



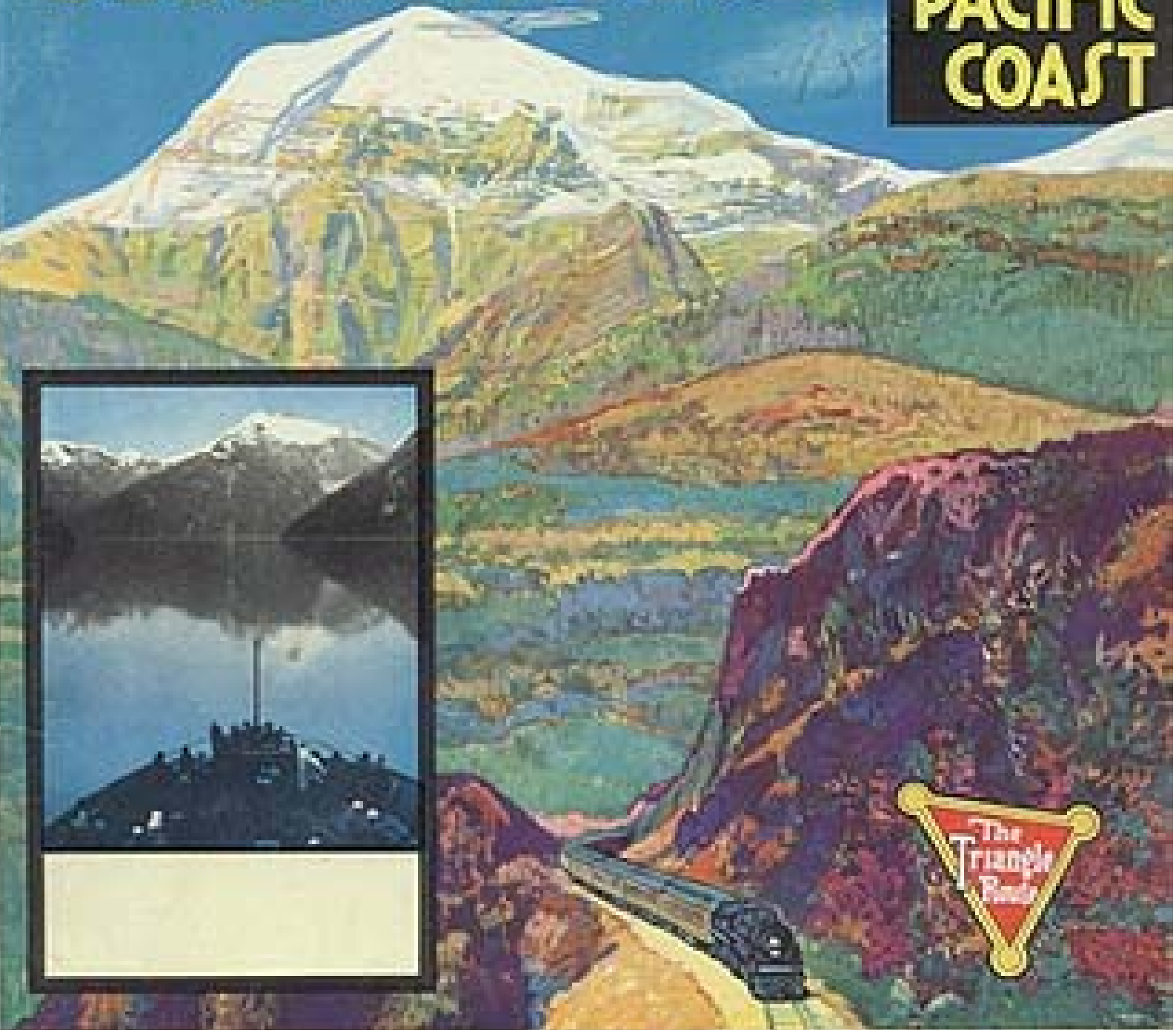
The Times

February 2004

A journal of transport timetable history and analysis

CANADIAN ROCKIES

*and the
PACIFIC
COAST*



CANADIAN NATIONAL *To Everywhere in Canada*

Inside: Reading the fine print in the Official Guide
Australian Timetable Quiz
Wyang buses

RRP \$2.95
Incl. GST

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On the front cover

Deep in the Rockies, a Canadian National train of the inter-war years winds its way along the Fraser River valley. This scene illustrated the cover of a CN timetable. But inside, in the fine print, a even more interesting world opened up. In this issue, in a article from Trains magazine of 42 years ago, Phil Borleske steps us through the minutiae usually seen only with the aid of a magnifying glass.

Preserving modern timetables. Some months ago, the AATTC Committee instructed Steven Haby and Geoff Lambert to look into the technology and practice of preserving electronic transport timetables. The Committee noted that more and more transport timetables are being published on the web or being distributed by e-mail or on disk, often to the exclusion of the production of paper copies. Timetables have for long been regarded as ephemera and librarians and archivists have not always regarded ephemera as preservable or even worth preserving. Just the same, even from early days, when they were exclusively only paper copies, timetables did not *always* vanish upon expiry. It is possible that at least one copy of every timetable ever produced exists somewhere. Most railways, at least here in Australia, hoarded their paperwork, including the timetables they produced. With electronic timetables, this deliberate or inadvertent preservation seems to be disappearing. Time tables are frequently superseded and, when this happens, the superseded version disappears completely, although it is arguable that file copies probably exist somewhere on the server. Some timetables are 'interactive' documents (e.g. 'trip-finders', real-time timetables, etc.) These never actually exist even in electronic form- they are temporarily created for the user from a database- and thus there is scarcely any way to preserve them or even any meaning to the term 'preserve' anyway. Although there a number of organisations in Australia that have begun the process of 'capturing' and preserving electronic documents, timetables do not form part of their brief. Will AATTC become the official electronic timetable archivist for Australia?

Editorial Team Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

The Times welcomes articles and letters Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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Schedule Semantics

Remember what *, n, =, ³, and B or ¶ meant? PHIL BORLESKE did. This is another one of those timetable commentary articles from what is now our own distant past. This appeared in *Trains* magazine back in March 1964. A lot of it speaks of the 'recent past meaning the last 10 years of timetables of the pre-Amtrak era. Few of the railroads and probably none of the trains mentioned now exist. Reproduced with permission of the publisher, Kalmbach Publications..

