AUSTRALIAN TIMETABLE ASSOCIATION

The Times

August 2024

A journal of transport timetable history and analysis

Inside: Roaming Tassie in Centenary Week
Taylor Swift vs Billy Graham—who won?
Total Earth Railway Station List

RRP $4.95
Incl. GST

The Times

A journal of the Australian Timetable Association Inc. (A0043673H)
Print Publication No: 349069/00070, ISSN 0813-6327

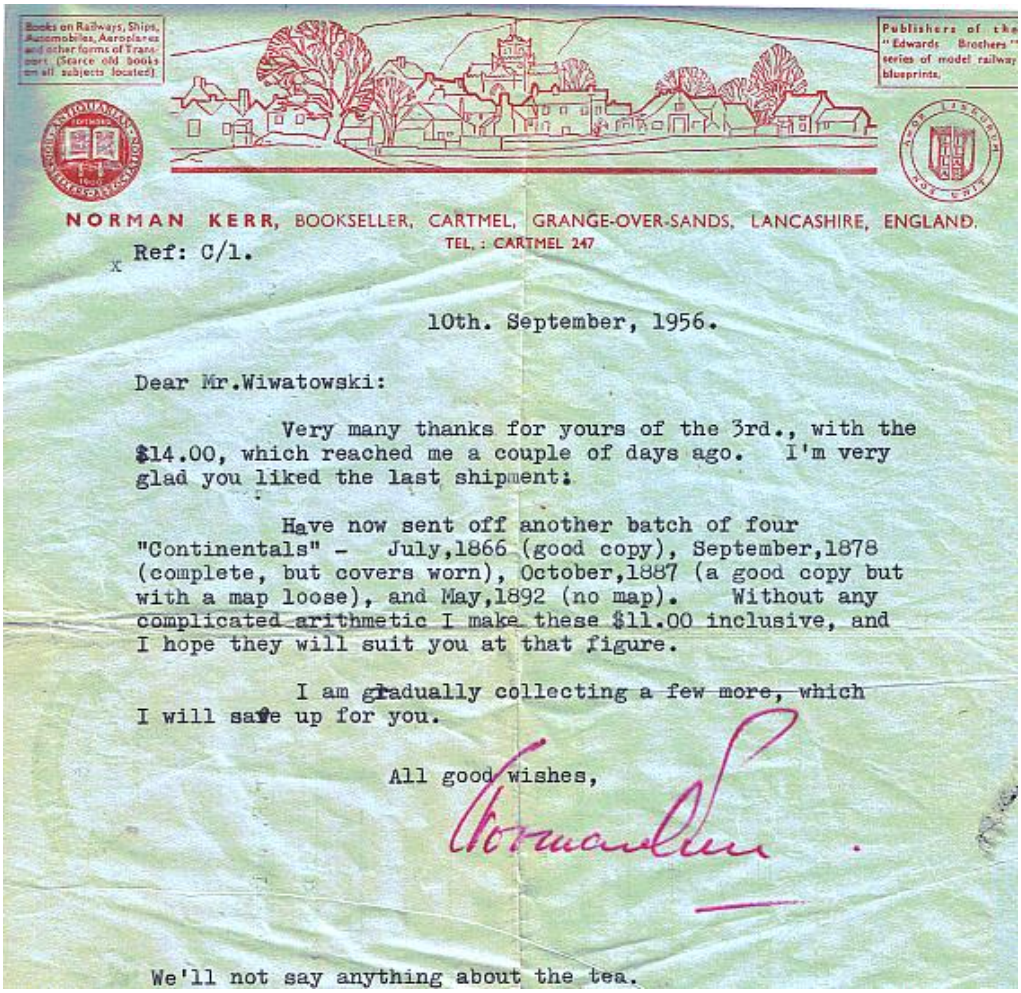
August 2024 **Vol 41 No. 08 Issue No. 487**

The Times welcomes all contributions. Our Authors' Guide is available on our web-site at https://www.timetable.org.au/
Reproduction Provided a Creative Commons acknowledgement is made, material in The Times may be reproduced anywhere.
Disclaimer Opinions expressed in our magazines are not necessarily those of the Association or its members.
Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email:thetimes@timetable.org.au

The Times is posted in full colour to our website, two months after publication in paper and to the National Library website 6 months after publication. Colour PDF versions of previous issues of our magazines are at https://www.timetable.org.au/publications/back-copies/

—Contents—

JACK MCLEAN	ROAMING TASSIE IN TGR CENTENARY WEEK	3
GEOFF LAMBERT	HANDLING TAYLOR SWIFT'S SPECIAL TRAINS	10
GEOFF LAMBERT	JIM FERGUSSON'S WORLD-WIDE STATION LIST—A GLIMPSE	14



Books on Railways, Ships, Automobiles, Aeroplanes and other forms of Transport (Scarce old books on all subjects located)

Publishers of the "Edwards Brothers" series of model railway blueprints.

NORMAN KERR, BOOKSELLER, CARTMEL, GRANGE-OVER-SANDS, LANCASHIRE, ENGLAND.
TEL. : CARTMEL 247

Ref: C/1.

10th. September, 1956.

Dear Mr.Wiwatowski:

Very many thanks for yours of the 3rd., with the $14.00, which reached me a couple of days ago. I'm very glad you liked the last shipment.

Have now sent off another batch of four "Continentals" - July,1866 (good copy), September,1878 (complete, but covers worn), October,1887 (a good copy but with a map loose), and May,1892 (no map). Without any complicated arithmetic I make these $11.00 inclusive, and I hope they will suit you at that figure.

I am gradually collecting a few more, which I will save up for you.

All good wishes,

Normanker

We'll not say anything about the tea.

A TGR Centenary Travelogue

JACK MCLEAN *meanders through Tassie during TGR Centenary week*

THE FOLLOWING STORY is a transcript from scans of four issues of "Tasmanian Rail News" for 1971.

Saturday 6th February

Stephen and I took a tram out to Essendon and, after an hour and a half on board VH-FNQ, we arrived at Devonport. This was Stephen's first trip to Tasmania and my first for 23 years. I saw things that hadn't changed for 23 years and things that had. Faces were missing and some of the faces I did see for the first time in 23 years, had changed so much they had to be pointed out to me.

I was obviously attracted by the Centenary of the Launceston and Western Railway, but I was even more attracted by the possibility of seeing railway operating in Tasmania in 1971, as distinct from watching steam engines (which I like, but am inclined to treat as motive power).

These, then, are the observations I have made of a week on the TGR. It is one man's Centenary, as expected, biased towards the signalling, timetabling and generally operating side.

Tony Ryan met us at the airport and then picked up Geoff Lambert and we spent some of the remaining TST Daylight looking at Spreyton, Appledore, Riverside and Devonport before tea and cot at 162 Nicholls Street. It was a bit hard to realise that, having arrived at Devonport at 5:12 pm, we had missed the last train FOR THE WEEK and the next train was the 3.30 a.m. goods, Monday — of which more later. In Devonport shed were X4, X16, X31, VA8, VA1, X19 and V11, as well as M3, H5 and H2.

Sunday 7th February

We took our lunch and Tony drove us to Launceston - noting on the way Train 301 with engine MA4 on the Vintage Train at the Westbury level crossing. At Launceston, CCS23, M6 and MA2 were getting ready for Train 303. There were so many people in Launceston Station that I didn't think we had a chance of getting on the train, so we went out to St. Leonards with a lot of other people and watched the triple header come up the grade with its ten cars.

After a hectic drive to Western Junction, we had some time to wait and I asked a porter if I could travel on the train if there was room and was delighted when he said "Yes". And so, all the railway enthusiasts in the party rode the train which, from Western Junction to Deloraine, had only M6 and MA2. So the great week began.

We walked through the train and were surprised at the number of Victorians we saw … but it wasn't until the next day that I thought to get them to write their names in my note book — of which more later.

Monday 8th February

It rained on Sunday night and was still drizzling at 2:45 am, when the alarm went off and we had breakfast and Tony Ryan drove us down to the station. There, in Devonport station, was train No. 235 with X16 and X31 on equal to 67 vehicles. It drew forward for Guard Charles Smith to get into the van … and we did too. We noted for the first time that walkie-talkie was used between Driver and Guard and we wondered how they would have run the thing if it hadn't.

