

The Times

Journal of the Australian Association of Time Table Collectors

RRP \$2.95

Print Publication No: 349069/00070, (ISSN 0813-6327)

June, 2001

Issue No. 207 (Vol. 18 No.6)

Go directly to Jail!
Do not pass *Go!*
Do not collect \$200!



Only in the land of mandatory sentencing could they have a birthday party for a jail. And only there would they advertise a train and bus service for the hordes of revellers who were expected to turn up to celebrate this joyous event. The advertisement to the right was the first of a series that appeared in the classified columns of the West Australian, continuing a long history of newspaper advertising of timetables, that continued until late in 2000. The picture above shows the train carrying the celebrants emerging from the jail's entrance

PUBLIC TRANSPORT

27-1-1994

Transperth



TRANSPERTH INFORMATION "RAIL TO JAIL"

Fremantle Prisons' 2nd Birthday

From Monday 24 January until Sunday 30 January the Fremantle Prison will be celebrating its 2nd Birthday and to help you get there a **Special Transperth Shuttle bus** will be operating from the **Fremantle Interchange** to the **Prison**. This service will depart every 15 minutes between 10.00am and 6.00pm each day.

Family travel to Fremantle is available on **Fastrak Trains** and **Transperth** buses for only \$4.80 with a Day Tripper Ticket. This entitles a group of up to 7 people, including no more than 2 Adults, all day unlimited travel on our services.

Ascot Racecourse Deletion of Services

From Sunday 13 February 1994 services to and from the Ascot Racecourse will no longer operate. These services include the deviations to the Route 306 buses and all Special Race buses.

Passengers wishing to travel to this venue can board **Route 306** buses from the **City Busport** and alight at **Great Eastern Highway** near **Hardev Road**.

The Times

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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, <i>Table Talk</i> .
The Times on-line	AATTC's home page: http://www.aatc.org.au
Editor	Geoff Lambert
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Contacting the Editor	The Times welcomes articles and mail and will be pleased to receive yours. Please send articles and letters to Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094 Email: G.Lambert@unsw.edu.au Phone 61 2 9949 3521; Fax 61 2 9948 7862
How to submit copy	Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF format images with at least 300dpi resolution on disk or via e-mail.
Editorial deadlines	Contributions should reach the editor by the first day of the month preceding the date of publication.
Subscriptions	Membership of AATTC is \$30 and includes subscriptions to both The Times and Table Talk. Individual copies of both journals are available at \$2.95 per copy from the Railfan Shop in Melbourne 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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Editor bungles again

In publishing John Williams letter in the May issue, in which he attempted to correct the editor's misspelling of Llandrindod Wells, the editor got it wrong yet again. For the record, the spelling is as just given. Apologies to John and to all readers for the repeated infelicities. The editor has only just managed to get his tongue around the pronunciation of Llanfairpwllgwyngyll-gogerychwyrndrobwllllantysiliogogoch... the spelling will have to come later.

Quotable Quote

Special Train Notices are produced by the thousands and read by the dozens.

-From a recent aus.rail discussion topic on the production and role of STNs in New South Wales

Public transport - public information. The changing scene in Perth.

In Perth, you could often find your train timetable in the daily paper, a practice common everywhere 100 years ago, but which disappeared in most places well before the end of the twentieth century. DAVID WHITEFORD shows us some examples.

Perth newspapers have for many years been one of the main avenues for public transport information. Regular weekly notices and special advertisements have been inserted. This changed when the last weekly "Transperth Information" column appeared in *The West Australian* of 3.8.2000. While special advertisements continue (e.g. for Christmas Pageant, or major sporting event services), scheduled service changes and other information will only be available on the Transperth website (www.transperth.wa.gov.au) or advertised on affected services.

Many years ago the WAGR/Westrail had a weekly *Railway Information* notice which was usually in the first 10 or so pages of *The West'* Suburban and country service notices were published here. The Metropolitan Transport Trust introduced a similar weekly *Suburban bus, rail & ferry* information notice in the mid 1970s. The former had disappeared by 1980 while the latter evolved into *Transperth information* following the introduction of the trading name in 1986. This weekly information box continued until the last appeared on 21.01.1994. From the 27th, the information appeared in the Public Notices section of the classifieds under joint headings of *Public transport and Transperth information*. As noted above, the last column appeared in *The West Australian* of 3.08.2000 ending at least 30 years of regular newspaper suburban transport notices.

Travel East in Comfort

March 1976

Go by Train . . .

Enjoy air-conditioned travel, comfortable sleeping cabins and excellent lounge, dining and liquor services.



Accommodation is now available

on all trains leaving Perth Terminal each night at 9 for Adelaide, Melbourne, Sydney, Brisbane and intermediate points. BOOK NOW on 262551 or 262552 or call at Interstate Booking Office, City Station—WA Govt Travel Centre, 772 Hay Street 262321. Railway Travel Centre, City Arcade 262381 or your Travel Agent.



Railway Information

AS FROM MARCH 28 extensive alterations will be made to Westrail suburban passenger train services. Free timetables are obtainable from attended stations.

M.T.T. Buses will replace trains serving Byford and Mundijong. **SPECIAL EASTER GHOST TOWN SAFARI TOUR**—depart Perth Terminal 4.15pm Good Friday on the air-conditioned "Prospector" arriving back Easter Monday or Easter Tuesday. Fares include tours, accommodation and meals.

BOOK NOW WA Govt Travel Centre, 772 Hay Street—262321 or Railway Travel Centre City Arcade—262381.

A DIRECT STANDARD GAUGE SERVICE—is available for Goods Parcels and livestock traffic to Leonora and Esperance via Kambalda. Further enquiries on 262460.

Further Enquiries Phone Westrail 254455

SUBURBAN BUS, RAIL AND FERRY INFORMATION.

TIMETABLE ALTERATIONS

Commencing Sunday, 26th March. PERTH - MIDLAND AND BEYOND. Due to alterations in the Perth - Midland rail timetables, all bus timetables for services between Perth and Midland terminal and beyond have been altered.

Commencing Monday, 29th March.

ARMADALE TO JARRAHDALE VIA BYFORD AND MUNDIJONG (220, 230, 235) SERVICES. The rail service to Byford and Mundijong will be replaced by buses.

KALAMUNDA - PERTH (239) SERVICE. An additional bus will depart from Kalamunda at 7.45 a.m.

MARMION, SCARBOROUGH, CRAIGIE, MULLALOO - KARRINYUP TRANSFER TERMINAL (255, 261, 280, 281) SERVICES. The Monday to Friday morning peak services have in many cases been altered to depart earlier.

LEAFLETS HAVE BEEN DISTRIBUTED TO PATRONS AND NEW RAIL AND BUS TIMETABLES ARE NOW AVAILABLE ON REQUEST.

"CLIPPER" SUNDAY TWO-HOUR CITY TOURS will re-commence on Sunday, 4th April, departing from Perth Central Bus Station at 10.00 a.m. and 2.00 p.m. Fares — adults \$1.50, children and pensioners \$1.00. Bookings at Information Bureau, 125 St. George's Terrace, Perth.



MTT Information Bureau
125 St. George's Terrace,
open until 10 p.m. daily.
Phone 21 8624 (all hours)

Transperth Information

334-1992



New Page for Transperth Information. From Thursday 6 February, information about Transperth services will appear on Page 4 of the West Australian Newspaper.

Service Alterations Routes 116, 171, 175

From Tuesday 28 January and then daily Monday to Friday the following timetable alterations will apply to assist students at the Willetton Senior High School.

Route 171 from Willetton 2.54pm (was Route 175 at 2.59pm).

Route 175 from Willetton 3.09pm (was Route 171 at 3.14pm).

Passengers are advised to obtain a new S5 timetable, effective 26 January 1992.

From Wednesday 29 January and then daily Monday to Friday, the following timetable alteration will apply to assist students at Melville Senior High School.

Route 116 From Rockingham, 7.25am This trio will set down passengers at Melville Senior High School (previously Route 116 from Rockingham at 7.10am).

Park 'n' Ride to the 96fm/HBF Sky Show

Avoid parking hassles and traffic congestion and Park 'n' Ride by bus or travel in air conditioned comfort by train to the 96fm/HBF Sky Show.

Special services will operate from convenient suburban Park 'n' Ride locations with frequent buses and trains returning after the show.

By Train

To Perth - Normal Sunday/Public Holiday timetable will apply until approximately 3.00pm. From 3.00pm trains will operate every 15 minutes until approximately 8.00pm on all three lines.

From Perth - Trains will operate every 5 minutes from approximately 9.40pm to Armadale, Fremantle and Midland.

By Bus

To Perth - Normal Sunday/Public Holiday timetable will operate with additional special services to Perth every 30 minutes from 4.00pm until 7.30pm.

From Perth - Special services will operate at 10.00pm and 11.15pm.

Please Note: the rooftop gardens of the City Busport will be closed to the public for the Sky Show.

By Ferry

Normal Sunday/Public Holiday timetable will operate with additional services every 15 minutes between 3.30pm and 7.00am.

For full details of all of the above services, see the Transperth advertisement on Page 18 of Monday's 'West Australian' or telephone 13 22 13.

Transperth Information Open on Sundays

From Sunday 26 January and then every Sunday during the summer months, the Transperth Information Office located at the Fremantle Train Station will be open for your convenience between 9.00am and 4.00pm.

Australia Day Holiday Services

Passengers are advised that on Monday 27 January, Bus, Train and Ferry Services will operate on a Sunday/Public Holiday Timetable.

