CREMORNE BUS SERVICE
1 Thistle Street, Ryde
Phones: 80-3530, 90 6081
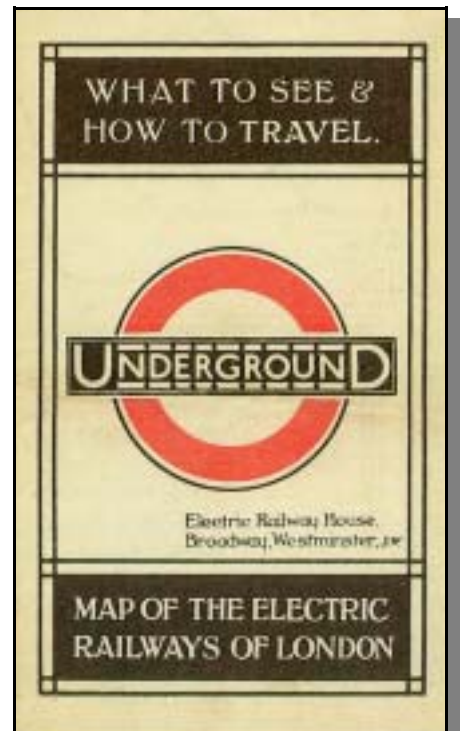
BUS TIMETABLE
Route 204

BALMORAL NAVAL DEPOT
to
CREMORNE JUNCTION AND
CREMORNE WHARF
via Spit Junction

Commencing 23rd September, 1965

NOTE: All buses that run to Cremorne Wharf connect with ferries to Quay.

Connecting Ferries depart Quay:—
Mon. to Fri., a.m.: 7.35, 8.03, 8 20, 8.36, 9.02, 10.25, 10.55.
  p.m.: 12.55, 2.25, 2.55, 3.55, 4.20, 4.40, 5.00, 5.10, 5.20, 5.35, 5.45, 6.00, 6.20, 7.00.
Saturday, a.m.: 7.55.
  p.m.: 12.25, 2.55, 3.55, 4.55

BROWN TIMETABLES, LIVERPOOL

WHAT TO SEE &
HOW TO TRAVEL.

UNDERGROUND

Electric Railway House,
Broadway, Westminster, sw

MAP OF THE ELECTRIC
RAILWAYS OF LONDON

Cremorne, on Sydney's North Shore was a public transport enclave dominated by Government tram and ferry services. But if you waited long enough at Spit Junction, you might see a privately-owned bus service as well. Jim O'Neill describes them in this issue (top & left)

Now where did they get that idea? (above right and right). London's Railway Gazette was a trifle miffed to discover that somebody was aping LONDON UNDERGROUND on the other side of the planet.

RAILWAY
MAP
SYDNEY
SUBURBAN
AND
CITY
UNDERGROUND
RAILWAY

Published and presented
with the Compliments of the
Commissioner for Railways
NEW SOUTH WALES

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No.1.   1939

The Times

Do as I do

ROSS WILLSON *has found an interesting piece of railway trivia in an old Railway Gazette, as* **GEOFF LAMBERT** *explains.*

The item in question is Railway Gazette's rather miffed analysis of a NSWGR Sydney suburban system route map of the 1930s. The Gazette had this to say:

A glance at page 814 this week will probably persuade many readers that we have reproduced one of the familiar London Transport pocket folder maps of the tube and underground railway system. Closer inspection will show that it is, in fact, the New South Wales Railway Department which has paid the L.P.T.B. the compliment of copying for local use the format of those useful publications, even adopting the "bar and circle" device that means "Underground" all over the world (right). *The map is diagrammatic in form, and shows the suburban railway lines radiating from Sydney* (below). *The City Underground lines occupy only a minute proportion of the map proper, but are shown to a larger scale on the back, with a street plan and indication of station entrances* (page 4). *The original map distinguishes the various lines by colours, and to preserve the distinction in our black-and-white--reproduction we have provided our own key. A curious similarity with the London Transport map is observable in the top left-hand corner. The line to Broken Hill might well be the "Met" to Harrow, Watford, and Aylesbury, with Blacktown as Wembley Park and the branch to Kurra-*
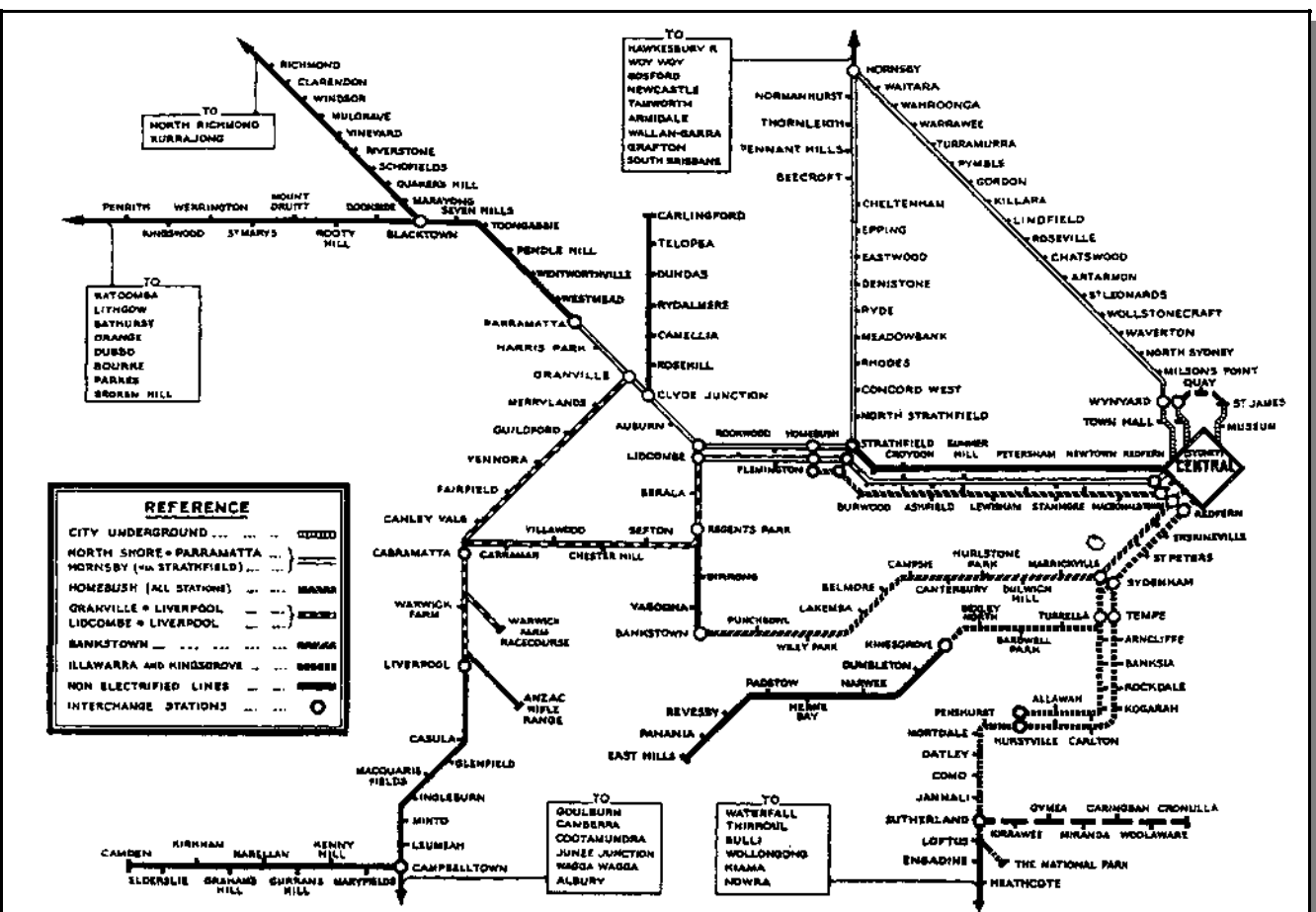
The New South Wales Railways Department has published a pocket map of lines in Sydney and district closely modelled on the L.P.T.B. Underground map (see page 806)

jong looking very much like the Stanmore line.