At some of the stations, the train seemed to be round three reverse curves. Driver and Guard had a Proceed Order to proceed from Devonport to South Burnie, as no safeworking employees were on duty in between. At Ulverstone we were stopped for about 40 minutes, during which a burst vacuum hose was replaced and, at Penguin, we helped unload a most interesting collection of goods from a van. It included three mattresses, a dressing table, two wardrobes, 20 coils of wire, 2 rolls of carpet, 20 cartons of spare parts for cars, an unremembered number of cartons of booze and plonk (a subject I am no expert in) and was sorted out in the cramped dark of the van, with a lamp, and placed under the station verandah. All this time, it was raining steadily and the waves were breaking along the shore and "all that". We unloaded goods at Heybridge from 6.18 to 6.30 and noticed a broken signal. We shunted at South Burnie and also detached an engine (X16) which was going to take some sulphuric acid trucks to Heybridge.

While we were at Burnie, from 7.23 to 7.42, unloading a mountain of Woman's Day, or something similar, we saw some of the new EBR wagons and also saw the new console for the electric points and signals. We shunted 19 minutes at Wynyard and at Somerset as well and arrived at

TRANSPORT DEPARTMENT (Railway Branch).

No.

TRAIN STAFF TICKET.

TRAIN No.

To the Engine Driver.

You are authorised, after seeing the Train Staff for the Section, to proceed from

WESTERN JUNCTION

to

LONGFORD

and the Train Staff will follow.

Signature of Person in Charge.....

Date.....

[OVER

Wynyard (after crossing the airstrip) at 8.57, an hour and 17 minutes late. Here we received the hospitality of the crew room and felt better and then reserved our seats on The Tasman.

The Tasman consisted of XA4, AQCS1, DA2 and DZ2 and left at 9.37 with a blue ticket. At Burnie, 10:03 to 10:10, we crossed a goods with X30 and XA5, No. 205, which had earlier attached H2 and H3 at Devonport and the cars for the Ulverstone special. These had, by this time, returned from Ulverstone ahead of us. X16 was still at South Burnie, and at Leith 11.09 (where we picked up the miniature electric staff), there was a goods (probably 207 running late) with X3 and X1. At Devonport, we waited from 11.24 to 11.29, while we watched VA1 shunting. Spreyton was switched in and, at Railton, 12.01 to 12.03, X4 was on a rake of cement trucks and X15 was on a westbound goods which I failed to identify.

We took a ticket from Lemana Junction to Deloraine, which indicated that the goods was out on the Mole Creek Line, and continued on to Western Junction arriving there at the home signal at 1.42, ran round the triangle towards the Hobart Line and set back into the Main Line Platform arriving there at 1.47. X7, DZL, DAI and ACS2 were on the westbound Tasman which left at 1.58 and X2, SP8 and SP7 on the Feeder which was sitting at its own familiar bit of Main Line Platform.

We left for the South at 1.59, on what became a sort of marathon a temperature (in Hobart) of 91, with very unpleasant humidity. We passed Parattah at 3.58 which seems to be a minute early, and marveled at the innumerable curves and changes in gradient which must make this "Main" pretty near impossible to work with any speed at all. We apparently saw no other trains until we reached Claremont at 5.50, where we preceded XA1 on an up Derwent Valley Goods with log trucks on it. Berriedale was switched out, we stopped at Derwent Park Junction and at Moonah 6.60 we passed a rail motor of some sort which must have been the 5.50 Cadbury, the last train for the day except the 11.15 Zinc.

X13, 25, 32 and V2 were seen in the yard and V7 was ready to shunt our cars after we arrived at 6.10. We were pleased to see Tony Coen waiting, although he had to go north working that night, and he drove us out to Bellerive where I tell you, we slept like logs.

Tuesday 9th February

Because we arrived in Hobart the night before on the Tasman after an exhausting trip on a very humid day, we only made a late start on the Tuesday. We caught the 10.30 a.m. Austin's Ferry which consisted of DP15, PT3 & DP29 and left from Platform 3. DP24, PT6 & DP16 arrived in platform 5 on the up New Norfolk just before we left. Botanical Gardens was switched in as a block post and at Moonah at 10.40 DP14 & DP11, the 10.17 a.m. up Austin's Ferry.

At Derwent Park Junction 10.42, DP27 & DP22 came through on the up which looks like the 10.42 up Glenorchy, and V3 & X17 were seen shunting an up goods train and a V was seen on a goods train on the Elwick Line. All the up goods trains this morning were late, partly because a down goods had been delayed at Bridgewater the night before with vacuum trouble and an engine had failed at York Plains.

We ran out through the suburbs as far as Claremont, where we waited from 10.52 to 11.08 for the 10.45 a.m. up Bridgewater, delayed by the aforementioned goods trains. It came in with engine X29 and Carriage Set A (SP1, SS8, SS6, SS7, SS9, SD2). In the meantime, the SM had asked if there were any passengers, for Austin's Ferry and we admitted we were only going for the ride, but the one other passenger wanted to go to Hilton Road and so the train was terminated there and returned to Claremont, where we detrained at 11.13. While we were at Claremont, the up Parattah Motors came through at 11.23 (DP26 & DP28), The 11.00 a.m. down Cadbury's consisted of XA2 and Carriage Set C (SP4, SS5, SSI, SS2, SS3 & SP5) and left a little early at 11.27. At Cadbury's we ran round and left there at 11.49, 1 early. At 12.02, we passed the 11.40 a.m. down Austin's Ferry with DP15, PT3 & DP29 and arrived at Glenorchy at 12.03.

At 12.29, two trains approached Glenorchy, the 12.10 p.m. down Cadbury's with X11 and Carriage Set B (SP3, SS4, AAL1O, SSS1, AAL11 & SSDl); and the 12.15 p.m., up Austin's Ferry, 1DP29, PT3 & DP15). Shortly after this, No. 13 up goods came through with X18 and X6 at 12.39, about 5 hours late, and the 12.20 down Glenorchy pass, which arrived at 12.39 with XA4 and Set A. The engine ran round, and the train left for Hobart (with us) at 12.47, two minutes late. By now it was raining heavily, and through the pouring rain, we could see No. 13 goods had been set back along the Elwick Line, and we arrived and detrained at Derwent Park Junction at 12.50.

The 12.50 p.m. down Austin's Ferry went through at 1.06 with DP16, PT6 & DP24. and then we caught the 12.50 p.m. up Cadbury's with engine X11 and Set B. At New Town we waited in the rain from 1.14 to 1.16 for two women and two children, to run, climb through the fence and cross the pit to join our train from the wrong side. After leaving Botanical Gardens at 1.19, we passed the 1.15 p.m. down Cadbury's with engine X29 and Set C. We arrived at Hobart in No. 2 Platform at 1.22 p.m. and saw the following trains in the station:- XA2 and Set A were in Platform 1. Our Train was in Platform 2 - Engine 11 and Set B.; DP29, PT3 & DP15 were in Platform 3; DP27 & DP22 were in Platform 4 against the buffers; DP14 & DP11 were in Platform 4 Staff Box End. There were also some green cars in the yard including BBA2. In my note book, I have a reference to rain in buckets, and I recall a flood coming down from the cutting at the foot of the war memorial and flowing over the rails near the old engine shed.

No. 13 goods arrived in Platform 1A at 1.33 and Porter Weavell, who by now had donned his yellow waterproof and sou'wester, went out in the POURING rain to collect the staff. By now, too, hundreds of wet-through Regatta spectators, with bare feet and shoes in hand, were catching trains home. When the bloke in the Staff Box waved his green flag for the 1.40

Hobart Regatta Services.

The Hobart Regatta fortunately took place on Tuesday 9th. February, in the middle of the Railway Centenary Week.

The following engine and carriage working shows the proposed arrangements.

