

The Times

Journal of the Australian Association of Time Table Collectors

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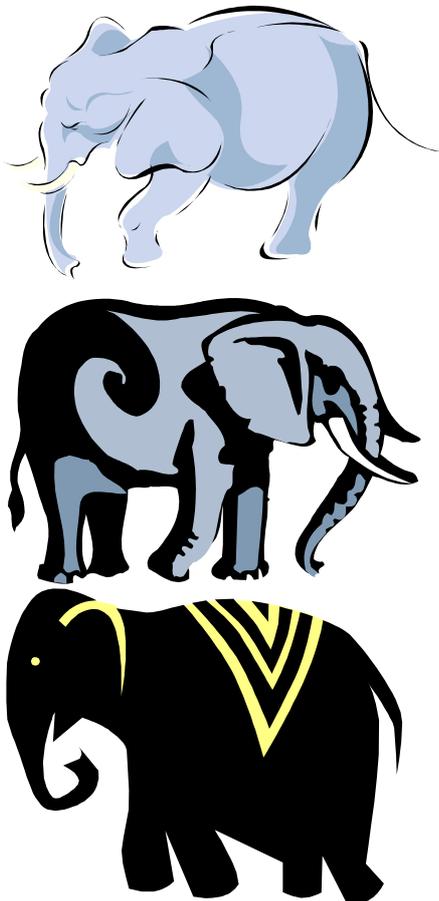
August, 2001

Issue No. 209 (Vol. 18 No.8)



I like Ike!

How the B&O moved 22 Chevrolet drivers, 178 newsboys, 500 red and green *Knights Templar* and a herd of elephants to Dwight D. Eisenhower's inauguration in 1957.



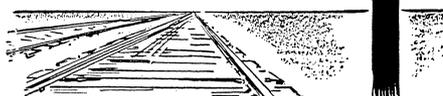
"I am Mr. Signal . . . the guardian of the track ahead. I am your protector and the guardian of your SAFETY. No one can cheat on my indications without serious consequences.

The indications I display are positive instructions for the SAFE movement of trains. These instructions, when thoroughly understood and strictly complied with at all times, will guide you safely through the years.

DO NOT try to anticipate the signals I display!

ALWAYS remember that there is NO job so important that you cannot take the time to do that job SAFELY."

"ON THE B&O,
the **SAFE WAY**
is the **RIGHT WAY!**"



THE BALTIMORE & OHIO RAILROAD COMPANY

EASTERN REGION

SAFETY ABOVE EVERYTHING



BALTIMORE DIVISION

—AND—
BALTIMORE TERMINAL DIVISION

79

TIME-TABLE No. 79

EFFECTIVE 12.01 A. M., EASTERN
STANDARD TIME

SUNDAY, OCTOBER 28, 1956

R. J. CANNON,
Superintendent, Baltimore Terminal Division.

W. M. MURPHEY,
Superintendent, Baltimore Division.

The Times

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Disclaimer	Opinions expressed in <i>The Times</i> are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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By B&O to Ike's inauguration

'Operation Inauguration': A Grand Old Party – B&O-Style. The Baltimore & Ohio in the Presidential Inauguration of 1957. By TOM GRECO

The Baltimore and Washington newspapers teemed with accounts of the prodigies performed by the Baltimore and Ohio Railroad Company, in its very large operations of transporting visitors to Washington to witness the Inauguration of President Buchanan on the 4th of March, 1857.

So wrote William Prescott Smith, the Baltimore & Ohio's Assistant Master of Transportation, in *The Book of the Great Railway Celebrations of 1857*, published that same year.

In line with a tradition more than a century old, the Baltimore and Ohio will once again carry its share of the mighty throng which will gather in Washington this month for the second inauguration of President Dwight David Eisenhower and Vice President Richard M. Nixon. From 'Operation Inauguration', *B&O Magazine*, January, 1957 (see them on our cover).

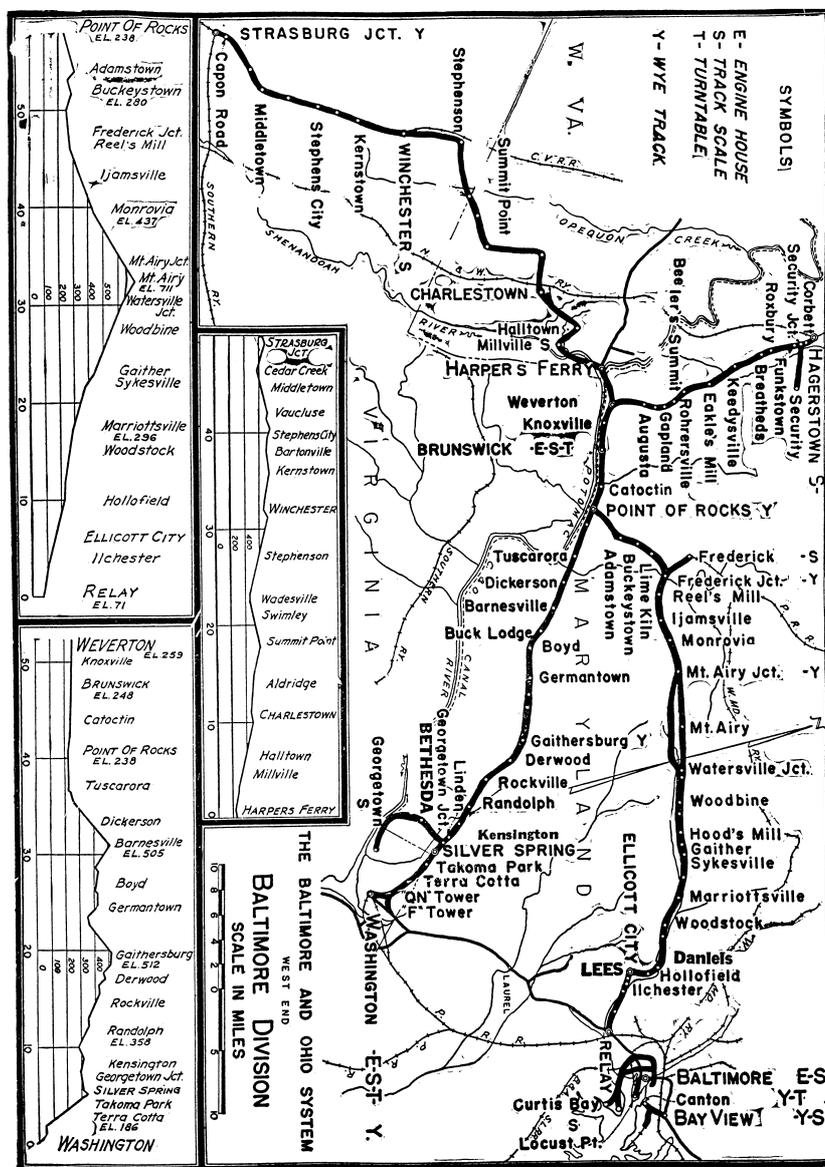
Several months prior to writing this, I purchased sight unseen a copy of B&O's Baltimore Division employees' timetable No.79, dated October 28, 1956. I got a good deal more than I'd bargained for. Inside the timetable were tucked two stapled-together reports, one of which is headed 'Extra Equipment from Washington Account Christmas, 1956'. But that's 'another story'! The second report is comprised of two single-sided pages, headed as follows:

The Baltimore & Ohio Railroad
Washington 6, D.C.
MOVEMENTS LINED UP OR
BOOKED ACCOUNT INAUGURATION 1957

Now, I'd seen pictures of the B&O's 'Pullman City' at Eckington Yard, just north of Washington Union Station. Rows upon rows of heavyweight sleepers occupied by visitors to this every-fourth-year gala. But a real chill

travelled my spine as I began to realize the enormity of this event and the planning required of the B&O to pull it off!

The first trickles of increased passenger traffic, leading up to a tidal wave unknown since the hectic



Route map of the Baltimore Division of the B&O, taken from the divisional Employee Time Table. In 1956, the B&O was system of some 5,300 miles and issued ETTs for a total of 17 Divisions.

days of World War II. Wouldn't it be great to have watched all of this unfold before your eyes???!
 The B&O's passenger agent at Washington Union Station leads us toward Track 10, where a dapper gateman smiles and greets us. Bundled against the morning chill, we stroll down the platform. The date is.

Thursday, January 17, 1957.

A rattling string of baggage carts draws our attention toward the far end of the platform, where we see a train arriving. It is 7.25 am as Train 2, *The National Limited*, backs toward the bumper post. Red marker lights twinkle from the rear of sun room-observation car *Capitol Escort*. Just ahead of this car is a heavyweight sleeper in Pullman's two-tone gray paint scheme. When the train stops, twelve men alight

from the car and, in the company of the passenger agent, head for the station. Our neatly typed list tells us that these are 'Chevrolet Drivers' in from Cincinnati. No doubt, these people have been picked for the honor of ferrying dignitaries around the Capital; perhaps even driving in the inaugural parade scheduled for Monday!

By 8.50 am a track has been cleared for the arrival of B&O's flagship, *The Capitol Limited*, from Chicago. Immediately behind the engines is a gleaming office car numbered '5001'. 'Santa Fe' is the name of both the car and the railroad that owns it. Under the watchful eye of the B&O's trainmaster, a Washington Terminal Co. switch engine goes against the blue E-units and gingerly spots the car at the end

of one of the tracks at the west end of the station concourse. The 5001 is occupied by Fred Gurley, President of the Santa Fe Railway, his wife and a few of the railroad's best customers.

