

# The Times

Journal of the Australian Association of Time Table Collectors Inc.  
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**20th birthday issue**

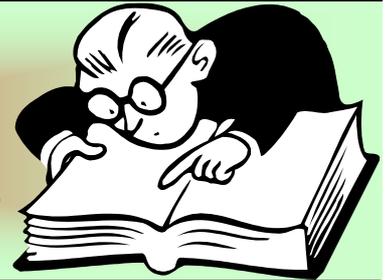
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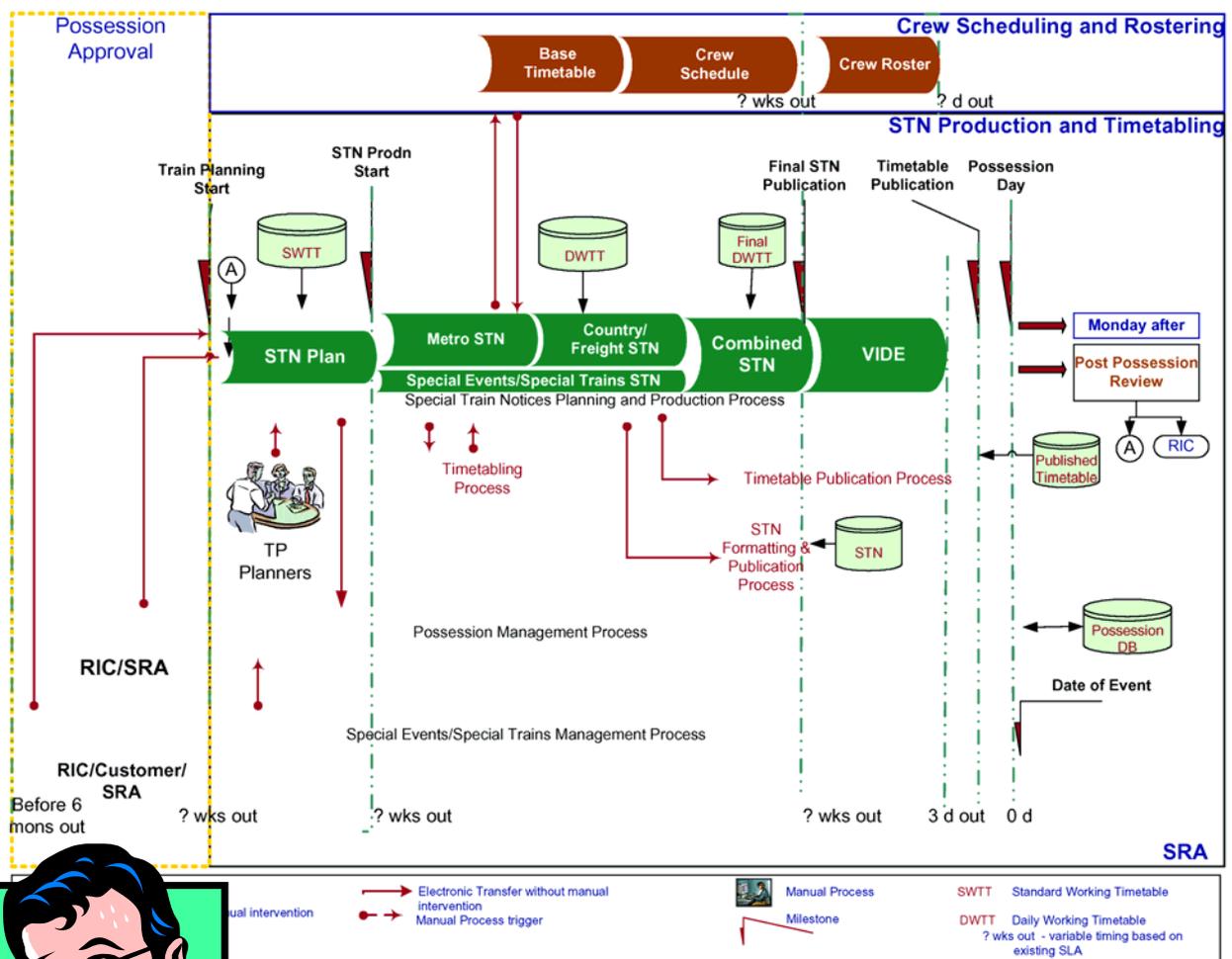
Issue No. 234 (Vol. 20 No. 9)

So... you want to run a railway?...

... then read and inwardly digest this...



## Processes - Planning of Trains and Crew (within 2 yrs)



...and now turn to page 3 for the hard bits...

# The Times

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## Network underfunded and approaching capacity, says Christie

The 2001 Christie report found Sydney's rail network was quickly reaching capacity and needed a massive injection of funds if it was to keep functioning.

Ordered by former transport minister Carl Scully after the Olympics, it was a long-term look into the NSW rail network by the state's top rail bureaucrat, then

co-ordinator general of rail, Ron Christie.

Mr Christie called for an urgent increase in spending on maintenance - totalling about \$20 billion by the end of the decade - as well as \$30 billion by 2020 in new rail lines and \$2.2 billion in new carriages.

"The system is rapidly approaching gridlock," he wrote. "The sys-

tem is not capable of consistently attaining public expectations because key infrastructure has not been adequately maintained."

Kept secret for more than a year, the report was revealed through a series of *Herald* reports in February last year, before being released generally months later. Joseph Kerr

Once the CityRail network has been divided into five sectors over

the next decade, Mr Costa wants to introduce a new timetable, a job that his predecessor Carl Scully attempted but could not finish.

He refused to reveal specific targets for the period of time between trains. "You need a degree in



timetable-ology to get around the system [at the moment]," Mr Costa said. Under the new timetables, "you [would] know that you will be able to walk down to the station and there will be a train every [say] 15 minutes".

SMH Thu 22-Aug-2003

### About The Times

The Times is published monthly by the Australian Association of Time Table Collectors as a journal, covering historic and general items. News items are published in our other journal, *Table Talk*.

### The Times on-line

AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of The Times

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

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# Timetables weren't *meant* to be easy

*You probably thought that compiling a Special Train Notice for the NSW State Rail Authority would be a doddle. Well, you would be wrong about that if a recent SRA tender document is anything to go by, according to* **GEOFF LAMBERT**

In mid 2002, the NSW SRA called tenders for production of its Special Train Notices, known to all and sundry as STNs. It would probably come as a surprise to the tenderers to find out how hard the job was going to be. Attachment E to the tender documents was a flash PDF document of some 47 pages giving in great and graphic detail what was required of the production process.

Special Train Notices have been around the NSW railway system since God was in short pants, in excess of 2,000 often being pro-

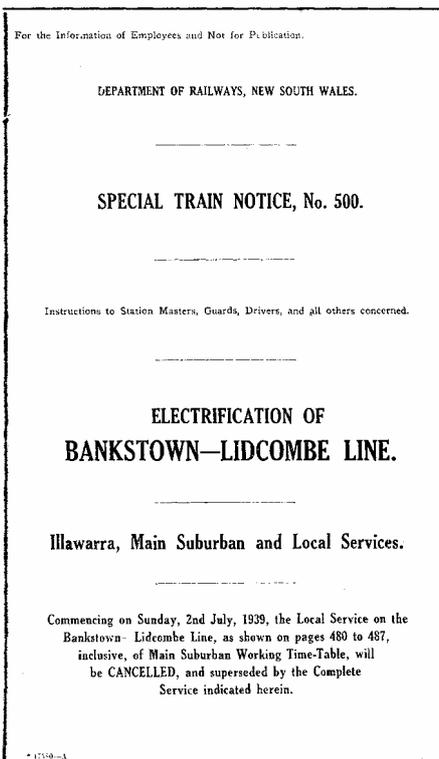
duced in a single year. STNs have been produced for many purposes, including:

- Special trains (fancy that!)
- Special events
- WTT amendments
- Holiday timetables.
- Track work disruptions

