Best Friend of Charleston

Built in 1830, this was the first American
locomotive to actually pull a train.

The Times

—Contents—

Centenary of Jack McLean, founder of AATTC/ATA

Jack McLean (the man on the right in the photo below), was born on 28th April 1921, so this month would have been his 100th Birthday. When Jack died in June 2010, his passing attracted a phenomenal number of tributes, not only from Australia, but from around the world. ATA devoted the entire July 2010 issue to Jack and the June 2010 issue of the ARE magazine also published a tribute. Jack wrote poetry about timetables (yes he did!) and the one I best remember is "The Racer" - which described the running and timetabling of the Ballarat Race Train, the final stanza of which encapsulates the ethos of timetable collecting:

…
But ages after all this ink can be no longer read,
The mem'ries that I have will re-appear.
They are the bliss of solitude, as William Wordsworth said,
And my delight for ev'ry future year.
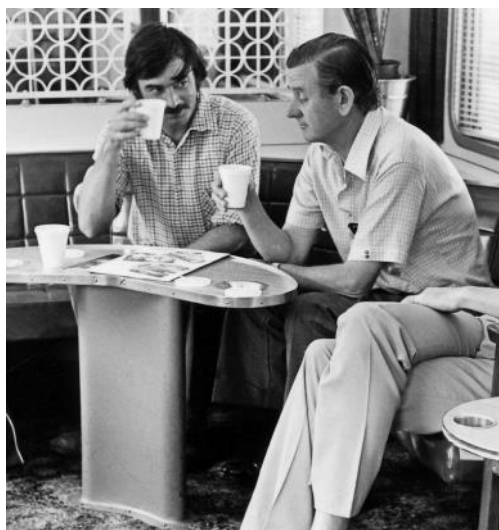
We flew along on the wings of the wind

JOCKEY OF YORK

IN THE EARLY **1800**S, Charleston shipped three staples abroad: cotton to England, lumber to the West Indies and rice to southern Europe. From 1817 to 1824, Charleston held a monopoly on steamboat trade on the Savannah River, much to the disgust of the city of Savannah, which served only as a refueling station for the steamers en route to Charleston with bale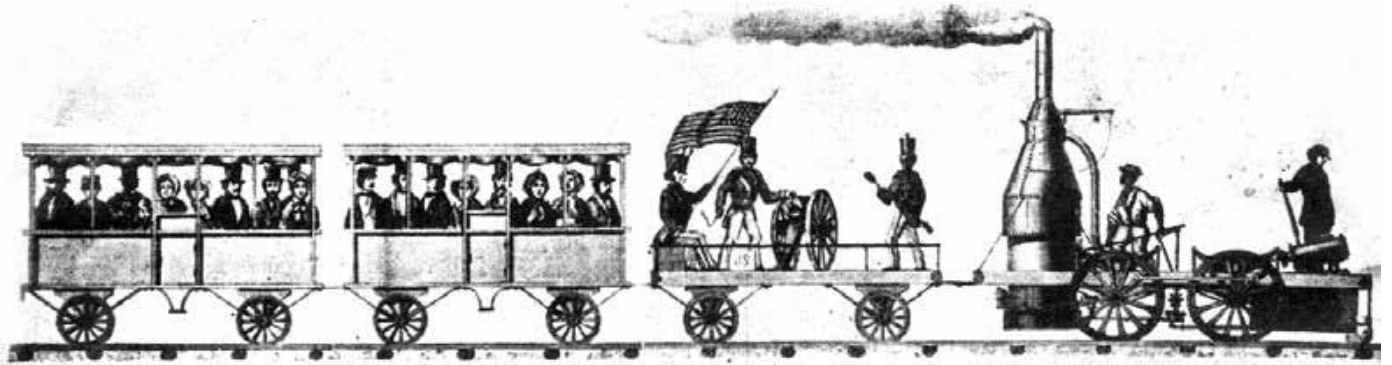s of cotton stacked all about the decks. But Savannah soon had its own fleet of steamboats plying their way up and down the Savannah, and it was not long before the Charleston boats found it too expensive to compete. With the monopoly broken, Savannah became the primary shipping port for goods traveling down the Savannah River from Augusta, bringing both Georgia and South Carolina crops and other goods to that port. Charleston found itself facing economic disaster.

William Aiken and Alexander Black, two prominent Charlestonians, felt that a solution might be a new development being tried experimentally in England: a railed road.

Instead of laying a ten-foot-wide pathway of split logs and planks that would allow passage to farm wagons, stage coaches and other wheeled carriages, a railed road could be only five feet wide with only two strips or "rails" supported by cross members elevated on pilings to prevent flooding in swampy areas. Special coaches or carriages with flanged wheels would be guided by the rails and commerce would be dependent on the owner of the rails and the specially designed carriages. The cost of building such a railed road was minimal when compared to the State Road that was still under construction between Columbia and Charleston in the treacherous swamp areas near the Santee River.

With the backing of several prominent Charleston merchants, the Charleston & Hamburg Rail Road was chartered on December 19, 1827, for Alexander Black, who proposed to build and operate a railed road from Charleston to Hamburg, Columbia and Camden. Each of these cities promised to provide access to the agricultural goods of western Carolina and Georgia, central Carolina and to northern Carolina and North Carolina, respectively. This new company was greeted with cheers, but there was a tremendous amount of work necessary to get the line into operation.

The first two years that the company was in existence were devoted to discussions on the route to be taken to reach the cities of interest, the construction methods to be used and the propulsion for the trains. Experts

