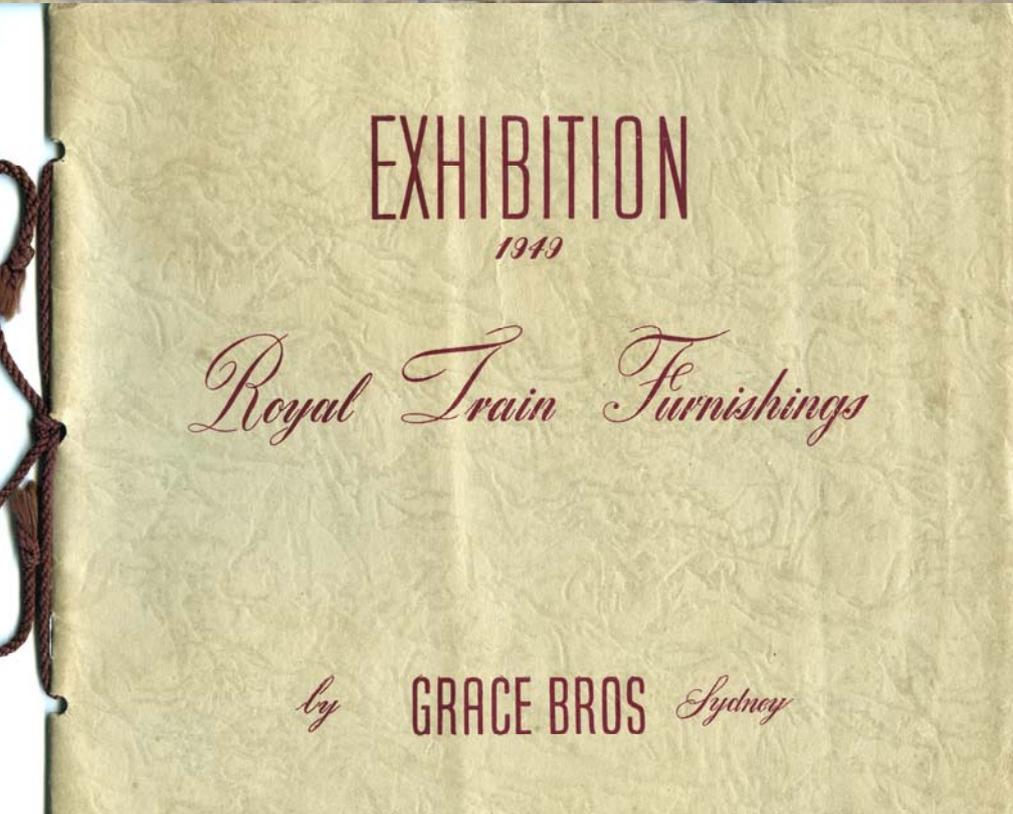


Railway Offices, Melbourne

The Times

March 2016

A journal of transport timetable history and analysis



Inside: The Secrets of Room 73
Worst Timetable
The Timetables That Never Were
Skip-stop timetables

RRP \$4.95
Incl. GST

The Times

A journal of the Australian Timetable Association Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

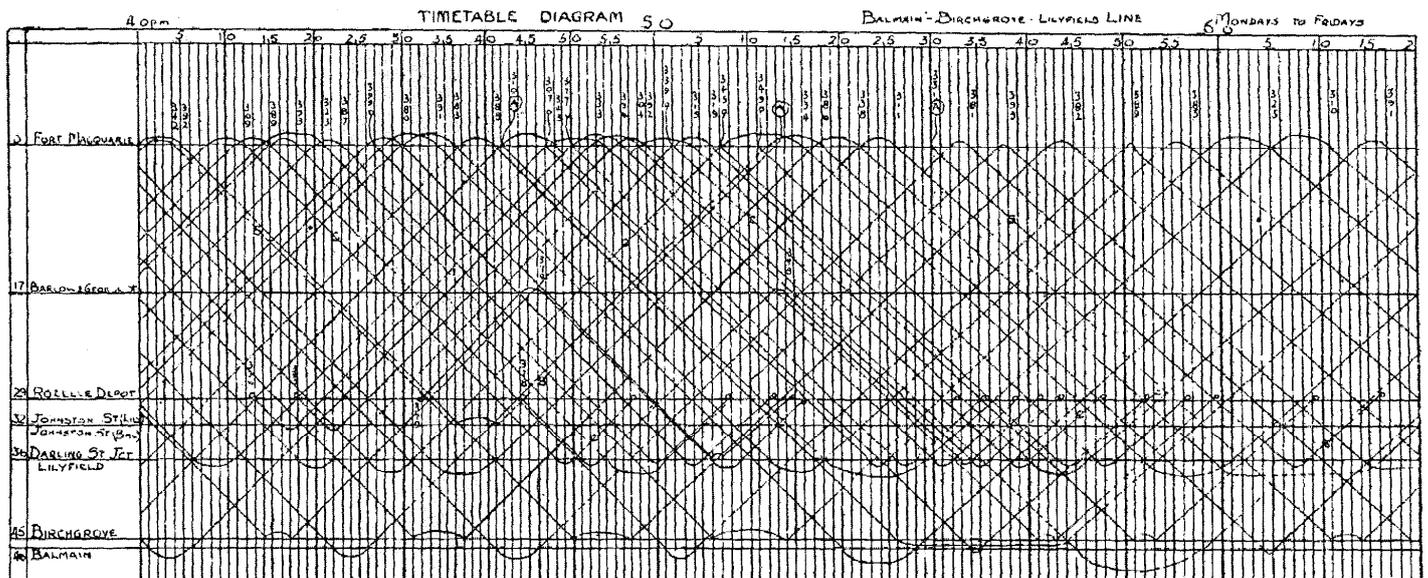
March 2016

Vol 33 No. 03, Issue No. 386

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Rare creature uncovered in the EBASCO report—a Balmain graphical tram timetable.



The Secrets of Room 73

Geoff Lambert—who *didn't* have the latch key

THEY CALLED IT THE KREMLIN—Victorian Railways Head Office in Spencer St. Inside The Kremlin was Room 73, the Office of the Chief Traffic Manager. This was where you went in the 1960s to obtain your free copies of VR Working Time Tables (WTTs). My first copy—of a Western and South Western WTT—was dug up by the dog in the ruins of Rowsley Railway Station. That was how I found out that such things actually existed. It hadn't occurred to me to think about it before then. The copies from Room 73 were much more attractive than copies encrusted with mud and dog-spit. Furthermore, they were current, rather than historical—this was their very great attraction. The books with their marbled card covers, had the feel of substantial and important documents—worth collecting, in fact.

It was WTT Heaven in those days. At Room 73—moved from Room 71 soon after the war—they welcomed you with open arms and gave you all you could carry. And this despite the books bearing the injunction “**NOT TO BE ISSUED TO THE PUBLIC**”. It was, as we shall soon see, a sensible prohibition – although might perhaps have been more pointed if WTTs had said “**NOT TO BE ISSUED TO RAILFANS**”. For me (or for my mother—she was better at it!), it became an semi-annual pilgrimage which took place in May and November each year, throughout the late 1960s.

The showering of WTTs on railway enthusiasts—especially those like me with no particular gift of the gab—seems to have been a peculiarity of Room 73. People with **real** gift of the gab, such as Jack McLean or C.D.Gavan-Duffy (“*the most unauthorized person on the VR*”), had no need of Room 73. They had WTTs showered upon them from all directions. Gavan-Duffy always said he carried a “latch key” - a bottle of beer ... or sometimes two. Many of Gavan Duffy's VR WTTs found their way into the Ted Downs Collection of the AATTC and were auctioned off to the members, including myself.

Jack McLean told a story in these pages of an incident where he was quietly reading a copy of a recently-acquired WTT on a Flinders St station platform when he was approached by an employee who engaged him in conversation on the assumption that Jack must have been an employee. It was a reasonable assumption because of the injunction on the cover. This tale was a cautionary one for Jack and for most of the rest of his life he hid his acquired WTTs until he reached the safety of home.

I found that many people had acquired copies of current WTTs, but they rarely admitted to it, and hid them (as Jack did) whenever anybody was watching. The same was true of other “railway paper”, including much-sought after things such as Curve and Gradient Diagram books.

But then ... some moronic railfans went and spoiled it all.

The Geelong Pilot Fiasco

In the late 1960s, there were still a couple of steam locomotives stationed at Geelong in Victoria, to act as Pilots or to haul the Fyansford cement train. These workings were shown in the WTT. One Friday afternoon, the Geelong Loco. Depot foreman received a phone call purporting to come from Room 73 and requesting that a steam loco. (“*preferably the J-class*”) be placed onto the Saturday workings. It was unusual for steam to be used on Saturdays, but the foreman complied. Next morning, as the loco rolled out of the shed, it was met by a phalanx of railfan photographers fit to rival Nunorhara in Japan (below). The Loco Foreman had been well and truly had. That put an end to the easy release of WTTs.

