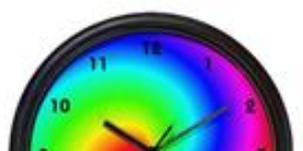
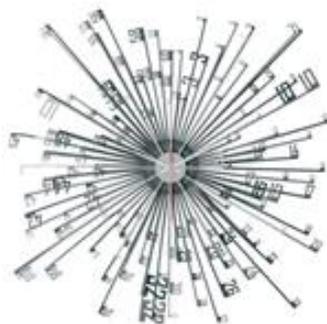


# The Times

July 2017

A journal of transport timetable history and analysis



# The Times

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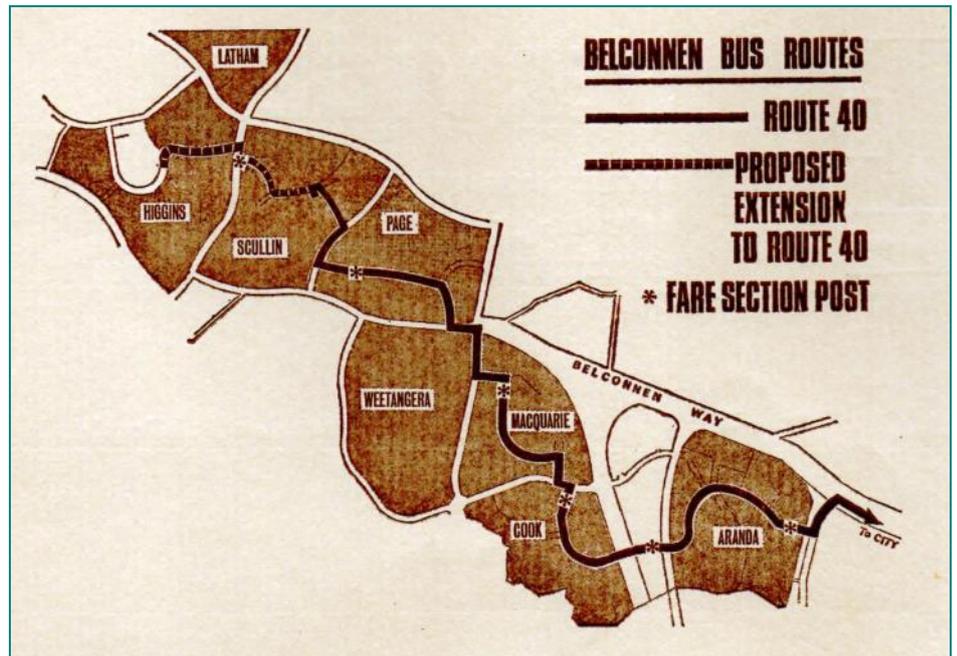
# Serving Belconnen—Part 1—An Historical Perspective

HILAIRE FRASER

**C**ONTINUING OUR SERIES ON Canberra's bus services, this set of two articles will detail bus services to Belconnen. Part two will detail current services.

In 1966, construction of the satellite town of Belconnen to the north west of the original city commenced. My first Belconnen timetable is 216mm by 152mm, beige in colour and dated 23 December, 1968. It details route 40 City-Aranda-Cook-Macquarie-Page-Scullin-Higgins, as shown on the map on the right, with the note "Until notified the service on Route 40 will operate to Scullin Shops only". Route 40 operated at a 30 minute frequency weekdays and a 60 minute frequency evenings and weekends. Peak hour frequency was 20 to 25 minutes.

The next timetable is in the same format and dated 8 February 1971. It details route 40 City-Aranda-Macquarie-Page-Scullin-Higgins-Holt and route 41 City-Cook-Weetangera-Higgins-Latham, as shown on the map below. Routes 40 and 41 operated at a 30 minute frequency weekdays and 45 minute frequency weekday evenings and



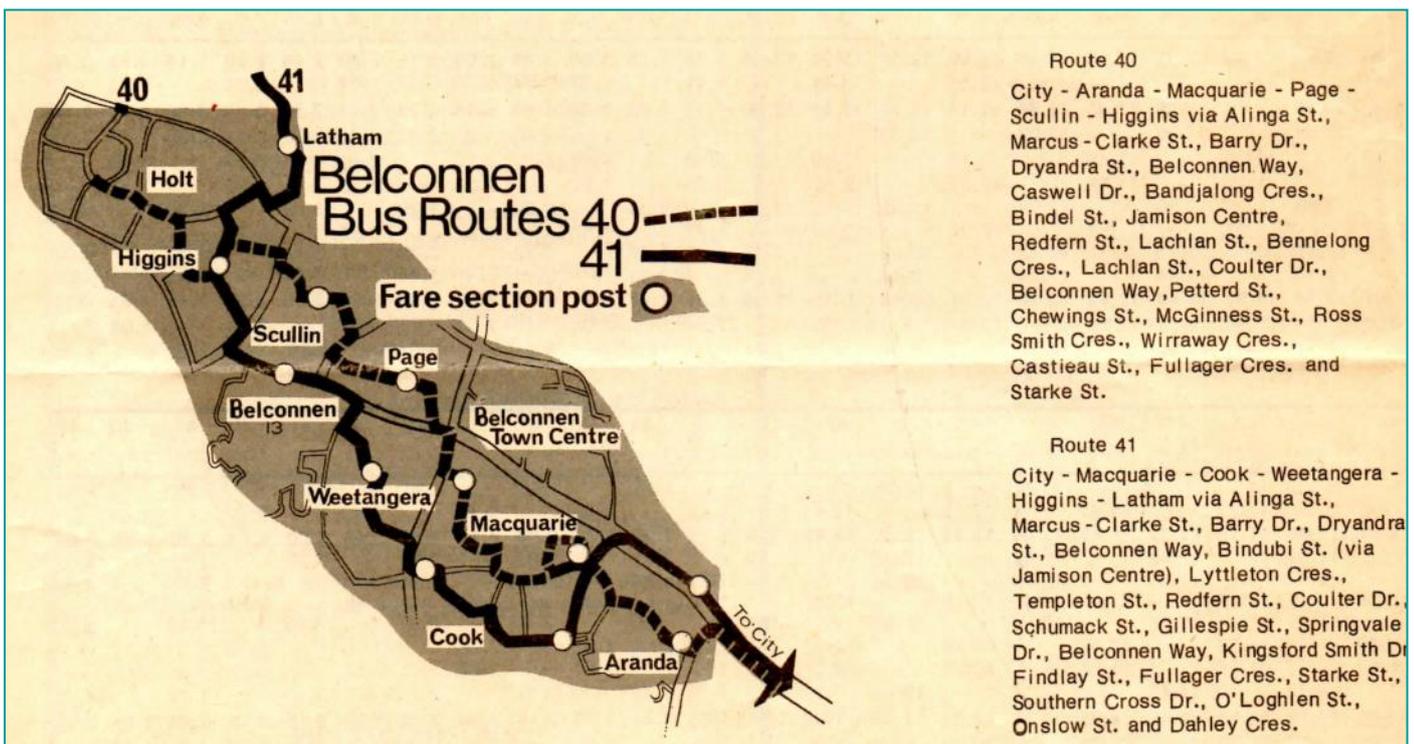
a 90 minute frequency weekends and 120 minute frequency weekend evenings. Peak hour frequency on both routes was 10 to 15 minutes.

