



AUSTRALIAN TIMETABLE  
ASSOCIATION

# The Times

August 2023

A journal of transport timetable history and analysis

## WESTERN JUNCTION



**Inside: Hobart to Wynyard in 1949 and 2023**  
*“When does the 8:30 train depart?”*  
**Mushroom Management at Basingstoke**

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# The Times

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

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

**August 2023**

**Vol 40 No. 08 Issue No. 475**

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Note from Editor: In this issue, Hilaire Fraser reports on (first) the train service and (second) the bus service between Hobart and Wynyard in Tasmania. The critical place where the "Up" and "Down" services interacted was at Western Junction. The editor has added, for the information of "Train-watching Tragicists", the table below. This has been constructed from the 1978 WTT, which appears on our page 4. PS—the Editor's photograph of the Centenary train approaching Western Jct, on the outbound trip, appears below.

Time	Train #	What	Passengers	Logistics
13:35	67	Launceston Service arrives from Launceston	for 223&67	terminates at East end of the north platform
13:38	40	Table Cape arrives from Hobart	for 226	backs around wye into North platform, west of 67
13:43	226	Launcestonian arrives from Wynyard	for 226	backs around wye into East platform
13:54	223	Table Cape departs for Wynyard	from 67	departs westward
13:55	226	Launcestonian departs for Launceston	from 40&226	departs eastward
13:55	67	Derwent departs for Hobart	from 67	departs southward



# Hobart to Tasmania's North

HILAIRE FRASER

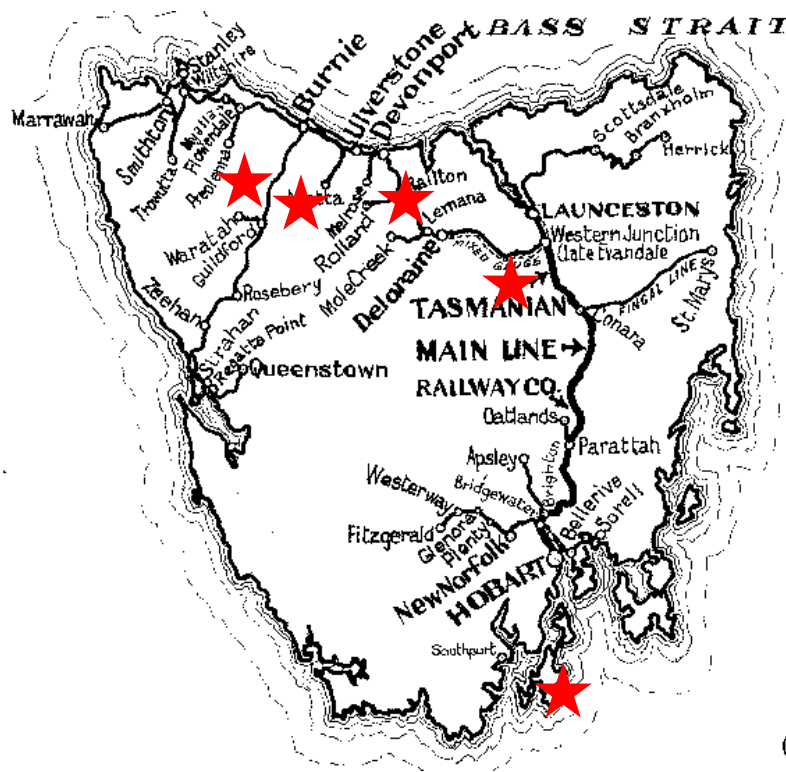
Until 1978, Tasmania's five largest cities and towns Hobart, Launceston, Devonport, Ulverstone and Burnie were linked by train [actually they were linked by railway].

Moore's Monthly Guide of March 1949 shows a train leaving Hobart at 9.10am arriving at Launceston at 2.46pm. Hobart to Launceston was regarded as the Main Line. Passengers for points further west changed at Western Junction, eighteen kilometres from Launceston, to the Western Line. The 1.55pm train from Launceston connected with the train from Hobart at 2.30pm and arrived at Wynyard at 8.10pm. The journey time from Hobart to Wynyard was therefore eleven hours. These services operated from Mondays to Saturdays.

