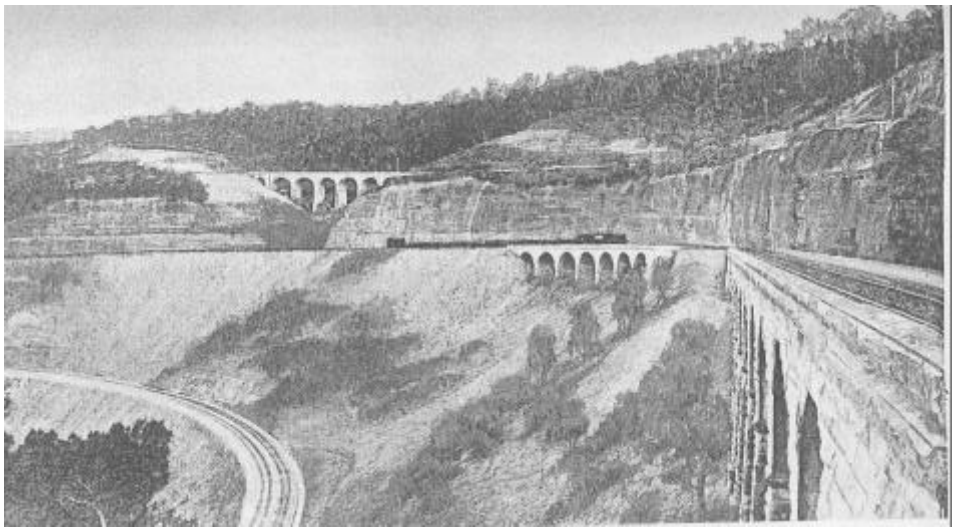
The Times

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

RRP $2.50

May, 2000 Issue No. 194 (Vol. 17 No.5)



The Great Lithgow Zig Zag: it had only 2 daggers

Hawkesbury River, where the three daggers first appeared

The year of the three daggers

††† THE YEAR OF THE THREE DAGGERS ††† 3
RAILWAY TIMETABLES OF SOUTH AUSTRALIA 11
A CREDENCE OF TIMETABLE AND ADVERTISING GRAPHICS 13
PIGEONS AND OTHER EXOTICA 14
TAXI-BUS SERVICES 15
GRAPHIC INSIGHT 16

The Times

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

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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.

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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.

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††† The year of the three daggers †††

*This is not a Sherlock Holmes mystery, although it is set in the year that Sherlock Holmes first sprang from the mind of Conan Doyle. No, it marks the first appearance in a NSW Working Time Table of the now-familiar three-daggers symbol (†††), signifying the use of electric staff as a safeworking system. This was in 1891 and, like some other things I (***GEOFF LAMBERT***) have written about in these pages, it can be laid at the feet of the NSW Railway Commissioner.*

A few years ago, I happened to stumble on a rare find in a second-hand bookshop - a complete leather-bound marble-boarded set of 1891 NSWGR Working Timetables. The volume contained 18 working timetables: 5 Western Division, 3 Southern, 5 Northern and 5 Main and Illawarra. This was a year of great transition for the NSW Railways and the changes involved can be clearly seen in the pages of the time table.

Eddies in the railway world

The reason for all this change was Mr Edward Eddy, a real whirlwind of a Commissioner imported from the U.K. in 1888 to run the railways. Mr Eddy (Eddie Eddy?) learned his railway trade mostly in the London and North Western railway under such luminaries as George Findlay and George Neele. The LNWR boosted itself, with some justification, as “The Premier Line” and it was at the forefront in many operating practices. Eddy brought the LNWR attitude to operations with him and began to stamp them on the NSWR from the earliest days of his appointment.

Most notable among Eddy’s operational changes were the extension of double track, the regrading of many steep lines, the introduction of much more powerful locomotives, the upgrading of the NSWR rule book and the installation of more modern safeworking methods.

Tradition

A railway employee of 1970, spotting one of my 1891 WTTs lying on the table would have recognised it for what it was in a fraction of a second. The style, layout, content and even the colours of the covers had already been fixed by 1891 and were to remain fixed for another three-quarters of a century. Our Figure 1 shows the title page/cover of the Western Division WTT for 1891 and another one for 1960. Even the printer’s marks at the foot of the page are the same. The NSW Railways were Australia’s "Premier Line" as far as the issue of paper bumf was concerned, rivalling the world master, the Great Western Railway. With rule book Appendices running to eight volumes, enormously detailed WTT instructions and a host of supplementary books, a complete set amounted to over 6,000 pages and took up three quarters of a metre of shelf space in the Traffic Manager's office. The 1891 volume of Working Time Tables marks the first appearance of what was to grow almost beyond limit. While the January WTTs get right down to business with train times commencing from page 1 of every district's volume, the next issues, in June, each contain several pages of detailed instructions preceding the train times. By the time of the 1960 timetables, you had to read as far as page 45 before you could find train times.

Doubling the Southern line

During 1891, at least three *South and Branches* Working Time Tables were issued (1 Jan, 1 Aug, 7 Sep). There may have been more, but only these three survive in my bound volume.

On New Year’s Eve 1890, the single line between Granville and Merrylands was duplicated- triplicated really, because a relief line was provided also. South of Merrylands, the line remained single all the way to Albury. This was the night before the currency of the new WTT and it is perhaps not surprising that the WTT, obviously already printed at this time, still shows single line all the way from Granville.

Our first timetable page (*Figure 2*), from 1 Jan 1891 shows the safeworking sections and stations at this date, with the morning train service. All of the crossing stations experienced at least one cross during the morning. Staff and Ticket was in use between Granville and Campbelltown, with Electric Tablet beyond.

My prime source for duplication dates for the South line comes from the NSWGR publication, “Main Southern Line Maps". This may or not be reliable, as it conflicts somewhat with the entries in the WTT. In the 7 months that elapsed between January and August, the several single line sections were duplicated as in the box overleaf.

By August 1, the date of the new WTT, the line was in a patchwork state between Granville and Picton, with several isolated single line sections. The WTT shows double line ending at Liverpool, as shown in our *Figure 3*. New stations and safeworking places have appeared, daggers have come and gone, a ballast siding near Picton is busy supplying the new works. It is hard to tell from such a table where safeworking methods began and ended- two stations each having a dagger might in fact be joined by a double line, the daggers applying to the sections on the other side. Any trains passing on double track?

Way out West

"No 15 calls at Parramatta to pick up a newsboy" was an unusual piece of information to be found in the August 1891 *West and branches* WTT. No 15 was a goods, passing through Parramatta at 4.15 a.m. What the newsboy was doing on such a train at such a hour is not explained, presumably going to Penrith to sell papers, or perhaps to join an early morning Up train somewhere. The timetable does not say where he was spat out. No 15 is in our *Figure 4*, along with 16 other trains scheduled between Penrith and Wallerawang in the mornings.

Train 23 in this table, the morning's first mountain passenger train was one of 6 Down and 6 Up trains which later in the year were said to "*call at Numantia when required to pick up or set down Mr Clift or members of his family only*". But where is Numantia? And who was Mr Clift? Numantia, between Faulconbridge and Linden, had been opened as a private siding for Sir James Martin, who intended to build a house there. But it later became a public siding when he didn't go ahead with the house. It was closed in the middle of our year of study and disappeared from the WTT, but reappeared with its instructions regarding the especially-favoured Mr Clift in the September issue. Hence its temporary absence in our Figure 4. Mr Clift remains a mystery.

Trains 11 and 27 on this page were 2 of 7 trains on the line which the Working Time Table said "run double between Penrith and Katoomba". What this meant is not clear. Both trains had "bank engines" over the same length of line, and this is perhaps what is meant. By 1892, the WTT was using the term "push-up engines" to describe them. These bank engines were meant to return on the schedule of two conditional Up trains No 2A and 14 or, if the latter were actually running on the day, attached to these trains, or "as a division of these trains". The other 5 push-up engines ran attached to their Down trains right through to Mt Victoria, where they were detached and then took forward "mineral" (coal) trains to Eskbank, three of which, Nos 3, 7 and 9 appear in the table shown. It's all very confusing.

Section	Starts (miles)	Duplicated
Merrylands-Guildford	14.58	4-Feb-91
Guildford-Fairfield	16.00	16-Mar-91
Fairfield-Canley Vale	18.01	26-Mar-91
Canley Vale-Warwick Farm Jct	19.25	18-Jun-91
Warwick Farm Jct - Liverpool	21.23	26-Mar-91
Liverpool - Casula Temporary Jct	21.95	27-Mar-91
Casula Temporary Jct - Glenfield (2nd)	23.98	10-Jul-91
Leumeah - Campbelltown	32.69	6-Apr-91
Campbelltown - Glenlee Temporary Jct	34.00	1-Jun-91
Camden Jct (installed)	34.56	5-Jan-91
Douglas Park - Ballast Sdg	45.55	31-Jul-91

The famous Lithgow Zig Zag (*cover*), was about half-way through its working life at the time of our WTT and was still pretty much in the state it had been in when built, save that double line now extended from "Bottom Points" to Bowenfels. Bottom Points, which was a train staff and ticket station, had been interlocked about 5 years previously, as had Top Points. The staff section was Clarence - Bottom Points in 1891, but as the Zig-Zag grew more elaborate and electric staff was introduced, a staff station was also introduced at Top Points. In 1891, trains could be divided for hauling up the grade of the Zig Zag, but the WTT does not explicitly show this, and nearly all of the trains shown in the WTT were given 25 minutes to run from Bottom Points to Clarence.