Friday, January 18, 1956

We're out early again for *The National Limited's* arrival. Two sleepers from St. Louis have been added to 'The Nash's' normal 12-car consist. Twenty-eight people comprise the 'Citizens for Eisenhower', who have come to Washington to celebrate the beginning of their candidate's second term in the White House.

When *The Capitol Limited* backs in this morning, our passenger agent will be looking for a 12-person 'Midwest Tour' group from Lincoln, Nebraska. No extra cars have been added to No.6 this trip, and

The Baltimore & Ohio Railroad Washington 6, D. C.									
MOVEMENTS LINED UP OR BOOKED ACCOUNT INAUGURATION 1957									
Meet In	Train	Party	No	From	Equipment	Return	Repr-Hotel-Remarks	See	Out
<u>Thursday, January 17</u>									
SPA	2	Chevrolet Drivers	12	Cincinnati	Extra slpr	# 1 1-22			SPA
SPA	6	Pres. Gurley	?	Chicago	Office car	# 5 1-22	None. Park at W.T.		SPA
<u>Friday, January 18</u>									
SPA	2	Citizens for Eisenhower	28	St Louis	2 extra slprs	# 1 1-22	None		JHL
SPA	6	Midwest Tour	12	Lincoln, Neb.	Regular	# 5 1-26	None. Ret from J.City		---
SPA	8	Mills Bros. Circus	50	Ashtabula	Extra ch & bge car	# 9 1-22	None. Elephants in bge car-unload & load on track #7 Eck. Yd.		JHL
SPA	8	Pres. Graham & Party	?	Pittsburgh	P&WVa Business car	# 9 1-22	None. Park at WT		SPA
<u>Saturday, January 19</u>									
SPA	2	Chevrolet Drivers	10	Cincinnati	Extra slpr	# 1 1-22			SPA
WMB	18	Courtney-Burton (Ohio Repub.Finance)	40	Cleveland	3 extra slprs & lge	#17 1-22	Welden. Shoreham. Ret 1 slpr with 15		SPA
WMB	20	Excess travel	?	Detroit	Extra slpr D-1	#19 1-22	R.T. sleeper		JHL
PCC	26	Sidney, Neb. HS Band	155	Sidney	3 extra chs & bge car	# 7 1-22	Ferkler. Ebbitt. Bge car ar #32-1/18, ret. #31-1/23		SPA
WMB	26	Coe College Band	65	Cedar Rapids	2 extra coaches	# 7 1-21	Myer-in Dietel-out, Boll. Fd		JHL
SPA	26	Logan Pty (Valparaiso)	16	Gary	Extra sleeper	#25 1-22	None		SPA
PCC	6	Santa Fe RR Party	12	Chicago	Extra sleeper	# 5 1-22	None		SPA
WMB	955A	Gov. Stratton & Party	150	Chicago	8 slprs & office car	600P 1-22	Westcott. Burlington. Ret 7 slprs with 115		WAM
PCC	4	Cherokee Cty HS Band	120	Colo., Kans.	3 extra coaches	# 1 1-23	Hammer. Lafayette		WMB
MEC	8	Blackwell, Ok. HS Band	115	Blackwell	2 extra coaches	#25 1-22	Davis. Plaza		WAM
SPA	8	Usef-Khan Grotto	100	Akron	2 extra coaches	# 9 1-22	King		JHL
---	8	Oconomowoc Am. L&G. Band	80	Oconomowoc, Wisc.	2 extra coaches	# 7 1-21	Thru to Balto. on #8 Dietel. Lord Baltimore		WAM
PCC	C&O#2	San Antonio Educ. Tour	115	San Antonio	2 extra coaches	# 4 1-23	Badollet. Ret #3-1/25		SPA

A B&O Special Instruction document, giving details of the loadings expected for inbound traffic to the inauguration

the dozen cornhuskers have space in one of the regularly assigned Pullman sleepers. We're free to spend the day watching trains here at Union Station, or to board No.6 for Baltimore and a visit to the B&O Museum. Just be sure to be back here by 4.30 pm to see *The Shenandoah* come in!

You made it! Here's an interesting consist. Train 8's rear end is graced today by a heavyweight business car owned by the Pittsburgh & West Virginia Ry. Car 300, the *Westmoreland*, has a long and colorful history. Built by Pullman in 1910, it was the very first all-steel private car. P.& W.V. Board Chairman Charles J. Graham and party have made the daylight trip from Pittsburgh, enjoying some of the best scenery the B&O has to offer. After *The Shenandoah* pulls out for Jersey City, the *Westmoreland* will be spotted on the same track as the *Santa Fe*.

But we're not through with No.8 yet. Toward the front of the train is an extra coach carrying 50 employees of the Miller Brothers Circus from Ashtabula, Ohio. Ahead of the R.P.O. car is a baggage car loaded with – what else? *elephants!!!* The pachyderms have a little farther to travel; they'll be unloaded on Track 7 at Eckington Yard. Kinda makes you wonder where they'd have gotten a carload of donkeys had Adlai Stevenson won the election!

Even the B&O's mail and express trains have picked up some extra business; it's 9.45 pm when Train 32 from Chicago stops at 'QN' Tower. No.32 doesn't enter Union Station, but pulls through the wye between 'QN' Tower and 'F' Interlocking. A yard switcher works the train, cutting out cars for Washington and adding others for Philadelphia and New York. Among the Washington cars is a Union Pacific baggage car loaded with band instruments belonging to a group scheduled to arrive tomorrow.

Saturday, January 19, 1956

Once again, *The National Limited* starts our day; ten more 'Chevrolet Drivers' from Cincinnati disembark from an extra sleeper on No.2.

At 7.33 am, Train 18 arrives. *The Cleveland Night Express* is quite long this morning; in addition to its regular 12-14 car consist, three extra sleepers and a lounge car have been added to accommodate 40 members of the Ohio Republican Finance committee. B&O's Division Passenger Agent W.R. Welden from Cleveland accompanies the group, who will spend the weekend at Washington's upscale Shoreham Hotel.

The Columbian is running in two sections this morning! Actually, it has been separated into two trains, the regular Chicago – Washington Train 26 and *The Ambassador* from Detroit. Normally these two trains are combined at Willard, Ohio for the trip east, but 'excess travel' has dictated that *The Ambassador* be operated as PX20. That's B&O parlance for 'Passenger Extra 20', *The Ambassador* being Train 20 west of Willard.

PX20 backs toward the station at about 8.25 am with eight cars. An extra sleeper has been added to *The Ambassador* to accommodate travelers from Detroit and Toledo.

It's 8.35 when we see *The Columbian* from Chicago stop in a nearby track thirteen cars strong! District Passenger Representative R.W. Fickler from Omaha has been shepherding 155 members of the Nebraska's Sidney High School Band, and three coaches have been added to No.2 for this group. The band's instruments are in the Union Pacific baggage car which arrived last evening on Train 32.

The 65-member Coe College Band from Cedar Rapids, Iowa,

have added two sleeping cars to the normally all-coach speedster. They will occupy quarters at Bulling Air Force Base, across the Nicosia River from downtown Washington. H.G. Meyer, District Passenger Representative from the B&O's Milwaukee office, forms the group up and leads them toward the station concourse and two waiting buses.

A *third* sleeper carries the sixteen members of the 'Logan Party' from Valparaiso, Indiana. This group boarded No.2 last evening at Gary, Indiana for the overnight trip to the Nation's Capital.

The Capitol Limited gets into the act, bringing more officials of the A.T.& S.F. Ry. to the inauguration in an extra sleeper cut into the consist. It is 8.50 am when No.6's observation car *Wawasee* stops near the bumper post.

But wait – the fun's just beginning! Illinois Governor William G. Stratton and a party of 150 people arrive at 9.55 am on an extra train from Chicago made up of eight sleepers and an office car for use by the governor himself. That's *three trains from Chicago and one from Detroit* arriving within the past 90 minutes!

It's just after noon when Train 4, *The Diplomat*, arrives from St. Louis. Another band has added three coaches to No.4; this group of 120 students hails from Cherokee County High School in Columbus, Kansas. The students have an exciting weekend planned; in addition to marching in the inaugural parade, they'll spend several days sight-seeing before leaving on January 23rd.

At the head of the 12-car consist is a Missouri-Kansas-Texas baggage car from Dallas. The car carries instruments and equipment for still another high school band scheduled to arrive in Washington tomorrow.

