

# The Times

Journal of the Australian Association of Time Table Collectors

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## Manly, after the trams

## The Times

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<b>About The Times</b>	The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, <i>Table Talk</i> .
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### U.P. Historical Society publishes ETT set.

As a follow-up to last month's generic article about North American ETTs readers may be interested that the Union Pacific Historical Society has published in one volume the complete set of U.P. ETTs and associated Special Instructions for 29 Feb. 1948 (not many working timetables have a date of 29 Feb, especially since the release date usually has to be a Sunday). There are 9 ETTs in the volume and 8 books of Special Instructions. The date was chosen because it represented a major restructuring of the railroad and its ETTs. The book can be ordered from UPHS at P. O. Box 4006, Cheyenne WY 82003-4006. Cost is \$US24.95, postage extra (about \$23 by air).

# Buses to Mowbray Road

JIM O'NEIL

One of the interesting private bus routes on the lower North Shore of Sydney was the Route 128, Crows Nest to Mowbray Road West. The first part zig-zagged between the railway line and the tram (later bus) route to the east in Willoughby Road. It ran from Crows Nest to St. Leonards, north east to the old tram terminal at French's Road Willoughby, back west to Artarmon Station, north to Mowbray Road and Orchard Road, where it turned west again along Mowbray Road to terminate at its western end at Hinkler Crescent. Along the most populous section of the route, along Mowbray Road as far as Centennial Avenue, it competed with the Hunter's Hill Bus Co.'s Route 53. Leon Manny tells us in *Terminus Please*, pages 51 & 56, that it had originally had to run south of Mowbray Road onto Nundah St on this stretch to avoid unfair competition with the 53.

By the time of my earliest timetable, that of 16th January 1956 (see p 4), this diversion via Nundah St. had vanished, and the 128 was even allowed to operate into Chatswood Station, though it only did so in off-peak hours. Crows Nest was also served largely in the off-peak hours. However, three late afternoon buses departed Crows Nest without a timed arrival there, at 4.05, 4.43 and 5.15. The last two have run from St. Leonards, where they terminated at 4.40 and 5.10, presumably running direct via the Pacific Highway, instead of the authorised route along River Road to the south.

We should note some of the symbols used. Several services have y for Chatswood School, but only the 8.40 from Artarmon has o for Willoughby School. And how did it operate from Artarmon via both Chatswood and Willoughby Schools? A picture bus operates at the conclusion of the pic-

ture programme at the Metro Theatre, Crows Nest at 11.00 (or later) on Fridays and Saturdays. On Sundays, the morning services are marked c at Crows Nest to show they ran eastwards to the Ridge St. Church, while two afternoon services are marked k for Fuller's Bridge. One could take these to the popular picnic spot, or get off at the Cemetery or the Crematorium en route. In 1956, people still used the bus to get to church or for a Sunday arvo outing, whether for pleasure or graveside visits.

My next timetable, issued by Brook's Bus Service on 25 November 1961 (on p 5), has the same basic times, with the 3.50 special from Hinkler Street to Crows Nest shown on the timetable, even though you can't catch it! An additional timing point has been added, at French's Road Willoughby. This allows the afternoon service from Willoughby School to be shown. Note the bus from Artarmon at 3.30, returning from Willoughby at 3.40 to Artarmon and Chatswood. In 1956, the bus must have done the same, between its arrival at Artarmon at 3.25 and its 3.40 departure, but it wasn't shown. Saturday afternoon and Sunday services have ceased.

Additional services, requiring a third bus were run from Hinkler St to Chatswood. See the 7.40, 8.15 and 8.40 in the morning and the 3.55, 4.30, 5.03 and 5.36 from Chatswood in the evenings. Some services were diverted via Hatfield and Hart, midway between Centennial Avenue and the terminus or via Avian Crescent at the far end of the route, to serve new housing. Additional services were provided via Stafford, Godfrey and Smith Roads, serving an old area between the main route from Artarmon to Willoughby, along Artarmon

Road, and Mowbray Road to the north. These runs were provided by the regular buses. For example, the 8.05 from St. Leonards arrived at Artarmon at 8.20, looped via Stafford Rd back to Artarmon, left Artarmon at 8.30 for Stafford Rd and Chatswood and then left Chatswood at 8.45 for Stafford Rd and Artarmon P.S.

By the time of my next Timetable, that of Monday 16 August 1974 (see p 6), the Stafford Road diversions were long gone, Mowbray Road West has become far more important than the Crows Nest end, and the route is now run by the Hunter's Hill Bus Co. Saturday afternoon and Sunday services have resumed, but are run by the route 43, from the west side of Chatswood Station instead of the 128's stand on the east side, and operate along all of Mowbray Road West, instead of diverting south along Centennial Avenue and Epping Highway, as the other 43's still did. At the far end of Mowbray Road West, the 128 had prior rights and Hunter's Hill's Chatswood to West Ryde service had been diverted to respect them, just as the 128 had once been diverted for the 53 closer to Chatswood.

The route 128 ran approximately every half hour to Mowbray Road West, with additional buses in the peak hour. No service operated from Artarmon to Mowbray Road West without passing through Chatswood, however buses did pass from one half to the other: note shift 38, leaving Mowbray Rd at 6.35, arriving Chatswood at 6.48 and scheduled to leave three minutes earlier for St. Leonards. This runs terminates back at Orchard and Mowbray at 7.20, from where it runs special to Mowbray Road West, departing at 7.50. All three buses run from Mowbray

(Continued on page 8)

MONDAYS TO FRIDAYS

FROM CROWS NEST					TO CROWS NEST				
Depart A.S. Crows Nest	Arr. & Dep. St. Leonards Station	Arr. & Dep. Artarmon Station	Arr & Dep A.S. Chatswood Station	Arrive Hinklers Crescent & Mowbray Rd.	Depart Hinklers Crescent & Mowbray Rd.	Arr & Dep A.S. Chatswood Station	Arr & Dep. Artarmon Station	Arr. & Dep St. Leonards Station	Arrive A.S. Crows Nest
a.m.	a.m.	a.m.	m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
.....	d 7.08	* 7.20	.....	7.30	* 6.30	.....	6.45	a 6.55	.....
.....	d 7.20	* 7.30	.....	7.40	6.50	.....	7.05	a 7.20	.....
.....	d 8.05	* 8.20	.....	8.30	* 7.35	.....	7.50	a 8.00	.....
.....	d 8.35	* 8.50	.....	9.07	* 7.45	.....	a 8.00	a 8.35	.....
.....	9.15	* 9.30	.....	9.40	* 8.05	.....	yo8.45	a 9.05	9.10
.....	10.00	* 10.15	10.25	10.40	8.30	.....	9.30	a 9.40	9.45
.....	11.30	11.45	11.55	12.10 p.m.	9.07	.....	10.00	10.20	10.25
.....	.....	.....	.....	.....	9.45	.....	11.00	11.20	11.25
.....	.....	.....	.....	.....	10.45	.....	.....	.....	.....
.....	p.m.	p.m.	p.m.	p.m.	12.30p.m.	.....	12.45p.m.	12.55p.m.	1.00p.m.
.....	1.05	1.10	1.20	1.35	p.m.	.....	p.m.	p.m.	p.m.
.....	2.15	2.20	2.30	3.00	1.45	.....	2.00	2.20	2.25
.....	2.45	2.50	3.00	3.15	* 3.00	.....	3.12	.....	.....
.....	.....	.....	.....	3.50	* 3.15	.....	.....	a 3.25/30	.....
.....	4.05	d 3.45	.....	4.05	* 4.15	.....	4.30	a 4.40	.....
.....	4.43	4.25/30	.....	4.45	* 4.45	.....	5.00	a 5.10	.....
.....	5.15	5.0/5	.....	5.20	* 5.20	.....	5.30	a 5.40	.....
.....	d 5.20	* 5.35/42	.....	5.55	* 5.55	.....	6.10	a 6.20	.....
.....	d 5.50	6.05/10	.....	6.25	* 7.00	.....	7.12	7.20	7.30
.....	d 6.25	* 6.40	.....	6.50	.....	.....	.....	.....	.....
.....	8.10	* 8.25	.....	8.40	.....	.....	.....	.....	.....
.....	11.00x	11.15/20	.....	11.35	.....	.....	.....	.....	.....

SATURDAYS

FROM CROWS NEST					TO CROWS NEST				
Depart A.S. Crows Nest	Arr. & Dep. St. Leonards Station	Arr. & Dep. Artarmon Station	Arr & Dep A.S. Chatswood Station	Arrive Hinklers Crescent & Mowbray Rd.	Depart Hinklers Crescent & Mowbray Rd.	Arr & Dep A.S. Chatswood Station	Arr & Dep. Artarmon Station	Arr. & Dep St. Leonards Station	Arrive A.S. Crows Nest
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
8.30	8.35	* 8.45	.....	9.00	* 8.00	.....	8.15	8.25	8.30
9.35	9.40	* 10.00	10.08	10.25	* 9.00	.....	9.12	9.30	9.35
11.05	11.10	* 11.20	11.28	11.45	* 10.30	10.42	10.50	11.00	11.05
p.m.	p.m.	p.m.	p.m.	p.m.	* 12.05p.m.	.....	12.20p.m.	12.30p.m.	12.35p.m.
12.40	12.45	* 1.00	.....	1.15	p.m.	.....	p.m.	p.m.	p.m.
.....	.....	.....	.....	.....	* 1.15	.....	1.30	1.40	1.45
4.30	4.35	* 4.45	.....	5.00	* 4.00	.....	4.15	4.25	4.30
5.30	5.35	* 5.45	.....	6.00	* 5.00	.....	5.15	5.25	5.30
p.m.	p.m.	p.m.	.....	6.00	* 6.45	7.00	7.10	7.20	7.25
11.00	11.05	11.15/20	.....	11.35	.....	.....	.....	.....	.....

For explanation and abbreviations of symbols—see Page 1

SUNDAYS

Proprietors: C. M. COLE and M. L. EHRET,  
638 Mowbray Road West, Lane Cove.

FROM CROWS NEST					TO CROWS NEST				
Depart A.S. Crows Nest	Arr & Dep St. Leonards Station	Arr & Dep Artarmon Station	Arr & Dep A.S. Chatswood Station	Arrive Hinklers Crescent & Mowbray Rd.	Depart Hinklers Crescent & Mowbray Rd.	Arr & Dep A.S. Chatswood Station	Arr & Dep. Artarmon Station	Arr. & Dep St. Leonards Station	Arrive A.S. Crows Nest
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
c 8.30*	8.40	8.50	.....	9.05	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
c 10.00*	10.10	10.20	.....	10.35	.....	.....	.....	.....	.....
c 11.10*	11.20	11.35	.....	11.40	.....	.....	.....	.....	.....
p.m.	p.m.	p.m.	p.m.	p.m.	.....	.....	.....	.....	.....
* 2.10	2.15	2.25	.....	k 2.40	.....	.....	.....	.....	.....
* 4.15	4.20	4.30	.....	k 4.45	.....	.....	.....	.....	.....
* 5.50	5.55	6.05	.....	6.20	.....	.....	.....	.....	.....
* 9.32	9.35	9.45	.....	10.00	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
p.m.	p.m.	p.m.	p.m.	p.m.	.....	.....	.....	.....	.....
a.m.	a.m.	a.m.	a.m.	a.m.	.....	.....	.....	.....	.....
* 7.50	.....	8.05	.....	8.15	a 8.25c	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* 8.25	.....	8.40	.....	8.50	a 9.00c	.....	.....	.....	.....
* 9.20	.....	9.35	.....	9.45	a 9.55c	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
p.m.	p.m.	p.m.	p.m.	p.m.	.....	.....	.....	.....	.....
* 1.30	.....	1.45	.....	1.55	2.00	.....	.....	.....	.....
* 3.30k	.....	3.45	.....	3.55	4.00	.....	.....	.....	.....
* 5.10k	.....	5.25	.....	5.35	5.40	.....	.....	.....	.....
* 9.00	.....	9.15	.....	9.25	9.30	.....	.....	.....	.....