The three daggers

Tyer's electric train tablet had been invented in England in the 1870s and by the 1880s had reached the New South Wales Railways, where it persisted into the 1950s. Since its introduction, it had been symbolised in the pages of the Working Time Table by a pair of daggers. Electric Tablet "*did not meet with approval on the London and North Western ¼the staff was the predominant L&NWR idea of single line working*" Mr Thompson, an assistant to the L&NWR's E.M.G. Eddy brought out a proposal for an electric train staff and this was tried and adopted by the L&NWR in 1887. Mr Webb also had a hand in it, of course. Eighteen months later, the L&NWR's Mr Eddy arrived in NSW, carrying the notion of electric staff with him.

A dagger-free *North Coast, North and Branches* WTT had been issued on November 1st, but the three daggers signifying electric staff stations made their first appearance in the new issue a month later. Electric staff was introduced on the Morpeth branch on 26th November and the resulting timetable, in effect less than a week later, forms our *Figure 5*. The Morpeth branch was short, trains took only 8 minutes to traverse its 3 mile length and the service was provided by a single engine in steam. As the timetable shows, there could not possibly be any particular advantage of using electric staff on this line and it has come to be regarded as a trial installation.

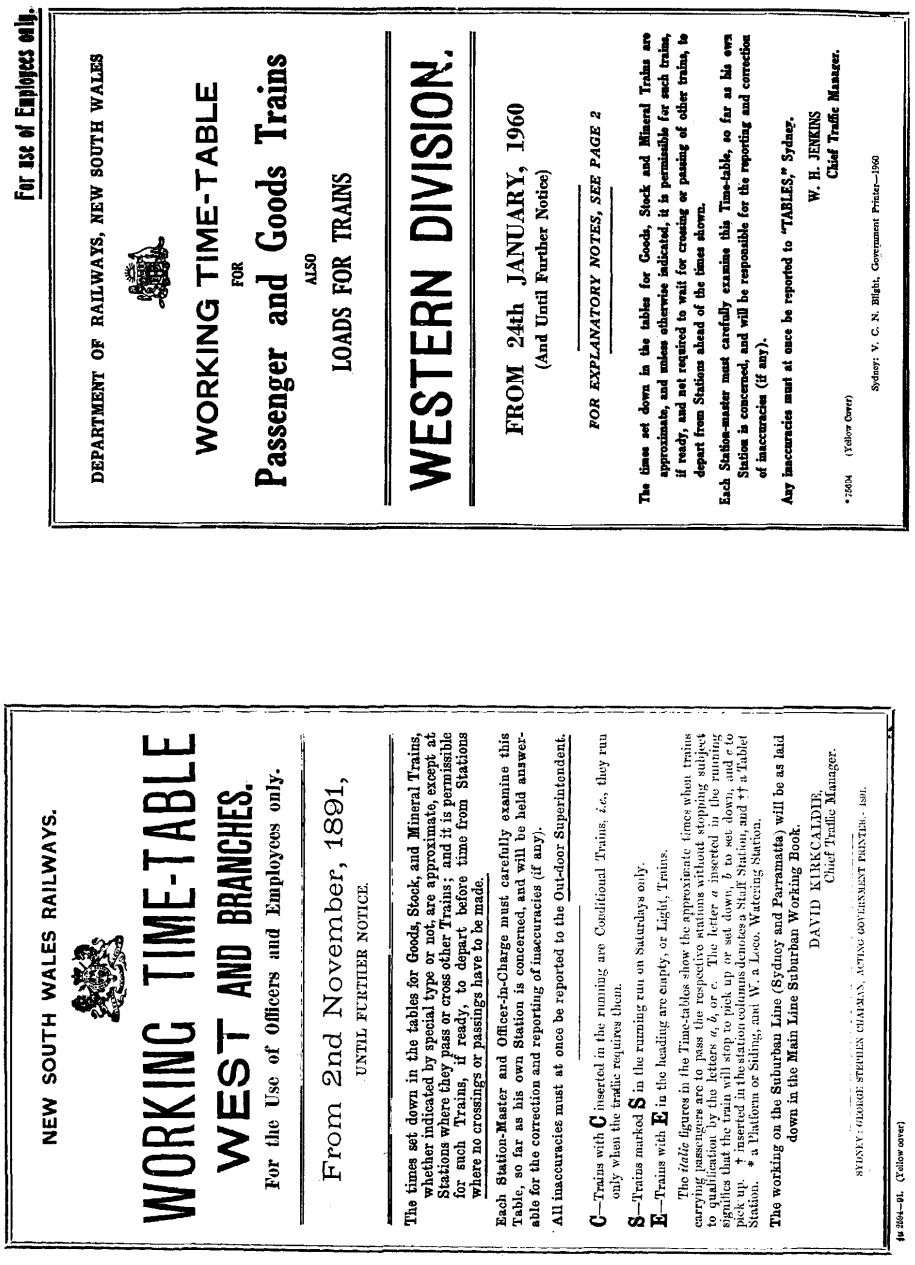
Despite the notion that Morpeth was *the* trial installation, it was preceded by 8 days by an installation on the Main North line. The line from Hornsby to Hawkesbury River had been opened in April 1887 and from then until the Hawkesbury River bridge was opened on 1st May 1889, passengers caught the ferry "General Gordon" to either Gosford or Mullet Creek and recommenced their train travel there. In November 1891, the line was single track, worked under staff and ticket regulations, with sections commencing at Ryde, continuing as far as Cockle Creek. Australia's first electric staff working was inserted into the middle of this length commencing with the two single line sections Hornsby-Cowan-Hawkesbury River (*cover)*, beyond which there was then a short (and short-lived) double line section across the big bridge to a signal cabin variously named Mullet Creek, Hawkesbury Cabin and Wondabyne. The last name change for this cabin occurred during the currency of the 1 Jan 1891 WTT, my copy contains a neat ink alteration to this effect. By 1893, it had closed and only one of the two tracks on the bridge was actually in use, under electric staff working Hawkesbury

River - Wondabyne (a different Wondabyne).

Actually, the December 1 1891 WTT seems confused about the introduction of electric staff, the first two pages of the main line table showing Staff and Ticket still in use over all sections, while later pages show Electric Staff between Hornsby and Hawkesbury River. Perhaps the first two pages were a typesetters error. In any event our *Figure 6* shows a double page spread that has both versions, the three daggers making their first appearance on a main line on the right-hand page.

This table has other interesting features, including a busy 5-way cross at Gosford in the mid-morning, where two expresses and 2 stopping trains meet one another and the pick-up goods. This pick-up goods takes 13 hours to go from Sydney to Newcastle. Note also the mixed train that runs only between Strathfield and Hornsby and the "empty trucks" trains with their many crossings and long waits.

In column 35 appears a conditional "Funeral Train". This was the return working of an empty train that ran from Newcastle to Adamstown, arriving back at Newcastle in time to be attached to–or to a make a connection with–the Newcastle-Sandgate funeral train. The WTT doesn't say how the "passengers" transferred, or why Adamstown was the origin of this lugubrious service.



NEW SOUTH WALES RAILWAYS.

WORKING TIME-TABLE

WEST AND BRANCHES.

For the Use of Officers and Employees only.

From 2nd November, 1891,

UNTIL FURTHER NOTICE.

The times set down in the tables for Goods, Stock, and Mineral Trains, whether indicated by special type or not, are approximate, except at Stations where they pass or cross other Trains; and it is permissible for such Trains, if ready, to depart before time from Stations where no crossings or passings have to be made.

Each Station-Master and Officer-in-Charge must carefully examine this Table, so far as his own Station is concerned, and will be held answerable for the correction and reporting of inaccuracies (if any).

All inaccuracies must at once be reported to the Out-door Superintendent.

C—Trains with **C** inserted in the running are Conditional Trains, *i.e.*, they run only when the traffic requires them.

S—Trains marked **S** in the running run on Saturdays only.

E—Trains with **E** in the heading are empty, or Light, Trains.

The *italic* figures in the Time-tables show the approximate times when trains carrying passengers are to pass the respective stations without stopping subject to qualification in the letters *a*, *b*, or *c*. The letter *a* inserted in the running signifies that the Train will stop to pick up or set down, *b* to set down, and *c* to pick up. * inserted in the station columns denotes a Staff Station, and †† a Ticket Station. * a Platform or Siding, and W. a Loco. Watering Station.

The working on the Suburban Line (Sydney and Parramatta) will be as laid down in the Main Line Suburban Working Book.

DAVID KIRKCALDIE,
Chief Traffic Manager.

SYDNEY: GEORGE STEPHEN CHAPMAN, ACTING GOVERNMENT PRINTER.—1891.

