

The Times

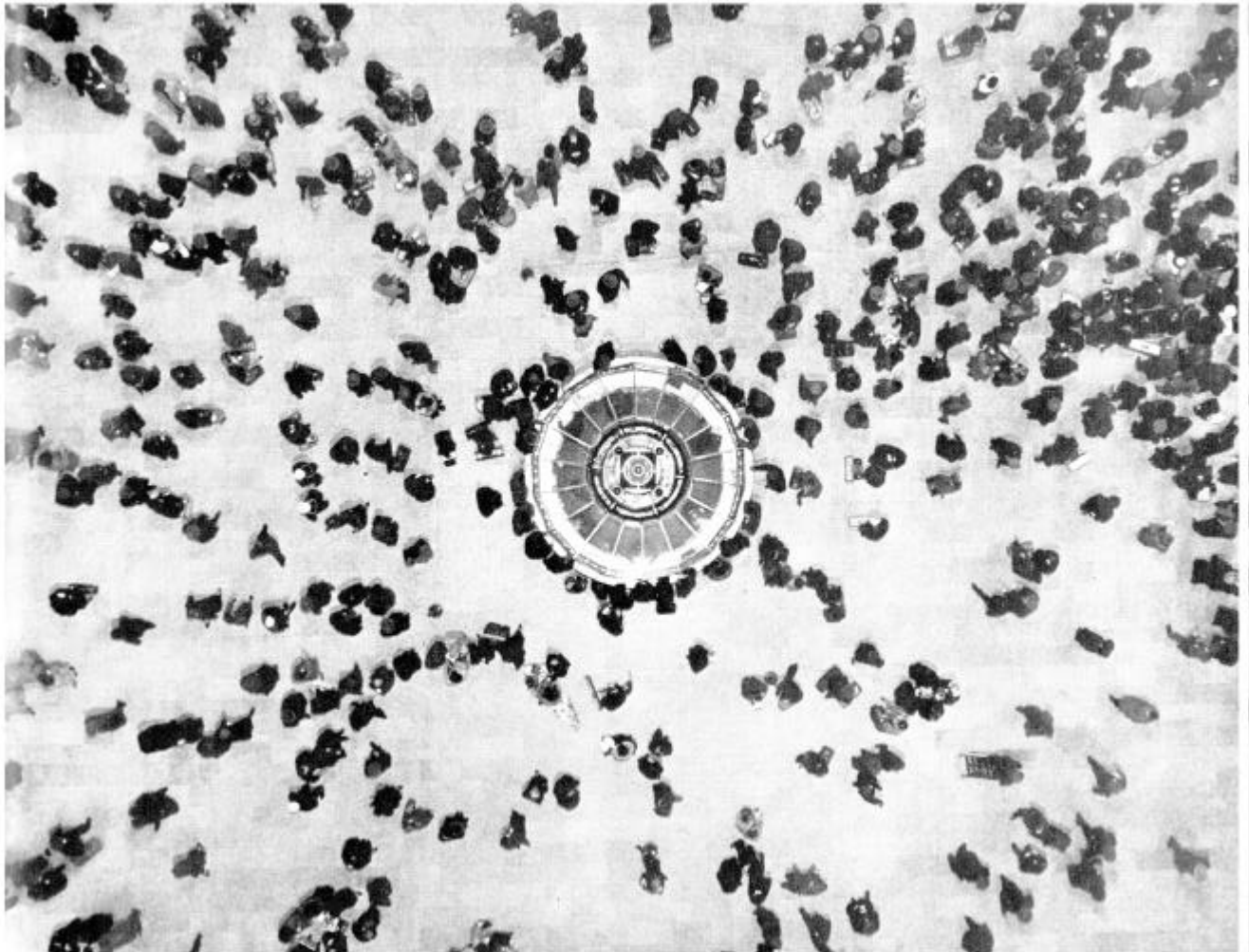
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Flies around a honey-pot.

Potential passengers crowd around the timetable booth at Grand Central Terminal, seeking timetables for their journey north. Among those free for the taking is that for the Harlem line. For 170 years there have been trains on this line and for most of that time one could obtain a separate timetable for it. The echoes of such ancient railways in modern timetables is a common theme and is discussed in *Ghosts in the Timetables* in this issue.

Photo: New York Central Railroad.

The Times

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COLUMN8

Tardy passengers beware. Aboard her Gordon to Central train yesterday morning, Elizabeth Proude was amused by the guard's stern announcement: *Ladies and gentlemen, a word of advice to those who are always running late for the train. Please obtain a timetable and then arrange to get to the station at least 5 minutes before the train arrives.*

-Column 8, Sydney Morning Herald, 20 July 2001

The Ghosts in the Timetables

You don't have to venture out onto long-abandoned rail formations at midnight to find railway ghosts. You only need to visit the nearest timetable rack to find the evidence. Ghostbuster GEOFF LAMBERT illustrates, with examples from the U.S and the U.K. in this two-part article. This month, we look at New York's Harlem line, home of the Headless Horseman— a ghost indeed.

The New York and Harlem Railroad and the Manchester and Leeds Railway date from 1833 and 1839 respectively. They disappeared as independent entities in 1864 and 1847. Yet, in 2001 they still speak to us from the pages of the railway timetable, ghostly reminders of railways that vanished early in the Victorian age. Few people who pick up a *Harlem Line* timetable from the octagonal booth at Grand Central (cover) can be aware that a timetable for this line has persisted for 170 years. Few who consult Table 40 of the *Great Britain Passenger Railway Timetable* will know that the table as an entity is supported by a skeleton first laid down before their great grandparents were born.

The persistence of old railways as administrative units, most obvious to us in the public and working timetables, is a common phenomena, repeated wherever there has been substantial amalgamation and evolution of the railway system. In the USA and the UK most railways started as local concerns, put together by local businessmen and landowners to make money from local transport- their ambit was necessarily small. Few started out with grand plans or of extending over more than a few score of miles- but most eventually became that way through amalgamating with neighbours or being gobbled up by bigger concerns. As small units they rarely made money, as sub-sections of larger concerns they sometimes did. The people and the administrative structures they put together to form their original railways remained as the

railways grew by accretion and it was common to find allegiances and prejudices developed in early days persisting for decades afterwards and producing unique regional character in even large systems. The bigger systems were often slow to expunge these character differences from their timetables and the service, the compilers, the timetable layout and even the timetable printers sometimes persisted as ghostly reminders for decades after amalgamation.

The New York and Harlem

The New York and Harlem was one of the first railroads in New York city, one of a group of lines that made their way north from southern Manhattan island and onto the mainland of Westchester County. From mid-Manhattan north they passed through essentially rural landscapes, with farms and small villages- their initial aim was to bring produce and

people from these areas into the city. Within about 20 years however, the nature of travel on the railroad changed, as the culture of *commuting* developed. Commuters- people who purchased *commutation tickets*- tickets whose price had been commuted to cater for and encourage the daily traveller- first made their appearance in the 1830s. Commuters travelled in *accommodation trains*. The development of a ring of pleasant *commuter towns* around American cities and the trains that daily took businessmen from their sylvan surrounds to the fetid city was a century-long phenomenon and, at least around New York, persists today. George M Cohan mocked the practice in his *Just 45 minutes from Broadway* musical. The Westchester commuters were not amused. As early as 1833, people were commuting to New York City from Murray Hill (site of the present United Nations building) on the New York and Harlem Rail-



1. This is the sort of country served by the early New York and Harlem Railroad, a far cry from the Manhattan of today, near where Cornell University now stands

Station	1st Tr'n	2d Tr'n	3d Tr'n	4th Tr'n	5th Tr'n	6th Tr'n	7th Tr'n	8th Tr'n	9th Tr'n	10th Tr'n	11th Tr'n	12th Tr'n	13th Tr'n	14th Tr'n	15th Tr'n
NEW YORK TO WHITE PLAINS															
Trains Leave	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
City Hall	7:00	8:15	8:45	9:30	11:40	2:15	3:00	4:00	4:20	5:00	5:45	6:30	7:15	8:00	11:00
32d Street	7:50	8:45	10:00			2:45	3:30	4:00	4:30	4:50	5:30	6:15	6:45	8:30	11:30
Yorkville	7:40		9:20	10:10	12:22	2:55		4:09		5:09	5:39	6:25	6:54	8:40	11:40
Harlem	7:50		9:30	10:20	12:31	3:05		4:18		5:10	5:48	6:35	7:04	8:50	11:50
Mott Haven	7:54		9:34	10:24	12:37	3:09		4:22		5:14	5:51	6:39	7:08	8:54	11:54
Morrisania	8:02		9:42	10:32	12:46	3:17		4:30		5:22	5:58	6:47	7:18	9:02	12:02
Fordham	8:10		9:50	10:40	1:00	3:25		4:37	5:01	5:30	6:05	6:55	7:23	9:10	12:10
Williams' Bridge	8:15	9:15	9:55	10:45	1:10	3:30		4:45	5:05	5:35	6:15	7:00	7:30	9:15	12:15
Hunt's Bridge					1:20			4:52	5:15		6:22		7:37		
Tuckahoe					1:34			5:02	5:25		6:29		7:47		
Scarsdale					1:45			5:10	5:33		6:33		7:53		
Hart's Corners					1:52			5:14	5:38		6:42		8:57		
White Plains Arr.			9:45		2:00		4:00	5:20	5:45		6:50		8:00		
WHITE PLAINS TO NEW YORK															
Trains Leave	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
White Plains	5:00	7:00				12:40		2:50			6:10				
Hart's Corners	5:03	7:07				12:45		2:58			6:16				
Scarsdale	5:08	7:12				12:48		2:46			6:21				
Tuckahoe	5:16	7:25				12:55		2:59			6:32				
Hunt's Bridge	5:23	7:38				1:04		3:18			6:40				
Williams' Bridge	5:30	7:45	8:20	9:45	10:10	1:10	1:15	3:30	5:05	6:00	6:50	7:15	8:25	9:00	
Fordham	5:35	7:45	8:20	9:45	10:15			1:20	3:40	5:10	6:05	6:55	7:20	9:05	
Morrisania	5:43	7:53	8:25	9:50	10:23			1:29	3:52	5:18	6:13	7:03	7:28	9:12	
Mott Haven	5:51	8:01	8:31	10:00	10:31			1:36	4:02	5:26	6:21	7:11	7:36	9:21	
Harlem	5:55	8:05	8:35	10:05	10:35			1:40	4:08	5:30	6:25	7:15	7:40	9:25	
Yorkville	6:05	8:15	8:40	10:10	10:45			1:50	4:18	5:40	6:35	7:25	7:50	9:35	
32d Street															
City Hall Arr.	6:45	7:55	8:50	9:45	10:45			2:10	2:30		6:20	7:15	8:05	8:30	9:25

Timetable, New York & Harlem Railroad, 1855.

on a much better alignment and trackbed.