For explanation and abbreviations of symbols—see Page 1

NAREMBURN PRESS: JF 3979

ROUTE No. 128

CROWS NEST TO FULLERS BRIDGE via ST. LEONARDS, ARTARMON and CHATSWOOD STATIONS and EPPING ROAD LANE COVE

Time of Journey:

Crows Nest — Hinklers Crescent	29 minutes
Crows Nest — Fullers Bridge	30 minutes

Explanation of abbreviations and symbols used in the Timetable:

- a — denotes arrive.
- d — denotes depart
- A.S. — denotes authorised stand.
- § — denotes omnibus departs at the termination of the picture programme at the Metro Theatre.
- \* — denotes omnibus operates direct along Mowbray Road West.
- k — denotes omnibus operates to or from Fullers Bridge.
- c — denotes omnibus operates to Ridge Street Church.
- x — denotes omnibus operates on Fridays only.
- o — denotes omnibus operates via Willoughby School during School Terms only.
- y — denotes omnibus operates to or from Chatswood School on School days.

NO SERVICE ON CHRISTMAS DAY, NEW YEAR'S DAY, or GOOD FRIDAY, OR HOLIDAYS.

This timetable shall commence on 16th January, 1956, and shall continue in force until suspended or cancelled.

Authorised by W. A. Walsh, Commissioner for Motor Transport, Sydney.

### TIME TABLE

## BROOKS BUS SERVICE

Proprietors: E. E. and H. L. BROOKS,  
66 Bridge Street, Lane Cove.  
JB 5198

### ROUTE No. 128

CROWS NEST To Mowbray Road West via St. Leonards Station, French's Road, Willoughby, Artarmon Station and Chatswood Station.

CHATSWOOD To Mowbray Road West, Centennial Avenue.

Explanation of abbreviations, symbols and certain arrival and departure times in the timetable:

- arr. — denotes arrive.
- dep. — denotes depart.
- A.S. — denotes authorised stand.
- A — denotes omnibus operates via Avian Crescent.
- X — denotes omnibus operates via Hatfield and Hart Streets and Felton Avenue.
- S — denotes omnibus operates on School Days only.

**NO SERVICE ON SUNDAYS, HOLIDAYS, GOOD FRIDAY OR CHRISTMAS DAY.**

This timetable shall commence on 25th November, 1961, and shall continue in force until suspended or cancelled.

- MONDAY TO FRIDAY ONLY**
- 8:20 a.m.: Bus leaves Artarmon Station via Stafford Road, Godfrey Street, Smith Street for Artarmon Station.
  - 8:30 a.m.: Bus leaves Artarmon Station via Smith Street, Godfrey Street, Stafford Road for Chatswood Station.
  - 8:45 a.m.: Bus leaves Chatswood Station via Stafford Road, Godfrey Street, Smith Road to Artarmon Station and the Artarmon Public School for the children.
  - 9:15 a.m.: Bus leaves Artarmon Station via Smith Street, Godfrey Street, Stafford Road for Chatswood Station.
  - 1:20 p.m.: Bus leaves Artarmon Station via Smith Street, Godfrey Street, Stafford Road, for Chatswood Station.
  - 2:05 p.m.: Bus leaves Chatswood Station via Stafford Road, Godfrey Street, Smith Road for Artarmon Station.
  - 2:30 p.m.: Bus leaves Artarmon Station via Smith Road, Godfrey Street, Stafford Road to Chatswood Station.
  - 3:20 p.m.: Bus leaves Artarmon Public School via Smith Road, Godfrey Street, Stafford Road and back to Artarmon Station.
  - 5:40 p.m.: Bus leaves Artarmon Station via Smith Street, Godfrey Street, Stafford Road and back to Chatswood Station.

**PLEASE NOTE:** Passengers from Sydney Street or that area that want to use the bus can catch it in Godfrey Street and Stafford Road.

To Start on the 27th November, 1961

**FARES:** Adults 6d. Children 3d. School to the School. 4d. the 1st Section 6d. 3d. Adults Children

To Chatswood Station .... 2d. & 9d. 3d. 4d. the 1st Section 6d. 3d. Adults Children  
This portion of the run is on a 3 months' trial. If you want this service to keep running, please help me by patronising it so I can keep it going.

### Crows Nest to Mowbray Road West, via St. Leonards Station, French's Rd., Willoughby, Artarmon Station and Chatswood Station. CHATSWOOD to Mowbray Road West, Centennial Avenue. ROUTE 128

#### MONDAYS TO FRIDAYS

Phone JB 5198

Depart Crows Nest	Arr. & Dep. St. Leonards Station	Arr. Dep. French's Rd. Willoughby	Arr. & Dep. Artarmon Station	Depart Chatswood Station for Mowbray Rd. West	Arr. Hinklers Cr. & Mowbray Rd.	Dep. Hinklers Cr. & Mowbray Rd.	Arrive A.S. Chatswood Station	Arr. & Dep. Artarmon Station	Arr. & Dep. French's Rd. Willoughby	Arr. & Dep. St. Leonards Station	Arrive A.C.S. Crows Nest
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
.....	.....	.....	.....	.....	.....	6:25	.....	6:40	6:45	6:50	.....
.....	.....	.....	.....	.....	.....	6:45	.....	7:00	7:10	7:15	.....
.....	7:05	7:10	7:20	7:30	7:30	A 7:30	.....	7:48	7:55	8:05	.....
.....	7:20	7:25	7:30	.....	7:45	7:45	.....	8:05	.....	.....	.....
.....	.....	.....	.....	.....	X 7:40	X 7:40	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	8:09	.....	.....	.....	8:40	8:45
.....	.....	.....	.....	.....	.....	X 8:15	8:30	8:25	8:30	.....	.....
.....	8:05	8:12	8:20	.....	.....	8:40	8:55	.....	.....	.....	.....
.....	8:50	8:55	9:00	.....	.....	9:12	9:30	9:40	9:45	9:50	9:55
.....	.....	.....	.....	.....	.....	X 9:50	10:08	10:18	10:25	10:30	10:40
X 10:00	10:05	10:10	10:15	X 10:25	10:40	10:45	11:05	11:15	11:20	11:25	11:30
X 11:30	11:35	11:40	.....	X 12:00	12:15	.....	.....	.....	.....	.....	.....
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
.....	.....	.....	.....	.....	.....	12:15	.....	12:30	12:45	12:55	.....
.....	1:00	1:15	1:20	.....	.....	X 1:50	.....	2:15	2:23	2:28	2:38
.....	2:15	2:25	2:30	.....	.....	.....	.....	.....	.....	.....	.....
.....	2:50	3:08	3:15	.....	.....	3:15	.....	3:30	3:40	.....	.....
.....	.....	.....	.....	X 3:30	3:50	3:50	.....	.....	.....	.....	4:05
.....	.....	.....	.....	S 3:35	3:55	3:55	Special to Crows Nest			.....	4:45
.....	.....	.....	.....	.....	4:05	4:15	4:10	4:30	4:35	4:40	.....
.....	.....	3:40	3:50	.....	4:30	4:30	.....	5:05	5:10	5:15	5:20
.....	4:10	4:20	4:30	.....	4:45	4:45	.....	.....	.....	.....	.....
.....	.....	.....	.....	X 4:45	5:03	5:03	5:18	.....	.....	.....	.....
.....	.....	.....	.....	X 5:18	5:36	5:36	5:50	5:50	6:00	6:05	.....
.....	4:55	5:10	5:23	.....	5:35	5:35	.....	5:55	6:10	6:33	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	5:30	5:35	A 5:50	.....	6:05	6:05	.....	6:20	6:25	.....	.....
.....	6:05	6:10	.....	.....	6:35	6:35	.....	.....	.....	.....	.....
.....	6:35	6:45	6:50	.....	7:00	7:00	7:15	.....	.....	.....	.....

#### SATURDAYS

Depart Crows Nest	Arr. & Dep. St. Leonards Station	Arr. Dep. French's Rd. Willoughby	Arr. & Dep. Artarmon Station	Depart Chatswood Station for Mowbray Rd. West	Arr. Hinklers Cr. & Mowbray Rd.	Dep. Hinklers Cr. & Mowbray Rd.	Arrive A.S. Chatswood Station	Arr. & Dep. Artarmon Station	Arr. & Dep. French's Rd. Willoughby	Arr. & Dep. St. Leonards Station	Arrive A.C.S. Crows Nest
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
.....	.....	.....	.....	.....	.....	7:45	8:00	8:30	8:35	8:40	8:45
.....	.....	.....	.....	.....	.....	8:10	8:25	8:30	8:35	8:40	8:45
8:45	Come back special			.....	.....	9:00	9:15	9:45	9:50	9:55	10:00
.....	.....	.....	.....	.....	.....	9:25	9:40	9:45	9:50	.....	.....
10:00	10:05	10:08	10:15	.....	.....	10:45	11:00	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	11:25	11:30	.....	.....	.....	.....
.....	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
.....	.....	.....	.....	.....	.....	12:00	12:00	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	12:30	12:30	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	1:00	1:15	.....	.....	.....	.....

