

The Times

September 2023

A journal of transport timetable history and analysis



AATTC

Australian Association of
Time Table Collectors Inc.
The Transport Analysts

Inc. No A0043673H
ABN 74 248 483 466



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Australian Association of Time Table Collectors



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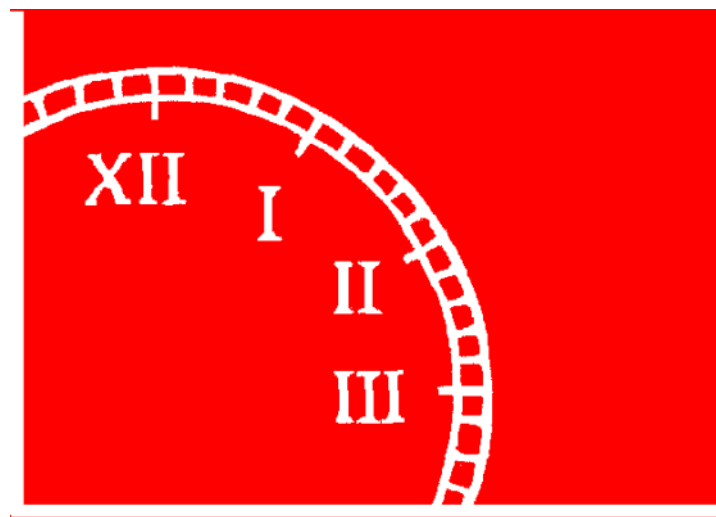
Australian Association of Time Table Collectors



ATA

Australian Timetable Association Inc.
The Transport Analysts

The Times.



AUSTRALIAN TIMETABLE ASSOCIATION

Inside: **Forty years of Timetable Collecting!**
Interchanging without an Interchange

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The Times

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Reproduction of the No. 1 issue of *The Times*

The Times.

AUSTRALIAN ASSOCIATION OF TIMETABLE COLLECTORS
SEPTEMBER 1983. NUMBER ONE

FROM JACK McLEAN:

A letter and questionnaire were recently sent out to fellow timetable collectors. The questionnaire about the interests of collectors, brought in an encouraging response. The letter called a meeting for the 1st September. Because of the few people who were able to come the meeting was cancelled. This rather gives the idea that the Association isn't going to be strongly meeting-oriented.

However, in the meantime a society has been formed with a "working title", a pro-tem committee and a magazine. We have taken the obvious title - "Australian Association of Timetable Collectors" which becomes A.A.T.T.C. I personally think there is value in an obvious name like this, but there are others who would like an exotic name such as the "Horariologists" a home-made Latin word meaning those who study timetables. If anyone has any brilliant ideas, please let us have them.

Despite what has been said above we will have to have a meeting, possibly early next year, at which things would be formalised. In the meantime we have a working committee of three, all pro-tem of course. I am acting as President, Mick Guiney as Secretary/Treasurer and Albert Isaacs as Editor.

We hope this magazine will give you a better idea of what we hope to achieve. Albert and I came up with the same name for the magazine from different directions..."The Times".

"THE TIMES" (A.A.T.T.C.) Page Two.

FROM JACK McLEAN (Continued):

If anyone has a better idea, let us know. But a lot of decisions (such as the name of the magazine), may have to be made in a rather undemocratic manner because the members are spread all over the atlas like small pox.

Our discussions seem to indicate that we could issue a couple of magazines for the money we have received so far. We suppose that the magazine will come out every two months which enables the Editor to come up for air, and for that matter for the writers to come up for ink. So, you might get a couple of issues this year, say September & November, and then we will start square in 1984. We probably have enough material from your letters and questionnaires to help with a few copies of the magazine. But we do want you to do three things. We have sent two copies of this first issue of "The Times". We want you to give the extra one to one of your friends who is interested. Secondly, will you please think about writing a short article for "The Times" - perhaps some observation you might like to make about something in your collection. Thirdly, send us in your Want Ads. This will be a free service to members. Some already known wants appear in this issue.

We think an important role of the association is to facilitate the exchange of information about timetables and the exchange of timetables themselves, as well as related items such as Rule Books, G.A.s etc. Whilst "The Times" will facilitate this to a great extent, so will the circulation of the list of members. We have only included one copy of this, so don't give it away with the second magazine. Nevertheless, please use the

"THE TIMES" (A.A.T.T.C.) Page Three.

FROM JACK McLEAN (Continued):

list and contact any other member who you feel may help with your own interests.

Now, some background to the formation of the A.A.T.T.C. Several years ago, I saw a small ad. in *Trains*, from which you could become a member of the National Association of Timetable Collectors, a U.S. society. I sent my \$15 and since then have been receiving their two monthly magazines "The First Edition" and their quarterly journal "The Collector". I feel my dollars were well spent! When I found their approach, I put in an advertisement along the lines of, "Jack McLean has several old U.S.A. public timetables to exchange or sell." I added that I would like to receive some Employees Timetables (workers in Aust.) from the Canadian Northern or the Grand Trunk Pacific, both of which went out of business in 1919. I was asking if anyone had anything sixty-two years old! I was delighted to find that a member in Illinois was quite happy to buy my Milwaukee 1916 Public for US\$15, and that another member sent me photo-copies of the Grand Trunk Pacific Employees Timetables for the Province of Alberta for 1915 & 1917. Which all goes to show the power of advertising.

After a few years, I had the idea of an Australian equivalent to the N.A.O.T.C. I wrote to the American secretary and president who were most obliging and encouraging. And so now, here we are, our first magazine.

Let us hope that members get the same results from our society, as I got from the N.A.O.T.C. Let me quote my correspondence with Jim Ferguson of Kent U.K. Jim certainly has

"THE TIMES" (A.A.T.T.C.) Page Four.

FROM JACK McLEAN (Continued):

a wide collection of more than 1,700 timetables. (I measure mine by weight - I think I have more than half a ton.) Among other things Jim has an 1883 Victorian Railways Working Timetable, which he is photocopying to send out here. But further than that - I am interested in the two parallel lines built across the west of Alberta in 1915 or so, one of which was pulled up in 1917. So is Jim Ferguson! So you never know what is going to come out of ads. or letters, and I hope you have some similar experiences.

As well as thanking the N.A.O.T.C. for the idea and help, I also wish to thank the A.R.H.S.(Vic.), A.R.H.S.(N.S.W.), A.R.E.A. and A.R.E. who notified notified their members of the proposal to form this Association.

I must also thank you for your replies to the questionnaire and your letters. Some of your comments will be used in this edition of "The Times" others in later editions.

POLICY:

It is hoped that copies of timetables etc. will be reproduced in this magazine as often as possible. The word "Facsimile" will be placed on all such copies in such a way that it can not be removed without affecting the copy. In all cases the wording will be on a piece of paper not smaller than 15mm wide.

It is strongly recommended that all those receiving this magazine, whether members or not, abide by this policy when photostating any originals. In this way, the difference between originals and facsimiles should be preserved for all time.

BRADSHAW'S

COLUMN!

Ladies and Gentlemen, let me introduce myself. I am Mr Bradshaw, Vic. Bradshaw Esq. Like my brothers in Britain and India, provided the commuters of Victoria with all

their train times, and railway information. I began my public life well before the first train ran in Australia. From the late 1840's I was providing the good citizens of Victoria with a monthly magazine, Bradshaw's Guide, which contained all coach times, P.O. information, municipal directory, etc. When the first train arrived in Sandridge in 1854, I was the first to record it.

Gradually railway timetables became the most important part of my "Guide", and continued to be so until 1941. During the war, the Victorian Railways decided that it would not widely publish the times of their much truncated services, just in case the enemy found out when trains were running. Because of this, my publisher Mr Stillwell decided that it was time for me to retire, and so my "Guide" ceased publication.