Howard, William. Report on the Charleston and Hamburg Rail Road. Charleston, SC: 1829. Published Materials Division. South Caroliniana Library, University of South Carolina, Columbia, South Carolina.
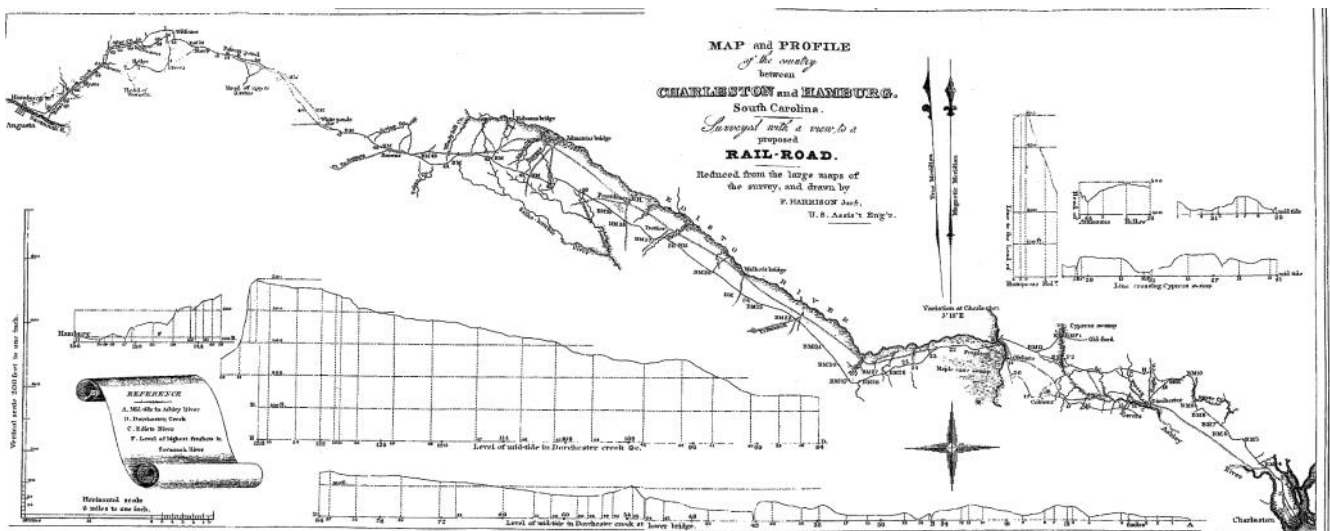
of the day declared that the railroad would kill all of its passengers, since anyone traveling at thirty miles per hour could not breathe and would expire from suffocation.

Fearful of being held up to ridicule, the company began its first tests in relative secrecy. A section of track, 150 feet long, was built in the middle of cobblestoned Wentworth in February of 1829. The company then obtained a small four-wheel flat car with flanged wheels for the test. The car was loaded with forty-seven bales of cotton, a formidable load. A single mule was hitched to the car and the watchers were stunned to see the animal pull this load along the street with ease. No one had ever seen a mule haul even a quarter of this load; thus the practical efficiency of the flanged wheels on track was ably demonstrated.

Construction of the C&HRR began at the outskirts of the city of Charleston in January of 1830. The railroad, as welcome as it may have been, was not permitted to operate within the city of Charleston. The tracks, therefore, began at Line Street in the alleyway between King Street and Meeting Street, about two and a quarter miles northwest of the main intersection in the city, Meeting and Broad Streets (known today as the corner of the four governments). The steam engine, which was used to a limited extent overseas in England and was being tested in Maryland and Pennsylvania, was selected by Horatio Allen as the most promising way to operate trains to Hamburg. Construction was started in the early summer of 1830 on the 0-4 -0 vertical boiler Best Friend of Charleston, the first practical steam locomotive built in America.

The four-and-a-half-ton locomotive could develop only six horsepower. All four of the wheels were drivers connected together with outside rods and driven by a double crank inside the frame, pushed by two six-inch bore inclined cylinders mounted at the front of the engine's frame that had a sixteen-inch stroke. The tires of the four-and-a-half-foot diameter wheels were made of iron spread by hardwood spokes set into an iron hub on the axles.

AUGUSTA DIRECTORY.

S. C. C. & R. R. COMPANY.

FARE REDUCED BETWEEN
CHARLESTON AND HAMBURG,
Eight Dollars through.

The Rail Road Passenger Train between Charleston and Hamburg, will leave as follows :

UPWARD.

Not to leave Charleston before	-	7 00 A. M.
" " Summerville,	-	8 30
" " Georges'	-	10 00
" " Branchville,	-	11 00
" " Blackville,	-	12 34 P. M.
" " Aiken,	-	2 45
Arrive at Hamburg not before	-	4 00

DOWNWARDS.

Not leave Hamburg, before	-	6 00 A. M.
" " Aiken,	-	7 30
" " Blackville,	-	9 15
" " Branchville,	-	11 00
" " Georges'	-	11 45
" " Summerville,	-	10 00
Arrive at Charleston not before	-	2 15 P. M.

Speed not over 25 miles an hour. To remain 20 minutes each, for breakfast and dinner, and not longer than 5 minutes for wood and water at any station.

To stop for passengers, when a WHITE FLAG is hoisted, at either of the above stations ; and also at Sineaths, Woodstock, Inabinet's, 4 mile T. O., Rives', Grahams, Willerton, Winsor, Johnsons' and Marsh's T. O.

Passengers up will breakfast at Woodstock and dine at Aiken; down, breakfast at Aiken and dine at Charleston.

In this 1841 timetable we see the use of the terms "Upward" and "Downward"; this refers to the direction of flow of the river (i.e. "Uphill" as can be seen in the gradient profile) and not to the direction in which the times ought to be read off the timetable, as was to be so common in later North American railroad timetables. The trains crossed at Branchville, said to be the oldest railroad junction in the world (it isn't). Although railroad histories aver that Branchville was so-named because of the existence of a later railroad branch there, the name derives from it being a branch in an old Indian Trail. The Branchville Railroad Depot is heritage-listed now, although it is not the station that existed in 1841. When Google Earth last photographed the railroad in late 2019, track machines could be seen at work near Branchville.

The trial run of November 2, 1830, which followed several earlier successful runs, was not so lucky. With young Nicholas W. Darrell Darrell as engineer, E.L. Miller "accompanied by several gentlemen in a car made a trial trip." The Best Friend and the single car ran to the end of the line, but on returning "the forward wheel was sprung inward so much so as to leave the rail entirely and the engine, after proceeding about twenty feet, was stopped with both the front wheels off the rail and some of
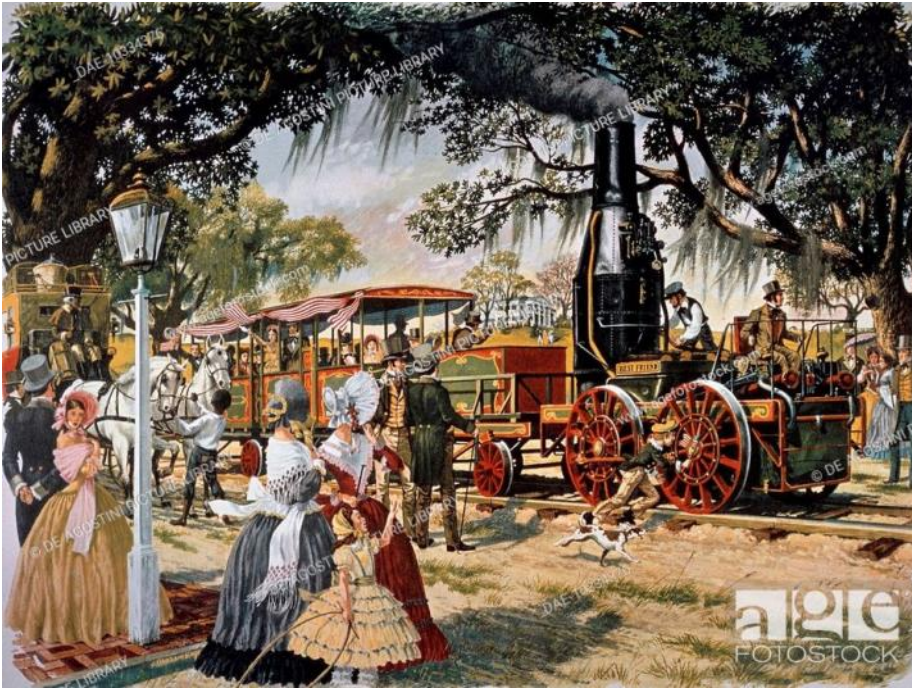
the spokes much injured." The engine crew, Darrell and a black fireman, suffered some bruises as they held onto the pitching platform.

