

The Times

March 2023

A journal of transport timetable history and analysis

JOURNEY BEYOND

EXPERIENCE GUIDE

2022

**Inside: Timetables in Western Australian
Government Gazettes
What happened to the printed timetable?
Where are they now?**

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The Times

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Letter from the Editor

What is YOUR favourite timetable?

You may have noticed — and I certainly have — that spontaneous submissions of articles of any type to “The Times” have all but evaporated. I do not think that this can really be because people have lost interest in timetables *per se*, because ATA have had a pretty steady subscription rate in recent years, although people are switching away from paper copies of this magazine — as indeed are the producers of the timetables. In this issue, we have a short article by a couple of anonymous authors on their despair at the vanishing of paper timetables. That is from a users point of view, I suppose, but it is surely shared, in spades, by the timetable collecting fraternity. Our compatriot organisation in the USA (NAOTC) and its members similarly rue the “disappearance of paper”. Not me though, even though I have 5,000 paper copies of WTTs secreted around the house. The place looks like a scene from [Fahrenheit 451](#) and I feel like Fireman Montag (that’s him, above).

In years gone by—roughly 1983 to 2010—*The Times* often carried stories from members who responded to the question posed above. It was pretty clear that most people who responded listed Working Timetables as their favourite category of timetable. This preference is also manifest in the types of timetables that have a high “hit rate” in the Distribution List and the Auction. And, its not just **rail** WTTs that attract interest—the recent Auction of Adelaide bus WTTs was a complete sell out.

So—what is YOUR favourite TT and would you care to expound upon that for *The Times*? Check out our Style Guide (soon to re-appear on our new Website) for guidance of how to submit.

Cheers
Geoff Lambert

Gazetted timetables in Western Australia

DAVID WHITEFORD *browses the WAGG*

Railways.	152	Railways.
<p>85; Rates for goods on opening of line to Y.: 58. E. Ry time is adjusted to that of Town Hall Clock, P.: 67. Lands to be taken for: (42 V. 31), 171; (do.), 404; <i>Perth Racecourse Branch Ry.</i> (do.), 486. <i>Chidlow's Well-York</i> Section certified for Traffic: 257. Do., opened: 257. General Classification of Goods, Tariff, etc.: 270. Caution <i>re</i> trespassing on Ry.: 445. Rates for Wool from Y. to P.: 508. Caution <i>re</i> grass-cutting along Ry. line: 618. Govt. Minute on accident to a Ballast train: 707.</p> <p>Time Tables, Excursions, etc.: 149 (two); 150 (three); 221; 228; 257; 268; 318; 396; 453; 566 (two); 641; 658; 709. Traffic Earnings: 44; 69; 143; 202; 244; 314; 357; 401; 443; 506; 614; 678.</p> <p>86; General Classification of Goods, Tariff, etc.: 78. Rates for Season Tickets: 132. New Platform, <i>P. East</i>, opened: 172. <i>York-Beverley</i> Section certified for Traffic: 424. <i>Spencer's Brook-Norham</i>. Extension of Ry., Lands to be taken for: (42 V. 31) 423. <i>Clackline Junction-Newcastle Branch Ry.</i>, Lands to be taken for: (42 V. 31), 616. Do., Line of Route: 708.</p> <p>Time Tables, Excursions, etc.: 93; 114; 128; 223; 255 (three); 302; 309; 344; 330; 355; 371; 478; 584 (two); (<i>Spencer's Brook to N.</i>), 631; 644; 663; 672; 682; 705; 718; 809; 810 (two). Traffic Earnings: 69; 109; 203; 240; 316; 369; 422; 488; 570; 668; 738; 815. Unclaimed Goods for Sale: 197.</p>	<p>87; Lands to be taken for: (42 V. 31), 373; (do.), 569. 88; Section certified for Traffic: 680. W.A. Land Co.'s Jetty at A. certified for Traffic: 680.</p> <p>89; Opening ceremony: 313. Time Tables, etc.: 316; 722. Classification Sheets: 444; 516. Bylaws: 600. Lands to be taken for: (42 V. 31), 676.</p> <p>90; Line certified for Traffic: 933. Excursion Tickets in connection with <i>E. Ry.</i> to be issued: 933.</p> <p><i>Midland Ry. (Private)</i>—</p> <p>84; Correspec. bet. Mr. J. Waddington and the Govt. <i>re</i> ppd. Land Grant Ry. from <i>York to Geraldton</i>: 15-16; 81-84.</p> <p>86; Contract <i>in extenso</i> bet. Govt. of W.A. and Mr. J. Waddington for a Land Grant Ry. between <i>Guildford and Greencough Flats (Walkaway)</i>: 153-70 (<i>cf.</i> 747).</p> <p><i>Northern Ry.</i>— [<i>cf.</i> Lands and Surveys (iv.)]</p> <p>73; <i>Geraldton-Norhampton Ry.</i>; Caution against removal of Survey Works: 103. Do.; Copies of Specification of work and Conditions of contract for Sale: 303.</p> <p>74; Do.; Govt. Consulting Engineer and Suptdg. Engineer appd.: 37.</p> <p>75; Do.; C.O.D. <i>re</i> cutting of first sod at <i>Geraldton</i> on Oct. 22nd, 1874: 35.</p> <p>77; Do.; Section certified for Traffic: 205.</p>	