Now, 42 years later the editor of "The Times" has coaxed me out of retirement to write this regular column in his pages.

"Bradshaw's Column" will review a railway timetable for each edition of "The Times". The timetable may be current, or it may be of historical importance as is the timetable reviewed in this edition. With modesty, I feel that there is nobody more qualified as a timetable expert than my good self - nearly 100 years in the business proves this.

BRADSHAW'S COLUMN! (Continued):

My first review is of an unusual document, a "Supplement to the Queensland Government Gazette Vol. XXXVII No. 47 Friday 18th September 1885." New timetables were introduced on all lines of the Queensland system as from MONDAY 21st SEPTEMBER 1885, and this government gazette records the full timetables for all lines as from this date. It gives a full view of the Queensland system, 98 years ago.

In the south, the Main Line (Western Railway), travelled from Brisbane 410 miles to Dulbydilla (39 miles past Mitchell). The Southern Line, via Gowrie Junction of course, went as far as Stanthorpe (207 miles from Brisbane, and 41 miles past Warwick).

In the suburban area there were eleven local trains (either mixed or pass.) to Indooroopilly or Oxley Mon-Sat, and a further eight trains extended to Ipswich, then as now the end of the suburban area. Two of these trains were extended beyond Ipswich, as detailed below. On Sundays there were four local trains to Oxley, and a further three to Ipswich. ON SUNDAYS THERE WERE NO TRAINS OUTSIDE THE SUBURBAN AREA.

Passenger trains took about 75 minutes to travel from Brisbane to Ipswich, whilst Mixed trains took about 90 minutes.

A Mail Train left Brisbane at 5.50am, Toowoomba 11.25-11.45, Roma 9.10-9.25pm, arriving Dulbydilla 1.35am Mon-Sat. The Southern Mail connected with the above train at Toowoomba, leaving at 12.00noon, Warwick 3.50-4.10pm, arriving Stanthorpe 6.55pm Mon-Sat. Two local trains left Toowoomba: A mixed left at 7.10am arriving Warwick 11.25 Mon-Sat; another mixed left at 5.10pm arriving Dalby 7.50pm Mon, Thur, Sat. A goods with carriage attached

BRADSHAW'S COLUMN! (Continued):

left Roma at 9.00am and arrived at Dulbydilla 4.15pm Mon-Sat.

There were three branches of the Main Line. The Fassifern Branch extending to Harrisville 42 miles from Ipswich; the Brisbane Valley Branch terminating at Lowood 21 miles from Ipswich; and the Highfield Branch to Caberlah 16 miles from Toowoomba. On the Fassifern Branch we see a goods with carriage attached leaving Ipswich 5.45am arriving 7.00 Mondays only, a goods with carriage attached leaving Ipswich 11.30am arriving 1.15pm Mon-Sat and a mixed leaving 5.30pm and arriving 7.80 Mon-Sat. Brisbane Valley had a goods with carriage attached leaving Ipswich 5.30am arriving 7.00 Monday only, a mixed leaving Ipswich 11.40am arriving 1.35pm Mon-Sat and a mixed leaving at 5.50 pm arriving 7.45 Mon-Sat. Highlands Branch trains in both directions ran on Tues, Thurs, & Sats. only; Up trains left Toowoomba at 7.50am and 3.00pm arriving at 9.30am and 4.40pm.

The only other trains from Brisbane were the Sandgate and Racecourse suburban branches (via Exhibition of course). Trains were mainly mixed but with a few pass. There were nine trains to Sandgate Mon-Fri, ten on Sat. and seven on Sun. plus a Sun. local to Toombul. There were also six trains Mon-Sat to Racecourse. Pass. took 40 minutes to Sandgate and 30 minutes to Racecourse. Mixed took 40 and 35 minutes respectively.

Lines south of the Brisbane River were a separate system. The 1885 Timetable saw the introduction of the Logan Village Branch (seven miles past Bethania Junction on the Beaudesert line). The lines commenced at

