambucca Heads 22:06
Macksville 22:35
Eungai 22:52
Kempsey Stn 22:55

MACKSVILLE 23:58 (s)
COFFS HARBOUR 00:45
GRAFTON CITY 02:02

KYOGLE 05:36
BROMILTON 05:17 (s)

NT17 SYDNEY 16:15
HORNSBY 16:08 (s)
GOSFORD 17:35 (s)
BROADMEADOW 18:30
MAITLAND 18:57
TAREE 22:38
WAUCHOPE 22:41
KEMPSEY 23:19
CASINO 03:29
Casino 01:40
BRISBANE 06:15

Coach from Kempsey:
Kempsey Stn 23:30
Kempsey (town) 23:33
Kempsey (town) 24:00
Eungai 24:06
Macksville 06:19
Nambucca Plaza 00:32
Nambucca Heads 00:35
Nambucca (turn off) 00:54
Valla Beach (turn off) 00:54
Urunga 00:54
Raleigh 01:03
Sawtell 01:20
ROUTE 171

Casino 04:05
Lismore 04:05
Alstonville 04:27
Ballina 04:40
Lennox Heads 05:05
Byron Bay 05:18
Mullumbimby 05:36
Brunswick Heads 05:46
Ocean Shores (turn off) 05:51
Billinudgel 05:54
Mooball 06:01
Burringbar 06:03
Murwillumbah 06:16
Chinderah 06:31
South Tweed Heads 06:36
Tweed Heads 06:40
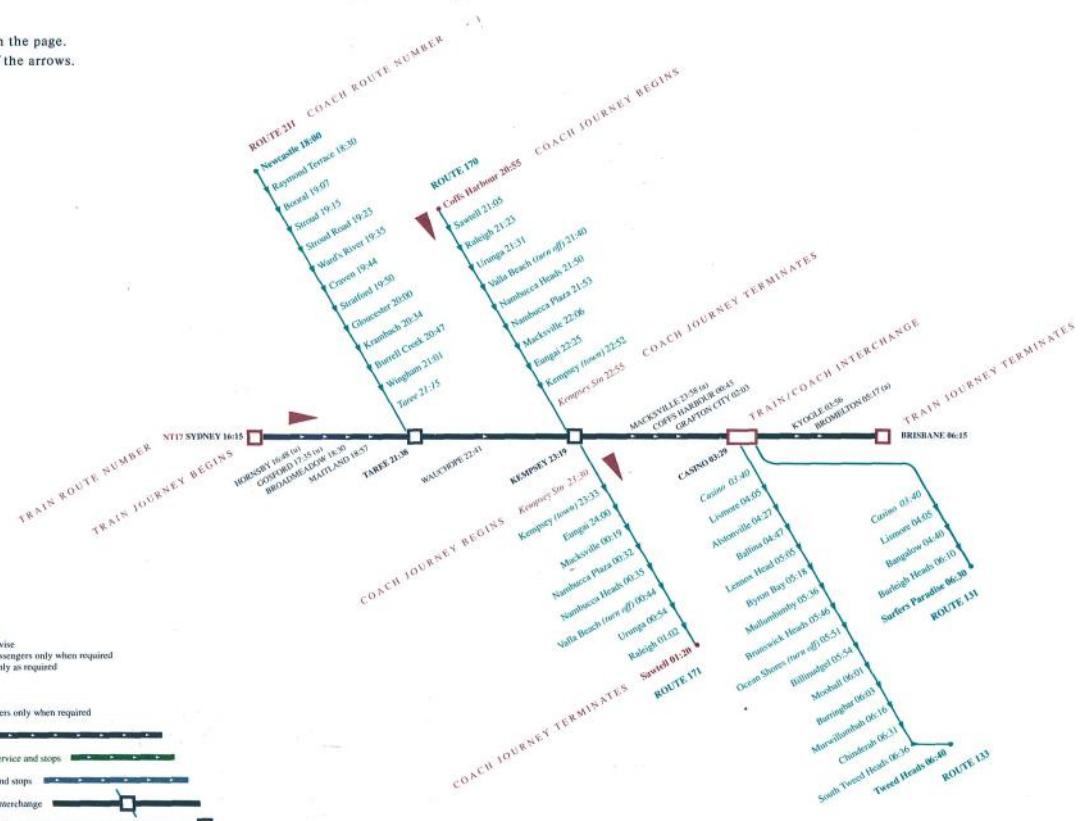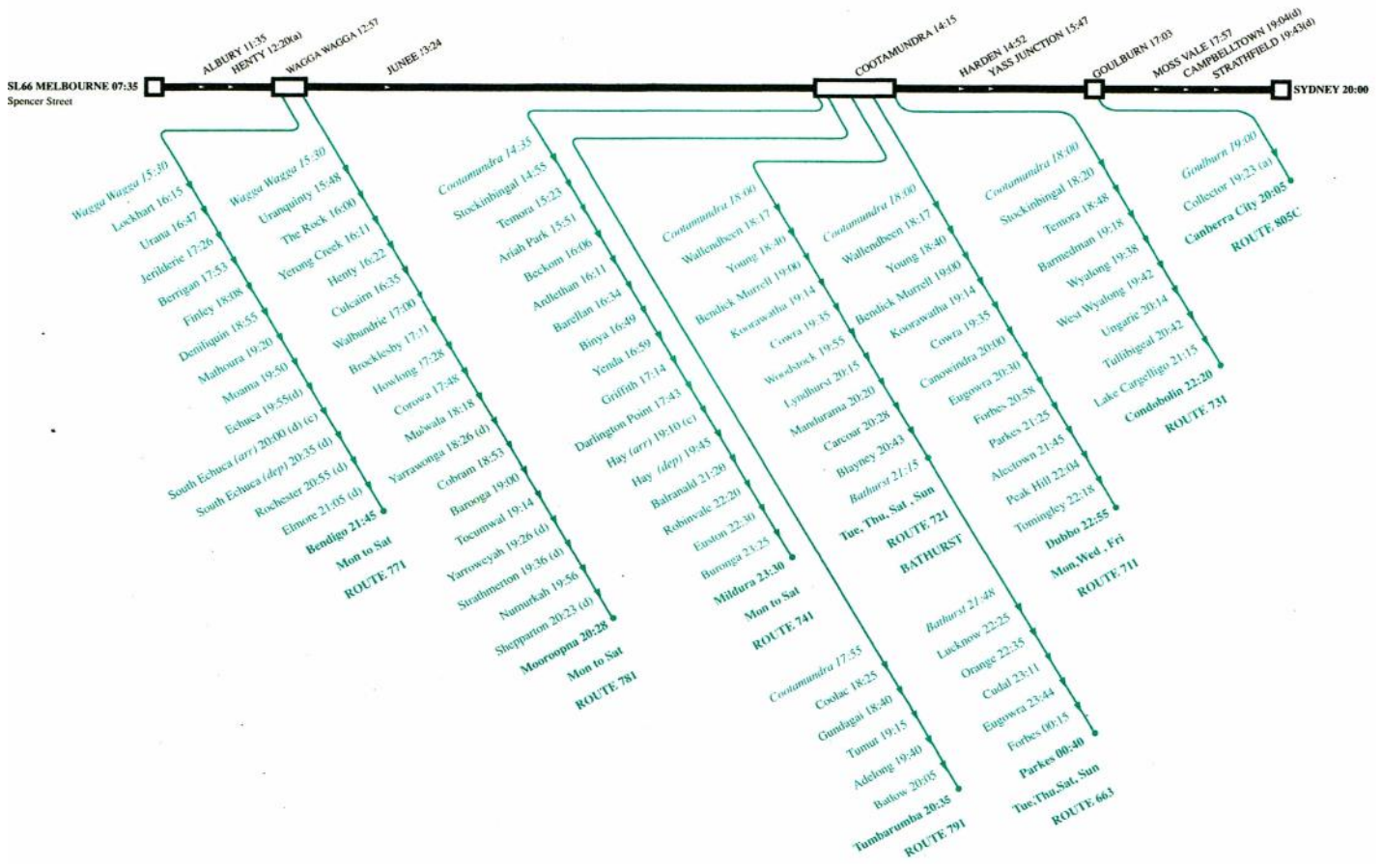**ROUTE 133**