THE communication of ideas is an art at home on the railroads. Study a brochure distributed by one of the Western roads circa 1900 and you will find phraseology worthy of the Pulitzer in describing the glories of South Dakota farmland at \$8 an acre. Thumb through the printed evidence that a railroad presents to the I.C.C. when it attempts to remove a passenger run or abandon a branch line. There you will find discourse that would convince the most informed armchair psychiatrist that the railroad is suffering from a persecution complex, since in return for the railroad's finest efforts only indifference and even antagonism flow from the public to the railroad.

As a method of communication the railroad timetable and the Official Guide contain many of the classic writings of the industry, particularly in the timetable reference note and explanatory note in the margin.

Although the most frequently found reference note is that of the flag stop supplementing the regular stop, the timetable information which most aptly adds character to the business is found in other notations. A 1930 Michigan Central schedule, imitating a college textbook, offered a cross-reference to another note: "On Sundays makes 'b' stop." As recently as 1958 the Spokane, Portland & Seattle indicated that the *Western Star* stopped at one Washington community "to discharge U. S. Mail" only. Ten years ago the Atlantic Coast Line noted a "Mail stop, except Sunday..." Almost as an afterthought, to that note was added the fact that the train would "also receive or discharge passengers." Few reference notes say anything about head-end traffic as those notes did. Nevertheless, Soo Line told the public in the 1930s that

certain trains "will handle passengers when stop is made at coal shed at Lake Villa." If coal at Lake Villa was not one's fancy, one might have sought to board a 1922 Soo train at Eidsvold, where a particular local "will handle passengers ... when stopping for cream shipments."

The Atlantic City Railroad (now integrated into Pennsylvania-Reading Seashore Lines) 30 years ago offered a stop "for seashore passengers," while the Rock Island at the same time stopped the *Golden State Limited* "when Pullman space is available." Seemingly unimpressed by the almighty dollar, Union Pacific conditionally stopped in 1932 at one point "for nonrevenue passengers." A year later, attracted by numbers, Delaware & Hudson specified in a footnote, "Stops to leave four or more passengers." Simultaneously, the Wabash, not often thought of as a commuter road, submitted a note regarding "revenue suburban passengers," while the Susquehanna, definitely host to an extensive commuter service in the past, said until late 1958, "Stop for this train ... conditional upon its capacity to accept additional passengers." Boston & Maine optimistically spoke in the 1930s of one of its Medford branch commuter runs as the "workingmen's train"—when many Bostonians were not, in fact, working. Maybe B&M felt it was providing a significant public service by identifying the train specifically for commuters and not for shoppers, or perhaps it meant to practice segregation of the sexes—only men work and therefore have the privilege of riding that train! To assist the little folks of Neptune, W. Va., B&O noted a stop "on school days only to let off school children" returning home to their mommies and daddies. This reference appeared in timetables for many years up to the mid-1950s. As ex-



plained in a 1933 Missouri Pacific timetable, St. Louis Southwestern trains riding Missouri Pacific rails out of St. Louis, out of respect for the law, stopped at Menard, Ill., "for Sheriffs to get on or off." The Espee still adventurously quotes schedule times prefixed by a note reading, "Does not stop."

Then there is the subject of passenger connections as recorded in these 1930 excerpts. Pennsy, for example, stopped its *Spirit of St. Louis* at Port Columbus (Columbus OH airfield) "to receive rail-air passengers," indicating the special emphasis which the "Standard Railroad of the World" placed on the then-budding transcontinental air service. On the other hand, the Pennsylvania Railroad was not so endowed with the spirit for holding trains, for it asserted that its "train from Pittsburgh will not be held if connection from west is late." Indecisively, Chicago & North Western restrained its *Duluth-Superior Limited*, a "reasonable time for connection with DM&N Ry. No. 6."

The influence of water transportation upon at least a few railroads is apparent. Beaming with literary genius is a 1930 Southern Pacific footnote, "Tickets are not sold beyond Atchafalaya River, as Southern Pacific operates no service across river; there is a private ferry service on which passengers may make own arrangements to cross." With its last days of passenger service dependent on a ferry connection across Chesapeake Bay, Baltimore & Eastern affirmed the connection "weather and tide permitting." An L&N table more than a quarter-century ago called attention to "stops made upon request of Tennessee River Packet Co." The Dominion Atlantic formerly ran trains to and from Yarmouth (N.S.) wharf "on boat days only." In a 1904 timetable, the Copper Range Railroad, instead of "discharging" or "leaving" passengers, preferred to "land" them, just as Pere Marquette did in reference notes before its union with C&O. Of course, it is reasonable that Pere Marquette would use the nautical term "land," for several Lake Michigan car ferry routes were included within its transportation network. Union Pacific, which originally operated several of its transcontinental streamliner City trains on the basis of certain days of the month—all are now daily trains—called attention to the "sailing dates" of those trains.

In conjunction with the military, Canadian Pacific's *Canadian* has, within the past few years, stopped on signal at one Ontario military camp "for military personnel." With its Glenview (Ill.) station adjacent to a strategic military airfield, Milwaukee Road stopped its *Varsity* as part of the World War II effort "only to leave military personnel in uniform."

For delight in reading a railroad timetable, one must respect some of the precious elements which guide the railroad industry in the course of serving the public. One would have to have some knowledge of Baltimore & Ohio history to appreciate a 1930 entry: "Stops to discharge passengers from stations on the Old Main Line." When the Milwaukee offered this note 10 years ago, "Stops on signal to pick up revenue passengers from Madison Division Second District No. 26," you were expected to understand the divisional structure of that 11,000-mile system. Several railroads have called attention to stops made at various railroad-railroad level crossings. These notes, circa 1930/1940, are representative: Burlington acknowledged in one case, "Stop is made at crossing"; a former CMSTP&P train stopped "at Frisco Crossing"; and the Soo Line said that it would "take on or let off passengers when making railroad crossing stop." Even today, C&NW's *Rochester 400* "stops at CGW crossing in Dodge Center (4/10 mile east of C&NW station)."

