



# The Times

October 2017

A journal of transport timetable history and analysis

MARK STEVENS  
JACK KLUGMAN  
FELICIA FARR

TICKS WITH  
ALL THE  
TERROR  
OF A  
TIMEBOMB!

# TIMETABLE

Inside: The Strangest Timetable ever planned!  
Serving Belconnen—Part II  
Canberra Line Mixed—Episode IV  
The Drivers are revolting

RRP \$4.95  
Incl. GST

# The Times

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## Letters

### Hi Geoff

Many thanks for making such a good job of my Canberra piece [August 2017]. Would it be possible for you to post me a hard copy, for the archives. Happy to pay therefor. Also might it be possible to note in the next issue that the photos are mine. These days anything one puts up electronically is vulnerable to being lifted by people who then attribute them to their own 'collection' and republish them without acknowledgement!

**Cheers**  
**Jim Stokes**

### Very happy to oblige Jim

The ATA has a policy relating to use of things that appear in our magazines—material may be used, but must be acknowledged as to its source. I am not aware of any infringements of this “rule”. We have had at least one reverse instance where we unknowingly republished a contemporary article that had just appeared elsewhere. I had to pull the second instalment of that article to avoid compounding the error. We don't currently have a rule about that—perhaps we should. The issue with photographs and other illustrations is fudged by everyone including—I have to admit—by me. For instance, the August issue had colour paintings by W. W. Stewart, but his signature was partly obscured. Material from the web is often fiendishly difficult to source.

**Cheers**  
**Geoff Lambert**  
**Editor**

# “Timetable”

WIKI reviews a 1956 film by MARK STEVENS

**P**AUL BRUCKNER, A SURGEON whose license has been revoked for alcoholism, poses as "Dr. Sloane" aboard a train passing through Arizona. His presence there is part of a caper involving a fictitious patient, on whose behalf he gains access to his physician's bag in the baggage car, whereupon he blows the safe and steals a cash payroll of \$500,000. Bruckner and the "patient," supposedly infected with polio, are let off at a remote small town with a hospital, which is also far from any scheduled train stop, escaping with the money in an ambulance.

The railroad officials do not discover the robbery until the train reaches Phoenix, many hours after their escape has been effected.

In response, the insurance company puts a claim investigator, Charlie Norman, on the case, forcing him to postpone his vacation to Mexico with his wife Ruth the next day. Joe Armstrong, a veteran railroad policeman who is also investigating the crime, works with him.

Gradually evidence starts to turn up that the thieves stole the ambulance just before the robbery, then ditched it in the desert, escaping in a stolen helicopter. The scheme was thus elaborate, showing that the robbery had been carried out according to a strict timetable.

But there was one misstep that keeps it from being the perfect crime. During the escape the "patient," Lombard, accidentally shot himself, forcing Bruckner—and the money—to remain with him instead of escaping to Mexico, throwing off the timetable. Assigning Charlie to the case, a move by the insurance company unanticipated during planning of the crime, further disrupts the timetable and reveals to the audience that Charlie is the secret mastermind. Charlie carefully planned the crime after meeting Bruckner, who filed a false accident claim. Charlie plans to disappear in Mexico with Bruckner's wife Linda, who pretended to be Lombard's wife, using the cash to finance his new life. Bruckner, desperate for money, joined the crime strictly for the cash.

Charlie decides they should all wait for the investigation to cool off before trying to continue on to Mexico. However Joe, methodically investigating each aspect of the crime, finds an accomplice, who leads to another, Wolfe, the owner of the "stolen" helicopter. Charlie realizes that Bruckner and Wolfe double-crossed him, killing Lombard and planning to keep the money for themselves. Charlie kills Wolfe to silence him and makes it appear to be a suicide. Bruckner, trying to escape to Mexico with Linda and his share of the loot, panics during a routine customs check and tries to force his way across the border, but is killed by police. Linda escapes, and Joe arranges to go with Charlie to Mexico to find her, believing she has the rest of the loot.

Charlie sees an opportunity to escape, stashing his cut of the money in a briefcase to smuggle into Mexico. He suspects Bruckner had already arranged to leave Mexico for another country with Linda. However Charlie also discovers that an unsuspecting Ruth has tried to pull a practical joke on him, substituting fishing gear for his work reports in the briefcase, but discovered the stolen money and returned it anonymously to the insurance



company. While tracking down Linda to take Bruckner's place in the double-cross plan, Charlie draws the suspicion of Joe and the Mexican police, who close in. Forced to abandon Bruckner's plan, Charlie and Linda are cornered and killed in a shoot-out.

**Editor's Note:** Is it, or is it not, a coincidence that later in 1956 [Matsuo Seicho](#) retired from the Asahi Shimbun to write his famous "Murder by Timetable Collectors" mystery story [Points and Lines](#)?

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# Serving Belconnen Part 2 – Current Services

## HILAIRE FRASER

**C**ONTINUING OUR SERIES ON Canberra's bus services, this second Belconnen article details current bus services, shown on the Belconnen regional map provided with this article. Part one, already published provided an historical perspective.

Canberra bus services operated by [Transport Canberra](#) comprise separate weekday (using single and two digit, 200 series, 300 series and 700 Xpresso series route numbers) and weekend services (using 900 series). Based on the timetables effective 29 August 2016 published in the [Belconnen Weekday Timetable Booklet](#) and [Weekend Timetable Booklet](#), Belcon-

nen services are as follows:-

### Blue Rapid Services

300 Tuggeranong-Woden-City-Belconnen-Kippax

313 Tuggeranong-Woden-City-Belconnen-Kippax-Charnwood-Fraser

343 Tuggeranong-Woden-City-Belconnen-Kippax-Macgregor-Dunlop-Fraser

Each of these routes operate every thirty minutes during the Monday to Friday off-peak, providing a ten-minute service over the common section. On the weekend 300 is renumbered 900 and operates a fifteen-minute frequency with a supplementary thirty-minute Woden-City-

Belconnen services on Saturdays in the middle of day providing an average ten-minute service over this section.

### Feeder Services

12 Belconnen-McKellar-Evatt-Spence

313 Belconnen-Kippax-Charnwood-Fraser

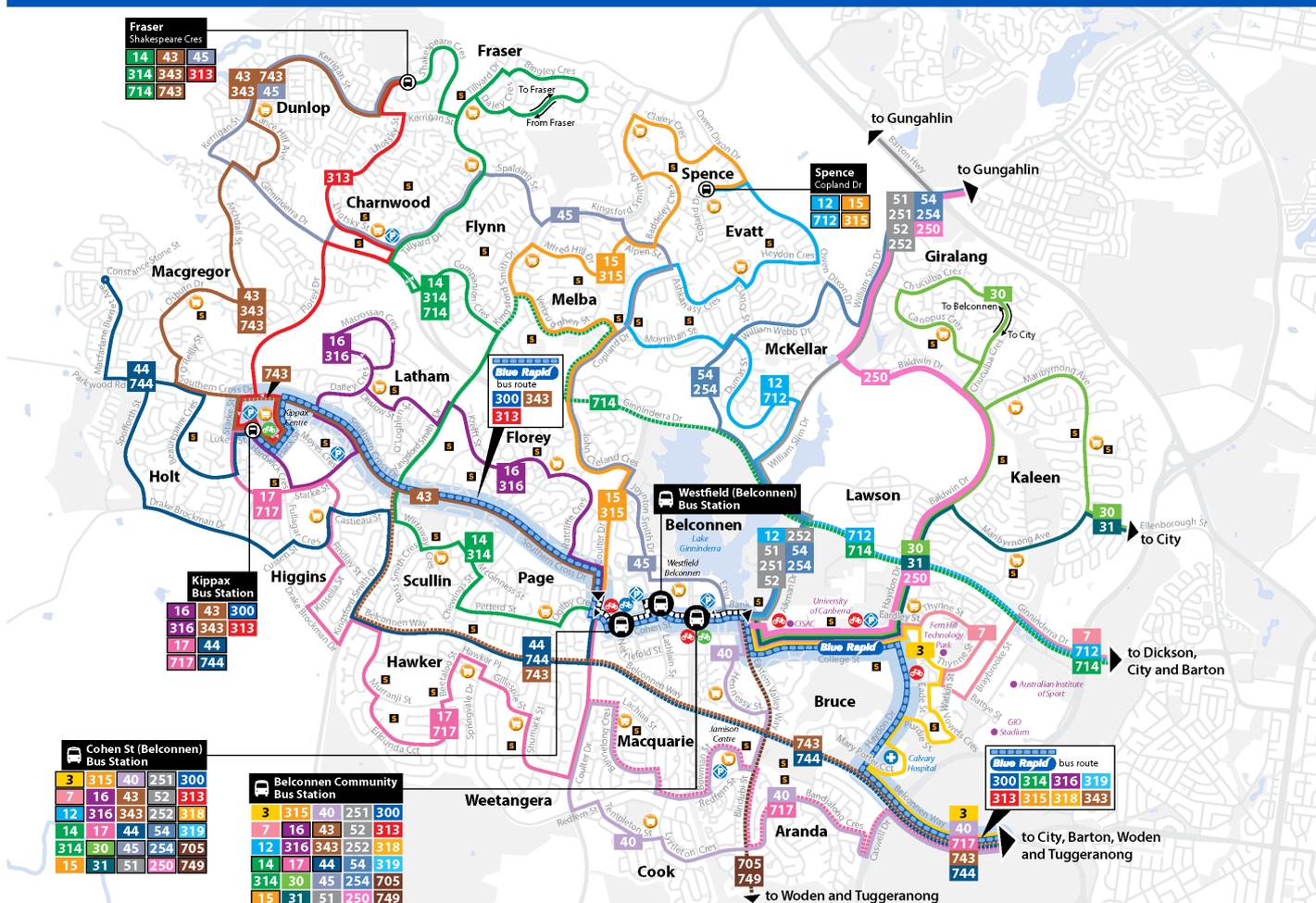
14 Belconnen-Page-Scullin-Flynn-Fraser

15 Belconnen-Melba-Spence

16 Belconnen-Florey-Latham-Kippax (timetable and map on pages 5-6)

17 Belconnen-Weetangera-Hawker-Kippax

### Belconnen Network Map



343 Belconnen-Kippax-Macgregor-Dunlop-Fraser

44 Belconnen-Holt-Macgregor West-Kippax

45 Belconnen-Flynn North-Charnwood-Dunlop-Fraser

These services operate at a thirty-minute Monday to Friday off-peak frequency except for 44 and 45 which operate hourly.

