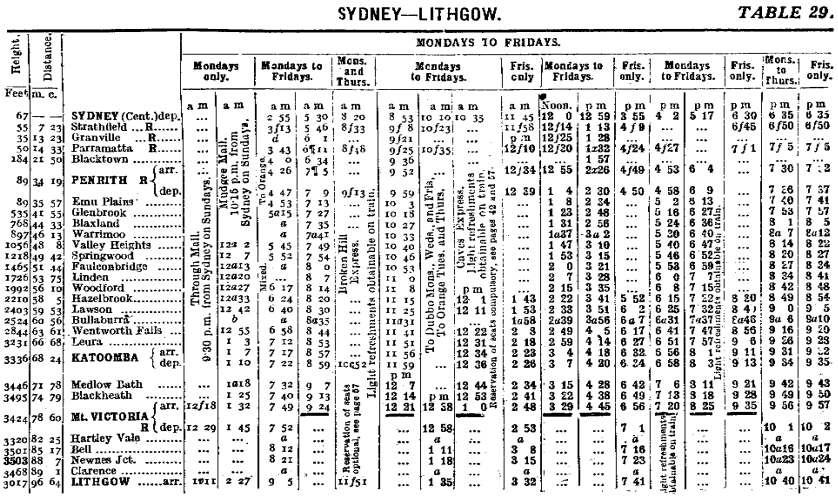
The Times

Journal of the Australian Association of Time Table Collectors
(ISSN 0813-6327)
Print Publication No: 349069/00070

RRP $2.50

April 2000 Issue No. 193 (Vol. 17 No.4)

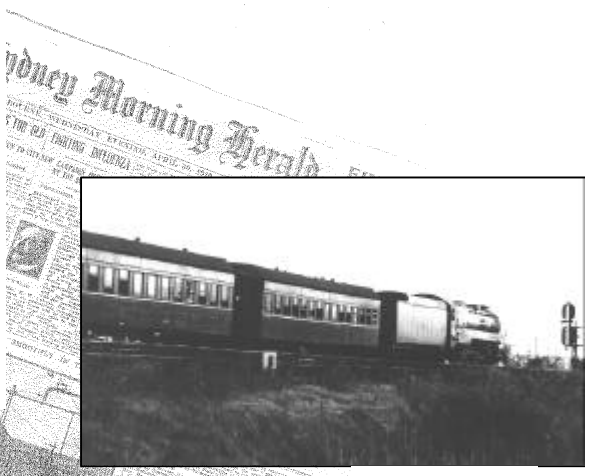
The paper trains of New South Wales



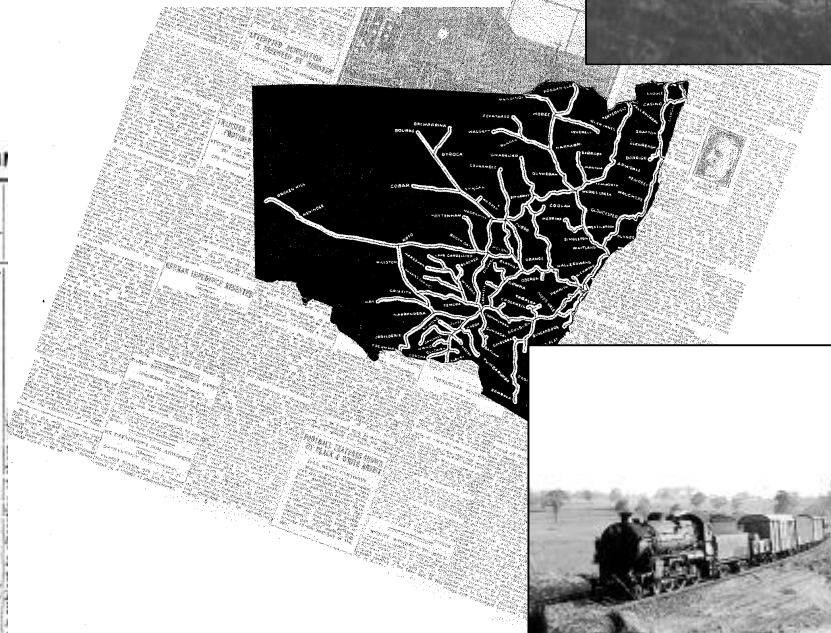
SYDNEY—LITHGOW. *TABLE 29.*

MONDAYS TO FRIDAYS.

Height. Feet	Distance. m.	c.		Mondays only.	Mondays to Fridays.	Mons. and Thurs.	Mondays to Fridays.	Fris. only	Mondays to Fridays.	Fris. only.	Mondays to Fridays.	Fris. only.	Mons. to Thurs.	Fris. only.
				a m	a m	a m	a m	a m	Noon.	p m	p m	p m	p m	p m
67	—	—	SYDNEY (Cent.) dep.	...	2 55	5 30	8 20	8 53	12 0	12 59	3 55	4 2	5 17	6 30	6 35	6 35
55	7	23	Strathfield ... R	...	3f13	5 40	8f33	9f 8	12f14	1 13	4 f 9	...	...	6f46	6f50	6f50
35	13	23	Granville ... R	...	d	6 1	...	9f21	12f25	1 28	p m	...	...	...	...	...
50	14	33	Parramatta ... R	...	3 43	6¶11	8f18	9f25	12f10	1z32	4f24	4f27	...	7f11	7f15	7f15
184	21	50	Blacktown	...	...	6 34	...	9 36	...	1 57	...	...	...	...	...	...
89	34	19	PENRITH R { arr.	...	4 26	7¶15	...	9 52	...	...	12/34	12 55	2z26	4/49	4 53	6 4	...	7 30	7 32
			{ dep.																
89	35	57	Emu Plains		4 53	7 13	...	10 3	...	1 8	2 24	...	5 2	8 13	...	7 40	7 41
535	41	55	Glenbrook		5a15	7 27	...	10 18	...	1 23	2 48	...	5 16	8 27	...	7 53	7 57
768	44	33	Blaxland		a	7 35	...	10 27	...	1 31	2 56	...	5 24	8 36	...	8 1	8 5
897	46	13	Warrimoo		a	7a41	...	10 33	...	1a37	3a 2	...	5 30	8 40	...	8a 7	8a12
1056	48	8	Valley Heights	12a 2	5 45	7 49	...	10 49	...	1 47	3 10	...	5 40	8 47	...	8 14	8 22
1218	49	42	Springwood	12 7	5 52	7 54	...	10 46	...	1 53	3 15	...	5 46	8 53	...	8 20	8 27
1465	51	46	Faulconbridge	12a13	a	8 0	...	10 53	...	2 0	3 21	...	5 53	9 0	...	8 27	8 34
1726	53	75	Linden	12a20	...	8 7	...	11 0	...	2 7	3 28	...	6 0	7	...	8 34	8 41
1992	56	10	Woodford	12a27	...	8 14	...	11 8	...	2 15	3 35	...	6 8	7 15	...	8 42	8 48
2210	58	5	Hazelbrook.....	12a33	6 24	8 20	...	11 15	pm	2 22	3 41	5 52	6 15	7 22	8 20	8 49	8 54
2403	59	53	Lawson	12 42	6 40	8 39	...	11 25	12 1	2 33	3 51	6 2	6 25	7 32	8 47	9 0	9 5
2524	60	56	Bullaburra	p	a	8a35	...	11a31	12 11	2a39	3a56	6a 7	6a31	7a37	8a46	9a 6	9a10
2844	63	61	Wentworth Falls ...	12 53	6 58	8 44	...	11 41	12 22	2 49	4 5	6 17	6 41	7 47	8 56	9 16	9 20
3231	66	68	Leura	1 3	7 12	8 53	...	11 51	12 31	2 18	2 59	4 14	6 27	6 51	7 57	9 6	9 26	9 33
3336	68	24	KATOOMBA { arr.	1 7	7 17	8 57	...	11 56	12 34	2 23	3 4	4 18	6 32	5 56	8 1	9 11	9 31	9 38
			{ dep.	1 10	7 22	8 59	1c52	11 59	...	12 36	2 26	3 7	4 20	6 24	6 58	8 3	9 13	9 34	9 35
3446	71	78	Medlow Bath	...	1218	7 32	9 7	pm 12 7	...	12 44	2 34	3 15	4 28	6 42	7 6	8 11	9 21	9 42	9 43
3495	74	79	Blackheath	...	1 25	7 40	9 13	12 14	p m	12 53	2 41	3 22	4 38	6 49	7 13	8 18	9 28	9 49	9 50
3424	78	60	Mt. VICTORIA { arr.	12/18	1 32	7 49	9 24	12 31	12 58	1 0	2 48	3 29	4 45	6 56	7 20	8 25	9 35	9 56	9 57
			R { dep.	12 29	1 45	7 52	...	...	12 58	...	2 53	...	...	7 1	...	...	...	10 1	10 2
3320	82	25	Hartley Vale	...	...	a	...	...	a	...	a	...	...	a	...	...	...	a	a
3501	85	17	Bell	...	...	8 12	...	...	1 11	...	3 8	...	...	7 16	...	...	...	10a16	10a17
3508	88	7	Newnes Jct.	...	...	8 21	...	...	1 18	...	3 15	...	...	7 23	...	...	...	10a23	10a24
3468	89	1	Clarence	...	...	a	...	...	a	...	a	...	...	a	...	...	...	a	a
3017	96	64	LITHGOW ..... arr.	1911	2 27	9 5	...	11/51	...	1 35	...	3 32	...	...	7 41	...	...	...	10 40	10 41



North, 1967



South, 1967

TABLE 6. GOULBURN—COOMA—BOI

Height. Ft.	Distance. m.	c.		Mondays to Fridays, and Sundays.	Tuesdays.	Mondays to Saturdays.
				p m	a m	Mixed. a m
67	—	—	SYDNEY ...dep. (Central). (See Table 2.)	6 45 Mon. to Sat.	...	2 50
			{ arr.	Mixed. 1 31	...	8 17
2074	137	43	GOULBURN R {	Mixed. 1 41		
			{ dep.	1 55	7¶ 0	8 30
2111	142	68	Tirranna	2 7	...	a
2121	146	64	Kommagia	2 16	...	a
2179	153	33	Inverslochy	2 26	...	a
2220	156	73	Lake Bathurst.....	2 37	...	a
2256	160	72	Tarago	2 48	7 41	9 37
2466	169	21	Mount Fairy	3 6	...	a
2525	175	21	Butmaroo	3 17	...	a
2592	180	13	Bungendore	3 27	8 20	10 45
2688	192	66	Burbong	3 52	...	a
			{ arr.	4 5	8 58	11 30
1501	197	41	QUEAN-BEYAN R {	Mixed.		Mixed. and Weds. to Sats. p m
			{ dep.	4¶17	9 3	12 9
1808	200	55	Molonglo	a	...	a
1846	202	50	CANBERRA arr.	5 0	9 15	12 25
1946	200	5	Letchworth ...dep.	a	...	a
2430	206	21	Tuggeranong	4 42	...	...
2557	213	10	Royalla	4 58	...	...
2439	217	41	Williamsdale	5 6	...	...
2302	227	60	Michelago ... { arr.	5 26	...	...
			{ dep.	5 31	...	...
2324	239	19	Colinton	5 55	...	...
2350	246	16	Bredbo	6 9	...	...
2550	251	5	Billilingra	6 19	...	...
2383	257	9	Chakola.....	6 32	...	...
2443	262	38	Bunyuu	6 43	...	...
			{ arr.	6 55	...	...
2662	267	30	COOMA ... R {	Mixed.		
			{ dep.	7 35	...	...
2923	277	72	Rock Flat	7 41	...	...
3354	284	15	Cooma'rang	8 4	...	...
3503	291	78	Nimmitabel { arr.	8 32	...	...
			{ dep.	8 46	...	...
3242	304	38	Holt's Flat	9a22	...	...
3679	314	56	Jincumbilly	9a51	...	...
3494	320	48	Bunkong	10a13	...	...
3253	328	78	BOMBALA ...arr.	10 45	...	...

Connects at Goulburn with Express train from Albury. See Table 4.

Day upon which train runs is subject to alteration at short notice.

Day upon which train runs

For notes *a*, *f*, and R, see page 1.

¶ Mixed train to Canberra leaves Queanbeyan at 4.40 a.m.

The Times

NSWGR NEWSPAPER TRAINS 3
ROUTE 95: CHATSWOOD TO GLADESVILLE BUS TIMETABLES. 8
TRANS TASMAN QANTAS FLIGHTS. 13
HOW TO GET TIMETABLES, NO 7 14
GRAPHIC INSIGHT 16

About The Times The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, *Table Talk*.

The Times on-line AATTC's home page: http://www.aattc.org.au

Editor Geoff Lambert

Editorial Team Victor Isaacs, Duncan MacAuslan.

Contacting the Editor The Times welcomes articles and mail and will be pleased to receive yours. Please send articles and letters to
Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094
Email: G.Lambert@unsw.edu.au
Phone 61 2 9949 3521; Fax 61 2 9948 7862

How to submit copy Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF format images with at least 300dpi resolution on disk or via e-mail.

Editorial deadlines Contributions should reach the editor by the first day of the month preceding the date of publication.

Subscriptions Membership of AATTC is $30 and includes subscriptions to both The Times and *Table Talk*. Individual copies of both journals are available at $2.50 per copy from the Railfan Shop in Victoria and the ARHS bookshop in Sydney.

Reproduction Material appearing in The Times or *Table Talk* may be reproduced in other publications, provided acknowledgment is made of the author and includes the words "The Times, journal of the Australian Association of Time Table Collectors". A copy of the publication which includes the reference must be sent to the editor.

Disclaimer 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.

AATTC Who's who

President	Duncan MacAuslan	1a Cheltenham St ROZELLE NSW 2039	(02) 9555 2667 0411 236 225
Vice-President	Chris Brownbill	37 Grange Rd BLACKBURN SOUTH Vic 3130	(03)9803-2880
Secretary	Glen Cumming	19 Peace St GLEN IRIS Vic 3146	(03) 9885-8546
Treasurer	David Cranney	PO Box 1657 TUGGERANONG ACT 2901	(02) 6294-2129
Auctioneer	Mark Peterson	43 Granault Pde CORIO Vic 3214	(03) 5275-5384
Distribution Officer	Victor Isaacs	PO Box E383 KINGSTON ACT 2604	(02) 6257-1742
Editor, The Times	Geoff Lambert	179 Sydney Rd FAIRLIGHT 2094	(02) 9949 3521
Editor, Table Talk	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Membership Officer	Stephen Ward	184 Karingal Drive FRANKSTON Vic 3190	(03) 9789-2263
Production Manager	Graeme Cleak	PO Box 315 NUNAWADING Vic 3131	(03) 9877-4130
Promotions Officer	Vacant		
Committee member	Derek Cheng	34 Orchard Rd BEECROFT NSW 2109	(02) 9614-1918, 0416-182970
Committee member	Graham Duffin	P.O. Box 74, Brisbane Roma St. Qld 4003	(07) 3275-1833
Adelaide Convenor	Robert Field	136 Old Mt Barker Rd STIRLING SA 5152	(08) 8339-2065
Brisbane Convenor	Dennis McLean	53 Barge St ARANA HILLS Qld 4054	(07) 3351-6496
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Melbourne Convenor	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Sydney Convenor	Robert Henderson	16 Cowrang Ave TERREY HILLS NSW 2084	(02) 9486-3828

NSWGR newspaper trains

For many decades, the four mainlines out of Sydney were graced by newspaper trains. These were mixed trains that departed in the early hours of the morning conveying the day's news to the country. This article by **VICTOR ISAACS** *looks at their history.*

This article concentrates on the Southern newspaper train because it lasted the longest, being the first to be introduced, and because, unlike the newspaper trains on the other main lines, it was always advertised in the public timetables. It will, however, also mention the newspaper trains on the other mainlines, and also other mixed trains on mainlines.

South

The first newspaper train was introduced on the Southern line, for political reasons. Trains on other lines followed. The Southern newspaper train commenced on 12 May 1887. The reason was that the proprietors of the two Sydney morning papers, then as now, the *Sydney Morning Herald* and the *Daily Telegraph*, wanted assistance with transport to country districts. They approached the NSW government, which was very sympathetic- at least as regards the Riverina, and therefore readily agreed to subsidise a train to convey newspapers there.

The NSW government was very conscious that the Riverina was twice as close to Melbourne as it is to Sydney. The NSW government was therefore afraid of losing it economically and socially to Victoria. The two Melbourne morning newspapers, the *Age* and the *Argus*, reached Wagga Wagga by about 6 pm each day, whereas the Sydney morning papers did not arrive there until the next day. The result was that almost no-one bought the Sydney papers with their stale news. This meant, horror of horrors, that the people of Riverina read Victorian news, but worse, they received Victorian views, and even worse, they responded to the advertisements in the Melbourne papers, resulting in almost all trade of the region being with Melbourne not Sydney.

Sydney to Goulburn—*continued.* 51

WEEK-DAYS.