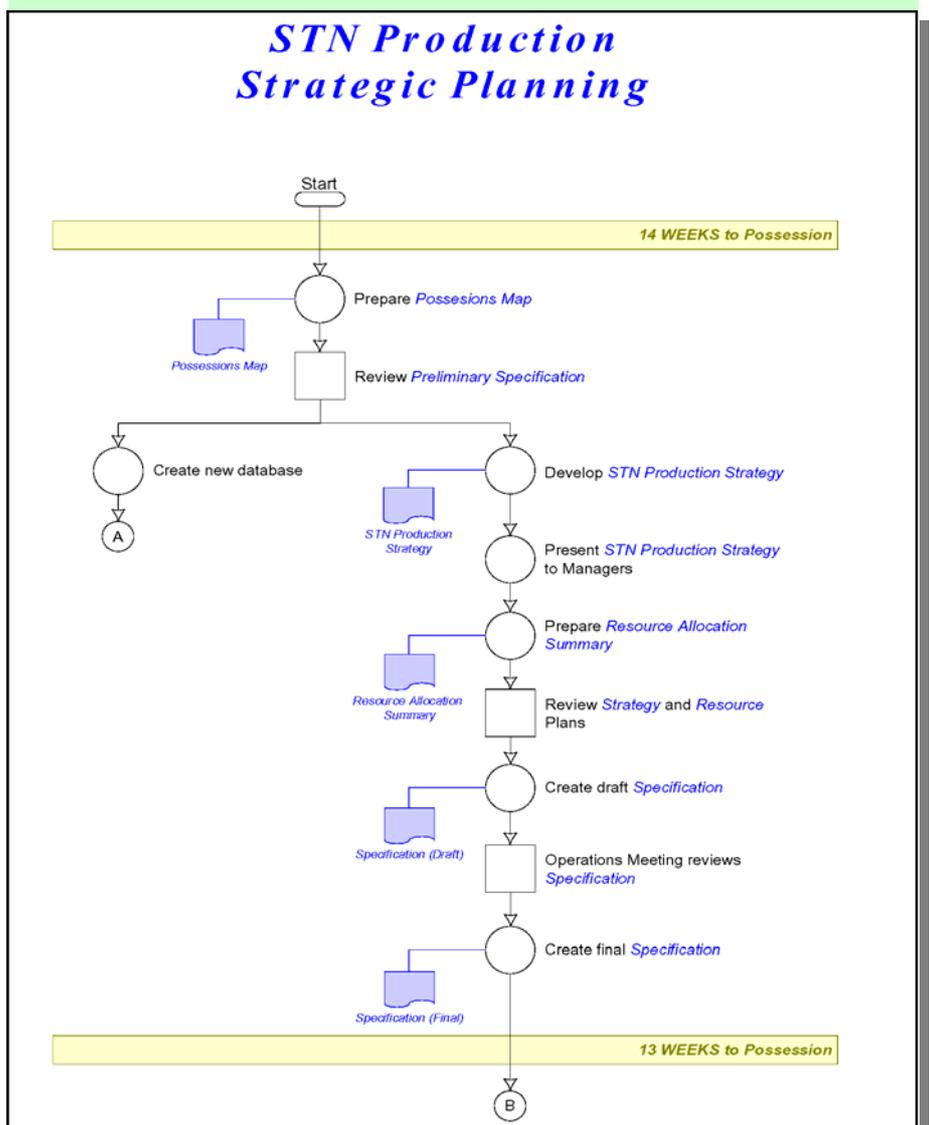
**Special trains.** In the first category, we might place the types of trains run for railway enthusiasts, such as the special steam versus diesel test run by the ARHS in 1966 (our page 5). Printed on a strip of blue paper, it shows equal timings for steam and diesel over the Picton– Moss Vale section– but

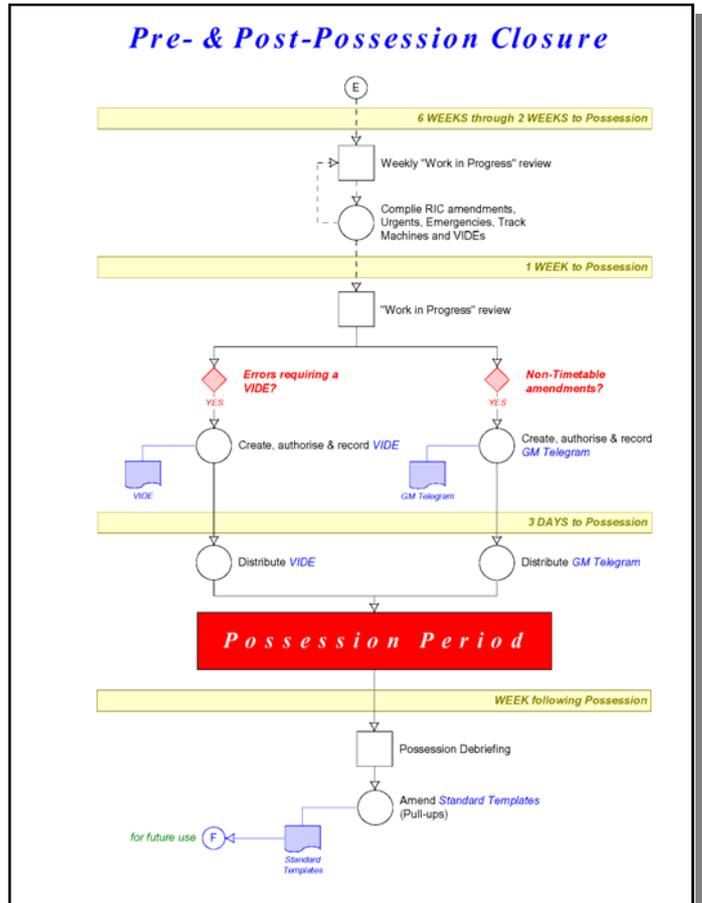
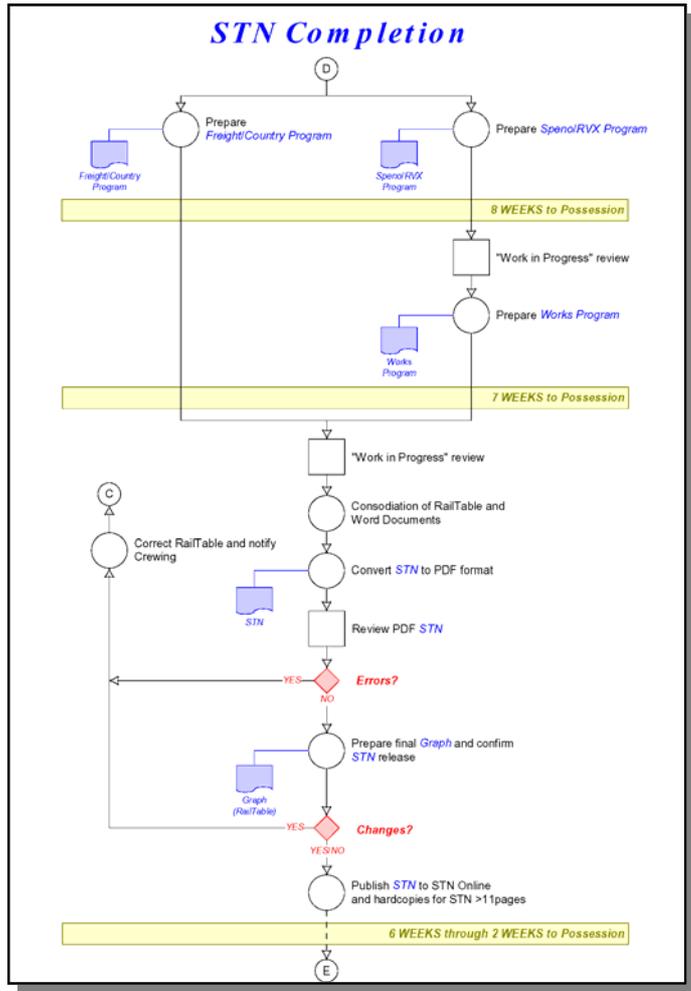
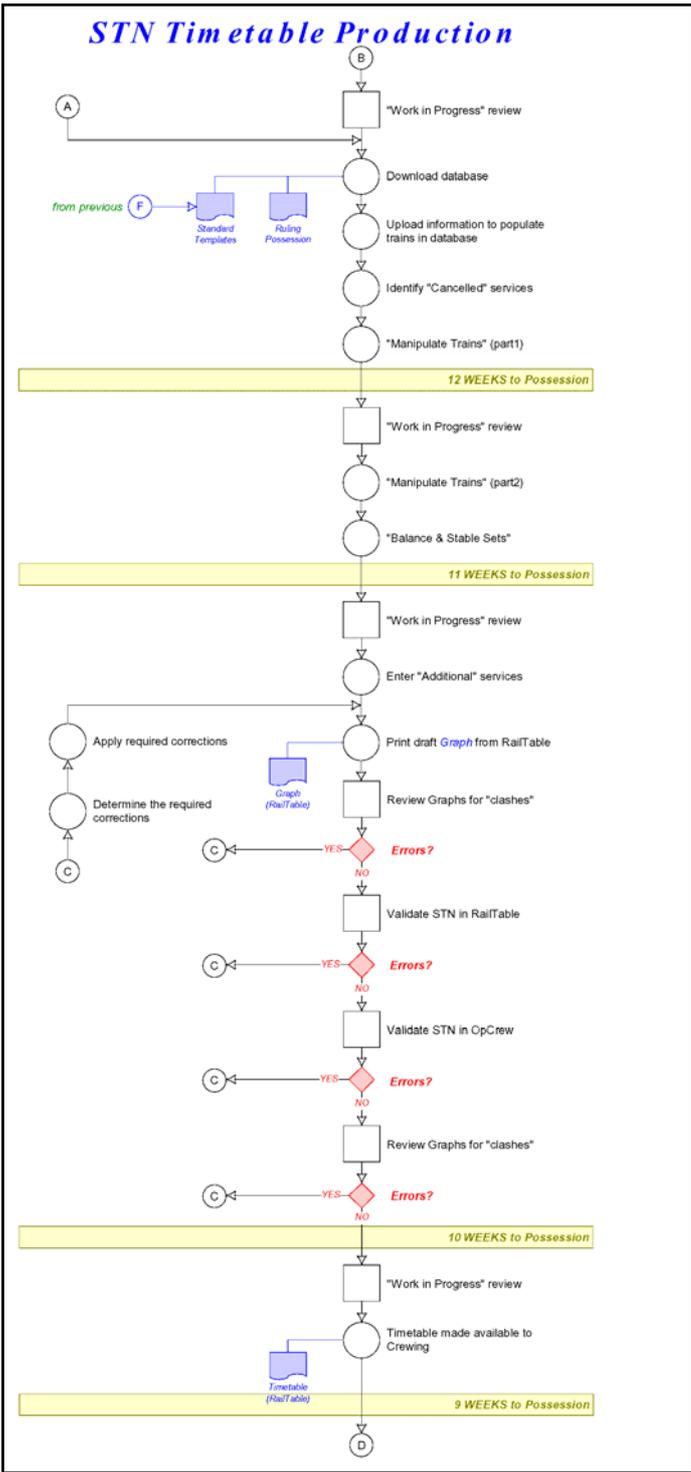
*(Continued on page 5)*

