

The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

RRP \$2.95 Incl. GST

Print Publication No: 349069/00070, (ISSN 0813-6327)

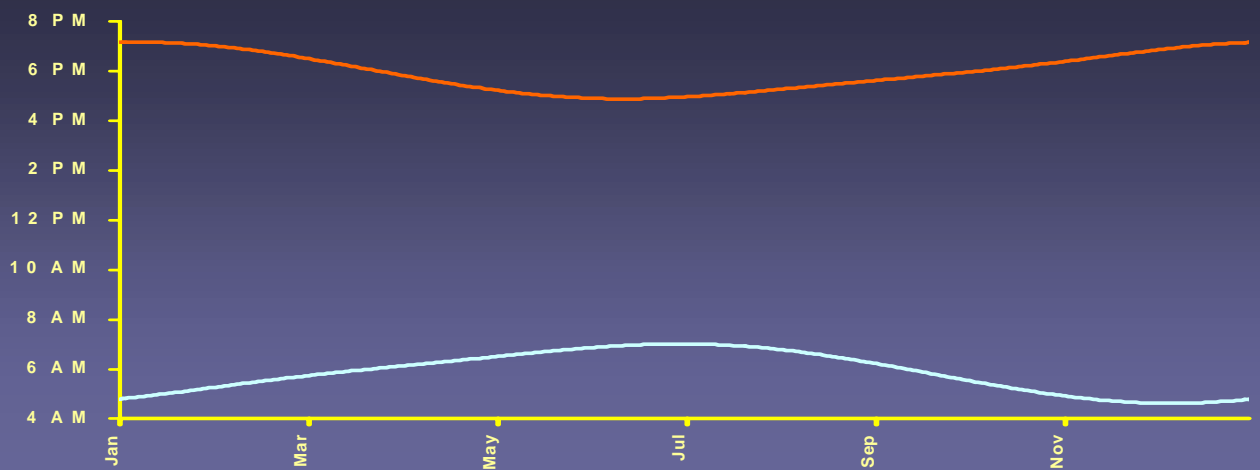
November, 2003

Issue No. 236 (Vol. 20 No.11)



St Kilda Railway Station in 1860, when you could catch a direct train from there to Brighton, via the short-lived St Kilda and Brighton line. To find its timetables, you read the Melbourne Herald.

Sunrise and Sunset at Roseville Uniting Church



Another type of timetable. Times for sunrise and sunset at the Roseville Uniting Church, location of the AATTC's 2003 Annual General Meeting.

The Times

MURRAY VALLEY PASSENGER SERVICES IN 1938	3
SOME THOUGHTS ON OTHER TIMETABLES	4
CHANGE ON ROYLE BROS. BUS SERVICES	7
ST KILDA TO CHAPEL ST	12
AN UNUSUAL ITEM	15
TIMETABLES ODDITY #5	16

About The Times	The Times is published monthly by the Australian Association of Time Table Collectors as a journal, covering historic and general items. News items are published in our other journal, <i>Table Talk</i> .
The Times on-line	AATTC's home page: http://www.aattc.org.au has colour PDF versions of The Times
Editor	Geoff Lambert
Editorial Team	Victor Isaacs, Duncan MacAuslan.
Contacting the Editor	The Times welcomes articles and mail. Please send articles and letters to Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094 Email: G.Lambert@unsw.edu.au Phone 61 2 9949 3521; Fax 61 2 9948 7862
How to submit copy	Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300dpi resolution on disk or via e-mail.
Subscriptions	Membership of AATTC is \$45 and includes subscriptions to The Times and <i>Table Talk</i> . Copies of both are available at \$2.95 from the Railfan Shop in Melbourne and the ARHS bookshop in Sydney.
Reproduction	Material appearing in The Times or <i>Table Talk</i> may be reproduced in other publications, if acknowledgment is made, including the words "The Times, journal of the Australian Association of Time Table Collectors". A copy of the publication which includes the reference should be sent to the editor.
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.

AATTC Who's who

President	Graham Duffin	P.O. Box 13074 Brisbane George St. Qld 4003	(07) 3275-1833
Vice-President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	(02) 9949-3521
Secretary	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Treasurer	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Auctioneer	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Distribution Officer	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Editor, The Times	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094 G.Lambert@unsw.edu.au	(02) 9949-3521
Editor, Table Talk	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
Membership Officer	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Public Officer	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH Vic 3167	(03) 9789-2263
Webmaster	Lourie Smit	2/82-84 Elouera Rd CRONULLA NSW 2230 lsmit@ozemail.com.au	(02) 9527-6636
Production Manager	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	(02) 9949-3521
Promotions Officer	Joe Friedman	4 Ringwood Court ROBINA QLD 4226 jfriedman@goldcoast.qld.gov.au	(07) 5575-907
Committee member	Duncan MacAuslan	19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
"	Joe Friedman	4 Ringwood Court ROBINA QLD 4226 jfriedman@goldcoast.qld.gov.au	(07) 5575-907
"	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
"	Michael Smith	9/26-30 Linda St HORNSBY NSW 2077	0407 218 962
"	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH Vic 3167	(03) 9789-2263
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354-2140
Melbourne Convenor	Steven Haby	24/53 Bishop St BOX HILL VIC 3128	(03) 9898-9724
Sydney Convenor	Chris Noman	P.O.Box 6592 PARRAMATTA NSW 2150 toongabbie5808@aol.com	(02) 9890-4502

Murray Valley Passenger Service in 1938

STEVEN HABY

ALBERT Isaacs' article in the June 2003 issue of *Table Talk* on timetables in daily newspapers was an excellent prompt to write this short article.

I recently received a query regarding Murray Valley Coaches (MVC) from an academic at Charles Sturt University undertaking a historical survey of a number of buildings and properties in the Albury area. Subsequent email correspondence resulted in the acquisition of an interesting advertisement that appeared in Albury's *Border Mail* newspaper from 3 September 1938 advertising the services of Murray Valley Passenger Service (MVPS) is the focus of this article.

MVPS commenced around 1934 and was later renamed Murray Valley Coaches. The company was acquired on the 21st of January 1959 by Valley Investments and lasted well into the 1970s. Over the

years a network of services between Adelaide, Mildura, Canberra and Sydney serving the region along the Murray River was built up. MVPS were known for their interesting and (for the time) innovative coaches including the fore-runner of the modern stepped deck coach - their fleet of Foden and Commer "camel back" coaches with bodywork by Freighter Lawton and their semi-trailer coaches from the 1940s.

The advertisement was quite large with dimensions approximately 23 cm by 45 cm and included a picture of a typical vehicle used by MVPS at the time (below, right)

The top half of the advertisement had information about Adelaide and Canberra and that one could travel there by MVPS services. The style and prose was typical of the period such as describing Canberra as the "...world's most perfectly designed city" and Adelaide

as "City Beautiful."

The remainder of the advertisement included a list of all services with departure times from Albury including Adelaide, Deniliquin, Bright and Mt Buffalo, Corryong and Upper Murray and Canberra. Most services ran 7 days a week with less frequent services to Adelaide and Canberra.

Bookings were, interestingly, handled by a number of agencies*. The Astor Cafe only dealt with Corryong bookings (below right).

An interesting advertisement with a wealth of information unlike perhaps those that appear in the newspapers today.

*Including Cleaver Bunton, who made his name as Mayor, radio announcer and Australia's oldest Senator, appointed by Premier Lewis to replace Lionel Murphy, thus altering the balance of power during the Whitlam Government.

AUSTRALIA'S MOST BEAUTIFUL CITIES
Now in Their Loveliest Garb
ADELAIDE

Around Adelaide and all along the Murray Valley before you reach the City Beautiful itself the great orchards now in blossom are drawing tourists from all over Australia. Always a perfect holiday city, ideally situated and with a wealth of tourist attractions, Adelaide is now doubly interesting.

For a trip to the heart of Australia and to discover the Murray Valley, its history, its people, its climate, its scenery, its industry, its commerce, its agriculture and its many other points of interest, there is no better place than Adelaide. It is a city of many faces, a city of many interests, a city of many attractions. It is a city that is always interesting, always new, always different. It is a city that is always interesting, always new, always different. It is a city that is always interesting, always new, always different.

Go to Adelaide by the short and scenic Murray Valley route in a comfortable, speedy motor observation coach. Bookings available at any point. Children half fare. Ample baggage accommodation.


FARE: SINGLE, 54/4. RETURN, 87

CANBERRA

The world's most perfectly designed city. Its flowering in beautiful flowers and fountains make it one of the most popular tourist resorts in the Commonwealth. First class accommodation, every variety of sport, delightful walks, modern theatres, and a host of interesting things to see in its walls, including the National War and Historical Museum, premier records and paintings, Mt Stowells Observatory, the Royal Military College, and the beautiful Cotter Dam. MVPS motor touring coaches take you from Albury to Canberra in seven hours, past many famous landmarks, including the "yakka bus" at Gungahlin.

FARE: SINGLE, 42; RETURN, 70. BOOK NOW!
 MVPS MOTOR OBSERVATION COACHES ALSO RUN FROM ALBURY TO ANY TOWN IN THE MURRAY VALLEY

FROM ALBURY TO ANY TOWN IN THE MURRAY VALLEY



THE FULL LIST OF SERVICES AND STARTING TIMES FROM ALBURY ARE AS FOLLOWS:

ALBURY TO—

RETHERGLEN, Grange, Yarralong, Cobran, Burrolah, Ethuna, Colona, Kerang, Swan Hill, South West, Mansfield, Noreyah, Wilkins, Renmark, Adelaide

DAILY WEEK DAYS 6.30 a.m.
 SUNDAYS 7.30 a.m.

(The service to Renmark leaves from Swan Hill—check time against)

TEENINGAL, Pinery, Deniliquin
 WEDNESDAY, WEDNESDAY 6.30 a.m.
 SUNDAYS 7.30 a.m.

VIA YACKANDANDAH and Warburton
 TO WHEATBAG, WEDNESDAY, SATURDAY 6.30 a.m.
 TO MT. BUFFALO, SATURDAY 6.30 a.m.
 (Times to Mt. Buffalo by Wednesday for arrangement)

CORRYONG and the Upper Murray
 TUESDAY, THURSDAY, SATURDAY 6.30 a.m.
 SUNDAYS leaving for Adelaide on Monday, April, October, 10 a.m.

TARDITTA, Gundagai, Yass, Canberra
 SUNDAY 7.30 a.m.
 TUESDAY, THURSDAY 8.30 a.m.

TRAVEL by DAYLIGHT and SEE

ALBURY BOOKING OFFICES
 for CORRYONG—Astor Cafe, Tel. 714
 For ALL OTHER ROUTES—

BURNETT'S CAFE, Tel. 794
 The MURRAY VALLEY PASSENGER SERVICE
 CLEAVER E. BUNTON, Tel. 336 — 598

A DIVISION OF SOUTH-WEST TRANSPORT PTY. LTD. PO. BOX 99, ALBURY.