So that passengers travelling to and from the north-west could change trains more easily, Western Junction station yard, which had been built in the 1870s, with two platforms between the two tracks, was converted to a "wye" in 1950. The Main Line platform, serving trains to and from Hobart, was on the east; the Western Line platform serving trains to and from Wynyard, was on the north [see diagram on page 4—Ed].

The photo of Western Junction station on the cover of this issue is from "Tasmanian Railways 1950-2000" by Nick Anchen, Sierra Publishing, Melbourne 2020. It was taken on 11 February 1971 during the Tasmanian Railways Centenary. The train is heading to Launceston, from the Western Line from Deloraine. On the left of the picture, is the Main Line to Hobart. These lines are shown on the C.C.Singleton map published in the ARHS Bulletin of January 1965 [upper right, this page].

From 1955 to 1978, the "Tasman Limited" operated between Hobart and Wynyard, and a feeder train or railcar operated between Launceston and Western Junction. These services operated Monday to Saturday. In the



1955 timetable, it left Hobart at 8.35am, arrived in Launceston at 1.28pm and Wynyard at 5.15pm. In the other direction, the train left Wynyard at 8.40am, and arrived in Launceston at 1.28pm and Hobart 5.18pm. The connecting service left Launceston at 12.30. The Wynyard and Hobart trains arrived at Western Junction at the same time [in 1978, they arrived 5 minutes apart]. The journey time from Hobart to Wynyard in 1955 was eight hours forty minutes.

This timetable required (1) the train from Hobart to enter the base of the "wye" and reverse shunt into the Western Line (north) platform, to the west of the Launceston connector, which had already arrived at the North platform [in 1978 anyway—Editor], and (2) the train from Wynyard to enter the base of the "wye" and reverse shunt into the Main Line

(south east) platform.

The WTT for these manoeuvres is shown at the top of page 4— Editor.

Further information on the Tasman Limited can be found at the following two websites:

1. [railtasmania.com/archives](http://railtasmania.com/archives)
2. <https://www.railtram.com.au/tasman-limited>

Note that the ownership of the TGR was transferred from the State to the Commonwealth in 1978 and the system became part of the Australian National Railways, after which it was privatised.

Now to 2023 when public transport between Hobart and Wynyard is provided by bus. The Monday to Friday journey from Hobart to Wynyard requires four bus journeys with two options as shown in the table on page 4 (right).



**TASMAN LIMITED PASSENGER SERVICE—HOBART-WYNYARD**  
**'TABLE CAPE'—MAIN LINE**  
 Hobart-Western Jcn.  
**DOWN TRAIN**

MILEAGE From Hobart	STATIONS	40	MILEAGE From Wynyard	STATIONS	223
	Hobart C.W.	Dep. 920	11	Western Junction E.S. W	Dep. 134
44	Derwent Park Junction	Arr. 932	172	Longford W	Dep. 208
	Ditto	Dep. 932		Ditto	Dep. 208
84	Clarendon	Arr. 941	311	Hagley	Dep. N.S.
	Ditto E.S.	Dep. 941		Ditto	Dep. N.S.
124	Granon E.S.	Arr. 948	35	Washbury W	Dep. 238
	Ditto	Dep. 948		Ditto	Dep. 238
174	Bridgewater Junction E.S.	Arr. N.S.	402	Estuaf	Dep. N.S.
	Ditto	Dep. N.S.		Ditto	Dep. N.S.
174	Brighton E.S. W	Arr. 1002	45	Deloraine W	Dep. 257
	Ditto	Dep. 1002		Ditto	Dep. 257
274	Campania E.S.	Arr. 1024	48	Lemana Junction	Dep. N.S.
	Ditto	Dep. 1024		Ditto	Dep. N.S.
39	Colerbrook E.S.	Arr. 1057	53	Donorlan	Dep. 315
	Ditto	Dep. 1057		Ditto	Dep. 315
53	Paratrah E.S.	Arr. 1135	61	Kimberley	Dep. 330
	Ditto	Dep. 1135		Ditto	Dep. 330
624	York Plains	Arr. N.S.	67	Railton W	Dep. 343
	Ditto	Dep. N.S.		Ditto	Dep. 343
68	Antill Pond	Arr. N.S.	75	Larrobe E.S.	Dep. 358
	Ditto	Dep. N.S.		Ditto	Dep. 358
74	Tunbridge	Arr. p.m.	782	Spreyton E.S.	Dep. N.S.
	Ditto	Dep. 1215		Ditto	Dep. N.S.
834	Ross W	Arr. 1231	824	Devonport E.S. C.W.	Dep. 413
	Ditto	Dep. 1231		Ditto	Dep. 413
904	Campbell Town	Arr. 1244	89	Leith E.S.	Dep. 433
	Ditto	Dep. 1244		Ditto	Dep. 433
98	Conara Junction W	Arr. 1258	934	Ulverstone W	Dep. 443
	Ditto	Dep. 1258		Ditto	Dep. 443
122	Western Junction W	Arr. 1328	1015	Penguin	Dep. 494
				Ditto	Dep. 494
			1074	Heybridget	Dep. N.S.
				Ditto	Dep. N.S.
			1115	South Burnie	Dep. N.S.
				Ditto E.S.	Dep. N.S.
			1424	Burnie E.S.	Dep. 533
				Ditto	Dep. 533
			17	Somerset	Dep. 549
				Ditto	Dep. 549
			1744	Wynyard W	Arr. 605

