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WESTERN AUSTRALIAN
GOVERNMENT GAZETTE.
PUBLISHED BY AUTHORITY.

Where the Westralians got their transport timetables in the 1830s.

*Colonial Secretary's Office, Perth,
March 25, 1836.*

NOTICE is hereby given the Schooner "Sally Ann" will proceed on the 1st Proximo for King George's Sound and the other Out-stations.

*Colonial Secretary's Office, Perth,
July 19, 1839.*

HIS Excellency the Governor having, by virtue of the power and authority vested in him by an Act of Council, intituled "*An Act to regulate the Postage of Letters in the Colony of Western Australia,*" been pleased to establish a Post Office at Guildford, and to appoint Mr. Abraham Jones Postmaster of the same;— Notice is hereby given, that a Mail will be made up at Guildford for Perth early every Tuesday, Thursday and Saturday morning. And all Letters addressed to persons residing in Guildford or its vicinity, or in the Toodyay or Yerik Districts, will be forwarded from the Post Office, Perth, on every Tuesday, Thursday and Saturday afternoon.

For the conveyance of Letters between the above mentioned Places a rate of 4d. will be charged upon every single, and 6d. upon every double Letter, independent of any Postage which may be chargeable pursuant to the Regulations, already in existence, and dated 20th July, 1837.

By His Excellency's command,

PETER BROWN, *Colonial Secretary.*

The Times

NSW PTT OF DECEMBER 1896	3
LETTERS	10
LATE AGAIN	11
TIMETABLES IN WESTERN AUSTRALIAN GOVERNMENT GAZETTES	12
GRAPHIC INSIGHT #80	16

About The Times

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, *Table Talk*.

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Disclaimer

Opinions expressed in *The Times* are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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Announcer: 'The train arriving on platform 4 is Stephenson's Rocket.. We apologise to any of the surviving passengers.'

Man on platform: 'Ooh, that's an old joke.'

Announcer: 'British Rail apologise for the late arrival of that last joke.'

New South Railways Time Tables, Fares and General Information 1st December 1896

DAVID HENNELL has been commissioned to review a timetable in the current auction, the New South Wales railway public timetable booklet of December 1896. This timetable emerged just at the start of a prolonged growth period for the railways, which saw them add 100 to 150 miles per year to the system. Each monthly timetable, then, would have had something new to add. This one did—just in time for Christmas.

THE residents of Nelungaloo, Gunningbland and Bogan Gate received one of the best Christmas presents imaginable in 1896 - their very own railway! (below, left) The line from Parkes to Bogan Gate opened on 15th December 1896 and, despite the heading and footnote, the section to Condobolin did not open until 1st March 1898.

The cover of this timetable is a delightful drawing of tourist scenes around Sydney with the Hawkesbury River bridge as the centre-piece, surrounded by waterfalls, Fort Denison, a rowing boat on a river and other delights.

The timetable book follows the traditional layout for those of the period: advertisements for accommodation houses, alterations since the previous issue, contents, index to stations and platforms, tourist train services to the Sydney hinterland, a summary of intercolonial services including Broken Hill via Adelaide, refreshment rooms, sleeping car services, the timetables proper [in the order South, Parramatta, Illawarra suburban (very few trains beyond Hurstville) and Belmore, Illawarra, a few Sydney tram routes, West, North, Hornsby Junction suburban (both lines), Newcastle suburban, Narrabri line, Lismore - Tweed line, Newcastle trams, Albury - Melbourne, Jennings - Brisbane], fares from Sydney and Newcastle, general information (including funeral trains, season and workmen's weekly tick-

ets), parcels, animals and live-stock, coaches and cabs from railway stations and concluding with a few more advertisements.

The services provided on many of the lines far away from Sydney at the time show distinct similarities with those provided up until the demise of the branch line passen-

ger services and the mail trains in the 1970s and 1980s - overnight into and out of Sydney with day travel in the outer areas. Examples are the Hay, Corowa and Berrigan lines, (page 4, top) the Berrigan line service showing a thrice weekly shoppers' service into Nar-

(Continued on page 6)

74

PARKES AND CONDOBOLIN SERVICE.

This line will be opened on 15th December, 1896, when the following will be the Train Service:—

Height in feet.	Distance in miles.	Down.	MAIL.	Height in feet.	Distance in miles.	Up.	Mixed Week-days.
64	—	Sydney dep.	p m 8 0	766	—	Bogan Gate dep.	p m 1 40
2844	192	Orange { arr. 5 20 } dep. 5 40	Mixed 10 0	900	7	Gunningbland "	2 10
1033	269	Parkes { arr. 10 20 } dep. 10 40	Mixed 10 20	855	15	Nelungaloo "	2 48
855	275	Nelungaloo "	10 40	1033	21	Parkes { arr. 8 50 } dep. 9 20	3 20
990	263	Gunningbland "	11 20	2844	98	Orange { arr. 8 30 } dep. 9 00	4 00
766	390	Bogan Gate arr.	Noon 12 0	64	390	Sydney arr.	5 10

Passengers change at Parkes for Condobolin Line.

* Daily, Saturdays excepted from Sydney. † On Sunday mornings arrives Sydney at 6 5 a.m.
a Calls to pick up or set down passengers when required.

For Western Line Time-tables see pages 66 to 69. For Orange-Forbes Line Time-table see page 73.

NYNGAN AND COBAR SERVICE.

Height in feet.	Distance in miles.	Down.	Sun., Tues., Thurs.	Mon., Wed., Fri.	Height in feet.	Distance in miles.	Up.	Mon., Wed., Fri.	Tues., Thu., Sat.	Mixed.
64	—	Sydney Dep.	p m 8 0	p m 8 0	308	—	Cobar Dep.	a m 8 0	a m 9 0	
568	377	Nyngan { Arr. 12 0 } dep. 12 40	Mixed 12 0	Mixed 12 0	320	13	Meryula "	a	a	
590	384	Correen "	a	a	371	30	Bobby Mountain "	9 12	10 30	
664	391	Milandotta "	a	a	722	53	Florida "	a	a	
645	395	Thornedale "	a	a	845	64	Hermidale "	10 27	11 43	
723	406	Hermidale "	2 10	3 41	864	63	Thornedale "	a	a	
871	429	Florida "	a	a	580	75	Milandotta "	a	a	
950	432	Bobby Mount'n "	3 40	4 55	568	82	Correen "	a	a	
820	446	Meryula "	a	a	64	450	Nyngan { Arr. 11 45 } dep. 1 45	p m 1 45	p m 1 45	
903	459	Cobar Arr.	4 55	6 5	64	450	Sydney Arr.	a m 5 50	a m 5 50	

a Calls to pick up or set down passengers when required. For fares see page 9
† On Sunday mornings arrives Sydney at 6 5 a.m.
Passengers change at Nyngan for Cobar Line.

For Western Line Time-tables see pages 66 to 69.

SOUTH-WESTERN SERVICE.

Table with columns: Height in feet, Distance in miles, Down, Mixed, Up, Mixed. Lists stations from Sydney to Waradagery.

* Daily (Saturdays excepted) from Sydney to Junee. * Arrives Sydney at 6:15 on Sunday mornings. Change at Narrandera for Jerilderie-Berrigan Line for Time-table see page 37.

