National Timetable Collection

Sarah Ryan, Coordinator Map Collection, State Library Victoria

3 August 2019

The Times

—Contents—

Paper, "Electronic" or "On Demand"? – *The Hybrid Timetable*

Collection of HILAIRE FRASER

WITH PAPER TIMETABLES rapidly disappearing, I find my collection is evolving into a hybrid collection featuring paper, electronic and on-demand timetables.

Paper Timetables

At right are two examples of paper timetables. The bus timetable on the left, issued by the Municipal Tramways Trust, Adelaide and dated 17 February 1969 is printed on cardboard 167 mm by 75 mm. It has eight pages, and its rigidity makes it easy to hold. This timetable covers the two services from the City to Semaphore route 30 and Largs 30D. Short trips are denoted as 30A Woodville, 30B Junction Road and 30C Port Adelaide. Times are listed across the page for trips departing i) City to Port Adelaide, Semaphore and Largs; ii) Port Adelaide to Semaphore and Largs and; iii) Largs, Semaphore and Port Adelaide to City. Intermediate times can be calculated from the running times tabulated to section points on the front page. During the Monday to Friday off-peak services operated every twenty-one minutes to 30 Semaphore, 30C Port Adelaide and 30D Semaphore. No route map is included, however the streets served by the routes are listed on the front page.

By contrast, the bus timetable on the right, issued by the Tasmanian Government, effective 19 January 2020 and produced by Transit Graphics, is multi-coloured and passport size; it can be expanded to sixteen panels on two sides. Times are tabular and a detailed map of routes is provided. This timetable covers a significant area of Tasmania. On many routes only one trip is provided daily. Provided below is a web link to a PDF version of this timetable dated 17 January 2021. This electronic timetable can be printed as nine A4 pages [originally HERE, now HERE]

"Electronic Timetables"

I often download electronic timetables
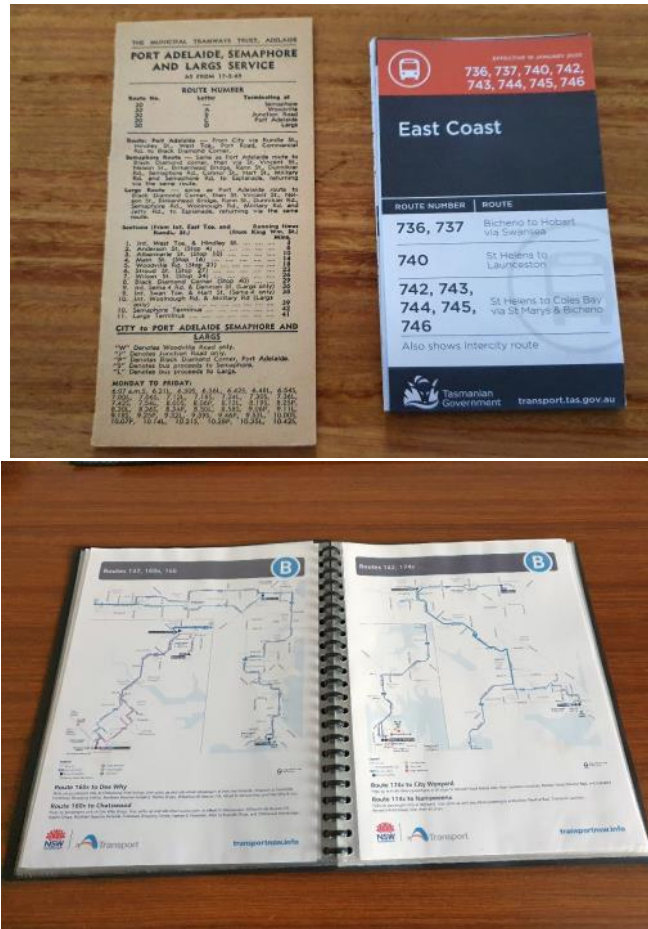
to store on a computer or USB. I sometimes print them. In some cases, it is easier to read a timetable and route maps off paper rather than on a screen. As an example of an electronic timetable, I have provided a copy of the Edwards Coaches Armidale timetable, effective November 2020 (our pages 5&6). This timetable is also produced by Transit Graphics. It is multi-coloured and is wallet size in print or the equivalent of two printed A4 pages in electronic form. Of interest is the fact that in two A4 pages timetables are provided for all Armidale routes and the inter-town route to Uralla. In Armidale, the principal route is 481/2/5 to University of New England (UNE) with an hourly service. Return trips from the UNE proceed to 483 East & South or 484 North, each a two-hour service. This means that the three Armidale services can be provided by the one vehicle.

"On Demand Timetables"

The bottom panel above shows two pages from a display folder I have, showing maps of all current bus routes in Sydney's Northern Region. The left page has maps for routes 137, 160x and 166 and the right page has maps for routes 142 and 174x. I use these printed maps for reference. Accompanying this article (upper right, next page) is the spreadsheet I have on the first page of my Northern Region folder, listing routes. The last column lists Monday to Friday off-peak frequency; or PH where a route operates in the peak hour. I use this spreadsheet to look up timetables for each route as required for study or to plan trips.

Also accompanying this article is page two of the On Demand Timetable found on transportnsw.info, for route 160x Chatswood to Dee Why via Frenchs Forest Express . This timetable was generated on request as seen by the creation date of 13 July 2021. I now have prepared folders for

Sydney's bus services in region 3 (South West/Transit Systems), region 4 (Outer North West/Hillsbus), region 6 (Inner West/Transit Systems), region 7 (North West/State Transit), region 8 (North/State Transit, then Keolis Downer from 31 October 2021), Region 9 (East/State Transit) and Region 14 (Warringah/Forest Coach Lines).

Conclusion

This approach works for me and is not definitive. Paper, electronic and on demand timetables each have their pros and cons. Paper timetables can be easier to read rather than flipping up and down a screen. Electronic timetables make it easier to catch up with network changes. Prior to electronic timetables I would await news in journals such as "Fleetline" (now "Bus Australia"), "Transit Australia" and "Rattler" (published by Bus Preservation Society of WA) or personal observation. On Demand Timetables do not require storage. However, they may be downloaded as required, such as at the time of major network changes. Although, in the above Sydney bus route maps, routes serving a particular corridor or local area are grouped together, by contrast the On Demand timetables only detail one route . They give no indication that there are other routes serving the same roads or the same locality.

