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APPENDIX C.

PARTICULARS OF RUNNING OF PASSENGER FERRIES, AND FARES CHARGED.

MILSON'S POINT.

Monday to Saturday inclusive.

From Circular Quay—5.15 a.m., then every 15 minutes till 7.30 a.m., then every 10 minutes till 8.30 a.m., then 8.37, 8.44, 8.53, and 9 a.m., then every 10 minutes till 11.30 p.m., then 11.45 p.m., and 12 midnight.

From Milson's Point—5.15 a.m., then every 15 minutes till 7.30 a.m., then every 10 minutes till 8.30 a.m., then 8.37, 8.44, 8.53, and 9 a.m., then every 10 minutes till 11.30 p.m., then 11.45 p.m.

Sunday only.

From Circular Quay—5.15 a.m., then every 30 minutes till 7.45 a.m., then 8 a.m., then every 15 minutes till 2 p.m., then every 10 minutes till 10 p.m., then every 15 minutes till 12 midnight.

From Milson's Point—5.5 a.m., then every 30 minutes till 7.35 a.m., then 8 a.m., then every 15 minutes till 2 p.m., then every 10 minutes till 10 p.m., then every 15 minutes till 11.45 p.m.

Fare, 1d. each way.

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Monday to Saturday inclusive.

From Circular Quay, *via* Milson's Point and McMahon's Point—5.15 a.m., then every 15 minutes till 7.30 a.m.

Via McMahon's Point only—7.45 a.m., then every 15 minutes till 11.15 p.m.

Via Milson's Point and McMahon's Point—11.20 p.m., then 11.30 p.m., 11.45 p.m., and 12 midnight.

From Lavender Bay, *via* McMahon's Point and Milson's Point—5.20 a.m., then every 15 minutes till 7.20 a.m., then 7.30 a.m.

Via McMahon's Point only—5 a.m., and 7.45 a.m., then every 15 minutes till 11 p.m.

Via McMahon's Point and Milson's Point—11.20 p.m. and 11.35 p.m.

Sunday only.

From Circular Quay, *via* Milson's Point and McMahon's Point—5.15 a.m., then every 30 minutes till 7.45 a.m., then 8 a.m., then every 15 minutes till 11.45 p.m.

Via McMahon's Point only—2 p.m., then every 15 minutes till 9.45.

Via Milson's Point and McMahon's Point—10 p.m., then every 15 minutes till 12 midnight.

From Lavender Bay, *via* McMahon's Point and Milson's Point—5 a.m., then every 30 minutes till 7.30, then 8.5 a.m., then every 15 minutes till 11.50 p.m.

Via McMahon's Point only—2 p.m., then every 15 minutes till 9.45 p.m.

Via McMahon's Point and Milson's Point—10.5 p.m., then every 15 minutes till 11.35 p.m.

From McMahon's Point—2 minutes later than from Lavender Bay.

Fare, one penny each way.

Season Ticket Rates.

Milson's Point and Lavender Bay Service.

	Interim Monthly. s. d.	Quarterly. s. d.
Men.....	4 0	10 6
Women	2 6	6 6
Children and school children (under 18 years)	1 0	4 0

APPENDIX

Finding ferry timetables in Parliamentary Papers. An unusual place, maybe, but Sydney ferry timetables cropped up in many other unusual places too, as Duncan MacAuslan explains inside.

The Times

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About The Times

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Notes for LNER Passengers

JOHN WILLIAMS *comments. For another letter, see page 11.*

Letter

Reference *The Times* May 2001, page 14, second column top, the LNER did have more powerful locos in the form of Gresley 2-8-2s, the first two of P1 class in 1925 with 5'2" driving wheels, and, another three of P2 class in 1934, with 6'2" drivers. Simply put, they were too large for the railway infrastructure, and later were either scrapped or rebuilt into conventional 4-6-2s. Don't forget No.10000, a 4-6-4 experimental engine with a 450lb (pound) boiler and four cylinder propulsion in 1929, which worked the 'Flying Scotsman', but was also rebuilt as a conventional three cylinder simple. Finally the proposed 4-8-2 mentioned by Andrew McLean was considered in 1938, but halted by the onset of World War 2, never revived, an excellent description being available in Chapter 33 of the book *Locomotives that never were* by Robin Barnes, published by Jane's in 1985. Furthermore in

column 1, the *Yorkshire Pullman* trains were more often worked by smaller V2 2-6-2s after 1936 than Pacifics, and the *Queen of Scots* by an Ivatt Atlantic (4-4-2) dating back to 1908. Sweeping statements are dangerous, and the answer to the question at the top of the article must be, yes, size does matter.

Just one more observation:

Figures don't mean anything, as in Chris Brownbill's graph (*The Times* No.206). Malaysia and the Philippines are of equal length, and possibly receive a similar number of tourists from around the world Malaysia just a little larger than the Phils. The difference in my Sept/Oct 2000 Cook's is 2½ pages devoted to Malaysia as against one page to the Phils yet the railway in the former is the best in south east Asia, and in the latter the worst. (NO tourist would ride Philippine National

Railways (PNR) except if they are crazy railfans like me, I love PNR). Taiwan gets the shortest line of all, yet Cook's gives it two pages, train services there are excellent, and a new high speed 1435 mm gauge 400 km line is under construction, but perhaps not many tourists go there. CB's conclusion in his penultimate sentence is probably correct, if it wasn't poor Philippines shouldn't rate a graph at all. N.B. Columbia (sic) should be Colombia

Footnote: In the rundown railway stakes, Iraqi Republic Railways has a, high claim, with only 20 of the 382 strong locomotive fleet serviceable, no signalling, trains running on telephone orders. Extracted from *International Railway Journal* or *Railway Gazette*.

Yours sincerely,
John Williams

Employee Time Tables of the Erie Lackawanna Railway

Obsessive cataloguers of timetables (like the Editor) despair that they will ever know for sure about all of the timetables ever issued by a particular transport undertaking. But sometimes, as with the Erie Lackawanna Railway- which was born, lived and died between 1960 and 1974, it is possible. JAMES MANCUSO has achieved this feat for the EL and presents here an all-time complete listing an explanation of the EL's Employee Time Tables.

On October 30, 1960, the following new issues were produced by the new railroad, starting with the Eastern District:

- ex Erie Susquehanna Division No. 63
- New York Division No. 61
- former Lackawanna Railroad system No. 118 covering the Buffalo, Scranton and Morris & Essex divisions.

These were the only Erie Lackawanna employee timetables on the east end that continued the predecessor roads' number series. In fact, they were the last of the Erie and Lackawanna railroad number series for the Eastern District. The individual issues that followed for the Eastern District were as follows;

- No.1 of April 30, 1961 for the Buffalo, Susquehanna, Scranton, and New York Divisions.
- No. 2 issues for these same divisions were issued on October 29, 1961,
- No.3 of April 29, 1962, of which the Buffalo Division timetable was the last one to show the passenger trains still on the DL&W route west of Corning. The reroute came on July 1 of that year.
- The Number four issues for the Buffalo, Susquehanna, New York and Scranton divisions were all issued on October 28, 1962.
- These were issued again as

No.5 on April 28,1963, except that there was no Scranton Division no. 5 timetable. General orders continued No.4 in effect through all of 1963 for that division.

On the Western District, the four divisions were pure Erie and so the Erie number series for the Allegany-Meadville, Mahoning, Kent, and Marion divisions timetables continued as follows: [See

Table, below].

This rounded out the series of eight-timetable sets for the entire Erie Lackawanna Railroad. The Number Six set of October 27,1963 consisted of New York, Susquehanna, Scranton, Buffalo, Mahoning and Marion divisions, all in one matched set, which I happen to have. The next part, I will give you what joint timetables I know of.

Early Employee Time Tables produced by the new railroad, covering the Western District- pure Erie in ancestry.

Mahoning Division	No.66 - 10-30-60 No.67 - 4-30-61 No.68 - 10-29-61 No.69 - 4-28-62 No.70 (last of this series) 10-28-62
Kent Division	No.63 - 10-30-60 No.64 - 4-30-61 No.65 - 10-29-61 No.66 - 4-29-62 No.67 (last of this series) 10-29-62
Marion Division	No.65 - 10-30-60 No.66 - 4-30-61 No.67 - 10-29-61 No.68 - 4-29-62 No.69 (last of this series) 10-28-62
The Allegany-Meadville Division	No.65 - 10-30-60(?) No.66 - 4-30-61 No.67 - 10-29-61 No.68 - 4-29-62 No.69 (last of the series) 10-28-62

The Eastern District series of employee timetables ran six issues each for the Buffalo, Susquehanna divisions, five for the Scranton Division, and seven for the New York Division, the last of which was No.7 of April 26, 1964, on which date, the first joint timetable for the Buffalo, Susquehanna, Mahoning and Marion divisions was issued. This combined roughly two thirds of the entire railroad in a single timetable, where four were used previously.

