

The Times

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Glenorie Bus Company

Home Page

Email GBC

GBC is a privately owned family company. Its origins go back to the early 1900's when the village of Glenorie was a staging post for horse drawn wagons hauling produce between Wiseman's Ferry and Castle Hill. Motorised bus services began during the 1st World War.



Route 637: Glenorie to Castle Hill & Pennant Hills

Home Timetables School Services Email GBC

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Weekdays

Route Number Morning or Afternoon Code	637 am N	637 am N	637 am N	637 am N	637 am S	637 am N	637 am N	637 am N	637 am N	637 am N
GLENORIE - Old Northern & PO Rds	5.48	5.48	6.43	6.43	7.13	7.30	7.38	7.38	7.58	9.05
Old Northern Rd & Mid-Dural Rd	5.53	5.53	6.51	6.53	7.21	7.38	7.46	7.46	8.06	9.13
GALSTON - Galston & Arcadia Rds	5.58	5.58	..	..	..	7.53	7.53	..	..	..
Old Northern & Galston Rds DURAL	6.03	6.03	6.58	7.03	..	..	..	..	..	..
Round Corner Dural	..	6.08	..	7.03	..	..	..	..	..	..
Old Northern Road & Gilbert Road	..	6.12	..	7.03	..	..	..	..	..	..
CASTLE HILL - Crane Rd Terminus	..	6.17	..	7.03	..	..	..	..	..	..
PENNANT HILLS Station	6.18	6.37	7.13	..	..	..	..	..	..	..
Train to City departs	6.27	6.42	7.25	..	..	..	..	..	..	..
Train to Hornsby departs	6.35	6.56	7.18	..	..	..	..	..	..	..

In this issue, Jim O'Neill looks at the last 40 years of Glenorie Bus Company timetables. The photo above shows the fleet as it was when Jim's story starts and below the fleet as it is today. In the background is a current web-page timetable of the GBC.



The Times

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Buses to the Outer Hills District

JIM O'NEIL ventures through the Galston Gorge, to view the buses of The Hills District.

WHEN I was exploring the buses running into the stations on the Main North Line, around 1960, I discovered one running into Eastwood station which didn't seem to fit in. It was the Route 60 to Glenorie, and it was not until after it had reached Castle Hill, twenty minutes out from Eastwood, that it entered its own operating territory. From Eastwood as far as Carlingford it ran over the routes of Dundas Valley bus company (later Cumberland). From there to Thompson's Corner, Pennant Hills Road was the territory of Harris Park's route 101, from Parramatta to Pen-

nant Hills and west of Thompson's Corner ran the 184, from Pennant Hills to Castle Hill. Only north of Rogan's Hill, out to Dural and Glenorie, could the 60 call the country its own. This area was still rural, a country of small farms and market gardens, so there was no call for frequent services.

My first timetable (below) is undated (and gives no route number), but I acquired it in the early 1960s. It requires four buses to operate (but only two in School vacations), and one bus on Saturdays and Sundays. Castle Hill is served only during shopping and school hours,

with several services on weekdays, but only one inbound and another outbound on Saturday mornings. Two buses ran to Northmead High School, four or five miles south of Castle Hill, and in the afternoon they ran there as well as returning. Were the inbound runs timetabled for parents going to pick up their children, or for late shoppers heading for Castle Hill?

There are also school services from Forest Glen (marked FSS) which is further north than Glenorie itself, as well as services to Castle Hill in the morning and to Eastwood in the afternoon, leaving at 4.18. I presume

**FSS Denotes operates to and from Forest Glen during School terms only.						**SS Denotes operates during School terms ONLY.					
GLENORIE - EASTWOOD BUS SERVICE						GLENORIE - EASTWOOD BUS SERVICE					
MONDAY TO FRIDAY						MONDAY TO FRIDAY					
Dep. Glenorie	Arr. & Dep. Dural	Arr. & Dep. Round Corner	Arr. & Dep. Rogan's Hill	Arrive Castle Hill	Arrive Eastwood	Depart Eastwood	Depart Castle Hill	Arr. & Dep. Rogan's Hill	Arr. & Dep. Round Corner	Arr. & Dep. Dural	Arrive GLENORIE.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
5.45	6.01	6.05	6.13	-	-	-	-	6.15	6.23	6.27	6.42
6.47	7.05	7.09	7.19	-	7.38	7.39	-	7.56	8.05	-	-
7.15	7.35	7.42	7.55	-	8.14	8.16	-	8.35	8.45	8.50	9.08
		SS.8.05	8.15	SPECIAL TO NORTHEAD HIGH SCHOOL							
FSS7.25	7.45	7.50	THENCE SPECIAL TO NORTHEAD HIGH SCHOOL								
	SS.8.37	8.42	8.52	8.58	-	SS. 9.10	9.12	9.22	9.27	9.45	
9.12	9.30	9.35	9.48	9.50	10.13	10.55	11.15	11.17	11.27	11.32	11.50
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.23	12.41	12.45	12.55	12.57	1.18	2.35	3.02	3.05	3.25	3.30	3.55
SS2.20	2.37	2.41	2.50	2.52	SPECIAL TO NORTHEAD		SS 3.02		3.30	SPECIAL TO KENTHURST	
	SS 3.00	3.04	3.12	3.14	THENCE SPECIAL TO NORTHEAD HIGH SCHOOL						
FSS	DEPART NORTHEAD HIGH SCHOOL					3.20			FIRST SET DOWN QUARRY RD.		
		SS.3.50	4.00	-	4.17	SS 4.18	-	SS 4.36	4.45	4.51	5.09
4.00	4.18	4.23	4.33	-	4.50	4.50	-	5.08	5.18	5.23	5.40
5.00	5.17	5.21	5.29	-	5.46	5.48	-	6.06	6.15	6.20	6.38
5.41	5.57	6.01	6.10	-	6.28	6.32	-	6.50	7.00	7.05	7.23
SATURDAY						SATURDAY					
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
6.52	7.10	7.15	7.24	-	7.44	8.12	-	8.30	8.40	8.44	9.02
9.18	9.35	9.41	9.50	9.52	10.14	10.55	11.15	11.17	11.27	11.33	11.51
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.55	12.13	12.18	12.28	-	12.47	1.00	-	1.18	1.28	1.33	1.51
6.25	6.45	6.50	7.00	-	7.18	7.30	-	7.48	7.58	8.03	8.21
SUNDAYS & HOLIDAYS						SUNDAYS & HOLIDAYS					
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
8.50	9.08	9.13	9.23	-	9.41	9.58	-	10.16	10.26	10.31	10.49
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
8.50	7.12	7.17	7.27	-	7.46	7.55	-	8.13	8.23	8.27	8.46