Comment on this article – Letter to the Editor; Return to Contents Page

100	City-QVB	Taroonga Zoo	10
111	South Mosman	Chowder Bay	30
114	Balmoral Beach	Royal North Shore Hospital	20
137	Chatswood	Bantry Bay	PH
142	Manly	Skyline Shops via Balgowlah Rd & Allambie Hts	60
144	Manly	Chatswood via The Spit	10
145	Warringah Mall	Seaforth (The Bluff) via Manly Vale	120
155	N Beaches Hosp	Bayview Garden Village via Narrabeen Peninsula	60
156	Mona Vale	McCarrs Ck	30
161	Manly	North Head	60
162	Manly	Seaforth via Balgowlah Heights	60
166	Manly	Frenchs Forest via Freshwater & Dee Why	20
167	Manly	Warringah Mall via South Curl Curl	20
177	Warringah Mall	Dee Why via Parr Av	60
178	Warringah Mall	Cromer Heights	20
179	Warringah Mall	Wheeler Heights	30
180	Warringah Mall	Collaroy Plateau	20
182	Narrabeen	Mona Vale via Elanora Hts	60
185	Narrabeen	Mona Vale via Warriewood	30
191	Avalon Beach	Bilgola Plateau	30
192	Avalon Beach	Stokes Point	30
199	Manly	Palm Beach	10
201	City Bridge St	Cammeray	PH
225	Neutral Bay Wharf	Cremorne Wharf	30
228	Milsons Point	Clifton Gardens	PH
229	Milsons Point	Beauty Point via Balmoral Hts	60
230	Milsons Point	Spit Jct/Mosman Wharf	15/30
238	Taronga Zoo Wharf	Balmoral Beach	30
243	Wynyard/Neutal Bay	Spit Jct via North Cremorne	PH/40
246	Wynyard	Balmoral Heights	PH
249	Wynyard	Beauty Point	PH
263	City Bridge St	Crows Nest via Neutral Bay & Cammeray	45
Express Services			
B1	Wynyard	Mona Vale	10
150x	Milsons Point	Manly	PH
154x	Milsons Point	Dee Why	PH
160x	Chatswood	Dee Why	10
165x	Wynyard	South Curl Curl	PH
168x	Wynyard	North Balgowlah	PH
170x	Wynyard	Manly	PH
171x	Wynyard	Balgowlah via Balgowlah Heights	PH
172x	Wynyard	Warringah Mall via Seaforth & North Balgowlah	60
173x	Wynyard	Warringah Mall via Balgowlah Shops	20
174x	Wynyard	Narraweena via Allambie Heights	PH
176x	Wynyard	Dee Why Beach via Griffin Rd	PH
177x	Wynyard	Dee Why via Parr Av	PH
180x	Wynyard	Collaroy Plateau	PH
181x	Wynyard	Narrabeen	PH
190x	Wynyard	Palm Beach	PH
Night Services			
BN1	City-QVB	Mona Vale	
144N	North Sydney	Manly	

160X Chatswood to Dee Why via Frenchs Forest (Express Service) — B

Valid from: 12 July 2021	Creation date: 13 July 2021
	NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Chatswood Station	▶05:27	▶05:47	▶06:06	▶06:25	▶06:35	▶06:44	▶06:53	▶07:01	▶07:11
Babbage Rd at Park Ave, Roseville	05:33	05:53	06:12	06:31	06:41	06:50	07:00	07:09	07:19
Warringah Rd after Ferguson St, Forestville	05:37	05:57	06:16	06:36	06:46	06:55	07:05	07:14	07:24
Forestway Shopping Centre, Forest Way, Frenchs Forest	05:40	06:00	06:19	06:39	06:49	06:58	07:08	07:18	07:28
Northern Beaches Hospital, Frenchs Forest Rd, Frenchs Forest	05:44	06:04	06:23	06:43	06:53	07:03	07:13	07:23	07:33
Warringah Rd before Willandra Rd, Beacon Hill	05:50	06:10	06:29	06:49	06:59	07:09	07:19	07:29	07:39
Dee Why B-Line, Dee Why	05:59	06:19	06:39	06:59	07:09	07:20	07:30	07:42	07:52

Timetable
Armidale & Uralla

EDWARDS *Making travel easier.*

480	Uralla/Armidale Loop
481	Armidale to UNE via Girraween.
482	
485	Armidale to UNE via Girraween & Colleges.
483	Armidale to South Hill (Loop Service) via East.
484	Armidale to North Hill (Loop Service) via Erskine St & McDonald Dr.

Effective November 2020

> ! Buses do not operate on Sundays or Public Holidays. All scheduled services are wheelchair accessible.

Uralla/Armidale Loop 🚌 ↻ 480

Monday to Friday

Route		Armidale Mall to Uralla (A)	Uralla Visitor Info to Armidale (N)
480	am	7.35S	8.50
480	am	8.20H	
480	pm	12.25	12.50
480	pm	2.40S	3.50
480	pm	3.25	

Explanations:

H - School holidays only.
S - School days only.

Saturday

Route		(A)	(N)
480	am	8.45	9.15
480	pm	1.15	1.45

Important Note:

Trip time Uralla & Armidale - allow up to 30 minutes

🚌 Routes 481, 482, 485 — UNE Bus timetable

une University of New England

Town to UNE 🚌 481, 482, 485
includes Colleges and Elm Ave

Monday to Friday
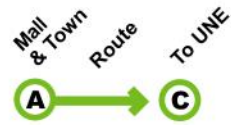
	Mall & Town	Route (A → C) To UNE
am	7.35	481
am	8.10	482
am	8.35	481
am	9.15	482
am	9.45	481
am	10.45	481
am	11.45	482
pm	12.45	481
pm	1.45	481
pm	2.15	482
pm	2.50	481
pm	3.20	482
pm	3.50	481
pm	4.20	482
pm	4.50	481
pm	5.20	482
pm	5.50	485R
pm	6.50	481
pm	7.45	481
pm	8.45	481

Saturday

	Mall & Town	Route (A → C) To UNE
am	8.35	481N
am	9.45	481
am	10.45	481
am	11.45	481
pm	12.45	481
pm	1.45	481
pm	2.45	481
pm	3.45	481
pm	4.50	481

Friday & Saturday Nights

pm	6.50	481
pm	7.45	481
pm	8.45	481
pm	9.45	481
pm	10.45	481
pm	11.45	481

UNE to Town 🚌 481, 482, 485
includes Colleges and Elm Ave

Monday to Friday

	Northern Carpark	Route (C → A) To Mall & Town
am	7.50	485R/S
am	8.25	485N
am	8.50	485N
am	9.30	482
am	10.00	481N
am	11.00	481N
pm	12.00	482N
pm	1.00	481N
pm	2.05	481N
pm	2.30	482
pm	3.05	481N
pm	3.35	482
pm	4.05	481N
pm	4.35	482
pm	5.05	481N
pm	5.35	482
pm	6.05	481N
pm	7.05	481N
pm	8.00	481
pm	9.00	481

Saturday

	Northern Carpark	Route (C → A) To Mall & Town
am	8.15	485N/R
am	8.50	485N
am	10.00	481N
am	11.00	481N
pm	12.00	481N
pm	1.00	481N
pm	2.00	481N
pm	3.00	481N
pm	4.00	481N
pm	5.05	481N

Friday & Saturday Nights

pm	7.05	481N
pm	8.00	481
pm	9.00	481
pm	10.00	481
pm	11.00	481
am	12.00	481

Explanations:

AM normal type/**PM bold type**
N - via Newling Campus
R - via Railway Station on request
S - via South Hill.

> ! UNE buses do connect with route 483/484 and visa versa.

Important Notes:

Passengers in South Hill may catch the 482 via town to UNE at approximately 8.00am. Refer to map for details.

EDWARDS www.edwardscoaches.com.au | 02 6772 3116 *Making travel easier.*

Bus Route Legend

- **480** Uralla/Armidale Loop
- **481 482** Armidale to UNE via Girraween.
- **485** Armidale to UNE via Girraween & Colleges.
- **483** Armidale to South Hill (Loop Service) via East.
- **484** Armidale to North Hill (Loop Service) via Erskine St & McDonald Dr.

All bus services are wheelchair accessible.

Hail & Ride
All services operating outside the central business district operate as Hail & Ride.

Route 480 Departs 8.50am, 3.50pm M/F

Continues to Armidale. Refer to main map at right.

Continues to Uralla. Refer to inset map above.