TRAIN NO.	TIME A.M.	ENGINE.	TRAIN LETTER.	DESTINATION.	CAR STOCK.
2	3.30	X		New Norfolk	SSD 4 SS1 SP
6	4.45	X		Maydena	DB Van
8	5.05	V		Derwent Park	
10	5.25	X	A	Brighton (7.38a.m.)	SP 4SS 1SSD
14	5.55	D.P's.		Cadburys (7.07a.m.)	2 DP
18	6.15	D.P's.		Bew Norfolk(8.44am)	2 DP, 1 PT
26	7.10	D.P's.		Risdon (8.17am)	2 DP
28	7.15	X	C	Cadburys (8.29a.m)	2 AAL 1 SSS 1 SS 1SP
32	8.15	D.P's		Cadburys (8.18am)	2 DP
Spl.	8.20	X	A	Bridgewater Jcn. (9.43am)	1 SSD 4 SS 1 SP
Spl.	8.35	D.P's.		Glenorchy (9.29am)	2 DP
Spl.	8.45	X	C	Cadburys (9.45am)	2 AAL 1 SSS 1 SS1SP
44 AMD.	8.55	XA,Y		Launceston	DB Van
42	9.05	X	B	Cadburys (10.19am)	SSD 4 SS 1 SP
40	9.20	X		Wynyard	Tasman Limited
Spl.	9.25	D.P's		Glenorchy(10.09am)	2 DP, 1 PT
Spl.	9.45	D.P's.		Austins Ferry(10.49)	2 DP
Spl.	10.00	X	A	Bridgewater Jcn. (11.26am)	1 SSD 4 SS 1 SP
Spl.	10.15	D.P's.		Glenorchy (11.01)	2 DP
46	10.30	D.P's.		Austins Ferry(11.34)	2 DP, 1 PT
Spl.	10.40	X	B	Glenorchy (11.20am)	1 SSD 4 SS 1 SP
48	11.00	X	C	Cadburys (12.22pm)	2 AAL 1SSS 1SS 1SP
Spl.	11.15	D.P's.		Glenorchy (11.59am)	2 DP
50	11.40	D.P's		Austins Ferry(12.47pm)	2 DP, 1 PT
	P.M.				
Spl.	12.10	X	B	Cadburys (1.22pm)	1 SSD 4 SS 1SP
Spl.	12.20	X	A	Glenorchy (1.00pm)	1 SSD 4 SS 1 SP
52	12.50	D.P's		Austins Ferry(1.56)	2 DP, 1 PT
Spl.	1.15	X	C	Cadburys (2.27pm)	2AAL 1SSS 1SS 1SP
Spl.	1.40	X	B	Cadburys (2.52pm)	1SSD 4SS 1 SP
54	2.05	D.P's.		Cadburys (3.22pm)	2 DP 1 PT
56	2.15	D.P's.		New Norfolk(5.14)	2 DP 1 PT
Spl.	2.25	D.P's.		Cadburys (3.57pm)	2 DP 1PT
60	3.10	D.P's.		Risdon (4.16pm)	2 DP
62	3.20	X	A	Cadbruys (4.32pm)	1 SSD 4 SS 1 SP
Spl.	3.50	X	B	Claremont (5.01pm)	1 SSD 4 SS 1 SP
Spl.	4.10	D.P's.		Glenorchy (4.54pm)	2 DP 1 PT
68	4.30	X	C	Brighton (7.05pm)	2AAL 1SSS 1SS 1SP
Spec.	4.40	X	A	Cadburys (5.59pm)	1 SSD 1 SP 4 SS
Spec.	4.50	D.P's.		Glenorchy (5.34pm)	2 DP 1 PT
Spl.	5.00	D.P's.		Parattah	2 DP
74	5.12	X	B	Cadburys (6.25pm)	1 SSD 4 SS 1 SP
78 AMD.	5.30	D.P's.		New Norfolk	2 DP 1 PT
84	5.50	D.P's.		Cadburys (6.55pm)	2 DP 1 PT
86	6.10	XA,Y		Launceston	DB Van
Spl.	6.20	X	A	Brighton (8.04pm)	1 SSD 4 SS 1 SP
90	6.45	1XA,2Y's.		Launceston	DB Van
92	8.15	XX		Launceston	DB Van
Spl.	10.15	X	A	Cadburys (11.25pm)	1 SSD 4 SS 1 SP
94	11.15	D.P's.		Risdon (12.16am)	2 DP

Time shown in brackets after destination station is scheduled time of arrival of train back in Hobart. Special Train ex Parattah (DP Cars) is due Hobart at 11.45. (Formed by DP Cars from Launceston to Parattah on the Monday.) No. 21 train New Norfolk to Hobart to run with 'X' Engine and Car Stock off No. 2 Train. Special Train ex New Norfolk due Hobart 10.29a.m. will run the Railcars off No. 18 Train. ../4..

Tasmanian Rail News' transposition summary of the Railway Branch, Special Train Advice 71/12 for Regatta Day

p.m. Cadbury's to leave from Platform 1 (Engine XA2 & Set A). I have shown it as crowded, but by 2.05 when the next Cadbury's left, and it was only DP24, PT5 & DP16, it was so full that passengers couldn't have fallen over. This train came in as the 1.56 p.m. arrival from Austin's Ferry in Platform 5. The 2.15 p.m. New Norfolk DP29, PT3 & DP15 from Platform 3 was similarly crowded. At about 2.27, X29 and Carriage Set C arrived on the 1.55 p.m. up Cadbury's in Platform 1, and was, soon after, drawn out into the yard by shunting engine V7 and pushed into Platform 1A. This released engine X29 to loco.

The 2.45 p.m. Cadbury's DP22 & DP27 were rather crowded, but by this time the crowds seemed to be decreasing. We were entertained by announcements over the PA- including "Is Barry Montfort about?" and "The two cars at the top end or No. 4 are for Cadbury's don't let anyone in the cars this end." At 2.58 p.m., the 2.20 p.m. up Cadbury's arrived in Platform 1 with engine XA2 and Set A. According to the Engine and Carriage working this should have been Set B, and the sets appear to have been transposed about 1.30 p.m. The 3.10 p.m. down Risdon left on time from Platform 4 and consisted of DP11 & DP14. We travelled on this train.

At Moonah, we were given the third line staff and crossed over and we stopped at Sunderland Street and Derwent Park. Besides ourselves and a few Zinc Workers, the only other passengers were two sailors and two girls, who must have thought Risdon SOUNDED romantic. We stayed at Risdon from 3.32 until 3.55 and on our way back, noted XA2 and Set B on the 3.50 p.m. Claremont. X17 was noted in the bottom yard together with DP22 & DP27 and we arrived in Hobart Platform 4 at 4.13.

We now had 17 minutes to get our cases out of the cloak room and catch the 4.30 p.m. Brighton. As a lot of people had already gone home (wet-through) the 4.40 pm Cadbury's and the 4.40 pm Glenorchy had been cancelled. The 4.30 p.m. down Brighton was in No. 1A Platform and consisted of engine XA4 and Set A, although the Carriage Working said set C. It left on time and shortly after leaving Hobart Junction, we met XA2 and Set A on the 4 p.m. up Cadbury's, probably in front of the Regatta grandstand where the flagmen and policemen were keeping the crowd off the lines.

Botanical Gardens was still switched in, but Berriedale had been out since before midday. Past Sunderland Street at 4.47, we saw XA2 and Set B on the 4.32 p.m. up Claremont. DP29, PT3 and DP15 were passed on the 2.15 p.m. up New Norfolk at Rosetta at 4.55. There was an up goods at Granton, with Y6 No. 159 ex New Norfolk, and at Bridgewater we stopped at the colour light home signal at 5.17 which refused to go to green and the SM walked out and gave us a "verbal caution order". The train stopped at Bridgewater at 5.20 and then went on to Brighton.

Here Stephen and I parted company. I caught the 5 p.m. down Launceston Motor, while he and Geoff Lambert went out to New Norfolk. My train consisted of DP22 and DP27 which arrived in the Main Line Loop at 5.36 to cross the Tasman. There were several passengers joining my train here, several All Lines Ticket Holders included three from the Eyre Peninsula. The Tasman came through non-stop at 5.46, perhaps 7 minutes late, consisting of X21, AGS2, DAL and EEP18, and then the special motors were set back and came into the platform, picked up and departed at 5.48, 8 minutes late.

According to STN 71/10, this 5.00 p.m. Rail Motor was for Parattah only, with the motors going on to Launceston early next morning, but because of the shortage of guards in Launceston, among other things, the motor was advertised to continue on that night, and this was shown in STN 71/23. At Brighton, X11 was waiting to come back to Hobart at 6.12, and nothing more in the way of trains was seen until Conara Junction. At Parattah, 7.23 to 7.37, I bought tea and sandwiches at the Hotel - is this the TGR's only surviving Refreshment Room? I noticed however that the rail motor driver made his own at the Station.