A London-centric view, obviously. But what *we* found fascinating was the representation on the map of the Camden line as though it were part of this bustling urbane urban railway network, belying its real nature of a steep meandering quaint country branch line with its Lilliputian trams and its "wait-a-while" operating philosophy. Not to mention, of course, the Railway Gazette's equating of Broken Hill to Harrow, a distance discrepancy of nearly 700 miles.
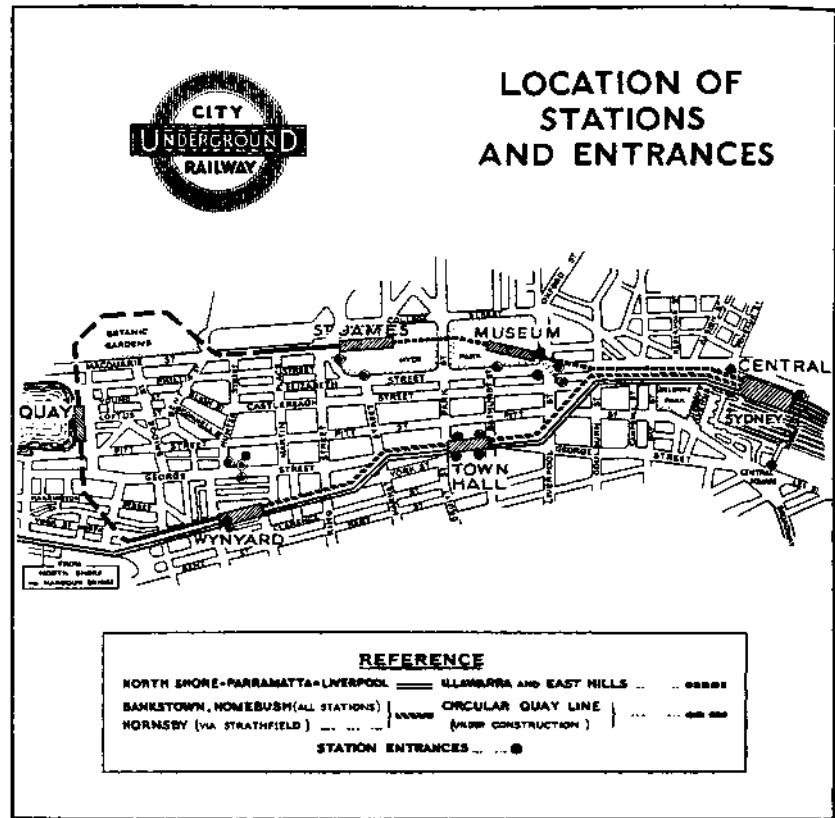
The 1956 Morgan Floods

Some of us are old enough to remember the annual floods of the Murray River in the 1950s. Whether **DAVID HENNELL** *is one is a moot point– but he has found plenty of evidence in the timetables of the South Australian Railways.*

The Murray River has caused various railway authorities many problems over the years. It required expensive bridging, both lifting and fixed, created political rivalries and intrigue, brought about multiple deviations for a reservoir, flooded regularly, caused territorial incursions and customs inspections, as well as resulting in breaks of gauge with their attendant expense, delay and inconvenience. The river brought vast amounts of traffic to the railheads from the Riverina and as far away as southern Queensland via the Darling River system - to such an extent that the construction of further railways in these areas killed off the river trade entirely. It also helped prevent other railways from being constructed - one such

line under consideration was from Dry Creek through Gumeracha, Mount Pleasant, Palmer (just west of Apamurra) and Mannum to Karoonda in the Murray Lands in order to, amongst other things, ease traffic on the South Line so as to avoid its duplication[1].

The railways came into contact with the Murray at the many places shown (from the upstream end) in the table on page 5.

Railways were planned to cross the river at Mildura (for Gol Gol) and Yelta (for Wentworth) thus further extending VR's incursion into New South Wales but, although suitable bridges were constructed, work did not proceed on these lines.

The majority of operational problems caused by the Murray River were due to flooding and the SAR suffered more than the other systems although the low level wharf line at Mildura was subject to inundation and special passenger services were operated between Wodonga and Albury (as well as Renmark and Paringa[5]) when the nearby roads were impassable.

When one looks at a map, it is immediately obvious why Morgan was known as North West Bend prior to arrival of the railway from Kapunda on 23rd September 1878. The railway tapped the river traffic at this point and directed it to Adelaide and Port Adelaide. The name 'Morgan' was a political choice as Sir William Morgan was the Chief Secretary of the Colony of South

Place	Type of contact
Albury and Wodonga	Crossed by NSWGR & VR
Cudgewa line deviations for the Hume Reservoir between Bonegilla and Bullioh	VR line relocated on two occasions
Corowa and Wahgunyah	NSWGR and VR independently nearby
Yarrawonga and Mulwala	Crossed by VR
Cobram	VR on opposite side of town
Tocumwal	Crossed by VR, NSWGR nearby
Echuca and Moama	Crossed by D&MR Co[2] then VR plus high level wharf line
beyond Murrabit	Crossed by VR
Koondrook	SHSC, KSC[3] then VR adjacent
Swan Hill	VR adjacent plus high level wharf line
Robinvale and Euston	Crossed by Railway Construction Branch - line not transferred to VR but carried occasional traffic until February 1943
Mildura	VR adjacent plus low level wharf line
Paringa and Renmark	Crossed by SAR
Berri	SAR on opposite side of town
Loxton	SAR nearby
Renmark	SAR nearby
Morgan	SAR adjacent
Mannum	SAR bus route adjacent[4]
Murray Bridge	Crossed by SAR plus low level wharf line
Milang	SAR adjacent
Goolwa	SAR adjacent (horse line initially)

Australia at the time of the line's opening.

The Normal Service

The South Australian Railways' public timetable of 26th August 1956 shows a Morgan line passenger service that was typical over an extended period of time although the evening Down and morning Up beyond Eudunda came and went a few times (illustration on page 6) The service provided to Kapunda and Robertstown varied more substantially over the years especially between Eudunda and Robertstown where the service ranged between 3 and 7 trains per week operating either from the Adelaide end or from the Robertstown end. Perhaps Robertstown was a long term resident of the too hard basket.

The trains to Kapunda provided a commuters' service[6] into Adelaide (country weekly tickets were issued to passengers joining at stations North Kapunda to Roseworthy at the time). Eudunda had a traditional type of country passenger service. The nature of the Morgan service is given in the box below the timetable - it is basically an express service worked by Bluebird railcars conveying passengers for Kapunda, Eudunda and stations to Morgan. It primarily connects with the road services to the Upper River towns. Refreshments were available at Kapunda and when changing between rail and road at Morgan. The other services were normally worked by Model 75 passenger motors.

SAR timetables (both working and public) were usually - but not always - reluctant to give many details of the road services from Morgan to the Upper River towns. You wouldn't know by reading the information supplied (page 7, top left) that there were actually two separate routes, one on each side of the river, especially as all the towns listed are on the north side. Other timetables suggest that only this route was a true coordinated service with through booking, the southern route being *pay-the-driver* service. This may well explain why only the northern towns are listed. Waikerie, Loxton and possibly Kingston-upon-Murray were the stops on the southern route that crossed the Murray on the punt at Cadell[7], about 12 km upstream from Morgan. Both routes operated daily ie Monday to Saturday. The northern route was operated by Renmark Motor Service (Pendle's) and the southern route by Waikerie and Loxton Motor Service (Perry Bros.) according to the 30th May 1954 Adelaide Division country passenger WTT but the Weekly Notice entries for 1956 imply that both routes were operated by Pendle.

Returning to the rail service, we see that the evening Eudunda is extended to Morgan on Wednesday and that the early morning up Eudunda originates at Morgan on Thursday. When I first saw this ex-

TABLE 29.

ADELAIDE, MORGAN, AND ROBERTSTOWN LINE.

