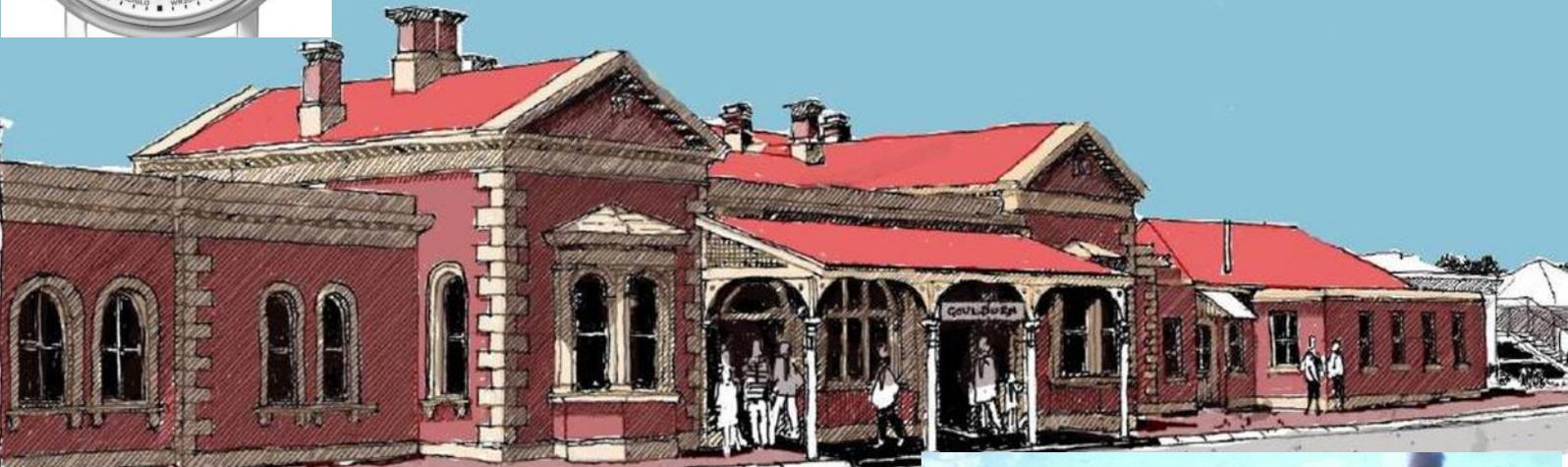


The Times

June 2017

A journal of transport timetable history and analysis



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Mixed Train Daily to Canberra
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Editor, The Times Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW thetimes@austta.org.au
A full ATA contact list can be found periodically in Members News, at <http://www.austta.org.au/newsletter.pdf>

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NSW Public Timetable 31 October 1920— Isolated lines within NSW

VICTOR ISAACS

THIS ARTICLE HIGHLIGHTS a couple of unusual aspects of the NSW Government Railways Public Timetable of 31 October 1920. The volume is of small page size – 4½ x 7 inches (110 x 175 mm). This page size lasted until the edition of 1932, after which NSWGR PTTs went to a larger page size. It contains in the one book both suburban and country schedules. This remained the practice in NSWGR PTTs until the edition of 1925, after which they were put into separate volumes.

The Timetable is 354 pages, including lengthy lists of fares, and parcels rates and conditions of carriage, plus some pages of tourist advertisements. The timetable became partially out-of-date just one day after it came into operation. My copy has bound into it a lengthy supplement dated 1 November 1920 detailing increased fares.

During the Great War of 1914-18 NSWGR PTTs deteriorated greatly in quality of presentation. Obviously there were then shortages and other priorities. The standard of printing and the quality of paper both became significantly worse than hitherto. It took a few years after the War to get back to normal. This is still reflected in this edition published in 1920. There is bad printing on inferior quality paper. Hence, even the original is often hard to read. The Editor and I have created the interesting services as tables within the article, so that they can actually be read.

Broken Hill

Broken Hill was an important mining town. A few years earlier it had been NSW's third biggest metropolis (after Sydney and Newcastle). But access from Sydney or Newcastle was lengthy and roundabout. It involved a very long railway journey through two other states via Albury, Melbourne, Adelaide and Terowie! This involved three consecutive overnight train journeys. By 1920 construction of a direct

Forward	Mail, Sun. to Fri
Sydney	7.50 pm
	Next day, Mon. to Sat.
Parkes	8.43 am, Change
	Mixed, Mon, Wed, Fri
	9.30 am
Condobolin	2.0 pm
Return	Mixed Tue, Thur, Sat
Condobolin	11.15 am
Parkes	4.15 pm, Change
	Mail, Mon. to Sat.
	5.17 pm
	Next day
Sydney	5.50 am

line wholly within New South Wales had started. Construction commenced from the end of the existing line at Condobolin (which had been opened on 1 March 1898). The first section of the new line, 211 km, to Trida opened shortly before our favoured timetable on 10 February 1919. Trida was (and is) an absolutely nothing place in the semi-desert. On the same date, a tiny branch opened from the intermediate station of Matakana to the mining town of Mt Hope (16.7 km). This was one of the shortest lived railway lines in Australia. It closed only five years later on 6 July 1924. Its timetable is in this volume.

First let us see the timetable of the connecting trains (above).

The forward timetable on the new extension is shown overleaf. So, the

trains were infrequent and very slow. There was a connection only on Fridays. The return timetable is shown below the Forward timetable. In this direction, connections worked from all three trains.

Construction of the Broken Hill to Menindee line was also undertaken from the opposite end. An isolated section of the NSWGR was opened from Broken Hill to Menindee (190 km) on 15 July 1919 (Table on page 4, bottom). Not surprisingly, the regular service is very meagre, only twice a week, and very slow. The weekend service is a surprise. It is exceedingly rare for conditional trains to be included in Public Timetables. This service was to run only “when notified.” Clearly, it was to provide Broken Hill residents with occasional weekend respite at the nearest significant water,

Forward	Mixed, Mon	Mixed, Wed	Mixed, Fri
Condobolin	6.30 am	8.0 am	2.30 pm
Matakana	8.55-9.20 am	12.15-12.25 pm	6.50-7.10 pm
Mt Hope			7.55 pm
Roto	11.50-12.10	1.30 pm	
Trida	1.30 pm		
Return	Mixed, Tue	Mixed, Thur	Mixed, Sat
Trida	3.40 am		
Roto	5.20-5.45 am	5.45 am	
Mt Hope			6.25 am
Matakana	6.50-7.0 am	6.50-7.0 am	7.15-7.25 am
Condobolin	11.10 am	11.10 am	11.10 am

Forward	Mixed, Mon & Thur	Passenger, Sat. Will only run when notified.
Broken Hill	12.0 noon	2.0 pm
Menindee	4.45 pm	5.5 pm
Return	Mixed, Tue & Fri	Passenger, Sundays. Will only run when notified.
Menindee	8.30 am	5.0 pm
Broken Hill	1.35 pm	9.40 pm



the Darling River at Menindee. It would be interesting to know how often it ran.

