The Times

January 2020

A journal of transport timetable history and analysis

Inside: Going around in circles (1)
Going around in circles (2)
Going around in ever-diminishing circles

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Phillumeny begets Horariology?

Before I was a Horariologist, I was a Phillumenist. This mostly involved a variety of gutter-crawling on my way to or from school, including going into the garbage bins at the rear of the local pubs. The annual General Motors Holden (GMH) Employees picnic at Maddingley Park was a kind of treasure hunt—GMH loaded five special trains with employees and their families, nearly all of them over the age of five being smokers and all of them, without exception, litterbugs. Bacchus Marsh Racecourse was another happy hunting ground.

There was never much variety in match-boxes around our town but, in the lead-up to the 1956 Olympics, Bryant and May, galvanised the world of Phillumeny by issuing a series of 16 differently-imaged Redheads boxes, with a sport on each. Later in the year, due to popular demand, they issued a second series. This created a precedent and inflamed collectors' passions and Brymay continued the practice for decades on many topics (e.g. "flags of the world") until the practice of selling matches to children was outlawed in 1984.

The collection shown here came from an EBay auction advertisement. My collection suffered the same ignominious fate as Bill Bryson's collection of Baseball Cards—my mother threw it out.

But, it was great practice for timetable collecting—some of my best finds, including my very first, have come from the garbage heap. See "My Dog Dug it up" in The Times of June 2013.

FIVE WAYS – Glasgow to Edinburgh

JAMES T WELLS

CHINA HAS ITS BELT AND Road; Scottish Railways (ScotRail) has "The Central Belt".

This covers the routes between the two major cities of Glasgow and Edinburgh. Would you believe that 13 services an hour are provided each way between these two cities, which are about 70 km apart?

"All on one route", you ask? No, the service is over five routes but I can only account for 12 services off peak.

There is very little overlap between the routes.

Is this unique? Where else in the world would such a situation exist? Please, if you know, contact the editor.

The accompanying table is based on ScotRail's listing of "The Central Belt". The data has been collated from PDF timetables sourced from the ScotRail website.

The coding is of the author's own invention, being more meaningful than simple numbering and based on the principal intermediate town served. Decoding : M Motherwell; B Bathgate; C Cumbernauld; F Falkirk; and S Shotts.

Edinburgh has only one city terminal station, the famous Waverley, once the long time terminus of the Flying Scotsman. Everything westbound also stops at Haymarket which is about 2km away.

Glasgow has two terminal stations. Queen St. is located in the north eastern part of the town centre and has a high level stub end multi-platform section and a low level two platform "through" section serving the North Clyde line. The approach to both levels is through tunnels—which probably explains the early adoption of electrification of the railways in the area.

Central Station is in the southern part of the town centre and is the terminus of the UK's West Coast Main Line. It too is multi-level, the high level being approached by a bridge across the Clyde River.

It's surprising that ScotRail didn't list the #F service at the top of the table as this is the principal service and is known as the Shuttle. Departures from Glasgow are at 00,15, 30 and 45 minutes past the hour – easy to remember. Departures from Edinburgh are the same.

Average speed for the Croy stoppers is in excess of 100 kph. A comparison could be made with VLine's Melbourne to Geelong service which operates over a slightly longer distance. The fastest VLine service takes just under an hour, somewhat slower than the #F service.

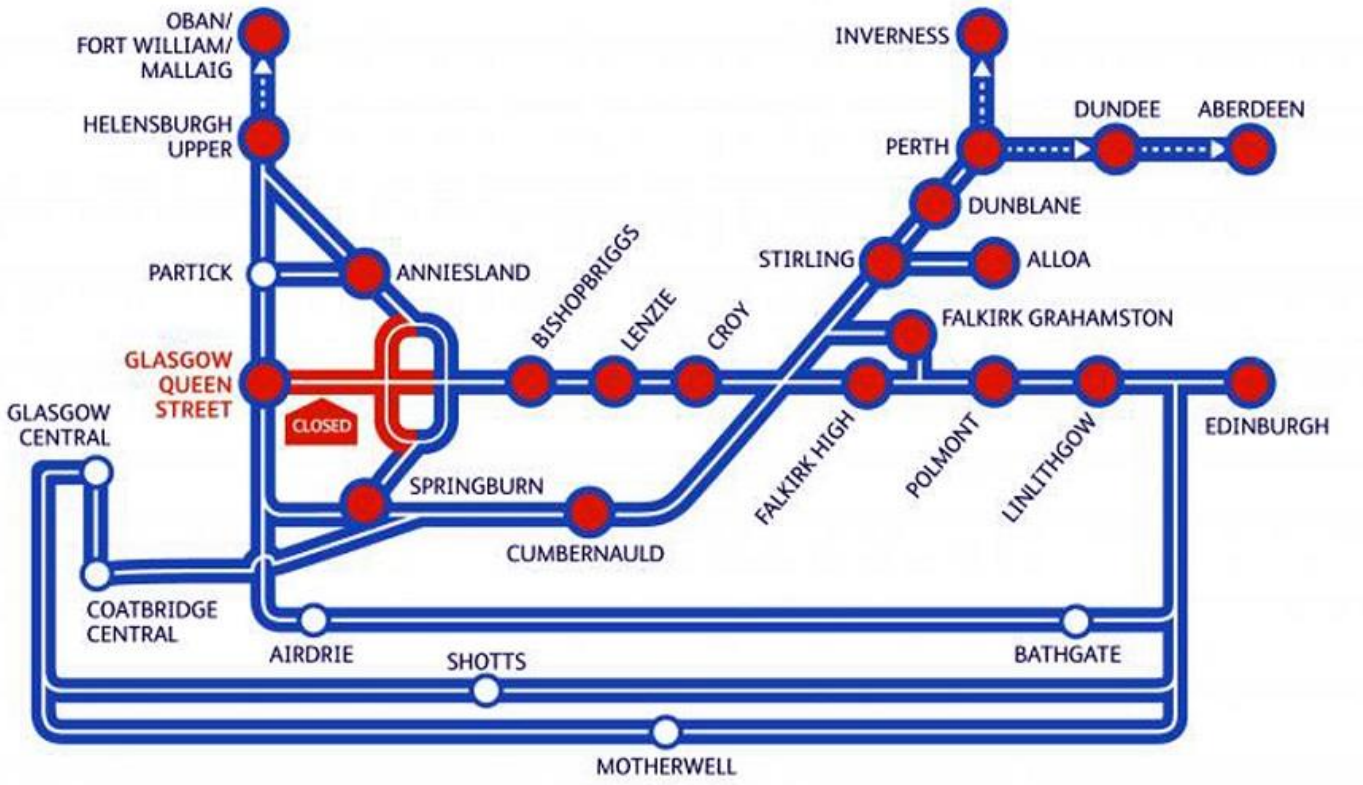
A feature which Australians would find extraordinary is the availability of catering on most daytime services. Whether this is from a fixed point or by trolley is not known.

Also interesting is the availability of first class accommodation. The type of train used is a class 385 supplied by the Japanese company, Hitachi (our cover, top). It is understood that these are used on other Central Belt lines as well.

The principal station on the line is Falkirk High, the latter part of the name reflecting the fact that Falkirk has another station on a different line – see below. Falkirk is famous for the

Glasgow - Edinburgh

				< ---Typical M-F Off Peak --->		
	Glasgow Station	Route	km	Trains Per Hr	Journey Time Mins	No Interm. Stops
M	Cent	Cross Country, express	91.1	0.5	60	2
	Cent	North Berwick/Dunbar, stopping Carstairs	91.1	0.5	90	5
B	Q st	via Airdrie/Bathgate, Stopping Blairhill	72.2	2.0	70	13
	Q st	via Airdrie/Bathgate, Stopping Armadale	72.2	1.0	74	16
C	Q st	via Cumbernauld & Falkirk Grahamston	73.0	2.0	75	12
F	Q st	via Falkirk High, stopping Croy	76.4	2.0	44	3
	Q st	via Falkirk High, stopping Linlithgow	76.4	2.0	48	4
S	Cent	via Shotts, express	76.4	1.0	66	5
	Cent	via Shotts, stopping	76.4	1.0	92	18



Falkirk Wheel which raises / lowers canal boats 24 metres (our cover, lower).

The route is the most northerly of the ones discussed here and is not very direct. This almost certainly is a reflection of the constructor's desire to avoid steep gradients. The line opened in 1842. Between Cowlairs, near Queen St., and Haymarket, near Edinburgh, the maximum gradient is 1 in 682. There are only 12 changes of gradient in this long section.

The quality of surveying for the line must have been very high. By this time, surveyors had cut their teeth on canals for which absolute precision was needed for the horizontal plane.