READ DOWN.   **READ UP.**

Mon. to Sat. a.m.	Mon. to Sat. a.m.	Sat. p.m.	Mon. to Fri. p.m.	Mon. to Fri. p.m.	Wed. p.m.	Sun. p.m.	Sat. p.m.	Sat. p.m.	Miles.	Stations.	Mon. a.m.	Tues. to Fri. a.m.	Thur. a.m.	Mon. to Sat. a.m.	Mon. to Sat. a.m.	Mon. to Fri. p.m.	Sat. p.m.	Sat. p.m.	Fri. p.m.	Sun. p.m.
7 30	9 05	12 15	4 35	5 20	—	6 10	6 35	11 30	dep —	ADELAIDE R.arr	7 17	7 17	—	8 45	1 10	5 10	6 00	7 05	—	7 47
—	—	—	—	—	—	—	—	—	1¼	North Adelaide	7 12	7 12	—	—	—	—	a	—	—	—
—	—	—	—	—	—	—	—	—	2¼	Ovingham	7 09	7 09	—	—	—	—	a	—	—	—
—	—	—	—	—	—	—	—	—	3	Dudley Park	7 06	7 06	—	—	—	—	a	—	—	—
—	—	—	4 43	—	—	—	—	—	3¾	Islington	7 04	7 04	—	—	—	—	a	—	—	—
—	—	—	—	—	—	—	—	—	4¾	Kilburn	7 01	7 01	—	—	—	—	a	—	—	—
—	—	—	—	—	—	—	—	—	5¼	Tube Mills	*	*	—	—	—	—	—	—	—	—
—	—	—	4 56	b	—	6 22	—	11 43	6¼	DRY CREEK	6 55	6 55	—	8 33	—	R	5 46	—	—	—
—	—	—	—	—	—	*	—	11 52	11	Parafield	6 47	6 47	—	—	—	—	*	—	—	—
—	—	—	—	—	—	*	—	*	11¾	Chidda	6 44	6 44	—	—	—	—	*	—	—	—
—	—	—	5 00	5 43	—	6 37	b	11 56	12¼	SALISBURY	6 42	6 42	—	8 24	—	4 47	5 36	a	—	7 26
—	—	—	—	—	—	*	—	11 59	13¼	Nuriutta	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	6 43	—	12 04 a.m.	—	Elizabeth South	—	—	—	—	—	4 40	5 30	—	—	—
—	—	—	—	—	—	*	—	*	17	Womma	—	—	—	—	—	—	*	—	—	—
—	—	—	5 11	5 52	—	6 51	—	12 10	18¾	Smithfield	—	—	—	—	—	4 34	5 24	—	To Gawler only	—
—	—	—	—	—	—	*	—	*	21	Kudla	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	*	—	*	23¾	Tambelin	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	*	—	*	24	Para	—	—	—	—	—	—	—	—	—	—
v	9 44	1 01	5 24	6 03	—	‡7 08	7 20	‡12 30	24¾	GAWLER	6 22	6 22	—	8 05	—	4 21	5 14	6 25	—	‡7 07
v	9 56	1 15	5 37	6 14	—	7 20	7 31	12 43	30¼	ROSEWORTHY	6 11	6 11	—	7 50	)	4 06	5 04	6 11	7 11	6 54
v	10 11	1 30	5 51	6 29	—	7 35	7 47	12 58	37	Freeling	5 58	5 58	—	7 37	)	3 52	4 50	5 57	6 57	6 41
—	10 25	1 44	6 05	6 43	—	7 49	8 01	1 12	43¾	Fords	5 44	5 44	—	7 24	—	3 38	4 36	5 41	6 45	6 28
8 39	10 35	1 54	6 15	6 52	—	7 58	8 10	1 22	arr 48	Kapunda R. dep	5 35	5 35	—	7 15	12 06 p.m.	3 28	4 26	5 30	6 30	6 18
8 46	10 37	—	—	6 59	—	8 00	8 15	1 26	dep —	" North Kapunda arr	5 27	*	—	7 14	11 59	3 26	4 19	—	—	6 13
—	10 51	—	—	7 14	—	8 15	8 30	1 41	53½	Bagot Well	5 15	—	—	7 04	—	3 15	4 07	—	—	6 02
—	11 03	—	—	7 26	—	8 27	8 43	1 53	58	Hansborough	5 03	—	—	6 54	—	3 04	3 55	—	—	5 53
—	*	—	—	*	—	*	*	*	62½	Koninderie	*	—	—	—	—	*	*	—	—	*
v	11 19	—	—	7 45	—	8 46	9 02	2 11	65½	Hampden	4 49	—	—	6 41	)	2 49	3 40	—	—	5 39
9 19	11 25	—	—	7 50	—	8 51	9 08	2 17	68¾	EUDUNDA dep	4 40	—	—	6 33	)	2 39	3 30	—	—	5 30
9 20	11 31	—	—	—	7 53	—	—	—	—	" arr	—	—	6 25	—	11 28	From Roberts-town	—	—	—	—
9 33	—	—	—	—	*	—	—	—	74½	Deep Creek	—	—	*	—	11 29	—	—	—	—	—
9 43	—	—	—	—	*	—	—	—	77¾	Sutherlands	—	—	*	—	11 14	—	—	—	—	—
9 50	—	—	—	—	*	—	—	—	85	Bower	—	—	*	—	11 00	—	—	—	—	—
10 01	To Roberts-town	—	—	—	*	—	—	—	90¼	Mount Mary	—	—	*	—	10 51	—	—	—	—	—
*	—	—	—	—	*	—	—	—	98¼	Eba	—	—	*	—	10 40	—	—	—	—	—
10 10	—	—	—	—	—	—	—	—	—	Lanosa	—	—	*	—	*	—	—	—	—	—
—	—	—	8 47	—	—	—	—	—	arr 104¾	MORGAN R. dep	—	—	5 10	—	10 30	—	—	—	—	—
—	11 31	—	—	—	—	—	—	—	dep 68¾	EUDUNDA arr	—	—	—	—	—	2 35	3 25	—	—	—
—	11 53 p.m.	—	—	—	—	—	—	—	arr 76¼	Point Pass	—	—	—	—	—	2 15	3 05	—	—	—
—	12 07	—	—	—	—	—	—	—	arr 83	ROBERTSTN dep	—	—	—	—	—	2 00	2 50	—	—	—

* Stop if required to pick up or set down passengers.   ‡ Change trains.   a Stop if required to set down passengers.
b Stop if required to pick up passengers.   v Stop if required to pick up passengers for Upper River road motor service and stations beyond Eudunda.
) Stop if required to set down passengers from Upper River road motor service and stations beyond Eudunda.   R Refreshment room station.

COMBINED ROAD AND RAIL MOTOR SERVICES

To and From Upper River Towns

See Page 10

COMBINED RAIL AND MOTOR SERVICES.— THROUGH BOOKING.

ADELAIDE, MOUNT BURR, AND MILLICENT, VIA KALANGADOO.

The Adelaide-Kalangadoo rail service connects with road service between Kalangadoo and Millicent, as under:—

For particulars consult " Enquiry" Adelaide, or your local Station Master

FARES COVERING RAIL AND MOTOR.

Between Adelaide and Mount Burr.

	Single.		Return.		Week-end Excursion.	
1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
61 0	49 0	92 0	73 0	86 0	69 0

Between Adelaide and Millicent—

62 0	50 0	93 0	74 0	87 0	70 0

ADELAIDE, COLLINSFIELD, AND PORT BROUGHTON.

The Adelaide-Collinsfield rail service connects with road motor service between Collinsfield and Port Broughton, as under :—

			Sat. a.m.	Mon. to Fri a.m.
ADELAIDE	....	dep.	7 00	8 30
COLLINSFIELD	....	arr.	10 28	11 49
"	....	dep.	10 40	12 00
				p.m.
Mundoora	....	dep.	11 20	12 25
PORT BROUGHTON Post Office	....	arr.	11 55	12 45

			Sat. a.m.	Mon to Fri. a.m.
PORT BROUGHTON Post Office	....	dep.	7 30	8 30
Mundoora	....	dep.	8 06	9 06
COLLINSFIELD	....	arr.	8 45	9 45
"	....	dep.	8 55	9 55
			p.m.	p.m.
ADELAIDE	....	arr.	12 15	1 15

Rail Fares—	Single. 2nd Class.	Return. 2nd. Class.	Week-end Excursion. 2nd Class.
	s. d.	s. d.	s. d.
Adelaide and Collinsfield	17 6	26 4	23 4
Road Fares—			
Collinsfield and Mundoora	2 9	5 0	4 6
Collinsfield and Port Broughton	5 0	9 0	8 0

Passengers may book to or from Mundoora or Port Broughton from any attended station at the sum of the rail fare to or from Collinsfield and the road motor fare shown above.

