

The Times

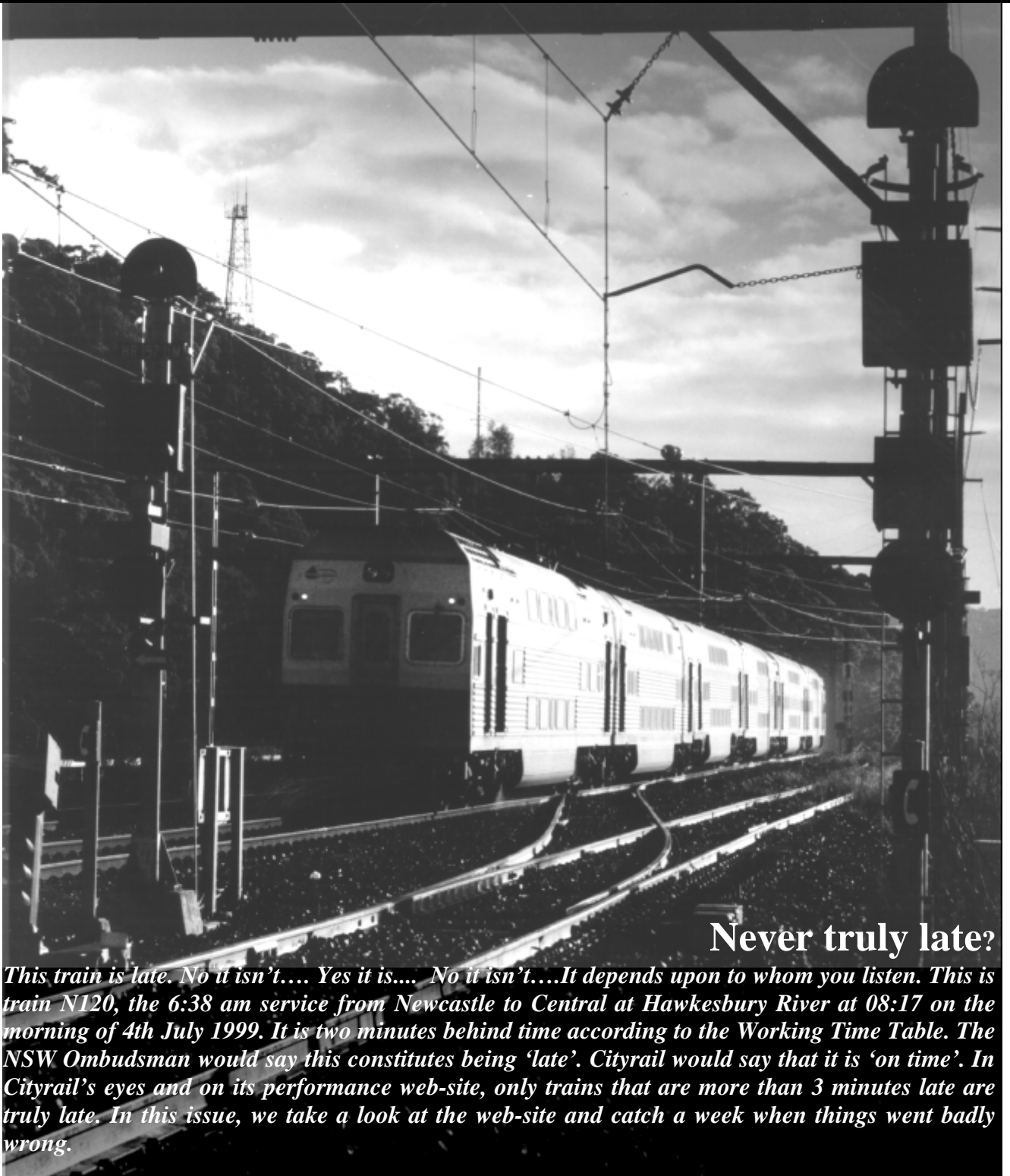
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Never truly late?

This train is late. No it isn't.... Yes it is.... No it isn't....It depends upon to whom you listen. This is train N120, the 6:38 am service from Newcastle to Central at Hawkesbury River at 08:17 on the morning of 4th July 1999. It is two minutes behind time according to the Working Time Table. The NSW Ombudsman would say this constitutes being 'late'. Cityrail would say that it is 'on time'. In Cityrail's eyes and on its performance web-site, only trains that are more than 3 minutes late are truly late. In this issue, we take a look at the web-site and catch a week when things went badly wrong.

The Times

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Auld Reekie, 1898. North British Railway, WTT Southern and Eastern Districts, 1 June 1898.

DUNCAN MACAUSLAN *has Scots blood in his veins and we have previously heard of his misspent youth as a timetable collector in Edinburgh. Here he reaches back beyond that time, to examine a working timetable from the second-last century.*

I must confess to a bias towards Edinburgh transport because of my childhood there, as well as its status as one of the world's most beautiful cities. Originally known as Dun Edin, Gaelic for 'fortress on the hill slope' – not derived from Edwin's Town as some anglophiles will suggest, the city with its castle perched high on a volcanic plug and the long eastward slope of the Royal Mile has long been a centre for travellers and battles. To the north and south of this are deep valleys formed by glacial activity, and several hills such as Arthurs Seat, Blackford Hill and Calton Hill. It is this topography which

prevented suburban railways being successful as only an east-west approach to the city centre was feasible.

Only two attempts were made to approach the city from the north and south – both unsuccessful. From the north the Edinburgh, Granton and Burntisland railway was opened in 1842 and used cable haulage in a steep tunnel under Scotland Street in the New Town to approach what is now Waverley Station. This was closed in 1868 although part of the line remained for goods services and the tunnel, still in existence, was used for many activities including mushroom farming.

On the south side the Edinburgh and Dalkeith Railway, also known as 'the Innocent Railway' came within a mile of the city, at St Leonards, before being defeated by the steep drop into the Cowgate (in Scots 'gate' derived from 'gait' means 'way' whereas 'port' means 'gate' – clear?). It too failed as a passenger railway only operating from 1831 to 1847, and for a few months in 1868, although goods services continued for another 100 years.

The main railway into the city, the North British, approached from the east, through a tunnel under Calton

(Continued on page 5)

Table of UP Local and Through Trains—Continued.

June 1898.

Stations and Sidings.	WEEK-DAYS.																									
	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103
Pass.	Second Points, Morningside.	Pass.	G Goods	Pass.	A Pass. Sat. only.	Pass.	I Pass.	D Pass.	A Pass.	Penitok. Goods	Pass.	Pass.	Pass.	Pass.	N.-E. Exp. Pass.	Pass.	Exp. Pass.	Pass.	Stores Tuesday, June 22.	I Pass.	A Exp. Pass.	Cattle Pass. only.	Goods Pass. only.	B Pass. Sat.	Stores Postoffice & Kales.	
—Edinburgh (Waverley) dep.	a.m. 8 30	Thro' Min. 8 55	a.m. 8 55	a.m. 9 0	a.m. 9 0	a.m. 9 10	a.m. 9 10	a.m. 9 12	a.m. 9 17	a.m. 9 20	a.m. 9 30	a.m. 9 40	a.m. 9 43	a.m. 9 50	a.m. 10 0	a.m. 10 2	a.m. 10 5	a.m. 10 6	.....	a.m. 10 17	a.m. 10 20	.....	.....	a.m. 10 25	.....
—Abbeyhill Junction ..	8 34	a.m. 8 57	.....	9 2	9 12	9 14	9 14	9 19	9 22	.....	9 32	9 42	9 45	9 52	10 3	.....	10 5	10 6	.....	10 19	10 22	.....	.....	10 27	.....
—St Margarets	9 3	9 13	.....	.....	9 21	9 23	.....	.....	.....	.....	9 53	10 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 28	.....
—Granton	9 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—North Leith	8 28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Abbeyhill Station ..	8 33	.....	8 40	.....	.....	9 13	9 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Lochend Junction	8 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Piershill	9 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Piershill Junction	9 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Portobello	9 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—South Leith	9 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Portobello	8 41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Portobello	8 45	.....	.....	9 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Joppa	9 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Newhalles Junction	9 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Fisherrow
—Musselburgh	9 19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Niddrie East Junction dep.
—Monktonhall Junction
—Inveresk Junction
—Niddrie North Junction dep.	8 48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Niddrie West Jc. arr.	8 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Do. dep.
—Niddrie South Junction arr.	9 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Do. dep.	9 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Millerhill Junction arr.	9 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Do. dep.	9 27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Glensiek Junction arr.
—Do. dep.	9 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Dalkeith
—Eskbank
—Hardgreen Junction arr.	9 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—Do. dep.

† No. 78a.—Works the Fish Siding at Niddrie South Junction.
 No. 82a.—Traffic for Fisherrow requiring to be weighed must be weighed at Boglehole Siding, Musselburgh. If there is any risk of this Train detaining the 9-43 a.m. Passenger Train from Edinburgh to Musselburgh by having to work Fisherrow, the former must run to Musselburgh and make a cross trip thereafter to finish the work at Fisherrow.
 † No. 87.—Conveys Passengers for Portobello only if there be room in the Train for them.
 No. 90.—Detaches Roslin Train at Millerhill.