At Tunbridge, 8.13 there was water flowing across the line and we were flagged across at low speed by the local ganger. We also found out that the motors which had come in from Parattah this morning had been damaged in a collision with the buffer stops about 1.39 p.m. and had been replaced by these two. At Conara Junction 8.54, we crossed X32 and X5 on No. 3 Goods, Just before we reached Western Junction, we hit a sheep which did no damage to the motor, which is more than can be said of the sheep, and we arrived at Western Junction at 9.30 p.m., 10 early.

X1 was here on the down end of a goods which I later found to be 98 ex Conara. From Parattah on, I had shared the motor with the ALT [All Lines Ticket] holders from Eyre Peninsula and another from Melbourne—all of whom were attempting to make a connection with No. 235, which they should have missed by 15 minutes, but it was nowhere to be seen. The SM told us it had already left St Leonards. At 10.07 it arrived with Y4, X24 and X23 and long load which included El the dead engine which was in its way to Deloraine. Both lights were on in the van and there were apparently six passengers in it already. There were four more passengers off my motor, and apparently six more passengers waiting for it in the waiting room. So the goods left for all points west with 17 passengers on All Line Tickets as well as one genuine regular passenger for Oaks. I would like to know what he thought of it all.

By now I was the only passenger on my train and so I asked the two motormen to autograph the handbill issued for the occasion. We left Western Junction at 10.10. St. Leonards was still switched in and here we crossed No. 5, the Mail with engine XA1 and 23/200, running about an hour late. At Launceston, the SM had stayed on duty for the arrival of a passenger train and switched the lights off after I arrived at 10.30.

Wednesday 10th February (Centenary Day)

[Editors note: For some reason, Tasmanian Rail News did not reproduce what Jack had written about this day, but wrote its own

generalized description of the logistics.]

Thursday 11th February

I got Stephen to set the alarm for 4.30, but I woke before that, and tried to have a hot shower, optimist that I was. I think we stayed at the flophouse which is immortalized by Steinbeck. When I arrived at the Launceston Station, there was a goods train in the platform at 4.45 but it wasn't until 5.23 that X32 and X19 took it away. Our train, the Vintage Set, was brought in at 5.35 and only one engine backed on to take us away at 5.57. As this was the 5 am Scottsdale, it didn't look like a very promising day. But worse was to follow. We arrived at Mowbray at 6.05 and I dragged myself away from my tinned orange juice and whole meal biscuit breakfast to find out what was what, and it seemed that our driver decided against going on with only one engine. We should have had the CC2 on the front but it had developed leaky tubes, (from which it subsequently recovered) and our driver at least gave it a go with one engine. He certainly could have got to Scottsdale on his own, but it was almost a goods load for one engine and goodness knows how late we would have run then. So he rang up for another engine. At 6.50, the other engine arrived in a siding and we set back so that it could be coupled to the front and we left at 7.00 a.m., considerably late, with MA2 and MA4.

From there on, the day improved remarkably. The morning was beautiful the scenery likewise and these two red engines thrashing up the grades and round the reverse curves made a very pleasant background to conversations with blokes like Ray Pearson that I have known for 30 years and blokes like Harold Singleton that I had only just met that morning.

At Nabowla, 9.03 to 9.20, we turned the engines round the wye and, while this was being done, I watched the guard go through the process of getting a staff telegram because the Scottsdale staff was at Scottsdale. Most of the time, on this section of line, the staff is ignored and Proceed Orders are issued from North East Junction and Scottsdale. However, today the staff and ticket was in use but, because they had no means of knowing when it was last used or which end of the section the next train would be leaving from, the staff was at the wrong end of the section.

We arrived at Scottsdale at 9.47, which was 97 late. Here were numbers of mothers with numbers of school children making the trip to Launceston, After shunting, we left Scottsdale at 10.19 and, on arrival at Nabowla at 10.43, the guard of the goods train was at the points with a green flag to turn us into No, 2 road and then to set back into the dead end. We were followed into the loop by the Mini-moke on fire patrol. Soon, X20, X15 and X18 crawled by on a very long goods train and so we were enabled to continue. It looked as though we got a Proceed Order to go from Lebrina to Mowbray and then we took the staff from there to North East Junction and we arrived at Launceston at 12.39.

Here Jack and Ena Shennan were waiting and took me by car to Western Junction which I had asked specially to study, the activity when the "Tasmans" meet there.

At 1.37 the Feeder arrived from Launceston with DP27. A porter started to walk out along the track in the direction of Hobart and, at the same time. another porter or two walked out in the Longford direction.

At 1.43, the westbound Tasman came into sight and the Conara Junction staff was handed down to the porter at the Hobart end lever frame, before curving around the wye towards Longford until clear of the Longford end points. At 1.45 it backed into the Western Platform and was seen to be XA3, DZ3, DA2, ACS4, and EEP12. A road truck backed onto DZ3 and started to unload van goods and mail. XA3 then uncoupled and forward towards the level crossing to refuel. At 1.48, the east-bound train arrived and dropped the Longford staff to the porter at the Longford end lever frame and swung round the wye and at 1.50 it had backed into the main line platform, picking up the Conara Junction staff at the Hobart end lever frame in the process. The east-bound train consisted of XA2, ACS2, DA1, DZ1 and EEP18. The west-bound engine had by now refueled and backed up on its train which departed at 2.2. The main line train followed shortly after at 2.4, the Launceston Feeder left at 2.5, and Western Junction was once again left in peace. During lunch at Jack Shennan's place I asked him what happened to the wedding present he promised me 23 years before. As we are both Jack and Ena spouses, he had started to make me a staff with our names on it. When we called on them in 1948, Jack said he would give it to me when he had finished it. Jack went to a cupboard and brought out the staff about a half size model of a Tasmanian one. "Would you like it now?", he said. I said I would … and that's how I came to get a wedding present 23 years late.

Friday 12 February

It was a beautiful star-lit morning m Launceston, when we got up at 3.30 a.m. and wandered down to the station to catch the 4.00 a.m. St. Marys. One of our number [*guess who?*] was approached by the police who thought he looked like a burglar with the loot, and asked him where he was going. His reply that he was going to the station to catch the 4.00 a.m. train to St. Mary's, wasn't very convincing.

"*There was movement at the station*" as there were about 30 passengers waiting for the train. There was a goods train in the platform, and shortly before 4.00 a.m., we were told that our train was in the car shed and so we all scrambled across goods trucks and vacuum hoses and found our way into the train. Even so, we stumbled across a number of passengers in their sleeping bags who had been there since the night before.

We left at 4.00 a.m. with engine M3 and took the staff across from the car shed to North-East Junction. St. Leonards was switched out and so we climbed up the hill to the outer colour light home at Western Junction where we stopped from 4.25 a.m. to 4.44 — presumably while XA2 and X11 on a northbound main line goods was put away in the siding. There was also a down goods with two engines on the Western Line. We left Western Junction at 4.48 and took the staff across to Conara. Here we arrived at

5.27, backed up along the north siding and drew into the branch leg of the triangle and waited from 5.29 until 5.43 to take water and then presumably for the St. Mary's goods to clear Avoca. Again at Avoca we waited from 6.20 until 6.30 for the goods to clear Fingal. Again at Fingal, we waited from 7.08 until 7.19 for the goods to clear St. Mary's, which we reached at 8.08. On the way, the engine was turned on the Cullenswood Wye. X18 and X15 were in the yard and while our train was being shunted the 35 passengers on the train went up the street and completely bought out the day's stock of pasties.

Our train was now noted to be, on the return, MA3, SS5, AAL11, AAL10, AAL9 and SP8. We left at 9.02 and waited at Conara Junction from 10.50 until 11.04 … part of which was occupied in taking water and the rest waiting time. We took a ticket across to Western Junction where Y3 was waiting on an up main line goods at 11.43, and we dropped down to St. Leonards, where we waited at the home signal from 11.54 to 11.56 and then were put into the loop for 339, which had H5 and the Vintage Train. The signalmen walked down with the staff and let us out at 12.06 and we arrived at Launceston at 12.13.

