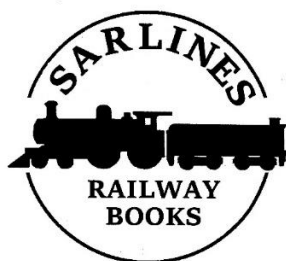


NEWSLETTER FROM THE RIESLING RAILWAY AND BOB'S RAILWAY    JANUARY 2019

And introducing **SARLINES RAILWAY BOOKS**



There has been a lot happened since I sent out the last newsletter in August. In that newsletter I advised that I would be doing a book on Bob, the Railway Dog, which would be released in November. I am running ahead of schedule. The book is now ready to go to the printer and will be released in May. I am presently taking pre-publication orders.

When I did *The Riesling Railway* I used MS WORD and literally did cut and paste layouts, which I sent to the printer and their artwork people did the layout using the *Indesign* programme. It was slow and costly. It also had the problem that the artwork people sometimes didn't get it right the first time. I have now got the *Indesign* programme. It saves a lot of time and money.

When I set out to produce *The Riesling Railway* I was venturing into uncharted waters regarding the production and marketing of a high-quality railway book that would be asking about \$100.

I found that people will gladly pay \$100 for a book if they can see that it is a quality production and has been well-researched and packed with plenty of information.

The USB, whilst it was a good idea, was a logistical problem in that it sometimes got overlooked when copies were sold through bookshops at railway museums etc. I regard it as a once-only effort.

I have set up a publishing entity **SARLINES RAILWAY BOOKS**. Its derivation is the lines of the old S.A.R. however my charter allows me to venture beyond the South Australian border. I plan to produce one book per year. The forthcoming book, *Bob's Railway*, is a little shorter, has no USB, and therefore sells at a more attractive price - \$68 if ordered pre-publication and collected from a venue.

There is a website too. [www.sarlinesbooks.com.au](http://www.sarlinesbooks.com.au) and it has an online ordering and payment facility. The website includes a long-synopsis of *Bob's Railway*. It also functions as an archive for our newsletters, however be aware that when each newsletter is produced there is a delay of some weeks until the newsletter appears on the website.

Regarding *The Riesling Railway* I have still got some stock but it is down to double-figures. There is provision on the online order form to purchase one of each book at a special discount.

I'll be honest and confess that the trick to survival in this book business is to get cash-flow at the start. So, there is a special deal for those who want to order two copies of *Bob's Railway*.

I have no clout with Australia Post, but take some consolation that two books can travel in the one parcel-pack.

I have had the printer do a few proof copies of *Bob's Railway*. These may be inspected (**from mid-February**) at the bookshop at the National Railway Museum, Peterborough, and on weekends only at The Wilson Vineyard in the Clare Valley.

**Bob's Railway** is more than just about Bob. It looks at the socio-economic and political climate of South Australia and its dysfunctional Railways Department in the 1880s and 1890s. The Parliament was doing a bad job of running the colony's railways. Even in the 21<sup>st</sup> century South Australia is paying the price for railways they built in haste. The south-line was built over the highest part of the range because Parliament had decided that the railway should go to Mount Barker by the shortest possible route. They believed that a grade of 1 in 33 would work. Henry Mais was the Engineer-in-Chief who was able to survey a better line in about 7 weeks but still burdened with 1 in 45 grades.

The book is about 160 pages A4, with colour throughout, and hard cover. There are about 90 pages that deal with what I call *Building Bob's Playground*, (a history of the SAR in the 1880s and 1890s), and about 40 pages *About Bob*. There is a collection of "interesting stuff" called the *Appendices*. There is even a page with the music and words of *Bob's Song*.

There will be a book launch at the National Railway Museum on 12 May, 2.30pm

Peterborough is Bob's spiritual home and it is only right that they get the first look at the book. We will be having an event at Steamtown Peterborough on 8 May from 5.00 pm to 7.00 pm. This will be an informal event but will not include admission to the to the usual Museum section. At 7.30 pm the usual sound and light display will take place. This will need to be booked and paid separately.