Some thoughts on other timetables

06:00 ABC News theme wakes me up.

06:15 Get up, put kettle on, shower

07:00 Leave for work

It's the 'timetable' for the start of **DUNCAN MACAUSLAN'S** weekday (and the Editor's). They wouldn't expect it to be published nor to be a collectors item.

ATTC members traditionally collect timetables from transport sources only – air, rail, bus, ferry and, I seem to remember, one for an elephant.

I was researching about tides for an article for another organisation and it occurred to me that a tide table is in fact a timetable for the arrival of high and low tides. The length of a tidal day is 24 hours and 50 minutes resulting from the sum of the angular velocities of the earth (360 degrees per day) and the moon (12.2 degrees or about 50 minutes), and there will be two high and two low tides in that period. The tide table (right) also shows the tidal heights and these vary from day to day due to the relative positions of the Moon—the major influence—the Sun—causing neap and spring tides—and geography, which is the major cause of the massive variations between tides at different locations.

This set me to thinking about other timetables the AATTC membership doesn't collect.

Probably the first non-transport timetable we've all come across was the school timetable. This document, usually hurriedly copied down from a master copy, ruled

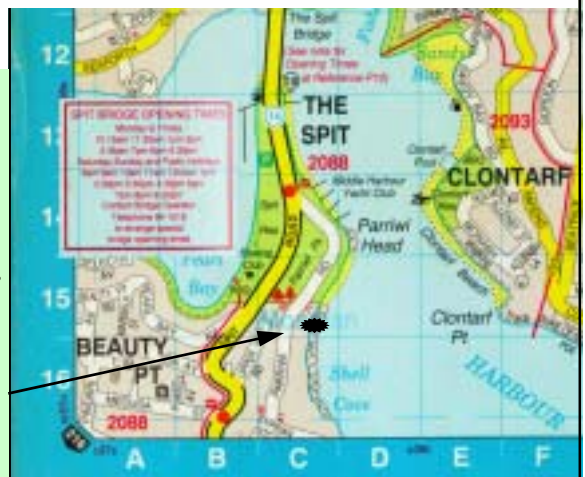
The Times Editor is a SCUBA diver, and he sometimes likes to dive at Sydney Harbour's Spit bridge. Because of the strong tidal currents, he has to dive at "slack water", so he needs a tide timetable (above right)— this one is from the Sydney Waterways Authority. He also likes to be able to look up and see the bridge open while he's underwater. For this he needs a timetable of bridge opening times and he obtained this one (right) from the UBD[®] Sydney Street Directory. Had he a mind to, he could also have used the Lighthouse Timetable for the Parriwi Rd lighthouse nearby.

SYDNEY (FORT DENISON)											
LAT 33° 51' S				LONG 151° 14' E				TIME ZONE -1000			
TIMES AND HEIGHTS OF HIGH AND LOW WATERS											
JULY - 2002						AUGUST - 2002					
Time	m	Time	m	Time	m	Time	m	Time	m	Time	m
1	0010 1.52	12	0344 0.22	23	0145 0.31	1	0058 1.28	12	0452 0.13	23	0240 0.27
MO	0701 0.50	FR	0943 1.33	TU	0735 1.26	TH	0728 0.51	MO	1101 1.48	FR	0837 1.31
	1312 1.24		1515 0.42		1303 0.48		1359 1.32		1653 0.31		1415 0.41
	1841 0.73		2148 1.91		1943 1.81		2003 0.70		2310 1.73		2041 1.68
2	0056 1.43	13	0431 0.21	24	0228 0.29	2	0156 1.19	13	0537 0.19	24	0312 0.28
TU	0745 0.52	SA	1033 1.35	WE	0902 1.28	FR	0814 0.55	TU	1153 1.50	SA	0911 1.33
	1403 1.27		1607 0.43		1348 0.47		1454 1.36		1752 0.36		1451 0.41
	1942 0.76		2236 1.87		2025 1.81		2119 0.68				2115 1.64
3	0149 1.35	14	0519 0.22	25	0308 0.29	3	0303 1.13	14	0002 1.57	25	0343 0.30
WE	0745 0.52	SU	1033 1.35	TH	0902 1.28	SA	0906 0.57	WE	1247 1.51	SU	1529 0.42
	1457 1.32		1702 0.45		1430 0.48		1550 1.42		1857 0.43		1647 0.49
	2050 0.76		2327 1.79		2104 1.78		2232 0.63				2146 1.57
4	0248 1.29	15	0608 0.25	26	0345 0.30	4	0414 1.12	15	0100 1.40	26	0413 0.32
TH	0915 0.54	MO	1219 1.38	FR	1020 1.28	SU	1002 0.57	TH	1345 1.52	MO	1607 0.45
	1549 1.38		1801 0.49		1511 0.49		1645 1.50		2011 0.48		2220 1.50
	2201 0.72				2142 1.73		2333 0.54				
5	0350 1.25	16	0020 1.68	27	0421 0.33	5	0517 1.14	16	0207 1.25	27	0443 0.36
FR	1001 0.54	TU	0659 0.29	SA	1020 1.28	MO	0809 0.46	FR	1449 1.53	TU	1647 0.49
	1638 1.46		1316 1.42		1551 0.51		1735 1.60		2132 0.49		2255 1.40
	2306 0.66		1906 0.53		2217 1.65						
6	0448 1.23	17	0118 1.54	28	0456 0.37	6	0024 0.43	17	0323 1.15	28	0514 0.40
SA	1046 0.54	WE	0749 0.35	SU	1059 1.27	TU	0613 1.19	SA	0910 0.52	WE	1054 1.35
	1723 1.55		1415 1.46		1631 0.55		1147 0.49		1556 1.56		1733 0.53
			2017 0.55		2253 1.57		1824 1.71		2250 0.46		2333 1.30
7	0000 0.58	18	0222 1.42	29	0530 0.40	7	0110 0.32	18	0441 1.12	29	0548 0.46
SU	0542 1.24	TH	0842 0.40	MO	1138 1.27	WE	0701 1.25	SU	1014 0.54	TH	1824 0.58
	1130 0.52		1515 1.52		1715 0.59		1236 0.42		1700 1.80		
	1806 1.64		2135 0.55		2330 1.48		1911 1.81		2355 0.40		
8	0046 0.49	19	0331 1.32	30	0605 0.44	8	0154 0.22	19	0546 1.15	30	0018 1.20
MO	0631 1.25	FR	0936 0.44	TU	1020 1.28	TH	0749 1.31	MO	1114 0.53	FR	1302 1.35
	1213 0.50		1615 1.60		1802 0.63		1325 0.36		1756 1.64		1925 0.62
	1848 1.73		2252 0.50				1958 1.89				
9	0130 0.40	20	0441 1.26	31	0010 1.38	9	0238 0.15	20	0046 0.35	31	0115 1.11
TU	0719 1.27	SA	1030 0.47	WE	0644 0.48	FR	0835 1.36	TU	0639 1.19	SA	0627 0.52
	1256 0.48		1714 1.67		1307 1.30		1414 0.31		1207 0.50		1359 1.36
	1931 1.81				1858 0.67		2044 1.93		1845 1.68		2040 0.62
10	0214 0.32	21	0000 0.43			10	0322 0.10	21	0130 0.31		
WE	0806 1.30	SU	0546 1.24				0923 1.41	WE	0723 1.24		
	1340 0.45		1125 0.48				1504 0.28		1254 0.46		
	2015 1.87		1807 1.74				2131 1.92		1928 1.70		
11	0259 0.26	22	0056 0.36			11	0407 0.09	22	0206 0.28		
TH	0854 1.32	MO	0645 1.24				1011 1.45		0801 1.28		
	1427 0.43		1215 0.48				1557 0.28		1336 0.43		
	2100 1.91		1857 1.79				2220 1.85		2005 1.70		

© National Tidal Facility – The Flinders University of South Australia

ALL THE ABOVE TIMES ARE IN EASTERN AUSTRALIAN STANDARD TIME

New Moon ● First Quarter ◐ Full Moon ○ Last Quarter ◑



Place:		Roseville Uniting Church Hall					
	Deg	Min	Sec	DecDeg	Radian	Today	6-Sep-2003
Longitude	151	10	36	151.177	2.639	Sunrise	6:06:32 AM
Latitude	-33	-47	-6	-33.785	-0.590	Sunset	5:40:47 PM
Local offset	10	hours Zenith		cos(Zenith)		Day length	11:34:15
Enter altitude of sun at "sunset" or "sunrise"			90.8333333	-0.0145439	90.8333333		
Enter year as the Jan 1 date in cell A9					Nth Azimuth	Nth Azimuth	
Date	dOy	Sunrise	Sunset	Day length	Sunrise	Sunset	
1-Jan-2003	1	4:47:43 AM	7:09:20 PM	14:21:37	118.75	241.29	
2-Jan-2003	2	4:48:28 AM	7:09:33 PM	14:21:05	118.65	241.39	
3-Jan-2003	3	4:49:17 AM	7:09:45 PM	14:20:28	118.53	241.50	
4-Jan-2003	4	4:50:07 AM	7:09:55 PM	14:19:48	118.40	241.62	
5-Jan-2003	5	4:50:57 AM	7:10:02 PM	14:19:05	118.27	241.76	
6-Jan-2003	6	4:51:47 AM	7:10:06 PM	14:18:18	118.13	241.90	
7-Jan-2003	7	4:52:36 AM	7:10:06 PM	14:17:30	117.98	242.06	
8-Jan-2003	8	4:53:24 AM	7:10:03 PM	14:16:39	117.83	242.23	
9-Jan-2003	9	4:54:12 AM	7:09:58 PM	14:15:46	117.67	242.41	
10-Jan-2003	10	4:55:02 AM	7:09:52 PM	14:14:50	117.50	242.59	
11-Jan-2003	11	4:55:54 AM	7:09:46 PM	14:13:52	117.32	242.78	
12-Jan-2003	12	4:56:49 AM	7:09:40 PM	14:12:51	117.13	242.98	
13-Jan-2003	13	4:57:47 AM	7:09:33 PM	14:11:47	116.92	243.18	
14-Jan-2003	14	4:58:45 AM	7:09:25 PM	14:10:39	116.70	243.39	
15-Jan-2003	15	4:59:44 AM	7:09:13 PM	14:09:28	116.47	243.61	
16-Jan-2003	16	5:00:42 AM	7:08:58 PM	14:08:16	116.24	243.85	
17-Jan-2003	17	5:01:38 AM	7:08:39 PM	14:07:01	116.01	244.09	
18-Jan-2003	18	5:02:33 AM	7:08:18 PM	14:05:45	115.77	244.35	
19-Jan-2003	19	5:03:27 AM	7:07:54 PM	14:04:27	115.53	244.61	
20-Jan-2003	20	5:04:22 AM	7:07:30 PM	14:03:08	115.28	244.88	

Part of The Times Editor's home-made sunrise and sunset timetable. He has calculated the times of sunrise, sunset, the day length and the direction of the sun at rise and set for the Roseville Uniting Church, the venue of the AATTC's Sydney meetings and its 2003 AGM. Shown in a box at the top of the table are the details for the AGM Saturday. A graph of this timetable appears on our cover.

our lives for many years - but all we saw and used was the table appropriate to ourself (page 6). Someone on the school's staff had had to prepare the working timetable for the whole school. This must be quite a complex job requiring knowledge of rooms, teachers and their specialisations, courses and student numbers. It is not a good plan to allocate a science class to an art room with a history teacher. I well remember an incident at my school where the first edition of the worker caused two classes to try to simultaneously occupy the same room. There was another time in year 12 where a few of us had to change from one corner of the school to the furthest point possible between periods—a constant source of late workings. One wonders if there is a specialist course for the preparers of school and university timetables.