THE TIMES SEPT 2002 contained an article by the late Victor Isaacs on railway timetables found in the Western Australian Government Gazette and I followed-up in issue 228, March 2003, with a piece called *Timetables in Western Australian Government Gazettes* and included some examples for other transport mediums.

Since that issue, there is a full set of gazette indexes and issues available [online](#) and I thought it worth revisiting the gazette for The Times. It started in 1836 but no index to early years was published until 1903 when one was produced for all issues 1836 to 1890 inclusive. In 1897 the W.A. government commenced production of an annual index back-dating to the 1891 issues and this continues to present day.

Mail Service to Golden Valley.

IT is hereby notified, for general information, that a Mail will be made up at the General Post Office, Perth, for despatch to Golden Valley, *via* York and Morranopping, on Monday, the 2nd July, at 9 a.m. Postage—the ordinary Inland Rate of 2d. per half-ounce.

A limited number of parcels will also be forwarded, weight of each parcel not to exceed *1lb.*, at a charge of 1s. 4d. per lb.

A Time Table will be published when the Service has been completely organised.

CHAS. F. GAHAN,
Postmaster General,
and General Superintendent of Telegraphs.
General Post Office, Perth,
27th June, 1888.

WESTERN AUSTRALIAN GOVERNMENT GAZETTE.

(PUBLISHED BY AUTHORITY.)

FRIDAY, JANUARY 8, 1847.

[NUMBER 78

*Colonial Secretary's Office, Perth,
January 7, 1847.*
His Excellency the Governor directs it to be notified for general information, that H.E.C. schooner *Champion*, will sail for the Mauritius, on or about the 20th of this month.
By His Excellency's command,
G. F. MOORE,
Colonial Secretary,

have, through Divine Mercy, continued to do well up to the present time.
I have the honor to be, Sir,
Your obedient servant,
(Signed) W. E. GLADSTONE,
Governor Clarke, &c. &c.

*Colonial Secretary's Office, Perth,
January 6, 1846.*
H. E. the Governor has been pleased to direct the publication of a list of the officers

Governor, do hereby offer a reward of TWENTY POUNDS and a free pardon to any person, not being the actual principal, who will give such information as may lead to the prosecution and conviction of the offender or offenders.

Given under my hand and seal at Perth, this 31st day of December, one thousand eight hundred and forty six.
ANDREW CLARKE,
Governor and Commander-in-Chief

*Colonial Secretary's Office, Perth,
October 14, 1840.*

HIS Excellency the Governor has directed notice to be given for the information of all parties concerned, that the Lessor of Preston Point Ferry has been instructed to require from every passenger claiming to be engaged on the public service, at the time of passing, the insertion of their names in a book kept by him for this purpose; and he has further been directed to exempt no person from the Ferry toll who may decline to comply with this requisition.

By His Excellency's command,
PETER BROWN.

An example from the 1836-1890 indexes Railways heading is the top of [page 3](#). Each of the Government Railways' sections had its own entry - Eastern, Northern, and South-Western - with private railways also included. The 1887-1890 entries in the right hand column are for the Great Southern Railway Company's Beverley to Albany line.

The heading Postal and Telegraph also leads to some interesting timetable information. The 28 June 1888 notice, bottom right on [page 3](#), marks the

beginning of postal services to the new Yilgarn Goldfield with Golden Valley being the main centre, although it was soon eclipsed by Southern Cross. Note that a full timetable would be published when the service was completely organised.