During peak periods routes 14, 15 and 16 extend to and from Tuggeranong as 314, 315 and 316 becoming Blue Rapid services. 12, 14, 17, 43 and 44 extend to and from Barton via City omitting Belconnen Town Centre as 712, 714, 717, 743 and 744. On school days two 43 services operate Belconnen-Kippax-Macgregor-Dunlop-Fraser. Also in peak periods 18 Gordon-Tuggeranong and 19 Banks-Tuggeranong extend to Belconnen as 318 and 319.

During the weekend these nine feeder services are reduced to six:-

902 Belconnen-McKellar-Evatt-Spence (12 renumbered)

903 Belconnen-Florey-Latham-Kippax - Charnwood-Fraser (16 and 313 combined)

904 Belconnen-Weetangera-Hawker-Holt-Macgregor West-Kippax (17 and 44 combined)

905 Belconnen-Kippax-Macgregor-Charnwood-Dunlop-Fraser (45 and 343 combined)

906 Belconnen-Melba-Spence (15 renumbered)

907 Belconnen-Page-Scullin-Flynn-Fraser (14 renumbered)

These six weekend feeder services operate hourly.

### City Services

3 Woden-Garran-Hughes-Deakin-City-ANU-Bruce-Belconnen

7 National Museum-City-Cowper St-Dickson-Bruce-Belconnen

30 City-Kaleen North-Giralang-Belconnen

31 City-Kaleen South-Belconnen

40 City-Aranda-Cook-Macquarie-Belconnen

These services operate at a thirty-minute Monday to Friday off-peak frequency except for 30 and 31 which operate hourly.

During the weekend these services operate hourly as:-

932 Woden-Curtin-Yarralumla-City-Kaleen South-Kaleen North-Giralang-Belconnen (replacing 30 through Kaleen North and 31 through Kaleen South)

934 Woden-Garran-Hughes-Deakin-City-ANU-Bruce-Belconnen (same as 3 except operates via Parliament House rather than National Circuit)

940 City-Aranda-Cook-Macquarie-Belconnen (same as 40 except operates via Benjamin Way, Belconnen CBD rather than Hennessy St)

980 Fyshwick-City-Northbourne Av-Dickson-Bruce-Belconnen (replacing 7 through Dickson-Bruce-Belconnen)

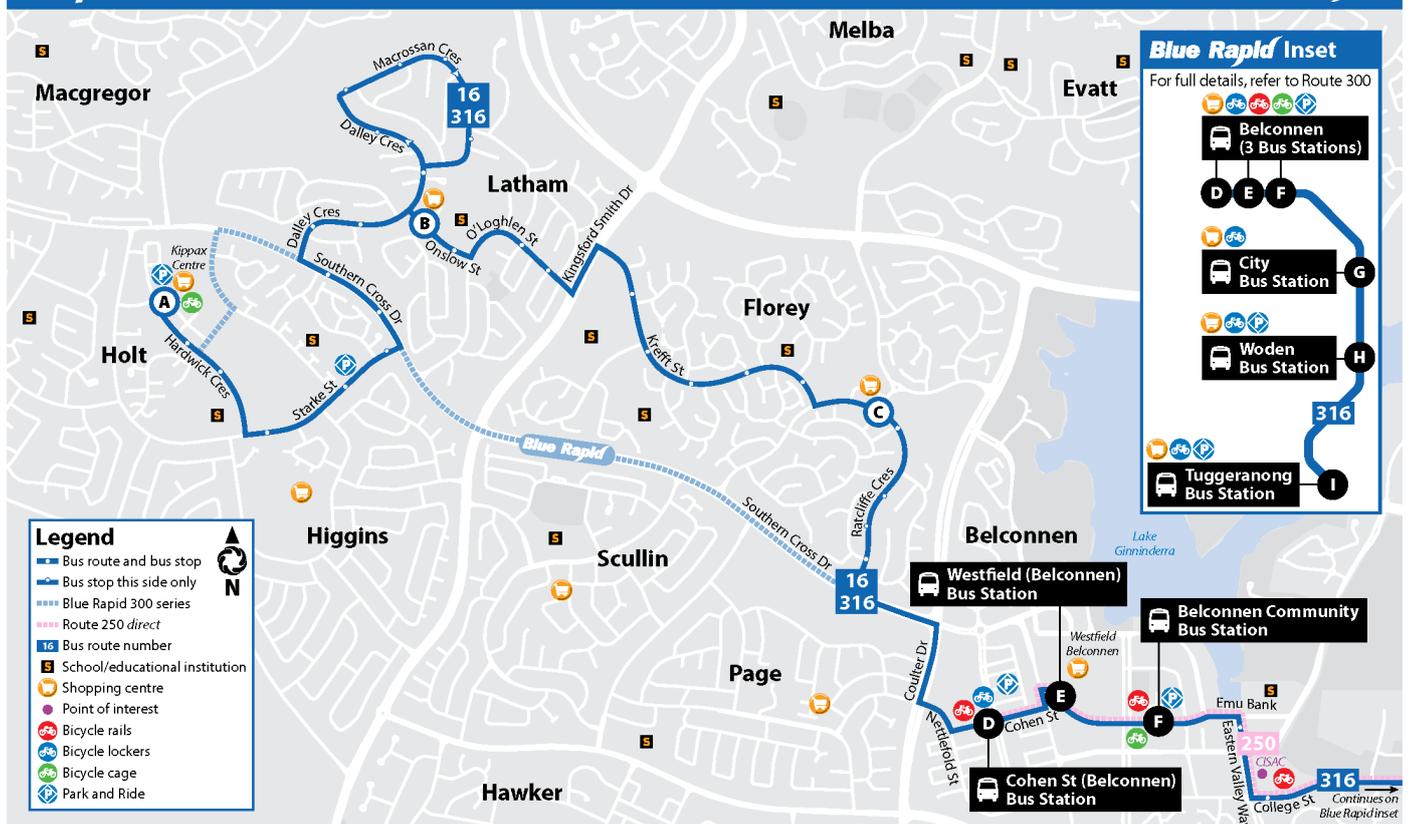
### Gungahlin Services

54 Belconnen-McKellar-Crace-Gungahlin

250 Belconnen-Baldwin Drive-

## 16, 316 Route Map

Blue Rapid



**Gundaroo Drive-Gungahlin**

54 operates hourly, 250 operates every twenty minutes Monday to Friday off-peak.

During peak periods 54 extends from Gungahlin to and from Kingston via City and Barton.

Hourly weekend services are:-

952 Belconnen-McKellar-Nichols-Gungahlin (replacing 54 through McKellar)

954 Belconnen-Baldwin Drive-Grace-Gungahlin (replacing 250 along Baldwin Drive)

**Tuggeranong and Woden Peak Period Xpresso Services**

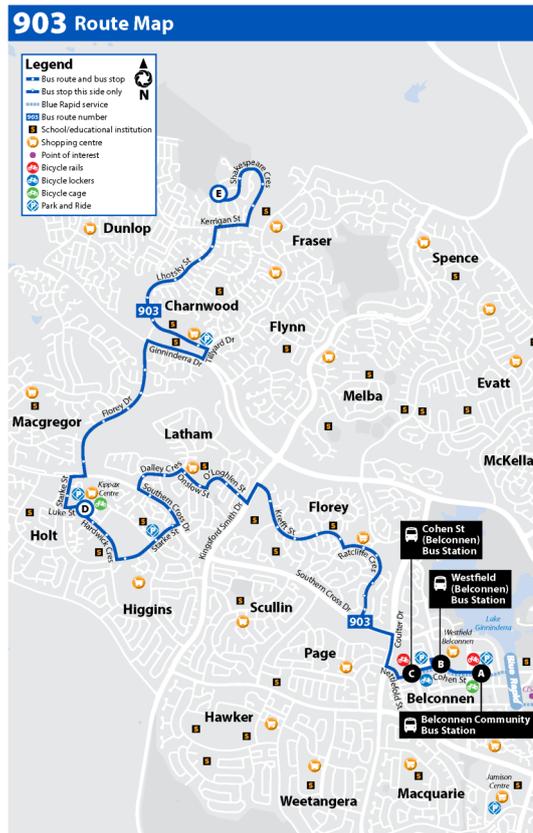
Additional peak period Xpresso Services are provided by:-

705 Belconnen-Tuggeranong

749 Belconnen-Woden

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**To Belconnen and Tuggeranong**