Another daily timetable we all know about is sunrise and sunset –

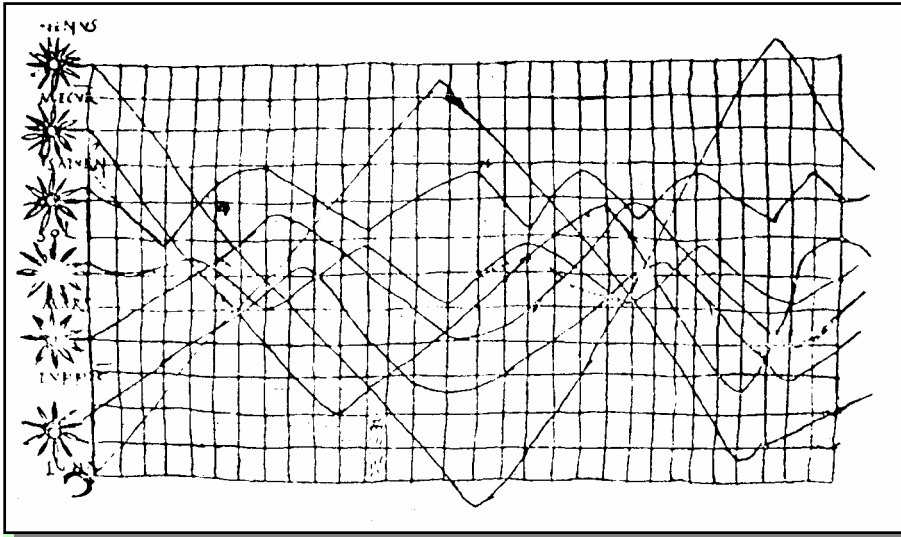
tables of these are published regularly (above). There is often ritual discussion when some places change the calibration for this event to create daylight saving time with the usual worries about getting to sleep. The variations in most of Australia between mid-winter and mid-summer are at most three hours, compare this with the countries closer to the Arctic circle (not many live closer to the Antarctic circle than we) where the variation is up to 24 hours. Most children in northern Europe never see darkness for several weeks of the year and as I recollect they don't suffer sleep deprivation.

Less important to most of our lives is the lunar timetable of rises and sets plus the changing phases (page 6, top left). There are some though who worry about the effects of the full moon.

One transport related timetable which doesn't get discussed is

bridge opening times. In Sydney the residents north of the Spit, and boat owners in Middle Harbour take note of these times, the former to avoid the wait whilst it opens, the latter until it opens (page 4, bottom right). In the case of the Spit a better service is operated for boat owners on weekends, 11 openings, as opposed to weekdays, 8 openings. I don't know of other bridges with scheduled openings but I'm sure there are, whilst there are many which open on demand. In Sydney's past Victoria Road was notably bad with four bridges (Pymont, Glebe Island, Iron Cove and Gladesville) all capable of being opened.

Every day in this country thousands of punters look at a form of timetable (middle, page 6) to find which horse is going to win them a fortune. If you look closely at the race guides you'll notice that all the major race meetings are coordinated to ensure that there aren't



The oldest timetable ever reproduced in The Times? This is a lunar and planetary timetable and is approximately 1,100 years old. It comes from Cicero's In Somnium Scipionis. Needless to say, it is

two races running concurrently. There's a race about every five minutes on a Saturday afternoon – a very frequent service. This ensures maximum revenue by giving punters more opportunities to 'participate' in the events. For those of us who really don't appreciate the spectacle of the turf it comes a surprise just how many races take place – there were 64 last Saturday followed by an evening of pacing and greyhounds. Unfortunately these timetables don't tell us which horse will arrive first at the winning post.

As part of my work I regularly attend conferences either to listen or present. Conferences, and many other large events, operate to a timetable so that everyone knows when and where a session is to be held and also to ensure that catering for large numbers of people can be achieved. I've often noticed the anxious looks of the caterers when sessions appear to run late – delivering hundreds of meals at one time is a fairly sophisticated catering specialisation. When I'm presenter I set a running sheet up to ensure that I cover all the messages I need to within the time allocated and allow time for questions at the end. As I present I watch the clock to ensure I get finished on time.

86 The Form Caulfield Today			
Race	Time	HERALD Barry Pennington	HERALD John Inghel
1	12.00	MAKAMA Bridget Hy & Queen Emerald Oaks	WRITERS UP A QUEEN Garnett Lane Emerald Oaks
2	12.40	KEEP THE PATH Race Horse Race Horse	KEEP THE PATH Race Horse Race Horse
3	1.20	ROSEBAG Special Priority Oakwood Stable	DIAMOND HILLY Hiring Frogmore
4	2.00	AND SHIMWAO Year Old Sunway	AND SHIMWAO Year Old Sunway
5	2.40	NATURAL ELITE Yearling Mystery	SOUND ACTION Yearling St. Basil
6	3.20	PROY FIGHT Yearling Hobby Horse	CRIBBING Yearling Hobby Horse
7	4.00	GALPAGES OPE Yearling Queen	HANG JESSE Yearling Queen
8	4.40	TILLY ZEAL Yearling The Bear	HANG GAUGE Yearling The Bear

TAB HOURS: 10.30am - 9.00pm		
Race	Time	HERALD Craig Young
1	11.45	COMFORTS Yearling Sunway
2	12.20	BOGWOITH Yearling Masonville
3	1.00	POTTER DASH HILL Yearling Hobby
4	1.40	KISS Yearling Lured And Excel
5	2.20	MILL HILL Yearling Marble
6	3.00	HEURENTAL GAL Yearling Duffy
7	3.40	LOHARD Yearling Duffy
8	4.20	CASHED UP Yearling Hobby
9	5.00	CASHED UP Yearling Hobby

The Form Guide is full of times. This is taken from The Sydney Morning Herald of 23 August 2003 and shows some selections for Caulfield (left) and Randwick (right). Note how races have been organised so that they don't clash. This calls for an interstate cooperation in timetabling that wasn't always apparent when the railways set about to organise their iron horses. The TAB times also appear.

These are just a few of the 'timetables' we don't collect – well I certainly don't. Someone collecting school timetables must be eligible for analysis for a syndrome.

In case people are worried the rest of my day doesn't operate to timetable – more working as directed!

Period	Start	Finish	Week A					Week B				
			Monday	Tuesday	Wednesday	Thursday	Friday	Monday	Tuesday	Wednesday	Thursday	Friday
1	8:50	9:40	Maths	Computers	Geography & History	English	Science	Maths	Science	Computers	English	Food Technology
2	9:40	10:30	Geography & History	Computers	Science	Science	Maths	Computers	Science	Science	Geography & History	Food Technology
	10:30	10:55	Recess									
3	10:55	11:45	English	Food Technology	Science	Personal Development, Health & Physical Education	English	Food Technology	Maths	Personal Development, Health & Physical Education	Religion	Maths
4	11:45	12:35	Religion	Science	English	Sport	Religion	Religion	English	Personal Development, Health & Physical Education	Sport	General Assembly
	12:35	13:20	Lunch									
5	13:20	14:10	Personal Development, Health & Physical Education	Maths	Personal Development, Health & Physical Education	Sport	Computers	English	Geography & History	Geography & History	Sport	English
6	14:10	15:00	Food Technology	Maths	Religion	Sport	Food Technology	Geography & History	Computers	Maths	Sport	Religion

At left is a student's Working Time Table for an Australian High School. It differs from a transport timetable (and the Editor's own schoolday's TT) in that it has a fortnightly recurrence rate, rather than a weekly rate. It's also an hour shorter per day than the Editor's

Change on Royle Bros. bus services.

JIM O'NEIL ventures again to the North Shore line to chart the bus routes run by Royle Brothers.

WHEN I first knew them, Royle Bros. operated their services in two different halves and issued separate time timetables for each half, similar in format but printed on different coloured paper. The last of these I have from the fifties were issued in November 1958, the local runs printed on brown cardboard, the Forest services on silver (see below and top two tables on page

6). On the front cover of the local timetable was the Route 201, the smaller of the two Royle Bros. services, which ran from Roseville Station, one stop north of Chatswood, their main terminal, to Babbage Road. This was the same place as the Government bus terminus of East Roseville on the 206 short working of the 207 to East Lindfield.

The basic service on the 201 took ten minutes or less between termini and it required one bus to run it, except in the morning before 8 am., when two separate buses ran, one from Roseville Baths at 7.30 and 7.50 (returning Special) and the other from Babbage Road at 7.40 and 7.57 (returning at 7.50). Three different extensions were run beyond Babbage Road. One was to Roseville Baths (marked C), with the two early morning services and an afternoon school service at 3.50. A second ran to Warrane Road (one block east of Babbage Road, but also extending several blocks further north). This ran in School hours and was indicated by x. Buses leaving from Warrane Road did not have their own entry, but were marked in the Babbage Road paragraph. However, they had run to Warrane Road before leaving Babbage Road for Roseville.

The third extension, via Griffith Avenue (marked *), ran several blocks further east and was identified just as East Roseville. There were two services in shopping hours, at 9.50 and 10.46, which gave half an hour at the Roseville shops. There was also a late afternoon service, leaving East Roseville at 4.45, and apparently leaving Babbage Road at the same time, not two minutes later, like the other two.

The 201 now ran only on Mondays to Fridays (no service on Saturdays) in peak hours and the morning off-peak. Note the gap between the 11.23 and 12.25 services from Roseville. This provided a crib break, not for the driver of the 201, but for the all day shift on the 56 to Babbage Road. The bus from the 201 ran from Babbage Road to Chatswood at 11.35 and returned at 11.50. Since the 201 either overlapped with, or ran close to both the 56 and the government 207, it was a service without a large pool of passengers or room for expansion. Like other such

SUNDAYS, HOLIDAYS, GOOD FRIDAY & XMAS DAY
Buses leave Chatswood Station
 C8.20 a.m., C9.50, C10.50 (Holidays only C11.5), C12.5, C12.50, C1.35, C1.50, C2.35, C3.5, C4.5, C4.20, C5.20, C5.50, C6.8, B6.50, B7.14, C8.8, B9.8 (Holidays only C11.0 wait for pictures).