After a month of reworking the locomotive and replacing the wooden spokes with iron spoked wheels, the Best Friend made its next trial on December 9. The most successful trial was completed on December 14, when the locomotive pulled two fourteen-foot coaches with forty men, at twenty miles per hour without an incident. With the completion of the trial runs in November and December, the results were judged to be a complete success.

On Christmas Day, Charlestonians saw the first regularly scheduled passenger train to operate in America pull away from the Line Street station. Operated by as engineer, the train ran as far as San Souci that day and each day thereafter.

The first trip was described enthusiastically by a sportswriter, Jockey of York:

Our distant friends no doubt are desirous to know the result of our Christmas sports. The celebration season was altogether novel and interesting. The iron horse 'Best Friend' was entered for the purse, about a fortnight since, to 'run against time.' The 'heat' was, that he should

run ten-miles an hour, carrying three times his own weight. He trained every day preparatory to the great trial of speed and there were at first entertained as to 'his wind,' when everybody acknowledged he had sufficient 'bottom.' The 'Best Friend out of a horse bred by Messrs. Watt & Bolton, and of same breed as the Novelty and Rocket, which contended for a purse of £500, at the late Liverpool and Manchester races. Crossing the breed with a Columbian sire, he has eclipsed progenitors upon the European, and stands unrivaled upon American turf. The knowing ones have already hinted that dam was 'half salamander, half alligator' as he eats fire, breathing steam, and feeds upon light-wood. All doubts, however, or being 'short-winded' have been dissipated, and it is now coincidentally believed that he can run one hundred miles without for, like Pat, after the foot-race at Donnybrook Fair, being questioned if he was 'out of Breath,' he replied, ' No, I'm only likely to be troubled with too much of it.' But, Editor, allegory apart, I am the 'odd fellow' of the one hundred and forty-one persons who were drawn or rather whisked though the air by the iron horse or locomotive-engine, on Christmas day—which sped through the air like a meteor swift.

While the crowds from around it did

fearfully drift to the right and the left, as it passed. Away we flew on the wings of the wind at the speed of 15 to 25 miles per hour, annihilating time and space, and like the renowned John Gilpin, leaving all the world behind. It was nine minutes, five and one fourth seconds since we started and we discovered ourselves beyond the forks of the State and Dorchester Roads. I swear by the spectacles I shall one day or other wear, that either the road or engine turned round like a top. [It passed the cars and] as each car came in front, it gave us three whiffs of steam.

On our return, it again headed the column. We came to San Souci in quick time. Here we stopped to take up a recruiting party, darted forth like a live rocket, scattering sparks and flames on either side, passed over three saltwater creeks, hop, step and jump and landed us all at the Lines before any of us had time to determine whether or not it was prudent to be scared.

Some 141 persons rode the first trip to San Souci, riding in two passenger cars. An additional flatcar was connected for the detachment of United States troops in the recruiting party and a small field cannon. Darrell retightened the bearing packing after the return, and the second trip left at 1:00 p.m. with 100 passengers and returned at 4:00 p.m. in two trips to bring some 200 passengers back to Line Street.

The first trips of the Best Friend over the railroad were reported around the world. While there were some misgivings by those with other theories on the best way to run a railroad, there was no denying that the Charleston & Hamburg had met the deadline and was completely satisfactory in its efforts. Here was the finest Christmas present a city ever received; truly the locomotive was to become the "Best Friend of Charleston."

Comment on this article –

Return to

The "M" experiment

Story and photos by **Richard C Peck**

THESE NOTES ARE WRITTEN from the point of view of an historian commuter before Metrobuses vanish into the mists of time. I call them an "experiment" because they were conceived during the last years that State Transit had control over its own routes and because several later factors led to the downfall of the Metrobus concept.

The Metrobus model is based on providing capacity along busy corridors between 2 locations approximately 20-30 minutes from the city; connecting places of work, shopping districts, entertainment and dining venues and hospitals; delivering high frequency services not requiring a published timetable; offering a cashless prepay system for faster boarding; utilising a mixture of high capacity and standard buses.

Route 10 commenced on 12 October 2008 as a one year trial using a mixture of conventional buses and specially designed Metrobuses (with few seats & standee capacity of 115, with 3 doors, painted red). It was a daily service with buses so frequent that no timetable needed to be published. It was given route number "10". It initially operated from Leichhardt Marketplace to Kingsford but after complaints was altered to

Leichhardt Town Hall. From 26 October 2009, it was also extended to Maroubra Junction, then from 14 November 2010 it was extended to Leichhardt Pioneer's Memorial Park. The route was twice altered in the city, passed to Transit Systems from 1 July 2018, and was finally abolished 6 months after the opening of the L3 Light Rail on 25 October 2020. Displaced bendies are now used on

supplementary timetabled runs of 440 from Leichhardt Park-Central Railway.

On 25 March 2009, four extra routes were announced after 600,000 had travelled route 10, with patronage up 81% since it started.

Route 20 commenced on 26 October 2009 as Gore Hill-Mascot Shops using mainly dedicated Metrobuses from the newly re-opened Tempe Metrobus Depot. From 27 February 2011, it was extended to Botany Shops. A popular route. its frequency was several times increased. It passed to Transit Systems from 1 July 2018 and was renumbered 320 on 9 February 2020.

Route 30 commenced as Spit Junction-Sydenham Station via Sydney University on 28 March 2010 and was the only one of the first five routes not to use Park St Interchange. Its route was altered in 2015 and extended to Taronga Zoo from 26 November 2017 replacing 247. It passed to Transit Systems on 1 July 2018 and was renumbered 430 from 9 February 2020. when it was curtailed to Sydenham-City.