CULCAIRN-COROWA SERVICE.

Table with columns: Height in feet, Dis. in miles, Down, Mixed Mail, Up, Mixed Mail. Lists stations from Sydney to Corowa.

Passengers change at Culcairn. * On Sunday mornings arrives Sydney at 6:15 a.m. * Will pick up and set down passengers when required.

NARRANDERA, JERILDERIE, AND BERRIGAN LINE.

Table with columns: Height in feet, Distance in miles, Down, Mail, Mail. Lists stations from Sydney to Berrigan.

Table with columns: Height in feet, Distance in miles, Up, Mixed, Mixed. Lists stations from Berrigan to Sydney.

* Daily, Saturdays excepted, from Sydney to Junee. Passengers change at Narrandera for Jerilderie, and Berrigan Line.

MARRICKVILLE-BELMORE LINE.

Large table with columns: Miles, Leave Sydney from Platform No., WEEK-DAYS, Wed. only, Sat. only, Sundays, To Sydney, WEEK-DAYS, Wed. only, Sat. only, Sundays. Lists stations from Sydney to Belmore.

a Will pick up and set down passengers when required. For Fares see page 98. For South Coast Line Time-tables, see pages 51 to 53, 60 and 61.

ILLAWARRA AND SOUTH-COAST SERVICE.

Table with columns: Down, WEEK-DAYS, SATURDAY'S ONLY, and various station names like Sydney, Hurstville, Penrith, etc.

Will pick up and set down passengers when required. Will set down passengers when required.

R. Refreshment Station. For Helmore Line Time-tables see page 59.

ILLAWARRA AND SOUTH-COAST SERVICE.

Table with columns: Up, WEEK-DAYS, SATURDAY'S ONLY, MONDAY'S ONLY, and various station names like Nowra, Jasper's Brush, Berry, etc.

R Refreshment Station. Will pick up and set down when required. For Fares see page 58.

SANS SOUCI AND SANDRINGHAM TRAMWAY.

Table with columns: WEEK-DAYS, SUNDAYS, STATIONS, and train times for Sydney, Kogarah, Sans Souci, Sandringham, etc.

Passengers change at Kogarah. These trams will stop to pick up and set down when required at the following places only...

REDFERN RAILWAY STATION AND BRIDGE-STREET TRAM TIME-TABLE. DISTINGUISHING COLOUR-WHITE.

Table with columns: WEEK-DAYS, SUNDAYS, Bent-street Depart, Depart Railway Station, and various train times.

ASHFIELD TO ENFIELD TRAMWAY.

Table with columns: WEEK-DAYS, Down Journey, Up Journey, and various train times for Sydney, Ashfield, Enfield, etc.

randera with the longer distance train on the other three working days - note the long connections, unusual in this timetable.

The Belmore line is interesting for many reasons: the early station names, the 2-hourly interval service in the down direction but not in the up, the differences between the down and up stops and the not uncommon additional late train on Wednesday. (page 4, bottom)

Saturday night was obviously the night on which one let one's hair down in big smoke of Wollongong, genteelly and soberly of course. (page 5, top)

Some city and suburban steam trams feature on pages 64 and 65. (our page 5, bottom) The Redfern Railway Station being the one referred to as Sydney elsewhere in the timetable and being located south of Devonshire Street.

The Western line shows 22 hours to and from Bourke. (below) The

return working departed Bourke at 7 50 am Monday to Saturday, arriving Sydney at 5 50 am Tuesday to Saturday and 6 05 am Sunday. (Note that workmen's weekly tickets were issued between Bourke and Bourke Meat Siding at a fare of 2/6 (about twice the mileage rate in Sydney) but just how reliable was the train home?)

The paucity of service to Hornsby Junction from both Strathfield and Milson's Point is not really surprising (pages 8-9, bottom). The station names on both lines are interesting - the present day Hornsby was opened on 17th September 1886 as Hornsby and renamed Hornsby Junction on 1st November 1894, reverting to Hornsby on 1st May 1900. Normanhurst opened on 21st November 1895 as Hornsby being renamed Normanhurst on 1st May 1898.

The Toronto tram service appear-

ing in the Newcastle to Toronto table only shows trams connecting to or from Newcastle. (page 7, bottom) Those trams that connected at Fassifern to or from Sydney are only shown in the Sydney to Newcastle table unless they also connected with Newcastle trains. Combining the two tables gives the service shown in the table on the top of our page 7. The tram must have returned to Fassifern about 10.55 pm Saturday in order to form the 11.15 pm arrival at Toronto

The Sunday service to Toronto was provided by through trains from Newcastle, the steam tram having a well-earned rest on that day.

Despite the footnote, there was a through sleeping car between Sydney and Narrabri. (page 8, bottom)

The 8 pages of private coach connections are preceded by the usual proviso that the details are provided for the information of the public and that the railway commissioners are not responsible for

SYDNEY, BATHURST, AND BOURKE SERVICE.

Table with columns: Down., WEEK-DAYS, SATURDAYS ONLY, SUN. DAYS. Rows list stations from Sydney to Wallerawang.

Sydney, Bathurst, and Bourke Service—continued.

Table with columns: Down., WEEK-DAYS, SUN. Rows list stations from Wambool to Newcastle.

Vertical text on the right side of the second table providing additional service details and notes.

Small text at the bottom of the first table providing service notes and abbreviations.

Depart Toronto	M-F	am	7.45	9.27	11.55			
		pm	5.15	6.50	8.00			
	Sat	am	7.45	9.27	11.55			
		pm	1.50	4.30	5.15	6.50	9.50	
	Sun	am	11.00					
		pm	5.30					
Arrive Toronto	M-F	am	8.20	9.57				
		pm	12.27	5.52	8.42			
	Sat	am	8.20	9.57				
		pm	12.27	2.24	5.03	5.52	10.32	11.15
	Sun	am	10.44					
		pm	3.04					

NEWCASTLE AND TORONTO (Lake Macquarie) SERVICE.

Height in feet.	Miles.	Down.	WEEK-DAYS.												SAT. ONLY.			SUNDAYS.				
			a	m	a	m	a	m	a	m	a	m	a	m	a	m	a	m	a	m	a	m
2	—	Newcastle.....Dep.	8 55	7 58	8 50	9 10	4 40	6 32	1 30	10 16	9 50	2 10	4 16	5 16								
3	1	Honeysuckle	6 50	7 08	8 54	...	4 44	...	1 33	10 19	9 53	2 14	...	5 19								
18	2	Hamilton	7 37	13 08	55	9 16	4 46	6 37	1 36	10 23	9 59	2 18	...	5 23								
22	3	Broadmeadow .....	...	7 17	9 2	...	4 52	a	1 40	10 27	10 3	2 22	4 23	5 27								
50	4	Adamstown .....	...	7 21	9 5	...	4 56	6 43	1 44	10 40	10 6	2 26	4 25	5 30								
45	8	Cardiff .....	...	7 31	9 14	...	5 a 6	a	1 a 58	10 a 39	10 a 16	2 a 28	...	5 a 38								
18	10	Cockle Creek	7 23	7 38	9 20	b	5 13	6 56	1 58	10 46	10 39	2 43	...	5 45								
		West Wallsend .....	...	18 30	...	...	...	...	...	...	...	...	...
43	12	Teralba	7 28	7 44	9 25	9 36	5 19	7 1	2 3	10 60	10 29	2 49	...	5 60								
30	14	Fassifern .....	...	7 50	...	...	9 43	5 25	7 7	2 9	10 66	10 36	2 56	6 66								
—	17	Toronto (Tram)...A. (Lake Macquarie).	...	8 23	...	...	9 57	5 52	7 23	2 24	11 16	10 44	3 4									

TORONTO (Lake Macquarie) AND NEWCASTLE SERVICE.