TO CHATSWOOD
Buses leave Archbold Road and Boundary Street
 (Holidays only 8.5 a.m.) 9.42, 10.36, 11.34, 12.30 p.m., 1.19, 1.32, 2.25, 2.47, 3.18, 3.48, 4.8, 5.4, 5.36, 5.59, 6.33, 7.6, 7.33, 8.49.

Buses leave Babbage Road
 (Holidays only 8.1 a.m.) 9.38, 10.32, 11.30, 12.26, 1.15, 1.28, 2.21, 2.43, 3.14, 3.44, 4.4, 5.0, 5.32, 5.55, 6.29, 7.2, 7.29, 8.45.

Buses leave Roseville Baths
 (Holidays only 7.56 a.m.) 9.33, 10.27, 11.26, 12.21 p.m., 1.10, 1.23, 2.16, 2.38, 3.9, 3.39, 3.59, 4.56, 5.27, 5.50, 6.24, 7.24, 8.40.

PRICE 3d.
OFFICIAL TIME-TABLE
NOVEMBER, 1958
ROYLE BROS. PTY. LTD.
SMITH STREET, CHATSWOOD — JY 1596

Route 201 — ROSEVILLE STATION TO ADDISON AVE. AND BABBAGE ROAD
MONDAYS TO FRIDAYS
Buses leave Roseville Station for Babbage Road
 7.50 a.m., 8.4, 8.17, x8.30, 8.55, 9.16, *9.38, 10.8, *10.38, 11.23, 12.25 p.m., x3.25, C3.50, 4.15, 4.35, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.38.

Buses leave Babbage Road for Roseville Station
 7.40 a.m., 7.57, 8.10, 8.23, x8.42, x9.6, 9.25, *9.52, 10.20, *10.48, 12.5 p.m., 3.15, x3.37, 4.7, 4.22, *4.45, 5.7, 5.12, 5.37, 5.52, 6.7, 6.22.

Buses leave Roseville Baths for Roseville Station
 7.30 a.m., 7.50, 4.2 p.m.

Buses leave East Roseville for Roseville Station
 9.50 a.m., 10.46, 4.45 p.m.

C denotes to Roseville Baths.
 * denotes via Griffith Avenue.
 x denotes via Moore St., Dunroon Ave. and Warrane Rd.
 No service Saturdays, Sundays, Holidays, Good Friday or Christmas Day.

ROUTE 56
Chatswood Station to Babbage Road, Roseville Chase and Penshurst Street
MONDAYS TO FRIDAYS
Buses leave Chatswood Station
 †C6.46 a.m., †C7.25, P7.30, P7.45, P8.6, †C8.23, P8.30, P8.43, B9.15, †C9.20, B9.50, B10.20, †C10.20, B10.50, †C11.5, †C11.20, B11.20, B11.50, B12.20 p.m., †C12.20, B12.50, B1.20, †C1.25, B1.50, †C2.0, B2.20, †C2.25, B2.50, †C3.0, W3.5, B3.20, B3.45, †C3.45, B4.0, †C4.10, B4.15, B4.37, B4.50, B5.8, B5.21, P5.32, P5.48, P5.52, P6.6, P6.11, P6.24, †C6.35, B7.8, C7.38, C8.38, B9.38, C10.8, C11.8.

TO CHATSWOOD
Buses leave Archbold Road and Boundary Street
 †6.35 a.m., †6.41, 7.22, 7.37, 7.46, 7.55, 8.17, 8.34, 8.55, 9.5, 9.38, 10.9, 10.39, 11.9, 11.39, 12.9 p.m., 12.39, 1.9, 1.39, 2.9, 2.39, 3.9, 3.36, 3.49, 4.4, 4.19, 4.34, 4.54, 5.9, 5.24, 5.37, 5.42, 5.58, 6.2, 6.16, 7.24, 8.19, 9.19, 9.54, 10.49.

Buses leave Penshurst and Boundary Streets
 7.45 a.m., 7.54, 8.16, 8.33, 8.54, 9.4, 3.48 p.m., 5.41, 5.57, 6.1, 6.15.

Buses leave Babbage Road
 †6.33 a.m., †6.39, 7.18, 7.33, †7.50, †8.7, †8.30, †9.16, 9.30, 10.5, 10.35, 11.5, 11.35, 12.5 p.m., 12.35, 1.5, 1.35, 2.5, 2.35, 3.5, 3.32, 4.0, 4.15, 4.30, 4.50, 5.5, 5.20, 5.33, †5.49, †6.19, †7.8, 7.20, 8.15, 9.15, 9.50, 10.45.

Buses leave Roseville Baths
 †6.29 a.m., †6.35, †7.9, †7.27, †7.46, †8.3, †8.25, †9.11, †9.50, †10.6, †11.6 a.m., †11.48, †12.44 p.m., †12.58, †2.3, †2.43, †3.46, †4.32, †4.53, †5.26, †5.45, †6.15, †7.4, 8.11, 9.11, 10.41.

SATURDAYS
Buses leave Chatswood Station
 †C7.30 a.m., B7.31, B7.55, B8.19, †C8.30, B8.44, B9.8, †C9.30, B9.38, B10.8, B10.23, †C10.25, B10.38, †C11.0, B11.8, †C11.35, B11.38, †C12.15, B12.28, †C12.35, †C12.50, C1.5, †C1.10, †C1.40, C2.38, B3.23, C3.38, †C4.20, B4.23, B4.53, †C5.10, B5.23, B5.55, †C6.5, B6.23, B6.45, C7.38, C8.38, C10.8, B11.8, C11.38.

TO CHATSWOOD
Buses leave Archbold Road and Boundary Street
 7.22 a.m., 7.47, 8.11, 8.35, 9.0, 9.24, 9.54, 10.9, 10.24, 10.39, 10.54, 11.24, 11.54, †12.25, 12.44 p.m., 1.27, 2.22, 2.37, 3.9, 4.9, 4.39, 5.0, 5.9, 5.39, 5.54, 6.14, 7.19, 8.19, 9.19, 10.49, 11.24.

Buses leave Babbage Road
 7.18 a.m., 7.43, 8.7, 8.31, 8.56, 9.20, 9.50, 10.5, 10.20, 10.35, 10.50, 11.20, 11.50, †12.23, 12.40, †1.0, 1.23, 2.18, 2.33, 3.5, 4.5, 4.35, 4.56, 5.5, 5.35, 5.50, 6.10, †6.33, 7.15, 8.15, 9.15, 10.46.

Buses leave Roseville Baths
 †7.14 a.m., †8.14, †9.9, †9.44, †9.50, †10.7, †10.59, †11.42, †12.19 p.m., †12.31, †12.57, 1.19, 2.14, 2.29, 3.0, 4.0, 4.51, 5.45, †6.29, †7.17, 8.11, 9.11, 10.41.

C denotes to Roseville Baths.
 B denotes to Babbage Road.
 P denotes to Penshurst and Boundary Streets.
 † denotes bus operates via Boundary Street to or from Chatswood.
 W denotes via Warrane Road to Babbage Road.

PRICE 3d.
OFFICIAL TIME-TABLE
NOVEMBER, 1958
ROYLE BROS. PTY. LTD.
SMITH STREET, CHATSWOOD — JY 1596

ROUTE 56
Chatswood Station, Forestville, French's Forest, Belrose, Terrey Hills
MONDAYS TO FRIDAYS

Buses leave Chatswood Station
*†6.46 a.m., †F6.50, †F7.25, *†8.23, †F9.20, †F10.20, †F11.5, *†11.20, †F12.20 p.m., †F1.25, †F2.25, *†3.0, †F3.0, †F3.45, †F3.55, *†4.5, †F4.10, †F4.40, †F4.53, †F5.8, *†5.13, †F5.26, †F5.40, *†5.45, †F6.6, †F6.35, †F7.38, †F8.38, †F10.8, †F11.8.

TO CHATSWOOD
Buses leave Forestville (Starkey Street)
6.29 a.m., 6.33, 7.5, 7.22, 7.41, 8.0, 8.15, 8.20, 9.5, 9.45, 10.1, 11.1, 11.43, 12.39 p.m., 12.53, 1.58, 2.38, 53.34, 3.42, 4.28, 4.49, 5.22, 5.40, 6.10, 7.0, 8.7, 9.7, 10.37.

Buses leave French's Forest (Blackbutts Road)
6.24 a.m., 6.28, 7.0, 7.16, 7.35, 7.53, †G57.53, 8.10, 8.53, 9.35, 9.53, 10.53, †G11.33, 12.31, 12.45, †G1.50, 2.32, 53.30, 3.38, 4.23, 4.44, 5.18, 5.35, 6.5, 6.55, 8.3, 9.3, 10.33.

FARES SCHEDULE — ROUTE 56

CHATSWOOD STN.	ASHLEY & MACQUARIE STS.
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
ADDISON AVE. & BABBAGE RD.	ADDISON AVE. & BABBAGE RD.
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
ROSEVILLE BATHS	ROSEVILLE BATHS
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
ARTHUR ST. FORESTVILLE	ARTHUR ST. FORESTVILLE
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
FRENCH'S FOREST P.O.	FRENCH'S FOREST P.O.
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
BELROSE P.O.	BELROSE P.O.
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
PLYMEL & MONA VALE ROADS	PLYMEL & MONA VALE ROADS
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
TERREY HILLS P.O.	TERREY HILLS P.O.
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.
TERREY HILLS TERMINUS	TERREY HILLS TERMINUS
AD. CH. 6d. 3d.	AD. CH. 6d. 3d.

small suburban services, it was not to survive.

On the inside of the local timetable was the better served route 56. Buses leaving Chatswood were marked with the initial letter of their terminus. Roseville Baths buses carried "Roseville Chase" (hence the C), but all the buses to the baths, apart for some Saturday afternoon buses, were in fact running to or from French's Forest. These buses, apart from evening and Sunday services did not run via Addison Avenue but Boundary Road (but then ran via Macquarie and Ashley Sts, carried "Special" on inbound runs and are marked † on the timetable)

The local service on the 56 ran to and from Babbage Road, which allowed a half-hourly service, or when two buses were running, every fifteen minutes. In the morning peak, and the later part of the evening one, buses ran only to Penshurst Street. This allowed a more rapid turn around (the two buses left Chatswood five times between 5 and 6 pm., rather than four) and left the Addison Avenue passengers for the 201. There was also a service to Warrane Road via Boundary Road at 3.5, but no corresponding inbound service in the morning.