The Shenandoah is in from Chi-

		EASTWARD.														
Distance from Washington	Train Order Station.	Washington Sub-Division. TIME-TABLE No. 79. October 23, 1956.	FIRST CLASS.													
			28	154	164	8	174	22	166	176	32	168	144			
			DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY	DAILY	DAILY	DAILY Ex. Sat. Sun. & Hol'dys	DAILY		
			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
0.8	DN	WASHINGTON.														
0.8		C TOWER.	3.45	4.15	4.42	5.00	5.35	6.00	7.30	9.00	10.30	11.50				
1.5		F INTERLOCKING.	3.48	4.18	4.45	5.03	5.38	6.03	7.33	9.03	10.33	11.53				
2.7		LANGDON.	3.50	4.20	4.47	5.05	5.40	6.05	7.35	9.05	10.35	11.55				
4.3		BRENTWOOD.														
5.0		MELROSE AVE.														
5.2		HYATTSVILLE.						F 5.43					F12.00			
5.5	DN	JD TOWER.	3.53	4.23	4.50	5.08	5.44	6.08	7.38	9.08	10.38	12.01				
6.2		RIVERDALE.		\$ 4.24	\$ 4.51		F 5.46									
7.2		COLLEGE PARK.					F 5.48									
8.4		BERWYN.					F 5.50									
8.8		BRANCHVILLE.														
10.6		SUNNYSIDE.														
11.5		BELTSVILLE.														
12.5		AMMENDALE.														
13.7		MUIRKIRK.														
17.4		LAUREL.		\$ 4.34	\$ 5.00		\$ 5.59	\$ 6.17	\$ 7.48	\$ 9.18		\$10.48	\$12.12			
18.1		LAUREL RACE TRACK.														
19.2		SAVAGE.														
20.6	DN	PA TOWER.	4.05	4.38	5.04	5.20	6.03	6.20	7.52	9.22	10.27	10.52	12.17			
20.8		FT. MEADE JCT.					\$ 6.04									
22.9		JESSUP.			\$ 6.06		F 6.06						F12.21			
23.8		MONTEVIDEO.														
25.3		DORSEY.													\$12.24	
26.4		HARWOOD.														
27.1		HANOVER.														
29.0		ELK RIDGE.			\$ 5.14		\$ 6.14									
29.6		RELA Y.														
30.1		ST. DENIS.			\$ 5.16		\$ 6.17		\$ 8.01	\$ 9.31		\$11.01	\$12.30			
31.1	DN	HX TOWER.	4.14	4.47	5.17	5.30	6.19	6.29	8.02	9.32	10.38	11.02	12.32			
31.4		HALETHORPE.														
32.7		LANSDOWNE.														
33.8		WEST BALTIMORE.														
34.7		MOUNT WINANS.														
35.3	DN	CARROLL.														
36.1	DN	BY INTERLOCKING.														
36.5	DN	HB TOWER.														
36.8	DN	CAMDEN STATION.	\$ 4.21	A 4.55	\$ 5.25	\$ 5.38	\$ 6.28	\$ 6.39	A 8.10	A 9.40	\$10.50	\$11.10	A12.40			
		MT. ROYAL STA.	\$ 4.23		A 5.30	\$ 5.46	A 6.35	\$ 6.45			11.21	A11.15				
			P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.		
		Time over Sub-Division.....	.38	.40	.43	.38	.53	.39	.40	.40	.40	.40	.40	.50		
		Average speed per hour.....	61.3	55.2	61.3	58.2	41.7	57.8	55.2	55.2	55.2	55.2	44.2			

Passenger trains will not exceed 80 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

A page from B&O's Baltimore Division ETT, No. 79 of October 1956. The trains listed are all First-class (or passenger) trains. B&O was in the passenger business, but was losing \$34 million dollars per year on it- and wanted 'out'.

cago at 4.30 pm. Six coaches have been added to No.8 today, carrying nearly 300 additional passengers! Eighty members of the Oconomowoc, Wisconsin American Legion Band will continue on to Baltimore in their two cars. There, they'll stay at the Lord Baltimore Hotel. The band has played at a number of inaugurations in past years and always rides the B&O to Washington.

One hundred residents of Akron, Ohio, members of the Usef-Khan

Grotto, occupy two coaches, while the Blackwell, Oklahoma High School Band rates two more cars for its 115 musicians. These last are in the charge of L.A. Davis, the B&O's D.P.A. from Tulsa. Imagine the fatigue showing in Mr. Davis' face after travelling with 115 teenagers and their instruments all the way from Oklahoma via Chicago!!

Sunday, January 20, 1957

As if to reward us for rising early once again, *The National Limited*

backs in from St.Louis with 16 cars this morning! A coach from Indianapolis brings 32 youngsters shown as the 'Whitlock Newsboys' on our report.

No.2 regularly carries a 14-roomette, 4-double bedroom sleeper from Dallas and another from Fort Worth. The Dallas sleeper moves in *The Texas Special* via the Missouri-Kansas-Texas R. R. and the St.Louis-San Francisco Ry. to St.Louis. Just ahead of this car are three coaches provided by the 'Katy' and 'Frisco'; 136 members of the Richardson, Texas High School band are greeted on the platform by B&O Passenger Representative Gordon from Baltimore. You'll recall that the band's instruments arrived yesterday on *The Diplomat*.

The Ambassador is running separately as *PX20* again this morning. That's because *ten extra cars* have been added to *The Columbian*, giving it a total of 18 cars, as it backs to a stop at 8.35 am. The Denver Junior Police Band is comprised of 95 young musicians in two extra coaches. J.H. Moxley, Jr., the B&O's D.P.R. from Denver is in charge of this group. Two coaches disgorge another 106 'Whitlock Newsboys' into the churning crowd.

And four sleeping cars carry the 83-member Contra Costa Sheriff's Mounted Patrol from San Francisco. Ahead of *The Columbian's* baggage-lounge car are two horse cars carrying the Patrol's mounts. Plans call for the horses to be taken to Laurel on a B&O local, where they will be stabled at Laurel Race Course.

It's 11.00 am as a ten-car extra arrives from Chicago. Eight sleepers, a lounge car and a baggage car bring the University of Illinois Band from Champaign. Doubtless the group left Champaign on the Illinois Central. B&O Passenger Representative Snyder has arranged for transportation to Anna-

polis, where the group will be lodging.

One of the fastest trains on the B&O, *The Daylight Speedliner*, arrives at 5.50 pm from Pittsburgh. Recently re-equipped with Budd Rail Diesel Cars on an accelerated schedule, Train 22 carries an extra coach today for 50 people from the Huntington, Indiana *Press*.

Fifteen minutes later sees the arrival of Train No.1, *The National Limited*, from Jersey City. Another group of fifty, representing the Hartford, Connecticut *Courant*, arrives in an extra coach. J.A. Siler of B&O's New Haven office will accompany the group to its lodgings at Annapolis.

Get to bed early; tomorrow's going to be a long day. I'll meet you at Eckington Yard at 4.00 am for a demonstration of some *real* B&O railroading!!

Monday, January 21, 1957 – Inauguration Day!

It's the day the entire Baltimore Division has been preparing for, and with good reason. The hurried arrival of the B&O's trainmaster signals the start of the show. If you know where to look in the frigid blackness, you can see a pair of red marker lights slowly approaching. A long line of heavyweight Pullman sleepers backs cautiously into Track 10, the first contingent of over 1300 people – the entire corps of cadets from the United States Military Academy at West Point!

The train is running as 'Main 5253'. 'Main' is the railroad/military designation for a troop movement, while the '5253' is a serial number assigned by the military. This is only the first of *four* such trains which will arrive on 20-minute headways, each with twelve sleepers carrying just over 300 members of 'The Long Grey Line'.

Each train in succession pulls through the wye from 'F' Interlocking, crosses over to the eastbound

track and backs into Eckington Yard from 'QN' Tower. At 4.30 am, 'Main 5254' ties up in '11 Rail' followed by 'Main 5255' in Track 12. The inbound movement is complete with the 5.10 am arrival of 'Main 5256' in Track 13.

Walk the tracks; you'll find sleepers with exotic names scavenged from all corners of the country for this prestigious movement! And across the way is a cut of B&O baggage cars from which emanates the aroma of food cooking. The B&O's Dining Car Department has set up shop in the baggage cars and will be serving meals to the cadets and others at the Eckington freight house, which will become a 'mess hall' today! A 'colonial diner' it ain't, but the B&O's marvelous food will provide the cadets with the best meals they've had in a long time!

Engines remain coupled to the head end of the 'Main' trains and some of the others to provide steam heat for the occupants. As the dawn breaks, the cadets 'form up' on the broad pavements between the paired tracks for the march to breakfast. City and military buses are being backed single-file down these pavements; they will carry participants to their positions in the inaugural parade later this morning.

'Meanwhile, back at Union Station', Train 10 arrives at 6.20 am. *The Chicago-Pittsburgh-Washington Express* picked up two extra sleeping cars at Conellsville, Pennsylvania last evening, bringing fifty members of the Fayette County Republicans to today's celebration.

The Metropolitan Special, arrives at 7.00 from Jersey City. Forty newsboys from Passaic, N.J. occupy an extra coach on No.11 this morning. They boarded the train at Elizabeth, N.J. at the awful hour of 1.08 this morning. The kids and their chaperones are

pretty groggy, but still excited at the prospect of two days in Washington!

One more time, we're on hand for the 7.25 am arrival of *The National Limited*, which this morning carries an extra coach for 45 students of the Missouri Military Academy at Mexico, Missouri.

And one hour later, *The Ambassador*, again running as PX20, backs toward the bumper post. Thirty members of the National Letter Carriers from Detroit are holding down an extra coach in *The Ambassador's* 8-car consist this morning. As the arrival and departure of regularly scheduled trains ebbs, a tide of extra trains begins to engulf Union Station!

The first extra arrives at 9.30 am, a seven-coach train which originated on the Reading R.R. early this morning. It brings 300 members of the Northampton County Republicans, representing cities such as Bethlehem, Easton and Nazareth, Pennsylvania.