vice, even on the route 184 to Castle Hill only.

On 21st April 1986, the Urban Transit Authority published a new timetable for Glenorie Bus Co., with numbers in the new geographically based sequence (pages 5&6). The 60 has become the 652 and the 203 the 651. Some buses operated express from Dural P.O. direct to Pennant Hills via New Line Road. This was the territory of Harris Park's route 91, so Glenorie buses could not pick up there. There were now seven buses from Glenorie in the morning peak and three from Berrilee. Saturday service ran only to Glenorie and not to Berrilee.

Route 653 ran to the west of the Old Northern Road, to the Glenhaven

Estate. Closer settlement was spreading into the Northern Hills district, and areas close to Castle Hill were becoming as developed as the older suburbs. Underneath the Glenhaven timetable, we find a school days only service to and from Eastwood, running only as far as Dural P.O., and without any route number. Had some service to Eastwood continued after most route 60s were diverted to Pennant Hills, or had it been reintroduced? If it was the latter, I wonder why, and for whom, it had been brought back.

In the timetable of 13th June 1995 (page 7), the services have continued to build up, while the route numbers have been changed again. Service from Glenorie is now numbered 637, not 652 and that from Berrilee is

638, not 652. Other services, the 636, 639, 640 and 641 come in from the west of Old Northern Road. There are nine buses from Glenorie in the morning peak and five from Berrilee. At 6.35 and again at 7.38, two buses start at the same time from Berrilee, the one going only to Castle Hill and the other operating express to Pennant Hills via New Line Road.

Saturday service is now provided at two hourly intervals from each of Glenorie and Berrilee. Sunday service is once again provided, with four buses from Glenorie and Galston, but no service from Berrilee or Arcadia. The rural area of the 1960s has now become part of the outer suburban sprawl.

Glenorie Bus Company 21st April 1986 Routes 651, 652 and 653

Route 653: GLENHAVEN ESTATE to PENNANT HILLS
via Castle Hill and West Pennant Hills

GLENHAVEN		CASTLE HILL		WEST PENNANT HILLS	PENNANT HILLS		
Glenhaven Road & Bannerman Road	Greenbank Drive & Grange Road	Rogans Hill	Castle Street & Old Northern Road	Thompsons Corner	Pennant Hills Station	Train departs Pennant Hills	Train arrives Wynyard
6 33	6 40	6 50	..	6 57	7 05	7 10	8 00
6 55	7 05	7 15	..	7 24	7 30	7 34	8 24
7 20	7 30	7 40	..	7 48	7 55	8 01	8 47
7 45	7 55	8 07	8 17	8 33	8 40	8 49	9 37
9 05	9 12	9 20	9 25	H9 47	9 55	10 11	10 59
10 53	11 00	11 11	11 15	H11 31	11 36	11 41	12 29
SCHOOL DAYS ONLY							
12 22	12 29	12 38	12 42	H1 00	1 06	1 11	1 59
2 00	2 07	2 17	2 20	..	..	..	..
SATURDAYS							
8 20	8 27	8 37	8 40	8 59	9 05	9 13	9 59
12 22	12 29	12 37	12 40	12 59	1 05	1 13	1 59

• No services Sundays and Holidays

EXPLANATION

H — Goes via West Pennant Hills Valley: Highs Road, Taylor Street and Aiken Road.

DURAL to EASTWOOD BUS TIMETABLE
Operates on School Days Only.

DURAL	CASTLE HILL	WEST PENNANT HILLS	EASTWOOD		
Dural Post Office	Rogans Hill	Thompsons Corner	Eastwood Station (West Side)	Train departs Eastwood	Train arrives Wynyard
MORNINGS					
7 15	7 25	7 35	7 50	7 58	8 37
AFTERNOONS					
..	3 40	3 50	4 10	4 20	4 57

TIMETABLES

- Copies of this timetable booklet can be obtained
- on any Glenorie bus
 - at Dural depot
 - at Bus Information Centre 11-31 York Street, City
 - at local Information centres.
 - at Pennant Hills railway station
 - at Mowll Village Kiosk.