Route 40 commenced on 18 July 2010 from Chatswood to Bondi Junction. Along with 10-30 an "M" prefix was added from 31 October 2010. Its route was altered in 2015 and renumbered

Brochure announcing extension of the network. Note that 2112 has temporary 9604 registration plates. It is still in operation.

Leichhardt).

Meanwhile after some government intervention because of a forthcoming election, on 20 July 2010 another 8 new routes were announced. All would have "M" prefixes and all were extensions and upgrading of existing routes.

Route M41 Hurstville-Macquarie Park via Bexley North, Campsie, Burwood, Ryde and North Ryde commenced on 19 December 2010. It was taken over from State Transit by Transit Systems from 1 July 2018. It was renumbered 410 from 28 April 2019. Bendies were never operated on this Burwood depot route.

Route M52 Parramatta-Circular Quay via Uni of Western Sydney, Ermington, West Ryde, Top Ryde and Town Hall were trips of L20 upgraded. Short workings from Ryde to City replaced most 500 trips from 29 July 2019. It was replaced by 501 (a future B2?) from 24 January 2021 (Central Railway to Parramatta) with a fast service 500X (West Ryde-City, Hyde Park). Night services on 520 (Parramatta-Circular Quay) were replaced by 500N (Parramatta-City, Hyde Park). It was run by State Transit.

Route M54 Parramatta-Macquarie Park via Carlingford, Epping and Macquarie Uni commenced from 10 October 2010 being 548 upgraded. It was renumbered 550 from 28 April 2019 and is run by State Transit.

Route M60 Parramatta-Hornsby via Baulkham Hills, Castle Hill, Cherrybrook, Pennant Hills and Thornleigh is and upgraded route 600 service, and is a Hillsbus route. It commenced on 7 March 2011 and was renumbered 600 (again) from 28 May 2019.

Route M61 is a Hillsbus route from Castle Hill-Railway Square via Baulkham Hills, the M2, Wynyard and Town Hall and was route 610X upgraded from 20 December 2010. From 4 October 2015 it was curtailed to the Queen Victoria Building and was renumbered 610X (again) from 28 May 2019.

Route M90 was originally route 900 Burwood-Liverpool run by Veolia,

340 from 28 April 2019. It ceased on 24 January 2021 when new frequent 115 was introduced from Chatswood to city and not replaced in the east, since it paralleled 333.

Route M50 commenced on 31 October 2010 as Drummoyne Oval-Coogee via Surry Hills and Randwick. From 31 March 2017, its route was altered from

High St to Alison Rd in Randwick. It was transferred to Transit Systems from 1 July 2018. It ceased on 25 October 2020 with its eastern section paralleling Light Rail L2 and in the west replaced by 503 (a loop service in both directions, peak hours from Drummoyne to Bathurst St city, then back to Drummoyne, almost exclusively using red bendies from

The Metrobus network at its largest extent.

later Transdev. It commenced 6 December 2010 and is still running.

Route M91 is a similar Veolia/Transdev route from Parramatta to Hurstville, which started 7 February 2011, being an amalgamation of 910 and 928. It is still current.

Route M92 is also a Veolia/Transdev route from Parramatta to Sutherland via Lidcombe, Bankstown, Padstow, and Menai being most of 962. It commenced 14 March 2011.

What caused the "M" experiment to cease to be relevant?

The government commitment to a letter system for all modes of public transport meant that the "M" was reserved for the Metro style trains.

Other strategic corridor routes (e.g. 530 Burwood-Chatswood) were created without "M" branding.

1668 was one of two original 2 door bendies "converted" to red Metrobus livery in 2008 with reconfigured interiors. From Sept. 2018 buses began to be repainted in blue & white livery pending integration into normal series numbers. It is shown here at Drummoyne terminus and was operating from Tempe Depot.

The original concept of Tempe as a Metrobus only depot was altered because of dead running to distant termini and many of the routes split between two depots.

Privatisation of State Transit areas was foreshadowed and "M" routes given mainly to one operator.

Double deck buses, when parked (particularly in the city), took up less room than bendy buses. Private operators allowed lunch breaks to be taken away from depots.

The creation of "B" line as an alternative concept. Note that 501 (Central Railway-Parramatta) is probably being groomed as the new B2.

The initial "no public timetable" idea was largely rejected by the public and with "blade" style stops timetables, maps and frequencies were shown.

Some other aspects:

The bendies had audio and visual screens giving route information. There were sometimes problems as routes were changed or drivers turned it off.

As the "M" system slowly disintegrated, a variety of normal buses operated these routes, thus the

public could not rely on a red bus being used as a Metrobus. (Some all over red advertising also interfered with this concept).

Which depots operated which routes? M50 was initially Tempe, then Leichhardt (STA)/Randwick, then Leichhardt (Transit Systems)/Tempe (Transit Systems). Initially staff cars from Tempe were sometimes used to Drummoyne for staff relief.

Note patterns in the route numbers selected: originally 10-50, then (for example) 600>M60>600 and finally (for example) M40>340 where parts of the originals are integrated into the existing geographic regional numbers.

As of 24 January 2021, only M90-M92 remain. These will likely change when region 13 is next reviewed.

TransitWay ("T") and Limited Stops ("L") also had to change to make way for Train and Light Rail. Express (renamed Frequent Service) buses now have an "X" suffix (e.g. 500X). Nightride ("N") remain supplemented by standard routes with night versions (e.g. 333N).

The fleet originally consisted of standard buses rewrapped in red (e.g. 1988, now retired) plus a variety of unique buses on trial in the 2100 series (some of which are still running, (e.g.

Bayswater St terminus 9am 7 September 2020. An M50 has just arrived from Leichhardt Depot to run to Coogee, behind it a Leichhardt bendy has just arrived from Coogee. Further back is a new Leichhardt bus to operate a later M50. Up the street is a Burwood ex red Metro laying over after a 641 school run and waiting to run to Marlborough St for the 9.30am 504. Behind it is a Leichhardt bus L500 with blank desto which did not move while I was there and had run an earlier M50.

2112). Then 3 door Volvo bendies became the norm, plus smaller standard buses in red. 2209 was a Leichhardt red bendy now repainted in blue & white livery. Operators other than State Transit used only standard buses (including longer versions) but in red.

Displaced bendies are now seen on other routes which need them. One did a morning school special from West Ryde to Woolwich, then a 505 from Woolwich-Circular Quay before taking up duties on M52.

Postscript.

"T" was originally used for Transit-way services. The first (T80) was operated from Parramatta to Liverpool from 16 February 2003 by Western Sydney Buses (a division of State Transit). It was taken over by Transit Systems Australia on 13 October 2013. This remains current.

Routes T61-T65 commenced on 11 March 2007 (with T60 added on 11 May 2009) from Parramatta to Castle Hill via the North West Freeway. All still operate.