Figure 2 is an 1855 passenger timetable for the NY&H, showing service as far north as White Plains, 27 miles and 100 minutes to the north. A good many of today's Metro North trains still run on this route and terminate at White Plains, but take only half as long to get there.

The four railroads, the NY&H, the NY&HR, the NY&N and the NH&HR became the Hudson, Harlem, Putnam and New Haven divisions of later railways and had, or have, their separate existence in timetables today. The infamous Commodore Vanderbilt assumed control of the first two in 1864 and brought into existence by amalgamation the New York Central and Harlem River Railroad in 1869. The Hudson line trains of the NYC&HR were re-routed through a connection from Spuyten Duyvil (where it crossed the Harlem River) to meet those of the Harlem Division at Mott Haven in 1871 and passenger trains mostly ceased to run down the west side of Manhattan until close to the present day. In 1894, the NYC&HR annexed the New York and Northern, with a view to competing with the New Haven. The complicated routing and connections of the line were rearranged and the track made to run south to the existing Hudson

2. Passenger time table for the New York and Harlem Railroad of 1855. Commuters were already an established breed, with many making the daily journey from the charms of Westchester County.

road. Figure 1 shows a typical landscape there, served by the early New York and Harlem and close to where, 130 years later, I was to live in a sordid apartment dwelling.

The NY&H was carrying passengers to its latter namesake town in 1837. The railroad jumped the Harlem River at Mott Haven soon after and pushed further and further north, to its eventual terminus at Chatham, not far from Albany, in 1852. It was not alone. A few miles to the west was the New York and Hudson River Railroad, hugging the shoreline of the river all the way from its depot at Hudson St in lower Manhattan (Fig 3), to East Albany, 142 miles north. Between

the two lay the New York and Northern Railroad which started north from Yonkers, but connected with, or owned railroads that made possible travel all the way from there to downtown. The NY&N made another neighbour, the New York & New Haven Railroad nervous. It connected with the New York and New England Railroad (and the NY&H) at Brewster and hence allowed travel right through to Boston, a route the New Haven claimed for its own. The New Haven itself ran out of Manhattan along the NY&H lines, but turned east at Woodlawn to follow the shore line of Long Island Sound,



3. The Hudson St terminus of the New York and Hudson River railway, not far from where the World Trade Center stands today.

CROTON-ON-HUDSON to ALBANY												
Continued from page 15												
WESTWARD—FIRST CLASS												
Miles from New York	STATIONS	111	25	23	69	17	31	19	47	11	21	251
		See Note	The 20th Century Limited	Number Twenty Three	See Note	The Wolf-Line	Number Thirty One	The Lake Shore Limited	The De-troiter	The South Western Limited	The Cleve-land Limited	Peekskill
		Peekskill	Daily	Daily	Pough-keepsie	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
33.86	Grand Cen. Term. Croton-on-Hud.	4.40 5.41	5.01 5.53	5.31 6.26	5.34 6.35	6.01 6.54	6.36 7.34	6.51 7.45	7.06 8.02	8.01 8.53	8.16 9.12	8.18 9.32
35.68	Oscawana	s 5.46			s 6.38							s 9.37
36.65	Crugers	s 5.49½			s 6.40							s 9.40½
38.10	Montrose	s 5.54			s 6.44		† 7.41					s 9.44
40.66	Peekskill	A 6.00	6.01	6.34	6.49	7.02	7.46	7.53	8.10	9.01	9.20	A 9.50
45.36	Manitou	P. M.			s 6.57		s 7.53					P. M.
49.13	Garrison		6.11	6.44	s 7.05	7.12	s 7.59	8.03	8.20	9.11	9.30	
51.83	Cold Spring				s 7.11		s 8.05					
56.53	Dutchess Junc.				s 7.18		s 8.12					
58.29	Beacon			6.54	s 7.21	7.22	s 8.15		8.30		9.40	
61.79	Chelsea				s 7.28		s 8.22					
64.38	New Hamburg			7.01	s 7.34	7.29	s 8.23	8.19	8.37		9.47	
67.51	Camelot			7.04	s 7.39		s 8.26					
72.82	Poughkeepsie	A			s 7.45		s 8.32					
	Poughkeepsie	L		s 7.13	P. M. K	7.37	s 8.38	x 8.27	8.45	9.34	x 9.55	
78.54	Hyde Park						s 8.46					
82.94	Staatsburg						s 8.54					
88.42	Rhinecliff						s 9.02					
93.96	Barrytown		6.52	7.35		7.57	s 9.10	8.47	9.03	9.52	10.15	
98.26	Tivoli											
103.63	Germantown											
105.38	No. Germantown											
109.43	Greendale			7.51			† 9.28					
113.73	Hudson		7.09	s 8.00		8.16	s 9.36	9.04	9.22	10.10	10.34	
117.98	Stockport											
121.17	Newton Hook											
123.54	Stuyvesant		7.19	8.11		8.26	9.47	9.14	9.32	10.20	10.44	
129.64	Schodack L'd'g.											
133.56	Castleton-on-Hud.											
141.61	Rensselaer		7.36	8.30		8.45	10.05	9.32	9.51	10.38	11.03	
142.19	Albany		7.39	8.33		8.48	10.08	9.35	9.54	10.41	11.06	
148.35	Troy											
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 69 and 111 will not carry baggage.
Time shown at Grand Central Terminal is for information only.

4. Employee Time Table of the New York Central System, showing some of the great fleets of trains that sped out of Grand Central Terminal each day in 1940. Flagship is train No 25, the Twentieth Century Limited, greatest train in all the world.

line at Marble Hill between Spuyten Duyvill and Mott Haven. It became the Putnam Division. The NYC&HR was itself to be re-organised into the New York Central system in 1914, but the New Haven was to continue a separate commercial existence until the advent of Penn Central in 1968. But, it bought out the New York and New England in 1895 and put an end to the NYC&HR's hopes of a short route to Boston.

The New York Central was to become one of the world's great railroads, a system of some 10,500 miles, sixty of which were the elec-

trified lines of the Hudson Division as far as Croton-Harmon, where the change to steam was made. Electrification had been forced on the railroad by city ordinances that forbade or curtailed air pollution from steam locomotives within city limits. For similar reasons, the railroad was forced underground burying itself under Park Avenue south of 125th St. The centre of commercial activity in Manhattan moved further north, to Mid-town around 42nd St, and the City Council forbade railroads from running further south on 4th Avenue than this.

The NYC&HR likewise contracted its line to this location, its Grand Central Terminal. GCT went through several incarnations, finally to emerge in 1913 as the riotous Beaux Arts building that still squats across Park Avenue. It is still the present terminus for all northern divisions of the commuter railroad, although the idea of pushing south to Penn Station has been talked about for years and is on the City's drawing boards.

Out of Grand Central Station, a great fleet of trains daily rumbled north under Park Avenue, crossed the Harlem River and diverged to the left or right, or pushed straight ahead. The Twentieth Century Limited, arguably the world's most famous train, ran with them, along the Hudson Division, north to Albany, and turned west to Chicago—the famous *Water Level Route*. Here it is in the 1940 ETT (Fig 4) as train #25, leaving its red carpet behind and gliding into the gloom of the Park St tunnel at 5.01. On busy days, up to 7 divisions might follow it out.

The New York Central chopped its Hudson Division back to Croton Harmon and formed a Grand Central Terminal Division south from there. In the Employee Time Table for this division, all trains on the Hudson, Harlem and Putnam Divisions appeared, Harlem and Putnam striking out, as before, at Moot Haven and Marble Hill. Never very strong to start with, the Putnam Division suffered from declining ridership from the advent of the motor age. New York Central was given permission to abandon the line for passenger service from March 1958, but it jumped the gun and shut it down 5 months earlier. It remained in existence for freight as the Putnam Branch and later had its middle section snipped out for freight too, leaving two stumps. The NYC later amalgamated the Harlem Division into the Hudson Division and showed the trains of both lines in a single table in the

ETT. Figure 5 shows a route map of the New York District, taken from a combined ETT for the Grand Central and Hudson Divisions. Figure 6 shows a schedule page from the same ETT. Train 25, the remnants of the Twentieth Century Limited, is still there and, like most long distance trains, departs from the upper level of the two-level GCT. The NYC was still issuing separate public time cards for each line at this time, however.

The greatest failure of a merger in railroad history took place in 1968 when the two giant but ailing systems the Pennsylvania and the New York Central became the Penn Central Transportation System, a railroad of over 30,000 route kilometres. The New Haven was incorporated into the PC at this time also. The PC took over responsibility for operating the commuter

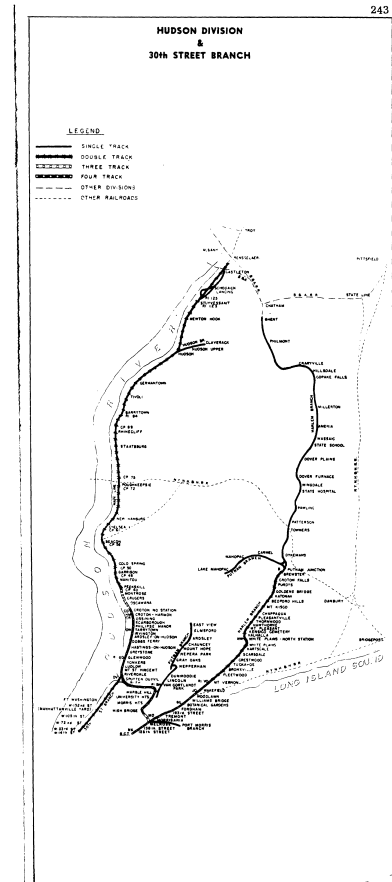
WHITE PLAINS NORTH STATION TO GHENT BRANCH