Twenty minutes later, we see a train made up of ten coaches, shown on our list as a 'shuttle train' from Baltimore. Due to the shortage of hotel accommodations in Washington, many have decided to stay at Baltimore and 'commute' to the inauguration via the B&O. No doubt the Legion Band from Oconomowoc will be among those arriving.

Four Budd R.D.C. units make up a second 'shuttle train' which arrives at 10.30 am. The cars have been pressed into service from B&O's pool of commuter equipment.

The Knights Templar begin arriving from Detroit at 11.30 am, as a train of 12 sleepers and a lounge car bring in 250 members of the group's 'red' unit.

Union Station is already seething with people when a 13-coach extra arrives from Philadelphia at 11.48 am to deposit another 1,000 *peo-*

ple, traveling under the auspices of the Philadelphia *Bulletin*. At least this year the crowds won't have to contend with the aftermath of the wreck of the Pennsylvania's *Federal*, which ran away down Track 16 and crashed through the floor of Union Station five days before Eisenhower's last inauguration!

It's 11.50 am when the 'green' unit of the Knights Templar arrives on an adjacent track; 250 more people in 12 more sleepers and a lounge car from Detroit. The scene out at 'K' Tower is amazing, as yard crews work feverishly to clear tracks for this deluge of arrivals!

And with that deluge of arrivals – *it's over!* That's the last inbound movement shown on our list! But the work's just half done. That article in *B&O Magazine* said that approximately 5000 people had booked passage to Washington on the B&O alone. *Now* our job is to reverse the process and get this mob *home!*

Even though no more people are arriving, the yard crews can't slow down. They'll have to miss the inaugural parade, but they'll use these precious few hours to orchestrate the beginning of the outbound movements.

Three complete trains are moved from their arrival tracks at Union Station to clear tracks at Eckington Yard. Car cleaners and inspectors swarm over the equipment, while dining and lounge cars (yes, and the baggage cars!) are restocked with food and drink. Less than 4½ hours after the last inbound train arrives, the first outbound is ready to leave. . . .

It's the 10-car 'shuttle train', which leaves Union Station for Baltimore at 4.10 pm, barely getting out ahead of commuter Train 154, which is also heading for Baltimore.

An armada of buses has descended on Eckington Yard, and pandemonium reigns as fully 1500 people

are boarded on three different trains. The 'green' unit of the Knights Templar is first out, leaving from Track 15 for Detroit at 4.30 pm, just after the arrival of Train 7, *The Shenandoah*. It is followed by the 'red' unit and its 13-car train out of Track 14 at 4.45.

One thousand people begin their homeward journey from Track 16 at 5.00 pm as the Philadelphia *Bulletin* special leaves the yard. In a time-consuming move, this train will either have to back out of the yard, cross over to the westbound track and pull through the wye at 'QN' Tower or be pulled out by a yard engine, after which the road units will couple on to the head end. Either way, the movement will have to avoid Brunswick local Train 39, which is due by 'QN' at 4.55 pm!

At 5.30 pm, the all-Pullman *Capitol Limited* is on its way to Chicago, followed ten minutes later by its all-coach counterpart *The Columbian*. No extra equipment has been added to either train today, but we can imagine that the regularly assigned cars are filled to capacity.

At 5.45 pm, *The Ambassador*, running as *PX19* (remember, it is Train 19 west of Willard, Ohio), leaves with 9 cars for Detroit, including an extra sleeper to accommodate the National Letter Carriers delegation.

Five minutes later, the 10-car extra carrying the University of Illinois Band leaves for Chicago, almost within sight of *The Ambassador's* rear end, which is itself breathing down the neck of *The Columbian*.

In the past 1¼ hours, *we have put six extra and two regular long-distance passenger trains* on the road in the face of B&O's daily outbound rush hour! Imagine the scene in the dispatchers' office over at Camden Station in Balti-

more. Superintendent William McKinley Murphey and his chief dispatchers at the elbows of the 'trick' dispatchers to offer advice, moral support or maybe a short 'break'! While here in Washington, trainmasters and the Eckington yardmaster have taken up strategic positions to help direct movements and try to prevent 'emergencies' from occurring. Road foremen of engines are riding the head end of extra trains in support of engine crews who seldom find themselves working in passenger service.

A few minutes lull in the activity allows us to find *The National Limited* as it prepares for its 6.30 pm departure for St. Louis. The Missouri Military Academy contingent is headed home to Mexico, Missouri, in a coach on No.1 tonight.

Seven green Reading coaches have been shoved into a track at Union Station for the 8.00 pm departure of the Northampton County Republicans. They'll arrive bleary-eyed at their homes in the wee hours of tomorrow morning, having left nearly 24 hours before!

And the last act of the day sees the departure of *The Shenandoah*. This is the longest train in this year's 'Operation Inauguration' (that's what *B&O Magazine* calls this effort every four years). Almost imperceptibly, Train 7 begins moving toward Chicago. Behind a set of gleaming blue E-units glide 20 cars! Two sleepers containing the Fayette County Republicans will be set out at Connellsville before dawn tomorrow, while the Coe College Band heads for Cedar Rapids in two coaches and the Oconomowoc American Legion winds up another B&O trip in two coaches of its own. Both bands will ride No.7 all the way to Chicago, transferring to 'foreign lines' there.

Tuesday, January 22, 1957

The Shenandoah may have been the last train out Monday, but there's hardly a break in the action.

We have 45 minutes to get back to Eckington Yard to watch the Corps of Cadets execute the 'railroad version' of a 'retrograde movement'! Fifteen minutes apart the trains begin to move, each in turn backing out of its track in the yard and crossing over to the westbound track of the Metropolitan Subdivision before pulling through the wye from 'QN' Tower to 'F' Interlocking.

'Main 5253' leaves Eckington at 12.15 am, followed by 'Main 5254' at 12.30. At 12.45, 'Main 5255' moves off into the darkness, with 'Main 5256' bringing up the rear at 1.00 am.

Bear in mind that each of the 'Main trains' will require 15-20 minutes to back out and pull through the wye to 'F' Interlocking, over near Ivy City roundhouse. AND, don't forget that No. 31, the B&O's express train for Chicago, leaves at 12.45 am. To add to the congestion, Train 12, *The Metropolitan Special*, is scheduled out of Union Station for Jersey City at 1.00 am. Both trains would find themselves right in the 'big middle' of the returning West Point fleet, so they will be held at Washington until 'Main 5256' is safely on its way. Given their slow schedules, neither Nos. 31 nor 12 should have much trouble making up the lost time – if the 'troop trains' don't run into any problems!

Let's get some well-deserved shut-eye – that is, if you're able to get to sleep after such an exciting day!

Train 4, *The Diplomat*, is scheduled for a 12.30 pm departure to Jersey City, and two coaches have been added to its normal 8-car consist. The 45 Passaic newsboys will leave the train at Elizabeth, N.J. under the watchful eye of the B&O's W.T. Ruddy, District Passenger Representative from Elizabeth. A silver and red New Haven coach carries the Hartford *Courant* party home to Connecticut.

A heavy *Washington-Pittsburgh-Chicago Express* pulls out at 1.45 pm, feeling more like a circus train than it probably cares to. The carload of elephants is tucked safely among the *Express*' head-end cars, while 50 rowdy circus hands are sorely testing the legendary courtesy of the B&O's train crew! The crews at Eckington Yard won't soon forget the elephants as they work along '7 Rail' trying to avoid the 'remembrances' left by these lumbering 'passengers'!

Behind the circus people are two cars for the Usef-Khan Grotto; these will be set out at Akron shortly after midnight tonight.

And, carrying No.9's markers to Pittsburgh is Board Chairman Graham and party in the Pittsburgh & West Virginia's business car *Westmoreland*. We can imagine that the train crew will do all in their power to insulate the P.& W.V. dignitaries from the roustabouts a few cars ahead of them!

This evening's 'parade' begins at 5.30 pm with the departure of Train 5, *The Capitol Limited*, for Chicago. Riding *The Cap* tonight will be the Santa Fe's President Gurley in Car 5001 and the extra sleeper carrying other important A.T.& S.F. officers and customers. The dozen-member 'Midwest Tour' group is headed for Nebraska; they must have made reservations months ago to be holding down regularly-assigned space on No.5 tonight!

Hard behind No.5's observation car is Train 25, *The Columbian*. Two coaches of high school band members are bound for Blackwell, Oklahoma, while the Logan Party will leave its sleeping car at Gary tomorrow morning.

From an adjacent track, *PX19*, *The Ambassador* leaves at 5.50 pm with a sleeper added to the consist for 'excess travel'.

The last of four trains to leave

within 30 minutes is Governor Stratton's 8-car special for Chicago. Train 37, an R.D.C. commuter train for Brunswick is scheduled for a 6.05 pm departure, and will feel like a 'poor stepchild' indeed as it follows this parade of luxury!

The helper crew for *The National Limited* out of Keyser, W.Va. will have their work cut out for them tonight, as No.1 leaves Washington with 15 cars at 6.30 pm. Four extra Pullmans will take the 'Chevrolet Drivers' and the Citizens for Eisenhower to their homes in Cincinnati and St.Louis respectively.

Later, we're on hand for the B&O's three evening westbound departures. The Katy baggage car on the head end of *The Diplomat* is carrying band instruments back to Dallas as No.3 roars off into the darkness at 9.35 pm.