The next issues were as follows:

- No.2 October 25, 1964
- No.3, October 31, 1965
- No.4, April 24, 1966
- No.5, October 30, 1966 (last with the Phoebe Snow and trains 21 and 22),
- No.6, April 30, 1967
- No.7, October 29, 1967 to round out the Erie Lackawanna RAILROAD series.

The timetables for the New York and Scranton divisions were combined for the first time with

- No.1 of October 25, 1964
- No.2 April 25, 1965
- No.3 October 31, 1965
- No.4 April 24, 1966
- No.5 October 30, 1966
- No.6 April 30, 1967
- No.7 October 29, 1967 to round out the EL RR series.

The next series for the two timetables was the Erie Lackawanna RAILWAY series starting with

- No.1 of April 28, 1968
- No.2 April 27, 1969, which was the last one for all the remaining through passenger trains.
- No.3 of March 21, 1971 had the Scranton division added to it and the New York Division back to a separate timetable. In this, only passenger trains shown were 28 and 29 between Cleveland and Youngstown. This timetable, like the final issue of
- No. 4 of February 29, 1974, was the nearest thing to a true system timetable the Erie

Lackawanna would ever get. There were two more New York Division timetables issued, No.4 of April 25, 1973 and No.5 of April, 1974 to close out the Erie Lackawanna employee timetable saga. These timetables, together with the numerous public forms present a graphic tale of the decline and fall of a beloved rail-

road that tried to make a go of it, but couldn't. The coming of the Penn Central, in 1968, with its predatory and pirate management was the beginning of the end for Erie Lackawanna. I hope this proves valuable to others like me who are interested in this aspect of the railroad's history and trying to complete our EL files.

Whence the EL?

The EL was born out of a merger of two Eastern coal-hauling roads, the Delaware, Lackawanna and Western and the Erie Railroad. Both were coal-hauling railroads running west from the Hudson River. The Erie made it as far as Chicago, the DL&W only as far as Buffalo. The Erie was originally a 6-foot gauge railroad, which gave it a legacy of generous clearances and heavy trains. Longer than either the New York Central (NYC) or the Pennsylvania Rail Road (PRR) in getting to Chicago, it was very much the poorer sister in handling this traffic. The DL&W was a prosperous road whose engines burned the anthracite coal they carried and had a famous train— the Phoebe Snow, '*whose frock stayed white from dawn to night, upon the road of Anthracite*'. Things began to go downhill for both railroads after WWII and they agreed to merge in 1960, to form the EL of approximately 3000 miles. It ranked about 15th in size in the USA in terms of freight tonnage. Both predecessor roads had run commuter services in New Jersey (though they had petitioned to abandon them), and this continued with the new railroad (see picture, below), and continues and even prospers today, with New Jersey State Transit.

The eastern USA world of railroads was in turmoil in the 1960s and 1970s, a turmoil swirling around the performance of the giant Penn Central formed from the NYC and PRR. The EL was not immune and, in the drastic reorganisation that took place in 1974, it disappeared with many others into the even bigger, and even more ill-fated, Conrail.



In the last days of the EL ETTs— a Hoboken-Dover evening commuter train, scurries westwards out of Summit in 1974. Photo: Geoff Lambert

A Case of Doubly Mistaken Identity.

The following article on *Holiday Working Time Tables*, written by **JACK MCLEAN**, is for the use and information of AATTC members only. It must not be shown to the public.

For at least a hundred years, Victorian Railways published special books of Working Time Tables for most public holidays.

Every year there were special working time tables for Australia Day, Anzac Day, Labour Day, King's Birthday, Easter, Melbourne Show, Melbourne Cup, and Christmas/New Year or their contemporary equivalent. There were some rare one-offs like Victory Day (one per war) and Coronation Day (one per sovereign) and many others. I started collecting this sort of time table around 1937 and there are many boxes of them in the garage.

A few days before the relevant holiday, these special working time tables were issued and distributed 'to whom they concerned'. Since maybe 1910, two time tables for each holiday were issued (one for country and one for suburbs) They were not exactly repetitive because expected traffic would cause heavy increases on some holidays and no increases at all on other holidays.

It amused me in the 1950s to catch the 5.15 pm Healesville train which left on the Eve of some holidays from Platform 1 East (see page 6). I have seen the stacks of holiday time tables being loaded into the van of this train of which the time table seemed to be the harbinger.

I later became aware that the train and other items such as rosters of engines, drivers, guards and carriages would have been previously advised by internal telegram.

Even before WW2, I had been collecting these and other exciting pieces of literature. The source was often the Flinders Street Office

Building and I was careful to contain my curiosity and to wait until I had left the station before perusing them.

I knew that most of them had front covers on which was plainly printed something along the lines of *Instructions and information for the staff only* (below), which I didn't exactly ignore but at least I shoved them in the bottom of my

bag so that they would not be seen by an over-energetic railwayman [see box and illustrations on page 7]. I did not want my donors to get into trouble because, if I was seen with them, I could only prove that I had not stolen them by saying that 'Mr. So and So gave them to me'. This would have got Mr. So and So into trouble and consequently cut off any further supply.

TO BE ACKNOWLEDGED AND KEPT FOR FUTURE REFERENCE

C.9/48

(ROOM 71)

Telephone 1676

VICTORIAN RAILWAYS

CHRISTMAS, 1948 and NEW YEAR, 1949 SUBURBAN SERVICE

THIS BOOK contains the complete service on Suburban lines, including Healesville, Warburton, Upper Fern Tree Gully, Gembrook, Whittlesea and Stony Point lines for :-

CHRISTMAS DAY, DECEMBER 25 1948
MONDAY, DECEMBER 27 1948
TUESDAY, DECEMBER 28 1948
NEW YEARS DAY, JANUARY 1 1949
MONDAY, JANUARY 3 1949

Also particulars of Extra and Altered Passenger trains, Parcel Coaches and Goods trains, etc., on other days during the period Dec. 20 to Jan. 3.
Trains shown herein stop at all stations unless otherwise shown.

INSTRUCTIONS AND INFORMATION FOR THE STAFF ONLY.

Copies of this Circular are to be kept available in every Signal-box, Engine-shed, Office and Room used by the employes concerned, and, in addition, a copy is to be furnished to every Engine-driver, Electric-train Driver, Motorman and Guard concerned. In connection with this see Regulation 8.

References—" ", §, ¶, ¶¶, etc., fully explained on page 7 of Suburban W.T.T., are applicable to all the Special trains mentioned herein.

M. A. REMFRY,

General Superintendent of Transportation

Flinders Street, Melbourne, Dec. 1, 1948.