No 2864—91. (Yellow cover)

For use of Employees only.

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES

WORKING TIME-TABLE
FOR
Passenger and Goods Trains
ALSO
LOADS FOR TRAINS

WESTERN DIVISION.

FROM 24th JANUARY, 1960
(And Until Further Notice)

FOR EXPLANATORY NOTES, SEE PAGE 2

The times set down in the tables for Goods, Stock and Mineral Trains are approximate, and unless otherwise indicated, it is permissible for such trains, if ready, and not required to wait for crossing or passing of other trains, to depart from Stations ahead of the times shown.

Each Station-master must carefully examine this Time-table, so far as his own Station is concerned, and will be responsible for the reporting and correction of inaccuracies (if any).

Any inaccuracies must at once be reported to "TABLES," Sydney.

W. H. JENKINS
Chief Traffic Manager.

*2604 (Yellow Cover)

Sydney: V. C. N. Blight, Government Printer—1960

Figure 1: The unchanging nature of the New South Wales Railways' Working Time Table styles

SOUTHERN LINE—Sydney to Picton.

Distance. Miles.	Distance. Chains.	DOWN.	1	3	19	7	9	11	13	21
			E	Express Mixed.	Goods.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.
					C		S			
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
—	—	SYDNEY W. ..... D.	.....	4 10	.....	.....	7 55	.....	9 30	.....
7	13	Strathfield..... D.	.....	.....	.....	.....	.....	.....	*9 44c*	.....
7	59	Homebush	.....	.....	.....	.....	*c*	.....	.....	.....
13	14	Granville †W..... A.	.....	.....	.....	.....	.....	.....	.....	.....
			4	4 64			16	50		
		Do. ..... D.	4 20	*4 40* 4 64	4 55	7 10	8 20	9 40	.....	12 10
14	40	Merrylands	.....	.....	.....	7 14	.....	9 44	.....	12 14
15	66	Guildford	.....	.....	.....	7 18	.....	9 47	.....	12 18
17	71	Fairfield†..... A.	.....	.....	5 10	.....	.....	.....	.....	.....
					8 10		18			
		Do. ..... D.	.....	.....	5 40	7 23	8 35	9 52	.....	12 23
19	13	Canley Vale	.....	.....	.....	7 26	.....	9 55	.....	12 26
19	62	Cabramatta	.....	.....	.....	7 29	.....	9 59	.....	12 29
22	3	Liverpool † W. ..... A.	4 45	*5 0*	6 0	7 35	.....	10 5	.....	12 35
			8	8 10	12	16	32	20	20	
		Do. ..... D.	.....	*5 10*	6 10	.....	8 45	.....	10 20	.....
25	73	Glenfield	.....	.....	.....	.....	8 52	.....	10 27	.....
27	10	Macquarie Fields	.....	.....	.....	.....	*a*	.....	*a*	.....
28	22	Ingleburn†.....	.....	.....	.....	.....	8 55	.....	10 34	.....
30	63	Minto.....	.....	.....	.....	.....	9 3	.....	10 40	.....
32	44	Leumeah	.....	.....	.....	.....	*a*	.....	*a*	.....
33	71	Campbelltown††..... A.	.....		6 45	.....	9 13	.....	10 50	.....
				12	16				22 24	
		Do. ..... D.	.....	*5 38*	6 50	.....	9 15	.....	10 55	.....
39	59	North Menangle*	.....	.....	.....	.....	*a*	.....	*a*	.....
40	38	Menangle††W. ..... A.	.....	.....	.....	.....	.....	.....	.....	.....
							20			
		Do. ..... D.	.....	.....	.....	.....	9 30	.....	11 10	.....
45	18	Douglas Park†† ..... A.	.....	.....	7 40	.....	.....	.....	.....	.....
					2					
		Do. ..... D.	.....	.....	7 45	.....	*a*	.....	11 25	.....
51	10	Maldon*	.....	.....	.....	.....	*a*	.....	*a*	.....
52	64	PICTON†† ..... A.	.....	6 20	8 15	.....	10 10	.....	11 40	.....
					50		24			

When No. 64 is running, No. 1 must leave Granville at 3·35 a.m., cross No. 4 at Fairfield, and arrive Liverpool 4·0 a.m., crossing No. 64.

Figure 2: The Main South line as it was at the start of 1891

WORKING TIME-TABLE.

SOUTHERN LINE—Sydney to Picton.

Distance. Miles.	Chains.	DOWN.	1	3	19	7	9	11	13	21	15
			E	Express Mixed.	Goods.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Goods.
					C		C				
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a m.	p.m.	a.m.
—	—	Darling Harbour	.....	.....	.....	.....	.....	.....	.....	.....	10 40
—	—	SYDNEY W. ..... D.	.....	4 10	.....	.....	7 55	.....	9 30	.....	.....
7	13	Strathfield ..... D.	.....	.....	.....	.....	.....	.....	*9 44c*	.....	.....
7	59	Homebush	.....	.....	.....	.....	*c*	.....	.....	.....	.....
13	14	Granville W..... A.	.....	.....	.....	.....	.....	.....	.....	.....	11 25
		Do. ..... D.	4 20	*4 40*	5 25	7 10	8 20	9 40	.....	12 10	11 50
14	40	Merrylands	.....	.....	.....	7 14	.....	9 44	.....	12 14	.....
15	66	Guildford	.....	.....	.....	7 18	.....	9 47	.....	12 18	.....
											p.m.
17	71	Fairfield..... A.	.....	.....	.....	.....	.....	.....	.....	.....	12 8
		Do. ..... D.	.....	.....	.....	7 23	8 35	9 52	.....	12 23	12 35
19	13	Canley Vale	.....	.....	.....	7 26	.....	9 55	.....	12 26	.....
19	62	Cabramatta	.....	.....	.....	7 29	.....	9 59	.....	12 29	.....
20	54	Warwick Farm Jnct.*	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	3	Liverpool W.† ..... A.	4 45	*5 0* 8	6 0 12	7 35	 32	10 5	 20	12 35	12 50
		Do. ..... D.	.....	*5 10*	6 10	.....	8 45	.....	10 20	.....	1 0
24	15	Temporary Junct. † D.	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	73	Glenfield††	.....	.....	.....	.....	8 52	.....	10 27	.....	.....
27	10	Macquarie Fields	.....	.....	.....	.....	*a*	.....	*a*	.....	.....
27	28	Bumberry Junct. †† D.	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	22	Ingleburn	.....	.....	.....	.....	8 55	.....	10 34	.....	.....
30	63	Minto	.....	.....	.....	.....	9 3	.....	10 40	.....	.....
32	44	Leumeah†	.....	.....	.....	.....	*a*	.....	*a*	.....	.....
33	71	Campbelltown† ... A.	.....	 12	 16	.....	9 13	.....	10 50 22 24	.....	1 40 28
		Do. ... D.	.....	*5 38*	6 45	.....	9 15	.....	10 55	.....	1 50
35	20	Glenlee Junction †† D.	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	59	North Menangle* ... D.	.....	.....	.....	.....	*a*	.....	*a*	.....	.....
40	38	Menangle†† W..... A.	.....	.....	.....	.....	 20	.....	.....	.....	.....
		Do. ..... D.	.....	.....	.....	.....	9 30	.....	11 10	.....	.....
45	18	Douglas Park ..... A.	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Do. ..... D.	.....	.....	.....	.....	*a*	.....	11 25	.....	.....
47	62	Ballast Siding†† ... A.	.....	.....	 32	.....	.....	.....	.....	.....	2 55 36
...	...	Do. ..... D.	.....	.....	7 35	.....	.....	.....	*a*	.....	3 5
51	10	Maldon*	.....	.....	.....	.....	*a*	.....	*a*	.....	.....
52	64	PICTON†† ..... A.	.....	6 20	8 0 50	.....	10 10 24	.....	11 40	.....	3 25

Figure 3. The Main South Line as it was in August 1891

WESTERN LINE.—Penrith to Wallerawang.