The WTT vanishes like a Cheshire Cat

As Victor Isaacs mentioned in his article in our January issue, WTTs can sometimes be MTPs—or Master Train Plans. There is a very logical reason for this—at least in

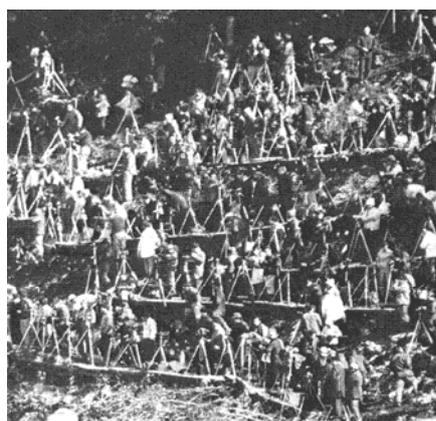
Victoria. Once upon a time, another railfan went out to take train photographs (of a diesel-hauled train, mind you) and became disgruntled when his “train of choice” in the WTT was cancelled. He took his broken gruntle to his local Member of Parliament; the Member went to the Minister and the Minister contacted Room 73. Room 73, somewhat peeved, explained to one and all that what was in the WTT was not mandatory—the contents were merely a “plan”. *Voilà!* WTTs just faded away and Victoria acquired MTPs in an attempt to metaphorically underline the point. This pretty much coincided with the hiving off of all of the supplementary material to other documents. Only the smile—the tables—remained. Judging by the fact the Railfan Shoppe could not supply the market for this product, the Incredible Shrinking WTT still has its attractions. It is the train-watcher's friend.

Why collect them anyway?

This is a perennial topic in these pages and Jack McLean wrote a long article for the NAOTC's “First Edition” in 1994. The attractiveness of WTTs—or at least of old-style WTTs—to railfans was explained by Victor Isaacs in our January issue. The extent and content of what Jack McLean called “Railway Paper” was described in an article in the July 2009 issue of *The Times*. It was Jack McLean's fascination with railway paper and in particular with “WTTs and GAs and the like” that led to the creation of the AATTC. AATTC was deliberately modelled on the USA's National Association of Timetable Collectors (NAOTC) which had been created in 1976 for exactly the same reasons.

Timetable collecting is quite an ancient pastime, but has only recently been formalized in the creation of these two ultra-specialised interest groups.

It seems that timetable collecting began in about the 1840s when railways were a new and enthralling concept. The timetables which people collected were, naturally, Bradshaw's, the inventor of the object and creator of the name. Robert Humm, a railway book and timetable dealer in Stam-



ford, Lincolnshire wrote of an early timetable collector,

Gerald Aston was undoubtedly the senior member of the timetable collecting fraternity. His first acquisitions were made in the late 1920s or early 1930s, and at some time before the Second World War he made the bulk purchase of the collection of R E Charlewood's Bradshaw's. Later, his position as a senior office on the operating side of the LMS and LMR enabled him to assemble complete sets of working timetables from all parts of the country. We made several visits to his spacious house in Wilmslow and always came away with a carload of timetables and books." So—Mr Aston was an insider and this gave him unparalleled access.

In Australia in the early 20th Century, a founding member of the ARHS, O.B. Bolton, was an early collector. I have one of his NSW Western Division WTTs for 1914 which I bought from Double Bay Books about 15 years ago. Bolton too, may have been an insider like Gavan Duffy.

This also tended to be true of timetable collectors in the USA—many of its functionaries have been, or still are, railroad employees, managers—and even owners. Their collections are huge; some of them measure their collections by the ton.

In both the USA and Australia, it was the ETT and WTT that aroused the acquisitive and analytical instincts, rather than the PTT (Public Time Table) and for the reasons Victor Isaacs explained in January. Judging by the continuing success of the railway WTTs in our auctions, this preference is still in the blood of our rail-oriented members.

Nevertheless, although PTTs have less to offer than WTTs, they probably form the vast majority of collected timetables. And for modes other than rail—to a large extent—WTTs just aren't available and in any case hardly make much sense.

PTTs, of course, are much easier to collect

and the authorities attach no opprobrium to people collecting them—well not much. The people running ATA's Distribution Service have found repeatedly that operators still have the utmost difficulty in comprehending the concept of supplying their timetables to collectors, as opposed to supplying them to their paying customers.

Several reasons have been advanced for the reluctance of rail operators to make WTTs available. The issues involved were discussed by Victor Isaacs in January.

Where did all the WTTs go?

Rule 8 of nearly every Australian Railway of the 20th Century, said this about WTTs:

"Every Station-master, Clerk, Operator, Inspector, Signal Supervisor, Road-master, Foreman, Driver, Fireman, Train-examiner, Guard, Conductor, Signalman, Signal Adjuster, Yard Foreman, Shunter, Station Assistant, Ganger, Repairer and gatekeeper, and every other employe who the Head of the Branch concerned considers should be acquainted with these Rules and Regulations, must (b) supplied by his superior Officer with, and have with him when on duty, a copy of the current Working Timetable Book or section of the Book, the General Appendix to the Book of Rules and Regulations and to the Working Timetable, and ... (unless special instructions are issued to the contrary), Special Train Notices; a copy of each must also be kept in the Station-master's office..."

Under Rule 112, the Stationmaster must *"see that every employe connected with the working of the Line is in possession of a copy of the ... the Working Time-table, General Appendix, ... and that other Notices and Instructions having reference to the working of the Line are properly distributed."*

That's a lot of WTTs floating around the property—one for every employe concerned with the *working of the line*, including "clerks"—whatever they might be. For my dog-spit WTT, there must have been 5,000 issued. In more recent times, the

print-run for a Railcorp CityRail SWTT was said to be about 3,000 but is less than a quarter of that now.

By the early 21st century, traditional printed WTTs came to be viewed by management and staff as virtually useless in daily operation. One train driver described WTTs and STNs as "printed by the thousands, read by the dozens". I feel that most staff would have said "Hooray to that".

As we have discussed before, WTTs were time-sensitive operating documents and to destroy them once they expired was a sensible precaution and, on many railways, a mandatory one. On the LMS, they were burned to heat Head Office. The wonder is not that so many have fallen into the hands of collectors, but so few.

The Incredible Shrinking WTT

Traditional tables of train times might occupy but half to two-thirds of a WTT—it was often the remaining portions that contained the more attractive material. What remains is an eye-glazing maze of tabulated figures, unrelieved by discursive instructions or material to attract the eye. To extract meaningful information out of an 800-page Sydney Trains Passenger SWTT, with its 6-point Myopia font, is a Sisyphean task.

In my case, I collect them more to ultimately dispatch them to preservation in the National Timetable Collection. The material I read with more interest nowadays is all that other "railway" paper.

Wither the WTT?

As "railway paper" fades away to be replaced by printable electronic versions and these are, in turn, displaced by more flexible versions readable on mobile devices and the like, the very notion of printable WTTs may fade into the "Antiquarian" category. Nobody but the tiny fraternity of timetable collectors, crying into their beer, will miss them.

Room 73 (below left) ceased to exist decades ago, replaced by a swish condominium apartment (below right).



The worst timetables ever?

VICTOR ISAACS

The following timetables are taken from the *South Australian Railways Time Tables Commencing May 16th 1932*. Are they the worst Australian timetables ever?

Passengers travelling from Kingston SE to Adelaide only had three services a week (and a very roundabout journey). On Mondays they were obliged to depart Kingston at 12.45 pm. They travelled for 3 hours and 5 minutes to the junction station of Nara-

coorte. They then had to endure a "connection" from 3.50 pm until 11.06 pm - 7 hours and 16 minutes! Even when they were on their connecting train they could hardly settle down for the night. Soon they were confronted with the consequences of South Australia's highly idiotic railway policy - an internal break of gauge. Our luckless passengers were unlikely to forget having to change trains again from 1.44 am until 2.29 am! They were finally due to

Table 17.
ADELAIDE, WOLSELEY, NARACOORTE, AND KINGSTON LINE.