STATIONS	FIRST CLASS				
	953	983	955	957	121
	R	R	R	R	P
	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Dead- head
	Daily Ex. Sat. & Sun.	Daily except Fri. Sat and Sun	Friday only	Daily Ex. Sat. & Sun.	Friday only
Leave	P.M.	P.M.	P.M.	P.M.	P.M.
Grand Cen. Term.	6.27	.....	6.56	7.16	.....
White Plains No. Sta.	7.08	.....	7.36	7.58	.....
Valhalla	s 7.13	.....	.....	.....	.....
Kensico Cemetery	.....	.....	.....	.....	.....
Mount Pleasant	.....	.....	.....	.....	.....
Hawthorne	s 7.19	.....	7.43	s 8.07	.....
Thornwood	s 7.22	.....	Will Not Run Dec. 23	.....	7.16
Pleasantville	s 7.26	.....	Chappaqua Dec. 30	s 8.11	.....
Chappaqua	s 7.30	.....	.....	s 8.15	.....
Mount Kisco	s 7.36	.....	7.53	s 8.21	.....
Bedford Hills	s 7.41	.....	.....	N 8.24	.....
Katonah	s 7.45	.....	.....	s 8.27	.....
Goldens Bridge	s 7.49	.....	8.01	8.31	.....
Purdy's	s 7.54	.....	.....	.....	.....
Croton Falls	s 7.58	.....	.....	N 8.36	.....
Brewster	s 8.07	s 8.18	s 8.18	s 8.47	9.10
Putnam Jct.	8.11	s 8.21	8.20	8.51	9.12
Dykeman's	.....	N 8.25	N 8.25	.....	.....
Tomer's	.....	F 8.30	F 8.29	.....	.....
Putterson	.....	s 8.34	s 8.34	.....	.....
Peeling	.....	8.39	s 8.39	.....	9.30
State Hospital	.....	.....	Will	.....	.....
Wingdale	Will Not Run Nov. 24	Will Not Run Nov. 24	s 8.50	Not Run Nov. 24	.....
Dover Furnace	Dec. 23	Dec. 26	.....	Dec. 23	.....
Dover Plains	Dec. 26	Jan. 2	s 9.00	Dec. 26	.....
State School	Dec. 30	Feb. 22	.....	Dec. 30	.....
Wassaic	Jan. 2	.....	.....	Jan. 2	.....
Amenia	Feb. 22	.....	s 9.15	Feb. 22	.....
Millerton	.....	RDC	s 9.30	RDC	RDC
Copake Falls	.....	.....	N 9.45	.....	.....
Hillsdale	.....	.....	N 9.52	.....	.....
Craryville	.....	.....	N 9.58	.....	.....
Philmont	.....	.....	10.09	.....	.....
Ghent	.....	.....	.....	.....	.....
Chatham	.....	.....	10.30	.....	.....
ARRIVE	.....	.....	P.M.	P.M.	P.M.

Time shown at Grand Central Terminal is for information only.

WESTWARD

STATIONS	FIRST CLASS			
	959	965	987	969
	R	R	R	R
	Passen- ger	Passen- ger	Passen- ger	Passen- ger
	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Mon.
Leave	P.M.	P.M.	P.M.	P.M.
Grand Cen. Term.	8.16	9.16	10.16	11.16
White Plains No. Sta.	9.01	10.01	11.01	12.01
Valhalla	N 9.03	.....	fil.04	.....
Kensico Cemetery	.....	.....	.....	.....
Mount Pleasant	.....	.....	.....	.....
Hawthorne	s 9.09	s10.07	s11.10	s12.07
Thornwood	N 9.11	.....	fil.12	.....
Pleasantville	s 9.13	s10.11	s11.14	s12.11
Chappaqua	s 9.17	s10.14	s11.18	s12.14
Mount Kisco	s 9.23	s10.20	s11.24	s12.20
Bedford Hills	N 9.27	.....	fil.27	.....
Katonah	s 9.30	s10.26	s11.30	s12.26
Goldens Bridge	N 9.34	10.30	fil.34	12.30
Purdy's	N 9.38	.....	fil.37	.....
Croton Falls	N 9.41	.....	fil.39	.....
Brewster	s 9.54	s10.47	s11.49	s12.47
Putnam Jct.	9.58	10.51	11.53	12.51
Dykeman's	.....	.....	.....	.....
Tomer's	.....	.....	.....	.....
Putterson	.....	.....	.....	.....
Peeling	.....	.....	.....	.....
State Hospital	Will	Will	.....	Will
Wingdale	Not Run Nov. 24	Not Run Nov. 24	.....	Not Run Nov. 25
Dover Furnace	Dec. 26	Dec. 26	.....	Dec. 27
Dover Plains	Jan. 2	Jan. 2	.....	Jan. 3
State School	Feb. 22	Feb. 22	.....	Feb. 23
Wassaic	.....	.....	.....	.....
Amenia	.....	.....	.....	.....
Millerton	.....	.....	RDC	RDC
Copake Falls	.....	.....	.....	.....
Hillsdale	.....	.....	.....	.....
Craryville	.....	.....	.....	.....
Philmont	.....	.....	.....	.....
Ghent	.....	.....	.....	.....
Chatham	.....	.....	.....	.....
ARRIVE	P.M.	P.M.	P.M.	A.M.



5. Map of the Hudson, Putnam and Harlem Divisions as shown in the New York Central Employee Time Table of 1966

6. Also from the 1966 NYC ETT, is this double-page spread showing services on the Harlem line, north to Brewster and Chatham

lines out of New York Central on all three Divisions (Hudson, Harlem, New Haven) and more or less maintained the structure of the timetables of its predecessor roads. The Harlem Branch, still part of the Hudson Division, was now contained within the PC's Eastern Region and an ETT page for it appears as our Fig. 7. The New Haven Railroad formed part of a separate New Haven Region, with its own ETT, containing a New Haven Division timetable. New Haven trains still appeared in the Hudson Division timetable, as far north as Woodlawn.

The long-distance passenger services of all the railroads and former railroads operating out of Grand Central Terminal were taken over by the National Railroad Passenger Corporation-

Amtrak-in May 1971, but the suburban service, continued to be operated by Penn Central for another 5 years. On April Fool's Day 1976, the Penn Central merger having been declared a dismal failure, an even grander attempt to produce a super railroad brought forth Conrail, which operated almost all railroad service in the tri-state region, including all the GCT commuter lines. Conrail bore grudgingly its obligation to provide commuter service even though it was subsidised by the Metropolitan Transit Authority. Our figure 8 is a public timetable leaflet for 1977, issued under Conrail's name, for the Hudson Line.


The Metropolitan Transit Authority had been formed in 1965 as the Metropolitan Commuter Transport Authority, to bail out and operate

another New York area commuter line which was in difficulties- the Long Island Railroad, busiest commuter line in the country. MTA moved to subsidise Penn Central's, and then Conrail's commuter services in the 1970s. In conjunction with the Connecticut Department of Transportation, it eventually acquired the whole lot on January 1 1983, to form the Metro-North Commuter Railroad, which still operates them in 2001.

Through all of the changes, the Harlem line, the exact same railroad it was in 1852, continued to exist and its existence continued to

be manifested in the employee and public timetables of the 6 different railroads that owned it. Today, you can still line up at the information booth in the centre of Grand Central terminal and pick up a Harlem line timetable from the racks (Figs 9 & 10).

8. Title page of the Penn Central's Hudson and New Jersey Divisions Employee Time Table of 1969. Unlike so many employee time tables, this was a very substantial book of nearly 400 pages- all because of the large number of passenger schedules therein, of course. When the author lived in New York in the mid 1970s, one could buy these things from a railfan shop revelling in the name Broadway Limited Antiques.



PENN CENTRAL

.....

NEW YORK REGION

.....

HUDSON DIVISION
NEW JERSEY DIVISION

.....

TIMETABLE No. 3

In effect { 4.01 A.M. } April 27, 1969
 { Sunday }

.....

FOR THE GOVERNMENT OF EMPLOYEES ONLY

.....

EASTERN STANDARD TIME


R. F. LAWSON General Manager	R. K. PATTISON General Superintendent- Transportation
Division Superintendents: J. B. HITCHCOCK P. A. DI GANGI	Divisions: HUDSON NEW JERSEY

Effective May 19, 1974

Harlem Line

**Grand Central Terminal
METROPOLITAN REGION**
For information: telephone (212) 532-4900

• Dover Plains
• Wingdale
• State Hosp.
• Pawling
• Brewster
• Croton Falls
• Purdy's
• Golden's Bridge
• Katonah
• Bedford Hills
• Mt. Kisco
• Chappaqua
• Pleasantville
• Thornwood
• Hawthorne
• Mt. Pleasant
• Kensico Cem.
• Valhalla
• No. White Plains
• White Plains
• Hartsdale
• Scarsdale
• Crestwood
• Tuckahoe
• Bronxville
• Fleetwood
• Mt. Vernon West
• Wakefield
• Woodlawn
• Williams Bridge
• Botanical Garden
• Fordham
• Tremont
• Melrose
• 125th Street
• New York City



Form 113

7. Penn Central's Harlem Line timetable of 1974, the sort of brochure you could pick up from the information booth at Grand Central Terminal. The railroad also issue tiny pocket timetables for specific destinations on each of the Hudson, Harlem and New Haven Lines.

HARLEM BRANCH (Hudson Division)										
Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance from New York		Capacity of Sidings Based on 50 Ft. Cars			Note	
				West	East	West	East	Both		
			WHITE PLAINS NO. STA.	23.9						
			VALHALLA	25.4						
			KENSICO CEMETERY	26.3						
			MOUNT PLEASANT	27.2						
			HAWTHORNE	28.2						
			THORNWOOD	29.3						
			PLEASANTVILLE	30.5	10					
			CHAPPAQUA	32.2			10			
			MOUNT KISCO	36.6				53	22	
			BEDFORD HILLS	39.1						
			KATONAH	41.1			24			
			GOLDEN'S BRIDGE	43.5						
			PURDY'S	46.1						
			CROTON FALLS	47.7						
X	X	X-B-4	BREWSTER	51.9						
			PUTNAM JCT. (Putnam Br. No.)	60.2						
			PATERSON	63.7				49		
	P-B		PAWLING	69.4						
			STATE HOSPITAL	69.7						
			WINGDALE	69.7						
	P-B		DOVER PLAINS	76.2				19		
			STATE SCHOOL	78.9						
			WARSAW	81.3				10		
			AMENIA	84.6				18		
	P-B		MILLERTON	92.7				64		
			COFAKE FALLS	104.8						
			HILSDALE	108.8						
			CRARYVILLE	111.7						
			PHILMONT	118.8				28		
			SHIRLEY	126.0						
			DIVISION POST (Springfield Div.)	125.0						
			CHATHAM	127.5						

The direction from MO to Chatham is Westward.
STATIONS IN SERVICE PART TIME AS FOLLOWS

STATION	HOURS IN SERVICE
PAWLING	5:00 A.M. to 10:00 P.M. Daily except Sunday 2:00 P.M. to 10:00 P.M. Sunday
DOVER PLAINS	6:00 A.M. to 4:30 P.M. Daily except Sat. and Sun. 8:35 A.M. to 4:35 P.M. Saturday 10:45 A.M. to 12:45 P.M. Sunday
MILLERTON	8:00 A.M. to 5:00 P.M. Daily except Sat. and Sun.