Parcels not exceeding 168 lb in weight may be booked through from South Australian Railway Stations (Eyre Peninsula lines excepted) to Mundoora and Port Broughton. The charges, both rail and road must be prepaid, for further particulars consult your local Station Master.

ADELAIDE AND RIVER MURRAY TOWNS, VIA MORGAN.

Combined single, return, and excursion tickets are issued between Adelaide and River Murray towns as follows:—

Adelaide and—			
Overland Corner			
Cobdogla			
Barmera	Single.	Return.	Week-end Excursion.
Glossop	32 9	54 2	51 2
Barri			
Renmark			

Train leaves Adelaide for Morgan at 7.30 a.m., and Morgan for Adelaide at 10.30 a.m. daily (Sundays excepted).

75

GOODS TRAIN SERVICES
MILE END, ROSEWORTHY AND MORGAN
DOWN.—MONDAYS TO SATURDAYS.

Telephone Block System between North Scissors and Mile End Junction. Automatic Signalling Mile End Junction and Roseworthy. Train Order System under Train Control between Roseworthy and Morgan.

Miles from Adel.	Stations.		Mon. 31	Mon., Thurs. 359	Tues., 831	Thurs. 867
			a m	a m	p m	p m
—	MILE END .... dep		—	—	6 45	7 45
6¼	Dry Creek .... dep		12 40	—	8 20	9 30
24¾	Gawler ....△CEIJR arr		—	—	—	—
"	...... WX dep		—	10 00	—	—
30¼	Roseworthy ★IJWX arr		2 44	10 24	10 44	11 45
—	..... dep		4 10	10 30	11 15	12 30 a m
48	Kapunda .. O₂WX arr		—	—	—	—
—	" .... dep		—	—	—	—
68¼	Eudunda . △AC arr		—	—	—	—
—	" ..... WX dep		—	—	—	—
69¼	Robertstown Junc. arr		—	3 34pm	—	Fri.
—	" .. dep		—	3 37	—	
			p m	To	p m Wed	p m
104¼	MORGAN △O₂WX arr		4 00	Roberts-town.	12 30	12 30

UP.

Miles from Morgan.	Stations.		Tues., Fri. 416	Thurs. 576	Tues. 556	Fri. 846
			p m	a m	p m	p m
—	MORGAN .... dep		—	11 50	12 15	2 00
35¼	Robertstown J. arr		12 31	—	—	—
—	" " dep		12 35	—	—	—
36	Eudunda...... arr		—	—	—	—
—	...... dep		—	—	—	—
56¼	Kapunda ..... arr		—	—	—	—
—	..... dep		—	Fri.	—	Sat.
				a m	p m	a m
74¼	Roseworthy ... arr		3 30	12 30	9 22	1 00
—	" ...... dep		4 00	12 50	9 44	1 10
79½	Gawler .... arr		—	—	—	—
—	.... dep		—	—	—	—
104¼	MILE END .. arr		6 05	3 32	12 15am	4 00

CARRIAGE OF EGGS FROM EUDUNDA DISTRICT.

On Thursdays consignments of eggs from Eudunda and intermediate stations to Roseworthy will be handled in a van equipped with mattresses, packing bags, 8 cross bars and 16 ropes from Eudunda per No. 576 Thursdays, to Mile End, thence Shunter to S.A.F.U. Ltd., private siding.

Eggs for consignees other than " Red Comb " and S.A.F.U. to be taken out at Mile End, and must be stowed in the van so that they can be taken out without movement of those for the S.A.F.U. siding.

Van to be returned to EUDUNDA, loaded or empty per No. 31, MONDAYS.

One " D " and one " M " van to be marshalled next to the engine on Nos. 576 and 556 goods trains from Morgan. These vans to be labelled for Mile End and used for pickup consignments at intermediate stations.

KAPUNDA, FREELING AND ROSEWORTHY

Push engines returning tender first from Kapunda/Freeling to Roseworthy must not exceed a speed of 25 m.p h.

tension in a timetable, I not unreasonably assumed that it was a shoppers' service into Adelaide. On closer reading, I realised that this could not be the case as, in order to be a shoppers' service, there would have to be a morning train to Adelaide and an evening train from Adelaide on the same day and this criterion isn't met. A clue comes from the Adelaide Division goods working timetable dated 21st October 1956. (page 7, bottom right) Morgan goods trains left Mile End or Dry Creek very early Monday morning, as well as Tuesday and Thursday evenings as an overnight service. There was no goods train to Morgan on Wednesday evening so it is likely that the Eudunda passenger motor was extended as a parcels and mail service - *pick ups* and *take outs* in SAR parlance. Such traffic on the express Bluebird was largely confined to that destined for the road services.

The Robertstown line goods service (page 10, bottom) is included for the sake of completeness and to show the strange piece of timetabling that required a cross at Point Pass under permissive block working.

The Floods Morgan station yard was right on the river bank and subject to frequent inundation. However, the 1956 flood was significantly larger than a normal one. The flooding saga was serialised in Weekly Notice over a five-month period from late August 1956 to early January 1957. The first reference to the emergency is in WN 35/36 of 24/08/56 but it is more logical to start with the two entries in the following issue, one of which is a repetition of part of the other. As Weekly Notice is traditionally a very succinct journal - so succinct that the language is stilted at times - direct quotes are best. Capitalisation and punctuation are somewhat strange, too.

Under the subheading of Train Notice (TN) No. 717 (Temporary Standing) of 23rd August 1956, WN 36/56 states:

MORGAN STATION – CLOSED ACCOUNT FLOODS.   TN 717

Commencing Monday, 27th August, 1956, Morgan Station will be closed and passenger and goods services
will instead work to Lanosa with the exception that engines of goods trains will proceed to Morgan for the purpose of turning on Triangle and allowing crews to have Barracks accommodation.

A temporary station office, Goods shed and small sleeper platform will be erected at Lanosa which will be attended for all train movements.

Lanosa must be treated as an attended station without fixed signals and all trains must be stopped at the facing switches and admitted by hand signal.

Commencing on Wednesday, 29th August, 1956, and Wednesdays until further notice, No. 741 Morgan Passenger will be suspended between Eudunda and Morgan, and commencing on Thursday, 30th August, 1956 and Thursdays until further notice, No. 200 Passenger will be suspended between Morgan and Eudunda.

Normal Goods Service will operate to Lanosa only.   Goods may be accepted for Morgan in the normal manner but will be delivered at Lanosa.

Water will not be available at Morgan and Enginemen must therefore take sufficient water at Mount Mary on the Down journey to enable their return to Mount Mary on the Up journey.

Thus, the Wednesday evening/Thursday morning extension was cancelled for the duration and only the express service remained for passengers (who would have been unrefreshed east of Kapunda unless the buses stopped for refreshments en route).   It is somewhat ironic that the lack of locomotive water at Morgan was due to a surfeit of water. Lanosa was 103½ miles from Adelaide and 1¼ miles from Morgan. It was closed on 1st November 1958. Returning now to WN 35/56, the subheading TN No. 815 (Temporary Standing) of 24th August 1956:

PASSENGER SERVICE – ADELAIDE, WAIKERIE, LOXTON.   TN 815

In consequence of the closing of Cadell Punt, commencing forthwith, the passenger service from Waikerie and Loxton (via Morgan) is cancelled and, instead, Pendles (sic) Road Bus Service will operate as under:–

Up – Mondays, Wednesdays, Fridays.

Loxton and Waikerie to Murray Bridge, connecting with No. 466 (12.38 p.m.) Murray Bridge to Adelaide.

Down – Mondays, Wednesdays, Fridays.