Distance. Miles.	Chains.	DOWN.	3 Mineral.	7 Mineral.	9 Mineral.	‡11 Goods.	15 Through Goods.	17 Pick up Goods.	19 Pick up Goods.	‡23 Passenger.	25 Passenger.	27 Through Goods.	31 Goods.	
			C							S		C		
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	
34	49	PENRITH† W ..... D.	.....	.....	.....	5 15 46	6 15	7 5 48	.....	9 20 54	10 55 6	12 0 4	1 10 16	.....
35	45	Emu Plains† ..... A.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Do. ..... D.	.....	.....	.....	5 20	6 20 48	7 15 2	.....	9 25	11 0 2a	12 5	1 15	.....
39	18	Lucasville* ..... D.	.....	.....	.....	.....	.....	.....	.....	9 40a	11 15a	.....	.....	.....
40	64	Glenbrook† W ..... A.	.....	.....	.....	.....	6 50	7 45 10.54	.....	9 46 6	 4	12 35 16	 8	.....
		Do. ..... D.	.....	.....	.....	5 50 48	6 55 2	8 15	.....	9 47	11 23	12 40	1 45	.....
42	59	Blaxland* ..... D.	.....	.....	.....	.....	.....	.....	.....	9 52a	11 28a	.....	.....	.....
44	67	Karabar* ..... D.	.....	.....	.....	.....	.....	.....	.....	9 59a	11 35a	.....	.....	.....
46	36	Valley Heights* ..... D.	.....	.....	.....	.....	.....	.....	.....	10 4a	11 40a	.....	.....	.....
47	27	Springwood† ..... A.	.....	.....	.....	.....	7 25 54.10	.....	.....	..... 2a	 16	1 10 8	 20	.....
		Do. ..... D.	.....	.....	.....	6 20 2	7 37	8 40	.....	10 10	11 46	1 15	2 10	.....
49	21	Faulconbridge* ..... D.	.....	.....	.....	.....	.....	.....	.....	10 17a	11 53a p.m.	.....	.....	.....
51	65	Linden† W ..... A.	.....	.....	.....	6 50 54.10	.....	9 5 6.2a	.....	 4	 20	.....	2 35 12.18	.....
		Do. ..... D.	.....	.....	.....	7 21	8 5	9 30	.....	10 30	12 5	1 40	2 47	.....
54	16	Woodford* ..... D.	.....	.....	.....	.....	.....	.....	.....	10 37a	12 15a	.....	.....	.....
56	3	Hazelbrook* ..... D.	.....	.....	.....	.....	.....	.....	.....	10 44a	12 22a	.....	.....	.....
57	44	Lawson† W ..... A.	.....	.....	.....	.....	8 35 6.2a	9 55 4	.....	10 52 16	12 30 8	2 10 12.18	 14	.....
		Do. ..... D.	.....	.....	.....	7 50	9 10	10 5	.....	10 57	12 40	2 30	3 15	.....
61	53	Wentworth Falls† W ..... A.	.....	.....	.....	8 10 2a.6	 4	10 25 16	.....	.....	 20	 14	3 35 22	.....
		Do. ..... D.	.....	.....	.....	8 25	9 30	10 45	.....	11 15	1 0	2 50	3 45	.....
64	64	Leura* ..... D.	.....	.....	.....	.....	.....	.....	.....	a	a	.....	.....	.....
66	18	Katoomba† ..... A.	.....	.....	.....	8 55 4	 16	11 5 8	.....	..... 8.20	 12	3 10 22	4 5 26	.....
		Do. ..... D.	.....	.....	.....	9 5	9 50	.....	.....	11 35	1 20	3 20	4 15	.....
66	68	North's Siding* ..... D.	C	.....	.....	.....	.....	.....	.....	S	.....	C	.....	
70	2	Medlow* ..... D.	.....	.....	.....	.....	.....	.....	.....	11 48a	1 33a	.....	.....	
73	5	Blackheath† W ..... A.	.....	.....	.....	9 40	.....	.....	.....	.....	1 40 14.18	 28	 30	
		Do. ..... D.	.....	.....	.....	9 50	10 10	.....	.....	11 55 p.m.	1 45	3 45	4 40	
76	71	MT. VICTORIA† W ..... A.	 52	 2	 2	10 5 8.15	..... 11.8	.....	.....	12 5 12	1 55 22	4 0 30	4 55	
		Do. ..... D.	2 5	3 40	4 10	10 30	10 20	.....	.....	12 20	2 15	4 10	5 5	
80	48	Hartley Vale Siding* ..... D.	.....	.....	.....	.....	.....	.....	.....	12 28a	2 23a	.....	.....	
81	13	Main Camp* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
83	6	Bell† ..... A.	 43	.....	4 40 54	.....	.....	.....	.....	.....	 26	.....	 32	
		Do. ..... D.	2 30	4 0	5 10	11 0	10 40	.....	.....	12 34	2 29	4 30	5 25	
88	9	Clarence Siding† ..... A.	2 50 2	4 20 54	5 30	11 20 12	 12	.....	.....	..... 14.18	.....	 32	 24	Conditional.
		Do. ..... D.	2 55	4 30	5 35	11 25	11 0	.....	.....	12 44	2 39	4 50	5 45	
91	67	Zigzag, Bottom Points† W ... A.	 54	.....	..... 2a	 14	 14	.....	.....	..... 26.22	..... 30.32	 24	 36	
		Do. D.	3 20	4 55	6 0	11 50	11 25	.....	.....	1 0a	2 54	5 15	6 10	
93	10	Vale Siding* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
93	18	Oakey Park* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
93	67	Vale of Clwydd Siding* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
93	77	Mort's Siding* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
						p.m.								
94	9	Eskbank Coal Stage W ..... A.	.....	.....	.....	.....	11 35	.....	.....	.....	3 0	5 25	6 20	
		Do. ..... D.	3 30	5 5	6 10	12 0	11 45	.....	.....	.....	3 2	5 35	6 30	
94	17	Brown's Siding* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
94	53	Eskbank ..... A.	3 35	5 10	6 15	12 5	11 50 p.m.	.....	.....	.....	.....	5 40	6 35	
		Do. ..... D.	.....	.....	.....	.....	12 0	.....	8 30	1 13	3 5	6 0	6 55	.....
95	10	Lithgow* ..... A.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Do. ..... D.	.....	.....	.....	.....	.....	.....	.....	1 16	3 8	.....	.....	.....
95	13	Lithgow Siding* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95	29	Lucas' Siding* ..... D.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
96	39	Bowenfels† W ..... A.	.....	.....	.....	.....	 18	.....	 8	.....	.....	 28	.....	.....
		Do. ..... D.	.....	.....	.....	.....	12 11	.....	8 40	1 20	3 12	6 10	7 5	.....
100	8	Marrangaroo* ..... D.	.....	.....	.....	.....	.....	.....	.....	1 28a	3 20a	.....	.....	.....
104	7	WALLERAWANG† W ... A.	.....	.....	.....	.....	.....	.....	9 10 12	1 40	3 30 24	6 40	7 35 34	.....

‡ See Special Instructions, pages 2, 3, and 4.

Figure 4: The Western Line in August 1891 - where has Numantia gone?

28 WORKING TIME-TABLE.

MORPETH LINE.

Distance from East Maitland. M.	C.	DOWN. To Morpeth.	WEEK-DAYS. 1 Goods. C	3 Pass.	5 Pass.	7 Pass.	7a Pass. S	9 Pass.	11 Pass.	13 Pass.	15a Pass.	17 Pass.
			A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
...	...	E. MAITLAND ...D.	6 0	7 40	8 45	10 45	12 45	1 15	2 55	4 5	5 25	6 2
		††† W.										
1	14	Raworth * ... ,,	...	*7 44a*	*8 49a*	*10 49a*	*12 48a*	*1 19a*	*2 59a*	*4 9a*	*5 29a*	*6 5a*
3	3	MORPETH†††A.	6 15	7 50	8 55	10 55	12 53	1 25	3 5	4 15	5 35	6 10

DOWN. To Morpeth.	WEEK-DAYS. 19 Pass.	21 Pass.	23 Pass. S	25 Pass.	27 MAIL.	29 Pas. S	SUNDAY. 31 Pass.	33 Pass.	35 Pass.	37 MAIL.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.
E. MAITLAND†††W.D.	6 35	7 45	9 23	10 0	10 40	11 50	8 45	4 5	7 45	10 40
Raworth *..... ,,	*6 38a*	*7 49a*	*9 27a*	*10 3a*	*10 43a*	*11 54a*	*8 49a*	*4 9a*	*7 49a*	*10 43a*
MORPETH††† ...A.	6 43	7 55	9 33	10 8	10 48	11 59	8 55	4 15	7 55	10 48

UP. From Morpeth.	WEEK-DAYS. 2 Goods. C	4 Pass.	6 Pass.	8 Pass.	8a Pass. S	10 Pass.	14 Pass.	14a Pass.	16 Pass.	Pass.
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
MORPETH †††.....D.	5 30	7 12	8 10	9 50	12 30	12 58	2 30	3 50	5 5	5 40
Raworth *..... ,,	...	*7 16a*	*8 15a*	*9 55a*	*12 35a*	*1 2a*	*2 35a*	*3 54a*	*5 10a*	*5 45a*
EAST MAITLAND †††W.....A.	5 45	7 20	8 20	10 0	12 40	1 6	2 40	3 58	5 15	5 50

UP. From Morpeth.	WEEK-DAYS. 18 Pass.	22 Pass.	24 Pass. S	26 Pass.	28 Pass.	30 Pass. S	SUNDAY. 32 Pass.	34 Pass.	36 Pass.	38 Pass.
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.
MORPETH †††...D.	6 15	7 0	8 5	9 45	10 15	11 30	8 0	3 30	6 55	10 15
Raworth *..... ,,	*6 19a*	*7 5a*	*8 10a*	*9 50a*	*10 20a*	*11 35a*	*8 5a*	*3 35a*	*7 0a*	*10 20a*
E. MAITLAND †††WA.	6 23	7 10	8 15	9 55	10 25	11 40	8 10	3 40	7 5	10 25

Figure 5. Morpeth in December 1891: electric staff was wasted on it.