**Strategic Planning affects the world of the STN. This was one of several Flow Charts that laid out for tenderers what was supposed to happen to turn a Traffic Manager's brainwave into a real-life piece of paper for the drivers to toss into their kit-bags—or the circular file.**



**Electrifying news on the Bankstown line— Special Train Notice No. 500/39 on the eve of World War II. This is a typical STN from the years between the wars— 50 pages of what was really a WTT amendment. Several similar ones were issued on the same day.**





These are 3 of the simplest diagrams from the 47-page Section E—'Technical Requirements'—of a much larger document. They follow on from that on the previous page. There are a total of 20 such diagrams in Section E, the artwork of some is a wonder to behold. Our cover has another typical example. They represent a world far removed from the old one where train planning was done by a man at a drawing board with a pencil, a ruler and a sheet of graph paper. It seems to be a lot of work for an STN—described by one wag as "Produced by

everybody knew it was really a race.

**Special events.** The Royal Easter Show or a visit by the Pope are occasion to issue STNs of such prodigious size that they rival or exceed the regular Working Time Table in volume. In 2000, two such were issued "back-to-back" to cover both the Olympics and the Paralympics. From 1922 to 1969 the NSWGR produced a *Weekly Special Train Notice* for the purposes of giving details of 'Special Trains and other arrangements in connection with events'.

**WTT amendments.** Especially after the NSW Railways moved from annual bound printed timetables to a loose-leaf version in 1968, most amendments to the timetable have been issued in STNs, which generally take the form of reprinted pages from the WTT. The cover of a pre-World War II STN of this type appears on our page 3.

**Holiday Timetables.** Public Holidays have always been a prompt for the issue of massive STNs, sometimes akin to those issued for big events like the Olympics. In the Edwardian Age, when both the King and the Prince of Wales had birthdays very close to Easter—and each were celebrated with Public Holidays—NSWGR felt the need to issue system-wide and system-sized STNs almost once per week. It got to the stage that the system issued a *Permanent Holiday Program WTT*, really just another STN, which had semi-permanent force. This obviated the need to reprint the same timetable several times per year.

**Track-work disruptions.** It has been the compilation of timetables to accommodate modern track work in the Sydney Metropolitan Area upon which the STN process has become fixated in recent times. This is clear from the documents reproduced with this article, which focus on "possessions". CityRail has more possessions than Linda Blair—up to 150 per month—and the essential tool kit for their Exor-

cist is the STN

STNs are planned well in advance. At the time of the February 2003 rally against the Iraq war, one quarter of a million people tried to travel to the city by train, but many were rebuffed when they found that there were no trains on some lines because of 'possessions'. In defending Cityrail against the criticism that it should have been flexible enough to reschedule, officials protested that 'We couldn't do that, the track work was planned a year ago and the special timetables had already been printed'. The tender document makes it fairly plain that 14 weeks is about the standard lead time, still a long time.

But doubtless, an awful lot of work is involved in the production of timetables and STNs. The tender document indicated that about 250 people will be users of the STN planning system which is to be provided by the contractor- 50 of them will have 'read/write permission' and this is presumably the number of train planners involved. These are members of the Train Planning Unit, one of four Business Units in the State Rail Authority's Operations Division. The other units are Train Crewing, Train Operations and Network Operations.

The Train Planning unit is responsible for the production of timetables at all levels, but industry insiders estimate that 70% of its effort is devoted to the production of STNs and most of those are for possessions. The SRA is not the only organisation involved in issuing paper bumf for possessions- the Rail Infrastructure Corporation generally issues at least one of its *Temporary Safe Notices* for each SRA possession.

Possessions, of course, are a touchy subject in Sydney. There are many who say that complete occupation—and associated line closures—are not the way they used to do it in the old days. In the old days, track-work crews worked around the trains, which kept run-

**SPECIAL TRAINS FOR AUSTRALIAN RAILWAY HISTORICAL SOCIETY,  
SYDNEY-PICCON-MOSS VALE AND RETURN,  
SUNDAY, JUNE 26.**

Station	S101 a.m.	S102 p.m.	Station	S102 a.m.	S104 p.m.
Sydney	dep. 8 15		Moss Vale	dep. 11 15	2 25
Stratfield	arr. 8 28		Mittagong	arr. 11 28	2 42
do.	dep. 8 29		Mittagong Jct.	arr. 11 29	2 43
Flem. C.S. Box	arr. 8 34		do.	dep. 11 30	2 44
Lidcombe	arr. 8 38		Yerrimbool	arr. 11 46	2 50
Sutton Park Jct.	arr. 8 41		Bargo	arr. 11 57	2 51
Cabrarnata	arr. 8 49		do.	dep. 11 58	2 52
Liverpool	arr. 8 53		Colo Vale	arr. 12 10	2 54
do.	dep. 8 54		do.	dep. 12 11	2 55
Camastown	arr. 8 58		Hill Top	arr. 12 13	2 57
Menangle	arr. 9 12		do.	dep. 12 14	2 58
do.	dep. 9 13		Bulmeral	arr. 12 15	2 59
Douglas Park	arr. 9 20		do.	dep. 12 16	3 00
Picton	arr. 9 40	12 35	Barton	arr. 12 17	3 01
do.	dep. 9 55	12 35	Courrigah	arr. 12 18	3 02
Bargo	arr. 10 14	12 54	do.	dep. 12 19	3 03
Yerrimbool	arr. 10 24	1 4	Thirfield	arr. 12 20	3 04
Mittagong	arr. 10 34	1 25	do.	dep. 12 21	3 05
Moss Vale	arr. 10 55		Picton	arr. 12 23	3 07
			do.	dep. 12 24	3 08
			Douglas Park	arr. 12 25	3 09
			do.	dep. 12 26	3 10
			Camastown	arr. 12 27	3 11
			Liverpool	arr. 12 28	3 12
			do.	dep. 12 29	3 13
			Cabrarnata	arr. 12 29	3 14
			Sutton Park Jct.	arr. 12 30	3 15
			do.	dep. 12 31	3 16
			Lidcombe	arr. 12 31	3 17
			Flem. C.S. Box	arr. 12 32	3 18
			Stratfield	arr. 12 33	3 19
			do.	dep. 12 34	3 20
			Sydney	arr. 12 35	3 21

Load of trains from rear: S101 and S102: PS, FRS, PS, FRS, PS, FRS, BV, DMC.1900-295 tons.  
S102 and S104: DMC, BV, FRS, PS, FRS, PS, FRS, PS-293 tons.  
Engine power: S101-38 class engine.  
S102 and S104-suitable diesel engine.  
S104-38 class engine.

Allowances for photography, as follows—  
S101—Menangle-Douglas Park—10 minutes.  
S102—Mittagong-Yerrimbool—8 minutes.  
S104—Moss Vale-Mittagong—8 minutes.  
Mittagong—Hill Top—73 minutes.