Casino 03:40
Lismore 04:05
Bangalow 04:40
Burleigh Heads 06:10
Surfers Paradise 06:30
ROUTE 131

LEGEND

Services are daily unless shown otherwise
(a) Stops to pick up and set down passengers only when required
(b) Stops to set down passengers only as required
(c) Catering Stop
(d) Sets down only
(u) Stops to pick up only
(x) Stops to pick up passengers only when required

XPT stops
Locomotive hauled service and stops
CityRail Service and stops
Train / Coach interchange
End station
Bus route and stops arrows indicate direction
Coach interchange

MELBOURNE – SYDNEY
INTERCAPITAL DAYLIGHT EXPRESS
CONNECTIONS FROM

Main line:
SL66 MELBOURNE 07:35 Spencer Street — ALBURY 11:35 — HENTY 12:20(ca) — WAGGA WAGGA 12:57 — JUNEE 13:24 — COOTAMUNDRA 14:15 — HARDEN 14:52 — YASS JUNCTION 15:47 — GOULBURN 17:03 — MOSS VALE 17:57 — CAMPBELLTOWN 19:04(d) — STRATHFIELD 19:45(d) — SYDNEY 20:00

Column 1:
Wagga Wagga 15:30
Lockhart 16:15
Urana 16:47
Jerilderie 17:26
Berrigan 17:53
Finley 18:08
Deniliquin 18:55
Mathoura 19:20
Moama 19:50
Echuca 19:55(d)
South Echuca (arr) 20:00 (d) (c)
South Echuca (dep) 20:35 (d)
Rochester 20:55 (d)
Elmore 21:05 (d)
Bendigo 21:45
Mon to Sat
ROUTE 771

Column 2:
Wagga Wagga 15:30
Uranquinty 15:48
The Rock 16:00
Yerong Creek 16:11
Henty 16:22
Culcairn 16:35
Walbundrie 17:00
Brocklesby 17:11
Howlong 17:28
Corowa 17:48
Mulwala 18:18
Yarrawonga 18:26 (d)
Cobram 18:53
Barooga 19:00
Tocumwal 19:14
Yarroweyah 19:26 (d)
Strathmerton 19:36 (d)
Numurkah 19:56
Shepparton 20:23 (d)
Mooroopna 20:28
Mon to Sat
ROUTE 781

Column 3:
Cootamundra 14:35
Stockinbingal 14:55
Temora 15:23
Ariah Park 15:51
Beckom 16:06
Ardlethan 16:11
Barellan 16:34
Binya 16:49
Yenda 16:59
Griffith 17:14
Darlington Point 17:43
Hay (arr) 19:10 (c)
Hay (dep) 19:45
Balranald 21:29
Robinvale 22:20
Euston 22:30
Buronga 23:25
Mildura 23:30
Mon to Sat
ROUTE 741