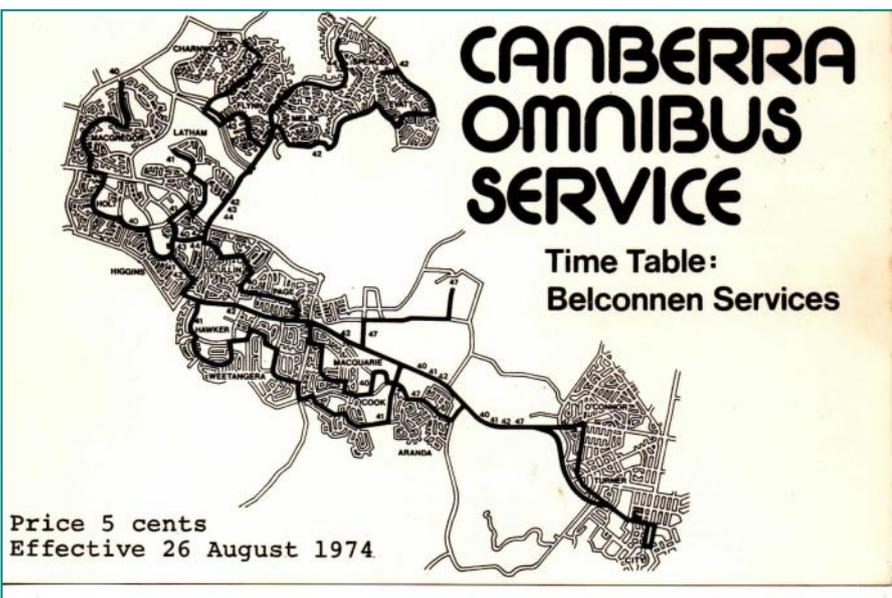
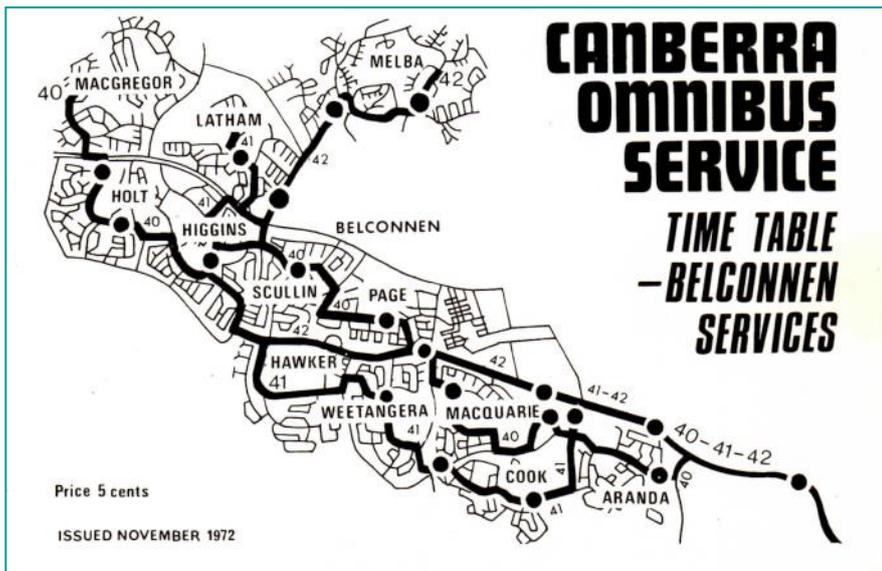
The next timetables were of a different format and dated November 1972 and 26 August 1974. They comprised cards 152mm by 99mm in a clear plastic wallet. The first card contained a route map and title on one side and

passenger information about tickets, lost property and the carrying of strollers on the reverse side. The additional cards show timetables, one card for each route, weekdays on the front, weekends on the back.

The Belconnen network effective November 1972 comprised:-

40 City-Aranda-Macquarie-Page-





Belconnen Way-Bruce had been introduced. An off-street interchange was established at Higgins, being a temporary interchange until the opening of Belconnen interchange in 1979. Route 16 was now Higgins-City-Woden, while 42 was Higgins-Evatt, and these continued to be coupled as 16/42. The temporary interchange had 10 stands for 16 Woden, 40 City, 40 Macgregor, 41 City, 41 Latham, 42 Evatt, 43 Flynn, 44 Spence, 45 Fraser and 410 Bruce.

In January 1977 a new network was introduced across Canberra. In Belconnen:-

16/42 was split into 16 Higgins-Woden, now with a weekday frequency of 15 mins, and the feeder 42 Higgins-Evatt.

40 was split into 40 City-Higgins, now re-instated through Aranda, and 49 Higgins-Macgregor.

41 was split into 41 City-Higgins and 50 Higgins-Latham

43 was designated as Higgins-Fraser

47 was altered to travel through Aranda South

New 51 Higgins-Melba-Spence was introduced.

After a delay due to industrial action concerning inadequate staff facilities at the new facility Belconnen interchange was finally opened at the end of January 1979. A new network was introduced as follows:-

333 Woden-City-Belconnen

400 Belconnen-Kaleen-Giralang-Spence

411 Belconnen-Evatt-Spence

412 Belconnen-Melba-Spence

413 Belconnen-Kingsford Smith Drive-Spence

414 Belconnen-Copland College-Fraser

415 Belconnen-Tillyard Drive-Fraser

430 City-Jamison-Belconnen

431 City-MacArthur Av-Belconnen

432 Dickson Shops-Belconnen

441 Belconnen-Scullin-Hawker-Belconnen (anti-clockwise loop)

Scullin-Higgins-Holt-Macgregor

41 City-Cook-Weetangera-Hawker-Higgins-Latham

16/42 Woden-City-Higgins-Melba (coupling 16 City-Woden & 42 City-Melba)

The 40/41/42 route map and November 1972 timetables are provided. Prior to late 1972 buses showed a regional BELCONNEN destination, however, from this date, buses showed the actual destination such as MACGREGOR, LATHAM or MELBA.

As can be seen by the map provided, the 26 August 1974 network comprised:-

40 City-Macquarie-Page-Scullin-Higgins-Holt -Macgregor

41 City-Cook-Weetangera-Hawker-

Higgins-Latham

16/42 Woden-City-Higgins-Melba-Evatt (coupling 16 City-Woden & 42 City-Evatt)

43 Higgins-Tillyard Dr-Flynn

44 Higgins- Kingsford Smith Drive-Spence

47 City-Aranda-Cameron Offices-Bruce (Canberra College of Advanced Education)

The frequencies were half-hourly weekdays and hourly weekends.

During 1975 route 48 City-Giralang via Barton Hwy was introduced. This was replaced the next year by 318 City-Giralang via Kaleen West and 319 City-Giralang via Kaleen East. Also by 1976 45 Higgins-Florey Dr-Lhotsky St-Fraser and 410 Higgins-

**ROUTE 40 CITY - MACGREGOR**

Via Aranda - Jamieson Centre - Macquarie - Page - Scullin - Higgins - Holt.  
Monday to Friday

	am	am	am	am	am	am	am		pm	pm	pm		pm	pm	pm	pm
City	5.54	6.25	6.45	7.22	7.55	8.25		Then half hourly to	4.25	5.10	5.45		8.45	9.30	10.20	11.10
Aranda shops	6.05	6.36	6.56	7.33	8.06	8.36			4.36	5.21	5.56		8.56	9.41	10.31	11.21
Jamieson Centre	6.07	6.38	6.58	7.35	8.08	8.38			4.38	5.23	5.58		8.58	9.43	10.33	11.23
Macquarie shops	6.12	6.43	7.03	7.40	8.13	8.43			4.43	5.28	6.03		9.03	9.48	10.38	11.28
Page shops	6.16	6.47	7.07	7.44	8.17	8.47			4.47	5.32	6.07		9.07	9.52	10.42	11.32
Scullin shops	6.20	6.51	7.11	7.48	8.21	8.51			4.51	5.36	6.11		9.11	9.56	10.46	11.36
Higgins shops	6.24	6.55	7.15	7.52	8.25	8.55			4.55	5.40	6.15		9.15	10.00	10.50	11.40
Holt shops	6.29	7.00	7.20	7.57	8.30	9.00			5.00	5.45	6.20		9.20	10.05	10.55	11.45
Macgregor	6.34	7.05	7.25	8.02	8.35	9.05			5.05	5.50	6.25		9.25	10.10	11.00	11.50
Macgregor	6.00	6.38	7.10	7.30	7.30	8.07	8.40	Then half hourly to	5.10	5.55	6.30		9.30	10.15		
Holt shops	6.05	6.43	7.15	7.35	7.35	8.12	8.45		5.15	6.00	6.35		9.35	10.20		
Higgins shops	6.10	6.48	7.20	7.40	7.40	8.17	8.50		5.20	6.05	6.40		9.40	10.25		
Scullin shops	6.14	6.52	7.24	7.44	7.44	8.21	8.54		5.24	6.09	6.44		9.44	10.29		
Page shops	6.18	6.56	7.28	7.48	7.48	8.25	8.58		5.28	6.13	6.48		9.48	10.33		
Macquarie shops	6.22	7.00	7.32	7.52	7.52	8.29	9.02		5.32	6.17	6.52		9.52	10.37		
Jamieson Centre	6.27	7.05	7.37	7.57	7.57	8.34	9.07		5.37	6.22	6.57		9.57	10.42		
Aranda shops	6.29	7.07	7.39	7.59	Russell via MacArthur House	8.36	9.09		5.39	6.24	6.59		9.59	10.44		
City	6.40	7.18	7.50	8.10		8.47	9.20		5.50	6.35	7.10		10.10	10.55		