S 8212 (vide Special Train Notice No. 402) to follow S101 from Cabrarnata.  
Special Locomotive Engineer, fortnight to arrange provision of engine and 38 class engine, "Control" Sydney to provide suitable diesel engine at Moss Vale.  
Goods Fireman Sydney, to provide guard on S101 and S102, the guard is to ride in the trailing PS, while on S102 and S104, the guard is to ride in DMC car.  
"Control" Sydney to arrange for all trains to be worked clear of S101, S102, S103 and S104.  
Officers of the Mechanical Branch will ride in the DMC car and conduct special tests between Picton and Moss Vale on S101 and S102. These trains must not be delayed between these points.

Ticket Arrangements.  
All passengers on the above trains will be in possession of special printed tickets available on the special trains only. These tickets may be retained as souvenirs at the conclusion of the journey.

N.S.W. Railway Printer

ning-often with single-line working or even loco haulage. But at least patrons generally could rely upon remaining in their seats in a railway carriage, instead of having to traipse back and forth to buses. 'Allow an extra 40 minutes' has become one of the more common phrases in the railway world—and it irks a lot of people.

In the opinion of some people possession STNs often fail to function properly because of their complexity and because they are a once-off where the proof of the pudding is in its eating. They say that it is hard to detect the likely flaws in advance and much harder yet to rectify them beforehand.

Section E of the tender document was published on the web but it was not completely clear how it fitted into the tender itself, or even what was being asked for—tenderers had to collect the entire document in hard copy from the SRA office. It would seem that what the SRA wanted was an integrated software package to implement its own in-house production of STNs—not someone who would do the work for it. In this, it differs

For the information of employees and not for publication. Instructions to Station Masters, Guards, Drivers and all other concerned.  
STATE RAIL AUTHORITY OF NEW SOUTH WALES

**SPECIAL TRAIN NOTICE NO. 503-2000**

\* Indicates Additional, Altered Timing, Composition and Balancing of Electric Trains

**STATE OF ORIGIN RUGBY LEAGUE  
NSW VERSUS QUEENSLAND GAME 3  
STADIUM AUSTRALIA  
OLYMPIC PARK  
WEDNESDAY JUNE 7**



*The State of Origin has a big impact on time-tabling—even the AATTC recently rescheduled a committee meeting to accommodate it. In this unusual STN, the State Rail Authority went to the trouble of borrowing a logo from the NRL to use on the cover of its 170-page timetable. New South Wales won 56:16.*

*tems development life-cycle, develop test strategy and execute the testing through to user acceptance. The Contractor shall also provide maintenance and support for the proposed solution during the Warranty Period in the Authority's IT environment;*

*\* Select a Tenderer with the capability to provide consulting resources on a time and materials basis after production hand over;*

*\* Select a Tenderer that will utilise the best of breed (not necessarily leading edge) technology for this solution; and who can deliver tools as follows:*

*\* Workflow System using the STN Production activities as the initial coverage and*

*\* Support systems to the workflow that will initially cover:*

*\* STN performance reporting generating measures and statistics on workflow effectiveness and efficiency and provide better resource planning and monitoring.*

*\* STN document formatting, preparation for publication and electronic data distribution that will automate STN document presentation, packaging of documents and distribution of electronic data with minimal manual intervention*

*The solution to be chosen (particularly for the workflow and reporting) should ideally be 'configure, plug and play' type but be extensible for other TP business processes.*

*Clear? Tenders for this daunting project closed on*

30th October last year and 8 organisations apparently submitted proposals. However, it would appear that the contracting proposal has hit some sort of a snag and no contract has yet been let.

In recent months, some features sought by the tender specifications seem to have made their way into the system. For instance, STNs and (probably) WTTs are now available in electronic form. The most recent Freight Working Time Tables (STN 0633-2003, April 2003) were available to users in PDF form and the Train Planning Section issued a survey form requesting feedback preferences of users—they could have both PDF and paper copies if they wished. A recent PDF version of an STN—for the Cockatoo Run—appears below.

So, should we take the title 'Timetables weren't meant to be easy' as a 'Great Truth'? Malcolm Fraser, commonly acknowledged as the second-hand purveyor of this classic generic saying, is usually misquoted. He went on to say 'but they can be delightful'.

Amen to that. May the Train Planning Unit find its new toy delightful as well!

from the approach used for public timetables, where both booklet and wall sheet and even the daily public notices about train alterations due to track work are "outsourced".

The tender document was issued in the 3rd quarter of 2002 and the timeline for implementation was the 2nd quarter of 2003. That seems like a big ask and it has to be wondered whether it was either naively optimistic or, alternatively, that something was already in the pipeline somewhere

In the tender guidelines, the SRA said:

*The scope of this Specification is to achieve the following objectives:*

*\* Survey the market for available solutions applicable to the rail industry that will support the train planning processes. Refer to Part E Technical Requirements;*

*\* Select a Tenderer that will develop the solution through the sys-*

For the information of employees and not for publication. Instructions to all concerned.  
STATE RAIL AUTHORITY OF NEW SOUTH WALES

**SPECIAL TRAIN NOTICE NO. 1504 - 2003**

\* Indicates Additional, Altered Timing, Composition and Balancing of Beiborn Electric Trains

**TIMETABLE FOR COCKATOO TRAIN, SYDNEY TERMINAL TO MOSS VALE AND RETURN (VIA SOUTH COAST)**  
SUNDAY, AUGUST 10

(To be read in conjunction with Special Train Notice no. 1034 - 2003)

SUNDAY	CL-1	SPECIAL	SUNDAY	CL-2
	Special Pass			Special Pass
Sydney Terminal (platform 1)	dep 0905		Moss Vale	dep 1443
	arr 0905		Moss Vale Junction	arr 1443
Waverley Junction	dep 0910		Colwall	dep 1508
	arr 0910		Rockingham	dep 1510
Erskineville Junction	dep 0915		Ranking House	arr 1514
	arr 0915		Woolahatchie	dep 1515
Spenceville	dep 0920		St. Marys	arr 1520
Wool Creek Junction	dep 0925		Summit Tank	arr 1525
	arr 0925		Combarston	arr 1530
Maribee	dep 0930		Unanderra	arr 1535
Sutherland	arr 0940		Unanderra North Junction	arr 1540
	dep 0945		Denham	arr 1545
Lefton	dep 0950		Wollongong City	arr 1550
Waterfall	arr 0955		Woolahatchie	arr 1555
	dep 1000		Colwall	arr 1600
Helensburgh	arr 1005		Therall	arr 1605
	dep 1010		Coal Cliff	arr 1610
Coal Cliff	arr 1015		Scarborough	arr 1615
Scarborough	arr 1020		Coal Cliff	arr 1620
Audlem	arr 1025		Offord	arr 1625
Therall	arr 1030		Helensburgh	arr 1630
	dep 1035		Waterfall	arr 1635
Wollongong City	arr 1040		Lefton	arr 1640
	dep 1045		Sutherland	arr 1645
Denham	arr 1050		Unanderra	arr 1650
Unanderra North Junction	arr 1055		Unanderra	arr 1655
	dep 1100		Summit Tank	arr 1660
Combarston	arr 1105		Wool Creek Junction	arr 1665
Summit Tank	arr 1110		Spenceville	arr 1670
	dep 1115		Erskineville Junction	arr 1675
Ranking House	arr 1120		Waverley Junction	arr 1680
	dep 1125		Sydney Terminal (platform 1)	arr 1685
Rockingham	arr 1130			
	dep 1135			
Colwall	arr 1140			
	dep 1145			
Moss Vale Junction	arr 1150			
	dep 1155			
Moss Vale	arr 1200			
	dep 1205			
Sums	1441	1441	Sums	1634

Consist: CL-1/CL-2 - Steam locomotive 3801 and 4 cars.

Explanation of symbols

(a) - stops to pick up customers but does not set down. (d) - stops to set down customers but does not pick up.

(b) - indicates CL-1 Special Pass. Will cross to the Up Goods Loop line at Waterfall and proceed to water columns where steam locomotive 3801 will take water.

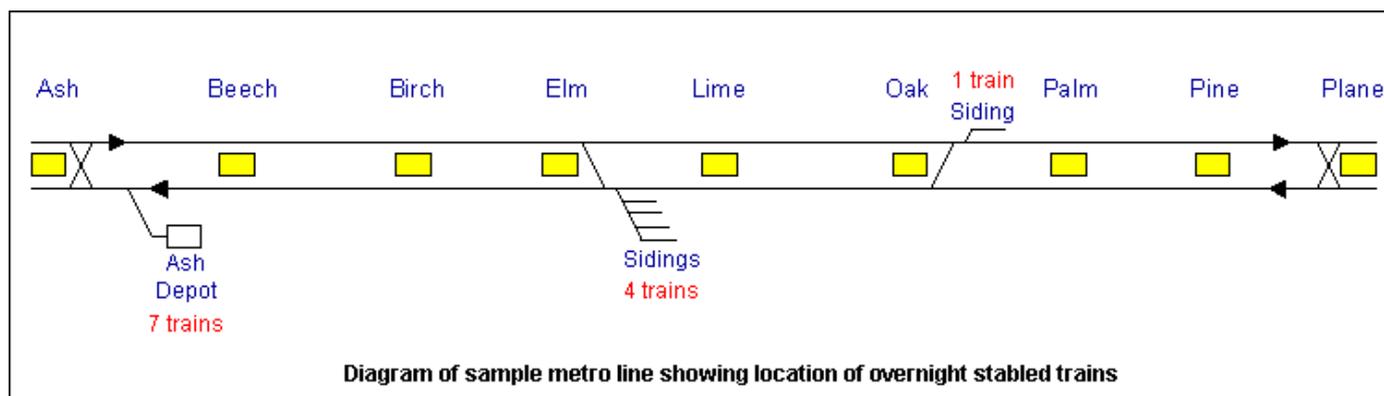
(c) - Indicates steam locomotive 3801 will turn via Moss Vale Junction.