PUTNAM BRANCH SOUTH (Hudson Division)										
Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance from Putnam Jct.		Capacity of Sidings Based on 50 Ft. Cars			Note	
				West	East	West	East	Both		
			BN							
			KINGS BRIDGE	0.5						
			VAN CORTLANDT	1.5						
			LINCOLN	3.2						
			DUNWOODIE	4.8						
			BRYN MAWR PARK	6.2						
			NEPPERHAN	7.3						
			GRAY OAKS	8.0						
			NEPERA PARK	8.7						
			MOUNT HOPE	9.7						
			CHAUNCEY	10.6						
			ARDLEY	11.4						
			ELMSFORD	14.9						
			EASTVIEW	17.1						

The direction from BN to Eastview is Westward.

PUTNAM BRANCH NORTH (Hudson Division)										
Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance from Putnam Jct.		Capacity of Sidings Based on 50 Ft. Cars			Note	
				West	East	West	East	Both		
			PUTNAM JCT.							
			CARMEL	4.2						

The direction from Putnam Jct. to Carmel is Eastward.

CLAVERACK BRANCH (Hudson Division)										
Interlocking	Interlocking Station	Block Station & Train Order Office	STATIONS	Distance from Hudson		Capacity of Sidings Based on 50 Ft. Cars			Note	
				West	East	West	East	Both		
			HUDSON							
			HUDSON UPPER	4.2						
			CLAVERACK	4.2						

The direction from Hudson to Claverack is Westward.

9. Inside the Harlem Line ETT in Penn Central days, showing the station information pages. Opposite the information for the Harlem Line is that for the old Putnam Division, now unfortunately suffering an excision in its middle, which has resulted in it existing as small northern and southern segments. Although never as important as the Harlem Division, the Putnam had seen its glory days and its busy Westchester commuter trains too.



9. Where the New York and Harlem Railroad eventually came to rest—inside Grand Central Terminal at 42nd St in mid-town Manhattan. The scene is unchanged today, offering one of the world's great railway station experiences. You can still get timetables from the booth in the centre.



10. What you get. These are the 1993 public timetables of the three divisions of the Metro North Commuter Railroad that operate from Grand Central Terminal. Top of the heap is that of the Harlem line, a still-kicking reminder of an independent railway that died 135 years

GRAND CENTRAL TERMINAL TO WHITE PLAINS NORTH STATION AND CROTON NORTH STATION

STATIONS	FIRST CLASS				
	Y260	Y262	765	25	949
	R	R	R	R	R
	Passen-ger	Passen-ger	Passen-ger	Passen-ger	Passen-ger
	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.	Daily Ex.Sat. & Sun.
Track No.	107	110	108	34	28
Leave	P.M.	P.M.	P.M.	P.M.	P.M.
G.C.T., Upper Level				+ 6.01	6.02
G.C.T., Lower Level	5.52	5.55	+ 5.57		
125th St	† 6.01	† 6.04	† 6.06		† 6.11
138th St					
Mott Haven Jct. (MO)	6.04	6.07	6.09	6.13	6.14
Melrose (162nd St.)					
Morrisania (168th St.)					
Tremont (177th St.)					
183rd St	MU	MU	MU		
Fordham (190th St.)					
Botanical Garden (200th St.)					
Williams Bridge (210th St.)					
Woodlawn (232nd St.)	6.13	6.15			6.22
Wakefield (241st St.)			Will Not Run Nov. 24		6.24
Mount Vernon			Dec. 23		
Fleetwood			Dec. 26		
Bronxville			Dec. 30		
Tuckahoe			Jan. 2		
Crestwood			Feb. 22		6.28
Scarsdale		Will Not Run Nov. 24			
Hartdale		Dec. 26			
White Plains		Jan. 2			6.38
White Plains No. Sta.		Feb. 22			x 6.43 6.47
High Bridge					
Morris Heights					
University Heights					
Marble Hill					
Spuytten Duyvil			6.16	6.20	
Riverdale					
Mount St. Vincent					
Ludlow			6.20		Will Not Run Nov. 24
Yonkers			6.23		
Glenwood		Will Not Run Nov. 24			6.25
Greystone		Dec. 26			6.27
Hastings-on-Hudson		Jan. 2			6.30
Dobbs Ferry		Feb. 22			6.32
Ardsley-on-Hudson					6.35
Irvington					6.37
Tarrytown					6.41 6.36
Phillips Manor					6.43
Scarborough					6.47
Ossining					6.50
Croton-Harmon					6.54 6.46 6.50
Croton No. Sta.					6.59 6.55
Arrive	P.M.	P.M.	P.M.	P.M.	P.M.

11. A selection of the stream of trains that burrow their way out of Grand Central and rumble north along the Park Avenue tunnel. Seven blocks north of GCT is the famous Waldorf Astoria Hotel, with its private platform where Presidents and royalty detrained- but which is now a home to the Big Apple's street people. The line emerges into the light at 125th St, in the heart of Harlem, where few trains stop. These are weekday trains, but the columnar notes indicate that they will be cancelled at Thanksgiving, Christmas and Washington's Birthday (can you non-Americans work out the dates of each?)

Buses east and northeast from Eastwood station.

JIM O'NEIL takes us this month to the bus routes running from the Main Northern Line at Eastwood station.

ROUTE 85

EASTWOOD — LOVELL & WATTS ROADS — FIVE WAYS — WATERLOO ROAD

HUNTER'S HILL BUS CO., Monash Road, Gladesville — WX1601, WX2457

COMMENCING WEDNESDAY, 19th JULY, 1961

C. PAULL, Manager

MONDAY TO FRIDAY

INWARD JOURNEY					OUTWARD JOURNEY								
Depart Vimiera and Waterloo Roads	Arr. & dep. Waterloo and Balacava Roads	Arr. & Dep. Agincourt and Balacava Roads	Arr. & Dep. Five Ways	Arr. & Dep. Watts and North Roads	Arr. & Dep. Grove St. and Lovell Road	Arrive A.S. Eastwood Station	Depart A.S. Eastwood Station	Arr. & Dep. Grove St. and Lovell Road	Arr. & Dep. Watts and North Roads	Arr. & Dep. Five Ways	Arr. & Dep. Agincourt and Balacava Roads	Arr. & dep. Waterloo and Balacava Roads	Arr. Vimiera and Waterloo Roads
—	6.17	5.59	6.02	5.53	6.19	6.06	6.06	—	—	6.11	—	—	—
—	—	6.22	6.11	6.16	—	6.24	6.26	—	—	6.30	—	—	—
—	—	6.30	6.25	6.35	6.38	6.30	6.32	—	—	6.36	—	—	—
—	—	6.39	6.30	6.42	6.43	6.43	6.45	—	—	6.50	—	—	—
—	—	6.51	6.42	6.56	6.59	6.47	6.49	—	—	6.53	—	—	—
—	7.00	7.05	6.51	6.56	6.59	7.04	7.06	—	—	7.11	—	—	—
—	ET.16	—	7.20	7.25	7.28	7.35	E7.38	E7.43	7.47	7.53	—	—	—
—	—	—	E7.27	7.32	7.35	7.40	S7.42	—	—	7.47	—	—	—
—	—	—	7.39	7.53	7.56	8.02	7.36	—	—	7.40	7.42	—	—
—	—	—	S7.47	—	—	7.58	—	—	—	—	—	—	—
—	—	—	7.42	7.45	—	7.50	8.00	—	—	8.05	8.08	—	—
—	—	—	7.55	8.01	8.04	8.09	8.11	—	—	8.16	8.19	—	8.22
—	—	—	8.13	—	—	8.19	8.21	—	—	8.25	—	—	—
X8.24	8.27	8.32	8.37	to Eastwood School	8.42	8.55	8.55	—	—	9.00	9.03	—	9.06
to Eastwood school	—	—	8.25	8.30	8.35	8.40	F8.45	8.49	8.53	8.58	9.01	E9.03	—
E9.05	9.08	—	9.10	9.15	9.18	9.23	—	—	—	—	—	—	—
9.08	9.12	9.17	9.20	—	—	9.25	9.28	9.32	9.35	9.39	9.41	—	9.44
9.46	9.49	9.52	9.55	9.59	10.02	10.07	—	—	—	—	—	—	—
—	—	—	—	—	—	—	9.53	9.58	10.01	10.05	10.07	—	10.12
10.14	10.16	10.18	10.20	10.25	10.29	10.33	10.35	10.40	10.43	10.46	—	—	—
—	—	—	10.47	10.51	10.54	10.58	11.00	—	—	11.05	11.08	—	11.11
11.12	11.15	11.18	11.21	—	—	11.26	11.28	11.33	11.35	11.39	—	—	—
—	—	—	11.40	11.45	11.48	11.54	11.57	—	—	12.02	12.05	—	12.08
12.09	12.12	12.17	12.20	—	—	12.25	12.27	12.32	12.34	12.39	—	—	—
—	—	—	12.40	12.45	12.48	12.54	12.57	—	—	1.02	1.05	—	1.08
1.09	1.12	1.17	1.20	—	—	1.25	1.27	1.32	1.34	1.39	—	—	—
—	—	—	1.40	1.45	1.48	1.54	1.57	—	—	2.02	2.05	—	2.08
2.09	2.12	2.17	2.20	—	—	2.25	2.27	2.32	2.34	2.39	—	—	—
—	—	—	2.40	2.45	2.48	2.54	2.57	—	—	3.02	3.05	—	3.08
3.09	3.12	3.17	3.20	—	—	3.25	3.27	3.02	3.05	3.22	to Smalls Rd. High School	—	—
—	—	—	3.22	to stn. from Watts Rd.	3.28	3.30	3.40	3.45	3.48	3.53	—	—	3.40
Epping High Schl.	3.25	—	S3.40	3.55	3.57	4.00	3.45	—	—	3.50	—	—	—
—	—	—	S3.51	3.56	3.59	4.04	S4.03	via Lincoln St.	4.08	4.12	4.16	—	—
3.41	3.43	3.48	3.51	3.56	3.59	4.04	4.08	—	—	4.13	4.16	—	4.19
—	—	—	3.53	to stn. from Watts Rd.	3.58	4.08	4.13	4.16	4.21	—	—	—	—
4.20	4.23	4.26	4.22	to stn. from Watts Rd.	4.27	4.40	4.45	4.48	4.53	—	—	—	—
—	—	—	4.28	—	—	4.35	—	—	—	4.40	4.43	—	4.46
4.48	4.53	4.56	4.53	to stn. from Watts Rd.	4.59	5.07	5.15	5.19	5.25	—	—	—	—
—	—	—	4.58	—	—	5.05	5.05	5.38	5.43	5.10	5.13	—	—
—	—	—	5.25	to stn. from Watts Rd.	5.28	5.30	5.35	5.38	5.43	—	—	—	—
—	—	—	5.16	—	—	5.21	5.23	—	—	5.28	5.30	5.33	—
—	—	—	5.43	to stn. from Watts Rd.	5.48	5.51	5.56	5.59	6.06	—	—	—	—
—	—	—	5.39	—	—	5.42	5.46	—	—	5.50	5.52	—	—
—	—	—	6.06	to stn. from Watts Rd.	6.11	6.15	6.20	6.23	6.28	—	—	—	—
—	—	—	5.54	—	—	5.58	6.00	—	—	6.04	6.07	—	6.10
—	—	—	6.28	to stn. from Watts Rd.	6.33	6.35	6.40	6.43	6.48	—	—	—	—
6.12	6.14	6.16	6.18	—	—	6.22	6.24	—	—	6.28	6.31	6.33	to Depot
—	—	—	6.48	to stn. from Watts Rd.	6.53	6.55	7.00	7.03	7.08	7.11	ET.13	—	—
—	—	—	7.20	—	—	7.24	7.27	7.31	7.33	7.38	7.40	7.43	to Depot

Where marked to Station from Watts Road, passengers from Lovell and North Roads board bus on outward journey from Eastwood Station.