<b>16 316</b>	Kippax Bus Station	Latham Shops	Florey Shops	Cohen St (Belconnen) Bus Station	Westfield (Belconnen) Bus Station	Belconnen Community Bus Station	City Bus Station	Woden Bus Station	Tuggeranong Bus Station	
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	
Stop ID	4333	4411	4427	4479	5501	5511	3401	2706	13	
Route number				Platform 3	Platform 1	Platform 1	Platform 1	Platform 6		
<b>Monday to Friday</b>										
AM	<b>316</b>	6:07	6:14	6:18	6:21	6:22	6:25	6:42	7:00	7:20
	<b>316</b>	6:26	6:33	6:37	6:40	6:41	6:44	7:01	7:19	7:39
	<b>316</b>	6:50	6:57	7:01	7:05	7:06	7:09	7:30	7:48	8:08
	<b>316</b>	7:17	7:25	7:31	7:35	7:36	7:39	8:00	8:18	8:37
	<b>316</b>	7:34	7:42	7:48	7:52	7:53	7:56	8:17	8:35	8:54
	<b>316</b>	7:48	7:56	8:02	8:06	8:07	8:10	8:31	8:49	9:08
	<b>316</b>	8:10	8:18	8:24	8:28	8:29	8:32	8:53	9:11	9:30
	<b>316</b>	8:32	8:40	8:46	8:50	8:51	8:54	9:14	9:32	9:51
	<b>16</b>	8:48	8:56	9:02	9:06	9:07	9:10	9:30	9:48	10:07
	<b>16</b>	9:11	9:19	9:24	9:27	9:28	9:31	.....	.....	.....
	<b>16</b>	9:41	9:49	9:54	9:57	9:58	10:01	.....	.....	.....
	<b>16</b>	10:11	10:19	10:24	10:27	10:28	10:31	.....	.....	.....
	<b>16</b>	10:41	10:49	10:54	10:57	10:58	11:01	.....	.....	.....
	<b>16</b>	11:11	11:19	11:24	11:27	11:28	11:31	.....	.....	.....
	<b>16</b>	11:41	11:49	11:54	11:57	11:58	12:01	.....	.....	.....
PM	<b>16</b>	12:11	12:19	12:24	12:27	12:28	12:31	.....	.....	.....
	<b>16</b>	12:41	12:49	12:54	12:57	12:58	1:01	.....	.....	.....
	<b>16</b>	1:11	1:19	1:24	1:27	1:28	1:31	.....	.....	.....
	<b>16</b>	1:41	1:49	1:54	1:57	1:58	2:01	.....	.....	.....
	<b>16</b>	2:11	2:19	2:24	2:27	2:28	2:31	.....	.....	.....
	<b>16</b>	2:41	2:49	2:54	2:57	2:58	3:01	.....	.....	.....
	<b>16</b>	3:11	3:19	3:25	3:28	3:29	3:32	.....	.....	.....
	<b>16</b>	K3:25	S3:33	S3:39	S3:42	S3:43	S3:47	.....	.....	.....
	<b>16</b>	H3:29	H3:37	H3:43	H3:46	H3:47	H3:50	.....	.....	.....
	<b>16</b>	3:45	3:53	3:59	4:03	4:04	4:07	.....	.....	.....
	<b>16</b>	4:08	4:18	4:24	4:28	4:29	4:32	.....	.....	.....
	<b>16</b>	4:31	4:41	4:47	4:51	4:52	4:55	.....	.....	.....
	<b>16</b>	4:45	4:55	5:01	5:05	5:06	5:09	.....	.....	.....
	<b>16</b>	5:06	5:16	5:22	5:26	5:27	5:30	.....	.....	.....
	<b>16</b>	5:27	5:37	5:43	5:47	5:48	5:51	.....	.....	.....
	<b>16</b>	5:57	6:06	6:10	6:13	6:14	6:17	.....	.....	.....
	<b>16</b>	6:28	6:36	6:40	6:43	6:44	6:47	.....	.....	.....
	<b>16</b>	7:28	7:36	7:40	7:43	7:44	7:47	.....	.....	.....
	<b>16</b>	8:28	8:35	8:39	8:42	8:43	8:46	.....	.....	.....

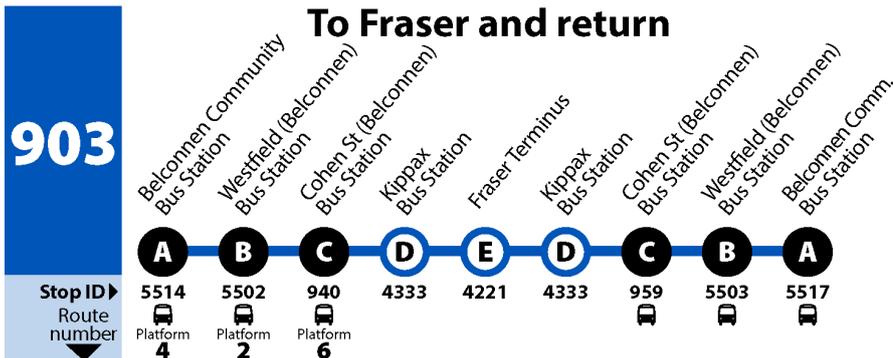
**To Kippax Centre**

<b>16 316</b>	Tuggeranong Bus Station	Woden Bus Station	City Bus Station	Belconnen Community Bus Station	Westfield (Belconnen) Bus Station	Cohen St (Belconnen) Bus Station	Florey Shops	Latham Shops	Kippax Bus Station	
	<b>I</b>	<b>H</b>	<b>G</b>	<b>F</b>	<b>E</b>	<b>D</b>	<b>C</b>	<b>B</b>	<b>A</b>	
Stop ID	1808	2709	3404	5514	5502	940	4428	4410	4333	
Route number	Platform 8	Platform 9	Platform 3	Platform 4	Platform 2	Platform 6				
<b>Monday to Friday</b>										
AM	<b>16</b>	.....	.....	.....	7:15	7:16	7:18	7:23	7:29	7:38
	<b>16</b>	.....	.....	.....	7:48	7:49	7:51	7:57	8:04	8:14
	<b>16</b>	.....	.....	.....	8:17	8:18	8:20	8:26	8:33	8:43
	<b>16</b>	.....	.....	.....	8:47	8:48	8:50	8:56	9:03	9:12
	<b>16</b>	.....	.....	.....	9:17	9:18	9:20	9:26	9:33	9:42
	<b>16</b>	.....	.....	.....	9:47	9:48	9:50	9:56	10:03	10:12
	<b>16</b>	.....	.....	.....	10:17	10:18	10:20	10:26	10:33	10:42
	<b>16</b>	.....	.....	.....	10:47	10:48	10:50	10:56	11:03	11:12
	<b>16</b>	.....	.....	.....	11:17	11:18	11:20	11:26	11:33	11:42
	<b>16</b>	.....	.....	.....	11:47	11:48	11:50	11:56	12:03	12:12
PM	<b>16</b>	.....	.....	.....	12:17	12:18	12:20	12:26	12:33	12:42
	<b>16</b>	.....	.....	.....	12:47	12:48	12:50	12:56	1:03	1:12
	<b>16</b>	.....	.....	.....	1:17	1:18	1:20	1:26	1:33	1:42
	<b>16</b>	.....	.....	.....	1:47	1:48	1:50	1:56	2:03	2:12
	<b>16</b>	.....	.....	.....	2:17	2:18	2:20	2:26	2:33	2:42
	<b>16</b>	.....	.....	.....	2:47	2:48	2:50	2:56	3:04	3:14
	<b>16</b>	.....	.....	.....	3:17	3:18	3:20	3:27	3:36	3:46
	<b>16</b>	.....	.....	.....	3:47	3:48	3:50	3:57	4:06	4:17
	<b>316</b>	.....	.....	3:43	4:08	4:09	4:11	4:16	4:23	4:36
	<b>316</b>	.....	.....	3:57	4:23	4:24	4:26	4:31	4:38	4:51
	<b>316</b>	3:40	3:57	4:14	4:40	4:41	4:43	4:50	4:57	5:09
	<b>316</b>	4:03	4:20	4:37	5:03	5:04	5:06	5:11	5:18	5:30
	<b>316</b>	4:23	4:40	4:57	5:21	5:22	5:24	5:29	5:36	5:48
	<b>316</b>	4:42	4:59	5:15	5:39	5:40	5:42	5:47	5:54	6:06
	<b>316</b>	5:03	5:20	5:36	6:00	6:01	6:03	6:08	6:15	6:27
	<b>316</b>	5:21	5:38	5:54	6:15	6:16	6:18	6:23	6:30	6:42
	<b>316</b>	5:42	5:59	6:14	6:34	6:35	6:37	6:42	6:49	7:01
	<b>316</b>	6:10	6:26	6:41	7:01	7:02	7:04	7:09	7:16	7:28
	<b>316</b>	6:40	6:56	7:11	7:31	7:32	7:34	7:39	7:46	7:58
	<b>316</b>	.....	.....	7:40	8:00	8:01	8:03	8:08	8:15	8:27
	<b>316</b>	.....	.....	8:13	8:33	8:34	8:36	8:41	8:48	9:00
	<b>16</b>	.....	.....	.....	9:33	9:34	9:36	9:41	9:47	9:56

**Explanations**

- H= Operates school holidays only
- K= Commences from Kingsford Smith School at 3:20pm on school days only
- S= Operates school days only

Effective 29 August 2016



Saturday										
AM	<b>903</b>	.....	.....	.....	.....	7:30	7:46	8:02	8:04	8:06
	<b>903</b>	7:59	8:01	8:03	8:17	8:30	8:46	9:02	9:04	9:06
	<b>903</b>	8:59	9:01	9:03	9:17	9:30	9:46	10:02	10:04	10:06
	<b>903</b>	9:59	10:01	10:03	10:17	10:30	10:46	11:02	11:04	11:06
	<b>903</b>	10:59	11:01	11:03	11:18	11:32	11:48	12:04	12:06	12:08
PM	<b>903</b>	11:59	12:01	12:03	12:18	12:32	12:48	1:04	1:06	1:08
	<b>903</b>	12:59	1:01	1:03	1:18	1:32	1:48	2:04	2:06	2:08
	<b>903</b>	1:59	2:01	2:03	2:18	2:32	2:48	3:04	3:06	3:08
	<b>903</b>	2:59	3:01	3:03	3:18	3:32	3:48	4:04	4:06	4:08
	<b>903</b>	3:59	4:01	4:03	4:18	4:32	4:48	5:04	5:06	5:08
	<b>903</b>	4:59	5:01	5:03	5:18	5:32	5:48	6:04	6:06	6:08
	<b>903</b>	5:59	6:01	6:03	6:18	6:32	6:48	7:04	7:06	7:08
	<b>903</b>	6:59	7:01	7:03	7:18	7:31	7:45	7:59	8:01	8:03
	<b>903</b>	7:59	8:01	8:03	8:18	8:31	8:45	8:59	9:01	9:03
	<b>903</b>	8:59	9:01	9:03	9:18	9:31	9:45	9:59	10:01	10:03
<b>903</b>	9:59	10:01	10:03	10:18	10:31	.....	.....	.....	.....	

