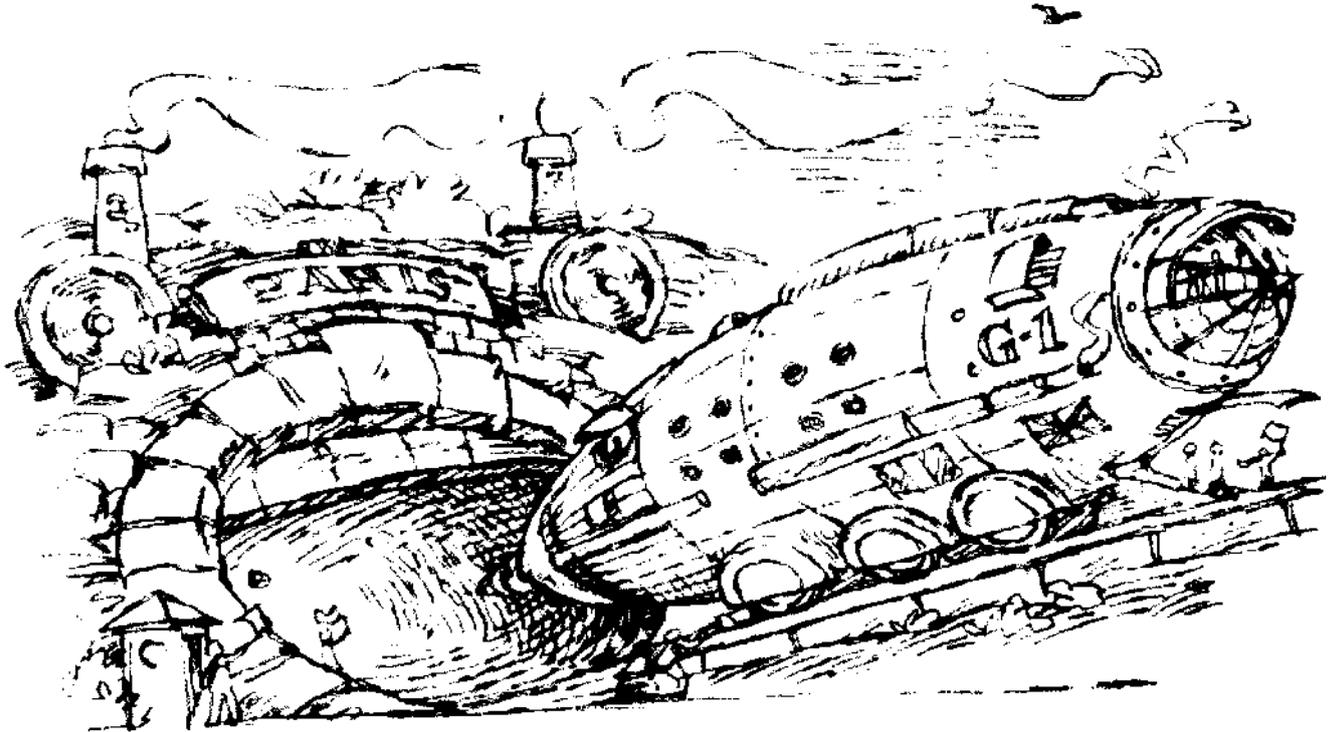




The Times

April 2022

A journal of transport timetable history and analysis



THE TUNNEL DOOR OPENS
THE LAST PASSENGERS CLIMB ABOARD
THE WHEEL-CHOCKS ARE READY TO BE PULLED
EVERYTHING IS READY FOR THE LAUNCH
OF THE 12:00 AM DOVER-PARIS GRAVITY TRAIN
SEPT. 1, 1889

FW



Houston-Dallas ultra-fast train proposal

**Inside: Forty-two minutes to anywhere
Donric Buses Train Replacement Services
VR's WTT Print Shop**

RRP \$4.95
Incl. GST

The Times

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The derelict VR Print Shop in 2017



The new Metro station which will stand in its place

Forty-two minutes to ANYWHERE

HERR PROF ABRELLSGECK (Luxembourg Uni)

SYLVIE AND BRUNO, first published in 1889, and its second volume Sylvie and Bruno Concluded, published in 1893, form the last novel by Lewis Carroll published during his lifetime. Both volumes were illustrated by Harry Furniss.

The novel has two main plots: one set in the real world at the time the book was published (the Victorian era), the other in the fantasy world of Fairyland. While the latter plot is a fairy tale with many nonsense elements and poems, similar to Carroll's Alice books, the story set in Victorian Britain is a social novel, with its characters discussing various concepts and aspects of religion, society, philosophy and morality.