Lake Shore Electric passengers needed at least nominal railroad knowledge to catch the 5:25 a.m. local of the early 1930s to Toledo, since it "departs Sandusky Wye." Meanwhile, Espee's *Mail* to San Francisco departed from Sparks' "Dispatchers office," according to a 1940 *Official Guide* remark.

The Pennsylvania noted in mid-1940 timetables that only the "first section" of the *American* stopped at particular stations. Fifteen years earlier C&NW outlined in reference notes stops for the first and second sections of its *Victory*. Quoting a CMSTP&P system folder of the 1940s, the *Olympian* "coach section stops on signal."

Railroads and the scenic West have been inalienable partners in the past, as a quick survey of timetable notations will show. Canadian National offered this note less than a decade ago: "Mount Robson—the

Continental Limited stops for 5 minutes to afford passengers a leisurely view of magnificent Mount Robson, highest peak in the Canadian Rockies, 12,972 feet." Speaking on behalf of UP-SP's *Overland Route*, but a bit more conservative in its definition of Western scenery, the UP in 1925 simply stated, "Stops for view of American River Canyon." One might suppose that Mount Robson or the American River Canyon was worthy of much more leisurely observation than Oregon's beautiful waterfalls, for an entry during the depression and into the 1940s noted that a UP train "slows down to give passengers view of Multnomah Falls." The Union Pacific again, proud of its lofty vistas and placid mountain lakes, listed in the footnote column of a 1932 timetable a tour for every traveller who might hope to see all that the Pacific Northwest has to offer. Puget Sound? No. Mount Rainier? Wrong again. Instead, "visitors at the Longview Lumber Mills escorted by capable guides may view in safety all operations of the mammoth plant from overhead passageways."

Not to underestimate the eastern United States and Canada, Michigan Central stopped in the 1930s "3 to 5 minutes at Falls View to allow passengers to view Niagara Falls."

Frequencies of train operations add their offbeat revelations to our review. In a 1954 Canadian Pacific timetable we notice, "Ski train operation is contingent upon snow conditions and subject to cancellation." A Pennsylvania Reading Seashore timetable issued in the 1940s carried this paragraph in the margin: "Fishermen's Special: This train is operated for the Cape May Party Boat Association and is subject to cancellation the night before departure if weather conditions at Cape May are unfavourable. Cancellation announcement will be made by radio the night before departure." Not to be outdone, New Haven said in the 1930s concerning one passenger run, "Tuesday, Wednesday, Thursday, and Friday only, during session of Connecticut Legislature." In the same era the Missabe Road offered the customer something less—a branch line mixed running "every second Thursday only." Canadian Pacific had a similar note in the 1950s, whereby a certain mixed "operates the Saturday fol-

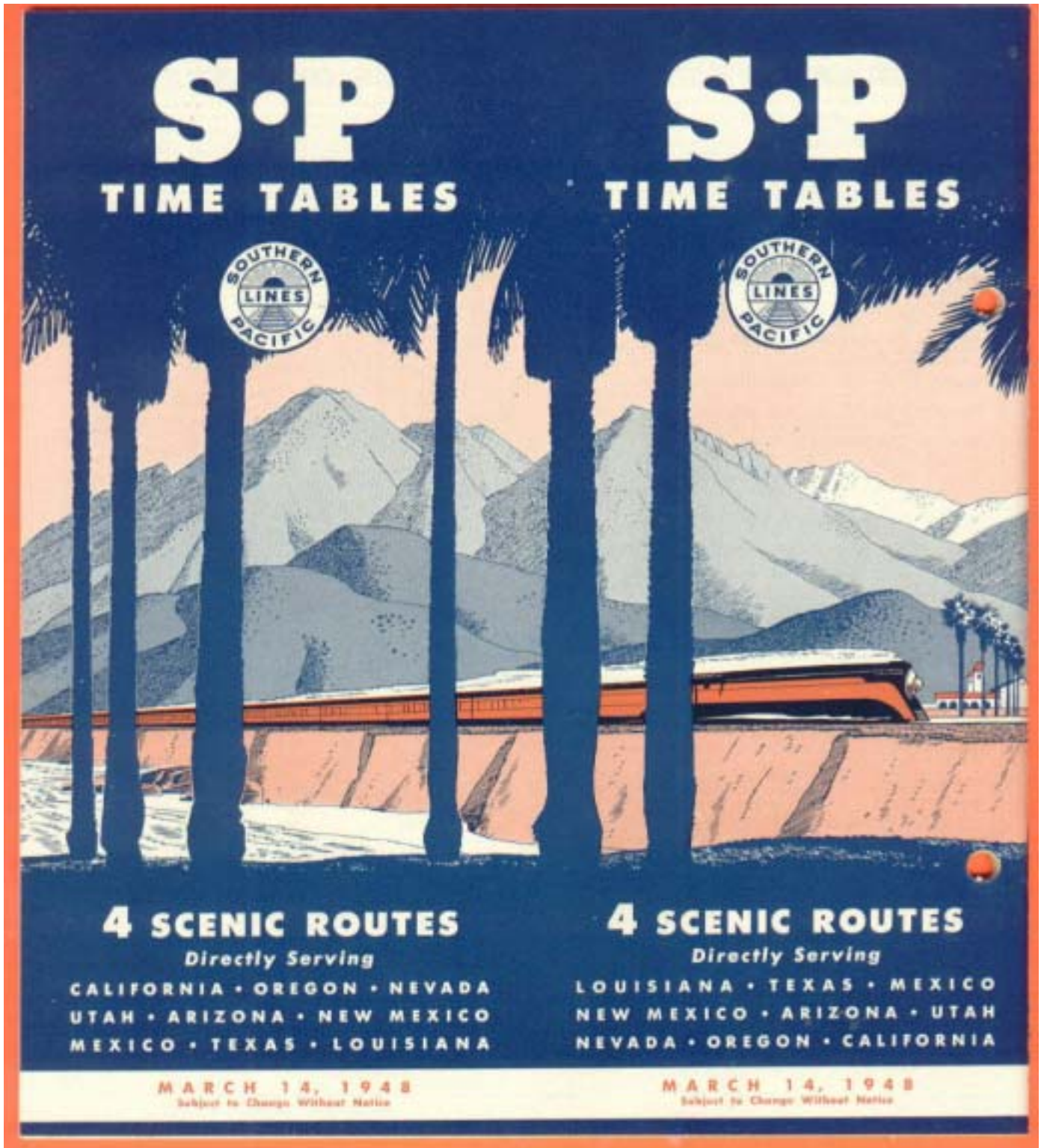
lowing the second Friday of each month."