Information Offices at City Busport, City Arcade, Hay Street Level, Wellington Street Bus Station, Fremantle Town Hall Arcade or phone 13 22 13

NEWS/01/06/92 11/92



TRANSPERTH INFORMATION

Going to the Game, Take Transperth

West Coast Eagles vs Melbourne

Subiaco Oval Sunday 6 August 2000

Gates Open: 10.45am

Game Starts: 1.10pm

Transperth Services

There are additional Transperth services including trains and buses. Additional buses are:

BUSES

From Mandurah: Bus number 614. Departing at 10.40am and 11.10am

From Rockingham: Bus number 613. Departing at 11.10am and 11.40am

From Kwinana Hub: Bus number 613. Departing at 11.25am and 11.55pm

From Success Park'n'Ride at Gateways Shopping Centre: Bus number 612. Departing every 15 minutes, commencing at 10.55am and last bus is 12.25pm

From Murdoch Park'n'Ride: Bus number 612. Departing every 15 minutes, commencing at 11.10am and last bus is 12.40pm

From Morley Bus Station: Bus number 611. Departing every 20 minutes, commencing at 11.00am and last bus is 12.40pm

From Curtin University Bus Station: Bus number 615. Departing 11.10am, 11.40am and 12.10pm

After the game, buses will depart from Roberts Road near Kitchener Park. Last buses leave 20 minutes after the completion of the game.

For further information please call the Transperth Infoline on 13 22 13 or visit the website at www.transperth.wa.gov.au. For people with hearing disabilities call TTY 9485 0485.

SUBIACO OVAL NOW TOTALLY SMOKE FREE

Umbrellas and Folding Chairs are not permitted inside the ground

Please Note: Transperth information will only be published in the Public Notices up until the 3rd of August 2000. From this date onwards, all Transperth information will be advertised on Transperth services or will be available on the website at www.transperth.wa.gov.au

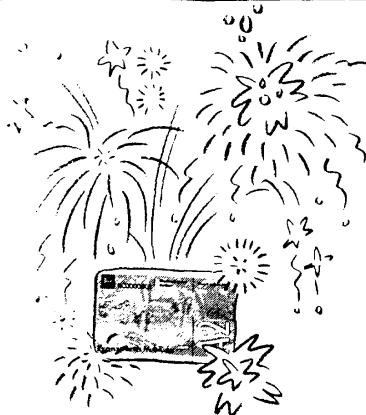
For any information or changes on Transperth Bus, Train and Ferry Services, call into one of our InfoCentres located at the City Busport, Plaza Arcade, Wellington Street Bus Station and Perth Train Station or phone the Transperth Infoline on 13 22 13 or visit our website www.transperth.wa.gov.au. For people with hearing disabilities call TTY 9485 0485

TTY 9485 0485

Transperth Information ☎ 13 22 13.

The way to go will change

20 11 99



Your ticket into the Sky Show.

Buses

A Sunday/Public Holiday timetable will apply throughout the day. Additional Special bus services will operate from suburbs to the city and return at the conclusion of the Sky Show.

Fastrak Trains

A normal Sunday/Public Timetable will operate on Australia Day, until 2.00pm. Then all trains will depart every 15 minutes to get you to the Sky Show.

After the Sky Show, trains will depart every few minutes until the last train at 10.15pm.

Ferries

Ferries will also operate on a normal Sunday/Public Holiday Timetable until 5.30pm. The last ferry from Barrack Street will be at 5.30pm and from South Perth at 5.45pm.

There is a special Sky Show timetable available detailing additional services. You can also take a look at the posters in your nearest bus or train station or call Transperth's Info line on 13 22 13.

NOTICE OF CHANGE

From the 27th of January 1994, Transperth service changes will appear in the Public Notices in the classified section.

Shower/FCS IP 073

Transperth Information ☎ 13 22 13.

As usual, you can expect traffic jams and parking difficulties on the evening of the Sky Show. Fortunately it's easy to avoid all this by simply catching a bus, train or ferry.

Buses to the north side of Auburn (1)

More buses than you could poke a stick at. As a youthful visitor to the Lidcombe-Auburn area in the mid-1950s, I thought the numbers and frequency of buses trundling around to be quite amazing. JIM O'NEIL thought so too, and here begins a two-part story to describe some of these services.

When I first discovered the private bus services at Auburn in 1961, I was amazed at their profusion. No fewer than five different routes, 1, 15, 16, 59 and 62 ran north from the station, often within a block or two of one another. The route 15 even had two variants, each of which was closer to its nearest neighbour than the other version of 15.

Two of these routes were operated by W.H. Wilcox Pty Ltd, the 16 and the 62 (see Figs 1 and 2). These both proceeded directly north from the station along Northumberland Road. To judge from the timing points, you would think that they followed the same route, but in fact they both diverted from Silverwater Road at Adderley St, the 16 going west to Melton St, the 62 east to Wetherill St. Neither of these timetables is dated, but I acquired them in 1961.

Both routes had a basic half-hourly service, but the 16 served a larger area and had many additional services, mostly to and from industries in North Auburn and Silverwater. Wilcox had two double deckers for some of these industrial services. Only one additional service was operated in each peak hour on the 62. The 62 was able to operate on a regular headway, but some trips on the 16 extended to Newington Hospital, which took more than half an hour to return to Auburn. Therefore the 16, while operating approximately every half hour, had a quite irregular timetable, as you can see. It also had evening services, not found on the 62.

Two blocks to the east of Northum-

AUBURN STATION TO NEWINGTON STATE HOSPITAL VIA SILVERWATER

Bus No.	Depart AS AUBURN STATION	Adderley Street & Silverwater Road	Egerton Street & Silverwater Road	Holker Street & Silverwater Road	Arrive AS NEWINGTON HOSPITAL	Depart AS NEWINGTON HOSPITAL	Holker Street & Silverwater Road	Egerton Street & Silverwater Road	Adderley Street & Silverwater Road	Arrive AS AUBURN STATION	REMARKS
1	a.m. 5.30	a.m. 5.35	a.m. 5.38	a.m. 5.39	a.m. 5.40	a.m. 5.40	a.m. 5.42	a.m. 5.45	a.m. 5.50	a.m. 5.53	SO
1	6.10	6.13	6.15	6.20			6.20	6.22	6.25	6.30	PW
2	6.20	6.25	6.28	6.30			6.30	6.32	6.37	6.40	SO
1	6.35	6.40	6.43	6.45			6.45	6.47	6.49	6.52	SOVS
2	6.45	6.50	6.53	6.58			7.00	7.05	7.10	7.15	
1	7.00	7.05	7.10	7.12	7.13	7.15	7.18	7.20	7.25	7.30	
3	7.05	7.10	7.13	7.18			7.18	—	Special —	7.25	62 Stand
4	7.15	7.20	7.22	7.25			7.30	7.32	7.35	7.40	SVS
2	7.18	Spec. to RAN Dp.	N'gt'n. Arr.	7.25	7.33		7.35	7.37	7.42	7.45	S
6	7.18	via Melton, Carnarvon, Vore, Derby Sts., Silverwater Rd., to Silverwater.					7.41	7.45	7.55	8.00	S
1	7.30	7.34	7.38	7.40	7.41	7.45	8.00	8.05	8.11	8.16	SO
4	7.45	7.50	7.53	7.56	Davison's Pnts.		8.00	8.05	8.11	8.16	
2	7.50	7.55	7.58	8.05			8.05	8.06	8.11	8.16	
1	8.05	8.10	8.15	8.20			8.20	8.25	8.30	8.35	
2	8.25	8.30	8.35	8.38			8.38	8.40	8.45	8.48	
1	8.37	8.40	8.45	8.47			8.50	8.55	8.58	9.00	
2	8.50	8.55	8.58	9.00			9.05	9.08	9.11	9.15	Ret Dep
1	9.05	9.10	9.15	9.18	9.20	9.20	9.22	9.25	9.30	9.35	
1	9.40	9.45	9.50	9.52			9.53	9.55	10.00	10.05	
1	10.10	10.15	10.20	10.22	10.25	10.30	10.32	10.35	10.40	10.45	
1	10.50	10.55	11.00	11.02			11.03	11.05	11.10	11.15	
1	11.20	11.25	11.30	11.32	11.35	11.35	11.38	11.40	11.45	11.50	
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
1	11.55	12.00	12.05	12.07	12.10	12.10	12.12	12.13	12.17	12.22	
1	12.25	12.30	12.35	12.36			12.36	12.38	12.43	12.48	
1	12.50	12.55	1.00	1.01			1.02	1.03	1.08	1.13	
1	1.15	1.20	1.25	1.26	1.29	1.30	1.31	1.34	1.39	1.44	
1	1.50	1.55	2.00	2.01			2.02	2.03	2.08	2.13	
1	2.15	2.20	2.25	2.27	2.30	2.30	2.33	2.35	2.40	2.45	
1	2.50	2.55	2.58	3.00			3.02	3.04	3.09	3.14	
2							3.25	3.27	3.30	3.35	
1	3.15	3.20	3.25	3.27	3.30	3.30	3.33	3.35	3.40	3.45	
2	3.40	3.45	3.50	3.55	via Fariola, Day & Derby Sts., Silverwater Rd.		4.05	4.08	4.12	4.17	VS
4					PACAL		4.05	4.08	4.12	4.17	SIVS
7					Ex R.A.N. Magazine, Newington		4.05			4.15	SIVS
5					Ex R.A.N. Magazine, Adderley St.		4.00			4.05	SIVS
5					4.10	Ex Suttor, Salisbury, Vore, Carnarvon & Melton Sts.	4.12	4.14	4.17	4.25	SI
1	3.56	4.01	4.06	4.08	4.11	4.12	4.14	4.17	4.20	4.25	VS
2	Return Spcl. to Holker St., Dep. 4.20	4.23	4.28	4.30	4.20	4.20	4.25	4.25	4.25	4.25	
4	4.20	4.23	4.28	4.30	Silverwater Rubber	4.35	4.38	4.43	4.50	4.50	SIVS
1	4.25	4.29	4.34	4.35	Woolworths, Carnarvon, Suttor Sts.	4.35	4.35	4.45	4.45	4.45	VS
2	4.38	4.42	4.47	4.49	Davison's Pnts.	4.50	4.52	4.57	5.03	5.03	
1	4.50	4.55	5.00	5.02	5.04	5.05	5.07	5.10	5.15	5.20	VSSI
2	5.05	5.10	5.15	5.18			5.19	5.21	5.25	5.29	
1	5.25	5.30	5.34				5.35	5.40	5.45	5.45	
2	5.35	5.40	5.45	5.47	5.49	5.50	5.52	5.55	6.00	6.03	
1	5.50	5.55	6.00	6.02			6.03	6.05	6.09	6.13	
2	6.05	6.10	6.15	6.15	Return to Depot Special, from Holker St.						
1	6.15	6.20	6.25	6.27	6.29	6.30	6.32	6.35	6.40	6.45	
1	6.50	6.55	7.00	7.02	7.05	7.05	7.07	7.10	7.15	7.20	
1	7.25	7.30	7.35	7.38	7.41	7.41	7.43	7.45	7.50	7.55	
1	8.00	8.05	8.10				8.15	8.20	8.25		
1	9.00	9.05	9.10	9.12	9.15	9.15	9.17	9.20	9.25	9.30	
1	9.40	9.45	9.50				9.50	9.55	10.00		
1	10.05	10.10	10.15	10.17	10.20	10.20	10.22	10.25	10.30	10.35	
1	10.40	10.45	10.50				10.50	10.55	11.00		
1	Picture bus departs after the pictures and runs to the last passenger.										

