

The Times

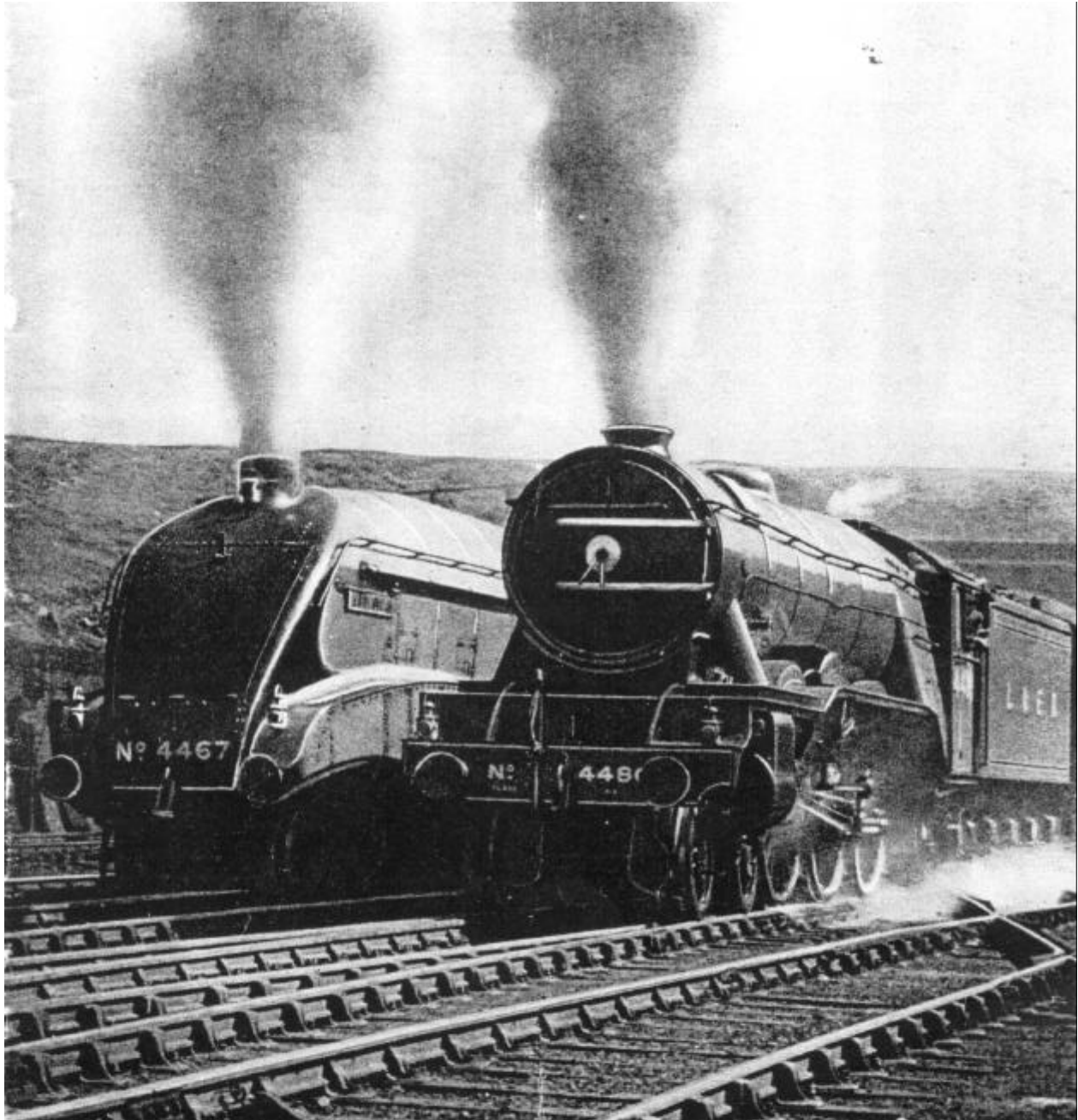
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NOTES FOR L·N·E·R PASSENGERS

26th SEPTEMBER, 1938 to 30th APRIL, 1939

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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
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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.

AATTC Who's who

President	Chris Brownbill	37 Grange Rd BLACKBURN SOUTH Vic 3130	(03)9803-2880
Vice-President	Graham Duffin	P.O. Box 74, Brisbane Roma St. Qld 4003	(07) 3275-1833
Secretary	Glen Cumming	19 Peace St GLEN IRIS Vic 3146	(03) 9885-8546
Treasurer	Duncan MacAuslan	1a Cheltenham St ROZELLE NSW 2039	(02) 9555 2667
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	Bruce Cook	PO Box 563 SUTHERLAND 1449	
Committee member	Derek Cheng	34 Orchard Rd BEECROFT NSW 2109	(02) 9614-1918, 0416-182970
Committee member			
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

Buses along the Pacific Highway: Route 55

JIM O'NEIL

One of the longest private bus routes from Chatswood was the route 55, running along the Pacific Highway to Hornsby and Mt. Colah, parallel to the North Shore railway line. Few travellers

used it in preference to the electric trains, so its peak-hour service south of Hornsby was the same as the off-peak, every half-hour. The first timetable (below) is undated, but I acquired it around 1960. It is in paragraph format,

most popular in the fifties, showing departures from each timing point together, rather than setting out each bus's full service using parallel columns. The route 55 was operated in two sections, with four buses providing a half-hourly service all

HOLIDAYS

Christmas Day and Good Friday
No Service

HORNSBY TO MT. COLAH. — 8.12 a.m. half-hourly to 6.42 p.m.
MT. COLAH TO HORNSBY. — 8.42 a.m. half-hourly to 6.54 p.m.
MT. COLAH TO CHATSWOOD. — 8.54, 10.24, 11.54, 1.24, 2.54, 4.24.
CHATSWOOD TO MT. COLAH. — 8.28, 9.58, 11.28, 12.58, 2.28, 3.58, 5.28.

**1d. SURCHARGE
ON ALL
SUNDAY FARES**

WEEK DAYS

FROM MT. COLAH TO HORNSBY (those marked "C" go to Chatswood).— a.m. 6.11, 6.36, 6.47, 7.00, 7.30, 7.50C, 8.24C, 8.40, 8.54C, 9.16, 9.24C, 9.49, 9.54C, 10.18, 10.24C, 10.49, 10.54C, 11.24C, 11.54C; p.m. 12.24C, 12.54C, 1.24C, 1.54C, 2.19, 2.24C, 2.49, 2.54C, 3.24C, 3.52, 3.54C, 4.17, 4.24, 4.42, 4.54C, 5.12, 5.24C, 5.42, 5.54C, 6.12, 6.35, 6.42, 6.54, T'murra 7.13; Wed. and Fri. 7.45 only.
FROM MT. KURING-GAI TO HORNSBY.— a.m. 6.30, Ex'r Rd., 7.27, 8.35, 9.11, 9.45, 10.15, 10.45; p.m. 2.07, 2.42, 3.47, 4.37, 5.25, 6.02, 6.30.
FROM HORNSBY TO MT. COLAH.—a.m. 8.50, 7.14, 7.38, 7.43 Asq., 8.00 Asq., 8.12, 8.18, 8.42, 8.54, 9.12, 9.30, 9.42, 10.00, 10.12, 10.30, 10.42, 11.12, 11.42, 12.12; half-hourly to 1.42, 2.00, 2.12, 2.30, 2.42, 3.12, 3.30, 3.42, 4.00, 4.12, 4.20, 4.30, 4.42, 5.00, 5.12, 5.30, 5.42, 6.00, 6.15 to Asq., 6.30, 6.42, 7.00; Wed. and Fri. only 7.34 and after pictures, approx. 11.00 p.m. Wed. and Sat.
FROM HORNSBY TO MT. KURING-GAI.— a.m. 7.14 Ex'r Rd., 8.18, 8.54, 9.30, 10.00, 10.30; p.m. 1.50, 2.25, 3.30, 4.30, 5.08, 5.45, 6.15.
FROM CHATSWOOD TO MT. COLAH.— a.m. (from Fybble 7.51), (from Lindfield 8.08), 8.28; half-hourly to 5.58 p.m.; 6.28 T'murra.
FROM MT. COLAH TO CHATSWOOD.— 7.50, 8.24; half-hourly to 5.54; 6.24 T'murra, 6.54 T'murra.
FROM HORNSBY TO CHATSWOOD.—a.m. (from Fybble 7.50), 8.08 half-hourly to 6.06 T'murra p.m.; (6.36 T'murra), (7.06 T'murra).

SUNDAYS

CHRISTMAS DAY

Greengate Road.— Depart 6.45 a.m., Depart 8.15 a.m., Depart 9.35 a.m.
Fybble Church.— Arrive and Depart 6.50 a.m., Arrive and Depart 8.20 a.m., Arrive and Depart 9.40 a.m.
Turramurra.— Arrive 6.55 a.m., Arrive 8.25 a.m., Arrive 9.45 a.m.
Turramurra.— Depart 6.55 a.m., Depart 8.25 a.m.
Fybble Church.— Arrive 7.00 a.m., Depart 8.05 a.m., Arrive 8.30 a.m., Depart 9.30 a.m.
Greengate Road.— Arrive 8.10 a.m., Arrive 9.35 a.m.



TIMES OF JOURNEY

	Minutes
Chatswood — Roseville	5
Roseville — Lindfield	5
Lindfield — Killara	4
Killara — Gordon	5
Gordon — Fybble	4
Fybble — Turramurra	6
Turramurra — Wahoonga	7
Wahoonga — Hornsby	8
Hornsby — Asquith	8
Asquith — Mt. Colah	4
Mt. Colah — Mt. Kuring-gai	5

NORTHERN LINE PRINTING CO. PTY. LTD. 3568/61

BUS TIME TABLE

ROUTE 55

Chatswood to Mt. Kuring-gai

PRICE 3d.