DOWN.	159	187a	105	107	9	165	107a	109	41
	Goods.	Goods.	Pick-up.	Goods.	Express Mixed.	Goods.	Goods.	Goods.	Pick-up.
	a m	a m	ME a m	a m ME	a m	a m	a m	a m ME	a m ME
	C	C		C		C	C	C	
Darling Harbour ...dep.	...	...	...	...	...	...	...	...	...
SYDNEY ..... „	...	...	...	...	1 50			...	...
Enfield Yards ... „	...		12 45	1 ‖40	...			1 53	2 5
PICTON ..... arr.	...		3 38	4 2	4 16			4 47	6 0
PICTON ..... dep.	...		3 48	4 32	4 22			4L57	6 25
Tahmoor* ..... „	...		...	...	††			...	...
Bargo ... . arr.	...		4 41	5 25	4 54			5 50	7 23
Bargo ... . dep.	...		5 12	5L35	4 55			6 15	7 48
Yanderra* ..... „	...		...	...	...			...	...
Yerrinbool..... arr.	...		...	...	...			...	8 31
Yerrinbool..... dep.	...		6 0	6 23	5 19			7 3	8 36
Aylmerton*..... „	...		...	...	...			...	*
Mittagong Junct. „	...		...	...	...			...	...
Mittagong ..... arr.	...		6 50	...	5 45			7 52	9 17
Mittagong ..... dep.	...		7 27	7 11	5 50			8 7	10 0
Bowral... ..... arr.	...		7 43	...	5 57			...	10 16
Bowral... ..... dep.	...		8 5	7 26	5 59	...	...	8 23	10‖52
Shell and Baker's „ Brickworks Siding.*	...		...	...	...	...	...	...	...
Burradoo* ..... „	...		...	...	6 4	...	...	...	...
Berrima Junction „	...		...	...	...	...	...	...	...
Moss Vale ..... arr.	...		8 21	7 41	6 13	...	...	...	11‖40
Moss Vale ..... dep.	6 25	6 40	9 0	7 56	6 15	8 18	8 25	8 38	12 35
Werai* ..... „	...	...	...	...	6 24	...	...	...	...
Exeter ..... arr.	...	...	9 29	...	...	...	...	...	1 9
Exeter ..... dep.	6 53	6 56	9 35	8 24	6 35	8 46	8 41	9 6	1 24
Bundanoon..... arr.	...	...	9 45	...	...	...	...	...	1 345
Bundanoon..... dep.	7 2	7 5	9 55	8 33	6 44	8 55	8 50	9 15	2 32
Penrose ..... arr.	...	...	...	...	...	...	...	...	2 46
Penrose ..... dep.	7 15	7 16	10 8	8 46	6 56	9 8	9 1	9 28	3 0
Wingello ..... arr.	...	...	...	...	7 5	...	...	...	3 11
Wingello ..... dep.	7 26	7 24	10 19	8 57	7 6	9 19	9 10	9 39	3 121
Tallong... ..... arr.	...	...	...	...	...	...	...	9 51	3 33
Tallong... ..... dep.	7 37	7 35	10 30	9 8	7 17	9 30	9‖21	9 56	3 46
Medway ..... „	...	...	‡	...	...	...	...	...	...
Marulan ..... arr.	...	...	10 45	...	...	...	...	...	4 17
Marulan ..... dep	7 52	7 46	10 55	9 23	7 28	9 45	9 32	10 11	4 30
Carrick* ..... „	...	...	...	...	7 46	...	...	...	...
Towrang..... arr.	...	...	...	...	...	...	...	...	5 7
Towrang..... dep.	8 17	8 6	11 20	9 48	7 52	10 10	9 52	10 36	5 17
Murray's Flats* arr.	...	...	...	...	††	...	...	...	...
Murray's Flats* dep	...	...	...	...	8 5	...	...	...	...
North Goulburn arr	...	...	...	...	...	...	...	...	...
North Goulburn dep	...	...	...	...	a	...	...	...	...
GOULBURN ..... arr.	8 42	8 27	11 45	10 13	8 17	10 35	10‖13	11 1	5‖55
GOULBURN ..... dep.	...	...	...	...	8 42	...	...	...	...

See footnotes. Timed at Limited Goods speed Picton to Mittagong.

Worked by engine off No. 158. Not to run when No. 101 or 187a run.

Not to run when No. 101 or 159 run. Worked by 57 class engine off No. 586.

Worked by engine off No. 170. Not to run when No. 107a runs.

Worked by 57 class engine off No. 590. Not to run when No. 165 runs.

†† No. 9 Express Mixed stops at Tahmoor on Mondays, if required, to set down passengers; also calls at Mileage 132 m. 41 c.(mile post mileage), when required, to pick up school children

‖ No. 107 when No. 109 runs will depart Enfield Yards 1·25 a.m., Picton arrive 3·58 a.m., depart 4·32 a.m. as tabled.

¶ No. 107a, when No. 107 runs, departs Tallong 9·25 a.m., Marulan pass. 9·37 a.m., Towrang arrive 9·58 a.m., depart 10·1 a.m., Goulburn arrive 10·23 a.m.

*No. 41 Pick-up stops at Bargo, Yerrinbool and Aylmerton on Mondays to Fridays to pick up school children travelling to Bowral and Mittagong respectively, also conveys school children from Mittagong to Bowral; stops at Aylmerton if required to pick up passengers.

No. 41 is allowed 10 minutes Tahmoor, 2 minutes Yanderra, 2 minutes Aylmerton, 20 minutes Berrima Junction, 6 minutes Burradoo, 8 minutes Werai, 14 minutes Medway, 10 minutes Carrick, 4 minutes Murray's Flats, and 6 minutes North Goulburn, for work.

§ No. 41 Pick-up, on Saturdays, will leave Bowral at 10·52 a.m., Moss Vale arrive 11·35 a.m., depart 12·35 p.m., thence as table l.

† No. 41, when No. 323a runs, will depart Wingello at 3·42 p.m. and run 21 minutes later to Goulburn, arrive 6·16 p.m.

‡ When No. 105 is required to shunt Medway, 20 minutes will be allowed, 2 a.m. Goulburn arrive 12.12 p.m.

South WTT, 1937

The NSW government was therefore eager to facilitate the sale of Sydney papers in this region by running a daily train for their speedier delivery. Accordingly a Fast Mixed was introduced from Sydney to Albury in 1887.

The result of this newspaper train was that areas north of Wagga Wagga received Sydney papers before the Melbourne papers arrived and at Wagga Wagga they now arrived at about the same time. Wagga Wagga and north thereof were saved for New South Wales, although south of Wagga was still in jeopardy.

Hitherto, newspapers to the country had been despatched through the postal system. but it did not suit the Post Office to despatch mails in the early morning by the new train. Therefore the two Sydney newspapers were taken directly to Sydney station to be loaded onto the train. The government subsidised the operation of the train by £2500 per annum and this was paid to the Railways by the Post Office.

When introduced on 12 May 1887 the Southern newspaper train left Sydney at 4.50 am and was due into Albury at 8.50 pm. By 1889 it had been slowed to now arrive at Albury at 11.25 pm. Its schedule varied over the years. In particular, its departure times from Sydney were made earlier. But, there was one constant: it was always timetabled so as to arrive Mittagong or (after 1891) Moss Vale, shortly before the northbound Melbourne Express stopped for its passengers to partake of breakfast (and its engine partake of water). Presumably, this was so the passengers on this prestigious train could then obtain their Sydney papers.

In the timetable of 1 January 1890 it left Sydney at 4.40 am and was still due at Albury at 11.25 pm. By the timetable of 7 May 1905 its departure from Sydney was 3.0 am and it now was not due to arrive Albury until 12.45 am (12.25 am on Saturday nights when the up Melbourne Express ran to an earlier schedule). In late 1909 (probably October - the crucial timetable being unavailable to me) its schedule was significantly brought forward. It now left Sydney at 1.50 am and was due into Albury at 10.30 pm. This change coincided with the division of the Melbourne Express into two - the more important conveying Sleeping Car and First Class passengers only being titled the Melbourne Limited Express. The Melbourne Express had arrived at Moss Vale at 8.19 for breakfast. The Limited Express now arrived there at 7.35 am, thus the newspaper train had to be brought forward to suit. The train remained basically unchanged except for a speeding up to arrive Albury at 10.05 pm sometime between 1920 and 1928.

The balancing arrangements for the up mixed on the main South line were unusual. In 1890 a very slow mixed train left Albury at 9 am arriving Junee

Illawarra Suburban—*continued.* **DOWN.** 27

STATIONS.	MONDAYS TO FRIDAYS INCLUSIVE. 9 Mixed.	9a Shunting Trip.	17 Pick-up.	591 Subn. Goods	29a Empty Cars.	15 Goods.	P1 Parcel Van.	10 Empty Cars.	47a Empty Cars.
WYNYARD (Low) dep.	a m	C a m	a m	a m	a m	C ME a m	a m	a m	a m
Town Hall ..... "	...	...	...	...	...	...	...	...	...
St. James ..... "	...	...	...	...	...	...	...	...	...
Museum ..... "	...	...	...	...	...	...	...	...	...
CENTRAL..... "	...	...	...	...	...	...	...	...	...
Flying Jcts. .....pass	...	...	...	...	...	...	...	...	...
SYDNEY (Steam Station)dep.	2 15	...	...	...	...	...	3 10	...	...
Darling Harbour ... "	M ...	...	...	...	...	3 0	S ...	...	...
Wells-street .....pass	...	...	...	...	...	M ...	XL ...	...	...
Redfern .....dep.	...	...	Timed at 75 per cent. And under Goods speed.	...	...	3 8	...	...	Starts from Mortdale at 8-12 a.m.
Illawarra Junction .....pass	X I	I		I	...	X I	X I L	...	...
Alexandria Sidings .....dep.	...	2‡22	...	2 45	...	...	...	...	...
Erskineville ..... "	2 20	2 24	...	...	...	...	...	...	...
St. Peters ..... "	2 23	...	...	...	...	...	...	...	...
SYDENHAM { arr.	...	X I L 2 30	...	X I L ...	...	...	...	...	...
JUNCTION ... { dep.	2 26	2 33	...	2 53	...	3 16	3 18	...	3 37
Enfield Yards ..... "	...	X C ...	2 10	X C ...	...	X I L ...	...	...	I L ...
Darling Harbour ..... "	...	...	...	...	...	...	...	...	...
Meek's Road Jcts. { arr.	...	2 35	2 33	2 55	...	...	...	...	...
dep.	...	2 55	2 35	3 40	...	...	...	...	...
Marrickville ..... "	...	X I L ...	X I ...	...	...	...	...	...	...
Dulwich Hill ..... "	...	...	...	...	...	...	...	...	...
Hurlstone Park ... "	...	...	...	...	...	...	...	...	...
Canterbury ..... { arr.	...	...	...	...	...	...	...	...	...
dep.	...	...	...	...	...	...	...	...	...
Campsie ..... "	...	...	...	...	...	...	...	...	...
Belmore ..... "	...	...	...	...	...	...	...	...	...
Belmore Timber Sg.* "	...	...	...	...	...	...	...	...	...
Lakemba ..... { arr.	...	...	...	...	...	...	...	...	...
dep.	...	...	...	...	...	...	...	...	...
Wiley Park .....dep.	...	...	...	...	...	...	...	...	...
Punchbowl ..... "	...	...	...	...	...	...	...	...	...
Punchbowl Car { arr.	...	...	...	...	...	...	...	...	...
Sidings ..... { dep.	...	...	...	...	3 10	...	...	...	...
BANKSTOWN ..... arr.	...	...	...	...	3 13	...	...	...	...
Tempe ..... { arr.	...	2 57	2 37	...	...	...	...	...	...
dep.	2 29	3 0	2 47	...	...	...	3 21	...	...
Wolli Creek Junction ... "	...	...	...	...	...	...	...	...	3 40
Turrella ..... "	...	...	...	...	...	...	...	...	...
Bardwell Park ..... "	...	...	...	...	...	...	...	...	...
Bexley North ..... "	...	...	...	...	...	...	...	...	...
KINGSGROVE††† { arr.	...	3 15	...	...	...	...	...	...	3 50
dep.	...	3 27	...	...	...	...	...	...	...
Dumbleton ..... "	...	...	...	...	...	...	...	...	...
Narwee ..... "	...	...	...	...	...	...	...	...	...
Herne Bay††† ... { arr.	...	3 37	...	...	...	...	...	...	...
dep	...	3 40	...	...	...	...	...	...	...
Padstow..... "	...	...	...	...	...	...	...	...	...
Revesby..... "	...	4 †3	...	...	...	...	...	...	...
Panania ..... "	...	...	...	...	...	...	...	...	...
EAST HILLS†††... arr.	...	4 10	...	...	...	...	...	...	...
Arncliffe .....dep.	2 32	...	3 2	...	...	...	3 24	...	...
Banksia ..... "	2 35	...	...	...	...	...	3 27	...	...
Rockdale ..... { arr.	...	...	3 7	...	...	...	3 30	...	...
dep.	2 37	...	3 36	...	...	3 24	3 32	...	...
Kogarah ..... "	2 40	...	4 5	...	...	X I	X I	...	...
Carlton ..... "	2 43	...	...	...	...	...	3 36	...	...
Allawah ..... "	2 46	...	...	...	...	...	3 40	...	...
HURSTVILLE ..... { arr.	2 49	...	4 10	...	...	3 32	3 43	...	...
dep.	2L52	...	5 0	...	...	L 3 37	3 46	...	...
Penshurst ..... "	2 55	...	...	...	...	...	3 48	...	...
Mortdale ..... { arr.	...	...	5 5	...	...	...	3 51	...	...
dep.	2 57	...	...	...	...	...	...	...	...
Oatley ..... { arr.	...	...	...	...	...	...	3 54	4 15	...
dep.	3 0	...	...	...	...	...	3 57	...	...
Como ..... { arr.	...	...	...	...	...	...	...	...	...
dep.	3 4 28	...	...	...	...	3 48	4 1	4 19 P1.586	...
Como Goods Siding* ... "	...	...	...	...	...	...	...	...	...
Jannali ..... "	...	...	...	...	...	...	...	...	...
Sutherland..... { arr.	3 15	...	...	...	...	...	4 9	4 26	...
dep.	3 16	...	...	...	...	4 4	...	...	...
Woronora Cemetery†† arr	...	...	...	...	...	...	...	...	...
Loftus Junction* .....dep	...	...	...	...	...	...	...	...	...
The National Park* ... arr.	...	...	...	...	...	...	...	...	...
Engadine* .....dep	3 26	...	...	...	...	...	...	...	...
Heathcote ..... "	...	...	...	...	...	...	...	...	...
WATERFALL ..... { arr.	3 40	...	...	...	...	4 32	...	...	...
dep.	3 42 167	...	...	...	...	4 55	...	...	...
Returns on Up Journey as	...	8	18	...	3-18	...	4-15	4 37	4 55

Pot.Nowra

†When required to run on Mondays No. 9a will be due to depart Alexandria Sidings at 2-42 a.m., Sydenham arr. 2-50, dep. 2-53 a.m., Illawarra Local Jct. Tempe arr. 2-57 a.m., thence as tail ed.

Runs on Mondays, Wednesdays and Fridays when arranged.

† Arrives Rovesby 3-48 a.m. Engine Works No. 6.

Must not run when No. 9 trip runs.

Timed at 75 per cent. And under Goods speed.

Arrives Arncliffe at 2-51 a.m. Kogarah " 3-41 "

For Enfield.

Start, ...

When run from Enfield leaves there 2-56 a.m., and crosses to Illawarra Local Line at Meeks' Road Junction at 3-20 a.m., passes Hurstville 3-37 a.m., thence as tabled.

When required to run from Alexandria Sidings, leaves there at 3-15 a.m., Sydenham pass, 3-22 a.m., XIL, Hurstville pass, 3-37 a.m.

Conveys Newspapers.

Start, ...

Starts from Mortdale at 8-12 a.m.

Illawarra WTT 1935

Sydney to Lithgow—*continued.* 49

DOWN — WEEK-DAYS.

	177	9	17	217	89	19a	13	17
	Goods.	Mixed.	Pick-up.	Goods.	Pick-up.	Pick-up.	Light Engine.	Pick-up.
	a m	a m	ME SE a m	C SE ME a m	S a m	S a m	C a m	SE a m
Darling Harbour...dep.	...	...	...	...	...	...	...	...
SYDNEY..... ..... "	...	2 55	...	...	...	...	...	...
Flemington..... "	...	...	...	...	...	...	...	...
Enfield Yards "	1 †16	...	...	2 28	...	...	...	...
PENRITH ..... arr.	3 35	4 26	...	4 12	...	...	...	...
PENRITH ..... dep.	4 †5	4 47	5 0	5 5	5 0	...	...	5 40
Emu Plains..... arr.	...	...	5 6	...	5 6	...	...	5 46
Emu Plains..... dep.	4 †11	4 53	5 13	5 11	5 13	...	...	5 53
Lapstone Hil ... "	4 †19	4 59	5 21	5 19	5 21	...	...	6 1
Glenbrook ..... arr.	...	...	5 43	...	5 43	...	...	6 24
Glenbrook ..... dep.	4 †42	5a 18	5 58	5 42	5 56	...	...	6 39
Blaxland Jct.... arr.	...	...	...	...	...	...	...	...
Blaxland Jct.... dep.	4 †55	5 24	6 11	5 55	6 9	...	...	6 52
Blaxland* ..... "	...	a	...	...	...	...	...	...
Warrimoo* ..... "	...	a	...	...	...	...	...	...
Valley Heights arr.	5 †18	5 40	6 44	6 18	6 40	...	...	7 25
Valley Heights dep.	6 5 (177)	5 45 (177)	7 12	6 33	6 55	7 36 / 7 43 (215)	...	8 9 (215)
Springwood ... arr.	...	...	...	...	...	...	...	...
Springwood ... dep.	6 12	5 52	7 19	6 40	7 2	8 22	...	8 16
Faulconbridge* ... "	...	a	...	...	...	...	...	...
Linden ..... arr.	...	...	...	...	...	8 47	...	...
Linden ..... dep.	6 34	6 8	7 41	7 2	7 24	8 50	...	8 38
Woodford ..... arr.	...	...	...	...	...	9 2	...	...
Woodford ..... dep.	6 46	6 17	7 53	7 14	7 36	9 10	...	8 50
Hazelbrook ..... "	...	6 24	...	...	...	...	...	...
Lawson ..... arr.	7 3	6 31	8 10	7 31	7 53	9 36	...	9 7
Lawson ..... dep.	7 10	6 40	8L 48 (215)	7 38	8 0	9 58	...	9 15
Bullaburra* ..... "	...	a	...	...	...	...	...	...
Wentworth Falls arr.	...	...	9 9	...	8 21	10 24 (93)	...	9 36
Wentworth Falls dep.	7 31	6 58	9 14	7 59	8 26	11 25	...	9 41
Leura ..... arr.	...	...	...	...	...	11 41	...	...
Leura ..... dep.	7 47	7 12	9 30	8 15	8 42	11 55	...	9 57
Katoomba ..... arr.	7 53	7 17	9 36	8 21	8 48 (215)	12 1	...	10 3
Katoomba ..... dep.	7 56	7 22	9 59	8 24	9 25	...	...	10 33 / 11 3 (47)
Shell Siding* ..... "	...	...	...	...	...	...	...	...
Medlow Bath ... arr.	...	...	10 11	...	9 37	...	...	10 45 / 11 15 (23)
Medlow Bath ... dep.	8 8	7 32	10 23	8 36	9 52	...	...	10 57 / 11 41
Blackheath ..... arr.	...	7 39	10 32	...	10 1	...	...	11 6 / 11 50
Blackheath ..... dep.	8 17	7 40	10 47	8 45	10 16	...	...	11 21 / 12 5
MOUNT VICTORIA arr.	...	7 49	10 56 ‡‡	...	10 25	...	...	11 30 / 12 14
MOUNT VICTORIA dep.	8 26	7 52	11 16 (47) ‡‡	8 54	10 45	...	...	p m 12 0 / 1 14 (51)
Hartley Vale* ..... "	...	a	...	...	...	...	...	...
Bell ..... arr.	...	...	11 40	...	11 9	...	...	12 24 / 1 38
Bell ..... dep.	8 47	8 12	11 50	9 15	11 24	...	...	12 34 / 1 53
Newnes Jct. ... arr.	...	8 20	11 59	...	11 33	...	...	12 43 / 2 2
Newnes Jct. ... dep.	8 56	8 21	12 19	9 24	11 48	...	...	12 58 / 2 17
Clarence* ..... "	...	a	...	...	p m	...	...	...
Zig Zag ..... "	9 10	8 ‡36	12 33	9 38	12 2	...	...	1 12 / 2 31
Lithgow Coal Stage arr.	...	8 43	...	...	...	...	...	...
Lithgow Coal Stage dep.	9 19	8 58	12 42	9 47	12 11	...	11 46	1 21 / 2 40
Lithgow Yard arr.	9 21	9 0	...	9 49	12 13	...	...	1 23 / 2 42
Lithgow Yard dep.	...	9 4	...	...	...	...	12 48	... / ...
LITHGOW ..... arr.	...	9 5	12 44	...	...	...	...	... / ...
LITHGOW ..... dep.	...	9 10	...	...	...	...	...	... / ...