In chapter 7 of Sylvie and Bruno Concluded, the narrator finds Muriel with a man called "Mein Herr", who has a beard and a German accent. He bears a remarkable resemblance to the Professor. He shows them Fortunatus's Purse, and describes a gravity-powered train, a method of storing up extra time so that nobody ever gets bored, a carriage with oval wheels (with the end of one wheel corresponding to the side of the wheel opposite it, so that the carriage rises, falls, rolls, and pitches, and so anybody in the carriage gets vomitously sick) He also describes a carriage designed to prevent runaway horses from getting anywhere. The extract relevant to the Gravity Train, reads as follows:

"Well, in my—I mean in a country I have visited," said the old man ..., they run their railway-trains without any engines—nothing is needed but machinery to stop them with. Is that wonderful enough, Miladi?"

"But where does the force come from?" I ventured to ask.

Mein Herr turned quickly round, to look at the new speaker. Then he took off his spectacles, and polished them, and looked at me again, in evident bewilderment. I could see he was

thinking—as indeed I was also—that we must have met before.

"They use the force of gravity," he said. "It is a force known also in your country, I believe?"

"But that would need a railway going down-hill," the Earl remarked. "You ca'n't have all your railways going down-hill?"

"They all do," said Mein Herr.

"Not from both ends?"

"From both ends."

"Then I give it up!" said the Earl.

"Can you explain the process?" said Lady Muriel. "Without using that language, that I ca'n't speak fluently?"

"Easily," said Mein Herr. "Each railway is in a long tunnel, perfectly straight: so of course the middle of it is nearer the centre of the globe than the two ends: so every train 108 runs half-way down-hill, and that gives it force enough to run the other half up-hill."

"Thank you. I understand that perfectly," said Lady Muriel. "But the velocity, in the middle of the tunnel, must be something fearful!"

Mein Herr was evidently much gratified at the intelligent interest Lady Muriel took in his remarks.

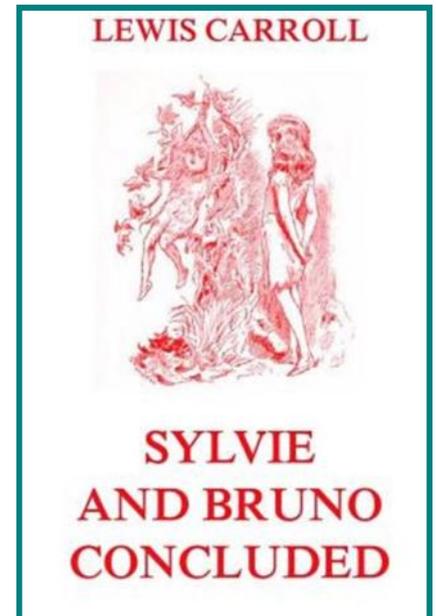
Mein Herr rose to his feet. "I must leave you now, Miladi," he said, consulting his watch. "I have another engagement."

The Gravity Train

Wiki says THIS of the Gravity Train:

A gravity train is a theoretical means of transportation for purposes of commuting between two points on the surface of a sphere, by following a straight tunnel connecting the two points through the interior of the sphere.

In a large body such as a planet, this train could be left to accelerate using just the force of gravity, since during



the first half of the trip (from the point of departure until the middle), the downward pull towards the center of gravity would pull it towards the destination. During the second half of the trip, the acceleration would be in the opposite direction relative to the trajectory, but, ignoring the effects of friction, the speed acquired before would be exactly enough to overcome this deceleration, and as a result, the train's speed would reach zero at precisely the moment the train reached its destination.

In the 17th century, British scientist [Robert Hooke](#) presented the idea of an object accelerating inside a planet in a letter to [Isaac Newton](#). A gravity train project was seriously presented to the [French Academy of Sciences](#) in the 19th century. The same idea was proposed, without calculation, by [Lewis Carroll](#) in 1893 in *Sylvie and Bruno Concluded*. The idea was rediscovered in the 1960s when physicist Paul Cooper published a paper in the *American Journal of Physics* suggesting that gravity trains be considered for a future transportation project.^[2]

Mathematical considerations

Under the assumption of a spherical planet with uniform density, and ignoring relativistic effects as well as friction, a gravity train has the following properties:

The duration of a trip depends only on the density of the planet and the gravitational constant, but not on the diameter of the planet.

The maximum speed is reached at the middle point of the trajectory.

For gravity trains between points which are not the antipodes of each other, the following hold:

The shortest time tunnel through a homogeneous earth is a hypocycloid; in the special case of two antipodal points, the hypocycloid degenerates to a straight line.

All straight-line gravity trains on a given planet take exactly the same amount of time to complete a journey (that is, no matter where on the surface the two endpoints of its trajectory are located).

On the planet Earth specifically, since a gravity train's movement is the projection of a very Low Earth Orbit satellite's movement onto a line, it has the following parameters:

The travel time equals 2530.30 seconds (nearly 42.2 minutes, half the period of a Low Earth Orbit satellite), assuming Earth were a perfect sphere of uniform density.