KURING-GAI BUS CO. PTY. LTD.
JJ 1843
1398 Pacific Highway,
TURRAMURRA

SATURDAYS

FROM MT. COLAH TO HORNSBY (those marked "C" go to Chatswood).—a.m. 6.36, 7.00, 7.31, 8.04, 8.24C, 8.41, 8.48, 8.54C, 9.11, 9.14, 9.24C, 9.34, 9.51, 9.54C, 10.04, 10.21, 10.24C, 10.34, 10.42, 10.54C, 11.14, 11.24C, 7.35, 11.44, 11.54C; p.m. 12.19, 12.24C; half-hourly to 2.54, 3.24 T'murra, 3.26, 3.52 T'murra, 3.54; after picture trip from Hornsby to T'murra, approx. 11.15 p.m.
FROM HORNSBY TO MT. COLAH.—a.m. 6.48, 7.12, 7.48, 8.12; every 10 minutes to 10.42, 11.02, 11.12, 11.22, 11.32, 11.42, 12.00; p.m. 12.12, 12.22, 12.42, 1.12, 1.42; half-hourly to 6.42, 7.12; after pictures, approx. 11.00 p.m.
FROM HORNSBY TO MT. KURING-GAI.— a.m. 7.22, 8.22, 9.32, 10.32, 11.32, 12.00; p.m. 12.32, 6.12; after pictures, approx. 11.00 p.m.
FROM MT. KURING-GAI TO HORNSBY.— a.m. 7.37, 8.37, 9.07, 9.47, 10.47, 11.37; p.m. 12.15, 12.25, 6.30.
FROM CHATSWOOD TO MT. COLAH.— a.m. (from Fybble 7.51), (from Lindfield 8.08), 8.28; half-hourly to 5.58 p.m. (6.28 T'murra), (6.58 T'murra).
FROM MT. COLAH TO CHATSWOOD.— a.m. 8.24; half-hourly to 5.54 p.m. T'murra; 6.24 T'murra, 6.54 T'murra.
FROM HORNSBY TO CHATSWOOD.— a.m. (from Fybble 7.50), (from Fybble 8.20), 8.06; half-hourly to 6.06 p.m. T'murra, (6.36 T'murra).

SUNDAYS

FROM HORNSBY TO MT. KURING-GAI.— a.m. 8.25, 9.20, 10.05, 10.50, 11.35, 12.20.
FROM MT. KURING-GAI TO HORNSBY.— a.m. 8.42, 9.41, 10.26, 11.11, 11.56, 12.41.
FROM MT. COLAH TO HORNSBY.—a.m. 8.48, 9.48, 10.31, 11.16, 12.01, 12.46.

1. Route 55, undated but around 1960.

THE SHORE LINK

THE SHORE LINK

Route 590: CHATSWOOD to HORNSBY
via The Pacific Highway

Route 590: HORNSBY to CHATSWOOD
via The Pacific Highway

Chatswood Station	Roseville Station	Lindfield Station	Killara (Marian Street)	Gordon Shops	Pymble Station	Turrumurra Station	Warravee (Fox Valley Road)	Wahroonga (Redleaf Avenue)	Weitara Station	Hornsby Station
WEEKDAYS MORNINGS										
7.55	7.59	8.02	8.05	8.08	8.12	8.16	8.19	8.22	8.26	8.30
8.25	8.29	8.32	8.35	8.38	8.42	8.46	8.49	8.52	8.56	9.00X
8.55	8.59	9.02	9.05	9.08	9.12	9.16	9.19	9.22	9.26	9.30
9.25	9.29	9.32	9.35	9.38	9.42	9.46	9.49	9.52	9.56	10.00X
9.55	9.59	10.02	10.05	10.08	10.12	10.16	10.19	10.22	10.26	10.30
10.25	10.29	10.32	10.35	10.38	10.42	10.46	10.49	10.52	10.56	11.00X
10.55	10.59	11.02	11.05	11.08	11.12	11.16	11.19	11.22	11.26	11.30
11.25	11.29	11.32	11.35	11.38	11.42	11.46	11.49	11.52	11.56	12.00X
11.55	11.59	12.02	12.05	12.08	12.12	12.16	12.19	12.22	12.26	12.30
AFTERNOONS										
12.25	12.29	12.32	12.35	12.38	12.42	12.46	12.49	12.52	12.56	1.00X
12.55	12.59	1.02	1.05	1.08	1.12	1.16	1.19	1.22	1.26	1.30
1.25	1.29	1.32	1.35	1.38	1.42	1.46	1.49	1.52	1.56	2.00X
1.55	1.59	2.02	2.05	2.08	2.12	2.16	2.19	2.22	2.26	2.30
2.25	2.29	2.32	2.35	2.38	2.42	2.46	2.49	2.52	2.56	3.00X
2.55	2.59	3.02	3.05	3.08	3.12	3.16	3.19	3.22	3.26	3.30
3.25	3.29	3.32	3.35	3.38	3.42	3.46	3.49	3.52	3.56	4.00X
3.55	3.59	4.02	4.05	4.08	4.12	4.16	4.19	4.22	4.26	4.30
4.25	4.29	4.32	4.35	4.38	4.42	4.46	4.49	4.52	4.56	5.00X
4.55	4.59	5.02	5.05	5.08	5.12	5.16	5.19	5.22	5.26	5.30
5.25	5.29	5.32	5.35	5.38	5.42	5.46	5.49	5.52	5.56	6.00X
5.55	5.59	6.02	6.05	6.08	6.12	6.16	6.19	6.22	6.26	6.30
SATURDAYS MORNINGS										
8.30	8.34	8.37	8.39	8.42	8.46	8.48	8.50	8.52	8.55	8.59X
9.30	9.34	9.37	9.39	9.42	9.46	9.48	9.50	9.52	9.55	9.59X
10.30	10.34	10.37	10.39	10.42	10.46	10.48	10.50	10.52	10.55	10.59X
11.30	11.34	11.37	11.39	11.42	11.46	11.48	11.50	11.52	11.55	11.59X
AFTERNOONS										
1.30	1.34	1.37	1.39	1.42	1.46	1.48	1.50	1.52	1.55	1.59X
2.30	2.34	2.37	2.39	2.42	2.46	2.48	2.50	2.52	2.55	2.59X

Hornsby Station	Weitara Station	Wahroonga (Redleaf Avenue)	Warravee (Fox Valley Road)	Turrumurra Station	Pymble Station	Gordon Shops	Killara (Marian Street)	Lindfield Station	Roseville Station	Chatswood Station
WEEKDAYS MORNINGS										
7.25	7.29	7.33	7.35	7.37	7.40	7.44	7.47	7.49	7.52	7.54
X7.55	7.59	8.03	8.05	8.07	8.10	8.14	8.17	8.19	8.22	8.24
8.25	8.29	8.33	8.35	8.37	8.40	8.44	8.47	8.49	8.52	8.54
X8.55	8.59	9.03	9.05	9.07	9.10	9.14	9.17	9.19	9.22	9.24
9.25	9.29	9.33	9.35	9.37	9.40	9.44	9.47	9.49	9.52	9.54
X9.55	9.59	10.03	10.05	10.07	10.10	10.14	10.17	10.19	10.22	10.24
10.25	10.29	10.33	10.35	10.37	10.40	10.44	10.47	10.49	10.52	10.54
X10.55	10.59	11.03	11.05	11.07	11.10	11.14	11.17	11.19	11.22	11.24
11.25	11.29	11.33	11.35	11.37	11.40	11.44	11.47	11.49	11.52	11.54
X11.55	11.59	12.03	12.05	12.07	12.10	12.14	12.17	12.19	12.22	12.24
AFTERNOONS										
12.25	12.29	12.33	12.35	12.37	12.40	12.44	12.47	12.49	12.52	12.54
X12.55	12.59	1.03	1.05	1.07	1.10	1.14	1.17	1.19	1.22	1.24
1.25	1.29	1.33	1.35	1.37	1.40	1.44	1.47	1.49	1.52	1.54
X1.55	1.59	2.03	2.05	2.07	2.10	2.14	2.17	2.19	2.22	2.24
2.25	2.29	2.33	2.35	2.37	2.40	2.44	2.47	2.49	2.52	2.54
X2.55	2.59	3.03	3.05	3.07	3.10	3.14	3.17	3.19	3.22	3.24
3.25	3.29	3.33	3.35	3.37	3.40	3.44	3.47	3.49	3.52	3.54
X3.55	3.59	4.03	4.05	4.07	4.10	4.14	4.17	4.19	4.22	4.24
4.25	4.29	4.33	4.35	4.37	4.40	4.44	4.47	4.49	4.52	4.54
X4.55	4.59	5.03	5.05	5.07	5.10	5.14	5.17	5.19	5.22	5.24
5.25	5.29	5.33	5.35	5.37	5.40	5.44	5.47	5.49	5.52	5.54
SATURDAYS MORNINGS										
X8.00	8.03	8.05	8.07	8.09	8.12	8.16	8.19	8.22	8.25	8.29
X9.00	9.03	9.05	9.07	9.09	9.12	9.16	9.19	9.22	9.25	9.29
X10.00	10.03	10.05	10.07	10.09	10.12	10.16	10.19	10.22	10.25	10.29
X11.00	11.03	11.05	11.07	11.09	11.12	11.16	11.19	11.22	11.25	11.29
AFTERNOONS										
X1.00	1.03	1.05	1.07	1.09	1.12	1.16	1.19	1.22	1.25	1.29
X2.00	2.03	2.05	2.07	2.09	2.12	2.16	2.19	2.22	2.25	2.29

* No services on Sundays and Holidays.