Sunday and public holidays										
AM	<b>903</b>	8:59	9:01	9:03	9:17	9:30	9:46	10:02	10:04	10:06
	<b>903</b>	9:59	10:01	10:03	10:17	10:30	10:46	11:02	11:04	11:06
	<b>903</b>	10:59	11:01	11:03	11:18	11:32	11:48	12:04	12:06	12:08
	<b>903</b>	11:59	12:01	12:03	12:18	12:32	12:48	1:04	1:06	1:08
PM	<b>903</b>	12:59	1:01	1:03	1:18	1:32	1:48	2:04	2:06	2:08
	<b>903</b>	1:59	2:01	2:03	2:18	2:32	2:48	3:04	3:06	3:08
	<b>903</b>	2:59	3:01	3:03	3:18	3:32	3:48	4:04	4:06	4:08
	<b>903</b>	3:59	4:01	4:03	4:18	4:32	4:48	5:04	5:06	5:08
	<b>903</b>	4:59	5:01	5:03	5:18	5:32	5:48	6:04	6:06	6:08
	<b>903</b>	5:59	6:01	6:03	6:18	6:32	6:48	7:04	7:06	7:08



# Canberra Line Mixed Trains 1884-1983

Victor Isaacs

**T**HERE HAVE BEEN SOME articles in the Times recently ([June 2017](#), pages 11-13; August 2017, pages 13-15) about the Mixed trains which used to disgrace the rails to and from Canberra. So, I thought I should write a history of these wretched trains. This is quite a change from most histories of specific trains, which are usually about the top-rating trains. (The title of this article is slightly misleading, as I also cover the successor trains to the Mixeds.)

The fundamental of NSW Railway passenger timetabling from the time when mainlines were extended far into the interior of the Colony in the 1870s until the demise of the Mail trains 100 years later was this: The principal passenger trains on every mainline were the overnight Mail trains. The problem was that these were mainly organised to suit the timing requirements of the Post Office. One adverse result was that they arrived in Sydney far too early in the morning for any civilised activity, often at about 5 am.

An even more important problem this caused was they served mainline stations 100-200 miles from Sydney in the middle of the night. This was solved by the NSW also running mainline day trains over this distance. But what of the branch lines, where connections were made at the junction station in the middle of the night, and the first part of the branch was covered at undesirable hours?

An example is the branch line from Goulburn to Cooma. The first portion opened from Goulburn across the plain to Upper Tarago (later Tarago) on 3 January 1884, over the Great Dividing Range to Bungendore on 4 March 1885, through the difficult, rugged Molonglo River Gorge to Queanbeyan on 8 September 1887, through rough country to Michelago on 7 December 1887 and to the grazing centre of Cooma on 31 May 1889.

With the new train service, the hardy settlers of the district may have received a great improvement on their very slow horse-drawn carts. But, to

our eyes, the new train service seems ghastly. Connection at Cooma was with the overnight mail trains. For example, the NSW timetable of 3 October 1888 shows southbound passengers had to change at Goulburn at 2.40 am to 3.15 am. Great on a winter's night! Arrival at the then terminus of Michelago was at 8.20 am. Northbound, the Mixed train departed Michelago at 7.20 pm, for a change at Goulburn from 12.30 am to 1.10 am. This meant the main towns en route, Bungendore and Queanbeyan, were served in the middle of the night. To ameliorate this situation, Bungendore (but not Queanbeyan) therefore also received a day train – but only twice a week on Wednesdays and Saturdays.

Bungendore was not important enough for a daily service. This – also a slow Mixed train - departed Bungendore 8.15 am, and arrived at Goulburn at 10.30 am, connecting with the day train to Sydney. Southbound, it was also only twice a week: Wed, Sat. Connecting from the day train from Sydney, it departed Goulburn at 4 pm to arrive at Bungendore at 6.15 pm. That is, it took 2 hours, 15 minutes to run 44 miles, 71 kilometres, an average speed of about 20 miles an hour.

Upon the inauguration of the Commonwealth of Australia, it was thought that selection of the site of the new national capital would be one of the first decisions of the new government. However – surprise, surprise - it got caught up in domestic politics, and, in particular, disputes between the Federal and State governments. Canberra,

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## GOULBURN—COOMA.

## COOMA—GOULBURN.

Height in feet.	Distance	Down.				Height in feet.	Distance	Up.			
		Pass.	Pass.	Mail.	Mixed, Weds. only.			Mixed, Sats. only.	Mixed, Week-days.		
87	—	Sydney dep.	9 30	9 30	8 50	2662	—	Cooma dep.	...	...	5 30
2074	136	Goulburn R. arr.	3 16	3 10	1 39	2441	5	Bunyan .....	...	...	5 47
						2383	10	Umeralla .....	Wednesdays.	Saturdays.	6 4
						2550	16	Billilngra .....	...	...	6 35
						2359	21	Bredbo .....	...	...	6 54
						2324	28	Colinton .....	...	...	7 23
						2301	40	Michelago .....	...	...	7 30
								..... dep.	Wednesdays.	Saturdays.	8 0
2111	142	Tirrana .....	4 6	4 0	3 0	2419	50	Williamsdale .....	...	...	8 13
2141	145	Bangalore .....	4 26	4 26	3 26	2597	54	Royalla .....	...	...	8 32
2179	152	Inveralochy .....	4 45	4 45	3 44	2430	61	Tuggeranong .....	...	...	8 54
2220	157	Lake Bathurst .....	4 56	4 56	3 56	1901	70	Queanbeyan R. arr.	...	...	9 15
2268	159	Tarago .....	5 15	5 15	3 20	2288	76	Burbong .....	7 0	...	10 15
2316	167	Mount Fairy .....	5 40	5 40	4 29	2292	87	Bungendore .....	8 0	8 0	10 45
2345	174	Butmaroo .....	6 17	6 12	4 29	2325	92	Butmaroo .....	8 42	8 42	11 20
2393	179	Bungendore .....	6 17	6 12	4 29	2466	98	Mount Fairy .....	9 7	9 7	11 20
2441	190	Burbong .....	7 8	...	5 40	2258	107	Tarago .....	9 21	9 21	12 30
2491	196	Queanbeyan R. arr.	7 8	...	5 40	2220	111	Lake Bathurst .....	9 34	9 34	1 1
						2179	114	Inveralochy .....	9 54	9 54	...
						2121	121	Bangalore .....	10 24	10 24	...
						2111	124	Tirrana .....	11 20	11 20	...
								..... dep.	Pass.	Pass.	...
						2074	130	Goulburn R. arr.	12 30	12 30	...
								..... dep.	11 20	11 20	...
								..... dep.	4 40	4 40	6 0
						67	266	Sydney .....	4 40	4 40	6 0

\* Saturdays excepted, from Sydney to Goulburn. Passengers change at Goulburn.

† Arrives at Sydney at 6.15 on Sunday mornings.

For note 2, see page 36. R Refreshment Station. For Fares, see page 132.

19-May-1907

close to Queanbeyan, was finally selected as the site of the national capital in 1908. However, the Federal Parliament did not move there from Melbourne until 1927. Even then, Canberra remained very small. This changed only in the 1960s when large-scale movement of public servants from Melbourne got underway.

The selection of Canberra initially had no effect on train services on the Cooma branch.

From 19 May 1907, the Bungendore-Goulburn and v.v. Mixed was extended to run to and from Queanbeyan – but only once a week on Wednesdays. From 9 May 1909 it ran to Queanbeyan twice a week, but it still started from Queanbeyan only on Wednes-

days. The Saturday service was still only from Bungendore. Why? In fact a NSW Working Timetable of 24 October 1909 shows that, in fact it did start from Queanbeyan also on Saturdays, and ran to exactly the same times as on Wednesdays. But between Queanbeyan and Bungendore on that day was designated as a Goods train. Given that in those days, Goods trains often conveyed passengers, why was this train not mentioned in the Public Timetable? This is one of those timetable mysteries we will never solve.

From 16 October 1910, this day Mixed was mentioned in the Public Timetable as from/to Queanbeyan on both Wednesdays and Saturdays. (Queanbeyan 7 am, Goulburn 10.30 am, Goulburn 4 pm, Queanbeyan 7.33 pm). From 19 May 1912 the down train was downgraded, now designated as a “Goods with passenger accommodation attached”. The connection at Goulburn was lengthened and it became even slower: Goulburn 4.45 pm, Queanbeyan 9.15 pm. From, probably, 25 October 1925, the morning up Queanbeyan-Goulburn Mixed train and the afternoon down, ran daily.

When Canberra became the national capital, train services were improved – but this did not last for long at all. Firstly, Canberra, did not grow as anticipated, then the Depression took hold. In the Public Timetable of 2 December 1928, the up train has – wonder of wonders – been upgraded to be a Passenger train, been upgraded to run daily Mondays to Saturdays, and been upgraded to start from Canberra. It departed Canberra at 9.30 am, Queanbeyan 9.48-9.53 and arrived at Goulburn at 12.14, to connect with the day train, which then commenced from Cootamundra. However, the down service was still designated as a Mixed train, and it was very slow, and it still terminated at Queanbeyan. It did, however, now run every day Mondays to Saturdays. It departed Goulburn at 4.5 pm, arriving Queanbeyan at 8.5 pm. On Fridays, however, the connection at Goulburn was lengthened, and it did not depart Goulburn until 4.45 pm, and arrived Queanbeyan at 8.30 pm.