4398-48

		115		1948 Xmas (Sub.)	
FLINDERS STREET-LILYDALE-HEALESVILLE-WARBURTON.					
DOWN.	Dec. 17, 21, 22, 23, 24, 31. Pick up	Dec. 17, 21, 22, 23, 24, 31. Pick up	Dec. 17, 21, 22, 23, 24, 31	Dec. 24	Dec. 24
	Box Hill. Stop Ringwood then all stations.	Box Hill. Stop Ringwood Croydon then all stations.	Ordinary Electric extended	Pick up Box Hill & Ringwood Stop Croydon then all stations	Pick up Box Hill & Ringwood Stop Croydon then all stations
	p.m. E	p.m. E	p.m.	p.m. E	p.m. E
Flinders Street ... Dep.	5 0	5 15	6 7	7 3	7 50
Richmond ... "	*	*	6 10	*	*
Camberwell ... "	*	*	6 23	*	*
Box Hill ... "	5 19P	5 43P	6 36	7 26P	8 11P
Ringwood ... "	5 32	5 57	6 51	7 37P	8 27P
Ringwood East ... "	5 35	*	6 54	*	*
Croydon ... "	5 40	6 4	7 0	7 46X	8 34
Mooroolbark ... "	5 46	6 9	7 5	7 51	8 39
Lilydale ... Arr.	5 54	6 15 Ret. 7.32 p.m.	7 11 Ret. 7.45 p.m.	7 57 Ret. 8.27 p.m.	8 45 Ret. 8.55 p.m.
Lilydale ... Dep.	...	Steam 6 22	...	...	Steam 8 55
Yarra Glen ... "	...	6 39	...	...	9 12
Healesville ... Arr.	...	7 0	...	...	9 35
Lilydale ... Dep.	6 7	...	...	Steam 8 7	...
Mt. Evelyn ... "	6 25	...	...	8 25	...
Wandin ... Arr.	6 33	...	...	...	...
Wandin ... Dep.	6 42X	...	...	8 35	...
Yarra Junction ... "	7 14	...	...	9 15	...
Warburton ... Arr.	7 33	...	...	9 25	...
UP.		Lty Steam			
Warburton ... Dep.	...	Dec. 24	Dec. 24		
Yarra Junction ... Arr.	...	8 45	p.m.		
Yarra Junction ... Dep.	...	9 0X			
Woori Yallock ... "	Empty	9 20			
Wandin ... "	with cars	9 32*			
Mt. Evelyn ... Arr.	and any	9 52*			
Mt. Evelyn ... Dep.	loading	10 2*			
Lilydale ... Arr.	offering.	10 15			
Healesville ... Dep.	Steam	6 0		Dec. 17, 21, 22, 23, 24, 31	
Yarra Glen ... Arr.	6 30X		Dec. 24	Dec. 24	Dec. 24
Yarra Glen ... Dep.	6 40X			Empty	
Lilydale ... Arr.	7 0			Electric	
Lilydale ... Dep.	...	...	Empty	Empty	54 Gds.
Mooroolbark ... Arr.	...	...	Motors	Motors	Altered
Mooroolbark ... Dep.	...	...	p.m. 5 0	p.m. 7 45	p.m. 8 55
Croydon ... Arr.	...	...	5 6	7 55	9 10
Croydon ... Dep.	...	...	5 12X	Form	10 31
Croydon ... Arr.	...	...	5 20	8.12 p.m.	10 39X
Ringwood ... Dep.	...	...	5 26	Up	11 15
Ringwood ... Arr.	...	...	...	...	11 25
Box Hill ... Dep.	...	...	...	...	11 56
Box Hill ... Arr.	...	...	...	...	12 14
Camberwell ... Dep.	...	...	5 47	...	12 40
Glenferrie ... "	...	...	*	...	...
Richmond ... "	...	...	*	...	...
Flinders Street ... Arr.	...	...	6 8	...	...
				9 58	1 15
					then as usual

E. Cars hauled by two motors.

X. Meets trains.

time table. By 1946, I concluded that the ban on the collecting of these items was pretty much universal and no one could say that I hadn't been warned.

The Mistaken Identity story took place on Platform No 1 at Flinders Street some time in the 1950s. My donor had come good once again and I desperately wanted to find out what extra trains were being run to Lilydale and beyond on a particular Holiday Eve (left). I could restrain my curiosity no longer, I looked around and saw no one looking like a railwayman and I delved into my new acquisition. I looked around and ...

Oh No! A bloke who might be a railway bloke had come out of the woodwork and was sitting beside me. *What will I do if he asks me why I am reading a working time table and he finds out that I am not a railwayman?* But that was not what he asked me. He assumed that I WAS a railwayman. I waited for his opening gambit which was 'How long have you been on the job?' Before I had time to even fabricate an answer, he said something like 'How are you fixed for Life Assurance?' which meant that he was not a railwayman either but thought I was. Only minutes before I had assumed he was a railwayman and I supposed that he thought I was. Now that I knew he was a Life Company agent, should I tell him I was a Life Company clerk?

I heaved a sigh of relief and explained that I was railway enthusiast who liked reading time tables. He asked why I didn't tell him sooner and with a few rude words he strode off no doubt disappointed by his loss of commission. I finished my lunch on the platform seat and decided that I wouldn't read Working Time Tables in a public place again - in particular a railway station.

My round the world trip during 1944 and 1945 had enabled me to collect many similar time tables which had on them similar restrictions.

The Canadian Pacific Employees Tables for instance told me that they were *For the information and guidance of employees only* and the London Midland and Scottish Railway Working Time Tables likewise told me that *This time table must be kept strictly private and must not be given to the public.*

In 1944, the New York Central brakeman on the *De Witt Clinton* knew of this restriction. He asked

me where I got my New York Central employees time table, and my unhesitating reply was 'From the Chief Train Dispatcher in Buffalo'. Although the brakeman said he couldn't get one himself, he did not confiscate the ETT which I still have. The recounting of this story was published in *Trains* magazine of April 1989 was worth a lot more than the US \$5 mentioned in it.

Many years later, I asked a correspondent in Saskatchewan if he had any Employees Time Tables and I was surprised by his answer that he had none because of the injunction on the cover of the

Dear old Golden Rule Days

The rule book of the Municipal Tramways Trust Adelaide warns: *The Rules are to be treated as strictly confidential ¼ [the rule book] is not to be lent to anyone nor shown to any person not in the Service.* That is about as strong as the secrecy warnings came (it was itself a Rule), but it is otherwise representative of the injunctions to be found on most railway 'in-house' manuals and time tables (examples, right). Why was it so? Is this just Sir Humphrey speaking? Or is it, perhaps, just coyness? After all, who wants their love letters to be drooled over by every Tom, Dick and Harriet. Maybe Working Time Tables are in the same category.

Probably it is the voice of Sir Humphrey. It is questionable whether any harm or commercial disadvantage could arise from people knowing what was going on in the railways be they private or public (but see below). One excuse often offered for the restriction on working timetables was that they sometimes contained different times from those in the public timetables (e.g. because of flexibility in crossing arrangements on single lines). Passengers who learned that a train was really allowed to depart 10 minutes later than they thought might become confused or, worse yet, indignant and aggressive.

The law can be an ass. Most railway documents in State Archives are subject to the 30-year secrecy rule. You are not allowed to look at the NSW SRA's Annual Report, even though it is in most libraries as a Parliamentary Paper, can be bought over the counter and even browsed on the Internet. Most rule books and the Queensland Railway General Appendix carried the secrecy injunction, but they were usually pieces of delegated legislation, and hence public property. Not only was the man on the street **allowed** to know, it was arguable—on the principle that ignorance of the law is no excuse—that he was **supposed** to know.

There has been trouble, of course. In the U.K., British Rail withdrew old freight working timetables from its own shop, Collectors' Corner after a zealous local council used the information in them to publicise the route and times of trains carrying flasks of spent nuclear fuel rods. One used to be able to buy working time tables from Room 72, the VR Chief Traffic Manager's office in the Spencer St. Kremlin. That is, until the day that a fan who had bought one phoned the Geelong shedmaster and, impersonating the CTM, ordered up a steam loco for shunting duties on Saturday morning. That put an end to that. In the late 1990s, a NSW SRA employee was rapped over the knuckles for reproducing Special Train Notices on his personal web-site. The SRA forced the service provider to close down the web page. The excuse used here was the dual one of Commercial in Confidence and copyright. In these days of privatisation, it seems that copyright extends to timetables, though it is debatable whether it was so regarded in the good old days.

No. 5.

GREAT WESTERN RAILWAY.
SERVICE TIME TABLES
 (PRIVATE AND NOT FOR PUBLICATION.)
EXETER

PRIVATE.

For use of the Committee's Officers and Servants only.

SOMERSET AND DORSET RAILWAY
 JOINT COMMITTEE.

WORKING TIME BOOK**PRIVATE**

1100-11.70

TRANSPORT DEPARTMENT (RAILWAY BRANCH)

**WORKING TIME TABLE**

For the use of Employees only

PUBLIC TRANSPORT COMMISSION OF NEW SOUTH WALES
RAIL DIVISION**GENERAL APPENDIX**

TO THE
BOOK OF RULES AND REGULATIONS
 AND TO THE
WORKING TIME-TABLES

PRIVATE**NEW ZEALAND RAILWAYS.**

Wellington-Napier-New Plymouth and Gisborne Sections.

WORKING TIME-TABLEOF
PASSENGER, MIXED, AND GOODS TRAINS.FOR THE GUIDANCE AND EXCLUSIVE USE OF MEMBERS
OF THE STAFF.

Buses to the north side of Auburn (2)

By **JIM O'NEIL** takes us back to Auburn again this month, to untangle the knots of the bus network there.