Government shipping (above upper) is another heading of interest although the timetabling of shipping in the early years was very vague

Ferries is another heading of interest. Although I've not located any timetables in a selection of notices

checked, it does provide an indication of the many private services operating in the Swan River and elsewhere, as per the 1840 notice (above, lower).

Comment on this article - [Letter to the Editor](#)

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Whatever happened to the printed timetable?

A debate extracted from a Discussion Group, by another member of the Group

Member1

Without getting into the nitty gritty of ticketing systems discussed at length here, other than noting that Myki and the others are no good for tourists or infrequent customers, the timetable issue is of great interest.

Other than V/Line's website, which is very good with easy to find timetable info, some of the others (NSW Trains and MTM in particular) are designed by people who clearly don't use public transport. Very difficult to find the timetable info you need. Not designed for anyone who just wants an electronic version of the paper timetable i.e. user friendly and easy to find stuff. We are going to Italy and the UK mid-year (foolish niece getting married to an unwashed Pommy in Italy) and neither the Italian nor Pommy railways are any better - very hard to find a timetable other than e.g. three trains/day that take x hours with the first one at y time and the last one at z time. Hopeless!

From what I read in Trains mag the demise of Amtrak's timetable booklets is a cause of much angst amongst their potential 'guests' or whatever they're called this week! I googlemetered a few random Amtrak services and it's easy to see what they mean. These timetable 'designers' remind me of people who use google maps and GPS to get around then get lost because they can't read a map...

In contrast Journey Beyond's timetables are easy to find and read. [next two pages] At least I can (so far) still get a hard copy of a proper MTM timetable - if I need a train time I always beat my adult children using their phones!!

Member2

I see your point about transit-specific stored-value cards disappearing on suburban rail / tram / bus systems.

To a degree, this is slowly happening on NSW long distance services, where you hop onto a website, book your

seat and then download the ticket onto your phone and you no longer carry a hardcopy ticket (or go to a booking office). A very high proportion of travellers on NSW TrainLink long distance services appear to have gone this way based on comments in their Annual Reports, the rationalisation of regional station staff in 2016 and the lack of activity in the Booking Office at Sydney Central compared to 20 years ago. The slow demise of the hardcopy NSW TrainLink ticket will also see the end of the ticket wallets that have been a feature of NSW long distance train ticket sales since at least the late 1950s (They may have gone already?).

The other railway institution that appears to be heading into extinction is

the hardcopy public time table (PTT) book. V/Line produced its last books in October 2014 and it appears that NSW TrainLink may have produced its last hard copy PTTs for its long distance services (North Coast, West, North West, South) in November 2017 (I am not sure if they still produce PTT books for the NSW TrainLink Interurban services). I am not sure if QR stills prints hardcopies of its public time table folder. I am not sure what Western Australia or Journey Beyond now does in this regard.

Hardcopy PTTs still seem to be produced for suburban rail services, but I notice that in Melbourne at least, they are becoming harder to find outside of the CBD stations.



“I like to spend my train journeys reading fiction.”

THE GHAN 2022 JOURNEYS

30 JANUARY TO 30 NOVEMBER 2022

THE GHAN EXPEDITION

DARWIN ► ADELAIDE

Operates April to October

Wed	10.00	Depart Darwin
		 Katherine Afternoon experience
Thurs		 Alice Springs Full day experience
Fri		 Coober Pedy Full day experience
Sat	10.50	Arrive Adelaide

Operates April to August

Sat	09.00	Depart Darwin
		 Katherine Afternoon experience
Sun		 Alice Springs Full day experience
Mon		 Coober Pedy Full day experience
Tues	11.35	Arrive Adelaide



OFF TRAIN EXPERIENCES

Enjoy either extended touring options at key destinations along the rail route or step off the train to immerse yourself in some of Australia's most remote outback settings.

TIMES AND EXPERIENCES MAY VARY

Final arrival and departure times on all our journeys may vary. We will advise of any changes prior to departure.

All Off Train Experiences are subject to weather and changes through the year and may vary by season.