**GOULBURN-COOMA BRANCH.**

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Distance from Sydney.	Miles.	Chains.	DOWN.	WEEK-DAYS.									
				1	3	5	7	11	13	9	15	15a	
				Pass.	Fast Goods.	Goods.	Engine and Van.	Goods.	Goods.	Mixed.	Pick-up.	Pick-up.	
					Weds. only.	Weds. and Sats. exc'ptd.	Weds. only.	Weds. and Sats. exc'ptd.	Weds. exc'ptd.	Weds. and Sats. only.	Tu and Fri. only.	Mon. and Thurs.	
					a m	a m	a m	a m	p m	p m	p m	p m	
136	8		GOULBURN† W dep.	1 45	2 15	6 10	7 55	10 0	2 35	4 0	5 15	7 15	
141	40		Tirrauna* .....	..	C	C	C	C	C	C	..	..	
145	30		Bangalore* .....	2 a 1	..	..	..	..	..	..	..	..	
151	78		Inveralochy* .....	2 a 13	..	..	..	..	..	..	..	..	
155	39		Lake Bathurst* W (arr. dep.)	2 20 2 25	..	..	..	..	..	5 2 5 6	..	..	
157	71		Lake Bathurst Jet* .....	2 32	3 25	7 20	9 5	11 7	3 45	5 16	6 35	8 30	
159	83		Tarago† .....	2 37	3 40	7 35	9 15	11 20	4 2	5 30	6 50	8 45	
167	67		Mount Fairy* .....	..	..	..	..	..	..	5 a 55	..	..	
173	66		Batmanroo* .....	..	..	..	..	..	..	..	..	..	
178	58		Bungendore† W (arr. dep.)	3 11 3 15	4 27 4 55	8 30 8 50	10 0 10 15	12 15 12 30	4 57 5 7	6 27 6 42	7 55 8 15	9 45 10 35	
179	55		Bungendore Stk. Yds* .....	..	..	..	..	..	..	..	..	..	
190	31		Burbong* .....	..	..	..	..	..	..	..	..	..	
196	7		Queanbeyan† W (arr. dep.)	3 55 4 15	6 5 10 20	9 50 11 15	11 15 11 30	1 30 1 50	6 7 6 20	7 33 ..	9 25 ..	11 35 ..	
204	73		Tuggeranong* .....	..	..	..	..	..	..	..	..	..	
211	72		Royalla* .....	..	..	..	..	..	..	..	..	..	
216	6		Williamsdale* .....	..	..	..	..	..	..	..	..	..	
228	8		Michelagot W (arr. dep.)	5 48 5 57	..	12 5 12 25	..	3 25 3 45	7 55 8 10	..	..	..	
237	65		Colinton* .....	..	..	..	..	..	..	..	..	..	
241	62		Bredbo* .....	6 a 40	..	..	..	..	..	..	..	..	
249	50		Billilignra* .....	..	..	..	..	..	..	..	..	..	
253	45		Umeralla* W .....	..	..	..	..	..	..	..	..	..	
261	4		Bunyan* .....	..	..	..	..	..	..	..	..	..	
264	37		Cooma Stock Yards* .....	..	..	..	..	..	..	..	..	..	
266	36		COOMA† W arr.	7 45	..	2 45	..	5 45	10 15	..	..	..	

† No. 1 conveys postal bag to Mount Fairy. Station-master, Goulburn, to see that the Guard working this train is in possession of the key of postal box.  
 No. 1 stops at mileage 231m. 4c. to pick up Fettle Wells' children travelling to attend school at Colinton.  
 No. 1 is allowed 20 minutes Queanbeyan to Cooma to work sidings.  
 No. 9 is allowed 25 minutes to work sidings.  
 Nos. 13, 18a, and 20—15 minutes allowed to work sidings.  
 Interval—30 minutes by day and 60 minutes by night, except between No. 1 Pass. and No. 3 Goods between Goulburn and Tarago, which will be 30 minutes.

**SPECIAL INSTRUCTION.**

Owing to the danger involved to fettleers by trains running before time on the Cooma Branch, through the steep grades and sharp curves, trains on this line must not (except in cases of mishap) be run before time-table time during the ordinary hours that fettleers are on duty.

**24-Oct-1909**

This was because on Fridays there was an evening train from Canberra (to convey Parliamentarians home at the end of the week's sittings) and this train had to be crossed.

A morning Mixed train from Goulburn to Canberra was introduced, probably in 1927, but certainly by 1928. Departing Goulburn at 8.45 am, it took until 12.25 pm to get to Canberra. This pro-

vided a "connection" from the Melbourne Express for passengers ex Melbourne (due at Goulburn at 6.49 am), and also a connection from the 1.50 am Mixed train (the newspaper train) from Sydney, if anyone was game enough to attempt this (due at Goulburn at 8.38 am). At some date - probably 17 April 1962, when through standard gauge services to Melbourne commenced - this Mixed train was

converted to a Passenger train, departing Goulburn at 5.46 am and arriving in Canberra at 7.46 am. On four nights a week this train conveyed a through composite sleeping/1st sitting/2nd sitting car from Melbourne to Canberra. (However, as this carriage did not involve Sydney, its existence was very well hidden within the NSW Public timetables.) This train lasted until sometime between 1970 and 1977.

Soon, for the reasons outlined above, services to/from Canberra lost their very brief period of relative quality. From 25 May 1930, for example, the morning train from Sydney to Canberra dropped down from running daily to running only on Tuesdays (the beginning of the Parliamentary sitting week). This downgrade of services even affected the already wretched trains which are the subject of this article. The morning up train was downgraded to being a Mixed train on the stretch from Canberra to Queanbeyan. The savings from this over just 5 miles must have been tiny.

Times varied slightly over the years, but this situation prevailed until 30 November 1947. Then, the morning Mixed from Canberra/passenger from Queanbeyan was further downgraded to only operate on Mondays, Wednesdays, Fridays and Saturdays. The evening excruciatingly slow Mixed Goulburn to Queanbeyan remained on Mondays to Saturdays. In the timetable of 21 June 1964, this is shown as being extended from Queanbeyan to Canberra, but this did not last. This minor extension made a re-appearance in the timetable of 28 May 1972.

Also on 28 May 1972, the up train was made a Passenger train all the way, but it still only ran on four days a week. The departure time from Canberra was improved from 10.15 to 11 am. This was achieved by removing the Mixed component between Canberra and Queanbeyan, by shortening the stop at Queanbeyan from 20 to 4 minutes, by crossing the down Cooma-Monaro Express at Farrer crossing loop instead of at Bungendore, and by tightening the connection time at Goulburn from 53 to 48 minutes. It now also connected to the up Riverina Express, rather than the up stopping train.

I think it was about this period, soon

52 Cooma-Goulburn Branch—continued.

Miles. Stations		UP.	WEEK-DAYS.									
			20a	2	2a	4	8	12	6	18	18a	20
			Pick-up.	Mixed.	Mixed.	Goods.	Goods.	Goods.	Mixed.	Goods.	Pick-up.	Pick-up.
			Tues. and Fri. a m	Weds. only. a m	Sats. only. a m	Weds. only. p m	Wed. and Sat. exc'ptd. a m	Weds. and Sat. only. a m	Weds. and Sat. only. p m	Tues. only. p m	Sats. only. p m	Weds. only. p m
—	—	COOMA†	W...dep.	...	...	...	...	10 5	10 55	6 5	...	...
1	79	Cooma Stock Yds*	W...dep.	...	...	...	...	...	...	...	...	...
5	32	Bunyan*	W...dep.	...	...	...	...	...	...	6a22	...	...
10	71	Umeralla*	W...dep.	...	...	...	...	...	...	6a39	...	...
16	66	Billilngra*	W...dep.	...	...	...	...	...	...	...	...	...
21	54	Bredbo*	arr. dep.	Return of No. 15.	Return of No. 15.	Return of No. 7.	...	11 10	12 15	7 10	...	...
23	51	Colinton*	W...dep.	...	...	...	...	...	...	7a29	...	...
40	25	Michelago†	W...arr. dep.	Return of No. 15a.	Return of No. 15.	Return of No. 15.	...	12 15	1 0	7 58	...	Return of No. 9.
50	30	Williamsdale*	W...dep.	...	...	...	...	...	...	8a35	...	...
54	44	Boysalla*	W...dep.	...	...	...	...	...	...	8a48	...	...
63	43	Taggerabean*	W...dep.	...	...	...	...	...	...	9a7	...	...
70	26	Queanbeyan†	W...arr. dep.	...	...	...	...	1 45	2 30	9 29	...	...
76	5	Burbong*	W...dep.	...	...	...	...	1 55	2 45	9 50	10 20	10 20
86	61	Bung'dore Stk. Yds.*	W...dep.	...	...	...	...	...	...	...	...	...
87	58	Bungendore†	W...arr. dep.	1 10	7 52	7 52	1 15	2 55	3 45	10 32	11 16	11 20
92	50	Butmaroo*	W...dep.	...	...	...	...	...	...	...	...	...
98	49	Mount Fairy*	W...dep.	...	...	...	...	...	...	11 a 0	WED. SUNS	THUR.
106	78	Tarago†	W...arr. dep.	2 15	9 5	9 5	2 30	4 0	4 55	11 15	12 22	12 50
108	45	Lake Bathurst Jct.*	W...dep.	2 45	9 13	9 13	2 45	4 10	5 20	11 20	12 29	1 10
110	77	Lake Bathurst*†	W...arr. dep.	...	9 23	9 23	...	...	...	11 26	...	...
114	38	Inverloch*	W...dep.	...	9a27	9a27	...	...	...	11a28	...	...
121	6	Bangalore*	W...dep.	...	9a40	9a40	...	...	...	...	...	...
124	76	Tirrenna*	W...dep.	...	...	...	...	...	...	...	...	...
130	28	GOULBURN†	W...arr.	4 0	10 30	10 30	3 55	5 10	6 25	12 6	1 30	2 25

† No. 6 conveys postal bag from Mount Fairy. Station-master, Goulburn, to see that the Guard working this train is in possession of the key of postal box.

No. 6 stops at mileage 35m. 32c. to set down Fettle Wells' children after attending school at Colinton.

No. 2 is allowed 30 minutes to work Sidings.

No. 6 is allowed 15 minutes to work Sidings between Cooma and Queanbeyan.

INTERVAL.—30 minutes by day, and 60 minutes by night, except between No 18 Goods and No. 6 Passenger, which will be 30 minutes between Queanbeyan and Bungendore, and 43 minutes between Bungendore and Tarago.

SPECIAL INSTRUCTION.