Route 485 Railway to UNE then town 5.56pm M/F

Route 482 To Town & UNE 8.00am M/F

Combined Journey for 483/484 To Town and UNE 8.15am M/F

Combined Journey for 483/484 To Town and UNE 8.15am M/F

East & South 483
Monday to Friday

Route		Depart Mall Stop	YCW	Newling Gardens	Netball Courts	Cnr Man & Miller Sts	Finish Mall Stop
		A	**E**	**F**	**G**	**H**	**A**
483	am	7.55**B**	8.25	8.27	....	....	8.30
483	am	9.15	9.19	9.21	9.25	9.35	9.40
483	am	11.15	11.19	11.21	11.25	11.35	11.40
483	pm	1.15	1.19	1.21	1.25	1.35	1.40
483	pm	3.45	3.49	3.52	4.00	4.05	4.10
483	pm	4.50	4.55	4.57	5.00	5.05	5.10

Saturday

Route		Depart Mall Stop	YCW	Newling Gardens	Netball Courts	Cnr Man & Miller Sts	Finish Mall Stop
483	am	9.15	9.19	9.21	9.25	9.30	9.40
483	pm	12.15	12.19	12.21	12.25	12.30	12.40
483	pm	2.15	2.19	2.21	2.25	2.30	2.40
483	pm	4.15	4.19	4.21	4.25	4.30	4.40

North 484
Monday to Friday

Route		Depart Mall Stop	Blake St	Duval HS	Mount View	McDonald Dr	Finish Mall Stop
		A	**I**	**J**	**K**	**L**	**A**
484	am	7.55**B**	8.00	8.08	8.09	8.14	8.30
484	am	10.15	10.19	10.21	10.23	10.29	10.40
484	pm	12.15	12.19	12.21	12.23	12.29	12.40
484	pm	2.20	2.24	2.26	2.28	2.34	2.40
484	pm	5.20	5.24	5.26	5.28	5.34	5.45

Saturday

Route		Depart Mall Stop	Blake St	Duval HS	Mount View	McDonald Dr	Finish Mall Stop
484	am	8.15	8.19	8.21	8.25	8.29	8.40
484	am	10.15	10.19	10.21	10.25	10.29	10.40
484	pm	1.15	1.19	1.21	1.25	1.29	1.40
484	pm	3.15	3.19	3.21	3.25	3.29	3.40

Important Note: Saturdays the 484 North Bus will travel around Autumn Lodge. Check map and timetable for details.

483/484 Explanations: B - Bus is the 483/484 combined service and does not go to South Hill, check timetable for details.

The ATA and the National Timetable Collection

Sarah Ryan– *a slide presentation to an ATA seminar in August 2019*

IN **2009, LEN REGAN, THE** treasurer of the Australian Timetable Association, contacted the State Library of Victoria regarding the possibility of establishing a National Collection of Public Transport Timetables and, in 2011, an agreement between the ATA and the Library was formalised. The objective was to establish and maintain a collection of all public transport timetables and information guides issued in Australia from as far back in time as possible to be updated continually with current material as it is released.

The collection spans all states and regions and the transport modes covered include train, tram, bus, ferry, plane and integrated services. It's divided into geographic regions, time periods, routes and operators. The rail timetables date from the late 19th Century, bus and ferry timetables from the early 20th Century, and air timetables from the mid 20th Century.

The first shipment of the collection arrived at the Library in August 2014 in 3 archive boxes. The data was added to the Library's online catalogue by Sept 2014. It comprises 311 records for individual items which equates to about 1% of the current size of the collection of approximately 30,000 items.

The content in the 3 archive boxes [right] is all material from New South Wales, predominantly Sydney. It's relatively contemporary with the majority of material spanning 1990-2010. On page 8, top left, we have a rail timetable published specifically for the Sydney 2000 Olympics and to the right of it is the oldest item, a 1939 suburban rail timetable from Sydney to Newcastle.

The terms of the agreement are that the ATA transfers the Collection periodically to the Library. We provide preservation packaging to the ATA prior to the transfer of each component. The ATA prepares an electronic spreadsheet to accompany the transfer of each component in the collection, providing descriptive information about the timetables to an agreed standard.

The Library keeps it together as an identifiable collection and retains the material in its existing order, consistent with the Library's current practices. It's named in honour of the ATA founder and is called the Jack McLean National Timetable Collection. Stored as part of the Rare Books Collection, it's available to the public in accordance with the Library's existing access policies. Items ordered are delivered, at box level, to the Heritage Collections Reading Room [our front Cover].

The Library converts the spreadsheet provided by the ATA [page 8] into catalogue records and makes these available via the Library's online catalogue as resources permit [page 9].

This may include making low resolution display images available on the Library's website.

The collection is subject to current Australian copyright legislation. Acknowledgement of any reproductions of material from the Collection will be acknowledged by the title of the item, the name of the collection and where it was sourced e.g. Eastern Suburbs and Illawarra Lines Timetable, Jack McLean National Timetable Collection, State Library of Victoria.

We sent some archive boxes to the ATA at the end of 2016 and, according to Len, the second shipment to the Library of around 2,700 items is imminent.

Partnerships and crowdsourcing initiatives

The agreement the ATA has with the Library is an example of the value of partnerships in a climate where government funding to institutions like libraries is decreasing. A mutually beneficial exchange of resources allows partners to achieve outcomes together that wouldn't be possible alone. The Library is grateful to the ATA for choosing us to be the home of a unique national collection that forms an important part of Australia's historical record.

Timetables are an example of *"point in time"* documentation. There has been

a steady decline in the production and archiving of this kind of documentation since the digital revolution. Print phone books, street directories and newspapers are dwindling. The online space is constantly updated and often old versions aren't archived. Physical items like paper timetables are more popular than ever in a world proliferated by digital media.

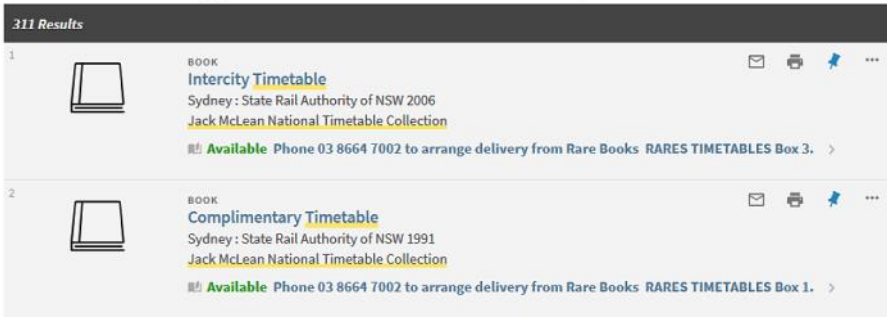The Library has an active Volunteer Program and there are volunteers

working with collections who follow a similar process entering descriptive information on spreadsheets or templates that are then uploaded to the Library's online catalogue. Some of these collections include theatre programmes, Australian Art and Artists Files that comprise material such as art exhibition catalogues, invitations, press clippings, media releases and other items relating to Australian artists and galleries and the Riley & Ephemera Collection including items such as handbills, flyers and leaflets.