For explanations of abbreviations and symbols see page 1.  
PICNIC PARTIES AND SPORTING TRIPS CATERED FOR — PHONE: JB 5198

ROUTE NO. 128 BUS TIME-TABLE  
MOWBRAY ROAD WEST LANE COVE to CHATSWOOD STATION

Run No.	DEPART BUS TERMINAL MOWBRAY RD. WEST LANE COVE.	Depart Centennial Ave and Mowbray Road.	ARRIVE CHATSWOOD STATION (East side Orchard Road)	DEPART CHATSWOOD STATION (East side Orchard Road)	Depart Centennial Ave and Mowbray Road	ARRIVE BUS TERMINAL MOWBRAY RD. WEST LANE COVE.
	TO CHATSWOOD STATION			TO MOWBRAY ROAD		
	MONDAYS to FRIDAYS					
38	a.m. 6.0	a.m. 6.6	a.m. 6.13	a.m. 6.20	a.m. 6.26	a.m. 6.30
38	6.35	6.41	6.48	-	-	-
39	7.0	7.6	7.13	7.15	7.22	7.26
39	7.30	7.36	7.43	7.45	7.52	7.56
40	7.40xx	7.46xx	7.53xx	7.55xx	8.2xx	8.6xx
38	7.50*	7.56*	8.3*	8.5*	8.12*	8.16*
39	8.0 PH	8.6 PH	8.13PH	8.20	8.26	8.30
40	8.10 PH	8.16 PH	8.23PH	-	-	-
38	8.20 PH	8.26 PH	8.33PH	-	-	-
39	8.35	8.41	8.48	8.55	9.1	9.5
39	9.15	9.21	9.28	9.30 H	9.37 H	9.43 H
39	9.45	9.51	9.58	-	-	-
40	-	-	-	10.0 H	10.7 H	10.13 H
40	10.15	10.21	10.28	10.30	10.37	10.43
40	10.45	10.51	10.58	12.0noon	12.7pm	12.13pm
40	12.15pm	12.21pm	12.28pm	12.30	12.37	12.43
40	12.45	12.51pm	12.58	1.30 H	1.37 H	1.43 H
40	1.43	1.51	1.58	3.0 H	3.7 H	3.13H
38	2.45	2.51	2.58	-	-	-
39	-	-	-	3.30 PH	3.38 PH	3.44PH
40	3.1566	3.2166	3.2866	3.45 H	3.52 H	3.59 H
40	3.25B	3.31B	3.38B	-	-	-
38	-	-	-	OM3.47	3.54B	3.59B
39	3.47	3.53	4.0	4.10	4.17	4.23
40	4.3	4.10	4.15	4.27	4.40	4.48
39	4.30	4.36	4.43	4.52	4.59	5.7
40	4.50	4.56	5.3	5.13	5.20	5.28
39	5.10	5.16	5.23	5.32	5.39	5.47
40	5.30	5.36	5.43	5.45	5.52	6.0
39	5.48	5.54	6.1	6.5	6.12	6.20
40	6.1	6.7	6.13	6.18	6.24	6.31
39	6.21	6.28	6.32	6.37	6.43	6.50
39	6.51	6.56	7.2	7.7	7.13	7.20
	ADDITIONAL BUSES THURSDAY NIGHT SHOPPING					
39	7.16	7.22	7.29	7.30	7.37	7.43
37	8.19WR	8.24WR	8.30WR	8.35WR	8.42WR	8.49WR

Abbreviations used in this time-table:  
 xx Denotes - Between 25th December and the last Friday in January, runs 5 minutes later.  
 \* Denotes - Does not operate between 25th December and the last Friday in January.  
 PH Denotes - Diverts via Pacific Highway and Railway Street.  
 H Denotes - Diverts via Felton, Hart and Hatfield Streets.  
 S Denotes - Runs on SCHOOL HOLIDAYS ONLY.  
 B Denotes - Runs on SCHOOL DAYS ONLY.  
 WR Denotes - Runs to or from Orchard & Mowbray Roads.

ROUTE NO. 128 BUS TIME-TABLE  
MOWBRAY ROAD WEST LANE COVE to CHATSWOOD STATION

Run No.	DEPART BUS TERMINAL MOWBRAY RD. WEST LANE COVE.	Depart Centennial Ave and Mowbray Road.	ARRIVE CHATSWOOD STATION (East side Orchard Road)	DEPART CHATSWOOD STATION (East side Orchard Road)	Depart Centennial Ave and Mowbray Road	ARRIVE BUS TERMINAL MOWBRAY RD. WEST LANE COVE.
	TO CHATSWOOD STATION			TO MOWBRAY ROAD		
	SATURDAYS					
38	a.m. 7.35	a.m. 7.41	a.m. 7.48	a.m. 7.49	a.m. 7.55	a.m. 7.59
38	8.0	8.6	8.13	8.15	8.21	8.25
38	8.35	8.41	8.48	8.55	9.1	9.5
38	9.10	9.16	9.23	9.25	9.31	9.35
38	9.40	9.46	9.53	9.55	10.2	10.8
38	10.10	10.16	10.23	10.25	10.32	10.38
38	11.9	11.14	11.20	11.22	11.29	11.35
38	11.36	11.41	11.47	11.49	11.56	12.1pm
38	12.2pm	12.27pm	12.33pm	12.35pm	12.42pm	12.28
38	12.30	12.35	12.41	12.50	12.57	1.3
32	-	-	-	1.12WR	1.19WR	1.24WR
30	1.51WR	1.56WR	2.3WR	2.12WR	2.19WR	2.24WR
31	2.51WR	2.56WR	3.3WR	3.12WR	3.19WR	3.24WR
32	3.51WR	3.56WR	4.3WR	4.12WR	4.19WR	4.24WR
30	4.51WR	4.56WR	5.3WR	5.12WR	5.19WR	5.24WR
31	5.51WR	5.56WR	6.3WR	6.12WR	6.19WR	6.24WR
32	6.51WR	6.56WR	7.3WR	7.12WR	7.19WR	7.24WR
30	7.47WR	7.57WR	7.59WR	-	-	-
	SUNDAYS HOLIDAYS GOOD FRIDAY & CHRISTMAS DAY					
30	a.m. 7.48WR	a.m. 7.54WR	a.m. 7.58WR	a.m. 7.59WR	a.m. 8.05WR	a.m. 8.09WR
4	9.47WR	9.50WR	9.57WR	9.59WR	10.05WR	10.09WR
5	-	-	-	-	-	-
20	11.47WR	11.50WR	11.57WR	11.59WR	12.05WR	12.09WR
30	1.47WR	1.50WR	1.57WR	1.59WR	2.05WR	2.09WR
5	-	-	-	-	-	-
5	3.47WR	3.50WR	3.57WR	3.59WR	4.05WR	4.09WR
4	-	-	-	-	-	-
4	5.47WR	5.50WR	5.57WR	5.59WR	6.05WR	6.09WR
30	7.47WR	7.50WR	7.57WR	-	-	-

NOTE - WR - Denotes Route 42 Bus to or from West Ryde, Departs Chatswood Station, west side, Railway Street, Route 45 fares apply, and runs via Mowbray Road direct to Epping Road.

ROUTE OF THIS SERVICE:  
 From Chatswood Station via Orchard Rd (East Side opposite Wallace Centre) Help St, Anderson St, Albert Ave, Devonshire St, Johnson St, Orchard Rd, Mowbray Road to Bus Terminal near Pittsinnons Ave. Return journeys return to Chatswood Station via Mowbray Rd, Orchard Road to Station.  
 WR journeys depart from Railway St, west side of Station.

ROUTE No. 128 - CHATSWOOD STATION to CROWS NEST.

Run No.	DEPART CHATSWOOD STATION (Orchard Road)	Depart Elizabeth Street ARTARMON STATION.	Depart Frenchs & Willoughby Roads, Willoughby.	Depart Christie Street & Pacific Highway, ST. LEONARDS STATION.	ARRIVE SHIRLEY RD AND PACIFIC HIGHWAY CROWS NEST.	DEPART SHIRLEY RD AND PACIFIC HIGHWAY CROWS NEST.	Depart Christie Street & Pacific Highway, ST. LEONARDS STATION.	Depart Frenchs & Willoughby Roads, Willoughby.	Depart Elizabeth Street, ARTARMON STATION.	ARRIVE CHATSWOOD STATION (Orchard Road)
	TO CROWS NEST					TO CHATSWOOD				
	MONDAYS to FRIDAYS									
38	a.m. 6.45	a.m. 6.50	a.m. 6.55WD	a.m. 7.3WD	a.m. -	a.m. -	a.m. 7.5	a.m. 7.12	a.m. 7.20 UM	a.m. -
40	8.25SS	8.32SS	8.40SS	8.50	8.55	9.30	9.35	9.40	9.45	9.58
39	10.0	10.10	10.15	10.20	10.24	-	-	-	-	-
40	11.0	11.10	11.15	11.20	11.24	11.30	11.35	11.40	11.45	11.58
40	1.0pm	1.10pm	1.15pm	-	-	-	-	1.15pm	1.20pm	1.28pm
38	-	3.25s	3.35s	-	-	-	-	3.35s	3.45s OM	-
38	-	OM 4.15	4.20	-	-	-	-	4.21	4.25	4.32

Abbreviations used:  
 WD Denotes Bus runs via St. Leonards Industrial area, via Park Rd, Frances St, Lamb St, Cleg St, Herbert Street to St. Leonards Station.  
 SS " Diverts via Willoughby Girls High School.  
 UM " Bus runs to or from Orchard & Mowbray Roads.  
 s " Runs to or from Artarmon School to Willoughby Schools on School days only.

ROUTE OF THIS SERVICE.  
 From Chatswood: via Orchard Road, (East side opposite Wallace Centre) Help St, Anderson St, Albert Ave, Devonshire St, Tindale Rd, Cameron Ave, Bridge St, ARTARMON STATION, Elizabeth St, Artarmon Road, Edward St, Penkivil St, Willoughby Road, Ruth St, Park Rd, Waters Rd, Dalley Rd, Northcote St, Christie St, Pacific Highway, Hume St, Nicholson St, Shirley Road to Crows Nest Junction.  
 Return journeys run via Shirley Rd, Pacific Highway, Hume St, Nicholson St, Christie St and above roadways in reverse, to Tindale St, thence Mowbray Road, Orchard Rd to Chatswood Station.

CHATSWOOD STATION TO FRENCHS ROAD, WILLOUGHBY.

Table with columns: RUN No., DEPART Chatswood Station, DEPART Frenchs Road Willoughby, DEPART Artarmon Station, DEPART Chatswood Station. Rows show departure times for Mondays to Fridays.

NO SERVICE SATURDAY, SUNDAYS & HOLIDAYS

ROUTE - CHATSWOOD TO FRENCHS ROAD, WILLOUGHBY

Orchard Road, Help Street, Anderson Street, Albert Avenue, Archer Street, Johnson Street, Orchard Road, Mowbray Road, Tindale Road, to Artarmon Station, then Elizabeth Street, Artarmon Road, Edward Street, Borlaise Street, Willoughby Road to Frenchs Road. Return journeys via Willoughby Road, Mowbray Road, Penshurst Street and above roadways.

GENERAL SERVICE INFORMATION

PLEASE NOTE WHERE EACH JOURNEY STARTS AND FINISHES

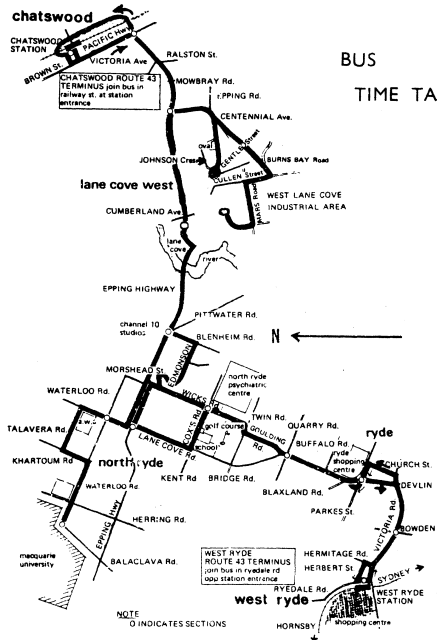
Abbreviations alongside departure times indicate that such journeys are CONDITIONAL, OPERATE ON CERTAIN DAYS ONLY, OR DIVERT FROM THE NORMAL ROUTE.