Allowed 3 minutes Faulconbridge, 9 minutes Hazelbrook, and 15 minutes Bullaburra.

Tuesdays, Wednesdays and Fridays. — Mondays and Thursdays, and when No. 217 runs.

† On Mondays, No. **177** leaves Enfield Yards 1·30 a.m., Penrith arrive 3·20, depart 3·58 a.m., and runs 7 minutes earlier than tabled to Valley Heights, arrive 5·11 a.m., depart 6·5 a.m., thence as tabled.

‡ **No. 9** Through Mixed calls at Zig Zag on Mondays to Fridays, when required, to pick up School Children and on alternate Fridays when required to set down Signal Sectionman ; also calls on Saturdays to pick up the wives of Signalmen and Ganger to convey them to Lithgow for marketing purposes.

‡‡ On Thursdays No. **17** will depart Mt. Victoria at 11·35 a.m. after crossing No. **47**; Bell arrive 11·59 a.m., depart 12·9 p.m. ; Newnes Junction arrive 12·18 p.m., depart 12·38; Zig Zag pass 12·52 p.m.; Lithgow Yard arrive 1·3 p.m.

No. **17** is allowed 10 minutes Blaxland or Warrimoo and 3 minutes at Hartley Vale.

No. **89** Pick-up is allowed 8 minutes for work at Blaxland or Warrimoo and 3 minutes at Hartley Vale.

For Instructions, see pages 14 to 46. For List of Runaway Catch-points, see page 47.

West WTT 1937

at 3.30 pm. Another slow mixed train left Wagga Wagga at 7 am arriving Harden at 1.45 pm. This 7 am from Wagga connected at Junee into the down Narrandera line train - compensation for Waggaites for the southwest line not junctioning from Wagga. The down newspaper train leaving Junee at 6.10 pm provided the connection in the other direction. From Harden there was a mixed train departing at 3.50 am which connected with the up day train from Goulburn at 11.40 am. Thus it appeared that it took three days to work the carriages back to Sydney.

By 1905 the situation was slightly more complicated because the mixed from Harden to Goulburn now ran only on Mondays, Wednesdays, Fridays and Saturdays. In late 1908, the earlier running of the down newspaper train (referred to above) led to missing the connection from the up southwest line train at Junee. Consequently, an additional complication was introduced by the running of a local Junee-Wagga Wagga mixed at 6.15 pm, due Wagga at 7.25 pm.

In either 1936, 1937 (WTT illustrated, p3) or 1938 the Southern Mixed train was cut back to Wagga and apparently conveyed newspapers only to Junee. It still left Sydney at 1.50 am and arrived Junee at 4.32 pm. It now connected there with a Rail Motor for Albury, speeding up the arrival of the Sydney papers in Albury from 10.05 pm to 8.25 pm. The Rail Motor was balanced by a 9.17 am departure from Albury for Junee. After a two hour rest, the Mixed continued from Junee at 6.33 pm to Albury, as a Goods train with "Composite carriage to be provided", but it appeared in the Public timetable only as far as Wagga Wagga.

An extract of he 1934 public timetable for the newspaper train connection from Goulburn to Canberra appears on our cover (bottom left).

Illawarra

On 1 January 1889 a South Coast newspaper train was instituted. This left Sydney at 4.15 am and arrived Kiama at 10.15 am. This was not advertised in the public timetable. On the opening of the line to Nowra on 2 June 1893 it was extended there. The portion of the journey between Kiama and Nowra was included in public timetables.

There is a gap in my public timetable collection between 1920 and 1928. It was sometime in this period that the South Coast line newspaper train was shown as a mixed train in the Public timetables all the way from Sydney. The 2 December 1928 Public timetable records its times as Sydney 2.10 am. Wollongong 5.10-5.27 am, Kiama 7.30-7.55 am and Nowra arrive 9.38 am.

The public timetable for the Illawarra paper train is on our page 7 and the working timetable of 1935 on page 4.

West

On 7 July 1891 a Western service was introduced. It left Sydney at 3.55 am and ran through to Nyngan to arrive there at 10.35 am next day. This was not advertised in the public timetable.

Up to the issue of 9 May 1909 the Public timetable only showed the down Western line Mixed train from Bathurst (1.50 pm) to Orange (due to arrive at 5.01 pm). This was balanced by an up Mixed from Orange (1.45 pm) to Bathurst (due 5.20 pm).

This situation changed with the Public timetable of 8 May 1910. This advertised the Mixed train all the way from Sydney. It was due to depart Sydney at 2.55 am, Bathurst from 12.55 pm to 1.40 pm and arrive Orange at 4.51 pm. The up Mixed now left Orange at 5.15 pm and was shown as terminating at Bathurst at 8.25 pm.

These new times only remained valid for a few months, because on 16 October 1910 the ten-tunnel deviation near Lithgow was opened replacing the Zig Zag and consequently all Western line trains were speeded up by about twenty minutes. The Mixed now left Sydney five minutes earlier at 2.50 am but arrived Bathurst 25 minutes earlier at 12.30 pm and Orange at 4.41 pm. The Orange-Bathurst up Mixed also now ran about thirty minutes earlier presumably to maintain crosses and rosters.

A mid-1930s working timetable showing the west paper train is on our page 5 and an extract of the public timetable for 1934 is on our cover (top left).

A Parliamentary inquiry

In 1901 the various Post Offices were transferred from the Colonies/States to the new Commonwealth government. The Commonwealth Post Office discovered the annual subsidy of £2500 per annum. This was to the benefit of only one State - more accurately, it was for the benefit of the two Sydney morning papers only. There was no comparable payment in any other State. So, the Commonwealth discontinued the subsidy. The two Sydney morning papers, not surprisingly, complained. And, the papers being influential, the matter was raised in both Commonwealth and State Parliaments. The NSW Legislative Assembly established a Select Committee to look into their grievance. The report gives interesting information about the running of these trains.

The Chief Traffic Manager, John Harper, said the trains provided a very suitable day passenger service between Moss Vale and Wagga Wagga, and Eskbank (Lithgow) and Dubbo. This is strange because the Western train did not appear in the public timetable in this period except between Bathurst and Dubbo. In November 1901 the Southern train was averaging 49 passengers a day, the Western train 47 a day and the South Coast train only 10 a day. But the South Coast train was important for the return of empty milk cans.

In 1902 the Western train did not start from Sydney, but from Clyde. Mr Harper explained that the goods vehicles composing it were taken there by trip trains, and the brake van in which the newspapers was placed taken out of Sydney by the Southern newspaper train.

Mr Harper also gave evidence about how the loads of the mixed trains were severely curtailed to ensure relatively speedy runs.

The obvious omission in 1902 was any newspaper train to the North. The Secretary to Railways in his evidence said that a Northern train could not be justified because the railways had so little goods traffic - almost all freight from Sydney to Newcastle being conveyed by ship.

This inquiry is great for timetable students 97 years later, but it resulted in no changes at the time.

North

The Northern line Mixed train first appeared in Public timetables some time between 1916 and 1920 when its times were Sydney depart 1.15 am, Newcastle arrive 6.10 am.

1928 situation

A summary at the peak time for newspaper trains, 1928, may be interesting:

South: 1.50 am Mixed Sydney to Albury due 10.05 pm. This was still the most important newspaper train and had lots of connections. At Goulburn it connected with a 8.45 am mixed train to Canberra, also at Goulburn there was a connection with a 9 am Rail Motor to Crookwell, at Yass Junction a connection with a 11.40 am "Tram" to Yass Town and yet another connection at Harden - with a 1.50 pm Rail Motor to Young.

West: 2.55 am Mixed Sydney to Orange due 4.12 pm.

North: 1.15 am Mixed Sydney to Newcastle due 6.18 am. At Newcastle this connected with Passenger trains at 6.40 am to Cessnock and 7.40 am to Singleton.

South Coast: 2.10 am Mixed Sydney to Nowra due 9.38 am.

The **1951** NSWGR Composition Book records the rolling stock that then ran on the trains.

1.45 am South: LHG van, CX 1st/2nd compartment carriage, LFX 2nd class compartment carriage, goods vehicles as required.

2.45 am West: CHO van (attached at Granville), VHO van (to Dubbo), CX, LFX, goods vehicles.

1.30 am North varied according to the day, but on Tue, Wed, Sat: MLV van, VHO van, BX 1st compartment carriage, LFX, LFX (and LFX and LFX Saturday)

2.10 am Nowra: EHO van, BX, LFX, goods vehicles.

End of newspaper trains

South: Some time between 1949 and 1952 the Southern newspaper train was cut back from Wagga Wagga to Junee in the Public timetables. As from the timetable of 21 June 1964 it was severely pruned to run only to Goulburn. Then from 1 November 1970 it became a purely suburban train running only as far as Campbelltown (but still appeared in the country Public timetable for the 1970 edition!).

West: From the timetable of 24 January 1960, the Orange mixed train was replaced by an electric interurban train at 3.55 am to Bowenfels.

Illawarra: From the timetable of 22 June 1969 the Nowra newspaper train was cut back to only run to Wollongong (except on Monday mornings when it still ran through to Nowra). It was removed entirely from 2 June 1974.

North: The last of the early morning mixeds to commence, the Newcastle train, was the last to continue running. By the 1970s it is very doubtful if it still conveyed newspapers, so perhaps it should just be called the very early

morning train. In the timetable of 27 November 1983 it was cut back to be just a local to Gosford.

Sydney Trams

The Sydney Tramway system also had an important role in the distribution of Sydney's morning newspapers. The Working Orders of the NSW Tramways contained detailed instructions for the conveyance of papers, for example: "Morning papers not called for by agents must be put on footpath, in front of shop; but otherwise employees must not leave their trams to deliver papers".

The 1912 Working Orders set out delivery of newspapers by the following trams:

- 4.31 am Circular Quay to Balmain
- 5.07 am Rozelle Junction to Drummoyne (connecting from the 4.31 to Balmain)
- 4.37 am Circular Quay to Annandale, Leichhardt and Abbotsford
- 4.20 am Railway Gates to Dulwich Hill
- 5.11 am Railway Gates to Glebe Point
- 4.31 am Circular Quay to Waverley
- 4.56 am Waverley Depot to Bondi (connecting from the 4.31 to Waverley)
- 5.03 am Waverley Depot to Little Bay (also connecting from the 4.31 to Waverley)
- 4.31 am Circular Quay to Coogee
- 3.55 am Milson's Point to North Sydney.

The 1937 Working Orders contained similar provisions. They had disappeared by the time of the 1952 Working Orders, although this still contained instructions for *ad hoc* delivery of newspapers by tram. (I recall as a child also seeing this in Melbourne for the afternoon paper the *Herald*. Regular deliveries were by motor truck, but if a newsagent needed additional copies, rather than send a truck specially, they were delivered by tram.)

Sydney double-deck buses were designed with a cupboard under the stairs which was used for newspapers and parcels being delivered.

No doubt newspaper deliveries were also made by early morning suburban trains but I do not have any information.

Sources

The main sources of this article are NSWGR public timetables, Working Orders of the NSW Tramways, the Report of the 1902 NSW Legislative Assembly Committee of Inquiry, and Commonwealth Parliamentary Papers of August 1901 and January 1902 concerning carriage of newspapers by rail. The assistance of Ross Willson is gratefully recorded.

Illustrations came from the Author's Ted Downs and Editor's collections of NSWGR Public and Working Timetables. Readers will note that the newspaper trains seem to have been 'No 9', wherever they ran. Photographic illustrations on the cover by the Editor.