By taking into account the realistic density distribution inside the Earth, as known from the Preliminary Reference Earth Model, the expected fall-through time is reduced from 42 to 38 minutes.

For a train that goes directly through the centre of the Earth, the maximum speed is equivalent to Earth's first cosmic velocity, also known as its orbital velocity – that which will bring a rocket or other projectile into orbit around Earth (a slower projectile falling back to Earth, a faster one escaping Earth's gravity altogether) – about 7,900 meters per second (28,440 km/h), equivalent to Mach 23.2 at sea level and standard temperature.

To put some numbers in perspective, the deepest current bore hole is the



Kola Superdeep Borehole with a true depth of 12,262 meters; covering the distance between London and Paris (350 km) via a hypocycloidal path would require the creation of a hole 111,408 metres deep. Not only is such a depth 9 times as great, but it would also necessitate a tunnel that passes through the Earth's mantle.

Andrew Boyd, of the University of Houston [gives a worked example](#):

Imagine carving a tunnel from Houston to Dallas — a straight tunnel about two-hundred miles long. Standing at the entrance in Houston, we'll see that the tunnel slopes slightly downhill; about three degrees — a very gentle slope. Interstate highways aren't considered steep until they're about twice that. Standing at the exit in Dallas we'll also see a tunnel that goes downhill with the same slope — upward if we're coming out of it.

Here's what we'll do. We'll lay train track through the tunnel. Since the tunnel slopes downhill, we don't need an engine to get a train started at the station in Houston. We can just let gravity do the work. Gravity will cause the train to accelerate downhill until the middle of the tunnel, at which point it will decelerate as it rises to the other end. And by the conservation of energy, it will come to a stop just as it arrives in Dallas. We've traveled from Houston to Dallas using nothing but gravitational energy. At its deepest, the tunnel is one and a half miles underground. At its fastest, the train travels five-hundred miles per hour. And the length of time we're riding? Just over forty-two minutes.

For a full mathematical description, see the following web pages

- **Wikipedia** https://en.wikipedia.org/wiki/Gravity_train,
- **Purdue University** <https://www.math.purdue.edu/~eremenko/train.html> and <http://www.math.purdue.edu/~eremenko/dvi/gravsol.pdf>
- **Time Magazine** To everywhere in 42 minutes at <https://web.archive.org/web/20061104102235/http://jcgi.pathfinder.com/time/magazine/article/0,9171,842469,00.html>

Passenger experience

In the Gravity Train, there is no sense of gravity at all, passengers feel weightless. This takes some getting used to but, after sufficient experience, the sensation becomes either neutral or exhilarating—at least according to my astronaut friend Greg Chamitoff (picture below). In Alice in the Looking Glass, Alice experiences this sensation when she first falls down the rabbit hole. On the gravity Train, the buffet car is everywhere at once [lower right].

In fiction

The 1914 book [Tik-Tok of Oz](#) has a tube, that passed from Oz, through the centre of the earth, emerging in the country of the Great Jinjin, Tittiti-Hoochoo.

In the 2012 movie [Total Recall](#), a gravity train called "The Fall" goes through the center of the Earth to commute between Western Europe and Australia.

In the video game [Super Mario Galaxy](#), there are various planets with holes that Mario can jump through to illustrate the gravity train effect.

Jasper Fforde's 'alternative Earth' [Thursday Next](#) series uses this method of transportation for long distances – called the Gravitube or 'DeepDrop'.

Stephen Baxter's novel [Ultima](#) features 'gravity tunnels' bored all around Per Ardua, a fictitious, habitable rocky world set in the Proxima Centauri system.

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

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Train replacement bus services

STEVEN HABY of *Donric Buses*

AS MOST OF YOU WOULD probably be aware I am a librarian by profession and have worked across the industry for over 30 years in a variety of capacities from CEO to a cataloguer. Late last year in November I decided after a very difficult two years managing the PMI Victorian History Library under COVID to resign for mental health reasons and take stock of my career and what I wanted to do.

Ideally this would involve teaching at TAFE in (which I've done before) cataloguing, and returning to study ostensibly to undertake my PhD in a historiographical review of Melbourne's bus routes and the development of suburbs across the city.

Then just by chance a casual role popped up in my Seek profile for Bus Coordinators to manage rail replacement bus services across the Melbourne suburban network due to Metro Tunnel and Level Crossing Removal projects. Looking at the selection criteria got me exercising the little grey cells... "how would it be if I combined a hobby (buses and timetables) with paid employment" I pondered.

So I applied ... and was interviewed (in fact at the first phone call I was informed that it appeared my knowledge about rail replacement services and what is required from a coordination and customer service perspective was so good I could have written the job description for them!) ... and was successful. "See you Monday" was the call.