ABBREVIATIONS USED IN THIS TIME-TABLE

- A ... bus commences at Blenheim Rd. & Edmondson St.
C ... bus proceeds from Lane Cove Rd. and Channel 10 along Epping Rd. direct and omits Edmondson St.
D ... bus proceeds to Monash Rd. depot.
EC ... bus diverts via Cox's Rd., Lane Cove Rd., Epping Rd. & Wicks Rd.
H ... bus operates via Centennial Ave., Burns Bay Rd., Cullen St., Mars Rd., Hallam Ave., Barwon Rd., Moore St. & Epping Rd.
J ... bus commences at Pacific Highway and Mowbray Rd. at 8.58 a.m. and operates on school days only.
L ... bus proceeds to Monash Rd. Depot, Gladesville via Lane Cove Rd. & Buffalo Rd.
S ... bus operates on School Days only.
T ... bus runs on Thursday and Late Shopping Nights only.
x ... bus runs ten minutes later on Thursday and late shopping nights.
xx ... bus waits up to 8 minutes for Kings Theatre patrons.
@ ... bus departs from corner of Buffalo & Lane Cove Roads, Ryde.
Z ... On School days operates to Chatswood Station via Pacific Highway and Victoria Ave..
GS ... run via Godfrey and Smith Roads.
MM ... operates to Moore Street and Epping Highway via Mowbray Road.

NORTH & WESTERN BUS LINES PTY. LTD.

ROUTE 43 WEST RYDE STATION to CHATSWOOD STATION VIA RYDE - NORTH RYDE - WEST LANE COVE



BUS TIME TABLE

NORTH & WESTERN BUS LINES PTY. LTD.

1 Monash Road, GLADESVILLE. N.S.W. 2111.

Telephone

89.1601 or 816.2622

Main bus time table grid with columns for Run No., Depart Station, and arrival times for various destinations including Chatswood and West Ryde. Includes sections for Mondays to Fridays and Saturdays.

(Continued from page 3)

Road West, providing a service every ten minutes from 7.30 to 8.20, with the later buses operating to Chatswood on the route of the 43 along the Pacific Highway to the western side of the station.

In contrast there was now little service to the east of the railway. Three buses ran to Crows Nest, and only two ran back. There were no afternoon services beyond French's Road Willoughby, and shift 38 finished at Chatswood at 4.32, leaving only two shifts operating in the evening peak.

By 26 September 1977 (see timetable p 7) Hunter' Hill's successor company, North & Western had combined the routes 43 and 128 to become the new 43. Buses to and from West Ryde ran via Mowbray road direct, and ran into Chatswood along Orchard Road, the old route 128, stopped at the stands on both

the east and west sides of the station, and left via the Pacific Highway, the old route 43. The 43 did not run beyond Willoughby and the number of runs on the east side was further reduced. There were two off-peak runs, and school services to Willoughby and Artarmon. We may note that school buses were again running to Godfrey and Smith Roads, but no other services ran there.

On the Mowbray Road side, the Route 43, with buses to West Ryde half-hourly, alternately via Wick's Road and via Lane Cove Road, and taking three shifts to provide the service, gave the same frequency as the old 128 with one shift, but ran until later in the evening. The last bus from Chatswood now left at 9.05 instead of 7.7. To cover the Epping Road portion of the old 43, short workings were provided to Moore St and Epping Road, most

operated by shift 37. In the afternoon they are marked MM, running to the end of Mowbray Rd and back east along Epping Road, thus avoiding a right hand turn at Centennial Ave and Epping Rd, where only buses were allowed to make such a turn, but could still be held up by traffic. With eight short workings to Epping Road, they were more numerous than the other short workings of the 43, to Macquarie University and Mars Road, with four workings each.

In September 15, 1980, the Willoughby services were reduced to the School Specials, and only one service remained to Moore St, at 3.40 (School Term only) from Chatswood. With the 23 July 1990 reorganisation of North & Western's services, the Willoughby/Artarmon school runs passed to State Transit as School Special number 661, and the last trace of the route 128 passed from public timetables.

**Sydney Buses**

*have your say!*

**Better Buses Eastern Suburbs**

*we're putting together a better bus network*

**A Proposal for:**

- ✓ More direct services to major retail and employment centres
- ✓ More direct City links
- ✓ Improved services to growing residential areas
- ✓ More timetabled wheelchair accessible services

Better Buses is a proposal to bring services up to date and simplify the network. We are moving large numbers of people in the Eastern Suburbs and want to continue to provide a network that responds to the needs of the community.

We'd like to hear what you think about the proposed changes.

2000  
Powered By Natural Gas

New South Wales Government

## What will they think of next?

Fancy that... asking the customers to help design a new timetable! The brochure on the left, which the editor found blown up against a fence in Botany, represents a new trend in timetable design. Both Sydney Buses and City Rail have invited public comment on the design of new timetables for 2002.

While Sydney Buses did not seek comment on the detail of the bus times themselves (largely because it hadn't worked them out), it did seek comment on the overall concept— including re-routing of bus routes, changes of frequency and extension of hours of service. For one reason or another, probably to do with working out the rosters, the new services, promised for "early 2002" have not come to pass.

City Rail had a web-site for some months, containing draft timetables originally scheduled for February 2002 and inviting public comment. Public comment was forthcoming, much of it in the pages of the media, criticising what was generally seen as a slow-down in services and a decrease in frequency. The draft timetable attempted to incorporate many of the principles adopted for the timetable used during the Olympic games and which met with widespread public approval. But doing the same thing in ordinary times has not proved so popular. Private bus operators also complained and their complaints forced a 2 month delay to the implementation of the timetable.

The whole process will be discussed in a forthcoming Times article.



## A Manly mystery

**DUNCAN MACAUSLAN** was one of three people at an AATTC Committee meeting last year, each of whom immediately latched on to a timetable from the Ted Downs collection, showing the first bus service after closure of the tram system in Manly. All three spotted that the date on the timetable appeared to be 'wrong'. Detective MacAuslan decided to investigate.

DEPARTMENT OF ROAD TRANSPORT AND  
TRAMWAYS, NEW SOUTH WALES.



### OMNIBUS TIME-TABLES

## Municipality of Manly and Shire of Warringah

Full particulars of TIME-TABLES, ROUTES,  
FARES and CONDITIONS.

On and from Monday, 16th October, 1939, motor omnibus services will be substituted for the tramway services operating on the Manly-Spit-Harbord-Narrabeen Lines.

Full particulars of all time-tables, routes and fares of the omnibus services in the Municipality of Manly and the Warringah Shire are contained in this issue.

(All previous Tramway and Omnibus Time-tables cancelled.)

57781—A

All the historical records point to the changeover date from trams to buses in Manly as being 1 October 1939. A recent find from the Ted Downs' collection raises a little mystery regarding the changeover.

The timetable book, published by the Department of Road Transport and Tramways, New South Wales, has a tan cover and is entitled *OMNIBUS TIME-TABLES, Municipality of MANLY and Shire of WARRINGAH*. It has 104 pages plus the cover.

Buses ran in the area prior to the changeover on the following routes:

- 136 Manly Wharf – Dee Why Beach
- 137 Manly Wharf – New St, Balgowlah
- 140 Many Wharf – Manly Vale
- 142 Manly Wharf – Narrabeen – Palm Beach
- 143 Manly Wharf – Kitchener St, Balgowlah
- 144 Manly Wharf – St Leonards

The tram routes were:

- Manly Wharf – Spit Bridge
- Manly Wharf – Harbord
- Manly Wharf – Narrabeen.

The replacement bus services for these were:

- 139 Manly Wharf – Harbord via Queenscliff
- 141 Manly Wharf – Spit Bridge, Mosman
- 155 Manly Wharf – Narrabeen Peninsula

Comparisons with the earlier bus time-tables are not possible, unless someone has copies of them, but it is interesting to compare the tram and replacement bus timetables. The tram times are from the timetable of 1937 or 1938 which was discussed in *The*

Times from June through September, 1992.

**Harbord Line**

The Harbord tramline was a mainly single line branch from the Narrabeen line using a reserved right of way, now Oliver Street, from Pittwater Road to Cavill Street, then Lawrence, Albert and Moore Streets to a terminus just beyond Gore Street. The replacement 139 bus route took a different route from Manly, as it currently does, via North Steyne, Queenscliff Bridge, Greycliffe Street, Queenscliff Road, Pavillion Street and Bridge Streets, Crown Road, and Dowling Street to Lawrence Street then followed the tram route to its terminus. The timetable shows Queenscliffe ending with an 'e' - when was it dropped?

A comparison of the timetables shows equal running times of 13 minutes however the timing and number of services varied. The first weekday bus from Manly was 5 minutes later, the next 2 minutes earlier and so on, the off-peak daytime service was 1 minute earlier etc. Two tram journeys around 7.30am were not replaced and left a 25 minute gap in the peak hour service. Service interval, never a strong point in the DRT&T was erratic for trams and more so for the buses. Journeys from Harbord were more consistent with one extra bus run between 7.00 and 7.30 but again departures altered by a few minutes.

The Friday evening service were still kept at a higher frequency until later than other weekdays

and a separate winter and summer Sunday timetable indicated. For some reason the bus timetable shows only the winter Sunday service. Seasons were different for trams and buses, tram winters were April to October but buses seem to slip seasons a bit to May through to November!

**Spit Bridge**

The off-peak weekday tram service had been replaced by buses from 3 November 1938. Initially the replacement was route 144, Sydney's first government bus service, which was diverted from its original route of: West Esplanade, Commonwealth Parade, The Crescent, Lauderdale, White and Woodland Streets then directly down Sydney Road to The Spit and on to St Leonards - to operate di-

**ROUTE No. 139.**

**HARBORD—MANLY WHARF.  
(via Queenscliffe).**

**MONDAYS TO THURSDAYS.**

**OUTWARD JOURNEY. INWARD JOURNEY.  
OMNIBUSES DEPART.**

Boats depart Sydney.	Manly Wharf.	Crown and Dowling Streets.	Harbord.	Harbord.	Crown and Dowling Streets.	Manly Wharf.	Boats depart Manly.
dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	dep. a.m.	arr. a.m.	dep. a.m.
6 0	6 35	6 45	6 48	6 2	6 5	6 15	6 20
6 25	7 3	7 13	7 16	6 21	6 24	6 34	6 40
6 40	7 21	7 31	7 34	6 49	6 52	7 2	7 5
7 10	7 46	7 56	7 59	7 7	7 10	7 20	7 25
...	7 53	8 4	8 7	7 25	7 28	7 40	7 45
7 50	8 8	8 19	8 22	7 35	7 38	7 50	7 55
8 5	8 28	8 39	8 42	7 50	7 53	8 5	8 10
...	8 43	8 53	8 56	8 0	8 3	8 15	8 20
8 35	9 0	9 10	9 13	8 10	8 13	8 25	8 30
9 0	9 39	9 49	9 52	8 25	8 28	8 40	8 45
9 30	10 8	10 18	10 21	8 45	8 48	8 58	...
10 0	10 38	10 48	10 51	8 57	9 0	9 10	9 15
...	...	...	...	9 14	9 17	9 27	...
...	...	...	...	9 25	9 28	9 38	9 40
...	...	...	...	9 54	9 57	10 7	10 10
...	...	...	...	10 23	10 26	10 36	10 40
Every 30 minutes to—							
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
4 30	5 8	5 20	5 23	...	...	...	...
4 55	5 33	5 44	5 48	...	...	...	...
5 15	5 53	6 5	6 8	...	...	...	...
5 25	6 8	6 15	6 18	...	...	...	...
5 35	6 18	6 25	6 28	...	...	...	...
5 45	6 23	6 33	6 36	...	...	...	...
5 55	6 33	6 43	6 46	...	...	...	...
6 10	6 48	6 58	7 1	...	...	...	...
6 30	7 8	7 18	7 21	...	...	...	...
Every 30 minutes to—							
10 30	11 8	11 18	11 21	...	...	...	...
11 0	11 37	11 48	11 50	...	...	...	...
...	a.m.	a.m.	a.m.	...	...	...	...
11 25	12d 4	12d14	12d17	...	...	...	...
12 6	12d44	12d54	12d57	...	...	...	...
Every 30 minutes to—							
11 23	11 26	11 36	11 40	...	...	...	...
11 51	11 54	12 4	12 6	...	...	...	...
...	a.m.	a.m.	a.m.	...	...	...	...
12p20	12p23	12p33	...	...	...	...	...