The five bus routes operating north from Auburn Station in 1961 did not exhaust the bus services running in North Auburn. Wilcox also ran a service from the North Auburn shopping centre in Parramatta Road to Parramatta Station. This was one of two bus services run by Wilcox between Granville and Parramatta. The two services were printed on a single timetable, and in order to fit both in it is necessary to

turn the timetable 90 degrees (see below). The North Auburn route is the 168, while the service via Alfred St, Rose Hill was the 175, although its number can be found nowhere on the timetable. Nor can a date be found for the timetable, though like the 16 and the 62, I obtained it in 1961.

Each service can be operated by one bus; the longer 168 operating every hour, or slightly more, while

the 175 ran every forty minutes. The times of the first bus of the day may confuse. Start on the 168 at 6.40. dep. Auburn via Alfred St. Turn the timetable sideways to the [175] and we find 6.50 from Sydney Rd and Alfred St. This does not take an hour to reach Hassall St., the 7.50 is a different bus (every other 175 took eight minutes to get to Hassall St.). Instead, rotate the timetable again and depart Parramatta at 7.00 on the 168. Service on the 168 commenced

7.00	7.05	7.10	7.15	7.20	7.25	7.30	7.35	7.40
8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45
9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45
10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45
11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45
12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45
1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45
2.05	2.10	2.15	2.20	2.25	2.30	2.35	2.40	2.45
3.05	3.10	3.15	3.20	3.25	3.30	3.35	3.40	3.45
4.05	4.10	4.15	4.20	4.25	4.30	4.35	4.40	4.45
5.10	5.15	5.20	5.25	5.30	5.35	5.40	5.45	5.50
5.55	6.00	6.05	6.10	6.20	6.30	6.40	6.50	7.00

Dep. Macquarie St. Parramatta

Arr. & Dep. Una & Harris Sts., Harris Park

Arr. & Dep. Granville Station

Arr. & Dep. Loco. Hotel, Sydney Rd., Clyde

Arr. Station Rd., Auburn

Dep. Station Rd., Auburn

Arr. & Dep. Loco. Hotel, Sydney Rd., Clyde

Arr. & Dep. Granville Station

Arr. & Dep. Una & Harris Sts., Harris Park

Arr. Macquarie St., Parramatta

ROUTE 168 — NORTH AUBURN — GRANVILLE — PARRAMATTA

GRANVILLE — ROSEHILL — PARRAMATTA					
Dep. Granville Station	Arr. & Dep. Hassall St.	Arr. Phillip St., Parramatta	Dep. Phillip St., Parramatta	Arr. & Dep. Hassall St.	Arr. Granville
MONDAY TO FRIDAY					
a.m. \$6.50	a.m. Starts	a.m. from Hassall Street,	a.m. 7.50 to Granville.	a.m.	a.m.
8.00	8.08	8.16	8.20	8.28	8.36
8.40	8.48	8.56	9.00	9.08	9.16
9.20	9.28	9.36	9.40	9.48	9.56
10.00	10.08	10.16	10.20	10.28	10.36
10.40	10.48	10.56	11.00	11.08	11.16
11.20	11.28	11.36	11.40	11.48	11.56
12.20	12.28	12.36	12.40	12.48	12.56
1.00	1.08	1.16	1.20	1.28	1.36
1.40	1.48	1.56	2.00	2.08	2.16
2.20	2.28	2.36	2.40	2.48	2.56
3.00	3.08	3.16	3.20	3.28	3.36
3.40	3.48	3.56	4.00	4.08	4.16
4.20	4.28	4.36	4.40	4.48	4.56
5.00	5.08	5.16	5.20	5.28	5.36
5.40	5.48	5.56	6.00	6.08	6.16
6.20	6.28	6.36	6.40	6.48	6.56
SATURDAY					
a.m. 8.00	a.m. 8.08	a.m. 8.16	a.m. 8.20	a.m. 8.28	a.m. 8.36
8.40	8.48	8.56	9.00	9.08	9.16
9.20	9.28	9.36	9.40	9.48	9.56
10.00	10.08	10.16	10.20	10.28	10.36
10.40	10.48	10.56	11.00	11.08	11.16
11.20	11.28	11.36	11.40	11.48	11.56
12.00	12.08	12.16	12.16	12.24	12.32
12.32	12.40	12.48	12.50	12.58	1.06
1.10	1.18	1.26			

No service on Sundays, Holidays, Xmas Day or Good Friday.
 § Departs Sydney Road and Alfred Street, Granville.

This is from a Wilcox timetable, valid in 1961, although it is undated. It shows routes 168 Parramatta to North Auburn and 175 Parramatta to Granville.

ROUTE 405
LIDCOMBE STATION TO
PARRAMATTA STATION

LIDCOMBE STATION	JOHN ST	AUBURN STATION	GRANVILLE STATION	PARRAMATTA STATION
-	-	6.40	6.50	6.58
6.47NN	6.53	6.59	-	-
-	-	7.05	7.15	7.28
7.20YN	7.27	7.35	-	-
-	-	7.35	7.45	7.58
7.45NN	7.53	8.00	-	-
-	-	8.05	8.15	8.28
8.15	8.23	8.30	-	-
-	-	8.30	8.40	8.48
9.35	9.43	9.50	10.00	10.08
10.50	10.57	11.02	11.12	11.22
11.55	12.03	12.10	12.20	12.34
1.15	1.22	1.30	1.40	1.53
3.05	3.13	3.20	3.35	3.48
3.30	3.38	-	-	-
3.50	3.58	4.05	4.20	4.28
4.30	4.37	4.45	5.00	5.08
4.50	4.57	5.03	-	-
-	-	5.10	5.25	5.33
-	-	5.45	6.00	to last passenger

SATURDAY

-	-	8.20	8.30	8.38
-	-	9.55	10.05	10.13
-	-	11.05	11.12	11.20
-	-	1.35	1.43	1.50
-	-	2.55	3.03	3.10
-	-	4.10	4.18	4.25

FOR ABBREVIATIONS
REFER TO BACK PAGE

ROUTE 405
PARRAMATTA STATION
TO LIDCOMBE STATION

PARRAMATTA STATION	GRANVILLE STATION	AUBURN STATION	JOHN ST	LIDCOMBE STATION
-	-	6.30	6.37D	6.45
6.40	6.50	7.00	-	-
-	-	7.00	7.15D	7.20
7.00	7.15	7.25	-	-
-	-	7.35	7.40	7.45
7.30	7.45	7.55	-	-
-	-	8.00	8.07	8.15
8.00	8.15	8.25	-	-
-	-	8.30	8.37	8.45
8.30	8.45	8.55T	-	-
8.50	9.10	9.20	9.27	9.35
10.10	10.25	10.35	10.43	10.48
11.10	11.30	11.40	11.47	11.54
12.35	12.50	1.00	1.07	1.12
1.55	2.10	2.20	2.27	2.35
-	-	-	3.40	3.48
3.15	3.35	3.45	3.52	3.57
3.50	4.10	4.20	4.27	4.33
4.35	4.55	5.05	-	-
5.10	5.30	5.43	-	-
5.35	5.55	-	-	-

SATURDAY

8.40	8.53	9.05	-	-
10.15	10.28	10.35	-	-
11.25	11.43	11.50	-	-
1.55	2.08	2.18	-	-
3.15	3.28	3.38	-	-
4.30	4.40	-	-	-

DO YOU KNOW IF YOUR CHILD
IS ELIGIBLE FOR A
SCHOOL TRAVEL PASS?
CONTACT YOUR SCHOOL

Auburn Coaches timetable of July 1992, showing route 405 Parramatta to Lidcombe.

and finished at North Auburn, close to Wilcox' depot. Also on this timetable, and all 1960's Wilcox timetables, though not shown here because it was on the front cover, were the times of Special Buses for the Harold Park Trots, Canterbury Races and Rosehill Races. The first left Woolworth's, Parramatta and Granville P.O. one hour before the first race (one bus or two?), the second left Granville Stn one hour before the first race, the third was simply 'from Granville Station'.

The 175 was sold to Delwood to bring its South Granville service into Parramatta, and the 168 was extended to Auburn Station as Route 405 (see map in Part One). Auburn Coaches took over the 59 to Lidcombe in July 1992 and combined it with the 405. The two services were operated separately in the morning peak, each half hourly, with two buses on the Parramatta end and one (with no time to spare) on the Lidcombe end. The separate Lidcombe services are la-

belled NN and YN. Once again these run via Noora or Yarram, but continue along Nyrang to Hastings St., four blocks north of Dewrang and only one south of the Highway.