Next out is Train 17, *The Cleveland Night Express*, at 10.00 pm. On the rear of this train are the 3 sleepers and the lounge car chartered by the Ohio Republican Finance group from Cleveland.

One hundred fifty-five high school musicians head for Sidney, Nebraska at 11.30 pm. The group's three coaches are strangely quiet as the tired teens begin their homeward trek on *The Shenandoah*. Their instruments will follow on the B&O's next westbound train.

Wednesday, January 23, 1957

Unlike its eastbound counterpart, express train No.31 for Chicago originates in Washington. From a track in the shadows on the east side of the Union Station complex, No.31 gropes its way through the terminal at 12.45 am, taking with it the carload of instruments belonging to the band from Nebraska who left on Train 7. We can start to breathe easier – things are beginning to 'wind down'!

This afternoon at 12.30 sees one of the two 'one-way' movements to be

handled by the B&O. A group of 115 people listed as a 'San Antonio Educational Tour' arrived on Chesapeake & Ohio Train 2 on Saturday. They will take *The Diplomat* to Jersey City for some sight-seeing in New York. On the 25th, their two coaches will be on Train 3, the westbound *Diplomat*, for the New York – St.Louis portion of their return trip. (The other 'one-way' movement was the Contra Costa Sheriff's Mounted Patrol, which will leave for San Francisco via the Southern Railway.)

The B&O's evening westbound parade begins as usual at 5.30 pm with the departure of *The Capitol Limited*. The Limited hasn't picked up any extra cars this trip, but every bit of space on No.5 has been sold far in advance.

Train 25, *The Columbian*, is on its way at 5.40 with four extra coaches. The Denver Junior Police Band is headed homeward, right next to a pair of coaches full of the Whitlock Newsboys. With over 200 extra passengers besides a full train, the dining car crew will be busy until late this evening.

With No.25 running so heavy, *The Ambassador* is running as *PX19* once again. It pulls out for Detroit at 5.50 pm.

The National Limited also carries four extra coaches tonight, leaving Union Station at 6.30. Another carload of Whitlock Newsboys will be part of Train 1 as far as Cincinnati,

but the Cherokee County High School Band will still be several hundred miles from its Kansas home when its three coaches are switched out of 'The Nash's' consist in St.Louis tomorrow.

Our last high school band leaves town on *The Diplomat* at 9.35 pm. No.3 is due in St. Louis tomorrow afternoon at 3.50, which will allow nearly two hours for T. R.R.A. yard forces to switch the three coaches into S.L.-S.F. Train 1, *The Texas Special*. The Richardson High School Band can look forward to a warm welcome from family and well-wishers on its arrival in Dallas Friday morning!

It's left to *The Shenandoah* to ring down the curtain on this year's inaugural festivities. Station clocks show 11.30 pm as No.7 begins to move. The Huntington, Indiana *Press* party are the 'last ones out'!

What say we join some of the B&O people to celebrate the successful completion of this year's 'Operation Inauguration'? They're headed for a tavern not too far from Union Station. But don't expect to see the trainmaster disregard Rule 'G'; *he'll* be drinking *coffee*!!

What did the B&O *really* accomplish during this seven-day period, besides generating more than a little good will for itself? Let's recap the week's extra

movements in terms of 'figures':

Now this is where it becomes clear what a monumental effort this was on the part of the B&O. And to think that, as a second-term inauguration, the crowds were 'expected to be slightly smaller' than for the inauguration of 1953 (quoting *B&O Magazine*)!! As it was, the B&O moved 348 extra cars and *over 11,000 people* in and out of Washington in that week's time. Remember – that's over and above traffic on the regularly scheduled trains! And remember too, that (much as we hate to admit it!) the B&O wasn't the only railroad bringing people into Washington.

Let's consider the effect of the B&O's sales effort. A large proportion of these travelers had a choice of which railroad to use. Some might even have been *expected* to use other lines (the 'Logan Party' from Valparaiso, Indiana and the Mills Bros. Circus from Ashtabula, Ohio).

Think about the most prestigious movement of the weekend, the West Point Corps of Cadets. How did our B&O, always a 'dark horse' in the New York – Washington market, get that business? And get it *year after year*? How did the B&O out-sell the mighty Pennsylvania, to whom an 'extra' 1300 people might hardly be noticed in the course of a day's business along the 'Northeast Corridor'?

And why did the presidents of two railroads choose to go to Washington via the B&O??

In effect, the B&O took Eckington Yard out of service for much of the week. Surely the yard's normal functions were severely curtailed, and other arrangements had to be made to serve freight customers. But perhaps that demonstrates exactly *why* the B&O drew so much of this business. It was that willingness to 'go the extra mile' that won for the B&O many steadfast

Recap of Extra B&O Train and Car Movements January 17 - 23, 1957						
Date	Inbound		Outbound		Total	
	Cars	Psgrs.	Cars	Psgrs.	Cars	Psgrs.
1/17/57	2	27			2	27
1/18/57	5	105			5	105
1/19/57	31	883			31	883
1/20/57	27	740			27	740
1/21/57	115	3876	73	2750	188	6626
1/22/57			79	2023	79	2023
1/23/57			15	654	15	654
Totals	180	5631	168	5427	348	11058

friends and such an enviable reputation for service.

As I type this article, Washington is preparing for the inauguration of 2001, and I can't help wondering what Union Station will be like as the big day approaches. Will the former Santa Fe car 5001 (now

BNSF No.5, the *Atchison*) be spotted near the end of a stub track? Will a circus be sending a carload of elephants and 50 roustabouts to the celebration? And would we find that strange juxtaposition of an army mess hall and the B&O's celebrated dining car

cuisine anywhere in Washington today?

Somehow, I don't think we would!!



Graphic Insight #67

ALBERT ISAACS has been poring over Chris Brownbill's *Graphic Insights*.

Like Chris Brownbill, I am bemused by the different times taken by northbound and southbound journeys over the same route.

However, Chris' tables reveals another issue. It is well known that practically all journeys into Sydney's Kingsford Smith airport are susceptible to hold-

ups because of the congestion but this is certainly not reflected in the schedules. In fact, of the five services shown as terminating at Sydney, three have identical northbound and southbound times and only one, Sydney-Brisbane, shows a longer Sydney-bound journey. On the other hand, on the Canberra-Sydney route,

the trip into Sydney is actually shown as being shorter than the trip away from Kingsford-Smith.

Customers are certainly not given accurate information here. Surely this juggling with the facts just proves the famous truism— this particular Qantas T.T. is a work of fiction

Letter

Sydney Bus Routes

LOURIE SMIT and **JIM O'NEIL** update Jim's articles about *Sydney bus routes in recent issues of The Times*.

From Lourie Smit

Just an update on the final paragraph of Jim O'Neil's article on route 406 in the June Times.

As from 24th June it will no longer be known as route 406. According to information I have received about new timetables to be implemented as part of Better Buses stage 2 on the above date the following route numbers will be used:-

540 - Peak hour service between Auburn and Ermington via Vore Street.

542 - Peak hour plus one midday trip between Small's Road, North Ryde and Auburn.

544 - Auburn - Macquarie Centre via Silverwater, Ermington, Marsden High School, Clanwillam Street, Eastwood, Lovell Road and Balaclava Road. Hourly service weekdays off peak and Saturdays, half hourly during peaks.

Two services each way between Auburn and Ermington on Sundays.

The timetable also contain information on route 543 but it is between West Ryde and Eastwood and does not go near Auburn.

The use of route number 540 is interesting as it was previously used for the main Riverside (Parramatta-Ryde Bus Service) route between Parramatta and West Ryde.

Regards - Lourie Smit.

From Jim O'Neil

You've probably noted some of the changes that have occurred since several of the articles I submitted, but I'll send you what information I have, in case you haven't seen all of it.

1. On *Auburn buses part two*, Baxter's have sold the services to Olympic Park to the Sydney Buses, but

have a new route 904, Parramatta to Lidcombe. I have the Baxter's timetable, but haven't yet seen one for the routes acquired by Sydney Buses.

2. *Buses South West of Chatswood*. Contrary to 'Better Buses' service continues to a terminal just past Colwell Crescent, and doesn't run in loop. The service is now numbered 255 and is interworked off-peak with the West Chatswood service, now numbered 256, not the proposed 531.

3. *Eastwood*: the new through route from Auburn to Macquarie Centre is numbered 544, not 406, and runs along the old 544 rather than a new route from Blaxland Road. So, once again, 'Better Buses' has been changed in the implementation. There is a peak-hour service 542 between Auburn and Small's Road North Ryde, which covers a bit more of the old 544 as far as Lane Cove Road.

Jim O'Neil

Letters

Route 76 west from Fairfield station

JIM O'NEIL'S moving finger, having writ, now moves on and traces out some more spidery bus routes- webs whose centres were the many railway stations of Sydney's suburbs. Here, he visits Fairfield.

In the 1960s there were three bus services running west from Fairfield Station, in Sydney's south-western suburbs on the Liverpool line. They had consecutive even numbers, 76, 78 and 80. (The 77 also ran from the west side of Fairfield, but south to Cabramatta; the 79 was the Tamarama bus service in the Eastern suburbs.) Of these the 76 was the southernmost, the shortest and the one running directly west along Hamilton Road. The timetable of Fisher's Bus Service, below, dates from 14 August 1961. There are no times of arrival on the timetable - the Inward Journeys timing for Fairfield is the departure of

the Sydney train. Where there was no Sydney train, as for the 3.42 from King St, there is no time given beyond Maude St. On Outward journeys, only the departure from Fairfield and the destination are given.