The route diagram shows a confused approach to Queen St. with lines having been closed. I don't believe this is the case. The vertical line at Queen St. serves the low level platforms only. The reference to closure probably stems from the temporary closure in 2013 for rebuilding.

The next line to be discussed is the #C, which runs via Cumbernauld, to the south west of Falkirk. The distance is much the same as the #F but, with twelve stops, running time is about 30

Glasgow – Edinburgh – North Berwick / Dunbar

Mondays to Fridays

		XC			XC			XC				XC		
Glasgow Central	d	0900	·	·	·	0933	·	1100	·	·	1146	·	·	
Motherwell	d	0915	·	·	·	0957	·	1115	·	·	1204	·	·	
Wishaw	d	·	·	·	·	1003	·	·	·	·	1209	·	·	
Carluke	d	·	·	·	·	1009	·	·	·	·	1215	·	·	
Carstairs	d	·	·	·	·	1018	·	·	·	·	1224	·	·	
Haymarket	d	0954	·	·	1050	1053	·	1157	·	·	1300	·	·	
Edinburgh	a	1000	·	·	1055	1101	·	1202	·	·	1306	·	·	
Edinburgh	d	·	1013	1043	1106	·	1142	·	1211	1243	·	1307	1343	
Musselburgh	d	·	1019	1049	·	·	1149	·	1218	1249	·	·	1349	
Wallyford	d	·	·	1053	·	·	1153	·	·	1253	·	·	1353	
Prestonpans	d	·	·	1056	·	·	1156	·	·	1256	·	·	1356	
Longniddry	d	·	·	1101	·	·	1201	·	·	1301	·	·	1401	
Drem	d	·	·	1107	·	·	1208	·	·	1307	·	·	1407	
North Berwick	a	·	·	1116	·	·	1216	·	·	1316	·	·	1416	
Dunbar	a	·	1038	·	1126	·	·	·	1238	·	·	1328	·	

Glasgow – Airdrie / Bathgate / Edinburgh

Helensburgh Central	d	1056	·	·	1126	·	·	1150
Balloch	d	·	·	1107	·	·	1137	·
Dumbarton Central	d	1111	·	1117	1141	·	1147	1206
Dalmuir	d	1123	·	1128	1153	·	1158	1220
Milngavie	d	*1109*	1124	·	*1139*	1154	·	·
Hyndland	d	1130	1138	1144	1200	1208	1214	1230
Partick	d	1133	1141	1146	1203	1210	1217	1232
Charing Cross	d	1137	1145	1151	1207	1215	1221	1237
Glasgow Queen Street	d	1140	1147	1154	1210	1217	1224	1239
High Street	d	1142	1149	1156	1212	1219	1226	1242
Bellgrove	d	·	1151	1158	·	1221	1228	·
Carntyne	d	·	1155	1202	·	1225	1232	·
Shettleston	d	·	1157	1204	·	1227	1234	·
Garrowhill	d	1149	·	1207	1219	·	1237	1249
Easterhouse	d	1152	·	1209	1222	·	1239	1252
Blairhill	d	1156	·	1213	1226	·	1243	1256
Coatbridge Sunnyside	d	1158	1206	1216	1228	1236	1246	1258
Coatdyke	d	1201	·	1218	1231	·	1248	1301
Airdrie	a	1204	1210	1222	1233	1240	1252	1303
Airdrie	d	1205	1210	·	1234	1240	·	1304
Drumgelloch	d	1208	1213	·	1237	1243	·	1307
Caldercruix	d	·	1217	·	·	1247	·	·
Blackridge	d	·	1223	·	·	1253	·	·
Armadale	d	·	1227	·	·	1257	·	·
Bathgate	a	1221	1231	·	1250	1301	·	1320
Bathgate	d	1223	1231	·	1251	1301	·	1322
Livingston North	d	1228	1236	·	1256	1306	·	1327
Uphall	d	1231	1239	·	1259	1309	·	1330
Edinburgh Park	d	1239	1248	·	1309	1318	·	1338
Haymarket	d	1246	1253	·	1315	1323	·	1347
Edinburgh	a	1250	1259	·	1320	1331	·	1351

minutes longer than on the #F.

In 1997, the service ran only to/from Queen St. to Cumbernauld; the extension to Edinburgh occurring in 1999 in order to relieve pressure on the #F. I understand that this did not require major infrastructure work.

The line from Cumbernauld proceeds in a north-easterly direction and crosses the #F near Allandale, passes the Falkirk Wheel within 200m but you probably wouldn't see it as the line goes under the Firth and Clyde Canal, and eventually reaches Falkirk to reach Falkirk Grahamston station. This is close to the Falkirk town centre, and about 1.2km from Falkirk High station.

The nearest station to the Wheel is Camelon but the walk would be far from direct. Your author used taxi / bus from when he visited some years ago.

The line then joins the route #F near Polmont so both #F and #C serve Linlithgow, famous for its Palace.

The last route out of Queen St., our line #B, runs to the south of Cumbernauld and joins the route from Glasgow Central near Edinburgh, and is by a small margin, the shortest of the five routes. It is clearly a local service with a somewhat confused stopping pattern; note the presence of Airdrei terminators. Services use Queen St. low level platforms 8 and 9 and originate to the west of Glasgow.

The only intermediate station served by this route and another is Edinburgh Park, also served by the #S, ignoring Haymarket which is served by all routes.

The connection between Airdrie and Bathgate has an interesting history. Passenger services ceased in 1956, freight some years afterwards.

By 2010, at a cost of UK£300m, the line had been restored between Airdrie and Bathgate as a double track electrified one. The cost covered some works on the adjacent sections as well.

This is not the place to debate this spending but one does wonder why it was needed. One of the objectives was to provide relief to the #F, but the service now provided is not an attractive alternative to that line. Apart from the town of Armadale, the area is quite rural and the line parallels an A (first class) main road and the motorway is not too far away as well.

The wiki article is worth reading .

Turning now to the routes out of Central. The main one is the #S via Shotts which in 1997 was the only advertised alternative to the #F in the Great Britain Railway Passenger Timetable.

The gradient profile of the line, by British standards, is quite different to the #F's. From Uddingston, junction with the West Coast Main Line, the

Glasgow – Edinburgh via Cumbernauld & Falkirk Grahamston

Mondays to Fridays

Glasgow Queen Street	d	1025	1055	1126	1157	1227
Springburn	d	1032	1100	1132	1203	1232
Stepps	d	1040	1110	1141	1212	1241
Gartcosh	d	1044	1114	1145	1215	1244
Greenfaulds	d	1050	1120	1151	1221	1250
Cumbernauld	d	1053	1123	1154	1224	1253
Camelon	d	1104	1133	1204	1234	1304
Falkirk Grahamston	a	1106	1136	1207	1237	1306
Falkirk Grahamston	d	1107	1136	1207	1237	1307
Polmont	d	1112	1141	1212	1242	1312
Linlithgow	d	1117	1146	1218	1248	1317
Edinburgh Park	d	1127	1156	1228	1258	1327
Haymarket	d	1134	1206	1233	1306	1332
Edinburgh	a	1140	1212	1240	1314	1341

Glasgow Queen Street – Edinburgh via Falkirk High

Trains in this direction stop at Haymarket to set down only unless otherwise shown

Mondays to Fridays

		Z	Z	Z						
Glasgow Queen Street	10 d	0600	0630	0645	0700	0715	0730	0745	0800	0815
Bishopbriggs	d	·	*0624*	·	*0655*	·	*0726*	·	*0755*	·
Lenzie	3 d	·	0638	·	0708	·	*0731*	·	*0759*	·
Croy	3 d	·	·	0656	·	·	0742	·	0811	·
Falkirk High	d	0618	0652	0705	0720	0733	0751	0804	0822	0832
Polmont	3 d	0622	0657	·	0724	0737	·	0809	0826	·
Linlithgow	d	0627	0702	0712	0729	0743	0758	0814	·	0840
Haymarket	a	0642	0718	0725	0746	0758	0812	0827	0842	0854
Edinburgh	10 a	0647	0723	0730	0755	0803	0818	0835	0848	0903

Z No catering service available

line rises steadily for over 20km to near Fauldhouse with grades as steep as 1 in 70 and much at 1 in 99/100.

The town of Shotts is near the summit. Its name, according to Wiki, is derived from the Anglo Saxon term meaning 'steep slopes'.

The overall distance is the same as line #F and the hourly express service stops only one or two more times than the #F services but the speed is much slower. Almost certainly the scenery is more interesting.

This route has only recently been electrified.

Last and perhaps least is our #M being well to the south serving Motherwell and Carstairs. Carstairs is the junction of the Main West Coast Main Line with the line from Edinburgh to the south west used by long distance trains and is triangular so no reversing is needed.