Column 4:
Cootamundra 18:00
Wallenbeen 18:17
Young 18:40
Bendick Murrell 19:00
Koorawatha 19:14
Cowra 19:35
Woodstock 19:55
Lyndhurst 20:15
Mandurama 20:20
Carcoar 20:28
Blayney 20:43
Bathurst 21:15
Tue, Thu, Sat, Sun
ROUTE 721

Column 5:
Cootamundra 18:00
Wallenbeen 18:17
Young 18:40
Bendick Murrell 19:00
Koorawatha 19:14
Cowra 19:35
Canowindra 20:00
Eugowra 20:30
Forbes 20:58
Parkes 21:25
Alectown 21:45
Peak Hill 22:04
Tomingley 22:18
Dubbo 22:55
Mon, Wed, Fri
ROUTE 711

Column 6:
Cootamundra 18:00
Stockinbingal 18:20
Temora 18:48
Barmedman 19:18
Wyalong 19:38
West Wyalong 19:42
Ungarie 20:14
Tullibigeal 20:42
Lake Cargelligo 21:15
Condobolin 22:20
ROUTE 731

Column 7:
Goulburn 19:00
Collector 19:23 (a)
Canberra City 20:05
ROUTE 805C

Column 8 (lower):
Cootamundra 17:55
Coolac 18:25
Gundagai 18:40
Tumut 19:15
Adelong 19:40
Batlow 20:05
Tumbarumba 20:35
ROUTE 791

Column 9 (lower):
Bathurst 21:48
Lucknow 22:25
Orange 22:35
Cudal 23:11
Eugowra 23:44
Forbes 00:15
Parkes 00:40
Tue, Thu, Sat, Sun
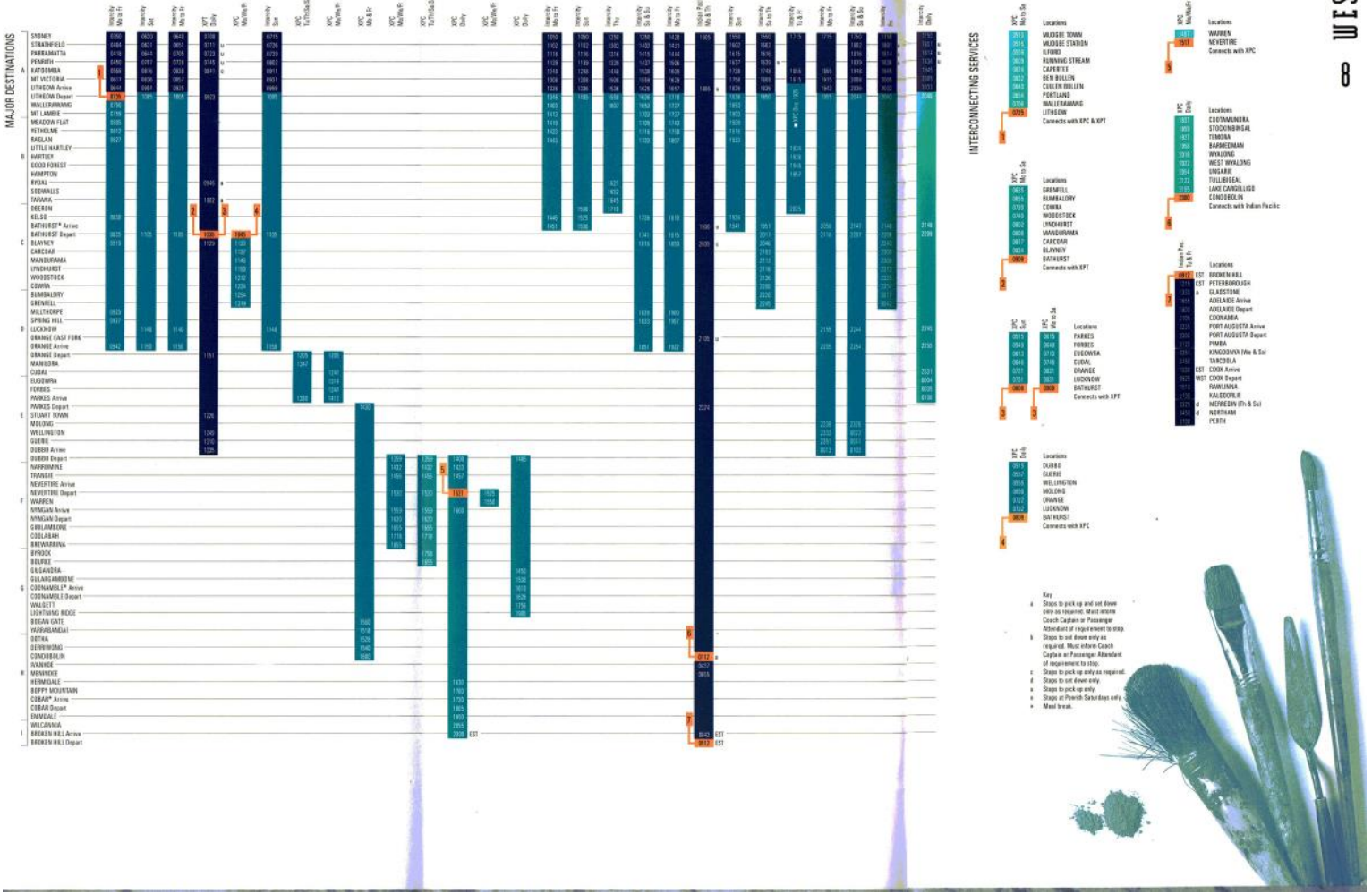**ROUTE 663**

24 HOUR CLOCK. WHAT IS IT?

There are two ways of showing time.
"AM – PM" clock time and 24 Hour Clock time.
AM – PM times are those broken into two zones – 12.00 am to 12.00 pm to 12.00 am.
24 Hour Clock means times are shown continuously from 1 to 24, and because of this, there is no need for "AM" or "PM".