The timing points are most frequent for the first two thirds of the route, with the three first timing points each a minute apart. It takes up to sixteen minutes from Greenfield Road to Maude St, and not more than ten from there to Fairfield. There are five timing points in the first part of the route, and none beyond Maude St. In

1961 the dense grid of streets with quarter acre blocks ran out only as far as Maude St. So it is not surprising that more peak hour services started from Maude St, than everywhere else together, and the evening buses mostly ended there. In the shopping period between the peaks, King St—four minutes beyond Maude St—was the normal terminal.

But every timing point had buses starting there. Eight started at Greenfield, two (7.46 & 6.13a.m.) from Sweethaven, one (5.22 a.m.) from Mimosa, two from Box Road (7.50 a.m. & 7.32 p.m.), and one from Liverpool Road, at 7.25 a.m.

INWARD JOURNEYS — Monday to Friday

Bus No.	Depart Greenfield Rd. a.m.	Depart Sweet-Haven Rd. a.m.	Depart Mimosa Rd. a.m.	Depart Box Rd. a.m.	Depart Liverpool Rd. a.m.	Depart King Rd. a.m.	Depart Maude St. a.m.	Connect Sydney Train a.m.
1	5.22	5.24	5.30	5.32	5.36	5.40	5.40	5.40
2	5.46	5.47	5.48	5.53	5.55	5.59	6.11	6.02
3	6.13	6.14	6.15	6.20	6.22	6.26	6.39	6.26
4	6.39	6.40	6.41	6.46	6.48	6.52	7.05	6.48
5	7.02	7.03	7.04	7.06	7.12	7.14	7.18	7.06
6	7.18	7.19	7.20	7.22	7.27	7.31	7.42	7.18
7	7.32	7.33	7.34	7.36	7.42	7.44	7.48	7.32
8	7.46	7.47	7.48	7.50	7.55	7.57	8.01	7.46
9	8.05	8.06	8.07	8.08	8.12	8.14	8.18	8.05
10	8.21	8.22	8.23	8.24	8.28	8.32	8.36	8.21
11	8.36	8.37	8.38	8.40	8.46	8.48	8.52	8.36
12	8.52	8.53	8.54	8.56	9.02	9.04	9.08	8.52
13	9.03	9.04	9.05	9.07	9.11	9.13	9.16	9.03
14	9.16	9.17	9.18	9.20	9.26	9.28	9.32	9.16
15	9.32	9.33	9.34	9.36	9.42	9.44	9.48	9.32
16	9.48	9.49	9.50	9.52	9.58	10.00	10.04	9.48
17	10.04	10.05	10.06	10.08	10.14	10.16	10.20	10.04
18	10.20	10.21	10.22	10.24	10.30	10.32	10.36	10.20
19	10.36	10.37	10.38	10.40	10.46	10.48	10.52	10.36
20	10.52	10.53	10.54	10.56	11.02	11.04	11.08	10.52
21	11.09	11.10	11.11	11.13	11.19	11.21	11.25	11.09
22	11.25	11.26	11.27	11.29	11.35	11.37	11.41	11.25
23	11.41	11.42	11.43	11.45	11.51	11.53	11.57	11.41
24	11.57	11.58	11.59	12.01	12.07	12.09	12.13	11.57
25	12.13	12.14	12.15	12.17	12.23	12.25	12.29	12.13
26	12.29	12.30	12.31	12.33	12.39	12.41	12.45	12.29
27	12.45	12.46	12.47	12.49	12.55	12.57	13.01	12.45
28	13.01	13.02	13.03	13.05	13.11	13.13	13.17	13.01
29	13.17	13.18	13.19	13.21	13.27	13.29	13.33	13.17
30	13.33	13.34	13.35	13.37	13.43	13.45	13.49	13.33
31	13.49	13.50	13.51	13.53	13.59	14.01	14.05	13.49
32	14.05	14.06	14.07	14.09	14.15	14.17	14.21	14.05
33	14.21	14.22	14.23	14.25	14.31	14.33	14.37	14.21
34	14.37	14.38	14.39	14.41	14.47	14.49	14.53	14.37
35	14.53	14.54	14.55	14.57	15.03	15.05	15.09	14.53
36	15.09	15.10	15.11	15.13	15.19	15.21	15.25	15.09
37	15.25	15.26	15.27	15.29	15.35	15.37	15.41	15.25
38	15.41	15.42	15.43	15.45	15.51	15.53	15.57	15.41
39	15.57	15.58	15.59	16.01	16.07	16.09	16.13	15.57
40	16.13	16.14	16.15	16.17	16.23	16.25	16.29	16.13
41	16.29	16.30	16.31	16.33	16.39	16.41	16.45	16.29
42	16.45	16.46	16.47	16.49	16.55	16.57	17.01	16.45
43	17.01	17.02	17.03	17.05	17.11	17.13	17.17	17.01
44	17.17	17.18	17.19	17.21	17.27	17.29	17.33	17.17
45	17.33	17.34	17.35	17.37	17.43	17.45	17.49	17.33
46	17.49	17.50	17.51	17.53	17.59	18.01	18.05	17.49
47	18.05	18.06	18.07	18.09	18.15	18.17	18.21	18.05
48	18.21	18.22	18.23	18.25	18.31	18.33	18.37	18.21
49	18.37	18.38	18.39	18.41	18.47	18.49	18.53	18.37
50	18.53	18.54	18.55	18.57	19.03	19.05	19.09	18.53
51	19.09	19.10	19.11	19.13	19.19	19.21	19.25	19.09
52	19.25	19.26	19.27	19.29	19.35	19.37	19.41	19.25
53	19.41	19.42	19.43	19.45	19.51	19.53	19.57	19.41
54	19.57	19.58	19.59	20.01	20.07	20.09	20.13	19.57
55	20.13	20.14	20.15	20.17	20.23	20.25	20.29	20.13
56	20.29	20.30	20.31	20.33	20.39	20.41	20.45	20.29
57	20.45	20.46	20.47	20.49	20.55	20.57	21.01	20.45
58	21.01	21.02	21.03	21.05	21.11	21.13	21.17	21.01
59	21.17	21.18	21.19	21.21	21.27	21.29	21.33	21.17
60	21.33	21.34	21.35	21.37	21.43	21.45	21.49	21.33
61	21.49	21.50	21.51	21.53	21.59	22.01	22.05	21.49
62	22.05	22.06	22.07	22.09	22.15	22.17	22.21	22.05
63	22.21	22.22	22.23	22.25	22.31	22.33	22.37	22.21
64	22.37	22.38	22.39	22.41	22.47	22.49	22.53	22.37
65	22.53	22.54	22.55	22.57	23.03	23.05	23.09	22.53
66	23.09	23.10	23.11	23.13	23.19	23.21	23.25	23.09
67	23.25	23.26	23.27	23.29	23.35	23.37	23.41	23.25
68	23.41	23.42	23.43	23.45	23.51	23.53	23.57	23.41
69	23.57	23.58	23.59	24.01	24.07	24.09	24.13	23.57
70	24.13	24.14	24.15	24.17	24.23	24.25	24.29	24.13
71	24.29	24.30	24.31	24.33	24.39	24.41	24.45	24.29
72	24.45	24.46	24.47	24.49	24.55	24.57	25.01	24.45
73	25.01	25.02	25.03	25.05	25.11	25.13	25.17	25.01
74	25.17	25.18	25.19	25.21	25.27	25.29	25.33	25.17
75	25.33	25.34	25.35	25.37	25.43	25.45	25.49	25.33
76	25.49	25.50	25.51	25.53	25.59	26.01	26.05	25.49
77	26.05	26.06	26.07	26.09	26.15	26.17	26.21	26.05
78	26.21	26.22	26.23	26.25	26.31	26.33	26.37	26.21
79	26.37	26.38	26.39	26.41	26.47	26.49	26.53	26.37
80	26.53	26.54	26.55	26.57	27.03	27.05	27.09	26.53
81	27.09	27.10	27.11	27.13	27.19	27.21	27.25	27.09
82	27.25	27.26	27.27	27.29	27.35	27.37	27.41	27.25
83	27.41	27.42	27.43	27.45	27.51	27.53	27.57	27.41
84	27.57	27.58	27.59	28.01	28.07	28.09	28.13	27.57
85	28.13	28.14	28.15	28.17	28.23	28.25	28.29	28.13
86	28.29	28.30	28.31	28.33	28.39	28.41	28.45	28.29
87	28.45	28.46	28.47	28.49	28.55	28.57	29.01	28.45
88	29.01	29.02	29.03	29.05	29.11	29.13	29.17	29.01
89	29.17	29.18	29.19	29.21	29.27	29.29	29.33	29.17
90	29.33	29.34	29.35	29.37	29.43	29.45	29.49	29.33
91	29.49	29.50	29.51	29.53	29.59	30.01	30.05	29.49
92	30.05	30.06	30.07	30.09	30.15	30.17	30.21	30.05
93	30.21	30.22	30.23	30.25	30.31	30.33	30.37	30.21
94	30.37	30.38	30.39	30.41	30.47	30.49	30.53	30.37
95	30.53	30.54	30.55	30.57	31.03	31.05	31.09	30.53
96	31.09	31.10	31.11	31.13	31.19	31.21	31.25	31.09
97	31.25	31.26	31.27	31.29	31.35	31.37	31.41	31.25
98	31.41	31.42	31.43	31.45	31.51	31.53	31.57	31.41
99	31.57	31.58	31.59	32.01	32.07	32.09	32.13	31.57
100	32.13	32.14	32.15	32.17	32.23	32.25	32.29	32.13