## How to build a timetable (2)

Part 2 continues from the August issue. By **MUSTAFA COVA**

### Stock Balance

Rolling stock must be "balanced" at the end of the traffic day and timetables must be designed to allow this. "Balanced" means that any place where trains start from (a depot or sidings) must have an equal number of trains restored to that location at the end of the day. Here is an imaginary example:



Our Forest Line (shown above) must provide 12 trains for the morning peak service each weekday - 11 for service and 1 spare. Of these, 7 are stabled at Ash Depot, 1 at Oak sidings and 4 at Elm sidings. One of the four at Elm will form the spare train. Therefore, by the time the last train has stabled after the close of traffic, 7 trains must have got back to Ash, 1 to Oak and 4 to Elm. The timetables must be designed this way and crew duties have to be arranged so that people are available to start these trains up each morning. If there is a train short at any location because it was left at the depot for any reason, a trip or two will be cancelled while the crew goes "away from home" to fetch it. This is what it means when you hear that the service is disrupted because "trains were in the wrong places" in the morning after a serious problem. It's the railwayman's version of a hangover.

Another point to realise is that it will be necessary to ensure that all trains return to depot within 2 or 3 days so that they can be washed and maintained. The balancing act must therefore ensure that the trains rotate through the depot in this 2-3 day period. Performing this balancing act is made easy by use of a technique known as diagramming. Before the diagrams are worked out, a timetable has to be prepared.

### Working Timetable

To show everyone concerned how the train service will operate and where the trains will start and finish, a timetable must be drawn up. This is not the one the passengers see, it is a detailed one for staff. It shows all details of all train movements, including empty moves and times in and out of depots. It shows each train or trip identity and intermediate times for some, if not all stations. Here is a sample, showing the start up of the Forest Line service in the early morning. [Next page]

The timetable is displayed in easy to read format. The two directions of running appear one above the other. Each trip is headed by the trip number. Empty trains have their times in italics, the platform numbers are included and the letter "s" is added to any platform where the crew has to "step back". This will occur for any train with a turnaround of three minutes or less. A number of things have to be considered in planning the timetable. For example, at each terminus, the platform use must be planned to avoid conflicts between arriving and departing trains as they move over the crossovers. Some trains entering service have to reverse in the platform at Oak and Elm and this must be done without delaying following trains. As the service builds up towards the morning peak, the turnaround times will reduce at the terminals and, when all 11 trains are in service, it will be down to two minutes.

Note that all the trains are allocated a number and that it can be helpful if this number changes with each trip. This is useful during disruptions of the service and to track car mileage. Usually, crews are allocated a number as well and this may also be displayed in the timetable against the trip.

<b>Train/Trip No.</b>									<b>1-2</b>	<b>2-2</b>	<b>6-2</b>	<b>3-2</b>	<b>8-2</b>	<b>4-2</b>	<b>7-2</b>	<b>1-4</b>	<b>2-4</b>	<b>5-2</b>	<b>9-2</b>	
Notes									<i>Ety.</i>	<i>Ety.</i>										
Ash									05:40	05:50		06:00		06:10	06:17	06:23	06:29	06:35		
<i>Ash Depot</i>																				
Elm									05:44	05:54	06:02	06:05½	06:13	06:15½	06:22½	06:28½	06:34½	06:40½		
<i>Elm Sdgs</i>																				
Oak									05:47	05:57	06:05½	06:09	06:19½	06:19	06:26	06:32	06:38	06:44	06:47½	
<i>Oak Sdg</i>																				
Plane									05:52½	06:02½	06:11	06:14½	06:25	06:24½	06:31½	06:37½	06:43½	06:49½	06:53	
Platform									1	1	1	1	1	2	1	2	1	2	1	
To Form									06:00	06:09	06:16	06:22	06:28	06:33	06:38	06:43	06:47	06:51½	06:55	
<b>Train/Trip No.</b>	<b>1-1</b>	<b>2-1</b>	<b>3-1</b>	<b>4-1</b>	<b>6-1</b>	<b>7-1</b>	<b>1-3</b>	<b>8-1</b>	<b>2-3</b>	<b>5-1</b>	<b>6-3</b>		<b>3-3</b>	<b>8-3</b>	<b>4-3</b>	<b>7-3</b>		<b>9-1</b>	<b>1-5</b>	
Notes	<i>Ety.</i>	<i>Ety.</i>	<i>Ety.</i>	<i>Ety.</i>	<i>Ety.</i>	<i>Ety.</i>		<i>Ety.</i>		<i>Ety.</i>								<i>Ety.</i>		
Plane							06:00		06:09		06:16		06:22	06:28	06:33	06:38			06:43	
<i>Oak Sdg</i>																			06:44½	
Oak							06:05½		06:14½		06:21½		06:27½	06:33½	06:38½	06:43½			06:45½	06:48½
<i>Elm Sdgs</i>					05:55			06:06½												
Elm					05:57		06:09	06:08½	06:18		06:25		06:31	06:37	06:42	06:47				06:52
<i>Ash Depot</i>	05:31	05:41	05:52	06:01		06:09				06:26										
Ash	05:34	05:44	05:55	06:04		06:12	06:14½	06:13	06:23½	06:29	06:30½		06:36½	06:42½	06:47½	06:52½				06:57½
Platform	1	1	1	2	1	2	1	1	2	1	2		1	2	1	2			1s	2
To Form	05:40	05:50	06:00	06:10	06:02	06:17	06:23		06:29	06:35	06:40		06:45	06:49	06:53	06:57			06:47½	07:01

Timetables can be written in tabular form or as graphs. Where there is mixed traffic with varying train speeds, the graph form is easier to prepare and use. Both types are nowadays generated by computer. This has replaced the old manual system of using a pencil and eraser - there were always a lot of alterations to do.

**Diagrams**

The term "diagram" is used in UK train management to mean "working out what each train does each

<b>Train 1</b>	<b>Train 2</b>	<b>Train 3</b>	<b>Train 4</b>
05:31 <i>Ety.</i> Ash Depot - Ash	05:41 <i>Ety.</i> Ash Depot - Ash	05:52 <i>Ety.</i> Ash Depot - Ash	06:01 <i>Ety.</i> Ash Depot - Ash
05:40 <i>Ety.</i> Ash - Plane	05:50 <i>Ety.</i> Ash - Plane	06:00 <i>Ety.</i> Ash - Plane	06:10 <i>Ety.</i> Ash - Plane
06:00 Plane - Ash	06:10 Plane - Ash	06:22 Plane - Ash	06:33 Plane - Ash
06:23 Ash - Plane	06:22 Ash - Plane	06:45 Ash - Plane	06:53 Ash - Plane
06:43 Plane - Ash	06:45 Plane - Ash	07:06 Plane - Ash	07:09 Plane - Ash etc. etc.

day" or a "train duty". The diagram shows where and when each train starts and where and when it finishes each day and what it does in between. When the timetable is completed, each trip shown in the timetable is allocated a train. The train or the trip, is given an identity and then a list of trips drawn up for each train. Everything the train does is listed, including empty trips to and from depots. Here is a small sample:

The diagrams can also be consolidated into a "rolling stock working summary" which lists the train numbers and where each train starts and finishes each day, as follows:.

Train No.	Start AM	Finish AM	Start PM	Finish PM	Finish Night
1	05:31 Ash	09:17 Ash	14:54 Ash		23:11 Ash
2	05:41 Ash			18:27 Ash	
3	05:52 Ash			19:34 Elm	
4	06:01 Ash				00:14 Elm

It is possible to be able to trace a train by use of its number in the timetable or in the diagram but the summary pages can be useful in finding out where the train will finish. The summary is also used to decide which train sets should be allocated to which diagrams so that a train

due for maintenance can be put on a diagram which will ensure it will finish at the depot.