Partnerships or crowdsourcing initiatives with the public are an increasingly popular method to pool resources. The correction of transcription errors in digitised newspapers on Trove are a prime example of what can be accomplished with people power. For those who may be unaware, Trove is a website managed by the National Library of Australia which catalogues all the holdings across Australian collecting institutions. It includes many digitised items, including newspapers, pictures and maps. The newspaper digitisation project uses a machine readable process called Optical Character Recognition (OCR) to provide a transcript of the scanned newspaper articles, but it's imperfect. The newspapers are scanned from microfilm and the quality and clarity

Spreadsheet created by ATA

Running No	State	Location	Timetable Publisher	Primary Mode	Additional Mode	Type	Year	Timetable Number	Route Descript	Effective dates
74	NSW	Sydney	State Rail Authority of NSW	Train		Public	1995	14	Goulburn – the Maitland	4 March 1995
75	NSW	Hunter Valley	State Rail Authority of NSW	Train		Public	1995	12	Upper Hunter – the	17 March 1995
76	NSW	Sydney	State Rail Authority of NSW	Train		Public	1995	13	South Coast – the	5 June 1995
77	NSW	Sydney	State Rail Authority of NSW	Train		Alteration	1995	13	South Coast – the	15 August 1995
78	NSW	Sydney	State Rail Authority of NSW	Train	Bus	Public	1995	E	Blue Mountains Line	22 October 1995
79	NSW	Sydney	State Rail Authority of NSW	Train	Bus	Public	1995	5	North Shore – the Hornsby	22 October 1995
80	NSW	Sydney	State Rail Authority of NSW	Train	Bus	Public	1995	10	via Strathfield Line	22 October 1995
81	NSW	Sydney	State Rail Authority of NSW	Train	Bus	Public	1995	11	Newcastle/Central Coast – the	22 October 1995
82	NSW	Sydney	State Rail Authority of NSW	Train	Bus	Public	1996	E	Campbelltown via Liverpool – the	25 February 1996
83	NSW	Sydney	State Rail Authority of NSW	Train	Bus	Public	1996	5	North Shore – the Hornsby	25 February 1996
84	NSW	Sydney	State Rail Authority of NSW	Train	Bus	Public	1996	10	via Strathfield Line	25 February 1996

National timetable collection   Catalogue four

Notes Below

Catalogue records on State Library website

311 Results

1. **BOOK**
   Intercity Timetable
   Sydney : State Rail Authority of NSW 2006
   Jack McLean National Timetable Collection
   📖 **Available** Phone 03 8664 7002 to arrange delivery from Rare Books RARES TIMETABLES Box 3.

2. **BOOK**
   Complimentary Timetable
   Sydney : State Rail Authority of NSW 1991
   Jack McLean National Timetable Collection
   📖 **Available** Phone 03 8664 7002 to arrange delivery from Rare Books RARES TIMETABLES Box 1.

Individual catalogue record

Details

Title	Eastern Suburbs and Illawarra Lines Timetable
Contributor(s)	CityRail.
Publisher	Sydney : State Rail Authority of NSW
Date	2000
Description	1 timetable (94 pages) ; 17 cm.
State Library note	Donated by the Australian Timetable Association.
Subjects	Railroads -- New South Wales -- Sydney -- Timetables
Notes	Date effective: 21 May 2000.
	Mode, Primary: Train.
	Mode, Secondary: Bus.
	Route description: Eastern Suburbs and Illawarra Lines.
	Service provider: State Rail Authority of NSW.
Series / Collection	National timetable collection (State Library of Victoria) N.S.W.
Is part of	Jack McLean National Timetable Collection
Link to this record	http://search.slv.vic.gov.au/permalink/f/1cl35st/SLV_VOYAGER2989702

of the text varies [bottom right]. Members of the public can fix the transcription errors improving the searchability of keywords for everyone else.

Another example are georectification projects of parish plans launched by the Public Record Office of Victoria and the National Library. Parish plans mark the first owner or lease holder to take possession of allotments from the Crown as land was subdivided starting with the first land sales in the Melbourne CBD in 1837. They also provide more general information, such as the size and shape of local settlements, the location of buildings or other structures and the location of natural features such as rivers, lakes or mountains. This makes them very popular for local and family history research [page 10].

Georectification uses GPS software to assign geographical coordinates to identifiable features on maps, so that historical data can be overlaid with current imagery. The projects call upon the public to rectify the maps by assigning the geographical coordinates or control points. Prior to this technology, it was necessary to painstakingly compare historical maps side by side with current maps to match up identifiable topographical features like roads and rivers. Georectification allows this comparison to take place instantly.

Timetables in context of broader SLV collection

I'm going to talk a bit about how the National Timetable Collection fits into the broader context of the Library's collection. The Library first opened its doors in 1854 and we've been comprehensively collecting ever since. We are Australia's oldest public library and one of the first free public libraries in the world and hold close to 5 million collection items. By law we acquire a copy of every Victorian publication. In addition we hold many publications from around Australia and the world.

The theme of transport can be found in many of our collections such as maps, pictures and manuscripts. Seeing I look after the Maps Collection, I'll start there. Maps and timetables share many synergies such as the practical navigation of spatial and temporal boundaries or put more simply travelling from point a to b. We have many railway maps like the one on page 10 — from 1936. The railway lines are marked in red.

Australia's first steam train began scheduled services between Flinders Street and Sandridge (Port Melbourne) in 1854. Melbourne was the gateway for people and goods bound for the Victorian goldfields. Railway lines

## Successful crowdsourcing initiatives - TROVE

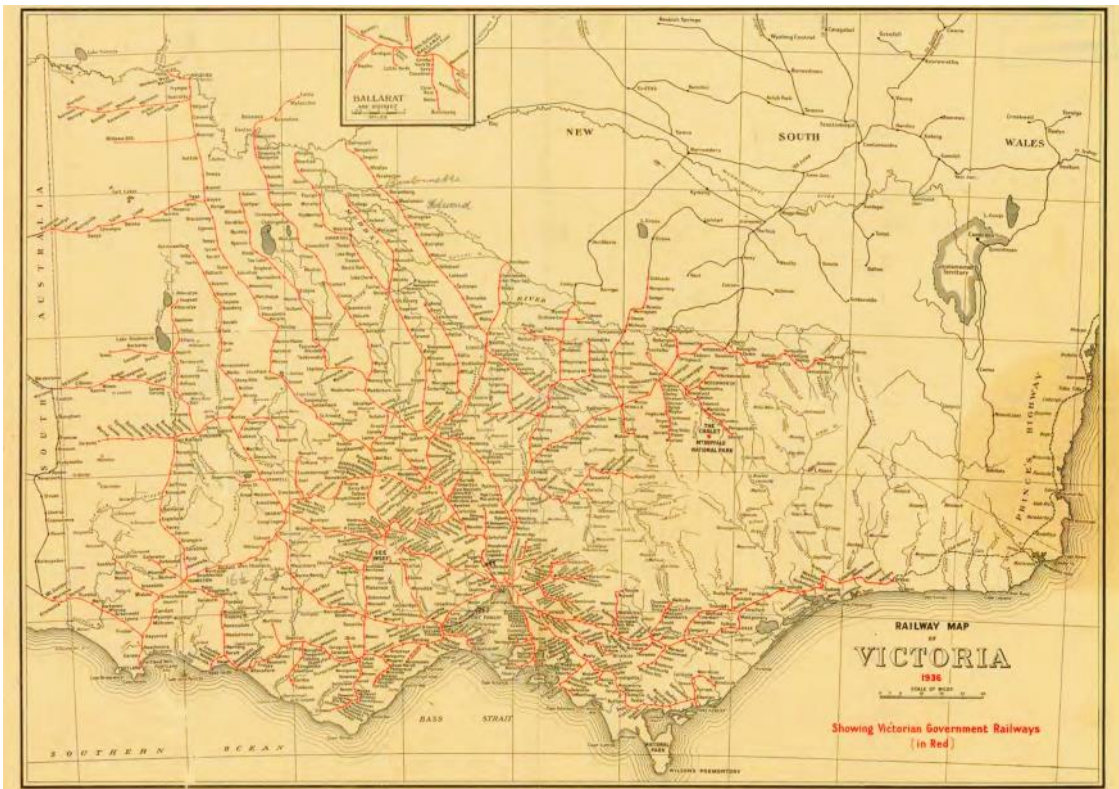Transcription error corrections in historical digitised newspapers