For Explanatory Notes, see page 30.  
For Sections and Fares, see page 38.

**ROUTE No. 139—continued.**

**HARBORD—MANLY WHARF.  
(via Queenscliffe).**

**FRIDAYS.**

**OUTWARD JOURNEY. INWARD JOURNEY.  
OMNIBUSES DEPART.**

Boats depart Sydney.	Manly Wharf.	Crown and Dowling Streets.	Harbord.	Harbord.	Crown and Dowling Streets.	Manly Wharf.	Boats depart Manly.
dep. p.m.	dep. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	dep. p.m.	arr. p.m.	dep. p.m.
6 30	7 8	7 18	7 21	6 54	6 57	7 7	7 17
6 45	7 21	7 31	7 34	7 3	7 6	7 16	7 17
7 0	7 38	7 48	7 51	7 23	7 26	7 36	7 40
7 30	8 8	8 18	8 21	7 35	7 38	7 48	...
8 0	8 38	8 48	8 51	7 53	7 56	8 6	8 10
8 30	9 8	9 18	9 21	8 23	8 26	8 36	8 40
8 50	9 28	9 38	9 41	8 53	8 56	9 6	9 10
9 10	9 48	9 58	10 1	...	...	...	...
9 30	10 8	10 18	10 21	...	...	...	...
10 0	10 38	10 48	10 51	...	...	...	...
10 30	11 8	11 18	11 21	11 23	11 26	11 36	11 40
11 0	11 37	11 47	11 50	11 51	11 54	12 4	12 6
...	a.m.	a.m.	a.m.	...	...	...	...
11 25	12d 4	12d14	12d17	12p20	12p23	12p33	...
12 6	12d44	12d54	12d57	...	...	...	...
Same as Mondays to Thursdays to—							
dep. p.m.	dep. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	dep. p.m.	dep. p.m.	dep. p.m.
6 30	7 8	7 18	7 21	6 54	6 57	7 7	7 17
6 45	7 21	7 31	7 34	7 3	7 6	7 16	7 17
7 0	7 38	7 48	7 51	7 23	7 26	7 36	7 40
7 30	8 8	8 18	8 21	7 35	7 38	7 48	...
8 0	8 38	8 48	8 51	7 53	7 56	8 6	8 10
8 30	9 8	9 18	9 21	8 23	8 26	8 36	8 40
8 50	9 28	9 38	9 41	8 53	8 56	9 6	9 10
9 10	9 48	9 58	10 1	...	...	...	...
9 30	10 8	10 18	10 21	...	...	...	...
10 0	10 38	10 48	10 51	...	...	...	...
10 30	11 8	11 18	11 21	11 23	11 26	11 36	11 40
11 0	11 37	11 47	11 50	11 51	11 54	12 4	12 6
...	a.m.	a.m.	a.m.	...	...	...	...
11 25	12d 4	12d14	12d17	12p20	12p23	12p33	...
12 6	12d44	12d54	12d57	...	...	...	...
Every 30 minutes to—							
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
...	5 57	6 7	6 10	5 43	5 46	5 56	6 0
...	6 29	6 39	6 42	6 13	6 16	6 26	6 30
...	6 55	7 5	7 8	6 42	6 45	6 55	7 0
6 35	7 10	7 13	7 23	7 9	7 12	7 22	7 25
...	7 23	7 33	7 36	7 23	7 26	7 36	7 45
7 10	7 38	7 48	7 51	7 37	7 40	7 50	7 55
7 25	7 50	8 0	8 3	7 53	7 56	8 6	8 10
8 0	8 38	8 48	8 52	8 4	8 7	8 17	8 20
8 30	9 8	9 18	9 21	8 22	8 25	8 37	8 40
...	...	...	...	8 52	8 55	9 7	9 10
...	...	...	...	9 23	9 26	9 36	9 40
Every 30 minutes to—							
11 0	11 38	11 48	11 51	11 53	11 56	12 6	12 10
11 35	12 11	12 21	12 24	12 24	12 27	12 37	12 40
12 0	12 38	12 48	12 51	...	...	...	...

For Route and Explanatory Notes, see page 30.  
For Sections and Fares, see page 38.

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OMNIBUS TIME-TABLES.

**ROUTE No. 141.**

**SPIT BRIDGE, MOSMAN—MANLY WHARF (via Seaforth).**

**MONDAYS TO THURSDAYS.**

**OUTWARD JOURNEY. INWARD JOURNEY.**

**OMNIBUSES DEPART.**

Boats depart Sydney.	Manly Wharf.	Condamine Street and Sydney Rd.	Spit Bridge, Mosman.	Trams depart.	Trams arrive.	Spit Bridge, Mosman.	Condamine Street and Sydney Rd.	Manly Wharf.	Boats depart Manly.
dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	dep. a.m.	arr. a.m.	dep. a.m.
4 50	5 0	5 13	5 16	5 13	5 13	5 24	5 36	5 45	6 0
5 25	5 35	5 48	5 50	5 48	5 48	5 52	6 4	6 13	6 20
5 49	5 59	6 12	6 16	6 11	6 14	6 14	6 26	6 35	6 40
6 15	6 25	6 38	6 48	6 33	6 39	6 39	6 51	7 0	7 5
6 36	6 46	6 59	6 59	6 51	7 0	7 0	7 12	7 21	7 25
6 52	7 14	7 27	7 15	7 16	7 17	7 20	7 41	7 50	7 55
7 19	7 29	7 42	7 42	7 33	7 33	7 39	7 44	8 5	8 10
7 27	7 37	7 50	7 51	7 46	7 46	7 51	8 3	8 6	8 10
7 39	7 49	8 2	8 3	8 4	8 4	8 6	8 16	8 25	8 30
7 46	7 56	8 16	8 17	8 4	8 4	8 6	8 16	8 25	8 30
7 53	8 3	8 16	8 17	8 4	8 4	8 6	8 16	8 25	8 30
7 55	8 5	8 16	8 17	8 4	8 4	8 6	8 16	8 25	8 30
8 8	8 18	8 31	8 33	8 25	8 25	8 32	8 44	8 53	8 58
8 18	8 23	8 36	8 37	8 35	8 35	8 38	8 50	8 59	9 4
8 27	8 37	8 50	8 50	8 50	8 50	8 51	9 3	9 12	9 15
8 5	8 42	8 52	9 5	9 10	9 7	9 7	9 19	9 28	9 40
8 57	8 7	9 20	9 24	9 24	9 24	9 30	9 42	9 51	10 10
9 13	9 23	9 36	9 36	9 36	9 36	9 45	9 57	10 6	10 10
9 35	9 45	10 1	10 6	10 10	10 10	10 14	10 26	10 35	10 40
9 58	10 8	10 16	10 20	10 30	10 30	10 30	10 42	10 51	10 40
10 8	10 18	10 31	10 36	10 40	10 40	10 44	10 56	11 5	11 10
10 23	10 33	10 46	10 50	11	11	11 0	11 12	11 21	11 25

and at 0, 14, 30 and 44 minutes past each hour

Every 15 minutes to—	Every 30 minutes to—
p.m. 3 30	10 30
3 8	11 8
3 18	11 18
3 31	11 31
3 36	11 37
3 39	11 48
3 44	12 1
3 47	12 2
3 53	12 6
4 3	12 16
4 16	12 32
4 20	12 43
4 25	12 53
4 30	1 9

For Sections and Fares, see page 89.  
For Explanatory Notes, see page 41.  
For Route, see page 43.

OMNIBUS TIME-TABLES.

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**ROUTE No. 141—continued.**

**SPIT BRIDGE, MOSMAN—MANLY WHARF (via Seaforth).**

**MONDAYS TO THURSDAYS.**

**OUTWARD JOURNEY. INWARD JOURNEY.**

**OMNIBUSES DEPART.**

Boats depart Sydney.	Manly Wharf.	Condamine Street and Sydney Rd.	Spit Bridge, Mosman.	Trams depart.	Trams arrive.	Spit Bridge, Mosman.	Condamine Street and Sydney Rd.	Manly Wharf.	Boats depart Manly.
dep. p.m.	dep. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	dep. p.m.	arr. p.m.	dep. p.m.
3 30	4 8	4 18	4 31	4 32	4 15	4 17	4 29	4 38	5 50
4 0	4 23	4 33	4 46	4 46	4 33	4 33	4 45	4 54	6 0
4 30	4 58	5 8	5 21	5 21	5 8	5 20	5 32	5 41	6 10
4 30	5 8	5 18	5 29	5 29	5 18	5 29	5 41	5 50	6 20
4 30	5 9	5 19	5 30	5 30	5 19	5 30	5 42	5 51	6 30
4 30	5 10	5 20	5 31	5 31	5 20	5 31	5 43	5 52	6 40
4 55	5 33	5 43	5 54	5 54	5 43	5 54	6 06	6 15	6 50
4 55	5 34	5 44	5 55	5 55	5 44	5 55	6 07	6 16	6 55
5 15	5 52	6 0	6 13	6 13	6 0	6 13	6 25	6 34	7 2
5 15	5 53	6 3	6 16	6 16	6 3	6 16	6 28	6 37	7 6
5 15	5 55	6 5	6 18	6 18	6 5	6 18	6 30	6 39	7 17
5 25	6 1	6 11	6 23	6 23	6 11	6 23	6 35	6 44	7 35
5 25	6 2	6 10	6 22	6 22	6 10	6 22	6 34	6 43	7 40
5 25	6 4	6 14	6 26	6 26	6 4	6 26	6 38	6 47	7 45
5 25	6 35	6 20	6 33	6 33	6 35	6 47	6 59	7 08	7 50
5 35	6 14	6 24	6 36	6 36	6 14	6 24	6 36	6 45	7 25
5 45	6 31	6 31	6 44	6 44	6 31	6 44	6 56	7 05	7 45
5 45	6 24	6 34	6 46	6 46	6 24	6 34	6 46	6 55	7 2
5 55	6 43	6 41	6 54	6 54	6 43	6 54	7 06	7 15	7 55
6 10	6 48	6 46	7 13	7 13	6 10	7 13	7 25	7 34	8 15
6 10	6 49	6 59	7 18	7 18	6 10	7 18	7 30	7 39	8 20
6 30	7 8	7 18	7 31	7 31	6 30	7 31	7 43	7 52	8 35

Every 30 minutes to—

10 30	11 8	11 18	11 31	11 37
11 0	11 38	11 48	12 1	12 2
11 25	12 6	12 16	12 29	12 32
12 6	12 43	12 53	1 9	

For Explanatory Notes, see page 41.  
For Sections and Fares, see page 89.  
For Route, see page 43.

rectly along Sydney Road.