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EXPLANATIONS

X — Connects at Hornsby with Route 594 Berowra Heights via Asquith, Mt. Colah and Mt. Kuring-gai bus. Through fares allowed.

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X — Connects at Hornsby with Route 594 Berowra Heights via Asquith, Mt. Colah and Mt. Kuring-gai bus. Through fares allowed.

2. Route 590, undated flyer, but 1988

day from Chatswood to Mt. Colah, and further buses providing additional service from Hornsby to Mt. Colah and on to Mt. Kuring-gai. These did not run in the early afternoon, but there were extra services to Mt. Colah in the peak hours. For example, on weekday mornings extra buses started from Mt. Colah at 6.11a.m., 6.47 and 7.00 for Hornsby only, and note the Saturday afternoon peak around 12 noon. The last evening services on the long run terminated at Turrumurra, where the depot was located, and early morning services in both directions started at points between Turrumurra and Chatswood. There were only slightly fewer Saturday services, with a final picture bus at 11.00p.m. Hornsby to Mt. Colah and back to Turrumurra (though only shown from Mt. Colah). On Sundays, all fares were 1d extra, but only a limited service was operated. Hornsby to Mt. Kuring-gai ran in the mornings, as did a bus between Greengate Road (Killara) and Turrumurra, which stopped twice on southbound services at Pymble Church for worshippers to attend divine service. Greengate Road was presumably chosen as a convenient place to turn the bus around in the highway: the Greengate

Hotel would not be open on a Sunday for short distance travellers. Yet another timetable operated on holidays: every half hour from Hornsby to Mt. Colah, and every one-and-a-half from Chatswood. The Sunday and holiday timetables had gone by 1968, as had Saturday afternoon service. Service north of Hornsby declined and buses started to run through to Mt. Kuring-gai, but the basic half-hourly service remained. It can still be seen in the 1988 timetable, when the new route number 590 was applied to the service south of Hornsby (see the flyer for the new Shorelink service above). A through connection could still be made every hour by changing to a 594 Berowra Heights bus. As the southbound buses from Hornsby left five minutes before the northbound from Chatswood arrived, the 590s were interworked with other services from Hornsby. As a result, the new midibuses were not confined to the Pacific Highway service for which they may have been intended (one of them is shown on the cover of this flyer.)

When Shorelink (as the Hornsby operation had now come to be known) ac-

quired the runs of Deane's outwards from the railway line, the opportunity was taken to divert some of the Chatswood-Hornsby buses further south between Gordon and Pierce's Corner, running along the Comenarra Parkway through West Pymble, South Turrumurra and Fox Valley, on a new route 570. The 12 August 1991 timetable for both routes is on page 5 (top). Service is irregular, but at not more than an hour's interval south of Gordon, and less frequently on either route beyond. The 570 appears better served than the 590, but many of these services are in fact 560s running between Gordon and West Pymble only. Service has shrunk further. There is no 570 out of Chatswood and on the latest 590 timetable, 24 May 1999 (see page 5, bottom) there are six off-peak, Monday to Fridays only services, running from Chatswood to Turrumurra only, two stations north of Gordon. Even the school term only service of the 1997 timetable has gone. But at least the service has not vanished altogether, as it was rumoured it might.

Route 570: CHATSWOOD and GORDON to HORNSBY
via West Pymble, South Turramurra Loop & SAN Hospital.

* For additional services between Gordon and West Pymble see the Route 560 timetable.

CHATSWOOD	GORDON		WEST PYMBLE		SOUTH TURRAMURRA	FOX VALLEY	NORMAN HURST	HORNSBY		
Bus departs Chatswood Station	Train arrives Gordon from City	Gordon Station	Ridge Street & Vale Street	Yanko Road & Kamilaroy Road	Wallalong Cres & Congham Road	The Comenarra Parkway & Maxwell Street	Koombalah Avenue	SAN Hospital	Bristol Avenue	Hornsby Station
WEEKDAYS MORNINGS										
..	7.39	\$7.45	..	\$7.55	\$7.58	\$8.06	\$8.10T	..	..	..
..	8.39	8.45	8.49	8.54	8.56	9.03	..	9.07	9.13	9.23
9.40	9.49	9.55	9.59	10.04	10.06	10.13	..	10.17	10.23	10.33
10.40	10.50	10.55	10.59W	11.04	11.06	11.13	..	11.17	11.23	11.33
11.40	11.50	11.55	11.59	12.04	12.06	12.13	..	12.17	12.23	12.33
AFTERNOONS										
12.40	12.50	12.55	12.59W	1.07	1.09	1.16	..	1.20	1.26	1.36
1.40	1.50	1.55	1.59	2.07	2.09	2.16	..	2.20	2.26	2.36
..	2.27	2.32	2.36W	2.44	2.46	2.53	3.00T	..	..	..
2.40X	2.57	3.05Y	3.09	3.21Y	3.16Y	..	..	..	..	..
..	3.15	3.20Y	3.24	3.37Y	3.32Y	..	..	..	..	..
..	3.32	3.40Y	..	3.57Y	3.52Y	..	..	..	..	..
3.30X	3.45	3.50	3.54	4.00	4.02	4.09	..	4.13	L	4.26
..	3.56	\$4.00Y	\$4.04	\$4.17Y	\$4.12Y	..	..	..	..	..
..	3.59	\$4.07P	4.11P	4.24P	4.26P	4.33P	..	..	..	..
4.00X	4.24	4.30	4.34	4.40	4.42	4.49	4.56T	5.05	L	5.19
4.40	4.52	4.58	5.02	5.08	5.10	5.17	5.24T	5.33	L	5.47
5.10	5.24	5.30	5.34	5.40	5.42	5.49	5.56T	6.05	L	6.19
5.40	5.54	6.00	6.04	6.10	6.12	6.19	6.26T	6.35	..	..
..	6.24	6.30	6.34	6.40	6.42	6.49	..	6.53	L	7.05
..	6.44	6.50Y	6.53R	7.02Y	7.00Y	..	..	..	..	..
..	7.08	7.13Y	7.16R	7.24Y	7.22Y	..	..	..	..	..
..	7.43	7.46Y	7.49R	7.57Y	7.55Y	..	..	..	..	..
..	8.35	8.38Y	8.41R	8.49Y	8.47Y	..	..	..	..	..
..	9.20	9.23Y	9.26R	9.34Y	9.32Y	..	..	..	..	..

For weekend services between Gordon and West Pymble see Route 560 timetable on page 9.

EXPLANATIONS:

- L — Bus runs via Lucinda Avenue direct to Pacific Highway (not via Bristol Avenue).
- P — Bus runs on school days only and operates via Route 567 through West Gordon then via Yanko Road and Route 570.
- R — Bus diverts via St Johns Avenue and Vale Street only if required to set down passengers.
- S — Bus runs on school days only.
- T — Bus diverts via South Turramurra loop only if required to set down passengers.
- W — Bus diverts if required from Ryde Road via Kiparra Street and Route 567 to Wyuna Road then via Ryde Road, Kamilaroy Road and normal Route 570.
- X — Join Route 590 bus at Chatswood and transfer to Route 570 bus at Gordon Station. Through fares allowed.
- Y — Bus runs via Route 560 (along Yarrara Road) then via Wallalong Crescent, Congham Road and Yanko Road to Kamilaroy Road

Route 590: CHATSWOOD to HORNSBY
via The Pacific Highway

Chatswood Station (Victoria Avenue western side)	Roseville Station	Lindfield Station	Killara (Marion Street)	Gordon Shops	Pymble Station	Turramurra Shops	Warravee (Fox Valley Road)	Wahroonga (Redleaf Avenue)	Wahara Station	Hornsby Station
WEEKDAYS MORNINGS										
7.33	7.36	7.39	7.42	7.46	7.49	7.53	7.55	7.58	8.00	8.05
8.10	8.13	8.16	8.19	8.23	8.26	..	..	..	..	..
8.37	8.40	8.43	8.46	8.50	8.53	8.57	8.59	9.02	9.04	9.09
9.00	9.04	9.07	9.10	9.15	9.18	..	..	..	..	..
9.40P	9.44	9.47	9.50	9.55	..	..	..	..	..	..
10.10	10.14	10.17	10.20	10.25	10.28	10.32	10.34	10.37	10.39	10.44
10.40P	10.44	10.47	10.50	10.55	..	..	..	..	..	..
11.40P	11.44	11.47	11.50	11.55	11.58	12.02	12.04	12.07	12.09	12.14
AFTERNOONS										
12.40P	12.44	12.47	12.50	12.55	..	..	..	..	..	..
1.40P	1.44	1.47	1.50	1.55	1.58	2.02	2.04	2.07	2.09	2.14
2.40	2.44	2.47	2.50	2.55	2.58	3.03	3.06	3.09	3.13	3.17
3.30	3.34	3.37	3.40	3.45	3.48	3.53	3.56	3.59	4.03	4.07
4.00	4.04	4.07	4.10	4.15	4.18	4.23	4.26	4.29	4.33	4.37
4.40P	4.44	4.47	4.50	4.55	..	..	..	..	..	..
5.10P	5.14	5.17	5.20	5.25	..	..	..	..	..	..
5.40P	5.44	5.47	5.50	5.55	..	..	..	..	..	..

NOTE: For additional services between Pearce Corner and Hornsby please see the "Thornton District" Bus Timetable.