Miles.	Up.	WEEK-DAYS.												SATUR-DAYS ONLY.			SUNDAYS.						
		a	m	a	m	a	m	a	m	a	m	a	m	a	m	a	m	a	m				
—		Toronto (Tram)...D. (Lake Macquarie).	7 45	11 55	...	...	...	...	...	...	...	...	...	...
—		Fassifern	8 0	12 12	...	...	...	...	...	...	...	...	...	
2		Teralba	8 7	12 18	12 20	...	...	...	...	...	...	...	...		
		West Wallsend	7 40	...	...	...	...	...	...	...	...	...	...
7		Cockle Creek	8 12	...	...	...	...	...	...	...	...	...	...
9		Cardiff	8 a 17	...	...	...	...	...	...	...	...	...	...
13		Adamstown	8 26	...	...	...	...	...	...	...	...	...	...
14		Broadmeadow	8 29	...	...	...	...	...	...	...	...	...	...
15		Hamilton	8 33	...	...	...	...	...	...	...	...	...	...
16		Honeysuckle	8 37	...	...	...	...	...	...	...	...	...	...
17		Newcastle	8 40	12 40	1 53	2 5	5 5	8 20	9 5	8 27	11 4	11 50	1 50	2 40	6 20								

* Runs from West Wallsend on Pay Saturdays only.
 a Calls to pick up and set down passengers when required. b Sets down passengers when required.
 c Picks up passengers when required. d For fares see page 98.
 For Northern Line Time Tables see pages 75 to 78.

their accuracy. The coach times are supplied for journeys away from the railheads but there are no details of coaches returning to the railway, surely a serious omission. (page 9, top)

Apart from the North Coast line

(coastal steamers reigned supreme here for many years to come) and the Broken Hill line, the New South Wales railway system had developed by 1896 into the one that is still with us. Very few railway lines (but all tram lines) that are shown in this

document have been closed by 2003.

This timetable is a fascinating snapshot of land transport in our most heavily populated colony four years before federation.

EAST MAITLAND AND MORPETH SERVICE.

Table with columns: Height in feet, Dist. in miles, Down, Mixed, WEEK-DAYS, SAT. ONLY, SUN. DAYS. Rows include Sydney, East Maitland, Raworth, Queen's Wharf, Morpeth.

Passengers change at East Maitland.
† Saturdays only from Sydney. † Saturdays excepted from Sydney.
a Calls to pick up or set down passengers when required.

MORPETH AND EAST MAITLAND SERVICE.

Table with columns: Height in feet, Dist. in miles, Up, WEEK-DAYS, SAT. EXC., SATS. ONLY, SUN. DAYS. Rows include Morpeth, Queen's Wharf, East Maitland, Sydney.

Passengers change at East Maitland.
a Calls to pick up and set down passengers when required. For fares see page 96.

NORTH-WESTERN SERVICE.

Table with columns: Height in feet, Distance in miles, Down, WEEK-DAYS, SUNDAYS, Height in feet, Distance in miles, Up, DAILY (Saturdays excepted), SUNDAYS. Rows include Sydney, Narrabri, Warric Creek, Gap, Breeza, Curlew, Gunnedah, Emerald Hill, Boggabri, Turrawan, Narrabri, Sydney.

Passengers change at Warric Creek for North-Western Line.
a Calls to pick up or set down passengers when required. R Refreshment Station.
For Northern Line Time-tables, see pages 75 to 78. For fares see page 98.

SYDNEY, HORNSBY JUNC., & HAWKESBURY SERVICE.

Table with columns: Height, Miles, Down, WEEK-DAYS, SATURDAYS only, SUNDAYS. Rows include Sydney, Strathfield, Concord, Rhodas, Meadow Bank, Ryde, Eastwood, Carlingford, Besscroft, Pennant Hills, Thornleigh, Hornsby, Hornsby Junc., Colah, Berowra, Hawkesbury.

Table with columns: Down, WEEK-DAYS, SATURDAYS only, SUNDAYS. Rows include Sydney, Strathfield, Concord, Rhodas, Meadow Bank, Ryde, Eastwood, Carlingford, Besscroft, Pennant Hills, Thornleigh, Hornsby, Hornsby Junc., Colah, Berowra, Hawkesbury.

* Leaves Sydney at 9:40 p.m. on Saturdays.
a Calls to pick up and set down passengers when required. b Calls to pick up passengers when required.
c Passengers by these trains change carriage at Strathfield. d Trains by which Cheap Excursion Tickets are issued.
For Northern Line Time-tables see pages 75 to 78.

HAWKESBURY, HORNSBY JUNC., & SYDNEY SERVICE.

Table with columns: Height, Miles, Up, WEEK-DAYS, Saturdays only, SUNDAYS. Rows include Hawkesbury, Berowra, Colah, Hornsby, Hornsby Junc., Thornleigh, Pennant Hills, Besscroft, Carlingford, Eastwood, Ryde, Meadow Bank, Rhodas, Concord, Strathfield, Sydney.

Table with columns: Up, WEEK-DAYS, Saturdays only, SUNDAYS. Rows include Hawkesbury, Berowra, Colah, Hornsby, Hornsby Junc., Thornleigh, Pennant Hills, Besscroft, Carlingford, Eastwood, Ryde, Meadow Bank, Rhodas, Concord, Strathfield, Sydney.

* On Saturdays leaves Strathfield at 11:40 a.m. and arrives Sydney at 11:55 a.m.
† On Saturdays leaves Strathfield at 4:30 and arrives Sydney at 4:55 p.m.
a Calls to pick up and set down passengers when required. b Passengers by these trains change carriage at Strathfield. For Fares see page 98.
For Northern Line Time-tables see pages 75 to 78.

Western Line and Branches.

Table of train routes and fares for Western Line and Branches, including destinations like Bathurst, Bourke, and Byrock.

Table of train routes and fares for various branches including COBAR, GEORGE'S PLAINS, HERMIDALE, KATOOMBA, MANDURAMA, MOUNT VICTORIA, and MUDGEE.

MILSON'S POINT AND HORNSBY JUNCTION SERVICE.

Table showing train schedules for Milson's Point and Hornsby Junction service, including height, distance, and weekly days.

Table showing weekly and Saturday/Sunday train schedules for Milson's Point and Hornsby Junction service.

Change at Hornsby Junction for Milson's Point Line. † Saturdays excepted, Hornsby Jun. to Newcastle. ‡ Saturdays only, Hornsby Jun. to Newcastle. ¶ Trains which Cheap Excursion Tickets are issued. * Calls to pick up and set down passengers when required. † Calls at Hornsby Junction when required to pick up passengers from Milson's Point Line. For fares, see pages 98 and 100. For Northern Line Time Tables, see pages 75 to 80.