980
QUEENSLAND CENTRAL RAILWAY.
MONDAY, 10th August, 1885, and until further notice:—

TIME TABLE FACSIMILE

UP TRAINS.												DOWN TRAINS.											
Line.	Station.	Mixed.	Passenger.	Goods.	Goods.	Mixed.	Mixed.	Station.	Passenger.	Goods.	Goods.	Mixed.	Mixed.	Station.	Passenger.	Goods.	Goods.	Mixed.	Mixed.				
		Per.	Per.	Per.	Per.	Per.	Per.		Per.	Per.	Per.	Per.	Per.		Per.	Per.	Per.	Per.	Per.				
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.	Daily.				
1	Rockhampton dep.	5.50	5.50	5.50	5.50	5.50	5.50	11	Jericho	dep.	4.30	4.30	4.30	11	Jericho	arr.	4.30	4.30	4.30				
2	Yepoon	6.25	6.25	6.25	6.25	6.25	6.25	12	Bethania	dep.	4.50	4.50	4.50	12	Bethania	arr.	4.50	4.50	4.50	4.50			
3	Ormeau	6.50	6.50	6.50	6.50	6.50	6.50	13	Beaudesert	dep.	5.10	5.10	5.10	13	Beaudesert	arr.	5.10	5.10	5.10	5.10			
4	Marion	7.15	7.15	7.15	7.15	7.15	7.15	14	Beaudesert	dep.	5.30	5.30	5.30	14	Beaudesert	arr.	5.30	5.30	5.30	5.30			
5	Winton	7.40	7.40	7.40	7.40	7.40	7.40	15	Beaudesert	dep.	5.50	5.50	5.50	15	Beaudesert	arr.	5.50	5.50	5.50	5.50			
6	North	8.05	8.05	8.05	8.05	8.05	8.05	16	Beaudesert	dep.	6.10	6.10	6.10	16	Beaudesert	arr.	6.10	6.10	6.10	6.10			
7	Stanthorpe	8.30	8.30	8.30	8.30	8.30	8.30	17	Beaudesert	dep.	6.30	6.30	6.30	17	Beaudesert	arr.	6.30	6.30	6.30	6.30			
8	Warra	8.55	8.55	8.55	8.55	8.55	8.55	18	Beaudesert	dep.	6.50	6.50	6.50	18	Beaudesert	arr.	6.50	6.50	6.50	6.50			
9	Winton	9.20	9.20	9.20	9.20	9.20	9.20	19	Beaudesert	dep.	7.10	7.10	7.10	19	Beaudesert	arr.	7.10	7.10	7.10	7.10			
10	Winton	9.45	9.45	9.45	9.45	9.45	9.45	20	Beaudesert	dep.	7.30	7.30	7.30	20	Beaudesert	arr.	7.30	7.30	7.30	7.30			
11	Winton	10.10	10.10	10.10	10.10	10.10	10.10	21	Beaudesert	dep.	7.50	7.50	7.50	21	Beaudesert	arr.	7.50	7.50	7.50	7.50			
12	Winton	10.35	10.35	10.35	10.35	10.35	10.35	22	Beaudesert	dep.	8.10	8.10	8.10	22	Beaudesert	arr.	8.10	8.10	8.10	8.10			
13	Winton	11.00	11.00	11.00	11.00	11.00	11.00	23	Beaudesert	dep.	8.30	8.30	8.30	23	Beaudesert	arr.	8.30	8.30	8.30	8.30			
14	Winton	11.25	11.25	11.25	11.25	11.25	11.25	24	Beaudesert	dep.	8.50	8.50	8.50	24	Beaudesert	arr.	8.50	8.50	8.50	8.50			
15	Winton	11.50	11.50	11.50	11.50	11.50	11.50	25	Beaudesert	dep.	9.10	9.10	9.10	25	Beaudesert	arr.	9.10	9.10	9.10	9.10			
16	Winton	12.15	12.15	12.15	12.15	12.15	12.15	26	Beaudesert	dep.	9.30	9.30	9.30	26	Beaudesert	arr.	9.30	9.30	9.30	9.30			
17	Winton	12.40	12.40	12.40	12.40	12.40	12.40	27	Beaudesert	dep.	9.50	9.50	9.50	27	Beaudesert	arr.	9.50	9.50	9.50	9.50			
18	Winton	1.05	1.05	1.05	1.05	1.05	1.05	28	Beaudesert	dep.	10.10	10.10	10.10	28	Beaudesert	arr.	10.10	10.10	10.10	10.10			
19	Winton	1.30	1.30	1.30	1.30	1.30	1.30	29	Beaudesert	dep.	10.30	10.30	10.30	29	Beaudesert	arr.	10.30	10.30	10.30	10.30			
20	Winton	1.55	1.55	1.55	1.55	1.55	1.55	30	Beaudesert	dep.	10.50	10.50	10.50	30	Beaudesert	arr.	10.50	10.50	10.50	10.50			
21	Winton	2.20	2.20	2.20	2.20	2.20	2.20	31	Beaudesert	dep.	11.10	11.10	11.10	31	Beaudesert	arr.	11.10	11.10	11.10	11.10			
22	Winton	2.45	2.45	2.45	2.45	2.45	2.45	32	Beaudesert	dep.	11.30	11.30	11.30	32	Beaudesert	arr.	11.30	11.30	11.30	11.30			
23	Winton	3.10	3.10	3.10	3.10	3.10	3.10	33	Beaudesert	dep.	11.50	11.50	11.50	33	Beaudesert	arr.	11.50	11.50	11.50	11.50			
24	Winton	3.35	3.35	3.35	3.35	3.35	3.35	34	Beaudesert	dep.	12.10	12.10	12.10	34	Beaudesert	arr.	12.10	12.10	12.10	12.10			
25	Winton	4.00	4.00	4.00	4.00	4.00	4.00	35	Beaudesert	dep.	12.30	12.30	12.30	35	Beaudesert	arr.	12.30	12.30	12.30	12.30			
26	Winton	4.25	4.25	4.25	4.25	4.25	4.25	36	Beaudesert	dep.	12.50	12.50	12.50	36	Beaudesert	arr.	12.50	12.50	12.50	12.50			
27	Winton	4.50	4.50	4.50	4.50	4.50	4.50	37	Beaudesert	dep.	1.10	1.10	1.10	37	Beaudesert	arr.	1.10	1.10	1.10	1.10			
28	Winton	5.15	5.15	5.15	5.15	5.15	5.15	38	Beaudesert	dep.	1.30	1.30	1.30	38	Beaudesert	arr.	1.30	1.30	1.30	1.30			
29	Winton	5.40	5.40	5.40	5.40	5.40	5.40	39	Beaudesert	dep.	1.50	1.50	1.50	39	Beaudesert	arr.	1.50	1.50	1.50	1.50			
30	Winton	6.05	6.05	6.05	6.05	6.05	6.05	40	Beaudesert	dep.	2.10	2.10	2.10	40	Beaudesert	arr.	2.10	2.10	2.10	2.10			
31	Winton	6.30	6.30	6.30	6.30	6.30	6.30	41	Beaudesert	dep.	2.30	2.30	2.30	41	Beaudesert	arr.	2.30	2.30	2.30	2.30			
32	Winton	6.55	6.55	6.55	6.55	6.55	6.55	42	Beaudesert	dep.	2.50	2.50	2.50	42	Beaudesert	arr.	2.50	2.50	2.50	2.50			
33	Winton	7.20	7.20	7.20	7.20	7.20	7.20	43	Beaudesert	dep.	3.10	3.10	3.10	43	Beaudesert	arr.	3.10	3.10	3.10	3.10			
34	Winton	7.45	7.45	7.45	7.45	7.45	7.45	44	Beaudesert	dep.	3.30	3.30	3.30	44	Beaudesert	arr.	3.30	3.30	3.30	3.30			
35	Winton	8.10	8.10	8.10	8.10	8.10	8.10	45	Beaudesert	dep.	3.50	3.50	3.50	45	Beaudesert	arr.	3.50	3.50	3.50	3.50			
36	Winton	8.35	8.35	8.35	8.35	8.35	8.35	46	Beaudesert	dep.	4.10	4.10	4.10	46	Beaudesert	arr.	4.10	4.10	4.10	4.10			
37	Winton	9.00	9.00	9.00	9.00	9.00	9.00	47	Beaudesert	dep.	4.30	4.30	4.30	47	Beaudesert	arr.	4.30	4.30	4.30	4.30			
38	Winton	9.25	9.25	9.25	9.25	9.25	9.25	48	Beaudesert	dep.	4.50	4.50	4.50	48	Beaudesert	arr.	4.50	4.50	4.50	4.50			
39	Winton	9.50	9.50	9.50	9.50	9.50	9.50	49	Beaudesert	dep.	5.10	5.10	5.10	49	Beaudesert	arr.	5.10	5.10	5.10	5.10			
40	Winton	10.15	10.15	10.15	10.15	10.15	10.15	50	Beaudesert	dep.	5.30	5.30	5.30	50	Beaudesert	arr.	5.30	5.30	5.30	5.30			
41	Winton	10.40	10.40	10.40	10.40	10.40	10.40	51	Beaudesert	dep.	5.50	5.50	5.50	51	Beaudesert	arr.	5.50	5.50	5.50	5.50			
42	Winton	11.05	11.05	11.05	11.05	11.05	11.05	52	Beaudesert	dep.	6.10	6.10	6.10	52	Beaudesert	arr.	6.10	6.10	6.10	6.10			
43	Winton	11.30	11.30	11.30	11.30	11.30	11.30	53	Beaudesert	dep.	6.30	6.30	6.30	53	Beaudesert	arr.	6.30	6.30	6.30	6.30			
44	Winton	11.55	11.55	11.55	11.55	11.55	11.55	54	Beaudesert	dep.	6.50	6.50	6.50	54	Beaudesert	arr.	6.50	6.50	6.50	6.50			
45	Winton	12.20	12.20	12.20	12.20	12.20	12.20	55	Beaudesert	dep.	7.10	7.10	7.10	55	Beaudesert	arr.	7.10	7.10	7.10	7.10			
46	Winton	12.45	12.45	12.45	12.45	12.45	12.45	56	Beaudesert	dep.	7.30	7.30	7.30	56	Beaudesert	arr.	7.30	7.30	7.30	7.30			
47	Winton	1.10	1.10	1.10	1.10	1.10	1.10	57	Beaudesert	dep.	7.50	7.50	7.50	57	Beaudesert	arr.	7.50	7.50	7.50	7.50			
48	Winton	1.35	1.35	1.35	1.35	1.35	1.35	58															

BRADSHAW'S COLUMN! (Continued):

Stanley Street, the main line continued to Beenleigh, with the Logan Village Branch and the two mile branch to the Main Line to Ipswich joining at South Brisbane Junction (now Corinda). There were two mixed trains to Beenleigh leaving Stanley Street at 9.00am and 5.25pm arriving Beenleigh at 10.45 and 6.15. Another mixed left Stanley Street at 5.25pm arriving at Logan Village at 7.30. On the South Brisbane Junction line there were four pass. and one mixed trains leaving Stanley Street at 5.25am, 9.20am, 12.10pm, 3.15pm & 6.25pm arriving 5.55, 9.50, 12.40, 3.45 & 6.45 respectively. There was also a goods with carriage attached starting from Woolloongabba (one mile from Stanley Street) at 7.30am and arriving at South Brisbane Junction at 7.55. All these trains ran Mon-Sat.