NORTH COAST LINE—Sydney to Newcastle—*continued.*

Distance from Sydney		DOWN.	9	11	13	15	15a	17	19	21	23
Miles.	Chains.		Pick-up.	Mixed.	Pass.	Coal.	Coal.	E	Pass.	Exp.	Pass.
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
...	...	Darling Harbor...Dep.	3 30	...	.....	.....	.....	.....	.....	.....	.....
—	—	SYDNEY ..... „	3 35	...	.....	C	C	8 1	8 20	9 0	.....
7	13	Strathfield Junc. Arr.	4 0	...	.....			.....	.....	9 13	.....
		„ ..Dep.	4 20	6 25	.....	.....	.....	8 18	8 40	9 15c	9 55
8	75	Concord* ..... „	.....	a	.....	.....	.....	.....	8a44	.....	9a59
10	12	Rhodes* ..... „	.....	a	.....	.....	.....	.....	8a47	.....	10a2
10	74	Meadow Bank*... „	.....	a	.....	.....	.....	.....	8a50	.....	10a5
11	65	Ryde†.....Arr.	4 35 / 22 / 76	...	.....	.....	.....	.....	8 53	.....	10 8
		„ .....Dep.	5 15	6 40	.....	.....	.....	8 31 / 24 / 24a	8 54	9 24 / 26	10 9
13	14	Eastwood.....Arr.	.....	...	.....	.....	.....	.....	8 58	.....	10 13
		„ .....Dep.	.....	6 46	.....	.....	.....	.....	8 59	.....	10 14
14	28	Carlingford†.....Arr.	5 35	...	.....	.....	.....	8 40	.....	.....	.....
		„ .....Dep.	5 45	6 50	.....	.....	.....		9a3 / 25	9 30 / 28	10a18
16	38	Beecroft ..... „	.....	6 56	.....	.....	.....		9 8	.....	10 23
17	50	Pennant Hills*... „	.....	6a59	.....	.....	.....		9a11	.....	10a26
18	14	Thornleigh† .....Arr.	6 0	...	.....	.....	.....		9 13	.....	10 28
		„ .....Dep.	6 10	7 3	.....	.....	.....		9 14 / 26	9 33	10 29
20	73	HORNSBY (Arr.	6 20 / 24a	7 10 / 12	.....	.....	.....		9 20	.....	10 35
		JUNCTION† (Dep.	7 45 / 24	... / 24	.....	.....	.....		9 21	9 44	..... / 16
23	20	Colah* ..... „	.....	...	.....	.....	.....		a	.....	.....
27	47	Berowra* ..... „	.....	...	.....	.....	.....		a	.....	.....
30	0	Cowan† .....Arr.	8 15 / 23	...	.....	.....	.....		.....	.....	.....
		„ .....Dep.	8 20	...	.....	.....	.....		9 40 / 16	10 1 / 16	.....
35	41	Hawkesb'ry R.†W Arr.	8 45 / 16	...	.....	.....	.....		9 53 / 28a	10 14 / 28a	.....
		„ Dep.	9 10 / 28a	...	.....	.....	.....		9 55 / 28a	10 17 / 28a	.....
36	41	Wondabyne†.....Arr.	9 15	...	.....	.....	.....		.....	.....	.....
		„ Dep.	.....	...	.....	.....	.....		.....	10 20	.....
40	0	Mullet Creek ..... „	.....	...	.....	.....	.....		a	.....	.....
45	3	Woy Woy* ..... „	.....	...	.....	.....	.....		a	.....	.....
48	0	Point Clare* ..... „	.....	...	.....	.....	.....		a	.....	.....
50	14	GOSFORD † W Arr.	9 55 ++	...	.....	.....	.....		10 25 ‡‡	10 44 +	.....
		„ .....Dep.	11 15	...	.....	.....	.....		11 3 ‡‡	10 50 +	.....
52	35	Narara* ..... „	.....	...	.....	.....	.....		a	.....	.....
56	15	Ourimbah† .....Arr.	.....	...	.....	.....	.....		11 14	.....	.....
		„ .....Dep.	.....	...	.....	.....	.....		11 15	11 0	.....
61	10	Tuggerah* ..... „	.....	...	.....	.....	.....		a	.....	.....
62	52	Wyong † W .....Arr	11 55	...	.....	.....	.....		11 26	.....	.....
			p.m.								
		„ .....Dep.	12 10	...	.....	.....	.....		11 27	11 10	.....
71	34	Wyee* ..... „	.....	...	.....	.....	.....		a	.....	.....
76	34	Morisset† .....Arr.	1 0 / 34	...	.....	.....	.....		11 57	.....	.....
		„ .....Dep.	1§35 / 34a	...	.....	.....	.....		11 58	11 33	.....
78	60	Dora Creek* ..... „	.....	...	.....	.....	.....		a	.....	.....
84	44	Awaba† .....Arr.	.....	...	.....	.....	.....		p.m. 34a	..... / 34a	.....
		„ .....Dep.	.....	...	.....	.....	.....		12a15	11 48	.....
—	—	Toronto (Tram)... „		6	7 45	.....	.....	.....	.....	.....	.....
87	49	Fassifern † W .... „	2 15	...	8 0	.....	.....	.....	12 23	11 54 / 23	.....
89	60	Teralba† .....Arr.	2 25	...	8 6	.....	.....	.....	12 29	..... / 24	.....
		„ .....Dep.	2 45	...	8 7	.....	10 50	.....	12 30 / 24	11 59 / 24	.....
91	56	COCKLE CK. ...Arr.		...	8 11	.....	.....	.....	12 34	.....	.....
		„ ...Dep.		...	8 12	10 45	.....	.....	12 35	.....	.....
92	78	Young Wallsend Junc. „		...	.....	.....	.....	.....	.....	.....	.....
93	74	Cardiff* ..... „		...	8a18	.....	.....	.....	12a40	.....	.....
94	24	South Wallsend Junc. „		...	.....	.....	.....	.....	.....	.....	.....
97	76	Adamstown .....Arr.		...	8 27	.....	.....	.....	12 49	.....	.....
		„ .....Dep.		...	8 28	11 10	.....	.....	12 50	.....	.....
99	4	Broadmeadow.....Arr.		...	8 31	.....	.....	.....	12 53	.....	.....
		„ .....Dep.		...	8 32	.....	.....	.....	12 54	.....	.....
99	78	Woodville Junc...Arr.		...	.....	.....	.....	.....	.....	.....	.....
100	7	Hamilton .....Arr.		...	8 35	11 20	11 30	.....	12 57	.....	.....
		„ .....Dep.		...	8 37	.....	.....	.....	1 0	.....	.....
101	15	Honeysuckle .....Arr.		...	8 40	.....	.....	.....	1 3	.....	.....
		„ .....Dep.		...	8 42	.....	.....	.....	1 6	p.m.	.....
102	30	NEWCASTLE..Arr	4 25	...	8 45	.....	.....	.....	1 10	12 23	.....

To work clear of all trains.

Light engine on Mondays and Wednesdays. Returns as No. 26.

‡‖ At Gosford No. 19 crosses Nos. 18, 32a, and 40, and waits for No. 21 to pass and runs by No. 2. ‡ At Gosford No. 3 crosses Nos. 18, 32a, and 40, and passes Nos. 19 and 9.