Route 653: PENNANT HILLS to GLENHAVEN ESTATE
via West Pennant Hills and Castle Hill

PENNANT HILLS		WEST PENNANT HILLS	CASTLE HILL		GLENHAVEN		
Train departs Wynyard	Train arrives Pennant Hills	Pennant Hills Station	Thompsons Corner	Rogans Hill	Castle Street & Old Northern Road	Greenbank Drive & Grange Road	Glenhaven Road & Bannerman Road
WEEKDAYS							
MORNINGS							
5 17	6 06	6 08	6 13	6 20	6 23	..	6 33
9 20	10 08	X10 10	10 16	10 28	10 32X	10 46	10 53
10 45	11 33	11 35	11 41H	11 56	12 00	12 13	12 20
AFTERNOONS							
12 15	1 01	1 10	1 16H	1 31	1 35	1 48	1 55
3 08	3 59	4 12	4 18	4 30	..	4 38	4 45
3 43	4 35	4 38	4 46	4 48	..	5 08	5 11
4 43	5 27	5 30	5 36	5 46	5 50	6 05	6 12
5 15	6 03	6 05	6 10	6 16	6 20	6 35	6 42
SATURDAYS							
MORNINGS							
6 52	7 40	7 45	7 50	8 01	8 05	..	8 20
10 52	11 36	11 40	11 47	12 01	12 05	12 15	12 22

• No services on Sundays and Holidays.

EXPLANATIONS

H — Goes via West Pennant Hills Valley: Aiken Road, Taylor Street and Highs Road.

S — Operates on school days only.

X — Route 655: Connects at Castle Hill with Route 653 bus to Glenhaven Estate.

EASTWOOD to DURAL BUS TIMETABLE
Operates on School Days Only.

EASTWOOD		WEST PENNANT HILLS	CASTLE HILL	DURAL	
Train departs Wynyard	Train arrives Eastwood	Eastwood Station (West Side)	Thompsons Corner	Rogans Hill	Dural Post Office
MORNINGS					
7 11	7 46	7 55	8 15	8 25	..
AFTERNOONS					
3 33	4 05	4 20	4 40	4 50	5 00

FOR YOUR NEXT GROUP OUTING BOOK WITH US WE CAN ARRANGE:—

- NIGHT TRIPS TO THE CITY • WEEKENDS AWAY
- GROUP TOURS • SCHOOL EXCURSIONS

Telephone: **651 1946** For obligation free quote

Glenorie Bus Company 13th June 1995. Routes 637 and 638, inbound.

Table for Route 637: GLENORIE to CASTLE HILL and PENNANT HILLS. Includes route number, showing route number, and various time slots for weekdays.

Table for Route 638: BERRILEE to CASTLE HILL and PENNANT HILLS. Includes route number, showing route number, and various time slots for weekdays (cont.).

Table for Route 637: GLENORIE to CASTLE HILL and PENNANT HILLS. Includes route number, showing route number, and various time slots for weekdays (cont.).

EXPLANATIONS: see page 3

Route 637: GLENORIE to CASTLE HILL and PENNANT HILLS. Route 638: BERRILEE to CASTLE HILL and PENNANT HILLS. Also serving Galston, Dural and Round Corner.

Table for Route 637 and 638: Weekdays (cont.). Shows route numbers and time slots for various stops.

Table for Route 637 and 638: Saturdays. Shows route numbers and time slots for various stops.

Table for Route 637 and 638: Saturdays (cont.). Shows route numbers and time slots for various stops.

Table for Route 637 and 638: Saturdays (cont.). Shows route numbers and time slots for various stops.

Table for Route 637 and 638: Sundays & Public Holidays. Shows route numbers and time slots for various stops.

EXPLANATIONS

- A - Bus commences from Annangrove
B - Bus operates to Beecroft Station, NOT Pennant Hills Station
C - Bus operates from Glenorie Shops to Hillsdale School via Post Office Road, bus does NOT operate between Glenorie Shops and Cattai and Old Northern Roads.
G - Bus commences from Crego Road Glenhaven.
H - Bus operates between Round Corner and Pennant Hills via Old Northern, Hastings, New Line and Boundary Roads.
K - Bus operates via Gribbenmount, Bayfield, Knights, Bevans and Galston Roads.
M - Bus commences from McClarys Road and Pitt Town Road Kenthurst.
N - Bus operates between Dural P.O. and Pennant Hills via Old Northern, New Line and Boundary Roads.
P - Bus commences from Porters Road Kenthurst.

NO GLENORIE-BERRILEE-DURAL SERVICE ON XMAS DAY
Services with significant variations or diversions.

We did but see her passing by...

*I well remember the Queen's 1954 visit—but I failed to 'see her passing by' because I was a midget. However I was consoled by a taller schoolmate who confided 'It was only a lady dressed up as the Queen'. On that day, and on most of that whirlwind tour, Their Royal Highnesses travelled by train and they always generated a Royal Train Notice— as **DAVID HENNELL** recounts.*

Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip visited New South Wales as part of their Australian tour in February 1954 and, naturally, some of their travel was by train. Consequently, detailed operations circulars had to be prepared and distributed to all concerned. These circulars fall into two categories; viz: those for the royal train itself and those for the special trains that enabled the populace to see the royal party. This article deals with circulars in the former category.

Unlike the royal train circulars of the Victorian Railways that were printed in many colours on glossy paper, the New South Wales circulars are similar in presentation to the Train Notices of the day - black ink on paper of variable quality. Royal Train Notices Nos. 1 and 2 are printed on reasonable quality white paper that has remained in good condition. However, No. 3 is on paper that is little better than newsprint and this has developed some staining with the passage of time. Ghosting of the text on many pages by text on the reverse is a particular problem with No. 3. (See *Illustration of the cover of No. 1, our page 9*)

The first two are dated 20th January, 1954 but the third one must be a consequence of a late change of plans as it is dated 10th February, 1954 which is very short notice indeed for a journey the following day. No doubt contingency planning had been done well beforehand.