Recovered from a 1933 Milwaukee Road timetable is this reference, "When there is business, these trains will operate through to Empire." Apparently Empire wasn't very busy, for the mixed train and

its branch line were removed months after this entry first appeared. Yet, the Milwaukee didn't give up easily, for this reference note remained in the timetable a brief period after the line was abandoned.

Talking about mixed trains, out in

Nebraska cattle country CB&Q cautioned mixed train passengers three decades ago that trains were "subject to delay to pick up livestock." Union Pacific prefers to be more specific, for its timetable continues to speak of the Albion (Nebr.) mixed: "On days livestock is

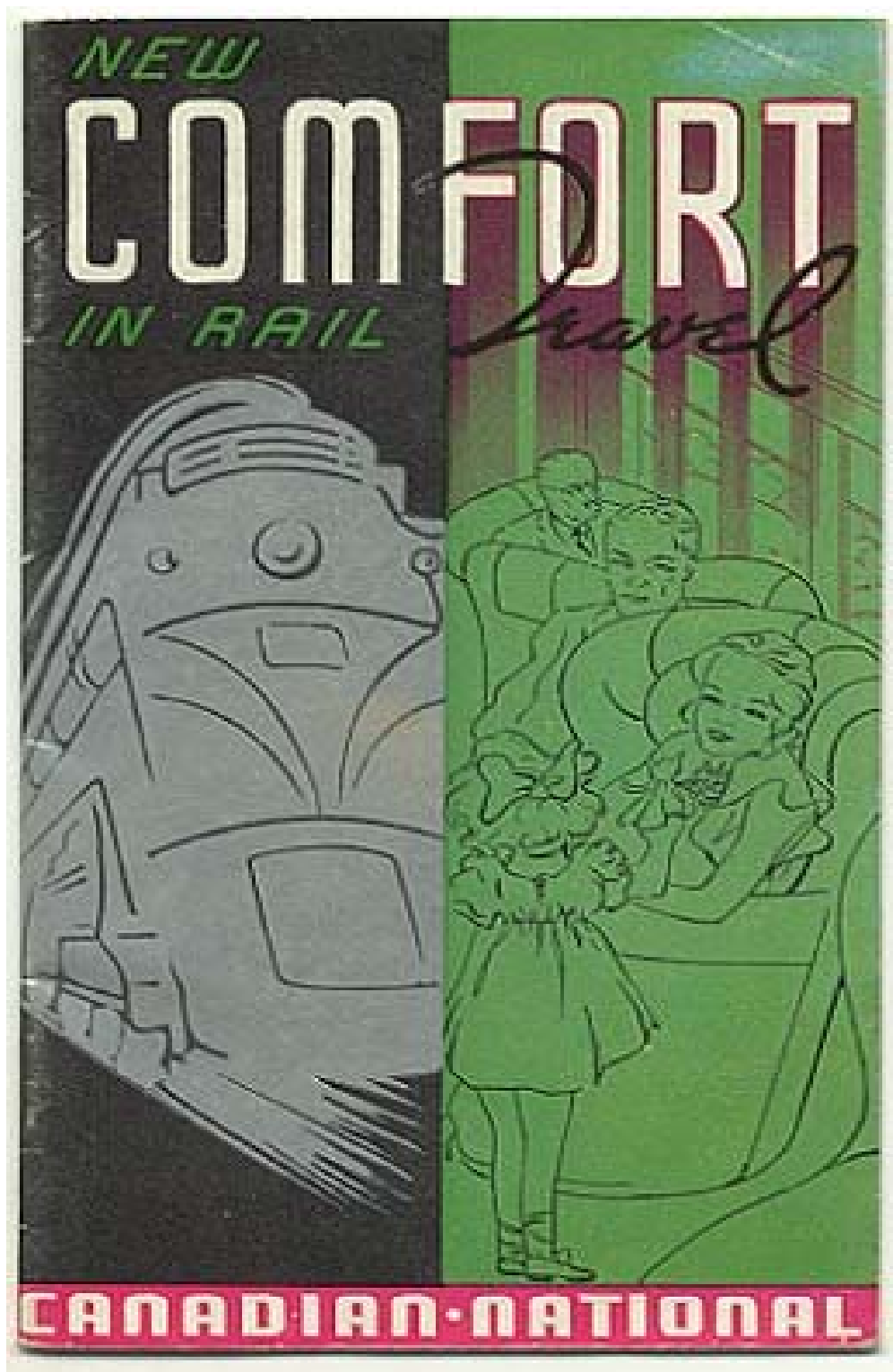


carried, train 82 runs about one-half hour later than schedule shown." World War II saw Lehigh Valley calmly write off at least one mixed train as "subject to delay," just as in 1930 Toledo, Peoria & Western admitted "passenger connections uncertain." Not having a mixed or passenger train available for every line in 1940, Canadian National as a genial host said, "Passengers will be carried on

freight trains; freight train permits not necessary."

After looking over a heap of old timecards and brittle Guides, we can see why the railroad industry breathes warmth and character for the man who loves railroad life. While this review is in no way exhaustive of the supply of notable footnotes, it shows in part why the railfan can march a mile through a

blizzard to watch the wedge plow clear out the branch line but becomes absolutely immobile when he's supposed to shovel off the household walk. And it helps to explain why the rail enthusiast reads himself to sleep with a 1929 Official Guide instead of the Book of the Month.



Buses to the north of Wyong

JIM O'NEIL takes a look at bus services in one of the fastest-growing areas of the Sydney region. Once a service town for an agricultural area, Wyong is now practically a 'Dormitory Suburb', where commuters catch the local buses to the train station, to be whisked to the Sydney CBD. Photos from Deano's bus web site.