OUTWARD JOURNEY — Monday to Friday

Bus No.	Depart Station a.m.	Outward Destination	Depart Station a.m.	Outward Destination	
1	6.09	Maude Street	2	4.16	Greenfield Road
2	6.34	Maude Street	1	4.26	Maude Street
3	7.13	Liverpool Road	3	4.33	Maude Street
1	7.31	Box Road	1	4.45	Sweet-Haven Rd.
2	7.49	Greenfield Road	3	4.57	Maude Street
1	8.27	Maude Street	2	5.05	Mimosa Road
2	8.30	Greenfield Road	3	5.15	Maude Street
1	8.47	King Road	1	5.22	Sweet-Haven Rd.
2	9.25	Maude Street	3	5.36	Maude Street
2	9.41	King Road	2	5.44	King Road
2	10.12	King Road	3	5.53	King Road
2	10.45	Greenfield Road	1	6.04	King Road
1	11.12	King Road	2	6.14	Greenfield Road
1	11.41	King Road	1	6.24	Maude Street
1	12.11	Greenfield Road	1	6.29	Maude Street
1	12.12	King Road	1	7.11	Box Road
1	1.41	King Road	4	8.13	King Road
1	2.11	King Road	4	8.41	King Road
1	2.41	King Road	4	9.11	King Road
2	3.12	Greenfield Road	4	9.41	Maude Street
4	3.31	King Road	4	10.11	King Road
1	3.51	Maude Street	4	10.41	F. Box Road
3	3.51	King Road	4	11.11	F. Box Road
1	4.09	Maude Street			

OUTWARD JOURNEY — Saturday

Depart Station a.m.	Outward Destination	Depart Station p.m.	Outward Destination
6.24	Maude Street	12.15	Greenfield Road
6.38	Maude Street	12.29	Maude Street
6.55	Box Road	12.46	Maude Street
7.57	Maude Street	1.02	Maude Street
7.53	Mimosa Road	1.17	Maude Street
8.31	Maude Street	1.33	Box Road
8.49	Greenfield Road	2.12	Box Road
9.16	Maude Street	3.11	King Road
9.44	King Road	3.41	King Road
10.00	Maude Street	4.11	King Road
10.15	King Road	4.41	King Road
10.43	Greenfield Road	5.13	Box Road
11.05	Maude Street	5.41	King Road
11.11	King Road	6.13	Greenfield Road
11.27	Maude Street	6.42	King Road
11.43	King Road	7.13	King Road
12.00	Maude Street	7.41	King Road
		† 11.00	Greenfield Road
		12.13 a.m.</	

Why then weren't Palmerston Road (between King and Maude), or The Boulevard and Eustace Street (two and four blocks east of Maude given regular times? Were they running out of room at the end?

The Fisher timetable can be operated by three buses in the morning peak, one at anyone time in the off-peak, and a fourth bus runs one afternoon service and the late evenings. It arrives at Fairfield about 3.55, just a little to late to return to King Road when shift three commences at 4.02. Were there other services not listed on the timetable which really required four buses?

The next timetable (right), issued by Calabro Bros. is undated but current in 1980. The quarter acre blocks have moved further west. Most services now start at Smithfield Road, the continuation south of Liverpool Road, at either Richards Road or Hamilton Road. Outbound services go to Richards Road via Hamilton, but inbound services from Richards do not stop at Hamilton. A loop service was operated, as can be seen from the heading 'Arrive and Depart to Fairfield Station, Richards Road' on the outbound services. Additional services started at Hamilton Road and ran direct to Fairfield. Only one bus is shown at Mimosa Road in this section of the timetable, finishing at 9.38, but it was used as the terminus in the evening instead of Greenfield. Mimosa was no longer on the route to Greenfield, but was an alternative terminus.

The final timetable, on page 14, consists of selections from the June 1997 inbound timetables of the two routes which have replaced the 76. Route 824 to Wakeley via Thorney Road, diverts south at The Boulevard and the runs south for five blocks then turns west again. The 825 is the old 76, running via Hamil-

MONDAYS to FRIDAYS

DEPART GREENFIELD ROAD	DEPART MIMOSA ROAD	DEPART RICHARDS ROAD	DEPART CNR, SMITHFIELD & HAMILTON RDS.	DEPART THE BOULEVARDE	ARRIVE FAIRFIELD STATION	DEPART FAIRFIELD STATION	THE BOULEVARDE	CNR HAMILTON & SMITHFIELD ROADS	ARRIVE & DEPART TO FAIRFIELD STATION RICHARDS ROAD	MIMOSA ROAD	GREENFIELD ROAD
5.03		5.06		5.14	5.18	5.20	5.22	5.29	5.30		
5.40		5.30	5.44	5.40	5.44	5.46	5.48	5.55	5.56		
6.03		5.56	6.06	6.06	6.10	6.12	6.14	6.21	6.22		6.37
6.37		6.10	6.41	6.20	6.24	6.26	6.28	6.35	6.36		7.12
7.12		6.22	7.16	6.32	6.36	6.38	6.40	6.47	6.48		7.26
7.26		6.36	7.40	6.46	6.50	6.52	6.54	6.59	7.00		7.46
7.46		6.48	7.50	6.51	6.55	6.57	7.00	7.07	7.14		8.20
		7.00		6.58	7.02	7.04	7.07	7.13			
		7.14		7.09	7.13	7.15	7.18	7.22			
		7.29		7.26	7.30	7.32	7.35	7.42			
		7.40		7.24	7.28	7.30	7.33	7.39	7.40		
		7.55		7.39	7.43	7.45	7.48	7.54	7.55		
		8.06		7.50	7.54	7.56	7.59	8.05	8.06		
		8.20		8.00	8.04	8.06	8.09	8.16	8.20		
				8.04	8.08	8.10	8.13	8.19	8.20		
				8.16	8.20	8.22	8.25	8.31	8.32		
				8.26	8.30	S8.32 To Westfields High School via Sackville St., The Avenue, The Boulevard, Hamilton Rd.					
8.20		8.44	To S/field Hamilton Rd.,	Convent via S/field Rd., The Boulevard	Rd.,	S8.35 To F/field Girls High School and F/field Public School.					
		8.24		8.29	8.33	8.45	8.48	8.55	8.55		9.05
		8.32		8.41	8.45	8.50	8.54	9.01	9.01		
		8.55	8.58	9.06	9.10	9.15	9.18	9.25	9.25		
		9.09		9.16	9.20	9.25	9.29	*9.35	9.38	9.38	Finish
		9.25	9.28	9.36	9.40	9.45	9.49	9.55	9.55		9.58
		9.39		9.46	9.50	10.00	10.04	10.12	10.12		
		10.01		10.11	10.15	10.20	10.24	*10.31	10.31		10.38
		10.12		10.20	10.24	10.30	10.34	10.42	10.42		Finish
		10.42		10.50	10.54	10.57	11.01	11.09	11.09		
		10.54		11.01	11.05	11.10	11.14	11.22	11.22		
		11.09		11.16	11.20	11.22	11.26	11.30	11.30		11.34
		11.22		11.30	11.34	11.38	11.42	11.50	11.50		
		11.38		11.44	11.48	11.50	11.54	12.01	12.01		
		11.50		11.58	12.02	12.08	12.12	12.20	12.20		
		12.01		12.10	12.13	12.15	12.18	*12.22	12.22		12.28
		12.20		12.28	12.32	12.40	12.44	12.52	12.52		Finish
		12.52		1.00	1.04	1.10	1.14	1.22	1.22		
		1.08		1.14	1.18	1.22	1.26	1.32	1.32		1.36
		1.22		1.30	1.34	1.40	1.44	*1.51	1.51		1.55
		1.39		1.45	1.49	1.52	1.56	2.04	2.04		Finish
		2.04		2.10	2.14	2.17	2.21	2.29	2.29		
		2.29		2.36	2.40	2.43	2.47	2.55	2.55		
		2.55		3.01	3.05	3.10	3.14	3.21	3.21		3.25
		3.08		3.16	3.20	S3.15 Departs S/field Convent via The Boulevard, Hamilton, Bulls, Richards & S/field Roads.					
						S3.15 Departs Westfields High Sch. via Hamilton Rd The Boulevard, The Avenue & Sackville St.					

Calabro Bros, Route 76. Undated, but current in 1980.

ton Road, and extends a bit further west. Anyone wanting to catch a bus between the Boulevard and Fairfield needs to check both timetables, if they need to find the next bus to leave. The two routes are worked separately, although they are contained in one timetable folder. By now, the quarter acre blocks have spread well to the west of Greenfield Park (but these areas are covered by other Westbus routes). We can see how the

spreading of suburbia has led to an increase in bus services - but not much in the number of arrivals at Fairfield in peak hours. There are six arrivals at Fairfield between 6 a.m. and 7 a.m. in all three timetables. But between 9 a.m. and 10 am, Fishers had three arrivals, Calabro four and Westbus six. The expansion of suburban housing has been matched by progressive abandonment of the bus by the family breadwinner.