1. This is a Wilcox timetable for Route 16. It's undated, but was current in 1961. Some of these services were essentially industrial and were run by double-deckers.

berland, the 59 ran north on Dartbrook Rd, then east on Parramatta Rd, south on John St (shared with government route 403), with most journeys moving back west a block at Dewrang St. On the map, this seems an unpromising area, but it included not only BGE, mentioned

on the timetable, but also the Egg Board and other large employers.

The timetable of the Lidcombe Bus Coy. for the 59, shown in Figs 3 and 4, (page 7) is dated 15 November 1961. Two morning services from Lidcombe go north up Wetherill St, 7.20 to Carnarvon

and 7.52 to Derby (both in 62 territory). There is only a return from Derby (the further north of the two streets) at 4.33. The variations of route, marked N. J. D and Y, all pass within a block or so of one another and the reason for the choice of one or other is unclear. Service via Noora was predominantly in the morning peak from Lidcombe, with some afternoon service in both directions. Only two services, both early morning from Lidcombe, operated via D, Dewrang. Runs via John St direct occurred in both peak hours from Auburn, but also included half the evening services in both directions. Service via Yarram Street was the most common form of the route 59.

I did not obtain a timetable of the services to Skarratt Street in the 1960s, my earliest timetable is undated, about 1980 and issued by R. R., W.C & E.M. Spackman Pty Ltd, successors to Wilcox. The 15 had two variants, one along Macquarie Rd (only one block west of Northumberland) the other along Kihilah Rd (a further four blocks west). The main service of the 1 ran north along Hampstead (two blocks west of Kihilah), and some services followed Rawson St all the way to Parramatta Road (a long block west of Kihila). By the time of this timetable, (Fig 6 on page 8), all services were numbered 1, but the old routes were all preserved. Morning peak services from Auburn all ran via Rawson, through an industrial area, and on to Skarratt St, where the oil refinery was located. But the matching services in the evening peak were less numerous, so the morning services can't have been fully loaded with workers. The off peak services ran largely via Kihilah or Hampstead. I know of no reason why there were only two Mon-Fri services out of Auburn via Macquarie, but 8 inbound.

This complexity was ripe for rationalisation, as can be seen from the timetable printed with U.T.A. assistance on 15th December 1986, see the map (Fig 5 on page 8) and the

AUBURN STATION TO SKARRATT STREET

Bus No.	Depart AS AUBURN STATION	Adderley Street & Silverwater Road	Arrive AS Holker Street & Silverwater Road	Depart AS Holker Street & Silverwater Road	Adderley Street & Silverwater Road	Arrive AS AUBURN STATION	REMARKS
MONDAYS TO FRIDAYS							
1	a.m. 6.50	a.m. 6.55	a.m. 7.00	a.m. 7.05	a.m. 7.10	a.m. 7.15	EST
1	7.15	7.20	7.25	7.30	7.35	7.40	EST
3	7.25	—	7.37	—	—	—	PA
1	7.45	7.50	7.57	8.02	8.05	8.10	
1	8.10	8.15	8.22	8.32	8.35	8.40	
1	8.45	8.50	8.57	9.02	9.05	9.10	
1	9.15	9.20	9.27	9.32	9.35	9.40	
1	10.00	10.05	10.12	10.12	10.15	10.20	
1	10.20	10.25	10.32	10.52	10.55	11.00	
1	11.00	11.05	11.12	11.12	11.15	11.20	
1	11.30	11.35	11.42	11.42	11.45	11.50	
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
1	12.00	12.05	12.12	12.12	12.15	12.20	
1	12.30	12.35	12.42	12.42	12.45	12.50	
1	1.00	1.05	1.12	1.12	1.15	1.20	
1	1.30	1.35	1.42	1.42	1.45	1.50	
1	2.00	2.05	2.12	—	—	—	
1	—	—	—	3.12	3.15	3.20	
1	3.30	3.35	3.42	3.52	3.55	4.00	
2	—	4.00	—	—	—	4.05	VSPA
1	4.00	4.05	A.W.A.		4.15	4.20	
1	4.30	4.35	4.42	4.42	4.45	4.50	
1	5.00	5.05	5.12	5.12	5.15	5.20	
1	5.30	5.35	5.42	5.42	5.45	5.50	
1	6.05	6.10	6.17	6.17	6.20	6.25	
1	6.30	6.35	6.42	6.42	6.45	6.50	
SERVICE SILVERWATER RD. ROUTE 16.							

SATURDAYS

1	a.m. 7.45	a.m. 7.50	a.m. 7.55	a.m. 7.55	a.m. 8.00	a.m. 8.05
1	8.20	8.25	8.30	8.30	8.35	8.40
1	8.45	8.50	8.55	8.55	9.00	9.05
1	9.15	9.20	9.25	9.25	9.30	9.35
1	9.45	9.50	9.55	9.55	10.00	10.05
1	10.15	10.20	10.25	10.25	10.30	10.35
1	10.45	10.50	10.55	10.55	11.00	11.05
1	11.15	11.20	11.25	11.25	11.30	11.35
1	11.40	11.45	11.50	11.50	11.55	12.00
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
1	12.15	12.20	12.25	12.25	12.30	12.35
1	12.35	12.40	12.45	—	—	—
SERVICE SILVERWATER RD. ROUTE 16.						

For explanation of abbreviations and symbols, see Page 4.

2. A W. H. Wilcox P/L timetable for Route 62. The timetable dates from 1961, but has no imprint date.

**LIDCOMBE STATION TO AUBURN STATION
VIA NORTH LIDCOMBE**

Depart Lidcombe Stn.	Arr. & Dep. Dewrang St.	Arr. & Dep. Wetherill St.	Arrive Auburn Stn.
a.m.	a.m.	a.m.	a.m.
D6.22	6.25	6.28	6.32
N6.38	6.41	6.44	6.48
DT.00	7.03	7.06	7.10
N7.15	7.18	7.21	7.25
N7.20	7.23	7.28 to Carnarvon Street	7.32
N7.27	7.30	7.33	7.37
N7.40	7.43	7.46	7.50
N7.52	7.55	8.00 to Derby Street	8.05
N7.55	7.58	8.01	8.05
N8.13	8.16	8.19	8.23
N8.30	8.33	8.36	8.39
N8.45	8.48	8.51	8.55
N9.05	9.08	9.11	9.15
Y9.30	9.35	9.39	9.43
Y10.10	10.15	10.19	10.23
Y10.50	10.55	10.59	11.03
Y11.30	11.35	11.39	11.43
p.m.	p.m.	p.m.	p.m.
Y12.10	12.15	12.19	12.23
Y12.50 via BGE	12.55	12.59	1.03
Y1.30	1.35	1.39	1.43
Y2.10	2.15	2.19	2.23
Y2.46	2.51	2.54	2.58
Y3.05	3.10	3.14	3.18
Y3.33	3.38	3.44	3.48
Parramatta Rd. and John St.		4.13 via BGE	4.20
Parramatta Rd. and John St.		4.45	4.52
N4.50 via BGE	4.54	4.58	5.03
Y5.18	5.22	5.26	5.30
Y5.30	5.35	5.39	5.43
Y6.00	6.05	6.09	6.13
Y6.30	6.35	6.39	6.43

MONDAYS TO FRIDAYS

SATURDAY

TIMETABLE — ROUTE No. 59



**AUBURN STATION TO LIDCOMBE STATION
VIA NORTH LIDCOMBE**

Explanation of abbreviations and symbols used in Timetable

- BGE denotes to or from British General Electrical Works.
- N denotes via Noora Street.
- J denotes via John Street direct.
- D denotes via Dewrang Street.
- Y denotes via Yarram Street.

NO SERVICE ON SUNDAY, HOLIDAYS, GOOD FRIDAY AND CHRISTMAS DAY

Proprietor: LIDCOMBE BUS COY. PTY. LTD.

42 Rosehill Street, Parramatta

All previous timetables are cancelled

Authorised by W. A. Walsh, Commissioner for Motor Transport, 50 Rothschild Avenue, Rosebery.

This timetable shall commence on 15th November, 1961.

Printed by K. G. Windsor—YU 2237.

3. (Above) Lidcombe Bus Company route No 59 for the Auburn to Lidcombe service, dated 15 November 1961. There is a complex selection of streets in the morning service, but it is not clear why.