Route 141 was introduced on 9 January 1939 when the 144 reverted to its original route. The 141 wasn't quite a direct replacement as the tram looped around the north side of Manly Park, and ran on reserved track between George Street and Parkview Parade and again diverted from Sydney Road at Dudley Street down to the north side of The Spit Bridge. The bus service ran from West Esplanade Belgrave Street, Sydney Road and looped around in Seaforth before crossing the bridge to terminate beyond the south end of it in Mosman.

The 141's run time was 23 minutes against the tram's 20 and trip times varied by a few minutes. The additional services from Condamine Street to Manly Wharf were main-

tained during peak periods. Again only the winter Sunday timetable was shown.

The 141 also provided an hourly all-night service extending to Spit Junction. This operated on weekdays, Sundays and holidays but was unclear as to whether it operated on Saturday mornings unless the definition of weekdays was Monday to Saturday.

**Narrabeen**

The 155 ran over the complete tramway route and was extended at Narrabeen by turning right into Waterloo and Ocean Streets to terminate at Narrabeen Peninsula. The timetable occupied pages 65 through to 78 of the booklet. The run times were 37 minutes for the tram and 36 minutes for the bus to the tram terminus, with 4 min-

utes added for the extension.

Again the bus trip times were close to those of the tram. Inward short-workings were provided between Brookvale (Council Chambers) and Manly whereas the tram short-workings were from Dee Why. The 4d and 5d minimum fare restrictions were maintained on outward evening peak services at 5.7, 5.32, 5.52 and 6.2 pm – duplicate all-stop buses being operated to Dee Why only with the minimum fare buses being allowed 5 minutes less for the trip to Dee Why.

At various times of the day route 155 made connections with the 150 Wynyard service to, or from, Palm Beach at Narrabeen. The direct service from Manly, 142, only operated on Saturdays, Sundays and holidays.

OMNIBUS TIME-TABLES.

**ROUTE No. 150—continued.**

**EXPLANATORY NOTES.**

- d Denotes All-night Fares will be charged.
  - ‡ Denotes departs Newport School.
  - † Denotes runs via Route No. 142 for the conveyance of school pupils.
  - ‡ Denotes departs Sydney Girls and Boys High Schools, Moore Park, at 3.35 and will run via Anzac Parade, Flinders, Oxford, College, Park, Drutt and Clarence Streets, North Sydney Station, Miller and Falcon Streets, Military Road, then via ordinary route.
  - ‡ Denotes will not take up passengers on the inward journey or set down passengers on the outward journey between Dee Why Parade and Wynyard.
  - b Denotes Wednesdays only.
  - e Denotes Fridays excepted.
  - f Denotes Fridays only.
  - g Denotes connects with omnibus to or from Manly. For further particulars, see Route No. 155.
  - c Denotes runs via Special via Route No. 142 to Manly.
  - e Denotes connects with omnibuses for Manly at Waterloo Street, Narrabeen
  - h Denotes Mondays, Tuesdays and Thursdays only.
  - m Denotes will wait for the termination of Picture programmes.
  - s Denotes will run if required.
  - ‡ Denotes will proceed to the High Schools at Moore Park via normal route to Military Road, thence via Military Road, Falcon and Miller Streets, Pacific Highway, The Harbour Bridge, York, Drutt, Park, College, Oxford and Flinders Streets, and Anzac Parade.
  - y Denotes will not take up passengers on the inward journey or set down passengers on the outward journey between Narrabeen Bridge and Wynyard.
- On journeys to the City omnibuses will not take up passengers between the northern end of The Spit Bridge and Wynyard, and on journeys from the City omnibuses will not set down passengers between Wynyard and the northern end of The Spit Bridge.

**ROUTE.**

The 7.19 a.m. journey ex Palm Beach on Mondays to Saturdays, and 7.35 a.m. ex Newport on Mondays to Fridays and all omnibuses on Sundays and Holidays will operate from Palm Beach via Ocean Beach and Barrenjoey Roads, Avalon Parade, Barrenjoey Road, Gladstone, Kallinya and Beaconsfield Streets, Newport and Pittwater Roads, Condamine Street, Sydney Road, Spit Bridge, Spit and Military Roads, Wycombe Road, Yeo Street, Ben Boyd, Kurra and Clarke Roads, High and Alfred Streets, Pacific Highway, Sydney Harbour Bridge, York and Wynyard Streets.

FROM PALM BEACH (on all omnibuses on Mondays to Saturdays with the above exceptions)—Ocean Beach and Barrenjoey Roads, Avalon Parade, Barrenjoey Road, Gladstone, Kallinya and Beaconsfield Streets, Newport and Pittwater Roads, Condamine Street, Sydney Road, Rose Street, Panorama Parade, Edgecliffe Esplanade, Palmerston Place, Ponsonby Parade, Sydney Road, Spit Bridge, Spit and Military Roads, Wycombe Road, Yeo Street, Ben Boyd, Kurra and Clarke Roads, High and Alfred Streets, Pacific Highway, Sydney Harbour Bridge, York and Wynyard Streets.

Returning to Palm Beach via Carrington, Margaret and Clarence Streets, Sydney Harbour Bridge, Pacific Highway, Alfred and High Streets, Clarke, Kurra and Ben Boyd Roads, Yeo Street, Wycombe Road, Military and Spit Roads, Spit Bridge, Battle Boulevards, Palmerston Place, Ponsonby Parade, Sydney Road, Condamine Street, Pittwater and Newport Roads, Beaconsfield, Kallinya and Gladstone Streets, Barrenjoey Road, Avalon Parade, Barrenjoey Beach and Ocean Roads.

The peak hour service from Dee Why Beach will operate via Howard Avenue Pittwater Road, thence via the route through the Seaford area shown above.

OMNIBUS TIME-TABLES.

**ROUTE No. 155.**  
**NARRABEEN PENINSULA—MANLY WHARF.**

**MONDAYS TO THURSDAYS.**  
**OUTWARD JOURNEY.**  
**OMNIBUSES DEPART.**

Boats depart Sydney.	Manly Wharf.	Brookvale.	Dee Why (at Howard Avenue).	Collaroy.	Waterloo Street, Narrabeen.	Narrabeen Peninsula.
a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.
...	...	4 49	4 53	5 3	5 9	5 13
...	...	5 9	5 13	5 23	5 29	5 33
...	...	5 29	5 33	5 43	5 49	5 53
...	...	5 55	5 59	6 9	6 15	6 19
...	15 59	6 15	6 19	6 29	6 35	6 39
...	16 17	6 33	6 37	6 47	6 53	6 57
...	6 28	6 44	6 48	6 58	7 4	7 8
6 0	6 38	6 54	6 58	7 8	7 14	7 18
...	...	7 10	7 14	7 24	7 30	7 34
6 25	7 3	7 19	7 23	7 33	7 39	7 43
6 25	7 5	7 21	7 25	7 35	7 41	7 45
...	...	7 37	7 41	7 51	7 57	8 1
...	7 30	7 46	...	...	...	...
7 10	7 50	8 6	8 10	8 20	8 26	8 30
7 10	7 52	8 8	8 12	8 22	8 28	8 32
7 30	8 3	8 24	8 28	8 38	8 44	8 48
...	...	8 14	8 30	...	...	...
7 50	8 28	8 44	8 48	8 58	9 4	9 8
8 5	8 44	9 0	9 4	9 14	9 20	9 24
8 35	8 13	8 29	8 33	8 43	8 49	8 53
9 0	8 38	8 54	8 58	9 8	9 14	9 18
9 30	10 8	10 24	10 28	10 38	10 44	10 48
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2 30	3 8	3 24	3 28	3 38	3 44	3 48
3 0	3 38	3 54	3 58	4 8	4 14	4 18
3 0	3 39	3 55	3 59	4 9	4 15	4 19
3 30	4 6	4 22	4 26	4 36	4 42	4 46
4 0	4 26	4 52	4 56	5 6	5 12	5 16
4 0	4 38	4 54	4 58	5 8	5 14	5 18
4 30	5 17	5 18	5 21	5 31	5 37	5 41
4 30	5 7	5 23	5 27	...	...	...
4 55	5 32	5 48	5 52	5 56	6 2	6 6
4 55	5 32	5 48	5 52	5 56	6 2	6 6
4 15	5 52	6 3	6 7	6 17	6 23	6 27
5 15	5 52	6 8	6 12	6 22	6 28	6 32
5 25	6 2	6 18	6 22	6 32	6 38	6 42
5 25	6 2	6 18	6 22	6 32	6 38	6 42
5 35	6 13	6 29	6 33	6 43	6 49	6 53
5 35	6 14	6 30	...	...	...	...

For Route and Explanatory Notes, see page 77.  
For Sections and Fares, see page 77.

OMNIBUS TIME-TABLES.

**TOURIST TRIPS—continued.**

**ROUTE No. 150.**  
**MONA VALE—WYNYARD.**

**ROUTE No. 157.**  
**CHURCH POINT—MONA VALE—**  
**MANLY.**  
**SATURDAYS.**

	a.m.	p.m.	p.m.
Depart Wynyard for Mona Vale	10 15	12 30	1 45
Arrive Mona Vale (change omnibus)	11 20	1 35	2 50
Depart Mona Vale for Church Point	11 24	1 54	4 11
Arrive Church Point	11 35	2 5	4 23
Depart Church Point for Manly	11 36	2 7	4 28
Depart Manly by Boat for Sydney	p.m.	3 10	5 30
Arrive Sydney	1 13	3 43	6 3
	a.m.	p.m.	p.m.
Depart Sydney by Boat for Manly	10 0	...	...
Depart Manly for Church Point	10 35	...	...
Arrive Church Point	11 35	...	...
Depart Church Point for Mona Vale	11 36	...	...
Arrive Mona Vale (change omnibus)	11 47	...	...
	p.m.		
Depart Mona Vale for Wynyard	12 21	...	...
Arrive Wynyard	1 28	...	...

**SUNDAYS.**

	a.m.	p.m.	p.m.
Depart Wynyard for Mona Vale	9 30	...	...
Arrive Mona Vale (change omnibus)	10 35	...	...
Depart Mona Vale for Church Point	11 24	...	...
Arrive Church Point	11 35	...	...
Depart Church Point for Manly	11 36	...	...
	p.m.		
Depart Manly by Boat for Sydney	12 40	...	...
Arrive Sydney	1 13	...	...
	a.m.	p.m.	p.m.
Depart Sydney by Boat for Manly	12 30	2 30	...
Depart Manly for Church Point	1 5	3 23	...
Arrive Church Point	2 5	4 23	...
Depart Church Point for Mona Vale	2 7	4 30	...
Arrive Mona Vale (change omnibus)	2 18	4 41	...
Depart Mona Vale for Wynyard	3 30	5 30	...
Arrive Wynyard	4 35	6 55	...