The Feeder left at 1.10, and consisted of DP27. The 11.35 up special from Deloraine arrived at North-East Junction at 1.01 and consisted of H2, MA2, SP6, AARl, AAR2, AAR3, AAR4, BBL10, BBL11, BBL12 and SP9. It arrived partly in No.2 road and allowed the Feeder to start out. When the Feeder was clear in the little loop, the special continued into the platform and the motor departed. This move seemed to be used frequently when trains crossed at Launceston. M6 was on No. 341, the 1.30 p.m. Launceston - Lilydale, and at 1.40 the cars were put into the platform for the 1.55 No. 343. Engine H2 came on at 1.53 and we were away on time at 1.55. The train consisted of AAR4, AAR3, AAR2, AAR1 and SP6. At St. Leonards, the bloke showed us a green flag and lowered the home signal from the lever near the points. The fireman handed down the staff as we went past, into the loop. I was interested to see the switching instrument here and the signalman confirmed that it had been the one that was previously at Relbia. DP27 on the Feeder arrived at 2.19 and we were away at 2.21. We picked up passengers at Western Junction and at Exton, X26 and X6 were on a down goods in the loop, and we arrived at Deloraine at 3.51.

On the return, the guard hung a canvas tail disc on the back of the last car and we left Deloraine at 4.17. At Longford, 5.11, we overtook the goods and at Western Junction we were waiting Clearance from 5.25 to 5.30 until the Ross special arrived at St. Leonards. We were now running about 15 minutes late and we were anxious to make a connection with the 6 pm Launceston to Hobart Evening Service. The Motor DP27 was moved out of the platform at about 5.55 into the "little loop" and then the Deloraine passenger was allowed into the platform at 5.58. We then detrained at the platform and walked across to the motor which left from the yard at 6.08.

The motor had seats for 50 and there were supposed to be 64 passengers on it. As about 10 of the passengers were "enthusiasts", it didn't worry anybody much except the Traffic Inspector. We had a pretty good run through stopping at Western Junction, Powranna and Cleveland, At Conara Junction, 7.15 - 7.17, X15 was in the yard shunting, and a number of the fraternity detrained to return on the St. Mary's special. At Parattah, we arrived in the loop at 8.41, to find the north bound motor DP28 in the platform and our motor ran through and backed into the platform at 8.45. The north bound motor left soon after, with a few more ALT's. After refreshments at the pub, our motor left at 8.53 - by this time 14 minutes late. And so we ran on through the night down the hill and round all those curves, through the tunnel and so on down to Colebrook which we reached at 9.25, where there was a long down goods train in the loop. It had two engines but we were not in time to note the numbers. At 9.52, at Campania, there was another down goods headed by XA4, Y6 and Y4, strung out along the crossing loop and out into the main at the Hobart end. However our motor stopped opposite the signal box and we changed staffs and moved on towards the loop points. The goods too moved on its way and when it was clear, the signalman changed the points and let us out. This goods train had tacked on the back of it SSD2, SS9, SS7, SS6 and SP3, which were going north to Launceston for the Centenary and we would see them again tomorrow. We eventually left Colebrook at 9.55. At Brighton, 10.18, we met a third long goods train with engines X3 and XA3 half in the crossing loop and some of it out on the main line and we waited until 10.25 when it had been drawn clear. At Bridgewater 10.34 the 2nd man dropped the Brighton staff on the platform and picked up a long section staff to Claremont with one hand. We stopped at Berriedale for a passenger and were brought to a very sudden stand at Sunderland Street platform with an emergency application. I thought we had hit a pedestrian, but fortunately it was only a no parking sign which some vandal had left fouling the track. Another passenger got off at Moonah and, after seeing no trains in the suburban area, we arrived at Hobart platform 3 at 11.06. Tony Coen's father and sister were there to meet us and took us off to Bellerive for the night.

Saturday 13th February.

We were driven to Hobart station at about 8.40 a.m. and saw DP27 arrive in platform 4 at 8.43. This was the up New Norfolk and 5 passengers detrained. DP24, PT6 and DP16 were in Platform 5. In Platform 3 were DZ3, DA2, ACS2 and EEP12 and there was a down goods in Platform 2. The engines for the Tasman XA4 and X20 came on at 9.01 and we were away at 9.21.

At Botanical Gardens, we saw X17, YA2 and X18 on an up goods and, at Derwent Park Junction, X30 was shunting in the yard apart from which we saw no other trains until we got to Conara Junction. On Saturdays, the block sections are Hobart Junction - Derwent Park and Derwent Park - Claremont. At Claremont we got a long section staff for Bridgewater and, at Bridgewater, a Proceed Order to take us to Parattah. We stopped at Campania 10.27 and Colebrook 10.58 and Parattah 11.35-36, and then non-stop to Conara Junction 12.53-57

where X11 and X15 were on a ballast train in the straight road. Here we took the staff and stopped at the outer colour light home at Western Junction at 1.36 to 1.40 and then ran round the triangle and set back into the western platform at 1.44. DP26 was in its usual place after having run the Feeder and we watched the eastbound Tasman arrive round the triangle and back m at 1.56. It had X23, XA5, ACS3, AGS1, DA1 and DZ1. We left at 2.06 and took a pink ticket to Longford and got tickets as far as Exton, where we took the staff to Deloraine. Here H2 was in the yard, H5 was in SP9, SS8, SSS1, AAL9, SS4, SS3, AAL11 and AAL10 in No. 3 road having arrived on the 11.45 a.m. ex Devonport and ready for the 4.45 pm Devonport. SP8, SP7, SSD1, SS5, SS2, SS1 and BBL12 were in the up end of the siding on platform side. NA2 backed 3P3, SS6, SS7, SS9, SSD2 into the platform at 3.08, MA2 went out and returned with BBL12 at 3.19 and left for Launceston at 3.23.

At 3.43 M6 and M5 arrived in the platform with BBL11, BBL10, AAR4, AAR3, AAR2, AAR1 and SP6, the engines ran round and took water and turned and returned to the train by 4.23 having attached SP8, and this train left for Launceston at 4.25.

The Vintage Train, with CCS23 and MA4 and trailing "BBcross6", had been standing at the home signal for some time before it was admitted at 4.32, and at 4.40 the special in No. 3 pulled out at the Lemana Junction end. At 4.41 the Vintage pulled up to the Launceston end of No. 2 road leaving the way for the Devonport special to back in by 4.45 and depart at 4.53, with us on it. We were at the home signal at Dunorlan from 5.11 to 5.19 waiting for X3, X16 and X5 on a down goods to draw into the loop and we passed through at 5.20. We stopped at Railton 5.53-5.54 for passengers and to get a Proceed Order. There were more passengers off at Latrobe and so we arrived at Devonport at 6.34, where men were working altering tracks and level crossings at Appledore.

We talked until late that night about trains and tracks and travel mostly in Tasmania, and on Sunday morning I had a nostalgic look at parts of the Sheffield line, which brought back memories of several kinds. On Sunday afternoon, Tony and Shirley drove us out to the airport and after an hour and a bit aboard VH-FNU we were back in the higher pressure of Essendon and Melbourne and Victoria. But the kindness and patience and hospitality of Tasmanian Railwaymen and others and the fascinating trains and the colour and the fun of meeting railway enthusiasts from Cobar and Thevenard and other unlikely parts and the Palace -all this, we will remember for a long time.

Comment on this article – Letter to the Editor

Return to Contents Page

A Royal Hobart Regatta, showing how the double-track suburban railway bisects the crowd. The railway workshops are at upper left and the Hobart Railway Station is at upper right,

Taylor Swift vs Billy Graham train services—who won?

GEOFF LAMBERT *reads three STNs*

COMPARISONS ARE ODIOUS, I know, but the latest scores from the MCG are:

- Taylor Swift 93,000;
- Billy Graham 130,000.

That was an all-time record for Taylor Swift's "Eras Tour", but Billy Graham's record was 1.1 million at Seoul in Korea.

The Sydney Morning Herald estimated that 63% of all Australians attended the 1957 Crusade series. Were you one of them? This seems unbelievable these days. Only 2.3% attended Swift's 2024 "Eras Tour" . Were you one of **them? …** or, more to the point, do you know **anybody** who DID attend? What about The 1964 Beatles tour, then? Thought so! Me neither.

It was widely reported that many people travelled by tram, bus or train to the Sydney Showgrounds for the 1950s and 1960s Billy Graham Crusades, but there are no even vaguely-accurate numbers. The SMH reported that many of the buses were organised by Church Groups.

Thus, this is mostly a story of how Sydney Trains transported 83,000 people on each of four successive days to rock with Taylor at Accor Stadium at Olympic Park. The story is focused on Sydney, because Sydney is the only event for which we have accurate train timetables.