The map, not shown here, shows the regular service ran via Yarram and Dewrang Sts. Service was hourly or less in the off-peak, running through and the three buses run through in the afternoon peak. Services ceased around 6p.m. on Mon-Fri, and Saturday service was operated only on the Parramatta end.

PARRAMATTA - AUBURN - HOMEBUSH BAY

WEEKDAYS

Showing Route Number	655 am	655 am	655 am	655 am	655 am	655 am	655 pm	655 pm	655 pm	655 pm	655 pm	655 pm	655 pm
PARRAMATTA Bus Interchange	6.32	7.32	8.32	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30
PARRAMATTA George St	D	D	D	9.35	10.35	11.35	12.35	1.35	2.35	3.35	4.35	5.35	6.35
ROSEHILL Mercure Hotel	6.36	7.36	8.36	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.39	5.39	6.39
Parramatta & Silverwater Rds	6.47	7.47	8.47	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48	6.48
Parramatta & Hill Rds	6.51	7.51	8.51	9.51	10.51	11.51	12.51	1.51	2.51	3.51	4.51	5.51	6.51
NEWINGTON Olympic Village		7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55
HOMEBUSH BAY Railway Station	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.03	7.03
HOMEBUSH BAY Sports Centre	6.57	8.02	9.02	10.02	11.02	12.02	1.02	2.02	3.02	4.02	5.02	6.00	7.00

SATURDAYS

Showing Route Number	655 am	655 am	655 am	655 am	655 am	655 pm	655 pm	655 pm	655 pm	655 pm	655 pm
PARRAMATTA Bus Interchange	7.35	8.35	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30
PARRAMATTA George St	D	D	9.34	10.34	11.34	12.34	1.34	2.34	3.34	4.34	5.34
ROSEHILL Mercure Hotel	7.39	8.39	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.39	5.39
Parramatta & Silverwater Rds	7.48	8.48	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48
Parramatta & Hill Rds	7.51	8.51	9.51	10.51	11.51	12.51	1.51	2.51	3.51	4.51	5.51
NEWINGTON Olympic Village	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55
HOMEBUSH BAY Railway Station	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00
HOMEBUSH BAY Sports Centre	8.02	9.02	10.02	11.02	12.02	1.02	2.02	3.02	4.02	5.02	6.02

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Baxter's Coach Lines have a fleet of luxury air-conditioned coaches and modern buses for hire.

Specialising in social outings, picnic/B.B.Qs, warehouse tours, one-day and extended tours to meet all your requirements.

BAXTER'S COACH LINES → 9631 3500

EXPLANATIONS

D - Journey operates via Smith St direct to George St, and does not operate via Westfield.

SUNDAYS & PUBLIC HOLIDAYS

Route 655 does not operate on Sundays and public holidays.

On 17 December 1995, Baxter's took over the 405 and it was re-numbered 904, in the Parramatta South series, rather than the Inner West. On 4 January 1999, Baxter's started a service from Parramatta to the Olympic Village and the Homebush Bay Sports Centre, parallel to Parramatta-Ryde's 555 north of the river. This was numbered 655, and like the other service, ran hourly (left). This duplicated the old 904 between Parramatta and North Auburn, so that service was dropped. Instead a new 906 was operated from Auburn via Lidcombe to the Olympic Village and Sports Centre (see timetable left, below). This ran more or less direct between Auburn and Lidcombe, providing service along Yarram St., but only six times a day. More services started at Lidcombe to provide an hourly service. Passengers could change at Newington Olympic Village twice a day, at 6.55 a.m. and 6.54 p.m. But how many people would take such a round about route instead of using the railway?

AUBURN - LIDCOMBE - HOMEBUSH BAY

through travel to Parramatta available

WEEKDAYS

Showing Route Number	906 am	906 am	906 am	906 am	906 am	906 am	906 pm	906 pm	906 pm	906 pm	906 pm	906 pm	906 pm	906 pm
AUBURN Railway Station				9.23	10.23	11.23	12.23				G3.47		5.12	
Yarram & Boorea Sts				9.27	10.27	11.27	12.27				3.52		5.17	
LIDCOMBE Station	6.43	7.32	8.32	9.32	10.32	11.32	12.32	1.32	2.32	3.32	3.57	4.32	5.22	6.02 6.42
Parramatta & Hill Rds	6.51	7.40	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.05	4.40	5.30	6.10 6.50
NEWINGTON Olympic Village	C6.55	7.44	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.09	4.44	5.34	6.14 C6.54
HOMEBUSH BAY Ferry Wharf	7.00	7.49	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49		4.49	5.39	6.19
HOMEBUSH BAY Sports Centre		7.57	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57		4.57		
HOMEBUSH BAY Information Centre		8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00		5.00		

SATURDAYS

Showing Route Number	906 am	906 am	906 am	906 am	906 am	906 pm	906 pm	906 pm	906 pm	906 pm
AUBURN Railway Station										
Yarram & Boorea Sts										
LIDCOMBE Station	8.32	9.32	10.32	11.32	12.32	1.32	2.32	3.32	4.32	5.32 6.32
Parramatta & Hill Rds	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40 6.40
NEWINGTON Olympic Village	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44 6.44
HOMEBUSH BAY Ferry Wharf	8.49	9.49	10.49	11.49	12.49	1.49	2.49	3.49	4.49	5.49 6.49
HOMEBUSH BAY Sports Centre	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57	4.57	5.57 6.57
HOMEBUSH BAY Information Centre	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00 7.00

EXPLANATIONS

C - To continue to Parramatta, change from Route 906 bus to Route 655 bus at Newington Village. Through fares apply.
 G - Journey commences from Granville Interchange at 3.33 and operates via Bold St, Parramatta Rd and Station St to Auburn Station, then normal Route.

Late 20th century timetables for the Auburn area.

Top is a Baxter's timetable of 4 January 1999 and it shows route 655 Parramatta to Homebush Bay.

Bottom is another Baxter's production of 4 January 1999, this time showing the route 906 bus between Auburn, Lidcombe, and Homebush Bay.

Notes for LNER Passengers

HOWARD GIRDLER *writes to comment on Andrew McLean's comments on our original article.*



1. A3s came in two versions. Original and converted to double funnel. The conversions were said to be as good as an A4 (or nearly).
2. The number of trains that could be tabled to run at maximum speeds on LNER were limited as braking with vacuum brakes required two clear sections ahead, thus restricting other traffic.
3. The Gresley 4-8-2 was designed for use in Scotland, but was not as successful as a A3 or an A4.
4. The Gresley 2-6-2 nominally for mixed traffic was often used for peak season passenger trains, with much success.
5. A slower time table at night was acceptable as passengers did not want to arrive too early and they would be asleep anyway. Sleeper cars were heavier.
6. Night passenger trains were difficult to table as they had to fit in with the many overnight goods which ran at lower speeds.
7. The civil engineers were very cautious with heavier locos on bridges where the hammer blow was thought to be a big problem.
8. Later testing found with 3 cylinder locos, that it was not such a big problem.
9. re SOP. The coal fired S was dependent on the quality of the coal as well as the fireman's back. They were amongst the first to be converted to oil firing, which at the time was more expensive.
10. Neither the S nor the R was as well designed as it could have been with known valve design parameters in both UK and US. With hindsight, the R had drivers which were too big. It should have been a 4-8-0, the valves and front end were well behind overseas designs, the frame was too heavy (influenced by broken frames on A2s during WWII) If it had had a smaller water tank and more coal space in the tender, it would have been able to haul an extra car. Trains had to stop at places like Castlemaine, Geelong, Warragul, Seymour, etc. anyway.
11. The horsepower output of steam and diesel is quite different. An R produces its maximum at around 45 mph. So is suited for passenger trains. A B class diesel produces its maximum output at around 5 mph, so is really better suited to goods trains.
12. Where steam is the great loser is in its labour intensive maintenance. Loading coal and water, oiling around, cleaning out ash and clinker, boiler maintenance, smoke box maintenance, etc.
13. The fitting of roller bearings to steam locos improved the hot bearing situations, but this was not widely applied before steam disappeared.
14. The New York Central in USA attempted to prolong the life of steam by streamlining maintenance. They managed to keep their 4-8-4s on a train for 1,000 miles. NSW tried similar methods with 38s on Melbourne expresses being serviced at the Demondrille overhead coal stage, which also had provision for ash to be discharged direct into wagons under the train. Extra men were required to achieve this in 5 min.
15. Remember that there was only single track on the North East from Seymour to Wagga and crosses were not always without delays. War time shortages prevented track improvements.
16. re the XPTs. They are lighter than the old SoP.
17. re stoker firing. It is wasteful of fuel, the coal being crunched up by the screw feed and going out of the funnel partly unburnt. If the S used 7 tons to Albury, I suggest that a stoker S may have used 8 to 9 tons. The waste of fuel is accentuated by the strong blast of the Rs. Better front end design would have reduced the strength of the blast.
18. Algeria would seem to be the only place where high speed Garratts were tried. Indeed NSW suggested a similar loco instead of the 38s. In view of the problems which NSW had with their 60-class, a passenger Garratt may not have been the answer.
19. The most practical answer would have been a 5'3" 38-class.
20. The end of steam was accentuated by WWII, when GM in USA had government assistance to develop diesel electrics, while Britain slugged it out against Hitler and steam development stopped. Same applied in France where steam haulage on a power for weight basis was far ahead of the rest of the world.
21. The bottom line is MONEY. All CMEs were looking for the cheapest way to move a ton from A to B. They were also influenced by the clean look of the DE for PR purposes, and working conditions on the footplate and in the depots were terrible.