† No. 103.—On Saturdays follows No. 107.

For Notes to Main Line Trains, see the Main Line Tables.

EDINBURGH SUBURBAN and SOUTHSIDE JUNCTION RAILWAY and ST LEONARDS BRANCH. June 1898. Outer Line Circle Trains—continued. Week-Days.

Table with 50 columns representing stations and sidings (26-50) and rows for various train services including Edinburgh (Waverley), Abbeyhill, St. Margaret's, North Leith, Portobello, Niddrie, and Haymarket. Includes departure and arrival times and train types.

Notes.

No. 32.—Takes Perth Traffic to Ladybank. On Mondays will wait at Niddrie (West) to the extent of 90 minutes, but not longer, for Fruit and Butter Traffic from Leith to Dundee when it is telegraphed that there is such Traffic on Special Train from South Leith to Niddrie (West). No. 33.—Lifts Loaded Wagons for Bathgate and Monkland Sections, also N. B. as well as Traders' Empties at Gorgie. The Station-master at that Station to wire Niddrie West the number of Wagons for the Train to lift, and Train may take a corresponding number of Wagons from Niddrie West to that Station. This Train carries Road Wagons, ticketed as follows:—

"South Leith and Morningside Road Wagon," and "Edinburgh and Morningside Road Wagon" —the Van Way-bills to be delivered to Station-master, Morningside. General Intermediate Traffic.

No. 40.—Engine with Guard and Van returns immediately to Hardengreen.

† No. 47.—On Tuesdays follows from Haymarket West Junction No. 45.

Edinburgh to North Leith and Granton; North Leith to Granton and Portobello to North Leith and Granton—Down Trains. June 1898.

Table with 25 columns representing week-days (1-25) and rows for stations and sidings (1-25). Includes departure and arrival times and train types for various services.

WEEK-DAYS.

Table with 50 columns representing stations and sidings (26-50) and rows for various train services including Niddrie West, Portobello, Piershill Junction, Edinburgh (Waverley), Abbeyhill, Easter Road, Leith Walk, Powderhall, Heriot Hill, Bonnington, Junction Road, North Leith, Trinity, and Granton. Includes departure and arrival times and train types.

For Notes to the above Trains, see page 87.

NOTES to UP TRAINS on Pages 40 and 41.

June 1898. 3

NORTH LEITH PILOT.—A Pilot Engine will be stationed at North Leith night and day, and in addition to piloting at North Leith, it will run as required to and from Scotland Street.

LEITH WALK PILOTS.—*First Pilot*—shunts night and day at Leith Walk. *Second Pilot*—shunts night and day at Leith Walk, and runs as shewn in the Tables. Works also Tramway Sidings, and puts traffic into Miller & Co.'s Siding at Lochend Junction. Takes lift out of Brown Brother's Siding, about 6-45 p.m., and also works that Siding during the night.

GRANTON PILOT.—Works between Granton, Trinity, Heriohill, and Chancelot Mills Siding as required, and shunts Trinity between 10-30 a.m. and 12-0 noon when necessary. Shunts out all traffic in Scotland Street Station going by 6-0 p.m. trip, and takes it to Granton.

Cunnes & Co.'s, Ferguson, Davidson, & Co.'s, Smith & Ritchie's, and Cowan & Co.'s Sidings, Leith Walk Station.—These Sidings are now worked by Leith Walk Pilot Engine and Pilot Guard, between the hours of 2-30 and 5-0 a.m., at such interval as will avoid delay to the ordinary Trains. NOTE.—Traffic may also be delivered at Messrs Redpath, Brown, & Co.'s Siding, between 11-0 a.m. and 12-0 noon.

Telegraph Siding, Easter Road, Redpath, Brown, & Co.'s Old and New Sidings—These Sidings will be worked by Leith Walk Pilot at such hour as will not interfere with the running of Passenger Trains.

Slater's Siding, Easter Road.—This Siding will be worked by Leith Walk Pilot between 12-0 midnight and 5-0 a.m.

No. 14.—Carries Fish Traffic to go forward to Glasgow by 6-10 a.m. Passenger Train from Edinburgh. It is most important that this Train should get a clear road, so as not to detain the 6-10 a.m. Train from Edinburgh.

No. 19.—Engine, with Guard and Van only.

No. 30.—Lifts Traffic at Leith Walk if not fully loaded from Granton.

† No. 46.—Connects at Niddrie West with the 1-20 p.m. Train from Sighthill to Berwick. Calls at Chancelot Mills Siding and lifts all traffic ready, except that for Perth and Aberdeen, and takes the Wagons to Portobello.

No. 48.—Calls at Leith Walk only to lift Wagons for London and other Stations in England.

No. 54.—Makes a trip to Chancelot Mills Siding about 4-30 p.m. in order to take all Traffic for Perth, Dundee, and Aberdeen, and any Wagons for Caledonian Stations, via Granton, from this Siding to Leith Walk, where it must arrive not later than 6-50 p.m.; the Engine, with Guard and Van, thereafter proceeding at once to North Leith to work 7-20 p.m. Goods Train, thence to Leith Walk.

No. 61.—Takes a through load from Granton to Portobello.

No. 62.—Calls at Up Line Sidings, Leith Walk, only to lift Traffic

No. 72.—Connects at Leith Walk with Perth and Aberdeen Trains. Takes to Leith Walk Traffic for S. & D. Section. Engine, with Guard and Van, returns direct to Heriohill, except on Saturdays, when it returns via North Leith.

Nos. 74 and 75.—Carry the *Unusual Despatch Signal*.

No. 76.—East Coast Goods.

No. 82.—Carries the *Unusual Despatch Signal*. Niddrie West will wire to Leith Walk how many Through Wagons there are for this Train, and room must be left for them.

† No. 84.—Calls at Chancelot Mills Siding and lifts all local traffic for the East, South, and West, and takes the Wagons to Portobello.

No. 86.—Takes to Leith Walk Traffic for S. & D. Section.

No. 98.—Ratho wires North Leith the number of Wagons of Potato and urgent Traffic there is for this Train, so that load may be arranged accordingly.

No. 95.—Conveys to Edinburgh Wagon Goods from Leith Walk to Peebles.

Workmen's Special Tickets will be available Daily by Nos. 12, 15, 57, 60, 62, and 66, and, in addition, on Saturdays by Nos. 36, 42, and 50.

Fruit, Vegetable, and Butter Traffic—Leith and Grange-mouth to Glasgow.

Any Ordinary Goods Train which takes the Fruit, Vegetable, and Butter Traffic forward from Portobello, Edinburgh, or Polmont to Sighthill must, if required, run forward with it to College, except the 3-30 a.m. Train from Berwick and the 8-5 p.m. Train from Newcastle. NOTE.—In the event of a Through Train reaching Sighthill about the time that another Train is due to go to College, the Through Train will not run to College with the Fruit, Vegetables and Butter, but the Traffic will be sent by the other Train.

(Continued from page 3)

Hill, through Waverley Station, and continued west in a cutting in the drained Nor Loch at the base of the Castle rock before disappearing into a tunnel towards Haymarket. It was a mile east or west of this before any branch to the north or south was feasible. To the north branches headed in large loops to the ports at Leith, Granton and Newhaven. On the southside the South Suburban Circle was more useful as a goods line than ever for a suburban passenger service.

Not to be beaten the Caledonian proposed an underground railway, from west to east, under Princes Street — the main street of the New Town. Refused permission they had to make do with a station at the West End of the city.

Neither station was convenient for commuters. Waverley, being in a valley, required passenger to climb up what is sometimes thought to be the world's windiest steps to gain the main street, whilst Princes Street was just too far away from the city's business district.

The city, however, found a simple solution to providing direct roads to the north or south — build bridges from the High Street spine across the two valleys. Visitors to

the city are immediately aware of the North Bridge spanning high above Waverley Station. But the two to the south are almost completely hidden by buildings on either side of them. Many people have walked along George IV Bridge towards Greyfriars Kirk totally unaware of the structure until looking down over a short wall to see the Cowgate over 100 feet below them. These three bridges enabled horse buses, cable trams and subsequently electric trams to provide the cheap direct routes to the suburbs denied to the railways. It was the arrival of the electric trams in the 1920s that sealed the fate of the suburban railways.

By 1898 Edinburgh's railway system was well established with several city lines and a plethora of branch lines to coastal harbours and coal mining villages.

The NB's Southern and Eastern Districts covered all lines east of Edinburgh to the north of England including the renowned Waverley Route to Carlisle. The WTT, dated 1st June 1898 covers passenger, goods, cattle and mineral trains (mostly coal) in this area. Unfortunately pages 89 to 96 are missing which ironically

includes the WTT for the only passenger branch still remaining, that east to North Berwick. At this time the tram system was just beginning to be converted to cable operation so the trains were able to operate with little competition.