Routes T70-T75 also use this T-way and are based on Blacktown and operated by Busways. From 26 May 2019 they became 730-735.

Route S40 was a route sponsored by Waverley Council from Coogee to Bondi Beach on weekends from 11 November 2007 to 8 April 2008 (initially with two wrapped buses from Port Botany depot) and again 1

November 2008 to 5 April 2009 (using Randwick buses). It commenced as permanent route 362 on 1 April 2012 and is popular during Sculpture by the Sea, as well as summer weekends. "Short" buses were always used.

"L" was used for Limited Stops routes. These have been gradually converted to "000X" frequent stops routes.

"E" and "X" (Express routes) are being converted to "000X" routes as regions are re-evaluated.

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Comment on this article – Letter to the Editor

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When being proud leads to confusion

David Hennell

Q R WAS VERY PROUD of its new 2000 class rail car fleet dating from the early 1960s. Despite being non-air-conditioned, they were a significant improvement over all the rail cars that had gone before, apart, perhaps, from the experimental Budd cars 1900 and 1901. The earlier 1800 class rail motor trains suffered from being underpowered and having opening windows that were only marginally better than those in VR's Walker rail cars of similar vintage. This was really great in Queensland's coastal humidity or dry inland heat.

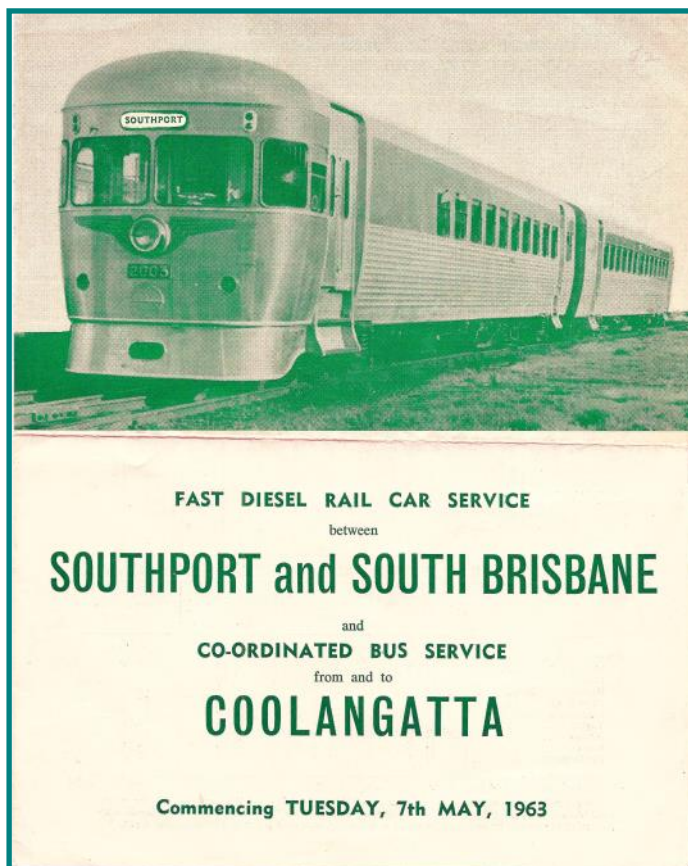The 2000 class initiated the fast commuters' service from Southport on 18th February 1962 (6 43 a.m. from Southport, 5 40 p.m. from South Brisbane), possibly as a last-ditch attempt to save the South Coast Line from its subsequent unforgivable very political closure which occurred on 30th June 1964. The Ernest Junction – Tweed Heads passenger service had been withdrawn on 30th June 1961 concurrently with closure south of Nerang.

The 2000 class (page 2) are front-and-centre of our Tuesday 7th May 1963 folded timetable brochure as it is designed to promote the rail cars' use.

At first glance, the layout of the tables seem quite normal. To start with, we get the Coolangatta to South Brisbane co-ordinated buses and their rail car connections at Southport. Secondly, it's the equivalent journeys from South Brisbane. Nothing strange in this as northbound is the down direction in QR language and southbound is up.

"But wait!", I hear you say. "The Monday to Friday northbound table has an afternoon trip only on Friday, with nothing at all on Monday to Thursday afternoons. And there is nothing southbound on Monday to Friday mornings at all. But I know that these did operate!" What is happening

FAST DIESEL RAIL CAR SERVICE
between
SOUTHPORT and SOUTH BRISBANE
and
CO-ORDINATED BUS SERVICE
from and to
COOLANGATTA

Commencing TUESDAY, 7th MAY, 1963

CO-ORDINATED BUS AND RAIL CAR SERVICE
COOLANGATTA–SOUTHPORT–SOUTH BRISBANE

		BUS Mon. to Fri.		BUS Fri. only	BUS Saturday only				BUS Sunday only		
		a.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
Coolangatta	dep	..	7 30	5 0	..	8 0	11 25	..	2 30	..	3 30	5 0
Kirra	dep	..	7 32	5 2	..	8 2	11 27	..	2 32	..	3 32	5 2
Bilinga	dep	..	7 35	5 5	..	8 5	11 30	..	2 37	..	3 35	5 5
Tugun	dep	..	7 38	5 10	..	8 10	11 35	..	2 40	..	3 40	5 10
Currumbin Beach	dep	..	7 43	5 15	..	8 15	11 40	..	2 45	..	3 43	5 15
Palm Beach	dep	..	7 48	5 20	..	8 20	11 45	..	2 52	..	3 50	5 20
Burleigh Heads	dep	6 3	7 55	5 25	..	8 25	11 50	12 40	3 0	7 10	4 0	5 52
Miami	dep	6 5	8 0	5 30	..	8 28	11 55	12 45	3 5	7 15	4 5	5 30
Southport	arr	6 30	8 25	5 55	..	8 55	12 20	1 10	3 30	7 40	4 30	5 55

		RAIL CAR			RAIL CAR			RAIL CAR			
Southport	dep	6 43	8 40	6 37	6 53	9 13	12 42	1 55	3 40	7 55	4 48	6 14
South Brisbane	arr	8 26	10 30	8 28	8 48	11 3	2 44	3 36	5 32	10 3	6 39	7 52

SOUTH BRISBANE–SOUTHPORT–COOLANGATTA

		RAIL CAR Mon. to Fri.		RAIL CAR Saturdays				RAIL CAR Sundays		
		p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	a.m.	p.m.
South Brisbane	dep	4 0	5 40	7 5	8 25	11 50	12 50	5 55	8 23	9 0	5 3
Southport	arr	5 42	7 23	9 7	10 0	1 31	2 41	7 51	10 15	10 35	7 2