North Coast

The other very unusual services in this 1920 Timetable are on what was to become the North Coast line.

Today the NSW North Coast line twists and turns continuously as if it is a series of branch lines. That is because that is precisely what it was built

as. The section furthest from Sydney was opened as an isolated line in 1894 from Murwillumbah to Lismore, This was extended to Casino (19 Oct 1903), Grafton (6 Nov 1905) and Kyogle (25 June 1910).

Northward	Mixed, Mon & Wed	Passenger, Fri	Mixed, Fri
South Grafton	8.0 am	7.50 am	2.45 pm
Glenreagh	9.55 am	9.1 am	4.30 pm
Southward	Mixed, Mon & Wed	Mixed, Fri	Passenger, Fri
Glenreagh	12.0 noon	9.50 am	5.4 pm
South Grafton	1.40 pm	11.30 am	6.15 pm

The main NSW system did not touch the North Coast for a long time. This is because it was considered that the area was adequately served by coastal steamers. So, why spend money on a coastal railway, when the inland also required transport? This view changed, and from 14 August 1911 when the line from Maitland to Dungog was opened, a railway slowly wound its way into coastal areas. The line was extended to Taree on 4 Feb. 1913,

Wauchope on 12 April 1913, Kempsey on 27 Nov. 1917 and Macksville on 1 July 1919. Now the push was on the construct the missing link. But this was, in fact, built and opened in various unconnected sections. The 1920 Timetable shows two separate short sections of new railway.

South Grafton to Glenreagh (above) was opened as a short (44 km) line on 12 October 1915. Coff's Harbour to

Raleigh (below) was also opened as a short, isolated railway (21.3 km) on 30 August 1915.

If Friday was to be the day that Glenreagh folk travelled to Grafton for shopping or professional appointments, they sure would have had to hurry when they got there.

Comment on this article – [Letter to Editor](#), [Facebook](#)

Southward	Mixed, Mon, Wed, Sa	Mixed, Sat
Coff's Harbour	8.45 am	4.40 pm
Raleigh	9.37 am	5.15 pm
Northward	Mixed Mon, Wed, Sat	Mixed, Sat
Raleigh	11.23 am	5.40 pm
Coff's Harbour	12.15 pm	6.15 pm



Winning a UK Rail Franchise

GORDON DUDMAN writes about how timetables underwrite a UK Rail Franchise Bid

I HAD A 'PHONE CALL JUST before Easter 2015 asking if I'd like to join a small team working on the franchise bid for East Anglia. This was a slight bitter-sweet offer as I had spent many hours working on this franchise when it was last tendered five years previously. Then we were half-way through the bidding process when it was halted by the Department for Transport [DfT] following perceived irregularities in the awarding of the West Coast franchise.

This time, the option to make a significant contribution to a franchise area I knew well and with a bidder (Abellio; the international arm of Dutch Railways Nederlandse Spoorwegen) who were running the current franchise on a short-(two year) term contact extended for a second two-year period.

DfT had launched a wide-ranging public consultation in December 2014. By the time it concluded in March 2015 it was clear that the wider community wanted a very different franchise, equipped with modern rolling stock and with some significant reductions in journey times.

The first formal hurdle to cross was to complete a [Pre-Qualification Questionnaire](#) [PQQ]. This was issued in February 2015 and had to be returned to DfT a month later. We then had to wait almost two months before knowing if we were going to be short-listed and invited to submit a formal Bid which meets the DfT's Invitation To Tender [ITT].

Putting together the PQQ doesn't require any timetabling work, rather it's an opportunity to highlight all the good things you do currently and how these might be used to help develop the new franchise. At the time, as well as the current East Anglia operation, Abellio were also operating the "Northern" franchise. Running all the local and inter-urban trains in the North West and North East of England. We could highlight work the company had already done on devel-

oping new and innovative timetables which maximised the available resources and provided opportunities to develop new and increased passenger flows.

So, what happens when you prepare a franchise bid? You start with a blank sheet of paper (well an Excel Spread-

sheet actually!) and plot where the existing revenue comes from. This is extrapolated against the current timetable. You then engage in a series of timetable development exercises. Each is to determine what impact you have on revenue by adding or removing trains to the current timetable. You also look at what services are currently



The East Anglia Franchise area showing the principal markets; West Anglia, Stansted Express, Regional, Great Eastern and Inter-City. What DfT calls Business Segments.

	LE	LE	LE	LE	LE	LE	LE	LE	LE	LE	XC	LE	LE	
	◇	1	1	1	1	1	◇	1	1	1	◇	A	1	
London Liverpool Street	d	09 58		10 10		10 12	10 25	10 28		10 40			10 42	10 55
Bethnal Green	d													
Hackney Downs	d					10 18							10 48	
Stratford	d		10 00					10 30						
Clapton	d													
Seven Sisters	d													
Tottenham Hale	d	10 10	10 13	10 22		10 25	10 37	10 40	10 43	10 52			10 55	11 07
Northumberland Park	d		10 15											
Angel Road	d													
Ponders End	d					10 29							10 59	
Brimsdown	d					10 32							11 02	
Enfield Lock	d		10 21			10 34							11 04	
Waltham Cross	d					10 37			10 50				11 07	
Cheshunt	d	10 18	10 25			10 39		10 48	10 52				11 09	
Broxbourne	a	10 23	10 30			10 45		10 53	10 58				11 15	
Broxbourne	d	10 23	10 34			10 45		10 53	10 58				11 15	
Rye House	d					10 48							11 18	
St Margarets (Herts)	d					10 51							11 21	
Ware	d					10 55							11 25	
Hertford East	a					11 01							11 31	
Roydon	d		10 39					10 57						
Harlow Town	d	10 29	10 43				10 55	11 01	11 11					11 25
Harlow Mill	d		10 46					11 04						
Sawbridgeworth	d		10 49					11 08	11 17					
Bishops Stortford	a	10 38	10 56	10 45				11 14	11 23	11 17				
	d	10 39		10 45				11 14		11 18				
Stansted Mountfitchet	d													11 36
Stansted Airport	a			10 55			11 14			11 27				11 44
Stansted Airport	d				11 05						11 27			
Elsenham	d							11 22						
Newport (Essex)	d							11 27						
Audley End	d	10 51			11 18			11 30					11 40	
Great Chesterford	d							11 35						
Whittlesford Parkway	d	10 58			11 26			11 40						
Shefford	d							11 44						
Cambridge	a	11 08			11 36			11 51					11 58	

The current standard "Off-Peak" services for the West Anglia and Stansted Express businesses

provided and what competition you face from other train and road operators. Across the East Anglia area you are in competition with GTR who run rail services from Kings Lynn through Cambridge into London Kings Cross; with Cross County Trains between Ely and Stansted Airport and with East Midlands Trains between Norwich and Ely. In the Cambridge area Stagecoach operate most local bus services. In Norfolk, this tends to be First Group. Looking at all publicly available information and talking to local user groups you gain a feeling of what bus operators are likely to do if we openly compete for business. In the past few years, First had changed its fare structure to have more zonal fares which enables them to tweak fares quickly if they see an opportunity to take business from rail or in the very least, discourage their passengers from swapping to rail.