Special Train Notice 0241-2024

Transport Sydney Trains

SATURDAY FEBRUARY 24 TO MONDAY FEBRUARY 26, 2024

TRAK2 Identification Number/s: ST085448, ST086052, SE028594, ST085712, SE029204, ST086941, TP237981, TP238386, TP238730, TP236706, TP236707, TP238884, TP236705, TP238826, TP237253, ST085825, SE028592, SE028808, SE028386, SE027434, SE028175, TP236708, ST086461, TP236470, SE028176

Train Planning
Phone: 9549 9694 / 0436 124 918
Email: Service_Planning_STN_Feedback
Author: RW/PR

Date of issue: 12/02/2024

SATURDAY FEBRUARY 24 TO SUNDAY FEBRUARY 25
BASED ON A SATURDAY TIMETABLE ON BOTH DAYS

CONFIGURATION 16

INNER HARBOUR – UNANDERRA – DAPTO
DAPTO – KIAMA
KIAMA – BERRY
BERRY – BOMADERRY (NOWRA)
POSSESSION AND POWER OUTAGE DETAILS WILL BE SHOWN IN **STN 0224-2024**

WYONG – MORISSET
MORISSET – SULPHIDE JUNCTION
SULPHIDE JUNCTION – BROADMEADOW
POSSESSION AND POWER OUTAGE DETAILS WILL BE SHOWN IN **STN 0275-2024**

MAINTENANCE WINDOWS

ILLAWARRA JUNCTION – MEEKS ROAD JUNCTION (MW630A)
POSSESSION AND POWER OUTAGE DETAILS WILL BE SHOWN IN **STN 0480-2024**

HOMEBUSH – LIDCOMBE – CLYDE (MW16A&B)
POSSESSION AND POWER OUTAGE DETAILS WILL BE SHOWN IN **STN 0225-2024**

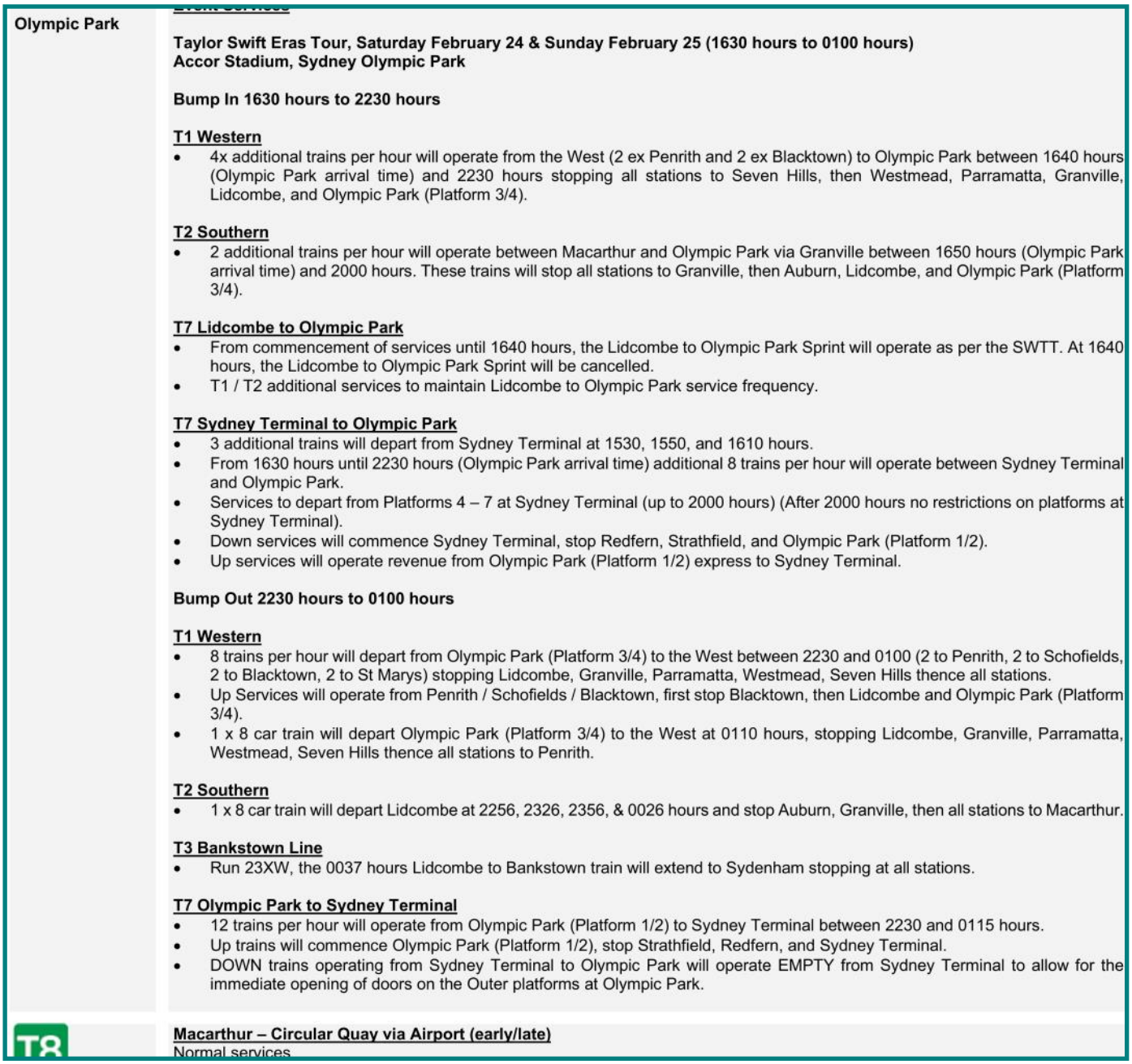
HOMEBUSH – LIDCOMBE – FLEMINGTON – FLEMINGTON SOUTH JUNCTION (MW17A&B)
POSSESSION AND POWER OUTAGE DETAILS WILL BE SHOWN IN **STN 0226-2024**

TO BE READ IN CONJUNCTION WITH STN **1864-2023, 0142-2024, 0145-2024, 0336-2024, 0337-2024**
TO BE READ IN CONJUNCTION WITH **ARTC TAA 0138-2024**
TO BE READ IN CONJUNCTION WITH **UGL CTN 0038-2024**

NSW and the European Union are the only two "rail entities" on the planet who are required by their enabling legislation to produce "Working Timetables" and "Special Train Notices" in printable form. What follows has been gleaned from these documents.

So far in 2024, Sydney Trains has produced about 15 gigantic STNs, each of about 800 pages and 10MByte. These are usually for holiday weekends or "close-downs" or "Special Events"—or combinations of these categories. They are—and are required to be—publicly available documents. The site where they are to be found is: www.transport.nsw.gov.au/system/files/media/documents. Three of the Taylor Swift STNs can be found there :

1. STN-0337-2024 Fri 23rd Feb
2. STN-0241-2024 Sat/Sun 24/25



Olympic Park

Taylor Swift Eras Tour, Saturday February 24 & Sunday February 25 (1630 hours to 0100 hours)
Accor Stadium, Sydney Olympic Park

Bump In 1630 hours to 2230 hours

T1 Western

- 4x additional trains per hour will operate from the West (2 ex Penrith and 2 ex Blacktown) to Olympic Park between 1640 hours (Olympic Park arrival time) and 2230 hours stopping all stations to Seven Hills, then Westmead, Parramatta, Granville, Lidcombe, and Olympic Park (Platform 3/4).

T2 Southern

- 2 additional trains per hour will operate between Macarthur and Olympic Park via Granville between 1650 hours (Olympic Park arrival time) and 2000 hours. These trains will stop all stations to Granville, then Auburn, Lidcombe, and Olympic Park (Platform 3/4).

T7 Lidcombe to Olympic Park

- From commencement of services until 1640 hours, the Lidcombe to Olympic Park Sprint will operate as per the SWTT. At 1640 hours, the Lidcombe to Olympic Park Sprint will be cancelled.
- T1 / T2 additional services to maintain Lidcombe to Olympic Park service frequency.

T7 Sydney Terminal to Olympic Park

- 3 additional trains will depart from Sydney Terminal at 1530, 1550, and 1610 hours.
- From 1630 hours until 2230 hours (Olympic Park arrival time) additional 8 trains per hour will operate between Sydney Terminal and Olympic Park.
- Services to depart from Platforms 4 – 7 at Sydney Terminal (up to 2000 hours) (After 2000 hours no restrictions on platforms at Sydney Terminal).
- Down services will commence Sydney Terminal, stop Redfern, Strathfield, and Olympic Park (Platform 1/2).
- Up services will operate revenue from Olympic Park (Platform 1/2) express to Sydney Terminal.