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TURTONS PHARMACY
WYONG
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Photography Requirements
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PHONE: WYONG 72 - - - - DAY OR NIGHT

For advertising in this Timetable, please contact
Wyong "Advocate", P.O. Box 99, Wyong.

SEARGENTS BUS LINES

★

TIMETABLE

WYONG — KANWAL — GOROKAN
TOUKLEY — NORAH HEAD — BUDGEWOI
HALEKULANI — BUFF POINT.

WYONG — TACOMA — ROCKY POINT
TUGGERAWONG — WYONGAH — KANWAL

WYONG — SWANSEA.

WYONG — VALES PT. - MANNERING PARK

LOCAL SERVICE
GOROKAN — BUFF POINT via TOUKLEY
NORAH HEAD — BUDGEWOI
HALEKULANI.

WYONG — GOLF LINKS —KANWAL
via PACIFIC HIGHWAY.

★ Timetable effective 10th December, 1961

Phone Wyong 210 (8.00 a.m. - 5.00 p.m.)
After Hrs., The Ent. 49

While collecting your mail
shop at—

Doyle's Post Office Store
BUDGEWOI
★
Groceries - Confectionery - Milk Bar
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COURTESY AND SERVICE AT ALL TIMES.

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Local Agent for Ant Expert, G. Cerran & Co.

No. 1 SERVICE

**Wyong — Toukley — Norah Head
Budgewoi and Buff Point Service**

BUS DEPARTS WYONG STATION FOR KANWAL,
GOROKAN, TOUKLEY, NORAHVILLE, NORAH HEAD,
BUDGEWOI, HALEKULANI and BUFF POINT—

Monday to Thursday: 6.40, 7.30 a.m. School Days only, 18.20,
1.00, NH3.29, 16.50.

Friday: 6.40, 7.30 a.m. School Days only, 18.20,
8.40, 10.15, NH11.40, 12.20, 1.15, 1.45, 3.40, 3.45, NH15.20,
6.00, NH17.00, 17.25, NH17.25, 8.45.

Saturday: 6.20, 6.45, 8.50, 10.15, 11.30, 12.30 p.m.,
NH12.40, 3.15, 3.30, NH8.20, 10.42 (from 10.00).

Sunday: NH9.45, 9.45, 12.10, 12.30, 11.20, 2.15 p.m.,
14.50, NH14.00, 4.30, 5.45, NH17.40.

* Travel by Swansea Bus to Toukley Turn.
T. Bus terminates Toukley.
NH Bus terminates Norah Head.
H. Bus terminates Woolana Av., Halekulani.
P. Via Pacific Highway to Doyalson Post Office.
A. Service operates from December 24 to January 27.
N. Service operates between October 1 and Easter.
B. Bus only Norah Hd. and Buff Pt. Loop.

BUS DEPARTS BUFF PT. P.O. FOR WYONG—

Monday to Friday: 6.20 a.m., SN 7.20, 9.00, 10.00,
SN12.00, SN1.30 p.m., 4.20, SN5.45.

Saturday: SN7.30 a.m., N10.00, SN12.00, SN12.30 p.m.,
SN2.00, SN4.10, SN8.15.

Sunday: SN8.30, 11.10, SN12.15 p.m. Budgewoi,
Toukley, Norah Head only, SN2.00, SN3.00, SN4.00, SN5.25,
SN6.50

1

Fri and the 7.25p.m. on Fridays only) ran up the Pacific Highway to Doyalson and then followed the normal route back via Budgewoi. There are more services out from Wyong on Fridays than on Mondays to Thursdays, but few extra services back from the other end - I can find just the 2.30 Fridays only from Budgewoi. Most of these extra Friday services are in the evening, but see the 11.40 and 12.20 services instead of the 12 noon one and the 3.30p.m. bus runs ten minutes later on a Friday.

There are also extra services at 1.45 on Mon-Thur and 3.00 on Sundays over the Christmas break (marked A). The Central Coast was a popular area for Christmas holidays, both Keith's family and mine went there round this time. These services do have matching runs back from the outer end. But why were there no extra buses on Saturdays over the Christmas holidays? Connecting trains, for both Sydney and Newcastle are shown from the outer end, and most buses met trains to one or both, though the 9.00 and 10a.m. and the 4.20p.m. buses would take you only to Wyong.

No. 3 service from Wyong to Swansea is presented in tabular form. Train departure times are shown from Sydney (Swansea can be reached from Newcastle by government bus, then as now). Most buses have a connecting train, though the 3.40 Fridays only, the 10.45 Saturday night picture bus (to Lake Munmorah only) and the 5.45 Sunday bus do not. It takes a regular 50 minutes from Wyong to Swansea, and if you want to work out intermediate timings, you have to consult the Operating Times at the foot of the page. There are additional Friday buses to Swansea as well as to Toukley, but they are listed in with the other Mon- Fri. buses in the Swansea timetable.

The next timetables I have are from 1/9/1989. Seargent's now issued separate leaflets for each route, rather than a single booklet. Note the longer

My earliest bus timetable from outside the Sydney metropolitan area is the enclosed one, issued by Seargent's Bus Lines of Wyong, effective 10th December 1961 (above and page 8). My friend Keith brought it back for me from a Christmas holiday up on the Central Coast. Note the small number of telephones in country towns in the '60s, as can be seen in

the advertisements. Seargent's, with Wyong 210, is the highest telephone number to be found.

Number 1 service, from Wyong to Toukley and Budgewoi, runs around the northern end of Tuggerah Lake, which it crossed at its narrowest point between Gorokan and Toukley, and proceeds on to Buff Point. A few services (see the 8.20a.m. on Mon. -

telephone numbers. The first two leaflets (page 9) are for local services in the Toukley area, serving Lake Haven Shopping Centre. Route CC4 runs from Mannering Park via Lake Haven to Toukley - inbound services run from 7.45 and cease at 1.40, while outbound services depart Toukley from 9.30 up to 4.45. Route CC6 operates three services each way via back roads in Toukley, during off-peak hours only.