READ DOWN.		READ UP.	
Mon., Wed., Fri.	Miles.		
7 20 a.m.	ADELAIDE R	6 48	9 00
	1½ Mile End (Passenger)		
	" (Freight)		
7 28	21 Keswick	6 41	
	3 Goodwood		
	3½ Millswood		
	4½ Unley Park		
	4½ Hawthorn		
7 35	5½ Mitcham	6 36	
	6 Torrens Park		
	6 Clapham		
	7 Sleep's Hill		
7 48	9 Eden	a	
7 58	11½ Blackwood	a	
8 07	13½ Belair	a	
	16½ Long Gully	6 10	
8 26	18 Upper Sturt		
8 33	19 Mount Lofty	6 02	
a	20½ Heathfield		
8 42	21 Aldgate	5 52	
8 50	23 Bridgewater	5 42	
9 00	27 Ambleside Railway		
9 07	28 Balhannah	5 24	
9 17	31 M.T. BARKER JUNC.	5 18	7 34
9 27	35 Nairne	5 09	
9 46	45 Callington	4 36	
10 00	51 MONARATO SOUTH	4 22	
10 15	arr. 60 Murray Bridge	R dep. 4 03	6 24
10 25	dep. " "	arr. 3 53	6 03
10 41	arr. 68 Monteith		
10 52	arr. 75 TALLEM BEND	dep. 3 28	5 37
10 55	dep. " "	arr. 3 26	5 29
11 12	85 Cooke's Plains	3 09	
11 28	85 Coomandook	2 51	
11 38	89 Yumali	2 44	
11 46	104 Ki Ki	2 34	
p.m.			
12 02	114 Coonalpyn	2 19	*
	124 Culburra		
12 31	131 Tintinara	1 50	4 08
*	137 Kumorna	*	
*	142 Coombe	*	
1 14	150 Banealla	*	
*	154 Keith	1 11	3 30
1 40	162 Brimbago		
1 40	170 Wirrega	12 42	
2 05	175 Cannawigara		
12 23	arr. 193 Bordertown	12 20	2 48
	arr. 191 WOLSELEY	R dep. 12 04	2 29
2 45	dep. " "	arr. 11 43†	1 44†
2 55	196 Custon	11 34	1 28
*	205 Bangham	*	
3 33	216 Frances	10 57	12 36
3 45	221 Binnam	10 44	Tues. 12 10
3 57	227 Kybybolite	10 32	11 52
4 09	233 Hynam	10 20	11 34
4 22	arr. 240 NARACOORTE	R dep. 10 06	11 06
4 45	dep. " "	arr. 9 45†	3 50†
5 12	248 Stewarts	9 23	3 28
6 01	261 Lucindale	8 40	2 45
6 29	269 Avenue	8 05	2 10
6 47	272 Bull Island	7 51	1 58
7 17	281 Reedy Creek	7 18	1 23
7 51	292 KINGSTON	6 40	12 45
		a.m.	p.m.
		Wed., Fri.	Mon. only.

a Stop, if required, to set down passengers.
* Stop, if required, to pick up and set down passengers.
† Change trains.
R—REFRESHMENT ROOM STATION.

Table 18.
ADELAIDE, WOLSELEY, WANDILO, AND GLENCOE.

READ DOWN.		READ UP.	
Sat. only.	Miles.		
7 20	ADELAIDE R	9 00	6 48
	1½ Mile End (Passenger)		
	" (Freight)		
7 28	21 Keswick		6 41
	3 Goodwood		
	3½ Millswood		
	4½ Unley Park		
	4½ Hawthorn		
7 35	5½ Mitcham		6 36
	6 Torrens Park		
	6 Clapham		
	7 Sleep's Hill		
7 48	9 Eden		a
7 58	11 Blackwood		a
8 07	13½ Belair		a
	16½ Long Gully		6 10
8 26	18 Upper Sturt		*
8 33	19 Mount Lofty		6 02
a	20½ Heathfield		
8 42	21 Aldgate		5 52
8 50	23 Bridgewater		5 42
9 00	27 Ambleside Railway		
9 07	28 Balhannah		5 24
9 17	31 M.T. BARKER JUNC.	7 34	5 18
9 27	35 Nairne		5 09
9 46	45 Callington		4 36
10 00	51 MONARATO SOUTH		4 22
10 15	arr. 60 Murray Bridge	R dep. 6 24	4 03
10 25	dep. " "	arr. 6 03	3 53
10 41	arr. 68 Monteith		
10 52	arr. 75 TALLEM BEND	dep. 5 37	3 28
10 55	dep. " "	arr. 5 29	3 26
11 12	85 Cooke's Plains		3 09
11 28	85 Coomandook		2 51
11 38	89 Yumali		2 44
11 46	104 Ki Ki		2 34
	12 02 p.m.		
12 31	114 Coonalpyn		*
*	124 Culburra		
*	131 Tintinara	4 08	1 50
*	137 Kumorna	*	
*	142 Coombe	*	
1 14	150 Banealla		3 30
*	154 Keith		
1 40	162 Brimbago		
1 40	170 Wirrega	12 42	
2 05	175 Cannawigara		
12 23	arr. 193 Bordertown	12 20	2 48
	arr. 191 WOLSELEY	R dep. 12 04	2 29
2 45	dep. " "	arr. 11 43†	1 44†
2 55	196 Custon	11 34	1 28
*	205 Bangham	*	
3 33	216 Frances	10 57	12 36
3 45	221 Binnam	10 44	Tues. 12 10
3 57	227 Kybybolite	10 32	11 52
4 09	233 Hynam	10 20	11 34
4 22	arr. 240 NARACOORTE	R dep. 10 06	11 06
4 45	dep. " "	arr. 9 45†	3 50†
5 12	248 Stewarts	9 23	3 28
6 01	261 Lucindale	8 40	2 45
6 29	269 Avenue	8 05	2 10
6 47	272 Bull Island	7 51	1 58
7 17	281 Reedy Creek	7 18	1 23
7 51	292 KINGSTON	6 40	12 45
		a.m.	p.m.
		Wed., Fri.	Mon. only.

NOTE.—Passengers from Adelaide and intermediate stations travel by the 7 20 a.m. train Saturdays, and either leave Mount Gambier at 9 10 a.m. on Mondays for Wandilo Line stations or join at Wandilo. Tickets to and from Medhurst, Malla, Kirip, and Glencoe and stations north of Wandilo are available to and from Mount Gambier without additional charge.
a Stop, if required, to set down passengers. * Stop, if required, to pick up and set down passengers. † Change trains.
R—REFRESHMENT ROOM STATION.



arrive in Adelaide (a total journey of 292 miles, 467 km) at 9.0 am.

No, perhaps this is not the worst Australian railway timetable ever. Perhaps the next example is the worst. This is also taken from the same SAR Time Table book.

Look at travel to Mount Hope on the Eyre Peninsula (admittedly a very sparsely populated area). These hapless passengers set off from Port Lincoln. They travelled for only 2 hours and 12 minutes to Cummins (42 miles, 67 km). They then had a

"connection" time of 20 hours and 48 minutes to their onward train! And this train only ran once a fortnight. It departed Cummins at 8.0 am on every second Wednesday, due into Mount Hope (a further 32 miles, 51 km) at 10.38 am.

Table 50.

PORT LINCOLN, WANDANA, THEVENARD, AND PENONG LINE.

READ DOWN.		READ UP.	
Tues. only.	Fri. only.	Miles.	
11 00	10 30	—	PORT LINCOLN
11 25	10 51	8	Duck Ponds
11 49	11 05	13	Coomunga
12 06	11 19	19	Pearlah
12 21	11 31	24	Wanilla
12 31	11 41	27	Warunda
12 45	11 55	32	Edillilie
12 59	12 08	36	Pillana
1 12	12 21	arr. 42	CUMMINS R. dep.
1 24	12 31	dep. —	—
1 38	12 43	47	Wildeloo
1 55	12 59	51	YEELANNA
2 09	1 11	55	Kaldow
2 18	1 20	58	Karkoo
2 31	1 34	62	Coomaba
3 09	1 57	70	Tooligie
		76	Peachna
3 50	2 23	85	Warrachie
4 14	2 52	92	Lock
4 32	3 04	97	McLachlan
*	3 22	109	Kopi
*	3 44	114	Nantana
5 39	3 57	118	Warramboe
6 01	4 15	arr. 126	Kyanaitia R. dep.
6 13	4 20	dep. —	—
	4 31	130	Wannamanna
6 45	4 45	134	Wudinna
7 01	4 56	138	Pygery
7 12	5 06	141	Pimbong
7 40	5 24	148	Yaninee
7 54	5 37	152	Pidinna
8 08	5 49	arr. 157	MINNIPA dep.
9 00	—	dep. —	—
9 30	—	165	Condada
9 55	—	170	Karooltaby
10 42	—	178	Poochera
11 12	—	184	Capietha
11 48	—	190	Cungeena
Wed., a.m.	—	199	Yantanable
12 40	—	207	Wirrulla R.
1 15	—	214	Pimbaacia
2 31	—	222	Nanjikompita
3 10	—	230	Chinbingina
3 42	—	236	Puntable
4 08	—	241	Mudamuckla
4 32	—	246	Chillundie
4 56	—	250	Maltee
5 30	—	258	WANDANA
6 11	—	268	Ceduna
6 17	—	arr. 270	THEVENARD arr.
9 50	—	dep. —	—
9 58	—	—	Ceduna dep.
10 48	—	—	Wandana
11 20	—	264	Chinta
11 49	—	271	Kalanbi
p.m.	—	—	—
12 24	—	279	Wiajuna
12 43	—	284	Koonibba
1 14	—	291	Uworra
1 38	—	298	Watraba
2 05	—	306	Kowulka
2 20	—	310	PENONG

† Sleeping car is attached to 11 00 a.m., Port Lincoln to Thevenard, and 9 45 p.m. Thevenard to Port Lincoln. Berth fee, 12s.

* Stop if required to pick up or set down passengers. † Change trains.

R—REFRESHMENT ROOM STATION.

Table 51.

PORT LINCOLN, CUMMINS, AND BUCKLEBOO LINE.