were privately run until the government-owned Victorian Railways was established in 1856. By 1930, the foundations of railway infrastructure across Victoria was largely complete, with the best land settled and much of the remainder used for agriculture.
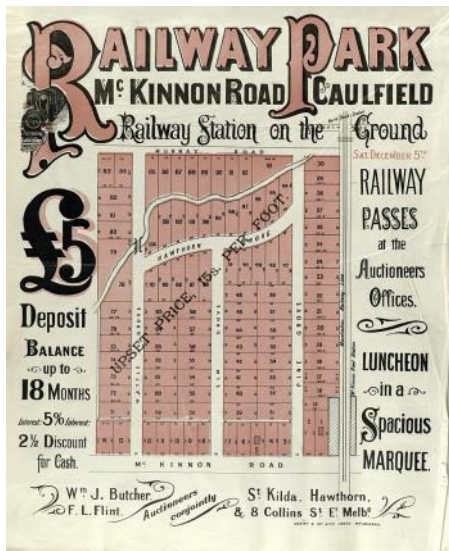
From the late 1800s through to the early 1900s land across Victoria, especially in Melbourne, was rapidly being subdivided and developed, particularly at the height of the land boom of the 1880s. To promote sales of these subdivisions, real estate companies produced bold posters and flyers featuring maps of the lots for sale at upcoming auctions.

Most of the Library's auction plans were donated by real estate agencies from their own collections. The plans feature suburban areas, which were typically being developed as Melbourne's train and tram lines were extended, but we also have some plans of rural areas. Generally, the maps on the plans concentrate on a very small area, showing the location of the blocks of land that were to be sold, and highlighting some of the most desirable features of the local area, such as the local shops, train stations and public parks.

Successful crowdsourcing initiatives – Mapwarper at PROV and NLA
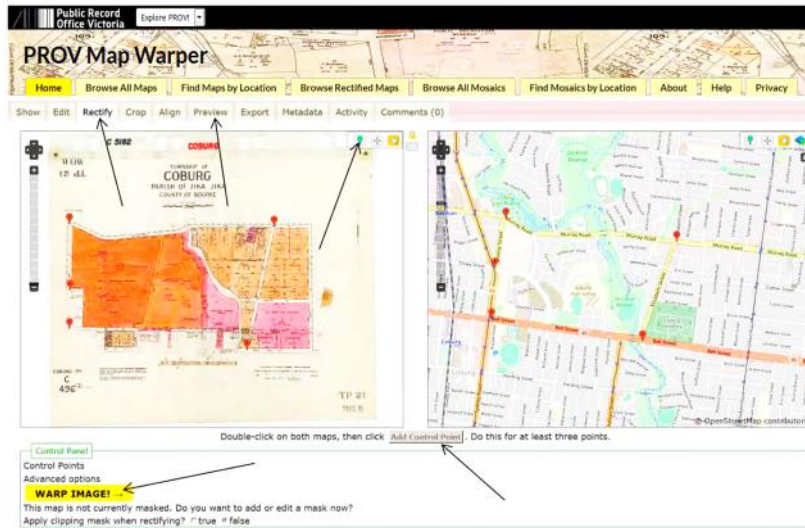
Georectification of historical parish plans over current mapping

Metcards on board / Kyle Handreck, 2008

Buyers were frequently wooed with the promise of free train tickets and lunch under a marquee (above).
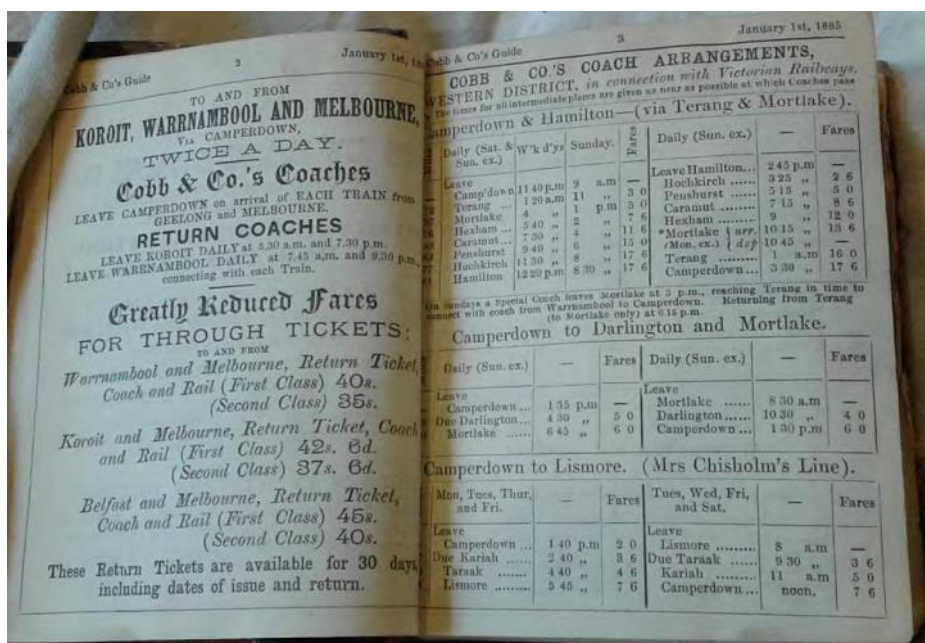
The plans often feature exaggerated claims about the areas for sale, and the maps that illustrate them regularly distort distances to make the lots for sale appear to be closer to valued amenities such as shops or transport. Sometimes auction plans refer to railway stations or tramlines that were never opened.

Melbourne's network of suburban railways played an important role in the 1880s land boom. Railways provided widespread access to suburban estates and, as a result, many of them had the word railway in their name. As the sale of land exploded, so too did railway construction. The Railway Construction Act authorised the creation of 66 separate lines, more than doubling Victoria's railway network by 1892. The laws were famously known as the "Octopus Acts" in reference to the tentacle-like web of tracks created. The period was characterised by blatant political interference in railway planning with parliamentarians shamelessly lobbying to have railways built through their own electorates or even to serve land developments in which they had a direct financial interest. Melbourne was the first Australian city to electrify its suburban railway network beginning in 1919.

Sands & McDougall were a prominent commercial printing company during the 19th and 20th century. They produced residential and trade directories as well as maps of

Melbourne and suburbs. They also printed train tickets, but we'll get to those later. The map on page 10 features horse and cable tramways.

Divisions between local municipalities presented problems with networking horse tramways in the 1860s and 70s, so, like railways, private enterprise reigned until 1883 when parliament awarded the Melbourne Tramway & Omnibus Company a 30-year franchise to operate a tramway system to be built and owned by a combined municipal Tramways Trust. Melbourne took advantage of the cable tram system pioneered in San Francisco a decade prior. Melbourne's first cable car tram ran in 1885 and became one of the most extensive

cable networks of any city in the world. The first electric tram ran in 1889. The Melbourne and Metropolitan Tramways Board took over Cable and Horse Tramways in 1919. Our last cable tram ran in 1940.

Privatisation during the Kennett years replaced tram conductors affectionately known as 'connies' with Metcard ticket machines. Metcards were replaced by the Myki ticketing system in 2009 and the free tram zone in the CBD was introduced at the beginning of 2015.

The collage above was created in 2008 at the time of transition from Metcards to Myki. The artist has used around 3000 Metcards in a textured composition depicting the facade and

dome of Flinders Street Railway St in the centre with an older W-class tram on the right and a newer style electric tram on the left.