I don't see to have acquired a Wyong - Toukley timetable at this time, but I did get an N19 timetable, Wyong to Swansea (page 10). Monday to Friday service has held up, with a late service at 7.35 on Friday evenings, but there are now only two buses on Saturdays and one each way on Sundays. You have all of ten minutes in Swansea, if you want to catch the bus back. Note also, that the Swansea buses have also diverted via Lake Haven during shopping hours.

Since 1989, Seargent's have been taken over by Busways, and I include extracts from Busways' timetables from 2002. From Saturday 29th June 2002 comes this timetable for the Lake Haven to Wyong (page 11). The number of services has increased vastly since 1961, though only route 80 runs direct along the Pacific Highway. Most of the buses divert via various suburban roads, as can be seen from the map. Several of the diversions make a much longer route - see especially the 76.

Buses still operate around the northern end of Tuggerah Lake - now forming a loop service starting and ending at Lake Haven, and numbered 90. You can still get to Wyong, but you need to change buses at Lake Haven, as can be seen from the timetables on pages 10 (current web version), 12 and at the top of page 13, both issued on 29th June 2002. Local service to and from the shops is more important than travel to and from Sydney, though the times for the connecting trains, as well as the Wyong buses are shown.

In fact, if you want to go from north of Lake Haven to Sydney, a new service has been provided. On Monday 1st July 2002, Busways introduced a new commuter bus service, route 94 (see page 13, bottom). This runs from San Remo through Blue Haven and then in a northerly direction to Wyee Station (as we can see from the map), From Wyee, passengers can either continue north to Newcastle, or go south again to Sydney. There are four buses in the early morning

to Wyee Station and seven back to San Remo in the evening. Either the morning buses are packed, or the evening ones are rather empty. Obviously, returning passengers are

spread over a longer time-span, so more buses are needed for the return journeys.



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Manufacturing & General Engineers

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FOR ALL BUILDING REQUIREMENTS

374 Noraville Road TOUKLEY

Phone: Toukley 289

FREE DELIVERIES

2

Bus departs Halekulani 5 minutes earlier than times shown for Budgewoi.

BUS DEPARTS BUDGEWOI P.O. FOR WYONG--
Monday to Friday: 7.56.30 a.m., SN7.30, 9.10, 10.10, 11.30, 1.40 p.m., (ASN2.30), (SN2.30) Friday only, 3.42, 4.40, SN5.55, (6.40 Friday only).
Saturday: SN7.40 a.m., N10.10, 11.30, SN12.40 p.m., SN2.10, SN4.20, SN5.25.
Sunday: SN8.40 a.m., (A11.50, X12.25 p.m., Toukley, Norah Hd. only), SN2.10, 3.40, 5.40, SN5.35, SN7.00.

BUS DEPARTS NORAH HEAD P.O. FOR WYONG--
Monday to Friday: SN7.40 a.m., 9.20, 10.20, SN11.40, 1.50 p.m., SN2.40, (A3.25), RS4.00, RS5.20, (ASN6.00).
Saturday: SN7.50 a.m., SN9.00, N10.20, RS10.45, (AS11.40), SN12.50 p.m., SN2.20, RS3.30, SN6.35
Sunday: SN8.50 a.m., N10.20, SN2.20 p.m., 3.50, 5.00, SN5.45.

BUS DEPARTS TOUKLEY P.O. FOR WYONG--
Monday to Friday: 7.56.40 a.m., SN7.50, 9.30, 10.30, 11.50, (1.25 n.m. Friday), 3.20, SN2.45, 3.40, 5.40, 4.45, SN6.05, (5.76.50, N7.45 Friday only).
Saturday: 8.50 a.m., SN8.00, SN8.10, N10.30, 11.45, SN1.00 p.m., SN2.30, SN4.30, SN6.45.
Sunday: SN9.00 a.m., N10.35, SN2.30 p.m., (ASN3.30), 4.00, 5.10, SN5.55, SN7.10.

Bus departs Gorokan P.O. for Wyong 5 minutes later than times shown for Toukley.

S--Connects Train at Wyong for Sydney.
N--Connects Train at Wyong for Broadmeadow and Newcastle.
A--Service operates from December 24 to January 27.
R--Returns via Buff Pt., Budgewoi, Toukley to Wyong.
X--Service operates between October 1 and Easter.
1--Sydney train runs daily except Wednesday.

S. SMITH

ELECTRICAL REPAIRS & INSTALLATIONS

52 ALISON ROAD, WYONG--Phone Wyong 236.

★

LET US QUOTE YOU FIRST!

TOUKLEY & DISTRICT
TAXI SERVICE

PHONE: 321
DAY & NIGHT

MERV. JOHNSON
118 Main Road, TOUKLEY

8

**No. 3 SERVICE
WYONG - SWANSEA**

MONDAY TO FRIDAY

Train departs Sydney for Wyong	Bus departs Wyong for Swansea	Bus Arrives Swansea
6.07 am	8.50 am	9.40 am
F 8.10 am Fri.	10.00 am Fri.	10.50 am Fri.
9.38 am	12.00 pm	12.50 pm
	3.40 pm Fri.	4.30 pm Fri.
2.18 pm	4.30 pm	5.20 pm
SATURDAY		
F 5.03 pm	6.50 pm	7.40 pm
F 4.44 pm Fri.		
F 5.27 pm Fri.	7.25 pm Fri.	8.15 pm Fri.
SUNDAY		
6.34 am	8.50 am	9.40 am
F 8.10 am		
F 8.20 am	10.15 am	11.05 am
9.55 am	12.10 pm	1.00 pm
F 1.24 pm	3.15 pm	4.05 pm
F 3.35 pm	5.30 pm	6.20 pm
6.27 pm	8.30 pm	9.20 pm
from Theatre.	LM10.45 pm	
SUNDAY		
9.20 am	11.15 am	12.05 pm
F 2.15 pm	4.05 pm	4.55 pm
	5.45 pm	6.35 pm
F 5.45 pm	7.45 pm	8.35 pm
F--FAST TRAIN.		
LM--Bus terminates Lake Munmorah on Saturday Nights only.		
OPERATING TIMES: WYONG to Kanwal, 10 minutes; Lakeside, 15 minutes; Allambie, 20 minutes; Doyalson, 23 minutes; Mannering Park Turn, 25 minutes; Elizabeth Bay Turn, 30 minutes; Nords Wharf Turn, 40 minutes.		