This article will outline my experiences from an operational perspective, the logistics involved in rail replacement bus services with a focus on timetabled operations... and (yes) I will draw a link between that and cataloguing.

The beginning

My first day required me to report to the [Donric Group](#)'s headquarters and

depot for Sunbury Bus Service on Monday 10 January 2022. Donric (an amalgam of Don and Richard the original proprietors of Sunbury Bus Service) Group were awarded the Metro rail replacement contract from Ventura commencing on 1 January 2022. This contract included all rail replacement work on the Burnley, Caulfield and Clifton Hill groups of lines and providing emergency backup to all suburban rail lines in the case of accidents or incidents. I was informed in my interview with words to the effect "we have enough work booked literally for each day for the next three years".

For the record Donric's empire includes:

- Sunbury Bus Service including the dedicated rail fleet in Donric livery (however Sunbury Bus Service vehicles are used on rail replacement services when required).
- Organ's Bus Service in Kyneton.
- Bowen Transit in Bowen, Queensland.
- TranzNorth in Innisfail, Queensland.

For a time the empire included Bacchus Marsh Coaches, the successor to Gold Bus Ballarat (acquired some time after the unfortunate Montague Street bridge crash) however these

operations were sold when Don McKenzie retired from the original Sunbury Bus Service partnership.

Week one involved an intensive three-day training and induction program on everything from timing of buses and trains, metrics reporting, to customer service fundamentals (when you have worked in public libraries you have pretty much come across a good cross section of the population) and the arrangement of uniform kit. Day three involved several runs over the route from Westall to Dandenong and finally Thursday and Friday I was requested to be at Dandenong under the tuition and mentoring of two seasoned Bus Coordinators.

On Saturday I was officially 'let loose' to fend for myself at Westall. This followed further shifts at Pakenham in the morning peak from 0500 to 1000, Dandenong as a split shift from 0600 to 1000 and 1430 to 2000, Mordialloc and Frankston.

Operation – initial steps

Before we get to the specifics of timetabled operation 'in the field' it is important to understand some contextual background regarding how it is all put together.



Firstly, Metro Trains sets the timetable and the route for the bus replacement services which coordinates with altered train services and the usual S circular is issued. Adjustments are made if required to cater for traffic levels or other issues.

Metro Trains are also responsible for all signage, wayfinders, web content and updates to various apps, e.g. the Metro and PTV apps. Sometimes this is done exceptionally well, at other times this is not the case.

In terms of customer service ‘on the ground’ this is subcontracted out to several companies which provide staff at all stations affected by the closure. The staffing companies report directly to either the local SM or line managers but also they take direction from us in terms of bus operation.

Finally, Donric Group provides the Bus Coordinators, and organises buses and drivers from various companies to support the occupation. In the case of the Caulfield Group occupation that ran from Wednesday 13 January to Sunday 13 February 2021 drivers from NSW and drivers from country Victoria were called in. Donric sets the roster for each bus and driver based on the timetable provided by Metro. It is up to the individual company to prepare their own driver ‘bats’ (roster sheets) which are then provided to Donric.

Operation – in the field

A typical day is run as follows:

Customer service staff are at each station from first to last service each day.

Bus Coordinators—depending on the station and line—are usually on site at either end of the run and in some cases at major junctions (for example Dandenong) either for the entire day from 0500 to 2200 or in the case of Pakenham from 0500 to 1000.

Standby buses are positioned at key stations and are required to provide support during peak times if there is heavy traffic offering, late running of existing services or to support Metro Trains if there is delays or disruptions to trains further down or up the line. Several times during the Caulfield Group occupation standby buses were

Pakenham				
Arrival	Run	Departure	Stopping Pattern	Bus
START	3	405	SAS	A Bus Company
426	4	430	Ltd Exp	A Bus Company
429	6	430	SAS	Steven’s Coaches
435	1	440	Express	Domenic for Buses
438	10	442	SAS	A Bus Company
445	11	450	Ltd Exp	Steven’s Coaches
START	5	450	SAS	Len’s Bus Service

called out to help on disruptions on the Burnley Group.

All arrivals are checked by customer service staff, the bus number recorded and the number of passengers boarding at the particular station and the time of actual departure compared to what is scheduled. This is done on an app linked to Metro.

Bus Coordinators are provided with essentially a printed timetable showing arrival and departure times, bus number, stopping pattern and the operator. The responsibility of the Coordinators is to ensure that buses are departing on time (early running is not tolerated except under exceptional circumstances and stopping patterns can be altered if required – all of which must be documented and reported). Coordinators are also to monitor signage on the bus, presentation of the bus and driver and other issues. Ideally a smart app with GPS tracking would be useful. An example of a printed timetable (really a run sheet) is shown above: it is made up in Excel. Note that the operators and times are fictitious, but the stopping patterns have the correct nomenclature, that is

- SAS – stopping all stations
- Ltd Exp – usually stopping all

stations to a key station then express to the terminus

- Express – non stop from the departure point to the terminus.