TRAIN STOPPAGES: During total train stoppages additional services normally operate on Route 590.

Route 567: GORDON to WEST GORDON
via Wyuna Road and Kooloona Crescent Loop

* Also shows Route 560 and 570 services diverting via Kooloona Crescent and Wyuna Road.

Bus displays Route Number	Gordon Station	Kooloona Crescent Loop	Bus displays Route Number	Gordon Station	Wyuna Road & Ryde Road
WEEKDAYS MORNINGS					
560	10.09	10.20	570	10.55	11.05
AFTERNOONS					
560	12.09	12.20	570	12.55	1.05
570	1.55	2.06	570	2.32	2.42
560	3.05	3.20	560	3.20	3.40
567	\$4.07	\$4.22	567	\$4.07	\$4.19
570	5.30	5.43	560	5.20	M5.30
560	6.15	6.28	560	6.15	6.32
SATURDAY MORNINGS					
567	10.45	10.55	567	12.54	1.04
AFTERNOONS					
567	12.54	1.04	..	..	..

EXPLANATIONS:

- M — Bus runs via Route 560 along Yanko Road and Kamilaroy Road then runs to Macquarie University via Ryde Road passing the corner of Wyuna Road. Alternative service along Ryde Road to Kamilaroy Road available by 5.30 Route 570 bus.
- P — Bus displays Route No. 570.
- S — Bus runs on school days only.

3. 12 August 1991, p 5, Route 570 to Hornsby..

4. 12 August 1991, p 21, Route 590 to Hornsby

Turramurra - Chatswood		Route 590			
MONDAY TO FRIDAY					
		MORNING		AFTERNOON	
TURRAMURRA Station (Rohini St)	-	10.12	11.12	12.12	1.12 2.00
Pymble Station (Highway)	-	10.16	11.16	12.16	1.16 2.04
Gordon Shops (Highway)	9.20	10.20	11.20	12.20	1.20 2.08
Killara (Marion St)	9.23	10.23	11.23	12.23	1.23 2.11
Lindfield Station (Highway)	9.26	10.26	11.26	12.26	1.26 2.14
Roseville Station (Highway)	9.29	10.29	11.29	12.29	1.29 2.17
CHATSWOOD Station (Victoria Ave)	9.35	10.35	11.35	12.35	1.35 2.23

Chatswood - Turramurra		Route 590			
MONDAY TO FRIDAY					
		MORNING		AFTERNOON	
CHATSWOOD Station (Victoria Ave)	9.40	10.40	11.40	12.40	1.40 2.25
Roseville Station (Highway)	9.44	10.44	11.44	12.44	1.44 2.29
Lindfield Station (Highway)	9.47	10.47	11.47	12.47	1.47 2.32
Killara (Marion St)	9.50	10.50	11.50	12.50	1.50 2.35
Gordon Shops (Highway)	9.54	10.54	11.54	12.54	1.54 2.39
Pymble Station (Highway)	9.58	10.58	11.58	12.58	1.58 2.43
TURRAMURRA Station (Rohini St)	10.03	11.03	12.03	1.03	2.03 2.48

The Route 590 operates on weekdays only - no services on Saturdays, Sundays & Public Holidays.

5. Route 590, 24 May 1999.

Sydney's lost bus routes (1)

In the dark of a quiet Sydney night, one can hear the ghostly crashing of gears as one of Sydney's long-departed Leyland buses grinds its way up the hill out of Coogee. Ghost-watcher **DUNCAN MACAUSLAN** *reports on these apparitions.*

In my collection there are timetables for several Sydney government bus routes that have disappeared. These aren't just minor variations or short workings but a few free-standing routes for which the original reason to operate has disappeared.

Routes 090-092

Based on the above criteria these routes at first glance could be thought of as industrial variations of current routes 312 in Woolloomooloo/Garden Island and 443 in Pyrmont. But it's the bit between these areas that hasn't been replaced. Originally private route 192

then 391 and 392 these services connected Woolloomooloo and Pyrmont via Millers Point operating as shown in the map from the 20 November 1957 timetable. Route 390 was used for shorter journeys going direct via Lang Street from Bridge to York Streets.

The earliest timetables I have are two handbills from consecutive Saturdays in 1949 reducing the service. The first, 26 November, shows service operating from Pyrmont to Woolloomooloo until 1.30pm then operating half hourly from then until 7.30 between Pyrmont and Wynyard only. The next

Saturday, 3 December, the Pyrmont – Wynyard section is cancelled after 1.30pm.

My first full timetable is from 17 September 1951 and shows how intense the service to Pyrmont was long before the Casino became the prime traffic generator. Between 7 and 8am no fewer than 18 buses departed York Street for Pyrmont, most continuing to Bayview Street, several times two buses depart together. The daytime through service is variable between 17/18 minutes headway before an intense afternoon service is resumed from Pyrmont.

(Continued on page 8)

Department of Road Transport and Tramways—Motor Omnibus Services. No. 188

REDUCED SERVICE

ROUTES 390—2 WOOLLOOMOOLOO — PYRMONT

SATURDAYS

Commencing Saturday, November 26, 1949

The following timetable will be introduced. All journeys operate via Route 392 unless otherwise shown.

FROM PYRMONT TO WOOLLOOMOOLOO—5.30, 6.30, 7.0, 7.30, U7.36, 8.0 a.m., and every 30 minutes to 1.30 p.m.

FROM PYRMONT TO WYNYARD—5.30, 6.30, 7.0, 7.30, every 15 minutes to 8.45, 8.55, 9.0, 9.15, 9.27, 9.30, 9.45, 10.0, 10.7, 10.15 a.m., every 15 minutes to 12.30 p.m., every 30 minutes to 7.30 p.m.

FROM WOOLLOOMOOLOO TO PYRMONT—6.0, 7.0 a.m., every 30 minutes to 2.0 p.m.

FROM WYNYARD TO PYRMONT—5.17, 6.15, 6.45, 7.15, every 15 minutes to 8.30, 8.40, 8.45, 9.0, 9.12, 9.15, 9.30, 9.45, 9.54, 10.0 a.m., every 15 minutes to 12.15 p.m., every 30 minutes to 7.15 p.m.

U—From Union and Harris Streets via Route 800.

Department of Road Transport and Tramways—Bus Services. No. 13E

Reduced Service

Route 392 Woolloomooloo—Pyrmont

SATURDAYS

Commencing Saturday, December 3, 1949

The Saturday Service between Wynyard and Pyrmont will be discontinued after the 1.45 p.m. journey from Wynyard and the 2.0 p.m. journey from Pyrmont.

The 2.0 p.m. journey from Woolloomooloo to Pyrmont will be terminated at Wynyard.

ROUTES 390—392—393.