OMNIBUS TIME-TABLES.

**Omnibuses operated for conveyance of School Children.**

The following omnibuses, which are operated for the conveyance of school children, are also included in the time-tables for the routes over which they operate.

**ROUTE No. 136.**

**DEE WHY—MANLY.**

	a.m.		p.m.	p.m.
Depart Dee Why (Pittwater Road)	8 38	Depart Manly Wharf	3 37	3 37
Depart Dee Why Beach	8 40	Depart Crown and Cavill Streets	3 47	3 47
Depart Pitt and Griffin Roads	8 47	Arrive Wyndora Avenue	3 49	...
Depart Crown and Cavill Streets	9 0	Arrive Pitt and Griffin Roads	...	4 0
Arrive Manly Wharf	9 10	Arrive Dee Why Beach	...	4 7
		Arrive Dee Why (Pittwater Road)	...	4 9

\* Denotes will operate between Crown and Cavill Streets and Wyndora Avenue via Route No. 155.

**ROUTE No. 137.**

**SEAVIEW STREET, BALGOWLAH—**  
**MANLY WHARF.**

	a.m.		p.m.
Depart Seaview Street and Sydney Road	8 49	Depart Manly Wharf	3 38
Depart Ernest Street and Bungaloe Avenue	8 53	Depart Condamine and White Streets	3 47
Depart Condamine and White Streets	8 58	Depart Ernest Street and Bungaloe Avenue	3 52
Arrive Manly Wharf	9 6	Arrive Seaview Street and Sydney Road	3 56

The Leuna Dance Hall at Dee Why must have been popular as on Thursday nights the 11.56 journey from Narrabeen made a special stop there.

**Other highlights**

Route 150 the Wynyard to Palm beach service was introduced on 4 October 1938 and gained its current number 190 from 9 November 1959. The 1939 outward timetable shows 16 weekday journeys, 8 on Saturdays and Sundays, and a 30 minute service on holidays – those were the days for a trip to Palm Beach. It is also interesting to note that there were more inward journeys on Sundays – 14. There were also some Sunday journeys between Pam Beach and Narrabeen marked ‘will run if required’.

The 150 route through Neutral Bay was through Military Road by Wycombe Road, Yeo Street, Ben

Boyd, Kurraba and Clarke Roads, High and Alfred Streets, Pacific Highway to the Bridge, York and Wynyard Streets. All inward journeys were last pick-up and outwards first set-down at Spit Bridge.

Of note with the 150 was the extension to Sydney Girls and Boys High Schools at Moore Park. The 6.52 am journey from Palm Beach, arrived Cremorne Junction at 8.14, diverted from Military Road via Falcon and Miller Street, and Pacific Highway, and arriving Wynyard at 8.33, then continued via York, Druitt, Park, College, Oxford and Flinders Streets, and Anzac Parade. The main timetable doesn't give arrival time at the schools but in the schools section on page 86 the arrival time is shown as 8.45. The return journey left the schools at 3.35 pm and terminated at New-

port at 5.3 pm. The extended journey between Moore Park and Cremorne was allowed 28 minutes outward as opposed to 16 minutes from Wynyard. In the main timetable neither trip is shown to be restricted to schooldays only but on page 86 they are shown as not operating on school holidays.

Pages 81 and 82 highlighted tourist trips. The first was for connections from Wynyard to Palm Beach on route 150, return to Manly by 142 and ferry back to Circular Quay, or vice versa. The second used route 157 to visit Church Point changing at Mona Vale from, or to, route 150. There were special bus and ferry combined tickets available but it doesn't appear that there was a special tourist fare.

**And the Mystery**

Apart from there only being winter Sunday timetables in a large book

110 TRAMWAY TIME TABLES.	TRAMWAY TIME TABLES. 111
<b>MANLY—THE SPIT.</b>	<b>MANLY—THE SPIT—continued.</b>
FROM MANLY PIER. DOWN.	FOR MANLY PIER. UP.
<b>MONDAYS TO FRIDAYS.</b>	<b>WINTER SUNDAYS.</b> (From April to October as advertised.)
<p>For Ethel-street and The Spit.—4.50, 5.28, 5.51, 6.20, 6.35, 6.50, 7.6, 7.17, 7.28, 7.38, 7.51, 8.0, 8.6, 8.14, 8.27, 8.41, 8.58, 9.12, 9.37, 9.54 a.m., and at 8, 24, 38 and 54 minutes past each hour to 4.8, 4.23, 4.37, 4.54, 5.7, 5.32, 5.58, 6.3, 6.18, 6.23, 6.34, 6.49, 7.7, 7.18, 7.22, 7.55, 8.5, 8.38, 9.8, 9.23, 9.38, 9.43, 10.8, 10.38, 11.8, 11.38, p.m., D12.2, D12.44 a.m.</p> <p>‡ To Ethel-street only.</p>	<p>For Ethel-street and The Spit.—6.39, 7.9, 7.39, 8.7, 8.20, 8.37, 8.50, 9.7, 9.20, 9.37, 9.50, 10.7, 10.19, 10.28, 10.38, 10.49 a.m., every 10 mins. to 8.19, 8.37, 8.50, 9.7, 9.20, 9.37, 9.50, 10.7, 10.20, 10.37, 11.7, 11.37 p.m., D12.12 a.m.</p> <p>From The Spit.—7.16, 7.44, 8.11, 8.28, 8.44, 8.59, 9.13, 9.29, 9.44, 9.59, 10.14, 10.33 a.m., every 10 mins. to 8.43, 8.59, 9.14, 9.29, 9.44, 9.59, 10.14, 10.29, 10.44, 11.14, 11.39 p.m., D12.0 midnight.</p> <p>From Ethel-street.—6 minutes later than above with an additional trip at D12.23 a.m.</p>
<p>From The Spit.—5.30, 5.54, 6.14, 6.48, 7.5, 7.21, 7.32, 7.43, 7.58, 8.6, 8.20, 8.28, 8.35, 8.41, 8.50, 9.13, 9.27, 9.45 a.m., and at 3, 15, 33 and 45 mins. past each hour to 3.15, 3.32, 3.46, 4.1, 4.15, 4.31, 4.45, 6.1, 6.21, 6.35, 6.57, 6.17, 6.27, 6.37, 6.48, 6.58, 7.12, 7.30, 7.42, every 50 mins. to 9.42, 9.55, 10.12, 10.42, 11.12, 11.37 p.m., D12.16, D12.38, D1.6 a.m.</p> <p>From Ethel-street.—5.36, 6.0, 6.20, 6.49, 7.11, 7.27, 7.38, 7.49, 7.59, 8.12, 8.26, 8.34, 8.41, 8.47, 8.56, 9.19, 9.33, 9.51 a.m., and at 9, 21, 39 and 51 mins. past each hour to 3.21, 3.38, 3.52, 4.7, 4.21, 4.37, 4.51, 5.7, 5.24, 5.27, 5.41, 6.2, 6.23, 6.33, 6.43, 6.54, 7.4, 7.18, 7.35, 7.48, every 30 mins. to 9.48, 10.1, 10.18, 10.43, 11.18, 11.43 p.m., D12.22, D12.44, D1.12 a.m.</p>	<p><b>SUMMER SUNDAYS.</b> (From October to April as advertised.)</p> <p>For Ethel-street and The Spit.—6.39, 7.9, 7.38, 7.52, 8.7, 8.21, 8.37, 8.52, 9.7, 9.20, 9.37, 9.50, 9.57, 10.9 a.m., ev. 10 mins. to 3.29, 3.37, 3.51, 3.59, 4.8, 4.21, 4.29, ev. 10 mins. to 6.49, 7.9, 7.21, 7.37, 7.50, and at 7, 20, 37 and 50 mins. past each hour to 10.37, 11.7, 11.37 p.m., D12.12 a.m.</p> <p>From The Spit.—7.15, 7.44, 8.0, 8.18, 8.30, 8.45, 8.59, 9.14, 9.29, 9.44, 9.59, 10.18 a.m., ev. 10 mins. to 3.13, 3.20, 3.30, 3.43, 3.51, 4.5, 4.13, 4.22, 4.30, 4.45, every 10 mins. to 7.13, 7.29, 7.44, 7.59, and at 14, 29, 44 and 59 mins. past each hour to 10.44, 11.14, 11.39 p.m., D12.0 midnight.</p> <p>From Ethel-street.—6 minutes later than above with an additional trip at D12.23 a.m.</p>
<p>On Fridays a 15 minutes service will be run between Manly and Condamine St. from 7.36 p.m. to 9.6 p.m. ex. Manly, and from 7.52 p.m. to 9.52 p.m. ex. Condamine Street.</p> <p>‡ From Condamine St., only. † Fridays only. ‡† Fridays excepted.</p> <p><b>Minimum Fares.</b></p> <p>A minimum fare of 8d. will be charged on the first section on Spit trams leaving Manly at 5.7, 5.32, 5.53, 6.3, 6.13 and 6.23 p.m. on Mondays to Fridays.</p>	<p><b>SATURDAYS.</b></p> <p>For Ethel-street and The Spit.—4.50, 5.41, 6.5, 6.35, 6.52, 7.6, 7.16, 7.28, 7.47, 8.4, 8.18, 8.35, 8.58, 9.7, 9.24, 9.38, 9.54, 10.8, 10.24, 10.38, 10.54, 11.3, 11.24, 11.38, 11.54 a.m., 12.13, 12.23, 12.38, 12.58, 1.9, 1.24, 1.40, 1.58, 2.8, 2.19, every 10 mins. to 6.39, 6.52, 7.6, 7.24, 7.38, 8.8, 8.38, 9.8, 9.38, 10.8, 10.38, 11.8, 11.38 p.m., D12.2, D12.44 a.m.</p> <p>From The Spit.—5.34, 6.4, 6.36, 6.59, 7.20, 7.30, 7.43, 7.55, 8.12, 8.33, 8.44, 8.59, 9.15, 9.29, 9.45, 10.5, 10.15, 10.33, 10.45, 11.3, 11.15, 11.33, 11.45 a.m., 12.3, 12.22, 12.36, 12.53, 1.3, 1.23, 1.38, 1.55, 2.13, every 10 mins. to 6.53, 7.1, 7.15, 7.29, 7.44, 8.12, every 30 mins. to 11.12, 11.38 p.m., D12.16, D12.38, D1.6 a.m.</p> <p>From Ethel-street.—5.40, 6.10, 6.42, 7.5, 7.25, 7.35, 7.49, 8.1, 8.15, 8.39, 8.50, 9.5, 9.21, 9.35, 9.51, 10.9, 10.21, 10.39, 10.51, 11.9, 11.21, 11.39, 11.51 a.m., 12.9, 12.25, 12.28, 12.42, 12.58, 1.14, 1.29, 1.39, 1.44, 2.1, 2.19, every 10 mins. to 6.59, 7.7, 7.21, 7.35, 7.50, 8.18, every 30 minutes to 11.18, 11.44 p.m., D12.22, D12.44, D1.12 a.m.</p>
	<b>STOPPING PLACES, &amp;c.</b>
	<p><b>FIRST SECTION.</b>—Manly Pier, † Gilbert-street, Sydney Road, Belgrave-street Junction, † Kangaroo-street † The Steps, (Bowling Green), Ivanhoe Loop, † Berkeley Road, † Parkview-road, † Crescent-street, † Thurston-street, † Cohen-street, † Melbourne-street, † Hill-street, † Boyle-street, Condamine-street.</p> <p><b>SECOND SECTION.</b>—Condamine-street, † Woodlands-st., † West-st., † Seaview-st., † Wanganella-st., † Maretime-st., Sydney-road, Ethel-street.</p> <p><b>THIRD SECTION.</b>—Sydney-road, Ethel-st., † Heaton-avenue, Parsley Loop, The Spit.</p> <p>‡ Stops where required. † Stops regularly on Up journey, when required on Down journey. † Stops regularly on Down and when required on Up journey. † Down journey only. † Up journey only.</p> <p><b>TIME OF JOURNEY.</b>—Between Manly and Ivanhoe Loop, 4; Condamine street, 10, Ethel-street, 14; Parsley Loop 17; The Spit, 20 minutes.</p>
	E To Ethel-street only. D All-night fares.