The Cobb and Co coach service was the business venture that began in Melbourne in 1853 by four Americans - Freeman Cobb, John Peck, James Swanton and John Lambert. It started with a parcel service between the city and the port and the first passenger run to Bendigo was established in 1854 and quickly extended to cover Geelong and inland centres.

The original owners sold out and only Peck remained in Australia. The business was taken over in 1859 by James Rutherford and his partners. As the railways extended, coaches lost their dominance in Victoria. In 1862 Rutherford moved the Cobb & Co. head office from Melbourne to Bathurst. Cobb & Co. coaches ran in Australia until 1924.

At the peak of their popularity in the 1870s, Cobb & Co. coaches covered nearly 45,000km a week over 11,200km of routes from the Gulf of Carpentaria and Cooktown in Queensland to southern Victoria.

The traveller's guide [page 11], from 1885, shows timetables covering the Western District. Rail and shipping timetables were also included along with advertisements for goods and services. They also featured maps of road and railway lines.

Victorian train tickets from the 1930s

Keith Kings Public Transport Collection
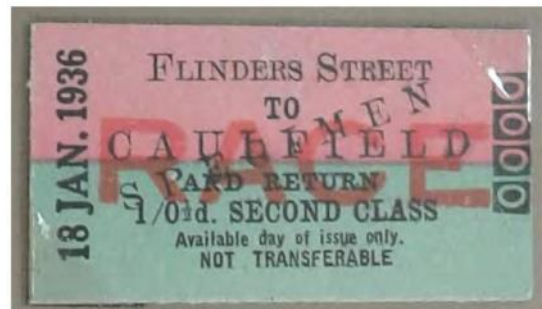
In 2014, the Library acquired the Keith Kings Public Transport Collection named after the donor who was a great transport enthusiast, historian, restorer of vintage trams and prolific collector. Keith was born in Melbourne in 1928 and passed away in 2019, aged 91. He was an active member of the Australian Electric Traction Association, a founding board member of the Tramway

Museum Society of Victoria, and the Executive Officer of the Council of Tramway Museums of Australasia from 1977 to 1986.

The Collection documents public transport in Victoria over an 80-year period from 1930-2012 and is the most comprehensive collection of its kind known to exist. It comprises books, magazines, journals, photographs and ephemera mainly focusing on trams, trains and buses.

A major component of the collection includes over 13,000 photographs taken by Keith Kings himself. They provide an extensive record of passenger vehicles, track works and equipment. The tram featured at left was decorated for the Eaglehawk Dahlia and Arts Festival, held every year in March. The collectables on the right are Australian-made vintage transport models issued as cereal box toys in the 1960s and an assortment of tramcar badges and buttons.

Earlier this year we acquired two unique volumes containing samples of the hundreds of tickets used by Victorian Railways in 1936 and 1937 [page 12]. Printed by Sands & McDougall as a one-off, they were

Posters advertising travel destinations in Victoria with Victorian Railways c1935-1942

Donor John Hearsch

professionally bound and compiled for then-Victorian Railways Commissioner Harold Clapp. They include examples of every ticket in use at the time, coded for first and second class, women, children, weekly fares, monthly, yearly and more. Victorian Railways staff needed to know at a glance what all the different colours, codes and shapes meant.

A ticket for a 'scholar' comes with a small hole so that it can be worn around a student's neck and not get lost. There are tickets for interstate trips to Adelaide and Brisbane, multi-stop excursions around Victoria and the races at Caulfield, Flemington and regional towns like Warrnambool.

This amazing slice of 1930s Victorian life was donated to the Library by John Hearsch [above], the former Chief General Manager of Victorian Railways, who had both volumes in his possession from 1973.

To complement the collection of tickets, we also hold a series of posters

produced at the same time advertising towns, events and attractions to travel to with Victorian Railways including National Parks, beaches, cruises, tours, zoos, commercial attractions and seasonal destinations and featuring associated services, timetables and conditions of carriage. The poster above is promoting the local celebrities at Healesville Sanctuary, Horatius the Eagle and Wenda the Wombat.

We have an extensive collection of menus including those from passenger ships and trains. The SS Borda was a P&O Liner in service from 1914-1930 and operated single class services via South Africa that carried thousands of British migrants to Australia during the early 20th century [our page 14].

The Spirit of Progress was the premier express passenger train on the Victorian Railways in running from Melbourne to Albury and later through to Sydney. Introduced in 1937 and running until 1986, the luxurious train featured a dining car with a modern galley kitchen.