THE GHAN

ADELAIDE ► ALICE SPRINGS ► DARWIN

Operates January to November*

Sun	12.15	Depart Adelaide
		 Marla Morning experience
Mon	13.45	 Arrive Alice Springs Afternoon experience
	18.15	Depart Alice Springs
Tues		 Katherine Morning experience
	17.30	Arrive Darwin

Operates April to August

Wed	12.10	Depart Adelaide
		 Marla Morning experience
Thurs	14.25	 Arrive Alice Springs Afternoon experience
	18.15	Depart Alice Springs
Fri		 Katherine Morning experience
	19.50	Arrive Darwin

*First Ghan departure 30/01/22

THE GHAN

DARWIN ► ALICE SPRINGS ► ADELAIDE

Operates February, March and November only

Wed	10.00	Depart Darwin
		 Katherine Afternoon experience
Thurs	09.10	 Arrive Alice Springs Morning experience
	12.45	Depart Alice Springs
		 Manguri Evening experience
Fri	13.00	Arrive Adelaide

We recommend pairing The Ghan with a Darwin Harbour Cruise, Page 40

FREQUENT FLYER 

Earn or use Qantas Points with Journey Beyond Rail Expeditions
Find out more at journeybeyondrail.com.au/qantas

THE GHAN 2022 RATES

30 JANUARY TO 30 NOVEMBER 2022

THE GHAN EXPEDITION DARWIN ▶ ADELAIDE

PRICE PER PERSON, ONE WAY FROM (\$AUD)*

CABIN	FARE	Apr, Sep & Oct	May – Aug
Gold Twin	Advance Purchase	3,595	3,865
	Everyday	3,995	4,295
	Flexible	4,395	4,725
Gold Twin Sole Occupancy	Advance Purchase	6,475	6,955
	Everyday	7,195	7,735
	Flexible	7,915	8,505
Gold Single	Advance Purchase	3,235	3,495
	Everyday	3,595	3,895
	Flexible	3,955	4,285
Gold Superior	Everyday	5,395	5,845
	Flexible	5,935	6,435
Gold Superior Sole Occupancy	Everyday	9,715	10,525
	Flexible	10,685	11,585
Platinum	Everyday	5,995	6,495
	Flexible	6,595	7,145
Platinum Sole Occupancy	Everyday	10,795	11,695
	Flexible	11,875	12,865

*Advance Purchase fares are subject to availability. Prices are subject to change.

THE GHAN ADELAIDE ▶ DARWIN OR V.V

PRICE PER PERSON, ONE WAY FROM (\$AUD)*

CABIN	FARE	Jan – Apr Sep – Nov	May – Aug
Gold Twin	Advance Purchase	2,475	2,695
	Everyday	2,755	2,995
	Flexible	3,035	3,295
Gold Twin Sole Occupancy	Advance Purchase	4,455	4,855
	Everyday	4,955	5,395
	Flexible	5,465	5,935
Gold Single	Advance Purchase	2,165	2,525
	Everyday	2,415	2,795
	Flexible	2,645	3,085
Gold Superior	Everyday	3,775	3,955
	Flexible	4,155	4,355
Gold Superior Sole Occupancy	Everyday	6,795	7,115
	Flexible	7,475	7,835
Platinum	Everyday	4,195	4,395
	Flexible	4,615	4,835
Platinum Sole Occupancy	Everyday	7,555	7,915
	Flexible	8,305	8,705

*Advance Purchase fares are subject to availability. Prices are subject to change.

THE GHAN ADELAIDE ▶ ALICE SPRINGS OR V.V

PRICE PER PERSON, ONE WAY FROM (\$AUD)*

CABIN	FARE	Jan – Apr Sep – Nov	May – Aug
Gold Twin	Advance Purchase	1,435	1,595
	Everyday	1,595	1,775
	Flexible	1,765	1,955
Gold Twin Sole Occupancy	Advance Purchase	2,585	2,875
	Everyday	2,875	3,195
	Flexible	3,175	3,515
Gold Single	Advance Purchase	1,235	1,525
	Everyday	1,375	1,695
	Flexible	1,515	1,865
Gold Superior	Everyday	2,615	2,875
	Flexible	2,885	3,165
Gold Superior Sole Occupancy	Everyday	4,705	5,175
	Flexible	5,195	5,695
Platinum	Everyday	2,895	3,195
	Flexible	3,195	3,515
Platinum Sole Occupancy	Everyday	5,115	5,755
	Flexible	5,755	6,325

*Advance Purchase fares are subject to availability. Prices are subject to change.