To some extent this is very discouraging from a timetabling point of view because it becomes apparent that whilst you may well increase the service frequency (and thus incur extra

costs for fuel and crew) revenue doesn't grow by much. The mathematical models we play with show that in many instances if you run more trains you simply give the existing customer base more choice as opposed to growing the market.

For those that know the current East Anglia area, most of the rolling stock, without major expenditure to bring it up to modern standards, is at the end of its useful life. The Norwich to London (Liverpool Street) Inter-City services uses 130 Mark III coaches some of which date back to 1975. These trains are hauled by class 90 electric locomotives which first saw service in 1988. A fleet of 14 Class 153 and 156 'Super Sprinters' date to 1987. The mainstay of services across the west of the area are provided by 46 Class 317 Electric Multiple Units [EMU] which date from 1981. With a train fleet this old, their performance is less than robust. At the time of writing the current performance figure across the franchise is that only 86.6% of trains arrive on-time or within 4mins and 59 seconds of what the passenger timetable advertises.

Our challenge then was to try and find

	LE	LE	LE	LE	LE	LE	LE	LE	LE	LE	LE	LE	LE	LE
	◇	1	1	1	1	◇	1	1	1	◇	1	1	1	◇
	12	C	F			A					E			
London Liverpool Street	d	10 00				10 02	10 18			10 30	10 38	10 48		11 00
Stratford	d					10 09	10 25			10 38	10 45	10 55		
Romford	d									10 53				
Shenfield	d					10 25	10 41				11 03	11 11		
Ingatstone	d						10 45					11 15		
Chelmsford	d					10 34	10 52			11 03	11 12	11 22		
Hatfield Peverel	d					10 40								
Witham	d					10 47	11 03				11 23	11 34		
White Notley	d												11 41	
Cressing	d												11 43	
Braintree Freeport	d												11 46	
Braintree	a												11 50	
Kelvedon	d					10 51					11 27			
Marks Tey	d					10 57					11 33			
Colchester	a	10 46				11 04	11 15			11 22	11 40			11 46
	d	10 47		10 56		11 04	11 16		11 20	11 23	11 41			11 47
Colchester Town	a			11 03					11 27		11 49			
	d			11 07										
Hythe	d			11 11										
Wivenhoe	d			11 15			11 23							
Alresford (Essex)	d			11 19										
Great Bentley	d			11 23										
Weeley	d			11 26										
Thorpe-le-Soken	a			11 31			11 35	11 31						
	d			11 37			11 35	11 37						
Clacton-on-Sea	a						11 44							
Kirby Cross	d							11 42						
Frinton-on-Sea	d							11 45						
Walton-on-the-Naze	a							11 49						
Manningtree	d	10 55		11 00		11 12				11 31				11 55
Mistley	d			11 04										
Wrabness	d			11 09										
Harwich International	d			11 17										
Dovercourt	d			11 20										
Harwich Town	a			11 22										
Ipswich	a	11 07				11 25				11 43				12 07
	d	11 08		11 20						11 44			11 58	12 08
Needham Market	d			11 29										
Stowmarket	d			11a34										
Diss	d	11 29								11 55			12a09	
Norwich	a	11 50								12 08				12 29
										12 27				12 50

The current standard "Off-Peak" services for the Great Eastern and Inter-City businesses.

timetable options which were likely to generate additional revenue. Until the ITT was formally published we had to make some guesses as to what the DfT would specify as a minimum. We were reasonably certain that they would want a number of key services to complete the Norwich to London (Liverpool Street) journey in 90 minutes. This was heavily trialled in the consultation exercises along with achieving Ipswich to London in 60 minutes and Colchester to London in 40 minutes. It was anticipated that DfT would look for services from Norwich to Cambridge and Cambridge to Stansted to become through trains along with through trains from Lowestoft to London via Ipswich.

Currently the fastest daily journey between London and Norwich, “*The East Anglian*” covers the 68¾ miles to Ipswich in 59 minutes and the 115 miles to Norwich in 102 minutes. The normal off-peak service to Norwich is planned in 110 minutes.

Thus, a major part of the work we undertook during the spring of last year was to try and determine the extent to which “*Norwich in 90*” (the campaign slogan used by a wide-ranging pressure group) was deliverable. It was. We found several occasions that the 17:00 achieved the journey in 96 minutes. By taking out an intermediate stop at Diss (4 minutes saved) and relying on trains with a faster acceleration (2 mins) we believed that it was.

Although DfT only issued their ITT in September 2015, we had been successful in being short-listed in June and had been having discussions with the Department over the content of the ITT documents. Key amongst these is the Train Service Requirement [TSR]. This document set out the requirements to be delivered from Day 1 of the new franchise – in effect the current timetable. (If you want to see how DfT specifies a timetable you can find a copy at: <http://tinyurl.com/easx2016>) Of greater interest was the specification for May 2019. This specified that we had to run 2 trains a day between Norwich and London in both directions, with a journey time not greater than 90 mins, along with Ips-

wich to London in 60 minutes. The requirement for Colchester was dropped. Our assumption was that The Conservatives had taken the Parliamentary seat in the 2015 General Election ousting the Liberal Democrat Bob Russell who had held the seat since 1997. His party had pushed hard for Colchester in 40 minutes. In Lowestoft the Conservatives took the seat from Labour with a majority of less than 800 votes. Maybe this was behind the major shock in the TSR – it required four through trains a day between London and Lowestoft. There were two other surprises; Norwich required three trains an hour to London as did stations on the branch line to Hertford East. Whilst on the Southend Victoria line the off-peak frequency was upped from three to four trains per hour.

Planning now started in earnest. With two teams of 3 planners working on ‘East’ and ‘West’ routes.

Well before DfT had issued their ITT we had worked with several rolling stock manufacturers to see what products would be available to us. Our chosen suppliers were initially Stadler whose FLIRT trains were well regarded in many parts of Europe and Siemens who were going to supply a new fleet of trains for the new “Thameslink” group of services through London.

So, armed with the knowledge of what our new trains are capable of and the DfT Specification we set out to build timetables. Where to start? On the Great Eastern it was quite easy; 00 and 30 mins past each hour from Liverpool Street to Norwich. These are then followed by trains to Ipswich (and at times Lowestoft) and the third, slower service to Norwich at 2 and 32 mins past each hour. The next task was to define the best pattern of departures for Southend Victoria. To avoid a sequence of trains departing at minimum headways we planned on 5, 20, 35 and 50 mins past each hour. Then it just remained to fit in the services to Clacton (15 mins) and Braintree (40 mins).

The next step is to balance out passenger demand by getting the most appropriate pattern of station stops. Again, the total quantum across each hourly

time-band is specified by the DfT.