HORNSBY JUNCTION AND MILSON'S POINT SERVICE.

Table showing train schedules for Hornsby Junction and Milson's Point service, including height, distance, and weekly days.

Table showing weekly and Saturday/Sunday train schedules for Hornsby Junction and Milson's Point service.

Change at Hornsby Junction for Milson's Point Line. a Calls to pick up and set down passengers when required. For fares, see pages 98 and 100. For Northern Line Time Tables, see pages 75 to 80.

Do as I do

The BROTHERS ISAACS have noted some interesting parallels with the 'pseudo-London Underground' maps described in our January issue. ALBERT and VICTOR found that the (mal?)practice was common.



I wish to make a couple of comments that follow on from the last, excellent, edition of *The Times* (No. 226, January 2003).

Firstly, I refer to the article on the front cover and page three, regarding the similarity between the Sydney Underground and London Underground maps of the 1930s. In this, Australian, 'outpost of Empire', Sydney was not the only transport system that used London Transport as the font of all things right and proper.

Many readers would be familiar with the *First and Last Tram* list, which was issued for many, many years by the Melbourne & Metropolitan Tramways Board. This list, along with a timetable for all-night services, appeared on the back of a very nice full-colour map of the M.&M.T.B. system. This summary timetable was, until recent decades, the only timetable (or should I say, the nearest to a timetable) issued by the M.&M.T.B. Interestingly, this too is based on a London publication which also shows first and last services along with the full timetable for all-night services, on the back of a system map.

As the AATTC's Auctioneer, the temptation is simply too great for me not to point out that the AATTC's current auction (for which mail bids close on 18th April 2003) contains the following three, similar items: a 1952 M.&M.T.B. tram timetable/map; a 1947 London Transport Tram & Trolley Bus timetable/map; a 1947 London Transport Bus timetable/map.

There is no doubt where Melbourne got the inspiration for its timetable/map, although, interestingly, the Melbourne publication

looks more attractive than its London counterpart for two reasons: firstly, it has the more modern and easy-to-read typeface and, secondly, the Melbourne map is in full colour (with different background colours for each municipality) whereas the London map has only two colours on a white background.

Nevertheless, they are both of a similar size and folded in a compatible manner. What a pity there are not more details of either the Melbourne or London services. What an irony that, in both cases, there is a full T.T. for the patchy all-night services and not for the daytime services that most commuters would have used. Oh, yes, I know that both the M.&M.T.B. and London Transport would justify their formats on the grounds that there were very regular services during the day as opposed to the infrequent night runs. However, timetables of the 'first and last' format are very frustrating to timetable collectors such as us.

Let me turn from the front cover of *The Times* to the back cover. If memory serves me correctly, the 1706 London-York stage-coach timetable is the earliest timetable I've ever seen. That is, something that does give actual times, as opposed to an advertisement or placard without any real times. This would certainly be the earliest artifact to have ever been reproduced in *The Times*. The earliest timetables that I can remember appearing *The Times* prior to this, were: some Belgian timetables from the 1830s; a very early Manchester-Liverpool table from the same decade; a Sydney Rail-

way timetable from 1856, the Company's second year; some Melbourne ship, rail and coach advertisements that first appeared on the front page of *The Herald* in the late 1850s. I particularly recall the notice for the coach company operating Melbourne-Dandenong - there were two daily services each way, each taking, I think, about **five** hours.

This leads me to ask these obvious questions: what is the very earliest timetable that readers have seen; can anyone top that 1706 item with an earlier illustration? I wait with baited breath to see what responses come in.

Regards,

Albert Isaacs

I refer to the interesting articles in the February 2003 *Times* about the very strange railway service in Britain from Stockport to Stalybridge which runs only once a week and in one direction only. This service, maintained to avoid the cost of the closure procedure, is bizarre. Almost as great a challenge as travelling on it, is to find it in the British public National Rail Timetable book. (My reference is the 2 June 2002 edition). As the article indicated, it is included in Table 80. But this Table of a large series of services and therefore this service is almost lost - not least because most of the relevant information is given via a footnote. It is almost impossible to find reference to the train. The easiest way is, in fact, to work backwards, contrary to good timetable practice. One starts by knowing that the service exists and that it runs on Fridays

afternoons. Even then, the easiest way to find the train is to look for the footnote and work back from that.

In addition to this service, there are two other very strange passenger rail services in Britain that I know about.

Watford High Street to Croxley Green is a very short branch on the north west outskirts of London (Table 60A). It has a mere one service a day, Mondays to Fridays, in

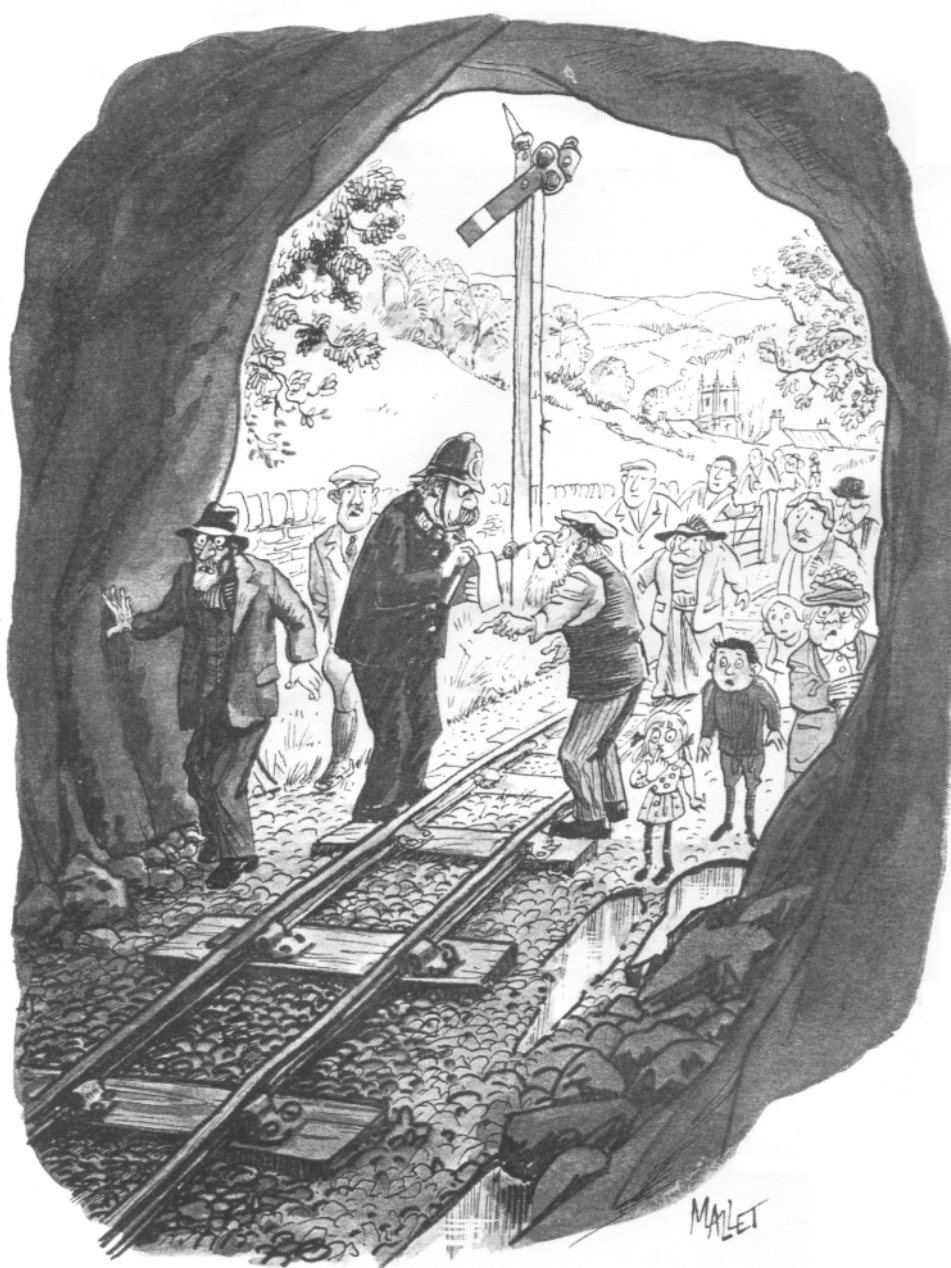
both directions. Like the Stockport-Stalybridge service, it has been maintained only to avoid going through closure procedures. It runs in the early morning (6.24 am). But what makes this even stranger, is that it is only a notional train - it is in fact a rail replacement bus! I understand that closure procedures have now been instituted for this service, but delayed by "users" objecting.