NORTH COAST LINE—Sydney to Newcastle—*continued.*

Distance from Sydney		DOWN.	25	25a	27	29a	29	31	33	35	37
Miles.	Chains.		Coal.	Coal.	Coal.	Empty Trucks.	Empty Trucks.	Pass.	Pass. S	Funeral	Coal.
			a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	Darling Harbour.Dep.									
—	—	SYDNEY ..... „							1 25		
7	13	Strathfield Junc. Arr.	C	C	C	C	C		1 43	C	C
		„ Dep.	.....	.....	.....	10 5	12 0	12 55	1 45	.....	.....
8	75	Concord* ..... „	.....	.....	.....	.....	.....	12 59a	1 49a	.....	.....
10	12	Rhodes* ..... „	.....	.....	.....	.....	.....	1 2a	1 52a	.....	.....
10	74	Meadow Bank*... „	.....	.....	.....	.....	.....	1 5a	1 55a	.....	.....
11	65	Ryde†.....Arr.	.....	.....	.....	.....	..... / 13	1 8	1 58	.....	.....
		„ .....Dep.	.....	.....	.....	.....	12 15	1 9	1 59	.....	.....
13	14	Eastwood .....Arr.	.....	.....	.....	.....	.....	1 13	.....	.....	.....
		„ .....Dep.	.....	.....	.....	.....	.....	1 14	2 4	.....	.....
14	28	Carlingford† .....Arr.	.....	.....	.....	.....	12 27 / 40	.....	..... / 32a	.....	.....
		„ .....Dep.	.....	.....	.....	.....	12 36	1 18	2 8a	.....	.....
16	38	Beecroft ..... „	.....	.....	.....	.....	.....	1 23	2 13	.....	.....
17	50	Pennant Hills*... „	.....	.....	.....	.....	.....	1 26a	2 16a	.....	.....
18	14	Thornleigh† .....Arr.	.....	.....	.....	.....	.....	1 28	2 18 / 49	.....	.....
		„ .....Dep.	.....	.....	.....	10 45 / 16	.....	1 29	2 19a	.....	.....
20	73	HORNSBY (Arr.	.....	.....	.....	..... / 30	1 10	1 35 / 32a	2 25	.....	.....
		JUNCT.††† (Dep.	.....	.....	.....	10 56	1 25 / 32a	..... / 32a	2 26	.....	.....
23	20	Colah* ..... „	.....	.....	.....	.....	.....	.....	a	.....	.....
27	47	Berowra* ..... „	.....	.....	.....	.....	.....	.....	a	.....	.....
30	0	Cowan ††† .....Arr.	.....	.....	.....	11 26 / 46	.....	.....	.....	.....	.....
		„ .....Dep.	.....	.....	.....	11 57 / 48	.....	.....	2 44	.....	.....
35	41	H'bury R.††† W Arr.	.....	.....	.....	p.m. 12 20 / 32a	2 10	.....	2 57	.....	.....
		„ ...Dep.	.....	.....	.....	12 25	2 20	.....	3 0	.....	.....
36	41	Wondabyne† .....Arr.	.....	.....	.....	.....	.....	.....	.....	.....	.....
		„ ...Dep.	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	0	Mullet Creek ... „	.....	.....	.....	.....	.....	.....	.....	.....	.....
45	3	Woy Woy* ..... „	.....	.....	.....	.....	.....	.....	3 18	.....	.....
48	0	Point Clare*	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	14	GOSFORD † W...Arr.	.....	.....	.....	1 15	3 10 / 34a	.....	3 28 / 56	.....	.....
		„ ...Dep.	.....	.....	.....	1 30	3 55	.....	3 35 / 34a	.....	.....
52	35	Narara* ..... „	.....	.....	.....	.....	.....	.....	.....	.....	.....
56	15	Ourimbah† .....Arr.	.....	.....	.....	.....	34	.....	.....	.....	.....
		„ .....Dep.	.....	.....	.....	.....	.....	.....	3 46	.....	.....
61	10	Tuggerah* ..... „	.....	.....	.....	.....	.....	.....	.....	.....	.....
62	52	Wyong † W .....Arr.	.....	.....	.....	2 10 / 34a	4 35	.....	.....	.....	.....
						56 / 34	20				
		„ .....Dep.	.....	.....	.....	2 35	4 50	.....	3 58	.....	.....
71	34	Wyee* ..... „	.....	.....	.....	.....	.....	.....	4 12	.....	.....
76	34	Morisset† .....Arr.	.....	.....	.....	.....	5 35	.....	.....	.....	.....
		„ .....Dep.	.....	.....	.....	3 20	5 55 / 4a	.....	4 24 / 20	.....	.....
78	60	Dora Creek* ..... „	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	44	Awaba† .....Arr.	.....	.....	.....	3 50 / 20	.....	.....	.....	.....	.....
		„ .....Dep.	.....	.....	.....	4 2	6 25	.....	4 40	.....	.....
—	—	Toronto (Tram)... „	.....	.....	.....	.....	.....	.....	5 5	.....	.....
87	49	Fassifern † W ... „	.....	.....	.....	.....	.....	.....	4 47 / 4a	.....	.....
89	60	Teralba† .....Arr.	.....	.....	.....	.....	.....	.....	4 52	.....	.....
		„ .....Dep.	.....	.....	1 10	.....	.....	.....	4 53	.....	.....
91	56	COCKLE CK. ...Arr.	.....	.....	.....	.....	.....	.....	4 57	.....	.....
		„ ...Dep.	.....	.....	.....	.....	.....	.....	4 58	.....	1 45
92	78	Young Wallsend Junc. „	.....	12 10	.....	.....	.....	.....	.....	Return of No. 62a.	.....
93	74	Cardiff* ..... „	.....	.....	.....	.....	.....	.....	.....	.....	.....
94	24	South Wallsend „ „	11 20	.....	.....	.....	.....	.....	.....	.....	.....
97	76	Adamstown .....Arr.	.....	.....	.....	.....	.....	.....	.....	.....	.....
		„ .....Dep.	.....	.....	.....	.....	.....	.....	.....	2 55	.....
99	4	Broadmeadow ...Arr.	.....	.....	.....	.....	.....	.....	.....	.....	.....
		„ ...Dep.	.....	.....	.....	.....	.....	.....	.....	2 59	.....
99	78	Woodville Junc. ..Arr.	.....	.....	.....	.....	.....	.....	.....	.....	.....
		„ ...Dep.	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	7	Hamilton .....Arr.	11 45	12 45	1 50	.....	.....	.....	5 14	.....	2 20
		„ .....Dep.	.....	.....	.....	.....	.....	.....	5 16	.....	.....
101	15	Honeysuckle .....Arr.	.....	.....	.....	.....	.....	.....	5 19	.....	.....
		.....Dep.	.....	.....	.....	.....	.....	.....	5 21	.....	.....
102	30	NEWCASTLE Arr.	.....	.....	.....	5 15	8 0	.....	5 25	3 10	.....

No. 29a *if running on Saturdays*, will depart Wyong 3·5 and cross 56, arrive Morisset 3·55, depart 4·35 cross No. 20 and allow 38 to pass, cross No. 4a at Fassifern, arrive Newcastle at 6·20 p.m.

Figure 6: The three daggers cause confusion among the timetable compilers

Railway timetables of South Australia

A partial publishing history of timetables for the South Australian Railways by **GEOFF LAMBERT**

Date	System PTT	Sub'n PTT	Country PTT	All lines WTT	Ad. Pass	Ad. Goods	Pt Ad	Pen-Gawl	B'water	Country pass	Peter-borough	M Bridge	Mid-South-ern	Pt. Linc.	Gen. Inst.
1-Feb-1886	**X**														
Jun-Sep 1889	X30														
3-May-1920														**X117**	
14-Jun-1920	X1												**X118**		
6-Jun-1922															
28-May-1923	**X**														
10-Dec-1923	**X**			**X**											
10-Nov-1924	**X10**														
1-Mar-1925	**X**														
4-May-1925					**X127**										
2-Nov-1925					**X128**										
3-May-1926				**X129**											
1-Nov-1926				**X130**											
16-May-1927				**X131**											
1-Aug-1927				**X132**											
3-Jan-1928				**X133**											
21-May-1928	**X**			**X134**											
3-Dec-1928	X21			**X135**											
13-May-1929				**X136**											
2-Dec-1929				**X138**											
19-May-1930				**X139**											
1-Sep-1930				**X140**											
15-Jun-1931				**X142**											
7-Sep-1931														**X143**	
14-Dec-1931					**X**							**X**			
16-May-1932	**X**			**X145**											
12-Dec-1932	**X21**														
6-Jun-1933	**X**				**X**							**X**			
18-Dec-1933	**X23**										**X146?**				
1-Jan-1934														**X147**	
5-Nov-1934	**X**			**X148**											
2-Sep-1935	**X**			**X149**											
16-Nov-1936	**X**														
26-Jul-1937	**X28**			**X151?**											
20-Dec-1937				**X151?**											
6-Jun-1938														**X152**	
5-Dec-1938				**X153**											
13-Nov-1939	**X31**			**X154**							**X154**	**X154**		**X154**	
Aug-1940	**X**														
26-Oct-1940		**X**													
28-Jul-1941											**X**	**X156?**			
4-Aug-1941		X4	**X2**		**X156?**										
18-Oct-1942		**X6**													
17-Jul-1944	**X?**		**X5**												
2-Jul-1945											**X159**				
2-Jun-1947											**X161**				
11-Oct-1948											**X163**				
9-Jan-1950														**X**	
6-Feb-1950												**X166**			
6-Mar-1950												**X167**			
13-Nov-1950												**X168**			
2-Apr-1951		**X12?**													
23-Jul-1951											**X169**				
6-Aug-1951														**X170**	
29-Oct-1951		**X12?**			**X**					**X**		**X**			
5-May-1952														**X172**	
25-Aug-1952											**X173**				
14-Oct-1952												**X174**			
7-Jun-1953					**X**	**X**									
1-Nov-1953	**X**														
30-May-1954	**X**	**X**				**X177**									
1-Jan-1956										**X**					
1-Jan-1957										**X**					
1-Jul-1957												**X**			
15-Sep-1957	**X**														
6-Jul-1958					**X190**										
19-Oct-1958	**X**														