The first timetable is 24 pages for what is now the start of the East Coast Main Line to England, where trains went down to Edinburgh and up from — the convention being that London although at sea level is Up from anywhere. The illustrated page shows the variety of branch and mainline trains operated over the 8 miles and 21 chains covered including train 93, the North Eastern railways express still operating today at 10.00 as *The Flying Scotsman*. Train 97 is one of the seven Special Stores Trains operated to replenish station supplies in the last two weeks of June. Musselburgh and Fisherrow were in fact a bifurcation on a branch. Most trains served only Musselburgh but some served both visiting Fisherrow first. This was, as it name implies, a fishing harbour from whence a fishwife, Jeannie, arrived on our doorstep once a week. She carried a creel on her back and gutted the fish whilst my mother waited and

(Continued on page 8)

June 1898. EDINBURGH to CARLISLE (Waverley Route). Up Trains. For Notes, see pages 49 and 50.

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Table with columns: Stations and Sidings, Distance from Edinburgh (Miles, Chns.), and WEEK-DAYS (1-11). Rows list various stations from Coatbridge to Carlisle (Citadel Station).

60 EDINBURGH TO BERWICK (East Coast Route). Up Trains. June 1898.

Stations and Sidings.	Distance from Edinburgh.		WEEK-DAYS.												
	Miles.	Chains.	1	2	3	4	5	6	7	8	9	10	11	12	13
Dundee ... dep.			Goods Mon. only.	Klipps and Berwick. Min. Mon. a.m.	Montrose and Berwick. Exp. Goods ex. Mon. a.m.	4th Sighill and hill and Berwick. Thro' Goods ex. Mon. a.m.	Goods Tues. only. a.m.	Pass. a.m.	Berwick and Goods a.m.		South Leith and North Berwick. Min. a.m.	Portobello & East Linton. a.m.	Pass. a.m.	Pass. a.m.	Cattle Mon. only. a.m.
Sighthill ... "				From Klipps.	From Montrose.	12 7									
Bathgate (Upper) ... "				1 35	3 30										
Edinburgh (Waverley) ... "													7 0		
North Leith ... "													6 40		
Leith Walk ... "									4 35						
Abbeyhill ... "													7 4		
Piershill ... "													7 7		
South Leith ... "	5 66														
Portobello ... arr.	3 0			1 45	3 40						5 5				
Do. ... dep.	3 0			2 10	3 45						5 12		7 11		
Joppa ... "	3 53										5 30	6 30	7 12		7 15
New Hailes Junction ... "	4 54			2 12	3 47						5 34	6 34	7 14		7 17
Haymarket ... "				2 15	3 50						5 35	6 35	7 15		7 20
Gorgie ... "					3 1			3 15							
Morningside Road ... "					3 3			3 20							
Blackford Hill ... "					3 7			3 30							
Newington ... "					3 10			3 40							
Duddingston ... "															
Niddrie West Jc. arr.					3 16										
Do. do. dep.			2 10		3 20			3 50							
Niddrie East Junction ... "	5 5			2 14	3 34	3 51	4 14		5 11		5 36	6 36	7 16		7 21
Monktonhall Junction ... "	6 12			2 18	3 38	3 55	4 18		5 15		5 45	6 40	7 18		7 25
Inveresk Junction ... "	6 40			2 21	3 40	3 56	4 22		5 20		5 58	6 43	7 20		7 40
Wallyford Siding ... "	7 22														
Morrison s Haven Siding ... "	8 40			2 26	3 45	4 2	4 29		5 27		6 5	6 48	7 23		7 46
Prestongrange Siding ... "	8 66														
Prestonpans ... "	9 40			2 29	3 48	4 5	4 37		5 30		6 20	6 51	7 28		7 49
Longniddry West Siding ... "	12 73										6 35				
Longniddry Junction ... arr.	13 20		2 40	2 42			4 48				6 38	7 5	7 36		8 0
Do. do. dep.	13 20		2 45	2 50	3 58	4 16	4 55		5 45		6 45	11 10	7 39	7 55	8 3
Aberlady Junction ... "	14 60											11 15			
Drem Junction ... arr.	17 60			3 5			5 10				7 0	11 25	7 48	7 58	8 18
Do. do. dep.	17 60			3 5	4 9	4 29	5 15		6 15			11 30	7 51		8 20
East Fortune ... "	21 0			3 15	4 18	4 38	5 30		6 25			11 50	7 58		8 30
East Linton ... "	23 40			3 23	4 26	4 46	5 40		6 50			12 10	8 4		8 40
Beltonford ... "	27 0			3 31	4 36	4 57			7 5				8 11		8 51
West Barns Siding ... "	27 40						Stop		7 15						8 55
*Battleblent Siding ... "	27 59														
Dunbar ... arr.	29 20		3 40	3 50	4 45				7 20						9 0
Do. ... dep.	29 20		3 53	3 53	4 55	5 10			7 35				8 15	7 58	9 5
Oxwell-Mains Sidings ... "	31 20								7 45				8 18		9 5
Innerwick ... "	33 60								8 0				8 28		9 20
Cockburnspath ... "	36 40			4 7	5 9	5 24			8 0				8 28		9 30
*Pease Siding ... "	37 72			4 15	5 17	5 32			8 15				8 35		9 30
Grant's House ... "	41 20														
Reston Junction ... arr.	46 20		4 45	4 45	5 29	5 44			8 30				8 47		9 45
Do. do. dep.	46 20			4 50	5 44	6 0			8 45				8 57		9 57
Ayton ... "	50 20		Stop.	5 2	5 48	6 17		7 38	9 15				9 0		10 0
Burnmouth ... "	52 0			5 7	6 4	6 25		7 46	9 30				9 9		10 9
Marshall Meadows Signal-box ... "	55 63			5 18	6 15	6 37		7 51	9 45				9 15		10 20
Berwick ... arr.	57 42			5 25	6 25	6 45		7 58	9 57				9 21		10 30
Do. ... dep.	57 42			5 35	6 35	6 50		8 3	10 5				9 25		10 35
Tweedmouth ... arr.				5 40	6 40	6 55			†						

No. 1.—Takes from Niddrie West Live Stock for Duns and Reston Sales left at Niddrie West by 10-30 p.m. Train from Sighthill to Carlisle. Connects at Reston with 4-50 a.m. alternate Monday Train from Berwick to St Boswells.

Nos. 2, 3, and 4.—Engines take water at Grant's House when required.

No. 3.—Carries the *Unusual Despatch Signal*. Does not convey Tanks containing Oil. Thornton wires Niddrie West when this Train leaves Thornton and the load it has on from that Station.

No. 4.—Does not convey Tanks containing Oil. Must be worked punctually. Invoices from Sighthill for North and South Leith must be left by Guard of this Train in Number Takers' Box, Portobello. † Calls at Longniddry to leave off Live Stock, or Raw Hides or Sheep Skins, but only when required.

No. 7.—Carries Road Wagons ticketed as follows:—"Edinburgh and Berwick Road Wagon," "South Leith and Berwick Road Wagon," the Van Way-bills to be delivered to the Station Master at Berwick. † Calls at Prestonpans, Longniddry, Drem, and East Fortune for Road Van Goods only. † Runs through to Tweedmouth when required.

No. 9.—Lifts East going Coal from Tranent Branch. Weighs East going Coal at Longniddry.

No. 10.—Makes a cross run on Haddington Branch before proceeding to East Linton. † On alternate Mondays follows from Longniddry No. 20. † On Saturday makes a trip from Longniddry to Gullane and back instead of running to East Linton.

No. 13.—Runs to Tweedmouth if required. Reston must wire Berwick the number of Wagons of Live Stock for the South there is on this Train. *N.B.*—If necessary, the Engine and Guard of this Train will run a special trip with Goods Traffic from Berwick to Reston, Grant's House, or Dunbar.

branches a reverse line ran to the apex of a triangle at Heriothill (the street name is Heriot Hill) which is the stub of the Scotland Street line closed 30 years before this issue. The notes indicate that the Granton Pilot continues beyond Heriothill to the Scotland Street yard. Another station, Leith Central station, branching at Abbeyhill opened in 1903 at the Foot of Leith Walk, later became a DMU depot and one its last claims to fame was in the title defining scene in the book *Train-spotting*.

The two mainlines follow, the first being the Waverley Route and the second the continuation of services beyond Hardengreen Junction of the first timetable to Berwick. The Waverley Route was the subject of much romance as it wound its way through the border hills to Carlisle and the west coast of England. Although it served many mill towns such as Selkirk and Hawick one station, Riccarton Junction, being infamous for only being accessible by train.

These are followed by all the branch lines between Edinburgh and northern England. The NB, Caledonian and Glasgow & South Western Railway operated many small branches, some to villages but in the main to serve the enormous number of mines in the central lowlands. 'Min' usually means coal but in central Scotland could also mean paraffin shale or iron ore. The Roslin branch was one of four branches that ran along the North Esk River almost in parallel.