Every two hours there is a 'Cross Country' (Arriva Trains) service on the route. Guess where it terminates – Plymouth or Penzance in South West England. The time to Edinburgh takes just an hour which is quite fast for the distance.

Almost certainly reliability, particularly in the westbound direction, is not good owing to the distance the trains travel.

Transferring these trains via Shotts probably wouldn't save any time.

The slow service makes only three extra stops but takes 30 minutes longer. Yes, it does take quite a while to stop a train travelling around 200 kph.

In addition to the money spent on the Airdrie to Bathgate connection, UK£742m is expected to be spent on the Edinburgh Glasgow Improvement Programme or EGIP.

Most appears to have been spent already with the completion of electrification of all routes, the acquisition of new rolling stock, platform extensions among other

Glasgow Central – Edinburgh via Shotts

Mondays to Fridays

Glasgow Central	15 d	0903	0917	1003	1016	1103	1116	1203	1216	1303	1316
Cambuslang	3 d	*0900*	·	*0958*	·	*1058*	·	*1158*	·	*1258*	·
Uddingston	d	*0905*	0929	*1003*	1028	*1103*	1128	*1203*	1229	*1303*	1328
Bellshill	d	0918	0933	1018	1033	1119	1134	1218	1234	1318	1333
Holytown	d	·	0938	·	1038	·	1139	·	1238	·	1338
Carfin	d	·	0941	·	1041	·	1141	·	1241	·	1341
Cleland	d	·	0944	·	1044	·	1144	·	1245	·	1344
Hartwood	d	·	0951	·	1050	·	1151	·	1251	·	1351
Shotts	d	0929	0956	1031	1054	1130	1155	1231	1255	1330	1355
Fauldhouse	d	·	1000	·	1100	·	1201	·	1301	·	1401
Breich	d	·	1004	·	1104	·	·	·	1305	·	1405
Addiewell	d	·	1008	·	1108	·	1207	·	1309	·	1408
West Calder	d	0941	1011	1043	1111	1142	1211	1243	1312	1344	1412
Livingston South	d	0946	1016	1047	1115	1146	1216	1247	1316	1349	1416
Kirknewton	d	·	1021	·	1122	·	1221	·	1321	·	1421
Curriehill	d	·	1027	·	1128	·	1227	·	1327	·	1427
Wester Hailes	d	·	1031	·	1132	·	1231	·	1331	·	1430
Kingsknowe	d	·	1033	·	1134	·	1234	·	1333	·	1433
Slateford	d	·	1037	·	1138	·	1237	·	1337	·	1437
Haymarket	d	1003	1042	1104	1144	1204	1242	1304	1343	1401	1441
Edinburgh	15 a	1009	1047	1109	1148	1211	1247	1309	1348	1406	1446

projects.

_____

James sent his first draft of this article to John Kerley who replied as follows …

_____-

Hi Jim,

The facts in your article seem pretty good to me - except for the occasional typo!

The catering on most British trains these days seems to be trolleys, even long distance ones such as the 11.00 Glasgow Central to Penzance that you show in your timetable. See https://www.realtimetrains.co.uk/train/P38706/2019-11-07/detailed [this page currently generates a 404 error … but a nice one– Ed.]

It is interesting that Cross Country offer cheap fares on this service - £9.55, compared to the Scotrail fare of £13.20 on the other routes. They are probably trying to fill up empty seats as a lot of people would join this service in Edinburgh.

As regards the Bathgate service, the reason why I remember the re-instatement of passenger services from Newbridge Junc. to Bathgate in 1986 was because it was one of the first passenger services to be re-instated after the closures of the previous decades. It was a 'temporary" service i.e. it could be withdrawn again without the very involved processes required for other withdrawal of passenger services which has resulted in various "parliamentary" services still running to this day. To make it viable the line was singled with basic signalling, although for half the route the second line was maintained for the freight traffic as an independent line. With the development of the area, the line has been re-instated right through, electrified and re-duplicated.

I think it is local development that has caused the re-opening to provide locals with access to both Glasgow and Edinburgh. Indeed the route via Falkirk High is considered the main line. It is certainly the one I used a couple of years ago. The others are secondary links for local traffic.

Cheers, John

Comment on this article – Letter to the Editor, Facebook

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Looping the loop at the '56 Olympics

GEOFF LAMBERT *How could anyone forget Tamara Tyshkevich?*

MERRIGUM – NOW THERE is a name with which to conjure. Merrigum railway station is just a pile of dirt now, but at 0605 on 30th November 1956, a train load of excited children set out from Merrigum to travel to the MCG to watch, among other things, the Decathlon, the Javelin and – best of all — the women's shotput. They arrived back at Merrigum at 2255, doubtless awed by Tamara Tyshkevich's winning put of 16.59 metres, but probably too tired and shagged out to do anything other than to fall into bed. The branch line timetable for this train appears at our page 11.

Their train, No. MM2/MM1, hauled by a T-class loco and which originated at Seymour at 0300, was one of 32 Special Trains which made epic journeys like this between 23rd of November and 1st December.

I too travelled on such a train from Bacchus Marsh on 27th November and arrived at Jolimont Railway Station about 10 minutes ahead of my future wife Judy, who had travelled down from Benalla. Perhaps we sat in the same part of the same stand?; perhaps we even held hands? … who can tell? The timetables for our trains appear on our pages 12 and 13.

At any rate we didn't have anyone as spunky as Tamara to watch. The Official Report on the games says we watched the final of the Hop, Step and Jump, the Discus and the 200 metres (men), won by Bobby Morrow, the "Greatest Olympic Sprinter you've Never Heard of". Also on the field was Shirley Strickland, competing in the 80 metres hurdles semi-finals – she won it and went on to win Gold the next day. A photograph of the ground taken on that day (28th November) appears on page 53 of Nick Anchen's fantastic new book "Visions of Victoria". The kids from Geelong were in the stands on that day (Trains GL2, GL4 and GL6).

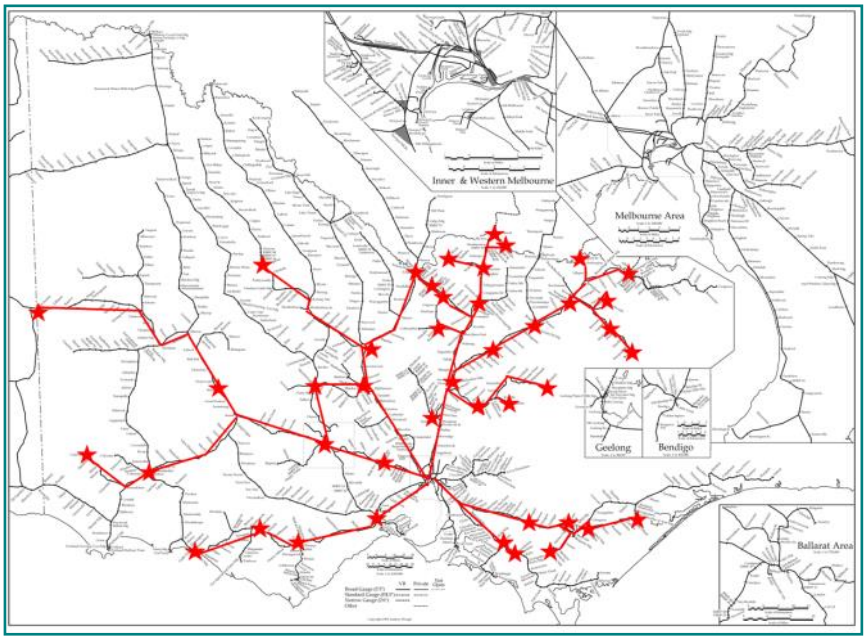
Most of these trains (or at least those not arriving from the East), ran Spencer St – Flinders St – Princes Bridge – North Carlton – North Melbourne ("Inner Circle") to deliver their passengers in the morning and then looping this loop in reverse in the afternoon to pick them up.

This is the story of those trains.

"S. 2300/56"

The "XVIth Olympiad" Special Train Notice book, S. 2300/56, was based on the most recent "Country Lines Working Time Table" WTT 56/56. At the time, despite the excitement of the Olympics and of the near-completion of VR's "Operation Phoenix" system-wide rejuvenation programme, VR's timetable world was in a parlous state and yet to recover from the war. Both Public and Working Time Tables were rare and skimpy and had been so since 1941. This was more than just wartime stringency and economy—it was Commonwealth Government policy. A Top Secret edict—the Scorched Earth Code— laid out what Australia and its citizens had to do to deny an invading army anything that would help it in conquering Australia. EVERY resource that might offer such help was to be destroyed. This included all forms of railway timetables. Nor were any to be published – and certainly not any with maps or other "information useful to an invader".