READ DOWN.		READ UP.	
Tues. only.	Miles.		
11 00	—	PORT LINCOLN	5 38
11 25	8	Duck Ponds	5 18
11 49	13	Coomunga	5 04
p.m.	—	—	—
12 06	19	Pearlah	4 49
12 21	24	Wanilla	4 36
12 31	27	Warunda	4 25
12 45	32	Edillilie	4 14
12 59	36	Pillana	4 00
† 1 12	arr. 42	CUMMINS	R dep. 3 45
1 40	dep. —	—	arr. 3 28
2 01	49	Uranno	3 08
2 13	52	Cockaleechie	2 57
2 30	58	Morseena	2 39
2 43	62	Moody	2 27
3 01	67	Ungarra	2 11
3 19	73	Butler	1 49
3 38	80	Mount Hill	1 29
4 02	87	Wharminda	1 06
4 26	96	Verran	12 41
4 45	102	Taragoro	12 22
5 08	107	Rudall	12 05
5 20	111	Karkarook	11 49
5 32	115	Kielpa	11 28
5 47	120	Konanda	11 13
6 00	123	Darke's Peak	11 02
6 23	131	Caralue	10 38
6 39	136	Waddikee	10 22
6 51	139	Bunora	10 10
7 06	143	Balumbah	9 57
7 22	148	Toopoola	9 41
7 32	arr. 152	Kimba	dep. 9 30
7 40	dep. —	—	arr. 9 11
7 58	157	Nammuldi	8 56
8 09	161	Drekurmi	8 42
8 21	165	Cortlyne	8 31
8 34	170	Cunyarie	8 18
8 46	174	BUCKLEBOO	8 05

R—REFRESHMENT ROOM STATION.

Table 52.

PORT LINCOLN, YEELANNA, AND MOUNT HOPE LINE.

READ DOWN.		READ UP.	
Tues. only.	Miles.		
11 00	—	PORT LINCOLN	5 38
11 25	8	Duck Ponds	5 18
11 49	13	Coomunga	5 04
p.m.	—	—	—
12 06	19	Pearlah	4 49
12 21	24	Wanilla	4 36
12 31	27	Warunda	4 25
12 45	32	Edillilie	4 14
12 59	36	Pillana	4 00
1 12	arr. 42	CUMMINS R.	dep. 3 45
Alternate	—	—	—
Weds. from	—	—	—
Dec. 2nd.	—	—	—
8 00	dep. —	—	arr. 2 30†
8 17	47	Wildeloo	2 15
8 31	arr. 51	YEELANNA	dep. 1 57
8 50	dep. —	—	arr. 1 37
9 08	54	Ningana	1 23
9 25	58	Yeltukka	1 08
9 58	65	Kapinnie	12 35
10 23	70	Kiana	12 09
10 38	74	MOUNT HOPE	p.m. 11 50 a.m.
			Alternate
			Weds. from
			Dec. 2nd.

R—REFRESHMENT ROOM STATION.



On Time, every Time (well, almost)

David Cranney

The punctuality of Japanese trains is legendary. This applies from the Shinkansen down through the ranks of the conventional Limited Express, Express, Rapid (limited stop) and Local (all stations) trains. It also applies equally to the six large JR companies that together provide a national rail network, traditional private railway companies both large and small, as well as the newer 'third sector' companies who mostly operate lines deemed unprofitable by the larger companies and are subsidised by local governments.

One feature of many electric and diesel multiple unit trains is provision for passengers to look through the driver's cabin to the track ahead. This not only provides a scenic perspective but also a view of the driver and what he or she is doing. Drivers are kept busy monitoring signals and constantly referring to their running sheet for each trip – extracted from the working timetable and held on a vertical clipboard to one side. Drivers will point to each thing as they monitor it, so their index finger gets quite a workout. Additionally, drivers may also be required to exit their cabin at unattended stations, either in combination with the train guard who occupies the train's rear cabin or by themselves in the case of driver-only operation. In the latter case they also collect fares and tickets. However, central to any driver's role is adhering strictly to the timetable.

I recently made a short trip to Japan, mainly to see the tramway networks of Matsuyama and Kochi on the island of Shikoku. Also on Shikoku is a long established private railway known (in English) as Takamatsu-Kotohira Electric Railroad Co Ltd or Kotoden for short. The company's website is <http://www.kotoden.co.jp>. There are three lines, the longest and busiest running 32.9km from the city of Takamatsu to the town of Kotohira on the appropriately named the Kotohira Line. At each terminus there is a



connection with the JR Shikoku network, the company's stations being a short walk from the respective JR station and named Takamatsu-Chikko and Kotoden-Kotohira to avoid confusion for passengers. Service is provided by two-car electric multiple unit sets with no doors between the cars and a conductor who rides in the rear cabin when not collecting fares from passengers embarking at unattended stations. The line is mostly single track with crossing loops.

The company website helpfully provides a route diagram of its three lines for non-Japanese speakers. This page also provides a link to its public timetables although the station names are only in Japanese characters but can easily be cross referenced with the route diagram. The public timetable shows a basic 30 minute frequency throughout the day for the entire length of the line with short workings giving a 15 minute frequency closer to the city terminus. This regular frequency

doubtless simplifies scheduling for trains meeting on the crossing loops of the single track section. Whether by chance or design, the 32.9km journey is scheduled to take exactly one hour.

My journey was inbound on the Kotohira line from Kotoden-Kotohira to Takamatsu-Chikko, departing at 12:13 and arriving at 13:13 according to the public timetable. My favoured position at the front of the train allowed a view through the empty driver's cabin before departure. Having taken a photo on my iPad I realised this included the driver's running sheet for the upcoming journey. I've been a slow learner with the iPad and did not think to take a close up photo of the running sheet, so the image here is not of good quality. However it does provide a fascinating insight into the precision of a Japanese working timetable.

Timing points represent each station on the line and are calculated to within five seconds. Thus the train departs Kotoden-Kotohira at 12:13:05 (12:13 in the Public TT) and arrives Takamatsu-Chikko at 13:13:35 for an elapsed time of 60m 30s (60m in the Public TT). Arrival and departure at each station is shown (the train is all stations) with dwell times ranging from 20 seconds to one minute.

Transit time is shown between each station to within 5 seconds. Stations where this train meets opposing trains at crossing loops are highlighted in yellow. It is double track between the last four stations but even here opposing train movements are shown.

Kotoden's public timetable inadvertently gives a hint to the problems facing many public transport operators in Japan in areas away from the large densely populated cities. Ayagawa, the seventh station from Kotoden-Kotohira, has a note in parentheses "Aeon Mall Ayagawa". It is a large shopping complex (similar to Westfield in Australia for example) designed essentially for access by car in this semi-rural area. Traditionally many private railway companies in

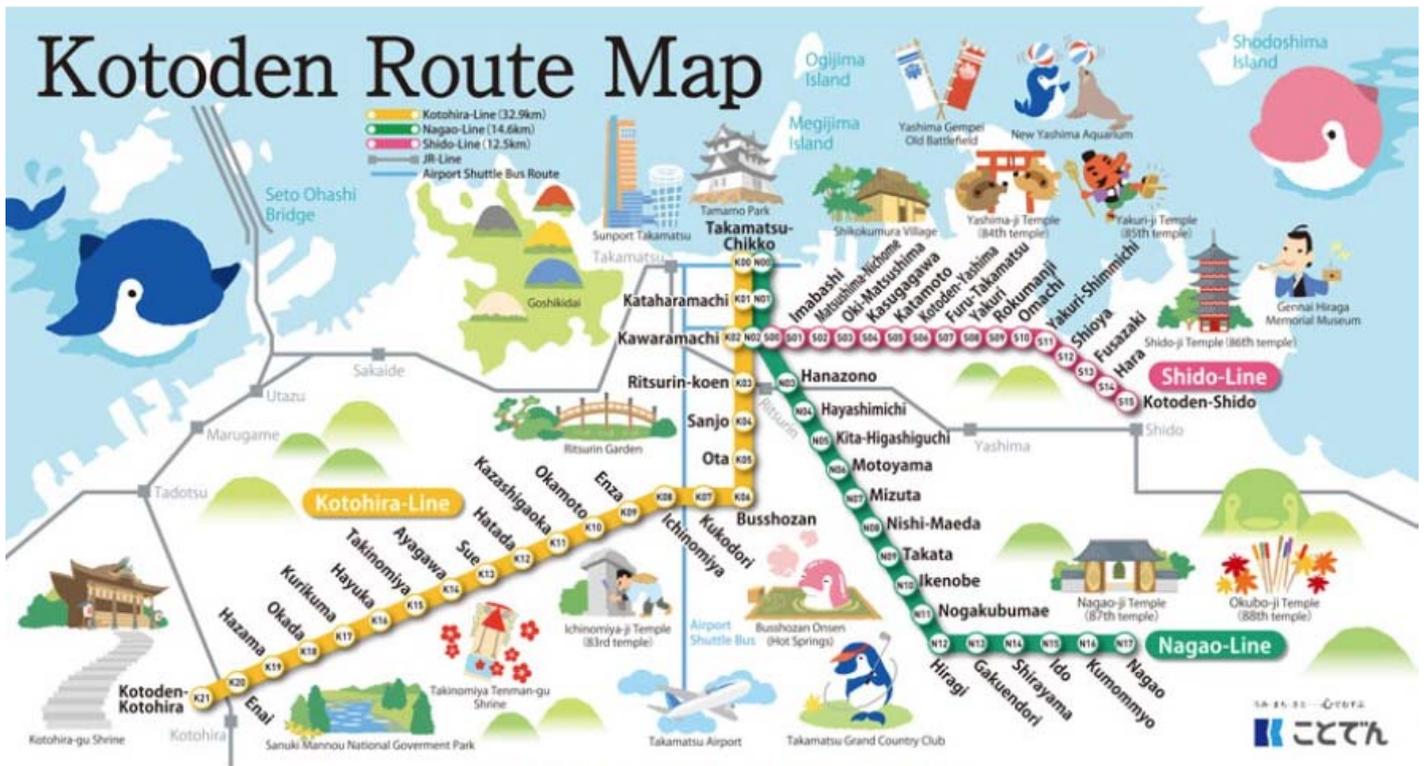
行	通	到着時刻	駅名	出発時刻	通過時刻
			等平線		
			上		
			34		
			列車		
			12:13:05		02:35
		12:15:40	井	12:16:00	03:05
		12:19:05	間	12:19:25	02:35
23		12:22:00	間	12:23:00	03:10
		12:26:10	間	12:26:30	02:20
		12:28:50	床	12:29:10	02:55
		12:32:05	宮	12:32:45	01:25
☆		12:34:10	川	12:34:30	02:20
25		12:36:50	間	12:37:30	03:15
		12:40:45	間	12:41:05	01:15
		12:42:20	間	12:42:40	01:50
		12:44:30	本	12:45:15	03:15
		12:48:30	間	12:49:00	02:10
27		12:51:10	宮	12:52:10	01:50
		12:54:00	空	12:54:20	01:50
		12:56:10	山	12:56:50	02:25
229		12:59:15	間	12:59:55	02:50
		13:02:45	三	13:03:25	01:40
29		13:05:05	栗林公園	13:05:45	02:15
		13:08:00	五	13:08:55	01:30
2041		13:10:25	片	13:10:55	02:40
		13:13:35	高松		