		BUS	BUS	BUS	BUS	BUS	BUS	BUS	BUS
Southport	dep	5 45	7 30	..	10 15	1 35	2 45	8 0	..	10 50	7 7
Miami	arr	6 5	7 48	..	10 37	1 53	3 5	8 18	..	11 10	7 25
Burleigh Heads	arr	6 15	8 0	..	10 45	2 5	3 15	8 30	..	11 20	7 37
Palm Beach	arr	6 22	8 7	..	10 55	..	3 25	8 37	..	11 30	7 45
Currumbin Beach	a	6 27	8 12	..	11 2	..	3 32	8 42	..	11 37	7 52
Tugun	arr	6 32	8 17	..	11 5	..	3 35	8 47	..	11 40	7 55
Bilinga	arr	6 35	8 20	..	11 10	..	3 40	8 50	..	11 45	8 0
Kirra	arr	6 38	8 23	..	11 13	..	3 43	8 53	..	11 48	8 3
Coolangatta	arr	6 40	8 25	..	11 15	..	3 45	8 55	..	11 50	8 5

CO-ORDINATED RAIL/ROAD FARES (SECOND CLASS ONLY)

	Single	Return : Day of Issue	Return : Week-end and Ordinary Excursion	Return : Satur-day–Sunday
	s. d.	s. d.	s. d.	s. d.
Between South Brisbane and—				
Mermaid Beach	11 3	22 6	16 10	15 4
Miami	11 8	23 4	17 10	16 4
Burleigh Heads	11 8	23 4	18 4	16 10
Palm Beach	11 8	23 4	19 6	18 0
Currumbin Beach	11 8	23 4	19 6	18 0
Tugun	11 8	23 4	19 6	18 0
Bilinga	11 8	23 4	20 0	18 6
Kirra	11 8	23 4	20 0	18 6
Coolangatta	11 8	23 4	20 0	18 6

Children under 14 years of age—Half fare.
Weekend Excursion tickets will be issued on Friday, Saturday and Sunday, available for return until Monday, and until Tuesday, when a General Public Holiday falls on Monday. Saturday–Sunday Excursion tickets will be issued on Saturday and Sunday, available for return until Sunday night.

here? Well, there are Monday to Thursday afternoon and additional Friday afternoon northbound ones, along with Monday to Friday morning southbound trips but they are worked by loco-hauled passenger trains so they're shown in the separate table that's on the next page! (left, below)

The South Coast Line had a large number of low axle load bridges, starting with that over the Logan River just south of the (now) very important and busy suburban station of Loganlea. Trains south of Kingston were always composed of lightweight high capacity wooden carriages hauled by small but quite powerful PB15 class 4-6-0 steam locos. The cars used were somewhat ancient and

their continued use did not fit well with QR's attempt at a modern progressive image, especially the one that espoused the excellent steel 'Lander air-conditioned trains of about 10 years previously.

Thus, the loco-hauled co-ordinateds appear in a separate table that's on a separate page from the rail car ones. [below] Prospective passengers want to know when they can travel, with the type of train being of less importance than its time of running. Unfortunately by using this layout, QR has created unnecessary, but somewhat understandable, confusion for its potential travellers.

The rail service shown is the full

rail service between Southport and South Brisbane, with running times varying between 101 and 128 min northbound and 95 and 122 min southbound for rail cars. Loco-hauled trains are 107 and 147 min northbound with 104 and 150 min southbound. Stopping patterns (not shown in this timetable) vary dramatically with some trains having lengthy express runs south of Beenleigh. Manual staff exchanges on the single line south of Kuraby and crosses at the many non-interlocked staff stations south of Bethania tended to lengthen travel times.

We're informed that the bus service is provided by Gold Coast Coaches Pty. Ltd. of Southport. The older style of phone number is of interest, suggesting that there was still a manual telephone exchange at Southport in the early 1960s. Bus running times between Southport and Coolangatta are 55, 58 or 60 min with 27 or 30 min between Burleigh Heads and Southport. Note the typo in the 5 00 p.m. northbound bus Sunday where the Burleigh Heads time of 5 52 should be 5 25 as per the Friday bus (and the a.m. heading error which should be p.m. for the 12 50 p.m. departure from South Brisbane on Saturday, too). Prospective passengers are told that buses to and from Main

TRAIN AND BUS SERVICES

ADDITIONAL CO-ORDINATED TRAIN AND BUS SERVICES RUN AS UNDER

		BUS Monday to Friday				TRAIN Monday to Friday	
		p.m.	p.m.			a.m.	a.m.
Coolangatta	dep	1 10	1 55	South Brisbane .. dep		6 59	10 40
Kirra	dep	1 12	1 57	Southport .. arr		9 29	12 24
Bilinga	dep	1 17	2 2				p.m.
Tugun	dep	1 20	2 5			BUS	BUS
Currumbin Beach	dep	1 25	2 10	Southport .. dep		9 35	12 30
Palm Beach	dep	1 30	2 15	Miami .. arr		9 57	12 52
Burleigh Heads	dep	1 35	2 20	Burleigh Heads .. arr		10 5	1 0
Miami	dep	1 38	2 23	Palm Beach .. arr		10 12	1 10
Southport	arr	2 5	2 50	Currumbin Beach .. arr		10 17	1 17
				Tugun .. arr		10 22	1 20
		TRAIN		Bilinga .. arr		10 25	1 25
Southport	dep	2 20	3 5	Kirra .. arr		10 28	1 28
South Brisbane	arr	4 7	5 32	Coolangatta .. arr		10 30	1 30

RAIL FARES BETWEEN SOUTH BRISBANE AND SOUTHPORT

	Second Class £ s. d.		Second Class £ s. d.
Single Fare	11 0	Sunday and Holiday Day of Issue	
Day-of-issue Return Fare ..	22 0	Excursion Fare (from South Brisbane	
Weekend and ordinary Excursion Fare	15 0	only)	11 6
		Three-Monthly Season Fare ..	14 3 9
Monthly Season Fare ..	4 19 6	Six-Monthly Season Fare ..	26 2 6
Saturday–Sunday Excursion Fare..	13 0	Twelve-Monthly Season Fare ..	47 15 3

Season tickets for co-ordinated train–bus journeys are not issued and holders of Railway season tickets to or from Southport utilising the bus service between Southport and Coolangatta will require to pay the local bus fares to the bus proprietor. The following fares at present are operating and are quoted for information only but the Commissioner for Railways does not accept any responsibility in respect thereto:—