Eastwood Station is on Sydney's Main North Line from Strathfield to Hornsby, and was a major centre of private bus services from an early date. The timetables examined here cover the territory to the east from Eastwood and north of there. The main traffic artery was Balacava Road, running from Blaxland Road, north east of the station in east by north direction. At the

time of the first timetable, 19 July 1961 (above), the settled area ran as far as Agincourt Road and small farms occupied the land on either side of the Epping Highway. Route 85 did not operate straight to Balacava Rd, but went east along Lovell Rd (to the area of Midway) and then back along North Rd to Five Ways. The two sides of this triangle are each longer than the direct way from East-

Bus Battleground? The Hunters Hill Bus Company timetable for Route 85, dated 19 July 1961, threads its way through a maze of streets and roads bearing the names of famous battlegrounds from British history. At the time of printing, parts of this area were still farmland and Macquarie University was barely a gleam in the planners' eyes.

wood to Five Ways.

Service was already tending to split into two sections, Five Ways via Midway and Balacava Rd direct by 1961, though a few runs covering both remained: see the E7.16, 9.46 a.m. and 3.41 p.m. services inbound. In the off-peak period buses ran to Five Ways via Lovell and North Roads in both directions, but in peak hours, only in the direction of peak traffic. Hence p.m. passengers from those area were advised "to stn. from Watts Rd." - they should board the bus on the outward journey. There is no equivalent indication in the morning. Buses from Eastwood (apart from the 7.36 a.m.) went direct to Five Ways. Presumably, you could ask to be set down on the inward trip. There is another loop, not drawn to passenger's attention anywhere. Off-peak buses on the outward journey go direct from Agincourt Road to Vimiera and Waterloo Road. Then, one or two minutes later they departed eastbound along Waterloo to Balacava and then back to Agincourt and Eastwood.

ROUTE 85

ROUTE 85

EASTWOOD STATION to MACQUARIE UNIVERSITY
via Lovell Road, Midway, Fiveways, Balaclava & Vimiera Roads.

Please note where each journey starts and finishes.
Abbreviations alongside departure times, indicate that such journeys are
CONDITIONAL, OPERATE ON CERTAIN DAYS ONLY, OR DIVERT FROM THE NORMAL ROUTE.
For details, see General Service Information.

Run No.	Depart A.W.A. North Ryde	Depart A.W.A. Millers El Rancho	DEPART MACQ. UNIV.	Depart Epping & Balaclava Roads	Depart Vimiera & Waterloo Roads	Depart Vimiera & Epping Roads	Depart Fiveways (North & Balaclava Roads)	Depart Midway (North & Lovell Roads)	ARRIVE EASTWOOD STATION	DEPART EASTWOOD STATION	Depart Midway (North & Lovell Roads)	Depart Fiveways (North & Balaclava Roads)	Depart Epping & Vimiera Roads	Depart Vimiera & Waterloo Roads	Depart Epping & Balaclava Roads	ARRIVE MACQ. UNIV.	Arrive Millers El North Ryde	Arrive A.W.A. El Rancho
TO EASTWOOD STATION									TO MACQUARIE UNIVERSITY									
Mondays to Fridays																		
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
2	-	-	-	5.45	-	-	5.49	5.53	6.00	6.02	-	6.06	-	-	6.09	-	-	-
2	-	-	-	6.10	-	-	6.14	6.18	6.26	6.28	(6.36)	6.31	-	-	6.48	-	-	-
33	-	-	-	6.22	-	6.24	6.30	-	6.34	6.40	-	6.44	(6.57)	-	6.50	6.50	-	-
2	-	-	-	-	-	-	6.31	6.36	6.44	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	6.51	6.54	6.59	7.07	7.09	(7.18)	7.13	-	-	-	-	-	-
34	-	-	-	-	-	-	-	-	-	7.04	-	7.08	-	-	7.12	7.14	-	7.18
33	-	-	6.53	6.55	-	6.57	7.03	-	7.07	7.13	-	7.16	-	-	7.18	7.20	-	7.24
6	-	-	-	7.05	-	7.07	7.12	-	7.16	7.18	-	7.21	-	-	7.24	-	-	-
2	-	-	-	-	-	-	7.13	7.18	7.26	7.30	(7.39)	7.34	-	-	-	-	-	-
6	-	-	-	7.26	-	-	7.30	-	7.35	7.45	-	7.49	7.54	-	7.56	-	-	-
33	7.25	-	7.31	7.33	-	7.35	7.40	-	7.45	7.47	(7.57)	7.51	-	-	-	-	-	-
2	-	-	-	-	-	-	7.34	7.39	7.48	-	-	-	-	-	-	-	-	-
22	-	-	-	-	-	-	-	-	-	-	-	8.06B	to Ryde High School	arr.	8.12 a.m.	-	-	-
2	-	-	-	-	-	7.53	7.56	-	8.00	8.04	-	8.08	-	-	8.12	8.14	-	8.18
33	-	-	-	-	-	-	7.51	7.57	8.07	8.09	(8.17)	8.12	-	-	-	-	-	-
6	-	-	-	7.57	-	(7.55)	8.02	-	8.07	8.09	-	8.13	(8.20)	-	8.17	-	-	-
6	-	-	-	8.18	-	8.20	8.25	-	8.29	8.38	-	8.42	-	-	8.46	8.48	-	-
33	-	-	-	-	-	-	8.12	8.17	8.28C	-	-	-	-	-	-	-	-	-
24	-	-	-	-	-	from North Ryde	....	A8.24B	A8.30C	8.38B	-	8.42B	to Ryde High School	arr.	8.52 a.m.	-	-	-
33	-	-	-	-	-	-	-	-	-	8.40	-	8.44	-	-	8.48	8.50	-	-
33	-	-	-	-	-	-	-	-	-	-	-	8.55B	8.57B	9.02B	-	-	-	-
2	8.19	-	8.26	8.28E	-	-	8.35E	-	8.40C	8.55A	9.01A	9.06	-	-	9.10	9.12	-	-
2	-	-	8.50	8.53	-	8.55	9.00	9.05	9.13	9.16	-	9.20	-	-	9.24	9.26	-	-
6	-	-	-	-	-	-	-	-	-	9.40	-	9.44	-	-	9.48	9.50	-	-
2	-	-	9.13	9.15	-	-	9.19	9.24	9.32	10.15	-	10.19	-	-	10.23	10.25	-	-
6	-	-	9.28	9.30	-	-	9.34	-	9.38	-	-	-	-	-	-	-	-	-
6	-	-	9.51	9.53	-	9.55	10.01	10.06	10.14	-	-	-	-	-	-	-	-	-
2	-	-	10.27	10.29	-	-	10.33	-	10.37	10.40	(10.49)	10.44	-	-	-	-	-	-
2	-	-	-	-	-	-	10.44	10.49	10.57	11.00	-	11.04	-	-	11.08	11.10	-	-
2	-	-	11.12	11.14	-	-	11.18	-	11.22	11.30	(11.39)	11.34	-	-	-	-	-	-
2	-	-	-	-	-	-	11.34	11.39	11.47	11.50	-	11.54	-	-	11.58	12.00	-	-

Seven years later and Macquarie is more than a gleam— it has enrolled its first students and the Route 85 buses have begun serving it. This is the timetable for the Hunters Hill. Bus Co.'s Route 85, dated 16 September 1968, showing the morning services..

By the timetable of 16 September 1968 (morning section above), the times on both these loops are indicated in brackets, where the bus was operating in the reverse direction. Balaclava and Waterloo has been replaced by Macquarie University, which is well served in the off-peak hours and Route 85 has been extended further east, into the North Ryde industrial area, where A.W.A. has peak hour service. Millers El Rancho, on the Epping Highway south of the University (not on the regular route 85) had only evening service. The El Rancho was, and still is, a large hotel.

By Monday 15 November 1978, the 85 was combined with the 141 to provide service from Eastwood to Ryde via Macquarie University (timetable on page 11). Buses on the route 85 still diverted via Marsfield, but Midway has disappeared from the 85. Instead the route 228, already operating from Eastwood to Top Ryde via Bridge St, was diverted at Midway along North Rd (the old 85) as far as Threfall St, two blocks short of Balaclava, north on Threfall and east on Abuklea, which ran into Bridge, resuming the old route (timetable on page 12, top). The missing section of

the old 228, along Watts Road, was covered by the 85 (formerly 141), though running in the opposite direction.