**TASMAN LIMITED PASSENGER SERVICE—WYNYARD-HOBART**  
**'LAUNCESTONIAN'—WESTERN LINE**  
 Wynyard-Western Jcn.  
**DOWN TRAIN**

MILEAGE From Wynyard	STATIONS	226	MILEAGE From Launceston	STATIONS	67
	Wynyard C.W.	Dep. 925	41	Western Junction W	Dep. 155
71	Scarsdale	Arr. 951	94	Conara Junction W	Dep. 238
	Ditto	Dep. 951		Ditto	Dep. 238
114	Burnie E.S.	Arr. 1003	424	Campbell Town	Dep. 240
	Ditto	Dep. 1003		Ditto	Dep. 240
124	South Burnie E.S.	Arr. 1115	494	Ross W	Dep. 304
	Ditto	Dep. 1115		Ditto	Dep. 304
164	Heybridget	Arr. N.S.	59	Tunbridge	Dep. 315
	Ditto	Dep. N.S.		Ditto	Dep. 315
224	Penguin	Arr. 1125	65	Antill Pond	Dep. N.S.
	Ditto	Dep. 1125		Ditto	Dep. N.S.
304	Ulverstone W	Arr. 1159	702	York Plains	Dep. N.S.
	Ditto	Dep. 1159		Ditto	Dep. N.S.
354	Leith E.S.	Arr. 1105	78	Paratrah	Dep. 330
	Ditto	Dep. 1105		Ditto E.S.	Dep. 330
42	Devonport E.S. C.W.	Arr. 1127	934	Colerbrook E.S.	Dep. 436
	Ditto	Dep. 1127		Ditto	Dep. 436
454	Spreyton E.S.	Arr. N.S.	1154	Campania E.S.	Dep. 506
	Ditto	Dep. N.S.		Ditto	Dep. 506
494	Larrobe E.S.	Arr. 1142	1154	Brighton E.S. W	Dep. 529
	Ditto	Dep. 1142		Ditto	Dep. 529
574	Railton W	Arr. 1158	1194	Bridgewater Junction E.S.	Dep. N.S.
	Ditto	Dep. 1158		Ditto	Dep. N.S.
634	Kimberley	Arr. 1209	1204	Granon E.S.	Dep. 512
	Ditto	Dep. 1209		Ditto	Dep. 512
714	Donorlan	Arr. 1227	1244	Clarendon E.S.	Dep. 549
	Ditto	Dep. 1227		Ditto	Dep. 549
764	Lemana Junction	Arr. N.S.	1284	Derwent Park Junction	Dep. 558
	Ditto	Dep. N.S.		Ditto	Dep. 558
794	Deloraine W	Arr. 1244	133	Hobart C.W.	Dep. 609
	Ditto	Dep. 1244		Ditto	Dep. 609
834	Estuaf	Arr. N.S.			
	Ditto	Dep. N.S.			
894	Washbury W	Arr. 102			
	Ditto	Dep. 102			
924	Hagley	Arr. N.S.			
	Ditto	Dep. N.S.			
1064	Longford W	Arr. 136			
	Ditto	Dep. 136			
1134	Perth	Arr. 143			
	Ditto	Dep. 143			
	Western Junction W	Arr. 143			