Again, this is where computer modelling comes into play. The whole timetable, complete with proposed unit diagrams is run through several revenue models. Back onto that ‘blank sheet of paper’ we can see the impact of the total projected revenue set against the cost of running the level of proposed timetable. We pour over the results of each modelling run. Have we been able to boost revenue? Are there stations where projections show a revenue drop? At this early stage, we realised that the last two stations prior to Norwich; Stowmarket and Diss are reducing the overall journey time but do not appear to contribute much in the way of extra revenue. We run the model two more times, at each stage making changes we think will boost revenue without adding excessive cost. Because of these modelling runs we came to the following conclusions:

- Diss only justifies one Inter-City train and one ‘Great Eastern’ service in each off-peak hour.
- Stowmarket only justifies one ‘Great Eastern’ service in each off-peak hour. As it will also be served by hourly services between Ipswich and Cambridge and Peterborough.
- That we’re better running through trains from Sudbury, to Colchester Town.
- There is demand for cross-country journeys from Colchester to Peterborough (connecting with the East Coast route to the North). Thus, we plan for the two-hourly Ipswich to Peterborough service to start back at Colchester and to run hourly.

Clearly some of our decisions will come at a political cost. The residents of Diss have long been used to having a half-hourly Inter-City style service between Norwich and London. Whilst those at Stowmarket will be very unhappy that they have lost their Inter-City service. When you build a bid for a new franchise, you have to be guided by what the computer models tell you. Yes, the computer may well be wrong but it often sees things that the human heart overlooks. Time will tell. But currently Stowmarket has one direct

train an hour (85 mins) and one service requiring a change at Ipswich (94 mins) our proposed timetable will give them a through journey in 78 mins (albeit not Inter-City) and one service with a change in 77 mins in Inter-City style trains.

The challenge on West Anglia was similar to that described for the eastern side, but the options open to us were more limited. The nature of the track layout at Stansted Airport (a long single line tunnel) and only two 'long' platforms limits what we can do across the whole route.

The one requirement we hadn't foreseen was the TSR requirement to provide 3 off-peak trains an hour between London and Hertford East. Given that this is traditional commuting country and have always returned a Conservative Member of Parliament the politics of this decision was not very clear. Thus, our timetable provides for a standard 30-minute interval service departing Liverpool Street at 18 and 48 mins past each hour. The extra train departs at 28 mins past the hour and is paired with the 58 mins past each hour service to Cambridge.

So, in time, if the DfT face criticism for its initial decision and it agrees to make changes, we can usefully use this train to service the Cambridge line.

In my previous article about the GERs "Jazz Service" I highlighted the trend, since the 1920s for the totals of commuter passengers to decline steadily from their traditional heartlands. Some have been lost to underground lines (Piccadilly and Victoria). Others have been lost due to the increasing cost of living in London suburbs. Now our commuters live much further afield

London Liverpool Strt	Dep	10.00	..	..	..	10.02	..	10.05	10.15	..	10.20	..	10.30	..	10.32	10.35	10.40	10.50	11.00
Bethnal Green		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stratford		..	..	..	..	10.09	..	10.12	10.22	..	10.27	..	..	..	10.39	10.42	10.47	10.57	..
Romford		..	..	..	..	..	..	..	..	..	10.34	..	..	..	..	..	..	11.04	..
Shenfield		..	..	..	..	10.23	..	10.27	10.36	..	10.44	..	..	..	..	10.57	11.01	11.14	..
Ingatestone		..	..	..	..	..	..	..	10.40	..	..	..	..	..	..	..	11.05	..	..
Chelmsford		10.26	..	..	..	10.32	..	..	10.46	..	..	..	10.56	..	10.59	..	11.11	..	11.26
Hatfield Peverel		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11.17	..	..
Witham		..	..	..	..	10.40	..	..	10.55	..	..	..	..	..	11.08	..	11.22	..	..
White Notley		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11.29	..	..
Cressing		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11.32	..	..
Braintree Freeport		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11.34	..	..
Braintree	Arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11.38	..	..
Kelvedon		..	..	..	..	10.44	..	..	..	..	..	..	..	..	11.12	..	..	..	..
Sudbury	Dep	..	..	..	10.26	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bures		..	..	..	10.33	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chappel & Wakes Colne		..	..	..	10.39	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marks Tey		..	..	..	10.45	10.49	..	..	..	..	..	..	..	..	11.17	..	..	..	..
Colchester	Arr	10.43	..	..	10.52	10.55	10.52	..	11.06	..	..	..	11.13	..	11.24	..	..	..	11.43
	Dep	10.44	10.45	10.51	10.57	10.56	10.57	..	11.06	..	..	..	11.14	11.21	11.24	..	..	..	11.44
Colchester Town	Arr	..	10.52	..	..	..	..	..	..	..	..	..	..	..	11.28	..	..	..	..
	Dep	..	10.57	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hythe		..	11.01	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wivenhoe		..	11.05	..	..	..	..	..	11.13	..	..	..	..	..	..	..	..	..	..
Alresford (Essex)		..	11.09	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Bentley		..	11.13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Weeley		..	11.16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thorpe-le-Soken	Arr	..	11.21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Dep	..	11.28	..	..	..	..	..	11.25	11.21	..	..	..	..	..	..	..	..	..
Clacton	Arr	..	..	..	..	..	..	..	11.34	..	..	..	..	..	..	..	..	..	..
Kirby Cross		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Frinton-on-Sea		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Walton-on-the-Naze	Arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Manningtree		10.51	..	10.58	..	..	..	..	..	..	..	..	11.21	..	11.31	..	..	..	11.51
Ipswich	Arr	11.01	..	11.07	..	11.11	..	..	..	..	..	..	11.30	..	11.41	..	..	..	12.00
	Dep	11.01	..	11.08	..	11.15	..	..	..	..	..	11.24	11.31	..	11.41	..	..	..	12.01
Needham Market		..	..	..	..	..	..	..	..	..	..	..	11.31	..	..	..	..	..	..
Stowmarket		..	..	11.17	..	..	..	..	..	..	..	11.35	..	..	11.50	..	..	..	..
Diss		..	..	..	..	..	..	..	..	..	..	..	11.49	..	12.01	..	..	..	..
Norwich	Arr	11.35	..	..	..	..	..	..	..	..	..	..	12.07	..	12.20	..	..	..	12.35

How the 2019 Timetable for the Great Eastern and Inter-City segments is likely to look like

and getting a seat has become incredibly important.

As well as modelling the timetable for revenue, we also must model the likely capacity needed. Currently several trains on the West Anglia route are limited to 8-car formations. Our modelling tells us we need to increase these to 12-car trains. Currently, all the EMUs are 4-car units with toilets and have first class accommodation. To achieve some of the DfT's targets to reduce overcrowding, we need more

seats than currently provided for in an existing 12-car train. Our new fleet needs to have less toilets and no First Class. Our initial plan was for Siemens to supply a fleet of 6-car and 12-car trains. Subsequently, Bombardier, came up with a design of train that used longer vehicles (23 metres instead of 20 metres) and thus gave us slightly more seats.