Each Notice covers the following:

- schedules for the pilot en-

Royal Train Notice No.	Date	Royal train journey
1	Tuesday, 9th February 1954	Sydney to Newcastle
2	Friday, 12th February 1954	Bathurst to Sydney
3	Thursday, 11th February 1954	Bulli to Sydney



gine and royal train (*Bulli to Sydney illustration, our page 10*)

- schedule for the royal train set working as an express train when not conveying the royal party
- altered running of ordinary trains
- instructions for working of the royal train and pilot engine

When returning from Bathurst, the royal party alighted at Bowenfels and rejoined the train at Lithgow. Similarly, they travelled by other means from Katoomba to Leura. Despite being an Up train, special safeworking arrangements were made for the pilot engine and the royal train to travel on the Down line from Marrangaroo to Bowenfels - this is hardly surprising when you consider the layout at Bowenfels. (*Marrangaroo to Bowenfels safeworking instructions see our page 11*)

There is considerable detail about the securing facing points, the closing of level crossings (*Western line, see our page 12*), operation of passing trains, securing loads and tarpaulins on trucks in sidings and much, much more of importance.

In conclusion, these Royal Train Notices are a fascinating insight into the way our railways - in the days when they were OUR railways - could rise to the occasion and efficiently handle traffic of a very special nature.

These Royal Train Notices are some of the lots in AATTC auction number 20, which closes on October 31. A catalogue was included with the August issue of *The Times*.

The poster print at right, 'Early Shift' by Terence Cuneo, was recently offered for sale on E-Bay and was passed in at about \$1,000, about one-fifth of what it normally attracts. Clearly timetables—even Royal Train STNs—have a long way to go to reach these dizzy market heights.

For the Information of Employees and Not for Publication.

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES.

ROYAL TRAIN NOTICE, No. 1

Instructions to Station-masters, Guards, Drivers, and all others concerned.

TIME-TABLE FOR THE ROYAL TRAIN

FROM

SYDNEY TO NEWCASTLE

☆

TUESDAY, 9th FEBRUARY, 1954

‡ 29718—A



2

STATIONS.	THURSDAY, February 11.			
	No. 196		RL	
	Pilot Train.		Royal Train.	
	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.
BULLI	3 16	.....	3 40
Thirroul	3 20	3 27	.....	3 43
Austinmer	3 30	.....	.....
Coledale
Scarborough	3 39	.....	3 53
Coal Cliff Signal Box	3 43	.....	3 57
Otford	3 51	.....	4 5
Helensburgh	4 0	.....	4 14
Waterfall	4 10	.....	4 24
Sutherland	4 21*	.....	4 34§
Como	4 26*	.....	4 39
		I		I
Hurstville	4 33*	.....	4 45
Wolli Creek Jct.	4 40	.....	§
Sydenham	4 42	.....	4 53
Illawarra Jct.....	XM	.....	XM
Sydney (Platform 9) ...	4 51	.....	.....	.....
SYDNEY (Platform 1)...	5 0	.....

No. 196 Pilot Train and RL Royal Train will call only where arrival and departure times are shown in heavy type. Figures shown in light type indicate passing times only.

*Between Sutherland and Hurstville the Pilot Train will be Run 38, 4.4 p.m. Cronulla to St. James. Run 38 will depart Sutherland at 4.24 p.m., pass Como at 4.30 p.m., arrive Hurstville 4.38 p.m., and depart 4.40 p.m. as tabled. Train will not stop at intermediate stations between Sutherland and Hurstville. Station Master, Sutherland, to call train over and instruct driver and guard.

§Run 41 to follow RL from Sutherland and Run 9 to follow RL from Wolli Creek Junction.

Load of Royal Train (from the rear)—GG, PAM, AAH9, RBH, PFH—equal to 226 tons. Train to be hauled by two (2) "40" class "Alco" diesel-electric locomotives.

**ARRANGEMENTS FOR RUNNING OF PILOT ENGINE AND ROYAL TRAIN
ON THE DOWN MAIN LINE FROM MARRANGAROO TO BOWENFELS.**

The Royal Train will be dealt with at the Down Platform at Bowenfels, and to enable this to be done the Pilot Engine and Royal Train will run on the Down Main Line from Marrangaroo to Bowenfels. The following instructions are to be observed:—

- (a) An officer is to be placed in charge at Marrangaroo and that place opened as a Block Station from 1.10 p.m. until Single Line Working has been cancelled.

A Supervising Traffic Inspector is to be in attendance at Marrangaroo for the passage of AA Pilot Engine and RL Royal Train.

- (b) The Up Main Line between Marrangaroo and Bowenfels is to be closed to traffic at 1.10 p.m. after passage of No. 68 Diesel train and Single Line Working by Pilotman in accordance with the Rules and Regulations instituted by the Station-master, Bowenfels, on the Down Main Line between those points.

The Pilotman, with necessary Pilot Working forms, is to be despatched from Bowenfels by car, which will call at Newbold's Siding en route to Marrangaroo in order that the Pilotman can satisfy himself that the points in the Down Main Line have been spiked, clipped and locked with S.L. lock, and that a competent employee is stationed at the points. On arrival of the Pilotman at Marrangaroo, Pilot Working is to be completed and No. 2 Crossover points set for movement from Up to Down Main Line, spiked, clipped and locked with S.L. lock.