This edict was not pursued after the Battle of the Coral Sea and totally ignored by 1945. Most Australian railway systems re-instituted the publishing of complete Public and Working Timetables soon after – but Victoria did not. District WTTs, with very few exceptions, ceased to exist from 1941 to 1958. At the time of the Melbourne Olympics, the mindset of minimalist timetable information still determined policy. In addition Operation Phoenix "rising from the ashes" was itself torching many of the so-called "Octopus Act" branch lines – or at least withdrawing passenger

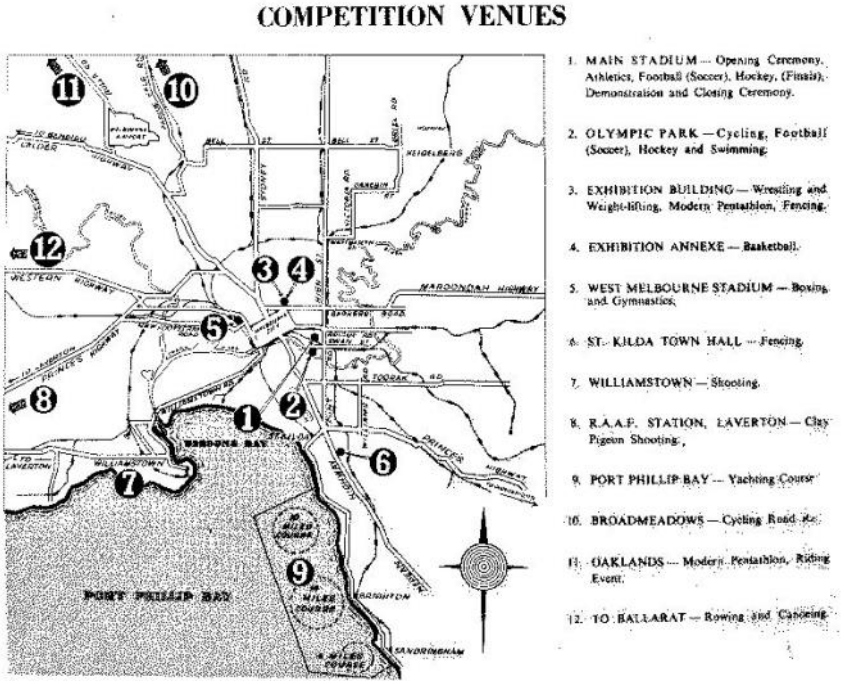


services from them. WTT 56/56, dated 13th August 1956 came into effect only two days after the closure on the Lancefield line. In consequence, S2300/56, at 95 pages, was nearly as long as the entire Country Lines WTT (115 pages).

Although labelled as being for "Country Lines", the book opens with 8 pages of timetables for Special Trains running over the so-called "Inner Circle" line – this is probably its most intriguing feature. Suburban Passenger train services on this line had been abandoned in 1948, but a handful of freight trains still ran, including a freight service to its Fitzroy dead-end branch. During the Games, a daily average of more than 7 steam- and diesel-hauled empty trains ran over this line. They shared tracks with the regular traffic on the lines which connected to the loop.

There seem to have been a number of different types of "Specials" which appeared in S. 2300/56:

- **Organised Excursions**. These were mostly trains that ran for school children
- **Specials to Olympic sites.** Mostly Melbourne, but also Ballarat
- **Extra trains** to and from Melbourne For the General Public
- **Altered ordinary services.** For the General Public
- **Non-Olympic Specials.** RAAF and Torquay Surf Carnival
- **Empty Car movements.** For any of the above.



Organised Excursions

These were the School Trains and ran to Melbourne from some 45 nominated towns, on all main lines and some 13 branch lines. Some of these towns had never had, nor ever again would have, their "own" trains to Melbourne (see map on page 8). The most distant originating station was Serviceton at 259 miles – it required a 3AM departure and patrons did not return home for 22 hours. This was so notable that attention was drawn to it in the Organising Committee's post Games Report. In general, however, the "most distant" stations from which trains ran, were about 150 miles from Melbourne. There were, for instance, no Specials from Mildura, Bairnsdale, or any of the Mallee-Wimmera lines—the speed limits were too low to allow a return day trip.

An interesting feature of Looping the Loop services is that both the forward and the return journeys commence as "Up" trains.

Specials to Olympic Sites

The 1956 Olympics were conducted at 12 venues, all except 1 (equestrian) conducted in Victoria. Most were within spitting distance of the Melbourne "CBD", apart from (perhaps) the following: Williamstown, Avalon, Laverton (clay pigeon shooting), Ballarat (rowing 23rd November to 26th November). Of these, only Ballarat required the operation of Country Special Trains. There were one or two of these per day, leaving Spencer St at (for instance) 0605 morning and returning there by 2105.

Altered and Additional Trains

During the Games, the average main line saw about 3 Organised Excursions per day. Especially on single track lines (Geelong, Ballarat, Seymour-Wodonga) this required a lot of adjustments of the normal crossing arrangements. The alterations might be altered running, cancellations, truncations or extensions.

Extra Specials

For reasons not now clear, the RAAF

Passengers leaving a special train at Jolimont to attend the Olympic Games.

hired a 6-car Special Train on the morning of the opening ceremony. The train ran from Aircraft Siding (of course!), departing there at 1038 and was back by 1458, well before the torch even entered the arena. Naturally, there were balancing Empty Car Movements. A surf carnival was held at Torquay during the Games. There was high excitement about this because the famed Duke Kahanamoku had arrived in Melbourne for the Opening Ceremony. The Carnival was billed as a "Demonstration Event"*. Special Trains ran on Sundays 25th November and 2nd December. *strictly speaking, the Demonstration Events for the 16th Olympiad were: Australian Rules Football (VAFA d VFL/AFL 12.9=81 to 8.7=55) and Baseball (USA d Australia 2 0 4 0 3— 11 vs 0 1 0 0 1 3— 5.

Empty Car Movements

For practically every Up and Down Special Train that appears in S. 2003, there is a corresponding Down and Up Empty car movement to put and take the cars. This more or less doubles the number of Organised Excursion Specials from the 52 mentioned in the Official Report, to about 100.

Fleets of Empty Cars began to leave Spencer St Melbourne during Thursday 22nd November to be in position to run Up trains the next day. In some cases, Empties for multiple destination were terminated "short" of their ultimate destinations and were later split to continue their journeys.

Empty car movement did not always have Spencer St or the Passenger Yard in Melbourne as a terminus. Because the number of available cars was limited, trains tended not to be splayed around the map in all directions, but focussed on particular regions for any one day. Thus, for instance, 13 of the 21 specials on November 23rd (a Friday) and November 26th (a Monday– School Specials did not run at weekends) ran in the North East district. By Tuesday 27th, the focus had shifted to the Northern and Midland Districts. To achieve this reshuffle, VR took advantage of its many interconnections and, for instance, transferred Empty Cars from the NE to the N&M via Toolamba. Similar tidal shifts occurred between

SUMMARY OF ORGANISED SPECIAL COUNTRY EXCURSION TRAINS TO MELBOURNE.