The third strange service is the

Barnetby to Gainsborough line in Lincolnshire (Table 30). On Mondays to Fridays (and Sundays) this has no trains whatsoever. However on Saturday, it is blessed with a fairly respectable service of three trains in each direction. I don't know what the explanation is for this anomaly.

Regards,

Victor Isaacs



'Ow about a search party or summat, Zeb? She were due in at a quarter after five last evenin'

Timetables in Western Australian Government Gazettes

DAVID WHITEFORD reads the *Western Australian Government Gazette* from cover to cover each week. He has discovered some very old transport timetables to add to those described by Victor Isaacs in a recent issue of *The Times*. The editor recently discovered that the *Western Australian Government Printer* will do a special print run of certain back issues of the *Gazette*, just for you. So, if W.A. timetables take your fancy, put your order in now.

FURTHER to Victor Isaacs interesting analysis of early Western Australia railway timetables in the *Government Gazette* (Times Sept. 2002) I'd like to present additional material from the *Western Australian Gazettes*.

The first issue of the *Western Australian Government Gazette* was 20 Feb. 1836 and the publication has continued to the present - but unfortunately with a vast reduction in the amount of information it contains. Timetables - or at least timetable no-

tices - appeared in the first year of issue, the 26 March issue having a government notice about the schooner "Sally Ann" proceeding from Fremantle for King George's Sound and other Outstations on 1 April.

Until railway timetables appeared, it was the colonial postal service that dominated timetable information in the gazette. An example from 20 July 1839 details when the Guildford mails were to be made up and would leave

Perth. A more complete timetable for all colonial mails was published on 11 January 1853 and gives departure and arrival times for nine postal routes - ten if the coach and boat services on the Fremantle - Perth route are counted separately.

Victor's article gave 1885 as the first year railway timetables appeared in the gazette. The first notice I can locate was in the 11 October 1881 issue - "Commencing 1 November it is intention of the Government to run a late train for one month

<i>General Post Office, Perth, January 8, 1853.</i>	
THE following table of the arrival and departure of Mails of the Colony, to and from the respective Post Offices, for the current year, is published for the information of the public:—	
DEPARTURE FROM	ARRIVAL AT
<i>Fremantle and Perth, Daily.</i>	
Fremantle, 7 a.m.	Perth, 10 a.m.
Perth, 4 p.m.	Fremantle, 7 p.m.
<i>Perth and Fremantle, Daily (by Boat).</i>	
Perth, 7 a.m.	Fremantle, 11 a.m.
Fremantle, 2 p.m.	Perth, 6 p.m.
<i>Perth and Guildford, twice a week— Wednesday and Friday.</i>	
Perth, 10 a.m.	Guildford, noon.
Guildford, 1 p.m.	Perth, 3 p.m.
<i>Guildford and Northam, once a week.</i>	
Guildford, Friday, noon	Northam, Saturday, 10 a.m.
Northam, Tuesday, 2 p.m.	Guildford, Wednesday, 10 a.m.
<i>Northam and York, once a week.</i>	
Northam, Saturday, 10h. 30m. a.m.	York, 3 p.m.
York, Tuesday, 8 a.m.	Northam, noon.
<i>Northam and Toodyay, once a week.</i>	
Northam, Saturday, 10h. 30m. a.m.	Toodyay, 3 p.m.
Toodyay, Tuesday, 8 a.m.	Northam, noon.
<i>Fremantle and Bunbury, via Australind and Mandurah, once a week.</i>	
Fremantle, Friday, 7 p.m.	Bunbury, Monday, 10 a.m.
Bunbury, Tuesday, noon.	Fremantle, Thursday, 7 a.m.
<i>Vasse and Bunbury, once a week.</i>	
Vasse, Monday, 7 a.m.	Bunbury, noon.
Bunbury, Tuesday, 10 a.m.	Vasse, 3 p.m.
<i>Canning and Perth, once a week.</i>	
Canning, Saturday, 7 a.m.	Perth, 10 a.m.
Perth, 2 p.m.	Canning, 5 p.m.
<i>Guildford and Swan, once a week.</i>	
Guildford, Thursday, 7 a.m.	Swan, noon.
Swan, Friday, 7 a.m.	Guildford, noon.
A. HELMICH, Postmaster General.	

76

GOVERNMENT GAZETTE.
POSTAL NOTICE.

NOTICE is hereby given, for general information, that on and after the 1st April next, Mails to and from the undermentioned places will be despatched and received by Train, daily (Sundays excepted), at the following hours, viz.:—

Fremantle to Perth.		Perth to Guildford.		Guildford to Perth.		Perth to Fremantle.	
Mails close for Perth.	Arrive at Perth.	Mails close for Guildford.	Arrive at Guildford.	Mails close for Perth.	Arrive at Perth.	Mails close for Fremantle.	Arrive at Fremantle.
<i>Daily.</i> 7-15 a.m. 11-45 a.m. 4-45 p.m.	<i>Daily.</i> 8, a.m. 12-30 p.m. 5-30 p.m.	<i>Daily.</i> 7-50 a.m. ... 5-25 p.m.	<i>Daily.</i> 8-25 a.m. ... 6 p.m.	<i>Daily.</i> 8-30 a.m. ... 6 p.m.	<i>Daily.</i> 9 a.m. ... 6-30 p.m.	<i>Daily.</i> 9 a.m. 1-45 p.m. 6-25 p.m.	<i>Daily.</i> 9-45 a.m. 2-30 p.m. 7-10 p.m.