The Signal and Telegraph Engineer will arrange for an Officer to be in attendance at Marrangaroo to supervise the necessary alterations to the interlocking to permit of No. 2 Crossover being set for the movement from the Up to Down Main Line.

The Supervising Traffic Inspector will travel in the car with the Pilotman from Bowenfels to Newbold's Siding and Marrangaroo.

- (c) The only trains to be dealt with under Single Line Working conditions will be AA Pilot Engine and RL Royal Train; AA will travel on the authority of a Pilotman's Caution Ticket and the Pilotman will accompany RL. Telephone Block Working will be observed, Wallerawang East Box to Marrangaroo and Marrangaroo to Bowenfels between AA and RL; the latter train must not be permitted to leave Wallerawang until AA has crossed to the Down Main Line at Marrangaroo and gone forward towards Bowenfels, and RL must not leave Marrangaroo until AA has crossed back to the Up Main Line at Bowenfels and gone forward towards Lithgow.

- (d) A Down train or engine must not be permitted to leave Lithgow after 12.45 p.m. until the Royal Train has departed Lithgow for Sydney and Single Line Working between Bowenfels and Marrangaroo has been cancelled. An Up train or engine (AA and RL excepted) must not be permitted to leave Wallerawang after No. 68 Diesel at 12.52 p.m. until Single Line Working has been cancelled and the interlocking at Marrangaroo restored to normal.

Station-master, Bowenfels, will arrange to cancel Single Line Working after RL Royal Train has gone forward from Bowenfels to Lithgow.

- (e) Flagmen, equipped with the necessary Hand-signal Flags, Lamps and Detonators, are to be located at the following places while Single Line Working is in operation:—

Lithgow—At Signal 96/9 (Lithgow Yard Box Down Starting Signal) to stop any movement towards Bowenfels.

Bowenfels—At Signal 98/1 (Down Accepting Signal) to stop any movement towards Bowenfels.

On Down Main Line, to act in place of fixed signals—

(i) Opposite Signal 99/2 in lieu of Up Distant.

(ii) Opposite Signal 98/6 in lieu of Up Home.

Newbold's Siding—At points "A" to exhibit regulation hand-signal to drivers of AA and RL.

Marrangaroo—At Up Distant Signal for 102/0.

At Signal 102/0.

- (f) The following points, which will be facing to movement of AA and RL, are to be spiked, clipped and locked with S.L. locks:—

Bowenfels—No. 2 H Crossover set for movement Down to Up Main, "E" and "F".

Newbold's Siding—"A".

Marrangaroo—No. 2 Crossover, set for movement Up to Down Main.

5. Closing of Level Crossings—

The Gatekeepers at Attended Level Crossings must see that no animals are allowed to stray on to the line, also that the gates are closed and locked immediately prior to the passage of the Pilot train or Engine, and remain locked until after the passage of the Royal Train. No road traffic to be allowed to pass over the Level Crossings between the passing of the Pilot train or Engine and the Royal Train except as shown hereunder.

The undermentioned level crossings will, under Police Supervision, be available for road traffic up to 15 minutes prior to the passage of the Royal Train:—

Mileage.		Location.
m.	c.	
34	53	Castlereagh Road (Penrith West Box).
32	45	Kingswood.
29	43	St. Mary's—Boom gates.
25	39	Rooty Hill—Boom gates.
21	54	Richmond Road (Blacktown).
21	32	Temporary crossing (Blacktown).
19	79	Seven Hills—Boom gates.

Station-masters will be responsible for seeing that chains and locks are available.

Staff Superintendent and District Superintendent, Lithgow, to arrange for competent Adult Male Staff to be on duty at all Attended Level Crossings.

The Gangers of lengths must see that all private and unattended Public Crossing gates are provided with chains and locks, and must arrange for men to be provided to see that all such Level Crossing gates are closed and locked immediately prior to the passage of Pilot train or Engine, and remain locked until after the passage of the Royal Train. No road traffic to be allowed to pass over the Level Crossings between the passing of the Pilot train or Engine and the Royal Train.

Maintenance Engineers will provide the chains and locks.


All Level Crossings are to be carefully examined prior to the passage of the Pilot train or Engine and the Royal Train, in order to see that no stones or other obstructions are upon or fouling the rails, or between the running line and guard rails, where such exist, at the Level Crossings, and that no obstruction of any kind is on the line.

The above is a selection from the special instructions for the 1954 Royal Train. The NSW (and other Australian) regulations for Royal Trains arose from a Special Committee of the Rules and Regulations Standing Committee of the Railway Clearing House in the United Kingdom. The minutes of these committees are in the U.K. Public Record Office under category RAIL 1080/501. The Special Committee (which wrote the long-lived 1897 U.K. rule book, mostly still in use in 1971) first began consideration of these special regulations in December 1904 (Superintendents' minute 2367, Special Committee minute 576). The Special Committee considered a set of 28 regulations at its initial meeting, but these were re-worded, re-grouped and shortened somewhat at subsequent meetings in February, March and April 1905. There was much discussion about the form of these regulations, but the "paper trail" of what eventually happened peters out in the middle of 1905. The Special Committee was wound up in 1908, after a life of some 30 years. The Australian Commissioners' Conference adopted what was essentially the RCH railway rule book in 1905 and the first books appeared on many Australian Railways in 1907. It would seem that, at some not too later date, they subsequently adopted the rules for Royal Train working as well—although a visit by a monarch was still 50 years in the future.