Date 1956	Approx. No. to Travel	Special Train Symbol	STATION FROM	ARRIVAL TIME
				a.m.
Friday, Nov. 23 ...	400	R.2	Rushworth	9 11 JOLIMONT
" ...	1000	E.2	Echuca	9 23 "
" ...	1100	SH.2	Shepparton	9 34 "
" ...	400	Y.2	Yea	9 43 "
" ...	1000	SH.4	Shepparton	10 00 "
" ...	600	B.4	Ballarat	10 14 "
" ...	900	E.4	Bendigo-Echuca	10 25 "
" ...	560	CT.2	Casterton	10 35 SPENCER ST.
" ...	600	TA.2	Tongala...	10 45 JOLIMONT
" ...	550	WY.2	Wycheproof	10 54 "
" ...	200	RW.2	Wahgunyah-Rutherglen ...	11 8 "
				p.m.
" ...	550	MN.2	Mirboo North	12 55 RICHMOND
"	100	K.2	Kilmore	4 45 SPENCER ST.
				a.m.
Monday, Nov. 26 ...	750	SY.2	Seymour	9 34 JOLIMONT
" ...	500	AX.2	Alexandra	10 00 "
" ...	900	SV.2	Serviceton	10 20 "
" ...	600	W.2	Wodonga	10 45 "
" ...	280	K.2	Korumburra	11 00 RICHMOND
" ...	450	BW.2	Beechworth	11 8 JOLIMONT
				p.m.
" ...	700	TC.2	Tocumwal	12 7 "
" ...	1050	WB.2	Warrnambool	12 18 "
				a.m.
Tuesday, Nov. 27 ...	325	BG.2	Bendigo	9 24 JOLIMONT
" ...	300	GL.12	Geelong	9 34 "
" ...	200	WL.4	Warragul	9 38 RICHMOND
" ...	400	BM.2	Bacchus Marsh	9 49 JOLIMONT
" ...	1000	BA.2	Euroa-Benalla	10 00 "
" ...	950	HM.2	Hamilton	10 14 "
" ...	1000	M.2	Maryborough (via C'maine)	10 26 "
" ...	1000	CM.2	Castlemaine	10 40 "
" ...	800	HM.4	Hamilton	10 50 "
" ...	160	MY.2	Myrtleford	10 50 SPENCER ST.
				p.m.
" ...	335	S.2	Sale	4 35 FLINDERS ST.
				a.m.
Wednesday, Nov. 28	300	GL.2	Geelong	9 34 JOLIMONT
" ...	200	No. 22 (Ext'nd)	Ballarat	10 9 "
" ...	1000	GL.4	Geelong	11 00 "
" ...	400	GL.6	Corio	11 33 "
				a.m.
Thursday, Nov. 29	850	BG.4	Bendigo	9 24 JOLIMONT
" ...	1050	WL.2	Warragul	9 38 RICHMOND
" ...	475	BG.6	Bendigo	9 54 JOLIMONT
" ...	1000	WA.2	Wangaratta	10 00 "
" ...	350	CD.2	Camperdown	10 9 "
" ...	1000	B.16	Ballarat	10 21 "
" ...	800	ST.2	Ballarat-Stawell	10 45 "
				p.m.
" ...	900	N.2	Nyora	1 5 RICHMOND
				a.m.
Friday, Nov. 30 ...	500	MM.2	Merrigum	9 30 JOLIMONT
" ...	1000	GL.8	Geelong	9 38 "
" ...	1000	CO.2	Colac	9 54 "
" ...	800	P.2	Numurkah-Picola ...	10 2 "
" ...	600	GL.10	Geelong	10 10 "
" ...	1000	YN.2	Yallourn	10 22 RICHMOND
" ...	900	C.2	Cobram	10 45 JOLIMONT
" ...	400	CD.4	Camperdown	10 55 "
" ...	900	T.2	Traralgon	10 55 RICHMOND
				a.m.
Saturday, Dec. 1 ...	510	BG.8	Bendigo	10 50 JOLIMONT (Elec. Ex Spencer St.)

Some statistics from S. 2300/56		
Line	School Spl per day	All alterations
Bendigo	3	5
Ballarat	2	3
Geelong	3	20
North Eastern	5	35
Eastern	2	8

the N&M and W&SW Districts a day or two later and also within N&M. The train on which I returned from Jolimont on 27th November, rested at Bacchus Marsh for three hours and then ran to Geelong via Warrenheip, the T loco running around its train at the latter.

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TOOLAMBA–TONGALA.

UP.	Empty Cars **Nov. 23**	**TA.1** Pass. 'T' Loco. **Nov. 23**	Empty Cars **Nov. 30**	**MM.1** Pass. 'T' Loco. **Nov. 30**
	a.m.	p.m.	a.m.	p.m.
JOLIMONT ... ... Dep.	...	7 21**V**	...	...
Flinders Street ... ... „	*	*	...	*
DOWN.				
SPENCER STREET ... ... Arr.	...	7 28	...	...
„ ... ... Dep.	...	7 35	...	7 35
SEYMOUR ... ... Arr.	...	...	...	...
„ ... ... Dep.	3 50	9 18*	3 0	9 18*
TOOLAMBA . . .. Arr.	...	. .	...	...
„ ... ... Dep.	4 53*	10 21*	4 3*	10 21**S**
Tatura ... ... „	5 4*	10 32*	4 14*	10 34**S**
Byrneside ... ... „	*	*	*	10 42**S**
MERRIGUM ... ... Arr.	...	...	...	10 55
„ ... ... Dep.	5 17*	10 45**S**	4 30	
Kyabram ... ... „	5 27*	10 55**S**		...
TONGALA ... ... Arr.	5 40	11 10	...	...
	Form TA.2		**Form MM.2**	

* Not required to stop for passengers. **P.** Pick Up. **S.** Set Down.

V. Empty Cars arrive Jolimont ex Melbourne Yard via North Carlton Loop Line and Clifton Hill.

LOADS: **TA.1** JOLIMONT–TONGALA. Van, 6PL, ZP Van, 'T' Loco.
MM.1 SPENCER ST.–MERRIGUM. Van, 5PL, ZP Van, 'T' Loco.

TOOLAMBA–TONGALA.

UP.	**TA.2** Pass. 'T' Loco. **Nov. 23**	Empty Cars **Nov. 24**	**MM.2** Pass. 'T' Loco. **Nov. 30**	Empty Cars **Nov. 30**
	a.m.	a.m.	a.m.	p.m.
TONGALA ... ... Dep.	7 5	12 1	...	...
Kyabram ... ... „	7 16**P**	12 15*	...	...
MERRIGUM ... ... „	7 28**P**	12 25*	6 5	11 55
Byrneside ... ... „	*	*	6 14**P**	a.m.
Tatura ... ... „	7 42*	12 40*	6 24**P**	12 12*
TOOLAMBA ... ... Arr.	...	...	...	...
„ ... ... Dep.	7 53*	12 51*	6 42**P**	12 26*
SEYMOUR ... ... Arr.	...	1 55	...	1 30
„ ... ... Dep.	9 0*		7 45*	...
SPENCER STREET ... ... Arr.	10 35	...	9 20	
„ ... ... Dep.	10 37	...	9 22	...
DOWN.				
Flinders Street ... ... „	*	...	*	...
JOLIMONT ... ... Arr.	10 45	...	9 30	...
	Z		**Z**	

* Not required to stop for passengers. **P.** Pick Up. **S.** Set Down.

Z. Thence empty cars to Melbourne Yard via Clifton Hill and North Carlton Loop Line.

LOADS: **TA.2** TONGALA–JOLIMONT. Van, 6PL, ZP Van, 'T' Loco.
MM.2 MERRIGUM–JOLIMONT. Van, 5PL, ZP Van, 'T' Loco.

FORWARD. **TUESDAY, 27th NOVEMBER, 1956.**

		BG.2 From Bendigo	GL.12 From Geelong	BM.2 From Bacchus Marsh	BA.2 From Benalla	HM.2 From Hamilton	M.2 From Maryborough	CM.2 From Castlemaine	HM.4 From Hamilton
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
SPENCER STREET	Arr.	9 15	9 25	9 38	9 50	10 5	10 15	10 30	10 35
»	Dep.	9 17	9 27	9 42	9 52	10 7	10 18	10 32	10 42
Flinders Street ...	»	*	*	*	*	*	*	*	*
JOLIMONT ...	Arr.	9 24**S**	9 34**S**	9 49**S**	10 0**S**	10 14**S**	10 26**S**	10 40**S**	10 50**S**
» ...	Dep.	9 27**E**	9 37**E**	9 52**E**	10 5**E**	10 17**E**	10 30**E**	10 44**E**	10 53**E**
Clifton Hill ...	»	9 34*	9 44*	9 59*	10 12*	10 24*	10 37*	10 51*	11 0*
North Carlton ...	»	*	*	*	*	*	*	*	*
Royal Park ...	»	9 44*	9 52*	10 12*	10 20*	10 33*	10 45*	10 59*	11 13*
North Melbourne	»	*	*	*	*	*	*	*	*
MELBOURNE ... (Pass. Yard)	Arr.	9 51	10 1	10 21	10 29	10 42	10 54	11 8	11 22
		Forms BG.1	**Forms GL.11**	**Forms BM.1**	**Forms BA.1**	**Forms HM.3**	**Forms M.1**	**Forms CM.1**	**Forms HM.1**

RETURN. **TUESDAY, 27th NOVEMBER, 1956.**

		BM.1 To Bacchus Marsh	M.1 To Maryborough	HM.1 To Hamilton	BG.1 To Bendigo	CM.1 To Castlemaine	BA.1 To Benalla	HM.3 To Hamilton	GL.11 To Geelong
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
MELBOURNE ... (Pass. Yard)	Dep.	4 33**E**	4 56**E**	5 33**E**	5 38**E**	5 54**E**	5 59**E**	6 15**E**	6 25**E**
North Melbourne	»	*	*	*	*	*	*	*	*
Royal Park ...	»	4 46*	5 8*	5 44*	5 50*	6 5*	6 10*	6 26*	6 36*
North Carlton ...	»	*	*	*	*	*	*	*	*
Loop Junction ...	»	5 14*	5 45*	6 5*	6 19*	6 28*	6 37*	6 44*	6 54*
Clifton Hill ...	»	5 17*	5 48*	6 8*	6 22*	6 31*	6 40*	6 47*	6 57*
JOLIMONT ...	Arr.	5 24**P**	5 56**P**	6 16**P**	6 31**P**	6 39**P**	6 48**P**	6 56**P**	7 5**P**
» ...	Dep.	5 26	6 0	6 20	6 34	6 43	6 52	7 0	7 8
Flinders Street ...	»	*	*	*	*	*	*	*	*
SPENCER STREET	Arr.	5 33	6 8	6 28	6 42	6 51	6 59	7 6	...
»	Dep.	5 40	6 10	6 30	6 45	6 55	7 0	7 10	7 15

E—Empty. **P**—Pick Up. **S**—Set Down.