On Mondays to Fridays the two services were mostly separate (they were interworked on Saturdays), but some early runs were combined. On the 85, notice the earliest runs, operated by Shift two, leave Five Ways at 5.48 and 6.13 a.m. and are marked M, for via Midway. On the Route 228 we find the same Shift two leaving Threfall one minute later. The first line on the 228 timetable shows shift six leaving Midway at 6.12 for Top Ryde via Watts

Run No.	DEPART RYDE (DEVILIN ST. opp. GRACE BROS.)	Arr/Dep Midway (Lovell & North Roads)	Arr/Dep Fontenoy (North Ryde)	ARR/DEP MAC QUARIE UNIVERSITY	Arr/Dep Epping & Balclava Roads Marsfield	Arr/Dep Waterloo & Vimiera Roads	Arr/Dep Epping & Vimiera Roads	Arr/Dep Fiveways (Hunts Ave. & Balclava Road)	ARRIVE EASTWOOD STATION (ETHEL STREET & RAILWAY PARADE)	DEPART EASTWOOD STATION	Arr/Dep Fiveways (Hunts Ave. & Balclava Road)	Arr/Dep Epping & Vimiera Roads	Arr/Dep Waterloo & Vimiera Roads	Arr/Dep Epping & Balclava Roads Marsfield	ARR/DEP MAC QUARIE UNIVERSITY	Arr/Dep Fontenoy & Khar-toum Rds. North Ryde	Arr/Dep Midway (Lovell & North Roads)	ARRIVE RYDE (DEVILIN ST. opp. GRACE BROS.)
TO EASTWOOD STATION									TO RYDE									
MONDAYS TO FRIDAYS																		
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
2	-	-	-	-	-	-	AB5.45	5.48M	5.59M	6.00	6.03	-	-	6.06	-	-	-	-
2	-	-	-	-	6.07	-	6.09	6.13M	6.24M	6.29	6.34	-	-	6.38	6.39	-	6.46	6.52
6	6.27	6.37	-	-	6.42	-	6.44	6.49	6.53	6.57	7.00	(7.08)	(7.06)	7.03	-	-	-	-
2	-	-	-	-	-	-	-	-	-	7.09	7.13	-	-	7.17	7.19D 7.24AWA	7.27	-	-
6	-	-	-	-	7.03	7.06	7.09	7.13	7.17	7.18	7.22	-	-	7.24	7.26	-	7.34	7.40
7	-	-	-	-	7.18	7.21	7.23	7.28	7.32	7.34	7.37	-	-	7.40	7.42	7.46	7.47A	-
2	-	-	7.27	7.31D	7.34	-	7.36	7.41	7.46	7.54	7.58	-	-	8.02	8.04	-	8.14	8.23
7	-	-	-	-	7.41	7.44	7.46	7.51	7.57	8.04	8.08	8.13	-	8.15	8.18D 8.23AWA	-	-	-
22	-	-	7.42B	7.46B	7.48B	-	7.52B	7.56B	8.02B	-	-	-	-	-	-	-	-	-
6	7.42	7.50	-	7.59	8.02	-	8.04	8.13	8.18C	8.40	8.44	-	-	8.48	8.51	-	8.59	9.06
7	-	-	AWA8.24	8.29D	8.31	8.34	8.36E	8.42	8.48C	8.56	9.00	9.05	-	9.07	9.10	-	9.18	9.25
2	8.26	8.40	-	8.50	8.53	8.57	8.59 via M	9.10	9.14	9.24	9.28	-	-	9.32	9.35	-	9.43	9.50
6	9.10	9.20	-	9.28	9.31	-	9.33	9.38	9.42	9.45	9.49	9.54	9.56	10.00	10.03	10.10	10.21	10.28
7	9.27	9.37	9.48	9.53/57	10.00	10.02	10.05	10.10	10.14	10.35	10.39	10.44	10.46	10.50	10.53/57	-	11.05	11.12
6	10.27	10.37	10.48	10.53/57	11.00	11.02	11.05	11.10	11.14	11.35	11.39	11.44	11.46	11.50	11.53/57	12.07PM	12.18PM	12.24PM
7	11.35	11.45	-	11.53/55	11.58	-	12.00	12.05PM	12.09PM	12.43PM	12.47PM	12.52PM	-	12.54PM	12.57PM	-	1.03PM	1.09PM
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
6	12.30	12.39	12.50	12.55	12.58	1.01	1.03	1.08	1.12	1.30	1.34	1.39	-	1.41	1.45	1.52	2.03	2.09
7	1.39	1.47	1.55	1.58	2.01	-	2.03	2.08	2.12	2.15	2.19	2.24	2.26	2.30	2.33	-	-	-
7	-	-	-	2.34	2.37	(2.26)	(2.24)	2.41	2.45	3.00	3.04	3.09	-	3.11	3.14	3.21	3.36	3.43
6	2.32	2.42	2.53	2.58/3.06	3.09	-	3.11	3.16	3.20	C3.43B	3.47 to Lincoln Street	-	-	-	-	-	-	-
2	3.05	3.16	-	3.25	3.28	-	-	3.32	3.36	C3.43	3.47	3.52	3.54	3.58	4.01/08	-	4.16	4.23
24	-	-	-	-	3.29B	3.31B	3.33B	3.38BM	3.50M	4.00B	4.04B to East Ryde via North, Watts & Bridge Roads	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	4.06	4.10	4.15	-	4.17	4.20 4.29AWA	4.27	-	-
7	3.45	3.57	AWA4.10	4.15	4.18	-	-	4.22	4.26	4.30	4.32	4.39	4.41	4.44	4.47 4.52 AWA	-	-	-
6	-	-	4.28AWA	4.32 4.35	4.38	-	-	4.42	4.46	4.50	4.54	4.59	-	5.01	5.04/08	-	5.15	5.21
2	4.30	4.42	-	4.49	4.52	-	4.54	4.58	5.02	5.09	5.13	5.18	5.20	5.23	5.26	5.32	-	-
7	-	-	AWA5.03	5.08	5.12	-	-	5.16	5.20	5.25	5.29	5.34	-	5.36	5.39	-	5.44	5.49
14	5.04xx	5.20	-	5.27	5.30	-	-	5.33	5.37	5.42	5.46	5.51	-	5.53	5.56	-	6.02	6.08
2	-	-	5.34	5.39	5.42	-	-	5.46	5.50	6.01	6.04	6.09	6.11	6.14	6.17	6.23	6.33	6.39
6	5.36xx	5.50	6.00	6.06	6.09	-	-	6.12	6.16	6.20	6.24	6.28	-	6.30	6.32	-	-	-
14	6.10	6.20	-	6.26	6.29	-	6.32	6.36	6.40	6.49	6.53	6.58	-	7.00	7.03	-	-	-
6	-	-	-	7.05	7.08	-	-	7.11	7.15	7.28M	7.40M	7.45	-	7.47	7.50	-	-	-

THIS TIME-TABLE EFFECTIVE FROM 12.01 a.m. MONDAY, 15th NOVEMBER, 1978.

Hunter's Hill. Route 85 15 November 1978. The timetables and routing have been rearranged again and the route 85 has been combined with the route 141. If you wanted to get to Midway, you now had to catch the route 228 instead of the 85.

Road, arriving 6.20. At 6.27 it leaves Ryde on the 85. Services marked B were run in School Terms only.

There was approximately hourly service in the off-peak on both routes, but no attempt at a regular clock-face operation. The 85 had two buses running in the off-peak, roughly every hour. There seems to have been enough slack in the timetable for regular hourly operation, but it was not provided. Note the waits at Macquarie from 53 past the hour: both buses would be sitting there at the same time. On the 228, we may notice the half hour crib at Eastwood for the shift 10. It arrives at

10.14 and does not leave until 10.59, two minutes after shift 29 has arrived and terminated. There is a clockface timetable from Eastwood, but not from Ryde.

On 23 July 1990, the services of North & Western (as Hunter's Hill had become) were rearranged with Department of Transport assistance. Long, indirect routes were out and communication with major traffic centres replaced them. The old 85 was split into two, with the Eastwood half becoming part of the 550, Parramatta to Chatswood (morning service east-bound on page 12, bottom).

Thus passengers could travel to two of the major suburban shopping centres from the Eastwood area. Service via Marsfield largely ceased, though note the buses marked S and E: these were School term only to Epping High School via Agincourt Rd, Yaggalla St and Vimiera Rd. There were also three morning buses from different places in Marsfield to Eastwood at 5.54, 7.22 and 8.05. The northern part of Marsfield was largely left to government buses to the city, while North & Western received the new route 551 from Epping to Chatswood. This was not quite as direct as the 550, as it also covered the Chatswood West diver-

sions on the old route 54.

Service in the old 228 area was also changed. Instead of a winding service between Eastwood and Ryde, each was served by a separate loop. Eastwood was served by the 544, timetable on page 13. The old route 228 was followed as far as Smalls Rd and Bridge Road, where it turned south on Smalls Rd., west on Quarry Rd to Midway and back

on the old route to Eastwood. The loop was operated anti-clockwise in the morning and clockwise in the afternoons. Travelling to Eastwood, the timetable has two different columns for Smalls Rd & Bridge Rd, while from Eastwood the morning times for that point are earlier than the times in the previous column. Connections are shown at Eastwood, not only for trains to the City, but also for

550 buses to Parramatta.

This form of service was not a success, and on 28 January 1992 the route 544 became Eastwood to Ryde, just like its predecessor the 228. More regular peak hour service from Eastwood to Marsfield also reappeared on the 550 at this date.

Run No.	DEPART RYDE	Arr/Dep Quarry & Lane Cove	Arr/Dep Threlfall St. & North Rd.	Arr/Dep Midway	ARRIVE EASTWOOD STATION	DEPART EASTWOOD STATION	Arr/Dep Midway	Arr/Dep Threlfall St. & North Rd.	Arr/Dep Quarry & Lane Cove	ARRIVE RYDE	
TO EASTWOOD STATION →						TO RYDE →					
MONDAYS TO FRIDAYS											
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
6	—	—	—	—	—	—	6.12	via Watts Road	6.17	6.20	
2	—	—	5.49	5.52	5.59	—	—	—	—	—	
2	—	—	6.14	6.17	6.24	—	—	—	—	—	
10	—	—	—	—	—	—	7.07	7.10	7.17	7.20	
29	—	6.36	6.43	6.46	6.53	7.03K	7.13K	7.08K	—	—	
29	—	—	7.10	7.13	7.20	7.34	7.41	7.44	7.51	7.54	
10	7.23	7.28	7.35	7.38	7.46	—	—	—	—	—	
23	—	—	—	—	—	—	—	—	—	—	
10	—	—	7.52	7.56	8.04	8.12	8.19	8.22	8.29	8.32	
29	7.56	8.03	8.10	8.14	8.22	8.23K	8.32K	8.29K	—	—	
24	From North Ryde 8.00B via Watts Rd. B				8.15AB	8.20A.C.B.	M8.32 via Fiveways via North Road to Smalls Rd. arrive 8.42B				
29	—	—	8.29	8.32	8.40C	8.55	9.02	9.05	9.12	9.15	
23	Depart Smalls Road 8.32 a.m. to St. Therese Cath. Sch. arr. 8.44B				8.52	8.59	—	—	—	—	—
10	8.35	8.42	8.49	8.52	8.59	—	—	—	—	—	
10	—	—	9.14	9.17	9.23	9.29	9.36	9.39	9.46	9.49	
29	9.22	9.27	9.34	9.37	9.44	9.59	10.06	10.09	10.16	10.19	
10	9.52	9.57	10.04	10.07	10.14	10.59	11.06	11.09	11.16	11.19	
29	10.36	10.41	10.47	10.50	10.57	—	—	—	—	—	
10	11.36	11.41	11.47	11.50	11.57	11.59	12.06p.m.	12.09p.m.	12.16p.m.	12.19p.m.	

Hunter's Hill. Route 228 15 November 1978 morning services.