THE GHAN ALICE SPRINGS ▶ DARWIN OR V.V

PRICE PER PERSON, ONE WAY FROM (\$AUD)*

CABIN	FARE	Jan – Apr Sep – Nov	May – Aug
Gold Twin	Advance Purchase	1,435	1,595
	Everyday	1,595	1,775
	Flexible	1,765	1,955
Gold Twin Sole Occupancy	Advance Purchase	2,585	2,875
	Everyday	2,875	3,195
	Flexible	3,175	3,515
Gold Single	Advance Purchase	1,235	1,525
	Everyday	1,375	1,695
	Flexible	1,515	1,865
Gold Superior	Everyday	2,615	2,875
	Flexible	2,885	3,165
Gold Superior Sole Occupancy	Everyday	4,705	5,175
	Flexible	5,195	5,695
Platinum	Everyday	2,895	3,195
	Flexible	3,195	3,515
Platinum Sole Occupancy	Everyday	5,115	5,755
	Flexible	5,755	6,325

*Advance Purchase fares are subject to availability. Prices are subject to change.

For terms and conditions please refer to page 54

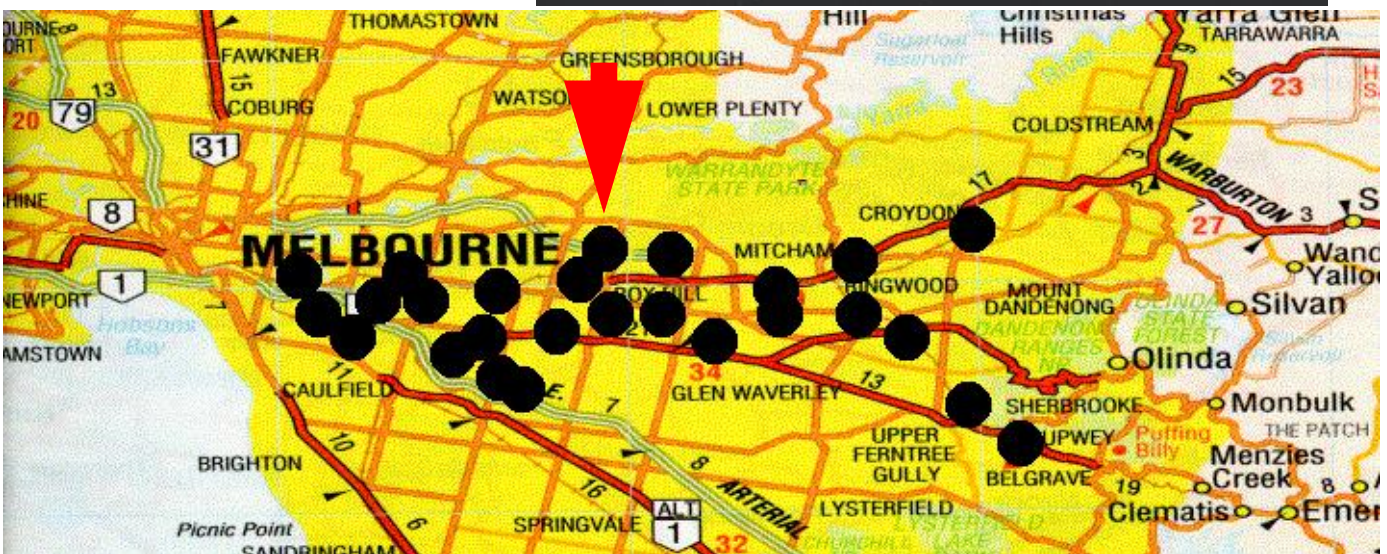
Where were they then?—where are they now?

GEOFF LAMBERT looks at a few snippets of ATA's membership history

IN THE YEAR IN WHICH ATA will celebrate its 40th birthday, The Times will be running lots of stories from previous issues, including stories about ATA itself. This is one.

ATA is an organisation that clearly places emphasis on who it is, what it does and where it came from. In trawling through The Times Master Index and PDFs of The Times and other documents, there seems to be about 6 such histories, associated with (at least), the 15th (two stories), 20th, 25th, 30th and (now) the 40th Anniversary. What follows below (in blue) is a lightly-edited reproduction of what Jack McLean, ATA's founder, said at its fifteenth birthday.

“The best place to find information about the start of the AATTC would have to be early issues of The Times, from the first issue dated September 1983. I probably have all the issues, but I am not so sure that I can find them. In the first issue there was a mention of me sending out a letter and a questionnaire to fellow time table collectors from myself (note no title).