**TASMAN LIMITED—LAUNCESTON SERVICE**  
**DOWN TRAIN**

MILEAGE From Hobart	STATIONS	226	MILEAGE From Launceston	STATIONS	67
112	Western Junction E.S. W	Dep. p.m. 135		Launceston C.W.	Dep. p.m. 110
133	Launceston C.W.	Arr. 215	11	Western Junction E.S. W	Arr. 135

**TASMAN LIMITED—LAUNCESTON SERVICE**  
**DOWN TRAIN**

MILEAGE From Wynyard	STATIONS	226	MILEAGE From Launceston	STATIONS	67
1134	Western Junction E.S. W	Dep. p.m. 155		Launceston C.W.	Dep. p.m. 110
1244	Launceston C.W.	Arr. 215	11	Western Junction E.S. W	Arr. 135

If one were catching the 6am service from Hobart and had a longer stop in Launceston, Devonport or Burnie, the journey time would be 11 hours and 12 minutes.

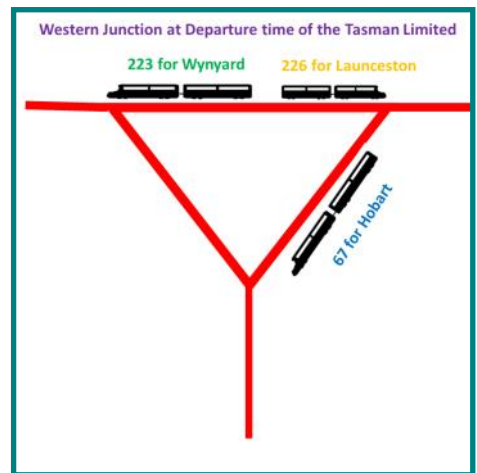
The Hobart-Launceston service is **route 700** for the 6am direct service and **route 702** for the 10am service via Brighton, Kempton, Oatlands and Ross [our page 5].

The Launceston-Devonport service is route 705. Both are coach services operated by Redline Kinetic with an adult single through fare of \$71.60. Bookings are recommended. The Devonport-Burnie service is route 708 North West Express operated by Merseylink, now part of the Kinetic organisation, with an adult fare of \$11.20, \$9.96 using TransportMe smartcard [our page 6].

The Burnie to Wynyard service is route 197 operated by Metro Tasmania [our page 7].

The fare is \$6.60 or \$5.28 using Greencard smartcard. Total fare is \$89.40 — \$3.56 less using applicable smartcards.

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Hobart Depart	6.00am	10.00am
Launceston Arrive	8.40am	12.50pm
Launceston Depart	9.00am	1.15pm
Devonport Arrive	10.35am	2.50pm
Devonport Depart	11.00am	3.00pm
Burnie Arrive	11.53am	3.53pm
Burnie Depart	12.28pm	4.35pm
Wynyard Arrive	1.03pm	5.12pm
Journey Time	7hrs 3 mins	7hrs 12 mins