**ROUTE 41 CITY - LATHAM**

Via Jamieson Centre (Bindubi St.) - Cook Shops - Weetangera Shops - Higgins Shops  
Monday to Friday

	am		pm	pm	pm		pm	pm	pm	pm						
City	6.04	6.35	6.55	7.25				Then half hourly to	4.25	5.10	5.45		8.45	9.30	10.20	11.10
Bindubi/Redfern Sts.	6.15	6.46	7.06	7.36					4.36	5.21	5.56		8.56	9.41	10.31	11.21
Cook shops	6.20	6.51	7.11	7.41					4.41	5.26	6.01		9.01	9.46	10.36	11.26
Weetangera Shops	6.25	6.56	7.16	7.46					4.46	5.31	6.06		9.06	9.51	10.41	11.31
Kingford Smith/Belconnen Way	6.32	7.03	7.23	7.53					4.53	5.38	6.13		9.13	9.58	10.48	11.38
Higgins shops	6.34	7.05	7.25	7.55					4.55	5.40	6.15		9.15	10.00	10.50	11.40
Latham	6.39	7.10	7.30	8.00					5.00	5.45	6.20		9.20	10.05	10.55	11.45
Latham	6.05	6.43	7.15	7.35	7.35	8.12	8.45	Then half hourly to	5.15	6.00	6.35		9.35	10.20		
Higgins shops	6.10	6.48	7.20	7.40	7.40	8.17	8.50		5.20	6.05	6.40		9.40	10.25		
Kingford Smith/Belconnen Way	6.12	6.50	7.22	7.42	7.42	8.19	8.52		5.22	6.07	6.42		9.42	10.27		
Weetangera shops	6.19	6.57	7.29	7.49	7.49	8.26	8.99		5.29	6.14	6.49		9.49	10.34		
Cook shops	6.24	7.02	7.34	7.54	7.54	8.31	9.04		5.34	6.19	6.54		9.54	10.39		
Bindubi/Redfern Sts.	6.29	7.07	7.39	7.59	7.59	8.36	9.09		5.39	6.24	6.59		9.59	10.44		

**ROUTE 42/16 MELBA - PHILLIP (WODEN INTERCHANGE)**

Via Higgins - City  
Monday to Friday

	am		pm															
Melba	6.10	6.40	7.05	7.30	7.53	8.15	8.40	9.10	4.10	4.30	5.13	5.40	6.10	7.10	7.50	8.20	9.30	10.35
Higgins Shops	6.20	6.50	7.15	7.40	8.03	8.25	8.50	9.20	4.20	4.40	5.23	5.50	6.20	7.20	8.00	8.30	9.40	10.45
Bindubi St./Belconnen Way	6.30	7.00	7.25	7.50	8.13	8.35	9.00	9.30	4.30	4.50	5.33	6.00	6.30	7.30	8.10	8.40	9.50	10.55
City (Arrival)	6.40	7.10	7.35	8.00	8.23	8.45	9.10	9.40	4.40	5.00	5.43	6.10	6.40	7.40	8.20	8.50	10.00	11.05
City (Depart)	6.42	7.12	7.37	8.02	8.25	8.47	9.12	9.42	4.42	5.02	5.45	6.12	6.42					
Albert Hall	6.46	7.16	7.41	8.06	8.29	8.51	9.16	9.46	4.46	5.06	5.49	6.16	6.46					
Hopetoun Ctr	6.51	7.21	7.46	8.11	8.34	8.56	9.21	9.51	4.51	5.11	5.54	6.21	6.51					
Phillip/Woden Interchange	6.58	7.28	7.53	8.18	8.41	9.03	9.28	9.58	4.58	5.18	6.01	6.28	6.58					
Phillip/Woden Interchange			7.05	7.35	8.05	8.25	9.05	9.05	4.05	4.43	5.03	5.28	6.05	7.05				
Hopetoun Ctr			7.12	7.42	8.12	8.32	9.12	9.12	4.12	4.50	5.10	5.35	6.12	7.12				
Albert Hall			7.17	7.47	8.17	8.37	9.17	9.17	4.17	4.55	5.15	5.40	6.17	7.17				
City (Arrival)			7.21	7.51	8.21	8.41	9.21	9.21	4.21	4.59	5.19	5.44	6.21	7.21				
City (Depart)	6.10	6.35	7.23	7.53	8.23	8.43	9.23	9.23	4.23	5.01	5.21	5.46	6.23	7.23	7.50	9.00	10.05	11.10
Bindubi St./Belconnen Way	6.20	6.45	7.33	8.03	8.30	8.53	9.33	9.33	4.33	5.11	5.31	5.56	6.33	7.33	8.00	9.10	10.15	11.20
Higgins shops	6.30	6.55	7.43	8.13	8.43	9.03	9.43	9.43	4.43	5.21	5.41	6.06	6.43	7.43	8.10	9.20	10.25	11.30
Melba	6.40	7.05	7.53	8.23	8.53	9.13	9.53	9.53	4.53	5.31	5.51	6.16	6.53	7.53	8.20	9.30	10.35	11.40

Special Service 7.40 am Melba via Higgins Shops - MacArthur Avenue - City - Russell 8.25 am

442 Belconnen-Hawker-Scullin-Belconnen (clockwise loop)

450 Belconnen-Florey Dr-Lhotsky St-Fraser

451 Belconnen-Charnwood-Macgregor-Belconnen (anti-clockwise)

452 Belconnen-Macgregor-Charnwood-Belconnen (clockwise)

453 Belconnen-Latham-Kippax

470 Belconnen-Holt-Kippax

471 Belconnen-Cook-Hawker-Kippax

Kaleen and Giralang were served by:-

340 City-Kaleen High-Giralang (previously 318)

341 City-Kaleen Shops-Giralang (previously 319)

These services operated at 30 minute

frequencies weekdays and 60 minute frequencies at weekends except for 333 which operated at 15 minute frequencies.

By 1982 450, 451 and 452 had been replaced by:-

416 Belconnen-Lhotsky St-Fraser

454 Belconnen-Florey Drive-Macgregor

455 Belconnen-Osborn Drive-Macgregor

From 1980, new Mercedes-Benz buses and early operation of new Renault buses carried destination signs which showed the ultimate destination in capital letters preceded by a unique name in lower case. This is a reverse of the usual DESTINATION via INTERMEDIATE POINT. Thus for services to the City and Dickson destinations were:-

333 City BELCONNEN returning as City WODEN

340 Kaleen/High GIRALANG returning as City Inter/Change

341 Kaleen GIRALANG returning as City Inter/Change

430 Jamison BELCONNEN returning as Jamison CITY

431 MacArthur/Avenue BELCONNEN returning as MacArthur/Avenue CITY

432 Dickson Shops returning as Belconnen Inter/Change

And also for new services:-

433 Cook BELCONNEN returning as Cook CITY

434 Bruce BELCONNEN returning as Bruce CITY

Feeder services showed the following outward destinations:-

400 Kaleen GIRALANG

411 Evatt

412 Melba SPENCE

413 Spence

414 Copland/College FRASER

415 Tillyard Dr FRASER

416 Lhotsky St FRASER

441 Scullin BELCONNEN

**Saturday, Sunday & Public Holidays**

	am	am	am	am	am	am	pm	pm							
City	7.00	7.34	8.50	10.15	10.45	11.45	1.15	2.15	3.05	4.05	5.35	7.35	8.35	9.35	11.10
Aranda shops	7.11	7.45	9.01	10.26	10.56	11.56	1.26	2.26	3.16	4.16	5.46	7.46	8.46	9.46	11.21
Jamieson Centre	7.13	7.47	9.03	10.28	10.58	11.58	1.28	2.28	3.18	4.18	5.48	7.48	8.48	9.48	11.23
Macquarie shops	7.18	7.52	9.08	10.33	11.03	12.03	1.33	2.33	3.23	4.23	5.53	7.53	8.53	9.53	11.28
Page shops	7.22	7.56	9.12	10.37	11.07	12.07	1.37	2.37	3.27	4.27	5.57	7.57	8.57	9.57	11.32
Scullin shops	7.26	8.00	9.16	10.41	11.11	12.11	1.41	2.41	3.31	4.31	6.01	8.01	9.01	10.01	11.36
Higgins shops	7.30	8.04	9.20	10.45	11.15	12.15	1.45	2.45	3.35	4.35	6.05	8.05	9.05	10.05	11.40
Holt shops	7.35	8.09	9.25	10.50	11.20	12.20	1.50	2.50	3.40	4.40	6.10	8.10	9.10	10.10	11.45
Macgregor	7.40	8.14	9.30	10.55	11.25	12.25	1.55	2.55	3.45	4.45	6.15	8.15	9.15	10.15	11.50