The very last timetable is the South Leith Branch and unfortunately only the up timetable remains. This ran along the seaside to the north of Edinburgh to Portobello where a passenger changed trains for the three mile trip back towards the city. The shuttle service was withdrawn in

		WEEK-DAYS.													
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
Up Trains.															
Stations and Sidings.	Distance from Edinburgh.														
	Miles.														
	Chains.														
Edinburgh ... dep.	0 00	a.m.	a.m.												
Abbeyhill ... "	0 10	9 40	9 44												
Portobello ... "	0 30	9 47	9 52												
Niddrie South Junc. ... arr.	4 38														
Do. ... dep.	4 38														
Millerhill Junc. ... arr.	6 19	8 10	9 59												
Millerhill Jo. ... dep.	6 19	8 50	10 20												
Gilmerton ... "	8 48	9 50	10 20												
Straiton Siding ... "	9 57	9 20													
Edgefield Sidings ... "	9 78	9 30													
Loanhead ... arr.	10 39	9 35	10 13												
Do. ... dep.	10 39	9 55	10 14												
Burghlee Siding ... "	10 78	10 0													
Roslin ... arr.	12 12	10 5	10 18												
Do. ... dep.	12 12	10 20													
Glencorse ... arr.	14 18	10 24													

No. 4.—Is detached from Polton Train at Millerhill.
 No. 6.—Takes Road Wagon ticketed "Edinburgh and Roslin Road Wagon," the Van Way-bills to be delivered to Station Master, Roslin.
 No. 8.—Is detached from Penicuik portion at Millerhill.
 No. 14.—Is detached from Polton Train at Millerhill.
 Edgefield Sidings.—These Sidings are worked by Up Trains only. (No. M.—1840, 5th March 1883.)

		WEEK-DAYS.														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Down Trains.																
Stations and Sidings.	Distance from Edinburgh.															
	Miles.															
	Chains.															
Glencorse ... dep.	8 30	a.m.	a.m.													
Roslin ... arr.	8 34	11 10														
Do. ... dep.	8 35	10 22	11 15													
Burghlee Siding ... "	8 39	10 45	11 19													
Do. ... dep.	8 40	11 30	11 20													
Straiton Siding ... "	8 45	11 42														
Gilmerton ... "	8 50	11 55	11 25													
Millerhill Jo. ... arr.	8 54	12 0	11 30													
Millerhill Junc. ... dep.	8 54	11 34														
Niddrie South Junc. ... arr.	9 2	Stop.														
Do. ... dep.	9 2	11 37														
Portobello ... "	9 57	11 41														
Piershill ... "	9 57	11 45														
Abbeyhill ... "	9 57	11 49														
St Margarets ... arr.	9 57															
Edinburgh ... "	9 10	11 53														

No. 1.—Is attached to Polton Train at Millerhill.
 No. 3.—Shunts at Loanhead for No. 4 Down.
 No. 4.—Attaches Dalkeith Train at Millerhill.
 No. 15.—Is attached to Polton Train at Millerhill.

(Continued from page 5)
 we watched.
 Next is the timetable for the Edinburgh Suburban and Southside Junction Railway. This was a twelve mile circle round the south side of the city with several branches including the original Edinburgh and Dalkeith branch to St Leonards. The inner circle train took 18 minutes to travel from Newington Station whereas in 1930 the electric tram took 14 minutes without the climb down the Waverley Steps. Even so the south-side circle survived until 1962 when closed by the infamous Beeching Report.
 Appropriately trains went down to Leith and Granton as it was both

downhill and away from London but for the first 78 chains travelled along the Up line to London. Leith Walk station, only a short way down Leith Walk, was right beside the Corporation's Shrubhill tram workshops. Again the 1930 tram trip was 3 minutes shorter at 5 minutes – a walk would have taken only 10 minutes! The lines split at Powderhall, one to Leith North (not to be confused with the Caledonian's North Leith a 100 metres along Commercial Street) – both were near the shipyard that built the *South Steyne*. The other branch continued to Granton where for once the tram took two minutes longer to reach – but remember those steps! From both

SOUTH LEITH BRANCH.—Up Trains.																								June 1898.			
WEEK-DAYS.																											
Stations.	Distance from South Leith.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24		
South Leith (Passenger Station) ... dep.	Ms. Chs.	Thro' Goods ex. Mon. a.m.	Goods South Leith. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.	Goods ex. Mon. a.m.		
Seafeld Junction (Goods Station) ... dep.	0 69	12 5	12 15	12 30	1 20	2 40	2 50	...	4 0	5 5	5 12	6 15	6 27	...	7 25	8 10	...	8 41	9 5	9 31	...	10 5	10 30	...	...
Portobello ... dep.	2 66	12 12	12 22	12 37	1 27	2 47	2 57	...	4 7	5 12	5 19	6 22	6 34	...	7 32	8 18	...	8 49	9 5	9 13	9 39	...	10 18	10 38	12 47		
Niddrie West ... dep.	...	To Stirling.	To Hawick.	To Polmont.	1 40	To Hawick.	To Thorn ton	...	...	To North Br'ick	To Ha- wick.	To Fa- lah- hill.	...	...	...	...	...	...	...	...	...	...	...	...	...
WEEK-DAYS.																								Sundays.			
Stations	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	1	2	3	
South Leith (Passenger Station) ... dep.	12 55	1 55	...	...	...	3 55	4 25	4 48	5 13	5 37	6 10	...	...	...	8 0	8 40	8 55	9 15	9 45	10 10	10 11	10 35	...	12 5	12 30	2 50
Seafeld Junction (Goods Station) ... dep.	1 57	1 57	2 15	2 35	...	4 37	4 47	4 56	5 15	5 45	6 18	6 22	7 15	7 22	8 7	8 47	9 2	9 22	9 52	10 17	10 11	10 45	...	12 12	12 37	2 57	
Portobello ... dep.	2 57	2 57	3 15	3 35	...	4 37	4 47	4 56	5 15	5 45	6 18	6 22	7 15	7 22	8 7	8 47	9 2	9 22	9 52	10 17	10 11	10 45	...	12 12	12 37	2 57	
Niddrie West ... dep.

NOTES.
 No. 4.—Takes Traffic for Innerwick and Stations East thereof only to be forwarded by 5-5 a.m. Train from Portobello.
 No. 28.—This Train will only run forward from Portobello to Niddrie West when required.
 No. 37.—Runs to Leith Walk with Traffic for the Highland Line and S.N.E. Stations only. Engine, Guard, and Van return at once from Leith Walk to Portobello to take-up ordinary Working. Connects with 7-50 p.m. Train, Leith Walk to Perth. On Saturdays will terminate at Portobello unless when it has Traffic for Highland Line. South Leith to telegraph Portobello and Leith Walk where the Train requires to run forward to Leith Walk.
 No. 38.—Takes to Niddrie (West) urgent Traffic for 11-40 p.m. Train, Niddrie (West) to Berwick.
 No. 39.—Carries Traffic for Stations on the G. & B.-W. Railway only.
 No. 41.—Carries Unusual Dispatch Signal. Runs through to College on Saturdays, taking full Load for that Station and Cowliars, Queen Street, and Sighthill. This Train is assisted from Portobello to Morningside Road by Special Pilot Engine.
 No. 43.—Gives a preference to Traffic for Niddrie (West).

1905 after Leith Central was opened but it is still open for goods.

Nowadays Edinburgh, unlike its rival Glasgow, hasn't got a truly suburban train service. The radial

nature of Glasgow's railways, like most other cities, meant trains could compete with trams and buses and now the car. But in 1898 the smoke from the suburban trains contributed to the city's other nickname 'Auld

Reekie'.

An excellent reference is *Edinburgh's Railways* by WAC Smith and Paul Anderson. The WTT was kindly lent by Geoff Lambert.

More Scottish Treats

Below are some samples of privately produced transport timetables from Scotland—Leslie's and Murray's—the latter from 1866.



Buses from Bankstown to Punchbowl on the south side

BY JIM O'NEIL

In the 1960s I found Red Top Transport operated four bus routes. Beside the main one, Route 34 Strathfield to Hurstville, and Route 46 in Belfield (a 1987 timetable was on page 13 of the September 2000 Times), they operated two routes south and east from Bankstown, the routes 26 and 176. Although they both operated along the same roads from Punchbowl Station, Red Top issued separate timetables for them, as they followed different routes in Bankstown. (The September 1964 timetables of both are on pages 10 & 11) Route 26 turned north from Canterbury Road at Punchbowl Rd and then ran to Bankstown via back streets, with a timing point at James & Lancaster. Route 176 had turned south at Cullen St, several blocks east and then rejoined Canterbury Road at Moxon Rd, one block west of Punchbowl Road, turning north at Clements to run via Marshall St to the station.

In off-peak hours and the evening peak the 26 was extended eastwards to two further railway stations, Wiley Park and Lakemba, running south onto Canterbury Road between each station. However this territory was left to the 34 and the services of the Punchbowl Bus Company in the morning peak and the early evening. The 26 required two buses to run its off-peak service on a half-hourly head way, while the 176 needed only one to run at forty minute intervals. This difference in frequency meant that the two services could not be coordinated. At 11.02 a bus left via James & Lancaster for Lakemba, followed by one for Punchbowl via Moxon at 11.06. Then the services separated for three hours, until the 1.02 on the 26 was followed by the 1.12 on the 176.