Leave Adelaide, No. 455 (11.20 a.m.), connecting at Murray Bridge for Waikerie and Loxton.
The normal rail service (No. 231, 7.05 a.m.), Adelaide to Waikerie and Loxton Mondays, Wednesdays, and Fridays, and No. 802 (10.50 a.m. ex Loxton, and 8.25 a.m. ex Waikerie) Tuesdays, Thursdays, and Saturdays will continue to work.

The connections at Murray Bridge were with the Mount Gambier Bluebirds, but parcels for the bus were not permitted on these trains and had to be forwarded by the 7.05 a.m. train from Adelaide. (Adelaide to Tailem Bend service, pages 11 and 12) The route altera-tion reduced the road service to three days per week instead of the usual six. Apart from the change of the transfer point, the Renmark bus service wasn't affected by the flooding as it didn't cross the river.

Further downstream, the SAR was affected again as the same is-sue of WN refers to the closure of the wharf at Murray Bridge due to the flooding and, although stating the obvious, the requirement that all local consignments be handled in the main yard was mentioned.

The story continues in WN 40/56:

MORGAN TEMPORARY STATION

Alterations to Working, account Floods.

WN 36/56 affecting the passenger service to and from Morgan is cancelled and commencing on Monday, 1st October, 1956, No. 243 railcar will work into the triangle and stop on the stem thereof at Morgan opposite the entrance to the Railway yard opposite the Hotel instead of terminating at Lanosa and No. 454 railcar will commence from the triangle at Morgan tempo-rary station which will be attended from the above date.

The semaphore signals at Morgan are not in use and the above trains, also engines of goods trains terminating at Lanosa will be admitted by hand signal.

The next episode is in WN 47/56 by which time the Cadell punt was back in use. TN No. 1084 of 14th November 1956 has:

PASSENGER SERVICE – ADELAIDE, WAIKERIE, LOXTON.   TN 1084

TN No 815 is cancelled on and after Monday, 19th November, 1956, and the passenger service to and from Waikerie and Loxton will resume normal working via Morgan.

"Up" Monday to Saturday.

Loxton and Waikerie to Morgan connecting with No. 454 (10.30 a.m.) Morgan to Adelaide.

"Down" Monday to Saturday.

Leave Adelaide No. 243 (7.30 a.m.) connecting at Morgan for Waikerie and Loxton.

Passenger trains will arrive at and depart from the old passenger platform instead of using the temporary station opposite the Hotel.

The semaphore signals will be brought into use again prior to the arrival of No. 243.

WN 51/56 of 17/12/56 somewhat belatedly gave more information on the returning normality at Morgan in No-vember:

The passenger station at Morgan will be re-opened on Wednesday, 19th November, 1956, for daylight passenger travel working

The last instalment in the story appeared in WN 1/57 (and was partially repeated in WN 2/57). TN 10 (Standing) of 3rd January 1957 tells us:

MORGAN – RE-OPENING OF STATION   TN 10

On Monday, 7th January, 1957, Morgan will be re-opened for the working of all passenger and goods trains, and Lanosa will revert to an unattended station.

Commencing Wednesday, 9th January, 1957, No. 741 (7.53 p.m.), Eudunda to Morgan (Wednesdays) will resume working.

Commencing Thursday, 10th January, 1957, No. 200 (5.10 a.m.), Morgan to Eudunda (Thursdays), will resume working.

All the remaining temporary standing train notices were cancelled from 7th January 1957.

After 19 weeks, Morgan train services were back to normal and, for the first time, the full service as shown in the 26th August 1956 public timetable was operated.

The Demise

The end of the railway to Morgan came in two stages - the passenger service beyond Eudunda was withdrawn on 13th March 1965 as were the Upper River towns' road services. The railway from Robertstown Junction (¾ mi beyond Eudunda) to Morgan closed on 2nd November 1969.

Never again would the floods at North West Bend be a problem for the South Australian Railways.

The idea for this article came from Glenn Cumming and his assistance in supplying information is gratefully acknowledged.

Footnotes

1 Successive South Australian governments and Australian National achieved this much less expensively.

2 Deniliquin & Moama Railway Company

3 Swan Hill Shire Council and Kerang Shire Council.

4 SAR operated a bus service from Adelaide to Mannum from 1926 to 1928, this being the closest that this route came to a rail service although the section from Birdwood to Mount Pleasant was luckier, as was Palmer.

5 As an example, SAR Weekly Notice 33/31 of 17th August 1931 states:

RENMARK – PARINGA SPECIAL SERVICE ACCOUNT FLOODWATERS.

From and including Tuesday, August 12th, 1931, until further notice, a rail car with WWX car attached will work Mondays to Saturdays inclusive, at 8.15 a.m., 1.00 p.m., and 4.45 p.m. from Renmark to Paringa, returning as convenient. Additional trips will be made between the hours of 8.00 a.m. and 5.00 p.m. on application being made to the Station Master, Renmark.

6 The only public transport to Kapunda in 2002 is two return buses just on school days from Kapunda to Evanston (connecting with trains between Gawler Central and Adelaide) and one return bus school days only from Saddleworth to Tanunda, both routes operated by Barossa Valley Coaches. Eudunda, Robertstown and Morgan have no public transport whatsoever. Is this progress?

7 At the time, there were only three bridges over the Murray River in South Australia - one at Renmark and two at Murray Bridge.

References

Day, A. N., compiler (1915) Names of Stations with their Derivations and Meanings, South Australian Railways, Adelaide.

Sallis, R. (1998) Railways in the Adelaide Hills, Openbook Publishers, Adelaide.

The State Guide - A comprehensive guide to South Australia's country bus services, April 2002

GOODS TRAIN SERVICES—EUDUNDA AND ROBERTSTOWN.
MONDAYS TO SATURDAYS (INCLUSIVE).

Train Order Working between Eudunda and Robertstown Junction.
Permissive Block System between Robertstown Junction and Robertstown.

		DOWN			UP		
Miles from Adelaide.	Station.		Mon. Thurs. 359	From Roberts-town.	Station.		Tues and Fri. 416
			a m				a m
—	MILE END	dep	—	—	ROBERTSTOWN .... △APX	dep	11 20
—	GAWLER	arr	—	6½	Point Pass	PX arr	11 45
—	"	dep	10 00	—	" "	dep	12 05 pm
68¾	Eudunda	△AWX arr	—	13½	ROBERTSTOWN JUNCTION	arr	12 31
—	"	dep	3 30pm	—	" "	dep	12 35
69¼	ROBERTSTOWN JUNCTION	arr	3 34	14½	Eudunda	△AWX arr	12 40
—	" "	dep	3 37	—	"	dep	—
76½	Point Pass	PX arr	3 59	58½	GAWLER	arr	—
—	" "	dep	4 10	—	"	dep	—
83	ROBERTSTOWN .... △APX	arr	4 32	—	MILE END	arr	6 05

Take out and pick up trucks including milk and cream vans, must be placed not more than five ahead of brakevan leaving Robertstown on No. 416.

TABLE 7.

ADELAIDE, BALHANNAH, MOUNT BARKER JUNCTION, AND TAILEM BEND.

DOWN.