4. Right. More services for Route 59, again with complex routing.

**AUBURN STATION TO LIDCOMBE STATION
VIA NORTH LIDCOMBE**

Depart Auburn Stn.	Arr. & Dep. Wetherill St.	Arr. & Dep. Dewrang St.	Arrive Lidcombe Stn.
a.m.	a.m.	a.m.	a.m.
N6.20	6.24	6.27	6.33
Y6.35 via BGE	6.39	6.42	6.48
Y6.56 via BGE	7.00	7.03	7.09
J 7.16 via BGE	7.20	7.23	7.29
J 7.28 via BGE	7.30	7.35	7.38
Y7.40 via BGE	7.44	7.47	7.52
J 7.55	7.59	8.02	8.07
Y8.10	8.14	8.17	8.22
Y8.28 via BGE	8.32	8.36	8.42
Y8.40	8.44	8.48	8.54
Y9.10	9.14	9.18	9.23
Y9.50	9.54	9.58	10.03
Y10.30	10.34	10.38	10.43
Y11.10	11.14	11.18	11.23
Y11.50	11.54	11.58	p.m. 12.03
p.m.	p.m.	p.m.	p.m.
Y12.30	12.34	12.38	12.43
Y1.10	1.14	1.18	1.23
Y1.30	1.34	1.38	1.43
Y2.30	2.34	2.38	2.43
N2.53	2.57	3.01	3.04
N3.19	3.23	3.27	3.31
Y3.40	3.44	3.48	3.53
J 4.10	4.14	4.18	4.22
N4.23	4.27	4.31	4.36
J from Derby St 4.33			4.40
N4.52	4.55	4.59	5.04
J 5.10	5.14	5.18	5.22
Y5.45	5.49	5.53	5.58
Y6.15	6.19	6.23	6.28
SATURDAY			
a.m.	a.m.	a.m.	a.m.
Y8.37	8.41	8.45	8.50
J 9.07	9.11	9.15	9.19
Y9.37	9.41	9.45	9.50
J 10.07	10.11	10.15	10.19
Y10.37	10.41	10.45	10.50
J 11.07	11.11	11.15	11.19
Y11.37	11.41	11.45	11.50
p.m.	p.m.	p.m.	p.m.
J 12.07	12.11	12.15	12.19
Y12.37	12.41	12.45	12.50

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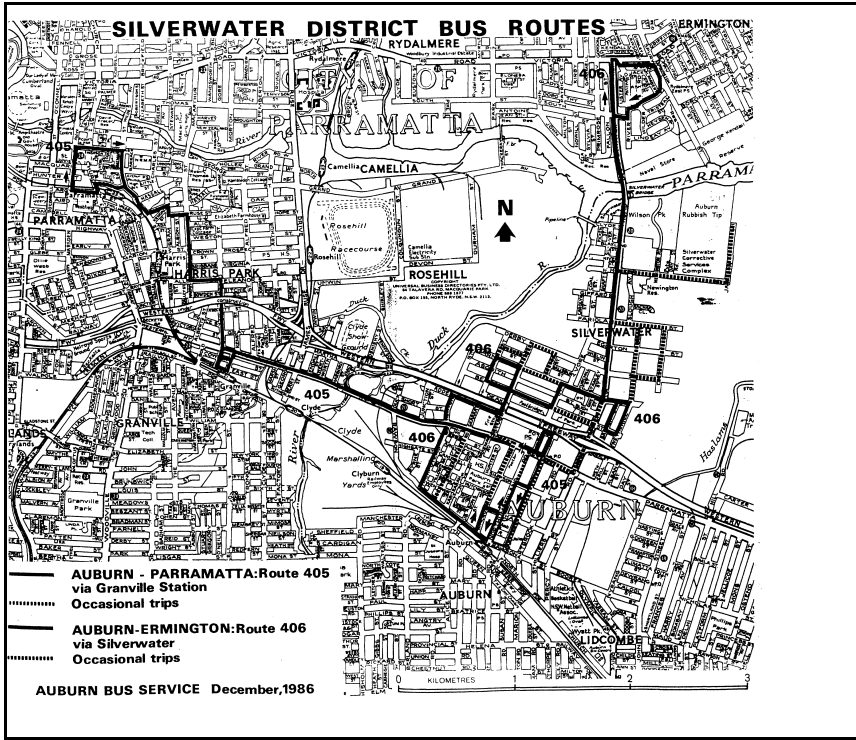
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YL 8962 YU 3252
Night: YL 8629 YU 2833

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5. (Left). Route map of Route 406, run by Auburn Bus Service in December 1985. This rather complex route followed, in part, the old Route 1, run by Spackmans, an timetable for which, appears below as Fig 6. Although undated, it probably applies to about 1980.

timetable of Route 406 in Fig 7 on page 9. The new route 406 followed the old 1 via Hampstead to Skarratt St, picked up the 16 at Beaconsfield and Melton Sts, with a short diversion on the 62 to Beaconsfield and Wetherill Sts, and extended from Silverwater to a new terminus across the Parramatta River at Ermington. There is still frequent service along Kihila Road, morning peak service on the old 62 to Fariola St (one block north of Egerton) and some service to the Silverwater prison, on the site of the old Newington Hospital. Service along Northumberland was provided by some diversions of the 406 and by the new 405, to be discussed in part two.

Route 406 has passed to Parramatta-Ryde, and thence to Sydney Buses. The timetable of 22 October 2000 (see Fig 8, page 10), shows further simplification. The diversions to Skarratt St, and to Wetherill and Beaconsfield have disappeared, as has service via Kihila Rd. The basic service runs via Wetherill St (part of the old 62) and most buses run to the Silverwater Remand Centre. There is a new diversion on the west side of Silverwater Road, via Vore St. In peak hours alternate trips operate to

ROUTE No. 1.
AUBURN STATION - SKARRATT STREET

Depart Auburn Str.	Hampstead Rd. Parramatta Rd.	Macquarie Rd.	Rawson Street. Parramatta Rd.	Kihilah Rd Parramatta Rd.	Arrive Skarratt Street.	Depart Skarratt Street.	Kihilah Road. Parramatta Rd.	Rawson Street. Parramatta Rd.	Hampstead Rd. Parramatta Rd.	Macquarie Rd. Parramatta Rd.	Arrive Auburn Str.
MONDAY TO FRIDAY											
5 a.m.	5.45 a.m.		5.50 a.m.		5.55 a.m.	M 6.00 a.m.			6.15 a.m.		6.10 a.m.
6	5.53		5.58		6.03	H 6.10			6.15		6.20
5	6.15		6.20		6.25	M 6.30			6.30		6.40
6	6.30		6.35		6.40	H 6.45			6.50		6.55
5	6.45		6.50		6.55	M 7.00			7.10		7.10
6	7.00		7.05		7.10	H 7.15			7.20		7.25
5	7.15		7.20		7.25	M 7.30			7.35		7.40
6	7.30		7.35		7.40	H 7.45			7.50		7.55
5	7.45		7.50		7.55	K 8.00	8.05				8.10
6	8.00		8.05		8.10	M 8.15			8.20		8.25
5	8.15		8.20		8.25	K 8.30	8.35				8.40
6	8.30		8.35		8.40	H 8.45	8.50				8.55
7	8.38	School Special - Auburn Girls' High	8.50		8.55	H 9.00			9.05		9.10
* 6	M 9.00				9.10	Return to Depot					
* 2	H 9.15	9.20	9.05		9.23	* H 9.26			9.30		9.35
* 2	K 10.15			10.20	10.23	* M10.26				10.30	10.35
* 2	H 11.15	11.20			11.23	* H11.26			11.30		11.35
p.m.											
* 2	K 12.15			12.20	12.23	* H12.26			12.30		12.35
* 2	H 1.15	1.20			1.23	* H 1.26			1.30		1.35
* 2	K 2.15			2.20	2.23	* K 2.26	2.30				2.35
* 5	H 2.45	2.50			2.55	* H 3.00			3.05		3.10
6						H 3.15					3.25
5	H 3.15	3.20			3.25	H 3.30		3.35	via Ajax		3.40
6	K 3.30				3.35	Depart Auburn Girls' High School		3.25			
5	K 3.45				3.50	Parramatta Rd only	Firestones	4.04		4.07	3.55
6	H 4.00	4.05			4.10	H 4.15			4.20		4.25
5	K 4.15				4.25	# H 4.30			4.35		4.40
6	H 4.30	4.35				Parramatta Rd only	Supertex	4.50			4.55
5	M 4.45		4.50		4.55	* H 5.00			5.05		5.10
* 6	K 5.00				5.10	* H 5.15			5.20		5.25
* 6	H 5.30	5.35			5.40	Return to Depot					
* 1	H 5.50	5.55			5.58	* H 6.01			6.05		6.10
* 2	K 6.50				6.55	Return to Depot					
SATURDAY											
* 1	K 8.50				8.55	8.59	* H 9.02			9.06	9.11
* 1	H 9.50	9.55				9.59	* M10.02			10.06	10.11
* 1	K 10.50			10.55	10.59	* M11.02				11.06	11.11
* 1	H 11.50	11.55			11.59	* H12.02			12.06		12.11
p.m.											
* 1	K 12.35	p.m.	p.m.	p.m.	12.40	12.45	* H12.47	p.m.	p.m.	p.m.	12.57

M omnibus operates via - Macquarie Road.
H omnibus operates via - Hampstead Road.
K omnibus operates via - Kihilah Road.
deviates from Newton Rd., via Short, Duck St., Rawson Rd., Highgate St., to Hampstead Rd.
* operates via Adderley, Skarratt, Beaconsfield, Melton, Carnarvon, Scubbs & Fisher Streets.

and from the Remand Centre via Vore St instead of Wetherill St. On Sundays there are now two runs each way. Going to Auburn, they both miss the Remand Centre, but after Wetherill St, they divert to

Vore and Egerton. On the return trips, Vore St. is not covered, but the Remand Centre is. How many passengers would find a Sunday bus in one direction only to be convenient?

Further changes are planned on the route 406, according to Sydney Buses' *Better Buses*, which says the route will be extended at the northern end to Eastwood Station and to Macquarie Centre, early in 2001 [Now due in June].