ROUTE 824: WAKELEY to FAIRFIELD via Thorney Road

WEEKDAYS

Showing Route Number	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 pm	824 pm	824 pm	824 pm
WAKELEY (Kembla/Humphries)	5.19	5.48	6.25	6.54	7.23	7.43	8.23	8.45	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37	1.07	1.37
Avoca Rd & Canley Vale Rd	5.24	5.53	6.30	6.59	7.28	7.48	8.29	8.50	9.11	9.41	10.11	10.41	11.11	11.41	12.11	12.41	1.11	1.41
Thorney Rd & Cambridge St	5.28	5.57	6.35	7.04	7.33	7.54	8.35	8.55	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	1.45
FAIRFIELD Station	5.38	6.07	6.45	7.15	7.45	8.07	8.48	9.06	9.26	9.56	10.26	10.56	11.26	11.56	12.26	12.56	1.26	1.56
FAIRFIELD Train to City	5.45	6.14	6.52	7.22	7.52	8.14	8.55	9.11	9.41	10.11	10.41	11.11	11.41	12.11	12.41	1.11	1.41	2.11

ROUTE 825: GREENFIELD PARK to FAIRFIELD via Hamilton Road

WEEKDAYS

Showing Route Number	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am
Myrtle Rd & Greenfield Rd	..	..	5.16	..	5.43	5.57	..	..	6.38	6.53	..	7.21	7.36	7.50	8.10	8.38	8.58	9.20
GREENFIELD PARK Shops	4.34	5.04	5.18	5.32	5.46	6.00	6.14	6.28	6.41	6.56	7.10	7.24	7.39	7.53	8.13	8.41	9.01	9.22
Cheyenne Rd & Cherokee Ave	4.36	5.06	5.21	5.35	5.49	6.03	6.17	6.31	6.44	6.59	7.13	7.28	7.43	7.57	8.17	8.45	9.05	9.25
WAKELEY (Richards/Smithfield)	4.41	5.11	5.26	5.40	5.54	6.09	6.23	6.37	6.50	7.05	7.19	7.34	7.49	8.05	8.24	8.51	9.11	9.31
Hamilton Rd & Cambridge St	4.45	5.15	5.30	5.44	5.59	6.14	6.28	6.42	6.56	7.11	7.26	7.41	7.57	8.14	8.33	8.59	9.16	9.36
FAIRFIELD Station	4.53	5.23	5.38	5.52	6.07	6.22	6.37	6.52	7.07	7.22	7.37	7.52	8.08	8.27	8.47	9.09	9.27	9.46
FAIRFIELD Train to City	5.00	5.30	5.45	5.59	6.14	6.29	6.44	6.59	7.14	7.29	7.44	7.59	8.14	8.41	8.55	9.11	9.41	9.55

Fast-forward to 1997, when route 76 has been split into 2 portions- route 824 and route 825. Below are the same timetables, as presented by Westbus on its web site in 2001.

Showing Route Number	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am	824 am
WAKELEY (Kembla/Humphries)	5.19	5.48	6.25	6.54	7.23	7.43	8.23	8.45	9.07	9.37	10.07	
Avoca Rd & Canley Vale Rd	5.24	5.53	6.30	6.59	7.28	7.48	8.29	8.50	9.11	9.41	10.11	
Thorney Rd & Cambridge St	5.28	5.57	6.35	7.04	7.33	7.54	8.35	8.55	9.15	9.45	10.15	
FAIRFIELD Station	5.38	6.07	6.45	7.15	7.45	8.07	8.48	9.06	9.26	9.56	10.26	
FAIRFIELD Train to City	5.45	6.14	6.52	7.22	7.52	8.14	8.55	9.11	9.41	10.11	10.41	

Showing Route Number	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am	825 am
Myrtle Rd & Greenfield Rd	..	..	5.16	..	5.43	5.57	..	..	6.38	6.53	..	
GREENFIELD PARK Shops	4.34	5.04	5.18	5.32	5.46	6.00	6.14	6.28	6.41	6.56	7.10	
Cheyenne Rd & Cherokee Ave	4.36	5.06	5.21	5.35	5.49	6.03	6.17	6.31	6.44	6.59	7.13	
WAKELEY (Richards/Smithfield)	4.41	5.11	5.26	5.40	5.54	6.09	6.23	6.37	6.50	7.05	7.19	
Hamilton Rd & Cambridge St	4.45	5.15	5.30	5.44	5.59	6.14	6.28	6.42	6.56	7.11	7.26	
FAIRFIELD Station	4.53	5.23	5.38	5.52	6.07	6.22	6.37	6.52	7.07	7.22	7.37	
FAIRFIELD Train to City	5.00	5.30	5.45	5.59	6.14	6.29	6.44	6.59	7.14	7.29	7.44	

Now it can be revealed: Queensland railways' extravagance to teenager

VICTOR ISAACS *is in confessional mode, as he relates the story of a trip to Queensland in 1965— and how the QR put on a special train just for him.*

Generally I oppose the 'My Trip' genre of articles as being of little interest except to the writer, hence I hope you will excuse the following. But I believe that this describes a trip that turned out to be very much out of the ordinary. And I have waited many decades to write about it. Now that the statutory thirty years applying to Archives releases has passed, it can be revealed!

This trip took place before the days of Victor travel notebooks and hence relies on Victor memory. In 1966, when I was 16, my parents with enormous tolerance, agreed that during the school holidays I could travel on my own all the way from Melbourne to Cairns and return. This trip was financed with my savings from selling evening newspapers in hotels.

I would have left Melbourne in the 5.45 pm relief overnight train to Sydney. This train used to run fairly often in holiday periods and was mainly composed of NSWGR FS second class steel-bodied non-air-conditioned sitting carriages. My activities in Sydney probably largely comprised exploration of the suburban railway system which looked so different to Melbourne's.

I would no doubt have continued my journey on one of the three daily Newcastle Expresses - 46 class electric engine to Gosford, and then one of the magnificent 38 class 4-6-2 steam express locomotives. Newcastle steam-hauled suburban trains would then no doubt

have occupied my attention.

At Broadmeadow station that evening I joined the Brisbane Express via Wallangarra. I clearly recall this because it was hauled by one of the nearly as good 36 class 4-6-0 steam express engines. This was changed during the night, probably at Werris Creek and replaced by a diesel (44 class?).

At Wallangarra next morning, of course, we had to change to Queensland Railways' narrow gauge train. I remember marvelling at this strange apparition. Old-fashioned wooden-bodied carriages with end-platforms formed the train. The only new thing was the diesel locomotive. I spent much time on an end-platform as the train slowly progressed through the southern highlands. I could not help thinking that the train was just like Puffing Billy.

After a stop for lunch in Toowoomba station's old-fashioned dining room, we progressed only a short distance to Spring Bluff. There we waited for a very long time. Eventually, we were told that a goods train derailment ahead was blocking the track and we would have to transfer to buses. Yuk! We were also told that the buses would run through to Brisbane but, alternatively, we could get off at Ipswich from where the QR would provide a train for passengers to intermediate stations. My firm rule then, and now, is never to

travel by bus when a train is available, so I decided to take advantage of this alternative arrangement.

Upon arrival at Ipswich, a large number of passengers left the buses, but most immediately disappeared to their local homes. Only three passengers, including me, were left. But, true to their word, Queensland Railways trundled up a specially provided two-car 2000 class Rail Car (then top of the line Queensland travel), with driver and guard, for our travelling comfort. A bemused local waiting for the next ordinary stopping train to Brisbane was invited aboard and we set off. Only two stations along the line at Ebbw Vale, two passengers detrained. That left only me and the bemused local. But, QR still kept their word and the special train continued its express run all the way into Brisbane Roma Street station - plus, of course, return empty travel to Ipswich. So, all this effort and expense by QR was just for my benefit, and it hadn't really even been necessary to get me to my destination, as my descent from the bus had been entirely my decision. Over the years, I have tried to suppress trying to work out how much my journey must have cost the QR!

From Brisbane, my journey continued as planned. The long-long-long trip to Cairns on the Sunlander, then Rail Motor up the magnificent Cairns Railway to Ravenshoe, the end of the line. And then all the way home via Kyogle. A truly memorable trip!

Graphic Insight #69

By **CHRIS BROWNBILL**

This month, Graphic Insight takes a look at a timetable that's not even real, and may never become reality - or might it? An organisation called 'Leisure Rail WA' is seeking investors to support the establishment of regularly scheduled tourist train services throughout the South-West of Western Australia. Its website, <http://www.leisurerail.com.au>, basically forms a prospectus for potential investors, and includes great detail of the proposed services - including proposed timetables.

The graph this month takes the form of a map illustrating the route of each proposed service, annotated with times where possible. The proposed Leisure Rail services are illustrated as dark lines, and existing passenger train services as lighter lines. The one connecting bus service is a dashed line.

It is proposed that all Leisure Rail services will commence at The Esplanade station (South of Fremantle), then run via Perth to their destination and return. All would be day-return services with the exception of the Albany train which would travel out one day and return the next. All services would have on-board catering facilities.

This is a very ambitious plan which the sceptics will say is just pie in the sky, and they might be right, but it would be nice to think that, just this once, they are wrong. Good luck Leisure Rail.