These two buses largely sufficed for the 26, although a total of four was required overall. Shift 3 ran school specials to Lakemba in both morning and afternoon (providing the only service to Lakemba before 9 am.) while Shift 4 ran a service to Shorter Ave (on the 34) via Route 26 and 34 at 6 pm. This seems to be a diversion of the 34, which is

supported by the statement at the top of the timetable that 3 Omnibuses are required. The 176 required a second bus in the peak hours and a shift 3, which is the same bus as the Shift 3 on the 26! It started at Punchbowl at 6.48, returning at 7.39, then returned to Moxon Rd, running school special to Lakemba over the 26 (see sign L). The 3.00 school special

Phone 75 1186 ROUTE No 26 Price 2d.
 Proprietor: Red Top Transport Service Pty. Ltd., 79-81 Wangee Road, Lakemba

BUS TIME-TABLE

Number of Omnibuses required: 3

This time-table shall commence on 12th September 1964, and shall continue in force until suspended or cancelled.

Bankstown Stn. to Lakemba Stn. via Punchbowl & Wiley Park Stns.

Times of Journey: Lakemba-Punchbowl, 14 minutes; Punchbowl-Bankstown, 14 mins.

MONDAYS TO FRIDAYS										
Bus Nos.	Depart A.S. Lakemba Stn.	Arr & Dep Wiley Park Stn.	Arr & Dep A.S. Punchbowl Station	Arr & Dep James St. & Lancaster Ave.	Arr A.S. Bankstown Stn.	Depart A.S. Bankstown Stn.	Arr & Dep James St. & Lancaster Ave.	Arr & Dep A.S. Punchbowl Station	Arr & Dep Wiley Park Stn.	Arr A.S. Lakemba Stn.
2	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
2	—	—	6.02	6.10	6.15	6.17	6.05	6.15	—	—
2	—	—	6.17	6.25	6.30	6.32	6.23	6.30	—	—
2	—	—	6.32	6.40	6.45	6.47	6.52	7.00	—	—
2	—	—	6.47	6.55	7.00	7.02	7.07	7.15	—	—
2	—	—	7.02	7.10	7.15	7.17	7.22	7.30	—	—
2	—	—	7.17	7.25	7.30	7.32	7.37	7.45	—	—
2	—	—	7.32	7.40	7.45	7.47	7.52	8.00	—	—
2	—	—	7.47	7.55	8.00	8.02	8.07	8.15	—	—
1	—	—	8.02	8.10	8.15	8.16	8.21	8.29	—	—
3	—	—	—	—	—	—	SS 8.30	8.36	8.53	8.53
2	—	—	8.17	8.25	8.30	8.32	8.37	8.45	8.51	8.58
1	—	—	8.32	8.40	8.45	8.47	8.52	9.00	9.05	9.10
2	8.59	9.07	9.13	9.21	9.26	9.28	9.33	9.40	—	—
1	9.12	9.18	9.23	9.30	9.36	9.38	9.43	9.49	9.54	X10.02
2	—	—	10.16	10.24	10.30	10.32	10.37	10.46	10.52	10.58
1	10.32	10.40	10.46	10.54	11.00	11.02	11.07	11.16	11.22	11.28
2	11.02	11.10	11.16	11.24	11.30	11.32	11.37	11.46	11.52	11.58
1	11.32	11.40	11.46	11.54	12.00	12.02	12.07	12.16	12.22	12.28
2	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2	12.02	12.10	12.16	12.24	12.30	12.32	12.37	12.46	12.52	12.58
1	12.32	12.40	12.46	12.54	1.00	1.02	1.07	1.16	1.22	1.28
2	1.02	1.10	1.16	1.24	1.30	1.32	1.37	1.46	1.52	1.58
1	1.32	1.40	1.46	1.54	2.00	2.02	2.07	2.16	2.22	2.28
2	2.02	2.10	2.16	2.24	2.30	2.32	2.37	2.46	2.52	2.58
1	2.32	2.40	2.46	2.54	3.00	3.02	3.07	3.22	3.28	3.36
3	X 3.00	3.09	3.15	—	—	—	—	—	—	—
2	3.08	3.16	3.28	3.36	3.42	3.44	3.51	3.58	4.04	4.10
1	3.38	3.46	3.50	3.58	4.03	4.04	4.09	4.16	4.22	4.28
2	4.12	4.20	4.26	4.34	4.39	4.41	4.46	4.54	5.00	5.06
1	4.32	4.40	4.46	4.54	5.00	5.12	5.17	5.26	—	—
2	5.06	5.11	5.16	5.24	5.32	5.36	5.41	5.49	—	—
4	6.05	To Shorter Avenue via Route 26 and 34								
1	—	—	5.33	5.41	5.46	5.53	5.58	6.06	—	—
2	—	—	5.53	6.01	6.05	6.06	6.11	6.19	—	—
1	—	—	6.10	6.18	6.23	6.25	6.30	6.37	—	—
2	—	—	6.25	6.33	6.38	6.42	6.47	6.55	—	—
1	—	—	6.40	6.48	6.52	6.56	7.01	7.10	—	—

Route 26 Bankstown - Lakemba. Red Top Transport, 12 September 1964.

Phone 75 1186 ROUTE No. 176 Price 2d.

Proprietor: Red Top Transport Service Pty. Ltd., 70-81 Wangee Road, Lakemba

BUS TIME-TABLE

PUNCHBOWL STATION TO BANKSTOWN STATION VIA CLEMENTS ST. AND JOYCE ST.

This Time-Table shall commence on 12th September 1964, and shall continue in force until suspended or cancelled.

MONDAYS TO FRIDAYS

Bus Nos.	Depart A.S. Punchbowl Stn.	Arr. & Dep. Moxon & Canterbury Rds.	Arrive A.S. Bankstown Stn.	Depart A.S. Bankstown Stn.	Arr. & Dep. Moxon & Canterbury Rds.	Arrive A.S. Punchbowl Stn.
1	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
1	5.57	6.06	6.15	6.17	6.48	6.56
2	—	—	—	6.50	7.00	7.08
1	6.35	6.44	6.53	7.03	7.13	7.20
1	6.48	6.57	7.06	7.16	7.29	7.39
2	7.10	7.19	7.28	7.30	7.38	7.48
1	7.24	7.32	7.40	7.43	7.51	8.01
2	—	—	—	SSL 8.15	8.28	—
1	7.50	7.58	8.06	8.06	8.16	8.26
1	8.07	8.15	8.24	8.26	8.34	8.44
2	8.32	8.40	8.50	8.55	9.03	9.13
1	8.43	8.51	9.01	9.12	9.20	9.29
2	SS 9.15	9.25	Stacey St. School	—	—	—
1	9.30	9.38	9.46	9.48	9.55	10.04
1	10.06	10.14	10.23	10.26	10.34	10.44
1	10.46	10.54	11.04	11.06	11.14	11.24
1	11.26	11.34	11.44	11.46	11.54	12.04
1	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
1	12.06	12.14	12.24	12.26	12.34	12.44
1	12.52	1.00	1.10	1.12	1.20	1.30
1	1.32	1.40	1.50	2.28	2.36	2.45
1	2.52	3.01	3.11	3.13	3.21	3.31
3	SS 3.15	3.25	SS 3.33	3.45	—	—
2	SS 3.33	3.45	—	—	—	—
2	3.33	3.47	3.55	4.00	4.38	4.13
2	3.55	4.05	4.15	4.23	4.31	4.41
1	C 4.20	4.30	4.40	4.45	4.54	5.04
1	4.43	4.51	5.01	5.03	5.11	5.20
1	5.09	5.17	5.27	5.33	5.41	5.50
2	5.22	5.30	5.40	5.44	5.52	6.02
1	5.53	6.01	6.10	6.12	6.20	6.28
1	6.10	6.18	6.28	6.28	6.36	6.43
1	6.30	6.38	6.46	6.48	6.58	7.02
2	7.08	7.16	7.24	7.25	7.33	7.41
2	7.46	7.54	8.00	8.05	8.13	8.21
2	M 8.26	8.36	—	—	—	—
2	8.46	8.54	9.00	9.08	9.16	9.22
2	M 9.26	9.36	—	—	—	—
2	9.46	9.54	10.00	10.08	10.16	10.22
2	M 10.26	10.36	—	—	—	—
2	10.46	10.54	11.00	11.08	11.16	11.23
2	M 11.25	11.35	—	—	—	—
2	M 11.43	11.53	—	—	—	—

Explanation of Abbreviations and Symbols used in Time-Table
 A: denotes operates via Canterbury Rd.
 Arr: denotes arrive.
 Dep: denotes depart.
 A.S.: denotes authorised stand.
 M: denotes omnibus operates via Cullens Rd. and Joyce St. and Moxon Rd. or vice versa.
 SS: denotes omnibus operates for conveyance of schoolchildren during school terms only.
 L: denotes omnibus operates to Lakemba (Route No. 26).
 C: denotes omnibus operates via Cottam Avenue.