550: PARRAMATTA - MACQUARIE UNIVERSITY, CENTRE - CHATSWOOD
via Kissing Point Road and Eastwood

551: EPPING - MACQUARIE UNIVERSITY, CENTRE - CHATSWOOD

All details of services between Parramatta and Eastwood please refer to the Dundas Valley District Timetable Booklet

PARRAMATTA	DUNDAS	EASTWOOD			EPPING	MACQUARIE PARK				CHATSWOOD WEST			CHATSWOOD		
Parramatta Station Interchange	Park Road & Kissing Point Road	Eastwood Station (Western Side)	Train arrives from City	Eastwood Station (Eastern Side)	Balaclava Road & Hunts Avenue	Epping Station (Cambridge Street)	Macquarie University	Macquarie Centre	Hewlett Packard (Talavera Road)	Fontenay Road & Kharitoun Road	Epping Road & Wicks Road	River Avenue & Fairyland Avenue	Fullers Bridge	Hawthorne Avenue & Fullers Road	Chatswood Station Railway Street
WEEKDAYS - MORNINGS															
..	5.38	5.58	5.50	6.03	6.07	..	6.13	6.16	..	6.20	6.25	..	6.32	..	6.40
..	6.07	6.28	6.23	6.33	6.37	..	6.43	6.46	..	6.50	6.55	..	7.02	7.11	7.20
..	..	..	..	..	..	6.55	7.03	7.06	..	7.10	7.15	7.23	7.25	..	7.37
6.22	6.35	6.52	6.52	6.59	7.05	..	7.13	7.16 T	7.20	..	7.23	..	7.33	D 7.31	7.47
..	..	..	..	..	..	7.20	7.28	7.31	..	7.35	7.40	7.48	7.50	D 7.53	8.04
6.52	7.05	7.22	7.23	7.29	7.35	..	7.43	7.46 T	7.50	..	7.53	8.00	8.02	8.11	8.08
..	..	..	..	..	..	7.45	7.56	8.01	..	8.05	8.10	..	8.03	..	8.22
..	..	..	7.42	7.45	7.51 E	..	7.56	8.01	..	8.05	8.10	..	8.05	..	8.19
..	..	..	..	..	..	..	..	..	..	..	..	..	8.20	..	8.21
7.22	7.35	7.52	7.50	7.59	8.05	..	8.13	8.16 T	8.20	..	8.23	8.27	8.29	8.38	8.49
..	..	..	..	..	..	..	8.28	8.31	..	8.35	8.40	8.48	8.50	..	8.49
7.52	8.05	8.22	8.10	8.22	8.28 E	..	8.43	8.46 T	8.50	..	8.53	..	9.00	..	9.04
..	..	..	..	..	..	8.50	8.58	9.01	..	W	9.08 P	..	9.20	9.25	9.34
8.22	8.35	8.52	8.54	8.59	9.05	..	9.12	9.15	..	9.20	9.25	..	9.32	..	9.41
8.58	9.12	9.26	9.24	9.32	9.36	..	9.42	9.45	..	9.50	9.55	..	10.02	..	10.11
..	..	..	..	..	..	9.50	9.58	10.01	..	W	10.08 P	10.19	10.21	10.26	10.35
9.28	9.42	9.56	9.49	10.02	10.06	..	10.12	10.15	..	10.20	10.25	..	10.32	..	10.41
9.58	10.12	10.26	10.03	10.32	10.36	..	10.42	10.45	..	10.50	10.55	..	11.02	..	11.11
10.28	10.42	10.56	10.32	11.02	11.06	..	11.12	11.15	..	11.20	11.25	..	11.32	..	11.41
..	..	..	..	..	..	..	11.28	11.31	..	W	11.38 P	11.49	11.51	11.56	12.05
10.58	11.12	11.26	11.03	11.32	11.36	..	11.42	11.45	..	11.50	11.55	..	12.02	..	12.11

With the cooperation of (or perhaps with pressure from?) the Department of Transport for North & Western., routes were rearranged again, starting from 23 July 1990. This is the eastbound morning service for Route 550/1.- once upon a time, route 85. The travel is now more direct.

Route 544: BRIDGE ROAD LOOP (Denistone East) to EASTWOOD via Midway and Lovell Road

- Buses operate around Bridge Road Loop in an anticlockwise direction prior to 12 noon and a clockwise direction after 12 noon.
- Also shows journeys starting from Top Ryde via Lane Cove Road to Bridge Road.

RYDE	NORTH RYDE	MARSFIELD	NORTH RYDE	MIDWAY	EASTWOOD			
Top Ryde Shops (Devlin Street)	Smalls Road & Bridge Road	Threlfall Street & Abuklea Road	Smalls Road & Bridge Road	North Road & Lovell Road	Gordon Street & Welby Street	Eastwood Station	Train departs for City	Connecting bus departs for Parramatta
WEEKDAYS - MORNINGS								
<i>ANTI CLOCKWISE LOOP SERVICE</i>								
..	..	5.59	..	6.02	..	6.08	6.13	6.08
..	6.34	6.37	..	6.41	..	6.49	6.58	7.10
..	6.59	7.02	..	7.06	..	7.14	7.20	7.21 W
..	7.25	7.28	..	7.32	..	7.40	7.47	7.40
..	7.50	7.51	..	7.55	..	8.03	8.08	8.10
..	S 8.03	S 8.06	..	S 8.10K	..	S 8.19	8.32	8.40
8.30	8.38	8.41A	..	8.44	..	8.52	9.07	8.55
..	9.13	9.16	..	9.19L	9.22	9.26	9.31	9.31
..	9.43	9.46	..	9.49	..	9.55	10.01	10.01
..	10.13	10.16	..	10.19	..	10.25	10.31	10.31
..	11.43	11.46	..	11.49	..	11.55	12.01	12.01
<i>AFTERNOONS</i>								
<i>CLOCKWISE LOOP SERVICE</i>								
..	..	1.16	1.19	1.22L	1.25	1.28	1.31	1.31
..	..	2.16	2.19	2.22	..	2.28	2.31	2.31
3.10	3.18	3.21A	..	3.24	..	3.31	3.46	3.31
4.10	4.18	4.21A	..	4.24	..	4.31	4.44	4.31
..	..	4.48	4.51	4.54	..	5.00	5.07	5.01
..	..	5.18	5.21	5.24	..	5.30	5.53	5.31
..	..	5.39	5.42	5.45	..	5.51	6.22	6.01
..	..	6.12	6.15	6.18	..	6.24	6.41	6.31
SATURDAYS - MORNINGS								
<i>ANTI CLOCKWISE LOOP SERVICE</i>								
..	8.43	8.46	..	8.49	..	8.55	9.01	8.56
..	10.13	10.16	..	10.19	..	10.25	10.31	10.36 W
..	11.45	11.48	..	11.51	..	11.57	12.01	12.06 W
<i>AFTERNOONS</i>								
<i>CLOCKWISE LOOP SERVICE</i>								
..	..	1.20	1.23	1.26	..	1.32	1.40	1.36 W
..	..	2.45	2.48	2.51	..	2.57	3.01	3.01 W
..	..	4.20	4.23	4.26	..	4.32	4.40	4.36 W

EXPLANATIONS:

- A - Bus commences from Top Ryde and runs via Lane Cove Road, Bridge Road, Abuklea Road, Threlfall Street, etc to Eastwood.
 - E - On school days only bus continues to East Ryde.
 - G - Bus diverts via Lansdowne St, Gordon St, Welby St and Pickford Ave to Lovell Road.
 - K - Bus diverts from Midway via Kings Road and Blaxland Road to Eastwood.
- * Continued on page 23.

Route 544: EASTWOOD to BRIDGE ROAD LOOP (Denistone East) via Lovell Road and Midway

- Buses operate around Bridge Road Loop in an anticlockwise direction prior to 12 noon and a clockwise direction after 12 noon.
- Also shows journeys extended to Top Ryde via Bridge Road and Lane Cove Road.

EASTWOOD				MIDWAY	MARSFIELD	NORTH RYDE	RYDE
Connecting bus arrives from Parramatta	Train arrives from City	Eastwood Station (Ethel Street)	Gordon Street & Welby Street	North Road & Lovell Road	Threlfall Street & Abuklea Road	Smalls Road & Bridge Road	Top Ryde Shops (Devlin Street)
WEEKDAYS - MORNINGS							
<i>ANTI CLOCKWISE LOOP SERVICE</i>							
6.42	6.35	6.49	..	6.56	7.02	6.59	..
..	7.06	7.15	..	7.22	7.28	7.25	..
7.29	7.23	7.40	..	7.47	..	..	..
7.59	7.57	8.04	..	8.12	8.16	8.22	8.28
8.59	8.57	9.02G	9.06	9.10	9.16	9.13	..
9.32	9.24	9.34	..	9.40	9.46	9.43	..
10.02	9.49	10.04	..	10.10	10.16	10.13	..
11.32	11.03	T 11.34G	11.37	11.40	11.46	11.43	..
<i>AFTERNOONS</i>							
<i>CLOCKWISE LOOP SERVICE</i>							
1.02	1.03	T 1.07	..	1.13	1.16	1.19	..
2.02	2.03	2.07	..	2.13	2.16	2.19	..
2.32	2.32	2.37G	2.40	2.43	2.46	2.49	2.55
3.25	3.34	R 3.45G	3.49	3.53	3.56	4.00	4.07
3.55	4.01	4.10E	..	4.17	4.20	4.23E	..
4.25	4.32	4.38	..	4.45	4.48	4.51	..
4.55	5.02	5.08	..	5.15	5.18	5.21	..
5.25	5.21	5.29	..	5.36	5.39	5.42	..
5.55	5.57	6.02	..	6.09	6.12	6.15	..
6.25	6.26	6.32	..	6.39	6.42	6.45	..
7.13	7.08	R 7.13M	..	7.18M	..	..	..
SATURDAYS - MORNINGS							
<i>ANTI CLOCKWISE LOOP SERVICE</i>							
8.25	8.03	8.34	..	8.40	8.46	8.43	..
9.55	9.32	10.04	..	10.10	10.16	10.13	..
11.25	11.32	11.36	..	11.42	11.48	11.45	..
<i>AFTERNOONS</i>							
<i>CLOCKWISE LOOP SERVICE</i>							
1.07	1.03	1.11	..	1.17	1.20	1.23	..
2.07	2.32	2.36	..	2.42	2.45	2.48	..
4.07	4.03	4.11	..	4.17	4.20	4.23	..

EXPLANATIONS (Cont):

- L - Bus diverts from Lovell Road via Pickford Avenue, Welby Street, Gordon Street and Lansdowne Street to Eastwood Station.
- M - Bus displays 'Macquarie Centre' destination sign and diverts via Midway if required to set down passengers.
- R - Join bus in Railway Parade (not Ethel Street).
- S - Bus runs on school days only.
- T - Bus starts from Eastwood Shops (corner The Avenue and Rowe Street) 10 minutes earlier.
- W - Join connecting bus to Parramatta on Western Side of Eastwood Station.