	Single Journey Fare				Single Journey Fare	
	Adult s. d.	Child s. d.			Adult s. d.	Child s. d.
From Southport Railway Station—			From Southport Railway Station—			
Corner Pacific Highway and Queen Street, Southport ..	0 6	0 3	Ocean Street, Mermaid Beach	1 9	0 10
			Lavarack Road, The Nobbys	2 0	1 0
Corner Cable Street and Pacific Highway, Southport	0 9	0 4	Miami Hotel	2 3	1 1
			Burleigh Heads	2 6	1 3
Surfers Paradise Post Office ..	1 0	0 6	Tallebudgera Creek	2 9	1 4
First Avenue, Broadbeach ..	1 3	0 7	Palm Beach Post Office	3 0	1 6
Brittania Avenue, Broadbeach ..	1 6	0 9	Currumbin Beach Post Office ..	3 6	1 9
Lennon's Hotel, Broadbeach ..	1 9	0 10	Tugun Hotel	3 9	1 10
			Coolangatta	4 3	2 1

TICKETS MAY BE PURCHASED BEFOREHAND AT THE CITY BOOKING OFFICE, ADELAIDE STREET, BRISBANE, AND AT RAILWAY STATIONS AT SOUTH BRISBANE AND SOUTHPORT

BUS SERVICES ALSO CONNECT WITH ALL TRAINS AT SOUTHPORT TO AND FROM MAIN BEACH, SURFERS PARADISE AND BROADBEACH

Further information may be obtained from the City Booking Office, Station-masters, or at the Offices of Gold Coast Coaches Pty. Ltd., at Southport. (Phone Southport 2 1467.)

Brisbane, May, 1963. (59)   Issued by Order of the Commissioner for Railways

Beach, Surfers Paradise and Broadbeach connect with all trains but the implication is that they are not part of the co-ordinated service – the fare tables back this up.

Through co-ordinated tickets are on issue for single journeys and a wide variety of types of return journey. It's a little strange that single and (ordinary) day return fares don't increase once your journey from South Brisbane passes Miami whereas the various excursion fares continue to rise until you are within sight of Coolangatta. Season (i.e. periodical) ticket rail fares between South Brisbane and Southport are given, although with a reminder that the holders of such tickets will need to pay separately for bus travel. The list of bus section points makes interesting reading and clearly indicates that the co-ordinated tickets are definitely good value for our savvy traveller.

The back page of the timetable [above] is an advertisement for QR's Brisbane – Cairns 5-day Daylight Scenic Tour using 2000 class rail cars. Note that the heading is 'Queensland Government Railways'. What a bargain at just £21/9/9 in 1963 ($42.98 using the 1966 conversion) all inclusive!

The site of the former Southport railway station is four short blocks north of the present tram stop known as Southport. The only trace of there ever having been a railway at that location is Railway St. on the north side, as the station site is otherwise totally alienated. One of the buildings there is the Southport Transit Centre – it's a semi-defunct bus terminal that was used by the frequent bus service into Brisbane that grew after the railway's demise. And the new Gold Coast Railway has been its demise as only a few long distance coaches visit nowadays – even NSW TrainLink ones give it a wide berth. What a delicious irony!

Unfortunately, even the commuters' rail car and co-ordinated connections into South Brisbane didn't save the South Coast Line but good on QR for trying. The historical problem of South Brisbane station's location on the opposite side of the

Brisbane River from the Brisbane CBD was a major factor working against its success. Perhaps things would have been different if some form of through fare into the city on the trams had been available, but then QR and the Brisbane City Council were generally at loggerheads. Would the service have been more successful if the rail car had run via Sherwood Loop to Central and Bowen Hills? The extra running time would have been more than compensated for by the convenience and time saved by being taken right into the centre of the city and to The Valley (its station then being known as Brunswick Street and now as Fortitude Valley).

South Brisbane and Roma Street were finally connected by a direct railway with the opening of the Merivale Bridge on 18th November 1978 — but this was many years into the future.

Given the subsequent explosion of road traffic to the Gold Coast, the closure of the railway south of Beenleigh was definitely not a blessing in 1964; but perhaps, as things turned out, it proved to be a blessing in disguise as we now have the wonderful, fast and very well patronised Gold Coast Railway to Varsity Lakes. The section from Beenleigh to Helensvale opened on 26th February 1996, with extensions to Nerang (1997), Robina (1998) and Varsity Lakes (2009). Continuation to Coolangatta (and further south into NSW?) is urgently needed. And with the introduction of the multimodal time-based go card, along with the trams connecting at Helensvale and buses meeting trains at all stations, the new line has been an outstanding success.

Our rear cover shows a pair of co-ordinated tickets from the era – note that 2-piece QR tickets read right to left (just like those from NSW) and that neither portion of the excursion to Palm Beach may be collected on the forward journey!

Comment on this article – Letter to the Editor
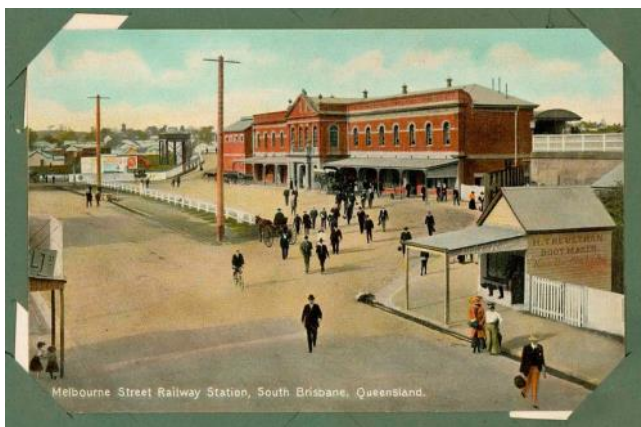
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The new timetable

When you open the new Suburban Timetable, there is little to indicate the months of hard work and planning that is packed between its covers.

Data had to be culled from a dozen different sources and brought up to date. New living areas and new working patterns have had to be correlated to the railways operating resources.

Attracted by cheaper land and a resident labour force, many commercial and industrial undertakings have moved to the outer suburbs in recent years — regional shopping centres have also influenced the pattern of rail travel.

A practical plan

All timetables must provide convenient integrated train services at regular intervals for passengers travelling anywhere in the Sydney metropolitan area. The services must interlock without causing passengers undue delay.

Track capacity, suitability of the rolling stock available, and the technical performance of the operating equipment must be related to the demands that will be made upon it before a workable timetable can be produced.

With most of the jigsaw pieces to hand, the timetable begins with a "rough-out" based on the running time required for the particular type of train involved.

The next step is to prove if the proposed table is feasible, so a diagram (or graph) is prepared.

The graph will show the working of every train passing over any given section. It clearly indicates whether each train has the correct time intervals when following another train, and the time margins that exist with other trains at points where trains cross from one line to another in following or opposing movements.

Track capacity

The more trains that can be operated on a given stretch of line, the more efficient the operation becomes.