From Lavington to the Hume Weir: Albury bus services until the 1960s

STEVEN HABY describes the bus services of the Albury area, where you could catch a bus to the pictures on Saturday night and climb on again the next morning for a picnic at the weir.

FROM GLOBE HOTEL TO WAGGA ROAD—			
MONDAY TO FRIDAY		SATURDAY	
A.M.—	P.M.—	A.M.—	P.M.—
7.50	12.05	9.25	12.10
10.00	1.05		7.00
	4.45		11.00
	5.30		12.00
FROM WAGGA ROAD TO DEAN STREET—			
MONDAY TO FRIDAY		SATURDAY	
A.M.—	P.M.—	A.M.—	P.M.—
8.15	12.40	9.40	7.10
10.15	1.20		
	5.05		
During School Holidays the 8.15 is omitted and a 'Bus will run at 8.10 in lieu thereof.			
FROM GLOBE HOTEL TO UNION LANE—			
SUNDAY AND HOLIDAYS			
A.M.—		P.M.—	
9.50		4.00	
11.20		5.30	
P.M.—		P.M.—	
12.30		8.05	
2.05, 55		9.05	
TO LAVINGTON—			
SUNDAY AND HOLIDAYS			
A.M.—	P.M.—	P.M.—	P.M.—
9.50	2.05	5.30	9.05
11.20	4.00	8.05	
FROM UNION LANE TO DEAN STREET—			
SUNDAY AND HOLIDAYS			
A.M.—	P.M.—	P.M.—	P.M.—
9.35	1.40	3.10	7.10
10.35	2.35	4.50	8.40
11.45		5.55	
FROM LAVINGTON—			
SUNDAY AND HOLIDAYS			
A.M.—		P.M.—	
9.30		2.30	
10.30		4.45	
11.40		5.50	
		8.35	
'Bus will leave Wagga Road at 1.35 and return at 4.00. On Holidays, when theatres are open, an extra trip will leave Lavington at 1.35 p.m. and the Night Time-table will be as ordinary service from 6.10 trip from Globe Hotel.			




North Albury Bus Service

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Albury - Lavington

TIME TABLE

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Specialty Press, Albury

The recent announcement by Victoria's Minister for Transport concerning improvements to bus services in Wodonga and Albury is a reminder that up until the 1970s bus services in many regional cities and towns was actually very good compared to today. This article will examine timetables from two Albury bus companies from the period of the late 1950s to early 1960s.

North Albury Bus Service

North Albury Bus Service operated the Albury to Lavington services until the business passed to Martin's. The featured timetable unfortunately is not dated but is believed to be from the 1950s. The timetable is published on yellow card with red text and is pocket sized. No maps or detailed route description is shown (above).

Analysis of the timetable indicates that there was one basic route from Albury through North Albury to

Lavington with short workings to and from Union Lane (North Albury) and Wagga Road. Services ran seven days a week. Weekdays saw services running around every 20 minutes from Union Lane to the city with lesser frequencies from Lavington. Off peak services ran approximately half-hourly with all services to/from Lavington. The increase in departures around lunchtime, particularly from North Albury is interesting and perhaps indicates that many commuters

went home for lunch (see illustration, page 14).

Evening services ran to the late hours with the last inbound departure from Lavington at 10.35 pm that formed the last outbound service at 11.00 pm.

Saturday services catered to shoppers and entertainment and services were arranged to suit. An approximately twenty minute service operated from North Albury into town from around 9.00 am to noon. Services ran approximately hourly in the afternoon and evening to Lavington with the last outbound service at midnight to coincide with the end of the pictures.

A Sunday service was offered running approximately every sixty to ninety minutes with most trips extending right to Lavington until around 9.00 pm (our page 13).

MacFarlane's Roadlines

MacFarlane (later acquired by Mylon's Motorways in Wodonga) was the other significant operator in Albury and operated the Albury East, Albury West, Newmarket and Hume Weir services. Interestingly the Newmarket and Hume Weir routes appear to be extensions of the East Albury run when the departure times from the Globe Hotel are compared. For example, there are three departures at 7.00 am weekdays for East Albury, Newmarket and Hume Weir from the Globe Hotel so it is assumed that the same bus operates all these services.

The timetable for this article is dated February 1962 and includes two advertisements for local businesses (our page 15, upper).

Frequencies on the routes varied depending on the time of day and there was not nearly as intensive service operated as compared to the North Albury Bus Service. No

Saturday afternoon or Sunday service operated. The Hume Weir extension basically operated for the benefit of school students although the afternoon departure from the city at 3.50 pm school days departed 10 minutes later during school holidays.

Picture buses were operated on Friday and Saturdays with what appears to be one bus. There was a 7.00 pm departure from Newmarket that arrived at East Albury at 7.05 pm which then arrived in the city in time for a 7.10 pm departure for West Albury. On arrival at the West Albury terminus the bus departed at 7.15 pm for the city. However there were 11.00 pm (or later) departures on both the Newmarket and West Albury services at the conclusion of the pictures. Were two buses needed for this or did one bus operate the service? (our page 15, lower)

Changes in car ownership, the in-

FROM UNION LANE TO DEAN STREET—

MONDAY TO FRIDAY

A.M.—	P.M.—
7.00, 30, 45	2.15, 35
8.10, 20, 35	3.00, 45
9.00, 25	4.05, 35, 55
10.00, 35	5.10, 25, 50
11.00, 25	6.40
	7.25
P.M.—	8.15
12.00, 45	10.05
1.10, 25, 40, 55	10.40

During School Holidays, the 8.10 and 8.20 are omitted and a 'Bus will run at 8.15 in lieu thereof.