### Timekeeping

This is such an old-fashioned word that many modern railway managements have forgotten its importance. In any business, the customer expects to get, at the very least, what he is told he will get. If he is told his new car will be peacock blue, he will be very upset if an Italian red car is delivered. If he is told his train will arrive at 10:05 and it arrives at 10:10, he will also get upset. Any attempt at excuses will not remove the idea that he has now formed that the railway has not delivered. He is right. Whatever other things an operator at any level does, he should have timekeeping as his number one priority.

The first premise for timekeeping is to have clocks which tell the correct time. Systems for the central control of clocks to very accurate standards are widely available and are well worth the cost of installation and maintenance and can even be used and paid for as a marketing tool. Much of the cost can often be offset by advertising around the clock displays in public places. Times should also displayed in conjunction with train descriptions and arrival/departure information. Passengers should be able to set their watches by the station clock and know that it will always be correct. There is no excuse for railway clocks which do not tell the correct time.

The definition of "on time" has been elasticised in recent years, so much so that UK main line routes have classified on-time as any train which arrives within ten minutes of its timetabled time. This cannot be held up as a good customer relations exercise, nor good railway practice. Two minutes might be considered acceptable, if penalties were to be calculated in a contractual sense.

### Recovery Time

In order to "improve" timekeeping, railways have always provided recovery time in timetables. This is extra time, above that usually required for a train to complete its trip on time, allocated in case of a small delay or temporary speed restriction. We saw this in our example above where terminal time was extended a little. Unfortunately, it has become much abused in recent years in the UK and huge levels of recovery have been built in - as much as 15% in some cases.

It does not make for good public relations when trains arrive at the outskirts of a city 10 minutes early and the passengers have to cool their heels in a stationary train knowing that they are only a few minutes travel time from their destination. Recovery time should be strictly limited and eliminated altogether when possible. It should not be used as an excuse for bad timekeeping.

### Terminal Occupation

Terminals are usually located in densely occupied areas and often date from an era when land was cheaper than it is now. Opportunities for expansion are limited so, for busy terminals, efficiency of operations is very important. It is essential that trains do not occupy a platform for any longer than necessary to unload the arriving train and prepare it for departure.

Trains may require cleaning and/or reprovisioning whilst in a terminal platform, since the old practice of removing a train from the arriving station at the end of every trip, cleaning and restocking it for catering requirements and returning to service for a later trip, is inefficient. Toilets may also be drained and provided with clean water in terminals, if special facilities are provided. Diesel refuelling is generally done away from the passenger areas.

Track layouts at many terminals are complex and compact, due to the shortage of space. Flexibility of operation requires careful design of the layout and short run-in and run-out times. Restrictions due to signalled protection systems for dead ends will restrict train movements at peak times. A peak hour platform occupancy of more than four trains in the hour is unlikely for long distance services. Main line terminal operators would think they were doing well if they could get a platform utilisation of three, long distance EMU trains an hour in a dead end terminus like Victoria (London).

For metro operations, terminals are usually small and can accommodate a much higher frequency of trains. No dwell time is lost at peak times because of cleaning or catering. A two-platform terminus with a scissors crossover of suitable speed (as provided for Central, Hong Kong MTR) can allow a service of 34 trains per hour to be reversed if special crewing arrangements such as "stepping back" or "double-ending" are used.

### **Stepping Back**

This is a crew change system used at a two-track, island platform terminal to reduce train turnaround time. When the first train arrives, the driver shuts down the cab and alights. Another, waiting driver, immediately enters the cab at the other (departure) end of the train and "opens up" the cab ready for departure. The first driver, meanwhile walks to the departure end of the opposite platform. When a train arrives in that platform, he enters the rear cab, waits for the arriving driver to shut down his cab and then prepares the rear cab for departure. When this is done the train is ready for departure. It should not be confused with double-ending. It has been used at, for example, Brixton (Victoria Line, London) and Central Station (Tsuen Wan Line, Hong Kong MTR) to good effect.

### **Double-Ending**

This is another method of turning trains quickly at a terminus. A train (assuming there are drivers' cabs at both ends) is provided with a driver at each end to give a rapid turnaround.

In the most common scenario, the train arrives at an arrival platform in a terminus with one driver in the leading cab. A second driver boards at the rear cab while the passengers are alighting from the train. The train is driven into a siding beyond the terminus by the first driver. As soon as he has stopped the train, he shuts down his cab controls and the second driver at the other end immediately opens up his cab. As soon as the route into the departure platform is cleared the second driver takes the train into the platform where passengers board and the other driver alights. This method is much favoured by the Paris Metro. Indications in cabs, such as an "Other Cab On" light, are usually provided to show when the other cab is switched out or "shut down", as they say.

Sometimes, the same procedure is used but the second driver joins the train at the station before the terminus and the change of direction is carried out in the terminal platform instead of in a siding. The disadvantage of this method is that boarding and alighting passengers are mixed on the same platform. This can defeat the object of double-ending, which is to reverse trains as quickly as possible under heavy traffic conditions.

And then there's the way it's done on the Toronto subway: each train carries two drivers at all times. The

one who isn't driving operates the doors. This is normally done from a position 2 cars from the rear of the 6-car train, but it can be done from any cab. So if a quick turnaround is needed, the rear man just moves to the back of the train before the reversing station and the front driver closes the doors from what was the front cab before moving up two cars.

## Train Crews

### Crew Names

**Driver** - the person in front who (usually) controls the movements of the train itself. In the US known as the Engineer. Sometimes referred to as a Train Operator on metro systems or where One Person Operation is used. Also known as a "motorman" on some electric railways.

**Conductor** - formerly (in the UK and some other places) the Guard. Provides assistance to the passengers and driver or other trainmen. Often used for fare collection and/or ticket checking. Used in emergency to provide train protection assistance. Some railways qualify guards/conductors for limited emergency driving.

**Hostler** - US name for a person working in an engine shed under the operating foreman. This is in turn derived from 'Ostler' who looked after the horses for the mail coaches, so it's a survival from English practice.

**Fireman** - originally employed on steam locos to maintain steam pressure and assist the driver with the operation of the locomotive. Now retained on some railways as the driver's assistant, particularly on longer distance or freight operations. Called "second man" in the UK and "chauffeur" in France.

**Second Man** - [Fireman](#).

**Trainman** - anyone who works on the train as a normal occupation.

### Crew Hours And Numbers

The basic working day for industry world-wide is 8 hours. A break in the middle of this will usually be for at least 30 minutes. On a railway operating 18 to 24 hours a day, trainmen will have more flexible working conditions which might extend the working day to 12 hours with suitable rest breaks. Certainly, shift work is involved. Many countries have laws which limit working hours and which determine minimum rest periods.

Hours can now be a lot more flexible than used to be the case, since a lot of new agreements have been worked out between staff and managers of the new breed of commercially oriented railways. However, any disruption of the service can quickly disrupt the crewing as well as the train positions and action must be taken to adjust crew working with the available staff.

It is necessary to keep some spare staff on duty at all times. Any level between a minimum of 10% and a maximum of 25% for special circumstances might be considered necessary. One can be amazed at the levels of spare crews allocated on some railways.

For an even interval service with peak and off peak frequencies, the number of crews required to be employed can be calculated by the number of trains for the peak hour times a factor of 5. This allows for training, weekend cover, occasional days off, leave, compensatory leave for working public holidays, sickness, shunting duties and spare crews. Individual totals will vary with the service provided and the conditions of employment and you might get that factor down to 4.5 or even 4 on smaller operations.



# 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

.... It just tails off, here

## 20 today!

*One in every six of the AATTC membership live by the railway line within a few kilometres radius of founder Jack McLean's house in the eastern suburbs of Melbourne. This surely says something about an organisation that celebrates its 20th birthday this month. JACK McLEAN, BOB*