With 24 Hour Clock, "PM" times are a continual count from 12.00 noon.
That is to say, instead of being 1.00 pm, 1 o'clock in the afternoon becomes 13:00, 2 o'clock becomes 14:00, 3 o'clock becomes 15:00 and so on and so on until 11.59 pm which becomes 23:59.
Naturally, the last two digits still indicate minutes.
Times from 12:01 am to 12:59 am are shown as 00:01 to 00:59.
(See the time converter adjacent, which appears on each page of this timetable.)

Many overseas rail systems and airlines use this internationally accepted system and it has proved extremely popular.
Over the years, many people have become confused with timetables which use "AM-PM" times because they confuse the AM's with the PM's. In fact, a number of people have attempted to catch their train 12 hours too early or 12 hours too late.

Because you only have one time zone with 24 Hour Clock (1 to 24) you can't get confused between AM and PM.

1 AM	01:00
2 AM	02:00
3 AM	03:00
4 AM	04:00
5 AM	05:00
6 AM	06:00
7 AM	07:00
8 AM	08:00
9 AM	09:00
10 AM	10:00
11 AM	11:00
12 AM	12:00
1 PM	13:00
2 PM	14:00
3 PM	15:00
4 PM	16:00
5 PM	17:00
6 PM	18:00
7 PM	19:00
8 PM	20:00
9 PM	21:00
10 PM	22:00
11 PM	23:00
12 PM	24:00
12:01 AM	00:01
12:59 AM	00:59

SPEED XPC COUNTRYLINK

INTERCONNECTING SERVICES

Nyngan – Dubbo – Parkes – Orange – Bathurst – Lithgow – Sydney (Central)

Destination	Lithgow	Sydney	Sydney	Lithgow	Sydney	Lithgow	Sydney	Sydney	Lithgow	Lithgow	Sydney	Sydney
Days of Operation	Mon-Fri	Mon-Fri	Mon-Fri	Pub Hols	Pub Hols	Mon-Sat	Mon-Fri	Sat & Pub Hols	Mon/Wed/Sat	Sun/Tue/Thu/Fri	Mon & Wed	Sat & Pub Hols
Service No.	562	4502	504	562	4504	572	506	4506	592	570	508	510
Nyngan										06:10		
Warren										07:00		
Nevertire										07:15		
Trangie										07:35		
Narromine										08:00		
Dubbo ARV										08:35 ◻		
Dubbo DEP									09:00	09:00		
Geurie									09:20	09:20		
Wellington									09:45	09:45		
Molong									10:30	10:30		
Parkes						06:35			...	...		
Forbes						07:00			...	...		
Eugowra						07:35			...	...		
Canowindra						08:00			...	...		
Cudal						08:28			...	...		
Orange	04:55		05:20			09:10			11:10	11:10		
Lucknow	05:05		05:30			09:23			11:17	11:17		
Spring Hill	...		...			...			...	...		
Millthorpe	...		...			...			...	...		
Blayney	...		...			...			...	...		
Bathurst ARV	05:39 ———		06:05			10:05			11:55	11:55		
Connection												
Bathurst DEP	...	05:46	...			...			...	...		
Kelso	05:44	...	06:10			...			...	...		
Raglan	05:47	...	06:13			...			...	...		
Bartholme	06:04	...	06:30			...			...	...		
Meadow Flat	06:11	...	06:37			...			...	...		
Mount Lambie	06:17	...	06:43			...			...	a12:30		
Wallerawang	d06:27	...	d06:53			...			...	...		
Lithgow ARV	06:46	06:54	07:12			11:05			12:55	12:55		
Connection												
Lithgow DEP		06:55	07:24		07:48				11:23	11:48	13:18	13:38
Mount Victoria		d07:23	d07:54		d08:17				d11:54	d12:17	d13:46	d14:17
Katoomba		d07:39	d08:13		d08:37				d12:13	d12:37	d14:03	d14:37
Springwood		d08:12	d08:53		d09:17				...	...	d14:35	d15:17
Penrith		d08:37	d09:23		d09:51				d13:23	d13:51	d14:59	d15:51
Blacktown		...	d09:39		d10:04				d13:39	d14:04	...	d16:04
Westmead		d08:58	...		...				...	...	d15:21	...
Parramatta		d09:01	d09:49		d10:14				d13:49	d14:14	d15:25	d16:14
Strathfield		...	d10:01		d10:27				d14:01	d14:27	...	d16:27
Sydney (Central)		09:25	10:15		10:41				14:15	14:41	15:48	16:41

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NOTE Q – too many stations

JIM WELLS

TABLE **16** SHOWN ON P4 of 'The Times" May 2019 for the Western mainline of the Victorian Railways in November 1954 has a fascinating footnote being the decoding of symbol Q.

It reads: Q May stop if required, to pick up passengers only for stations beyond Ararat, except Great Western, Stawell, Glenorchy [photo left bottom], Murtoa and Horsham.

So it tells you what stations you couldn't go to; not which ones you could.

One has to have sympathy for the compiler of the note because the list of stations one could have gone to is quite long – at least fifteen.

The Q symbol was applied to minor stations between Ballarat and Ararat for the morning down service but note the exception for Buangor.

Why the reference to passengers only? The answer is that van goods and mail would not be "picked up". Van goods would be accompanied luggage and parcels.