**The 2023 Bus Timetable**





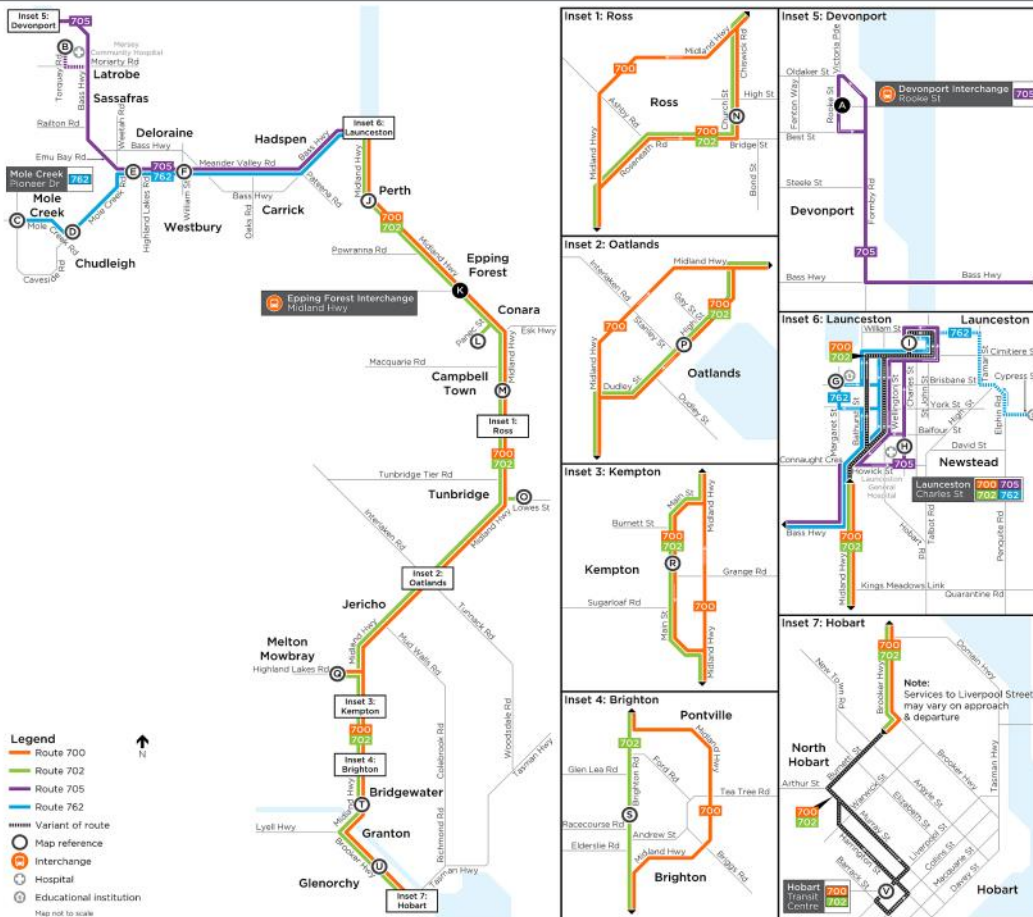
# 700, 702, 705, 762

## Intercity

Route number	Route	Route number	Route
<b>700</b>	Launceston to Hobart	<b>705</b>	Devonport to Launceston
<b>702</b>	Launceston to Hobart	<b>762</b>	Mole Creek to Launceston

Also shows part of route 708

### Bus route map



Who operates my service?

**Redline K/NET/C**  
 700, 702, 705, 762  
 tasredline.com.au  
 1300 360 000

**MERSEYLINK**  
 708  
 merseylink.com.au  
 (03) 6427 7626



Online trip information  
[transport.tas.gov.au](http://transport.tas.gov.au)



# North West Express

Route number	Route
<b>708</b>	Burnie to Devonport via Penguin & Ulverstone

## Bus route map



Who operates my service?

**MERSEYLINK**  
 708  
[merseylink.com.au](http://merseylink.com.au)  
 (03) 6427 7626



Online trip information  
[transport.tas.gov.au](http://transport.tas.gov.au)

# 197

## Wynyard to Burnie

Route number	Route
<b>197</b>	Wynyard to Burnie

Also shows part of route 768



<p>Who operates my service?</p>	<p><b>Metro</b></p> <p>197</p> <p>metrotas.com.au</p> <p>13 22 01</p>	<p><b>Redline</b></p> <p>768</p> <p>tasredline.com.au</p> <p>1300 360 000</p>
	<p>Tasmanian Government</p>	
<p>Online trip information <a href="http://transport.tas.gov.au">transport.tas.gov.au</a></p>		