Miles.	Stations.	Mon. to Sat.	Mon. to Sat.	Sat.	Sat.	Sat.	Mon. to Thur.	Mon. to Thur.	Fri.	Sun.	Sun.	Fri.	Mon. to Sat., Sun.	Sun.	Sat.	Fri.	† Sun., Tues., Thur.
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	ADELAIDE R. ...... dep	7 05	11 20	8 50	1 00	2 10	4 35	4 55	5 15	5 20	5 55	6 15	7 00	7 15	7 15	7 20	8 50
3	GOODWOOD	7 13	—	—	—	2 18	—	—	—	5 30	—	b	To	h	7 23	e	—
5¼	Mitcham	7 20	—	—	—	2 28	—	—	—	5 39	—	b	Over-	7 28	7 29	e	—
8¾	Eden Hills.................	h	—	—	—	2 40	—	—	5 34	5 53	f	6 38	land	h	7 39	e	—
11¼	Blackwood	7 39	—	—	—	2 48	—	—	5 41	6 02	—	6 47	to	7 45	7 47	e	c
13¼	Belair	7 47	—	h	—	2 54	—	b	5 48	6 12	—	6 55	Melb.	h	7 54	e	c
16	National Park	—	—	—	—	3 00	—	—	*	—	—	—		—	—	—	—
16¼	Long Gully	—	—	—	—	—	—	—	—	6 24	—	—		—	—	—	—
18	Upper Sturt	8 03	—	b	—	3 06	a	—	6 01	6 29	—	7 10		—	8 07	*	—
19½	Mount Lofty	8 11	—	b	—	3 10	5 34	—	6 07	6 34	—	7 16		8 11	8 13	8 20	c
20¼	Heathfield	*	—	—	—	3 13	—	—	6 10	6 37	—	7 19		—	a	a	—
21¼	Madurta	—	—	—	—	3 15	—	—	6 12	6 39	—	7 21		—	a	—	—
21¾	Aldgate	8 22	—	b	—	3 16	5 39	—	6 14	6 41	—	7 23	See	8 19	8 25	8 31	c
22¼	Jibilla	—	—	—	—	3 18	—	—	6 16	6 43	—	7 25	Table	—	a	—	—
22¾	Carripook	—	—	—	—	3 20	—	—	6 18	6 45	—	7 27	No. 41	—	a	—	—
23¾	Bridgewater	8 28	c	b	b	‡3 45	5 44	b	6 25	6 48	h	7 30		8 27	8 31	8 37	c
25¼	Yantaringa	—	—	—	—	*	*	—	—	—	—	*		*	—	—	—
27	Ambleside	8 39	—	—	*	*	5 54	—	6 43	7 04	7 19	7 41		8 38	8 42	8 48	c
28¾	BALHANNAH	8 44	—	—	*	4 01	5 59	b	6 47	7 13	*	7 46		8 43	8 47	8 53	c
31	MOUNT BARKER JUNCTN.	8 52	c	10 21	2 13	*	6 08	6 23	To	—	7 34	7 54		8 51	8 55	9 01	c
34¼	Nairne	9 06	c	To	To	*	6 21	To	Wood-	—	To	To		9 02	9 06	9 12	c
38¾	Petwood	—	—	Vic-	Vic-	—	*	Vic-	side	To	Vic-	Vic-		—	*	*	—
41¼	Balyarta	—	—	Hrbr.	Hrbr.	—	—	Hrbr.	—	Wood-	Hrbr.	Hrbr.		—	—	—	—
44¼	Callington	9 28	c	and	and	*	6 43	—	—	side	—	and		9 24	9 31	9 35	c
48	Warla	*	—	Milang	Milang	*	*	—	—	—	—	Milang		*	*	*	—
51	MONARTO SOUTH	9 41	c	—	—	*	6 58	—	—	—	—			9 36	9 44	9 47	c
55¼	Kinchina	*	—	—	—	a	*	—	—	—	—			*	*	*	—
—	Mannum Road	—	—	—	—	—	—	—	—	—	—			*	*	*	—
60	Murray Bridge R. ...... arr	9 59	1 28	—	—	5 07	7 14	—	—	—	—			9 54	10 03	10 04	11 25
" " ...... dep		10 11	1 38	—	—	5 12	7 17	*	—	—	—			9 46	9 56	10 08	10 09	11 40
63	Rabila	*	—	—	—	—	*	—	—	—	—			—	*	a	*	—
68¼	Monteith	*	—	—	—	—	*	—	—	—	—			—	*	a	*	—
74	Wurton	*	—	—	—	5 37	*	—	—	—	—			—	a	a	*	—
74¼	TAILEM BEND .... arr	10 36	1 58	—	—	5 40	7 45	—	—	—	—	—		10 08	10 24	10 36	10 36	a.m. 12 05
		To Pinnaroo daily. To Renmark M, W, F.	To South-East														To South-East

* Stop if required to pick up or set down passengers.   ‡ Change trains.   a Stop if required to set down passengers.

b Stop if required to pick up passengers.   c Stop if required to pick up passengers for stations beyond Tailem Bend.

e Stop if required to pick up passengers for Mount Barker Junction and beyond.   h Stop if required to pick up passengers for stations beyond Bridgewater.

f Stop if required to pick up passengers for stations beyond Mount Barker Junction.   R Refreshment room station.

† Passengers for Murray Bridge and Tailem Bend are not allowed to travel by this train on Sundays.

FOR INTERSTATE FARES

See Page 10

TABLE 7—continued.

TAILEM BEND, MOUNT BARKER JUNCTION, BALHANNAH, AND ADELAIDE.

UP.

Stations.	Tues., Thurs., Sat.	Mon. to Sat., Sun.†	Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Mon. to Thurs., Sat.	Mon. to Sat.	Tues., Thurs., Fri.	Sat.	Sun.	Sun.	Sat.	Sun.
	a.m. From South-East	a.m. The Overland from Melbourne	a.m.	a.m.	a.m.	a.m.	a.m. From Pinnaroo.	p.m. From South-East daily. From Pinnaroo Fri.	p.m. From Renmark T., Th.	p.m. From Renmark	p.m.	p.m.	p.m.	p.m.
TAILEM BEND .... dep	4 25	6 47	6 20	6 35	—	—	10 55	12 08	4 51	4 40	5 25	—	—	—
Wurtun	—	—	b	b	—	—	—	—	—	b	*	—	—	—
Monteith	—	—	*	*	—	—	*	—	a	a	*	—	—	—
Rabila	—	—	*	7 01	—	—	*	—	a	*	*	—	—	—
Murray Bridge R. .. arr	4 50	6 10	6 45	7 08	—	—	11 22	12 28	5 15	5 04	5 53	—	—	—
" " .. dep	5 05	6 30	6 50	7 15	—	—	11 37	12 38	5 27	5 18	5 58	—	—	—
Mannum Road	—	—	*	*	—	—	*	—	—	—	*	—	—	—
Kinchina	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MONARTO SOUTH	S	—	7 10	7 37	—	—	11 56 p.m.	S	5 44	5 35	6 16	—	—	—
Warla	—	—	*	*	—	—	*	—	*	*	*	—	—	—
Callington	S	—	7 22	7 51	From Victor Harbour	From Victor Harbour	12 08	S	5 56	5 48	6 29	From Victor Harbour & Milang	From Victor Harbour & Milang	From Woodside
Balyarta	—	—	—	—			—	—	—	—	—			
Petwood	—	See Table 41	—	—			—	—	—	—	—			
Nairne	S		7 49	8 23	—	—	12 40	S	6 22	6 18	6 56	7 37	8 42	—
MT. BARKER JUNCTION	S		8 00	8 34	9 19	9 39	12 51	S	6 33	6 29	7 07	7 37	8 42	—
BALHANNAH	S		8 07	8 43	*	*	12 58	S	6 39	6 36	7 14	7 45	8 48	8 10
Ambleside	6 32	—	8 16	8 48	9 29	*	1 03	S	6 47	6 45	7 23	7 51	a	8 16
Yantaringa	—	—	b	*	*		*	—	—	*	*		—	*
Bridgewater	S	—	8 29	9 01	9 43	10 00	1 16	S	6 59	6 57	7 35	8 05	9 05	8 26
Carrirook	—	—	*	*	*		—	—	—	*	*		—	*
Jibilla	—	—	*	*	*		—	—	—	*	*		—	*
Aldgate	S	-	8 36	9 10	a	a	1 22	—	7 06	7 04	7 43	8 16	a	8 35
Madurta	—	—	*	*	*		—	—	—	*	*		—	*
Heathfield	—	—	*	*	*		—	—	—	*	*		—	*
Mount Lofty	S	—	8 44	9 19	a	a	1 30	—	7 15	7 12	7 52	m	a	8 43
Upper Sturt	—	—	8 48	*	a	—	1 33	—	a	a	a		a	8 46
Long Gully		—	—	—	—	—	—	—	—	—	—		—	*
National Park	—	—	—	—	—	—	—	—	—	—	—			
Belair	S	—	9 00	9 34	a	a	—	S	7 31	7 28	a	m	a	8 59
Blackwood	S	—	9 06	9 40	a	a	1 49	S	7 37	a	a	—	a	9 05
Eden Hills	—	—	—	9 47	a	a	a	S	a	a	a		a	9 12
Mitcham	S	—	a	a	a	10 47	2 04	S	7 51	7 49	8 28	8 57	9 49	9 21
GOODWOOD	S	—	a	a	a	10 53	2 11	S	7 58	7 57	8 34	9 04	9 54	9 27
ADELAIDE R, .. arr	7 45	9 00	9 30	10 06	10 40	11 00	2 18	2 43	8 05	8 05	8 42	9 12	10 00	9 35

* Stop if required to pick up or set down passengers.   .a Stop if required to set down passengers.   b Stop if required to pick up passengers.
m Stop if required to set down passengers from stations beyond Mount Barker Junction.   S Stop if required to set down passengers from stations beyond Tailem Bend.
† Stop if required at Monarto South, Callington, Nairne, Mount Barker Junction, Balhannah, Ambleside, Bridgewater, Aldgate, Mount Lofty on Sundays to pick up passengers for Adelaide.   R Refreshment room station.