Finally, in this area was the Killarney Branch, 28 miles from Warwick. Mixed trains left Warwick at 10.00am and 4.40pm arriving Killarney at 12.20pm and 7.00 respectively Mon-Sat. The former train did not connect from Brisbane, whilst the latter connected at Warwick with the Southern Mail.

Now we come to four isolated and unconnected systems. The first of these was the Maryborough Railway and Burrum Branch. The main line went to Gympie and the branch to Howard 18 miles from Maryborough (now on the line to Bundaberg). At 7.30am a pass. left Maryborough for Gympie arriving at 11.10. A goods with carriage attached left Maryborough at 8am travelling the 39 miles to Kilkivian Junction, later to be the junction of the Kingaroy branch, and arriving at 11.15. Another goods with carriage left at 1.15pm for Gympie arriving at 6.40. A mixed left at 4.00pm arriving Gympie at

BRADSHAW'S COLUMN! (Continued):

8.00. Two mixed on the branch left Maryborough at 7.00am and 2.20pm arriving at Howard at 8.10 and 3.20 respectively. All trains on the system ran Mon-Sat.

The Bundaberg Railway ran from Bundaberg to Mount Perry, 66 miles distant. One train daily, a mixed, left Bundaberg at 3.00pm arriving at the other end at 7.30 Mon-Sat.

The Queensland Central Railway ran from Rockhampton 305 miles to Jerico with the present Clermont branch. The main pass. on the line left Rockhampton 5.45am, Emerald 1.35pm-1.55, Jerico 9.00pm, Mon-Sat. This train connected with a branch line train leaving Emerald at 2.00pm and arriving Clermont at 5.30 Mon-Sat. A local mixed travelled the 30 miles from Rockhampton to Westwood leaving at 5.00pm and arriving 7.00 Mon-Sat, with an extra train on this route leaving 5.20am arriving 6.55 Mondays only. There was also a goods with carriage attached travelling the 78 miles from Bogantungan to Jerico leaving at 12.10pm arriving 7.00 Mon-Sat.

Last but not least (I've always wanted to write that!) is the Mackay Railway. A 23 mile line from Mackay to Hamilton with an eight mile branch from Newbury Junction to Eton. The service on this line was mixed and train movements are interesting. The train left Eton at 7.00am, Newbury Junction 7.27-7.30, Hamilton 8.00. It then left Hamilton at 8.30 for Mackay arriving 10.00. The Up left Mackay at 3.00pm arriving Hamilton 4.30 leaving again at 4.45, Newbury Junction 5.13-5.18, arriving Eton 5.42. Mon-Sat.

BRADSHAW'S COLUMN! (Continued):

I have only attempted to itemise services in one direction. Suffice to say, the services in the opposite direction were similar services. The Monday morning only services were usually balanced by Saturday afternoon trains providing a week-end return.

So, that is Bradshaw's look at the interesting services in Queensland nearly 100 years ago. I look forward to being able to review another timetable for you next issue.

STOP PRESS * MEMBER'S LIST ADDITIONS:

Kavazos George 69 Melrose Ave. Sylvania N.S.W. 2224. GZPYUMHO.
Shepherd William 22 Howard St. Glen Iris Vic. 3146. [03] 25 4785. GKOPYMD.

CORRESPONDENCE SUMMARY:

J.C Williams of Leederville writes to tell us that he regrets losing his Ethiopian P.T.T. in a fire.

Ray Latimore of Baddow Qld. wonders whether other members would collect timetables as one would collect stamps or whether they would be people who study the contents. (Ed: We suspect that most members would probably do both, a bit like a vintage record collector who collects rare record but also likes to hear beautiful music.)

Dan Conway of Chesterfield Missouri is "interested in starting a collection of timetables of your country (sic.) and would be interested in knowing of any dealers or individuals who would like to correspond."

TRADER'S ITEMS:

This column is FREE to all A.A.T.T.C. members. In it you may advertise items to sell or trade, or to try and find rare items. Send all items to ALBERT ISAACS, 9 Cookson Street, Camberwell 3124.

JACK McLEAN, 60 Kenmare St. Box Hill North Vic. 3129 is interested in the history of Canadian railways, particularly those of Alberta. He would be interested in hearing of the whereabouts of a Grand Trunk Pacific Employer's Timetable for any year before 1920.

STEPHEN McLEAN, 22 Progress St. Seymour Vic. 3660 is a subscriber and contributor to Cook's Continental and International Timetables which appear monthly. If you are going overseas, back numbers for a similar time of year will be quite a valuable help in planning the trip. Send enough postage for 500g.

GEORGE KAVAZOS, 69 Melrose Ave. Sylvania N.S.W. 2224 wants to know of anyone interested in Annual Reports of Railways around 1880. He has some to sell.

JIM FERGUSON, 19 Cyclamon Rd. Swanley, Kent, BR8 8HH U.K. has an original 1884 Vic.W.T.T. which he is prepared to exchange for an original Victorian Public of any date 1884-93. He is interested in lines anywhere which had passenger services for less than 5 years. He knows about the Canadian Northern Grand Trunk Pacific business in 1917, and the V.R. Outer Circle.

ALBERT ISAACS, 9 Cookson Street Camberwell Vic. 3124 would like to get in touch with any other Australian interested in the railways of the U.S. State of Maine such as Boston & Maine, Maine Central, Bangor and Aroostook, Belfast.

TRADER'S ITEMS (Continued):

DON AUSTIN, North Main St. Troy New Hampshire 03465 U.S.A. wants timetables of Australian tram lines.

JAMES MANCUSO, 14 Hamline Rd. Silver Lake N.Y. 14549 U.S.A. will exchange T.T.s of Penn Central, Lehigh Valley, Reading, Jersey Central, etc for T.T.s of Australia.

JEFF GUILER, 819 Pittsburgh-McKeesport Rd. West Mifflin PA 15122 U.S.A. would like copies of all current Australian T.T.s either by purchase or exchange.

TOM ROBINSON, P.O. Box 1678 Alexandria VA 22313 U.S.A. has U.S. T.T.s for sale or trade.

JEREMY MOTT, 509 Garden St. Hoboken NJ 07030 U.S.A. collects public T.T.s from everywhere particularly suburban and commuter lines. Will trade.

12 HOUR CLOCK v. 24 HOUR CLOCK:

As a general rule, we will follow the preferences of the particular T.T. being discussed when giving times. The main exception to this is recent Victorian and N.S.W. T.T.s where public and workers use different clocks, in these cases 24 hour clock will be used.

???????????

Did you hear about the S.M. who was rushed by ambulance to hospital to have his Appendix removed? Apparently, they did not touch his ammenments!

CURRENT RAISININGS ON THE GRAPE VINE:

This is our current news column. If you don't like the title, think up a better one!