BALLARAT–MELBOURNE.

SPECIAL TRAINS.

UP.	BM.2 Pass 'T' Loco. Nov. 27	HM.2 Express 'B' Loco. Nov. 27	HM.4 Express 'B' Loco. Nov. 27	B.12 Express 'B' Loco. Nov. 27	B.14 Express 'B' Loco. Nov. 28	B.16 Express 'B' Loco. Nov. 29	ST.2 Express 'B' Loco Nov. 29
	a.m.	a.m. From Hamilton	a.m. From Hamilton	p.m.	p.m.	a.m.	a.m. From Stawell
BALLARAT ... Arr.	...	...	8 42*	...	...	...	8 42P
„ ... Dep.	...	8 10*	8 45	7 30	1 0	8 10	8 45
Ballarat East ... „	...	*	*	*–57DL	*	*	*
Warrenheip ... „	...	8 19*	8 55*	7 39*	1 9*	8 19*	8 55*
Bungaree ... Arr.	...	8 28*	...	...	...	8 28*	...
„ ... Dep.	...	8 36—23	9 3*	...	1 16*	8 36—23	9 3*
Gordon ... „	...	8 45*	9 12*	...	1 25*	8 45*	9 12*
Ballan ... „	...	8 53*	9 20*	...	1 33*	8 53*	9 20*
Ingliston ... „	...	8 58*	9 25*	...	1 38*	8 58*	9 25*
Bacchus Marsh ... Arr.	...	...	—25 wt.	...	...	...	—25 w
„ ... Dep.	8 25	9 14*	9 43*	...	1 55*	9 14*	9 43*
Parwan ... „	8 33P	9 19*	9 48*	2 0*	2 0*	9 19*	9 48*
Melton ... Arr.	...	—25 wt.	...	2 10*	2 10*	—25 wt.	...
„ ... Dep.	8 44P	9 27*	9 56*	2 16—49	2 16—49	9 27*	9 56*
Rockbank ... „	8 52*	9 33*	10 1*	2 23*	2 23*	9 33*	10 1*
Deer Park ... Arr.	9 2*	...	...	...	...	...	...
„ ... Dep.	9 10—25	*	*	*	*	*	*
Sunshine ... „	9 17*	9 50*	10 16*	...	2 37*	9 50*	10 16*
Footscray ... „	9 27*	*	*	9 40*	*	*	*
SPENCER STREET Arr.	9 38	10 5	10 35	9 50	2 55	10 5	10 35
„ Dep.	9 42	10 7	10 42	...	Elec. to H'berg	10 12	10 37
DOWN.							
Flinders Street ... „	*	*	*	...	...	*	*
JOLIMONT ... Arr.	9 49 Z	10 14 Z	10 50 Z	...	...	10 21 Z	10 45 Z

Express to Melbourne (via Nth. Geelong Loop)

* Not required to stop for passengers.

P. Pick Up.

Z. Thence Empty Cars to Melbourne Yard via Clifton Hill and North Carlton Loop Line.

LOADS: **BM.2** BACCHUS MARSH–JOLIMONT. ZP Van, 4PL, ZP Van, 'T' Loco.
HM.2 HAMILTON–JOLIMONT. ZP Van, 10PL, ZP Van, 'B' Loco.
HM.4 HAMILTON–JOLIMONT. ZP Van. 8PL, Dual Car, 'B' Loco.
B.12 BALLARAT–MELBOURNE. As arranged by S.M. Ballarat.
B.14 BALLARAT–MELBOURNE. Van. 6BE, Dual Car, 'B' Loco.
B.16 BALLARAT–JOLIMONT. Van, 10PL, Dual Car, 'B' Loco.
ST.2 STAWELL–JOLIMONT. Van, 8PL, Dual Car, 'B' Loco.

MELBOURNE–BALLARAT.

SPECIAL TRAINS.

UP.	B.11 Express 'B' Loco Nov. 27	BM.1 Pass 'T' Loco Nov. 27	HM.1 Express 'B' Loco. Nov. 27	HM.3 Express 'B' Loco Nov. 27	B.17 Express 'R' Eng. Nov. 28	ST.1 Express 'B' Loco. Nov. 29	B.15 Express 'B' Loco. Nov. 29	Empty Cars 'T' Loco Nov. 27
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
JOLIMONT ... Dep	..	5 21V	6 20V	7 0V	7 0V	6 20V	7 0V	..
Flinders Street ... „	..	*	*	*	*	*	*	.
DOWN.								
SPENCER STREET Arr.	..	5 33	6 28	7 6	7 6	6 28	7 8	.
„ Dep	12 25	5 40	6 30	7 10	7 10	6 30	7 10	6 35
Footscray .. „	*	5 48*	*	*	*	*	*	*
Sunshine ... „	12 41*	5 56*	6 45*	7 25*	7 25*	6 45*	7 25*	6 52*
Deer Park .. „	*	*B	*	*	*	*	*	*
Rockbank ... Arr.	..	..	..	7 39*	7 39*	..	7 39*	.
„ ... Dep.	12 53*	6 12*	7 0*	7 45–34	7 45–34	7 0*	7 45–34	7 8*
Melton... ... Arr.	...	6 18S	...	...	...	...	...	...
„ ... Dep.	12 58*	6 20	7 6*	7 52*	7 52*	7 6*	7 52*	7 14*
Parwan ... Arr	1 5*	6 28S	...	...	...	...	...	7 21*
„ ... Dep	1 10–24	6 30	7 15*	7 59*	7 59*	7 15*	7 59*	7 28–18
Bacchus Marsh ... Arr.	...	6 40	7 21*	..	...	7 21*	...	7 40
„ ... Dep	1 15*	9 14E	7 26–34	8 5*	8 5*	7 26–34	8 5*	Forms BM.2
Ingliston ... „	1 43*	9 40*	7 56*	8 33*	8 33*	7 56*	8 33*	...
Ballan ... „	1 50*	9 50*	8 3*	8 40*	8 40*	8 3*	8 40*	.
Gordon ... Arr.	...	...	...	...	...	...	...	.
„ ... Dep.	2 0*	10 6*	8 13*	8 50*	8 50*	8 13*	8 50*	...
Bungaree ... „	2 9*	10 20*	8 23*	9 0*	9 0*	8 23*	9 0*	..
Warrenheip ... „	2 15*	10 33*	8 30*	9 7*	9 7*	8 30*	9 7*	..
Ballarat East ... „	*	To	*	*	*	*	*	..
BALLARAT ... Arr	2 25	Geelong Forms GL.2	8 37*	9 14*	9 15	8 37S	9 15	...
„ ... Dep.	...		8 40 To Hamilton	9 16 To Hamilton	...	8 40 To Stawell	.. Empty Cars to Geelong	...

* Not required to stop for passengers.

B. Deer Park to be switched in for the running of **BM.1** Special and 5.25 p.m. (**No. 57**) Pass.

S. Set Down. **E.** Empty.

V. Empty Cars arrive Jolimont ex Melbourne Yard via North Carlton Loop Line and Clifton Hill.

LOADS: **B.11** MELBOURNE–BALLARAT. As arranged by S.M. Spencer Street.
BM.1 JOLIMONT–BACCHUS MARSH. ZP Van, 4PL, ZP Van, 'T' Loco.
HM.1 JOLIMONT–ARARAT. ZP Van, 8PL, Dual Car, 'B' Loco.
HM.3 JOLIMONT–HAMILTON. ZP Van, 10PL, ZP Van, 'B' Loco.
ST.1 JOLIMONT–STAWELL. Van, 8PL, Dual Car, 'B' Loco.
B.17 JOLIMONT–BALLARAT. Van, BW, 2PL, 'R' Engine.
B.15 JOLIMONT–BALLARAT. Van, 10PL, Dual Car, 'B' Loco.
6.35 a.m. EMPTY CARS MELBOURNE–BACCHUS MARSH. ZP Van, 4PL, ZP Van, 'T' Loco.

WODONGA–SEYMOUR–MELBOURNE.

SPECIAL TRAINS.