One does not have sympathy for the compiler of the timetable overall. What weird bureaucratic mind determined that minor stations should only be served once daily even though three trains ran in each direction?

The Q problem arose from the desire to run the morning down train "fast" between Ballarat and Ararat, and then stopping all stations. The afternoon service stopped all stations between Ballarat (Windermere) and Ararat, and then ran fast to Horsham.

The solution to this situation is obvious. This was to align the Down service with the Up and have the train service all stations between Ballarat and Horsham. This was adopted at least by 1966 (WTT). By 1977 some of the minor stations had been closed to passenger business or completely.

But there is more note clutter on Table 16 worthy of comment.

Symbols J, K, and N are used to denote days of service, e.g. J Stops Mon., Wed., Fri. only. They applied to stations west of Horsham, mainly to the Serviceton "rail motor" [below right]. In 1966 the service was provided by a 153hp Walker "Rail Car".

Incidentally, the 1966 WTT has a real odd ball Sunday service run by such a vehicle and trailer. Out of Ararat at 3:00 pm, Stawell at 3:50 pm, into Ballarat at 6:05 pm (connect Pass to Melbourne, same train No.), leave Ballarat at 9:20pm (connect Pass from Melbourne, same train no), run stops if required only, including Beaufort, to

arrive Ararat 10:55pm.

Reverting to the situation west of Horsham, if someone wanted to travel between Pimpinio and Wail, they would have to transit the major station of Dimboola overnight and come back next day; overall travel time being not too far short of 24 hours for a trip otherwise scheduled to take 9 minutes.

It's possible that this arrangement was tied in with rostering of staff at the minor stations concerned.

By 1977 (7-November edition of Train Times), the morning down train turned around at Horsham and there was a Sunday train that also turned around there.

Services today are very different. GSR's "Overland" day train runs twice a week serving Ararat, Stawell, Horsham, Dimboola and Nhill. VLine runs up to five trains a day to Ararat plus road coach services.

Horsham gets up to seven coach services a day. Towards Melbourne (M-F), five connect with the train at Ararat, one at Ballarat, and one goes through to Melbourne.

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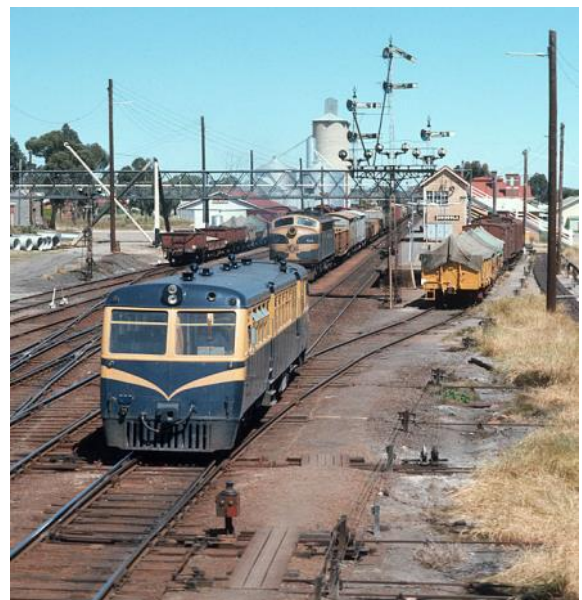
ARARAT, HORSHAM, DIMBOOLA, SERVICETON, ADELAIDE.

		● Pass. Mon. to Sat.	● Pass. Mon. to Thus.	● Pass. Fri.	● Pass. Sat.	★Rt "The Overland" Daily	Pass. Sun.
MELBOURNE (Spencer St.) (See page 46)	dep.	a.m. 8 30R	p.m. 4 56R	p.m. 4 56R	p.m. 6 0R	p.m. 8 55R	a.m. 9.35
BALLARAT	arr.	10 40R	6 50R	7 0R	7 55R	10 57	11 45
BALLARAT	dep.	10 55	7 5	7 20	8 10	11 3	11 50
Wendouree	..	*	*	*	*	*	11 55
							p.m.
Trawalla	..	11 23	*	*	*	*	12 18
Beaufort	..	11 30	7 40	7 58	8 42	*	12 25
Buangor	..	11 47	*	*	*		12 42‡
		p.m.				a.m.	
ARARAT	arr.	12 10R	8 15	8 35	9 15	12 5	1 0
ARARAT	dep.	12 25	8 25	8 45	9 20	12 7	1 14‡
Great Western	..	12 38	*	*	*	*	
STAWELL	arr.	12 48	8 45	9 7	9 42	12 29	1 25
STAWELL	dep.	12 51	8 50	9 15	9 45	12 30	1 40‡
Glenorchy	..	1 6	*	*	*	*	1 55‡
Lubeck	..	1 21	*	*	*		
MURTOA	arr.	1 35	9 24	9 51	10 20	1 4	2 7
MURTOA	dep.	1 42	9 30	9 57	10 25	1 5	2 35
HORSHAM	arr.	2 10CR	9 50	10 20	10 45	1 25	
HORSHAM	dep.	Rail car 2 35	10 0	10 35	10 50	1 28	..
Pimpinio	..	2 48	*	*	*	*	..
DIMBOOLA	arr.	3 2	10 30	11 5	11 25	1 51	..
DIMBOOLA	dep.	3 6	..	..	..	1 53	..
Gerang Gerung	..	3 22§	..	..	..	*	..
Kiata	..	3 31§	..	..	..	*	..
NHILL	arr.	3 44	..	..	..	2 22	..
NHILL	dep.	3 50	..	..	..	2 23	..
Diapur	..	4 6	..	..	..	*	..
Miram	..	4 18§	..	..	..		..
Kaniva	..	4 37	..	..	..	2 58	..
Lillimur	..	4 47§	..	..	..	*	..
SERVICETON (E.S.T.)	arr.	5 0R	..	..	..	3 20	..
(C.S.T.)	arr.	4 30	..	..	..	2 50	..
(C.S.T.)	dep.	..	..	..	..	3 0	..
WOLSELEY	arr.	..	..	..	..	3 9	..
WOLSELEY	dep.	..	..	..	..	3 15	..
Bordertown	..	..	..	..	..	3 32	..
Keith	..	..	..	..	..	4 9	..
Tintinara	..	..	..	..	..	4 38	..
Coonalpyn	..	..	..	..	..	5 1	..
Tailem Bend	arr.	..	..	..	..	5 47	..
Tailem Bend	dep.	..	..	..	..	5 52	..
MURRAY BRIDGE	arr.	..	..	..	..	6 17	..
MURRAY BRIDGE	dep.	..	..	..	..	6 22	..
Nairne	..	..	..	..	..	7 17u	..
Balhannah	..	..	..	..	..	7 31u	..
Bridgewater	..	..	..	..	..	7 47u	..
ADELAIDE	arr.	..	..	..	..	8 50R	..