TIMETABLE HEAVEN. Sixteen percent of AATTC's 160 members (red arrow) live along the rail line in Melbourne's eastern suburbs and within 10 miles of the house of the founder Jack McLean (arrow). In this issue, Jack recounts how he rounded them up back in 1983.

There was mention of a working title (which became the AATTC) and a *pro-tem* committee, with myself *pro tem* President, Albert Isaacs, Editor of The Times and Michael Guiney, Secretary and Treasurer.

The word *Horariologist* was my suggestion for a telegraphic address for early letters to the AATTC but no one could spell it and so it disappeared.

It was going to be a ‘no-meeting’ association and we expected that all the activities would be based on the magazine.

Two copies of The Times were to be sent to each subscriber. One copy was intended to be given to possible future new members.

We did manage an airmail edition to be sent to NAOTC members in the USA, who indicated that they wanted to be kept informed

There was to be a free service for Want Ads. the object of which was to facilitate the exchange of time tables as well as Rule Books, General Appendices, etc.

It was going to be a railway oriented club (at least for a start) but I was overruled by you-know-who.

I sent \$15 of my own money to USA to join the NAOTC and considered the money well spent.

Albert explained why he would over-print all illustrations of time tables with the word facsimile. This was later abandoned.

Albert started the Mr Bradshaw column and later the Current Raisinings page and I, with a more acceptable pun, suggested that it was a

case of dyslexia. I wonder if any pun is acceptable.

Correspondence included letters from George Favasos and J.C. Williams. Traders Items included some from Stephen McLean, Jim Fergusson and Albert Isaacs—and there were five letters from USA (all NAOTC I think). Current News came from Graham Pack and Albert Isaacs. The Times was going to appear every second month but there was so much material that Albert asked for it to appear every month—and it has been ever since. I expected that the word TIMES would be expanded to make an acronym but it never happened, through shortage of time to think of one.

Sometimes the AATTC was confused with the Association of Ticket Collectors but that didn't worry us much. I think we had an Inaugural Meeting but I cannot remember where or when. Meetings were sometimes held in the Rail Fan Shop or at the Hennell residence or McLean's garage interspersed between Wingrove time tables and block bells. The Wingrove Line had been in existence since 1954. The garage was a good place to tell prospective new members of the AATTC. Funds were kept in a pass book account with the Commonwealth Bank in Box Hill, opposite the railway station Then we had difficulty with the bank who asked us to show them our constitution and we didn't have one. The bank was tired of clubs going out of business and not knowing what to do with the funds in these kinds of accounts.

Mick Guiney then lived all the time at Mooroolbark and sometimes at Kew. I lived near the Mont Albert tram terminus and the Mont Albert Railway

station and Albert breathed down the neck of the Camberwell railway station. Through all of this, Albert's typewriter took a hell of a bashing.

I was pleased to see in The Times about this time a hand drawn graph of the Melbourne Serviceton line in its early days.

The Times No 2 had in it names which included Reg Lloyd, Errol Jones, Graham Duffin, Peter Carwardine, David Hennell, Dennis McLean, Tim McLennan, Vytautus Radzivanus, Tony Sell, Bob Taaffe and Andrew Ward.

Jack himself was a bit of a story teller, offering the opinion that

1. *“This stuff is about as far removed from ordinary life as it is possible to get”* (his father, a VR employee, refused to talk about his work—this just goaded Jack to greater efforts.)
2. *If you think timetables collectors are strange people, wait till you join the Signalling Record Society!*

Where are they now.?

As at late Feb 2023, ATA membership list has 131 members, distributed as shown in the table below.

Your task, should you choose to accept it is to decode “T&W”. Bonus points to those who can explain why there are 2 members in a location coded as “WA”. The pictures below may help.

From the membership database, we can discover that 33 of the foundation members of 1983 were still members in December 2022. What stories they could tell! What stories will **you** tell?

Location	ACT	ESSEX	KENT	NSW	NZ	QLD	SA	SZ	T&W	UK	VIC	WA	WSUSSEX
#of	8	1	1	45	1	13	12	1	1	2	43	2	1
%age	6%	1%	1%	34%	1%	10%	9%	1%	1%	2%	33%	2%	1%





The Overland. It has a printed Timetable!