Last, but by no means least, all the timetables are modelled for their performance characteristics. At each of

the three iterations, the revenue and performance projections are poured over and the timetable tweaked. Our aim, with new trains and new timetables is to get performance up to 92%!

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London Liverpool Strt	Dep	11.58	12.09	12.12	..	12.18	..	12.27	..	12.28	12.39	12.42	..	12.48	12.57	..	12.58	13.09
Hackney Downs		....	....	....	....	12.25	....	....	....	....	....	....	....	12.55	....	....	....	....
Stratford	Dep	..	..	..	12.16	..	..	..	12.31	..	..	..	12.46	..	..	13.01	..	..
Lea Bridge		....	....	....	12.21	....	....	....	12.36	....	....	....	12.51	....	....	13.06	....	....
Tottenham Hale		12.12	..	12.24	12.27	12.3	..	12.39	12.41	12.42	..	12.54	12.57	13.00	13.09	13.11	13.12	..
Northumberland Park		12.14	....	....	....	....	....	....	12.43	....	....	....	....	....	....	13.13	13.14	....
Angel Road		..	..	..	..	..	..	..	12.45	..	..	..	..	..	..	13.15	..	..
Ponders End		....	....	....	....	12.35	....	....	....	....	....	....	....	13.05	....	....	....	....
Brimsdon		..	..	..	..	12.37	..	..	..	..	..	..	..	13.07	..	..	..	..
Enfield Lock		....	....	....	12.33	12.39	....	....	....	....	....	....	....	13.09	....	....	....	....
Waltham Cross		..	..	..	..	12.41	..	..	..	..	..	..	13.03	13.11	..	..	..	..
Seven Sisters		....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Cheshunt		..	..	..	12.36	12.44	..	12.47	..	..	..	..	13.06	13.14	13.17	..	..	..
Broxbourne	Arr	12.25	....	....	12.41	12.49	....	....	....	12.55	....	....	13.11	13.19	....	....	13.25	....
	Dep	12.25	..	..	12.41	12.49	..	..	..	12.55	..	..	13.11	13.19	..	..	13.25	..
Rye House		....	....	....	....	12.52	....	....	....	12.59	....	....	....	13.22	....	....	....	....
St. Margaret's		..	..	..	..	12.55	..	..	..	13.02	..	..	..	13.25	..	..	..	..
Ware		....	....	....	....	12.59	....	....	....	13.05	....	....	....	13.29	....	....	....	....
Hertford East	Arr	..	..	..	..	13.04	..	..	..	13.11	..	..	..	13.34	..	..	..	..
Roydon		....	....	....	12.45	....	....	....	....	....	....	....	13.14	....	....	....	....	....
Harlow Town	Arr	12.31	12.35	12.39	12.49	..	..	..	..	..	..	13.09	13.18	..	..	..	13.31	13.35
	Dep	12.31	12.35	12.39	12.49	....	....	....	....	....	....	13.09	13.18	....	....	....	13.31	13.35
Harlow Mill		..	..	..	12.52	..	..	..	..	..	..	..	13.21	..	..	..	..	..
Sawbridgeworth		12.35	....	....	12.55	....	....	....	....	....	....	....	13.24	....	....	....	13.35	....
Bishops Stortford		12.41	12.44	..	13.01	..	..	13.05	..	..	..	..	13.31	..	13.35	..	13.41	13.44
Stansted Mountfitch		....	....	12.51	....	....	....	....	....	....	....	13.21	....	....	....	....	....	....
Stansted Airport	Arr	..	..	13.01	..	..	..	13.14	..	..	..	13.27	..	..	13.44	..	..	..
	Dep	....	....	....	....	....	13.02	....	....	....	....	....	....	....	....	....	....	....
Elsenham		12.47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13.47	..
Newport (Essex)		12.52	....	....	....	....	....	....	....	....	....	....	....	....	....	....	13.52	....
Audley End		12.55	..	..	..	..	13.15	..	..	..	13.23	..	..	..	..	..	13.55	..
Great Chesterford		13.00	....	....	....	....	....	....	....	....	....	....	....	....	....	....	14.00	....
Whittlesford Parkway		13.04	..	..	..	..	13.23	..	..	..	13.30	..	..	..	..	..	14.04	..
Shelford		13.08	....	....	....	....	....	....	....	....	....	....	....	....	....	....	14.08	....
Cambridge	Arr	13.15	..	..	..	..	13.34	..	..	..	13.41	..	..	..	..	..	14.15	..
	Dep	....	....	....	....	....	13.35	....	....	....	13.45	....	....	....	....	....	....	....
Cambridge North		..	..	..	..	..	13.39	..	..	..	13.48	..	..	..	..	..	..	..
Waterbeach		....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Elg		..	..	..	..	..	13.52	..	..	..	..	..	..	..	..	..	..	..
Thetford		..	..	..	..	..	14.15	..	..	..	..	..	..	..	..	..	..	..
Norwich	Arr	....	....	....	....	....	14.57	....	....	....	....	....	....	....	....	....	....	....

How the 2019 Timetable for the West Anglia and Stansted Express segments is likely to look like

Mixed Train Daily to the Nation's Capital an "Extraordinary experience"

A dialogue between **JIM WELLS** and **VICTOR ISAACS**

Jim to Victor

I have been perusing my 1964 NSWGR timetable and in particular, the Canberra/Cooma line.

Some unusual and unbalanced workings. Any photos (unlikely given the time of night) of the 1:58am ex Goulburn detached from the Cooma Mail and what was the consist? Similarly, the 2:30pm mixed ex Goulburn. This train was Mon-Sat but its return ex Canberra at 10:00am was MWFS. Again, any photos or consists?

[Yes—Weston Langford photo below—Editor]

It's an interesting topic – crewing must have been a problem owing to the length of the branch.

My first ever trip to NSW was on a Tom Murray trip to Canberra about 1961 – 38 on the X ex ALB, 48 on the connector to CBR. We went via Ansett charter bus to Yass Junction – 13 class on a charter train to Bowning and back – bus back to CBR. 38 (and 36 to Kapooka) to ALB, special stop at

Heathcote Junction on ALB Express to meet chartered 280 DRC for final run to Melbourne.

Victor to Jim

This weird service was very slightly improved from, I think, the timetable of 28 May 1972. The former 10.15 Mon, Wed, Fri, Sat Canberra Goulburn was improved by some obvious moves. It now left at 11.00 am, but now provided for an arrival in Sydney earlier at 5.35 pm (rather than the former 5.55 pm MWF or 5.42 pm Sat). This was achieved by running the train as a passenger train throughout, rather than a Mixed on the segment between Canberra and Queanbeyan; by lessening the time at Queanbeyan from 20 to 4 minutes; by crossing the down Canberra-Monaro Express at the former Farrer crossing loop rather than at Bungendore; by tightening the connection time in Goulburn from 53 to 48 minutes; and by

changing the connection from Goulburn from the up stopping train to the speeded-up Riverina Express, now running earlier than formerly.