(Note in columns: "Air-conditioned carriages normally attached." The Overland column: "Air-conditioned sitting, sleeping, club and cafeteria carriages.")

Symbols:

*—Non stop. §—Stops if required to pick up or set down passengers, mails or vangoods. ‡—Stops if required to pick up or set down passengers only. C—Change trains. E—Passengers are not permitted to join "The Overland" at Ballarat, except those holding reservations for "Intercapital Daylight" the same day. R—Refreshments available at this station. Rt—Refreshments available on train. t—Stops if required to entrain passengers for eastern states. u—Stops if required to detrain passengers from eastern states. V—Refreshments not available on Sundays. Z—Rail motor stopping place. Stops when required for passengers. ●—Reservation of seats optional, see page 34. ★—Reservation compulsory, see page 33. ■—Reservation compulsory for passengers travelling from South Australian stations to Victorian stations, see page 33.
A. Arrives and departs from Outer Car Park adjacent to Luggage Hall.

C.S.T. Central Standard Time.
E.S.T. Eastern Standard Time.

ARARAT, HORSHAM, DIMBOOLA, SERVICETON, ADELAIDE (continued)

		■ R† "The Overland" Daily	Pass. Mon. to Sat.	Rail car Sat.	Rail car Mon. to Fri.	Pass. Sun.
ADELAIDE		p.m.	a.m.	a.m.	a.m.	p.m.
(C.S.T.)	dep.	7 10R	..	..	..	..
Bridgewater	..	8 15t	..	..	..	..
Balhannah	..	8 28t	..	..	..	..
Nairne	..	8 44t	..	..	..	..
MURRAY	arr.	9 31	..	..	..	..
BRIDGE	dep.	9 36	..	..	..	..
Tailem Bend	arr.	10 2	..	..	..	..
	dep.	10 8	..	..	..	..
Coonalpyn	dep.	10 56	..	..	..	..
Tintinara	..	11 18	..	..	..	..
Keith	..	11 52	..	..	..	..
		a.m.				
Bordertown	..	12 34	..	..	..	..
WOLSELEY	arr.	12 48	..	..	..	..
	dep.	12 53	..	..	..	..
SERVICETON						
(C.S.T.)	arr.	1 2	..	..	..	..
(E.S.T.)	arr.	1 32	..	..	..	..
(E.S.T.)	dep.	1 48	..	11 50R	11 50R	..
				p.m.	p.m.	
Lillimur	..	*	..	12 3§	12 3§	..
Kaniva	..	2 6	..	12 14	12 14	..
Miram	..	*	..	12 24§	12 24§	..
Diapur	..	*	..	12 37	12 37	..
NHILL	..	2 39	..	12 53	12 53	..
Kiata	..	*	..	1 8§	1 8§	..
Gerang Gerung	..	*	..	1 16§	1 16§	..
DIMBOOLA	arr.	3 28	..	1 30	1 30	..
	dep.	3 30	6 55	1 33	1 33	..
Pimpinio	..	*	*	1 51	1 51	..
HORSHAM	arr.	3 55	7 19	2 5CR	2 5CR	..
				Pass.	Pass.	
	dep.	3 57	7 21	2 45	2 45	3 50
MURTOA	arr.	4 17	7 41	3 5	3 5	4 10
	dep.	4 18	7 47	3 6	3 10	4 12
Lubeck	..	*	*	3 17‡	3 22‡	4 23‡
Glenorchy	..	*	*	3 31	3 37	4 37‡
STAWELL	arr.	4 54	8 21	3 47	3 53	4 53
	dep.	4 55	8 23	3 48	3 55	4 55
Great Western	..	*	*	3 58‡	4 6‡	5 5‡
ARARAT	arr.	5 25	8 45R	4 11	4 19R	5 20
	dep.	5 28	9 0	4 21	4 34	5 30
Buangor	..	*	*	4 39	4 52	5 47
Beaufort	..	*	9 35	4 57	5 11	6 5
Trawalla	..	*	*	5 5	5 19	6 13
BALLARAT	arr.	6 42E	10 10R	5 35R	5 50R	6 45R

		Mon. to Sat.	Sun.				
(See page 48)	dep.	7 2	6 48	10 25	5 50	6 5	7 0
				p.m.			
MELBOURNE (Spencer St.)	arr.	9 0RV	8 45	12 15R	8 10R	8 20R	9 10

(Vertical column notes:) Air-conditioned sitting, sleeping, club and cafeteria carriages attached. — Air-conditioned carriages normally attached. — Air-conditioned carriages normally attached. — Air-conditioned carriages normally attached. — Air-conditioned carriages normal attached.