Route 406: ERMINGTON TO AUBURN
via Silverwater

Route 406: AUBURN TO ERMINGTON
via Silverwater

TON		SILVERWATER						AUBURN					TON								
Betty Cuthbert Avenue	Silverwater Road & Clyde Street	Beaconsfield Street & Wetherill Street	Beaconsfield Street & Mellon Street	Skarratt Street & Carnarvon Street	Adderley Street & Stubbs Street	Newton Street & Parramatta Road	Kihila Road & King Street	Auburn Station	Train departs Auburn	Train arrives Wynyard	Train departs Wynyard	Train arrives Auburn	Auburn Station	Kihila Road & King Street	Newton Street & Parramatta Road	Adderley Street & Stubbs Street	Skarratt Street & Carnarvon Street	Beaconsfield Street & Mellon Street	Beaconsfield Street & Wetherill Street	Silverwater Road & Clyde Street	Betty Cuthbert Avenue
WEEKDAYS																					
MORNINGS																					
..	H5.45C	..	..	..	..	..	..	C5.55	6.01	6.34	..	..	..	..	..	..	..	..	..	..	..
6.35	6.15C	..	..	..	..	..	..	C6.25	6.31	7.00	..	..	..	..	..	..	..	..	..	..	..
..	6.38	6.47E	6.42	6.44	6.46	6.48	..	6.53	6.56	7.28	..	..	..	..	..	..	..	..	..	..	..
6.57	7.00	..	7.04	7.06	7.08	7.10	7.11	C6.57	7.06	7.34	..	..	..	..	..	..	..	..	..	..	..
..	..	7.10E	..	..	..	..	..	7.16	7.19	7.51	..	..	..	..	..	..	..	..	..	..	..
7.19	7.22	..	7.26	7.28	7.30	7.32	..	C7.22	7.26	7.56	..	..	..	..	..	..	..	..	..	..	..
..	..	7.35E	..	..	..	..	..	C7.29	7.37	8.09	..	..	..	..	..	..	..	..	..	..	..
7.40	7.47C	..	7.47	7.49	7.51	7.53	7.54	C7.57	8.09	8.41	..	..	..	..	..	..	..	..	..	..	..
8.00	8.03	8.00E	8.07	8.09	8.11	8.13	..	C8.19	8.15	8.50	..	..	..	..	..	..	..	..	..	..	..
8.20	8.23	8.25E	8.27	8.29	8.31	8.33	8.34	SC8.37	8.45	9.16	..	..	..	..	..	..	..	..	..	..	..
8.40	8.43	..	8.47	8.49	8.51	8.53	..	8.38	8.45	9.16	..	..	..	..	..	..	..	..	..	..	..
9.05	9.08	8.50E	9.12	9.15	9.17	9.19	9.20	SC9.02	9.10	9.40	..	..	..	..	..	..	..	..	..	..	..
..	9.17	9.20	..	..	..	..	..	9.25	9.30	10.01	..	..	..	..	..	..	..	..	..	..	..
..	9.42	9.45	9.48	9.50	9.52	9.54	..	C9.27	9.59	10.02	10.35	..	..	..	..	..	..	..	..	..	..
10.00	10.03	10.07	10.10	10.12	10.14	10.16	10.18	10.23	10.32	11.05	..	..	..	..	..	..	..	..	..	..	..
10.30	10.33	10.37	10.40	10.42	10.44	10.46	..	10.53	11.02	11.35	..	..	..	..	..	..	..	..	..	..	..
11.00	11.03	11.07	11.10	11.12	11.14	11.16	11.18	11.23	11.32	12.05	..	..	..	..	..	..	..	..	..	..	..
12.00	12.03	12.07	12.10	12.12	12.14	12.16	..	12.23	12.32	1.05	..	..	..	..	..	..	..	..	..	..	..
AFTERNOONS																					
1.00	1.03	1.07	1.10	1.12	1.14	1.16	1.18	1.23	1.32	2.05	..	..	..	..	..	..	..	..	..	..	..
2.00	2.03	2.07	2.10	2.12	2.14	2.16	..	2.23	2.32	3.05	..	..	..	..	..	..	..	..	..	..	..
2.55	2.58	3.02	3.05	3.07	3.09	3.11	3.12	3.16	3.18	3.47	..	..	..	..	..	..	..	..	..	..	..
3.30	3.33	D3.38	3.42	F3.45	3.48	3.50	..	M3.33	3.40	4.10	..	..	..	..	..	..	..	..	..	..	..
4.00	4.03	D4.08	..	F4.01	4.05	4.08	..	4.13	4.16	4.47	..	..	..	..	..	..	..	..	..	..	..
4.30	4.33	D4.38	4.42	F4.45	4.48	4.50	..	4.23	4.28	5.00	..	..	..	..	..	..	..	..	..	..	..
5.00	5.03	D5.08	5.12	5.15	5.18	5.20	5.21	5.25	5.32	6.08	..	..	..	..	..	..	..	..	..	..	..
5.30	5.33	D5.38	5.42	5.45	5.48	5.50	..	5.55	6.07	6.37	..	..	..	..	..	..	..	..	..	..	..
6.00	6.03	D6.08	6.12	6.15	6.18	6.20	6.21	6.25	6.28	6.59	..	..	..	..	..	..	..	..	..	..	..
6.30	6.33	D6.38	6.42	6.45	6.48	6.50	..	6.55	7.01	7.31	..	..	..	..	..	..	..	..	..	..	..
SATURDAYS																					
MORNINGS																					
9.13	9.16	8.05	8.08	8.10	8.12	8.14	9.29	8.18	8.29	9.01	..	..	..	..	..	..	..	..	..	..	..
..	..	9.19	9.22	9.24	9.26	9.28	..	9.32	9.44	10.14	..	..	..	..	..	..	..	..	..	..	..
11.59	12.02	10.30	10.33	10.35	10.37	10.39	..	10.43	11.03	11.35	..	..	..	..	..	..	..	..	..	..	..
..	..	12.05	12.07	12.09	12.11	12.13	12.14	12.17	12.33	1.05	..	..	..	..	..	..	..	..	..	..	..
AFTERNOONS																					
..	..	2.36	..	2.38	2.40	2.42	..	2.44	3.03	3.35	..	..	..	..	..	..	..	..	..	..	..
..	..	3.36	..	3.38	3.40	3.42	..	3.44	3.49	4.20	..	..	..	..	..	..	..	..	..	..	..

TON		SILVERWATER						AUBURN					TON								
Betty Cuthbert Avenue	Silverwater Road & Clyde Street	Beaconsfield Street & Wetherill Street	Beaconsfield Street & Mellon Street	Skarratt Street & Carnarvon Street	Adderley Street & Stubbs Street	Newton Street & Parramatta Road	Kihila Road & King Street	Auburn Station	Train departs Auburn	Train arrives Wynyard	Train departs Wynyard	Train arrives Auburn	Auburn Station	Kihila Road & King Street	Newton Street & Parramatta Road	Adderley Street & Stubbs Street	Skarratt Street & Carnarvon Street	Beaconsfield Street & Mellon Street	Beaconsfield Street & Wetherill Street	Silverwater Road & Clyde Street	Betty Cuthbert Avenue
WEEKDAYS																					
MORNINGS																					
5.09	5.45	5.57	..	6.00	6.02	6.05	..	6.10	6.07	6.22	..	..	..	..	..	..	..	..	..	..	..
5.37	6.13	6.15	..	6.17	6.19	6.22	..	6.27	6.31	7.00	..	..	..	..	..	..	..	..	..	..	..
5.55	6.27	6.35	..	6.38	6.40	6.43	..	6.48	6.56	7.28	..	..	..	..	..	..	..	..	..	..	..
6.04	6.36	6.40A	..	6.43	6.45	6.48	..	6.53	6.56	7.28	..	..	..	..	..	..	..	..	..	..	..
6.19	6.55	7.00	..	7.03	7.05	7.08	..	7.13	7.16	7.48	..	..	..	..	..	..	..	..	..	..	..
6.49	7.16	7.20	..	7.24	7.26	7.29	..	7.34	7.37	8.09	..	..	..	..	..	..	..	..	..	..	..
6.46	7.19	7.25A	..	7.28	7.30	7.33	..	7.38	7.41	8.13	..	..	..	..	..	..	..	..	..	..	..
6.57	7.29	7.35M	..	7.39	7.41	7.44	..	7.49	7.52	8.24	..	..	..	..	..	..	..	..	..	..	..
6.57	7.29	7.40	..	7.44	7.46	7.49	..	7.54	7.57	8.29	..	..	..	..	..	..	..	..	..	..	..
7.14	7.47	7.50A	..	7.54	7.56	7.59	..	8.04	8.07	8.39	..	..	..	..	..	..	..	..	..	..	..
7.27	8.03	8.15A	..	8.19	8.21	8.24	..	8.29	8.32	9.04	..	..	..	..	..	..	..	..	..	..	..
7.27	8.03	8.20	..	8.24	8.26	8.29	..	8.34	8.37	9.09	..	..	..	..	..	..	..	..	..	..	..
7.55	8.23	8.40A	..	8.44	8.46	8.49	..	8.54	8.57	9.29	..	..	..	..	..	..	..	..	..	..	..
8.09	8.40	8.45	..	8.49	8.51	8.54	8.56	..	8.59	9.31	..	..	..	..	..	..	..	..	..	..	..
8.27	9.00	9.05	..	9.09	9.11	9.13	..	9.18	9.21	9.53	..	..	..	..	..	..	..	..	..	..	..
8.59	9.27	9.30	..	9.34	9.36	9.38	..	9.43	9.46	10.18	..	..	..	..	..	..	..	..	..	..	..
9.25	9.59	10.05	10.08	10.09	10.11	10.13	10.15	10.18	10.25	10.29	..	..	..	..	..	..	..	..	..	..	..
9.48	10.23	10.30	..	10.34	10.36	10.38	10.40	10.43	10.50	10.54	..	..	..	..	..	..	..	..	..	..	..
10.48	11.20	11.30	11.33	11.34	11.36	11.38	11.40	11.43	11.50	11.54	..	..	..	..	..	..	..	..	..	..	..
AFTERNOONS																					
11.48	12.20	12.30	..	12.34	12.36	12.38	12.40	12.43	12.50	12.54	..	..	..	..	..	..	..	..	..	..	..
12.48	1.20	1.30	1.33	1.34	1.36	1.38	1.40	1.43	1.50	1.54	..	..	..	..	..	..	..	..	..	..	..
1.48	2.19	2.30	..	2.34	2.36	2.38	2.40	2.43	2.50	2.54	..	..	..	..	..	..	..	..	..	..	..
2.25	2.56	3.00	3.03	3.04	3.06	3.08	3.10	3.13	3.20	3.24	..	..	..	..	..	..	..	..	..	..	..
2.52	3.21	3.30	..	3.34	3.36	3.38	3.40	3.43	3.50	3.55	..	..	..	..	..	..	..	..	..	..	..
2.53	3.29	3.35C	..	3.39	3.41	3.43	3.45	3.48	3.55	4.00	..	..	..	..	..	..	..	..	..	..	..
3.23	3.53	4.00	4.03	4.04	4.06	4.08	4.12	4.17	4.20	4.25	..	..	..	..	..	..	..	..	..	..	..
3.33	4.12	4.15C	..	4.19	4.21	4.23	4.25	4.28	4.35	4.40	..	..	..	..	..	..	..	..	..	..	..
4.03	4.26	4.30	..	4.34	4.36	4.38	4.42	4.47	4.50	4.55	..	..	..	..	..	..	..	..	..	..	..
4.18	4.53	5.00	5.03	5.04	5.06	5.08	5.12	5.17	5.20	5.25	..	..	..	..	..	..	..	..	..	..	..
4.53	5.24	5.30	..	5.34	5.36	5.38	5.42	5.4													