	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
Macgregor	6.07	8.02	8.18	9.40	11.00	11.30	12.30	2.19	3.19	4.19	5.19	6.19	8.19	9.19	10.19
Holt shops	6.12	8.07	8.23	9.45	11.05	11.35	12.35	2.24	3.24	4.24	5.24	6.24	8.24	9.24	10.24
Higgins shops	6.17	8.12	8.28	9.50	11.10	11.40	12.40	2.29	3.29	4.29	5.29	6.29	8.29	9.29	10.29
Scullin shops	6.21	8.16	8.32	9.54	11.14	11.44	12.44	2.33	3.33	4.33	5.33	6.33	8.33	9.33	10.33
Page shops	6.25	8.20	8.36	9.58	11.18	11.48	12.48	2.37	3.37	4.37	5.37	6.37	8.37	9.37	10.37
Macquarie shops	6.29	8.24	8.40	10.02	11.22	11.52	12.52	2.41	3.41	4.41	5.41	6.41	8.41	9.41	10.41
Jamieson Centre	6.34	8.29	8.45	10.07	11.27	11.57	12.57	2.46	3.46	4.46	5.46	6.46	8.46	9.46	10.46
Aranda shops	6.36	8.31	8.47	10.09	11.29	11.59	12.59	2.48	3.48	4.48	5.48	6.48	8.48	9.48	10.48
City	6.47	8.42	8.58	10.20	11.40	12.10	1.10	2.59	3.59	4.59	5.59	6.59	8.59	9.59	10.59

**Saturday, Sunday & Public Holidays**

	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
City	6.15	7.15	8.50	9.25	10.25	11.45	12.15	1.15	2.35	4.05	5.05	6.05	8.15	9.05	
Bindubi/Redfern Sts.	6.26	7.26	9.01	9.36	10.36	11.56	12.26	1.26	2.46	4.16	5.16	6.16	8.26	9.16	
Cook shops	6.31	7.31	9.06	9.41	10.41	12.01	12.31	1.31	2.51	4.21	5.21	6.21	8.31	9.21	
Weetangera shops	6.36	7.36	9.11	9.46	10.46	12.06	12.36	1.36	2.56	4.26	5.26	6.26	8.36	9.26	
Kingsford Smith/Belconnen Way	6.43	7.43	9.18	9.53	10.53	12.13	12.43	1.43	3.03	4.33	5.33	6.33	8.43	9.33	
Higgins shops	6.45	7.45	9.20	9.55	10.55	12.15	12.45	1.45	3.05	4.35	5.35	6.35	8.45	9.35	
Latham	6.50	7.50	9.25	10.00	11.00	12.20	12.50	1.50	3.10	4.40	5.40	6.40	8.50	9.40	

	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Latham	6.55	8.07	9.33	10.05	11.05	12.35	1.24	1.54	3.24	4.54	5.54	6.54	8.54	9.54	
Higgins shops	7.00	8.12	9.38	10.10	11.10	12.40	1.29	1.59	3.29	4.59	5.59	6.59	8.59	9.59	
Kingsford Smith/Belconnen Way	7.02	8.14	9.40	10.12	11.12	12.42	1.31	2.01	3.31	5.01	6.01	7.01	9.01	10.01	
Weetangera shops	7.09	8.21	9.47	10.19	11.19	12.49	1.38	2.08	3.38	5.08	6.08	7.08	9.08	10.08	
Cook shops	7.14	8.26	9.52	10.24	11.24	12.54	1.43	2.13	3.43	5.13	6.13	7.13	9.13	10.13	
Bindubi/Redfern Sts.	7.19	8.31	9.57	10.29	11.29	12.59	1.48	2.18	3.48	5.18	6.18	7.18	9.18	10.18	
City	7.30	8.42	10.08	10.40	11.40	1.10	1.59	2.29	3.59	5.29	6.29	7.29	9.29	10.29	

**Saturday, Sunday & Public Holidays**

	am	am	am	am	am	am	am	pm		pm	pm	pm	pm	pm	pm
Melba	6.17	7.18	8.02*	8.18	9.28	10.28	11.28	12.19							
Higgins shops	6.27	7.28	8.12	8.28	9.38	10.38	11.38	12.29							
Bindubi St./Belconnen Way	6.37	7.38	8.22	8.38	9.48	10.48	11.48	12.39							
City (Arrive)	6.47	7.48	8.32	8.48	9.58	10.58	11.58	12.49							
City (Depart)	6.49	7.50	8.34	8.50	10.00	11.00	12.00	12.51	Then hourly to	6.19	7.49	8.49	9.49	10.38	
Albert Hall	6.53	7.54	8.38	8.54	10.04	11.04	12.04	12.55		6.29	7.59	8.59	9.59	10.48	
Hopetoun Circ	6.58	7.59	8.43	8.59	10.09	11.09	12.09	1.00		6.39	8.09	9.09	10.09	10.58	
Phillip (Woden Interchange)	7.05	8.06	8.50	9.06	10.16	11.16	12.16	1.07		6.49	8.19	9.19	10.19	11.08	
										6.51	8.21	9.21	10.21	11.10	
										6.55	8.25	9.25	10.25	11.14	
										7.00	8.30	9.30	10.30	11.19	
Phillip (Woden Interchange)	6.30		11.30	11.45*	12.30										
Hopetoun Circ.	6.37		11.37	11.52	12.37										
Albert Hall	6.42		11.42	11.57	12.42										
City (arrive)	6.46		11.46	12.01	12.46										
City (depart)	6.48		11.48	12.03	12.48										
Bindubi St./Belconnen Way	6.58		11.58	12.13	12.58										
Higgins shops	7.08		12.08	12.23	1.08										
Melba	7.18		12.18	12.33	1.18										

\*Saturday Only.

\*\*Latham if required.

- 442 Hawker BELCONNEN
- 453 Latham KIPPAX
- 454 Florey/Drive MACGREGOR
- 455 Osburn/Drive MACGREGOR

470 Holt KIPPAX

471 Belconnen South

Return trips showed "Belconnen Inter/Change" except for 471 which showed "Belconnen South" in both directions.

The final part of this series of two will detail current services.

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# The Great Austral-American Havre-to-Denver bus timetable challenge

BRENDAN WHYTE, MARCUS DUYZEND & JIM SINCLAIR.

**YOUR HISTORY BOOKS** won't mention it, but in the early 1960s the first Saint Valentine's Day Massacre occurred, and has been repeated annually ever since by hundreds and sometimes thousands of people worldwide. The Massacre, organised by Jim Sinclair of La Cañada, California, is a cross between a car rally and a puzzle played in the comfort of your own home, in which players follow a set of printed instructions to "drive" their way across America from the East coast to the West (or vice versa in alternate years) along the roads and highways depicted in that year's Rand McNally road atlas of the US, Canada and Mexico. The instructions seem simple: "Go east on unpaved road after having gone through three highway 59 symbols, then go west on Interstate 90." or "Go east on highway whose number includes a digit 8, then turn on U.S. 30 toward the nearest point of interest." As you proceed through the instructions, there are questions to check if you have followed them correctly (and it is so easy to go wrong!): How many state highway symbols do you go through: 2 or 3; 4; 5; or 6? Which among these counties do you see first: Buchanan, Clay, Cloud or Marshall? ["see" means get within ¼ inch of on the map]. There's no trivia, and no knowledge of anything American is required: it's all about following the instructions and reading the map carefully. The player who gets most questions correct wins, and the top 10% of players get a trophy.

This year's Massacre, the 54th, and the third which I (Brendan Whyte) have entered, had an interesting puzzle involving "bus routes" as part of Leg 7 (Martin, North Dakota, to Stampede Pass, Washington; written by Marcus Duyzend of England), and which I have obtained Marcus and Jim's permission to share with you. The instructions are below, and include three multiple choice questions. Send your

answers to me, Brendan Whyte at [obiwonfive@hotmail.com](mailto:obiwonfive@hotmail.com), within 3 weeks of this issue's e-mailout, and all correct entries will receive a congratulatory email from me (a sort of internet pat on the head). The winners, and the correct answered will also be published in *The Times* next issue.

For more on the Massacre and other annual competitions offered by Jim Sinclair, see [this page](#) - image below.

You stop in Malta, Montana, and moosey on in to the Stockman Bar.

"You're here!" say The Old Maltese. "Grand! Here's an orange popsicle. Let's go catch a bus."

He hustles you back out to your roadster, in which you drive him west to Havre (still in Montana), where you stop and go to the map on the inside back cover of the 2017 Rand McNally Road atlas of the US, Canada and Mexico [This is the mileage and driving times map].

## Special Instruction 1.

"You may not know this," The Old Maltese says, "but this is a map of bus routes! We're going to go to Denver on buses!"

On this map, states are outlined in white, and each circle with a dot within it is a bus station. You'll travel directly from one bus station to the next, on the red bus line connecting those stations.

All buses leave hourly, at the top of the hour. The buses always run on time, given by the blue numbers in hours and minutes between stations. Passengers must allow at least 5 minutes when transferring from one bus to the next.

Plot the quickest bus trip to Denver that you can take with only three transfers. (If more than one set of bus routes would get you to Denver at the same time, use whichever set provides the best scenery.) Stay on this map until you've completed Special Instruction 2.