UP.	W.2 Express 'B' Loco. Nov. 26	BW.2 Pass. (No 24 Alt.) 'B' Loco. Nov. 26	TC.2 Express 'T' Loco Nov. 26	BA.2 Pass. 'B' Loco Nov. 27	WA.2 Express 'B' Loco. Nov. 29	MM.2 Pass. 'T' Loco Nov. 30	P.2 Pass. 'T' Loco Nov. 30	C.2 Pass. 'T' Loco Nov. 30
	a.m.	a.m.	a m	a m	a.m.	a.m.	a m	a m
WODONGA ... Dep.	6 10	From Beechworth						
Barnawartha .. „	6 25*							
Chiltern ... „	6 34*							
Springhurst ... „	6 44*							
Bowser .. „	*A							
WANGARATTA Arr.		7 20B						
„ Dep.	7 2*	7 35	From Tocumwal		6 20	From Merrigum.	From Picola	From Cobram
Glenrowan .. „	7 16*	7 49*			6 34*			
Winton .. „	*	7 57*			*			
BENALLA ... Arr.								
„ Dep.	7 35*	8 5		6 45	6 53*			
Baddaginnie ... „	7 46*	8 14*		6 55*	7 4*			
Violet Town .. „	7 56*	8 24*		7 7P	7 14*			
Balmattum .. „	8 4*	8 31*		7 17*	7 22*			
EUROA .. Arr.								
„ .. Dep.	8 11	8 38		7 29P	7 29*			
Creighton ... „	8 18*	8 45*		7 36*	7 36*			
Longwood .. „	8 23*	8 51*		7 41*	7 41*			
Locksley ... „	8 29*	8 57*		7 47*	7 47*			
Monea ... „	*	*	...	*	*	.	.	.
Avenel... ... „	8 38*	9 6*	..	7 56*	7 56*	..	..	..
Mangalore ... „	8 45*	9 12*	10 9*	8 3*	8 3*	7 33*	8 0*	8 45*
SEYMOUR ... Arr.	8 55*	...	...	...	...	...	...	...
„ ... Dep.	9 0	9 20*	10 20*	8 15*	8 15*	7 45*	8 15*	9 0*
Tallarook ... „	9 12*	9 27*	10 30*	8 25*	8 25*	7 55*	8 25*	9 12*
Broadford ... „	9 25*	9 41*	10 43*	8 38*	8 38*	8 8*	8 38*	9 25*
Kilmore East ... „	9 36*	9 51*	10 54*	8 49*	8 49*	8 20*	8 49*	9 36*
Heathcote Junction „	9 46*	10 1*	11 4*	9 0*	9 0*	8 30*	9 0*	9 46*
Wallan ... „	9 51*	10 6*	11 9*	9 6*	9 6*	8 35*	9 6*	9 51*
Beveridge ... „	9 55*	10 10*	11 13*	9 11*	9 11*	8 40*	9 11*	9 55*
Donnybrook ... „	10 1*	10 16*	11 19*	9 17*	9 17*	8 46*	9 17*	10 1*
Craigieburn ... „	10 6*	10 21*	11 24*	9 23*	9 23*	8 51*	9 23*	10 6*
Broadmeadows ... „	10 12*	10 28*	11 30*	9 29*	9 29*	8 57*	9 29*	10 12*
Essendon ... „	10 20*	10 36*	11 39*	9 37*	9 37*	9 5*	9 37*	10 20*
SPENCER STREET Arr.	10 35	10 50	11 55	9 50	9 50	9 20	9 50	10 35
„ Dep.	10 37	11 0	11 58	9 52	9 52	9 22	9 54	10 37
DOWN.			p.m.					
Flinders Street ... „	*	*	*	*	*	*	*	*
JOLIMONT ... Arr.	10 45 Z	11 8 Z	12 7 Z	10 0 Z	10 0 Z	9 30 Z	10 2 Z	10 45 Z

* Not required to stop for passengers.

B. Attach Cars and change Loco.

A. Bowser to be switched in for the running of **W.2** and 6.15 a.m. (**BW.2**) ex Beechworth.

P. Pick up.

Z. Thence empty cars to Melbourne Yard via Clifton Hill and North Carlton Loop Line

LOADS: **W.2** WODONGA–JOLIMONT. Van, 5PL, Dual Car, 'B' Loco.
BW.2 BEECHWORTH–WANGARATTA. BCPL, 4PL, Steam Loco. WANGARATTA–JOLIMONT. BCPL, 4PL, BE, AW, ABW Dual, 'B' Loco.
TC.2 TOCUMWAL–JOLIMONT. Van, 7PL, ZP Van, 'T' Loco.
BA.2 BENALLA–JOLIMONT. Van, 5PL, BCPL, 4PL, Dual Car, 'B' Loco.
WA.2 WANGARATTA–JOLIMONT. Van, 5PL, BCPL, 4PL, Dual Car, 'B' Loco.
MM.2 MERRIGUM–JOLIMONT. Van. 5PL, ZP Van, 'T' Loco.
P.2 PICOLA–NUMURKAH. Van, 4PL, Steam Loco. NUMURKAH–JOLIMONT. Van, 8PL, ZP Van, 'T' Loco
C.2 COBRAM–JOLIMONT Van, 9PL, ZP Van, 'T' Loco.

MELBOURNE–SEYMOUR–WODONGA.

SPECIAL TRAINS.

UP.	TC.1 Express 'T' Loco. Nov. 26	SY.1 Pass. 'T' Loco. Nov. 26	BA.1 Pass. 'B' Loco Nov. 27	WA.1 Express 'B' Loco. Nov. 29	MM.1 Pass 'T' Loco. Nov. 30	C.1 Pass. 'T' Loco. Nov. 30	P.1 Pass. 'T' Loco. Nov. 30	
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
JOLIMONT ... Dep	7 0V	7 10V	6 52V	6 52V	..	6 51V	7 10V	..
Flinders Street ... „	*	*	*	*	...	*	*	...
DOWN.								
SPENCER STREET Arr	7 8	7 18	6 59	6 59	.	6 59	7 18	...
„ Dep.	7 10	7 20	7 0	7 0	7 35	7 0	7 20	...
Essendon ... „	7 21*	7 31*	7 11*	7 11*	7 46*	7 11*	7 32*	...
Broadmeadows ... „	7 34*	7 46*	7 24*	7 24*	7 59*	7 24*	7 45*	...
Craigieburn ... „	7 46*	7 58*	7 36*	7 36*	8 11*	7 36*	7 56*	...
Donnybrook ... „	7 55*	8 7*	7 45*	7 45*	8 20*	7 45*	8 5*	...
Beveridge ... „	8 5*	8 17*	7 55*	7 55*	8 30*	7 55*	8 15*	...
Wallan ... „	8 10*	8 23S	8 0*	8 0*	8 35*	8 0*	8 20*	...
Heathcote Junction „	8 17*	8 31*	8 7*	8 7*	8 42*	8 7*	8 27*	...
Kilmore East ... „	8 24*	8 41S	8 14*	8 14*	8 49*	8 14*	8 34*	...
Broadford ... „	8 31*	8 51S	8 21*	8 21*	8 56*	8 21*	8 41*	..
Tallarook ... „	8 41*	9 4S	8 31*	8 31*	9 6*	8 31*	8 51*	...
SEYMOUR ... Arr.	...	9 15	...	...	...	...	...	...
„ ... Dep.	8 54*	Form Empty Cars to Picola for P.2 Nov. 30	8 41*	8 41*	9 18*	8 44*	9 2*	...
Mangalore ... „	9 6*		8 52*	8 52*	9 30*	8 56*	9 14*	...
Avenel... ... „			8 58*	8 58*				...
Monea ... „			*	*				...
Locksley ... „			9 8*	9 8*				...
Longwood ... „			9 15*	9 15*				...
Creighton ... „			9 21*	9 21*				...
EUROA ... Arr.			...	...				...
„ ... Dep.			9 33S	9 28*				...
Balmattum ... „			9 39*	9 34*				...
Violet Town ... „			9 49S	9 42*				...
Baddaginnie ... „			10 0*	9 53*				...
BENALLA ... Arr.			10 10	...				...
„ ... Dep.				10 5*				...
Winton ... „			Form Empty Cars to Wangaratta for WA.2 Nov. 29	*				...
Glenrowan ... „				10 27*				...
WANGARATTA Arr.				10 40				...
„ Dep.								...
Bowser ... „				...				...
Springhurst ... „				...				...
Chiltern ... „				...				...
Barnawartha ... „				...				...
WODONGA ... Arr.				...				...

To Tocumwal. To Merrigum. To Cobram. To Picola.

* Not required to stop for passengers. **S.** Set Down.