926666

SEARGENTS BUS LINES

1989

☎ 02 6611

MANNERING PARK - SAN REMO - CHARMHAVEN - LAKE HAVEN - GOROKAN - TOUKLEY

BUS DEPARTS:- MONDAY TO FRIDAY

MANNERING PARK	SAN REMO	CHARMHAVEN AWABA Ave.	LAKE HAVEN SHOPPING CENTRE	GOROKAN P.O.	ARRIVES TOUKLEY
7.45 am	8.00 am	8.10 am	8.20 am	8.30 am	8.35 am
—	8.50 am	9.00 am	9.10 am	9.20 am	9.25 am
10.05 am	10.20 am	10.30 am	10.40 am	10.50 am	10.55 am
—	12.00 pm	12.10 pm	12.18 pm	12.30 pm	12.35 pm
1.10 pm	—	1.20 pm	1.30 pm	1.35 pm	1.40 pm

ROUTE CC4

*IR: Bus continues to this suburb if required

BLUE HAVEN - BUS departs Blue Haven at 9.30 am. Return from Toukley at 12.40 pm. Tuesday and Thursday.

BUS ROUTES

MANNERING PARK - VALES ROAD - SPENCER STREET - GRIFFITH STREET - CATHERINE STREET - left into VALES ROAD to HIGHWAY.

SAN REMO - WILL ROAD - BARKER AVENUE - GOORAMA AVENUE - right into ILUKA AVE. - YURUGA AVENUE - left into EMU DRIVE - GOORAMA AVE. to PACIFIC HIGHWAY.

CHARMHAVEN - AWABA AVE. - PANORAMA AVE. - DUDLEY STREET - GOOBARABAH AVE. to LAKE HAVEN SHOPS and return to DUDLEY STREET to TOUKLEY.

** SERVICE CANCELLED on PUBLIC HOLIDAYS.

BUS DEPARTS:-

TOUKLEY	GOROKAN	LAKE HAVEN SHOPPING CENTRE	CHARMHAVEN AWABA Ave.	SAN REMO	MANNERING PARK
9.30 am	9.35 am	—	9.45 am	—	10.05 am
11.30 am	11.35 am	11.45 am	11.55 am	12.00 pm	—
12.25 pm	12.30 pm	12.40 pm	12.50 pm	12.55 pm	1.10 pm
12.40 pm	12.45 pm	12.55 pm	1.05 pm	—	—
2.10 pm	2.15 pm	2.25 pm	2.30 pm	2.40 pm	2.55 pm
3.30 pm	3.35 pm	3.40 pm	3.45 pm	3.50 pm	*IR
4.45 pm	4.50 pm	4.55 pm	5.00 pm	5.05 pm	*IR

AS FROM 1/9/1989

SEARGENTS BUS LINES

1989

☎ 02-0011

MONDAY TO FRIDAY

926666

AS FROM 1/9/1989

ROUTE CC6 — TOUKLEY - TOUKLEY Ave's - NORAVILLE - GOROKAN - LAKE HAVEN SHOPPING CENTRE

COMMONWEALTH TOUKLEY	FIRST Ave. TOUKLEY	NINTH Ave. TOUKLEY	HERITAGE TOUKLEY	BRISBANE St. NORAVILLE	WESTPAC TOUKLEY	GOROKAN P.O.	LAKE HAVEN SHOPPING CENTRE
10.00 am	10.02 am	10.05 am	10.10 am	10.15 am	10.25 am	10.30 am	10.40 am
12.00 pm	12.02 pm	12.05 pm	12.10 pm	12.15 pm	12.25 pm	12.30 pm	12.40 pm
1.45 pm	1.47 pm	1.50 pm	1.55 pm	2.00 pm	2.10 pm	2.15 pm	2.25 pm

BUS ROUTES FOR ABOVE SERVICES

FROM COMMONWEALTH BANK TOUKLEY - NORMAN STREET - FIRST AVENUE - LEONARD STREET - NINTH AVENUE - FRAVENT STREET - MAIN ROAD - EVANS ROAD - OLEANDER STREET - BRISBANE STREET - OCEAN PARADE - EVANS ROAD - IRENE PARADE - BRISBANE STREET - KELSEY ROAD - EVANS ROAD - MAIN ROAD - WALLARAH ROAD - DUDLEY STREET - GOOBARABAH AVENUE to LAKE HAVEN SHOPPING CENTRE

LAKE HAVEN SHOPPING CENTRE	GOROKAN P.O.	COMMONWEALTH TOUKLEY	FIRST Ave. TOUKLEY	NINTH Ave. TOUKLEY	HERITAGE TOUKLEY	BRISBANE St. NORAVILLE	WESTPAC TOUKLEY
11.40 am	11.50 am	12.00 pm	12.02 pm	12.05 pm	12.10 pm	12.15 pm	12.25 pm
1.25 pm	1.35 pm	1.40 pm	1.47 pm	1.50 pm	1.55 pm	2.00 pm	2.10 pm
4.05 pm	4.15 pm	4.20 pm	4.22 pm	4.25 pm	4.30 pm	4.35 pm	4.45 pm

BUS ROUTES FOR ABOVE SERVICES

FROM LAKE HAVEN SHOPPING CENTRE to DUDLEY STREET - WALLARAH ROAD - MAIN ROAD - COMMONWEALTH BANK TOUKLEY - NORMAN STREET - FIRST AVENUE - LEONARD STREET - NINTH AVENUE - FRAVENT STREET - MAIN ROAD - EVANS ROAD - OLEANDER STREET - BRISBANE STREET - OCEAN PARADE - EVANS ROAD - IRENE PARADE - BRISBANE STREET - KELSEY ROAD - EVANS ROAD - MAIN ROAD