Japan have relied on the drawing power of a department store at their city terminus. However as private vehicle ownership increases (doubtless encouraged by massive construction of new road infrastructure) the traditional patterns of passenger movement are changing to the detriment of the small and medium sized railway companies. Fortunately many companies like Kotoden have other business interests such as bus operation, real estate and so on. Another common way to attract patronage is the use of incentives to encourage patronage such as themed carriages appealing to children, operation of heritage vehicles, special vehicles for sightseeing along scenic routes, involvement in tourist promotions and so on. Despite the

challenges they face, Japanese railways continue to maintain the tradition of punctuality and reliability even in the face of ageing rolling stock and rail infrastructure.



	20	222	22	224	24	226	26	228	28	230	30	232	32	234	34	236	36	238
琴電琴平	8:43		9:13		9:43		10:13		10:43		11:13		11:43		12:13		12:43	
榎井	8:46		9:16		9:46		10:16		10:46		11:16		11:46		12:16		12:46	
羽間	8:49		9:19		9:49		10:19		10:49		11:19		11:49		12:19		12:49	
岡田	8:53		9:23		9:53		10:23		10:53		11:23		11:53		12:23		12:53	
栗熊	8:56		9:26		9:56		10:26		10:56		11:26		11:56		12:26		12:56	
羽床	8:59		9:29		9:59		10:29		10:59		11:29		11:59		12:29		12:59	
滝宮	9:02	9:17	9:32		10:02	10:17	10:32	10:47	11:02	11:17	11:32		12:02		12:32		13:02	
綾川 (イオンモール綾川)	9:04	9:19	9:34		10:04	10:19	10:34	10:49	11:04	11:19	11:34		12:04		12:34		13:04	
陶	9:07	9:22	9:37		10:07	10:22	10:37	10:52	11:07	11:22	11:37		12:07		12:37		13:07	
畑田	9:11	9:26	9:41		10:11	10:26	10:41	10:56	11:11	11:26	11:41		12:11		12:41		13:11	
挿頭丘	9:12	9:27	9:42		10:12	10:27	10:42	10:57	11:12	11:27	11:42		12:12		12:42		13:12	
岡本	9:15	9:30	9:45		10:15	10:30	10:45	11:00	11:15	11:30	11:45		12:15		12:45		13:15	
円座	9:19	9:34	9:49		10:19	10:34	10:49	11:04	11:19	11:34	11:49		12:19		12:49		13:19	
一宮	9:22	9:37	9:52	10:07	10:22	10:37	10:52	11:07	11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37
空港通り	9:24	9:39	9:54	10:09	10:24	10:39	10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39
仏生山	9:26	9:41	9:56	10:11	10:26	10:41	10:56	11:11	11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41
太田	9:29	9:44	9:59	10:14	10:29	10:44	10:59	11:15	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44
三条	9:33	9:48	10:03	10:18	10:33	10:48	11:03	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48
栗林公園	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50
瓦町	9:38	9:53	10:08	10:23	10:38	10:53	11:08	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53
片原町	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55
高松築港	9:43	9:58	10:13	10:28	10:43	10:58	11:13	11:28	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58



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The timetables that never were

BEN CHIFLEY, ACE BERTHOLD, GRACE BROTHERS and others

SOON AFTER THE END OF THE Second World War, Prime Minister Ben Chifley extended an invitation to the King of Australia to visit. Chifley left the timing of the Royal Tour to Buckingham Palace. In March 1948, The King announced that the tour would take place over 68 days in April-June 1949.

The agency in charge of the 1949 Royal Tour was the *Commonwealth Directorate of the Royal Visit 1949*. The Directorate was responsible to the Minister in Charge of the Royal Visit and both agencies were formed within the Prime Minister's Department. The Commonwealth Directorate was headed by Lieutenant-General Frank Berryman, who was later also responsible for the organisation of the 1952 and 1954 royal visits. Senator J I Armstrong, the Minister for Munitions, was appointed by Prime Minister Chifley to be Minister in Charge of the royal visit.

The Federal Government wanted all State itineraries by June 1, for it to consolidate them by June 15. Senator Armstrong, was to discuss details of the itinerary, and of the train, when he went to London towards the end of June.

The National Archives of Australia (NAA) has some 250 files dealing with the Royal Tour, including several related to transport arrangements and itineraries. One of these, held in Sydney, probably contains all the fine details (SP339/1 256/6/4).

Planning went into overdrive over the next 5 months and included a great deal of consultation between the Directorate and railway authorities in all states save

Tasmania.

The full detailed itinerary was released by Chifley on 24-August-1948 and was followed by a cascade of newspaper reports from city and local newspapers. Many of these reports contained timings of arrival and departures by road, air, sea and rail down to the nearest minute. Clearly a lot of work lay behind this itinerary.

Royal trains were to run by NSWGR (including across the border to Queensland), VR and SAR. Initially the plans also had a Royal Train journey between Adelaide and Kalgoorlie. The notion of a train across the Nullarbor was scrapped when someone realised this would take 43 hours. There were no plans for Royal Trains on any narrow gauge railway.

Notes on the Itinerary

Not long after the initial announcement, the SMH expressed many reservations about the logistics of the tour:

If motor cars are not to be brought from England, the Commonwealth Government may take early steps to acquire suitable open cars for the Royal processions.

The Commonwealth horse drawn coach has long ceased to exist, and although it always added to the pageantry of a Royal progress, it, meant that the length of the route was limited. This caused a greater congestion of people than on the longer route made possible by the use of motor cars.

Until it is known how large the entourage

is which will accompany the Royal visitors, the difficulties associated with accommodation and transportation in Australia can only be surmised. These difficulties will have a big bearing on the arrangements of the programme.

Sea

The Australian tour was part of a longer tour which included New Zealand. The King and Queen were to travel by sea from New Zealand to Sydney on HMS Vanguard, a battleship. Vanguard was also to be used to transport the Royal Party from the Great Barrier Reef to Tasmania and thence to Flinders Naval Base on Western Port in Victoria. Finally, The King was to leave Perth on the Vanguard at the end of the tour, bound for home (?)

Air

A good deal of the travel in Queensland, South Australia and Western Australia was by air. Newspapers reported:

The King, as on his South African tour, will bring a Royal squadron of planes.

The exact arrangements are a little unclear, but officials from Britain visited Australia early on to assess the possibility of using



“The King’s Flight” from RAF 32 or 161 Squadrons. The squadron was, at the time flying a Vickers Viking on the King’s Flight, but also had other aircraft including a de Havilland Dominie. It is not clear how the support party and the “press-men” travelled when the King flew.

Road

A good deal of the transport was done by Royal Car. The car arrangements were organised by “The Royal Tour Company” The nature of the Coy. and source of all of these cars is unclear at the moment

Rail

NSW.