Three major changes have been made to the last current edition of the Victorian Public (31-10-82). The re-opening of the Cobram line, brings the following changes: 1715 Dn Shep-Num Bus runs 5 later; 1802 Dn now run 16 later and continues to Cob. (Num. 2127, Strath.2144, Cob. 22.00)the above are Mon-Fri; Sat 1815 Dn now leaves 3 later and continues to Cob. on changed times ((Sey.1932, Nag.1955, M.E.2014, Tool. 2029, Moor.2039, Shep.2048, Tally,2103, Num. 2119, Strath.2136, Cob.2150; Sun 0945 Dn continues to Cob.(Num.1302, Strath.1319, Cob. 1335);0540 Up Cob Bus Mon-Fri replaced by Train (Cob.0550, Strath.0603,hence unaltered); Mon-Sat 1405 Up Toc. Bus runs altered times (Toc. 1415, T.T.1420, Bar.1440, Cob.1500, Strath.1511 Num.1533,Tally.1551, S.T.1608, Shep.1615); Mon-Fri 16.20 Up Shep. runs to Sat times; 0610 Up Cob. Bus Sat replaced by Train running 35 later than Mon-Fri.times; 1615 Up Cob. Bus Sun replaced by Train (Cob. 1625, Strath.1638, Num 1700, Tally.1713, hence unchanged times). All otherservices on this line are unchanged..... Vic-Rail-Road Bus to Mornington no longer runs, Mornington pass. being served by private bus via Mount Eliza.....Ansett Bus to Orbost Mon-Sat continuing to Bega Tue,Wed,Fri now terminates at Orbost on all days. (G. Pack, A. Isaacs)

Arbitration acc. N.S.W. XPTs was handed down in mid-August resulting in XPTs being run by two man crews for two months and by one man crews for the following month. A final decision will then be made. This dispute has held up the proposed replacement of branch line R.M.s with buses (Murray- Ed.). However, the following replacements will take place once this

CURRENT RAISININGS ON THE GRAPE VINE. (Cont.):

XPT business has been resolved.: Barraba & Inverell R.M.s will be cancelled the replacement bus having been running for some months; the following R.M.s will be replaced by buses - Tumut,Wyalong Central/Lake Cargelligo, Temora-Griffith, Hay, Tocumwal, Harden-Young/Cowra, Blayney-Cowra, Walgett. (V. Isaacs)

Improvements have been made to the N.S.W. T.T. as follows: Central West XPT now runs to Dubbo seven days a week; Canberra Express replaced by Canberra XPT departing Sydney 1730 Mon-Sat and Canberra 0655 Mon-Sat; a loco hauled pass. departs Sydney 0730 for Canberra Sundays running at slower times than Mon-Sat DEB set, Up leaves Canberra 1725. (V. Isaacs)

A new edition of the latest S.R.A.N.S.W. public has been issued. The new edition still has the date 28/11/82 but can be identified by six stars under the date. The T.T. has some updates and corrections and slightly more general info. However the T.T. is still not up to date. Exchange is 3 hen's teeth = one T.T. (V. Isaacs)

Interesting news comes from N.Z. where a railfan group, the Rangitaki Railfan group, has issued a current T.T. of N.Z.R. services. This is a commercial publication. It is hoped that we will be able to sight this soon and review in the next edition of "The Times".(V. Isaacs)

"THE TIMES" is the official organ of the interim committee of the Australian Association of Timetable Collectors. Correspondence is welcomed and should be addressed to the Editor, Albert Isaacs 9 Cookson St., Camberwell, Vic. 3124. Phone: (03) 82 3376 (Bus.); (03) 819 5080 (A.H.).

History of The Times (from the ATA website)

Happily, ATA's The Times refuses to be pigeon-holed and is a classic "moving feast". It started out as an A4 folded to A5 size typescript put together in a decidedly higgledy-piggledy manner from strips of paper spat out by an ancient hardware word-processor. The first issue, that of September 1983, had only two "authors" - Jack McLean and Albert Isaacs - and consisted of the following portions:

- Policy of the magazine: mostly to reproduce and analyse timetables
- Introductory letter from Jack McLean
- "Bradshaw's Column" - essentially the Editor's news ... this was generally the Editor's review of a particular timetable.
- "Currant Raisinings on the Grapevine" (a news column - the forerunner of Table Talk)
- Traders items
- Correspondence

Pretty soon, AATTC members began to make their own contributions which were, very often, an exposition of a "favourite train timetable". Later contributors began to take a more holistic view of timetables in general, but it was a long time before anyone was bold enough to contribute stories about other modes of transport (although there was an early story about timetables for transport by elephant).

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Interchanging without an Interchange

HILAIRE FRASER

Part 1 Randwick

With the Sydney Eastern Suburbs Network effective 5 December 2021, Randwick became a regular bus terminus as the new terminus for routes 303, 348, 358 and 375. Without a purpose-built interchange, interchange takes place in the busy streets of Randwick [right].

Through Services 303/348

On arriving at the Price of Wales Hospital (PoW), Randwick on the 303 from Sans Souci and walking towards Randwick shops I observed a 348 bus with the destination “Randwick Junct” approach the PoW Hospital terminus from the opposite direction. Checking timetables, I could see that incoming 348 buses formed outgoing 303 trips and vice-versa. Thus incoming 348 buses were facing the correct direction for outgoing 303 services and vice-versa eliminating the need for a terminal loop for these bus routes. As from December 2021, 303 was redirected from Redfern-Sans Souci to PoW Hospital-Sans Souci, 348 was redirected from Bondi Junction-Wolli Creek to PoW Hospital-Wolli Creek, providing new links to the hospital. The route maps from the 303 and 348 timetables accompany this article. Prior to December 2021, many routes had operated from Bondi Junction to Randwick and beyond via Charing Cross:- 314 Coogee, 316/7



Eastgardens via South Coogee, 348 Wolli Creek and 400/400N Eastgardens/Airport via Kingsford. From December 2021, these six routes were rationalised to form 390X as a single route between Bondi Junction and Randwick. The 390X continues on to Kingsford and La Perouse.

The new 358

On 5 December 2021, 358 Sydenham-Randwick Loop Service commenced. This new route combined the Sydenham-Kingsford section of 418 (Burwood-Eastgardens) and the Mascot-Randwick section of 357 (Mascot-Bondi Junction via Queens Park). From December 2021, 418 became Burwood-Sydenham and Queens Park was now served by new