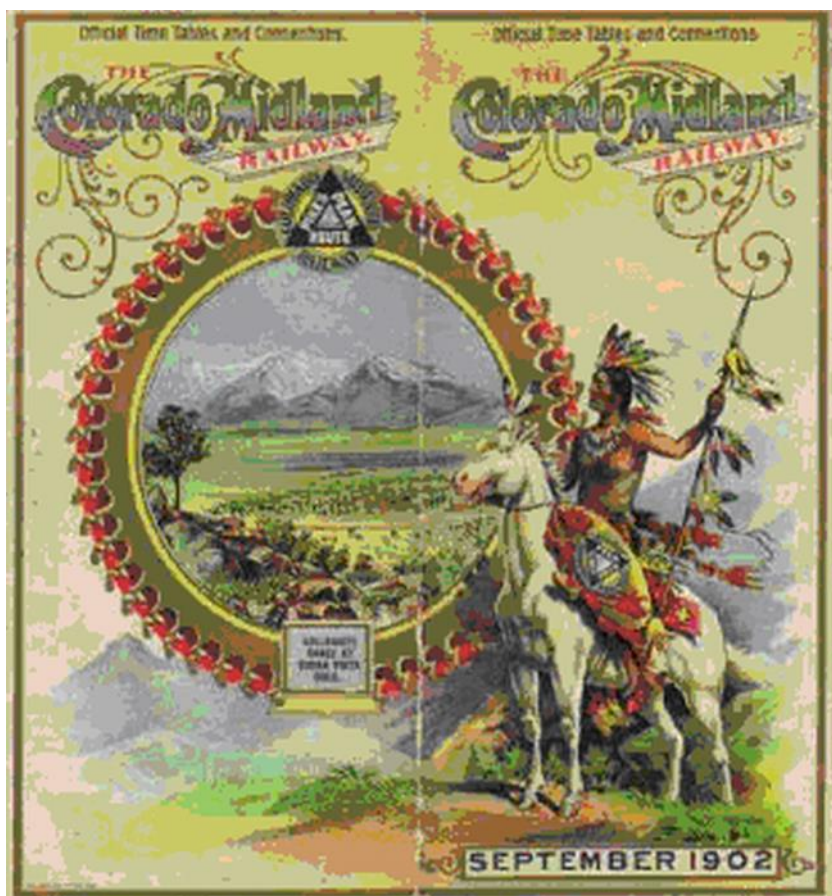
## “When does the 8:30 train for Chicago leave?”

This article, which appeared in the NAOTC’s “First edition” of January-March 2023, was written by David Hamilton of the Key, Lock & Lantern group and appeared in the “New York & Pennsylvania Collector ” issue of February 2023. The article was forwarded to First Edition’s editor, John Wilkins, by NAOTC Director Tom Davis. *The items in italics are the John Wilkins’ additions.*

“When does the 8:30 train for Chicago leave?” For decades the agent answered this and similar questions by handing the puzzled traveller a timetable — an amazing brochure that contained almost everything a person needed to know about taking the train. Following the lead of the railroads, motor coach companies and airlines also published their schedules in handy folders, and many steamship companies adopted a similar format.

Today with most travellers planning trips online and making changes to reservations on their phones, the printed timetable has almost disappeared. Even digital schedules distributed in the familiar tabular format are becoming less common, as most ticket booking is now accomplished simply by selecting origin and destination cities on a phone app. The days of planning an adventure with a stack of timetables collected from a downtown hotel rack or Union Station ticket office are long gone.

While timetable collecting has been around since the first scrap book containing souvenirs of a trip was assembled, the decline of the passenger train and the growth of airlines in the 1950s is likely what sparked the current interest in timetables by historians and collectors. Newly-issued timetables could be obtained at no cost, and plenty of older editions regularly surfaced at estate sales and flea markets, allowing for easy entry into the hobby. Whether collected for artistic value of their covers, their valuable information for researches or nostalgic memories of a childhood trip, timetable collecting became a popular category of transportation memorabilia by the 1970s. Regardless of the period of history a collector is interested in,



there are examples of timetables from every form of transportation to be found. During the first half of 19<sup>th</sup> century, stage coaches, steamships and packet boats were primarily published in newspapers — thus handbills or broadsides from this period are relatively scarce. These single sheets of paper served primarily as advertising, but also often included departure times, so most collectors include them in the “timetable” category.

The schedule format which would eventually become standard - a grid listing stations and departure times - first appeared on railroad schedules [in the USA in about 1840?]. Up to this

time, only a handful of trains per day ran on any given line, and they were advertised much like ship sailing or stage-coach runs. As traffic grew, the need arose to prevent trains from colliding or delaying each other ... and the employee timetable was born. This document provided the authority for train crews to occupy a section of track and required them to operate the train so that it departed from stations along the line at the times specified.

It didn't take long for the traveling public to realize that these timetables offered a handy overview of all the trains and stations along the line, and were useful for planning trips. By the 1850, timetables intended for public





use were printed in this style, and the folded, brochure style timetable also began to make an appearance. By the 1860s, most public schedules were issued in this format, and it remains in use to this day.

The 1870s saw the introduction of artwork and advertising in railroad timetables, and some truly elaborate illustrations graced the covers of the 1880s. This tradition continued on many lines until cutbacks in service took place in the 1960s, and plain designs that reflected the reality of train travel during that period replaced the illustrated covers. Amtrak later reintroduced artwork and photos to timetables, at times consisting of simple logos and, at other times, including views of trains or people.