Re the opposite train – the unbelievable 2.30 pm Goods Train with Passenger Carriage attached from Goulburn. At the same time in 1972, this was extended in the PTT from Queanbeyan to Canberra (whoopee!). I think it always had the extension in the WTT.

I travelled in this once (once only!). It didn't just have goods wagons, but the oldest, 4-wheel wagons, to make sure it had to run very slowly.

I recall being on the Canberra station platform sometime in the 1970s to see this train arrive. A woman got off, to be met by her relatives. As she did, she exclaimed, "I have just endured the most extraordinary experience!"

WTT 1964 next 2 pp

Comment on this article – [Letter to Editor](#), [Facebook](#)



142 Goulburn—Bombala—Captain's Flat and Canberra—contd.

DOWN WEEK-DAYS	37	37b	37a	255	137	43	435
	Canberra -Monaro Express.	Diesel Train.	Relief Canberra Express	Goods.	Diesel Train.	Mixed.	Goods.
	a m	p m	a m	Wed. a m	Mon., Tues., Thurs., Fri., p m	p m	* TuThFri CM.W.S. p m
GOULBURN	10 35	...	10 49	...	...	2 30	7 40
Joppa Junction††	10 41	...	10 55	...	...	2 39	7 49
Komungia*	10 53	...	11 7	...	...	3 5	8 13
Springfield†††	10 56	...	11 11	...	...	3 8	8 20
Inveralochy**	...	...	...	...	...	3 8	8 20
Lake Bathurst**	...	...	...	...	...	3 8	8 20
Tarago†	...	...	...	...	...	3 37	8 44
Mount Fairy**	11 10	...	11 26	...	...	3 43	8 49
Bulmaroo**	...	...	...	...	...	3 43	8 49
Bungendore†††	...	...	...	...	...	4 37	9 38
Bungendore Stk. Yds.*	11 38	...	11 55	11 55	...	5 1	10 20
Bungendore Junct. (For Captain's Flat†)	...	...	...	p m 12 5	...	...	...
Hoskinstown* Captain's Flat	...	...	...	12 15	...	...	...
Farrer†††	11 51	...	12 8	1 17	...	5 30	10 50
Buriong**	11 54	...	12 11	...	...	5 44	11 12
Queanbeyan††† (For Canberra†††)	12 10	...	12 27	...	...	6 17	11 46
Canberra	12 18	12 15	12 29	...	...	6 42	a m 12 17
B.P. Sdg.* (Quebeyan)	12 28	...	12 39	...	...	6 57	...
Ampol Siding*	...	...	...	...	...	...	...
Tuggeranong*	...	...	...	...	...	...	...
Royall†††	...	12 43	...	...	...	...	1 17
Williamsdale**	...	12 46	...	...	...	...	1 21
Michelago†††	...	a	...	...	...	...	2 3
Colinton**	...	1 a 9	...	...	...	...	2 10
Bredbo†††	...	1 38	...	...	...	...	3 5
Chakola**	...	1 a 41	...	...	...	...	3 9
Bunyan**	...	a	...	...	...	...	...
Snowy Junction†††	...	2 11	...	...	...	...	4 10
Cooma†	...	2 13	...	...	...	...	4 17
Rock Flat**	...	2 18	...	...	...	...	4 27
Coonerang**	...	...	...	...	...	...	...
Bobingah*	...	...	...	...	...	...	...
Nimmitabel†	...	...	...	...	...	...	...
Maclaughlin Siding*	...	...	...	...	...	...	...
Holts Flat**	...	...	...	...	...	...	...
Jincumbilly**	...	...	...	...	...	...	...
Bukslong**	...	...	...	...	...	...	...
BOMBALA	...	...	...	...	...	...	...

Goods train with passenger accommodation.

When No. 37a runs No. 255 will depart Bungendore at 12.8 p.m. and run 13 minutes later than tabled to Captain's Flat.

Load 375 tons, worked by 43 class diesel-electric engine.
When No. 38a runs No. 43 will depart Farrer 6.10 p.m.,
Queanbeyan arrive 6.43 p.m. depart 7.3 p.m.
Canberra arrive 7.18 p.m.

Eight-car diesel train. Four cars to be detached at Queanbeyan, and proceed to Cooma as No. 37b.

* Worked by diesel-electric engine.
No. 37b will consist of four-car diesel unit, detached from No. 37 at Queanbeyan.
No. 137 will connect with No. 37b at Cooma.
No. 255 Wednesdays Goods Train with passenger accommodation connects at Bungendore with No. 37.
†† No. 255 stops at Mileage 198m. 78½c. when required for passengers, parcels and small consignments of goods traffic.

UP	14	436	426	D252	D434	44	424	438
WEEK-DAYS	Empty cars.	Pick-up.	Goods.	Light Engine.	Light Engine.	Mixed.	Pick-up	Pick-up.
	*	*	*	*	*	* Mons., Weds., Fris., Sats.		* Tu., Th. MW FS
	MO a m	C a m	Mons. Ex a m	Weds. a m	C a m	a m	p m	a m
BOMBALA† dep.	...	...	...	...	...	...	...	...
Bukalong**	...	...	...	...	...	...	...	...
Jincumbilly**	...	...	...	...	...	...	...	...
Bolt's Flat**	...	...	...	...	...	...	...	...
Maclaughlin Siding*	...	...	...	...	...	...	...	...
Nimmitabel†	...	...	...	...	...	...	...	...
Bobingah*	...	...	...	...	...	...	...	...
Cooneraug**	...	...	...	...	...	...	...	...
Rock Flat**	...	...	...	...	...	...	...	...
COOMA†††	...	6 10	...	...	7 55	...	...	11 35
Snowy Junction†††	...	6 20	...	...	8 1	...	...	11 45
Bunyan**	...	6 46	...	...	8 6	...	...	12 5
Chakola**	...	8 2	...	...	8 38	...	...	1 25
Bredbo††	...	8 46	...	...	8 41	...	...	1 45 ^{37b}
Colinton**	...	9 39	...	...	9 13	...	...	2 48
Michelago†††	...	9 59	...	...	9 18	...	...	3 17
Williamsdale**	...	10 50	...	...	9 44	...	...	4 13
Royall†††	...	11 5	...	...	9 47	...	...	5 20 ^{38a}
Tuggeranong*	...	...	...	...	...	...	...	...
Ampol Siding*	...	...	...	...	...	...	...	...
B.P. Siding* (Q'beyan)	...	...	...	...	...	...	...	...
Canberra†††	12 15	...	8 15	...	...	10 0	...	6 8
Queanbeyan†††	12 29	11 56 Goods. p m	8 30	...	10 15 Tu., Th.†	10 15 Pass.	...	Goods.
Burbong**	12 40	2 40	8 50	10 12	10 35	10 35 ⁴²³	12 30	6 40
Farrer†††	1 10	3 22	9 32	10 32	10 57	11 6	1 12	7 22
Captain's Flat†	1 14	3 29	9 39 ⁴²³	10 43	11 1	11 10	1 19	7 29
Hoskinstown*	...	...	...	...	...	...	...	...
Bungendore Junction (From Captain's Flat†)	...	...	...	...	...	...	...	...
Bungendore Stk. Yds.*	...	...	...	...	...	...	...	...
Bungendore†	1 30	3 55	...	10 58	11 17	11 25	1 58	...
Butmarco**	...	...	10 37 ⁴⁷⁷	...	11 41	11 40 ^{37, 255}	2 72	7 52
Mount Fairy**	...	...	...	...	...	...	...	...
Tarago†††	2 24	...	10 58 ^{37, 37a}	...	...	...	3 9	8 46
Lake Bathurst**	3 48	5 58	11 30 ^{37, 37a}	To work No. 255 Captain's Flat.	p m 12 14	12 21	4 8 ⁴³	8 51
Inverloch**	...	...	...	...	...	...	...	...
Springfield†††	4 7	6 3	11 55	...	12 30	12 41	4 35	9 15
Komungla*	4 27	6 10	12 2	...	12 34	12 44	4 42	9 22
Joppa Junction	4 58	6 35	12 38	...	12 49	1 1	5 18	9 48
Goulburn Up Yard	...	...	...	...	...	...	...	...
GOULBURN ... arr.	5 6	6 43	12 47	...	12 55	1 7	6 26	9 56