NOTE.—Mails for York, Northam, and Newcastle, will close at the G.P.O. on Tuesdays and Fridays, at 7 a.m., instead of 8 a.m., as at present.

A. HELMICH,
Postmaster General
and General Superintendent of Telegraphs.

General Post Office, Perth, Feb. 25th, 1881.

(as an experiment) when, if found to pay expenses, it will be continued during the Summer Season, but not otherwise". The train departed Fremantle 8.30 pm, and Perth 9.30 pm but it isn't clear if the Perth departure is to Guildford or a return to Fremantle.

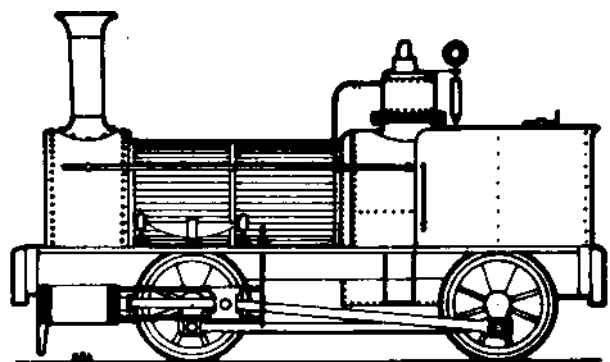
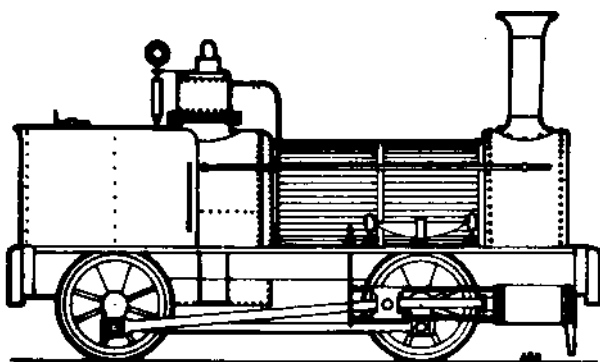
The issue of 22 Nov 188(1?) contains a full, special, timetable for the Eastern Railway to meet the additional traffic during the time the International

Exhibition is open in Perth. The timetable began on 21 November and reverted to "the timetable of 1 March", with addition of a 6 pm train ex Fremantle, 7.30 pm ex Perth and the "usual Late Train... on and after Monday 28 November".

The Postal Service timetables continued through the 1880s and were now including timetables from Western Australia to the Australian Colonies and

Europe, India, China, etc. These timetables included the movements of WA coastal shipping operated under government contract and are a direct successor to the 1836 notice re "Sally Ann".

Much can be gleaned from Government Gazettes on all manner of transport operations in the nineteenth century. This has just been a small supplement to Victor Isaacs' work.



GOVERNMENT GAZETTE.
WESTERN AUSTRALIA.

Mail Time Table during the Month of
JANUARY, 1881.

FOR THE AUSTRALIAN COLONIES, &c.						FOR EUROPE, INDIA, CHINA, &c.									
Per Rob Roy.			Overland.			Overland.			Overland.			Per Otway.			
CLOSE AT	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.	DAY.	DATE.	TIME.
Perth	Wed	Jan. 12	Noon	Sat	Jan. 15	11 a.m.	Sat	Jan. 29	11 a.m.	Mon	Jan. 10	11 a.m.	Mon	Jan. 24	2 p.m.
Fremantle	Wed	Jan. 12	2 p.m.	Sat	Jan. 15	8 a.m.	Sat	Jan. 29	8 a.m.	Mon	Jan. 10	8 a.m.	Mon	Jan. 24	4 p.m.
Guildford	Wed	Jan. 12	8 a.m.	Sat	Jan. 15	8 a.m.	Sat	Jan. 29	8 a.m.	Mon	Jan. 10	8 a.m.	Mon	Jan. 24	8 a.m.
York	Sat	Jan. 8	9:30 a.m.	Wed	Jan. 12	9:30 a.m.	Wed	Jan. 26	9:30 a.m.	Sat	Jan. 9	9:30 a.m.	Sat	Jan. 23	9:30 a.m.
Northam	Sat	Jan. 8	6:30 a.m.	Wed	Jan. 12	6:30 a.m.	Wed	Jan. 26	6:30 a.m.	Sat	Jan. 8	6:30 a.m.	Sat	Jan. 23	6:30 a.m.
Newcastle	Sat	Jan. 8	10 a.m.	Wed	Jan. 12	10 a.m.	Wed	Jan. 26	10 a.m.	Sat	Jan. 8	10 a.m.	Sat	Jan. 23	10 a.m.
Canning	Friday	Jan. 7	2 p.m.	Friday	Jan. 14	2 p.m.	Friday	Jan. 28	2 p.m.	Friday	Jan. 7	2 p.m.	Friday	Jan. 21	2 p.m.
Pinjarra	Friday	Jan. 7	8 a.m.	Friday	Jan. 14	8 a.m.	Friday	Jan. 28	8 a.m.	Friday	Jan. 7	8 a.m.	Friday	Jan. 21	8 a.m.
Bunbury	Wed	Jan. 12	9 p.m.	Thur	Jan. 13	1 p.m.	Thur	Jan. 27	1 p.m.	Thur	Jan. 6	1 p.m.	Mon	Jan. 24	9 p.m.
Vasse	Wed	Jan. 12	10 p.m.	Thur	Jan. 13	6 a.m.	Thur	Jan. 27	6 a.m.	Thur	Jan. 6	6 a.m.	Mon	Jan. 24	10 p.m.
Victoria Plains	Sat	Jan. 8	8 p.m.	Sat	Jan. 8	8 p.m.	Sat	Jan. 22	8 p.m.	Sat	Jan. 8	8 p.m.	Sat	Jan. 22	8 p.m.
Gingin	Sunday	Jan. 9	3 p.m.	Sunday	Jan. 9	3 p.m.	Sunday	Jan. 23	3 p.m.	Sunday	Jan. 9	3 p.m.	Sunday	Jan. 23	3 p.m.
Dougarra	Thur	Jan. 6	9 a.m.	Thur	Jan. 6	9 a.m.	Thur	Jan. 20	9 a.m.	Thur	Jan. 6	9 a.m.	Thur	Jan. 20	9 a.m.
Greenough	Wed	Jan. 5	6 p.m.	Wed	Jan. 5	6 p.m.	Wed	Jan. 19	6 p.m.	Wed	Jan. 5	6 p.m.	Wed	Jan. 19	6 p.m.
Champion Bay	Thur	Jan. 6	1 p.m.	Thur	Jan. 6	1 p.m.	Thur	Jan. 20	1 p.m.	Thur	Jan. 6	1 p.m.	Thur	Jan. 20	1 p.m.
Northampton	Wed	Jan. 5	11 a.m.	Wed	Jan. 5	11 a.m.	Wed	Jan. 19	11 a.m.	Wed	Jan. 5	11 a.m.	Wed	Jan. 19	11 a.m.
Bannister	...	...	...	Sat	Jan. 15	...	Sat	Jan. 29	...	...	...	...	Friday	Jan. 21	...
William River	...	...	...	Sunday	Jan. 16	...	Sunday	Jan. 30	...	...	...	...	Thur	Jan. 20	...
Arthur River	...	...	...	Sunday	Jan. 16	...	Sunday	Jan. 30	...	...	...	...	Thur	Jan. 20	...
Kojonup	...	...	...	Sunday	Jan. 16	...	Sunday	Jan. 30	...	...	...	...	Thur	Jan. 20	...
Mt. Barker	...	...	...	Mon	Jan. 17	...	Mon	Jan. 31	...	...	...	...	Wed	Jan. 18	...