SYDNEY—WOLLONGONG—NOWRA, and PORT KEMBLA Line

Height	Dist.	Train No.— MONDAYS TO FRIDAYS	9											43	55			Mons to Thurs	Mons to Thurs	47 Fris only				99		105				151	
Feet	Miles		Mixed a.m.	g a.m.	g a.m.	g a.m.	g a.m.	g a.m.	g a.m.	g a.m.	g a.m.	g a.m.	g a.m.	g a.m.	✱✚ a.m.	g a.m.	g p.m.	g a.m.	g p.m.	g p.m.	g p.m.	g p.m.	g p.m.	g p.m.	g p.m.	g p.m.	p.m.	p.m.	g p.m.	g p.m.	g p.m.	
67	—	SYDNEY A/V R lv	1 38	..	..	..	..	..	..	5e54	..	..	7 57	9 35		..	..	11e51	..	12 15	..	..	..	2 27	..	3 3	..	..	..	4 28			
11	3½	Sydenham .....R	..	..	..	..	..	..	..	6 3	..	..	..	..		..	..	11 59	..	12/23	..	..	..	2/35	..	..	..	..	..	4/37			
216	9	Hurstville .....R	2 1	..	..	..	..	..	..	6 22	..	..	8/16	9/51		..	..	12 13	..	12/35	..	..	..	2/46	..	3/22	..	..	..	4 48			
355	15½	Sutherland ..... S	2 30	..	..	..	..	..	..	6x43	..	..	8/38	10f 4		..	..	12x35	..	12/54	..	..	..	3f 7	..	3 41	..	..	..	5 6			
741	24	Waterfall	2 57	..	..	..	..	..	..	7 6	..	..	9 8	..		..	..	12 57	..	1 19	..	..	..	..	..	4 9	..	..	..	5 32			
479	29	Helensburgh	3 18	..	..	..	..	..	..	7 19	..	..	9 18	..		..	..	1 7	..	1 29	..	..	..	..	..	4 19	..	..	..	5 42			
348	31	Lilyvale	3a24	..	..	..	..	..	..	..	..	..	9 24	..		..	..	1 14	..	1 35	..	..	..	..	..	4 25	..	..	..	5a48			
347	32½	Otford	3a29	..	..	..	..	..	..	7a29	..	..	9 28	..		..	..	1 20	..	1 39	..	..	..	..	..	4 29	..	..	..	5 52			
289	35	Stanwell Park	3a35	..	..	..	..	..	..	7 34	..	..	9 33	..		..	..	1 26	..	1 44	..	..	..	..	..	4 34	..	..	..	..			
244	37	Coal Cliff	3a40	..	..	..	5 52	..	..	a	7 49	9 5	9 37	..		..	..	1 31	1 50	1 48	..	..	3 17	..	..	4 38	..	..	5 23				
269	37½	Coal Cliff South	..	..	..	..	5 55	..	..	c	7 52	9 7	..	..		..	..	———	1 52	1 50	..	..	3 20	..	..	4a40	..	..	5 26	..			
293	39	Scarborough	3 48	..	..	..	6 1	..	7 4	7 46	7 59	9 14	9 46	..		..	..	..	1 59	1 57	..	..	3 26	..	..	4 46	..	..	5 30	..			
213	40	Wombarra	a	..	..	..	6 4	..	7 7	7 50	8 2	9 17	9 49	..		..	..	2 3	2 0	..	..	3 29	..	..	4 49	..	..	5 33	..			
130	41	Coledale	3 54	..	..	..	6 8	..	7 11	7 53	8 6	9 21	9 53	..		..	..	2 7	2 4	..	..	3 33	..	..	4 53	..	..	5 36	..			
70	42½	Austinmer	3 58	..	..	..	6 12	..	7 15	7 57	8 10	9 25	9 57	..		..	..	2 11	2 8	..	..	3 37	4 2	..	4 57	..	..	5 40	..			
47	43½	Thirroul	4 1	5 58	6 5	..	6 16	6 24	7x20	8 0	8 14	9 29	10 0	..		..	..	2 15	2 11	..	..	3 41	4 5	4 26	5 0	..	5 11	5 43	..			
56	45	Bulli	4 24	6 2	6 9	..	6 20	6 28	7 24	8 10	8 18	9 33	10 4	..		..	..	2 20	2 23	..	..	3 44	4 9	4 30	5 4	..	5 15	5 46	..			
34	46	Woonona	4 28	6 6	6 13	..	6 24	6 32	7 27	8 13	8 22	9 36	10 7	..		..	..	2 24	2 26	..	..	3 48	4 12	4 34	5 7	..	5 19	5 49	..			
33	47	Bellambi	4 32	6 9	6 16	..	6 28	6 36	7 30	8 16	8 25	9 39	10 10	..		..	..	2 28	2 29	..	..	3 52	4 15	4 37	5 10	..	5 23	5 52	..			
47	48	Corrimal	4 37	6 12	6 19	..	6 31	6 39	7 33	8 19	8 28	9 42	10 13	..		..	..	2 31	2 32	..	..	3 56	4 18	4 41	5 13	..	5 27	5 55	..			
41	48½	Towradgi	4 41	6 15	6 22	..	6 34	6 42	7 36	8 22	8 31	9 45	10 15	..		..	..	2 34	2 35	..	..	3 59	4 20	4 44	5 15	..	5 30	5 58	..			
23	49½	Fairy Meadow	4 44	6 18	6 25	..	6 37	6 45	7 39	8 25	8 34	9 48	10 18	..		..	..	2 37	2 38	..	..	4 2	4 23	4 47	5 18	..	5 33	6 1	..			
18	50½	North Wollongong	4 47	6 22	6 29	..	6 41	6 49	7 42	8 28	8 37	9 51	10 22	..		..	..	2 41	2 42	..	3 51	4 5	4 26	4 50	5 22	..	5 37	6 4	..			
56	51½	WOLLONGONG R ar	4 51	6 25	6 32	..	6 44	6 52	7 45	8 31	8 40	9 54	10 25	11 0		..	..	2 44	2 45	..	3 54	4 8	4 29	4 53	5 25	..	5 40	6 7	..			
		A/V lv	5 20	6 28	6 35	6 41	6 47	6 55	7 51	8 32	..	..	10 33	11 2		11 15	2 34	..	2 47	2 47	3 51	3 57	4 11	4 31	4 56	5 33	5 23		6 12	..		
44	52½	Coniston	5 23	6 31	...	6 44	6 50	6 58	7 54	8 35	..	..	10 36	11 4		11 18	2 37	..	2 50	2 50	3 54	4 0	4 15	4 34	4 59	5 36	5 26	..	6 15	..		
11	53½	Lysaght's	..	6 34	6 40	6 47	6 53	7 1	..	8 38	..	..	..	..		11 21	2 40	..	2 53	2 53	3 58	..	4 18	..	5 2	..	..	..	6 18	..		
9	54½	Cringila	..	6 37	6 43	6 50	6 56	7 4	..	8 41	..	..	..	..		11 24	2 43	..	2 56	2 56	4 1	..	4 21	..	5 5	..	..	..	6 21	..		
13	55	Port Kembla North ..ar	..	6 40	6 46	6 53	6 59	7 7	..	8 44	..	..	..	..		11 27	2 46	..	2 59	2 59	4 7	..	4 24	..	5 8	..	..	..	6 24	..		
13	56	PORT KEMBLA ....ar	..	6 44	..	..	7 3	..	..	8 47	..	..	..	..		11 31		..	3 3	3 3	4 10	..	4 28	..	5 11	..	..	..	6 27	..		
45	55	UNANDERRA lv	5a28	..	..	..	..	..	7 59	..	..	..	10 42	11 9		..	..	..	..	..	..	4 7	..	4 40	..	5 42	5f47	..	..	..			
19	57	Kembla Grange	a	..	..	..	..	..	a	..	..	..	a	b		..	..	..	..	..	..	a	..	a	..	a	..	..	..	..			
34	59	Dapto	5a40	..	..	..	..	..	8 8	..	..	..	10 52	11 17		..	..	..	..	..	..	4 20	..	4 49	..	5 52	..	..	..	..			
42	62	Yallah	a	..	..	..	..	..	a	..	..	..	a	b		..	..	..	..	..	..	a	..	a	..	6a 0	..	..	..	..			
14	64	Albion Park	6a 5	..	..	..	..	..	8 28	..	..	..	11 3	11 25		..	..	..	..	..	..	4 36	..	4 59	..	6 5	..	..	..	..			
46	65½	Oak Flats	a	..	..	..	..	..	a	..	..	..	a	b		..	..	..	..	..	..	a	..	a	..	6a10	..	..	..	..			
10	69	Shellharbour	6a35	..	..	..	..	..	8 39	..	..	..	11 15	11 34		..	..	..	..	..	..	4 50	..	5 10	..	6 20	..	..	..	..			
14	70½	Minnamurra	6a42	..	..	..	..	..	8 44	..	..	..	a	b		..	..	..	..	..	..	4 55	..	5 15	..	6 24	..	..	..	..			
20	73	Bombo	6a50	..	..	..	..	..	8 51	..	..	..	11 26	11 42		..	..	..	..	..	..	5 3	..	5 21	..	6 32	..	..	..	..			
41	74	KIAMA	7k35	..	..	..	..	..	8 54	..	..	..	11 29	11 45		..	..	..	..	..	..	5 7	..	5 24	..	6 35	To Moss Vale, see Table 4.	..	..	..			
11	78½	Omega	7a47	..	..	..	..	..	..	..	..	..	..	a		..	..	..	..	..	..	..	..	..	..	..		..	..	..			
61	80	Gerringong	7 51	..	..	..	..	..	..	..	..	..	..	11 54		..	..	..	..	..	..	..	..	..	..	..	¶ Arr. 5.32	..	..	..			
31	82½	Toolijooa	8a 9	..	..	..	..	..	..	..	..	..	..	a		..	..	..	..	..	..	..	..	..	..	..		..	..	..			
24	87½	Berry	8 23	..	..	..	..	..	..	..	..	..	..	12 5		..	..	..	..	..	..	..	..	..	..	..		..	..	..			
31	90	Jasper's Brush	8a40	..	..	..	..	..	..	..	..	..	..	a		..	..	..	..	..	..	..	..	..	..	..		..	..	..			
26	95½	NOWRA .....ar	8 51	..	..	..	..	..	..	..	..	..	..	12 16		..	..	..	..	..	..	..	..	..	..	..		..	..	..			
		(Bomaderry).																															

SOUTH COAST DAYLIGHT EXPRESS — Air-conditioned Diesel Train

For notes *a*, *b*, *c*, *d*, *f* and R, see page 30.
g One class accommodation only.
k Arrive Kiama 6.53 a.m.
x Change trains.
A/V Avis Rent-A-Car available see page 4.

ᴇ Starts from Central (Electric) Platforms.
$ For complete service, see Sydney Suburban Services Time-table.
✱ Reserved seats only fee 2s. 0d.—see page 14.
✚ Light refreshments (individual tray service) also liquor service available on the train.

TABLE 1

25

Public timetable, 21 June 1964, showing the Illawarra newspaper train

Route 95: Chatswood to Gladesville bus time-tables.

JIM O'NEIL

The one-time route 95, from Chatswood to Gladesville, is one of the oldest bus routes on Sydney's North Shore. Originally operated by George Newman's Longueville Bus Company, it was sold to Hunter's Hill Bus Co. in 1955. The oldest timetable I have is the April 30 1956 (shown on pp 9 & 10), still running on roughly Newman's schedule. It required two buses operating at half-hourly intervals, with a third bus added at peak hours. Almost all services ran through between the two terminals, although a couple of services ran to or from Penrose St, in West Lane Cove. This allowed more rapid travel to the Depot in Monash Road, Gladesville, northwest of the Gladesville terminal. However, I wonder how many passengers caught the 6.13 from Penrose St to Lane Cove, which ran only five minutes behind the first bus of the day. This was really a positioning run to allow the first bus TO Gladesville to leave Lane Cove at 6.18 a.m.

There were two other short runs: the 8.47 Special to Penrose St, which took up a run to Lane Cove West Public School. Only for the first two stops did this run along Route 95. This service did not appear in future timetables, though I have seen it still operating in the 1990's. The afternoon run was never shown. The School Term only (S is not explained) 3.40 to Fig Tree, which ran from the 53 stand, as it was so close behind the 3.38, leaving from the 95 stand in front of it, returned to Lane Cove (shown on the wrong side of the timetable!) to leave again at 4.10, for Gladesville. Both runs would pick up school children arriving by tram from High Schools in the North Sydney area.

Saturday service was also half hourly until the 9.40p.m. from Gladesville - only the third, peak-hour bus was missing. The buses marked * probably waited for the pictures to finish, though again there is no explanation of the sign in the timetable. Sundays had fewer services than any other day - only hourly in the morning: the old idea that one shouldn't run in church hours had not been completely given up. The Holiday timetable had more services than Sunday - half hourly in the mornings and we may note the rather different times of departure on the two days. I have no idea why that happened.

The next timetable shown (on pp 10 & 11) is 2nd December 1985, run by Hunter's Hill's successor, North & Western. The basic service still has the same pattern, with a fourth through bus in the early afternoon peak. However evening services didn't run after 8.30, except on Late Shopping Nights (normally Thursdays). Extra services were also run, one each way from Gladesville to Mars Road (just north of Penrose St and just below the Easter Saturday timetable on the map), and numerous School services, many to Hunter's Hill High. The blank rows below the 8.05a.m. from Chatswood had been extra morning services to Hunter's Hill High in earlier timetables, but presumably now carried school pupils only.

The holiday service was reduced to hourly only, as was Sunday, with an hour's break for the driver's lunch. There were no buses on Christmas and Good Friday, but additional services were run on Easter Saturday - it seems odd to print a timetable for only one day in the year. Saturday afternoons show an odd pattern. While it would seem that this timetable could be run by a single bus, in fact each bus left Chatswood at 3 minutes before the hour travelling on the 43 to West Ryde, and returned at 1 minute past. In this way two buses provided hourly service on both the 43 and 95 routes, although the 43 could not return to Chatswood in under an hour.

The next timetable was the general reorganisation of 23rd July 1990 - the service from Chatswood is shown on p 11, bottom. The great majority of the buses from Chatswood were diverted over the old route 234, Gladesville - Valentia St. Wharf via Boronia Park at the Gladesville end. The 234 was renumbered 538, and ran only at peak hours. The Chatswood-Gladesville was renumbered 536, and ran mostly via Boronia Park. A new run, with additional hourly service from Chatswood, the 537 ran to Valentia St. and the 536 and 537 were timed so that passengers could change from one to the other at Hunter's Hill (with a walk across the freeway overpass). Some service was provided on the old route 95 into Gladesville, with a few buses diverted that way (marked P) and two extended from the Gladesville terminus to Prince Edward St - marked G. (We wouldn't want to leave Victoria Road to the government bus, would we, even though the route 500 provided a much more frequent service?).

The new route 530, Wynyard - West Ryde via Lane Cove is also shown between Lane Cove and Gladesville. Marked R, its services show no intermediate timing point between Hunter's Hill and Gladesville. While it mostly ran along the main, northern route of the 536, it did not divert north from Ryde Road to Boronia Park.

The 537 was not a success and passengers from Woolwich did not care for the poorer service, with a change of buses required. The 538 resumed full time service and the 537 ceased. Services on the 536 now alternated between Boronia Park and the old route 95 via Prince Edward St and Victoria Road.

This pattern is shown in the last timetable shown (on p 12), that starting 16th March 1998. By this time another change had occurred. The 536 was through routed with the 535, Gladesville to Meadowbank (once the 152) and then both services took the number 536. The two halves of the service

retained their distinct characters, with the Chatswood end having a half-hourly basic service, and running on a fairly direct route, while the Meadowbank end is basically hourly, and runs a winding route with quite a number of variations.

We may notice that there is no bus eastbound through Top Ryde before 8.15a.m. Passengers to or from Top Ryde usually travelled to the Putney area, rather than the short distance to Meadowbank station, and passengers for Top Ryde, who were changing from the train, would find West Ryde station more convenient. But there is no corresponding gap westbound in the evening. Who travelled to Top Ryde, arriving at 9.12 p.m., with no return bus until the next morning? If we look at the westbound timetable, we see a bus leaving Meadowbank at 9.04, marked B. On page 8 it tells us that B means "Travel between Meadowbank and Ryde is provided by a Route 534 bus. Onward passengers transfer to route 536 bus at Ryde Shops." And this 536 is the bus which has just arrived from Chatswood at 9.12 and leaves at the same time for the day's last run to Gladesville.

This is the timetable that was in force when Sydney Buses took over route 536 from North & Western in December 1999.

TIME TABLE

Dep. Glades.	Arr. and Dep. Penrose St.	Arr. Lane Cove Term.	Arr. Chats.	Dep. Chats.	Arr. Lane Cove Term	Arr. and Dep. Penrose St.	Arr. Glades.
HOLIDAYS							
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
7.10	7.22	7.27	7.35	7.38	7.46	7.52	8.5
8.8	8.21	8.27	8.35	8.38	8.46	8.52	9.2
8.38	8.51	8.57	9 5	9.8	9.16	9.22	9.35
9.8	9.21	9.27	9.35	9.48	9.56	10.2	10.15
9.48	10.1	10.7	10.15	10.18	10.26	10.32	10.45
10.18	10.31	10.37	10.45	10.48	10.56	11.2	11.15
10.48	11.1	11.7	11.15	11.18	11.26	11.32	11.45
11.18	11.31	11.37	11.45	11.48	11.56	12.2p.m.	12.15p.n
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
11.48a.m.	12.1	12.7	12.15	12.35	12.43	12.49	1.2
12.35	12.48	12.54	1.2	1.5	1.13	1.19	1.32
1.5	1.18	1.24	1.32	1.35	1.43	1.49	2.2
1.35	1.48	1.54	2.2	2.5	2.13	2.19	2.32
2.5	2.18	2.24	2.32	2.35	2.43	2.49	3.2
2.35	2.48	2.54	3.2	3.3	3.11	3.17	3.30
3.5	3.18	3.24	3.32	3.33	3.41	3.47	4.0
3.30	3.43	3.49	3.57	4.0	4.8	4.14	4.27
4.0	4.13	4.19	4.27	4.30	4.38	4.44	4.57
4.30	4.43	4.49	4.57	5.0	5.8	5.14	5.27
5.0	5.13	5.19	5.27	5.30	5.38	5.44	5.57
5.30	5.43	5.49	5.57	6.0	6.8	6.14	6.27
6.0	6.13	6.19	6.27	6.30	6.38	6.44	6.57
6.30	6.43	6.49	6.57	7.0	7.8	7.14	P7.28
7.0	7.13	7.19	7.27	7.30	7.38	7.44	P7.57
7.30	7.43	7.49	7.57	*8.0	8.8	8.14	8.27
8.0	8.13	8.19	8.27	8.30	8.38	8.44	8.57
8.30	8.43	8.49	8.57	9.0	9.8	9.14	9.27
9.0	9.13	9.19	9.27	9.30	9.38	9.44	9.57
9.30	9.43	9.49	9.57	10.5	10.13	10.20	—
10.0	10.13	10.19	10.27	10.30	10.38	10.44	10.57
—	—	—	—	*11.0	11.8	11.14	11.28
**11.10	11.21	11.29	11.37	11.40	11.48	11 54	12.7a.m.

"Weekly Times" Print, Gladesville—WX2658

GLADESVILLE to CHATSWOOD STATION

HUNTER'S HILL BUS CO.
1-3 Monash Road,
GLADESVILLE
PHONE: WX1601
C. PAULL, Manager.

Route 95

TIME TABLE COMMENCING

MONDAY, APRIL 30, 1956.

SUNDAYS, GOOD FRIDAY, and CHRISTMAS DAY

A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
7.30	7.43	7.49	—	—	8.5	8.11	8.24
8.26	8.39	8.45	8.53	8.57	9.5	9.11	9.24
9.26	9.39	9.45	9.53	9.57	10.5	10.11	10.24
10.26	10.39	10.45	10.53	10.57	11.5	11.11	11.24
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
11.26a.m.	11.39a.m.	11.45a.m.	11.53a.m.	11.57a.m.	12.5	12.11	12.24
12.26	12.39	12.45	12.53	12.57	1.5	1.11	1.24
12.58	1.11	1.17	1.25	1.27	1.35	1.41	1.54
1.26	1.39	1.45	1.53	1.57	2.5	2.11	2.24
1.56	2.9	2.15	2.23	2.27	2.35	2.41	2.54
2.26	2.39	2.45	2.53	2.57	3.5	3.11	3.24
2.56	3.9	3.15	3.23	3.27	3.35	3.41	3.54
3.26	3.39	3.45	3.53	3.57	4.5	4.11	4.24
3.56	4.9	4.15	4.23	4.27	4.35	4.41	4.54
4.26	4.39	4.45	4.53	4.57	5.5	5.11	5.24
4.56	5.9	5.15	5.23	5.27	5.35	5.41	5.54
5.26	5.39	5.45	5.53	5.57	6.5	6.11	6.24
5.56	6.9	6.15	6.23	6.57	7.5	7.11	7.24
6.56	7.9	7.15	7.23	7.27	7.35	7.41	7.54
7.26	7.39	7.45	7.53	7.57	8.5	8.11	8.24
8.26	8.39	8.45	8.53	8.57	9.5	9.11	9.24
9.26	9.39	9.45	9.53	9.57	10.5	10.11	10.24
10.30	10.43	10.49	10.57	11.0	11.8	11.14	11.27