Sources of Timetables for Sydney Ferries

By **DUNCAN MACAUSLAN**

This article started life as a reversal of the norm. Usually an author adds footnotes to their work to tell whereabouts they found the information (or to give it some form of authenticity). In this article the footnotes have taken over and the timetables and history have been relegated to asides.

I usually write introductions after the rest of the article (by then you know what you are introducing) and in this case I can see two themes have developed here. The first discusses the concept of a ferry – it's no good looking for sources if you don't know what you are looking for – whilst the second is the main theme. The former was originally a few lines as part of the introduction but somehow seems to have expanded a little bit!

In some ways a ferry service is less tangible than a bus, tram or train service. For trams and trains there's track which the service, by definition, must follow (I'm sure there's been an exception to this rule – some road-rail service somewhere) and for buses there's usually a road system to constrain the bus's route (but a DUKW type service goes into water - I know).

Ferries, if we accept the definition below, are constrained by having to travel on water and the only physical evidence is a wharf or jetty or a boat disappearing from one. Once a service ceases there's nothing to distinguish the ferry's jetty, if it still exists, from any other jetty.

Most of the publications on Sydney's ferries concentrate on the vessels and their operation rather than the services operated. In this article it's the latter that is considered more important (at least for the AATTC).

What is a 'ferry'?

There's the difficulty of definition of a ferry – is it a right, a regular service, a limited distance, a vessel type etc.

The classic statement of the common law position is said to be found in the following extract from a 1904 decision of the House of Lords (*Simpson v. Attorney-General and others*) reported in [1904] Appeal Cases 476, page 490.

'All ancient ferries have their origin in Royal Grant or in prescription, which presumes a Royal Grant. A right of ferry is in derogation of common right, for by common law any person entitled to cross a river in a boat is entitled to carry passengers too. Within the limits of an ancient ferry no one is permitted to convey passengers across but the owner of the ferry. No one may disturb the ferry. The ferry carries with it an exclusive right or monopoly. In consideration of that monopoly the owner of the ferry is bound to have his ferry always ready.'

This judgement was part of an action regarding the obligations of a lock keeper.

The 'right of ferry' is only likely to exist between two specific points such as across a river, for example Mortlake in Sydney. Most Australian ferry services developed from the common law entitlement enjoyed in most British ports round the world where anyone with a boat could become a 'waterman' upon payment of a licence fee, i.e. he could offer for hire to ferry people from place to place or from ship to shore. The rates were usually fixed by a regulating body but the routes

were as dictated by the needs of the client. A 'ferry' meant some boat proprietor, or a group of boatmen leased or rented a particular run, from one point to another point, usually from the local council or harbour authority, where they operated exclusively and sometimes to a timetable – certainly with set obligations.

There are however many other definitions of ferry in common use. The word appears to be derived from a Norse word 'ferja' and into old English as 'fery' or 'ferie'. The Macquarie dictionary defines *ferry* as:

1. Noun - a service with terminals and floating equipment for transport from shore to shore across a body of water, usually narrow as a river, lake or strait.
2. a ferryboat
3. the legal right to ferry passengers etc and to charge a toll for the service.
4. to carry or convey over water in a boat or plane

For this article the first three definitions will do – complications such as aircraft can be ignored.

The crossing of the Bass Strait is a ferry service but no-one ever considered the regular trans-Atlantic liners as providing a ferry service between Southampton and New York. In this case it would appear that the definition of 'strait' precludes the *Queen Mary* and her sisters who carried passengers for a fare on a scheduled service.

We can often look at particular vessels and identify them as ferry boats, but what if they are dual purpose and also used for cruises – are they part-time ferries such as Sydney's 'Ladys'. In many places ferries are simply rowing boats – as

Steam Boat to Parramatta.

THE owners of the **SURPRIZE**, steamer, Captain Corbett, beg to inform their Friends and the Public, that she will make a trip to Parramatta and back, previously to her plying regularly, on Wednesday next, the 1st June. A boat will be in attendance off the Government Domain to convey Passengers on board, from 9 till 10 o'clock, at which hour she will positively start. Fares for this trip, 7s.

used by the watermen of early Sydney, or punts crossing rivers.

It would appear that almost all ferry services until recent times have been point to point services crossing rivers or providing a 'bridge' to an island. Long services serving several places were probably constrained to navigable and slow running rivers such as the Parramatta River. It wasn't until the advent of first steam, then diesel power, that complex services could develop free from the constraints of sail, man or horse power.

But was a canal boat service, powered by horse, a 'ferry'? There are several examples of long scheduled services on the canals in Europe. In at least one case this provided the unusual situation where you went uphill to catch a water based ser-

vice.

As seen in the UK definition there was often an ancient right to provide a service, sometimes enshrined in legislation, but more often a privilege in relation to a local authority or landowner. However unlike railways and tramways there is no requirement for legislation to define or construct a ferry service and so often no documentation exists.

Timetables for early services were rarely published, perhaps operating hours were – such as 'during daylight hours'. In many cases, especially where the traffic was light an 'as required' service was provided, in some cases only by prior arrangement with the operator.

So often there is very little in the way of documentation on ferry services and even today many services operate without a timetable. Where then does one look for evidence for the service histories?

Sydney sources

Luckily for us the ferry services of Sydney Harbour are reasonably well documented in a variety of sources.

But it must be remembered that the authors and publishers of these documents rarely saw themselves as having any responsibility to accurately record what they were doing for historians to use. Conflicts and confusion are not deliberate, just natural outcomes of people doing their day to day job, often poorly paid, and in conditions we'd never accept today. A jobbing printer could in-

troduce errors and the trouble to correct and reprint the document often meant it was published anyway.

We must also accept that much information will be missing for much the same reason. When publishing a timetable it is unlikely that it was expected to survive much more than a year. That so much of this ephemera still exists is no doubt thanks to the refusal of some people to dispose of things as much as it is to the survival capability of paper.

The first ferries in the colony were the various boats belonging to the ships of the first fleet. The first boat built for ferry service was the well known *Lump* of 1789 – whilst its existence is well documented neither the vessel nor its schedule were. The main sources are the diaries of James Scott, Sergeant of Marines, and David Collins' *An Account of the English Colony in New South Wales* published in 1798 – but apart from Scott's comment on the trip sometimes taking a week there wasn't a timetable.

The *Sydney Morning Herald* began publication (as the weekly *Sydney Herald*) on 18 April 1831 without mention of a harbour ferry (but plenty of other ships were listed as in port) and in common with other newspapers ran advertising on the front page. As early as 30 May that year the operator of the *Surprise* advertised a service to Parramatta. Interestingly the name was later advertised (or is it advertized?) as *Surprise*. A couple of weeks later, 13 June, the first cruise was advertised on the *Sophia Jane* (top left), and on 8 August the *Surprise's* tide affected timetable was published (left).

The newspapers carried a lot of information of Sydney's ferries, indicative of their importance in the city's development and lifestyle. Finances, services and especially collisions were covered in detail. However finding requires

THE SURPRISE
Parramatta Steam Packet,
Leaves the Lord Liverpool Wharf, Sydney.

MONDAY, 9th August, at	5 o'clock
WEDNESDAY, 10th do.	8 ditto
THURSDAY, 11th do.	8 ditto
FRIDAY, 12th do. at half-past	8 ditto
SATURDAY, 13th do. at half-past	8 ditto
SUNDAY, 14th do. at quarter-past	9 ditto

Leaves the Steam Packet Wharf, Parramatta.