The hour is late, so both of you catch some sleep in the Havre waiting



Click on the Titles Below for Details on Each Competition

Coming Up Next:  
It Starts On the Fourth of July:  
**Independence Day Fireworks**  
Starts Next Halloween:  
**Almaniac Trivia Contest**  
2018 Edition Starts Next January:  
**St. Valentine's Day Massacre**  
Not scheduled:  
**Great Maltese Circumglobal Trophy Dash**  
Questions/Comments  
**The Old Maltese**

## Welcome to the Official Website of The Old Maltese!

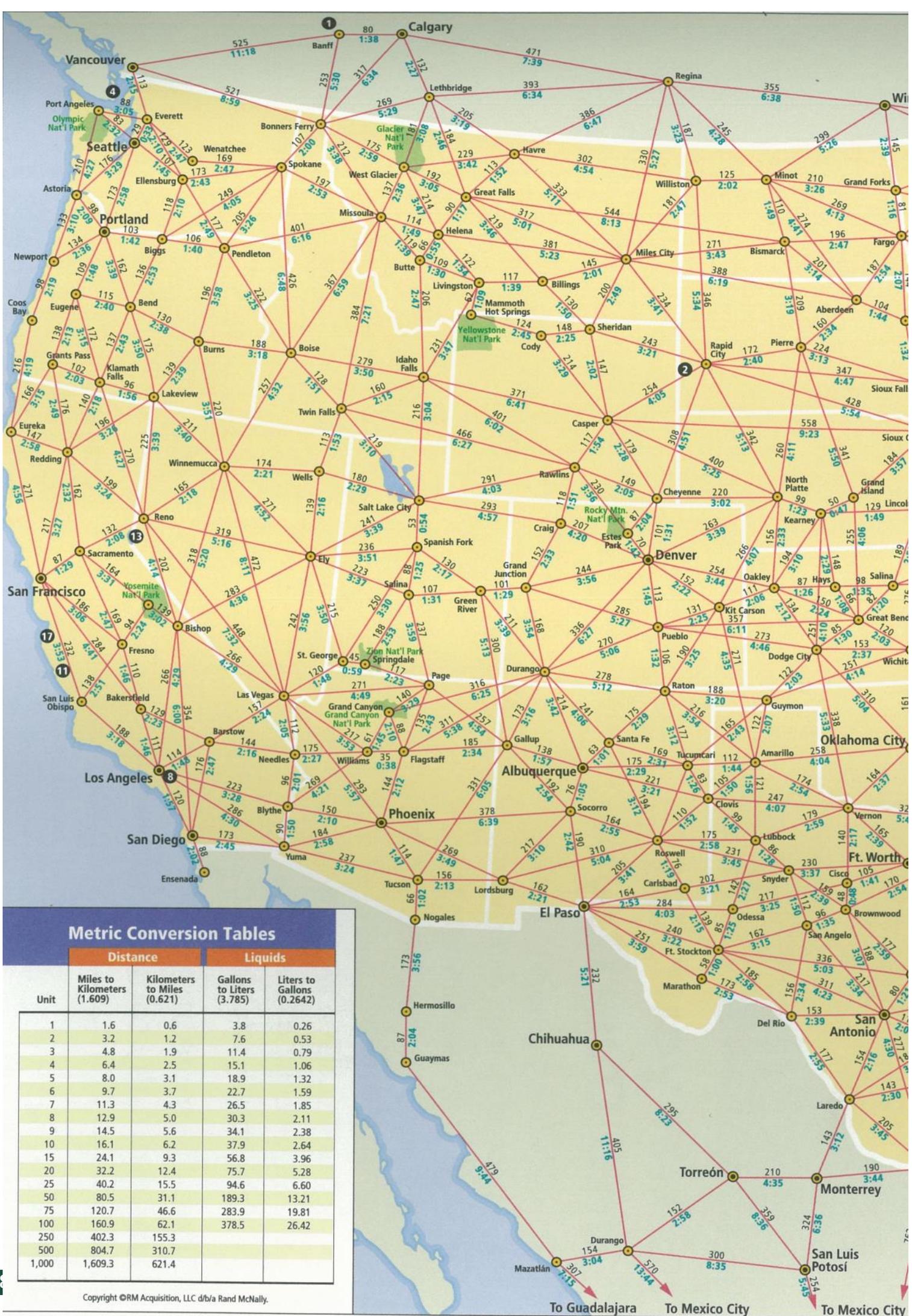
You've found the right place for map-based and trivia-based competitions of challenge and guile:

- for 54 years: the annual **St. Valentine's Day Massacre** - a wintertime coast-to-coast competitive auto rally *all on maps*
- for 36 years: the annual **Great Maltese Circumglobal Trophy Dash** - an early autumn round-the-world map rally
- for 33 years: the semi-annual (spring and late autumn) **Almaniac** - a trivia competition, quite different from our map-based competitions
- for 20 years: the annual **Independence Day Fireworks** map rally - a summertime shorter version of the big St. Valentine's Day Massacre

updated June 10, 2017

### 2017 Fireworks competitors:

Beginning at noon Pacific Time (3 p.m. Eastern) on Wednesday, August 9, you may click below for the official answers and explanations for this summer's Fireworks competition:



### Metric Conversion Tables

Unit	Distance		Liquids	
	Miles to Kilometers (1.609)	Kilometers to Miles (0.621)	Gallons to Liters (3.785)	Liters to Gallons (0.2642)
1	1.6	0.6	3.8	0.26
2	3.2	1.2	7.6	0.53
3	4.8	1.9	11.4	0.79
4	6.4	2.5	15.1	1.06
5	8.0	3.1	18.9	1.32
6	9.7	3.7	22.7	1.59
7	11.3	4.3	26.5	1.85
8	12.9	5.0	30.3	2.11
9	14.5	5.6	34.1	2.38
10	16.1	6.2	37.9	2.64
15	24.1	9.3	56.8	3.96
20	32.2	12.4	75.7	5.28
25	40.2	15.5	94.6	6.60
50	80.5	31.1	189.3	13.21
75	120.7	46.6	283.9	19.81
100	160.9	62.1	378.5	26.42
250	402.3	155.3		
500	804.7	310.7		
1,000	1,609.3	621.4		

To Guadalajara To Mexico City To Mexico City



### Mileages

277 Black numerals indicate distance in miles.

### Drive Times

7:55 Blue numerals indicate driving time.

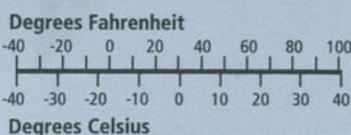
Driving time shown is approximate under normal conditions. Consideration has been given to topography, number of towns along the route, congested urban areas, and the speed limit imposed by each state.

Allowances should be made for night driving and unusually fast or slow drivers.

### Points of Interest

- 1 Banff National Park, AB
- 2 Black Hills, SD
- 3 Branson, MO
- 4 Butchart Gardens, BC
- 5 Cape Cod, MA
- 6 Cape Hatteras, NC
- 7 Kennedy Space Center, FL
- 8 Disneyland, CA
- 9 Finger Lakes, NY
- 10 Great Smoky Mts. Nat'l Park, TN
- 11 Hearst San Simeon, CA
- 12 Hilton Head Island, SC
- 13 Lake Tahoe, CA/NV
- 14 Land Between the Lakes, KY/TN
- 15 Laurentian Mountains, QC
- 16 Mall of America, MN
- 17 Monterey Peninsula, CA
- 18 Mystic Seaport, CT
- 19 Niagara Falls, NY
- 20 Rehoboth Beach, DE
- 21 Walt Disney World, FL
- 22 Williamsburg, VA

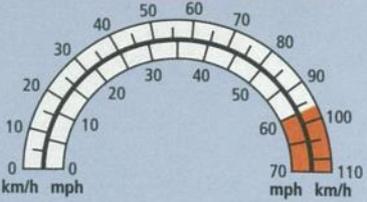
### Temperature



**Fahrenheit to Celsius:**  
Subtract 32 from the number of Fahrenheit, then divide by 1.8.

**Celsius to Fahrenheit:**  
Multiply the number of Celsius by 9/5 and add 32.

### Speed



**Miles per hour to kilometers per hour:**  
Multiply the number by 1.609.

**Kilometers per hour to miles per hour:**  
Multiply the number by 0.621.

room, then rouse up at half past 6 in the morning to check the departure board.

As the bus station clock approaches 7 a.m., The Old Maltese calls out, “Board!”, and the two of you set out on your bus journey.

As you ride along, The Old Maltese regales you with bus stories.

“Know why you shouldn’t run in front of a bus?” No, why?

“You might get tired.” Oh.

“To what kind of dog should you always yield the right-of-way on a one-lane road?” Hmm.

“A Greyhound!

“You know,” he says after awhile, “it’s coming up on noon, when Clementine Hilley will leave Denver, taking buses back to Havre. She’ll use the same bus schedules and guidelines that we use.