### JACK McLEAN

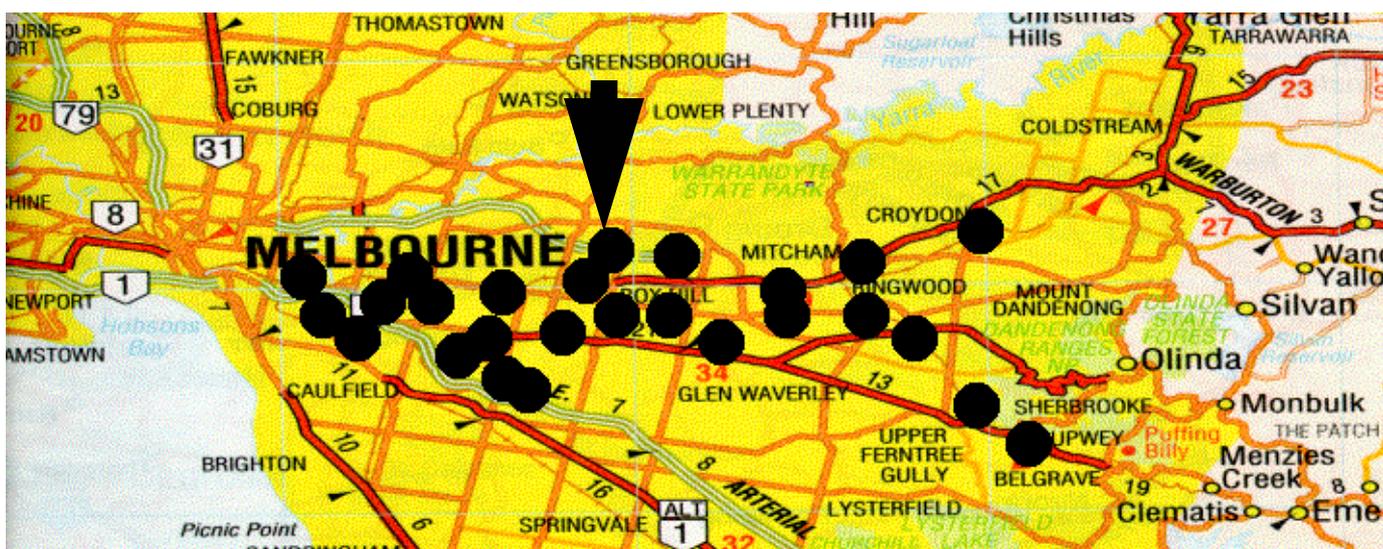
The best place to find information about the start of the AATTC would have to be early issues of *The Times*, from the first issue dated September 1983 (above). I probably have all the issues, but I am not so sure that I can find them. In the first issue there was a mention of me sending out a letter and a questionnaire to fellow time table collectors from myself (note no

title).

There was mention of a working title (which became the AATTC) and a pro-tem committee, with myself *pro tem* President, Albert Isaacs, Editor of *The Times* and Michael Guiney, Secretary and Treasurer.

The word *Horariologist* was my suggestion for a telegraphic address for early letters to the AATTC but no one could spell it





**TIMETABLE HEAVEN.** Sixteen percent of all AATTC members (●) live along the rail line in Melbourne's eastern suburbs and within 10 miles of the house of the founder Jack McLean (arrow). In this issue, Jack recounts how he rounded them up back in 1983.

and so it disappeared.

It was going to be a 'no-meeting' association and we expected that all the activities would be based on the magazine.

Two copies of *The Times* were to be sent to each subscriber. One copy was intended to be given to possible future new members.

We did manage an airmail edition to be sent to NAOTC members in USA, who indicated that they wanted to be kept informed

There was to be a free service for *Want Ads*, the object of which was to facilitate the exchange of time tables as well as Rule Books, General Appendices, etc.

It was going to be a railway oriented club (at least for a start) but I was overruled by you-know-who.

I sent \$15 of my own money to USA to join the NAOTC and considered the money well spent.

Albert explained why he would over-print all illustrations of time tables with the word *facsimile*. It was later abandoned.

Albert started the *Mr Bradshaw* column and later the *Current Raisings* page and I, with a more ac-

ceptable pun, suggested that it was a case of dyslexia. I wonder if any pun is acceptable.

Correspondence included letters from George Favasos and J.C. Williams. *Traders Items* included some from Stephen McLean, Jim Fergusson and Albert Isaacs—and there were five letters from USA (all NAOTC I think). *Current News* came from Graham Pack and Albert Isaacs. *The Times* was going to appear every second month but there was so much material that Albert asked for it to appear every month—and it has been ever since. I expected that the word TIMES would be expanded to make an acronym but it never happened, through shortage of time to think of one.

Sometimes the AATTC was confused with the Association of Ticket Collectors but that didn't worry us much. I think we had an Inaugural Meeting but I cannot remember where or when. Meetings were sometimes held in the Rail Fan Shop or at the Hennell residence or McLean's garage interspersed between Wingrove time tables and block bells. The Wingrove Line had been in existence since 1954. The garage was a good

place to tell prospective new members of the AATTC. Funds were kept in a pass book account with the Commonwealth Bank in Box Hill, opposite the railway station. Then we had difficulty with the bank who asked us to show them our constitution and we didn't have one. The bank was tired of clubs going out of business and not knowing what to do with the funds in these kinds of accounts.

Mick Guiney then lived all the time at Mooroolbark and sometimes at Kew. I lived near the Mont Albert tram terminus and the Mont Albert Railway station and Albert breathed down the neck of the Camberwell railway station. Through all of this, Albert's typewriter took a hell of a bashing.

I was pleased to see in *The Times* about this time a hand drawn graph of the Melbourne Serviceton line in its early days.

*The Times* No 2 had in it names which included Reg Lloyd, Errol Jones, Graham Duffin, Peter Cardwardine, David Hennell, Dennis McLean, Tim McLennan, Vytautas Radzivanus, Tony Sell, Bob Taaffe and Andrew Ward.

## ROBERT HENDERSON

### The AATTC in Sydney – A multi-modal transport city

Those of us that attended the first meeting of the AATTC in Sydney welcomed it enthusiastically. We are indebted to Graham Duffin for convening that meeting, which was held in the Railways Institute Building near Central station in 1986. Graham then served as Convenor until he moved to Brisbane, when Duncan MacAuslan capably took over the reins.

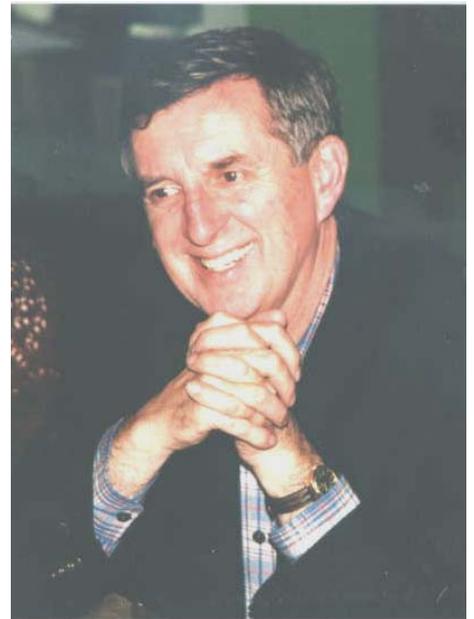
From a modest start, the number of timetable collectors who now regularly meet in Sydney reflects that fact that NSW is the most populous state of Australia. I estimate that the average meeting attendance is now close on 20 and that it has been at or near that level for about eight years.

The general aim of Sydney members of the AATTC - collecting, analysing and disseminating information about public transport timetables - has been common with those of members in other States. However, while some have commented that the Sydney Division of the AATTC is "bus-oriented" (below, right), I would argue that what has set our members apart is that they embrace a greater range of modes of transport than members elsewhere. This I believe in turn stems from the existence of a strong degree of interdependence between the different modal forms – rail, bus and ferry - in greater Sydney. As witness to this, I point to the strong demand for CityRail working timetables, when they have been available at meetings, as well as for the great plethora of both Government and private bus and ferry timetables.

After the first Sydney meeting, I was happy for the Division to meet initially in my unit at Chatswood, and then, after I married Katrina, at our Brookvale house from 1994 to 1998. Both were relatively convenient to public transport, an important key to the good attendances at our meetings. It was during our time at Brookvale that we increased the frequency of meetings from half-yearly to quarterly and that I took over as Convenor (and here I must record my thanks to Katrina for her support of meetings at our home and for all her catering activities).

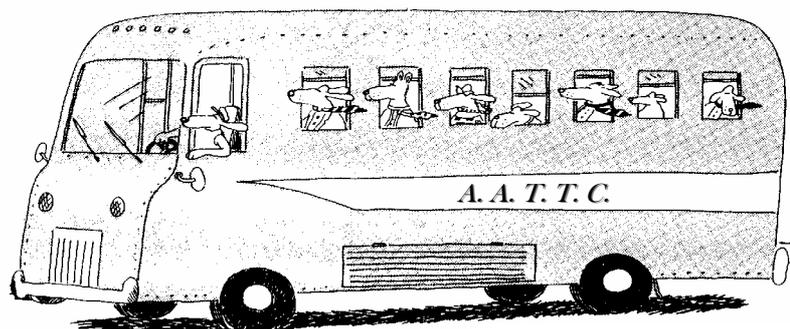
When we moved to Terrey Hills, the membership felt that it was just a bit too far to travel there for meetings, so we then chose to use the Uniting Church Hall at Roseville. Not only is the hall close to the railway station, but the church also has excellent facilities available at a modest rent. A convenient meeting location has always been important for us because of the number of people who have travelled from interstate and out-of-town. I think particularly of the very faithful record of attendance of Stephen Gray from Melbourne, and others like Victor Isaacs from Canberra, Len Regan from Newcastle, Neville Fenn from Dapto and many others.