* Worked by diesel-electric engine.
No. 436 is allowed 20 minutes sidings Snowy Junction-Bredbo and 20 minutes sidings Michelago-Queanbeyan.

Carriages on No. 44 to be lighted at Queanbeyan and extinguished at Bungendore.

No. 44 connects with No. 14 Pass. at Goulburn.

No. 438 is allowed 20 minutes sidings Snowy Junction-Bredbo; 10 minutes Bredbo-Michelago and 20 minutes Michelago-Queanbeyan.

No. 424 is allowed 15 minutes Bungendore Stock Yards, 3 minutes Mount Fairy and 10 minutes sidings Tarago to Goulburn.

§ When No. 37a runs No. 44 will depart Bungendore 11.57 a.m., Tarago 12.58 p.m., Springfield arrive 12.58 depart 1.1, Joppa Junction arrive 1.18 depart 1.22 p.m., Goulburn arrive 1.28 p.m.

† On Mondays, Wednesdays, Fridays and Saturdays D434 will be light attached to No. 44 from Queanbeyan to Goulburn.

‡ On Pay Tuesdays No. 438 will depart Cooma at 11.55 a.m., Snowy Junction arrive 12.5 p.m. depart 12.25 p.m., Bredbo arrive 1.35 p.m., as tabled.

No. 436 and D434 not to run on same day and when No. 157 Pay Bus runs.

D434 not to run when No. 463 runs.

The Great Train Robbery

by JULIAN MISCHI & VALÉRIE SOLANO

Brought to ATA's attention by BRENDAN WHYTE

THE EUROPEAN COUNCIL intended to simplify Europe's railways, but privatised networks have neglected safety, community and environment in pursuit of profit.

The station in Parchim (population 20,000) in northern Germany is for sale; its graffitied buildings are locked, and there is only a coach timetable on display. At the red brick station in Ashington (population 28,000) in the north of England, an askew sign on the boarded-up ticket office warns passers-by to stay clear of the track: the express from Edinburgh goes through three times an hour without stopping. A local said: "By train, we'd be half an hour from Newcastle, but they don't run any more. The motorway gets congested as you near the city so you can't be sure how long it'll take. But there's no other route, so the coach has to use the motorway." If the traffic keeps moving, it takes 55 minutes to Newcastle by coach and 30 by car.

Station closures are a visible result of the liberalisation of the railways across Europe over the past 25 years. It did not happen unopposed. In May 2014, residents of Haukivuori in Finland demonstrated against the closure of their station and one, Liisa Pulliainen, said: "It's unbelievable that they're closing a station that's existed for 125 years just to cut three minutes off the journey from Kouvola to Kuopio. It's as though more than 12,000 people no longer matter to VR [VR-Yhtymä Oy, Finland's state rail company]. All this to create a plane on rails." Privatisation creates two-tier transport systems: the high-speed lines — planes on rails — are used by the most affluent travellers, who get all the attention, while local transit and everyday needs are neglected (1).

Finland's state rail operator, now re-structured on EU advice as a group of 21 companies, closed 28 out of 200 stations in September 2015 and reduced passenger services on branch lines. This March, the government indicated that it would open up the railways to competition, and a few days later, VR announced it was laying off 200 drivers, which provoked a 24-hour strike. The strikers were especially critical of the deterioration in

services because of competition: it is now impossible to get information in Finnish stations or aboard trains, to get directions to connecting services or to have luggage transported. Travellers have to find their own information and buy tickets online.

The situation is similar at Stockholm's central station, where many rail operators compete for passengers, making travel options complicated. (Travellers have a choice of 36 operators to get to Malmö.) Tickets booked in advance are cheaper, as is off-peak travel, but these tickets are not transferable if travellers miss their train. They need to spend time online seeking out the best deal, as ticket office staff only give information about their own company.

Making travel simpler

The ambitions of European Council directives passed since 1991 — especially the railway packages introduced since 2001 — are clear: to simplify rail travel, stimulate competition and bring down fares. The ultimate goals are a universal ticketing system with transparent pricing, interoperability between countries (harmonised electricity supplies, track gauges, signalling and safety standards) and more high-speed trains. These sound attractive, but come with conditions: the break-up of national rail companies through the separation of infrastructure (the track) and train operation (transport services), then a further splitting of functions (sales, cleaning, maintenance, train driving and controls) to create competition.

The first packages dealt with goods transport, which was massively deregulated, so rail freight companies are now in competition not just with each other, but with road hauliers too. In this environment, rail companies have diversified into road haulage on the model of France's SNCF and its Geodis subsidiary, and as a result, while the volume of goods transported in Europe has remained relatively stable, rail freight's share has shrunk. Road haulage can reach places no longer served by the rail network, and its operators have benefited from a reduction in costs after this sector of the European market was opened up. This has been detrimental to air quality, as

road haulage is a major producer of pollutants and greenhouse gases.

Competition has harmed wages as well as impacting the environment, as is apparent in Switzerland, a transport hub for north-south traffic. Crossrail AG, which has taken advantage of the opening up of the Swiss network, pays its drivers under the terms of Italian law: 3,600 Swiss francs (\$3,685) a month, 2,000 francs (\$2,050) less than the salaries of Swiss national operator CFF. In 2016 a federal court found in favour of the transport workers' union, SEV, which claimed Crossrail's pay policy breached railway law, stipulating that access to the Swiss network is contingent on observing prevailing employment conditions.