112 TRAMWAY TIME TABLES.	* TRAMWAY TIME TABLES. 113																																				
<b>MANLY - HARBORD LINE.</b>	<b>MANLY - HARBORD LINE—continued.</b>																																				
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<p>a Stops when required only.      b Regular stopping place on Up journey, when required on Down.  c Regular stopping place on Down journey, when required on Up.      d Down Journey only.      u Up journey only.</p>																																					
<p>Time of journey from Manly Pier, 13 minutes.</p>																																					

published only a few weeks before summer timetables began the real mystery is the date of issue. As mentioned the well documented tram to bus changeover date was Sunday 1 October 1939 but the date on this booklet is Monday 16<sup>th</sup> **October 1939!** As the title page shows the book was issued as the public changeover document, not a reprint. So the question is was the substitution moved forward by 15 days and if so why? Or was this book a reprint without completely changing the cover pages?

If anyone can throw light on this mystery please do.

THE EDITOR, being a Manly resi-

dent and living on the old Manly-Spit tram line, can add a little. In March 1939, the Department of Road Transport and Tramways gave notice that the changeover from trams to buses was to occur early in August, presumably the 6th. However, by July it had pushed this date back to the well-known 1st of October—although the reasons were not stated. The Department was spending considerable effort retraining tram drivers as bus drivers—*‘those found to be incapable of bus-driving will be transferred elsewhere on the system.’* It was also gradually acquiring buses, the local paper *The Manly Daily*, stating that a

fleet of 80 double-deckers was to be acquired. Either the training or the buses may have slowed things down a bit. Nevertheless, the changeover duly took place on the pre-announced date of October 1, the *Daily* reporting in its Monday edition, both the last rites for the trams and the success of the service provided by the buses—*‘up to 10 buses leaving the wharf after arrival of a ferry simultaneously’* On December 1, the *Daily* reported that the buses had been running *‘exactly 2 months’* and went on to complain about the lack of action in removing the tracks and overhead wiring of the trams, considering them to be a traffic hazard.

TRAMWAY TIME TABLES.

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**MANLY-BROOKVALE-NARRABEEN.**

FROM MANLY PIER. DOWN.		FOR MANLY PIER. UP.		
FOR BROOKVALE, AND DEE WHY.	FOR NARRABEEN.	FROM NARRABEEN.	FROM DEE WHY (Brookvale 5 mins. later).	FROM NORTH MANLY DEPOT.
<b>MONDAYS TO FRIDAYS.</b>				
†4.45, †5.19, 6.1w, 6.37w, 7.1, 7.22, 7.55, 8.7, 8.26, 8.43, 9.15, 9.39 a.m., and at 9 and 39 mins. past each hour to 4.9, 4.38, 5.7, 5.32, 5.52, 6.2, 6.12, 6.22, 6.32, 6.46, 7.7, 7.22, 7.38, 8.9, 8.39, 9.8, 9.29, fe9.39, 10.9, 11.9, p.m., D12.44 a.m.	†4.45w, †5.5w, †5.19w, †5.52w, 6.1w, 6.17w, 6.37w, 7.1, 7.22, 7.55, 8.7, 8.43, 9.15, 9.39 a.m., and at 9 and 39 mins. past each hour to 4.9, 4.38, 5.7, 5.32, 5.52, 6.2, 6.12, 6.22, 6.32, 6.46, 7.7, 7.22, 7.38, 8.9, 8.39, 9.8, 9.29, fe9.39, 10.9, 11.9, p.m., D12.44 a.m.	5.18w, 5.38w, 5.57w, 6.28w, 6.48w, 7.6, 7.17, 7.26, 7.38, 7.48, 8.0, 8.12, 8.32, 8.54 a.m., and at 26 and 56 mins. past each hour to 4.26, 4.49, 5.19, 5.39, 5.52, 6.12, 6.34, 6.56, 7.12, 7.24, 7.55, 8.26, 8.56, 9.25, 9.54, 10.26, 10.56, 11.20, 11.56 p.m., D12.28, D†12.49, D†1.23 a.m.	5.34w, 5.54w, 6.13w, 6.44w, 7.4, 7.22, 7.33, 7.43, 7.54, 8.4, 8.16, 8.28, 8.48, 9.10, 9.42 a.m., and at 12 and 42 mins. past each hour to 4.42, 5.6, 5.29, 5.35, 5.54, 6.8, 6.30, 6.49, 7.15, 7.28, 7.40, 8.11, 8.42, 9.12, 9.40, fe10.10, 10.12, 10.42, 11.12, 11.36 p.m., 12.12, D12.44, D†1.5, D†1.39 a.m.	5.49, 6.8, 6.28, 7.0, 7.20, 7.37, 7.48, 7.58, 8.9, 8.19, 8.30, 8.43, 8.52, 9.3, 9.24, 9.59 a.m., and at 29 and 59 mins. past each hour to 3.59, 4.17, 4.29, 4.59, 5.20, 5.39, 5.48, 6.2, 6.9, 6.20, 6.35, 6.40, 6.46, 7.4, 7.29, 7.43, 7.59, 8.29, 8.59, 9.29, 9.58, 10.29, 10.59, 11.28, 11.51, 11.57 p.m., D12.26, D12.59 a.m.

B From Brookvale only.

**SATURDAYS.**

†4.45, †5.43, †6.19, 6.37w, 7.19, 7.47, 8.2, 8.20, 8.40, 9.9, 9.39, 10.9, 11.9, 11.37 a.m., 12.12, 12.37, 12.53, 1.7, 1.23, 1.38, 1.59, every 20 mins. to 5.59, 6.18, 6.39, and at 9 and 39 mins. past each hour to 11.39 p.m., D12.3, D12.44 a.m.	†4.45w, †5.13w, †5.43w, 6.1w, †6.19w, †6.30w, 6.37w, †7.3, 7.19, †7.37, 7.47, 8.2, 8.20, 8.40, 9.9, 9.39, 10.9, 10.39, 11.9, 11.37 a.m., 12.12, 12.37, 12.53, 1.7, 1.23, 1.38, 1.59, every 20 mins. to 5.59, 6.18, 6.39, and at 9 and 39 mins. past each hour to 11.39 p.m., D12.3, D12.44 a.m.	5.18w, 5.43w, 6.18w, 6.42w, 7.2, 7.14, 7.24, 7.36, 7.58, 8.12, 8.26, 8.57, 9.9, 9.26, 9.56, 10.26, 10.56, 11.26, 11.54 a.m., 12.18, 12.57, 1.13, 1.28, 1.55, 2.7, 2.29, every 20 mins. to 6.29, 6.43, 6.56, and at 26 and 56 mins. past each hour to 10.56, 11.20, 11.56 p.m., D12.28, D†12.49, D†1.23 a.m.	5.34w, 6.4w, 6.34w, 6.58w, 7.18, 7.30, 7.40, 7.52, 8.14, 8.29, 8.42, 9.13, 9.30, 9.42, 10.12, 10.42, 11.12, 11.42a.m., 12.10, 12.34, 12.44, 1.0, 1.15, 1.30, 1.45, 2.2, 2.11, 2.26, 2.7, 2.29, every 20 mins. to 7.0, and at 12 and 42 mins. past each hour to 11.12, 11.36 p.m., 12.11, D12.44, D†1.5, D†1.39 a.m.	5.49, 6.18, 6.49, 6.59, 7.14, 7.34, 7.44, 7.58, 8.9, 8.29, 8.44, 8.59, 9.29, 9.45, 9.59, 10.29, 10.59, 11.29, 11.59 a.m., 12.25, 12.42, 12.49, 12.59, 1.9, 1.15, 1.29, 1.46, 2.0, 2.7, 2.17, 2.26, 2.41, 2.47, and at 2, 7, 22, 27, 42 and 47 mins. past each hour to 6.27, 6.41, 7.0, 7.14, 7.29, 7.44, 7.59, and at 29 and 59 mins. past each hour to 11.29, 11.51, 11.57 p.m., D12.27, D12.59 a.m.
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w Workmen's Fares.  
† From North Manly Depot only.  
f Fridays only.

D All night fares.  
‡ To North Manly Depot only.  
fe Fridays excepted.

# Graphic Insight #76

By **CHRIS BROWBILL**

Graphic Insight this month for the first time looks at international shipping services to Australia. Compiled shipping schedules are notoriously difficult to obtain, however most shipping lines do publish their schedules on the World-wide web. So, the graph below is a sample of services based upon the details provided by one company, Wallenius Wilhelmsen, on their web site - <http://schedule.2wglobal.com/SagaSchedules.AppSchedules>.

The graph is a time-displacement chart showing services scheduled to arrive in Australia in the month of April 2002. The vertical displacement scale is somewhat approximate because, unlike a railway which is one-dimensional, ships travel over the two-dimensional oceans. Nevertheless, the general structure is that European ports are illustrated at the top, then the North Atlantic ocean, then North America, then the Caribbean, Panama Canal, Pacific ocean, New Zealand and Australia, Indian Ocean, South Africa, South Atlantic and back to Europe again. Asian destinations are shown in the Pacific, and the Suez canal is shown in the same area as South Africa. The oceans are indicated to assist distinction. Each journey has a unique number as listed in the legend, the three character suffix is an abbreviation of the vessel name.

Broadly speaking, there appear to be the following general routes:

- 1) Europe, East Coast of USA, Auckland, Brisbane, Sydney, Melbourne, Fremantle, then Asian Ports and back to Europe via Panama and North America (Dockings = circles, Asian part of journey is a dotted line)
- 2) As above but with stops in Panama and Pacific Islands, then to Melbourne, Sydney and Brisbane then New Zealand and to Asia (Dockings = plus signs)
- 3) Europe to South Africa, Fremantle, Melbourne, Sydney, Brisbane, Auckland (Dockings = squares)
- 4) Europe direct to Fremantle (presumably via Suez canal), then Adelaide, Melbourne, Sydney, Auckland and other New Zealand ports (Dockings = solid diamonds, journey shown as a dotted line).

Ports in North America are not illustrated precisely because unlike everywhere else, the website indicates that calls to the ports are conditional, and in many cases are all scheduled on the same day. It appears that the vessel will call at one port on the East Coast of the USA, but exactly which one is determined closer to the sailing date.