“But Clementine will travel on none of the bus lines that we’re using today; she’s going to do some sightseeing

and will transfer more times than we do.

“She’ll go through Rocky Mtn. Nat’l Park, then she’ll pick up a batch of her Aunt Rachel’s special graham-flour cookies topped with orange sprinkles at her aunt’s place in North Platte.

“Otherwise she’ll travel as quickly as she can; she has a geography class to get ready for at Northern State.”

**Q1. How many of these do you go through?**

- state that has a bus station at Bismarck
  - state that has a bus station at Cheyenne
  - state that has a bus station at Lincoln
  - state that has a bus station at Pierre
- a) 1   b) 2   c) 3   d) 4

**Q2. Do you see Clementine?**

- a) yes   b) no.

“We’ve ridden to some capital places, haven’t we?” says The Old Maltese at

the Denver bus station upon your completion of Special Instruction 1. Treat him to an orange milkshake then take a nap.

**Special Instruction 2.**

At 7 a.m., embark with The Old Maltese on bus rides back to Havre, going through neither Rocky Mtn. Nat’l Park nor North Platte nor any of the bus stations that you and The Old Maltese went through yesterday – otherwise transferring the fewest possible number of times. (Travel time doesn’t matter, and, if more than one set of bus routes would get you to Havre with the same number of transfers, use whichever set provides the best scenery.)

**Q3. Do you go through Bismarck, Casper, or Idaho Falls?**

- a)   yes   b) no

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# High Speed Rail – Brazil?

**JIM WELLS**

**I**NTEREST IN HIGH SPEED RAIL waxes and wanes in Australia, so it's worth watching developments overseas. HS2 in the UK promises speeds up to 400 km/h.

One obvious city pair for High Speed Rail has to be Sao Paulo to Rio de Janeiro in Brazil. Both cities have mega-populations (about 14 million each) and are only about 340 km apart, direct line.

One immediate observation is pertinent here. High Speed Rail has generally been introduced where the legacy rail system came under pressure and carried significant passenger traffic. This guaranteed patronage from day one and helped to reduce financial risk.

But long distance passenger rail has died almost everywhere in Latin America and certainly in Brazil (see box). There is a railway line between Sao Paulo and Rio de Janeiro but it hasn't seen passenger service in many years.

So how do Brazilians make the journey? Their first and most likely option is flying. A good source of information on this is

73+ flights per day, 1h 0m duration					
São Paulo, Brazil (all airports) to Rio de Janeiro, Brazil (all airports)					
6:40 am	→	7:45 am	Avianca 6000	Su. M. Tu. W. Th. F. Sa.	CGH-SDU
6:50 am	→	7:55 am	Gol 1092	Su. M. Tu. W. Th. F. Sa.	GRU-GIG
9:00 am	→	10:00 am	LATAM 3912	Su. M. Tu. W. Th. F. Sa.	CGH-SDU
12:10 pm	→	1:15 pm	Azul 2402	Su. M. Tu. W. Th. F. -	GRU-SDU
More non-stop flights, connecting flights from 2h 35m					
Valid until 22 Jan.				Send feedback	

Google. Type in Flights from XX to YY and ignore all the ad entries for booking sites and you'll find the table above.

This table can be copied to a spreadsheet and summarised (for a Tuesday in this case) with the following results for Sao Paulo to Rio (Table below left).

The 73+ flights that Google reports is the number of flights on a Saturday; there's quite a bit of difference with Tuesday's 109. (Google reports 57+ flights for Melbourne – Sydney). The flights start at 6 am with the last at 11 pm so the hourly average of flight numbers is 6.4 – impressive. There are twelve between 8 am and 8.45

am.

A quick word about the airports. Sao Paulo: Congonhas is only 8 km to the south of Sao Paulo's CBD; the much busier Guarulhos is 25 km to the north east. Viracopos is Sao Paulo's original international airport but is 82 km to the west of the CBD and arguably should not be included in this analysis.

Rio: Wiki says Santos Dumont is located adjacent to downtown and is served by light rail. The airport is at the end of a peninsular with approaches and departures over water. The international airport is 20 km north and access by subway is possible for part of the journey.

GOL's fleet is entirely Boeing 737; LATAM's fleet is mainly Airbus A320 narrow bodied family type.

All in all it's clear that air has a very strong position in this market.

Turning now to bus (or coach if you prefer) one recognises that Brazil has a very highly developed long distance bus network. Buses are modern and often have on board refreshment services.

[This Web site](#) lists 209 services, presumably running daily, but with an extraordinary concentration on overnight services. Of the 209 services, 115 or just over half leave Sao Paulo after 10 pm and before 3 am. There is no reference to day of week in this listing; one suspects the true number on various days may be much less.

There appear to be four operators and six "price" levels. Basic is 4 across seating at 70 cm (27.6 in) pitch – horrible. Better classes have 2-1 seating with pitches over 1m.

Fares don't seem to vary by class as much as one would expect; the cheapest appears to be around \$US40; the most expensive less than \$US90.

Trip advisor has this comment:

*The bus starts at one bus station and ends*

## Airline

Route	Avianca	Azul	Gol	LATAM	Totals
CGH-GIG	2		5	4	11
CGH-SDU	12		20	25	57
GRU-GIG	3		3	6	12
GRU-SDU		5	5		10
VCP-GIG		4	2		6
VCP-SDU		13			13
<b>Totals</b>	<b>17</b>	<b>22</b>	<b>35</b>	<b>35</b>	<b>109</b>

## Summary ex Sao Paulo

CGH - Congonhas	68	
GRU - Guarulhos International	22	
VCP - Viracopos/Campinas Intern.	19	109

## Summary Rio de Janeiro

SDU - Santos Dumont	80	
GIG - Rio de Janeiro International	29	109

Wikipedia has a [useful summary](#) of data by passengers and number of flights for busy routes. There is a precautionary note that the article has data issues.

It sure does as it suggests that Sao Paulo / Rio de Janeiro has 284 flights per day making it the busiest in the world. This is inconsistent with the 109 (one way) mentioned in the article. It is also inconsistent with Wiki's claim of passengers carried as the calculated average is well under 100 which is most unlikely with the aircraft being used.

The passenger listing is shown in the table on this page. It's not clear how Wiki has done the rankings but Jeju to Seoul (Korea) is a standout. Google reports about 100 flights a day (one way) operated by five airlines. Jeju is a resort on the island of that name about 100 km off the southern coast of the mainland.

Three of the routes have direct high speed rail competition but distances mean that air has a clear advantage. Another (Tokyo - Sapporo) has partial high speed rail competition.

The data is distorted by looking only at individual airports. Many cities have multiple airports: Los Angeles has five. Google reports for a Tuesday 208 flights northbound from the Los Angeles area to the San Francisco Bay Area which has three airports. Only 60 of these are on the main LAX to SFO route. This is consistent with the Wiki data.

at another, obviously. Neither station is easy to get to from the city center, Rio involves a bus that doesn't stop in front of the station, or another that does, but takes about an hour, or you can take a taxi. Tiete (Sao Paulo) is the largest bus station in South America and is crowded and pick-pocketing is common. You can take the subway from Tiete into Sao Paulo, but you need to know where you're going and pray you don't arrive at rush hour. A taxi to Sao Paulo from Tiete will run you 40 USD.

Almost all trips, irrespective of time of day, take about 6 hours for the 434 km, which at an average of a little over 70 km per hour is slow. Allowing half an hour for an intermediate stop, boosts the figure to 79 km per hour over the road. Highway 116 is the principal route and appears to be dual carriageway the whole way. Maybe it is congestion in towns that is the problem but that seems unlikely given the dead of night trips still take 6 hours. As a comparison Murray's Canberra Sydney (Airport) journeys average about 84 km/h.

In 1983, as per Cooks Overseas Timetable there were two trains a day – see table 2075 – one day train, the other overnight covering the 499 km in 8.5 to 9.5 hours, which is a lot slower than bus; then and now. By 1990 the day train had been discontinued; subsequently the night one was too (1996?).

Rio's terminal is now called "Central do Brazil" and is a large stub (dead-end) facility handling suburban traffic. It may have the capacity to handle High Speed Trains but it's doubtful whether Sao's Lutz station could in it's present four platform 'through' form, handling suburban traffic.

The French had a big advantage when introducing high speed rail and that was the excellent alignment of the legacy railways through the suburbs to the terminal stations, so the High Speed line didn't have to be built right to the terminals. This would be a major problem for Australia.