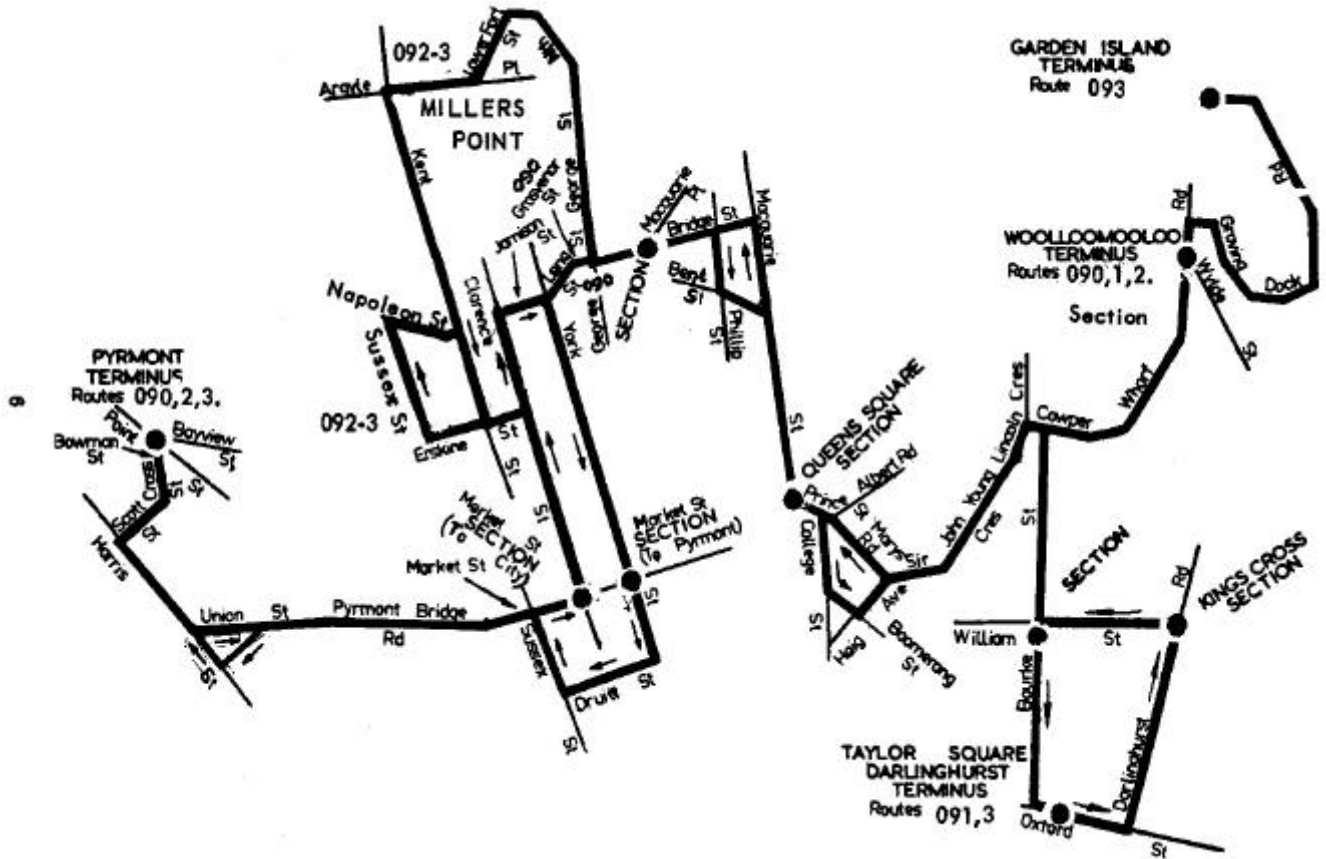
Garden Island (Route 393).	Woolloomooloo (No. 2 Wharf).	St. James Station.	Millers Point (Route 392).	Wynyard Station (York Street).	Market and York Streets.	Union and Harris Streets.	Bayview Street, Pyrmont.
Inward Journey—MONDAYS TO FRIDAYS.							
dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.
...	...	...	5 17	5 20	5 26	5 28	
...	6 2	6 8	6 15	6 5	6 8	6 14	6 16
...	6 13	6 19	...	6 17	6 20	6 26	6 28
...	...	...	...	6 24	6 27	6 33	6 35
...	6 31	6 37	6 44	6 40	6 43	6 49	6 51
...	...	...	...	6 46	6 49	6 55	6 57
...	6 40	6 46	6 53	6 50	6 53	6 59	7 1
...	...	...	...	6 55	6 58	7 4	7 6
...	...	...	...	6 58	7 1	7 7	7 9
...	...	...	...	7 3	7 6	7 12	...
...	...	...	...	7 3	7 6	7 12	7 14
...	...	...	...	7 7	7 10	7 16	7 18
...	6 53	6 59	7 6	7 8	7 11	7 17	7 19
...	...	...	...	7 13	7 16	7 22	7 24
7 0	7 3	7 9	7 16	7 18	7 21	7 27	H7 33
7 3	7 6	7 12	...	7 17	7 20	7 26	7 28
...	...	...	...	7 22	7 25	7 31	7 33
...	...	...	...	7 28	7 31	7 37	7 39
7 10	7 13	7 19	7 26	7 28	7 31	7 37	7 39
...	...	...	...	7 34	7 37	7 43	7 45
7 17	7 20	7 26	7 33	7 35	7 38	7 44	7 46
...	...	...	...	...	7 42	7 48	7 50
...	7 26	7 32	7 39	7 41	7 44	7 50	7 52
...	...	...	...	7 43	7 46	7 52	7 54
7 28	7 31	7 37	7 44	7 46	...	...	...
7 30	7 33	7 39	7 46	7 48	...	...	...
...	7 35	7 41	7 48	7 50	7 53	7 59	8 1
...	...	7 45	...	7 50	7 53	7 59	8 1
...	...	7 50	7 57	7 59	8 2	8 8	8 10
...	7 48	7 54	8 1	8 3	8 6	8 12	8 14
...	...	...	...	8 4	8 7	8 13	8 15
...	...	...	...	...	8 13	8 19	...
...	7 59	8 5	8 12	8 14	8 17	8 23	8 25
...	8 4	8 10	...	8 15	8 18	8 24	...

For Explanatory Notes, see page 18.

ROUTES 390—392—393.

Garden Island (Route 393).	Woolloomooloo (No. 2 Wharf).	St. James Station.	Millers Point (Route 392).	Wynyard Station (York Street).	Market and York Streets.	Union and Harris Streets.	Bayview Street, Pyrmont.
Inward Journey—MONDAYS TO FRIDAYS—continued.							
dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.
...	8 9	8 15	8 22	8 24	8 27	8 33	8 35
...	...	...	...	8 28	8 31	8 37	...
...	...	...	...	8 29	8 32	8 38	8 40
...	...	...	...	8 35	8 38	8 44	J8 45
...	8 21	8 27	8 34	8 36	8 39	8 45	8 47
...	...	...	...	8 37	8 40	8 46	...
...	...	...	...	8 40	8 43	8 49	8 51
8 29	8 32	8 38	...	8 43	8 46	8 52	...
...	...	...	...	8 47	8 50	8 56	J8 57
...	8 33	8 39	8 46	8 48	8 51	8 57	8 59
...	...	...	...	8 49	8 52	8 58	...
...	8 45	8 51	8 58	9 0	9 3	9 9	9 11
8 48	8 51	8 57	...	9 2	9 5	9 11	...
8 48	8 51	8 57	...	9 2	9 5	9 11	...
...	8 57	9 3	9 10	9 12	9 15	9 21	9 23
...	9 3	9 9	...	9 14	...	...	...
...	...	...	...	9 18	9 21	9 27	...
...	9 11	9 17	9 24	9 26	9 29	9 35	9 37
...	9 28	9 34	9 41	9 43	9 46	9 52	9 54
...	9 45	9 51	9 58	10 0	10 3	10 9	10 11
...	10 2	10 8	10 15	10 17	10 20	10 26	10 28
...	10 19	10 25	10 32	10 34	10 37	10 43	10 45
...	10 36	10 42	10 49	10 51	10 54	11 0	11 2
...	10 53	10 59	11 6	11 8	11 11	11 17	11 19
...	11 10	11 16	11 23	11 25	11 28	11 34	11 36
...	11 27	11 33	11 40	11 42	11 45	11 51	11 53
...	...	...	...	...	p.m.	p.m.	p.m.
...	11 44	11 50	11 57	11 59	12 2	12 8	12 10
...
...	12 1	12 7	12 14	12 16	12 19	12 25	12 27
...	12 18	12 24	12 31	12 33	12 36	12 42	12 44
...	12 35	12 41	12 48	12 50	12 53	12 59	1 1
...	12 52	12 58	1 5	1 7	1 10	1 16	1 18
...	1 9	1 15	1 22	1 24	1 27	1 33	1 35

For Explanatory Notes, see page 18.



mont to Wynyard. Service operated until late evening as well as a all morning service on Saturdays; two early morning journeys on Sundays; and for some reason 10 through journeys on holidays. This intense level of service being required for the large number of dockworkers and naval personnel living and working in Pyrmont.

Sixteen years later, 20 November 1967, the service, now routes 090-

2, is reduced to peak hours only with a through service still operated with thirteen journeys weekdays and only two early on Saturdays. The flow is interestingly to Woolloomooloo in the mornings and back in the afternoons implying that Pyrmont and Millers Point residents went to work at Woolloomooloo wharves. The through service continued at this level until 10 September 1977, April 1976 being the last timeta-

ble issued.

The through service between Queen Square and the QVB then ceased due to lack of patronage reflecting the move away from both intense labour requirements on the wharves and the relocation of much commercial shipping to other locations such as Botany Bay. Route 090 remained for QVB to Pyrmont and 092/3 from St James Station to Woolloomooloo or Garden Island.

ROUTES 090-092-093
MONDAYS TO FRIDAYS - INWARD JOURNEYS

Bayview St, Pyrmont	Union and Harris Sts	Wynyard Station (Clarence St)	Millers Point (Route 092)	St James Station	Woolloomooloo (No. 2 Wharf)	Garden Island (Route 093)
AM	AM	AM	AM	AM	AM	AM
5.30	5.32	5.40	5.44	5.52	5.58	...
...	...	6.0	...	6.5	6.11	...
6.13	6.15	6.23	6.27	6.35	6.41	...
6.31	6.33	6.41	6.45	6.53	6.59	7.2
6.37	6.39	6.47	6.45	6.52	6.58	7.1
...	...	...	...	6.58	7.4	7.7
...	...	(From Macquarie Pl at 6.57)	...	7.0	7.8	7.9
...	...	...	...	7.3	7.9	7.12
...	...	...	...	7.7	7.13	7.16
...	...	...	...	7.10	7.16	7.19
6.54	6.56	7.4	7.8	7.16	7.22	7.25
...	...	...	...	7.18	7.24	7.27
...	...	...	...	7.19	7.25	7.28
7.6	7.8	7.16	...	7.21	7.27	7.30
...	...	...	...	7.24	7.30	...
7.14	7.16	7.24	7.28	7.36	7.42	...
...	...	...	...	7.38	7.44	...
7.25	7.27	7.35	7.39	7.47	7.53	...
7.39	7.41	7.49	7.53	8.1	8.7	8.10
...	...	...	...	8.17	8.23	8.26
8.8	8.10	8.18	8.22	8.30	8.36	...
8.30	8.32	8.40 To Macquarie Pl	...	...	...	...
PM	PM	PM	PM	PM	PM	PM
2.40	2.42	2.50	2.54	3.2	3.8	...
3.10	3.12	3.20	3.24	3.32	3.38	...
3.41	3.43	3.51	...	...	...	...
4.3C	...	4.14	...	...	...	...
4.15	4.17	4.25	4.29 To West Circular Quay	...	...	...
4.20D	4.22	4.30	...	...	...	...
4.25C	...	4.35	...	...	...	...
4.30	4.32	4.40	4.44	4.52	4.58	...
4.42	4.44	4.52	4.56 To Wynyard (Hunter St)	...	...	...
4.53	4.55	5.3	...	...	...	...

C - Royal Edward Victualling Yard, depart. Via Jones Bay Rd, Pyrmont St, Route 090.
D - C.S.R. Gates, depart. Via Bowman and Harris Sts and Route 090. On Thursdays only journey operates three minutes later.