Bump Out 2230 hours to 0100 hours

T1 Western

- 8 trains per hour will depart from Olympic Park (Platform 3/4) to the West between 2230 and 0100 (2 to Penrith, 2 to Schofields, 2 to Blacktown, 2 to St Marys) stopping Lidcombe, Granville, Parramatta, Westmead, Seven Hills thence all stations.
- Up Services will operate from Penrith / Schofields / Blacktown, first stop Blacktown, then Lidcombe and Olympic Park (Platform 3/4).
- 1 x 8 car train will depart Olympic Park (Platform 3/4) to the West at 0110 hours, stopping Lidcombe, Granville, Parramatta, Westmead, Seven Hills thence all stations to Penrith.

T2 Southern

- 1 x 8 car train will depart Lidcombe at 2256, 2326, 2356, & 0026 hours and stop Auburn, Granville, then all stations to Macarthur.

T3 Bankstown Line

- Run 23XW, the 0037 hours Lidcombe to Bankstown train will extend to Sydenham stopping at all stations.

T7 Olympic Park to Sydney Terminal

- 12 trains per hour will operate from Olympic Park (Platform 1/2) to Sydney Terminal between 2230 and 0115 hours.
- Up trains will commence Olympic Park (Platform 1/2), stop Strathfield, Redfern, and Sydney Terminal.
- DOWN trains operating from Sydney Terminal to Olympic Park will operate EMPTY from Sydney Terminal to allow for the immediate opening of doors on the Outer platforms at Olympic Park.

T8

Macarthur – Circular Quay via Airport (early/late)
Normal services

Feb

3. STN-0336-2024 Mon 26th Feb

Is this a case of **"STNs running late and out of timetable order?"** - well yes. All three were the work of the same person (who shall remain nameless), who created the PDFs on the 9th, 12th and 15th of February respectively.

The cover page for 0241 is at upper left, page 10. You will notice the term "Configuration 16". This refers to the pattern of line possessions that apply to this STN. Such things are usually weekend possessions and, since Sydney Trains has more possessions than Linda Blair, there can be quite a few variations. This is the only one of the three STNs that does not mention Taylor Swift on the cover page. All such STNs, which coincide with Special Events, will have a set of "Special Events" index pages. The Special Events page for STN024 is shown above.

It is a simple-but tedious-matter to turn these texts into summary Excel Spreadsheets. These are shown on pages 12 and 13.

Notes:

Bump-in and **Bump-out** are entertainment industry terms which refer to the setting up and breaking down of stages and sound systems, etc. at the beginning and end of a "season". Sydney Trains have used these terms erroneously to describe the movement of passengers instead of the movement of stages, etc.

LID is my shorthand for Lidcombe. The trains that shuttle between Lidcombe and ACCOR were "double-sets" of 16 cars, but only count as a single train.

STN-0241-2024

25-Feb	and	26-Feb			
BUMP-IN	T1	T2	T7 SYD	T7 SYD	LIMITS
From	16:40	16:50	15:30	16:30	15:30
To	22:30	20:00	16:10	22:30	22:30
Hours	5.83	3.17		6.00	7.0
tph	4	2		8	11.43
Total	23	6	3	48	80
BUMP-OUT	T1 WEST	T2	T7 SYD	T7 SYD	LIMITS
From	22:30	22:56		22:30	22:30
To	1:00	1:36		1:15	1:36
Hours	2.50			2.75	3.1
tph	8			12	18.39
Total	20	4		33	57
SUM EACH	43	10	3	81	137
SUM Sat+Sun					274

STN-0336-2024

Mon	26-Feb					
BUMP-IN	T1 W&NS	T2	T7 WEST	T7 LID	T7 SYD	LIMITS
From				17:00	17:00	17:00
To				22:30	22:30	22:30
Hours				5.50	5.50	5.5
tph				6	8	15
Total	5	4		33	44	86
BUMP-OUT	T1 W&NS	T2	T7 WEST	T7 LID	T7 SYD	LIMITS
From			22:00	22:00	22:40	22:00
To			1:00	1:15	1:15	1:15
Hours			3.00	3.25	2.58	3.3
tph			8	6	12	23
Total		3	24	20	31	77
SUM	5	7		53	75	163

STN-0337-2024						
23-Feb	Fri					
BUMP-IN	T1 W&NS	T2	T7 WEST	T7 LID	T7 SYD	LIMITS
From				17:00	17:00	17:00
To				22:30	22:30	22:30
Hours				5.50	5.50	5.5
tph				6	8	15
Total	5	4		33	44	86
BUMP-OUT	T1 W&NS	T2	T7 WEST	T7 LID	T7 SYD	LIMITS
From			22:00	22:00	22:30	22:00
To			1:00	1:00	1:00	1:00
Hours			3.00	3.00	2.50	3.0
tph			8	6	12	25
Total		3	24	18	30	75
SUM	5	7	24	51	74	161

	Fri	Sat&Sun	Mon
	STN-0337	STN-0241	STN-0336
Bump-in	86	160	86
Bump-out	75	114	77
Total per day	161	274	163
All days total		598	

Seated	186,560
Nominal Peak	254,400
Fully loaded	454,528

tph: Trains per Hour

I think I have made a fair estimate of the total number of trains over this long week-end. This appears to be just shy of 600 (Table above).

Given that the Lidcombe Shuttles were 16-car trains on Friday and Monday, but did not run during the concerts on Saturday and Sunday. That therefore means some 1,700 carriages passed through the Olympic Park Station for the Era Tour.
According to Wikipedia, the capacity of Sydney Trains A&B sets is:

1. 880 seated (896 including 16 wheelchair spaces)
2. 1200 nominal peak
3. 2150 fully loaded (single destination/special event)

If we assume #3, then the number of people these trains could carry is summarised in the table at lower right.

The total attendance was 345,000. This is a simplistic approach, because it assumes that attendees arrived and left in a continuous steady stream. It takes no notice of turnstyle management, nor of the post-concert rush to go home.

Sydney Trains/Transport for NSW (TfNSW) have—of course—boasted about their ***Tay Tay Service*** on their Facebook page, their X (Twitter) page and their Instagram pages.

Reference hyperlinks:

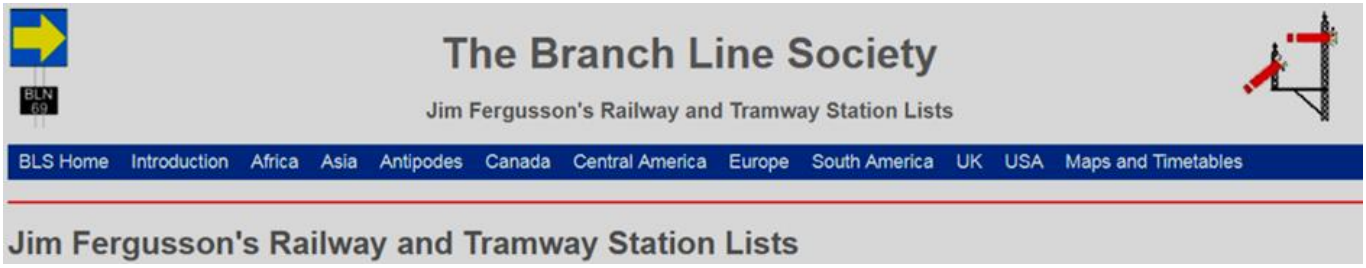
- Taylor Swift "Eras" Tours
- Billy Graham Crusades

Comment on this article – Letter to the Editor

Return to Contents Page

Jim Fergusson's World-wide Railway Station List

GEOFF LAMBERT *summarizes a gigantic work of railway research.*



Quote 1:"*Branch Line Society Member Jim Fergusson has kindly allowed the BLS to host his comprehensive lists of railway and tramway stations, which he has been working on since the early 1950s*" - Branch Line Society.
Quote 2: *"Jim has informed ATA that he will not renew his membership this year. He has been a member of AATTC and ATA for nearly 40 years. He was one of the original batch of members* – Len Regan.