The French's Forest timetable had a roughly similar number of services, but with its longer runs required more buses. For example, there were five departures from Chatswood between 5 and 6, just as for the locals, but five different buses were required to operate them. The three different termini at French's Forest were the most common destinations. Blackbutts Road was a little north of the present Forestway shopping centre. Pound Avenue was half a kilometre to the east of that, near the Cemetery and Glen Street Loop buses ran one long block east along the route to Pound Avenue, then round the sides of a square to rejoin the route from Belrose one long block north of Blackbutts Road at Glen Street. Suburban development had proceeded most strongly in French's Forest and Forestville to the

Buses leave French's Forest (Pound Avenue)
6.25 a.m., 7.13, 7.50, 8.50, 9.50, 10.50, 53.28, 4.40.

Buses leave Belrose (Ralston Avenue)
6.17 a.m., 6.53, 7.50, 8.5, 9.30, 12.24 p.m., 2.28, 3.28, 4.19, 5.14, 6.50.

Buses leave Terrey Hills
6.0 a.m., *6.30, *7.30, 7.50, *9.12, *12.8 p.m., 3.12, *4.0, *4.55, *6.32.

SATURDAYS

Buses leave Chatswood Station
†F7.30 a.m., *†8.30, †F9.30, †F10.25, †F10.58, †F11.0, †F11.35, †F12.15 p.m., †F12.35, *†12.50, †F1.10, †F1.40, †F4.20, †F5.10, †F6.5, †F7.38, †F8.38, †F10.8, †F11.38.

TO CHATSWOOD

Buses leave Forestville (Starkey Street)
7.10 a.m., 8.10, 8.15, 9.5, 9.40, 9.46, 10.3, 10.55, 11.38, 12.15 p.m., 12.27, 12.53, 1.15, 2.10, 2.25, 4.47, 6.26, 7.14, 8.7, 9.7, 10.37.

Buses leave French's Forest (Blackbutts Road)
7.5 a.m., 8.5, 8.10, †G9.0, 9.35, 9.41, 9.58, †G10.50, 11.33, 12.10 p.m., 12.22, 12.48, 1.10, 2.5, 2.20, 4.42, 6.22, 7.10, 8.3, 9.3, 10.33.

Buses leave French's Forest (Pound Avenue)
8.2 a.m., 9.32, 9.55, 11.30, 12.45 p.m.

Buses leave Belrose (Ralston Avenue)
7.0 a.m., 8.5, 9.37, 12.5 p.m., 12.18, 1.5, 2.0, 2.15, 6.18, 7.7

Buses leave Terrey Hills
6.40 a.m., 7.45, *9.17, 12.0 p.m., *1.42, 6.0, 6.48.

SUNDAYS, HOLIDAYS, GOOD FRIDAY & XMAS DAY

Buses leave Chatswood Station
†8.20 a.m., †F9.50, †F10.50 (Holidays only †11.5), *†12.5 p.m., †B1.35, †F1.50, †F2.35, †F3.5, †F4.5, †F4.20, †FV5.20, †F5.50, †T6.8, †F8.8 (Holidays only †F11.0 p.m., waits for pictures).

TO CHATSWOOD

Buses leave Forestville (Starkey Street)
(Holidays only 7.51 a.m.) 9.28, 10.22, 11.22, 12.16 p.m., 1.19, 2.12, 2.34, 3.5, 3.35, 4.51, 5.20, 5.45, 6.20, 7.20, 8.36.

Buses leave French's Forest (Blackbutts Road)
(Holidays only 7.46 a.m.) 9.24, 10.18, 11.18, 12.11 p.m., 1.15, 2.8, 2.30, 3.1, 3.31, 4.46, 5.12, 6.15, 7.16, 8.32.

Buses leave Belrose (Ralston Avenue)
9.21 a.m. (Holidays only 12.8 p.m.), 1.11, 2.5, 5.9, 7.13.

Buses leave Terrey Hills
9.3 a.m. (Holidays only 11.50 a.m.), *†2.51 p.m., 4.51, 6.55.

B denotes to Belrose (Ralston Avenue).
FV denotes to Forestville (Starkey Street).
F denotes to French's Forest (Blackbutts Road and Prince Charles Street).
FG denotes to Glen Street loop.
G denotes from Glen Street loop.
T denotes to Terrey Hills.
* denotes to or from end of Booralie Road.
† denotes to Pound Avenue.
S denotes operates during school term only.

ROUTE 201—ROSEVILLE STATION—EAST ROSEVILLE
MONDAYS TO FRIDAYS ONLY

FOREST COACH LINES PTY. LTD.
PRINGLE AVENUE, BELROSE — 40-9763

TIMETABLES

ROUTE 56. CHATSWOOD STATION—MACQUARIE STREET. PAGES 2-8
PENSHURST STREET
SCOTT CRESCENT
CASTLECOVE
(via Boundary Street)

ROUTE 56. CHATSWOOD STATION—EAST ROSEVILLE. PAGES 12-19
FORESTVILLE
KILLARNEY HEIGHTS
FRENCH'S FOREST
BELROSE
TERREY HILLS
(via Addison Avenue)

ROUTE 201. ROSEVILLE STATION—EAST ROSEVILLE. PAGE 20
(via Addison Avenue)

Commencing Tuesday, 19th May, 1964
ISSUED GRATIS

CHARTER A COACH
FOR YOUR WEEKEND PICNICS AND SPORTING FUNCTIONS
AND FOR ALL TOURIST ACTIVITIES
Modern Tourist Coaches and Buses are available for hire
FROM FOREST COACH LINES
FOR FURTHER INFORMATION PHONE 40-9763

Warrane Road	East Roseville	Roseville Station	Roseville Station	East Roseville	Warrane Road
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
7.31	7.35	7.42	7.44	7.49	7.50
7.50	7.54	8.01	8.03	8.08	—
—	8.10	8.17	8.18	8.23	—
—	8.23	8.29	8.33	8.38	8.39
8.39	8.43	8.49	8.54	8.59	9.00
9.00	9.04	9.10	9.12	9.17	—
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	3.23A	3.28A	3.30A	3.35A	3.37A
3.37A	3.40A	3.45A	3.53A	3.58A	4.00A
4.00A	4.03	4.08	4.15	4.20	4.22
4.22	4.25	4.30	4.50	4.55	4.57
4.57	5.00	5.05	5.17	5.22	5.24
5.24	5.27	5.32	5.34	5.39	5.41
5.41	5.43	5.48	5.52	5.57	5.59
5.59	6.01	6.06	6.11	6.16	6.18
6.18	6.20	6.25	6.30	6.35	—

A denotes operates school days only.

ROSEVILLE ROUTE
From Roseville Station via Lord and Glencroft Streets, Bancroft Avenue, Archbold Road, Addison Avenue, Moore Street, Duntroun Avenue, Warrane and Babbage Roads, Addison Avenue, Archbold Road, Bancroft Avenue, Hill Street to Lord Street.

MOCKENDOR BULLMER PTY. LTD., WILLOUGHBY, N.S.W.

CASTLECOVE-BOUNDARY STREET-CHATSWOOD					CASTLECOVE-BOUNDARY STREET-CHATSWOOD				
INWARD JOURNEY—MONDAYS TO FRIDAYS					INWARD JOURNEY—MONDAYS TO FRIDAYS (CONT'D)				
Cove Circuit, Castlecove	Scott Crescent	Penshurst Street	Macquarie and Boundary Sts.	Chatswood Station	Cove Circuit, Castlecove	Scott Crescent	Penshurst Street	Macquarie and Boundary Sts.	Chatswood Station
a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	6:06	6:13	—	2:12	2:13	2:14	2:22
—	—	6:55	6:39	6:46	—	—	—	2:44	2:52
—	—	—	7:06	7:03	2:47	2:50	2:51	2:52	3:00
—	—	7:14	7:29	7:37	—	—	—	3:14	3:22
—	—	—	7:38	7:47	3:16	3:20	3:21	3:22	3:30
7:44	7:49	—	7:51	7:59	—	—	—	3:27	3:35
—	—	8:00V	8:01	8:09	—	—	—	3:48	3:56
—	8:10	8:11	8:12	8:20	—	—	—	3:53	4:01
8:17	8:22	8:23	8:24	8:32	—	—	—	4:02	4:10
—	8:32	8:33	8:34	8:42	4:06	4:09	4:10	4:11	4:19
8:53	8:57	8:58	8:59	9:07	4:21	4:23	4:24	4:25	4:33
—	—	—	9:14	9:22	—	—	—	4:35	4:43
—	—	9:23	9:24	9:32	—	—	—	4:48	4:56
—	—	—	9:44	9:52	—	—	—	4:59	5:07
9:53	9:57	9:58	9:59	10:07	4:55	4:57	4:58	5:09	5:17
—	—	—	10:14	10:22	—	5:07	5:08	5:16	5:24
—	—	10:28	10:29	10:37	5:23	5:25	5:26	5:27	5:33
—	—	—	10:44	10:52	—	—	—	5:34	5:39
10:58	11:02	11:03	11:04	11:12	—	—	—	5:41	5:46
—	—	—	11:14	11:22	—	—	—	5:50	5:55
11:28	11:32	11:33	11:34	11:42	—	5:48	5:49	5:56	6:01
—	—	—	11:44	11:52	—	—	—	6:12	6:17
p.m.	p.m.	p.m.	p.m.	p.m.	—	—	—	6:37	6:42
—	—	—	12:14	12:22	—	—	—	7:16	7:21
—	—	—	12:44	12:52	—	—	—	8:05	8:10
—	—	—	1:14	1:22	—	—	—	9:05	9:10
—	—	—	1:44	1:52	—	—	—	10:05	10:10
—	—	—	—	—	—	—	—	11:00	11:05

V denotes departs from Victoria Avenue at 7.57 a.m.