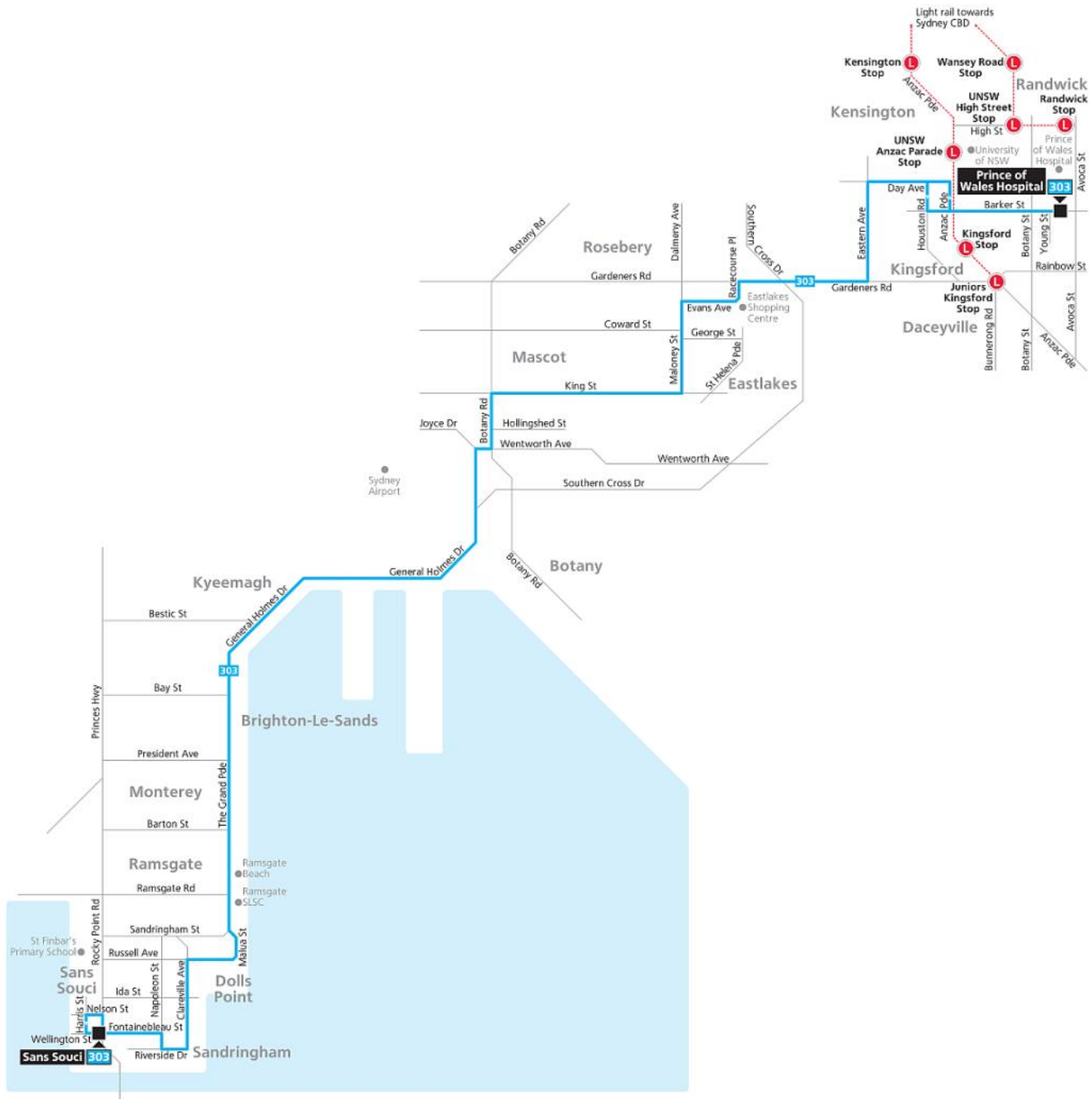
356 Bondi Junction-Eastgardens via Queens Park & South Coogee. The Sydney definition of a loop service means that the Randwick section of route 358 operates continuously without a layover. Continuing my walk from PoW Hospital, I arrived at the 348/358 outbound stop in Belmore Rd opposite Royal Randwick Shopping Centre. While waiting for the 358, I regarded this stop as a major suburban pick up point. The route map from the 358 timetable accompanies this article.

The 375 Light Rail Feeder

Also, on 5 December 2021 375 Eastgardens-Randwick Loop Service commenced. This service truncated 376 Railway Square-Maroubra Beach and 377 Circular Quay-Maroubra Beach to provide a feeder to the L2 Circular Quay-Randwick light rail. The new 375 extends from Maroubra Beach to Eastgardens via South Maroubra replacing the southern part of the discontinued 317 (Bondi Junction-Eastgardens). The route map from the 375 timetable accompanies this article.



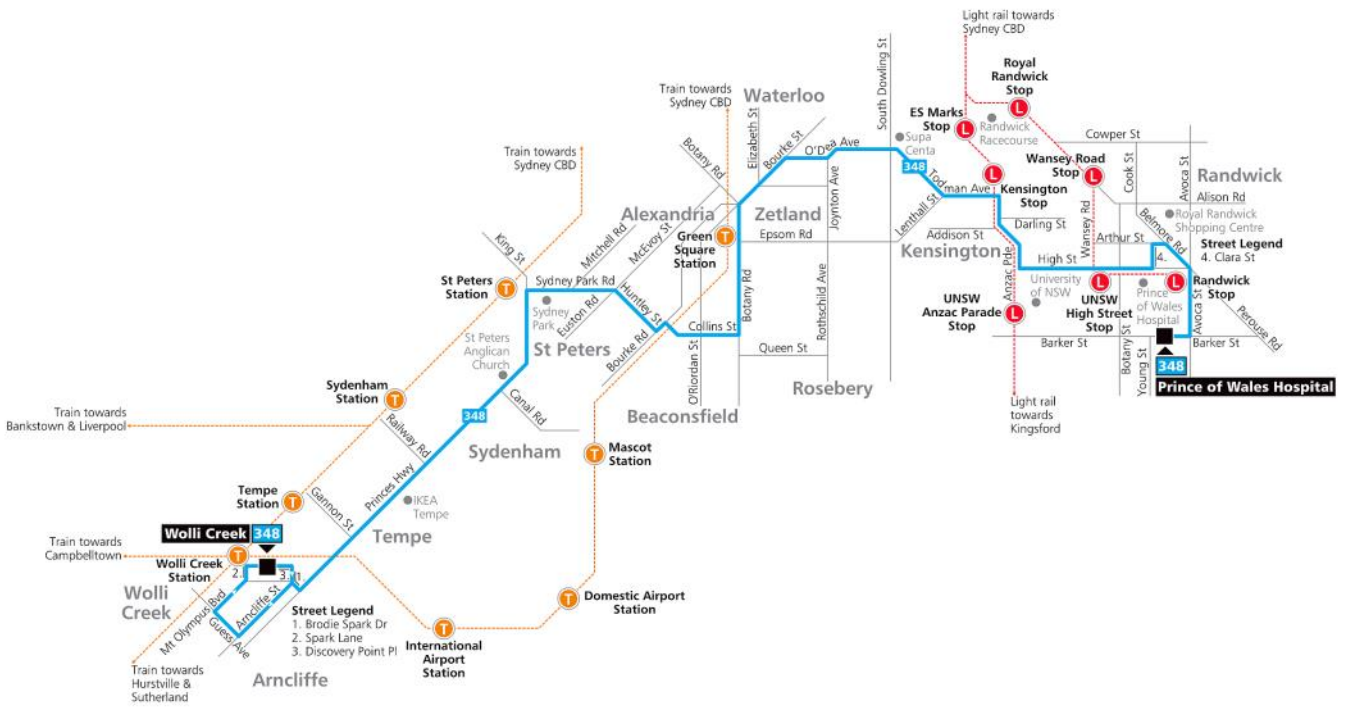
Route 303



- Legend**
- Bus route
 - 303 Bus route number
 - Bus route start/finish
 - L Light rail line/stop