SERVICES TO ERMINGTON SHOPS

406							
	A	B	C	D	E	F	G
Time Period	Auburn Station	Auburn Girls High	Carnarvon & Stubbs	Wetherill & Crnarvon Sts	Vore & Egerton Sts	Silverwater Remand Centre	Ermington Shops
Monday to Friday							
AM	6:00	6:07	6:10	6:15	6:20	6:25	6:29
▼	6:15	6:22	6:25	6:30	6:35	6:40	6:44
	6:30	6:40	6:45	6:50	6:55	7:00	7:02
	6:45	6:55	6:58	7:02	7:05	7:10	7:12
	7:00	7:10	7:15	7:20	7:25	7:30	7:32
	7:15	7:25	7:28	7:32	7:35	7:40	7:42
	7:30	7:40	7:45	7:50	7:55	8:00	8:02
	7:45	7:55	7:58	8:02	8:05	8:10	8:12
	8:00	8:10	8:15	8:20	8:25	8:30	8:32
	8:15	8:25	8:28	8:32	8:35	8:40	8:42
	8:30	8:40	8:45	8:50	8:55	9:00	9:02
	8:45	8:55	9:00	9:05	9:10	9:15	9:17
	9:00	9:07	9:10	9:15	9:20	9:25	9:27
	10:00	10:07	10:10	10:15	10:20	10:25	10:27
	11:00	11:07	11:10	11:15	11:20	11:25	11:27
PM	12:00	12:07	12:10	12:15	12:20	12:25	12:27
▼	1:00	1:07	1:10	1:15	1:20	1:25	1:27
	2:00	2:07	2:10	2:15	2:20	2:25	2:27
	3:00	3:10	3:15	3:20	3:25	3:30	3:32
	3:30	3:40	3:45	3:50	3:55	4:00	4:02
	4:00	4:10	4:15	4:20	4:25	4:30	4:32
	4:15	4:25	4:28	4:32	4:35	4:40	4:42
	4:30	4:40	4:45	4:50	4:55	5:00	5:02
	4:45	4:55	4:58	5:02	5:05	5:10	5:12
	5:00	5:10	5:15	5:20	5:25	5:30	5:32
	5:15	5:25	5:28	5:32	5:35	5:40	5:42
	5:30	5:40	5:45	5:50	5:55	6:00	6:02
	5:45	5:55	5:58	6:02	6:05	6:10	6:12
	6:00	6:05	6:10	6:15	6:20	6:25	6:27
	6:15	6:20	6:25	6:30	6:35	6:40	6:42
	6:30	6:37	6:40	6:44	6:47	6:50	6:52
	7:00	7:05	7:10	7:15	7:20	7:25	7:27
Saturday							
AM	8:00	8:07	8:10	8:15	8:20	8:25	8:27
▼	9:00	9:07	9:10	9:15	9:20	9:25	9:27
	10:00	10:07	10:10	10:15	10:20	10:25	10:27
PM	11:00	11:07	11:10	11:15	11:20	11:25	11:27
▼	12:00	12:07	12:10	12:15	12:20	12:25	12:27
	1:00	1:07	1:10	1:15	1:20	1:25	1:27
	2:00	2:07	2:10	2:15	2:20	2:25	2:27
	3:00	3:07	3:10	3:15	3:20	3:25	3:27
	4:00	4:07	4:10	4:15	4:20	4:25	4:27
Sunday							
AM	10:45	10:52	10:55	11:00	11:05	11:10	11:15
▼	3:20	3:27	3:30	3:35	3:40	3:45	3:50

SERVICES TO AUBURN STATION

406							
	G	F	E	D	C	B	A
Time Period	Ermington Shops	Silverwater Remand Centre	Wetherill & Crnarvon Sts	Vore & Egerton Sts	Carnarvon & Stubbs	Auburn Girls High	Auburn Station
Monday to Friday							
AM	5:35	5:40	5:45	5:48	5:55	6:00	6:05
▼	6:05	6:10	6:15	6:18	6:25	6:30	6:35
	6:30	6:35	6:40	6:45	6:50	6:55	7:00
	6:45	6:50	6:54	6:57	7:02	7:07	7:12
	7:00	7:05	7:10	7:15	7:20	7:25	7:30
	7:15	7:20	7:24	7:27	7:32	7:37	7:42
	7:30	7:35	7:40	7:45	7:50	7:55	8:00
	7:45	7:50	7:54	7:57	8:02	8:07	8:12
	8:00	8:05	8:10	8:15	8:20	8:25	8:30
	8:15	8:20	8:24	8:27	8:32	8:37	8:42
	8:30	8:35	8:40	8:45	8:50	8:55	9:00
	8:45	8:50	8:54	8:57	9:02	9:07	9:12
	9:00	9:05	9:10	9:15	9:20	9:25	9:30
	10:00	10:05	10:10	10:15	10:20	10:25	10:30
	11:00	11:05	11:10	11:15	11:20	11:25	11:30
PM	12:30	12:35	12:40	12:43	12:50	12:55	13:00
▼	1:30	1:35	1:40	1:43	1:50	1:55	2:00
	2:30	2:35	2:40	2:43	2:50	2:55	3:00
	2:30	2:35	2:40	2:45	2:52	2:57	3:02
	3:00	3:05	3:10	3:15	3:22	3:27	3:32
	3:30	3:35	3:40	3:45	3:52	3:57	4:02
	3:50	3:55	4:00	4:05	4:12	4:17	4:22
	4:00	4:05	4:10	4:15	4:22	4:27	4:32
	4:10	4:15	4:20	4:25	4:32	4:37	4:42
	4:20	4:25	4:30	4:35	4:42	4:47	4:52
	4:30	4:35	4:40	4:45	4:52	4:57	5:02
	4:40	4:45	4:50	4:55	5:02	5:07	5:12
	4:50	4:55	5:00	5:05	5:12	5:17	5:22
	5:00	5:05	5:10	5:15	5:22	5:27	5:32
	5:10	5:15	5:20	5:25	5:32	5:37	5:42
	5:20	5:25	5:30	5:35	5:42	5:47	5:52
	5:30	5:35	5:40	5:45	5:52	5:57	6:02
	5:40	5:45	5:50	5:55	6:02	6:07	6:12
	5:50	5:55	6:00	6:05	6:12	6:17	6:22
	6:00	6:05	6:10	6:15	6:22	6:27	6:32
	6:10	6:15	6:20	6:25	6:32	6:37	6:42
	6:20	6:25	6:30	6:35	6:42	6:47	6:52
	6:30	6:35	6:40	6:45	6:52	6:57	7:02
Saturday							
AM	8:30	8:35	8:40	8:43	8:50	8:55	9:00
▼	9:30	9:35	9:40	9:43	9:50	9:55	10:00
	10:30	10:35	10:40	10:43	10:50	10:55	11:00
PM	11:30	11:35	11:40	11:43	11:50	11:55	12:00
▼	12:30	12:35	12:40	12:43	12:50	12:55	13:00
	1:30	1:35	1:40	1:43	1:50	1:55	2:00
	2:30	2:35	2:40	2:43	2:50	2:55	3:00
	3:30	3:35	3:40	3:43	3:50	3:55	4:00
Sunday							
AM	10:15	10:20	10:25	10:28	10:35	10:40	10:45
▼	2:50	2:55	3:00	3:03	3:10	3:15	3:20

8. These two panels show an almost current timetable for route 406 again, now under the control of Sydney Buses. This one is dated 22 October 2000. By the time you read this further extensions of this route should have been brought into effect.

Appendicitis

GEOFF LAMBERT *examines the history of Working Time Table Appendices from Australian railways, a continuation from his overview presented last month*

NSW

A *general* Appendix, just called the Appendix to the Working Timetable, was issued in 1891, with further editions in 1894 (called the General Appendix on the fly-leaf, but just the Appendix on the cover), 1902, 1907, 1919 and 1927. From 1907, the Appendix formally became the General Appendix

For the 1935 edition, the NSWGR split the General Appendix into two volumes. One volume (II) contained safe-working and airbrake Regulations and was thus equivalent to the formal appendices of the Railway Clearing House and the Australasian Standard Rule Book. All other material appeared in Volume I. The 1935 editions followed discussion at a Commissioners' Conference on the desirability of a uniform General Appendix and may have been provoked by it.

Because volume II contained material of greater apparent stability, one would expect very few new editions of it to be produced but this was not really the case. Between 1935 and 1973, four editions of volume I were produced and three of volume II.

Local Appendices were produced by the New South Wales Government Railways from 1892, perhaps earlier. These were 'appended' to the relevant sections of the Working Time Table (Metropolitan, Illawarra, Southern, Western and Northern), although combined volumes were sometimes issued. These local Appendices were eliminated with the issue of the 1991 rule book and their information incorporated into the 'new-look' Working Time Tables.

Victoria

At least 11 editions of the General Appendix have been issued in Victoria, most of them (8) in the 5 decades starting with the 1880s. The first appearance of the Appendix may have been as early as 1884. While no copies of

editions from the 1880s appear to have survived, the VR rule book of 1884 mentions the *Appendix* in passing in one spot. The 1885 edition mentions it specifically in four separate rules. The well-known signalling expert C. Gavan-Duffy refers to an Appendix issued in late 1887 or early 1888 and then another on 1st May (?) 1890. By 1891 the rule book contained 5 more rules making specific reference to the Appendix. The earliest known surviving edition is that of 1894. Like the General Appendix (I) of NSW, the Victorian Railways *General Appendix* after 1907 was structured to reflect the content of the rule book to which it was 'appended', but it also contained local instructions. There were never Local Appendices in Victoria. The General Appendix ceased to exist with the introduction of the 1994 rule book.