Contrary to what Grace Bros. were to say later (below), NSW officials said in a Press Release on 27-May-1948:

State Will Provide Royal Train

The New South Wales Railways will provide a special train for the Royal tour next year. This train will be made up from existing rolling stock. It will include cars built many years ago for the use of the Governor-General, the State Governor, and the Premier of New South Wales. These cars each consist of dining-room, miniature kitchen, sleeping accommodation, and, a lounge-room.

Neither the Governor-General, Mr. McKell, nor the Premier, Mr. McGirr, has used his car. The State Governor, Lieutenant-General Northcott, has seen much of the State from his. The cars are all in good order. They will be repainted, and, after consultation with British authorities, changes will be made in the interior decorations.

When the King and Queen toured South Africa last year, a Royal train was built for the purpose, and they lived in it for some weeks. In New South Wales, however, train journeys will be by day, and they are not expected to sleep in the train.

It is proposed that Federal and State Ministers should travel with the King and Queen in the train.

Victoria

On 20th March 1948, Victorian authorities made the following announcement, reported in The Age the next morning:

Royal train

A new train would not be built for the Royal Family's tour of Victoria, the Railways Commissioners said yesterday.

Even if the Railways wanted to build a Royal train, there would not be enough time to carry out the work. The Commissioners had suitable engines, carriages and sleeping cars and could

place at the disposal of the Royal Family a train worthy of Victoria.

South Australia

Very late in the piece, long after the Senator had been to London to firm up details, the Adelaide Advertiser was able to report on 27-Oct-1948:

Two Trains For Royal Party

Two trains would be required to bring the Royal party to Adelaide next year. the State director of the Royal visit (Mr M. A. F. Pearce said yesterday. ' With the SA Railways Commissioner (Mr. R. H. Chapman). Mr. Pearce conferred on Monday with the Victorian Royal tour and railway authorities on the proposed train arrangements. He said the Royal train would probably bring the Royal party and Commonwealth officials, while a pilot train would transport the large press, radio, and newsreel party.

Mr. Pearce said it was not intended to build a special train, but every effort would be made to provide suitable accommodation from available rolling stock. South Australia would lend the vice-regal and commissioner's cars, and it was hoped that “roomette” cars now under construction at Islington would be completed in time to be used on the Royal train. The train would be equipped with telephones, radio telephone communication between the Royal and pilot trains, and broadcast receivers.

Responsibility of the Victorian Railway officials would end at Serviceton, Mr. Pearce said. SA train crews would then take charge. The Royal train would arrive at the Adelaide railway station on May 26.

It is unclear whether a South Australian Royal Train was ever going to be assembled for the Royal Tour, nor where it was to be used. Common sense and the report above would suggest that the Victorian Royal train would be used, with only an engine and crew change at Serviceton.

The Royal Train Timetables

The schedules for all rail legs of the tour are shown on page 12. There are some interesting overnight schedules in Victoria, where the train was to follow some secondary lines overnight and, presumably, to pause somewhere along the way, to allow Their Majesties to get some sleep. This also happened on the 1954 and 1970 Royal Tours.

As foreshadowed in the text above and by long tradition still in existence, every Royal Train leg would have been preceded by a Pilot Train. The schedules for these, plus empty movements of the

Royal Train must have been figured out in mid-1948, but whether the paperwork has survived is anybody’s guess.

<Room for 1 or 2 more paragraphs>

Cancellation of the Tour

The proposed tour to Australia was cancelled on 23-Nov-1948, owing to the state of the King’s health. In announcing the cancellation to the public Prime Minister Chifley said,

“I said that, although we in Australia were bitterly disappointed that we would not have the privilege of having their Majesties and the Princess Margaret with us as planned, that was of a very secondary consideration when compared with the King's well-being ... I am sure I speak for every citizen of the Commonwealth when I say that we, on our part, deeply regret that we will be unable to show directly and personally to their Majesties the loyalty and devotion to the Crown and the person of His Majesty which characterises the feelings of the people of Australia.”

A month or so later, Victoria made the following announcement.

Royal Carriage to be Completed

Work on the all-steel - country passenger carriage, which was to have been used on the Royal tour will continue. Other important rolling stock construction will be given precedence. This announcement is made in the latest issue of the "Victorian Railway News Letter." It was intended to use the carriage as a vice-regal car after the Royal tour to replace No. 1 State car, which was built at Newport workshops 59 years ago!

Was this car used for the 1954 Royal Tour?

When the tour was abandoned, the records were retained within the Prime Minister's Department to act as a guide for the planning and administration of any future visits. These records are now scattered about in several offices of the National Archives (NAA). Many have never been examined by NAA.

Furnishings for the NSW Royal Train

Grace Bros. had been contracted to design the interiors and actually built a mock up which went on public display in December 1948, after the tour was cancelled (see below). Chifley chose Grace Bros; I imagine Menzies would have chosen Myers or David Jones.

INTRODUCTION TO THE ROYAL TRAIN 1949.

Early in 1948, His Majesty The King graciously proclaimed a tour of Australia. The Government of New South Wales

Date	From	Depart	To	Arrive	Notes
5-Apr-49	Sydney	9:30	Moss Vale	12:10	
5-Apr-49	Moss Vale	12:30	Goulburn	1:48	Lunch on train at 1:30
11-Apr-49	Dubbo	12:30	Molong	15:25	
12-Apr-49	Bathurst	12:50	Lithgow	14:30	
12-Apr-49	Lithgow	14:50	Katoomba	15:50	
12-Apr-49	Leura	14:35	Sydney	18:55	
20-Apr-49	Coffs Harbour	15:30	Lismore	18:40	
21-Apr-49	Casino	10:05	South Brisbane	14:00	
11-May-49	Flinders Naval Base	10:45	Armadale	12:30	Arrival time may be for Melbourne
13-May-49	Sale	12:15	Traralgon	13:00	
13-May-49	Traralgon	13:20	Morwell	14:20	
13-May-49	Yallourn	14:40	Warragul	16:15	
13-May-49	Warragul	16:35	Melbourne	18:20	
16-May-49	Bendigo	18:00	Maryborough	10:00	Overnight Journey, train halts somewhere?
17-May-49	Maryborough	10:20	Ballarat	11:45	
17-May-49	Ballarat	12:45	Ararat	14:45	
17-May-49	Ararat	15:05	Hamilton	17:20	
17-May-49	Hamilton	17:40	Warranambool	10:00	Overnight Journey, train halts somewhere?
18-May-49	Warranambool	10:30	Terang	11:15	
18-May-49	Terang	11:35	Camperdown	12:05	
18-May-49	Camperdown	12:25	Colac	13:15	
18-May-49	Colac	13:35	Winchelsea	14:45	
18-May-49	Winchelsea	15:05	Geelong	15:50	
18-May-49	Geelong	16:50	Melbourne	18:10	
25-May-49	Melbourne	11:00	Horsham	16:30	
25-May-49	Horsham	17:15	Serviceton		Change crews and engines?
25-May-49	Serviceton		Bordertown		Brief pause, King does not leave platform
26-May-49	Bordertown		Adelaide		

decided to provide a Royal Train for the convenience and pleasure of our Royal Visitors and instructed the Railway Commissioner to provide a suitable train to be known as the Royal Train.

The responsible officers of the Railway Department, after careful investigation, decided in favour of placing the order for the complete furnishing of the Royal Train in the hands of Grace Bros. Pty. Ltd.

Plans and specifications of the Royal Train used in South Africa recently and now referred to as the "Royal Hotel on Wheels" were made available. This Train was made and completely furnished in England and shipped to South Africa. The furnishings were by the world-renowned firm of Waring and Gillow, of London.

Our job was to provide a train completely produced in Australia. The Royal Train, when completed, comprised 13 Coaches of which four (4) were to be occupied by their Majesties as Staterooms, Lounge and Dining Room.

These Coaches were all steel construction, fully air conditioned. The Staterooms contained bedrooms and full sized bathrooms. His Majesty was provided with a small study and private interviewing

room. Her Majesty's Stateroom was provided with a private lounge room opening from stateroom. The Royal Lounge furnished to provide seating accommodation for 25 persons and the Royal Diner furnished to seat 18 guests at a table, 18 feet long.

As this train was to be used only for short periods, Grace Bros. decided to make the interiors as intimate as possible and approximating to apartments used by their Majesties in their country or holiday residences. To this end, the Railway authorities co-operated and instructed the Commonwealth Engineering Co., of Granville (the company responsible for the building of the Royal Coaches), to provide the compartment walls with a surface suitable for wallpaper.

Grace Bros.' planners decided on the traditional "Adam" period furniture, this being the most graceful type of period furniture suitable for the confined space available on a train. Colourings throughout are pastel shades with specially imported wallpaper made to overcome vibration caused by movement on the rails. [how so?, one wonders]



Skip Stop Running – South Australian Style

James T Wells

SKIP STOP RUNNING IS THE practice of having an erratic, some might say unpredictable, stopping pattern for passenger trains, specially suburban ones. It used to be quite prevalent in Sydney, especially at peak times.

The use of it for South Australia's Metro Gawler line in Monday to Friday day time off peak gives rise to possibly the strangest off peak suburban railway timetable in Australia. Gawler is a regional centre to the north of Adelaide.