Diagrammatic Map
Not to Scale

Route 348

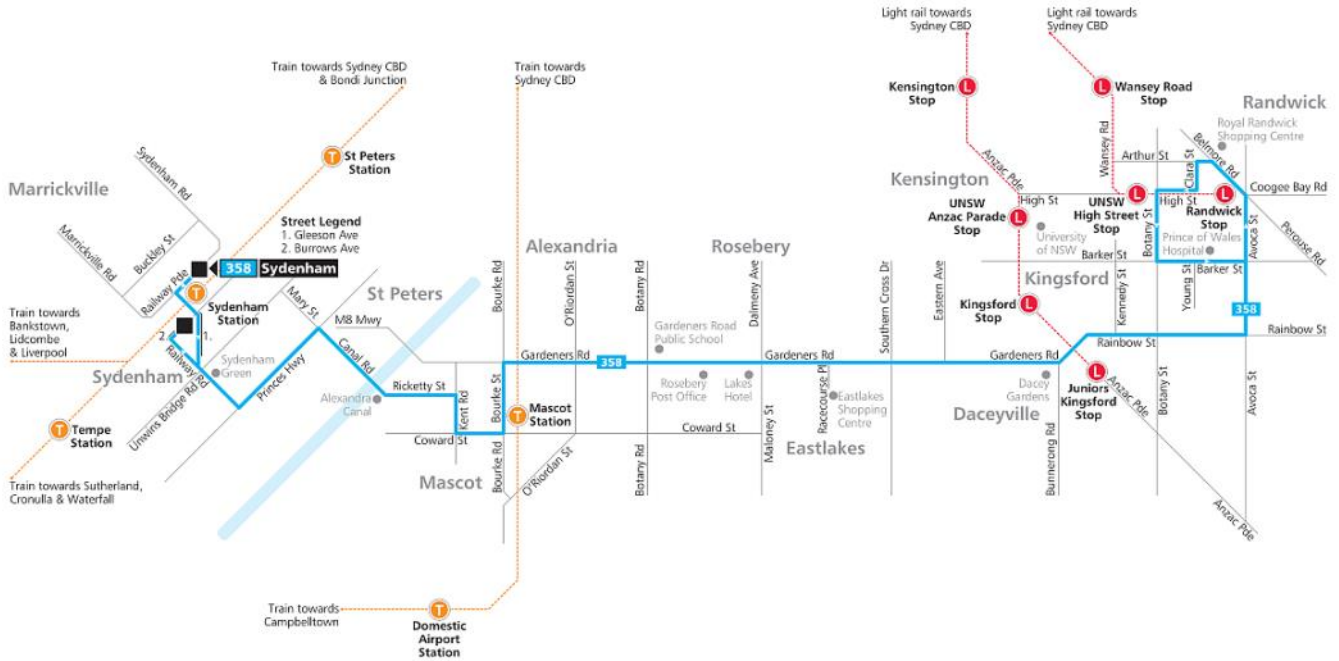


Legend

- Bus route
- Bus route number
- Bus route start/finish
- Train line/station
- Light rail line/stop

Diagrammatic Map
Not to Scale

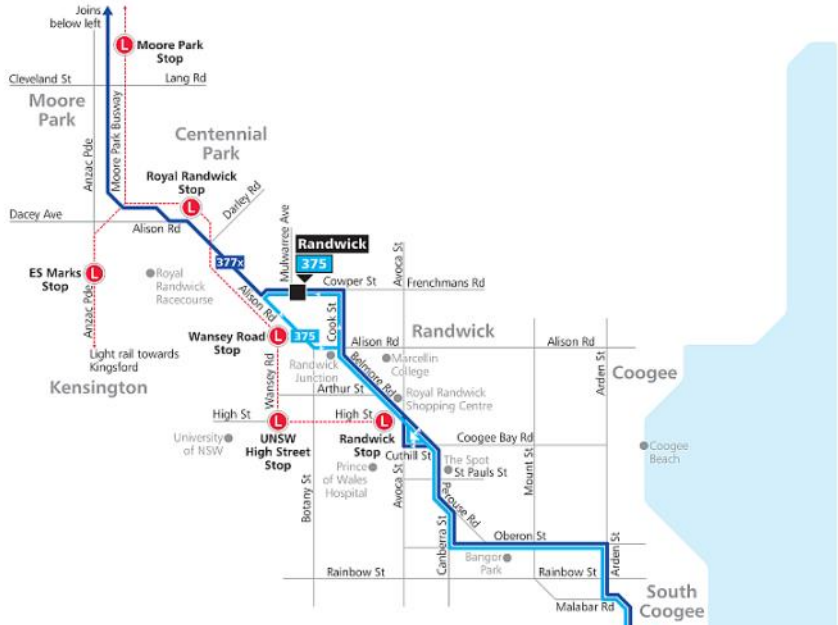
Route 358



- Legend**
- Bus route
 - 358 Bus route number
 - Bus route start/finish
 - T Train line/station
 - L Light rail line/stop

Diagrammatic Map
North
Not to Scale

Routes 375, 377x



Route 377x to City Museum

Picks up and sets down passengers at all stops to Cowper St, Randwick, then operates EXPRESS (via Eastern Distributor) to Chifley Tower, Bent St (City), then sets down passengers in Elizabeth St at Martin Place, St James Station and Museum Station.

Route 377x to Maroubra Beach

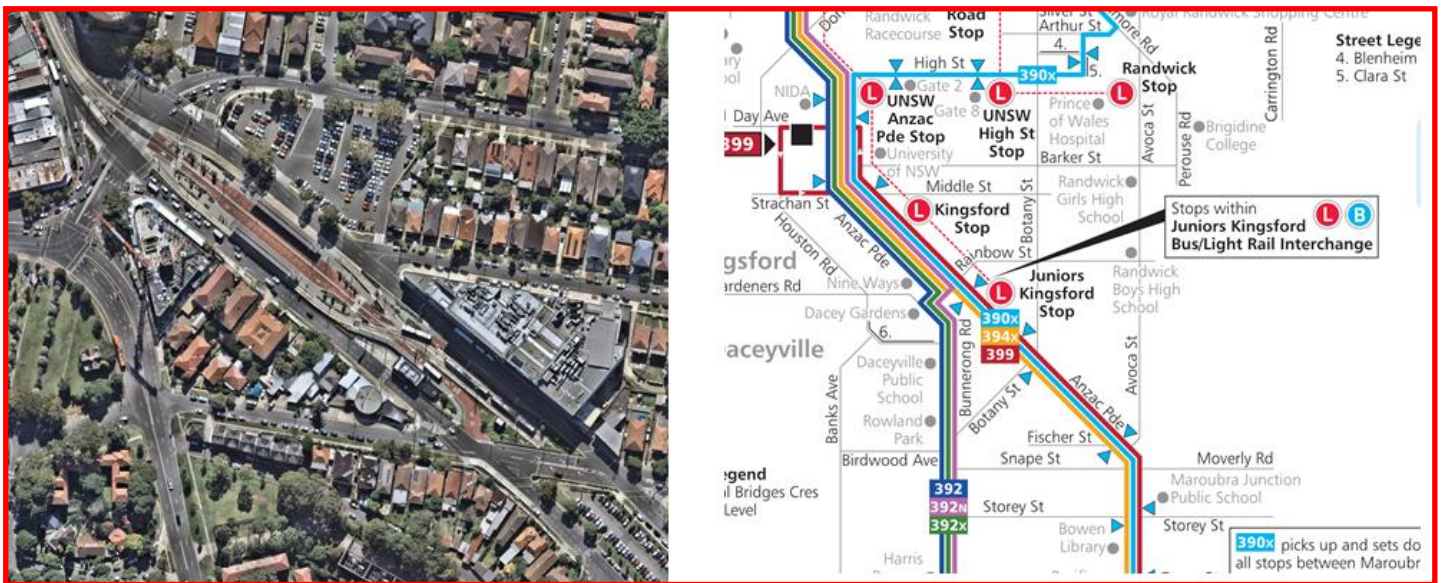
Picks up passengers at Martin Place Station (Castlereagh St), then picks up and sets down passengers at St James Station (Castlereagh St) and Museum Station (Castlereagh St), then operates EXPRESS to Cowper St, Randwick, then all stops.

Part 2 Juniors Kingsford Bus/ Light Rail Interchange

To complete this article, I will detail the operation of this facility at the terminus of the L3 Circular Quay-Juniors Kingsford light rail. Although an interchange and providing a turnback for trams, it does not provide a turning loop for buses. This interchange comprises two island platforms with tram tracks on the outer sides and a bus roadway adjacent to the inner platforms. Light rail vehicles from the city terminate at an outer eastern platform across

which southbound buses leave for 390X/394X La Perouse, 396/396X Maroubra Beach, 397X South Maroubra and 399 Little Bay. Trams then proceed forward to a dead end then reverse direction to enter the outer western platform for city trips. Across this platform northbound buses leave for 390X Bondi Junction, 394X/396X/397X Museum, 396 Circular Quay and 399 UNSW. Outbound 392/392X Little Bay and 392N Matraville and inbound 392 Redfern, 392X Museum and 392N Circular Quay use roadside stops rather than the interchange. As

mentioned, the Juniors Kingsford interchange does not provide a terminating loop for buses so the 399 Little Bay-UNSW Loop Service proceeds to UNSW nearby to loop via local streets. The route map from the 390X timetable showing routes 390X, 392, 392N, 392X, 394X and 399 operating through or near the Juniors Kingsford Interchange accompanies this article. The architecture award-winning Kelmscott Railway Station in Perth, has a bus interchange between the railway lines, rather than tram lines. Here, buses cross the railway line to dock in bays on a wide platform.