1. Route 95 Timetable Monday April 30 1956.

TIME TABLE

MONDAYS TO FRIDAYS

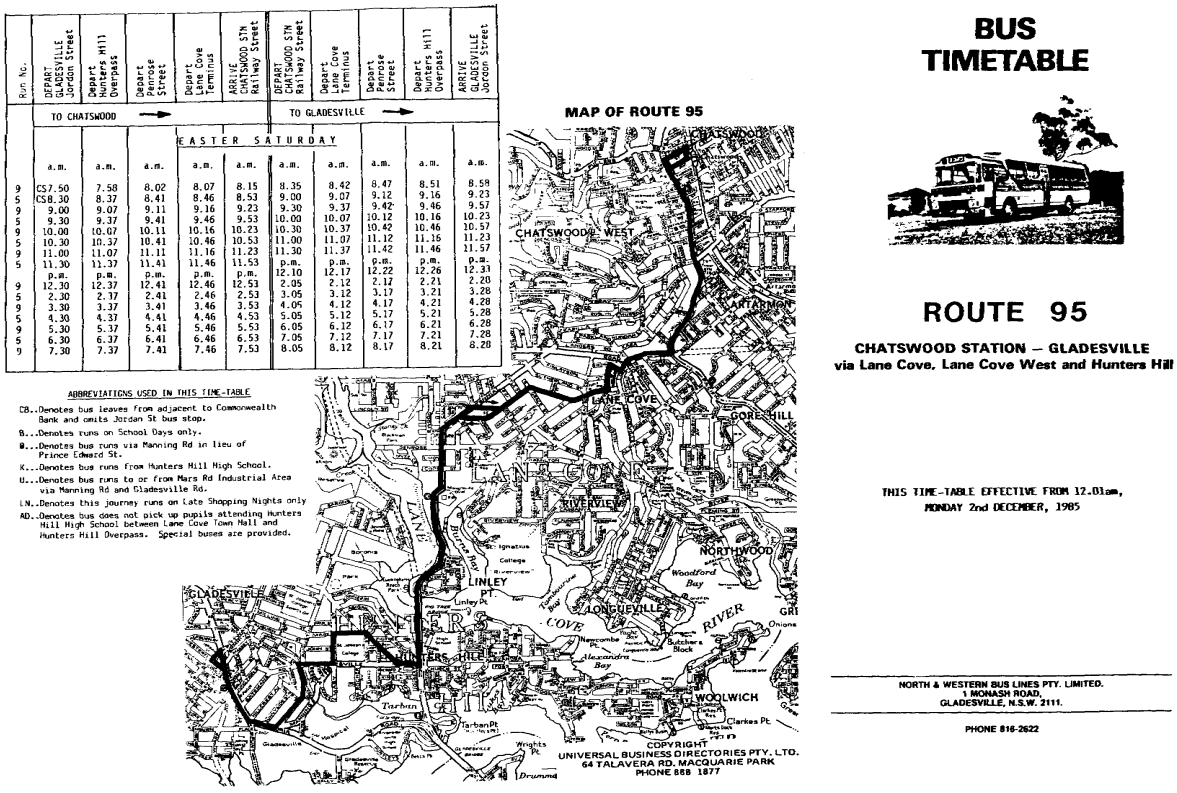
Dep. Glades.	Arr. and Dep. Penrose St.	Arr. Lane Cove Term.	Arr. Chats.	Dep. Chats.	Arr. Lane Cove Term.	Arr. and Dep. Penrose St.	Arr. Glades.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
5.55	6.8	6.14	6.23	6.27	6.35	6.41	6.54
—	6.13 arr.	6.18	—	dep.	6.18	6.23	6.35
6.18	6.30	6.35	6.46	6.47	6.55	7.1	7.14
6.36	6.49	6.55	7.3	7.7	7.15	7.21	7.34
6.55	7.8	7.14	7.22	7.27	7.35	7.41	7.54
7.15	7.28	7.34	7.42	7.47	7.55	8.1	8.14
7.35	7.48	7.54	8.2	8.7	8.15	8.21	8.34
7.55	8.8	8.14	8.22	8.37	8.45	8.51	9.4
8.15	8.28	8.34	8.42	8.47	Spec.	Penrose	St. —
8.37	8.50	8.56	9.4	9.18	9.26	9.32	9.45
—	dep. 9.5	School special to Lane Cove West. Return to Lane Cove Tram Terminus 9.20					
9.7	9.20	9.26	9.34	9.48	9.56	10.2	10.15
9.45	9.58	10.4	10.12	10.18	10.26	10.32	10.45
10.15	10.28	10.34	10.42	10.48	10.56	11.2	11.15
10.45	10.58	11.4	11.12	11.18	11.26	11.32	11.45
11.15	11.28	11.34	11.42	11.48	11.56	12.2p.m.	12.15p.m.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
11.45a.m.	11.58a.m.	12.4	12.12	12.35	12.43	12.49	1.2
12.35	12.48	12.54	1.2	1.5	1.13	1.19	1.32
1.5	1.18	1.24	1.32	1.35	1.43	1.49	2.2
1.35	1.48	1.54	2.2	2.5	2.13	2.19	2.32
2.5	2.18	2.24	2.32	2.35	2.43	2.49	3.2
2.35	2.48	2.54	3.2	3.5	3.13	3.19	3.32
3.5	3.18	3.24	3.32	3.38	3.46	3.52	4.5
—	—	—	—	S3.40	3.48	3.54	Fig Tree Wharf
					3.59	Return	Lane Cove
—	—	—	—	—	4.10	4.16	4.30
3.40	3.53	3.59	4.7	4.10	4.18	4.24	4.37
4.9	4.22	4.28	4.36	4.41	4.49	4.55	5.8
4.30	4.43	4.49	4.57	5.3	5.11	5.17	5.30
4.50	5.3	5.9	5.17	5.24	5.32	5.38	5.51
5.10	5.23	5.29	5.37	5.41	5.49	5.55	6.8
5.30	5.43	5.49	5.57	6.0	6.8	6.14	6.27
5.51	6.4	6.10	6.18	6.20	6.28	6.34	6.47
6.14	6.27	6.33	6.41	6.42	6.50	6.56	7.9
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
6.30	6.43	6.49	6.57	7.0	7.8	7.14	P7.28
6.53	7.6	7.12	7.20	7.25	7.33	7.39	7.53
7.15	7.28	7.34	7.42	8.11	8.19	8.25	8.38
7.40	7.48	7.54	8.2	8.40	8.48	8.54	9.7
8.40	8.53	8.59	9.7	9.10	9.18	9.24	9.37
9.10	9.23	9.29	9.37	9.40	9.48	9.54	10.7
9.40	9.53	9.59	10.5	10.5	10.13	10.20	—
10.10	10.23	10.29	10.37	*10.50	10.58	11.3	11.16
*11.18	11.31	11.37	11.44	11.45	11.52	11.57	12.8p.m.

TIME TABLE

SATURDAYS

Dep. Glades.	Arr. and Dep. Penrose St.	Arr. Lane Cove Term.	Arr. Chats.	Dep. Chats.	Arr. Lane Cove Term.	Arr. and Dep. Penrose St.	Arr. Glades.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	—	—	—	—	dep. 6.18	6.23	6.35
6.13	6.26	6.31	6.39	6.41	6.49	6.55	7.8
6.35	6.48	6.54	7.2	7.7	7.15	7.21	7.34
7.8	7.21	7.27	7.35	7.38	7.46	7.52	8.5
7.37	7.50	7.56	8.4	8.8	8.16	8.22	8.35
8.8	8.21	8.27	8.35	8.38	8.46	8.52	9.5
8.37	8.50	8.56	9.4	9.10	9.18	9.24	9.37
8.53	9.6	9.12	9.20	9.25	9.33	9.44	9.57
9.15	9.28	9.34	9.42	9.48	9.56	10.2	10.15
9.40	9.53	9.59	10.7	10.14	10.22	10.28	10.41
10.5	10.18	10.24	10.32	10.38	10.46	10.52	11.5
10.25	10.38	10.44	10.52	10.58	11.6	11.12	11.25
10.45	10.58	11.4	11.12	11.18	11.26	11.32	11.45
11.5	11.18	11.24	11.32	11.38	11.46	11.52	12.5p.m.
11.25	11.38	11.44	11.52	12.0p.m.	12.8p.m.	12.14p.m.	12.27 p.m.
11.45	11.58	12.4p.m.	12.12p.m.	12.20p.m.	12.28p.m.	12.34pm	12.47 p.m.
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.10	12.23	12.29	12.37	12.40	12.48	12.54	1.7
12.30	12.43	12.49	12.57	1.0	1.8	1.14	1.27
12.50	1.3	1.9	1.17	1.20	1.28	1.34	1.47
1.10	1.23	1.29	1.37	1.40	1.48	1.54	2.7
1.30	1.43	1.49	1.57	2.0	2.8	2.14	2.27
1.50	2.3	2.9	2.17	2.20	2.28	2.34	2.47
2.10	2.23	2.29	2.37	2.40	2.48	2.54	3.7
2.30	2.43	2.49	2.57	3.0	3.8	3.14	3.27
2.50	3.3	3.9	3.17	3.20	3.28	3.34	3.47
3.10	3.23	3.29	3.37	3.40	3.48	3.54	4.7
3.30	3.43	3.49	3.57	4.0	4.8	4.14	4.27
3.50	4.3	4.9	4.17	4.20	4.28	4.34	4.47
4.10	4.23	4.29	4.37	4.40	4.48	4.54	5.7
4.30	4.43	4.49	4.57	5.3	5.11	5.17	5.30
4.50	5.3	5.9	5.17	5.20	5.28	5.34	5.47
5.10	5.23	5.29	5.37	5.40	5.48	5.54	6.7
5.30	5.43	5.49	5.57	6.0	6.8	6.14	6.27
5.50	6.3	6.9	6.17	6.20	6.28	6.34	6.47
6.10	6.23	6.29	6.37	6.50	6.48	6.54	7.7
6.30	6.43	6.49	6.57	7.0	7.8	7.14	P7.28
6.53	7.6	7.12	7.20	7.25	7.33	7.39	P7.53
7.15	7.28	7.34	7.42	8.10	8.18	8.24	8.37
7.35	7.48	7.54	8.2	8.40	8.48	8.54	9.7
8.40	8.53	8.59	9.7	9.10	9.18	9.23	9.36
9.10	9.23	9.29	9.37	9.40	9.48	9.54	10.7
9.40	9.53	9.59	10.5	10.5	10.13	10.20	—
10.10	10.23	10.29	10.37	*10.50	10.58	11.3	11.16
*11.18	11.31	11.37	11.44	11.45	11.52	11.57	12.8a.m.

2. Reverse of Monday April 1956 Timetable.



Run No.	DEPART GLADESVILLE Jordon Street	Depart Hunters Hill Overpass	Depart Penrose Street	Depart Lane Cove Terminus	ARRIVE CHATSWOOD STN Railway Street	DEPART CHATSWOOD STN Railway Street	Depart Lane Cove Terminus	Depart Penrose Street	Depart Hunters Hill Overpass	ARRIVE GLADESVILLE Jordon Street
	TO CHATSWOOD →					TO GLADESVILLE →				
	EASTER SATURDAY									
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
9	CS7.50	7.58	8.02	8.07	8.15	8.35	8.42	8.47	8.51	8.59
5	CS8.30	8.37	8.41	8.46	8.53	9.00	9.07	9.12	9.16	9.23
9	9.00	9.07	9.11	9.16	9.23	9.30	9.37	9.42	9.46	9.57
5	9.30	9.37	9.41	9.46	9.53	10.00	10.07	10.12	10.16	10.23
9	10.00	10.07	10.11	10.16	10.23	10.30	10.37	10.42	10.46	10.57
5	10.30	10.37	10.41	10.46	10.53	11.00	11.07	11.12	11.16	11.23
9	11.00	11.07	11.11	11.16	11.23	11.30	11.37	11.42	11.46	11.57
5	11.30	11.37	11.41	11.46	11.53	p.m.	p.m.	p.m.	p.m.	p.m.
	p.m.	p.m.	p.m.	p.m.	p.m.	12.10	12.17	12.22	12.26	12.31
9	12.30	12.37	12.41	12.46	12.53	2.05	2.12	2.17	2.21	2.28
5	2.30	2.37	2.41	2.46	2.53	3.05	3.12	3.17	3.21	3.28
9	3.30	3.37	3.41	3.46	3.53	4.05	4.12	4.17	4.21	4.28
5	4.30	4.37	4.41	4.46	4.53	5.05	5.12	5.17	5.21	5.28
9	5.30	5.37	5.41	5.46	5.53	6.05	6.12	6.17	6.21	6.28
5	6.30	6.37	6.41	6.46	6.53	7.05	7.12	7.17	7.21	7.28
9	7.30	7.37	7.41	7.46	7.53	8.05	8.12	8.17	8.21	8.28

ABBREVIATIONS USED IN THIS TIME-TABLE

CB..Denotes bus leaves from adjacent to Commonwealth Bank and omits Jordan St bus stop.

S...Denotes runs on School Days only.

M...Denotes bus runs via Manning Rd in lieu of Prince Edward St.

K...Denotes bus runs from Hunters Hill High School.

U...Denotes bus runs to or from Mars Rd Industrial Area via Manning Rd and Gladesville Rd.

LN..Denotes this journey runs on Late Shopping Nights only

AD..Denotes bus does not pick up pupils attending Hunters Hill High School between Lane Cove Town Hall and Hunters Hill Overpass. Special buses are provided.

MAP OF ROUTE 95

CHATSWOOD
CHATSWOOD WEST
ARTARMON
LANE COVE
GORE HILL
NORTHWOOD
Woodford Bay
TIVERTON
LINLEY PT.
GLADESVILLE
LONGUEVILLE
COVE
RIVER
Alexandria Bay
WOOLWICH
Tarban Pt.
Clarkes Pt.
Wrights Pt.
Drummoyne

COPYRIGHT
UNIVERSAL BUSINESS DIRECTORIES PTY. LTD.
64 TALAVERA RD, MACQUARIE PARK
PHONE 888 1877

BUS TIMETABLE

ROUTE 95

CHATSWOOD STATION – GLADESVILLE
via Lane Cove, Lane Cove West and Hunters Hill

THIS TIME-TABLE EFFECTIVE FROM 12.01am,
MONDAY 2nd DECEMBER, 1985

NORTH & WESTERN BUS LINES PTY. LIMITED.
1 MONASH ROAD,
GLADESVILLE, N.S.W. 2111.

PHONE 816-2622

3. Route 95 timetable Monday 2nd December 1985.

Route 536: CHATSWOOD to GLADESVILLE
via Lane Cove and Boronia Park
Route 537: CHATSWOOD to WOOLWICH
via Lane Cove

- For details of complete service between Hunters Hill and Woolwich see route 538 on pages 22 & 23.

Route Number	CHATS WOOD	LANE COVE	LANE COVE WEST	HUNTERS HILL	WOOL WICH	BORONIA PARK	GLADESVILLE	
	Chatswood Station Railway Street	Opposite Lane Cove Post Office	Penrose Street & Burns Bay Road	Hunters Hill Overpass	Valentia Street Wharf	Boronia Park Shops	Prince Edward St & Victoria Road	Gladesville Shops
	SATURDAYS - *MORNINGS*							
536	7.10	7.18	7.23	7.27	..	7.34	..	7.39
537	..	..	..	7.41	7.50	..	..	..
536	7.50	7.58	8.03	8.07	..	8.14	..	8.19
537	8.20	8.28	8.33	8.37C	8.46	..	..	..
536	8.50	8.58	9.03	9.07	..	9.14	..	9.19
537	9.20	9.28	9.33	9.37C	9.46	..	..	..
536	9.50	9.58	10.03	10.07	..	10.14	..	10.19
537	10.20	10.28	10.33	10.37C	10.46	..	..	..
536	10.50	10.58	11.03	11.07	..	11.14	..	11.19
537	11.20	11.28	11.33	11.37C	11.46	..	..	..
536	11.50	11.58	12.03	12.07	..	12.14	..	12.19
			AFTERNOONS					
537	12.20	12.28	12.33	12.37C	12.46	..	..	..
536	12.50	12.58	1.03	1.07	..	1.14	..	1.19
537	1.20	1.28	1.33	1.37C	1.46	..	..	..
536	1.50	1.58	2.03	2.07	..	2.14	..	2.19
537	2.20	2.28	2.33	2.37C	2.46	..	..	..
536	2.50	2.58	3.03	3.07	..	3.14	..	3.19
537	3.20	3.28	3.33	3.37C	3.46	..	..	..
536	3.50	3.58	4.03	4.07	..	4.14	..	4.19
537	4.20	4.28	4.33	4.37C	4.46	..	..	..
536	4.50	4.57	5.02	5.06	..	5.12	..	5.17
537	5.20	5.27	5.32	5.36C	5.44	..	..	..
536	5.50	5.57	6.02	6.06	..	6.12	..	6.17
537	6.20	6.27	6.32	6.36C	6.44	..	..	..
536	6.50	6.57	7.02	7.06	..	7.12	..	7.17
536	7.50	7.57	8.02	8.06	..	8.12	..	8.17
536	8.50	8.57	9.02	9.06	..	9.12	..	9.17
536	9.50	9.57	10.02	10.06	..	10.12	..	10.17
	SUNDAYS AND PUBLIC HOLIDAYS - *MORNINGS*							
536	9.04	9.11	9.15	9.19	..	R	..	9.28
537	9.44	9.51	9.55	9.59C	10.07	..	..	..
536	11.04	11.11	11.15	11.19	..	R	..	11.28
			AFTERNOONS					
536	1.04	1.11	1.15	1.19	..	R	..	1.28
537	2.04	2.11	2.15	2.19C	2.27	..	..	..
536	3.04	3.11	3.15	3.19	..	R	..	3.28
537	4.04	4.11	4.15	4.19C	4.27	..	..	..
536	5.04	5.11	5.15	5.19	..	R	..	5.28
536	6.04	6.11	6.15	6.19	..	R	..	6.28

EXPLANATIONS:
C - Bus continues to Woolwich turning left into Church Street at at Hunters Hill join, bus on exit ramp from Burns Bay Road or at corner Herberton Avenue and Church Street.
R - Bus runs via Ryde Road and Pittwater Road to Gladesville.

19

Route 536: CHATSWOOD to GLADESVILLE
via Lane Cove and Boronia Park
Route 537: CHATSWOOD to WOOLWICH
via Lane Cove

- For details of complete service between Hunters Hill and Woolwich see route 538 on pages 22 & 23.