Where one time is specified for arrival and departure there shall be deemed to be added to the time for departure sufficient time to permit of the taking up and setting down of passengers.

Routes 26 & 176 Lakemba to Bankstown. Red Top Transport, 12 September 1964.

from Lakemba arrived at Punchbowl at 3.15 and continued on to Moxon Road, then running another school special from Bankstown.

The 26 ran two buses in the early evening, but ceased at 7.10. the 176, also ran two buses until 7.02, but then provided some runs to Bankstown and back and others only to Moxon Rd, giving two buses an hour from Punchbowl and only one from Bankstown, and terminating at Moxon Rd at 11.53.

My next timetable (above, right) combines the two routes. It was issued by Bankstown Coaches and gives no date. I obtained it in the early 1980s. Nearly all services now

run via Moxon Rd (the 7.40 and 8.45 from Punchbowl are exceptions), with a new timing point at Marshall St on the 176. Another new timing point is given on the 26, the shopping centre at Rose-lands. Buses arriving at Bankstown on the 26 went out on the 176 and vice versa - though you can't identify which is which from the timetable. The morning peak service was not much greater than that offered on the two separate routes in 1964 and evening services ceased at 7.02, Saturday service ceased at 1.18 and there was no Sunday or Holiday service.

The next timetable, issued by Canterbury Bus Lines (see page ZZ), is

Routes 26 & 176
 BANKSTOWN COACHES PTY. LTD.
 221 Old Kent Rd.,
 Greenacre. 2190
 Ph 708-2622

TO BANKSTOWN				MONDAY TO FRIDAY			
Lakemba Station	Roselands	Wiley Park	Punchbowl Station	Moxon Road	James Street	Marshall Street	Bankstown Station
—	—	—	5.51	5.58	6.16	6.02	6.06
—	—	—	6.32	6.40	6.56	6.45	6.20
—	—	—	6.59	7.09	7.14	7.00	6.50
—	—	—	7.15	7.25	7.31	7.18	7.08
—	—	—	7.32	7.42	7.48	7.35	7.25
—	—	—	7.40	—	—	7.52	7.42
—	—	—	8.02	8.12	8.18	8.22	8.12
—	—	—	8.10	8.20	8.25	8.30	8.20
8.30	—	B.B.H.	8.40	8.29	8.35	8.40	8.30
—	—	—	8.45	8.50	8.55	8.58	8.59
—	—	—	9.25	9.32	9.36	9.40	9.40
9.24	9.32	9.37	9.42	9.51	9.55	9.59	9.59
—	—	—	10.32	10.32	10.36	10.40	10.40
10.24	10.32	10.37	10.42	10.51	10.55	10.59	10.59
—	—	—	11.23	11.32	11.36	11.40	11.40
11.24	11.32	11.37	11.42	11.51	11.55	11.59	11.59
—	—	—	12.23	12.32	12.36	12.40	12.40
12.24	12.32	12.37	12.42	12.51	12.55	12.59	12.59
1.24	1.32	1.37	1.42	1.51	1.55	1.59	1.59
—	—	—	2.23	2.32	2.36	2.40	2.40
2.24	2.32	2.37	2.42	2.51	2.55	2.59	2.59
—	—	—	3.16	3.28	3.34	3.38	3.38
3.15	3.22	3.27	3.32	3.47	3.48	3.52	3.52
—	—	—	4.10	4.20	4.04	4.08	4.08
—	—	—	4.25	4.35	4.34	4.40	4.40
—	—	—	4.43	4.53	—	5.00	5.05
—	—	—	5.24	5.34	5.40	5.44	5.44
—	—	—	5.38	5.48	5.52	5.56	5.56
5.27	5.38	5.44	5.52	6.00	6.04	6.08	6.08
—	—	—	6.11	6.19	—	6.41	6.41
—	—	—	6.25	6.33	6.37	6.41	6.41
—	—	—	7.06	7.14	7.18	7.22	7.22
S School days only M on school days to Bankstown Boys High C Via Cottam Avenue							
SATURDAY							
—	—	—	8.00	8.08	8.12	8.16	8.16
—	—	—	8.42	8.50	8.54	8.58	8.58
—	—	—	9.42	9.51	9.16	9.20	9.20
—	—	—	9.42	9.51	9.55	9.59	9.59
9.41	9.50	9.54	10.01	10.10	10.14	10.18	10.18
—	—	—	10.42	10.51	10.55	10.59	10.59
10.41	10.50	10.55	11.01	1.10	1.14	1.18	1.18
—	—	—	11.33	11.43	11.52	12.00	12.00
12.00	12.10	12.15	12.20	12.29	12.33	12.37	12.37
—	—	—	1.02	1.10	1.14	1.18	1.18

No Buses Sundays or Public Holidays

Route 176 Bankstown - Punchbowl via Joyce St. Bankstown Coaches, current early 1980's.

also undated, but tells us the reverse that the route 176 has been combined with the 927 of the related company Highway Tours on 16 December 1985. This was only the section of the route along Marshall St, which has disappeared from the timetable. Moxon Rd remained served by the 26 alone. At the other end of the route Wiley Park and Lakemba have also gone, and only Roselands remains. Peak hour service has been further reduced, there is only one bus during the off-peak, and the timetable starts later (6.15 instead of 5.51) and finishes earlier, at 6.34.

When the Highway Tours conglomerate broke up, the 26 passed to Challenge Tours, from whom I ob-

tained the same timetable in December 1986, without any indication that there was a new operator. When Challenge got out of route service to concentrate on charter work, the route 26 was sold to Revesby Bus & Coach (the successor of Highway Tours on the Bankstown-East Hills Services, such as the 927). They issued another undated timetable (see page 13), which I obtained in 1991.

Much the same service was operated, with a few changes. The 4.35 no longer starts from Roselands, but starts from Punchbowl five minutes earlier, at 4.40 at Punchbowl. The 5.50 from Punchbowl to Bankstown has been replaced by a 6.00 to Moxon Road only. However there has been one small improvement, instead of one last bus to Moxon Road at 6.21,

there are now two, at 6.15 and 6.30p.m.

Even Revesby did not make a success of the route 26, and sold it to Punchbowl Bus Co, who diverted their route 188, Mortdale to Punchbowl, via Moxon Rd to Bankstown in a timetable dated 13 January 1992.

Route 26: Bankstown Station to Punchbowl Station and Roselands via Moxon Road and Joyce Street

Depart Bankstown Station	James and Lancaster	Moxon Road Joyce Street	Cullens and Canterbury Roads	Punchbowl Station	Arrive Roselands
BANKSTOWN STATION — PUNCHBOWL STATION — ROSELANDS					
WEEKDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	—	6.15W	6.20	6.25	—
—	—	6.35W	6.40	6.45	—
—	—	6.54W	6.59	7.05	—
7.15	7.19	7.24	7.28	7.33	—
7.35	7.39	7.44	7.48	7.53	—
7.55	7.59	8.04	8.08	8.13	WPGS
8.20	BBHS	8.40	8.45	8.50	8.58
8.50	8.54	8.58	9.03	9.08	—
9.30	9.34	9.38	9.43	9.48	9.56
10.30	10.34	10.38	10.43	10.48	10.56
11.30	11.34	11.38	11.43	11.48	—
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.30	12.34	12.38	12.43	12.48	12.56
1.30	1.34	1.38	1.43	1.48	1.56
2.30	2.34	2.38	2.43	2.48	—
3.27	3.27	3.32	3.37	3.42	—
3.50	3.55	4.00	4.05	4.10	—
4.10	4.15	4.20	4.24	4.28	—
4.40	4.45	4.50	4.55	5.00	—
5.05	5.09	5.13	5.18	5.22	—
—	—	5.19	—	5.25	—
—	—	5.39	—	5.45	—
5.08	6.12	P	—	6.18	—
—	—	6.29	—	6.34	—
SATURDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
8.00	8.04	8.08	8.13	8.17	8.26
9.00	9.04	9.08	9.13	9.17	9.26
10.00	10.04	10.08	10.13	10.17	10.26
11.30	11.34	11.38	11.43	11.47	11.56
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.30	12.34	12.38	12.43	12.47	—

EXPLANATORY NOTES

- W Starts from Warwick and Punchbowl Roads THREE minutes earlier.
- P Bus runs via Punchbowl Road direct.
- X Bus continues on to Punchbowl Station.
- BBHS Bus runs via Bankstown Boys' High School on School Days.
- WPGS Bus continues on to Wiley Park Girls' High School on School Days.