The NSWGR operates approximately 231 train trips during the morning peak, and 165 trips during the evening peak, with an average punctuality of about 90 per cent.

Multiple tracks exist in the inner suburban area and the capacity to accommodate trains from many directions converging on the City Circle and the Sydney Harbour Bridge, requires careful planning in providing a pathway for each train.

Working Timetable

The timetable consists of two separate publications — one is the Suburban Timetable — the official timetable for public issue. It includes information on the timetables, tickets and fares, with explanatory notes designed to make travel easy.

The second publication, the Metropolitan Working Timetable, is for the use of railway employees only. In it is added information that will assist railway staff engaged in the operational side of train working.

Letters and numerals, printed in distinctive type, are used to indicate the various types of trains to show routes, stops, passing times, and so on.

Multiple unit electric suburban trains, for instance, are identified by Run Numbers in heavy black type — thus **99**. Four-car trains are shown with the affix "a" or "b", thus **99a** or **99b**. Sets containing two double-deck cars are shown as Run Numbers 21 to 60.

Set No. 10 consists of 8 double-deck cars and more sets with this composition are due into service next year.

Electric locomotives have train numbers printed in heavy italic type, diesel locomotives in a different type again.

A blunted star is used instead of fractional times of departures from intermediate stations.

The route to be followed is indicated by printing a letter in the train column — "L" for local line between Central and Homebush, or "M" for Main or "S" for Suburban.

Where a crossing is made from one running line to another, this is also shown by letter — in this case "X".
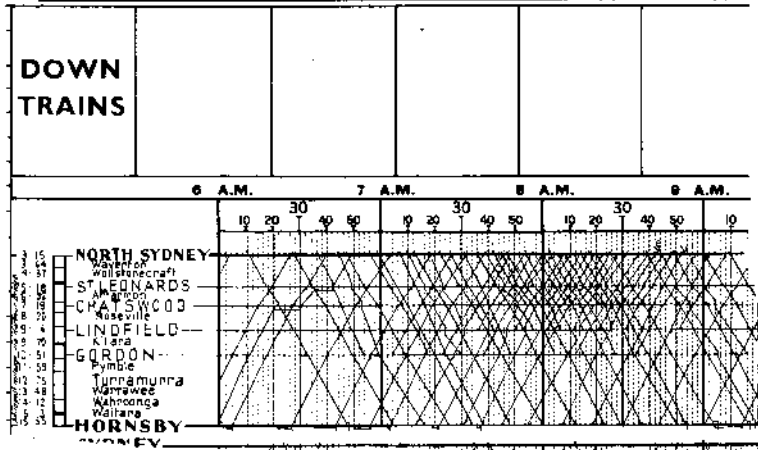
It will be seen that there is a wide range of easily understood data to cover every conceivable operating contingency, all coded by letter or number in the Working Timetable.

Special Notices

While the Suburban Timetable lists all the regular trains operating anywhere in the Sydney metropolitan area for every day of the week, it cannot possibly supply information on unscheduled special trains, especially during holiday periods throughout the year.

This information, with additions to the timetable and alterations to any services caused by maintenance work, etc. is published in Special Train Notices prepared by the Timetable Office and issued to Station Masters, Guards, Drivers and all others concerned.

For instance, Special Train Notice No. 909, issued on November 22 included the timetable for a picnic train and instructions for the use of No. 1 wiring train.
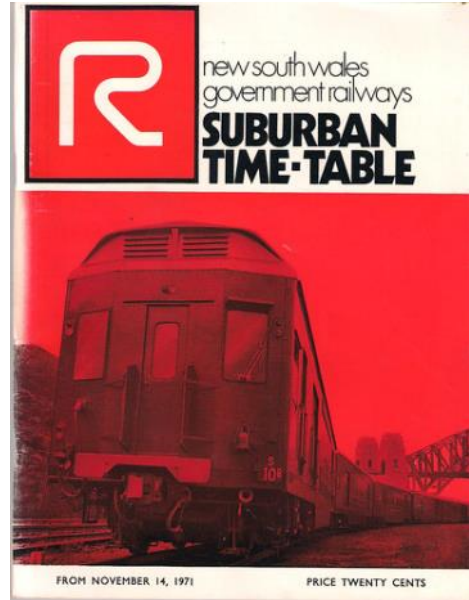
Day and night, maintenance is being carried out at many points along the 8,551 miles of track operated by the NSWGR. In this instance, the Electrical Branch will overhaul the overhead wiring on the Down main line between Auburn and Granville during Saturday night-Sunday morning, December 18-19, requiring that the power be cut off between 12.15 a.m. and 5.15 a.m.

As approximately 60 trains are scheduled for operation through the area during the time set aside for maintenance, a new set of timetables is issued for that night.

Depending on the circumstances some passenger and goods trains, ordinarily hauled by electric motive power, may be switched to diesel power and given a different route, single line working could be introduced or arrangements made for a bus service to carry passengers between the points under repair.

Whatever action is necessary to maintain train services without delay, will be published in Special Train Notices and if a new train or bus timetable is required, this will be printed in a handbill and issued to Station Masters for passengers' information, well in advance.

As there are over 1,000 Special Train Notices issued in a year, the Timetable Office staff are always busy, even after the Suburban Timetable has been printed and issued. In fact, preparation of a proposed new Country Timetable is also under way, even though it will not be printed until about May, 1972.

NORTH SYDNEY——HORNSBY, NORTH STRATHFIELD

DOWN TRAINS

An extract from an actual working graph used in the Timetable Office and by Train Controllers to indicate the passage of trains in their areas, with the times at the various stations en route. At the top of the graph is the time in hours and minutes. Stations are on the left of the graph — the path of a Down train is indicated by a sloping line drawn to the right from the top to the bottom of the graph. A line from the bottom is the path of the Up train.

new south wales government railways **SUBURBAN TIME-TABLE**

FROM NOVEMBER 14, 1971   PRICE TWENTY CENTS

What was "The Railwayman"?

Ticket 1 (top):

2000 2000

See conditions on back.
Co-ordinated Service.
ROAD MOTOR.
Excursion
SOUTHPORT
TO
PALM BEACH
AND RETURN
(520)

See conditions on back.
Co-ordinated Service.
2nd Excursion
STH. BRISBANE
TO
SOUTHPORT
AND RETURN
(Palm B.)

R

Ticket 2 (bottom):

5947 5947

See conditions on back.
B]
Co-ordinated Service.
ROAD MOTOR
Single
SOUTHPORT
TO
COOLANGATTA
(520)

See conditions on back.
[B
Co-ordinated Service.
2nd Single.
STH. BRISBANE
TO
SOUTHPORT
(Cool)