Owing to the danger involved to fettleers by trains running before time on the Cooma Branch, through the steep grades and sharp curves, trains on this line must not (except in cases of mishap) be run before time-table time during the ordinary hours that fettleers are on duty.

24-Oct-1909



Train No.—		11 Suns Tues Thurs Fris	39 Daily	37 Mons to Sats	13 Mons to Sats	17 Suns only
Height feet	Dist. miles					
67	—	SYDNEY R A/V } .... lv		* a.m. 7 30	a.m. 9 50	⊙ p.m. 5 25
55	7½	Strathfield R .. } .... lv	..	7 42	10f 2	5f 37
53	20	Liverpool ..... } 2 .... lv	..	8f 2	10f 24	5f 57
2208	88½	Moss Vale ..... } .... lv	..	9 30	p.m. 12 13	7 39
		GOULBURN R } .... ar	..	10 31	1x30	8 42
			Daily	CANBERRA—MONARO EXPRESS	43 Mons to Sats Goods	Suns only
				Mons to Sats		
2074	137½	GOULBURN R .... lv	a.m. 1 35	a.m. 10 35	p.m. 2 30	p.m. 8 52
2121	147	Komungia .....	1c52	..	a	..
2170	152½	Inverloch .....	2a10	..	a	..
2220	157	Lake Bathurst .....	2a17	..	a	..
2258	161	Tarago .....	2 24	..	3 39	9 31
2456	169½	Mount Fairy .....	2 43	..	a	..
2325	175½	Butmaroo .....	..	..	a	..
2292	180	BUNGENDORE .....	3 2	..	4 45	10 5
2268	192	Burbong ..... } lv	3a34	..	a	..
		QUEANBEYAN... } ar	3 46	..	6 29	10 42
1901	197½	GOULBURN R } lv	4 2	4 15	..	10 45
		CANBERRA A/V } ar	..	4 23	..	10 55
1840	202½	GOULBURN R } ar	..	4 23	..	10 55
2430	206½	Tuggeranong ..... lv	4 26	..	..	..
2597	213½	Royalla .....	4 42	..	12 41	..
2419	217½	Williamsdale .....	4 51	..	a	..
2301	228	Michelago ..... } ar	5 11	..	..	..
		GOULBURN R } lv	5 15	..	..	..
2324	239	Collinton .....	5 36	..	..	..
2359	246	Bredbo .....	5 43	..	..	..
2563	257	Chakola .....	6 13	..	1 32	..
2441	262½	Bunyon .....	6 24	..	a	..
2662	268	COOMA A/V R ..... ar	6x43	..	2x10	..
			Mons Weds Fris Sats Goods	Rail Bus Tues Thurs Fris Sats p.m.		
2662	268	COOMA A/V R ..... lv	a.m. 7 30	..	3 0	..
2929	270	Rock Flat .....	a	..	a	..
3354	284	Coonerang .....	a	..	a	..
3503	292	Nimmitabel ..... } ar	8 56	..	3 49	..
		GOULBURN R } lv	9 16	..	3 54	..
3079	299	MacLaughlin .....	a	..	a	..
3242	304½	Holt's Flat .....	a	..	a	..
2679	314½	Jincumbilly .....	a	..	a	..
2294	320½	Bukalong .....	a	..	a	..
2313	350	BOMBALA ..... ar	11 23	..	5 8	..

† On Mondays to Saturdays conveys air-conditioned through car from Goulburn to Canberra, with sleeping and sitting accommodation departing Melbourne the previous day.

For other explanatory notes, see page 40.

1-Nov-1970

Cooma all day and running the up service overnight, it instead returned as a day train from Cooma. It departed Cooma at 0850 on Mondays, Wednesdays, Fridays and Saturdays, passed through Queanbeyan at 1106-1110, arrived at Goulburn at 1320, and on those days, then continued as the stopping train departing at 1335. To fill the gap from Canberra the local Queanbeyan bus company, Levers, were contracted to slightly alter one of their Canberra-Queanbeyan runs. This started from the Woden Interchange at 1020 and on those days, passed through the Canberra Tourist Bureau, then Canberra station before stopping at Queanbeyan station at 1055.

This arrangement lasted until August 1983 when XPTs were introduced from/to Canberra. As part of this change, this Cooma-Queanbeyan-Sydney day train disappeared, unlamented.

Postscript: The story of atrocious timetables on the Canberra line returned. On 11 February 1990 the NSW government reverted to a view that they were not going to provide decent rail services to such unclean people as non-NSW voters living in the ACT. The XPT was re-allocated to services entirely within the pure state of NSW. The replacement timetable was the

worst conceivable. There was one old locomotive-hauled train set undertaking two round trips a day. The only way that this could be done was by having one of these trips depart Sydney at 2315 and arrive in Canberra at 0357! I never sampled that train. There were also supplementary bus trips. This timetable lasted until the NSW government relented and introduced Xplorer DMUs in December 1993. These have been very successful.

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Stations **CANBERRA** **COOMA-BOMBALA** **QUEANBEYAN-GOULBURN** to **SYDNEY**

Train No.	44 Mons Weds Fris Sats	18 Suns only	138 Tues Weds Fris Sats	38 Mons to Sats	40 Mons to Sats	412 Mons Weds Fris Sats
	Mixed		Diesel Train	Diesel Train	Goods	
	a.m.	p.m.	p.m.	p.m.	p.m.	
BOMBALA	iv	..	12 23	..	1 30	
Bukalong	..	..	a	..	a	
Jincumbilly	..	..	a	..	a	
Holt's Flat	..	..	a	..	a	
MacLaughlin	..	..	a	..	a	
Nimmitabel	iv	..	1 44	..	3 50	
Coonerang	..	..	a	..	4 20	
Rock Flat	..	..	a	..	a	
COOMA R A/V	ar	..	2x30	..	5x46	
					12x7	
			38b		Mons	
			Weds		Fris	
			Sats		Sats	
			p.m.		p.m.	
COOMA R A/V	iv	..	3 25	..	7 50	
Bunyan	..	..	a	..	8 7	
Chakola	..	..	a	..	8 17	
Bredbo	..	..	4 1	..	8 40	
Colinton	..	..	a	..	8 58	
Michelago	..	..	4 30	..	9 21	
Williamsdale	..	..	a	..	9 48	
Royalla	..	..	4 51	..	9 57	
Tuggeranong	..	..	..	..	10 13	
CANBERRA A/V	iv	10 0	4 10	5 15	8 25	
		10 15	4 21	5 25	8 36	
QUEANBEYAN	ar	Pass.	5 18	5 25	8 40	
Burbong	iv	10 35	4 24	5 32	8 40	
BUNGENDORE	iv	a	a	..	9 26	
Butmaroo	..	11 25	5 9	6 5	9 26	
Mount Fairy	..	a	a	..	..	
Tarago	..	p.m.	12 21	5 43	6 34	10 0
Lake Bathurst	..	a	a	..	..	..
Inveralochy	..	a	a	..	..	..
Komungla	..	a	a	..	..	..
GOULBURN R	ar	1x 7	6 22	7 8	10P37	..
	Mons	Suns		Mons		
	Weds	only		Sats		
	Fris					
	Sats					
	p.m.	p.m.	p.m.	p.m.		
Goulburn R	iv	2 0	1 55	6 38	7 12	..
Moss Vale	..	3 15	3 10	7 43	8 10	..
Liverpool	..	5d16	5d 6	9d17	9d49	..
Strathfield R	..	5d41	5d29	9d37	10d 1	..
SYDNEY R	A/V ar	5 55	5 42	9 51	10 14	..

**MEMO....**  
**TO ALL CLUB SECRETARIES**  
 **Save Time**  
 **Save Money**  
 **Save Trouble**

**FOR ALL YOUR OUTINGS GO BY TRAIN...**  
 Block Bookings  
 Concession Fares  
 Tours Arranged

**RAILWAY TRAVEL BUREAU**  
 CHALLIS HOUSE  
 6 MARTIN PLACE  
 MAIN CONCOURSE  
 SYDNEY STATION  
 25 1613

Explanatory Notes

- a Trains stop to pick up and set down passengers when required; passengers wishing to alight should give notice to Guard at the previous stopping station. At platforms where no Railway Officer is in charge, intending passengers should exhibit the signal provided.
- d Stops regularly to set down passengers, but does not pick up.
- f Stops regularly to pick up passengers, but does not set down.
- g Arrives Strathfield 4.54 a.m., Sydney 5.09 a.m. Saturdays and Strathfield 4.56 a.m., Sydney 5.14 a.m. Sundays.
- x Change trains.
- z Conveys air-conditioned through car with sleeping and sitting accommodation, Canberra to Melbourne, arrive 9.55 a.m. next day connecting at Goulburn with Spirit of Progress, leaving Sydney at 8.10 p.m.; also through car, with sleeping and sitting accommodation, Canberra to Sydney, connecting at Goulburn with Cooma Mail for Sydney leaving Goulburn at 1.10 a.m.
- R Refreshments available at this station.
- \*\* Reserved seats only on this train—seat reservation fee \$0.30; except for journeys over 50 miles wholly within the sections Goulburn-Canberra/Goulburn, fee \$0.20 (under 50 miles no fee).
- † Sleeping car attached, see page 15.
- ‡ Light meals and refreshments (tray service), also liquor service, available on the train.
- § Seats may be reserved by passengers joining at Sydney, Strathfield, Liverpool or Goulburn, fee \$0.20, see page 14.
- § Goods train with passenger accommodation.
- A/V Avis Rent-A-Car available, see page 4.