PICK-UP LOCATIONS FOR PRE-ORDERED BOOKS.

NATIONAL RAILWAY MUSEUM ON THE DAY OF RELEASE AND FOR THE FOLLOWING WEEK

STEAMTOWN PETERBOROUGH ON THE DAY OF RELEASE

THE WILSON VINEYARD POLISH HILL RIVER, WEEKENDS ONLY FROM THE 18/19 MAY

**PRICES OF BOOKS IF PICKED UP FROM ONE OF THE LOCATIONS.**

***The Riesling Railway* \$105.**

***Bob's Railway* one copy ordered and paid before 10 April 2019 \$68**

***Bob's Railway* two books ordered and paid before 10 April 2019 \$128**

One of each book ordered and paid before 10 April **\$160**

Postage **\$15** (one or two books) Postage to anywhere in Australia.

***Bob's Railway* will retail for \$78.00 on release**

I previously advised that there would be two books to follow ***Bob's Railway***. The first was to be the history of the rise and demise of country passenger services in South Australia. One of the advantages of being a "Committee of One" is that prior decisions can be changed. The book about passenger services is still on the list but there is a matter of some urgency that is calling for the next book - *The Overland*.



*The "Overland" is coming - Mount Lofty Railway Station*

It started as the *Intercolonial Express* on 19 January 1887 but it is on record that a certain railroading dog was the first traveller to “cross the line” aboard a special train carrying the South Australian Governor on his way to the 1886 Melbourne Cup. In time it became known as the *Melbourne Express* or the *Adelaide Express*, depending on which side of the border one lived. It eventually it became known as *The Overland* although there is divided opinion on when that happened.

*The Overland* still does two return journeys each week and it has been well-known that the Governments of S.A. and Victoria have provided a subsidy to keep the train operating. That subsidy has been for the purpose of providing passenger transport to rural communities, although one suspects that there is a recognition of the boost to tourism, particularly by international travellers.

Late in 2018 the South Australian Government advised that it would cease subsidising the service. It looked like the *Overland* would do its last trip on 28/29 December 2018. We have travelled many times on the *Overland*, and decided to make one last sentimental journey. There were obviously many of similar mind. What was usually a 6-car train had stretched to 10.

With less than two weeks to go the Andrews Government of Victoria announced that it would increase its subsidy to ensure the *Overland* continues through 2019.

*Grand-daughters Mia and Freya on an earlier (2017) Overland journey*



What is needed from governments is not subsidy, but people using the service. What we'd like to see is Members of Parliament using the service and “talking it up”. We would like to put in a special plug for the food on the *Overland*. Don't knock the *Overland* because the air-fare is cheaper. Rail travel has got it all over the airlines.

What 's the advantage in having a window-seat in an aeroplane if you've picked up a bowel or bladder wog on your travels? The people in the aisle and middle seats become very unfriendly! And Pat has another reason for preferring rail - the fare calculated on the price per hour is a bargain! My book on the *Overland* will be published about late 2020. I am strongly of the opinion that South Australians need to pull together in 2019 to save this train. I intend to use this newsletter as a vehicle to keep readers informed of developments.

The other book on the “To-do” list was going to be a history of the SAR Western System. The topic has been expanded and will become a history of the Break-of-Gauge in South Australia. Expect to see it about 2021/2022. It will include considerable comment on how respective governments, both Federal and colonial/State have bungled the issue and left us with a crippled rail transport network.

I close with a note for those who have a copy of *The Riesling Railway*. On page 186 I raised the question of whether there was a bucket that was placed under the Baby Health Car at night. David Parsons worked for the SAR at Islington, and has advised that there was a bucket – but he had no knowledge regarding who was responsible for its emptying.

John Wilson