Each half hour there are two departures from Adelaide, one to Gawler, the other travelling an extra two stops 2.4 km to Gawler Central. They are evenly spaced on departure.

It's impractical to show a facsimile of either the on line or pdf version here; a summary will have to suffice. The on line facility has a "Build My Own Timetable" feature.

The stopping patterns of the two services are quite different. They both stop at all the major "High Frequency"

stations with the minor stations served by one or the other to have a half hourly service.

The point is that the minor stations are just that – minor. Patronage data is not available but one suspects that Kudla could become a request stop without trains stopping there very often. This place is quite rural. Nearby Munno Parra has a thin strip of housing on one side of the station with nothing on the other side. This is a feature of a number of stations.

Incidentally, many of them have names ending in "a".

What about North Adelaide you ask? It gets no off-peak services at all, except the 1.38 pm departure from Adelaide.

Perhaps Metro should close these stations. That's an issue requiring investigation of possible revision to bus services, future town planning considerations but above all the difficulty politicians have with any suggestion of cut backs to rail services.

Station maintenance cost is not as issue as the facilities provided are very basic. Metro does not provide staff generally at suburban stations.

Mentioned above is the possibility of only stopping at these stations on request. This would be a no brainer if the trains had conductors as they used to do and if an effective means could be provided for passengers wishing to catch a train to signal the driver as the train approaches. Frankly, this is not really practical where speeds are around 90 kph which seems to be the norm on this railway.

The key benefit of the arrangement is that journey times particularly for long distance passengers is reduced; the main negative is the reduced frequency at the minor stations. The passengers who really suffer are those travelling between minor stations where a change is needed at a "High Frequency Station".

Some might suggest that a better use of the available resources would be a 15 minute all stops to, say, Elizabeth, acting as a "sweeper" for a half hourly



service limited stops to Elizabeth then all to Gawler or Gawler Central. There was a turn-back at Elizabeth; the track is still in place but the turnouts have been dismantled. Salisbury is another possibility for turn-backs.

For the record evening services are half hourly stopping all stations except North Adelaide. Weekend services are similar except that every second train skips Ovingham – Kilburn.

The peak hour pattern continues the off peak one but with extra express services not stopping at any minor station.

The alignment is easy both with respect to grades and curves; the only major over-bridge on the whole route is a short crossing of the Torrens river. Trains are one, two or three car diesel multiple units of the 3000 class.



See back cover for route descriptions
Effective 4 February 2013



	km	GC	G
Adelaide	-	10:08	10:23
North Adelaide		-	-
Ovingham		-	10:29
Dudley Park		-	10:31
Islington	6.0	10:16	10:33
Kilburn		10:18	-
Dry Creek		10:21	-
Mawson Lakes	14.3	10:25	10:40
Greenfields		-	10:42
Parafield Gardens		-	10:44
Parafield	17.7	10:30	10:46
Chidda		10:32	-
Salisbury	20.2	10:34	10:49
Nurlutta		-	10:51
Elizabeth South		-	10:54
Elizabeth	25.8	10:40	10:56
Womma		10:42	-
Broadmeadows		10:44	-
Smithfield	30.2	10:47	11:01
Munno Para		-	11:03
Kudla		-	11:06
Tambelin	37.4	10:54	11:09
Evanston		10:56	-
Gawler	39.8	10:59	11:13
Gawler Oval		11:01	-
Gawler Central	42.2	11:03	-

Trinkets from EBASCO

A further spin-off from "Malcolm's Bus", courtesy ROSS WILLSON

AS A CONSEQUENCE OF comments on the paucity of tram Working Timetables in Sydney in our November issue, Ross Willson has produced evidence of the existence of WTTs and related documents, which he found in the EBASCO Report. What was EBASCO and what was its report?

"Ebasco was born as Electric Bond and Share Company in New York City in 1905, daughter of Thomas Alva Edison and died on 11-May-1994 after a lingering illness" (EBASCO Alumni Blog, 5-Jul-2008)

In 1956, EBASCO was contracted by the NSW Government to study the Departments of Railways and Government Transport. The head of the study was a Mr Young, thought by the Opposition of the day to be Harold Young, ex-NSWGR. The Government refused to confirm or deny this.

The report was finally received in October 1957, save for its Appendices, which were delayed. The report was finally published later in 1957. The Appendices were worth waiting for, because they contained illustrations, six of which are reproduced throughout this issue.

Entirely handwritten or sketched (whether by Mr Young or DGT staff is unclear), the diagrams consisted of:

- Fig 4 "Timetable Diagram"
- Fig 5 Part of one WTT
- Fig 7 Shed Departures and Arrivals
- Figs 8a&b Duty Rosters
- Figs 9a&b Shift Rosters
- Fig 10 Depot Wall Timetable

These "data" came from the Ritchie St Kogarah Trolley Bus Depot and the Rozelle Tram depot.

We can see that there was the very opposite of a dearth of timetable information at that time. There was a plethora of it. Note that the "Working Timetable" is shown as No.164, so there must have been a long history of these things. Such a number is congruent with the data presented in the "Malcolm's Bus" article

I understand from Duncan MacAuslan that a lot of this stuff survived the tram system for some years, but what happened to it after that is not clear. Tramway historians seem to focus on the trams and the tracks, rather than services and timetables.

Whether the hand-written versions shown here were created *de novo* by Young or copied from existing documents is not clear.

WORKING TIMETABLE

Timetable No 164		Balmain - Birchgrove - Lilyfield Lines																Mondays to Fridays										Page 5	
Run No		396 304 392 311 319 353 386 315 311 334 381 338 342 382 309 378 389 393 323 387 399 379 580 391 383 388 310																											
Depot	Jct Rozelle	Dep																											
Fort Macquarie	"	"	315	320	325	330	336	342	346	350	355	357	4.4	4.5	4.12		4.15	4.18	4.21	4.22			4.30	4.34	4.36	4.41	4.42		
Barlow Street	"	"																											
Johnston St (Balmain)	Ar	4.16		4.21																									
Johnston St (Lilyfield)	"	"																											
Lilyfield	"	"			3.56	4.6	4.18	4.26	4.33		4.48			4.54	4.59	5.3	5.6	5.12	5.18										
Darling St Jct	"	"	3.51		4.1	4.12	4.22	4.31		4.41	4.51	4.51		4.57		5.6	5.10	5.17											
Birchgrove	"	"			4.10		4.31			4.50				5.6															
Balmain	"	"	4.1			4.22		4.41						5.1															
Balmain	Dep	"	4.6			4.26		4.46						5.4															
Birchgrove	"	"			4.17		4.37			4.57				5.14															
Darling St Jct	"	"	4.16		4.26	4.36	4.46	4.56		5.6	4.53	5.14		5.23		5.7	5.38	5.53											
Lilyfield	"	"			4.1	4.11	4.22	4.31	4.41		4.50		5.1	5.1	5.5	5.8	5.18	5.29											
Johnston St (Lilyfield)	"	"								4.41																			
Johnston St (Balmain)	"	"	4.18	4.23																									
Barlow Street	Ar	"								S	C	5.12																	
Fort Macquarie	"	"	4.50	4.52	4.55	4.57	5.2	4.47	5.12	4.58	5.22	5.7	5.32	5.17	5.13	5.42		5.50	5.37	5.59						6.14	5.54	6.29	6.5
Depot Jct Rozelle	"	"								A	5.0																		

Note: Service operated with corridor cars (unless otherwise shown)

Timetable No 164		Balmain - Birchgrove - Lilyfield Lines																Mondays to Fridays										Page 6	
Run No		307 343 377 333 396 378 304 392 339 315 319 345 394 334 386 338 311 331 381 393 382 389 383 323 310 391 315																											
Depot	Jct Rozelle	Dep																											
Fort Macquarie	"	"	4.47	4.48	4.50	4.54	4.56	4.58	4.59	5.2	5.4	5.6	5.7	5.11	5.16	5.18	5.23	5.26	5.30	5.34	5.38	5.45	5.51	5.57	6.5	6.11	6.17	6.25	
Barlow Street	"	"	C			5.14		C													S								
Lilyfield	Ar	5.23	5.26	5.30		5.34	5.38	5.40		5.43	5.47	5.52		5.59	6.6	6.14	6.21			6.47									
Darling St Jct	"	"	5.24		5.32	5.33	5.35		5.42		5.54	6.2	6.10	6.21	6.33	6.41	6.53	7.1											
Birchgrove	"	"			5.41				5.51			6.11		6.20		6.50		7.0											
Balmain	"	"	5.34				5.45					6.4		6.20		6.43		7.3											
Balmain	Dep	"	5.35				5.38					6.5		6.28		6.58		7.4											
Birchgrove	"	"			5.43				5.53			6.14		6.44		6.52		7.14											
Darling St Jct	"	"	5.45		5.52	5.34	6.8		6.2		6.15	6.23	6.38	6.53	7.8	7.1	7.14	7.23											
Lilyfield	"	"	5.25	5.28	5.32		5.36	5.40	5.41	5.45	5.49	6.1	6.16	6.8	6.31	6.46		7.1											
Fort Macquarie	Ar	"					6.40	6.22			6.37	6.52	6.59	7.14	7.7	7.29	7.22	7.44							7.37	7.59			
Depot Jct Rozelle	"	"	5.35	5.52	5.38	5.42	5.59	5.41	5.46	5.50	6.9	5.55	5.59	6.22		6.18										7.8	7.21		

Explanation of signs

- A - To or from Abbotsford Line
- C - Consist of Coupled "80 Seat" Cars
- S - Consist of a single "80 Seat" Car

FIG. 5.