TERRY HILLS-FRENCH'S FOREST-EAST ROSEVILLE-CHATSWOOD									
INWARD JOURNEY—MONDAYS TO FRIDAYS					INWARD JOURNEY—MONDAYS TO FRIDAYS (CONT'D)				
Terry Hills	Ralston Ave., Belrose	Pound Ave., French's Forest	Glen Street, Belrose	Forest P.O.	Jamieson St., Forestville	Roseville Baths	East Roseville	Chatswood Station	Terry Hills
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
—	5:46	—	5:48	5:51	5:54	6:00	6:03	6:13	—
6:03	6:18	—	6:20	6:23	6:27	6:33	6:36	6:46	—
—	6:36	—	6:40	6:44	6:50	6:53M	7:03	—	—
6:30D	6:45	—	6:47	6:50	6:54	7:00	7:03	7:13	—
—	—	—	6:55	6:58	7:02	7:08	7:11M	7:22	—
—	7:03	—	7:05	7:09	7:13	7:21	7:25	7:37	—
—	—	—	7:12	—	7:18	7:22	7:30	7:35M	7:47
—	—	—	—	—	7:32	7:40	7:45	7:55	—
7:07	7:24	—	7:26	7:31	7:35	7:43	7:48	7:58	—
—	—	—	7:35N	7:39N	7:44N	7:48N	7:56N	8:01N	8:11N
—	—	—	—	—	—	8:00	8:08	8:13	8:23
—	—	—	7:50A	—	7:56A	8:00A	8:08A	8:13A	8:23A
7:50D	7:52	—	7:55	8:00N	8:04N	8:12N	8:17N	8:27N	—
—	—	—	8:13	—	8:19	8:23	8:31	8:35	8:45
—	—	—	8:37	8:41	8:45	8:51	8:55	9:07	—
—	—	—	—	—	—	9:00	9:06	9:10	9:22
—	—	—	8:59	—	9:06	9:10	9:16	9:20M	9:32
—	—	—	—	—	9:22	9:26	9:30	9:36	9:40
9:11W	9:35	—	9:37	9:41	9:45	9:51	9:55	10:07	—
—	—	—	9:53	—	9:57	10:01	10:06	10:10	10:22
—	—	—	—	—	—	10:16	10:21	10:25M	10:37
—	—	—	10:21	—	10:23	10:27	10:31	10:36	10:40
—	—	—	10:53	—	10:57	11:01	11:06	11:10	11:22
—	—	—	—	—	11:23	11:27	11:31	11:36	11:52
—	—	—	11:53	—	11:57	12:01	12:06	12:10	12:22
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	—	—	—	—	—	—	—	—	—
12:06D	12:21	—	12:23	—	12:27	12:31	12:36	12:40	12:52
—	—	—	12:53	—	12:57	1:01	1:06	1:10	1:22
—	—	—	—	—	1:24	1:27	1:31	1:36	1:52
—	—	—	1:53	—	1:57	2:01	2:06	2:10	2:22
—	2:22	—	2:24	—	2:27	2:31	2:36	2:40	2:52
—	—	—	2:53	—	2:57	3:01	3:06	3:10	3:22

M denotes diverts via Moore Street in lieu of Archbold Road.
 N denotes school children will not be conveyed unless accompanied by an adult.
 A denotes operates during school term only.
 D denotes this journey commences at Duffy's Forest three (3) minutes earlier.
 W denotes this journey commences at Wyong Road six (6) minutes earlier.
 Y denotes this journey commences from Wyeera three (3) minutes earlier.

south-east. But few buses terminated at Forestville, there were the 4.40 on Mondays to Fridays and the 5.20 on Sundays, both allowing a rapid return to Chatswood for another departure. There was also a duplication of the 3.45 Mon-Fri to Belrose which ran to Forestville.

Service was less frequent north of the Forest. A few buses terminated at Belrose and a few more ran through to Terrey Hills. There was a fairly

good service in the peak hours, but only three departures in the off-peak, 8.23, 11.20 and 2.25 from Chatswood on Mondays to Fridays, and no evening service. There was also a notable gap in services to the Forest on Saturday afternoons. No bus ran between the 1.40 for Belrose (last of the Saturday morning shoppers) and the 4.20 for the Forest (the Saturday arvo picture crowd).

In the years following 1958, the lo-

cal services declined and the runs to the Forest increased. The next timetable to be examined was issued on Tuesday 19th May, by Forest Coachlines (see page 6, bottom and this page) still owned by the Royles. The Route 201, now relegated to the back page, no longer ran in off-peak hours, and apart from the height of the morning peak was extended to War-rane Road, rather than terminating at Babbage Road. The local service on the 56 (on pages 2 and 3) has shrunk - all services apparently starting from Macquarie Street have in fact run in from the Forest, as have all those first listed at Penshurst St., apart from the 8.00 starting from Victoria Avenue. These buses had diverted down Moore Street (marked M in the Forest timetable on pages 12 and 13).

The real local services ran along Boundary Road, instead of Addison Avenue, terminating either at Scott Crescent, where the bus did a 360 degree turn at the Boundary and Babbage Road intersection, or going on to turn south to Cove Circuit Castlecove where the 201 had once turned north to Griffith Avenue. There was a gap between 12 and 2 o'clock for service beyond Macquarie Street and no service in the evening.

The Forest services had been diverted down Addison Avenue to replace the old Babbage Road buses to Chatswood. Their frequency had increased by half. Eight buses departed French's Forest and Killarney from 7 to 8 p.m., compared to five in 1958, and the buses ran half hourly and more in the off-peak, and they started further out from Chatswood. There were now buses starting from Killarney, rather than Forestville, and all buses on the main road ran either from Pound Avenue or Glen Street. Blackbutts Road has disappeared as a timing point and the Glen Street Loop has ceased. Service from Terrey Hills is still limited, with two off-peak departures, at 9.11 and 12.06, but some services have now been extended to Wyong Road in Duffy's Forest.

The diversion of the Forest buses via the back roads had added time to reach Chatswood, and put crowded

St. Kilda to Chapel Street

If you get out your Melways[®] and turn to St Kilda, you will find a rather curious arc-like arrangement of some of the streets there. These are the last remnants of a railway line that vanished over 140 years ago. As **DAVID HENNELL** reports, the St Kilda and Brighton line ran a busy service and published its timetable in the *Herald*.

VICTOR ISAACS has supplied this journal with 19th century timetable extracts from many issues of the *Government Gazette* published by the governments of the various Australian colonies. Another source of contemporary timetable information around the middle of 19th century is the newspapers of the day. These supplied their readers with information about shipping and coach services, as well as detailed railway timetables and train fares. This article deals with a railway for which I expect that very few people have seen a timetable; viz: the St. Kilda to Chapel Street (*ie* Windsor) section of the line to Brighton in Melbourne, a section which had a life of less than 3 years.

The Hobson's Bay Railway Company opened its branch line¹ from the Sandridge line to St. Kilda on 13th May 1857 with no intermediate stations².

From well before the opening of the railway to St. Kilda, there had

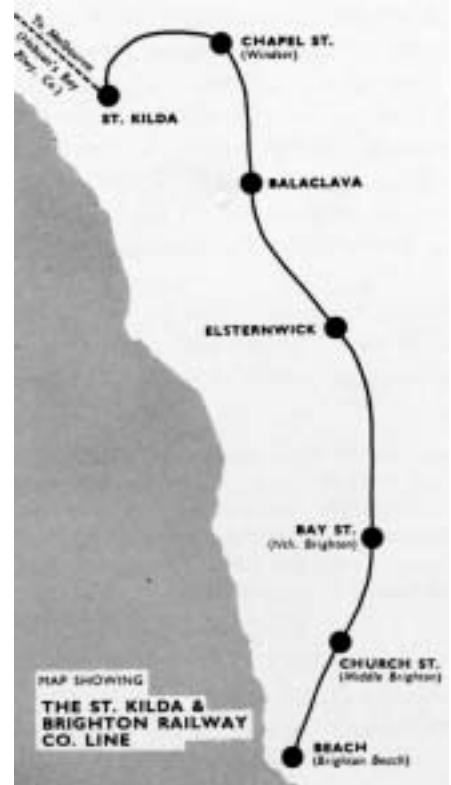
been pressure to extend that railway to Brighton. One company promising this extension was still-born. Eventually, the St. Kilda and Brighton Railway Company obtained its Act on 24th November 1857 and the line from St. Kilda to Bay Street (nowadays North Brighton)³ was opened on 19th December 1859 (right). The railway was extended to Beach⁴ on 21st December 1861.

Bay Street trains were provided for the St.K&BRCo by the Hobson's Bay Railway Company and operated over the latter company's line from Flinders Street to St. Kilda, thence along the Brighton company's line. The initial (19th December 1859) Monday to Saturday service⁵ was:

Melbourne to Bay Street: 8 30 am and every half hour until 7 30 pm.

Bay Street to Melbourne: 8 25 am and every half hour until 7 25 pm.

Unfortunately, no details of a Sunday service are given.



The timetable from 2nd April 1860⁶ shows a reduced day service with the introduction of evening trains partly compensating for this:

Melbourne to Bay Street: 8 30 am and every 40 minutes until 7 30 pm, 8 30, 9 30, 10 30, 11 30 pm.

Bay Street to Melbourne: 8 25 am and every 40 minutes until 7 25 pm, 8 25, 9 15, 9 45, 10 45 pm.

There is no information about a Sunday service here, either.

The Melbourne and Suburban Railway Company's extension from Cremorne⁷ (just north of the Yarra



The St Kilda & Brighton line crosses St Kilda Road. Recognise the spot?

River) to Chapel Street opened on 22nd December 1860, connecting with the line from St. Kilda and thus providing a service from both sides of Swanston Street in the city to the Prahran/Windsor region.

Having purchased two locomotives from the Hobson's Bay company, the Brighton company commenced operating its line on 1st January 1861.

Changes to the Brighton line service occurred on 1st February 1861 - significant reductions in the evening and alterations to the times, but not to the frequency, during the day. It is this service (including Sunday trains) that is shown in the extract from the *Herald*. The times and fares are given in the *Herald* under the signature of Thomas Findlayson, HBRCo secretary, and dated 31st January 1861. [It should be noted that, despite the newspaper being dated 4th June, the train service is clearly labelled as being the May service and, in reality, it was the February service.]

In summary, this timetable was⁸:

Melbourne to Bay Street:

Monday to Saturday 8 40 am and every 40 minutes until 6 40 pm, 10 00, 12 midnight

Sunday 10 20 am, 1 40 pm, 2 20, 3 00, 3 40, 4 20, 5 00, 5 40, 6 20, 7 00, 7 40, 9 30 pm

Bay Street to Melbourne:

Monday to Saturday 8 05 am and every 40 minutes until 6 45 pm, 11 00 pm

Sunday 9 45 am, 1 05 pm, 2 25, 3 05, 3 45, 4 25, 5 05, 5 45, 6 25, 7 05, 9 00 pm

It is worth noting that trains from Flinders Street to St. Kilda generally ran at 20 minute intervals during the day and hourly at night (half hourly until 9 30 pm Sunday evening).