Passengers requiring wheelchair transport liaise with customer service staff, who arrange a DDA van (these are stationed at key locations) to take them to their station. For example a passenger at Pakenham in a wheelchair wished to travel to Cranbourne for an appointment. The van would take them direct to Cranbourne as both lines were affected with the occupation. If the Cranbourne line were running, the van would either take them to Dandenong station or the nearest station on that line from Pakenham.

Bus Coordinators are required to provide hourly reports back to Donric operations and a final report at the end of their shift. The hourly reports document running times, average passenger boardings per trip, and any other issues. These reports are then collated and used in next day meetings with representatives from Metro, the customer service organisation providing the staff and Donric.

Bus Coordinators use [WhatsApp](#) to communicate directly with colleagues



in the field to identify any issues and address them immediately.

Challenge of maintaining the timetable (and connections)

As mentioned, Metro Trains sets the timetables and the Donric Group are responsible for the rostering of buses with individual companies aligning their driver's roster to the timetable.

Each bus displays a number at the front of the bus which correlates to a run number on the printed timetable. The run number identifies a specific service but not necessarily a specific bus allocated to that run. Some buses will change their run number several times a day depending on their specific roster.

To maintain effective timetable running requires an excellent understanding of local traffic conditions and an accurate watch. Each bus must have a GPS linked to the Metro devised routes however drivers have the discretion to alter their route if traffic conditions become onerous. For example with rail replacement bus services between Pakenham and Westall express buses from Berwick were instructed to ignore the Monash Freeway due to roadworks at certain times which caused some services to run up to 45 minutes late.

The weather also played havoc with running times with several big storms sweeping across Melbourne causing havoc not only for buses but also connecting trains. These were more akin to a tropical downpour experienced in Brisbane or Darwin.

Apart from the frustrations around dealing with road conditions, there were on analysis of driver's roster 'bats' - unrealistic running times set between certain stations. For example, outbound or down journey times between Cardinia Road and Pakenham were around 20 minutes for a trip which would take around five to eight minutes. Journey times between Hallam and Dandenong were around 10 minutes which really should have been set to 15 minutes or so.

There is also the challenge to ensure

that passengers can transfer seamlessly between train / bus / train. Certain services such as the first and last trains for the day, and Stony Point services, require customer service staff to liaise directly with the Metro SM to ensure that a bus or train waits for the arriving service. At Mordialloc where trains arrive and depart from both platforms (Mordialloc is not an island station) customer service staff have a copy of the S-circular with the amended WTT and direct passengers to the appropriate platform.

At Westall there are two entrances / exits to the rail replacement services at either end of the platform and connections from the train are very tight particularly on Sunday mornings... five minutes or less. The incentive is there to hold the bus for one or two minutes to wait for latecomers. More often than not I have requested station staff to 'harry passengers amidstips' to ensure that they don't miss a connection.

Thinking outside the box always helps. When I was rostered at Pakenham I made friends with the team from Berwick Bus Lines coordinating the Gippsland line coach replacements and we agreed to work together to get Metro passengers heading to the city on V/Line coach replacement services where possible. This was appreciated all round.

To refer back to my cataloguing analogy made earlier... it is like cataloguing a book... ensuring that all data fields are accounted for, the right information is provided and the Dewey Decimal Classification (DDC) number is correct and in the right place... all the time and every time.

Summary

The travelling public in Melbourne and indeed Victoria have been subjected to significant rail replacement services over the last 15 years as much needed upgrades to the rail (and tram) network have and are taking place.

As an observer both from a passenger's and now an operational

perspective the operations are generally well organised and run well, but there is always room for improvement.

Accurate information is key. Always. People want to know when their replacement bus is arriving and how long it will take to get to their connection. The letterbox drops extoll the virtues of 'Victoria's Big Build' which everyone knows about but is light on detail in regards to the replacement services. Use all media types to flood the community with clear, concise and accurate information.

Bus priority is key. Cars have too much priority over the replacement bus services. I think passengers' concerns and grievances would be allayed and much goodwill given to Metro and V/Line if there were temporary bus lanes in place on key roads and freeways when rail replacement services are operating.

Training is another key point. Some of the customer service staff on site were excellent in terms of their brief and what was required. Others were appalling. The same can be applied to the bus companies providing the services. Some were excellent and others... less said the better.