Culinary delights on offer included pea soup and clam chowder as an entree, boiled mutton and corned beef for mains and semolina custard and steamed Victoria pudding for dessert.
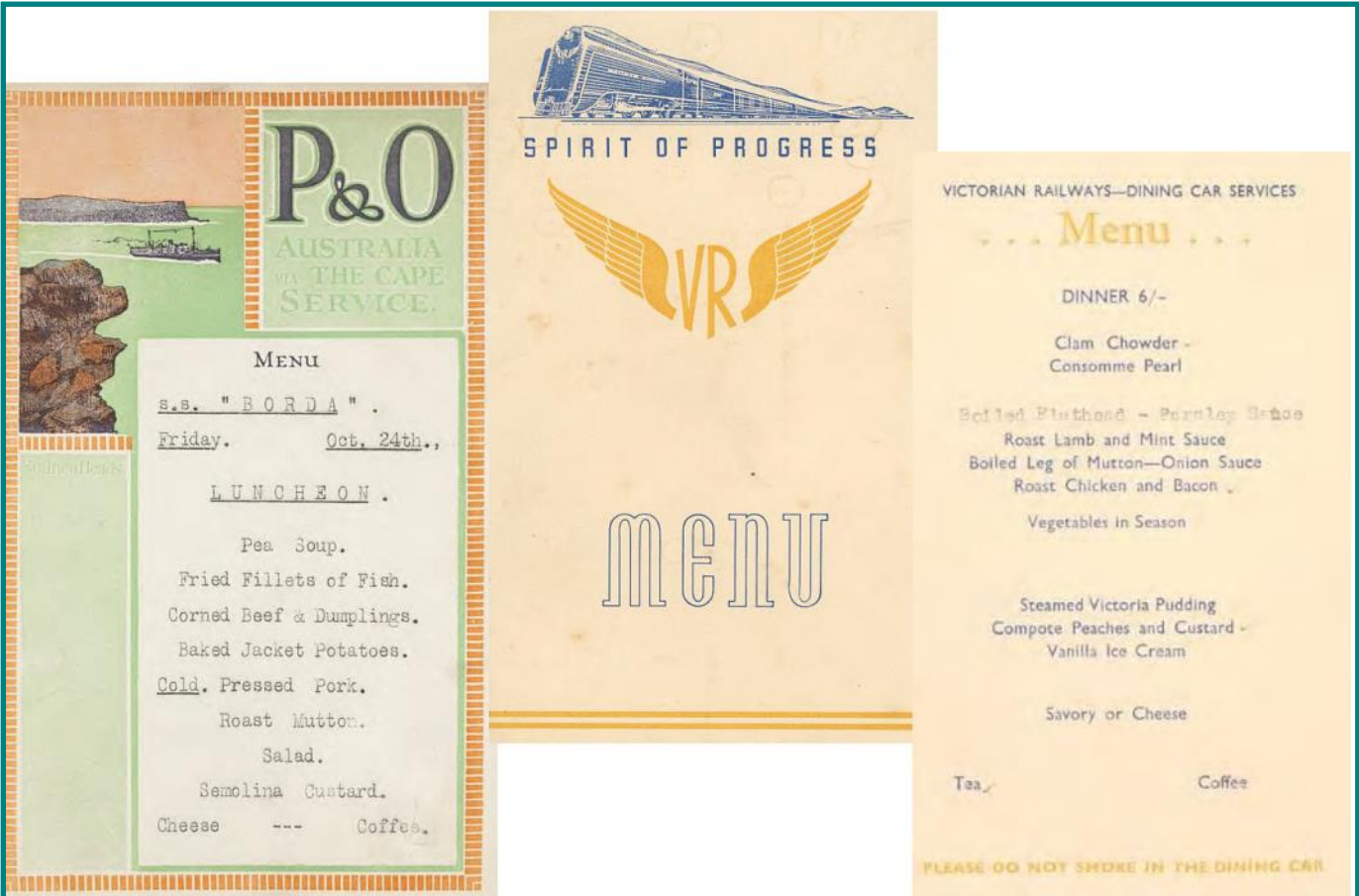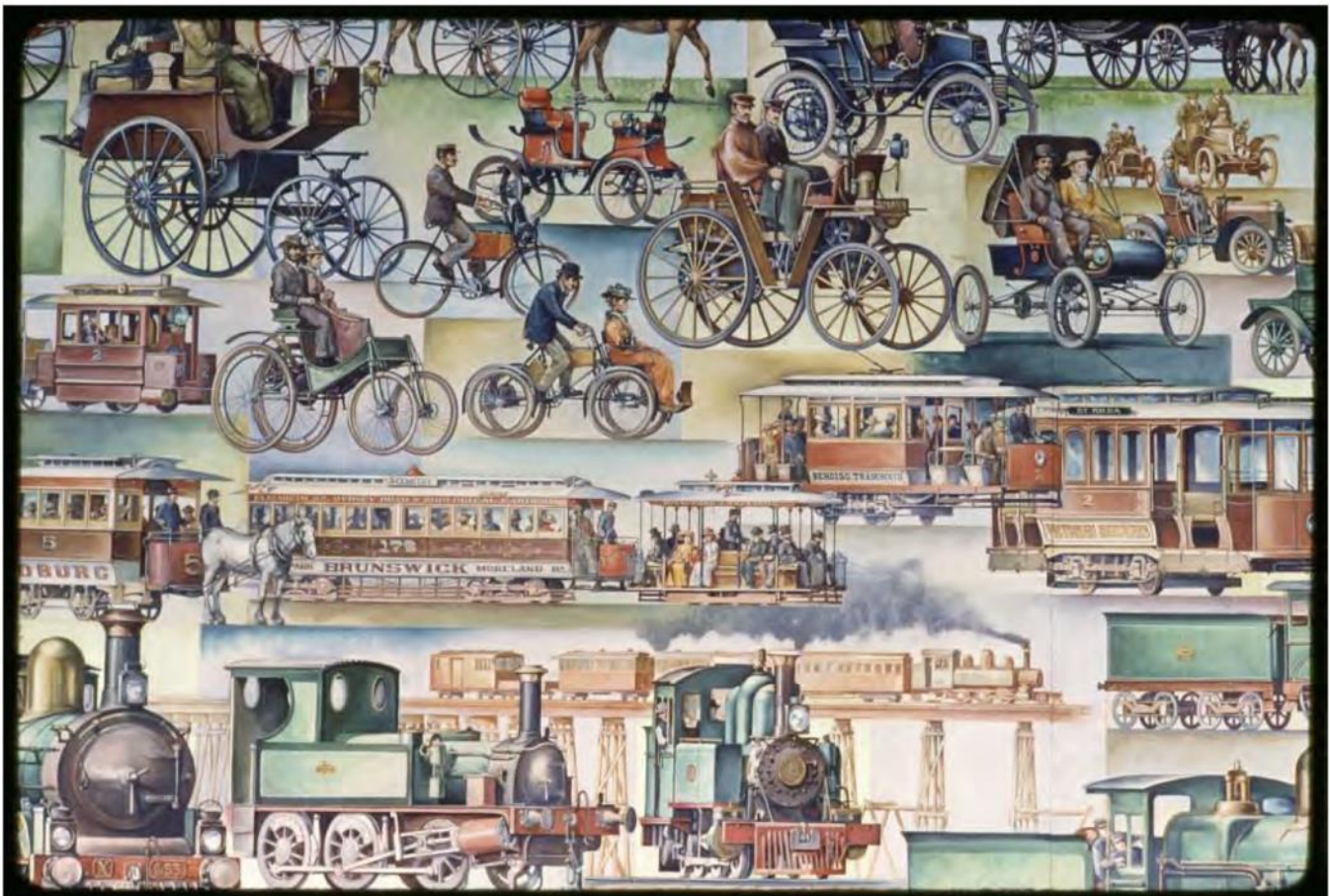
I'll close with one final image. This is a close-up view of a section of a mural known as the 'Cavalcade of Transport'. In 1973, the Victorian Government commissioned Harold

Freedman to paint the mural across the width of the main hall of the former Spencer Street Station. It was the first of a series of public art works commissioned by the State Government following the appointment of Harold Freedman as State Artist. The position of State Artist, (1972-83) was unique in the history of Victoria and Australia. It was unveiled in 1978 by Premier Dick Hamer with much fanfare. Old trams and steam trains ran the rails again, vintage planes flew overhead and hundreds of historic vehicles were driven through city streets including fire engines, cars and motorcycles.

The large scale oil painting is over 36 metres long and 7 metres high and was the most ambitious narrative work of its kind in the state. It celebrates the first century of transport in Victoria from 1835-1935 tracing its development from a pastoral settlement to a modern and industrialised state.

The mural was dismantled during the redevelopment of Spencer Street Station into the Southern Cross Station and re-erected in 2007 on the north wall of the Direct Factory Outlet building. It doesn't quite achieve its former gravitas in changed surroundings and is partially obscured by air conditioning ducts and light fittings.

Conclusion

Using transport as a thematic thread, I hope I've given you an idea of the depth and breadth of the State Library's rich collection. A collection that is enriched by contributions and collaboration with organisations such as the ATA.

This content first appeared in a presentation for an ATA Conference in 2019. The presentation was for the purpose of "Research and Study", as is the publication of the presentation in The Times. Any further reproduction for commercial purposes requires permission from the copyright holders.'

P&O
AUSTRALIA
VIA THE CAPE
SERVICE.

MENU

S.S. "BORDA".

Friday.   Oct. 24th.,

LUNCHEON.

Pea Soup.

Fried Fillets of Fish.

Corned Beef & Dumplings.

Baked Jacket Potatoes.

Cold. Pressed Pork.

Roast Mutton.

Salad.

Semolina Custard.

Cheese   ---   Coffee.

SPIRIT OF PROGRESS

VR

MENU

VICTORIAN RAILWAYS—DINING CAR SERVICES

... Menu ...

DINNER 6/-

Clam Chowder -
Consomme Pearl

Boiled Flathead — Parsley Sauce
Roast Lamb and Mint Sauce
Boiled Leg of Mutton—Onion Sauce
Roast Chicken and Bacon -

Vegetables in Season

Steamed Victoria Pudding
Compote Peaches and Custard -
Vanilla Ice Cream

Savory or Cheese

Tea -   Coffee

PLEASE DO NOT SMOKE IN THE DINING CAR

S. S. Borda – menu / Peninsular and Oriental
Steam Navigation Company, c1920-30

Spirit of Progress Menu / Victorian Railways

Close-up view of the Transport Mural, Spencer Street Station / Rennie Ellis, 1983

TANYA'S QUIZ #5

1. How many platforms were there at South Brisbane (as distinct from South Brisbane Interstate) when it was a terminal station?
2. Melbourne's Upfield line divides the Royal Park golf course in two. Which Adelaide suburban railway bisects a golf course?
3. Opened as Haslem's Creek, the station of Rookwood was later renamed Lidcombe. Why? What were the surnames of the two local mayors used to obtain the name 'Lidcombe'?
4. A 3ft 6in (1067mm) common carrier railway in outback NSW was owned, but not operated, by the NSW government during the period 1900 to 1929. Which railway organisation operated the trains?
5. Only one station name starting with Z has been used in 2 Australian systems. On what lines were stations with this name located?
6. Where in Victoria would you stable your raptor? And what would be the location of this storage facility (2 location answers needed)?