The Sydney meetings and associated activities have been marked by innovation. One example I think I can rightly claim is that



Sydney members initiated the production and distribution of latest timetable lists, which have now been transformed and expanded into the excellent Australia-wide series of lists maintained on the Association's web site by Lourie Smit. Another example is the holding of meetings at a variety of locations away from our regular venues, namely at Dapto, at Stanmore, at Newcastle (twice) and now, under our current Convenor, Chris Noman, at Paramatta.

Thus, in summary, I can faithfully record that, not only did the AATTC start enthusiastically in Sydney, but also that the enthusiasm has been maintained unabated throughout the last 20 years and I confidently expect it will continue to do so into the foreseeable future.



Courtesy Creators Syndicate

## GRAHAM DUFFIN

### How AATTC Moved North to Sydney & Brisbane

As a child I had a fascination with transport timetables when I was growing up in Adelaide. At the age of 10 my family moved to Sydney in 1963 where I lived until 1988. I was quite excited when I read about the commencement of AATTC in 1983 in an ARHS NSW members newsletter. At the time I didn't know of any other people who were seriously into timetables like myself. In 1988 I moved to Brisbane where I have lived ever since. Each time I have moved it has been further north.

The life of AATTC has been somewhat like mine. AATTC began in Melbourne in 1983 and has gradually moved north. First to Canberra in 1985 when Victor Isaacs began the Division there. Then in 1986 AATTC moved further north when I was able to begin the Division in Sydney with the help of members such as Duncan MacAuslan and Bob Henderson. Albert Isaacs put me in touch with them and other AATTC members and it went from there. AATTC moved north again when I was able to begin the Brisbane Division in 1989 with the help of members such as Dennis McLean and Brian Webber.

The major reason Divisions were started in Sydney and Brisbane was to provide an opportunity for AATTC members to meet each

other and to share our timetable hobby. This is still the reason why I'm involved with AATTC - it facilitates a way to meet other people who like timetables and provides help with timetable collecting through the journals, the timetable lists, the grab boxes, the distribution lists and so forth. It's good to be involved with people who understand the fascination of timetables and the trials and tribulations encountered while collecting them.

After having been involved with leading the Sydney and Brisbane Divisions I have found they are very similar to each other. The meetings are run on an informal basis, the grab boxes are popular, I have made new friends, the timetable interests are multi-modal and there is great interest in the latest news on new or changed timetables. Both Divisions met for many years in the homes of key members (Bob Henderson in Sydney and Brian Webber in Brisbane) and then eventually moved to meet at a public venue (Roseville Uniting Church hall in Sydney and the Garden City Library meeting room in Brisbane).

By comparison it's interesting to note that the other AATTC Divisions in Canberra, Melbourne and Adelaide have continued to hold the majority of their meetings in the homes of key members. While there may be minor differences such as this all AATTC Divisions operate to the formula of the informal style of meeting, grab boxes (or variants of it), exchanging



timetable news and meeting other people who are also into timetables.

AATTC is now leaving the teens behind and moving into the 20's as it continues to become a more mature organisation. Having been incorporated in the past year, AATTC now offers collectors a web site which is a valuable resource, the quality of our publications continues to improve and our membership is gradually increasing which provides increased opportunities to meet those with similar interests. Yes, we have come a long way from that first meeting in Sydney in the Railway Institute hall at Devonshire Street, Central in 1986 with just a handful of people and the first Brisbane meeting in 1989 at the home of Brian Webber. Based on our success to date it's quite exciting when you think about what we can achieve during our next 20 years!

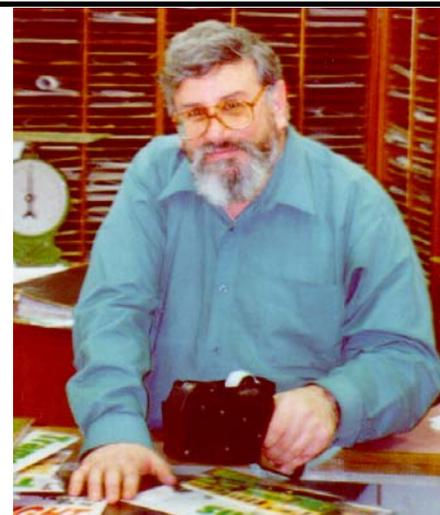
## ALBERT ISAACS

Jack McLean had always been known to me as one of the older brigade of railway enthusiasts, an early President of the Australian Railway Historical Society, Victorian Division, and the founder of the Signalling Record Society, Victoria. I well remember Jack coming into the shop that I was running in 1983 and saying to me, in his typical vernacular: 'I'm thinking of starting a timetable mob, would

you be interested in editing a magazine?'

When I said 'Yes', I little realised that I would still be editing magazines for the A.A.T.T.C some 20 years later!

The Association's first newsletter was published in September 1983. As someone who was interested in newspapers and their history, as well as railways and T.T.s, the name to choose for this newsletter was obvious to me – *The Times*.



That first edition contained a feature article on an 1885 Q.R. W.T.T. from the *Queensland Government Gazette* which appeared as the first of a continuing, regular series that was to last 15 years - *Bradshaw's Column*. Also included in that first number was an open letter from Jack McLean, a number of small items about the proposed new Association and a news column titled *Currant Raisinings on the Grapevine*, the first edition of which contained the sum total of just two news items.

As *The Times* grew, a Supplement evolved, containing additional news items. By 1991 that Supple-

ment had grown to the point where it was given a name of its own and had become a magazine in its own right. *Table Talk* had started! I continued to edit the two magazines for a few years, although, by then, they each had their own personalities.

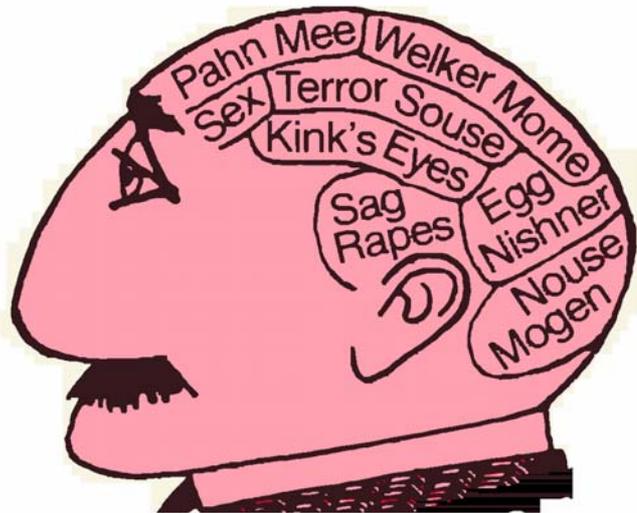
Five years ago, Graham Duffin took over as the Editor of *The Times* while I concentrated on the current news through *Table Talk*. Two years later, the present editor of *The Times*, Geoff Lambert, took over. Under guidance from both Graham and Geoff, *The Times* has grown from strength to strength, particularly because of the com-

puter skills they both brought with them and it is now a respected magazine of quality. The stability of *The Times* is shown by the fact that it has had only three editors over its 20 year history. It is still a great read every month and I wish *The Times* continued success in the future.

For my part, I will continue to guide *Table Talk*, continue to operate the Association's auction and continue to convene the Melbourne Division. I am proud to be part of the A.A.T.T.C.'s past, present and, hopefully, its future!

## Rye-Wye

*In the 21st century, timetable announcements at CityRail stations are generally in BBC English—if a little boring. They are generated by computer from pre-recorded words spoken by GRANT GOLDMAN or TAYLOR OWYNNS. It was not always thus. When AFFERBACK LAUDER (right) wrote his now-famous intellectual study "Let Stalk Strine", the message coming from the loud-speakers was something worth listening to.*



**R**YE-WYE— a dialect spoken by the Trine tribe. Strine, like any other living language, is constantly changing as new words and phrases are evolved or introduced and as old ones fall into disuse. All languages, and Strine is no exception, also carry with them many local dialects and sub-languages.

These are usually more conservative than the mother tongue. Like the side eddies in a river they remain static and self-contained—almost unaffected by the main stream of the language, and thus

they become increasingly cryptic and obscure.

Such a dialect is Rye-Wye, which is spoken only by the Trine tribes over the public address systems of metropolitan railway stations.

All attempts to decipher this esoteric dialect have so far been unsuccessful, and it is now believed that it is not understood even by the Trine tribes who speak it. Rye-Wye is, in short, a ritualistic chant, the purpose of which is not to inform, but to frighten away any passengers or other hostile spirits who may be lurking in the underground.

For this reason it is not only terrifyingly loud but also breathtakingly dissonant. The following are typical examples:

- (a) 'Awe lathers trine nair stanne-nat num-rye teen plattform pliz. Istrine term night sear. Awe latt-pliz'
- (b) 'Nuffor plattform nawshawtrine stomming milce point naw sinny chasswood norl staish toresby'
- (c) 'Trine num-rye teen plattform gerster rare fern, bird and strair feel lonely.'