Route Number	CHATS WOOD	LANE COVE	LANE COVE WEST	HUNTERS HILL	WOOL WICH	BORONIA PARK	GLADESVILLE	
	Chatswood Station Railway Street	Opposite Lane Cove Post Office	Penrose Street & Burns Bay Road	Hunters Hill Overpass	Valentia Street Wharf	Boronia Park Shops	Prince Edward St & Victoria Road	Gladesville Shops
	WEEKDAYS - *MORNINGS*							
536	6.15	6.23	6.28	6.32	..	6.39	..	6.45
536	6.45	6.53	6.58	7.02	..	7.09	..	7.15
536	7.15	7.23	7.28	7.32	..	7.39	..	7.45
536	7.30	7.41	7.47	7.52	..	8.00	..	8.11
536	7.50	8.01	8.07	8.12P	..	..	8.17	8.25
536	8.00	8.11H	8.17H	8.22H	..	8.30	..	8.41
538	..	..	..	8.33P	..	..	8.38	8.42
536	S 8.15	S 8.26	..	..	..	..	..	..
536	8.30	8.41H	8.47H	8.52H	..	9.00	..	9.11
530	..	8.53	8.58	9.02R	..	..	..	9.10R
536	9.00	9.08	9.13	9.17	..	9.24	..	9.30
536	9.30	9.38	9.43	9.47	..	9.54	..	10.00
530	..	9.53	9.58	10.02R	..	..	..	10.10R
536	10.00	10.08	10.13	10.17	..	10.24	..	10.30
537	10.22	10.30	10.35	10.39C	10.48	..	..	..
536	10.30	10.38	10.43	10.47	..	10.54	..	11.00
530	..	10.53	10.58	11.02R	..	..	..	11.10R
536	11.00	11.08	11.13	11.17	..	11.24	..	11.30
536	11.30	11.38	11.43	11.47	..	11.54	..	12.00
530	..	11.53	11.58	12.02R	..	..	..	12.10R
				AFTERNOONS				
536	12.00	12.08	12.13	12.17	..	12.24	G	12.30
537	12.22	12.30	12.35	12.39C	12.48	..	..	..
536	12.30	12.38	12.43	12.47	..	12.54	..	1.00
530	..	12.53	12.58	1.02R	..	..	..	1.10R
536	1.00	1.08	1.13	1.17	..	1.24	..	1.30
537	1.22	1.30	1.35	1.39C	1.48	..	..	..
536	1.30	1.38	1.43	1.47	..	1.54	G	2.00
530	..	1.53	1.58	2.02R	..	..	..	2.10R
536	2.00	2.08	2.13	2.17	..	2.24	..	2.30
537	2.22	2.30	2.35	2.39C	2.48	..	..	..
536	2.30	2.38	2.43	2.47P	..	..	2.52	2.55
261	2.55V	3.05	..	..	..	..	..	..
536	3.00	3.10	3.15	3.19P	..	..	3.24	3.27
530	..	3.24	3.29	3.33R	..	..	..	3.43R
536	3.30B	3.40B	3.47	3.51	..	3.58	..	4.07
261	3.39V	3.49	..	..	..	..	..	..
530	..	3.54	3.59	4.03R	..	..	..	4.13R
536	S 3.45	S 3.55	S 4.02	S 4.06P	..	..	S 4.11	S 4.18
536	4.00	4.10	4.17	4.21	..	4.28	..	4.37
261	4.05V	4.15	..	..	..	..	..	..
530	..	4.24	4.29	4.33R	..	..	..	4.43R
536	4.15	4.25	4.32	4.36P	..	..	4.41	4.48
537	4.30	4.40	4.47	4.51C	5.01	..	..	..
538X	..	..	..	X4.52	..	4.59	..	5.03

20

Route 536: CHATSWOOD to GLADESVILLE
via Lane Cove and Boronia Park
Route 537: CHATSWOOD to WOOLWICH
via Lane Cove

- For details of complete service between Hunters Hill and Woolwich see route 538 on pages 22 & 23.

Route Number	CHATS WOOD	LANE COVE	LANE COVE WEST	HUNTERS HILL	WOOL WICH	BORONIA PARK	GLADESVILLE	
	Chatswood Station Railway Street	Opposite Lane Cove Post Office	Penrose Street & Burns Bay Road	Hunters Hill Overpass	Valentia Street Wharf	Boronia Park Shops	Prince Edward St & Victoria Road	Gladesville Shops
	WEEKDAYS - *AFTERNOONS (CONT)*							
530	..	4.46	4.52	4.56R	..	..	..	5.06R
536	4.45	4.45	5.02	5.06	..	5.13	..	5.22
530	..	5.06	5.12	5.16R	..	..	..	5.26R
537	5.00	5.10	5.17	5.21C	5.31	..	..	..
538X	..	..	..	X5.22	..	5.29	..	..
536	5.10	5.20	5.27	5.31	..	5.38	..	5.47
530	..	5.26	5.32	5.36R	..	..	..	5.46R
536	5.25	5.35	5.42	5.46P	..	..	5.53	5.58
530	..	5.46	5.52	5.56R	..	..	..	6.06R
537	5.40	5.50	5.57	6.01	6.11	..	..	..
536	5.55	6.03	6.08	6.12	..	6.18	..	6.24
530	..	6.06	6.12	6.16R	..	..	..	6.26R
536	6.20	6.28	6.33	6.37	..	6.43	..	6.48
537X	..	..	..	X6.38	6.47	..	..	..
530	..	6.43	6.48	6.52R	..	..	..	6.59R
536	6.50	6.58	7.03	7.07	..	7.13	..	7.18
537X	..	..	..	X7.08	7.17	..	..	..
530	..	7.13	7.18	7.22	..	..	..	7.29
536	7.20	7.28	7.33	7.37	..	7.43	..	7.48
537X	..	..	..	X7.38	7.47	..	..	..
530	..	7.43	7.48	7.52R	..	..	..	7.59R
536	7.50	7.58	8.03	8.07	..	8.13	..	8.18
536	8.20	8.28	8.33	8.37	..	8.43	..	8.48
536	8.50	8.58	9.03	9.07	..	9.13	..	9.18
536	9.10T	9.18T	9.23T	9.27T	..	9.33T	..	9.38T
536	9.50	9.58	10.03	10.07	..	10.13	..	10.18
536	F 10.50	F 10.58	F 11.03	F11.07	..	F 11.13	..	F 11.18

EXPLANATIONS:
B - On school days bus will not set down until arrival at Tambourine Bay Road.
C - Bus continues to Woolwich turning left into Church Street. At Hunters Hill join bus on exit ramp from Burns Bay Road or corner Herberton Avenue and Church Street.
F - Bus operates Friday evenings only.
G - Bus continues from Gladesville Shops along Victoria Road and Prince Edward Street if required to set down passengers.
H - Bus does not convey students for Hunters Hill High School; special buses are provided.
P - Bus diverts from Ryde Road via Mark Street, Mary Street, Gladesville Road, Prince Edward Road and Victoria Road to Gladesville Shops.
R - Bus runs via Ryde Road and Pittwater Road to Gladesville, then continues to Ryde and/or West Ryde along route 530. See pages 8 & 9 for more details.
S - Bus runs on school days only.
T - Bus runs on Thursday evenings only.
V - Join bus in Victoria Avenue, Chatswood.
X - Connecting service - bus waits for arrival of service from Chatswood. Through fares allowed.

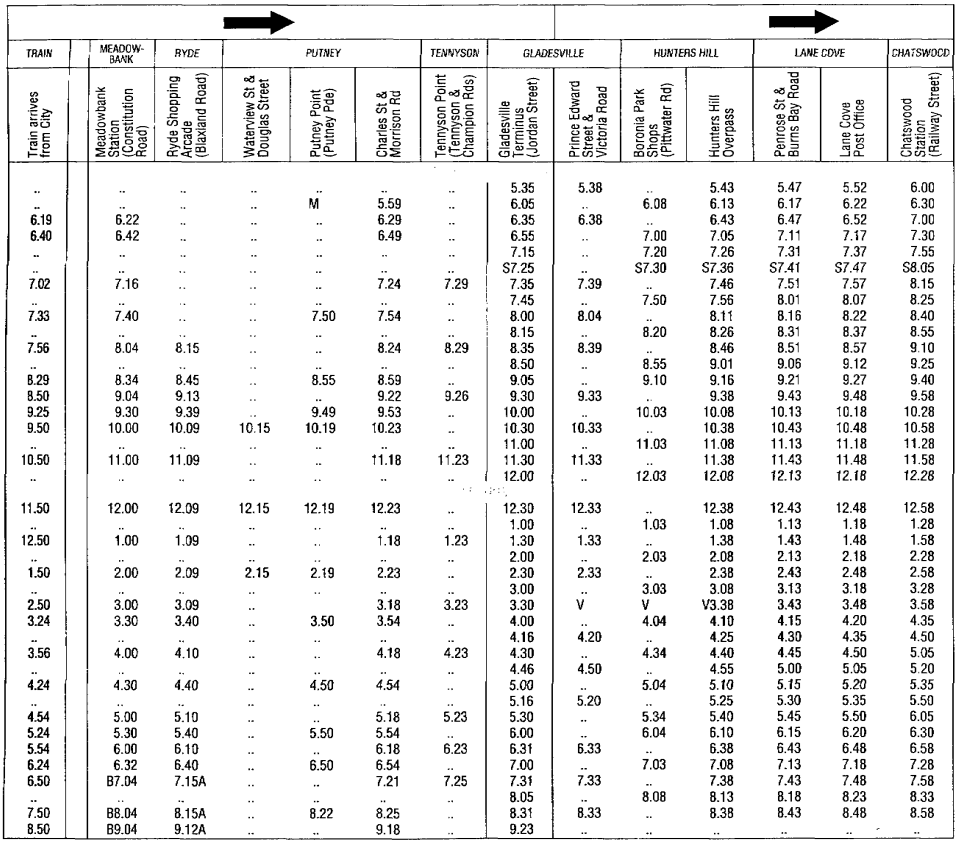
21

4. Reverse of Monday 2nd December 1985 timetable.

Run No.	DEPART GLADESVILLE	Depart Hunters Hill Overpass	Depart Penrose St.	Depart Lane Cove Terminus	ARRIVE CHATSWOOD STATION	DEPART CHATSWOOD STATION	Depart Lane Cove Terminus	Depart Penrose St.	Depart Hunters Hill Overpass	ARRIVE GLADESVILLE
	TO CHATSWOOD STATION →					TO GLADESVILLE →				
	MONDAYS to FRIDAYS									
	am	am	am	am	am	am	am	am	am	am
5	5.55 CB	6.03	6.07	6.12	6.18	6.27	6.35	6.40	6.44	6.52
9	6.18 CB	6.25	6.28	6.33	6.41	6.44	6.52	6.57	7.01	7.09
12	6.34 CB	6.41	6.46	6.51	6.59	7.02	7.10	7.14	7.18	7.26
5	6.55	7.03	7.08	7.14	7.22	7.28	7.36	7.40	7.44	7.52
9	7.13	7.21	7.26	7.31	7.40	7.43	7.51	7.56	8.00	8.10
28	-	-	-	-	-	-	8.10B	8.14B	8.18K	-
12	7.28	7.38	7.42	7.49	8.00	8.05	8.13AD	8.18AD	8.22	8.32
21	7.28CB	7.36U To Mars Road, Arrive			7.47	-	-	-	-	-
16	-	-	-	-	-	-	-	-	-	-
27	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-
17	7.40	7.50	7.54	8.00	8.08	-	-	-	-	-
	-	-	-	-	-					
5	8.00	8.09	8.13	8.18	8.28	8.32	8.40AD	8.45AD	8.49	8.58
9	8.15	8.24	8.28	8.34	8.42	-	-	-	-	-
12	8.37	8.46	8.50	8.56	9.04	9.07	9.15	9.20	9.24	9.32
5	9.05	9.13	9.17	9.22	9.31	9.35	9.43	9.48	9.52	10.00
12	9.35	9.43	9.47	9.52	10.01	10.05	10.13	10.18	10.22	10.30
5	10.05	10.13	10.17	10.22	10.31	10.35B	10.43B	10.48B	10.52B	11.00B
12	10.35	10.43	10.47	10.52	11.01	11.05	11.13	11.18	11.22	11.30
5	11.05B	11.13B	11.17	11.22	11.31	11.35	11.43	11.48	11.52	12.00
7	11.37	11.45	11.49	11.54	12.03pm	12.05pm	12.13pm	12.18pm	12.22pm	12.30pm
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
5	12.07	12.15	12.19	12.24	12.33	12.35	12.43	12.48	12.52	1.00
7	12.35	12.43	12.47	12.52	1.01	1.05	1.13	1.18	1.22	1.30
5	1.05	1.13	1.17	1.22	1.31	1.35B	1.43B	1.48B	1.52B	2.00B
7	1.35	1.43	1.47	1.52	2.01	2.05	2.13	2.18	2.22	2.30
13	2.05B	2.13B	2.17	2.22	2.31	2.35	2.43	2.48	2.52	3.00
5	2.33	2.41	2.45	2.50	2.58	3.00	3.10	3.15	3.20	3.30
13	3.03	3.11	3.15	3.20	3.28	3.38	3.46	3.50	3.55	4.05
9	-	K3.15	3.19B	3.24B	3.32B	3.38B	3.46B	3.51B	-	-
34	-	K3.15	3.19B	3.24B	-	-	-	-	-	-
15	-	K3.15	3.19B	3.24B	-	-	-	-	-	-
7	-	K3.15	3.19B	3.24B	-	-	-	-	-	-
26	-	-	-	-	-	4.00B	4.08B	4.13B	4.17B	4.25B
21	-	-	-	-	-	4.05B	4.13B	4.18B	4.22B	4.30B
2	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	4.15	4.23	4.28	4.32	4.40
15	-	-	-	-	-Depart Mars Rd	4.35	4.43U	4.48	4.43U	4.49U
5	3.40	3.50	3.54	3.59	4.09	4.30	4.40	4.45	4.50	5.00
13	4.10	4.18	4.22	4.27	4.35	4.42	4.52	4.57	5.01	5.09
9	4.30	4.40	4.44	4.49	4.57	5.05	5.13	5.18	5.22	5.30
7	4.50	5.00	5.04	5.09	5.17	5.24	5.32	5.37	5.41	5.49
5	5.10	5.20	5.24	5.29	5.37	5.42	5.50	5.55	5.59	6.07
13	5.40	5.48	5.52	5.55	6.03	6.05	6.13	6.18	6.22	6.28
7	5.56	6.04	6.08	6.13	6.21	6.25	6.33	6.38	6.42	6.50
5	6.15	6.23	6.27	6.32	6.40	6.43	6.51	6.56	7.00	7.08
13	6.35	6.43	6.47	6.52	7.00	7.05	7.13	7.18	7.22	7.30
7	7.11	7.19	7.23	7.28	7.36	7.35	7.43	7.48	7.52	8.00
5	7.40	7.48	7.51	7.54	8.03	8.05	8.13	8.18	8.22	8.29
7	8.05LN	8.13LN	8.17LN	8.21LN	8.28LN	8.35LN	8.42LN	8.47LN	8.50LN	8.58LN
5	8.30LN	8.36LN	8.40LN	8.44LN	8.50LN	9.15LN	9.18LN	9.23LN	9.27LN	9.34LN

Run No.	DEPART GLADESVILLE Jordon Street	Depart Hunters Hill Overpass	Depart Penrose Street	Depart Lane Cove Terminus	ARRIVE CHATSWOOD STN Railway St.	DEPART CHATSWOOD STN Railway St.	Depart Lane Cove Terminus	Depart Penrose Street	Depart Hunters Hill Overpass	ARRIVE GLADESVILLE Jordon Street
	TO CHATSWOOD →					TO GLADESVILLE →				
	SATURDAYS									
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5	6.36 CB	6.44	6.47	6.53	7.01	7.03	7.10	7.15	7.19	7.27
9	7.02 CB	7.10	7.14	7.19	7.27	7.30	7.38	7.43	7.47	7.55
5	7.30	7.38	7.42	7.47	7.55	8.00	8.08	8.13	8.17	8.25
9	8.00	8.08	8.12	8.17	8.25	8.30	8.38	8.43	8.47	8.55
9	8.30	8.38	8.42	8.47	8.55	9.00	9.08	9.13	9.17	9.25
9	9.00	9.08	9.12	9.17	9.25	9.30	9.38	9.43	9.47	9.55
5	9.30	9.38	9.42	9.47	9.55	10.00	10.08	10.13	10.17	10.25
9	10.00	10.08	10.12	10.17	10.25	10.30	10.38	10.43	10.47	10.55
5	10.30	10.38	10.42	10.47	10.55	11.00	11.08	11.13	11.17	11.25
9	11.00	11.08	11.12	11.17	11.25	11.30	11.38	11.43	11.47	11.55
8	11.30	11.38	11.42	11.47	11.55	p.m.	p.m.	p.m.	p.m.	p.m.
	p.m.	p.m.	p.m.	p.m.	p.m.	12.00	12.08	12.13	12.17	12.25
5	12.05	12.13	12.17	12.22	12.30	12.35	12.43	12.48	12.52	1.00
9	12.35	12.43	12.47	12.52	1.00	1.05	1.13	1.17	1.22	1.30
5	1.05	1.13	1.17	1.22	1.30	1.35	1.43	1.48	1.52	2.00
9	1.32	1.40	1.44	1.49	1.56	2.00	1.07	2.12	2.16	2.23
9	2.30	2.37	2.41	2.46	2.53	-	-	-	-	-
31	-	-	-	-	-	3.05	3.12	3.17	3.21	3.28
31	3.30	3.37	3.41	3.46	3.53	-	-	-	-	-
33	-	-	-	-	-	4.05	4.12	4.17	4.21	4.28
33	4.30	4.37	4.41	4.46	4.53	-	-	-	-	-
31	-	-	-	-	-	5.05	5.12	5.17	5.21	5.28
31	5.30	5.37	5.41	5.46	5.53	-	-	-	-	-
33	-	-	-	-	-	6.05	6.12	6.17	6.21	6.28
33	6.30	6.37	6.41	6.46	6.53	-	-	-	-	-
31	-	-	-	-	-	7.05	7.12	7.17	7.21	7.28
31	7.30	7.37	7.41	7.46	7.53	-	-	-	-	-
33	-	-	-	-	-	8.05	8.12	8.17	8.21	8.28
	TO CHATSWOOD →					TO GLADESVILLE →				
	SUNDAYS & PUBLIC HOLIDAYS (NO SERVICE GOOD FRIDAY OR CHRISTMAS DAY)									
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5	CB8.30	8.37	8.41	8.46	8.53	9.05	9.12	9.17	9.21	9.28
5	9.30	9.37	9.41	9.46	9.53	10.05	10.12	10.17	10.21	10.28
5	10.30	10.37	10.41	10.46	10.53	11.05	11.12	11.17	11.21	11.28
5	11.30	11.37	11.41	11.46	11.53	p.m.	p.m.	p.m.	p.m.	p.m.
	p.m.	p.m.	p.m.	p.m.	p.m.	12.05	12.12	12.17	12.21	12.28
5	12.30	12.37	12.41	12.46	12.53	-	-	-	-	-
5	-	-	-	-	-	2.05	2.12	2.17	2.21	2.28
5	2.30	2.37	2.41	2.46	2.53	3.05	3.12	3.17	3.21	3.28
5	3.30	3.37	3.41	3.46	3.53	4.05	4.12	4.17	4.21	4.28
5	4.30	4.37	4.41	4.46	4.53	5.05	5.12	5.17	5.21	5.28
5	5.30	5.37	5.41	5.46	5.53	6.05	6.12	6.17	6.21	6.28

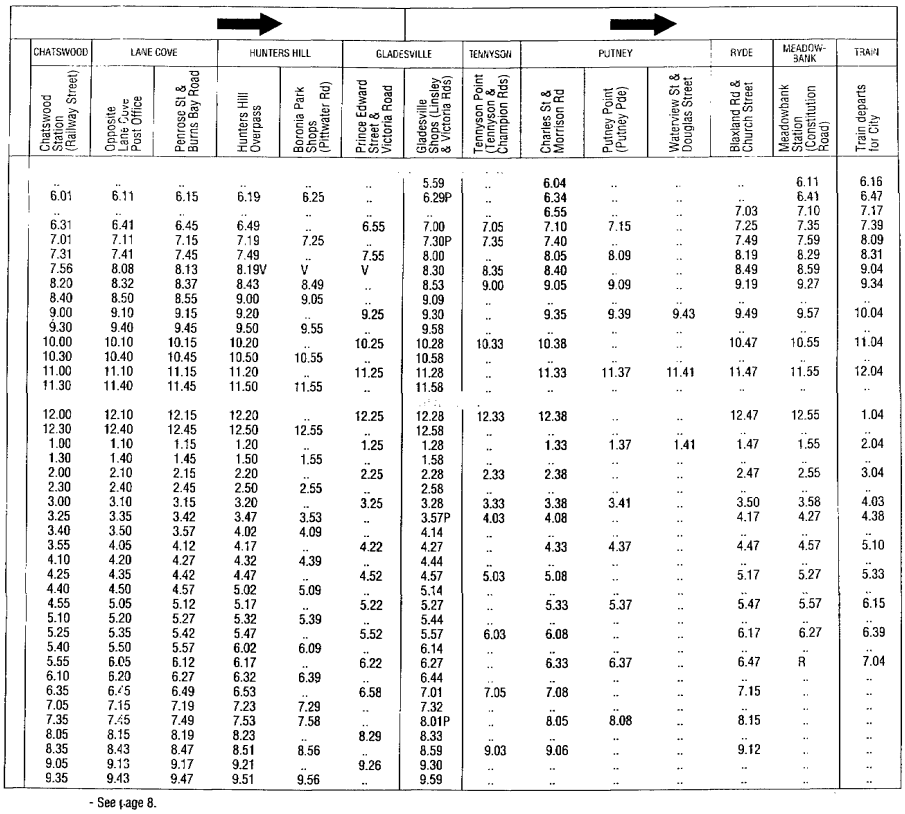
5. Routes 536/537 timetable 23 July 1990: from Chatswood.