SATURDAY

A.M.—	P.M.—
7.50	2.30
8.35	3.30
9.00, 20, 45	4.25
10.10, 35, 55	5.10, 55
11.25, 45, 55	6.40
	7.25
P.M.—	8.15
12.40	10.05, 40
1.40	11.45

FROM LAVINGTON TO DEAN STREET—

MONDAY TO FRIDAY

A.M.—	P.M.—
6.55	1.05, 35, 50
7.25	2.10, 30
8.05, 30	3.40
9.20, 55	4.30, 50
10.30, 55	5.20, 45
11.20, 55	6.35
	7.20
	8.10
	10.35

SATURDAY

A.M.—	P.M.—
7.45	2.25
8.30	4.20
9.15	5.05, 50
10.05, 30	6.35
11.20, 40	7.20
P.M.—	8.10
12.35	10.35
1.35	11.40

FROM GLOBE HOTEL TO UNION LANE—

MONDAY TO FRIDAY

A.M.—	P.M.—
7.15, 50	2.10, 40
8.10, 45	3.15, 45
9.00, 30	4.05, 30, 45
10.00, 30	5.00, 15, 30, 45
11.00, 30	6.10
	7.00, 50
	9.05
P.M.—	10.20
12.05, 35	11.00
1.05, 30, 50	11.00

SATURDAY

A.M.—	P.M.—
8.10, 55	3.00
9.25, 45	4.00, 45
10.10, 40	5.30
11.00, 20, 35	6.10
	7.00, 50
P.M.—	9.05
12.10	10.20
1.05	11.00
2.00	12.00

FROM GLOBE HOTEL TO LAVINGTON—

MONDAY TO FRIDAY

A.M.—	P.M.—
7.50	2.10
8.10	3.15
9.00, 30	4.05, 30
10.00, 30	5.00, 15, 45
11.00, 30	7.00, 50
P.M.—	10.20
12.35	11.00
1.30, 50	

**FROM GLOBE HOTEL TO LAVINGTON—
(Continued)—**

SATURDAY

A.M.—	P.M.—
8.10, 55	2.00
9.45	4.00, 45
10.10	5.30
11.00, 20	6.10
	7.00, 50
P.M.—	10.20
12.10	11.00
1.05	12.00

roduction of television into regional areas and other factors saw the gradual decline of regional city

and town services over the years to the levels that we see today, particularly in terms of weekend and

evening services. It is pleasing that there have been concerted improvements in recent years to ser-

PERMEWANS

Visit the Outstanding Shopping Centre at the Eastern End of Dean Street : Last Stop East, and First West.

You can Purchase your
**GROCERIES, WINE AND SPIRITS,
KITCHENWARE, HARDWARE,
PAINT & MEN'S CLOTHING.**

Courteous attention at all times. Parcels Delivered to Bus Stop.

PERMEWAN WRIGHT LTD.

Dean Street (East). Phone 2028.

HABERFIELD'S

PASTEURISED

MILK

in
BOTTLES — CARTONS
PLAIN OR FLAVOURED

gives
CONSTANT SATISFACTION

Ring 477 Albury and arrange deliveries to YOUR HOME BEFORE BREAKFAST.

ALSO AVAILABLE—
CREAM, YOGHOURT, GOATS MILK.
Ask Your Store for

HABERFIELD'S BUTTER

MACFARLANE'S ROADLINES

ALBURY—EAST—WEST
NEWMARKET—HUME WEIR

BUS SERVICES

PHONE 2843
P.O. BOX No. 1.

FROM FEBRUARY, 1962

WILKINSON PRINT, ALBURY

WEST ALBURY SERVICE

WEEK DAYS

LEAVES PAYNES BON MARCHE	LEAVES DAY STREET
8.35 a.m.	8.40 a.m.
9.55	10.00
11.45	11.50
1.45 p.m.	1.50 p.m.
3.00	3.05
3.30 § (from Schools)	3.40
5.05	5.10
7.10 †	7.15 *
11.00 † (after Pictures)	

SATURDAYS

8.40 a.m.	8.45 a.m.
9.55	10.00
11.50	11.55
7.10 p.m.	7.15
11.00 (after Pictures)	

* Via Thorold Street
§ School days only
† Friday and Saturday only

West Albury route via Dean St., Howlong Rd., Day St., Solomon St., Howlong Rd., Mott St., Millar St., Pemberton St., Thurgoona St. to Dean St.

EAST ALBURY SERVICE

WEEK DAYS

LEAVES GLOBE HOTEL FOR EAST ALBURY	LEAVES WALSH ST. FOR CITY CENTER
7.00 a.m. (to Wool Mills)	8.35 a.m.
10.15	9.10
12.05 p.m.	10.35
2.00	1.35 p.m.
3.50 § (from Schools)	2.55
5.30	
11.00 † (after Pictures)	7.05 †

SATURDAYS

LEAVES GLOBE HOTEL	LEAVES WALSH ST.
10.15 a.m.	8.35 a.m.
12.10 p.m.	10.35 a.m.
11.00 (after Pictures)	7.05 p.m.