Ritchie St Drivers \$ Straight Shift Roster No1 Per Com														Ritchie St Conductors Straight Shift Roster No1 Per Com																	
Name		Sun	Mon	Tues	Wed	Thur	Frid	Sat	Sun	Mon	Tues	Wed	Thur	Frid	Sat	Name		Sun	Mon	Tues	Wed	Thur	Frid	Sat	Sun	Mon	Tues	Wed	Thur	Frid	Sat
Brooker D		OFF	8	OFF	6	6	72	105	OFF	OFF	5	5	605	65	Brooker B		OFF	8	OFF	6	6	620	72	105	OFF	OFF	5	5	605	65	
Williams K		OFF	6	8	OFF	8	608	68	5	5	9	7	OFF	OFF	Shortus J		OFF	6	8	OFF	8	608	68	5	5	9	7	OFF	OFF		
Griffith J		OFF	OFF	10	10	10	610	70	OFF	9	9	3	OFF	607	67	Winney K		OFF	OFF	10	10	10	610	70	OFF	9	9	3	OFF	607	67
		OFF	12	12	12	OFF	612	66	7	7	OFF	OFF	611	69			OFF	12	12	12	OFF	612	66	7	7	OFF	OFF	611	69		
		OFF	4	6	8	12	606	OFF	OFF	OFF	3	7	9	609	71			OFF	4	6	8	12	606	OFF	OFF	OFF	3	7	9	609	71

Straight Shift Roster No 2														Straight Shift Roster No 2																	
		105	OFF	OFF	5	5	605	65	OFF	6	8	OFF	8	608	68			105	OFF	OFF	5	5	605	65	OFF	6	8	OFF	8	608	68
		5	5	9	7	OFF	OFF	OFF	OFF	10	10	10	610	70			5	5	9	7	OFF	OFF	OFF	OFF	10	10	10	610	70		
		OFF	9	9	3	OFF	607	67	OFF	12	12	12	OFF	612	66			OFF	9	9	3	OFF	607	67	OFF	12	12	12	OFF	612	66
		7	7	OFF	OFF	611	69	OFF	4	6	8	12	606	OFF			7	7	OFF	OFF	611	69	OFF	4	6	8	12	606	OFF		
		OFF	OFF	3	7	9	609	71	OFF	8	OFF	6	6	72			OFF	OFF	3	7	9	609	71	OFF	8	OFF	6	6	620	72	

Shed departures and arrivals and times at relief points

Run No	Out	In	Out	In	Out	In	Out	In	Out	In	Relief Times																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
1	421	915	1212	1241	38	420					4	5	5	5	6	6	7	7	7	8	8	8	9	9	10	10	11	11	11	12	12	12	13	13	14	14	15	15	16	16	17	17	18	18	19	19	20	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	28	29	29	30	30	31	31	32	32	33	33	34	34	35	35	36	36	37	37	38	38	39	39	40	40	41	41	42	42	43	43	44	44	45	45	46	46	47	47	48	48	49	49	50	50	51	51	52	52	53	53	54	54	55	55	56	56	57	57	58	58	59	59	60	60	61	61	62	62	63	63	64	64	65	65	66	66	67	67	68	68	69	69	70	70	71	71	72	72	73	73	74	74	75	75	76	76	77	77	78	78	79	79	80	80	81	81	82	82	83	83	84	84	85	85	86	86	87	87	88	88	89	89	90	90	91	91	92	92	93	93	94	94	95	95	96	96	97	97	98	98	99	99	100	100	101	101	102	102	103	103	104	104	105	105	106	106	107	107	108	108	109	109	110	110	111	111	112	112	113	113	114	114	115	115	116	116	117	117	118	118	119	119	120	120	121	121	122	122	123	123	124	124	125	125	126	126	127	127	128	128	129	129	130	130	131	131	132	132	133	133	134	134	135	135	136	136	137	137	138	138	139	139	140	140	141	141	142	142	143	143	144	144	145	145	146	146	147	147	148	148	149	149	150	150	151	151	152	152	153	153	154	154	155	155	156	156	157	157	158	158	159	159	160	160	161	161	162	162	163	163	164	164	165	165	166	166	167	167	168	168	169	169	170	170	171	171	172	172	173	173	174	174	175	175	176	176	177	177	178	178	179	179	180	180	181	181	182	182	183	183	184	184	185	185	186	186	187	187	188	188	189	189	190	190	191	191	192	192	193	193	194	194	195	195	196	196	197	197	198	198	199	199	200	200	201	201	202	202	203	203	204	204	205	205	206	206	207	207	208	208	209	209	210	210	211	211	212	212	213	213	214	214	215	215	216	216	217	217	218	218	219	219	220	220	221	221	222	222	223	223	224	224	225	225	226	226	227	227	228	228	229	229	230	230	231	231	232	232	233	233	234	234	235	235	236	236	237	237	238	238	239	239	240	240	241	241	242	242	243	243	244	244	245	245	246	246	247	247	248	248	249	249	250	250	251	251	252	252	253	253	254	254	255	255	256	256	257	257	258	258	259	259	260	260	261	261	262	262	263	263	264	264	265	265	266	266	267	267	268	268	269	269	270	270	271	271	272	272	273	273	274	274	275	275	276	276	277	277	278	278	279	279	280	280	281	281	282	282	283	283	284	284	285	285	286	286	287	287	288	288	289	289	290	290	291	291	292	292	293	293	294	294	295	295	296	296	297	297	298	298	299	299	300	300	301	301	302	302	303	303	304	304	305	305	306	306	307	307	308	308	309	309	310	310	311	311	312	312	313	313	314	314	315	315	316	316	317	317	318	318	319	319	320	320	321	321	322	322	323	323	324	324	325	325	326	326	327	327	328	328	329	329	330	330	331	331	332	332	333	333	334	334	335	335	336	336	337	337	338	338	339	339	340	340	341	341	342	342	343	343	344	344	345	345	346	346	347	347	348	348	349	349	350	350	351	351	352	352	353	353	354	354	355	355	356	356	357	357	358	358	359	359	360	360	361	361	362	362	363	363	364	364	365	365	366	366	367	367	368	368	369	369	370	370	371	371	372	372	373	373	374	374	375	375	376	376	377	377	378	378	379	379	380	380	381	381	382	382	383	383	384	384	385	385	386	386	387	387	388	388	389	389	390	390	391	391	392	392	393	393	394	394	395	395	396	396	397	397	398	398	399	399	400	400	401	401	402	402	403	403	404	404	405	405	406	406	407	407	408	408	409	409	410	410	411	411	412	412	413	413	414	414	415	415	416	416	417	417	418	418	419	419	420	420	421	421	422	422	423	423	424	424	425	425	426	426	427	427	428	428	429	429	430	430	431	431	432	432	433	433	434	434	435	435	436	436	437	437	438	438	439	439	440	440	441	441	442	442	443	443	444	444	445	445	446	446	447	447	448	448	449	449	450	450	451	451	452	452	453	453	454	454	455	455	456	456	457	457	458	458	459	459	460	460	461	461	462	462	463	463	464	464	465	465	466	466	467	467	468	468	469	469	470	470	471	471	472	472	473	473	474	474	475	475	476	476	477	477	478	478	479	479	480	480	481	481	482	482	483	483	484	484	485	485	486	486	487	487	488	488	489	489	490	490	491	491	492	492	493	493	494	494	495	495	496	496	497	497	498	498	499	499	500	500	501	501	502	502	503	503	504	504	505	505	506	506	507	507	508	508	509	509	510	510	511	511	512	512	513	513	514	514	515	515	516	516	517	517	518	518	519	519	520	520	521	521	522	522	523	523	524	524	525	525	526	526	527	527	528	528	529	529	530	530	531	531	532	532	533	533	534	534	535	535	536	536	537	537	538	538	539	539	540	540	541	541	542	542	543	543	544	544	545	545	546	546	547	547	548	548	549	549	550	550	551	551	552	552	553	553	554	554	555	555	556	556	557	557	558	558	559	559	560	560	561	561	562	562	563	563	564	564	565	565	566	566	567	567	568	568	569	569	570	570	571	571	572	572	573	573	574	574	575	575	576	576	577	577	578	578	579	579	580	580	581	581	582	582	583	583	584	584	585	585	586	586	587	587	588	588	589	589	590	590	591	591	592	592	593	593	594	594	595	595	596	596	597	597	598	598	599	599	600	600	601	601	602	602	603	603	604	604	605	605	606	606	607	607	608	608	609	609	610	610	611	611	612	612	613	613	614	614	615	615	616	616	617	617	618	618	619	619	620	620	621	621	622	62