ANSWERS TO TANYA'S QUIZ #4

(Entries are yet to be received for Quiz #4)

1. Queanbeyan to Canberra Powerhouse Siding – the workers' service was the first passenger service into Canberra, commencing on the 1st June 1923 and I've seen 2 dates for its withdrawal; *viz*: 22nd June 1927 and 22nd August 1927, but, according to CR's 1928 Annual Report, 1927 was the last year for the issue of worker's weekly tickets, so was it the former date?
2. Mt. Hope and Captain's Flat respectively
3. Ki Ki – on the South Line, 104¾ mi (168.5 km) from Adelaide and 4 stations beyond Tailem Bend
4. Maffra to Stratford Junction – some holiday extras (mostly Easter and Christmas) to Bairnsdale until the late 1960s ran via Maffra to avoid the inconvenience of reversing at Sale which was a dead end station much closer to the CBD at the time.
5. Demondrille – did the trains use the west to north side of the Demondrille triangle or reverse at Harden?
6. The two 2-car electrics providing the off peak shuttles between Camberwell and Alamein coupled together to run the 4 35 p.m. down. Upon arrival at Ashburton, the rear set was detached and stabled in the siding until the following day. The uncoupling and transfer of any passengers was allowed 3 min, hence the longer journey time from Camberwell to Alamein. This manoeuvre took place as through trains from Flinders Street ran during peak period and just a single set was required for the evening local service.

On Time!

A seminar on the national timetable collection of the Australian Timetable Association

Presented by the State Library User Organisations' Council Inc. in association with the ATA

Saturday 3 August 2019
1.15 pm – 5.00 pm
Prahran Mechanics' Institute
39 St Edmonds Road, Prahran 3181

Free admission
Afternoon tea provided
Bookings essential: secretary@sluoc.org.au

About the Collection

The ATA's National Timetable Collection is currently stored at Prahran Mechanics' Institute, where it is being sorted and catalogued for permanent deposit in State Library Victoria's Special Collections. Two deposits of over 3,100 items have been made to date.

		Rail Car Mon., Sat.	Rail car Tue. to Fri.	Rail car Mon. to Fri.	Rail car Sun.
		a.m.	a.m.	p.m.	p.m.
YARRAWONGA	dep.	6 10	7 40	3 45	5 0
Telford		6 20‡	7 49‡	3 54‡	5 10‡
Tungamah		6 30	7 58	4 3	5 21
St. James		6 41	8 9	4 14	5 33
Devenish		6 48	8 16	4 22	5 40
Goorambat		6 58	8 25	4 32	5 49
	arr.	7 15C	8 45C	4 50C	6 10C
BENALLA (See pages 63-65)		"Spirit of Progress"R†	"Albury Express" R†	Pass. R†	Pass. R†
	dep.	7 23★	8 51●	5 0	6 20
MELBOURNE (Spencer St.) ..	arr.	9 55R	11 55R	8 30R (8.10 Fri.)	9 28R

Symbols:
‡—Stops if required to pick up or set down passengers only.
‡—Stops if required to pick up or set down passengers, mails or van goods.
●—Reservation of seats optional, see page 35.
★—Reservation compulsory, see page 33.
C—Change trains.
R—Refreshments available at this station.
R†—Refreshments available on train between Melbourne and Benalla.

Go for fun
Go by train

SUNDAY COUNTRY EXCURSION TRAINS FEATURE

BARGAIN FARES
WITH FAMILY* TICKETS

*Up to five children under 16 with an adult pay only one quarter of the adult's low Sunday fare.

THERE'S NO DRIVING STRAIN WHEN YOU TRAVEL BY TRAIN

Australian Timetable Association Inc.

The ATA is an organisation for anyone interested in the study of transport timetables, schedules, maps and associated literature. It was founded in Melbourne in 1983 as the Australian Association of Timetable Collectors (AATTC) to promote interest in transport timetables around the world, and has members in all Australian States and Territories, as well as active members in Europe, Asia and the USA.

The Association publishes two magazines. *The Times* has been appearing monthly since 1983 and contains articles of interest to students of transport timetable history. *TABLE TALK* is a monthly newsletter with the latest available news of timetable and transport happenings from within Australia and around the world. The ATA also has a **Members News** page on its website with regular updates.

Monthly ATA Auctions offer members the opportunity to buy and sell rare and historic timetables and related material. A monthly Distribution List gives details of timetables and brochures that members can order. ATA is also pleased to advise members of the public what they should do with old timetables.

https://www.timetable.org.au/

State Library User Organisations' Council Inc.

SLUOC brings together organisations in the fields of history, archives, genealogy, heritage, architecture and academia. The members of these organisations use State Library Victoria on a regular basis and care for its future as an important cultural institution.

The purposes for which the Council is established are to promote and encourage:

- the development and conservation of the State Library collection as a national resource for public reference and scholarly research;
- the use of the State Library by the community as a major cultural venue;
- the provision of high-quality facilities for Library users in general and for special-interest groups;
- the management of the Library on a basis that will facilitate collegiality, specialisation and professional development among the staff, and provide for the most productive interaction with the public;
- the provision of adequate public funding to the State Library so that it may properly fulfil these roles.

www.sluoc.org.au email: secretary@sluoc.org.au

Seminar Program

1.15pm	Welcome. Prahran Mechanics' Institute and the ATA Collection (*Steven Haby*)
1.25pm	The ATA National Timetable Collection: Its Past, Present and Future (*Len Regan*)
1.55pm	Cataloguing and Conserving the ATA Collection at State Library Victoria (*Sarah Ryan*)
2.25pm	Digitised Timetables: Implications for Timetables in the Future (*Andrew James*)
2.55pm	Timetable Design (*John Mikita*)
3.25pm	Afternoon Tea

3.50pm	The Australian Railway Historical Society collection at PMI (*Donald Barker*)
3.55pm	Some oddities and anomalies of timetabling (*David Hennell*)
4.25pm	Using the ATA collection for historical research (*Peter Pereyra*)
4.55pm	Closing remarks

There will be opportunities for audience members to ask questions at the end of each presentation.

About the Speakers

Donald Barker oversees cataloguing of the library of the Australian Railway Historical Society, Victorian Division, held at Prahran Mechanics' Institute.

Steven Haby is Secretary/Library of Prahran Mechanics' Institute and a member of ATA.

David Hennell is a member of ATA. He also has a large collection of transport timetables and tickets.

Andrew James is a Train Controller at Metro Trains in Melbourne.

John Mikita is based in Canberra, where he runs Transit-Graphics, a graphic design and brand management agency solely devoted to the transport industry. Specialties include timetables, maps and guides.

Peter Pereyra is President of SLUOC representing Mechanics' Institutes of Victoria Inc. and his research fields are booktrade history and the circulating libraries of Melbourne.

Len Regan is Membership Officer and Archives Officer of the ATA and co-ordinator of the National Timetable Collection.

Sarah Ryan is Coordinator, Victorian & Australian Published Collection (Maps) at State Library Victoria.

SPENCER STREET RAIL TERMINAL