TUESDAY, 9th August, at	9 o'clock
WEDNESDAY, 10th do. half-past	11 ditto
THURSDAY, 11th do.	12 ditto
FRIDAY, 12th do. half-past	12 ditto
SATURDAY, 13th do.	1 ditto
SUNDAY, 14th do.	3 ditto

The owners of the above Packet, beg leave to acquaint the Public, that on Friday, the 22nd July, they opened a RECEIVING HOUSE at their Wharf, (near the Mill,) Parramatta, and at the Lord Liverpool Wharf, Sydney, and will charge for FREIGHT & WAREHOUSING for one day as follows:—

Punchon or Pipe	each	3	0
Porter Hoophead, or half Pipes	ditto	3	0
Provision Casks	ditto	1	3
Bag of Sugar	ditto	0	8
Chest of Tea	ditto	0	2
Wheat and Flour	per bushel	0	2
Wood	per bale	0	6
Krags of five gallons and under	each	0	6
Small Packages	ditto	0	6
Dead Weight	per ton	0	6
Measurement Goods	ditto	0	6

SOPHIA JANE.
NOTICE is hereby given, that ten shares out of the sixty-four, into which the Sophia Jane steam vessel is divided, remain undisposed of. Immediate application for the remaining shares is requested to be made to
LAMB, BUCHANAN, & CO.

STEAM FERRIES.

Balmain—from Grafton Wharf, every ten minutes, running from six a.m. until ten p.m.—Fare 3d., after 7 p.m., fare, 6d.
 From Bethel Wharf, at the bottom of Erskine street, to Cook's Wharf, running from quarter to six a.m., up to ten p.m.—Fare, 3d.

North Shore—From Circular Quay, every quarter hour, from 8 a.m. to 7 p.m.—Fare, 6d. From Macnamara's Wharf, Pottinger street, to Blue's Point, from 8 a.m. to 7 p.m.—Fare, 3d.

TABLE OF FARES FOR BOATMEN PLYING IN THE HARBOUR OF PORT JACKSON.

BOATS PLYING FROM THE QUEEN'S WHARF, CIRCULAR QUAY, OR LANSING PLACE AT CAMPBELL'S WHARF.

To or from any ship or vessel in Sydney Cove, each person	4 s.
To any ship or vessel in the Stream, each person	1 0
To any vessel between Pinchgut Island and Miller's Point one person	1 6
For every additional person	1 0
To any vessel between Pinchgut and Bradley's Head, one person	2 6
For every additional person	1 0
To Dawes' Point, each person	0 6
To any vessel between Bradley's Head and Watson's Bay, one person	4 6
For every additional person	1 6
To Potts' Point, one person	2 0
For every additional person	1 0
To Darling Point, one person	2 6
For every additional person	1 0
To Vaucluse, one person	4 0
For every additional person	1 6
To Watson's Bay, one person	5 0
For every additional person	1 6
To Darling Harbour, between Miller's and Soldier's Points, one person	2 0
For every additional person	1 0
To Darling Harbour, between Soldier's Point and the south end of the harbour, one person	3 0
For every additional person	1 0

reading each paper page by page. The State Library of NSW and many other major libraries have most early newspapers on microfilm and some are indexed but not to the detail a timetable researcher would like. Some caution is needed as journalists often use common names for operating companies rather than formal ones sometimes leading to confusion.

This interest in ferries continued through until the 1950s in all of Sydney's newspapers with major coverage in the *Daily Telegraph* in the late 1980s. In recent times ferry news and advertising has tended to appear in the more local newspapers, in particular the *Manly Daily*, *Western Suburbs Courier* and the *Glebe*.

Sydney has been reasonably well served by cartographers from its early days and some have been gracious enough to include ferry services on their maps. The earliest example I've seen being a *Map of the City of Sydney 1843* drawn by William Henry Wells, a land surveyor. In this case the routes are shown as dotted lines between wharves but in other maps city wharf names such as 'Balmain

Steam Ferry Wharf' indicate only the general destination of a ferry. There are many examples of maps which are anachronistic showing ferry services long ceased by their publication date. The recently re-published *Sydney Takes Shape* is a good starting point and the Mitchell Library holds microfilmed copies of maps. Street directories continue this tradition.

Like many large cities Sydney was described in guidebooks (Lonely Planet is not new) for example *The Stranger's Guide To Sydney*, published in 1861, has basic timetables of some of the ferry services (left) and also the 'table of fares for boatmen plying on Port Jackson'. This latter is quite lengthy and shows the effect of the fare setting authority referred to above. Luckily this guide was reprinted in 1978 so it

Annandale company was bankrupt. Sydney Ferries Limited and the Balmain New Ferry Co also published guidebooks but these, and most recent issues, should be seen as more promotional items than accurate sources.

From very early days Australian politicians have used parliamentary enquiries to investigate almost every aspect of life - and ferries are no exception. Concern over fares, financial stability of the companies and introduction of competing trams have provided us with an enormous amount of material on ferry history. Often these contain interviews with managers (interrogations is probably a more apt description, many questions show more than a hint of grandstanding), and most generously for us timetables of services are sometimes included either in answers to questions or as appendices (cover).

3859. *Chairman.*] Can you furnish us with a statement showing the number of passengers carried by the boat running between The Spit and Manly? Yes. Before I joined the Company they ran the boat from The Spit to Manly for five or six months, and there was a loss upon it of £60. We started running the boat on 9th November, 1907, and ran it until 30th April, 1908. We sold 23,487 single tickets. In November we carried 2,473 passengers; December, 4,502 passengers; January, 6,185; February, 3,200; March, 3,700; and April, 3,397. On Boxing Day—the biggest day we have had—we carried 1,316 adults and 228 children. The steamer ran on Wednesdays, Saturdays, Sundays, and holidays, from 10 a.m. till 9 p.m. On Wednesdays and Saturdays she ran seven trips each way, and on Sundays and holidays eleven trips each way.

3860. You run during what are called the excursion months? Yes.

isn't as rare as it should be. Guides were also published by Parramatta River Steamship Co in at least 1885 which included the timetable and a description of the features along the river. In December 1903 *The Harbour Guide* provided detailed descriptions of all the services and even acknowledged the possibility that services may change during its lifetime - in this case it knew the

As early as 1853 a select committee considered the 'Balmain Steam Ferry Company's Bill', in 1870 on 'Public Vehicles and Boats'. Sydney Ferries Limited was investigated by a Royal Commission in 1919 and audited in 1928. Public Works committees on new tramways discussed the Glebe Island route in 1907 and The Spit to Manly in 1908 (above). In the latter mention is made of a summer

ferry service from The Spit to Manly not recorded elsewhere. A full bibliography is yet to appear.

The old NSW Parliamentary Papers would be readily available at the Mitchell Library and other major libraries, but probably only on microfilm. They are comprehensively indexed in large red foolscap volumes: 1856-1873, 1874-1893, 1894-1913, 1913-1934 and 1934 - 1954 or thereabouts. There was no Hansard until 1879, before then, one can look at the reports of parliamentary debates in the SMH.

As well as the NSW government local councils also have a say in ferry services - they own most of the wharves. In particular Lane Cove Council spent an inordinate amount of time on the Lane Cove River ferries. This means a search of council minute books, local newspapers and other sources such as progress associations.

The most obvious source is the timetables themselves. Unfortunately not all operators published timetables-unlike bus operators who are required to by law - even though the quality and availability was sometimes abysmal (this applies equally to bus operators).

The early timetables were handbills for individual services and in the style of the day used multiple fonts, curlicues (swirls and squiggles) and 'woodcuts' as decoration. These continued in use for many years - almost for the whole of the Manly service's private life.

For many years the New South Wales Government Railways and Tramways, and its successor the Department of Road Transport and Tramways, published a timetable book for its tram services and in a rare display of co-operative marketing included ferry timetables even though the latter were operated by private companies. There was a strong caveat ensuring passengers understood that 'The following information has been ob-

tained from the Ferry companies and is given for the benefit of the public, but the Commissioner for Road Transport and Tramways does not guarantee that it will be adhered to...' In these books the timetables for all the inner harbour and river services, and even Cronulla (remember trams ran there) are published and cover the period up until the late 1930s when the books were split into three area versions.

SFL then published handbill timetables for individual services before combining them in untidy handbill styles. The PTC continued this before producing booklets in the 1970s.

One of the problems with timetables as sources is that they don't always have dates and even then only an issued date. There are many examples, even in recent times, where these have not corresponded with the start of a service. As to end of validity one has to find the replacement or a notice about the service ceasing.