Public holidays no buses.
§ School days only
† Friday and Saturday only

When schools are on holiday a bus will leave the Globe Hotel at 4 p.m. for Newmarket and Hume Weir.

East Albury route via Dean St., Parkinson St., Centenary St., Walsh St., Jamieson St., Mount St., Electra St.

NEWMARKET SERVICE

WEEK DAYS

LEAVES GLOBE HOTEL	LEAVES EAST ROAD
7.00 a.m.	6.30 a.m.
8.55	8.25 †
10.15	9.00
12.05 p.m.	10.30
2.00	1.30 p.m.
3.50 § (from Schools)	2.50
5.30	4.45 †
11.00 † (after pictures)	5.15
	7.00 †

† Not via Alexander St.

SATURDAYS

LEAVES GLOBE HOTEL	LEAVES EAST ROAD
10.15 a.m.	8.25 a.m.
12.10 p.m.	10.30
11.00 (after pictures)	7.00 p.m.

Public holidays no buses § School days only
† Friday and Saturday only

When schools are on holiday a bus will leave the Globe Hotel at 4 p.m. for Newmarket and Hume Weir.

HUME WEIR SERVICE

WEEK DAYS

LEAVES GLOBE HOTEL	LEAVES HUME WEIR
7.00 a.m. (from P.O.)	8.00 a.m.
3.50 § (from Schools)	4.35 p.m.

SATURDAY, SUNDAY AND PUBLIC HOLIDAYS
NO BUSES

§ School days only
When schools are on holiday a bus will leave the Globe Hotel at 4 p.m. for Hume Weir.

Timetable Oddity #4

In keeping with the theme established by this month's review of the 1954 Royal Train Notice, GEOFF LAMBERT looks at a NSW Special Train Notice, dating from the previous year, the Coronation Year of Queen Elizabeth the Second.

vices and vehicles.

I remember the tremendous excitement at my school in 1953 when we discovered that we would be

singing *God Save our Gracious QUEEN* at next Monday morning's assembly. In those days, with the Republicans still in nappies, royalty loyalty was part and parcel of Australian life.

It is perhaps not surprising then that the exhortation present on the NSWGR Special Train Notice exhibited at left appeared in a publication normally expected to deal with railway nuts and bolts. Occasions such as this resulted in decorated trains, the firing of detonators and the running of special services to the city to allow people to listen to proceedings on loud-speakers set up in Martin Place (no television, of course).

Just the same, it is interesting to speculate on who was driving the appearance of such a thing in an STN— Government? Management? the Train Planning Section? Will we have a similar flag-waving at the next succession?... or will trains be obsolete by then? How would the STN Planning Process, described in last month's *Times*, cope with such an aberration?

Purists will also notice however, the content of this STN. Clearly it is in response to the 'new wave' that was breaking over the NSWGR, with its spanking new diesels (40-class), Garratts (60-class) and Baldwin Mikado locomotives (59-class). The system of train numbering, wherein the train number gave also an indication of the class of locomotive employed, was to persist for several years— at least until the time of electrification of the main lines later in the decade. The transit times listed in this STN for Short North goods trains were, in general, some 2 hours less than those previously ruling for the standard goods schedules previously in effect.

Doubtless the drivers and firemen of trains numbered as described paused in their labours on the Cowan Bank, to dip their hats toward London at the appropriate time.

For the Information of Employees and not for publication.

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES.

Special Train Notice No. 350.

Instructions to Station-masters, Guards, Drivers, and all others concerned.

This Special Train Notice is to be retained by all concerned, as such information contained herein will not be included in subsequent issue of Weekly Train Notice.

TRAIN ALTERATIONS

WORKING TIME-TABLE—MAIN SUBURBAN, LOCAL SERVICES AND NORTH.

From Sunday, May 17.

To provide for Goods trains between Enfield Yards or Darling Harbour and Broadmeadow Yards being worked by Beyer-Garratt ("60" class) and Mikado ("59" class) engines, also provision of time for "Crib" allowance for trains worked by Diesel-electric locomotives ("40" class), time-tables have been formulated, based on amended running times published in Weekly Notice No. 49 of 1952, and are incorporated herein.

As a means of ready identification of the type of engine employed and the time-table to which the train is being run, the train numbers have been arranged according to the following formula:—

When worked by engine of:—	Train number to commence with:—
"50" class	2
"40" class	4
"59" class	5
"60" class	6

The Goods train tables already incorporated in the Working Time-table to be worked by ordinary goods type engines will still operate, but the numbers will be altered according to the foregoing formula. The train number will commence with the figure "2," i.e.:—

No. 167 Goods (1.27 a.m. Darling Harbour to Broadmeadow Yards) when worked by ordinary goods type engine will be No. 267 and run as tabled in Working Time-table; when worked by "59" class engine will be No. 567 and by "60" class, No. 667, and run at times indicated herein.

‡‡ The times as between Enfield Yards or Darling Harbour and North Strathfield Junction, for trains so marked, will be as shown in the Working Time-tables for Goods trains tabled to leave Enfield Yards or Darling Harbour, and arrive North Strathfield Junction at corresponding times.

The Superintendent of Train Control will arrange the running of Goods trains so as to avoid trains for which the time-tables conflict, being run on the same day.

CORONATION DAY IS 2nd JUNE, 1953.

On this day our young and beautiful Queen will be crowned
 Queen of the United Kingdom and of Australia.
 Her life will be dedicated to you, her subjects.
 Help her with your Loyalty and Honour.
 Pray that God will Bless and Keep her.

‡11784 A