MAILS FROM EUROPE, &c.		MAILS FROM COLONIES, &c.			
Due at K.G. Sound.	Expected at G.P.O.	Leave Melbourne.	Leave Adelaide.	Due at K.G. Sound.	Expected at G.P.O.
Wednesday, Jan. 18th	Saturday, Jan. 22nd	"OTWAY" Monday, Jan. 3rd	Friday, Jan. 7th	Wednesday, Jan. 12th	Sunday, Jan. 16th
Wednesday, Feb. 2nd	Saturday, Feb. 5th	"P. & O. STEAMER" Friday, January 7th Friday, January 21st	Sunday, Jan. 9th Sunday, Jan. 23rd	Thursday, Jan. 13th Thursday, Jan. 27th	Sunday, Jan. 16th Sunday, Jan. 30th

MOVEMENTS of the S. S. "ROB ROY" and "OTWAY" between GERALDTON and ALBANY:

Leave Champion Bay.	Arrive Fremantle.	Leave Fremantle.	Arrive Bunbury.	Arrive Vasse.	Arrive Albany.	Leave Albany.	Arrive Vasse.	Arrive Bunbury.	Arrive Fremantle.	Leave Fremantle.	Arrive Champion Bay.
"Rob Roy" Jan. 6	Jan. 7	Jan. 12	Jan. 13	Jan. 13	Jan. 14	"Otway" Jan. 14	Jan. 15	Jan. 15	Jan. 16	Jan. 16	Jan. 19
"Otway" Jan. 20	Jan. 21	Jan. 24	Jan. 25	Jan. 25	Jan. 26	Jan. 28	Jan. 29	Jan. 29	Jan. 30	Feb. 1	Feb. 2

The Correspondence by these Mails will be despatched to District P.Os. for distribution by first opportunity after receipt.

The English Mails to be despatched on the 10th and 24th January will be due in London on the 17th February, and 3rd March, respectively.

LETTERS for Registration will be received up to one hour before the time of closing the Mails.
 LATE LETTERS, on payment of postage and a fee of 6d., may be posted half-an-hour after the time appointed for closing the Mails.
 NEWSPAPERS and Book Packets must be posted one hour before the time of closing the Mails, otherwise they will not be forwarded until the next Mail.

MONEY ORDERS can be obtained at the G.P.O. as under:
 On the Australian Colonies, &c., up to Tuesday, January 11th, at 11 a.m.
 Do. Friday, January 14th, at 11 a.m.
 Do. Friday, January 28th, at 11 a.m.

On the United Kingdom, up to Saturday, January 8th, at 11 a.m.
 Do. Saturday, January 22nd, at 11 a.m.

A. HELMICH,
 Postmaster General
 and General Superintendent of Telegraphs.

General Post Office, Perth, }
 27th December, 1880. }

NOTICE.

THE undermentioned TIME TABLES, showing the movements of the s.s. "Rob Roy" and "Otway" for the year 1881, are published for the information of the Public.

General Post Office,
Perth, January 1st, 1881.

A. HELMICH,
Postmaster General and General Superintendent of Telegraphs.

TIME TABLE of the S.S. "Rob Roy" and "Otway" between Champion Bay and Albany for the year 1881, meeting the P. & O. Steamers from the Eastern Colonies:—

Leave Geraldton.	Arrive Fremantle.	Leave Fremantle.	Arrive Bunbury.	Arrive Vasse.	Arrive Albany.	Leave Albany.	Arrive Vasse.	Arrive Bunbury.	Arrive Fremantle.	Leave Fremantle.	Arrive Geraldton.
Thursday, January 6	Friday, January 7	Monday, January 19	Tuesday, January 21	Tuesday, January 11	Wednesday, January 12	Friday, January 14	Saturday, January 15	Saturday, January 15	Sunday, January 16	Tuesday, January 18	Wednesday, January 19
January 20	January 21	January 24	January 25	January 25	January 26	January 28	January 29	January 29	January 30	February 1	February 2
February 7	February 18	February 21	February 22	February 22	February 23	February 25	February 26	February 26	February 27	February 27	February 28
March 3	March 4	March 7	March 8	March 8	March 9	March 11	March 12	March 12	March 13	March 13	March 14
March 17	March 18	March 21	March 22	March 22	March 23	March 25	March 26	March 26	March 27	March 27	March 28
March 31	April 1	April 4	April 5	April 5	April 6	April 8	April 9	April 9	April 10	April 10	April 11
April 14	April 15	Saturday, April 16	Sunday, April 17	Sunday, April 17	Monday, April 18	Wednesday, April 20	Thursday, April 21	Thursday, April 21	Friday, April 22	Monday, April 25	Tuesday, April 26
April 28	April 29	Monday, May 2	Tuesday, May 3	Tuesday, May 3	Wednesday, May 4	Friday, May 6	Saturday, May 7	Saturday, May 7	Sunday, May 8	Tuesday, May 10	Wednesday, May 11
May 12	May 13	May 16	May 17	May 17	May 18	May 20	May 21	May 21	May 22	May 24	May 25
May 26	May 27	May 30	May 31	May 31	June 1	June 3	June 4	June 4	June 5	June 7	June 8
June 9	June 10	June 13	June 14	June 14	June 15	June 17	June 18	June 18	June 19	June 21	June 22
June 24	June 25	June 28	June 29	June 29	June 30	July 2	July 3	July 3	July 4	July 6	July 7
July 7	July 8	July 11	July 12	July 12	July 13	July 15	July 16	July 16	July 17	July 19	July 20
July 21	July 22	July 25	July 26	July 26	July 27	July 29	July 30	July 30	July 31	August 2	August 3
August 4	August 5	August 8	August 9	August 9	August 10	August 12	August 13	August 13	August 14	August 16	August 17
August 18	August 19	August 22	August 23	August 23	August 24	August 26	August 27	August 27	August 28	August 30	August 31
Sept. 1	Sept. 2	Sept. 5	Sept. 6	Sept. 6	Sept. 7	Sept. 9	Sept. 10	Sept. 10	Sept. 11	Sept. 13	Sept. 14
Sept. 15	Sept. 16	Saturday, Sept. 17	Sunday, Sept. 18	Sunday, Sept. 18	Monday, Sept. 19	Wednesday, Sept. 21	Thursday, Sept. 22	Thursday, Sept. 22	Friday, Sept. 23	Monday, Sept. 26	Tuesday, Sept. 27
Sept. 25	Sept. 26	Monday, Oct. 3	Tuesday, Oct. 4	Tuesday, Oct. 4	Wednesday, Oct. 5	Friday, Oct. 7	Saturday, Oct. 8	Saturday, Oct. 8	Sunday, Oct. 9	Tuesday, Oct. 11	Wednesday, Oct. 12
October 17	October 18	October 17	October 18	October 18	October 19	October 21	October 22	October 22	October 23	October 25	October 26
October 27	October 28	October 31	Nov. 1	Nov. 1	Nov. 2	Nov. 4	Nov. 5	Nov. 5	Nov. 6	Nov. 8	Nov. 9
Nov. 10	Nov. 11	Nov. 14	Nov. 15	Nov. 15	Nov. 16	Nov. 18	Nov. 19	Nov. 19	Nov. 20	Nov. 22	Nov. 23
Nov. 24	Nov. 25	Nov. 28	Nov. 29	Nov. 29	Nov. 30	Dec. 2	Dec. 3	Dec. 3	Dec. 4	Dec. 6	Dec. 7
Dec. 8	Dec. 9	Dec. 12	Dec. 13	Dec. 13	Dec. 14	Dec. 16	Dec. 17	Dec. 17	Dec. 18	Dec. 20	Dec. 21
Dec. 22	Dec. 23	Dec. 26	Dec. 27	Dec. 27	Dec. 28	Dec. 30	Dec. 31	Dec. 31	Dec. 31	Dec. 31	Dec. 31