TRAIN	MEADOW-BANK	RYDE	PUTNEY			TENNYSON	GLADESVILLE		HUNTERS HILL		LANE COVE		CHATSWOOD
Train arrives from City	Meadowbank Station (Constitution Road)	Ryde Shopping Arcade (Blaxland Road)	Waterview St & Douglas Street	Putney Point (Putney Pde)	Charles St & Morrison Rd	Tennyson Point (Tennyson & Champion Rds)	Gladesville Terminus (Jordan Street)	Prince Edward Street & Victoria Road	Boronia Park Shops (Pittwater Rd)	Hunters Hill Overpass	Penrose St & Burns Bay Road	Lane Cove Post Office	Chatswood Station (Railway Street)
..	..	..	..	..	..	..	5.35	5.38	..	5.43	5.47	5.52	6.00
..	..	..	..	M	5.59	..	6.05	..	6.08	6.13	6.17	6.22	6.30
6.19	6.22	..	..	..	6.29	..	6.35	6.38	..	6.43	6.47	6.52	7.00
6.40	6.42	..	..	..	6.49	..	6.55	..	7.00	7.05	7.11	7.17	7.30
..	..	..	..	..	..	..	7.15	..	7.20	7.26	7.31	7.37	7.55
..	..	..	..	..	..	..	S7.25	..	S7.30	S7.36	S7.41	S7.47	S8.05
7.02	7.16	..	..	..	7.24	7.29	7.35	7.39	..	7.46	7.51	7.57	8.15
..	..	..	..	..	..	..	7.45	..	7.50	7.56	8.01	8.07	8.25
7.33	7.40	..	..	7.50	7.54	..	8.00	8.04	..	8.11	8.16	8.22	8.40
..	..	..	..	..	..	..	8.15	..	8.20	8.26	8.31	8.37	8.55
7.56	8.04	8.15	..	..	8.24	8.29	8.35	8.39	..	8.46	8.51	8.57	9.10
..	..	..	..	..	..	..	8.50	..	8.55	9.01	9.06	9.12	9.25
8.29	8.34	8.45	..	8.55	8.59	..	9.05	..	9.10	9.16	9.21	9.27	9.40
8.50	9.04	9.13	..	..	9.22	9.26	9.30	9.33	.	9.38	9.43	9.48	9.58
9.25	9.30	9.39	..	9.49	9.53	..	10.00	..	10.03	10.08	10.13	10.18	10.28
9.50	10.00	10.09	10.15	10.19	10.23	..	10.30	10.33	..	10.38	10.43	10.48	10.58
..	..	..	..	..	..	..	11.00	..	11.03	11.08	11.13	11.18	11.28
10.50	11.00	11.09	..	..	11.18	11.23	11.30	11.33	..	11.38	11.43	11.48	11.58
..	..	..	..	..	..	..	12.00	..	12.03	12.08	12.13	12.18	12.28
11.50	12.00	12.09	12.15	12.19	12.23	..	12.30	12.33	..	12.38	12.43	12.48	12.58
..	..	..	..	..	..	..	1.00	..	1.03	1.08	1.13	1.18	1.28
12.50	1.00	1.09	..	..	1.18	1.23	1.30	1.33	..	1.38	1.43	1.48	1.58
..	..	..	..	..	..	..	2.00	..	2.03	2.08	2.13	2.18	2.28
1.50	2.00	2.09	2.15	2.19	2.23	..	2.30	2.33	..	2.38	2.43	2.48	2.58
..	..	..	..	..	..	..	3.00	..	3.03	3.08	3.13	3.18	3.28
2.50	3.00	3.09	..	..	3.18	3.23	3.30	V	V	V3.38	3.43	3.48	3.58
3.24	3.30	3.40	..	3.50	3.54	..	4.00	..	4.04	4.10	4.15	4.20	4.35
..	..	..	..	..	..	..	4.16	4.20	..	4.25	4.30	4.35	4.50
3.56	4.00	4.10	..	..	4.18	4.23	4.30	..	4.34	4.40	4.45	4.50	5.05
..	..	..	..	..	..	..	4.46	4.50	..	4.55	5.00	5.05	5.20
4.24	4.30	4.40	..	4.50	4.54	..	5.00	..	5.04	5.10	5.15	5.20	5.35
..	..	..	..	..	..	..	5.16	5.20	..	5.25	5.30	5.35	5.50
4.54	5.00	5.10	..	..	5.18	5.23	5.30	..	5.34	5.40	5.45	5.50	6.05
5.24	5.30	5.40	..	5.50	5.54	..	6.00	..	6.04	6.10	6.15	6.20	6.30
5.54	6.00	6.10	..	..	6.18	6.23	6.31	6.33	..	6.38	6.43	6.48	6.58
6.24	6.32	6.40	..	6.50	6.54	..	7.00	..	7.03	7.08	7.13	7.18	7.28
6.50	B7.04	7.15A	..	..	7.21	7.25	7.31	7.33	..	7.38	7.43	7.48	7.58
..	..	..	..	..	..	..	8.05	..	8.08	8.13	8.18	8.23	8.33
7.50	B8.04	8.15A	..	8.22	8.25	..	8.31	8.33	..	8.38	8.43	8.48	8.58
8.50	B9.04	9.12A	..	..	9.18	..	9.23	..	..	..	..	..	..

- See page 8.

6. Route 536 timetable 16 March 1998: Page 2: Weekdays to Chatswood.



CHATSWOOD	LANE COVE		HUNTERS HILL		GLADESVILLE	TENNYSON	PUTNEY			RYDE	MEADOW-BANK	TRAIN
Chatswood Station (Railway Street)	Opposite Lane Cove Post Office	Penrose St & Burns Bay Road	Hunters Hill Overpass	Boronia Park Shops (Pittwater Rd)	Prince Edward Street & Victoria Road	Gladesville Shops (Lindley & Victoria Rds)	Tennyson Point (Tennyson & Champion Rds)	Charles St & Morrison Rd	Putney Point (Putney Pde)	Waterview St & Douglas Street	Blaxland Rd & Church Street	Meadowbank Station (Constitution Road)	Train departs for City
..	..	..	..	..	..	5.59	..	6.04	..	..	..	6.11	6.16
6.01	6.11	6.15	6.19	6.25	..	6.29P	..	6.34	..	..	..	6.41	6.47
..	..	..	..	..	..	..	..	6.55	..	..	7.03	7.10	7.17
6.31	6.41	6.45	6.49	..	6.55	7.00	7.05	7.10	7.15	..	7.25	7.35	7.39
7.01	7.11	7.15	7.19	7.25	..	7.30P	7.35	7.40	..	..	7.49	7.59	8.09
7.31	7.41	7.45	7.49	..	7.55	8.00	..	8.05	8.09	..	8.19	8.29	8.31
7.56	8.08	8.13	8.19V	V	V	8.30	8.35	8.40	.	..	8.49	8.59	9.04
8.20	8.32	8.37	8.43	8.49	..	8.53	9.00	9.05	9.09	..	9.19	9.27	9.34
8.40	8.50	8.55	9.00	9.05	..	9.09	..	..	..	..	..	..	..
9.00	9.10	9.15	9.20	..	9.25	9.30	..	9.35	9.39	9.43	9.49	9.57	10.04
9.30	9.40	9.45	9.50	9.55	..	9.58	..	..	..	..	..	..	..
10.00	10.10	10.15	10.20	..	10.25	10.28	10.33	10.38	..	..	10.47	10.55	11.04
10.30	10.40	10.45	10.50	10.55	..	10.58	..	..	..	..	..	..	..
11.00	11.10	11.15	11.20	..	11.25	11.28	..	11.33	11.37	11.41	11.47	11.55	12.04
11.30	11.40	11.45	11.50	11.55	..	11.58	..	..	..	..	..	..	..
12.00	12.10	12.15	12.20	..	12.25	12.28	12.33	12.38	..	..	12.47	12.55	1.04
12.30	12.40	12.45	12.50	12.55	..	12.58	..	..	..	..	..	..	..
1.00	1.10	1.15	1.20	..	1.25	1.28	..	1.33	1.37	1.41	1.47	1.55	2.04
1.30	1.40	1.45	1.50	1.55	..	1.58	..	..	..	..	..	..	..
2.00	2.10	2.15	2.20	..	2.25	2.28	2.33	2.38	..	..	2.47	2.55	3.04
2.30	2.40	2.45	2.50	2.55	..	2.58	..	..	..	..	..	..	..
3.00	3.10	3.15	3.20	..	3.25	3.28	3.33	3.38	3.41	..	3.50	3.58	4.03
3.25	3.35	3.42	3.47	3.53	..	3.57P	4.03	4.08	..	..	4.17	4.27	4.38
3.40	3.50	3.57	4.02	4.09	..	4.14	..	..	..	..	..	..	..
3.55	4.05	4.12	4.17	..	4.22	4.27	..	4.33	4.37	..	4.47	4.57	5.10
4.10	4.20	4.27	4.32	4.39	..	4.44	..	..	..	..	..	..	..
4.25	4.35	4.42	4.47	..	4.52	4.57	5.03	5.08	..	..	5.17	5.27	5.33
4.40	4.50	4.57	5.02	5.09	..	5.14	..	..	..	..	..	..	..
4.55	5.05	5.12	5.17	..	5.22	5.27	..	5.33	5.37	..	5.47	5.57	6.15
5.10	5.20	5.27	5.32	5.39	..	5.44	..	..	..	..	..	..	..
5.25	5.35	5.42	5.47	..	5.52	5.57	6.03	6.08	..	..	6.17	6.27	6.39
5.40	5.50	5.57	6.02	6.09	..	6.14	..	..	..	..	..	..	..
5.55	6.05	6.12	6.17	..	6.22	6.27	..	6.33	6.37	..	6.47	R	7.04
6.10	6.20	6.27	6.32	6.39	..	6.44	..	..	..	..	..	..	..
6.35	6.45	6.49	6.53	..	6.58	7.01	7.05	7.08	..	..	7.15	..	..
7.05	7.15	7.19	7.23	7.29	..	7.32	..	..	..	..	..	..	..
7.35	7.45	7.49	7.53	7.58	..	8.01P	..	8.05	8.08	..	8.15	..	..
8.05	8.15	8.19	8.23	..	8.29	8.33	..	..	..	..	..	..	..
8.35	8.43	8.47	8.51	8.56	..	8.59	9.03	9.06	..	..	9.12	..	..
9.05	9.13	9.17	9.21	..	9.26	9.30	..	..	..	..	..	..	..
9.35	9.43	9.47	9.51	9.56	..	9.59	..	..	..	..	..	..	..

- See page 8.

7. Page 3, 16 March 1998 timetable: Weekdays to Meadowbank.

Trans Tasman Qantas flights.

A letter from **TONY BAILEY**, *commenting on Graphic Insight for January 2000*

Counting services to New Zealand on the basis of the number of flights per week can be a little misleading, for a variety of reasons.

First, I suspect that you have to look at total services rather than those offered by QF. Figures quoted below are mainly from SYD and for convenience are based on Galileo displays as at 01 MAY 00. – these has been done for simplification after daylight savings ends and, also, all code share flights have been removed, as these should be credited to the actual operator of the aircraft.

Sydney to Auckland services

01MAY00 - 28MAY00	MTWTFSS						
28-May	..345..	SYD	AKL	0705	1200	QF 119	744*C
	.....6.	SYD	AKL	0705	1200	QF 119	744*C
28-May	12.....	SYD	AKL	0705	1200	QF 119	743*C
	7	SYD	AKL	0705	1210	QF 119	733*C
	123456.	SYD	AKL	0725	1225	NZ 100	767 C
	.23.567	SYD	AKL	0735	1230	TG 991	744 B
	1..4...	SYD	AKL	0845	1615	QF 25	744*C
	....5.7	SYD	AKL	1000	1455	QF 115	744*C
	1234567	SYD	AKL	1000	1500	NZ 102	767 C
	1..4.6.	SYD	AKL	1030	1545	AR1180	340 C
	...4...	SYD	AKL	1045	1540	QF 43	742*C
	..3....	SYD	AKL	1045	1540	QF 43	744*C
	1.....	SYD	AKL	1045	1540	QF 43	742*C
	.....6.	SYD	AKL	1045	1540	QF 43	742*C
	....5..	SYD	AKL	1045	1540	QF 43	743*C
	.2.....	SYD	AKL	1045	1540	QF 43	744*C
	7	SYD	AKL	1045	1540	QF 43	742*C
	1.3..6.	SYD	AKL	1130	1630	CI 51	M11 C
	1.....	SYD	AKL	1200	1700	NZ 104	763 C
	.234567	SYD	AKL	1200	1700	NZ 104	767 C
	2.....	SYD	AKL	1630	2225	PH 836	733 B
	....5..	SYD	AKL	1645	2040	PH 856	733 B
	.2.4.67	SYD	AKL	1800	2300	NZ 106	763 C
	1.3.5..	SYD	AKL	1800	2300	NZ 106	767 C
	12345.7	SYD	AKL	1830	2325	QF 49	763*C

There is a real surprise in here in the form of CI (China Airlines) with their 3 MD 11 flights! These seem to start from 27 MAR 00. Interestingly, the only foreign airline to fly from AUS to NZ NOT via SYD appears to be GA (Garuda Indonesia) with 3 flights a week BNE to AKL.

Now compare this to Christchurch –

01MAY00 - 28MAY00		MTWTFSS						
		7	SYD	CHC	0805	1300	QF 45	744*C
		12.45..	SYD	CHC	0805	1300	QF 45	763*C
		.....6.	SYD	CHC	0805	1300	QF 45	744*C
		..3....	SYD	CHC	0820	1315	QF 45	763*C
		..3.5..	SYD	CHC	0945	1445	NZ 182	767 C
		.2.4.67	SYD	CHC	0945	1500	NZ 182	733 C
		1.....	SYD	CHC	1035	1535	NZ 182	767 C
6-May		12345.7	SYD	CHC	1900	2355	QF 65	763*C
7-May	20-May	.2345.7	SYD	CHC	1900	2355	QF 65	763*C
21-May		...45.7	SYD	CHC	1900	2355	QF 65	763*C
		.2.4.67	SYD	CHC	1915	0015	NZ 184	767 C
		1.3.5..	SYD	CHC	1915	0030	NZ 184	733 C

It is now fairly obvious which city gets the best service ex-SYD!

Second, if you use this same timetable display to look at the aircraft types, especially with Qantas, you will notice that there are a lot more 747s – giving far more seats to AKL than CHC.

Third, regarding Sydney as a hub – for passengers travelling from inland NSW, SA and WA, it is very likely that, to get to NZ, they will hub through SYD. SYD is also the most important International hub in AU, so many PAX from Asia will also hub through SYD and a major hub also will give greater frequencies in flights, thus providing more frequent and convenient connections. Have you ever tried flying directly from minor city X to minor city Y in the US without hubbing? (Indeed you can sometimes have too much of a good thing!)

I appreciate what Chris is doing with *Graphic Insight*, but sometimes a graph will not give enough of the story to enable a full appreciation of what is going on.

How to get timetables, No 7

JACK MCLEAN *continues his tales of how to obtain insular timetables. Last month it was The Isle of Wight, this month, Prince Edward Island.*

SOME readers may have noticed that, for maybe the last three years, I have been collecting time tables from the Prince Edward Island Railway in Canada. There were several reasons for the choice of PEI but I won't give details here except to mention that the rules, the "railroad" English and the format of the Employees Time Tables were the same in PEI as they were in Alberta, where I spent 6 months in 1944. The similarities were not surprising as all the railway mileage in PEI and about half of the railway mileage in Alberta belonged to the same company- Canadian National.

I have never been to PEI but I soon found out that between 1875 and 1989, the railway had about 270 miles of track, originally of 3'6" gauge, which was changed to standard gauge between 1918 and 1928 and that there were about 100 stations.