Queensland

Many editions of the Appendix and General Appendix were produced in Queensland. The 1892 edition of the rule book was the first to make specific reference to the Appendix and by 1911, the Appendix in circulation was announced as the 14th edition. No copies of issues 1 to 13 seem to have survived. Although this book warned readers that it was issued infrequently, it still heavily outnumbered those from any other Australian railway. The Queensland books were the only ones in Australia to be Appendices to the Working Time Tables only. Queensland made the change from 'Appendix' to 'General Appendix' (to the rule book as well) in 1914 after a new Railways Act was introduced and the General Appendix became a By Law publication. Since that time, General Appendices have been issued another 6 times, most recently in 1989. Local Appendices were never issued by the Queensland Railways, all local instructions appearing in the General Appendix or, very commonly, in the Working Timetables.

On July 1 1991, the Queensland Parliament passed a new railways Act, which made major changes to the management of railways in Queensland. Among these changes was the removal of the rule book and Appendix from the realm of By Laws and delegated legislation.

South Australia

The South Australian Railways also produced a General Appendix, editions appearing in 1903, 1910, 1917/19 (really one book, issued in two halves), 1948, 1954 and 1973. Like the Appendices of several Australian railways it was both a 'general' and a 'local' appendix, containing many instructions specific to particular places.

Western Australia

The Appendix was produced by the WAGR from relatively early days. References to it appear in the 1895 Working Time Table and then again in the 1900 rule book, but the 1901 Appendix appears to have been the first issued. By and large, General Appendices were issued roughly in synchrony with the rule-book. Thus there were General Appendices in 1901, 1907, 1922, 1963, 1974, 1989 and 1994. Other books, not apparently associated with a new rule book were also issued in 1974, 1989, 1992, 1992, 1995 and 1998. No General Appendix appears to have been issued in conjunction with the 1940 rule book. In 1929, Western Australia emulated many British railways by issuing as a separate publication, appendices X and XI of the rule-book. These were new appendices, not originally present in the 1922 rule book and dealt with automatic signalling on double and single lines of railway.

Tasmania

The Appendix (never the General Appendix) was issued by the TGR in 1918, 1932 and 1950 and possibly other years as well. In the early 1990s the 1950 Appendix—significantly bigger than that of most other state rail-

ways- was still theoretically in force and was therefore the oldest Appendix in effect in Australia- but it was hardly significant in the 1990s.

Commonwealth Railways

The Commonwealth Railways, like the NSWGR, issued General Appendices in two volumes, although it is uncertain when this practice commenced. An

issue of volume II is recorded in 1949 and both volumes were re-issued in 1976 and 1983, the latter in conjunction with the new Common General Operating Rules book.

New Zealand

New Zealand Railways Appendices

also existed and the rule book of 1891 was the first to make reference to them. Records exist of an edition in 1908, but no others are known to me. Because the NZR rule book contained all the safeworking rules, even as late as 1943, the Appendix was less important than it sometimes was in other places. Nevertheless it continued to exist, the 1943 rule book making several refer-

Person to Stand Clear of Exchanger—When the electric staff is to be exchanged by the automatic staff exchangers, all persons must stand well clear of the equipment.



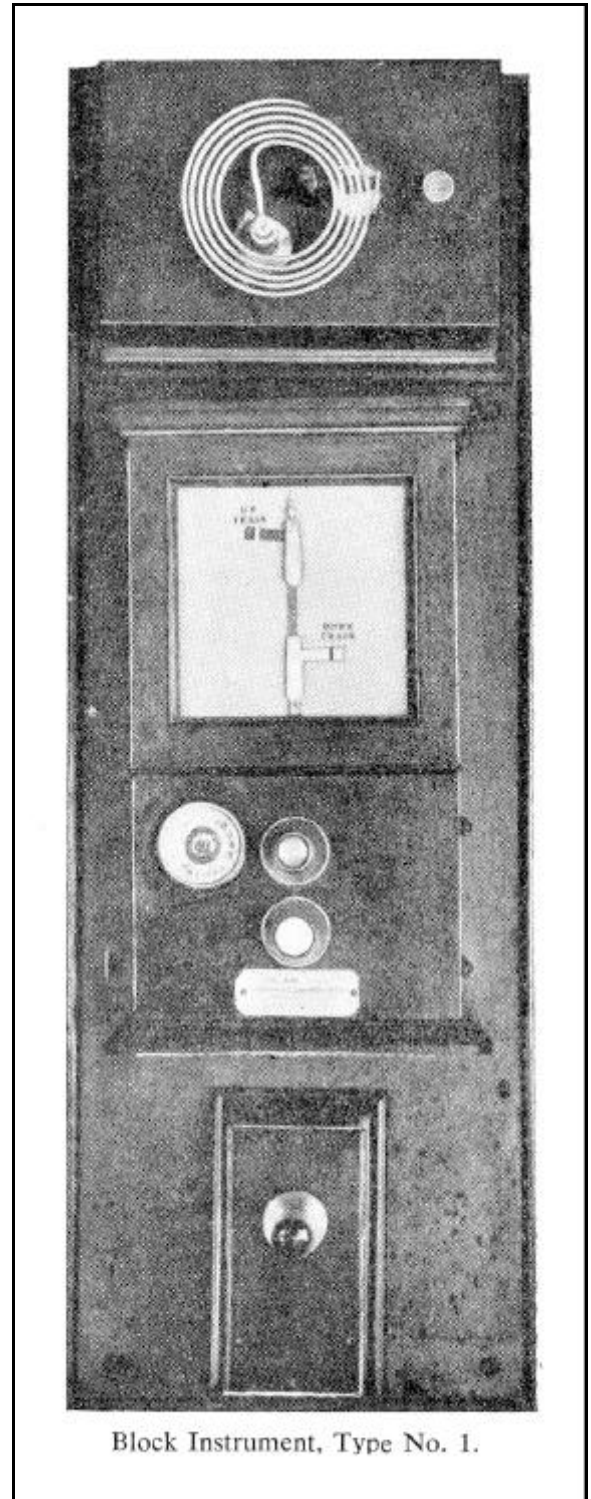
Diagram No. 6



Diagram No. 7

1. How to gauge an automatic miniature electric staff exchanging apparatus. This device, invented by a fitter at the NSWGR's Goulburn shops, was adopted by the NSWGR, the VR and the SAR. A much more robust device than then wussy versions invented by overseas railways, it allowed for exchanges at up to line speed of 70 mph. But it had to be kept in gauge, or the staff was liable to be dropped. Here, the SAR General Appendix of 1973 shows how to ensure that all is ship-shape

RAILWAY	ANZR	CR	NSWR	VR	QR	SAR	WAGR	TGR	NZR	BR	NSW SOUTH	NSW WEST	NSW ILLAWARRA	NSW NORTH	NSW NORTH COAL	NSW METROPOLITAN
1887									X							
1888				X												
1890				X												
1891		X														
1892												X				
1894		X	X							X	X		X			
1898			X						X			X				
1900			X													
1901							X									
1902		X														
1903			X													
1904					X							X				
1906												X				
1907		X					X									
1908			X					X			X?					
1910					X											
1911					X											X
1912							X									
1913			X													
1914												X				
1918						I		X						X		
1919		X	X			II										
1922							X				X	X				X
1925					X											
1927		X														
1928			X,S													
1929							x&xi				X				X	
1930																
1932		X						X								
1933											X					
1934													X			X
1935			I,II		X											
1936				X												
1938						X										
1941			All													
1942			I													
1944			II									X				
1945			I													
1948						X										
1949		II														
1950					X			X								
1951																X
1953				X												
1954						A										
1961										X		X	X			
1962					X											
1963							X									
1964																X
1967			II								X					
1969			I													
1972										X		X	X			
1973			I			X					X	X	X			
1974							X									
1975																X
1976		I,II														
1977															X	
1979				X						X						
1981										X						
1982					X											
1983		I,II				+		+		X						
1985										X						
1989					X		X									
1992							X									



Block Instrument, Type No. 1.

2. Above A long, thin block instrument— an illustration from QR's 1962 General Appendix. By agreement, block working was meant to be covered in a "small a" appendix, but it nearly always ended up in the G.A.

3. Left. Publishing history for Australian Appendices. X = new edition; A = amendment; S = supplement. I & II = vols 1 and 2 of a two-part General Appendix.