— LUGGAGE HINTS —

Unaddressed luggage goes somewhere.............. But the question is—Where?

Prevention is better than cure .... See that your luggage bears a secure and legible address.

Wise people learn much from the errors of others   Remove old addresses; legibly address your luggage; deposit early, and secure a luggage check.

Place your Name and Home Address on the top of the articles inside each package of your luggage.

Private buses in Cremorne
By JIM O'NEIL

The Mosman peninsula, like the Manly-Warringah one to its north, was the territory of government buses and trams. However, a few small private bus services were to be found in both. The one in Mosman, was the route 204, Cremorne Junction to Hunter Bay Naval Depot (in George's Heights). Two large parts of the run, from Cremorne Wharf to Cremorne Junction and from Spit Junction to Beaconsfield Road (where the trams turned north to Balmoral) were government territory and passengers could only be carried to or from the other parts of the route. My earliest timetable (8 pages, shown in folded out form below and on our page 14) is dated 22nd December 1957, just overlapping with the last Mosman trams.

The route 204 ran north from Cremorne Junction along Macpherson St to Wyong Rd, then south on Countess St to Ourimbah Rd, and on to Spit Junction, then south and west along Military and Middle Head Roads to the Naval Base. The territory in the northern part of Cremorne provided the largest catchment area. The timetable shows the connecting ferries to Circular Quay, providing a pleasant way to travel to the city. In peak hours three buses are required to operate the 204. Note the 7.23 from Cremorne Wharf, which arrives at the Naval Base 7.50. Drop a row and we see it leaving at the same time to arrive back at the Wharf at 8.17. It leaves again at 8.18 (there is little slack in this timetable!), after two other buses have gone at 7.48 and 8.03. In the off-peak buses ran at twenty or thirty minute intervals from Cremorne Junction and only once in an hour, but not at clock-face timing, from the Wharf. Two buses are needed to run the off-peak service. We may note some of the unusual workings. One run in both the mornings and evenings goes only as far as Countess St (marked C). Its arrival time is shown under Spit Junction (marked Arr) on the outward timetable, and placed between the Spit and Cremorne Junction columns on the inward. There are services to and from Killarney St (north of Spit Junction, but with no direct connection to Wyong Road). These are marked K and V on page 4, and in a special table in the middle of page 8. You could go from Killarney St to Mosman Junction at 9.30, have almost an hour's shopping and come back at 10.32. Or you could go to Cremorne Wharf at 10.40, travel to the city, and walk back from Ourimbah Road when it suited you.

Evening services ran until 7.50, and then stopped until 10.15. A bus then

ran from Spit Junction to the base and back to the Junction (was there a change of shift then– at an odd hour like 10.22?) It then ran back to the Kinema Picture Theatre and waited til the picture show finished. One final run left Cremorne Wharf at 11.26, probably providing for picture-goers leaving the City by ferry, and stopping once the last passenger from Spit Junction had alighted.

On Saturdays and Holidays, the services mostly start from Cremorne Junction (pages 6 and 7 are printed directly below 4 and 5, and the column headings are only on the top pages), with a smaller number of services from the Wharf. The same Evening services run, with an extra one from Spit Junction at 11.45. On Sundays, only one bus is required. It runs only in the afternoon and there is no service from the Wharf, and most runs go only between Spit Junction and the Naval Base, as can be seen on page 8 of the timetable.

My next timetable commenced on 23rd September 1965 (see our cover). The Mosman Bus Service has given way to the Cremorne Bus Service, of 1 Thistle St, Ryde. The route 152 had taken over the 204, and buses came out from Ryde. Times of ferries are shown separately, and only from Circular Quay. We are just told that all buses arriving at the Wharf have a connecting ferry. Three buses are still needed in peak hours: follow the 7.20 from the Naval Depot, which leaves again at 8.20. The 7.35 doubles back at Countess St at 8.17 and the third bus leaves the Naval Depot at 7.45. There are more short turns to Countess St, and even Killarney St buses still run. See the 9.10K from Cremorne Junction westwards and the 11.10K from Spit Junction eastwards. Two buses are still needed for the off-peak service, but with more regular half-hour timings. Saturdays can be run by a single bus (on roughly 40-minute timings) and Sunday and holiday service is no longer provided.

My next timetable (our page 15) is dated 19th December 1988. After some time, it had been realised that the government route 204 from Martin Place to Bond's Corner Northbridge conflicted with the Cremorne service's number, so the private bus service had been re-numbered 224. It was still called the Cremorne Bus Service, but no longer had any connection with Thistle St. Ryde. Two buses are needed for peak hour service, with some runs going express between Mosman Junction and points in Cremorne. Passengers headed to the Naval Base in the morning, and back in the evening, but travelled in the opposite directions from the north of Cremorne to catch the ferries to and from the city. One bus is sufficient to provide the hourly off-peak service. There are no services in the evening, or on Saturdays, Sundays or Public Holidays. On the reverse side of the timetable is a sketch map, which is rather rough by the standards of the Urban Transit Authority (page 15, lower).

CREMORNE BUS SERVICE
P.O. BOX 149,
MOSMAN. 2088
Phone: 971 9136

## CREMORNE WHARF - MIDDLE HEAD
BUS TIMETABLE
Route 224

Route 224: MIDDLE HEAD - CREMORNE - MIDDLE HEAD
via Spit Junction and Mosman Junction

Naval Depot	Spit Junction	Cremorne Junction	Cremorne Wharf	Ferry departs for Quay	Ferry departs Quay	Cremorne Wharf	Cremorne Junction	Spit Junction	Naval Depot
				WEEKDAYS MORNINGS					
..	..	..	..	..	..	..	..	7.18	7.28
..	7.25C	7.32	7.40	7.47	..	7.40Z	..	..	7.56
7.30	7.40	7.50	7.58	8.07	7.45	7.58	8.08	8.18	8.28
8.00	8.10	8.20	8.28	8.37	8.05	8.30	8.38	8.48	8.58
8.30	8.40	8.50	..	..	..	..	..	..	..
9.02	9.10	9.18	9.25	9.30	9.25	9.37	9.45	9.54	10.02
10.02	10.10	10.18	10.25	10.30	10.25	10.37	10.45	10.54	11.02
11.02	11.10	11.18	11.25	11.30	11.25	11.37	11.45	11.54	12.02
				AFTERNOONS					
12.02	12.10	..	..	..	..	..	..	12.54	1.02
1.02	1.10	1.18	1.25	1.30	1.25	1.37	1.45	1.54	2.02
2.02	2.10	2.18	2.25	2.30	2.25	2.37	2.45	2.54	3.02
							3.15S	3.25SP	3.35
3.08V	3.15V	3.25V	3.36V	4.00	3.25	3.37	3.45	3.54	4.02
3.35S	3.45S	3.55S	4.03S	4.25	3.55	4.07	4.15	4.24	4.32
4.05	4.14	4.22	4.30	4.55	4.20	4.32	4.40	4.48	4.55
4.35	4.44	4.53	..	..	..	..	5.00	5.10M	..
4.55X	..	..	5.10	5.30	5.00	5.12	5.20	5.28	5.36
5.15M	5.20	5.30	5.38	6.00	5.30	5.42	5.50	5.55C	..
5.37X	..	..	5.52	6.00	5.45	5.57	6.05	6.10C	..
..	5.53C	6.00C	6.08	6.35	6.00	6.12	6.20	6.27	..