In closing, may I share some of the lyrics of the 1970s song '[Bus Rider](#)' by Canadian band '[The Guess Who](#)':

*Get up in the mornin', get on the bus
Get up in the mornin' like the rest of us
Places to go, important people to meet
Better not get up or you might lose
your seat
Bus rider*

*Leave the house at six o'clock to be on
time
Leave the wife and kids at home to
make a dime
Grab your lunch pail, check for mail
in your slot
You won't get your cheque if you don't
punch the clock
Bus rider*

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

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Printing Railway Paper at VR's Laurens St Printery

IAN BIREM ("Network" April 1979) and THE AGE (July 2017)

FEW PASSENGERS SPARE even a passing thought for the paste-board ticket that takes them to their destination. Yet even the most cursory glance at a railway map will indicate the amazing range of combinations that must be covered, even with smaller stations and halts ignored, if tickets are to be readily available to travellers, as and when required

The range of dockets, labels, invoices, advice and delivery notes, way-bills, receipts, vouchers, duty and roster sheets, record books, brochures, posters, time-tables and many other diverse requirements is even greater. For the railway, ready availability of printing services has become essential.

Prior to the big expansion of both country and suburban networks towards the end of the nineteenth century, outside suppliers could meet all needs. These grew as systems grew and internal railways printing services were only a matter of time.

The Victorian Railways Printing Works has grown out of a small printing unit that was set up in the Railway Offices building in Spencer St Melbourne in 1892. Its immediate purpose was to produce circulars and notices required urgently and at short notice; and it operated with hand-set type, small hand-fed letterpress printing machines and minimal paper-cutting and trimming equipment.

Today, the works celebrate the fiftieth anniversary of their present premises

in Laurens St North Melbourne, where they occupy some 30,000 square feet (~300 sq. m.) of floor space [Quick Reality Check – the average area of a modern Australian house is about 250 sq. m.] with excellent natural light and ready access to the Spencer Street offices. They now meet, by far, the greater part of VicRail's needs.

The Printing Works has experienced all the major technical changes that have transformed printing techniques over the years. On moving to Laurens St, equipment was steadily expanded to fifteen presses, mostly with mechanical feeds, handling all varieties of printing, from type (or letterpress); with four Monotype keyboards, three casters, and a super-caster installed to cope with the preponderance of tabular setting, particularly in the field of time-tables and freight accounts.

But, by the end of 1979, all this will be a thing of the past. In the machine-room, sheet-fed, offset presses, which use thin, flexible metal plates prepared by a photochemical process, have replaced the former, much slower letter-press machines. The last of the monotype units is scheduled for replacement in the composing room. IBM typewriters and Bobst photo-setters [now only found in computer museums – Editor] have replaced them.

The IBM sets text for reports, Weekly

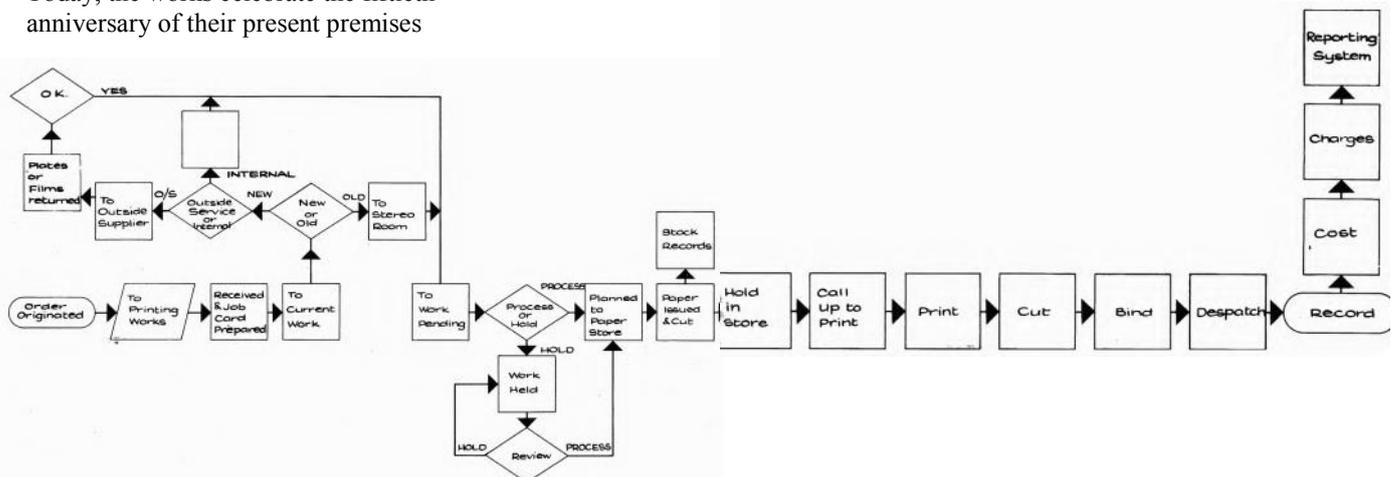
Notices, the Railways magazine and similar requirements; the settings can be stored on cards for retrieval and re-use.