Date	System PTT	Sub'n PTT	Country PTT	All lines WTT	Ad. Pass	Ad. Goods	Pt Ad	Pen-Gawl	B'water	Country pass	Peter-borough	M Bridge	Mid-South-ern	Pt. Linc.	Gen. Inst.
15-Nov-1959												X			
26-Jun-1960	X														
26-Feb-1961					X										
7-May-1961						X202									
27-Aug-1961	X														
1-Jan-1962										X					
26-Feb-1962					X										
12-Aug-1962	X				X209					X210	X212	X211			
30-Jun-1963	X				X214					X215	X217	X216			
11-Nov-1962						X									
19-Apr-1964												X219			
28-Jun-1964	X				X220					X221	X222				
2-May-1965	X				X225					X226					
3-Jul-1966	X				X229						X232				
13-Sep-1966						X									
2-Jul-1967	X				X235										
15-Oct-1967												X237			
3-Nov-1968						X242									
20-Jul-1969	X				X					X	X				
26-Oct-1969												X			
3-Nov-1968						X									
1-Dec-1968										X					
20-Jul-1969										X					
26-Oct-1969												X247			
5-Apr-1970						X249									
5-Jul-1970	X				X										
4-Jul-1971	X				X252					X253					
2-Jul-1972					X256										
1-Jul-1973	X				X259							X262			
10-Sep-1973					XPH1										
30-Jun-1974	X				X265	X267									
2-Sep-1974					XPH2										
27-Jul-1975	X				X269	X271				X270	X273	X272			
24-Aug-1975														X274	
2-Sep-1975					XPH3										
25-Jan-1976					X269A										
26-Jan-1926					XPH3										
25-Jul-1976	X				X275										
2-Sep-1976					XPH4										
										X276					
26-Jun-1977												X280		X282	
10-Jul-1977	X				X277	X279				X278	X281				
2-Sep-1977					XPH5										
27-May-1979							X3	X4	X5						X2
22-Jun-1980								X6							
12-Apr-1981							X7								
4-Jul-1982															X11
12-Feb-1984							X10	X9	X8						X15
							X17								
					X20P			X22	X21						
1-May-1988							X23?	X24	X25?						
9-Oct-1988					X27P										X26
9-Jun-1991															X37
TOTALS	**38**	**5**	**3**	**20**	**34**	**11**	**5**	**5**	**4**	**15**	**15**	**20**	**1**	**10**	**5**

Public timetables (PTT) appear in the 3 left-most columns, working timetables (WTT) in the others. The division and timetable type applicable appears at the head of the column, thus:

Ad = Adelaide
Pass = Passenger
Pt Ad = Port Adelaide
Pen-Gawl = Penfield/Gawler
B'water = Bridgewater
M Bridge = Murray Bridge
Pt. Linc. = Port Lincoln
Gen. Inst. = General Instructions

In the table, "X" means that the timetable is known to exist. The number appearing with most of the Xs is the timetable number given to each issue by the SAR or its successors. This was the "edition" number for PTTs, which ran in at least 3 number series: pre 1920, 1920-1940 & post-1940 (when the System PTT was split into Country and Suburban versions). Numbering of PTT issues first appeared on edition No 30 in 1889. PH means Public Holiday timetable. A question mark means the entry is uncertain, or possibly an SAR numbering error. Blanks in the date column indicate an uncertain issue date for known timetable(s). Our table commences at about the time that Webb was appointed as Commissioner and set up the Divisional structure, but there appear to have been nearly 120 Working Time Tables issued before he came on the scene. The editor knows nothing of them, nor of most timetables of the 1990s.

A credence of timetable and advertising graphics

GRAEME REYNOLDS *takes a look at some peculiar modern time tables for the Victoria - South Australia train services.*

At the height of the Ballarat goldrushes, the merchants of Geelong, who were ever keen to direct any gold seeker or traveller to pass through Geelong to those fields rather than through Melbourne, published a distorted map, which showed Ballarat only slightly north of Geelong and at an exaggerated distance from Melbourne. Perhaps it had some effect and contributed to Geelong's 'pivotonian' history.

It is surprising to see that Great Southern Railway (GSR) had in recent times presented a form of the same geographic distortion. ***The Overland* timetable** 'effective from 29th July 1998', was probably the last to carry the traditional font and colours used from the days of the Victorian and South Australian (V&SAR) operation of the services. This timetable, which has remained on display in various carriages up to a year later, shows the route heading approximately over the old line via Ballarat. Perhaps this timetable tried to ignore the geography of the Standard Gauge route; a track which not only avoided Ballarat but passed through the northern suburbs of Geelong without any provision for access. It is more likely that the designer of the graphics for the timetable knew no better. Twelve intermediate locations and times were provided. However, none referred to any site between Melbourne and Ararat. This table also showed a time for Balhannah, which might have presented some consternation had a passenger requested to alight or even had the audacity to seek to board there. The distribution of this table might have been very limited.

The **handout timetable** from Spencer Street Railway Station, Melbourne, during late 1998 was invariably a photocopy of a cut and paste version, which had poorly aligned text in a different font and size, and was only distinguished from the earlier version by its rough inclusion of the no operation on Wednesdays and Saturdays. Without graphics, sixteen intermediate times were shown. Two of the more interesting locations mentioned were Manor Loop and Berrybank Loop. The text did not warn that these were not passenger stations.

The timetable "from May 1999", which bears the kookaburra emblem, introduced North Shore, Geelong and Dimboola as locations and omitted nine locations from the earlier table. The graphics now show the line heading toward Geelong. On the back of the same timetable is detail for *Indian Pacific* and *The Ghan.* The graphic for the *Indian Pacific* shows *The Overland* route forming a V arrangement into an unnamed Geelong. The timetable for *The Ghan*, which travels the line, depicts a line closer to the old Western line than the current North Shore - Maroona route. The March 1999 flier for these two services shows the line on an alignment more likely to be mistaken for the old Western route.

General advertising literature: *By train on The Overland* - four paged A4 - 'from May 1999' replicates the distortion for the *Indian Pacific* but shows Geelong (North Shore) more accurately. One feature of these pages is the blended four part photograph showing scenes of central Melbourne, Adelaide, a cliff face, probably the Murray River, and *The Overland.* The picture of the train is somewhat dated- an appearance of a full consist train hauled by X45 and a 930 class engine. At least it shows the heritage of the service, unlike the interior decor of the Kookaburra cars, which feature Commonwealth Railways 1950s artistry of the early diesel era. It is a tangled web to unravel which graphics GSR has inherited and how these are used to portray the corporation.

Both *Overland* timetables discreetly refer to buffet facilities. The May 1999 edition is bolder and mentions the 'delicious hot meals'. Perhaps this is unfortunate, for even on departure from Adelaide, where it might be safely presumed that the train has been resupplied, few if any of the meals listed on the menu in the Kookaburra car, are likely to be available. As few as three meals available for supply amongst an offering of up to 60 sleeping car passengers might appear more than conservative. Others may believe it to be careless, showing little regard for its own advertising. Some might also notice that the Kookaburra cars, refurbished RBJ stock, which still carry internal signage relating to the seats in the former economy area, are used as the first class refreshment carriage. An un-refurbished Club car, formerly for 1st class passengers, is despatched for the economy class passengers.

Neither the July 1998 or May 1999 timetables allude to any connections to services other than GSR operations. The V/Line passenger public announcement at Spencer Street, Melbourne endeavours to fulfil part of this. Intending Sydney line passengers from *The Overland* are directed from Platform No 2 to No. 1. However, the gestures of the CountryLink staff at the latter platform would suggest that they do not have advance information of the number, if any, of passengers expected to transfer to the Sydney line. It would be unfair to consider that this was the responsibility of one company. It is one matter where the corporations risk functioning in a degree of isolation, which had never been contemplated in previous times. Sunshine Railway Station - the junction station for the old Western line and the Standard Gauge to Sydney - a few kilometres from Spencer Street (Melbourne), had a fourth platform provided to allow eastbound *Overland* passengers to walk across the platform to transfer to the Sydney bound *Inter-Capital Daylight Express.* An example of the former level of coordination may be gleaned when it is understood that the Sydney platform at Sunshine was used on rare occasions for passengers to alight to meet the waiting, Westbound *Overland* sitting at the Back Platform Road. Admittedly, it was the Second division.

LETTERS

Pigeons and other exotica

From: Victor Isaacs

The January issue of *British Railways Illustrated* magazine carried a small feature on pigeon traffic on British Railways, where homing pigeons were railed to distant locations where they had to be released by the railway staff to race home. Did this traffic also exist on Australian railways? What other traffics were there that were equally weird?

And the editor replies:

Indeed, Victor, pigeon traffic was a common one on most Australian railways and birds were still being carried in the 1960s. My Uncle Eric, a Tasmanian pigeon racing champion based at first in Queenstown and later on the northwest, recalled despatching pigeons all over the state, over many years. The Tasmanian Government Railways Appendix to the Book of Rules and to the Working Timetable devoted several pages to the practice, as did most Appendices of last century. Among the instructions were the following:

"The Department receives considerable revenue for the carriage of homing pigeons and every care and attention must be given to birds and boxes, and both forwarding and receiving stations are equally responsible for correct freight charges being debited

"The following complaints are often made:

(1) In some cases homing pigeons are not carefully handled and liberated

(2) They are not given enough ventilation in vans

(3) They are left on platforms, open to anyone who may desire to change the birds

(4) Empty boxes are not returned promptly

(5) *Incorrect times are shown on the boxes.*

Point 3 raises the spectre of a Fine Cotton scandal, an event that was not at all unknown. Pigeons could also be slipped a Mickey Finn and the instructions for watering birds and keeping the boxes sealed against interference were therefore stressed. Also:

"Homing societies rail homing pigeons for liberation on Sundays. The birds may be liberated by staff on the day provided an employee is listed for duty to attend to trains and does not incur extra time by attending to the pigeons."