BUSES OPERATING FROM PYRMONT, WYNYARD, ST JAMES STATION OR DARLINGHURST AND PROCEEDING TO GARDEN ISLAND, EXHIBIT ROUTE 093. ON JOURNEYS FROM GARDEN ISLAND, ROUTE 090, 091 OR 092 IS DISPLAYED ACCORDING TO THE DESTINATION AND ROUTE FOLLOWED.

PHONE 20643 FOR TIMETABLE INFORMATION

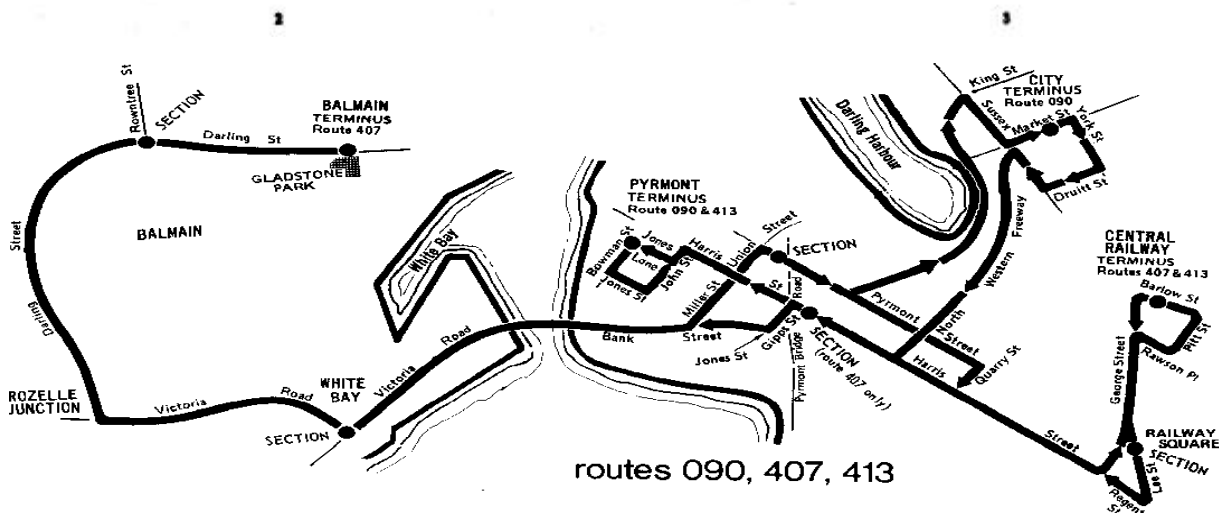
ROUTES 090-092
MONDAYS TO FRIDAYS - OUTWARD JOURNEYS

Garden Island	Woolloomooloo (No. 2 Wharf)	St James Station	Millers Point (Route 092)	Wynyard Station (York St)	Market and York Sts	Union and Harris Sts	Bayview St, Pyrmont
AM	AM	AM	AM	AM	AM	AM	AM
...	...	...	...	5.17	5.20	5.26	5.28
...	...	...	...	6.0	6.3	6.9	6.11
...	6.0	6.6	6.14	6.18	6.21	6.27	6.29
...	6.13	6.19	...	6.24	6.27	6.33	6.35
...	...	...	...	6.41	6.44	6.50	6.52
...	...	...	...	6.50*	6.53*	...	7.2E
...	6.43	6.49	6.57	7.1	7.4	7.10	7.12
...	...	...	...	...	7.4*	...	7.13E
...	...	...	...	7.4	7.7	7.13	7.15
...	...	...	...	7.10*	7.13*	...	7.22E
...	...	...	...	...	7.17	7.23	7.25
7.3	7.6	7.12	7.20	7.24	7.27	7.33	7.35
...	...	...	...	...	7.28	7.34	7.36
7.21	7.24	7.30	7.38	7.42	7.45	7.51	7.53
...	...	...	7.49	7.53	7.56	8.2	8.4
...	7.44	7.50	7.58	8.2	8.5	8.11	8.13
...	7.55	8.1	8.9	8.13	8.16	8.22	8.24
8.12	8.15	8.21	8.29	8.33	8.36	8.42	8.44
PM	PM	PM	PM	PM	PM	PM	PM
...	...	...	...	2.24	2.27	2.33	2.35
...	...	...	...	2.54	2.57	3.3	3.5
...	3.10	3.16	3.24	3.28	3.31	3.37	3.39
...	3.40	3.46	3.54	3.58	4.1	4.7	4.9
...	3.56	4.2	4.10	4.14	4.17	4.23	4.25
4.10A	4.11	4.17	...	4.23	...	...	...
4.12A	4.13	4.19	...	...	...	...	...
4.12	4.15	4.21	4.29	4.33	4.36	4.42	4.44
4.15	4.18	4.24	...	4.29	...	...	...
4.24	4.27	4.33	...	...	...	...	...
4.35A	4.38	4.42	4.50	4.54	...	...	...
4.37	4.40	4.46	...	...	...	...	...
4.45	4.49	4.55	...	...	...	...	...
...	5.0	5.6	...	...	...	...	...

A - Garden Island (main gate), depart.
E - No. 25 Wharf, Pyrmont (Jones Bay Rd and Harris St), arrive.
* - Diverts from Pyrmont Bridge Rd via Pyrmont St and Jones Bay Rd to No. 25 Wharf, Pyrmont.

BUSES OPERATING FROM PYRMONT, WYNYARD, ST JAMES STATION OR DARLINGHURST AND PROCEEDING TO GARDEN ISLAND, EXHIBIT ROUTE 093. ON JOURNEYS FROM GARDEN ISLAND, ROUTE 090, 091 OR 092 IS DISPLAYED ACCORDING TO THE DESTINATION AND ROUTE FOLLOWED.

PHONE 20643 FOR TIMETABLE INFORMATION





Strange men, lurking around the rear of the toilets at Moss Vale Railway Station?

Yes, but it's also the Annual General Meeting of the Australian Association of Time Table Collectors, thwarted in their attempt to hold the meeting in the old hotel rooms above the station. *Photo: Len Regan*

Don't ask me, I only work here!

The notice below was sent to The Times by **LEN REGAN**, who says: "The attached notice is displayed above a rack of self-serve timetables for Newcastle Buses in the foyer of Newcastle City Council Administrative Centre. There is no public phone in this foyer. People wanting to make a phone call as suggested in the notice have to walk outside the Centre, across Civic Plaza (150m) and find the nearest public phone in the street or inside City Hall." [A similar notice has recently appeared in Manly's new Visitor Information Centre at the redesigned bus-ferry interchange— Editor]

PLEASE NOTE:

These **Bus Time Tables** are for our customers convenience only - **please don't ask Council staff** for information about them as they can't help you.

For assistance contact **Newcastle Bus & Ferry Services**, telephone number **4961 8933**. Public telephone located outside **CAC** building or ground floor **City Hall**.

Graphic Insight (1)

The line from Melbourne to Ballarat celebrates its 110th birthday this year. From a pair of branch lines, it grew to be a busy interstate goods and passenger line, but all that has changed again. GEOFF LAMBERT, who grew up watching the trains at Bacchus Marsh, reports on what he saw.

Our graph looks at the total number of train movements per week in the Victorian Railways line between Sunshine and Warrenheip, on what used to be the main line to Adelaide. It shows goods and passenger trains, both regular and conditional, listed in the working timetables of the day. All trains appear, even if they did not traverse the whole section. Thus the engine and van returning from having “doubled” a coal train up the hill from Bacchus Marsh to Parwan is there, as are the light engines coming back the other way from Ballan or Ingliston, and the pilots working only from Sunshine to Deer Park. Another way of looking at it is that the number of trains shown corresponds with the number of pencil lines a train controller would draw on his train graph each week. The horizontal axis is not linear for time, but the labels give a good idea of when things happened.

The early history of the line and its traffic were given in *The Times* in August, we look here at what happened in the subsequent years. I guess the most notable features are

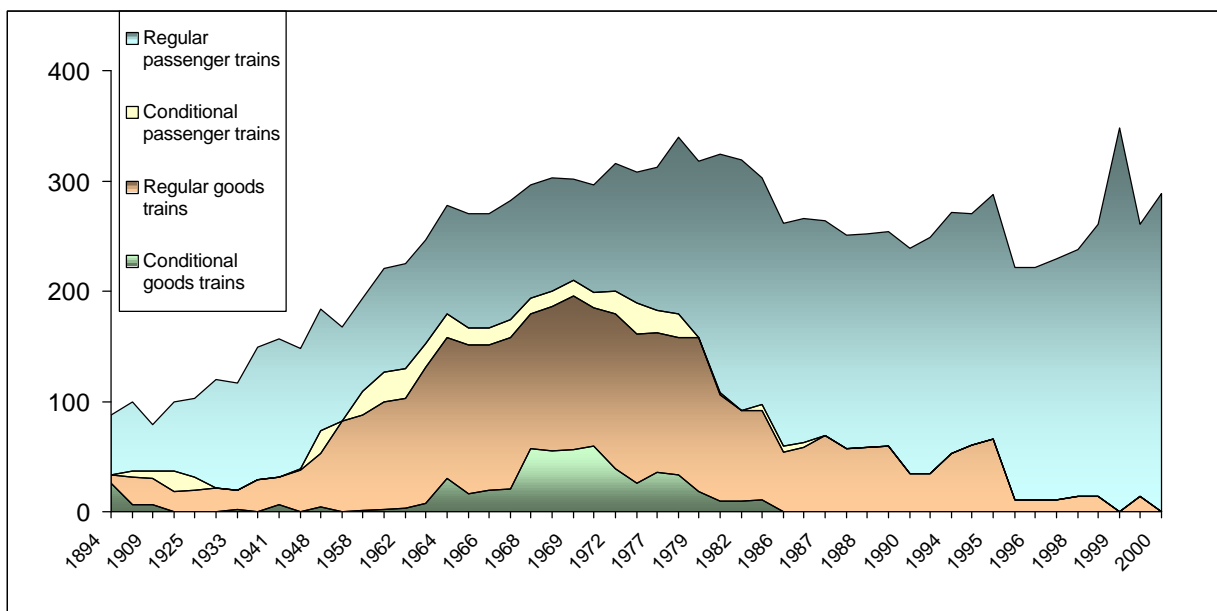
the mid-century rise and fall of goods train traffic and the enormous increase in passenger train movements in the late 20th century. One can see, I think, that the number of weekly passenger trains did not vary much between 1930 and 1970, but the number of goods trains grew and grew. This was partly a reflection of an expanding economy, but also the way that dieselisation tamed the steep grades. The biggest boost to goods train numbers was the opening of the standard gauge lines from Wodonga to Melbourne and later Kalgoorlie to Perth. These had the flow-on effect of increasing traffic between Melbourne and Adelaide, manifested mostly in express goods trains. In 1960 there were no such trains, but by 1969, there were 5 interstate and 2 intrastate express goods each way each day in the working timetable.