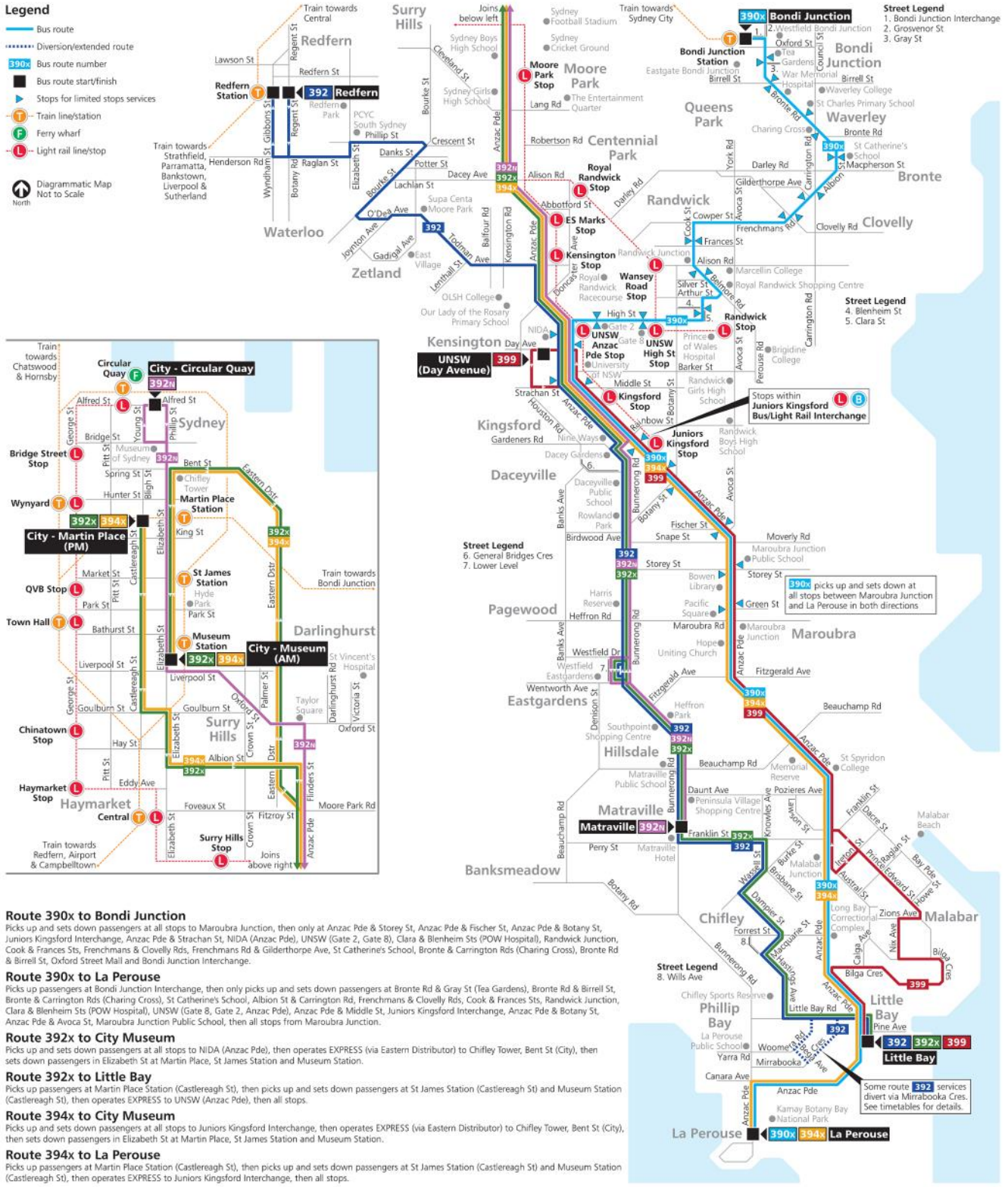


Routes 390x, 392, 392N, 392x, 394x, 399



Legend

- Bus route
- - - - - Diversion/extended route
- 390x Bus route number
- Bus route start/finish
- ▶ Stops for limited stops services
- T Train line/station
- F Ferry wharf
- L Light rail line/stop
- N Diagrammatic Map
- ↑ Not to Scale



Route 390x to Bondi Junction

Picks up and sets down passengers at all stops to Maroubra Junction, then only at Anzac Pde & Storey St, Anzac Pde & Fischer St, Anzac Pde & Botany St, Juniors Kingsford Interchange, Anzac Pde & Strachan St, NIDA (Anzac Pde), UNSW (Gate 2, Gate 8), Clara & Blenheim Sts (POW Hospital), Randwick Junction, Cook & Frances Sts, Frenchmans & Clovelly Rds, Frenchmans Rd & Gilderthorpe Ave, St Catherine's School, Oxford & Carrington Rds (Charing Cross), Bronte Rd & Birrell St, Oxford Street Mall and Bondi Junction Interchange.

Route 390x to La Perouse

Picks up passengers at Bondi Junction Interchange, then only picks up and sets down passengers at Bronte Rd & Gray St (Tea Gardens), Bronte Rd & Birrell St, Bronte & Carrington Rds (Charing Cross), St Catherine's School, Albion St & Carrington Rd, Frenchmans & Clovelly Rds, Cook & Frances Sts, Randwick Junction, Clara & Blenheim Sts (POW Hospital), UNSW (Gate 8, Gate 2, Anzac Pde), Anzac Pde & Middle St, Juniors Kingsford Interchange, Anzac Pde & Botany St, Anzac Pde & Avoca St, Maroubra Junction Public School, then all stops from Maroubra Junction.

Route 392x to City Museum

Picks up and sets down passengers at all stops to NIDA (Anzac Pde), then operates EXPRESS (via Eastern Distributor) to Chifley Tower, Bent St (City), then sets down passengers in Elizabeth St at Martin Place, St James Station and Museum Station.

Route 392x to Little Bay

Picks up passengers at Martin Place Station (Castlereagh St), then picks up and sets down passengers at St James Station (Castlereagh St) and Museum Station (Castlereagh St), then operates EXPRESS to UNSW (Anzac Pde), then all stops.

Route 394x to City Museum

Picks up and sets down passengers at all stops to Juniors Kingsford Interchange, then operates EXPRESS (via Eastern Distributor) to Chifley Tower, Bent St (City), then sets down passengers in Elizabeth St at Martin Place, St James Station and Museum Station.

Route 394x to La Perouse

Picks up passengers at Martin Place Station (Castlereagh St), then picks up and sets down passengers at St James Station (Castlereagh St) and Museum Station (Castlereagh St), then operates EXPRESS to Juniors Kingsford Interchange, then all stops.

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The NSW Transport Blues



When your tram wheel arches crack
 And your trains have gone on strike;
 When your bus timetable changes
 Going nowhere that you like;



When your ferries can't face waves
 Because their windows just might shatter;



When the River Cat takes off your head
 En route to Parramatta;

When petrol costs a fortune
 And the roads are fully clogged;
 When your bike won't make it up the hill
 And rain has left you sogged...

Then honey - you've got the transport blues.

Widcox



"Sydney Trains has blamed vandalism as the cause of delays on its network as tens of thousands of Matildas fans tried to make their way back home after the Australia's semi-final loss to England."

Pictures&text from Sydney Morning Herald, 2023