**No Service on Saturdays, Sundays or Public Holidays**

EXPLANATIONS:

C - Bus operates to or from Countess Street, North Cremorne.

M - Bus terminates or starts from Mosman Junction.

P - Bus operates via Mosman Primary School on school days.

S - Bus operates on school days only.

V - Bus operates SIX MINUTES EARLIER during school vacation.

X - Bus operates all stops to Mosman Junction, Then EXPRESS to Cremorne Wharf.

Z - Bus operates EXPRESS between Florence Street & Mosman Junction.

From 19th December, 1988

Published by
Urban transit
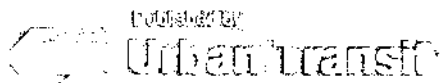
The 224 passed to the ownership of Manly Buses, which has since sold both its routes, at different times, to Sydney Buses, and now provides only charter service. The first Sydney Bus timetable (see our page 16) commenced 3 July 1995. The 224 to Cremorne wharf was replaced by the 243 to Wynyard. Similar intervals are provided, with half-hourly service in the peaks and hourly in the off-peak. One bus can operate the off-peak and two are needed for the morning peak. But while the evening peak service runs at the same half-hourly interval as the morning in to Wynyard, it cannot be operated by only two buses. The 3.55 from Spit Jn. arrives at 4.18 and can run the 4.25 outbound. But it returns at 5.18, five minutes too late for the 5.13. The 4.52, returns to Wynyard at 5.48, ten minutes too late for the 5.38, while the 5.13 terminates on its return journey at Neutral Bay at 5.52 (and presumably goes back to North Sydney Depot). The 243 was sufficiently successful for weekend services on Saturdays, Sundays and Holidays to be provided from November 17th 1996.
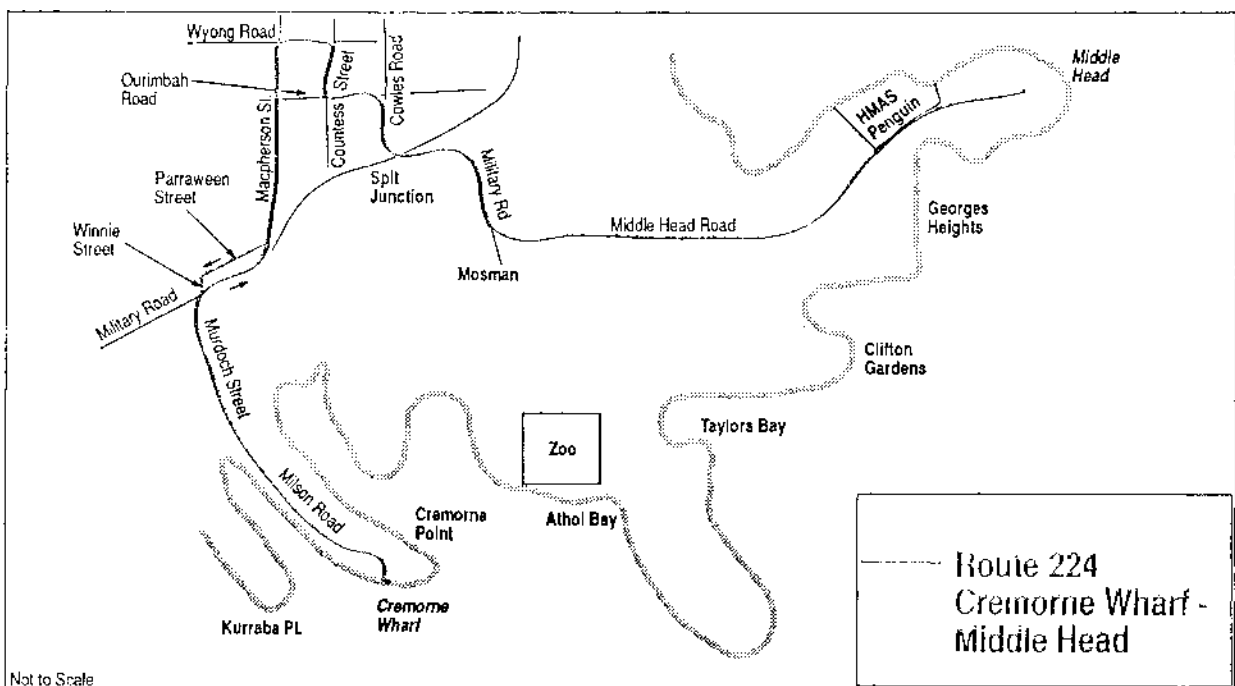
Route 224
Cremorne Wharf -
Middle Head

Not to Scale

SPIT JUNCTION TO WYNYARD — Mondays to Fridays

Showing Route No.	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243
	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
SPIT JUNCTION (Clifford St)		-	8.25	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.25	5.41	6.06
MOSMAN (Cowles Rd)	7.25	7.55	-	.	.	.	.	.	.	.	.	.	.	.	.
COUNTESS ST & WYONG Rd	7.29	7.59	8.29	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59	4.59	5.29	5.45	6.10
CREMORNE (Gerard St)	7.33	8.03	8.33	9.03	10.03	11.03	12.03	1.03	2.03	3.03	4.03	5.03	5.33	5.49	6.14
NEUTRAL BAY JUNCTION	7.36	8.06	8.36	9.06	10.06	11.06	12.06	1.06	2.06	3.06	4.06	5.06	5.36	5.52	6.17
NEUTRAL BAY (Watson St)	7.37	8.07	8.37	9.07	10.07	11.07	12.07	1.07	2.07	3.07	4.07	5.07	5.37	.	.
WYNYARD TERMINUS	7.48	8.18	8.48	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18	5.48	.	.

WYNYARD TO SPIT JUNCTION — Mondays to Fridays

Showing Route No.	243	243	243	243	243	243	243	24	243	243	243	243	243	243	243
	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
WYNYARD TERMINUS (Stand A)	7.55	8.25	8.55	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.25	4.52	5.13	5.38	6.07
NEUTRAL BAY (Big Bear)	8.06	8.36	9.06	9.36	10.36	11.36	12.36	1.36	2.36	3.36	4.36	5.03	5.24	5.49	6.18
NEUTRAL BAY JUNCTION	8.07	8.37	9.07	9.37	10.37	11.37	12.37	1.37	2.37	3.37	4.37	5.04	5.25	5.50	6.19
CREMORNE (Gerard St)	8.10	8.40	9.10	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.07	5.28	5.53	6.22
COUNTESS ST & WYONG Rd	8.14	8.44	9.14	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.11	5.32	5.57	6.26
SPIT JUNCTION (Clifford St)	8.18	8.48	9.18	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.15	5.36	6.01	6.30

SATURDAYS, SUNDAYS & HOLIDAYS
NO SERVICE

SECTIONS

02	Wynyard (Carrington St)
06	Neutral Bay Junction (Waters Rd) OUT
	(Wycombe Rd) IN
07	Spit Junction (Clifford St)

If God permits– London to York timetable, 1706

YORK Four Days Stage-Coach.

Begins on Friday the 12th of April 1706.

ALL that are defirous to pafs from *London* to *York*, or from *York* to *London*, or any other Place on that Road; Let them Repair to the *Black Swan* in *Holbourn* in *London*, and to the *Black Swan* in *Coney-ftreet* in *York*.

At both which Places, they may be received in a Stage Coach every *Monday*, *Wednefday* and *Friday*, which performs the whole Journey in Four Days, (*if God permits.*) And fets forth at Five in the Morning.

And returns from *York* to *Stamford* in two days, and from *Stamford* by *Huntington* to *London* in two days more. And the like Stages on their return.

Allowing each Paffenger 14l. weight, and all above 3d. a Pound.

Performed By { Benjamin Kingman. / Henry Harrifon, / Walter Baynes,