The train information appears in standard classified advertisement columns, seven to a page, and is of necessity printed using very small

Railways	
MELBOURNE and HOBSON'S BAY and ST. KILDA and BRIGHTON RAILWAYS.	
MAY TIME TABLE, 1861.	
DOWN—MELBOURNE to BRIGHTON.	
WEEK DAYS.	
Leave MELBOURNE, at 8.40,—9.20,—10,—10.40,—11.20,—12,—12.40,—1.20,—2,—2.40,—3.20,—4,—4.40,—5.20,—6,—6.40,—10,—12.	
Leave EMERALD HILL, at 8.45,—9.25,—10.5,—10.45,—11.25,—12.5,—12.45,—1.25,—2.5,—2.45,—3.25,—4.5,—4.45,—5.25,—6.5,—6.45,—10.5,—12.5.	
Leave ST. KILDA, at 8.51,—9.31,—10.11,—10.51,—11.31,—12.11,—12.51,—1.31,—2.11,—2.51,—3.31,—4.11,—4.51,—5.31,—6.11,—6.51,—10.11,—12.11.	
Leave CHAPEL STREET, at 8.56,—9.36,—10.1—10.56,—11.36,—12.16,—12.56,—1.36,—2.16,—2.56,—3.36,—4.16,—4.56,—5.36,—6.16,—6.56,—10.16,—12.16.	
Leave BALACLAVA at 9.0,—9.40,—10.50,—11.0,—11.40,—12.20,—1.0,—1.40,—2.20,—3.0,—3.40,—4.20,—5.0,—5.40,—6.20,—7.0,—10.20,—12.20.	
Leave ELSTERNWICK, at 9.3,—9.43,—10.23,—11.3,—11.43,—12.23,—1.3,—1.43,—2.23,—3.3,—3.43,—4.23,—5.3,—5.43,—6.23,—7.3,—10.23,—12.23.	
Arrive at BRIGHTON at 9.7,—9.47,—10.27,—11.7,—11.47,—12.27—1.7,—1.47,—2.27,—3.7,—3.47,—4.27,—5.7,—5.47,—6.27,—7.7,—10.27,—12.27.	
SUNDAYS.	
Leave MELBOURNE, at 10.20—1.40—2.20—3.0—3.40—4.20—5.0—5.40—6.20—7.0—7.40—9.30.	
Leave EMERALD HILL, at 10.25—1.45—2.25—3.5—4.25—5.5—5.45—6.25—7.5—7.45—9.35.	
Leave ST. KILDA, at 10.31—1.51—2.31—3.11—3.51—4.31—5.11—5.51—6.31—7.11—7.51—9.41.	
Leave CHAPEL STREET, at 10.36—1.56—2.36—3.16—3.56—4.36—5.16—5.56—6.36—7.16—7.56—9.46.	
Leave BALACLAVA, at 10.40—2.0—2.40—3.20—4.0—4.40—5.20—6.0—6.40—7.20—8.0—9.50.	
Leave ELSTERNWICK, at 10.43—7.3—9.43—3.23—4.3—4.43—5.23—6.3—6.43—7.23—8.3—9.53	
Arrive BRIGHTON, at 10.47—2.7—2.47—3.27—4.7—4.47—5.27—6.7—6.47—7.27—8.7—9.57.	
UP—BRIGHTON to MELBOURNE.	
WEEK DAYS.	
Leave BRIGHTON, 8.5—8.45,—9.25,—10.5,—10.45,—11.25,—12.5,—12.45,—1.25,—2.5,—2.45,—3.25,—4.5,—4.45,—5.25,—6.5,—6.45,—11.0.	
Leave ELSTERNWICK, 8.9,—8.49,—9.29,—10.9,—10.49,—11.29,—12.9,—12.49,—1.29,—2.9,—2.49,—3.29,—4.9,—4.49,—5.29,—6.9,—6.49,—11.4.	
Leave BALACLAVA, 8.13,—8.53,—9.33,—10.13,—10.53,—11.33,—12.13,—12.53,—1.33,—2.13,—2.53,—3.33,—4.13,—4.53,—5.33,—6.13,—6.53,—11.8.	
Leave CHAPEL STREET, 8.16,—8.56,—9.36,—10.16,—10.56,—11.36,—12.16,—12.56,—1.36,—2.16,—2.56,—3.36,—4.16,—4.56,—5.36,—6.16,—6.56,—11.11.	
Leave ST. KILDA, 8.20—9.0—9.40—10.20—11.0—11.40—12.20—1.0—1.40—2.20—3.0—3.40—4.20—5.0—5.40—6.20—7.0—11.15.	
Leave EMERALD HILL, 8.25—9.5—9.45,—10.25,—11.5,—11.45,—12.25,—1.5,—1.45,—2.25,—3.5,—3.45,—4.25,—5.5,—5.45,—6.25,—7.5,—11.20.	
Arrive at MELBOURNE, 8.30,—9.10,—9.50,—10.30,—11.10,—11.50,—12.30,—1.10,—1.50,—2.30,—3.10,—3.50,—4.30,—5.10,—5.50,—6.30,—7.10,—11.25.	
SUNDAYS.	
Leave BRIGHTON at 9.45—1.5—1.45—2.25—3.5—4.25—5.5—5.45—6.25—7.5—9.0.	
Leave ELSTERNWICK at 9.49—1.9—1.49—2.29—3.9—3.49—4.29—5.9—5.49—6.29—7.9—9.4.	
Leave BALACLAVA at 9.53—1.13—1.53—2.33—3.17—3.53—4.33—5.13—5.53—6.33—7.13—9.8	
Leave CHAPEL STREET at 9.56—1.16—1.56—2.36—3.16—3.56—4.36—5.16—5.56—6.36—7.16—9.11.	
Leave ST. KILDA at 10.0—1.20—2.0—2.40—3.20—4.0—4.40—5.20—6.0—6.40—7.20—9.15.	
Leave EMERALD HILL at 10.5—1.25—2.5—2.45—3.25—4.5—4.45—5.25—6.5—6.45—7.25—9.21.	
Arrive MELBOURNE at 10.10—1.30—2.10—2.50—3.30—4.10—4.50—5.30—6.10—6.50—7.30—9.25.	

type. The illustrations used here are enlarged significantly. Some detail is not particularly clear but, given the information conveyed, this is only a minor inconvenience.

The *Herald*⁹ gives times at all stations in paragraph format with one paragraph for each station. This format takes less space and hence would cost the railway operators less than the usual row and column format of timetable booklets. The notation employed takes a little getting used to, especially as there is a mixture of dashes, commas and full stops and that the times themselves aren't written consistently. Trains leaving a station on the hour are shown as — 10 at Melbourne but as — 11.0 or — 1 0 at Balacava and St. Kilda, the dash of varying lengths being a separator. Minutes from 1 to 9 are written as single digits without a space for a zero tens digit.

Smart working was the order of the day. Trains departed Chapel Street for Brighton 5 minutes after leaving St. Kilda which seems reasonable for a distance of 1 mile 26 chains (2.1 km) with the Down arriving before the Up as the trains crossed at Chapel Street. However, Up trains left St. Kilda 4 minutes after departing Chapel Street and this must have included an allowance for a drop-on engine at St. Kilda where reversal was necessary. Running times between the city and Bay Street were 27 minutes Down and 25 minutes Up which confirms that the Down arrived first at Chapel Street. [2003 running times Flinders Street to North Brighton direct are 17 minutes Down and 19 minutes Up.]

Isn't great to see the use of the terms 'Down' and 'Up' in a public timetable?

Fares from Melbourne are included too (overleaf), and they show just how expensive travel was at this time: a 2nd single Flinders Street to Brighton at 1s4d (13¢) compares poorly with the current (2003) Zone 1 multimodal 2 hour fare of

FARES FOR PASSENGERS TO STATIONS.

SANDRIDGE LINE.

Melbourne to Hagan street and vice versa first class 6d, return 9d; second class 4d; return, 6d.

Melbourne to Sandridge and vice versa, first class 9d; return 1s; second class, 6d; return, 9d.

Melbourne to Williamstown, and vice versa: first class 1s; return, 1s 4; second class 9d; return, 1s 3d.

ST. KILDA AND BRIGHTON LINE,

Melbourne to Emerald Hill and vice versa, first class 6d, return 9d; second class 4d; return, 6d.

Melbourne to St. Kilda and vice versa, first class 1s; return, 1s 6d; second class 10d; return, 1s 3d.

Melbourne to Chapel street and vice versa, first class 1s, return 1s 6d; second class 10d, return 1s 3d.

Melbourne to Balaclava and vice versa, first class 1s 2d, return 1s 9d; second class 1s, return 1s 6d.

Melbourne to Eesternwick and vice versa, first class 1s 6d, return 2s; second class 1s 2d, return 1s 8d.

Melbourne to Brighton and vice versa, first class 1s 9d, return 2s 4d; second class 1s 4d, return 2s.

Tickets will not be issued at the Butts station.

By order,

THOMAS PINLAYSON, Secretary.

31st January, 1861.

\$2.70¹⁰.

It is assumed that, upon the opening of the extension to Beach, the service was similar to that illustrated but with an additional 5 or 6 minutes for the full journey.

The Brighton company arranged with the Melbourne Railway Company¹¹ to operate its line from 1st May 1862 for a period of five years apparently using the Brighton company's locomotives and rolling stock. This meant that Brighton trains now departed from Princes Bridge via Gardiner's Creek Road (nowadays South Yarra) instead of from Flinders Street and that the line from St. Kilda to Chapel Street was closed on that date. Details of this service are not available but a similar frequency probably applied.

Following a head-on collision near Swan Street (*i.e.* Richmond) on 8th May 1862 and another near Eesternwick on 22nd May, the Hobson's Bay company resumed operating the Brighton service via

St. Kilda, apparently on 23rd May 1862. This arrangement continued until 1st October 1862 when working by the Melbourne company resumed and the line between St. Kilda and Chapel Street closed for the second and final time¹². The line was lifted during 1867.

Despite lifting 136 years ago, parts of the route of the St. Kilda to Chapel Street railway are readily seen in 2003 since it is very difficult to obliterate, even in urban areas, a railway that was partly located in a cutting as the route is unlikely to be built upon. The former Windsor goods yard - now a park and playground known as Windsor Siding - and Gladstone Gardens - a gently curving park between Upton Road and Gladstone Street - are part of the right of way. Of the bridges over St. Kilda

Road, Punt Road and the swamp (that subsequently became Albert Park Lake) and the embankments there are no trace.

I would like to acknowledge a now retired work colleague, John McMahon, for supplying the photocopied extract from the *Herald* of Tuesday, 4th June 1861 used in this article.

Footnotes

1 The junction would have been located adjacent to the present tramway Port Junction. Sandridge was not renamed Port Melbourne until 1st April 1884.

2 Emerald Hill opened on 16th September 1858 (renamed South Melbourne 1st April 1884), Butts opened with a very limited service on 27th November 1860 (renamed Albert Park by July 1872) and Middle Park opened on 2nd July 1883.

3 Bay Street was renamed North Brighton on 1st January 1867, then

Brighton on 1st December 1908 reverting to North Brighton on 1st January 1920.

4 Beach was renamed Brighton Beach on 1st January 1867. (Church Street, opened at the time of the extension, was renamed Middle Brighton on the same day. This was a busy day for altering official publications as the other Church Street was renamed East Richmond as well.)

5 ARLHS *Bulletin*, January 1944, p. 12.

6 *Ibid*, p.12.

7 The name is perpetuated in a railway electrical substation between Richmond and the river.

8 *Ibid*, p.13, for the Monday to Saturday service and the *Herald* of 4th June 1861, p. 3, for Sunday trains.