On the Bobst photo-setter, the keyboard operator can prepare a complete page of a Working Timetable. The machine measures the letters and spaces, divides them into lines or units and can be programmed for the insertion of vertical rules as required. The sheet emerges complete, ready for the camera. The machine can store up to a quarter of a million characters (equivalent to 41 pages of Working Timetables) on a disc, likewise available for retrieval and reproduction as required.

Moreover, by mid-year, the Bobst units will be linked with VicRail's Metrol computers; and all timetables will then be generated through a central photo-setter at Laurens St.

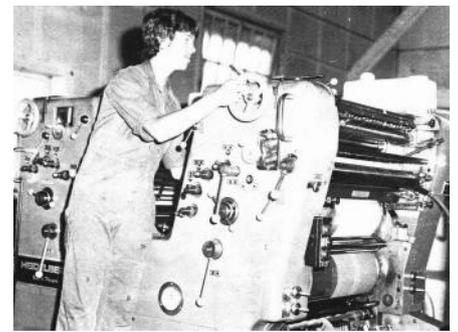
[... omitted a section on the printing of tickets ...]

A replacement and development plan, now nearing the end of its second year, will see the Victorian Railway Printing Works completely re-equipped in the next five years, for all present and foreseeable needs, at a total cost of more than \$1,000,000.





A Bobst visual display terminal.



In July 2017 came the following story in THE AGE

Wreckers to move on historic Laurens Hall as rail works see us shed our heritage

From the outside it looks like a dilapidated tin shed, partly obscured by a chain-wire fence and a padlocked gate bearing the unambiguous message "Demolition work in progress, keep out". The building's unremarkable exterior gives no hint to what can be found inside: a thing of architectural beauty, with 20-foot high ceilings, scuffed concrete floors and wall-to-wall timber shelving, one of few relics of North Melbourne's rich industrial heritage that remains intact. With the trees stripped away and the area surrounding it cleared as Metro Tunnel works resumed last week, its surprising size and architectural details, including a saw-tooth roof, were laid bare. And any day now it will be gone.

Laurens Hall might not look much from the outside, but inside it's something special.. It is unclear whether it will be demolished, relocated or dismantled, but what is certain is that it will soon make way

for a new station as part of the \$11 billion Metro Rail Project. The building, known as Laurens Hall, sits at the Arden Street end of Laurens Street, an industrial pocket of Melbourne with a rapidly increasing residential mix.

From when it was built in about 1890 until 1924 it was home to Victorian Railways' carpentry workshop, and later VR's printing workshop. It is one of several structures in the Railways Reserve Precinct, owned by rail infrastructure authority VicTrack, to be removed for the building of the new Arden Station.

In a submission to the project in 2016, the National Trust requested the building be retained if possible, "or if removal is required, relocation ... explored". It also urged project managers to conduct archival recording before any demolition, while noting that even that "would not adequately compensate for the loss of this complex". Laurens Hall is set to be removed to make way for the new Arden Station as part of the Melbourne Metro Rail Project.

From 2000 the building was home to

Charles Scott's business Blueprint Furniture and his vast collection of recycled timbers from which he would create furniture.

In recent years Mr Scott also turned the building, which he leased from VicTrack, into a function venue that hosted events including a Committee for Melbourne dinner and the 2016 launch of the AFL Women's League, as well as many weddings.

That ended in March, when he closed his business and moved out, along with his much-loved timbers, after receiving more than 18 months notice that it would be knocked down. Mr Scott's lease had expired and he was renting the building on a month-to-month basis, which ended when works began to clear part of Laurens Street to make way for Arden Station.

The building, with its distinctive saw-toothed roof, was built in about 1890.

He is adamant, though, that he's not a victim of development. "It's been a privilege for me to have the use of that space," Mr Scott said. "It was a great asset to Melbourne culture I thought, and a lot of people agreed."

In recent weeks word had spread among neighbours and workers that the building would be moved rather than demolished. But that now seems unlikely. Asked about the building's future, a Melbourne Metro Rail Authority spokesman said: "MMRA is working with our preferred contractor the Cross Yarra Partnership to determine if elements of the structure can be re-used within the station precinct.

"We're working with the Cross Yarra Partnership on final designs for the five new Metro Tunnel stations including Arden, where the area's rich industrial character will be reflected in the station design and layout."



The interior of Laurens Hall, then known as the Victorian Railways' Arden Street North Melbourne Printing Works, date unknown.

WORKING TIME TABLE

ON AND AFTER 21ST MAY, 1894,
WITH AMENDMENTS TO 2ND JULY 1894

(NOT TO BE ISSUED TO THE PUBLIC)

N.B. - Suggestions or proposed alterations for next issue must be forwarded to the
Deputy Traffic Manager

W. FITZPATRICK,
DEPUTY TRAFFIC MANAGER

BY ORDER OF

THE VICTORIAN RAILWAYS COMMISSIONERS.