The CNR public time tables which I scrounged from the CNR office in Melbourne in the 1950s were added to those I had brought home from Canada after WW2 and all of them included pages of PEI services. Because there were rarely more than 2 pages of PEI times they were relatively easy to photocopy.

The Island had few pure passenger trains but mixed trains seemed to run on all lines at least for some months of the year. This suggested that pure freight trains were scarce. The various time tables had a central list of stations with on the left hand side, times reading down and on the right hand side, times reading up. Most trains in the public timetables had times shown at all stations and it was easy to note the meeting points. However without a selection of employees time tables, my knowledge of the operating arrangements would remain rather sketchy. How should I go about getting some employees' time tables?

Countries and States and Provinces almost everywhere seem to me to maintain services like State Libraries and State Archives. The population of Charlottetown, the capital of PEI was about half that of Ballarat in Victoria. However, I reckoned that the Provincial Archives would have some information about the Island's railway which was, strictly speaking, not a State railway. The Prince Edward Island Railway in 1875 was regarded as a Division of the Government owned Inter Colonial Railway and from 1917 the two railways were referred to as part of the Canadian Government Railways and all Federal Government Railways in Canada were grouped under the title Canadian National Railways in 1919.

In August 1996, I wrote to the Archives in Charlottetown and asked for information about the railway. As a result a large parcel arrived here in November and contained a wonderful collection of items including photocopies of two employee time tables. One was PEIR Time Table No 43 dated 27 December 1894 and the other was Canadian Government Time Table No 1 dated 21 May 1917. On the back of the photocopies the Archivist had stamped the Accession numbers and the Item numbers which indicated that she might have more time tables in the official collection I was charged 25 cents a sheet for each page of photocopying in the parcel.

When I wrote again in November 1997, I asked her what other employees time tables she had and she sent me copies of three Accession Lists which showed that in 1973, a Mr G R MacIsaac had donated time tables to the Archives and on these lists were details of another six employees' time tables, one of which was Time Table No 3 for 1875 the year the railway opened. I asked for photocopies of the six time tables and they duly arrived again at a cost of 25 cents a photocopy, which I thought was truly miraculous value.

The Archivist, Mrs Marilyn Bell, did not know the whereabouts of Mr MacIsaac but I felt I should try to thank him (if I could). I eventually found his name in the Charlottetown telephone book in the International Telephone Directory Library in Queen Street Melbourne and wrote him a provisional thank you letter. Yes he was the donor of all these treasures.

I can't say who was the more pleased, George for knowing that someone (and an Australian at that) who had appreciated the time tables or myself for finding him and thanking him for guessing their historic value. George and I are still exchanging letters. Perhaps the expected sequence when additions are made to time table collections is: 1. finding out that someone has something you want, 2. arranging to buy it or borrow it or have it copied for you and 3. thanking the original owner. On this occasion it seems that finding the owner of something I wanted was the last act in the sequence.

If any reader has a CNR public or an American Official Guide to the Railways or any other time tables (before say 1967) in which there are PEI time tables, they might like to photocopy the pages and send them to Jack McLean.

PRINCE EDWARD ISLAND RAILWAY.

TIME TABLE No. 3.

To come into force MONDAY, 6th DECEMBER, 1875.

TRAINS GOING WEST.				TRAINS GOING EAST.				Trains Going West.			Trains Going East.		
STATIONS.	No. 1 Express.	No. 3, Mixed	No. 5, Mixed.	STATIONS.	No. 2. Express.	No. 4, Mixed.	No. 6, Mixed	STATIONS.	No. 5, Mixed.		STATIONS.	No. 6, Mixed.	
MILEAGE.				MILEAGE.				MILEAGE.			MILEAGE.		
0.0 †GEORGETOWN	Dep 8.45 a.m.			0.0 †TIGNISH	Dep 7.00 a.m.			0.0 †SOURIS	De.10.10 a.m.		0.0 †Mt. STEWART Junc.	De.10.35 a.m.	
2.8 •Brudenell	" 8.57 "			2.5 •Harpers	" 7.12 "			5.9 •Harmony	" 10.32 "		1.7 St. Andrews	" 10.44 "	
6.4 •Cardigan	" 9.10 "			4.6 •DeBlois	" 7.21 "			8.0 •New Zealand	" 10.45 "		3.8 •Douglas	" 10.52 "	
10.4 •Perth	" 9.28 "			6.9 •Kildare	" 7.31 "			10.4 •Bear River	" 10.56 "		6.3 •Dundee	" 11.02 "	
14.8 •Harrys	" 9.46 "			9.1 •Montrose	" 7.42 "			12.8 •Rollo Bay	" 11.06 "		7.9 •Morell	" 11.10 "	
18.5 •Parkins	" 9.54 "							14.8 •Selkirk	" 11.16 "		9.4 •Lot 40	" 11.17 "	
21.5 •Pleasant	" 10.12 "		Dep 1.55 p.m.	13.3 †ALBERTON	" 8.02 "			18.0 •Ashton	" 11.30 "		11.1 •Marie	" 11.25 "	
24.1 †Mt. STEWART Junc.	" 10 45 "		" 2.19 "					19.8 •Five Houses	" 11.39 "				
29.3 •Tracadie	" 10.45 "		" 2.32 "	16.9 •Dock Road	" 8.18 "				Ar 11.50 "		16.6 †St. Peters	" 11.50 "	
32.4 •Bedford	" 10.57 "		" 2.43 "	22.3 •Bloomfield	" 8.44 "			21.8 †St. Peters	De 12.15 p.m.				
34.7 •Sudbik	" 11.07 "		" 3.00 "	23.9 •Mill River	" 9.00 "			27.3 •Marie	" 12.43 "		18.6 •Five Houses	" 11.59 "	
37.1 •York	" 11.17 "		" 3.07 "	25.9 †O'Leary	" 9.10 "			29.4 •Ashton	" 12.52 "		20.4 •Ashton	" 12.07 p.m.	
38.8 •Union	" 11.25 "		" 3.12 "	31.3 •Brae	" 9.25 "			29.0 •Lot 40	" 12.59 "		23.6 •Selkirk	" 12.22 "	
40.4 •Brackley Point	" 11.31 "		" 3.17 "	36.9 •Portage	" 9.31 "			30.5 •Morell	" 12.59 "		25.9 •Rollo Bay	" 12.32 "	
40.9 †Royalty Junction	" 11.35 "		" 3.20 "	40.2 •Conway	" 10.07 "			32.2 •Dundee	" 1.06 "		30.1 •New Zealand	" 12.42 "	
42.5 •Cemetery	" 11.40 "		" 3.25 "	44.9 •Ellerslie	" 10.33 "			34.6 •Douglas	" 1.16 "		33.9 •Bear River	" 12.53 "	
St. Dunstans	" 11.50 "			48.2 •Port Hill	" 10.47 "			38.1 •St. Andrews	" 1.25 "		38.2 †Harmony	" 1.06 "	
46.1 †CHARLOTTETOWN	Ar 11.57 "		Arr 3.35 "	48.7 •Northam	" 11.00 "			38.4 †St. STEWART Junc.	Arr 1.35 "		38.4 †SOURIS	" 1.30 "	
	Dep 8.15 a.m.	Dep 2.30p.m.		50.3 •Richmond	" 11.22 "								
St. Dunstans	" 8.21 "	" 2.47 "		52.9 •Wellington	" 11.35 "								
42.3 •Cemetery	" 8.34 "	" 2.54 "		62.9 •Miscouche	" 11.53 "								
45.5 •Royalty Junction	" 8.41 "	" 3.00 "		St. Elenors	" 12.07 "								
47.2 •Winsloe	" 8.48 "	" 3.10 "		68.0 †SUMMERSIDE	Ar 12.15 p.m.								
48.7 •Milton	" 9.10 "	" 3.20 "			Dep 1.45 "	Dep 7.15 a.m.							
49.3 •Loyalist	" 9.23 "	" 3.31 "		70.9 •Travellers Rest	" 1.58 "	" 7.30 "							
52.2 •Colville	" 9.40 "	" 3.47 "		72.3 •New Annan	" 2.06 "	" 7.53 "							
52.4 †North Wiltshire	" 9.46 "	" 4.05 "		74.3 •Barbara Welt	" 2.17 "	" 7.46 "							
56.6 †Hunter River	" 9.56 "	" 4.17 "		76.3 •Kensington	" 2.26 "	" 7.57 "							
59.5 †Clyde	" 10.07 "	" 4.26 "		78.3 •Blue Shank	" 2.36 "	" 8.02 "							
61.3 •Fredericton	" 10.16 "	" 4.37 "		81.7 •Freetown	" 2.53 "	" 8.17 "							
63.2 •Elliots	" 10.26 "	" 4.47 "		85.3 •County Line	" 3.10 "	" 8.33 "							
65.9 •Bradalbane	" 10.34 "	" 4.55 "		87.6 •Bradalbane	" 3.22 "	" 8.44 "							
67.3 •County Line	" 10.45 "	" 5.16 "		89.6 •Elliots	" 3.32 "	" 8.53 "							
71.1 •Freetown	" 11.00 "	" 5.33 "		91.8 •Fredericton	" 3.44 "	" 9.02 "							
74.3 •Blue Shank	" 11.15 "	" 5.44 "		93.8 •Clyde	" 3.53 "	" 9.10 "							
76.3 †Kensington	" 11.24 "	" 6.03 "		96.2 •Hunter River	" 4.05 "	" 9.23 "							
78.3 •Barbara Welt	" 11.32 "	" 6.10 "		100.0 †North Wiltshire	" 4.20 "	" 9.40 "							
80.5 •New Annan	" 11.42 "	" 6.35 "		102.3 •Colville	" 4.46 "	" 10.06 "							
81.9 •Travellers Rest	" 11.48 "			106.1 •Loyalist	" 4.50 "	" 10.12 "							
	Ar 12.00 "			107.6 •Milton	" 5.04 "	" 10.22 "							
84.8 †SUMMERSIDE	Dep 1.45 p.m.			111.9 •Winsloe	" 5.10 "	" 10.33 "							
	De 1.54 "			113.8 †Royalty Junction	" 5.15 "	" 10.42 "							
89.9 •Miscouche	" 2.07 "			Cemetery									
93.5 •St. Nicholas	" 2.24 "			St. Dunstans	Arr 5.30 "								
96.5 †Wellington	" 2.39 "			117.1 †CHARLOTTETOWN	Dep 2.50 "	Ar 11.00 "	Dep 8.45 a.m.						
101.1 •Richmond	" 3.00 "						" 9.02 "						
104.9 •Northam	" 3.14 "			St. Dunstans	" 3.05 "		" 9.08 "						
106.8 †Port Hill	" 3.25 "			113.9 •Cemetery	" 3.12 "		" 9.12 "						
108.8 •Ellerslie	" 3.32 "			111.9 •Royalty Junction	" 3.15 "		" 9.30 "						
112.8 •Conway	" 3.49 "			112.6 •Brackley Point	" 3.22 "		" 9.37 "						
115.2 •Portage	" 4.04 "			114.0 •Union	" 3.39 "		" 9.38 "						
121.2 •Otter	" 4.30 "			115.2 •York	" 3.48 "		" 9.48 "						
124.8 •Mill River	" 5.00 "			118.1 •Sudbik	" 4.02 "		" 10.02 "						
130.5 •Bloomfield	" 5.16 "			120.4 •Bedford	" 4.24 "		" 10.45 "						
135.9 •Dock Road	" 5.41 "			123.3 •Tracadie	" 4.35 "								
	Ar 5.58 "			128.7 †Mt. STEWART Junc.	" 4.54 "								
139.5 †Alberton	Dep 6.00 "			131.3 •Flaquid	" 5.02 "								
143.7 •Montrose	" 6.18 "			135.5 •Peakes	" 5.22 "								
145.9 •Kildare	" 6.29 "			137.9 •Baldwins	" 5.40 "								
148.3 •DeBlois	" 6.39 "			142.4 •Perth	" 5.54 "								
150.3 •Harpers	" 6.48 "			146.8 †Cardigan	" 6.05 "								
152.8 †TIGNISH	" 7.00 "			150.6 •Brudenell									
				152.9 †GEORGETOWN									

G. N. HARLAND, & CO. PRINTERS, WATER ST.

MEMO. OF TRAIN CROSSINGS.

No. 1 will cross No. 6 at Mount Stewart.
No. 1 will cross No. 4 at North Wiltshire.
No. 1 will cross No. 2 at Summerside.
No. 2 will cross No. 1 at Summerside.
No. 2 will cross No. 3 at Hunter River.
No. 2 will cross No. 5 at Royalty Junction.
No. 3 will cross No. 2 at Hunter River.
No. 4 will cross No. 1 at North Wiltshire.
No. 5 will cross No. 6 at St. Peters.
No. 5 will cross No. 2 at Royalty Junction.
No. 6 will cross No. 1 at Mount Stewart.
No. 6 will cross No. 5 at St. Peters.

NOTE 1.—Trains will not run east of St. Peters Wharf until further notice.

NOTE 2.—All Trains approaching Charlottetown are held for orders at Royalty Junction. Conductors and Engine Drivers please note.

NOTE 3.—All Trains on Time Card will do Way Freight business.

W. McKECHNIE,
Superintendent P. E. I. Ry.

C. J. BRYDGES,
General Supt. Gov't. Railways.

Murray Harbour station c.1905, Elliot Lumsden photograph, courtesy Prince Edward Island archives

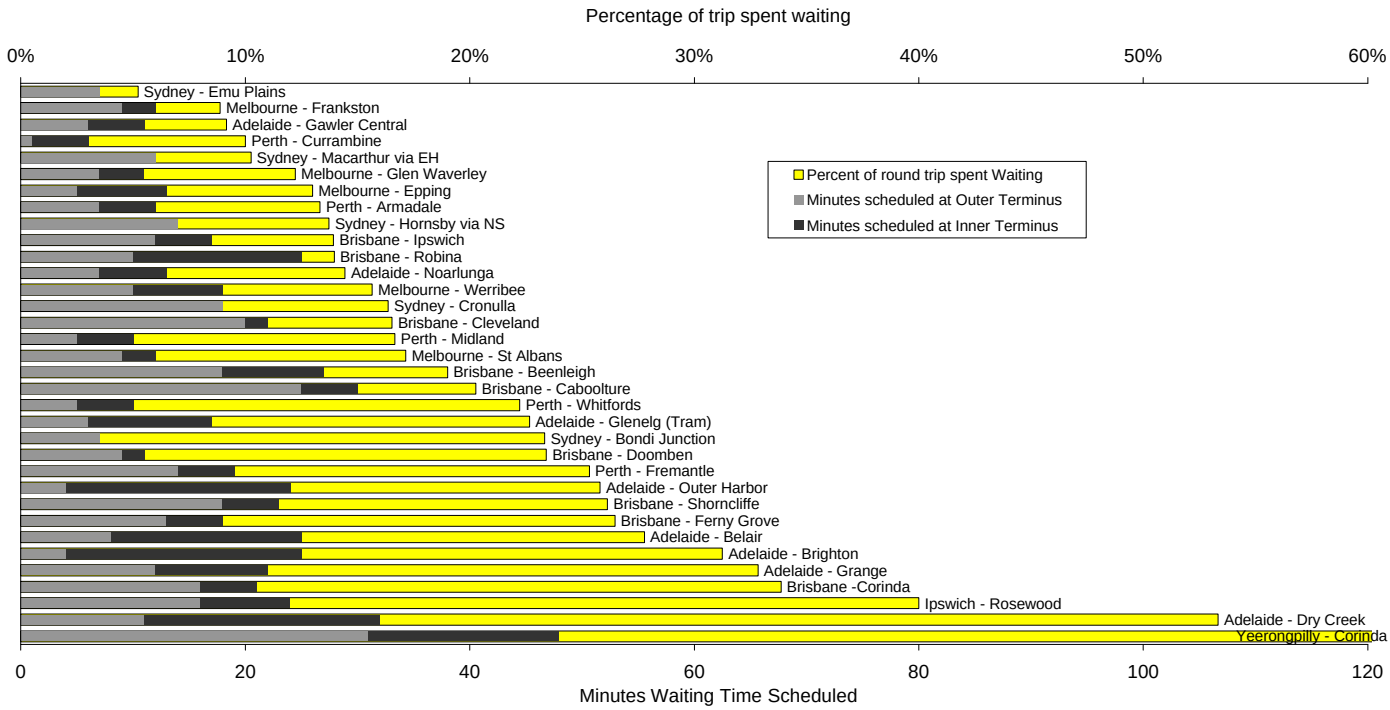
Graphic Insight

By **CHRIS BROWNBILL**

Graphic Insight this month asks 'How efficiently do Australia's Metropolitan railway operators utilise their trains"? We do this by looking at what timetables tell us about the times that trains are NOT running, in particular, how long do Australian suburban trains spend sitting at termini?

The graph below shows for each of a number of selected suburban train routes radiating from each of Australia's State capital cities 1) the number of minutes spent sitting at the outer terminus, 2) the number of minutes spent sitting at the central or city terminus and 3) the proportion of the total round trip time that these two waiting times comprise. The round trip time is calculated as the time elapsed between the departure of a train from the city terminus and its subsequent departure from that terminus (on the same or a different route).

The data has been taken from Public timetables of Australian metropolitan rail operators effective March 2000. The figures are based in all cases upon the Monday to Friday inter-peak schedules (where in all cases a regular interval memory timetable is in force). There is some uncertainty in the figures for waiting time at Adelaide station as the through-routing details are not explicitly stated in the public timetables. There is also uncertainty about the turnaround time at Currambine - it could be 1 minute or 16 minutes.

Note that the longer routes tend to have a better usage ratio - which is to be expected, however note that not only does the relative size of the waiting time increase as the routes shorten, it appears also the absolute waiting time is greater on shorter routes too. Adelaide is different to other cities in that it appears to schedule short turnarounds at outer termini and longer turnarounds at the city end - this is probably because Adelaide is the only stub-end terminal station thereby necessitating a change of direction.

It is also quite noticeable that Adelaide and Brisbane tend to have much lower train efficiency rates than the other cities - in fact every one of the ten worst performing routes are from those two cities. This technique of comparing networks of course neglects another major component of efficiency - that of train speed, and that is probably where Brisbane would show up comparatively well. In addition, not all routes from Sydney and Melbourne are included in this analysis, however, those that are generally measure up well.