**1-Nov-1970**

COOMA - CANBERRA - GOULBURN - SYDNEY

	Mon. to Fri	Mon. to Sat	Sat	Mon. to Sat	Sun	Daily	Mon. to Fri	Mon. to Sat	Mon. Wed Fri Sat	Tues Thur	Mon. to Sat	Sun	Sun	Mon. to Sat	Mon. to Sat	Sun	Tues to Sat	Sun
COOMA	..	..	..	..	..	..	..	..	0850	..	..	..	..	..	..	..	..	..
Bredbo	..	..	..	..	..	..	..	..	0932	..	..	..	..	..	..	..	..	..
Michelago	..	..	..	..	..	..	..	..	1008	..	..	..	..	..	..	..	..	..
QUEANBEYAN	..	..	..	..	..	..	..	..	1106	..	..	..	..	..	..	..	..	..
CANBERRA	..	..	..	..	..	..	..	0615	..	..	..	..	..	..	..	..	..	..
QUEANBEYAN	..	..	..	..	..	..	..	0626	1110	..	..	..	..	..	..	..	..	..
Bungendore	..	..	..	..	..	..	..	0709	1208	..	..	..	..	..	..	..	..	..
Tarago	..	..	..	..	..	..	..	0743	1211	..	..	..	..	..	..	..	..	..
GOULBURN	..	..	..	..	..	..	..	0821	1320	..	..	..	..	..	..	..	..	..
Marulan	..	..	..	..	..	..	..	0825	1335	1335	1422	..	1750	1845	1939	0252	0237	..
Tallong P	..	..	..	..	..	..	..	0852	1402	1402	..	..	1813a	1914	1939	0317b	0304b	..
Kingoito	..	..	..	..	..	..	..	0907	1417	1417	..	..	1827a	1914	1939	0330b	0317b	..
Penrose P	..	..	..	..	..	..	..	0913	1423	1423	..	..	1832a	1914	1939	0341b	0328b	..
Bundanoon	..	..	..	..	..	..	..	0922	1432	1432	..	..	1840	1914	1939	0341b	0328b	..
Exeter P	..	..	..	..	..	..	..	0929	1440	1440	..	..	1847a	1914	1939	0341b	0328b	..
MOSS VALE	..	0549	0600	0642H	0635H	..	..	0941	1452	1452	1520z	1620	1901	1944b	2011D	2042	0359	0348
Burradoo P	..	0554a	0605a	..	..	..	..	0947a	1457a	1457a	..	..	1626a	1906a	..	..	0458b	0452b
Dowral	..	0557	0608	..	0644Ha	..	..	0950	1501	1501	1527z	1630	1909	..	..	..	0466b	0353b
Mittagong	..	0603	0614	..	0650Ha	..	..	0956	1507	1507	1533z	1636	1915	..	..	..	0411b	0385b
Yerrinbool P	..	0618	0629	..	..	..	..	1010	1521	1521	..	..	1652	..	..	..	0423b	..
Bargo	..	0632	0643	..	..	..	..	1024	1536	1536	..	..	1707	..	..	..	0434b	0421b
Tahmoor P	..	0640a	0651a	..	..	..	..	1031a	1543a	1543a	..	..	1714a	..	..	..	0440b	..
PICTON	0605	0651	0701	..	0731Ha	..	0802	1042	1554	1554	1613b	1724	1956b	..	2101m	..	0449b	0436b
Douglas Park P	0616	0702	0712	..	..	..	0816	1055a	1604a	1604a	..	1734a	..	..	..	..	0458b	0445b
Menangle P	0624	0710	0720	..	..	..	0825	1103a	1610a	1610a	..	1740a	..	..	..	..	0504b	0452b
Menangle Park P	0627	0714	0724	..	..	..	0827a	1105a	1612a	1612a	..	1744a	..	..	..	..	0512b	0501
Campbelltown	0635a	0725	0733	..	0816d	..	0832	1119	1627	1627	1638b	1755	2021	..	2125m	2201D	0512b	0517d
Liverpool	0655	0743	0748	..	..	..	0851	1135d	1643d	1643d	1655d	1811d	2037d	..	2141d	2016d	0527d	0517d
Strathfield	0718	0812d	0812d	0828d	0828d	..	0920d	1157d	1715d	1715d	1721d	1836d	2056d	2130d	2203d	2040d	0559d	0540d
SYDNEY	0734E	0826	0826	0845	0845	0900	0934	1210	1728n	1728n	1735	1850	2110	2145	2217	2253	0612	0555

n - Arrives Strathfield and Sydney six (6) minutes earlier on Saturdays.  
 † - For times of connecting Road Coach Service see page 5.  
 For other explanatory notes see page 14.

**1-Jun-1981**

# The Drivers are Revolting

Gordon Dudman

**I**T HAS BEEN INTERESTING following the on-going saga of QR driver shortages. This, to some extent mirrors problems here in the UK with services operated under the “[Southern Railway](#)” name between London and the Sussex Coast.

One aspect of Timetable Study, which is frequently overlooked is the relationship between Timetables and the resources necessary to deliver them; mainly, but not exclusively trains themselves along with the all-important Driver and in many cases Guards/Conductors.

Clearly the timetable which is advertised to the public is the ‘product’ that the railway is selling. As both QR and [Southern](#) in the UK have found out, their inability to deliver it gains widespread criticism from both customers and politicians who are seen as the guarantors of the service. However, it is quite probably those self-same politicians who have created the problems in the first place by putting the railway authority under pressure to reduce costs!

In the formation of any timetable it is the trains themselves which determine the shape and structure of the timetable. For an example of this, you can look at Virgin East Coast ([VEC](#)) which operates the *INTERCITY* style service between London (Kings Cross), the North East of England and Scotland. On a Sunday afternoon train 5D15 departs [Bounds Green Depot](#) at 12:20 for the 15-minute journey into Kings Cross where it makes train 1D15 the 13:04 to Leeds. At that point VEC have all their trains in use. They cannot put any more trains into the timetable. If a train fails after this time the only answer is to cancel it as there is nothing available to replace it. This situation continues until 1A43 the 17:02 from Leeds arrives into Kings Cross at 19:35 and with no further work, is booked back to Bounds Green Depot.

I use this example because it occurs on a Sunday; not normally seen as a particularly busy day. The nature of weekday peak trains means that the sheer volume of trains means that the timetable is more likely to be constrained by capacity rather than by physical trains. On a Sunday, the total mileage that VEC runs is well below that of a weekday but the demands for late afternoon travel means that some trains will only need to complete a single journey from London to Scotland whereas on a weekday, they are more than likely as not, to make two round trips.

Having resolved any conflicts between available trains and the timetable, the next challenge is to plan the needs for drivers. The employment conditions for drivers is amazingly complex, frequently reflecting the varying nature of the trains needed to be operated. Here in the UK there is a broad agreement that a daily turn can be anything between 6 and 10 hours. There is a requirement that drivers need rest-breaks; there is no tea-making or toilet facilities in a driving compartment! The UK yard-stick is that a driver can drive for anything between 3 and 5 hours before having a break.

How to allocate drivers to trains is a very fine art; a skill that takes a long time to master. It is only in recent years that software engineers have been able to develop algorithms which can undertake this task. As an example, trains between the Sussex Coast and London run to an alternate pattern of hourly departures from Hastings and Littlehampton to Victoria with hourly departures from Eastbourne and Littlehampton to [Haywards Heath](#) which then attach to the opposite service to give, de-facto, half-hourly departures through to London. For a Littlehampton based driver the round-trip to London takes about 4 hours taking into account time to prepare a train for service and then to secure it after service. This means, that taking time for breaks, a Littlehampton driver could

just make two round-trips. However, this imports a performance risk in that a delay on the early part of the first journey could be having an impact 7 hours later! The sensible option would be to fit in one trip to London and a half-trip to Haywards Heath and back.

When putting the drivers’ duties together a planner will know that a Littlehampton driver required to work through needs to go on the direct Victoria train. What they don’t want to do is have the driver take a train to Haywards Heath, make the attachment to the train up from Hastings and then take the train onwards. This simply imports more performance risk to the timetable. In these circumstances what they’ll plan is for the Eastbourne driver to take the train on to Gatwick Airport and for the Littlehampton driver, having made the attachment, travel as a passenger to Gatwick Airport and then take the train forward from there. The Eastbourne driver is then able to travel as a passenger back to Haywards Heath to take a train forward from there.

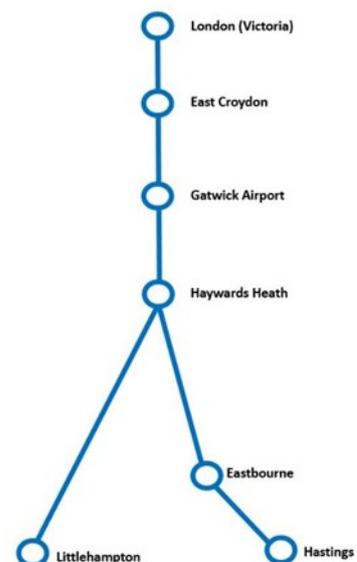


Fig: The Sussex Coast services operated by Southern Railway

Developing the complex algorithms that would enable a computer program to make these decisions is time consuming and thus (relatively) expensive. The market leader for this type of software here in the UK is TRACS (<http://tinyurl.com/trac88s>) [see below and rear cover for extracts and illustrations]. To plan the rosters for all its Sussex based Drivers, the software will need to run for the greater part of 18 hours to test every possible combination. Even then, a human eye will still be needed to scrutinise the rosters that TRACS has produced, to spot any wayward attempts which might bring performance risks into the timetable.

Once all the proposed rosters have been validated, they then need to be averaged out over an agreed period to equal something in the order of 37 hours a week; again, these are subject to local agreement and the 'average period' can be anything between 8 and 13 weeks. There is also a need to balance out the start times for each shift so that as well as averaged hours, there is an equitable balance of very early starts and very late finishes along with day-time turns. At some depots, there will be agreements that define when a starting time may be treated as a day or a night shift.

Finally, there is a need to organise work such that prestige work is allocated to more experienced drivers

whilst frequent stop-start services are more likely to be the preserve of less experienced drivers. This is normally achieved by sub-dividing drivers into "Links". Thus, a depot having, say 99 drivers, could have 3 links each of 33 drivers. An advantage of this arrangement is that it becomes possible to ensure a regular rotation of turns over a variety of routes and traction types which helps maintain each drivers' familiarisation. Within each link there will be turns allocated to covering annual leave, sickness, training and rest-days. A problem for some train operators who operate metro style services is that Sundays have not traditionally been considered part of the working week. These turns are covered by volunteers who gain from the enhanced pay offered for such work.