CANTERBURY BUS LINES
 79 WANGEE ROAD, LAKEMBA 2195
 Telephone: 759-1311

Route 26: Bankstown Station to Punchbowl Station and Roselands via Moxon Road and Joyce Street

Depart Roselands	Punchbowl Station	Cullens and Canterbury Roads	Moxon Road Joyce Street	James and Lancaster	Arrive Bankstown Station
ROSELANDS — PUNCHBOWL STATION — BANKSTOWN STATION					
WEEKDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	6.27	P	6.35	—	—
—	6.47	P	6.54	—	—
—	7.10	7.14	7.18	7.22	7.28
—	7.35	7.39	7.43	7.48	7.53
—	7.55	7.59	8.03	8.08	8.13
—	8.23	8.29	8.33	8.38	8.43
—	9.10	9.14	9.18	9.22	9.27
10.00	10.10	10.14	10.18	10.22	10.27
11.00	11.10	11.14	11.18	11.22	11.27
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	12.10	12.14	12.18	12.22	12.27
1.00	1.10	1.14	1.18	1.22	1.27
2.00	2.10	2.14	2.18	2.22	2.27
—	2.55	3.00	3.05	BBHS	3.18
3.15	3.25	3.30	3.35	3.40	3.45
—	3.45	3.50	3.55	4.00	4.05
—	4.15	4.20	4.25	4.30	4.35
4.35	4.45	4.50	4.54	4.59	5.04
—	5.10	5.14	5.19X	—	—
—	5.30	5.34	5.39X	—	—
—	5.50	5.54	5.58	6.02	6.06
—	6.21	6.25	6.29X	—	—
SATURDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
8.30	8.40	8.44	8.48	8.52	8.57
9.30	9.40	9.44	9.48	9.52	9.57
10.30	10.40	10.44	10.48	10.52	10.57
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.00	12.10	12.14	12.18	12.22	12.27

EXPLANATORY NOTES

- W Starts from Warwick and Punchbowl Roads THREE minutes earlier.
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- X Bus continues on to Punchbowl Station.
- BBHS Bus runs via Bankstown Boys' High School on School Days.
- WPGS Bus continues on to Wiley Park Girls' High School on School Days.

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Route 26 Bankstown - Roselands Canterbury Bus Lines, probably 16 December 1985.

Route 26: Bankstown Station to Punchbowl Station and Roselands via Moxon Road and Joyce Street

Depart Bankstown Station	James and Lancaster	Moxon Road Joyce Street	Cullens and Canterbury Roads	Punchbowl Station	Arrive Roselands
BANKSTOWN STATION — PUNCHBOWL STATION — ROSELANDS					
WEEKDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	—	6.15W	6.20	6.25	—
—	—	6.35W	6.40	6.45	—
—	—	6.54W	6.59	7.05	—
7.14	7.19	7.24	7.28	7.33	—
7.35	7.39	7.44	7.48	7.53	—
7.55	7.59	8.04	8.08	8.13	WPGS
8.20	BBHS	8.40	8.45	8.50	8.58
8.50	8.54	8.58	9.03	9.08	—
9.30	9.34	9.38	9.43	9.48	9.56
10.30	10.34	10.38	10.43	10.48	10.56
11.30	11.34	11.38	11.43	11.48	—
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.30	12.34	12.38	12.43	12.48	12.56
1.30	1.34	1.38	1.43	1.48	1.56
2.30	2.34	2.38	2.43	2.48	—
3.22	3.27	3.32	3.37	3.42	—
3.50	3.55	4.00	4.05	4.10	—
4.10	4.15	4.20	4.24	4.28	—
4.40	4.45	4.50	4.55	5.00	—
5.05	5.09	5.13	5.18	5.22	—
—	—	5.19	—	5.25	—
—	—	5.39	—	5.45	—
6.00	6.12	P	—	6.18	—
—	—	6.29	—	6.34	—
SATURDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
8.00	8.04	8.08	8.13	8.17	8.26
9.00	9.04	9.08	9.13	9.17	9.26
10.00	10.04	10.08	10.13	10.17	10.26
11.30	11.34	11.38	11.43	11.47	11.56
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.30	12.34	12.38	12.43	12.47	—

EXPLANATORY NOTES
 W Starts from Warwick and Punchbowl Roads THREE minutes earlier.
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Route 26: Bankstown Station to Punchbowl Station and Roselands via Moxon Road and Joyce Street

Depart Roselands	Punchbowl Station	Cullens and Canterbury Roads	Moxon Road Joyce Street	James and Lancaster	Arrive Bankstown Station
ROSELANDS — PUNCHBOWL STATION — BANKSTOWN STATION					
WEEKDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	6.27	P	6.35	—	—
—	6.47	P	6.54	—	—
—	7.10	7.14	7.18	7.22	7.28
—	7.35	7.39	7.43	7.48	7.53
—	7.55	7.59	8.03	8.08	8.13
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—	9.10	9.14	9.18	9.22	9.27
10.00	10.10	10.14	10.18	10.22	10.27
11.00	11.10	11.14	11.18	11.22	11.27
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	12.10	12.14	12.18	12.22	12.27
1.00	1.10	1.14	1.18	1.22	1.27
2.00	2.10	2.14	2.18	2.22	2.27
—	2.55	3.00	3.05	BBHS	3.18
—	3.15	3.25	3.30	3.35	3.40
—	3.45	3.50	3.55	4.00	4.05
—	4.15	4.20	4.25	4.30	4.35
4.35	4.45	4.50	4.54	4.59	5.04
—	5.10	5.14	5.19X	—	—
—	5.30	5.34	5.39X	—	—
—	5.50	5.54	5.58	6.02	6.06
—	6.21	6.25	6.29X	—	—
SATURDAYS					
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
8.30	8.40	8.44	8.48	8.52	8.57
9.30	9.40	9.44	9.48	9.52	9.57
10.30	10.40	10.44	10.48	10.52	10.57
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.00	12.10	12.14	12.18	12.22	12.27

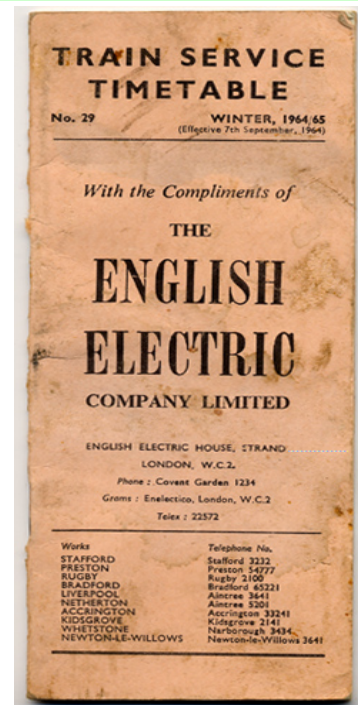
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Route 26 Bankstown - Roselands Revesby Bus & Coach, undated but current 1991.

Getting into the act

English Electric was a company that supplied many locomotives and other railway gear to British railways and British Railways. Probably as part of its publicity campaign to support and engender new sales it took the rather unusual step of issuing its own train tables, an example of which appears to the right. You can see that this is issue #29 for 1964/65, so the practice was quite long-running. In this issue, at least, the area covered was mostly the West Coast Main Line, where English Electric locos. were hard at work.



Bad Times

Following a run of bad performance and the withdrawal of a new timetable a couple of years ago, the NSW State Rail Authority's Cityrail division agreed, grudgingly, to publish on the Web a running commentary on its daily and long-term on time performance. GEOFF LAMBERT looked at what is to be found there— and immediately struck a bad hair day.

Mothers' Meetings were what C. C. Singleton called them— the NSW Railway's daily dissection of regrettable incidents of the previous day.

In Sing's time, 'regrettable incidents' remained in-house, but today they are emblazoned across the daily press. In December 2001 trains were delayed on the Sydney suburban system because of a dispute over safeworking procedures.

Not only did the gory details of the dispute make headline news, but the consequent poor on-time performance of the system became engraved on Cityrail's Web-site (chart, below). The graph shows the proportion of trains that ran to within 3 minutes or 5 minutes of

timetable time in the evening peak for 5 successive days. Thursday, December 20th doesn't look very good at all.

These graphs, updated daily, are a feature of Cityrail's web-site <http://www.cityrail.nsw.gov.au/Performance/Statistics/Measures.htm>. Such navel-gazing does not come easily to anyone, least of all to a Government instrumentality charged with providing a public service. But Cityrail must indulge in it because it has become Government policy- a consequence of a run of bad luck, or bad performance, or bad publicity (take your pick) in the late 1990s.