Nation	Rank	City 1	City 2	Flights per day
	1	Rio de Janeiro	São Paulo	284
	2	Jeju	Seoul-Gimpo	209
	3	Melbourne	Sydney	192
	4	Chicago	New York City	184
	5	Delhi	Mumbai	140
	6	Fukuoka	Tokyo	136
	7	Sapporo	Tokyo	128
	8	Los Angeles	San Francisco	124
	9	Jakarta	Surabaya	123
	10	Cape Town	Johannesburg	116

The alignment of the railway to the west out of Rio looks quite good; not so for Sao Paulo for the line to the east.

Which country will get High Speed Rail first: Brazil or Australia? Brazil has the passenger demand and optimal distance for a first route but not the money to build it given its parlous economic condition.

Long Distance Passenger Rail services in Brazil (rear cover). Thomas Cook's Overseas Timetable for March/April 1983 had over thirty tables for rail service in the country. Most of the lines were metre gauge with infrequent and slow services.

One odd ball service was the 1.44m (1.435m?) gauge isolated line in the far north connecting the port of Porto Santana with Serra Do Navio, 194 km away. By Brazilian standards the service was good; about four trains a day in each direction.

Of note was the 1,315 km service to the Bolivian border at Corumba with sleeping cars. The connections to Bolivian stations are not shown as the service does not run through despite the same 1m gauge. Indeed the Bolivian service started 11 km from the border at Puerto Suarez.

The Eastern terminus for the Brazilian service was at Bauru which was/is on the relatively busy 1.6m gauge line from Sao Paulo to Panorama. Bauru is 402 km from Sao Paulo.

The 1.6m gauge network ran from Belo Horizonte through Rio and Sao Paulo to various places in the west.

By 2010 (Cooks September/October) almost all of this had been discontinued. Strangely the isolated 1.44m Porto Santana line still had service, albeit reduced to three days a week.

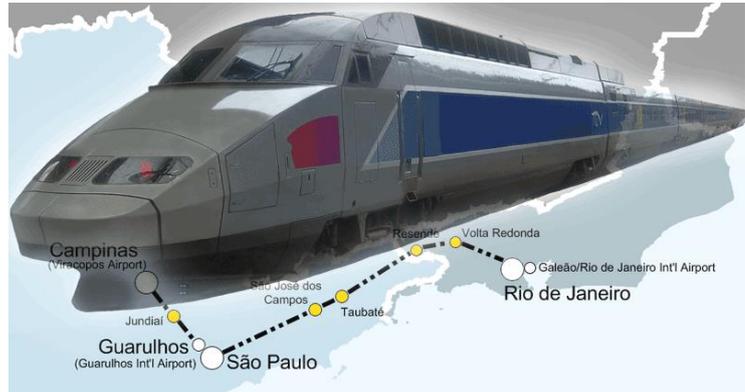
Of interest is that a service was still operating between the coastal city of Vitoria north of Rio and the major inland centre of Belo Horizonte. In 1983, Cook's reported this line as being 1m gauge; in 2010 as 1.6m. It looks as if substantial reconstruction of the line occurred as distance was reduced from 705 km to 664 km; still long compared to road 410 km.

In 1983 an overnight / day eastbound train took 17 hours. In 2010 a day service had reduced this to less than 13 hours; not as dramatic a reduction as one would expect.

The 2010 timetable has a table (no 2010) for a new isolated 1.6m railway running for 850 km from the north coast at San Luis south west to Parauapebas with a branch (bus service) to Imperatriz. The internet confirms that a passenger rail service commenced in 1986 and runs thrice weekly. See <http://www.vale.com/brasil/EN/business/logistics/railways/Passenger-Train-Service-Carajas/Pages/default.aspx>. Vale is a major mining company.

Wonders never cease. The 2010 timetable (table 2015) reports a weekly service running on 1.6m gauge on part of the Curitiba line mentioned earlier. The sector is Campo Grande to Miranda, 229 km but taking over 11 hours. This is much slower than the 1983 1m gauge service. Sorry, Cook's - Google street view shows the railway as narrow gauge east of Miranda.

The web site: <http://trains-worldexpresses.com/800/832.htm> is worth a look for information about Brazilian railways. Comment on this article - [Letter to Editor](#), [Facebook](#) Return to [Contents](#) Page



## Train Robbery ... The Canberra Mixed

LETTERS BY DEREK SCRAFTON, MAX MICHELL AND ALBERT ISAACS

### The Great Train Robbery

There is something not quite right in the second paragraph of the translated and reprinted article by Mischi & Solano in the June edition of *The Times*. Any express train bound for Edinburgh on the ECML that was passing Ashington station (or the site thereof) has lost its way and will end up in the Lynemouth industrial complex. Also the closure of passenger rail services on this branch line was in 1964, long before the EU began formulating and promulgating its transport regulations and is therefore not relevant to the main theme of the article.

The suggestion that Newcastle could be reached by train in 30 minutes is unrealistic. A southbound Virgin East Coast or Cross Country semi-fast train that has stopped at Morpeth (closer to Newcastle) takes about 15 minutes for the next leg south to Newcastle and any new service that was introduced to serve towns in this part of Northumberland would not run non-stop, bypassing other towns en route, such as Bedlington and Cramlington. There is an existing local service on the main line, but the stations (except for Cramlington) are to the west side of most of the towns and villages.

If traffic congestion in Newcastle is a problem for travellers entering the city from the north, there is a ready-made solution: drive to a park & ride station on the Tyne & Wear Metro.

However, the overall travel time will still be at least 45 minutes from any point north of Morpeth. Sincerely,

—Derek Scrafton.

### The Canberra Mixed—1

Jim—you should have asked - the 10.00 up mixed (pass from Queanbeyan) and the 16.05 down mixed Goulburn to Queanbeyan (1956 public book times) are old friends of mine. I lived in Canberra from 1946 until the end of 1955 and in the later part of that time was given fairly free reign to travel to various places on the line by train - Queanbeyan, Tarago or Goulburn all had convenient branch line returns.

The balance of trains was---- the down Mail / Mail connector forming the 10.00 up (loco and some cars) and 2035 up ( SYD overnight cars), the 07.12 down mixed from Goulburn (connect from MEL) made the rest of the 20.35 up and the Federal City Ex-

press made itself, both before and after being run as DEB sets. In those days Canberra didn't have any scheduled freight services while Cooma had a plethora of freight trains to do with the Snowy Mountains Scheme. It was not unusual to see four or even six standard goods engines running light engine in pairs back to Goulburn during the day at Queanbeyan. There were also sufficient goods trains that if you waited a while something would come along.

As juveniles (approx 10 - 13 years old) we would often get the 10.00 mixed to Queanbeyan then walk back filling a jute bag with coal off the ground - leaving it somewhere along the line when full to be collected with a compliant parent with car on the weekend.

Other times we would go to Tarago (steam Federal City Express) or Bungendore (DEB set from mid 1955) and come back on the express - although once on the latter we arrived into 2 road at Bungendore and the DEB set off without us, so we waited and got a mid afternoon goods with a

32 (possibly 3216) up front (a very unusual goods loco on this line). In time we would go to Goulburn on the 10.00 up then back on the afternoon mixed (always with a standard goods and at least once with a 55 class). We would sometimes shunt en route - I remember shunting at Komungla with a tail rope to get a wagon in the facing siding. The compliant parent was called up again on these occasions. The afternoon down mixed may have had Canberra goods but that would have waited until the early morning and almost certainly would have run attached to the cars off the Cooma Mail when they detached at Queanbeyan (the 05.00 down mixed).

Both the 10.00 up and 16.05 down connected with Cootamundra day train - an elegant all-stations train that (in those days) ran with the clerestory end platform sets that graced the original (pre war) Newcastle Express. The 10.00 up from Canberra was always a van and normally two cars (a BX or CX and an LFX) so that when they were attached to the up Cootamundra the vans were adjacent. I would think that this basic service framework would have continued more or less unchanged (in concept) until the major disruption to NSW equanimity in 1974 as a result of the fuel crisis.

One of the odd bits of behaviour at Canberra when the Federal City Express was running was to amalgamate all the cars of that train and the 20.35 up evening train at the platform. When the FCE departed it only went 100 metres or so, stopped to uncouple the 20.35 cars then really set off a second time maybe 4 minutes after the first try.

I did at least one through trip Canberra to Sydney on the 10.00 up and Coota day train (3614 with around 11 cars running all stations), which I seem to remember as arriving into platform 1 at Sydney (so it was possibly late?) and equally a return on the Coota day train and afternoon Queanbeyan mixed. Overall I can count at least five trips I made on the afternoon mixed, but probably two to three times that number of trips on the 10.00 up.