Explanation of symbols on opposite page.

George Bush Funeral Train—December 2018

KATIE METTLER *and various anonymous* UNION PACIFIC *media people*

George H.W. Bush, the last president who served in World War II, will make his final journey Thursday December 6— by train.

Union Pacific says the special Bush Funeral Train will run from its Westfield Auto Facility at Spring, Texas, on the north side of Houston to College Station at a location across from Kyle Field. The special is scheduled to depart at 1 p.m. and arrive 70 miles later at 3:25 p.m. The train is the last portion of the multi-day funeral that begins in Washington, D.C., and moves to the Bush family church in Houston on Thursday.

Meanwhile, over the weekend, UP hustled SD70ACe No. 4141, painted like Air Force One and named for Bush and his presidential museum and library, from storage in North Little Rock, Ark., to Houston, and specially-painted veterans unit No. 1943 led the funeral train consist from Council Bluffs, Iowa, to Houston. [page 15, bottom].

History

Presidential funeral trains began with William Henry Harrison in 1841 and ended with Dwight D. Eisenhower in 1969, according to Bob Withers' landmark 1996 book, "The President Travels by Train."

For the earliest executive funerals, the choice to travel by train was more necessity than nostalgia. President John Quincy Adams was the first to have a funeral train procession, though it wasn't elaborate or coordinated, said Picone, who wrote the book "The President Is Dead!: The Extraordinary Stories of the Presidential Deaths, Final Days, Burials, and Beyond." Mourners waited along the route to Massachusetts.

But it wasn't until Lincoln was assassinated in 1865 that the practice gained pomp — and widespread attention.

After he had lain in state in the U.S. Capitol rotunda, Lincoln's body was loaded onto a nine-car funeral train carrying 300 people and readied for the 1,700-mile trek home to the Midwest. The procession moved through 180 cities and followed the same path Lincoln traveled four years earlier in 1861 on the way to his inauguration in Washington.

Note: this article has been compiled from a number of American sources who wrote about the George Bush Funeral train— both before and after the event. Their writing has been only lightly edited for publication in *The Times.*

Newspapers published scheduled stops, and the president's body was removed for ceremonies in 10 cities [see The Times of March 2011].

Dubbed "*The Lincoln Special,*" the funeral train was not initially intended for such a somber trek. White House staff believed Lincoln needed a railroad car befitting the president, like a 19th-century Air Force One. It was outfitted with a seal of the United States and elegant woodwork. But Lincoln thought it was "too opulent," said Matthew Costello, senior historian with the White House Historical Association.

"He didn't think it reflected himself or how Americans saw him," Costello said. So Lincoln never rode in it — not until his final journey home.

The elaborate, extensive funeral procession set the standard for late 19th- and early 20th-century presidential farewells. By Picone's count, 10 presidents before Bush had funeral trains, some more memorable than others. Among them were Ulysses S. Grant, Chester A. Arthur, William McKinley and Andrew Johnson.

When President Warren G. Harding died suddenly in San Francisco during a tour of the West, his body was transported on a cross-country train to Washington, the longest presidential train processional in history, Picone said.

So he wouldn't be disturbed while recovering from a gunshot wound, President James A. Garfield rode in a train car outfitted like a hospital room to his coastal cottage in New Jersey. The Navy Corps of Engineers designed a water-filled rubber mattress for comfort, reported Smithsonian magazine, and the windows were draped to keep out soot. When they passed through a Philadelphia train yard, hundreds of people laid down their tools so they wouldn't disturb the president, Picone said.

But the train station was about a mile from the cottage, so railroad workers built a track extension up to the door. When it stopped at an incline, townspeople sprang into action again.

"It almost seems like a scene from a movie, but the train had puttered out about 100 feet from the house," Picone said. "People walked up to the train and physically pushed it up to the cottage." Just two weeks later, though, Garfield died, so the same train carried him back to Washington.

And when President Franklin Delano Roosevelt — the longest serving U.S. president — died in Georgia in 1945, his remains traveled on the Ferdinand Magellan to Washington. For the second leg of the trip, to Hyde Park, N.Y., where Roosevelt was buried, the processional held two trains. One, with 18 cars, carried Roosevelt and all nine Supreme Court justices. A second train with 11 cars carried members of Congress.

On their way out of town, a coupler on

one train broke, Picone writes in his book. On board, a reporter named William Murphy remarked: "The Republicans have always known it would be difficult to get FDR out of Washington."

In recent history, planes have overtaken the role trains once served. But for those of Bush's era, Costello said, the sobriety of the railroads holds greater significance.

"The train was the way to bring them closure," he said. "It gave ordinary people that opportunity [to say goodbye], ordinary Americans who couldn't drop everything to come to Washington for a week. It's so much more personal, beyond a photograph, beyond just reading a newspaper."

Bush campaigned by train in the Midwest and Southeast in his unsuccessful re-election bid for the White House in 1992. For that train a CSX unit was repainted 1992 and emblazoned with a giant American flag on its sides.

As a child, George H.W. Bush rode the rails with his family, sleeping in train cars as they traveled.

Those memories returned to him fondly in 2005, when the former president served as engineer, briefly,

aboard Bush 4141 — a rare Union Pacific locomotive commissioned in his honor. Painted to resemble Air Force One, the locomotive bore a presidential seal and Bush's name.