Department of Transport for North & Western. 23 July 1990. Route 544 Loop. This service lasted only another 18 months before it was rearranged yet again.

News from the world of the timetable

Is collecting railway ephemera an archeological task? That is the question posed by Robert Forsythe, from the Institute of Railway Studies in the U.K. Those interested in finding out how he answers this question can find his discussion paper at www.york.ac.uk/inst/irs/irshome/papers/emphemera.htm

Mark Bej, is a neurophysiologist from Philadelphia and ardent railfan, with interests in the Pennsylvania Rail Road, rules and signaling— particularly the combination

of all 3. He maintains a web site which, among other things discusses the nature of employee timetables and other working documents of US railroads. His site also contains a check-list of the 'form numbers', by which each public timetable of the PRR were known. Find these things at: <http://broadway.pennsyrr.com/Rail/PrR/>

In *Today's Railways* magazine issue of June 2001, there is an extensive review of the timetables of most western European

railway systems— rated for information, readability and general usefulness. As noted in recent articles in *The Times*, the SCNF rates very poorly— it is described as *the most difficult to read of anywhere in the world* and as containing *horrendous cock-ups*.

The English Mail, is not a title of a movie or a novel, but the official title of a train that once ran in Australia. Where and when?

Notes for LNER Passengers

Have we seen the last word on the debate provoked by Victor Isaacs' original article a year ago? JOHN WILLIAMS hopes so.

Dear Geoff,

May I have the last word on *Notes for LNER Passengers* (though not necessarily for publication)? Howard Girdler in *The Times* July 2001, page 11, writes the A3 double chimney (never called funnel) conversions 'were said to be as good as A4 (or nearly)', well I don't think anything can be nearly as good as another thing, it is simply as good as it is, whatever 'good' means in this context. In paragraph 3, he says the 48-2 was designed for use in Scotland, true, but only selected lines and, as they were never built, as my letter points out, maybe he is confusing them with the P2 2-8-2s; whether they (2-8-2s) were, as successful as A3s or A4s is debatable, they had different

characteristics, but it is not the place to discuss it here. I tend to agree with his comments in paragraph 10, though despite what some Victorians might think: a British magazine recently reported on the modification of R711, which its owners claim as the world's most modern steam locomotive, which would be a far cry from the original of 1951.

Just one other thing. Reference to *New Jersey State Transit* in the panel on page 4, it is always marketed as *NJ Transit* whatever it does (electric and diesel engines, electric light rail and subway, and buses in adjoining states, public-ity flyers). I was pleased to see your photograph of a 1974 Hoboken-Dover train, much different

to the present which is electric engine pull/push mode of four or six car sets. Three weeks ago I was at Hoboken, riding NJ Transit to Suffern, High Bridge (both Diesel), the recently opened light rail Hudson-Bergen line, and the Long Branch line (electric), continuing as a separate diesel pull/push train to Bay Head, although I alighted at Asbury Park, a fading and rundown seaside resort, for sightseeing.

Finally, never have I read AGM reports with much enthusiasm, until today, when I absorbed every word of the seventeenth AATTC AGM. congratulations! No infelicities here.

Yours sincerely

John Williams

Letter

New South Wales Railways Working Time Table, May 1874

One of GEOFF LAMBERT'S finds in the NSW State Archives

On the opposite page is a graphic reproduction of the New South Wales Railways Working Time Table of 1874, the earliest WTT we know of. It was reproduced from an image in the NSW State Archives, where it is held in the form of a bromide print of what seems to have originally been a wall sheet timetable.

In 1874, the *New South Wales Railways* was legally an entity called the *Commissioner of Railways and the term New South Wales Railways* was not very widely used. Dating from the mid-1850s, the three main railway arteries operated under the names *Great Southern*

Railway, *Great Northern Railway* and *Great Western Railway*. The WTT is a reproduction of the *Great Southern* half of a sheet timetable which would have been referred to as *New South Wales Great Southern and Western Railways*— as it was for at least another 12 years. In addition to this timetable, the NSW State Archives hold another of the same date, and in the same form, containing the Suburban and Illawarra WTT.

There are some interesting features of this timetable. Note the pairing of the Up and Down trains, with identical numbers. For trains 1, 5, 6 and probably 8,

we can surmise that the Up service was probably run by the locomotive off the Down service.

The crossings of trains are not indicated in the time columns, as they almost invariably were in later timetables, but are given in notes underneath— even trains which meet no others have this fact noted.

And, look at Marulan. It had extensive sidings, a cattle yard, a carriage dock and was a place where the Main Southern Railway and the Southern Road crossed. It was a place of some importance and featured its own terminating train.

Down from Sydney		SOUTHERN LINE										1874					
Miles	Dep.	Up to Sydney		1		2		3		4		5		6		7	
		Miles	Dep.	Down	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down	Up
STATIONS				Goods		Passenger		Passenger		Mail Goods		Mixed		Mixed		Saturday Additional	
...	Dep.	134	Arr.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
8	...	126	Dep.	...	5 30	10 0	5 50	5 0	9 30	5 15	7 10	8 15	6 0	10 30	4 15	2 0	9 35
12	...	121	Dep.	...	10 20	10 20	5 30	...	9 4	...	...	8 45	...	11 1	...	2 26	B
18	...	116	Dep.	...	10 30	10 30	5 15	5 35	8 50	5 50	6 25	9 15	5 15	11 35	...	2 45	8 55
20	...	114	Dep.	...	10 42	10 42	5 0	5 47	8 35	...	...	...	...	A	...	2 57	8 40
22	...	112	Dep.	...	A	A	A	A	A	...	...	...	...	A	...	A	A
25	...	109	Dep.	...	10 57	10 57	4 50	6 2	8 25	...	...	...	...	12 30	1 30	3 11	8 30
27	...	100	Dep.	...	A	A	A	A	A	...	...	...	...	Stops at Liverpool.	Stops at Liverpool.	A	A
34	Arr.	...	Dep.	...	11 27	11 27	4 17	6 32	7 50	...	...	...	...	Stops at Campbelltown.	Stops at Campbelltown.	A	A
...	Dep.	100	Arr.	...	11 32	11 32	4 10	6 37	7 45	...	...	...	...	Stops at Campbelltown.	Stops at Campbelltown.	3 40	8 0
40	...	94	Dep.	...	11 49	11 49	3 55	6 54	7 33	...	...	...	...	Stops at Campbelltown.	Stops at Campbelltown.	A	A
45	...	89	Dep.	...	P.M.	P.M.	A	A	A	...	...	...	...	Stops at Campbelltown.	Stops at Campbelltown.	A	P. M.
53	Arr.	...	Arr.	...	12 25	12 25	3 25	7 35	7 0	...	4 30	1 0	A.M.	Stops at Campbelltown.	Stops at Campbelltown.	A	P. M.
...	Dep.	81	Dep.	A.M.	P.M.	A.M.	5 30	12 35	3 20	...	...	7 50	...	Stops at Pictou.	Stops at Pictou.	...	8 0
59	...	75	Dep.	...	...	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
74	...	60	Dep.	...	...	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
77	Arr.	...	Arr.	...	3 40	1 50	2 25	1 50	2 25	9 30	2 50	9 30	2 50	Stops at Pictou.	Stops at Pictou.	...	...
...	Dep.	57	Dep.	...	7 30	3 30	2 10	2 5	2 5	9 50	2 30	9 50	2 30	Stops at Pictou.	Stops at Pictou.	...	...
80	...	54	Dep.	...	...	...	...	2 20	1 55	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
82	...	52	Dep.	...	...	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
86	Arr.	...	Arr.	...	...	...	...	2 40	...	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
...	Dep.	48	Dep.	...	8 45	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
95	...	39	Dep.	...	...	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
102	...	32	Dep.	...	...	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
114	...	20	Dep.	...	10 40	12 45	3 45	P. M.	P. M.	A.M.	A.M.	12 20	12 20	Stops at Pictou.	Stops at Pictou.	...	...
122	...	12	Dep.	Stops at Marulan	...	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
124	...	10	Dep.	Stops at Marulan	...	...	...	A	A	...	...	...	...	Stops at Pictou.	Stops at Pictou.	...	...
134	Arr.	...	Dep.	Stops at Marulan	...	...	4 30	A.M.	A.M.	1 20	11 15	1 20	11 15	Stops at Pictou.	Stops at Pictou.	...	...

GENERAL DIRECTIONS

Goods trains are to keep out of the way of passenger trains. Ballast and Special Trains to keep clear of Goods and Passenger Trains and not to be on the road fifteen minutes prior to any train being due

No. 1 Down passes No. 2 Up at Mittagong and No. 1 Up at Sutton Forest

No. 3 Down passes No. 4 Up at Marulan. Nos 5, 6 and 7 Down pass no trains

No. 1 Up passes No. 2 Down at Sutton Forest. No. 3 Up passes No 3 Down at Mittagong. No.3 Up passes no trains. No. 4 Up passes No. 4 Down at Marulan. No. 4, 5 6 and 7 Up pass no trains

A or A stops to pick up or set down passengers. B or B stops when required to set down passengers

Graphic Insight #70

CHRIS BROWNBILL

This month, we travel back in time and view through timetables the entire life of one of Australia's lesser-known tramway systems, the steam-tramways of Broken Hill.

The graphs are based on data taken from the Working Timetables and Public Timetables as tabulated by David Keenan in the excellent 1983 book by Ken McCarthy: "Steaming down Argent Street". There are three graphs, each depicting the history from 1903 to 1923 of the service frequency for a particular time of the week. The first graph covers Weekday am Peak hours (including Saturday), the second covers Weekday mid-morning, and the third covers Sunday afternoons. Each bar on each graph represents the number of services scheduled per hour in a timetable published in the year indicated. In some years, more than one timetable has been graphed. Each bar is segmented to show the hourly frequency on each of the five routes: The graph segment with Vertical stripes is the "North" route, the solid black segment is the "West" route, checked is "South", Light grey is "East", and diagonal lines is "Burke Ward". Whilst the terminus of each route changed over the years as extensions were constructed, the number of trams is taken to be those departing from the Argent Street "City" terminus along each route regardless of their exact destination

The time-series clearly illustrate the growth of the system from its opening in 1902, through the extension in 1909 with the opening of the East and Burke routes, followed swiftly by a service reduction on the new routes then gradual decline over subsequent years, through the effects of the 'Great War', until the last reviewed timetable in 1923 which probably served until the closure of the network at the end of 1926.

The South route was evidently the mainstay of the network, in only a couple of cases did any other route get a greater frequency service. It is interesting to note that in most cases the Sunday service on each route equalled or exceeded that for Weekdays, although there was no Sunday service for a while in 1921/22. The West and Burke routes in particular seem to have got a better service on Sundays in latter years - perhaps because they served the Western Oval which hosted sporting events on Sundays?