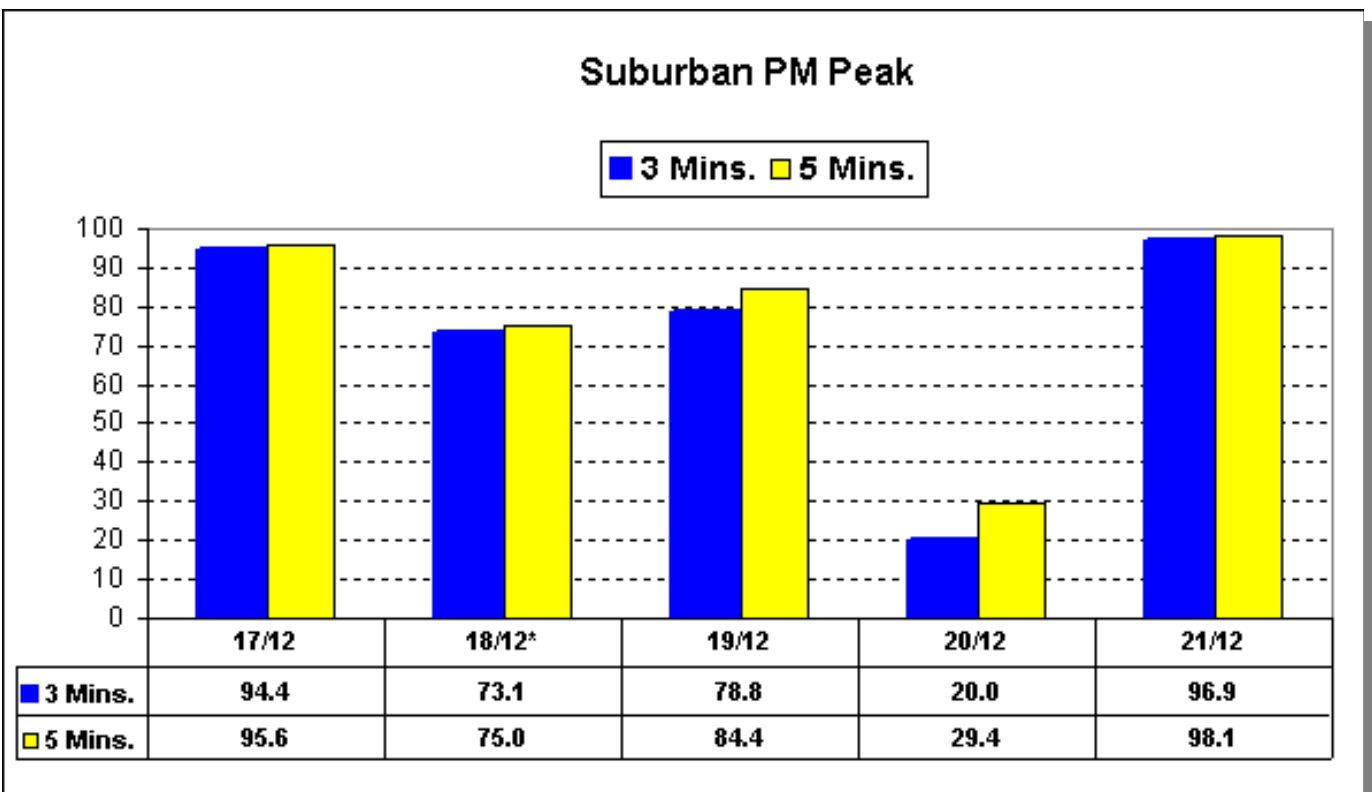
The data found on the web-site are of several types—

- a short-term history of daily and peak-hour performance for the previous week;

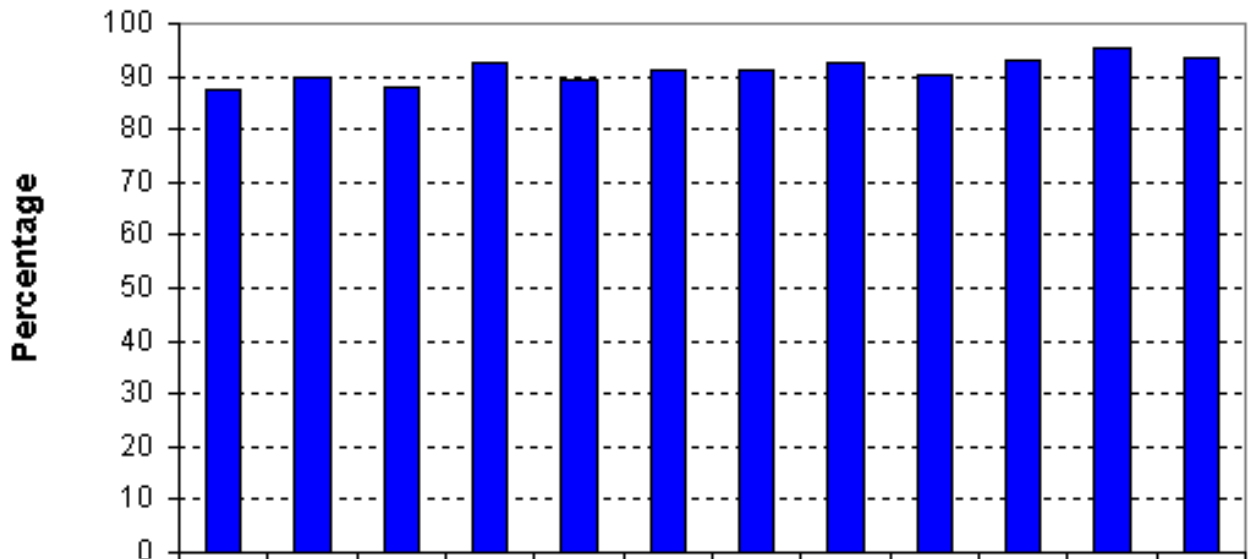
- a summary of on-time performance for the last and second-last month;
- a summary of monthly performance for the last year and;
- an indication (on the same time scales) of how many trains actually ran.

The latter was a particularly touchy topic because Cityrail had apparently been in the habit of polishing up its on-time performance by neglecting to mention trains that did not run at all. After all, were they 0 minutes late or 24 hours late- or what? Better to leave them out altogether.

Actually, quite a *lot* of this stuff is contentious— not the least of which is the definition of 'on-time'. Cityrail has presented 2 options— within 3 minutes or within 5 minutes of the advertised time, presumably this refers to Central station, which is virtually the only station common to all services.



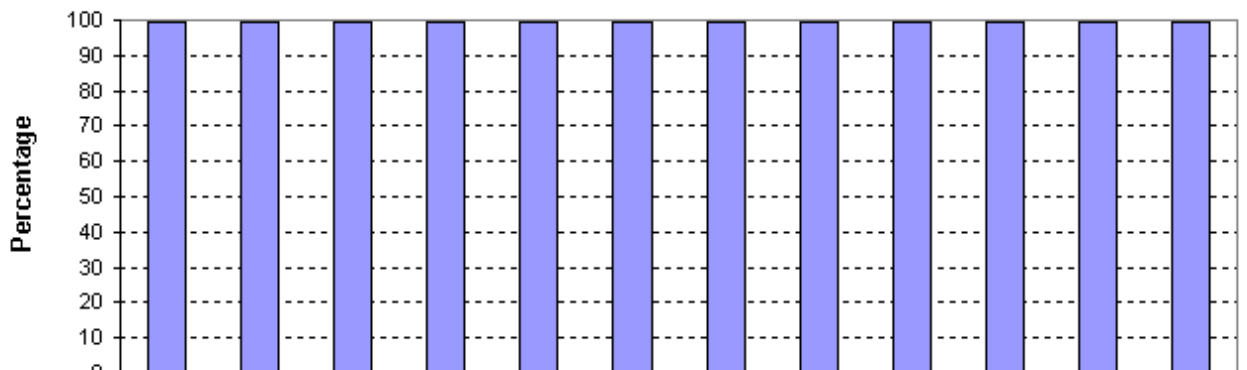
Suburban and Intercity Daily Peaks



	Dec	Jan *	Feb *	Mar	Apr	May*	June*	Jul*	Aug#	Sep#	Oct*	Nov
Sub. & Int. On-Time	87.7	89.7	88.1	92.4	89.2	91.0	91.1	92.5	90.5	93.0	95.2	93.3

The figures represent 3 minutes on-time for suburban services and 5 minutes on-time for intercity services.

Suburban and Intercity Daily Peaks



	Dec	Jan *	Feb *	Mar	Apr	May	June*	Jul*	Aug#	Sep#	Oct*	Nov
% of Services Run	99.4	99.5	99.3	99.5	99.4	99.4	99.4	99.4	99.4	99.6	99.6	99.6

The figures represent the percentage of Suburban and Intercity Peak Services that actually ran.

Punctual railways, like those in Germany, weep and wail and beat their chests should their trains run as little as 30 seconds late. The NSW Ombudsman’s Office, in conducting a survey of Cityrail’s performance in 2000, chose 1 minute as the criterion for ‘on-time’. This criterion often more than halved the number of trains that were on time. Another matter of some debate was who to blame if a train was *not* on time— Cityrail was disinclined to count a train in the statistics if it were late through circumstances beyond its control. These events it refers

disarmingly as *force majeure* incidents— a terminology more suited to an insurance company trying to welch on a pay-out.

On this page are two of the longer-term measures, which show performance for peak hour trains for most of the year 2001. The top graph shows on-time *performance* and the bottom shows *reliability*- the proportion of trains that actually ran. With the eye of faith, one can perhaps discern a long slow improvement in the performance as the year wears on. The

graph, however stops short of December, when the bad hair day of the 20th would have dragged the monthly figure down something awful. The reliability graph is rather boring— it is hard to discern any difference from month to month. Perhaps what we need here is an *unreliability* graph— one that shows how many trains were cancelled and didn’t run at all. Such a graph would range from about 0.4% to 0.7%, judging by the figures at the bottoms of the columns.