"If I had one of these when I was president," Bush said at the 2005 unveiling, "I might have left Air Force One behind."

The 41st president did just that.

Bush was carried from Washington to Texas aboard Air Force One for the final leg of his funeral ceremonies. But on Thursday afternoon, the plane was abandoned in favor of simpler, slower accommodations: Bush 4141.

The personalized locomotive departed from the Union Pacific Railroad Westfield Auto Facility for its 70-mile journey to College Station, where Bush will be buried at his presidential

Miles	STATION	TIME
0.0	SPRING	13:00
11.1	HUFSMITH	13:21
16.8	PINEHURST	13:33
21.7	MAGNOLIA	13:43
28.1	TODD MISSION	13:55
35.9	STONEHAM	14:11
48.2	NAVASOTA	14:35
57.7	MILICAN	14:54
65.6	WELLBORN	15:09
73.2	COLLEGE STATION	15:25

Union Pacific Locomotive No. 4141
George H.W. Bush Memorial Route
UNION PACIFIC BUILDING AMERICA®
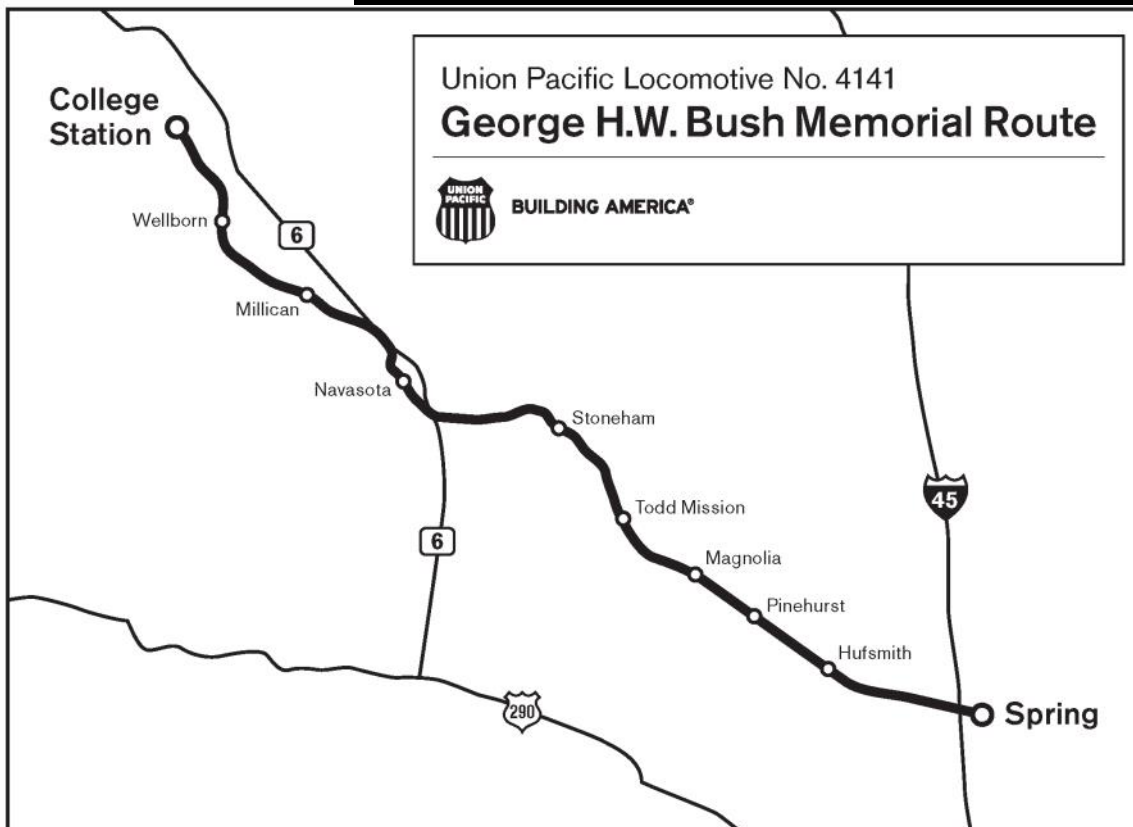
The rail route from Spring, Texas, to College Station is approximately 70 miles long and takes about 2½ hours to travel.

library.

Along the way, mourners lined the tracks and bid farewell — a somber tradition for U.S. presidents that began with President Abraham Lincoln's funeral but fell dormant in recent decades. Memorial arrangements for the past five presidential funerals have not included riding the rails. Bush's

funeral train procession is the first since 1969, when President Dwight D. Eisenhower was taken by railroad from Washington to his burial place in Kansas.

"It's more personal with a funeral train," said presidential historian Louis Picone. "It definitely goes back to a different time."

See also the UP's full coverage

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COUNTRYLINK

TIMETABLE

EFFECTIVE FROM 20TH OCTOBER

1991

This timetable shows all Countrylink services – train and coach – and major services in other states.

1. Find your destination by looking in the Destination Index (sections 3, 4, 5). This will give you a numerical page number and an alphabetical grid reference, for example, "6A".

2. Turn to your chosen section.

3. To the left hand side of the page, the grid references and corresponding town/cities are shown.

4. Train services are indicated in dark blue columns.

5. XPC services (Xpress Passenger Coaches) are indicated in turquoise columns.

6. The beginning of a service is indicated at the top of the colour bar. The end of a colour bar indicates the termination of the service. Connections may be found by scanning across and up and down the page.

7. The orange colour indicates interconnecting services which are found on the right hand side of the timetables. Interconnecting services link to or from, or continue a service already displayed on the page.