By Authority:

ROBT. S BRAIN GOVERNMENT PRINTER, MELBOURNE

2906

By Authority:

ROBT. S BRAIN GOVERNMENT PRINTER, MELBOURNE

WORKING TIME-TABLE

Western and South Western Districts

On and after 20th May, 1984

(NOT TO BE ISSUED TO THE PUBLIC)

Suggestions or proposed alterations for next issue are to be forwarded to
the Manager Time-tables Section (Room G.28M. Phone 1092)

Spencer Street, Melbourne
May, 1984

V/Line Print. 264-84

R. T. BARDEN
Group Manager
Operations Co-ordination

V/Line Print. 264-84

The First Revenue Run of the 3VS set

TONY DEPPELER from the VicRail Newsgroup 31 December 2021

I TRAVELLED ON THE FIRST VS sets on the 1205 Albury, ran almost to time all the way to Albury on the down mostly coming into stations after Seymour around 2-3 minutes early at some. On the return same running some sections around 2-3 min early till Seymour then the dreaded bad pathing between Seymour and Melbourne.

The ARTC WTT and the V/Line NSP shows different times – which one can be relied on??

Now, going by the ARTC WTT Tallarook the 18 min wait at Tallarook

for a cross already had MC2 waiting in the loop anyway meant it ran 12 min early at Tallarook South end of the loop, Kilmore East was running 15 min early non stop, then the fun began arriving 2024 and departed at 2100 to cross MB4 (ARTC WTT shows 7 min wait for a cross). Now running 20 min late, and back to 9 min late departing Broadmeadow.

Finally crossed a late departing XPT at Tottenham (heard points failure at Southern cross??) caused late departure and finally arrived at 2159, 14 min late.

Could not work out why the wait was imposed] at Wallan by control. The train could at least have run down to Donnybrook or Somerton to cross MB4. I guess Train Control only relies on a graph! Donnybrook isn't available to cross trains, because there is a speed restriction on the up end points account to some signal incident few weeks ago there??

The track ran perfect and smooth. Time will tell if the passengers will like that fixed seating idea of back-to-back.



The afternoon Up XPT (ST23) and the Evening Up 2*3VS (8630) set departing Wangaratta on 20th January 2022

Photos by Geoff Lambert



TANYA'S QUIZ #10

1. What same name was given to major long distance passenger trains in 2 different Australian state systems? A similar situation existed with a pair of shorter distance trains – well? [Hint: in both instances, their directions of operation were effectively perpendicular.]
2. Which Queensland railway terminus locates the Queen's Birthday Holiday in all states except Western Australia and Queensland?
3. Which Sydney suburban station had 5 different names over its existence, 2 of which were used twice?
4. Which coloured metal provides the connection between the pair of Australian stations of Linda? [Hint: both were on 3 ft 6 in private lines, one of which was served by government trains.]
5. There used to be railways radiating in 4 directions from Tailem Bend. On which one of them was Tailem Bend Racecourse located? This racecourse was served by special trains and Edmondson tickets to it exist.
6. Although the section was not officially closed until 14th February 1981, why was the North Australia Railway effectively shortened by about 5 mi (8 km) in 1958?

ANSWERS TO TANYA'S QUIZ #9

1. Cadbury's or Cadburys
2. Dayboro', and the apostrophe appeared on the station nameboards – the present terminus of the line is Ferny Grove in suburban Brisbane, the section from Ferny Grove to Dayboro' having been closed on 30th June 1955. [1955 saw QR's first serious bout of branch line closures – Laidley Cattle Yards to Mulgowie (23rd January), Logan Village to Canungra (1st June), Ferny Grove to Dayboro' (30th June), Cordalba to Dallarnil (30th June), Kariboe to Lawgi (30th June), Carrick's (Hyne's) Siding to Ridgeland (30th June).]
3. a/ 4
b/ trolleybus
4. Matakana in NSW (Broken Hill line) and Yeelanna in SA (Port Lincoln to Thevenard on Eyre Peninsula)
5. Bunyip would have given his address as Green Swamp Road. If our bunyip had lived in Tasmania, then his address would be Eastern Marshes Road, on the Oatlands branch.
6. Broken Hill, Maitland, Arncliffe – Bexley and Parramatta – Woollen Mills (at Northmead)

on the way to Ballarat.
The carriage was built by
the Victorian Railways,
AZ carriage, the Victorian carriage,
the State Car No. 4. The Norman

construction was
In 1974, internal modifications were
made, including provision of a
to the carriage from an earlier carriage.
At the same time, a new electrical

Charles, parents Her Majesty
Elizabeth the Second and His Royal
Highness the Duke of Edinburgh
travelled by rail to country areas.



**Where is it?
When was it?
... and do you have the Special Train Notice for it?**