Finding timetables is the difficulty - there are several private collections and also some in the State Archives and the Mitchell Library. Unfortunately some of the last group seem to have migrated to the first group as some people have felt an urge for possession rather than sharing.

Footnote?

Tony Prescott in his reference book *Sydney Ferry Fleets* (1984, page 88) said 'There are few shortcuts to writing accurate histories of Sydney Ferries'. This short survey of sources reinforces that view and I think we could generalise that to cover any form of history especially where humans were responsible for the source material.

Material from Ross Willson, Phil Leak, Tony Prescott, Ron Parsons and Stuart Robertson has influenced the content of this article.

Ferry Timetables																							
PUBLIC TRANSPORT COMMISSION OF NEW SOUTH WALES																							
NEUTRAL BAY SERVICE Depart Quay K'bill High St. Hayes St. Kurraba K'bill Arr. Quay MONDAY TO FRIDAY a.m. a.m. p.m. p.m. p.m. a.m. 5.55 6.02 6.05 6.10 6.13 6.17 6.25 6.25 6.32 6.35 6.40 6.43 6.47 6.55 6.55 7.02 7.05 7.10 7.13 7.17 7.25 7.30 7.37 7.40 7.48 7.51 7.55 8.03 - - 8.00 8.08 8.11 8.15 8.24 8.05 8.12 8.15 8.28 8.31 8.35 8.44 8.30 8.37 8.40 8.48 8.51 8.55 9.04 8.50 8.57 9.00 9.08 9.11 9.15 9.23 9.25 9.32 9.35 9.38 9.41 9.45 9.54 9.50 9.57 10.00 10.05 10.08 10.12 10.20 10.20 10.27 10.30 10.35 10.38 10.42 10.50 Then every 30 minutes until p.m. p.m. p.m. p.m. p.m. p.m. p.m. 3.50 3.57 4.00 4.05 4.08 4.12 4.20 4.25 4.32 4.35 4.41 4.44 4.48 4.56 4.45 4.52 4.55 5.01 5.04 5.08 5.16 5.05 5.12 5.15 5.21 5.24 5.28 5.36 5.25 5.32 5.35 5.41 5.44 5.48 5.56 5.42 5.49 5.52 5.58 6.01 6.05 6.13 6.02 6.09 6.12 6.18 6.21 6.25 6.33 6.22 6.29 6.32 6.38 6.41 6.45 6.53 6.52 6.59 7.02 7.08 7.11 7.15 7.23 7.20 7.27 7.30 7.35 7.38 7.42 7.50 Then every 30 minutes until 9.50 9.57 10.00 10.05 10.08 10.12 10.20 10.35 10.42 10.45 10.50 10.53 10.57 11.05 11.20 11.27 11.30 11.35 11.38 11.42 11.50 a.m. a.m. a.m. a.m. a.m. a.m. a.m.						TARONGA ZOO Dep. Quay Dep. Zoo MONDAYS TO FRIDAYS a.m. a.m. 6.10 6.25 6.40 6.55 7.10 7.25 7.40 7.55 7.55 8.10 8.10 8.30 8.33 8.48 8.55 9.10 9.25 9.40 9.45 10.00 10.15 10.30 Then every 30 mins. to p.m. p.m. 3.15 3.30 3.40 3.55 4.10 4.25 4.40 4.55 5.10 5.25 5.40 5.55 6.10 6.25 6.45 7.00 * Calls at Crem. Pt. 8.21 am ** Calls at Crem. Pt. 8.36 am						CREMORNE & MOSMAN SERVICE Dep. Quay Crem. Pt. Mus. St. Old Crem. Mosman Old Crem. Mus. St. Crem. Pt. Arr. Quay MONDAY TO FRIDAY a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m. 5.30 5.41 5.46 - 5.54 5.56 5.59 6.06 6.18 6.00 6.11 6.16 - 6.21 6.23 6.26 6.33 6.45 6.20 6.31 6.36 - 6.41 6.43 6.46 6.53 7.05 6.50 7.01 7.06 - 7.11 7.13 7.16 7.23 7.35 7.15 - - 7.32 - 7.38 7.40 7.44 7.51 8.03 - - - - 7.55 7.57 8.01 8.08 8.20 7.35 7.53 7.58 - 8.10 8.12 8.16 - 8.33 8.03 8.14 8.19 - - 8.25 8.27 8.31 - 8.45 - - - - - - - - 8.36 8.48 8.20 - - 8.35 - 8.40 8.42 8.45 8.52 9.04 8.36 8.47 8.52 - 8.58 9.00 9.03 9.10 9.22 8.50 9.01 9.06 - 9.13 9.15 9.18 9.25 9.37 9.05 9.16 9.21 9.24 9.30 9.32 9.35 9.42 9.54 9.25 9.36 9.41 9.44 9.48 9.50 9.53 10.00 10.12 9.55 10.06 10.11 10.14 10.16 10.20 10.23 10.30 10.42 Then every 30 minutes until p.m. p.m. p.m. p.m. p.m. p.m. p.m. p.m. p.m. 4.20 4.31 4.36 4.39 4.43 - 4.47 4.54 5.06 4.40 4.51 4.56 4.59 5.03 - 5.06 5.13 5.25 5.00 5.11 5.16 5.19 5.23 - - - 5.41 5.10 5.21 5.26 5.29 5.36 - - - 5.43 5.57 5.20 5.31 5.36 5.39 5.43 - - - 5.46 5.53 6.05 5.35 5.47 5.52 5.55 6.00 - - - 6.15 5.45 5.56 6.01 6.04 6.08 - - - 6.16 6.28 6.00 6.11 6.16 6.19 6.23 - - - 6.26 6.35 6.45 6.20 6.31 6.36 6.39 6.45 6.47 6.49 6.56 7.07 6.40 6.51 6.56 6.59 7.05 7.07 7.09 7.16 7.27 7.00 7.11 7.16 7.19 7.25 7.27 7.29 7.36 7.47 Then every 30 minutes until 10.30 10.41 10.46 10.49 10.53 10.55 10.57 11.04 11.15 11.15 11.26 11.31 11.34 11.38 11.40 11.42 11.49 12.00 a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m. 12.00 12.11 12.16 12.19 12.21 - 12.24 12.30 12.40											
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Graphic Insight #68

By **CHRIS BROWNBILL**

Last month's (June 2001) edition of AATTC's current-news magazine, "Table Talk", contained a detailed report on the timetable for the newly opened Brisbane Airport railway. The report observed that there are some peculiarities in the service provided on this line - notably that the service operates only until the early evening, and that there is a poorer service on Saturdays than Sundays. Graphic Insight this month takes a look at Brisbane airport, and tries to understand why this might be the case.

There are two graphs this month. Both compare the QANTAS aircraft movements into and out of Brisbane Domestic terminal with the number of train services provided by QR/Airtrain over the newly opened Brisbane Airport Railway. The information for both graphs is drawn from the current QANTAS timetable (dated 25/March 2001), and the QR Airport line timetable (effective 7/May 2001). Whilst QANTAS is by no means the only airline serving Brisbane airport, it and its subsidiaries do provide more services than any one other airline, and the service patterns can be taken as representative of air services.

The first graph compares the number of services offered on different days of the week by showing total services (arrivals plus departures) on Fridays, Saturdays and Sundays. This graph illustrates the phenomenon mentioned in "Table Talk" last month that Saturday train services are less intense than on Sunday. It also hints at why this might be the case: there are fewer aircraft movements on Saturday than there are on Sunday. Interestingly it also highlights that on Sunday there are more trains than Fridays even though on Friday there are more aircraft movements than on Sunday. Maybe the people who fly on Sunday are considered more likely to catch a train than those who fly on Friday?

The second graph displays the number of movements (arrivals plus departures) on each hour of the day on Fridays. This also confirms Table Talk's observation that the rail service ceases before 9 pm which is an unusually early hour for a major suburban railway in Australia. Again the comparison with aircraft movements hints at the reason here: the number of arrivals and departures scheduled by peaks at 20 in the hour commencing 6 pm then falls away dramatically to 4 in the hour commencing 9 pm and 3 in the hour commencing 10 pm. Presumably Airtrain and QR consider this low volume of flights to be insufficient to justify a train service! It is also interesting to observe that the dip in the rail frequency in the middle of the day when the rail service falls from 4 per hour to 2 per hour corresponds to some degree with a relative dip in aircraft movements.