Page 44—
 Stations, Platforms and Sidings, Accommodation provided—Gooma, Ararat, Siding—
 Details 4, insert 7, under heading 'Standing Room, Other Sidings' and insert 4 under
 heading 'Sprags provided'—
 (A. 1-59-20,213) (W.N. 22-1959)

Page 44—
 Stations, Platforms and Sidings, Accommodation provided—Queanbeyan—Canberra
 Branch—insert the following:—
 Mile Post Mileage—203m. 45c.
 Station Platform or Siding—Shell Siding.
 Sprags provided—4.
 Standing Room—Other Sidings—13.
 (A. 1-58-00,811) (W.N. 51-1958)

Page 44—
 Stations, Platforms and Sidings—Accommodation provided—Yass Town—Ararat
 particulars as follows:—
 Sprags provided 9. Standing Room, other Sidings based on Vehicles 22 feet in
 length, 48.
 (A. 1-58-77,022) (W.N. 22-1958)

Page 44—
 Stations, Platforms and Sidings—Accommodation Provided—Insert the following:—
 Mile Post Mileage—198m. 57c. AP Siding, Yass.
 Station, Platform or Siding—E.C.A. Siding, Yass.
 Sprags provided—3.
 Standing Room—Other Sidings based on vehicles 22 feet in length—8.
 (A. 1-55-76,002) (W.N. 9-1956)

Page 44—
 Stations, Sidings and Platforms, Accommodation provided—Kaiser Siding—Delete 27
 insert 20 under heading 'Standing Room Other Vehicles'—
 Add—Kaiser Bros. Siding. 24/19
 Sprags provided—4.
 Standing room, Other Sidings—6.
 (A. 1-59-33,205) (W.N. 22-1959)
 (A. 1-56-33,721) (W.N. 35-1957)
 Other sidings based on vehicles 22 feet in length—Nil

Page 44—
 Stations, Platform and Sidings—Accommodation provided—Pannya—Joppa Junction
 —Bombala Branch—Insert—Specified Concrete 1 1/2" Ltd. Thick Cement discharge siding
 dimensions eighteen feet by six feet between the rails in Goods Siding with a xwing
 covering, 48 ft. 9 in. x 19 ft. 0 in.
 (W. 54-525-2) (W.N. 37-1954)

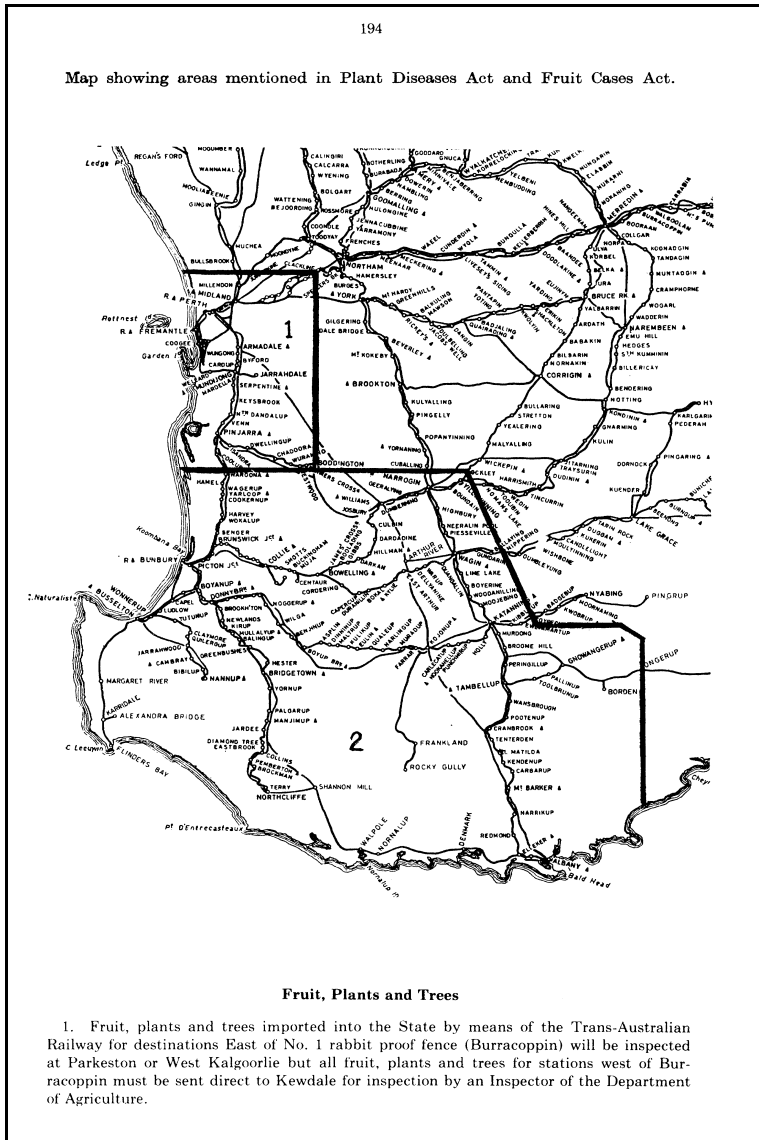
Page 44—
 Stations, platforms, and sidings—accommodation provided—Queanbeyan—Canberra Branch—
 Add—
 Mileage Station platform or siding Standing room other sidings
 203m 18c Concrete Siding, Canberra 11
 203m 40c Fishwick. (W.N. 22-1967)
 (A. 1-65-20,603) (W.N. 30-1965)

m. c. Fishwick Siding 4
 202 72 A.R.C. Engineering 14
 203 27 4
 (A. 1-63-40,204) (W.N. 28-1963)

Stations, Platforms and Sidings—Accommodation Provided—continued.

Mile Post Mileage.	Station, Platform or Siding.	Year of Pas. Platform.	In front of non-impas. Charge.	Station Number.	Sprags provided.	Weighbridge.			Dimensions.	Grain Shed.	Silo.	Standing Room.
						Capacity.	Capacity.	Capacity.				
Joppa Junction—Bombala Branch—continued.												
253 22	Bilbingra	70		1011								
259 17	Chickola	104		1012								
264 55	Bunyan	200	AT	1013								
270 7	Cooma	200	AT	1014								
280 9	Rock Flat	101	AT	1015								
286 36	Coopering	101	AT	1016								
290 17	Bobbings	101	AT	1017								
294 15	Woollybilly	101	AT	1018								
306 27	Holt's Flat	101	AT	1019								
316 73	Jimmabully	101	AT	1020								
322 57	Bukalong	101	AT	1021								
332 15	Bombala	101	AT	1022								
Canberra Siding												
200 24	Queanbeyan—Canberra Branch											
204 67	Electricity Coma. Siding											
	State Minder Pipe Siding											
	Crane Siding											
	Stores Sidings											
	Power House Sidings											
	Timber Siding											
	Transport Siding											
203 12	Dairy Farmers' Coop Milk Lsg											
	Yass Junction—Yass Town Branch											
188 67	Shell Siding, Yass											
189 79	North Yass											
189 28	Varuna Siding, Yass											
200 27	Yass Town											
200 5	Esso Siding											
204 76	Ready Mixed Concrete, Canberra											
202 72	Caltext Siding											
270 48	Esso Siding											
202 03	Plaster Siding Fishwick											

4. Battered Teddy. Like a favourite toy, this NSWGR Local Appendix has been much loved. This is a Head Office copy of the 1933 Southern Appendix, in use until the late 1960s. The double-page spread shows the station details for the Joppa Junction—Bombala line. As a Head office copy, it has been printed on one side of the paper only, and the blank side has been used to paste down tiny slivers of paper cut from the Weekly Notice. They lie 8-deep on the page. In addition there are many handwritten amendments on the printed page. Despite being handsomely leather bound and gilt-embossed, thirty years of this sort of thing makes them fall apart.

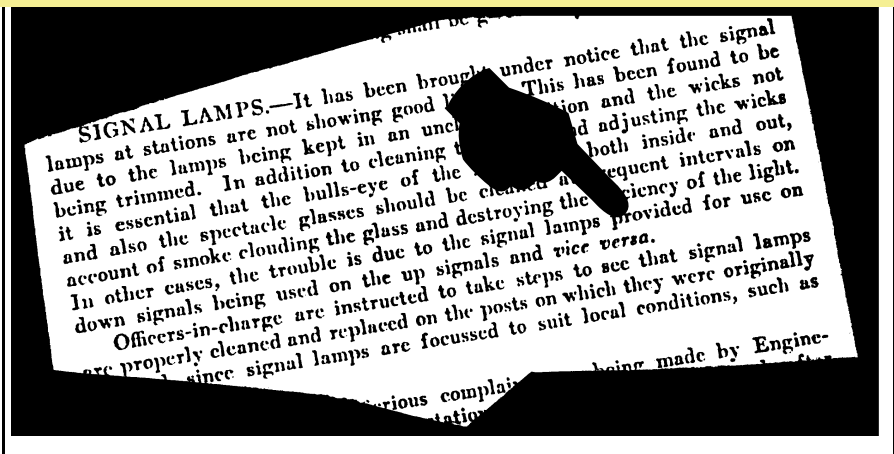


5. WAGR Appendices were notably lacking in illustrations, compared with those on other Australian railways. Here is one of the few, from the 1974 edition, showing a map of plant quarantine areas. Fruit could not pass from Area 1 to Area 2. The rabbit-proof fence gets a mention too.

ences to it. As with the rule book, officialdom and the rail-fan community are unable or unwilling to throw light on the matter.

Private Railways

Appendices would be worthwhile having on railways that were large, complex common carriers with frequently issued timetables and which were parties to the Commissioners' Conferences. On this basis, one might expect to find them on a number of Australian private railways, but only Appendices for two such railways are known— the Emu Bay Railway (1938 and 1941 editions) and the Mt Lyell Mining and Railway Co. (1901 and 1914).



6. Do you see what I see? No, it's not another April Fool's Day joke by The Times, but a genuine instruction from the 1950 Appendix of the Tasmanian railways. Hmm.

Graphic Insight #67

By **CHRIS BROWNBILL**

This month, we revisit a topic covered by the very first Graphic Insight and ask do scheduled flights between city pairs take different lengths of time depending on the direction of travel? This month's graph is based upon data taken from the Qantas Worldwide timetable effective 25th March 2001.

The scheduled journey times between a number of city-pairs on Australia's East Coast are studied. For each pair, the average time for a northbound flight is graphed as one bar, and is set alongside the equivalent journey time for a southbound flight. Where a range of times exists for a sector this is almost always because different aircraft types are used, and in this case, the time taken is that for a 737 aircraft.

It is interesting to note that on some sectors, the journey times for each direction are identical, in some cases the northbound sector is faster, and in others the southbound sector is faster. There is a curious pattern which is difficult to explain. In the Southern latitudes, the sectors are generally of equal duration (Hobart-Melbourne, Hobart-Sydney, Melbourne-Sydney and Melbourne-Canberra). In the central latitudes, the northbound sector is faster than the southbound (Canberra-Sydney, Melbourne-Brisbane, Sydney-Brisbane), whilst in the Northern region, the Southbound journey is faster (Brisbane-Cairns and Brisbane-Townsville). The Sydney-Cairns journey has exactly equal journey times - and so is consistent with this pattern because it spans the Central and Northern regions and presumably is a hybrid of both.

Graphic Insight's earlier analysis of this phenomenon compared the Eastbound and Westbound journey times, and found that Eastbound flights are generally faster than Westbound and suggested that this was caused by prevailing winds. It is not so clear what causes the variations we see here in the North-South journey times dependant on latitude.