When the folder style timetable began to gain popularity on the railroads during the 1860s, many steamship lines adopted this format to advertise their services. While sailings were obviously less frequent than train departures, the space made available by having fewer schedule pages was used to illustrate accommodations and cabin layouts. Elaborate cover artwork usually adorned the brochures, and likely remained important advertising tools well into the 1970s, when many shipping lines ceased operations.

As the highway network grew, long distance motor coach service also expanded, and timetables based on those used by the railroads were published. With fewer on-board amenities, bus timetables were always somewhat Spartan in comparison, listing times at various towns and noting the location of meal stops. In contrast, railroad timetables advertised the dining, deluxe coach and Pullman cars that were a part of each train's equipment, and the trains themselves carried exciting names, such as the "Empire States Express" and the "Broadway Limited."

Airlines initially listed flights in timetable grids identical to those used by the railroads but, during the 1960s, the growing number of airline trips made this a cumbersome format to clearly convey the information. By the 1970s the "city schedule" method (*i.e. origin - destination formats*) of timetable organization had become the standard for airlines, with flight numbers, destinations and times listed separately for each airport. City

timetables were issued for major hubs, while system timetables listed flights for each airport that was served by the airline, *the traditional timetable format became impossible to use as airlines moved to "hub and spoke" operations. Also in the same time period, the "Official Airline Guide" became an preferred tool to use since it contained the operation of all airlines.*

Urban transit systems have used a variety of different timetable formats over the years. Schedules for subway and bus routes with frequent service are usually published as "beginning at 5 am and every ten minutes until 11pm." *Major bus stops are listed horizontally across the timetable with individual trip times listed horizontally below the stops, while suburban and rural runs are listed in the style of the railroad timetable. The present tense is used when describing these timetables because they are still published in most cities. Transit systems are the last holdout for the distribution of printed timetables, with their role as a public service ensuring that schedules are*







available to everyone, not only those with internet access.

The other modes of transportation began scaling back the distribution of printed timetables as the use of the internet grew. Airline timetables were the first to disappear in the early to mid-2000s, with on line PDF versions still offered until the end of the decade. Amtrak stopped printing timetables in 2016, and frequent schedule changes following the COVID pandemic have resulted in the elimination of most PDF timetables (the exception being those issued by transit agencies). Intercity bus lines significantly cut back their press runs during the same period, and only a handful of printed motor coach timetables are produced today. With new features added to phone apps on a regular basis, it doubtful that the printed timetable will return.

As these major changes have taken place, many collectors have expressed

concern that the lack of modern timetables will have a negative impact on interest of these significant pieces of history. Much like sports memorabilia, where excitement over current events fuels demand, timetables listing new routes or equipment often attracted transportation enthusiasts to the collecting side of the hobby. But despite the drastic reduction in the availability of current printed timetables, there seems to be no lack of demand for issues from the past.

The popularity of timetable collecting over the years has resulted in the availability of a large supply of examples from every mode of transportation from the 1960s through the present day. A fairly extensive starter collection may be assembled with only a small dent in the saving account, and many collectors offer common issues on the "free table" at memorabilia shows. And although the internet is responsible for bringing about an end of the printed timetable, on line auctions have made acquiring early and rare editions possible for a broader group of collectors.

As timetables continue to fade from the modern transportation world, interest in collecting them remains as strong as ever. Organizations such as the National Association of Timetable Collectors ([www.naotc.org](http://www.naotc.org)) and the Key, Lock & Lantern ([www.\\_klnl.org](http://www._klnl.org)) continue to show case timetables in their publications and events. The annual Key, Lock & Lantern convention, to be held in Carbondale, PA from May 11-14 this year, always features many exhibits by timetable collectors, as well as a large selection of paper transportation memorabilia for sale. The NAOTC convention this year *will be held on August 25th and 26th in conjunction with the Golden*



*Spikes 63rd Atlanta Show held in Duluth, GA at the Gas South Convention Center.* A calendar of other shows with transportation memorabilia may be found on the Key, Lock & Lantern website.

An armchair journey with a stack of timetables continues to await those who collect them, and there are plenty of interesting examples to be found at a reasonable price. A word of warning though: timetable collecting can be addictive, and once a collection of common issues has been assembled, the eye begins to wander toward auction listings for those that sell for three or four figures.