After the opening of the Broken Hill line in 1970, traffic to Perth was diverted away from the western line and we can see that 1970 was therefore the high point of goods traffic—from which it de-

clined inexorably, to totally vanish 30 years later. The biggest drop occurred when the western standard gauge line was opened.

But 1970 was also the beginning of an upsurge in passenger traffic, as new local (i.e. Bacchus Marsh) and medium distance trains began to appear on the line. The Hamer Government’s decision to expand passenger service in the early 1980s produced the biggest boost in passenger train numbers. Passenger train numbers fell off again when the Overland transferred to standard gauge and the Ballarat-Ararat line was closed, but it has since resumed its climb. The sharp peak in 1999 represents the intense temporary service provided between Melbourne and Melton while the Melton viaduct was under repair and the line over the bridge was closed. In 2000 more trains have been added, particularly to Melton.

Total traffic levels haven’t reached those of 1970 yet, but they’re getting close. A line-side train watcher would, however, see differences in the nature of the traffic, if not the numbers.



Railway timetables of Western Australia

This month's timetable check-list is of the public and working timetables of the Western Australian Government Railways/Westrail— by GEOFF LAMBERT

The railways of Western Australia started late, but grew rapidly. One can see the rapid growth in the system in the ever-expanding size of the timetables it issued, the working timetables expanding from 16 pp in 1892 (the first of which we have a record) to 10 times that size 20 years later.

Working time tables

Like all Australian railways WAGR issued working timetables a little haphazardly at first, but soon settled down to a regular production-quarterly from 1897 to 1904, then half-yearly until sometime in the Second World War, then approxi-

mately yearly. Gaps in these regular sequences in the attached tables probably represent timetables not preserved or not seen by our researchers. Unlike most of the other (and sometimes smaller) systems, the WTT was issued as an “omnibus”, system-wide edition for the first 60 years (Table this page), before moving to a divisional structure in 1953 (Table next two pages). In 1897 WAGR issued both a suburban passenger WTT and a South Western Railway WTT (not shown), but it did not repeat the practice for another 6 decades.

It seems that most, if not all, of the WAGR's working timetables

have been preserved and a complete collection is lodged in the Western Australian State Library (Battye Library). They are still being issued today and the library is still acquiring them, as it is obliged to do by law.

One unusual feature of WAGR working timetables (and its rule-books) in the early years is that they were produced in what we might call “American pocket-format”, about 9.5” high by 4.5” wide, easy to slip into a hip pocket or a bib overalls pocket, no doubt. As far as we can tell no other Australian railway made a habit of this, but WAGR kept it up for 40 years before changing to a more “usual”

Date	PTT	WTT
01-Apr-1892		X
01-Sep-1895	X	X
01-Jan-1897		X
01-Apr-1897		
01-Jul-1897		X
01-Sep-1897		X
11-Apr-1898		X
01-Aug-1898		X
01-Jan-1899		X
01-Apr-1899		X
01-Jul-1899		X
01-Oct-1899		X
1-Jan-1900		X
1-Apr-1900		X
1-Jul-1900		X
1-Oct-1900		X
1-Jan-1901		X
1-Apr-1901		X
1-Jul-1901		X
1-Oct-1901		X
6-Feb-1902		X
7-Apr-1902		X
7-Jul-1902		X
6-Oct-1902		X
12-Jan-1903		X

Date	PTT	WTT
6-Apr-1903		X
6-Jul-1903		X
11-Apr-1904		X
2-Aug-1909		X
09-Jan-1905	X	
11-Nov-1912		X
12-May-1913		X
1-Dec-1913		X
7-Dec-1914		X
11-May-1914		X
24-May-1915		X
13-Dec-1915		X
22-May-1916	X	X
May-1917		X?
17-Dec-1917	X	X?
May-1918		X?
9-Dec-1918		X
9-Jun-1919		X
1-Dec-1919		X
26-Jan-1920		X
14-Jun-1920		X
13-Dec-1920		X
16-May-1921		X
12-Dec-1921		X
1-May-1922		X

Date	PTT	WTT
30-Apr-1923	X	X?
4-May-1923	X	
3-Dec-1923	X	X
5-May-1924	X	X?
Dec-1924		X
1-Dec-1930		X
30-Mar-1931		X
30-Nov-1931		X
10-May-1937	X	X
26-Nov-1934		
Dec-1937		X?
6-Jun-1938		X
12-Dec-1938		X
22-May-1939		X
27-Nov-1939		X
2-Dec-1940	X	X?
5-May-1941	X	X?
1-Jun-1942	X	X?
30-Nov-1942	X	X
16-Dec-1946		X
31-May-1948		X
1-May-1950		X
19-Nov-1951		X
10-Mar-1952	X	X
10-Mar-1953	X	X?

size.

Public time tables

We know less of the public timetables of WA, mainly because we

have not been able to research them thoroughly. It is fairly certain that a public timetable was issued for each system-wide working timetable, but we can't

be sure. The Battye library (which doesn't catalogue its holdings by date) seems to hold a complete collection of them, anyway. The WAGR also issued "Penny Pocket

Date	PTT System	PTT Sub'n	PTT Country	WTT System	WTT1 Genl Instruct	WTT2 Sub'n Pass	WTT3 East-ern	WTT4 East'n G'field	WTT4 St'd Gauge	WTT5 South West	WTT6 Great South	WTT7 North	WTT8 Road	WTT9 St'd Gauge
31-Aug-1953				X				X						
1-Aug-1954		X												
28-Nov-1954						X	X	X		X?	X?	X?	X?	
3-Jul-1955						X							X	
4-Dec-1955								X						
18-Dec-1955						X								
5-Feb-1956										X				
25-Mar-1956												X		
22-Apr-1956							X				X			
25-May-1959	X													
30-Nov-1959	X													
1-Aug-1960	X													
1-Sep-1960	X													
22-Jul-1962										X				
25-Feb-1963											X			
6-May-1963							X							
14-Feb-1964													X	
Jul-1964	X													
12-Jul-1964	X										X			
4-Oct-1964								X				X	X	
3-Jan-1965		X												
27-Jun-1965					X									
8-Aug-1965										X				
65-66	X													
6-Feb-1966							X							
16-Apr-1967											X			
21-May-1967										X				
Jun-1967	X													
7-Jan-1968								X						
14-Jan-1968														X
21-Apr-1968													X	
30-Jun-1968					X									
14-Sep-1968														X
6-Oct-1968						X				X				
20-Oct-1968											X			
29-Dec-1968												X		

Timetables”, for many years. The WAGR does appear to have issued some strictly Suburban public timetables, particularly since electrification, but there is no evidence for

Country PTTs. Today, PTTs are mostly issued as line-specific brochures, at varying dates, rather than as a system-wide single-date table.

An X means the issue is known to exist. A ? indicates uncertainty of date or issue. Dates are sometimes approximate or not given specifically on the timetable cover.

Date	PTT System	PTT Sub'n	PTT Coun try	WTT System	WTT1 Gen'l Ins'ct.	WTT2 Sub'n Pass	WTT# East'n	WTT4 East'n G'field	WTT4 Stan'd Gauge	WTT5 South West	WTT6 Great South	WTT7 North	WTT8 Road	WTT9 Stan'd Gauge
1968-69	X													
9-Feb-1969								X						
25-May-1969							X							
9-Nov-1969													X	
Jan-1970	X													
3-May-1970												X		
Jun-1972	X													
Feb-1974					X									
Apr-1974						X	X							
1975	X													
4-May-1975											X	X		
25-May-1975										X				
1976	X													
1-Apr-1976														X
1977	X													
1-Sep-1977												X		
1978	X													
1-Apr-1979						X								
2-Sep-1979						X								
11-Feb-1980									X					
1-Jul-1984									X					
11-Nov-1984						X								
1-Jan-1985										X				
20-May-1985					X									
1-Jan-1996							X		X	X	X	X		
Feb-1998									X					
Mar-1998										X				
Jun-1998										X				
Nov-1998					X				X					
Feb-1999						X	X		X		X	X		
Mar-1999												X		
May-1999						X								
Aug-1999									X					
Sep-1999						X						X		
Oct-1999									X					
Nov-1999												X		
Jan-2000											X			

Notes for LNER passengers

VICTOR ISAACS' collection includes a pamphlet, the cover of which is on our cover this month. He writes "The tables on this page and the next are an extract from a publication of the London and North Eastern Railway. They show the times of the principal expresses to and from London. What is interesting about the extract is that it shows in a public timetable, passing times (those in italics). Also interesting is the use of timings in half minutes."