At a later date, in Jan 1958 I did an interesting trip to Captains Flat that is worth reporting - 3272 on the usual 3 cars (plus goods Canberra to Queanbeyan) as far as Bungendore where the anticipated CPH was not in evidence,

having gone to Cooma to run the Bombala while the 600 set was off sick. Some considerable time later 3326 turned up from Goulburn with a single side loader car and van and duly ran to Captains Flat. Having soaked up more than our share of lead wandering the works at the latter we then (opportunistically) grabbed a ride on the up ore train with 5596 and 550 tonnes trailing behind. This train was usually Garratt hauled on alternate days, but this day was not one of them. At Bungendore we had the up ore train, the up Captains Flat pass (the engine of which assisted the ore home to Goulburn), the up Canberra Monaro DEB set and the down mixed - the latter with well known Goulburn identity 5554.

As for the Tom Murray (AREA) trip, I am fairly certain that Weston's picture in the last The Times was taken at Queanbeyan on the day we headed into Canberra. Of note we picked up 500 tonnes of goods at Queanbeyan to take the last few km into Canberra. The express the night before from Albury had 3819 up front assisted by 3669 from Wagga to Goulburn, while the pass / mixed had 4824.

As you noted we bused over to Yass TOWN and did the run to the Junction and Bowning and return with 1301 and HX2 - one of the elegant clerestory roofed cars. 1301 was a one man job (the driver fired as well as drove) and we met some pretty big time main line stuff at Yass - double 36's on a down freight, a 36 and 38 on the up Riverina overtaking a double headed goods train waiting to follow come to mind. Return from Canberra on the evening train had the same 48, although I baled out at Queanbeyan and rode behind 3343 and 3282 (one of the former Federal City Express locos) on the up Cooma Mail northwards and the start of another adventure to Brisbane via Wallangarra.

Since I have Victor's attention I note that in the up Mt Hope / Trida mixed trains had 5 minute connections at Condobolin. It would be interesting to surmise just how this was done although I suspect the 'what the eye doesn't see' principle would probably have applied.

—Max Michell

## The Canberra Mixed—2

So! It seems that both of the *Isaacs brothers* have met women who have had an "extraordinary experience" on a train. In *The Times* (June 2017, page 11), Victor tells us about a lady who, in the 1970s, had travelled on the very slow Mixed from Goulburn to Canberra and described her trip as an "extraordinary experience". I think that I must have met that lady's twin sister.

Some years ago, the NSW Rail Transport Museum ran a trip over NSW Western lines using their Southern Aurora set, and fellow ATA member Stephen Ward and I both participated in this tour. We travelled to Cobar, the former terminus of the branch off the Main West line at Nyngan, and certainly the furthest that one could have ever gone on regular passenger services. However, the line extended past Cobar so as to serve the base metal mine at Elura, and the RTM actually took the Southern Aurora out as far as the mine's loading facilities. At Cobar, we were joined by members of the families of mine workers who went out to Elura to see where daddy or hubby worked. They travelled in the Aurora's Lounge Car which, of course, has never had its own toilet facilities. When one of the local ladies wanted to go and *spend a penny*, a member of the RTM crew directed her to the nearest Roomette Car and told her to use the facilities in one of the empty berths. She happened to use a berth near where both Stephen and I were accommodated. She had obviously never seen the pull-down toilets in a Roomette Car before (and had probably never been inside any rail sleeping accommodation). After doing her business, she emerged from the berth with the most amazed look on her face and explained to all the others travelling in that car: "What an extraordinary experience".

"What an extraordinary experience" has now become an oft-repeated expression of Stephen and myself - a private joke shared between the two of us!

Question: in the eyes of a non-railfan, which is really the most *extraordinary* - a slow Mixed, or the pull-down toilet in a Roomette berth?

—Albert Isaacs.

# I don't wish to get personal ... however ... NSW Railways Working Timetables 24 October 1909

VICTOR ISAACS

**I**N THE 1900S AND 1910S, the NSW Railways changed their timetables twice a year, at the start of winter and of summer. To take effect from 24 October 1909, for example, NSW Railways issued a new Public Timetable and new Working Timetables for:

- Main Suburban & Illawarra;
- Southern Division;
- Western Division; and
- Northern Division.

Then, as now, the Railways were the means of mass transport, for both passengers and freight. But then, unlike now, the Railways were the only reliable and efficient means of land transport. Hence, they were all things to all people. This meant that the Railways often made specific provision to assist particular groups, and even made provision down to the level of specific actions to assist named individuals. This was all set out in the Working Timetables. This level of specificity is inconceivable today. Indeed, it seems odd to us.

## I have chosen some examples.

On the Nevertire to Warren branch the Working Timetable informs us that “No. 1 [Mixed train] calls at Red Hill (mileage 356) when required to set down Reverend Father Curran, and at Sandy Creek, when required to pick up and set down passengers.” Both of these locations do not appear in the timetable itself. Another WTT note continues: “No. 3 [Mixed train] calls at Red Hill (mileage 356) when required to set down Reverend Father Curran.” Did Father Curran always walk to his

church and congregants, but always get a ride home?

No. 11 was the 3.40 pm Mixed train from Cowra to Harden (where it connected with an overnight Mail train to Sydney). It stopped definitely, or if required, at all stations. But here was much more. A note in the WTT provided:

“No. 11 calls at Wire-net Crossing (between Wattamondara and Koorawatha) and at Crowther Tanks daily, to set down school children, and at Crowther Tanks on alternate Saturdays to pick up Fettle Blake travelling to Young; also at about one half mile on the Young side of Solfarino Siding on Mondays and Thursdays to pick up the Loco. Examiner, and at Elington level crossing between King’s Vale and Demondrille, on the first Thursday in each month, to set down Gatekeeper.”

Our first reaction is surprise at the comprehensive and detailed services provided. There are a few questions we will never know the answers to. How did Fettle Blake get home from Young on alternate Saturdays? (There is no equivalent note about his return journey.) What possible reason did the Locomotive Examiner have to go to Solfarino level crossing twice every week? (The equivalent note of the opposite train sets him down at the level crossing, not about one half mile away.) If the gatekeeper was set down between King’s Vale and Demondrille on the first Thursday of each month, who attended to the level crossing gates in the earlier part of this day each month? I wonder if guards have provided steps or ladders to help peo-

ple on or off at non platform locations.

In my opinion, the prize for unusualness goes to two simple notes attached to the timetable for the Goulburn (in those days, not Joppa Junction) to Cooma branch. The main train on this line was no. 1, a Passenger train departing Goulburn at 1.45 am to Queanbeyan (3.55-4.15 am), where it became a Mixed train for the remainder of the journey to Cooma (arrive 7.45 am). A note says:

“No. 1 stops at 231 m. 4 c. [from Sydney] to pick up Fettle Wells’ children travelling to attend school at Colinton.” No time is provided for this train at Colinton, but it would have been there at about 6.15 am.

The return working was train no. 6, Mixed from Cooma at 6.5 pm to Queanbeyan (9.29-9.50 pm), then as a Passenger train to Goulburn, arrive 12.6 am. It was timetabled at Colinton at 7.29 pm. The equivalent note says:

“No. 6 stops at mileage 35m. 32c. [from Cooma] to set down Fettle Wells’ children after attending school at Colinton.”

So, the Wells children were in Colinton to attend school from about 6.15 am until 7.29 pm. What stamina and determination! Hooray for the Wells children!

[“Marketing purposes”? Wife-swapping? The note below was from the 8th November 1914 Western WTT—Editor].

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† No. 87 on Saturdays will depart Katoomba at 8:30 a.m. and run correspondingly earlier to Eskbank Coal Stage, arriving there 9:59 a.m., depart 10:4 a.m., and arrive Eskbank at 10:7 a.m.

¶ No. 9 Through Mixed will pick up passengers at Valley Heights on Saturdays only.

‡ No. 9 Through Mixed, on Saturdays, calls regularly at Zig Zag to pick up the wives of Night Officers and Ganger to convey them to Eskbank for marketing purposes.

**Table 2075**

#### RFFSA

**RIO DE JANEIRO – SÃO PAULO**

Q.W. B. Cr. 1 cl.	DP1 1± X	DP3 1± ◆	382	1.600 m.	DP2 1± X	DP4 1± ◆
0.00	0800	2300	0	dep. Rio de Janeiro Dom Pedro	arr. 1703	0827
			62	dep. Japeri	dep.	
480.00	1004	0120	109	dep. Barra do Piraí	dep. 1431	0602
480.00	1042		145	dep. Volta Redonda	dep. 1350	
480.00	1053		154	dep. Barra Mansa	dep. 1339	
680.00	1217		253	dep. Cruzeiro	dep. 1215	
790.00	1254		298	dep. Guaratinguetá	dep. 1135	
890.00	1323		326	dep. Pindamonhangaba	dep. 1106	
890.00	1339		345	dep. Taubaté	dep. 1051	
990.00	1415		389	dep. São José dos Campos	dep. 1015	
1100.00	1527		450	dep. Mogi das Cruzes	dep. 0904	
1200.00	1827	0805	499	arr. São Paulo Luz	dep. 0800	2320