The fact remains though, that the owner of an old timetable is in possession of knowledge needed to answer the question of when the 8:30 train to Chicago leaves ... It is 8:30 of course.



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# Travelling on a train that gets delayed

**BRENDAN WHYTE** writes—*"this may be of interest- From a zine run by a pal in the UK"*.

**M**ANY OF YOU WILL HAVE had the experience of travelling on a train that gets delayed. On at least some of those occasions you'll probably have been frustrated/infuriated (delete as applicable) because no one has bothered keeping you informed about what's going on. Based on a couple of recent experiences, I get the impression that no one bothers telling the affected staff either.

My first tale concerns not a delay, but an occurrence that I found mildly amusing. A week ago I was travelling back to Woking from Waterloo after my first visit to central London since 2019. The train I was catching was for Weymouth [page 12, bottom]. The information screen on the platform said the rear five coaches would be detached at Basingstoke [page 12, top), only the front five continuing to Weymouth. As most passengers tend to be lazy and get on one of the first carriages they come to (unless they have a need to do otherwise), I decided to walk to the front of the train to be in a less crowded carriage. I got there quicker than I expected, so looked back along the platform to check my sanity: yep, only five carriages. The guy that had been walking along the platform behind me noticed my puzzlement and said "I'm puzzled too. Where's the rest of it?"

Nothing particular amusing in that, you might think, but he then proceeded to get in the driver's cab. When we reached Woking, he got out and was replaced by another driver. The replacement's first words to him were "What have you done with the rest of it?" I forgot to check, but my guess is that the information screen at Woking was also claiming that the train had 10 carriages.

My second tale concerns a journey back from Brockenhurst about a

month ago. As the train approached Basingstoke, the guard announced that we were going to be held there because of a track defect in the Farnborough area. He had been given no indication of how long the delay would be, but even though Basingstoke wasn't one of our scheduled stops, he was going to open the doors so that anyone that wanted to stretch their legs could do so.

After a while, the guard, who now knew that a track inspection was taking place, but still had no idea how much longer we were going to be held, suggested that anyone heading for London might do well to consider travelling to Paddington by taking the 20:35 train to Reading and changing there. Later he repeated the suggestion, pointing out that the Reading train would be departing in just a few minutes.

I had been amusing myself by using the National Rail app to look at the departure boards for both Basingstoke and Woking to see just how stuffed the rail service was (the answer was 'very': there had also been a signalling problem in the Haslemere area). I had noticed that although most trains from Basingstoke were described as 'Delayed', the 18:54 (I think) stopping service to Waterloo was shown with an expected departure time of 20:22 (if I recall correctly). That had suggested to me that someone somewhere had reason to believe that the track inspection was coming to an end.

Shortly before 20:35, by which time we'd been stationary for half an hour or so, the guard announced that we would soon be on the move – it seems that someone had finally seen fit to tell him what I had been able to deduce from the online departure board – but first he had to go and retrieve passengers from the Reading train before it departed. Ours was in fact the first train to leave Basingstoke towards Woking – it hadn't been scheduled to stop there, so of course it hadn't featured on the departure board – followed at about 20:40 by the badly delayed stopping service, the expected departure time of which had gradually been pushed back a few minutes at a time as 20:22 first approached and then passed.

That same evening a friend had been travelling back from Waterloo to Woking. Her train got held at West Byfleet for about 20 minutes. The guard of that train tried three times to phone control to find out what he should be telling his passengers, but on all three occasions the call went unanswered.

So the next time you're on a delayed train and the staff don't tell you anything about what's going on, don't take it out on them: they're probably being subjected to mushroom management.





## Basingstoke to Weymouth train times

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Sun 16 Jul ▾ Now ▾ [Change](#)

Status	Date	Departs	Arrives	Changes	Duration	
▼	16-07-2023	23:57 Platform 2	07:42	1	7hr 45m	<a href="#">Find tickets</a>
▼	17-07-2023	06:21	08:44	0	2hr 23m	<a href="#">Find tickets</a>
▼	17-07-2023	07:18	09:45	0	2hr 27m	<a href="#">Find tickets</a>
▼	17-07-2023	08:19	10:36	0	2hr 17m	<a href="#">Find tickets</a>
▼	17-07-2023	09:11	11:35	1	2hr 24m	<a href="#">Find tickets</a>

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