Swedish rail workers struck for over two weeks in 2014 in protest against Veolia's contracts and pay rates. The French company, which operates a franchise in southern Sweden, had planned to end the full-time contracts of 250 railway workers and re-employ them on temporary or part-time contracts. Journalist Mikael Nyberg has called the dismantling of Sweden's national rail system, which used to have a reputation as one of the fairest and most reliable in Europe, "the great train robbery" (2), and an opinion poll found that 70% of Swedes favoured a return to a state railway monopoly (3). Since privatisation in 2001, travellers have not experienced the promised benefits: the network is expensive, complicated and unpunctual. The increase in rail traffic has worsened congestion and causes regular disruption: 70% of the network is single-track, so the rail infrastructure is unable to develop the promised high-speed train service, as goods trains and frequently-stopping regional services slow down fast trains, and any disruptions have immediate knock-on effects. The solution would be to build a new network rather than adapt the existing one, and one is planned between Stockholm, Göteborg and Malmö. But competition among operators has done little to improve the network. Infrastructure investment is not profitable, and does not appeal to rail operators anywhere.

Accidents are up

With inadequate investment across Europe, the number of rail accidents has been increasing since Hatfield in 2000 (four dead, 35 injured) and Pot-

ters Bar in 2002 (seven dead and 76 injured): both were in the UK, which led the way in rail privatisation. The inquiry into the Hatfield derailment found the entire UK network was in poor condition because of chronic under-investment, although Railtrack, the now-defunct company that owned and ran it, was amassing profits. Railtrack was ordered to replace defective track and requested government subsidies, some of which went on dividends to shareholders (4). In France, the reduction of production costs and the subcontracting of maintenance have degraded the network. The derailment on 12 July 2013 at the station in Brétigny-sur-Orge (seven dead, 70 injured) was the result of a defective fishplate connecting two rails. Such safety issues are partly the result of the poor quality of the track, but also of poor training, especially of drivers. On 8 March 2013 a locomotive at the Penthaz shunting yard in Switzerland crashed through buffers because it was going too fast, and ended up in the river. A pointsman reported that “the driver didn’t understand what I was telling him, but the main problem was he didn’t understand the engine at all because he’d never seen the instruction manual till he got in the cab.” The driver worked for a subcontractor.

The quest to cut costs, besides eroding working conditions for employees of the major national rail companies, also undermines a tough professional code of ethics that always ensured that anything on the rails was in perfect working order. The new management pressures staff to increase productivity at the expense of quality, and consequently safety. A maintenance worker for Switzerland’s CFF for 32 years told us: “I’ve always had excellent appraisals, but then my boss told me off for doing too good a job, for being too scrupulous; ‘just do your bit and don’t worry about anything else.’ But I can’t work like that. If you see a worn cable, you replace it, even if your job is working on the brakes. My job is safety. They’re always on at us about that, but safety means paying attention

to everything. Not doing a sloppy job.”

The story from workers and managers was the same at an SNCF maintenance depot in central France. The former HR director described how profitability became much more important in the 2000s: “Before then, the main thing was that the job was done well. There wasn’t this idea of accounting for costs; we were mostly concerned with the quality of the service provided. The service had to be good. If it was expensive, that didn’t matter too much.” Safety was the priority then; now comparisons with the private sector on the cost of hours worked are standard.

The French government will stop funding most night trains this year, and passenger rail services will be opened up to competition in 2020, the last possible date permitted by the EU; the EU is initially targeting commercial national lines (the TGV) — and then “public service” lines (local and intercity), probably in 2024. This timeframe explains the intensity of recent SNCF industrial action: the unions are trying to make their voices heard in negotiations with the Union for Public Transportation (UTP), made up of the SNCF and private operators, on the collective agreement that will govern working conditions for all railway employees.

The fourth railway package means to make countries that have been slow to deregulate yield, ostensibly to “eliminate the last obstacles to the creation of a single European rail space” (5). The reiterated aim is to create a more competitive sector, though the negative effects of the widespread introduction of competition are already apparent. After the Hatfield crash, the UK government had to involve itself again in the railways it had privatised seven years earlier (Railways Act, 1993), though it stuck to deregulation with passenger services. Since privatisation, around 30 different companies have held UK franchises. That privatisation has been a fiasco is evident from the incessant

rise in ticket prices (6% in 2012; 4.2% in 2013; 2.8% in 2014; 2.5% in 2015) and from the regular injections of public cash needed to keep the infrastructure functioning (6).

There is a further problem — especially if the UK exits the EU — that few UK franchise holders are British companies: Deutsche Bahn (through its subsidiary, Arriva), France’s Keolis and RAPT, and the Netherlands’ Abellio. So privatisation has actually contributed to the decline of UK-funded businesses. Citizens’ groups have for years run campaigns to reopen stations or lines previously classified as unnecessary or unprofitable (7). In the UK as elsewhere, there is potential for railway workers, passengers and local politicians to join together to defend the values of public transport.

Translated by George Miller

Julian Mischi is a sociologist and the author of *Le Bourg et l’Atelier: Sociologie du combat syndical*, Agone, Marseille, 2016; Valérie Solano is union secretary of SEV, the Swiss railway employees’ union.

- (1) See Vincent Doumayrou, “Public transport to the fore”, *Le Monde diplomatique*, English edition, September 2012.
- (2) Mikael Nyberg, *Det Stora Tågrånet (The Great Train Robbery)*, Karneval, Stockholm, 2011.
- (3) Jenny Björkman and Björn Fjæstad, “Svenskarna vill ha statlig järnväg och marknadshyror”, *Dagens Nyheter*, Stockholm, 7 June 2014.
- (4) Christian Wolmar, “Forget Byers: the scandal was in the original sell-off”, *The Guardian*, London, 8 July 2005.
- (5) The 4th railway package: improving Europe’s railways, 22 December 2015.
- (6) “Report from Sir Peter Hendy to the Secretary of State for Transport on the re-planning of Network Rail’s Investment Programme”, November 2015.
- (7) www.disused-stations.org.uk

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AIR SERVICES

30-6-82

AIRLINES

AERODROMES

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- ◐ GOVERNMENT
- ◑ LICENSED
- ◒ LICENSED HELIPORT
- ◓ AUTHORIZED LANDING AREA



- ### AIRLINES
- ANSETT AIRLINES OF AUSTRALIA
 - AIR NEW
 - AIRLINES OF SOUTH AUSTRALIA
 - TRANS-AUSTRALIA AIRLINES
 - AIRLINES OF WESTERN AUSTRALIA
 - AIRLINES OF NORTHERN AUSTRALIA
 - EAST WEST AIRLINES
 - BPA PTY. LTD. (AIR QUEENSLAND)
 - IPEC AVIATION



AIR SERVICES

30-6-81

COMMUTER OPERATORS

AERODROMES

- INTERNATIONAL
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- ◐ GOVERNMENT
- ◑ LICENSED
- ◒ LICENSED HELIPORT
- ◓ AUTHORIZED LANDING AREA

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|---|--|--|--|
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