#### **So ... Why Does It All Go Wrong?**

In the above example, of a depot with 99 drivers allocated to one of 3 Links each with 33 drivers, that does not mean that there will actually be 33 drivers in each link. Typically, the first (Top) and second links will contain the most experienced drivers the majority of whom probably do not wish to work more than a small amount of over-time. Therefore, it would be quite normal to have a named driver against each Link Position. Meanwhile, the bottom link will be staffed by new (and therefore much younger) drivers,

for whom overtime working is crucial; thus, the drivers' trade union will have agreed with local management to keep a certain number of vacancies.

It was revealed late last year that the average annual earnings of drivers employed by Southern Railways was £49,000 (A\$80,000). However, some 10 Southern Drivers each had annual earnings in excess of £80,000 (A\$130,000) and 1 driver was paid a fraction under £100,000 (A\$180,000).

This, then is when it starts to go wrong. If the management start to be a little 'gung-ho' in their relationship with their drivers, suddenly the willingness to cover extra turns on overtime evaporates. When this happens, the company really only have two choices, cancel trains at short notice or remove trains for the timetable and hope that they have enough 'spare' drivers to cover the remaining work.

With annual earnings, well above the UK industrial average of £33,000 (A\$55,000), drivers have the upper-hand in almost all negotiations. Calls for Reaganesque approach to sack them all fall down when it takes the better part of 9 months to have a new entrant safe to drive passengers unsupervised.

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

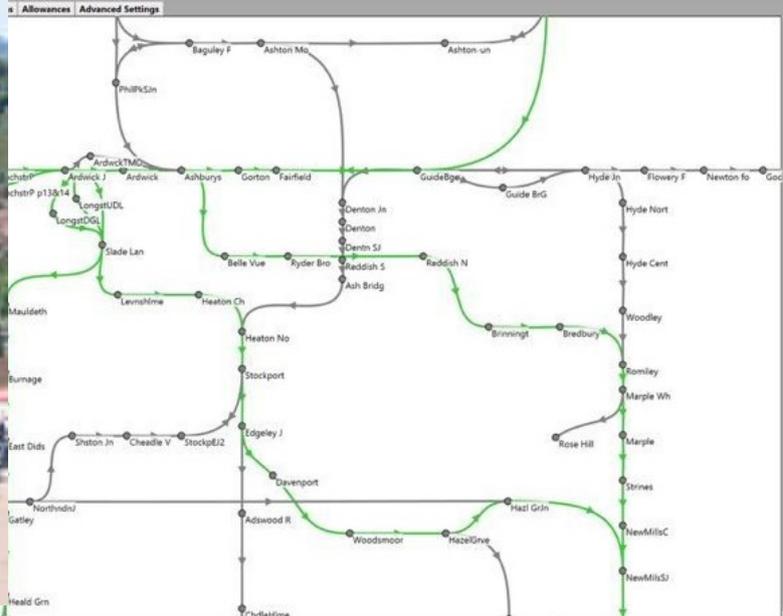
[Return to Contents Page](#)

### **Overview**

The organisation and scheduling of resources has historically been one of the most complex problems in the transport industry, due to the requirement for a high level of manual input, the many variables involved and the variability in planning conditions. Tracsis' specialist TRACS scheduling software packages provide a solution to these problems, covering both fleet and crew resource planning, optimisation and rostering. Benefits of adopting the TRACS suite include substantial time savings with resource plans created in minutes not weeks, and increased efficiency of shifts and rosters, saving on operating costs.

### **TRACSRoster**

TRACSRoster is a fully automated base roster optimiser which creates an efficient base roster taking into account all rostering rules and shifts. TRACSRoster supports TrainTRACS by crystallising the efficiency savings of optimised shifts into a roster pattern whilst also creating efficiency savings in its own right. Functionality includes forecasting and assisting in minimising overtime and rest day working with optimal placement of spare turns. TRACSRoster has been successfully adopted by over 10 Train Operating Companies.



Print Export Details Refresh Fatigue/Risk Index Balance Spare Turns Roster Data

Line	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Duration
1	RD	RD	RD	4.3 202 KD1 04:53 - 13:18 (08:25)	4.4 200 KD1 03:53 - 10:36 (06:43)	4.5 205 KD1 08:43 - 13:42 (07:58)	4.6 205 KD1 08:43 - 13:42 (07:58)	31:06
2	18.7 206 KD2 06:12 - 16:02 (09:50)	20 205 KD1 05:43 - 13:42 (07:58)	21.5 205 KD1 05:43 - 13:42 (07:58)	RD	RD	11.5 213 KD1 15:13 - 24:28 (09:15)	3.8 212 KD1 14:43 - 21:08 (06:25)	41:28
3	5.3 214 KD1 15:14 - 22:04 (06:50)	13.4 213 KD1 15:13 - 24:28 (09:15)	11.2 A/R 14:43 - 23:28 (08:45)	8.7 210 KD1 13:43 - 20:06 (06:23)	8.8 214 KD1 15:14 - 22:04 (06:50)	RD	RD	38:03
4	RD	RD	RD	1.8 A/R 08:49 - 18:34 (08:45)	2.2 209 KD1 11:49 - 20:22 (08:33)	2.4 209 KD1 11:49 - 20:22 (08:33)	2.5 A/R 09:49 - 19:34 (08:45)	34:36
5	RD	6.1 200 KD1 03:53 - 10:36 (06:43)	11.7 200 KD1 03:53 - 10:36 (06:43)	RD	RD	11.3 217 KD1 16:44 - 24:58 (08:14)	12.2	
6	RD	7.7 212 KD1 14:43 - 21:08 (06:25)	12 217 KD1 16:44 - 24:58 (08:14)	13.4 217 KD1 16:44 - 24:58 (08:14)	15 217 KD1 16:44 - 24:58 (08:14)	RD		
7	RD	RD	RD	2 207 KD1 06:41 - 14:04 (07:23)	3 A/R 08:49 - 18:34 (08:45)	3.7 A/R 11:49 - 20:24 (08:45)		
8	14.3 217 KD1 16:44 - 24:58 (08:14)	6.8 214 KD1 15:14 - 22:04 (06:50)	2.4 210 KD1 13:43 - 20:06 (06:23)	RD	RD	4.3 216 KD1 16:14 - 22:48 (06:34)		
9	5.2 216 KD1 16:14 - 22:48 (06:34)	12.6 217 KD1 16:44 - 24:58 (08:14)	7.8 216 KD1 16:14 - 22:48 (06:34)	8.3 216 KD1 16:14 - 22:48 (06:34)	9 218 KD1 16:14 - 22:48 (06:34)	RD		
10	RD	RD	RD	3.5 200 KD1 03:53 - 10:36 (06:43)	2.1 205 KD1 05:43 - 13:42 (07:58)	19.8 206 KD2 06:12 - 16:02 (09:50)		
11	RD	4.5 208 KD1 11:49 - 20:22 (08:33)	4.3 A/R 08:49 - 18:34 (08:45)	RD	RD	3.1 204 KD1 09:41 - 12:44 (07:01)		

Statistics

- Number of RDs: 111 A/R ratio: 46.4%
- Number of lines: 42 Average RDs per line: 2.64
- Number of A/R turns: 58 Number of sublinks: 2

Highlight by:

Show Roster without Highlighting

# SOUTHERN RAIL ISN'T WORKING.

Map | Routes & Depots | Locations | Tractions | Allowances | Advanced Settings | Units | X Drivers (Fr Jul 10, 2015) - 44 diagrams X

Options

Drivers (DVR) Date: 10/07/2015  Bracketing: 9:00

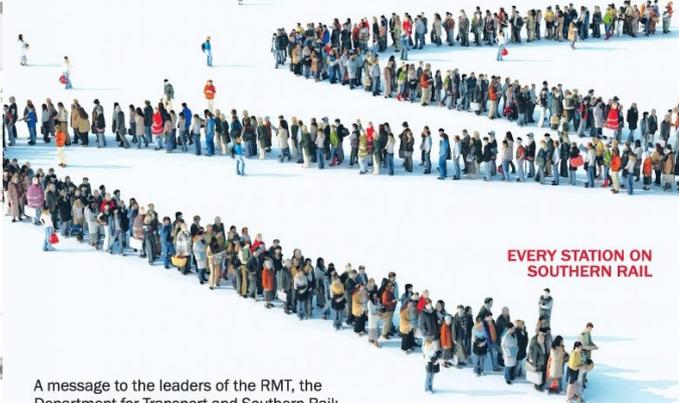
Marked up Crew Diagrams

Depot	M	Sign On	Sign Off	Duration	SIP Action
FQ	5	06:20	15:01	08:41	Unchanged
FQ	6	11:17	17:01	05:44	Unchanged
FQ	7	13:15	20:55	07:40	Unchanged
FQ	8	13:20	20:01	06:41	Unchanged
FQ	9	15:17	23:31	08:14	Query
FQ	10	16:17	22:43	06:26	Unchanged
FQ	11	17:15	23:43	06:28	Unchanged
KD	12	04:53	13:16	08:25	Unchanged
KD	13	05:02	14:02	09:00	Unchanged
KD	14	05:41	14:04	08:23	Query

Headcode:  Search crew diagrams

Day:  From: 10/07/2015 To: 10/07/2015

Tools:



EVERY STATION ON SOUTHERN RAIL

A message to the leaders of the RMT, the Department for Transport and Southern Rail:

We, your passengers, have had enough. Enough of the daily cancellations, enough of the obnoxious delays, enough of the unofficial strikes and enough of your inaction. All of us are suffering uncertainty and stress on a daily basis, and some of us have even lost our jobs because of your 'impeding service'. Only you can stop this, so we are asking you to get around the table now, immediately, today, and work out a deal. Don't leave the room until you have one. We can see sense, it's about time you did too.

From the Reigate, Redhill & District Rail Users' Association, on behalf of all Southern Rail passengers.