			# of Stations Listed	
Page	# of sub-pages	# of pages in PDF	Actual	Estimated
BLS Home	1			
Introduction	5			
Africa	29			38570
Asia	39			51870
Antipodes	11	133	14630	14630
Canada	13			17290
Central America	16			21280
Europe	70			93100
South America	10			13300
UK	20			26600
USA	91			121030
Maps and Timetables	39			
Sum	299	133	14630	397670
Average	33	133	14630	44186

I AM PRETTY SURE THAT I never met Jim, but I discovered his website when I was writing the history of the stations on the Melbourne to Ballarat railway line and came across a mention of a station called "Hilton". Jim's website was the only document on the web that ever mentioned such a station. I eventually wrote an article for "The Times" about my finally-successful search ("The Mystery of Hilton" The Times, July 2018).

Jim's website address is https://www.branchline.uk/jf.php. At the top of this page is a screen shot of the header material on the BLS website.

This is the sort of web site I like, with everything one needs spread across the top of the page. We can see that the primary sort order of the locations, left to right, is by alphabetical order of the name of the continents. I must say that I am charmed by Jim's very British Colonial use of the word "Antipodes" instead of the usual word "Oceania". The right-most listing is "Maps and Timetables". The subdivisions of each page may be by country, by state, by region of a country, by some other category within a country or by railway company names. There is, for instance, no listing for "British Railways".

When I drilled down to the "Antipodes" page, it looked like the table at the foot of this page. There are 11 railway systems listed here. Leaving aside the "NSW supplement", all pages have been updated since my "Times" article of July 2018.

Clicking on an entry in the left-hand column quickly downloads a two-column PDF file which lists all the lines and stations catalogued under that member of the list. I have only done this for "Victoria Railways" [not the same as "Victorian Railways"]. I took the Victoria Railways page to be

Australia, New Zealand and Pacific Islands

List	Last Updated
Fiji and Pacific Islands Railways	25/06/2020
New South Wales Railways	06/01/2023
New South Wales Railways and Tramways Supplement	30/11/2013
New Zealand North Island Railways	20/07/2021
New Zealand South Island Railways	28/02/2020
North Central Trans Australian Railways	07/12/2018
Queensland Railways	20/07/2022
South Australia Railways	16/06/2021
Tasmania Railways	20/11/2021
Victoria Railways	30/05/2023
Western Australia Railways	10/05/2023

23. MELBOURNE – BALLARAT – ARARAT – WOLSELEY

Ararat>Wolseley 4' 8½" gauge ex 5' 3"

0.0	Melbourne (Southern Cross)	*(see 1 to:)*
7.7	Sunshine	*(1)*
9.3	Ardeer	*(2nd) f*
10.0	Ardeer	*(1st) cd*
11.0	Deer Park	*z-f* [Kororoit *1889t*] *(23A)*
12.3	Caroline Springs	*(op.2017) f*
15.7	Rail Motor Stopping Place	*1938w*
15.7	Hilton	*# 1897*
17.3	R.M. Stopping Place No. 64	*de*
18.5	Rockbank	*z-f* [Mount Atkinson *1889t*]
21.5	Cobblebank	*(op.2019)*
21.5	R.M. Stopping Place No. 65	*e*
	[Rail Motor Stopping Place	*1938w*]
23.3	Melton	*z-f*
26.5	Staughton's Siding	*cd*
29.5	Parwan	*z-e*
31.7	Bacchus Marsh	*z-f*
33.7	Bacchus Marsh Racecourse Platform	*# 1890's*
34.3	Rowsley	*z-d*
45.0	Ingliston	*z-d*
49.5	Ballan	*z-f*

typical and used the numbers found on it to back-extrapolate across the entire web-site. This may have been too bold an assumption.

Each page has 2 columns of data, which average 55 station names per column, making 110 stations per page. Thus, I estimated the number of stations found in the "Antipodes" PDF file to be about 14,630. If those numbers be typical, then Jim's web-site seems to list about 400,000 "station names" for the entire planet. That is not to say that it lists 400,000 geographically-located "railway stations" because lines and stations come and go and change their names and ownerships.

When I searched for "Hilton" in the "Victoria Railways" page, it came up with the table you see above. I was pretty happy with this. It covered all years up to about 2020—it has "Cobblebank" for instance—but it doesn't have "Exford Junction", "Maddingley" or "Maddingley Junction". "Maddingley" is the new name for "Bacchus Marsh Racecourse Platform". I used to live in Maddingley.

Readers may remember that I made my first train trip over three railway systems at the age of three days:

1. Queenstown-Regatta Point
2. Regatta Point—Zeehan
3. Zeehan—Rosebery

How many station sites did that involve? How long was the journey (in miles)?

Start HERE. Go to page 5 of the Tassie list. Easy-peasy isn't it?

Geoff Lambert

———

Jim has said of his lists: *The major content of the lists is based on my own collection of timetables, maps and other publications. In addition, I have been greatly assisted by many others, from the dealers and others from whom I purchased my collection, to individuals who have loaned me items, provided photocopies and carried out research. These include: Norman Kerr* (see our page 2), *Mike Higson (Roundhouse/Smokebox), Leftwich (Worthing), Robert Humm, Paul Edwards, Arnold Joseph, George Johnson, Samuel Rachdi (Fahrplancenter), John Yonge (Quail Maps), Transport Trust Library (John Pittman collection), Vulkan Wangemann. National Association of Timetable Collectors (USA), Russell Powers, Leo Sullivan, Don Sarno, Michael Gillings, Godfrey Croughton, Michael Stewart, Michael Oakley, California Railroad Museum, Colorado Railroad Museum, Australian Timetable Association, Perth Library, Adelaide Library, Victor Isaacs, Jim Stokes, David Whiteford, Jack McLean, Richard Pinn, Larry Walton, Thomas Guertler, Kent Hannah, Ed Conrad, Fred Bruhn, TylerCityStation, Baltimore & Ohio RR Museum, Zacky Uesoff (Malaysia), Chris Totty, Branch Line Society, Chris Manthey.*

To countless others, mainly authors of books and web masters, from whose publications and web sites I have sometimes extracted information to supplement my own research.

And finally, to Stephen Maxwell-Scott, who has carried out all the technical matters related to the setting up and maintenance of my web-site.

This project is not a commercial venture and I claim no copyright. You are free to use this information for your own purposes. If used to assist in a publication, I would only request that you notify me of this and include an appropriate acknowledgement in the publication.

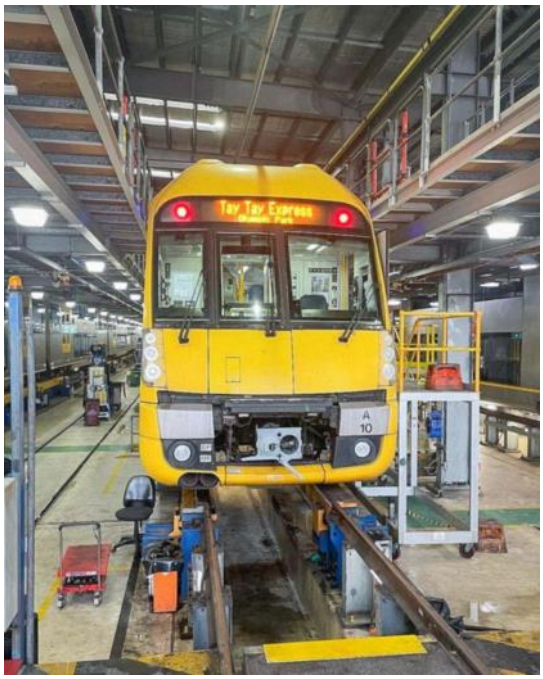
Comments, especially notification of errors and omissions, are always very welcome, but please indicate source of additional information.

You can contact me at: jimfergusson@tiscali.co.uk. To avoid risk of your email being deleted as junk mail, please enter the subject heading as "Jim's station lists", NOT "Contact." I aim to reply to all emails, so, if you have not received a reply previously, I am sorry - try again with the above heading!

———

Comment on this article – Letter to the Editor

Return to Contents Page


Tay Tay Express

Entry
Entry
Entry
No entry

Central
Swift - Shake It Off
Message Selection
Tay Tay Express
Taylor Swift - Shake It Off
Taylor Swift - Anti-Hero
Taylor Swift - I Knew You Were Trouble
Taylor Swift - You Belong With Me
Taylor Swift - Cruel Summer

TAYLOR SWIFT
THE ERAS TOUR
SYDNEY CENTRAL STATION
DECKED OUT FOR THE
TAYLOR SWIFT ERAS TOUR
2024!!!

TAYLOR SWIFT THE ERAS TOUR
Sydney Event Trains + Decorations