RUNNING TIMES OF FAMOUS L-N-E-R TRAINS FROM LONDON (King's Cross) TO THE WEST RIDING, HULL, NEWCASTLE AND SCOTLAND 26th September, 1938 to 30th April, 1939

Distance from King's Cross		WEEKDAYS											SUNDAYS		
via York	via Leeds	"The Flying Scotsman"	"The Queen of Scots"	"The Coronation"	"The Yorkshire Pullman"	"The Silver Jubilee"	"West Riding Limited"	"The Aberdonian"	"The Night Scotsman"	"The Night Scotsman"	"The Harrogate Pullman"	"The Aberdonian"	"The Night Scotsman"		
Miles	Miles	DM	HN	D	H	G	J	SX	SX	SO	A	B	M		
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.		
17½	17½	10 0	11 20	4 0	4 45	5 30	7 10	7 30	10 25	10 25	10 0	7 30	10 25		
32	32	10 24	11 44	4 19	5 10	5 49½	7 28½	7 57	10 53	10 53	10 25	7 57	10 51		
58½	58½	10 38	11 57	4 30	5 23	6 0½	7 39½	8 12	11 8	11 8	10 39	8 12	11 6		
76½	76½	10 59	12 18	4 49	5 45	6 19½	7 58½	8 39	11 36	11 36	11 3	8 39	11 32		
105½	105½	11 16	12 35	5 4	6 3	6 34½	8 13½	8 58	11 56	11 56	11 21	8 59	11 52		
120	120	11 50	12 52	5 28	6 34	6 59	8 37½	9 34	12 44	12 44	11 54	9 34	12 33		
138½	138½	12 7	1 18	5 39½	6 46	7 11	8 49½	9 56	1 2	1 2	12 8	9 56	12 57		
156	156	12 25	1 35	5 54½	7 4	7 26	9 4½	10 17	1 23	1 23	12 27	10 17	1 10		
175½	175½	12 41	1 52	6 8½	7 21	7 40½	9 19	10 36	1 45	1 45	1 0	10 36	1 42		
185½	185½	1 2	2 14	6 23	7 55	7 52	9 38	10 56	2 10	2 10	1 30	10 56	2 10		
195½	195½	1 15	2 31	6 37	8 13	8 9	9 53	11 15	2 30	2 30	1 55	11 15	2 30		
199½	199½	1 19	2 38	6 40	8 0	8 9	9 53	11 25	2 40	2 40	1 55	11 25	2 40		
202½	202½	1 22	2 41	6 43	8 3	8 12	9 57	11 30	2 45	2 45	2 5	11 30	2 45		
203½	203½	1 23	2 42	6 44	8 4	8 13	9 58	11 31	2 46	2 46	2 5	11 31	2 46		
205	205	1 25	2 44	6 46	8 6	8 15	9 59	11 33	2 48	2 48	2 5	11 33	2 48		
207½	207½	1 27	2 46	6 48	8 8	8 17	10 0	11 35	2 50	2 50	2 5	11 35	2 50		
209½	209½	1 29	2 48	6 50	8 10	8 19	10 2	11 37	2 52	2 52	2 5	11 37	2 52		
195	195	1 31	2 50	6 52	8 12	8 21	10 4	11 39	2 54	2 54	2 5	11 39	2 54		
204	204	1 33	2 52	6 54	8 14	8 23	10 6	11 41	2 56	2 56	2 5	11 41	2 56		
215½	215½	1 37	2 56	6 58	8 18	8 27	10 10	11 45	3 0	3 0	2 5	11 45	3 0		
196½	196½	1 39	2 58	7 0	8 20	8 29	10 12	11 47	3 2	3 2	2 5	11 47	3 2		
174½	174½	1 41	3 0	7 2	8 22	8 31	10 14	11 49	3 4	3 4	2 5	11 49	3 4		
188½	188½	1 45	3 4	7 6	8 26	8 35	10 18	11 53	3 8	3 8	2 5	11 53	3 8		
210½	210½	1 47	3 6	7 8	8 28	8 37	10 20	11 55	3 10	3 10	2 5	11 55	3 10		
218	229½	1 49	3 8	7 10	8 30	8 39	10 22	11 57	3 12	3 12	2 5	11 57	3 12		
232½	243½	1 51	3 10	7 12	8 32	8 41	10 24	11 59	3 14	3 14	2 5	11 59	3 14		
254½	265½	1 53	3 12	7 14	8 34	8 43	10 26	12 0	3 16	3 16	2 5	12 0	3 16		
268½	279½	1 55	3 14	7 16	8 36	8 45	10 28	12 2	3 18	3 18	2 5	12 2	3 18		
284½	296	1 57	3 16	7 18	8 38	8 47	10 30	12 4	3 20	3 20	2 5	12 4	3 20		
303½	314½	1 59	3 18	7 20	8 40	8 49	10 32	12 6	3 22	3 22	2 5	12 6	3 22		
320	331½	2 0	3 20	7 22	8 42	8 51	10 34	12 8	3 24	3 24	2 5	12 8	3 24		
335½	346½	2 2	3 22	7 24	8 44	8 53	10 36	12 10	3 26	3 26	2 5	12 10	3 26		
363½	374½	2 4	3 24	7 26	8 46	8 55	10 38	12 12	3 28	3 28	2 5	12 12	3 28		
375	386½	2 6	3 26	7 28	8 48	8 57	10 40	12 14	3 30	3 30	2 5	12 14	3 30		
392½	404	2 8	3 28	7 30	8 50	9 0	10 42	12 16	3 32	3 32	2 5	12 16	3 32		
440	451½	2 10	3 30	7 32	8 52	9 1	10 44	12 18	3 34	3 34	2 5	12 18	3 34		
440½	451½	2 11	3 31	7 33	8 53	9 2	10 45	12 19	3 35	3 35	2 5	12 19	3 35		
452	463½	2 12	3 32	7 34	8 54	9 3	10 46	12 20	3 36	3 36	2 5	12 20	3 36		
523½	534½	2 14	3 34	7 36	8 56	9 5	10 48	12 22	3 38	3 38	2 5	12 22	3 38		

NOTES

- A—25th December and 7th and 9th April excepted. Pullman Cars only. Supplementary charges.
- B—Restaurant Car King's Cross to York.
- C—Calls at Drem when required to set down passengers from King's Cross.
- D—Restaurant Car King's Cross to Edinburgh.
- E—Does not convey local passengers from York to Newcastle.
- F—Saturdays excepted. Does not run 23rd to 27th December and 6th to 10th April inclusive. Supplementary charges. Limited seating accommodation, seats bookable in advance.
- G—Restaurant Car King's Cross to Newcastle.
- H—Pullman Cars only. Supplementary charges.
- J—Restaurant Car King's Cross to Leeds and Bradford.
- K—Conveys passengers for stations beyond Edinburgh only.
- L—Via Leeds (Central).
- M—Restaurant Car Edinburgh to Glasgow, Dundee and Aberdeen.
- N—Restaurant Car Edinburgh to Aberdeen.
- SO—Saturdays only.
- SX—Saturdays excepted.
- a—Via Dewsbury.
- †—Via Wakefield and Dewsbury.
- ‡—Via Leeds.
- §—Via Leeds and Queensbury.
- ||—Via Leeds and Low Moor.
- ¶—Via Wakefield, Dewsbury and Bradford.

8

6

Graphic Insight (2)

CHRIS BROWNBILL heads to Melbourne's east again, to analyse some train "crossing" patterns

Its not uncommon for those of us interested in timetables to seek to understand where transport services in opposite directions are scheduled to cross or pass each other. This question is normally based on train timetables operating on single track lines with passing loops - but what about on double track lines? Graphic Insight this month takes a look at one example of a contemporary principally double track suburban railway, Melbourne's Camberwell to Alamein line and asks where do the trains pass each other, and why?

The analysis uses data taken from Connex Melbourne's Alamein Line Train Timetable, effective 9th April 2000. The graph looks at 6 different time periods during the week: Mon-Fri before 9am, Mon-Fri 9am-3pm, Mon-Fri 3pm-8pm, Mon-Fri after 8pm, Saturday and Sunday. For each of these intervals, the number of scheduled crosses is graphed against the location at which the cross is scheduled to occur. Where a cross is scheduled to occur between stations, it is recorded as occurring at the station at the Down end (Alamein is Down).

Notice that the patterns vary significantly by time of day and day of week. On Saturdays and Sundays when a regular 20-minute frequency operates for most of the day, the crosses are scheduled at Riversdale station. On Mon-Fri 9am-3pm, when a regular 15-minute interval operates, most crosses occur mid-way along the line around Hartwell. On Mon-Fri mornings and afternoons there are often two crosses per trip, and these mostly occur at Riversdale and around Burwood and Ashburton. Notice that there are no crosses scheduled at Alamein or in the Ashburton-Alamein section; this is because this section is single track. There are no crosses on Mon-Fri evenings when a 30-minute frequency operates and the line is operated as a shuttle with only one train 'in steam'.

Why are most crosses focused around Riversdale? It could be that this is the location of a road and tramway level crossing, and to minimise inconvenience to road traffic the up and down trains are scheduled to share the gate 'down time'. This would certainly be appreciated by motorists and tram passengers alike, but in this era of competitive transport operators, how long can such an act of altruism be justified by a company in whose interests it is for other transport modes to be slower than their trains?