GOVERNMENT GAZETTE.

Time Table of the S.S. "Rob Roy" between Albany and Cossack via the intermediate Ports for the year 1881, (three voyages):—

Leave Albany.	Arrive Vasse.	Arrive Bunbury.	Arrive Fremantle.	Leave Fremantle.	Arrive Geraldton.	Leave Geraldton.	Arrive Sharks Bay.	Leave Sharks Bay.	Arrive Cossack.	Leave Cossack.	Arrive Sharks Bay.	Arrive Geraldton.	Leave Geraldton.	Arrive Fremantle.
Saturday, March 26	Sunday, March 27	Sunday, March 28	Monday, March 29	Friday, April 1	Saturday, April 2	Monday, April 4	Tuesday, April 5	Wednesday, April 6	Monday, April 11	Saturday, April 16	Wednesday, April 20	Thursday, April 21	Friday, April 22	Saturday, April 23
August 27	August 28	August 29	August 30	Sept. 1	Sept. 2	Sept. 4	Sept. 5	Sept. 6	Sept. 12	Sept. 17	Sept. 21	Sept. 22	Sept. 23	Sept. 24
Friday, Dec. 2	Saturday, Dec. 3	Saturday, Dec. 3	Sunday, Dec. 4	Thursday, Dec. 8	Friday, Dec. 9	Saturday, Dec. 10	Sunday, Dec. 11	Sunday, Dec. 11	Friday, Dec. 16	Wednesday, Dec. 21	Sunday, Dec. 25	Monday, Dec. 26	Tuesday, Dec. 27	Wednesday, Dec. 28

Time Table of the S.S. "Otway" between Melbourne, Adelaide, and Western Australian Ports, for the year 1881:—

Leave Melbourne.	Arrive Adelaide.	Leave Adelaide.	Arrive Albany.	Leave Fremantle.	Arrive Bunbury.	Arrive Vasse.	Arrive Albany.	Leave Albany.	Arrive Adelaide.	Leave Adelaide.	Arrive Melbourne.
Monday, January 3	Wednesday, January 5	Friday, January 7	Jan. 13	Monday, Feb. 21	Tuesday, Feb. 22	Tuesday, Feb. 22	Wednesday, Feb. 23	Friday, Feb. 25	Wednesday, March 2	Thursday, March 3	Saturday, March 5
March 14	March 16	March 18	March 23	Wednesday, April 27	Thursday, April 28	Thursday, April 28	Friday, April 29	Saturday, April 30	Thursday, May 5	Friday, May 6	Sunday, May 8
Saturday, May 21	Monday, May 23	Wednesday, May 25	Tuesday, May 31	...	...	...	...	...	Friday, June 3	Wednesday, June 8	Saturday, June 11
June 18	June 20	June 22	June 28	...	...	...	...	...	July 1	July 6	July 9
July 16	July 18	July 20	July 26	...	...	...	...	...	July 29	Aug. 3	Aug. 6
August 13	August 15	August 17	August 23	Wednesday, Sep. 26	Thursday, Sep. 27	Thursday, Sep. 27	Friday, Sep. 28	Saturday, Oct. 1	Thursday, Oct. 6	Friday, Oct. 7	Sunday, Oct. 9
Monday, Oct. 24	Wednesday, Oct. 26	Friday, Oct. 28	Wednesday, Nov. 2	...	...	...	...	...	Friday, Nov. 4	Wednesday, Nov. 10	Saturday, Nov. 12
Nov. 21	Nov. 23	Nov. 25	Nov. 30	1881	1882	1882	1882	1882	1882	1882	1882
Jan. 4	Jan. 5	Jan. 5	Jan. 5	1882	1882	1882	1882	1882	1882	1882	1882
Jan. 7	Jan. 7	Jan. 7	Jan. 7	1882	1882	1882	1882	1882	1882	1882	1882
Jan. 13	Jan. 13	Jan. 13	Jan. 13	1882	1882	1882	1882	1882	1882	1882	1882
Jan. 15	Jan. 15	Jan. 15	Jan. 15	1882	1882	1882	1882	1882	1882	1882	1882

Note.—The above Tables are based upon the P. & O. Company's Time Table for the past year, and therefore subject to alteration, should any change be made in the dates of despatch of the Steamers from Melbourne during 1881.

GOVERNMENT GAZETTE.

Graphic Insight #80

By Chris Brownbill

Graphic Insight has often analysed the timetabled speed of trains, but we've never looked at vertical speed. So, let's redress that by having a look at the hill-climbing feats of one particular train. Cityrail's web site gives us the timetable of all its trains, including the 09:57 weekdays Sydney to Lithgow. This train (and many others) makes what is arguably the greatest ascent on Australia's railway system, and it does it whilst stopping at twenty-eight stations along the way. It presents us therefore with a great opportunity to look at how fast it travels, both horizontally and vertically between these stations.

There are three graphs this month. The top-left graph illustrates the elevation profile of the route. The route is almost flat from Sydney (0 km) to Penrith (55 km), then there is a solid incline until Katoomba at 109 km after which the line is comparatively flat until Bell at 137 km, then there is a descent until Lithgow at 157 km.

The bottom left graph plots the average speed in the horizontal and vertical directions through each timed section. Note that the horizontal speed over the first relatively flat 55 km is quite high, then it drops away as the climb begins. The vertical speed naturally is zero on the flat, it then climbs to a maximum of 1.2 km/h between Lapstone and Glenbrook, and maintains an average of approximately 1 km/h until Leura, after which it falls away on the level, then dips into the negative for the decline into Lithgow.

The third, right-hand, graph plots the horizontal speed against the vertical speed for each timed section. This chart also contains a linear trend-line that shows how the train slows in the horizontal direction as it speeds up in the vertical direction. The slope of this line indicates that for the type of train that operates this service, 1 km/hr of vertical speed will cost 60 km/h of horizontal speed. It's interesting to consider whether this is really a linear relationship though, as you might expect that a train can travel faster on the flat than on a decline, indeed the fastest horizontal sector in this example is 93 km/h on the flat between Blacktown and Penrith.