9 Timetables for the following organisations and lines are shown (station names are those used in the newspaper):

- St. Kilda and Brighton Railway Company and Hobson's Bay Railway Company jointly: Brighton, St. Kilda, Sandridge and Williamstown via Sandridge
- Victorian Railways: Sunbury, Williamstown and Geelong
- Melbourne and Suburban Railway Company: Prahran and Hawthorn

10 A 2nd class single Spencer Street to Geelong was 4s at the time (with an economy single being \$10 in 2003), which makes the Brighton fare seem even more expensive. [Perhaps not? The inflation ratio between 1861 and 2003 is about 30, making the 1s4d fare of 1861 equivalent to \$3.90 today - c.f. the actual modern fare of \$2.70. - Editor]

11 Due to a poor financial performance, the Melbourne and Suburban Railway Company had been sold at auction on 31st March 1862 after which it reappeared as the

Melbourne Railway Company.

12 Some references give 1st May 1862 as the closure date for St. Kilda to Chapel Street. However, as the Hobson's Bay company resumed providing the Brighton service, it seems highly unlikely that it would operate Brighton trains over a third company's track into a city station that it did not own and hence have to pay for running rights when it could operate over its own railway and the Brighton company's tracks into its own city station. Also, a period of three weeks without maintenance on the St. Kilda - Chapel Street link would have resulted in negligible deterioration in the track and hence there would be very little expense associated with the restoration of the train service via St. Kilda. The most recently researched closure is given in Atkinson (2001) which states that the section was closed by October 1862 (p. 200).

References

Atkinson, H. K. (1991) *Suburban Tickets of the Victorian Railways*, privately published, Melbourne

Atkinson, H. K. (2001) *Country Tickets of the Victorian Railways*, privately published, Melbourne

Harrigan, L. J. *The Early Suburban Railways of Melbourne, 1854 to 1879*, ARLHS *Bulletin*, various issues in the period October 1942 to February 1944.

Harrigan, L. J. (1963?) *Victorian Railways to '62*, Public Relations and Betterment Board of the VR, Melbourne.

Quinlan, H. & Newland, J. R. (2000) *Australian Railway Routes 1854 - 2000*, ARHS (NSW Divi-

THE MERSEY & DELORAINE TRAMWAY.

TIME TABLE

The Train will leave LATROBE every morning (Sundays excepted) at 11.30 arriving at RAILTON at 12.15, and COILER'S CREEK at 1, where Mr. East's Conveyance will be in readiness to take passengers to Deloraine in time for the 4.25 Train to Launceston. The RETURN TRAIN will leave COILER'S CREEK at 1.30 p.m. and RAILTON at 2.15, arriving at LATROBE at 3 p.m.

FARES.

	First Class.	Second Class.
Latrobe to Coiler's Creek	4s.	3s. 0d.
Coiler's Creek to Latrobe	4s.	3s. 0d.
All intermediate Stations	2s.	1s. 6d.

RETURN TICKETS.

Available for three days, including day of issue, upon payment of the ordinary fare and one-half.

Available only for the day when issued, at fare and one quarter.

Pleasure Parties of not less than 12 persons will be furnished with return tickets, available only for the day of issue, at single fares.

Children in arms free; under 12 years of age half-price.

Whilst the Company does not pledge itself for the arrival or dispatch of the Trains at the exact time above mentioned, every exertion will be made to ensure punctuality.

TARIFF OF RATES.

Between Railton and Latrobe.

GRAIN.—Oats per bag of 4 bushels	4d.
Barley, ditto	5d.
Wheat, ditto, 3½ ditto	6d.
TIMBER.—Palings, per truck of 4 tons	20s.
Ditto, per 100	1s.
Staves and Spokes, per 100	1s. 3d.
LIME.—Per bag of 3 bushels	3d.

The Company's trucks to be loaded and unloaded by, or at the expense of, the owner of the produce carried in such trucks.

GOODS.

BY MEASUREMENT.—Three cubic feet and under	1s.
From 3 to 7 cubic feet	2s.
Above 7 feet per cubic foot	3d.
BY WEIGHT.—One cwt. and under	1s.
Above 1 cwt., for every additional cwt.	6d.

Goods to be taken by measurement or weight, at the option of the Company.
Special rates for large quantities.

BETWEEN LATROBE & COILER'S CREEK.

An Advance of ONE-HALF on the above Rates.

To ensure dispatch as far as possible, goods must be delivered at the respective stations two hours before the departure of the train. The Company, however, does not bind itself to carry the goods by any particular Train.

PARCELS.

Under 3lbs.	6d.
3lbs. to 7lbs.	1s.
7lbs. to 12lbs.	1s. 6d.

The Company not holding itself responsible for the contents of the package or parcel.

Further particulars can be obtained at the Latrobe Station.

By order of the Board of Directors,

GEORGE WHITCOMB,

Managing Director

Company's Office, 113, Macquarie-street, Hobart Town,
January 15th, 1872.

Printed at the Mercury Steam Press Office, Hobart Town.

An unusual item

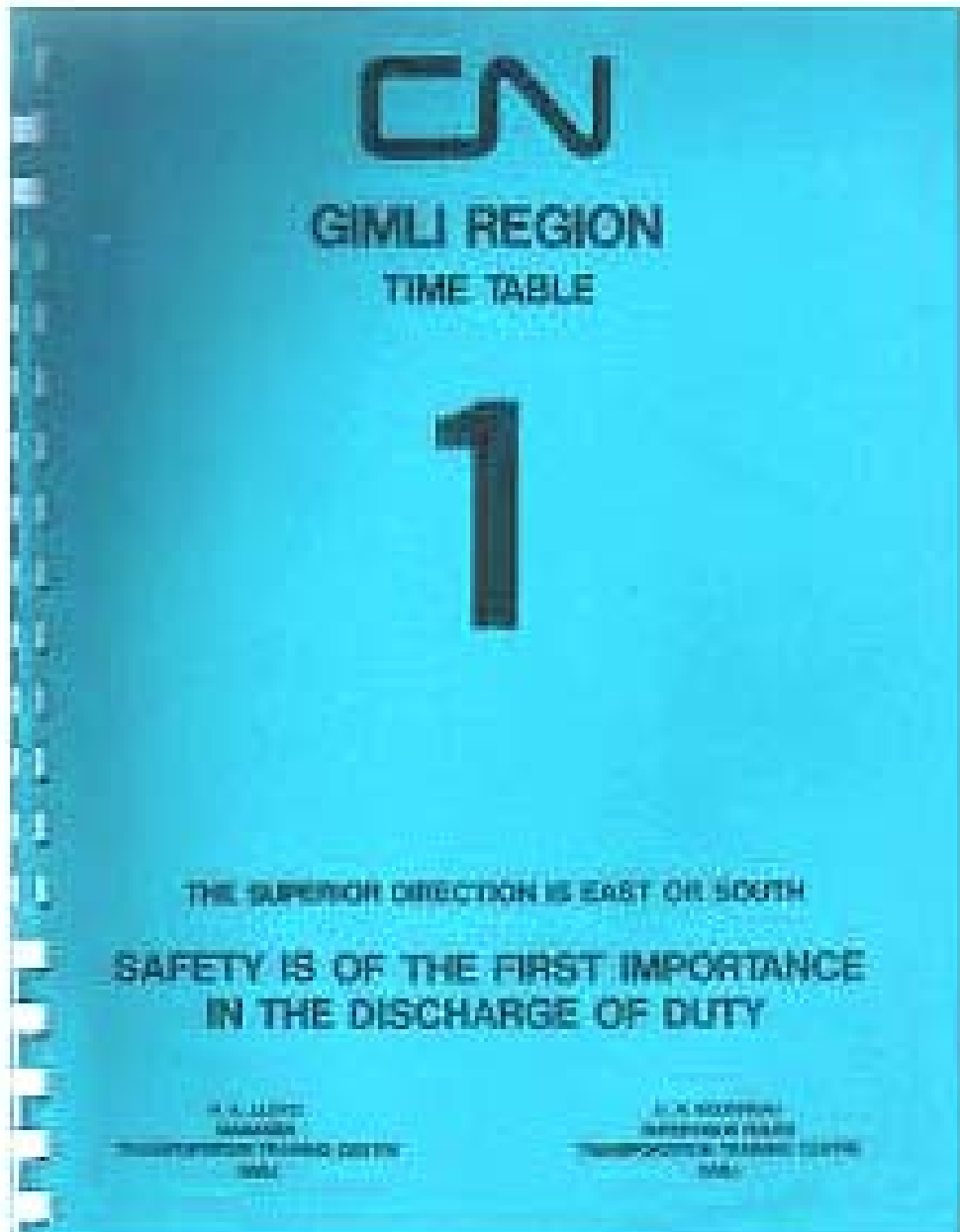
The above, which was reproduced in Tasmanian Rail News of May 1982, is from a most unusual railway. The Mersey and Deloraine Tramway was a four-foot six-inch gauge line that ran from Coiler's Creek near Deloraine (where the Launceston and Western Railway terminated) to Latrobe. The original intention was to connect Deloraine with Latrobe, but the M&DT never got further than Coiler's Creek. It is said that trains ran only for three months, starting in January 1872, so this timetable, dated January 15, is probably the first—and probably the only—one ever issued. The (by now

Time Table Oddity #5

You won't find the Gimli Region on a Canadian National Railways map, but you will find an Employee Time Table for it. Why?

GIMLI is located on the west shore of Lake Winnipeg approximately 80 km north of the city of Winnipeg. Icelandic immigrants arrived in the area in the fall of 1875 and established their first permanent settlement at Willow Point. The settlement was named Gimli, after the home of the Norse gods. (nothing to do with the Lord of the Rings, folks). Arriving in the fall the settlers were ill-prepared for the harsh Manitoba winter and had to depend on the residents of nearby Sandy River for food. By spring about half the settlers moved south to Winnipeg and work on farms surrounding the city. The remainder built permanent homes and established an economy based on agriculture and fisheries. By the late 19th and early 20th centuries Polish and Ukrainian immigrants settled in the area creating an ethnically rich and culturally diverse region of the province. Today Gimli is the largest Icelandic settlement outside of Iceland.

The Gimli Industrial Park, located just west of town at the old Canadian Forces Base, was the site of Canadian National Railway's Engineer Training School, which was closed about 5 years ago. There, Canadian National had an excellent installation for training crew and all locomotive engineers had to go there periodically for refresher training. The railway had three full sized cab installations, which were set on a platform which moved with the forces set up in the train. The instructors



sat in a small room behind the cab and could send in radio messages as well as throw other curves at the engineer. This set-up was acquired by the Canadian Brotherhood of Locomotive Enginemen when CNR closed down the school and decided not to replace it.

The ETT illustrated was part of the training scheme and had the usual North American-style entries for

such a timetable, including some actual hypothetical timetables, with only passenger (i.e. ViaRail) services actually shown. Tables and text describing the line also appeared, as did "Special Instruction", which, in North America, often appear in a separate ETT volume. You will note that the ETT is numbered, as are all ETTs. But, it is undated, in which it is *different* from all other ETTs.