LOADS: **TC.1** JOLIMONT–TOCUMWAL. Van, 9PL, ZP Van, 'T' Loco.
SY.1 JOLIMONT–SEYMOUR. Van, 8PL, ZP Van, 'T' Loco.
BA.1 JOLIMONT–BENALLA. Van, 5PL, BCPL, 4PL, Dual Car, 'B' Loco.
WA.1 JOLIMONT–WANGARATTA. Van, 5PL, BCPL, 4PL, Dual Car, 'B' Loco.
MM.1 SPENCER STREET–MERRIGUM. Van, 5PL, ZP Van, 'T' Loco.
C.1 JOLIMONT–COBRAM. Van, 9PL, ZP Van, 'T' Loco.
P.1 JOLIMONT–NUMURKAH. Van, 8PL, ZP Van, 'T' Loco. NUMURKAH–PICOLA. Van, 4PL, Steam Loco.

V. Empty cars arrive Jolimont ex Melbourne Yard via North Carlton Loop Line and Clifton Hill.

Totally unhinged

MATT O'SULLIVAN (SMH) *and* ABC NEWS *describe how archaic technology threw Sydney rail into meltdown*

FIRST IT WAS A CHILD'S balloon that melted down the Sydney train network. Then it was a roof hatch. What follows are media reports from the SMH and the ABC on the latter disaster.

SMH

It was 5.22am when the driver of a train carrying hundreds of people through the heart of Sydney saw a roof hatch on its front carriage sitting perilously close to the 1500-volt overhead power line.

At about 8.45am on Friday, the northbound train finally rolled away from a platform at Town Hall station, after the fibre-glass hatch was safely removed. In the intervening three hours, the stoppage of one train had thrown Sydney's rail network into chaos.

A loose hatch [above right; Credit: Sydney Trains] on a Sydney train led to hours of delays across the network.

The incident at Town Hall caused major delays for hours across the rail network.

Trains carrying up to 250,000 commuters across the city were seriously delayed or re-routed during the morning peak, and roads gridlocked as people sought other ways to get around. At Wynyard station, commuters were advised to walk across the Harbour Bridge, so severe were the delays.

The incident on Friday morning has again highlighted the vulnerability of Sydney's aged rail network – and the length of time it takes for it to recover from delays. More than 12 hours after the train was halted, commuters were still experiencing delays to services across multiple lines during the evening peak.

After the operator stopped the train at Town Hall due to the safety risks posed if it continued, engineers were

forced to scramble through tunnels to turn off "Frankenstein"-like switches so that they could cut power to the overhead line and remove the hatch, which was millimetres from the overhead wires.

Sydney Trains' apologetic chief executive, Howard Collins, said the mechanical switches to isolate power dated to the 1920s, and were likely put in when the rail network was first electrified.

"They are almost Frankenstein in their look," he said on Friday. And while they "do a great job", Mr Collins conceded that it was an "archaic" situation to be in when staff had to clamber through tunnels to flick switches instead of being able to do so remotely from an operations centre like they do on London's underground network.

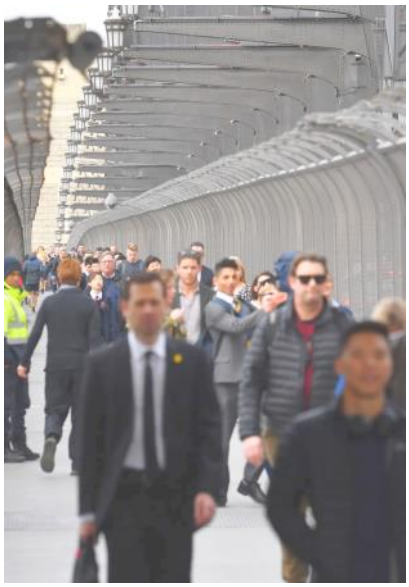
"We are looking forward to getting further investment to get us up to the 20th century," he said. "As far as I'm concerned, the future for us ... is a remote isolation [switch] all done from the [rail operation centre and] ... services are disrupted for 15 minutes rather than three hours."

The rail operator blamed the loose hatch on the Tangara passenger train on an "external factor", possibly a tree branch. "There are definite scratch and scour marks on the top of this fibre glass lid, so something has hit it at the front of the train," Mr Collins said.

The hatches are secured by a large clip and a safety device. Mr Collins said it was the right decision to halt the train at Town Hall because overhead wires on the North Shore line across the Harbour Bridge to North Sydney could have been torn down if it had continued. "It could have meant days of damage ... [and] the hatch could have come off and hit someone," he said.

The incident shows the extent to which central Sydney is the "the squeeze point" on the rail network, and the ripple effect across multiple lines caused by a failure on it. "[The network] is historically very connected, and when one bit falls down, after a while the others slow down and stop as well," Mr Collins said.

The government is spending billions on upgrades to signalling systems on



Commuters at Wynyard station were advised to walk across the Harbour Bridge.Credit:AAP

part of the network, as well as on new Waratah trains less susceptible to failure. But the tens of billions it is funnelling into new metro rail lines has left it open to criticism that more should have been diverted to the existing railway, which will continue to carry the bulk of commuters for years to come.

Asked whether the government should have spent more on Sydney Trains, Mr Collins said "we need both" and the second stage of the city's new metro line from Chatswood to the central city and beyond would provide an alternative during major incidents. "There is no doubt that, if you spend on one and not the other, we still fail. With this incident, metro would have been able to take the haul all the way from North Sydney to Central and there would have been a realistic and reasonable alternative," he said.

Matt O'Sullivan is the Transport Reporter for The Sydney Morning Herald.

ABC report

The commuter chaos that took hold of Sydney on Friday has started to abate, with services slowly returning to normal. Two separate incidents resulted in major delays, cancellations, queues, and overcrowding, disrupting up to 250,000 commuters on Friday morning. By evening, there was little relief in sight as people tried to head home, prompting NSW Transport to urge people to "leave work early or delay their journeys".

Hedayat Osyan, who was travelling from Central to Strathfield on Friday night, told the Herald he was unable to enter the station because it was so full. "Everyone was just running to different directions. No one was there to give help," he said. "It's completely unacceptable in Australia in 2019." After about 45 minutes, and several conflicting announcements that sent passengers to the wrong platform, Mr Osyan finally made it onto a packed train.

There were major delays on the T1 North Shore and Western, T2 Inner-west and Leppington, T3 Bankstown, T8 Airport, T4 Eastern Suburbs and Illawarra and T9 Northern lines, as well as the Central Coast and Newcastle Line. Additional bus services were operating to help manage the crowds. NSW Transport said they had received numerous compensation requests which "will be assessed on a case by case basis".

The chaos started when a loose hatch on a T1 Northshore line train was found off its hinges and "close to touching the 1500 volt overhead wiring" at Town Hall at 5.20am on Friday, a spokesperson said. The power was isolated so repair crews could access the top of the train and repair the damage. "This is a lengthy process which is not as simple as just flicking a switch and requires several stages to carry out safely," Transport NSW said in a statement.

The faulty train that was forced to stop Friday morning led to an initial closure of the North Shore Line between Town Hall and North Sydney, a Transport Management Centre spokeswoman said. At 8.46am, the Sydney Trains Twitter account tweeted that repairs were complete, allowing trains between Town Hall and North Sydney to resume.

Sydney Trains chief executive Howard Collins said a Central station "track circuit failure" at 11.10am had complicated the rail operator's efforts to return services to normal. A track circuit failure occurs when the signalling system set up to detect where trains are on a specific set of track suffers an outage. The track circuit failure was later rectified at 12.20pm.

Sydney commuters are being urged to try and avoid trains this evening as the network continues to be impacted by a breakdown this morning. In January last year, Transport Minister Andrew Constance demanded a "quick fire" report on how the network could better respond to delays, after two days of major cancellations.

VICTORIAN RAILWAYS.

S. 2300/56.

S. 2300/56.

XVITH OLYMPIAD

MELBOURNE 1956

COUNTRY LINES

ADDITIONAL AND ALTERED PASSENGER SERVICES

Friday, 16th November to Sunday, 9th December, 1956

NOTES.

(1) Officers-in-charge must closely check the timings of the regular passenger services at their stations, and if these have been altered during the period, the details are to be made widely known. Public notices are to be exhibited at stations, setting out all necessary train and fare information for the Olympic Games period. Facilities for advance booking should be featured.

For special fare concessions to Melbourne and Ballarat by ordinary trains during the period of the Olympic Games see P.F. 14/576 and A. 1365/56.

(2) **Passenger traffic**—Immediate advice of any significant traffic developments must be passed to Control Officers, Depot stations and "Cars," Spencer Street.

(3) Generally goods trains will operate to normal schedules, but in any instance in which a timetable herein conflets with the timetable for any goods train, such goods train must be worked clear.

(4) **Rolling stock**—Depot stations must give special attention to cleaning and equipping of cars forming special and ordinary passenger trains. Cars will be lighted in accordance with instructions herein.

ALL CONCERNED TO NOTE AND ARRANGE ACCORDINGLY.

T. R. COLLIER,
Chief Traffic Manager.

Spencer Street, Melbourne.
October 31, 1956.