On the LNER, which also "derived considerable revenue from pigeons", employees were given special instructions on how to liberate the birds (WTT Appendix, 1927): "*In the event of several consignments of birds arriving at the same time, care must be taken not to liberate birds going in different directions simultaneously, one set of birds must be out of sight before another is liberated. ¼ birds overcarried must be returned to their proper point of destination before liberation. Many untrained birds are lost through being liberated at unreasonable distances, especially young birds during the months of July, August and September.*

"Guards must not allow dogs or cats to be taken into the van in which birds are conveyed.

"Discretion should also be used in holding birds over until the following morning when they arrive late in the day and could not reasonably be expected to reach home in daylight."

Obviously LNER staff were expected to be no mere cage-openers, but pigeon racing experts. On the Great Western Railways, the General Appendix said so: "*If any of the staff are interested in 'pigeon flying', obviously such men are most suited to the purpose."*

Other traffic that might perhaps be classed as "exotic" includes commercial travellers' samples, day-old chicks, lepers, "mental cases", "pianos in Box Wagons" and corpses. The stories associated with the carriage of the latter are legion, and a number of them may be found in Patsy Adam Smith's book, "The Folklore of the Australian Railwaymen". Special Instructions for all of these existed in the Queensland Railway General Appendix of 1950.

Perhaps one of the most unusual traffics was houses. Several instances of the use of trains to convey intact houses are known from Australian railway history and records of it crop up from time to time from railways all over the world. Illustrated in the rather tatty picture on this page is one such event that took place on the Heathcote line in Victoria in 1961.

Taxi-bus services

From: Steven G Haby
21 March 2000

Dear Geoff,

I read with interest the article on the Ambarvale taxi-bus service by Robert Henderson *(The Times*, vol.17 n.3 March 2000).

I wish to draw readers' attention to a similar service which operated in the late 1980s on the Mornington Peninsula in Victoria.

The route operated between the towns of Hastings and Mornington via West Park Estate and Moorooduc, which essentially was a 'cross country' service.

Referring to the timetable from my collection, dated 19/10/1987, it operated basically as a shoppers' service with departures ex Hastings at 0945, 1045, 1145 and 1340 with the trip taking 20 minutes to Mornington. Return trips ex Mornington were at 1015, 1115, 1215 and 1400 with a 'short' working ex West Park Estate to Hastings departing the former at 0932 arriving at Hastings at 0935. The service operated weekdays only.

The service was operated for the Metropolitan Transit Authority by the Victorian Taxi Association which contracted it to Sandown Taxis. Vehicles were identified with a MTA logo on the side; no route number was ever allocated and the service was known as 'Taxi Transit'.

There were a number of interesting operating features with this service: MTA tickets were valid (and sold) on the taxi; the timetable stated that another taxi would be made available by the driver if all seats were full; and passengers were advised to 'assist the driver, please advise of your intended trip home'.

The service lasted only a few years, but interestingly a new bus route along pretty much the same route was introduced from 10/3/1998. Initially introduced as a trial service, the service has proved reasonably successfully and three return trips are operated Monday - Friday. The service is operated for the PTC by Peninsula Bus Lines and the route is allocated route number 786.

References

Peninsula Bus Lines (PTC). *786 Hastings - Mornington bus timetable.* Dated 10/3/1998

Victorian Taxi Association (MTA). *Taxi transit : Hastings - Mornington timetable.* Dated 19/10/1987

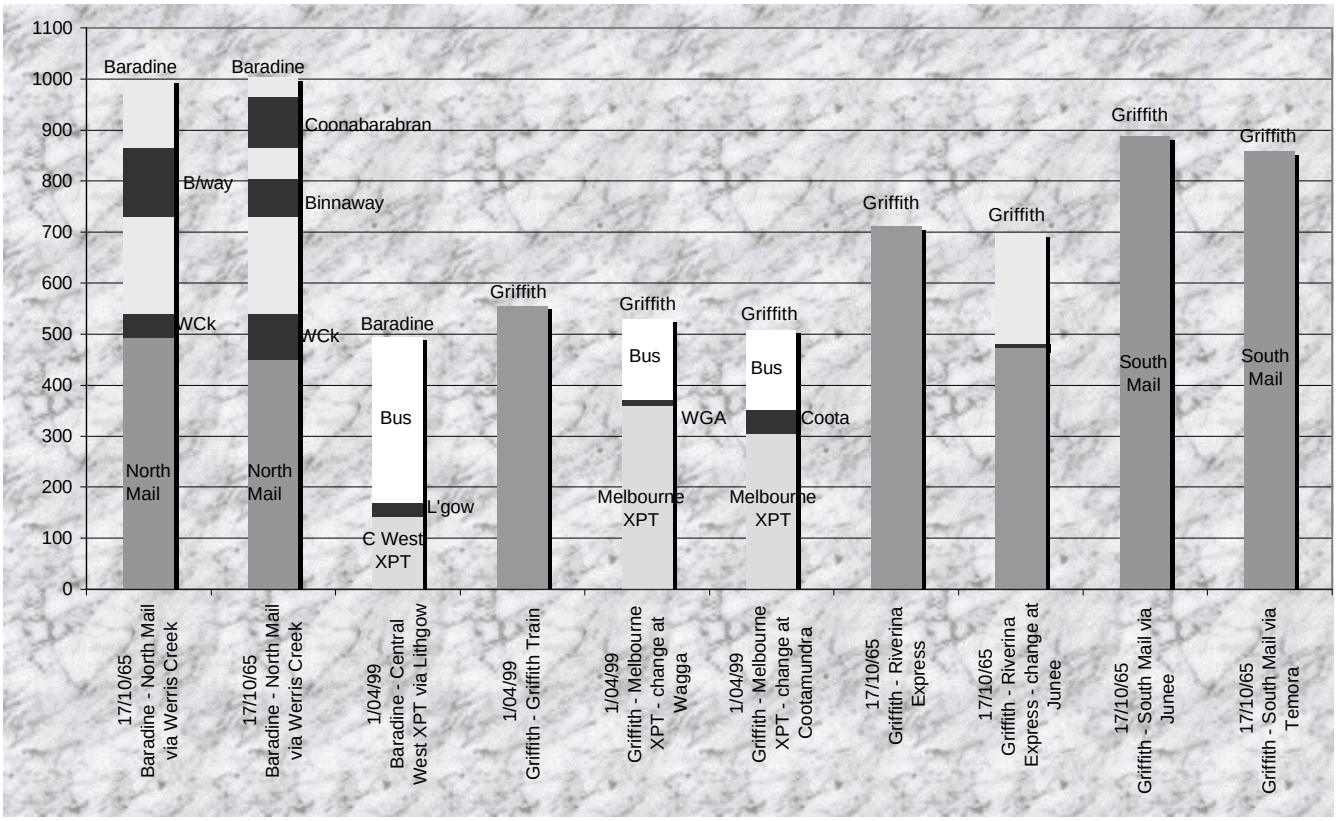
Graphic Insight

By **CHRIS BROWNBILL**

Graphic Insight this month investigates the change in journey duration and transport mode in rural NSW over the past thirty-four years. We do this by contrasting the service from Sydney to two selected towns as described in the NSWGR country timetable of October 17th 1965 and the Countrylink timetable of 1 April to 30 June 1999.

The graph below illustrates the advertised journeys in 1965 and in 1999 from Sydney to the towns of Baradine in Northern NSW, and Griffith in South Western NSW. Each advertised journey is depicted by one vertical stacked bar. The height of each bar represents the journey time from Sydney - the vertical scale is in minutes. The segments of each bar represent the components of the journey, i.e. where it is or was necessary to change vehicles en-route, a separate segment is shown for each vehicle. Waiting time is shown as a black segment. The names of the trains and intermediate stations are marked on or alongside the bars.

The graph clearly shows the speeding up of services of the years. Every service in 1999 is faster than every 1965 service to the same destination by a significant amount. Services reach Baradine in 1999 in half the time that they took in 1965, whilst even the slowest 1999 service to Griffith (the Weekly Griffith train) is more than 2 hours faster than the fastest service of 1965 (The Riverina Express).

The significant replacement of branch line rail services by road bus services is also reflected in the graph with three of the 4 services in 1999 involving a train to bus connection. Whereas there were no buses operated by NSWGR on these routes in 1965. The length of the waiting times has also been reduced; the long waits at Werris Creek, Binnaway and Coonabarabran on the way to Baradine in 1965 are no longer in evidence in 1999.

Finally, whilst Baradine in 1999 receives a simpler service involving a single change from train to bus at Lithgow, Griffith in 1965 had a range of direct services whereas in 1999 the primary service involves a change to a bus at Junee or Cootamundra. Of course it was in 1999 (and is still today) possible to travel direct Sydney to Griffith by train without changing although this is only a once weekly service.