SEARGENTS BUS LINES

☎ 92-6611

TIMETABLE 1989

WYONG - SWANSEA

ROUTE N19

MONDAY TO FRIDAY

	DEPARTS WYONG	KANWAL HOSPITAL	LAKE HAVEN SHOPPING CENTRE	DOYALSON	MUNMORAH	GWANDALAN	NORDS WHARF	CAMS WHARF	ARRIVES SWANSEA
A.M.	6.15 8.30	6.20 8.40	• 8.45	6.40 8.50	6.45 8.55	• 9.05	6.55 9.20	7.00 9.25	7.10 9.35
P.M.	12.30 3.30 5.40	12.40 3.45 5.50	12.45 3.50 5.55	12.50 3.55 6.05	12.55 4.05 6.10	1.05 4.15 6.20	1.20 4.30 6.35	1.25 4.35 6.40	1.30 4.40 6.45
FRI ONLY	7.35	7.45	•	8.15	8.20	IR	IR	IR	IR

SATURDAY

P.M. #	•	•	•	6.30	6.35	•	6.40	6.45	6.55
	12.25	12.35	12.40	1.00	1.05	1.20	1.30	1.35	1.45

SUNDAY & PUBLIC HOLIDAYS

P.M.	T	4.25	4.35	•	5.00	5.05	•	5.15	5.20	5.30

T: Bus runs via Toukley.
#: Bus runs via Panorama Avenue - Awaba Avenue - San Remo.

VALES POINT - MANNERING PARK SERVICE

BUS DEPARTS WYONG:-
Monday to Friday: 6.15 a.m. and 2.30 p.m. via Pacific Highway
3.30 p.m. School Days only via Highway.
BUS DEPARTS MANNERING PARK:-
Monday to Friday: 7.45 a.m.
This service does not operate on Public Holidays

SEARGENTS LUXURY COACHES AVAILABLE FOR
CHARTER & TOURS - Ring 92-6666 for information
AS FROM 1/9/1989

SEARGENTS BUS LINES

☎ 92-6611

TIMETABLE 1989

SWANSEA - WYONG

ROUTE N19

MONDAY TO FRIDAY

	DEPARTS SWANSEA	CAMS WHARF	NORDS WHARF	GWANDALAN	MUNMORAH	DOYALSON	LAKE HAVEN SHOPPING CENTRE	KANWAL HOSPITAL	ARRIVES WYONG
A.M.	7.15 9.45	7.20 9.50	7.25 9.55	7.40* 10.05	7.35 10.15	7.45 10.20	7.55 10.25	8.00 10.35	8.10 10.45
P.M.	1.40 4.45 6.50	1.50 4.50 6.55	1.55 4.55 7.00	2.10 • 5.00	2.20 5.00 7.10	2.25 5.05 7.15	2.35 5.10 •	2.40 5.15 7.20	2.45 5.25 7.35

SATURDAY

A.M.	7.00	7.05	7.10	7.20	7.35	7.40	7.45	7.50	8.00
P.M.	1.50	1.55	2.00	IR	2.10	2.15	2.20	•	•

SUNDAY & PUBLIC HOLIDAYS

P.M.	T	5.40	5.45	5.50	•	5.55	6.00	•	6.45	7.00

T: Bus runs via Toukley.
#: Bus runs via San Remo - Awaba Avenue - Panorama Avenue to Lake Haven.
*: 7.30 a.m.: Summerland Point - 7.40 a.m.: Gwandalan. Bus to Wyong Station.

SERVICES CANCELLED CHRISTMAS DAY - GOOD FRIDAY

PUBLIC HOLIDAY TIMETABLE

When Saturday or Sunday is a Public Holiday normal Saturday or Sunday Timetable will apply.
Public Holiday - Sunday Timetable will apply.

SEARGENTS LUXURY COACHES AVAILABLE FOR
CHARTER & TOURS - Ring 92-6666 for information
AS FROM 1/9/1989

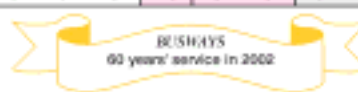
Route 90: LAKE HAVEN - TOUKLEY - NORAH HEAD - BUDGEWOI - SAN REMO - LAKE HAVEN (anti-clockwise loop)

- Shows TUGGERAH & WYONG (Routes 79, 80, 81, 82) connections
- Includes Route 91 buses to Toukley & Norville

Route Number from Wyong	TUGGERAH	WYONG	WYONG	LAKE HAVEN	TOUKLEY	NORAH HEAD	BUDGEWOI	ERTY POINT	SAN REMO	LAKE HAVEN	WYONG	WYONG	TUGGERAH						
	Westfield Tuggerah	Train departs Sydney	Train arrives Wyong	Wyong Station	Arrive Lake Haven Shops	Depart Lake Haven Shops	Main Rd & Ellen St	Borgary Rd & Park St	Budgewoi Rd & Cuming St	Elouisa Av & Norrumbi Rd	Wills Rd & Barker Av	Pacific Hwy & Goosanna Av	Arrive Lake Haven Shops						
	Map Ref				1	1	2	3	4	5	6	7	8						
WEEKDAY MORNINGS																			
For earlier services see Route 92 via San Remo on page 8																			
80			6.00	6.04	6.20	6.30	6.38	X	6.47	6.58	7.09	7.14	7.26	80	5.47	6.03	6.11	7.47	-
80			6.10	6.30	6.46	6.48	6.56	7.08	7.14	7.27	7.38	7.43	7.56	80	6.12	6.28	6.36	8.18	-
80			4.50	6.57	6.58	7.15	7.17	7.25	X	7.34	7.46	7.54	8.03	80	6.34	6.50	6.58	8.56	-
														80	7.09	7.25	7.35	9.11	-
														80	7.50	8.20	8.30	10.10	8.28
														80	8.18	8.38	-	-	8.48
														80	8.50	9.14	9.37	11.09	-
														80	9.20	9.39	9.55	11.49	9.48
														80	9.20	9.39	9.55	11.49	9.48
81			5.42	7.11	7.32	7.57	8.10	8.23	8.38	8.46	8.59	9.16	9.31	79	9.35	9.59	10.38	12.16	10.06
81			5.51	7.38	7.40	8.16	N8.20	N8.29	-	-	-	-	-	-	-	-	-	-	-
80			6.41	8.27	8.30	8.48	N8.52	N9.05	-	-	-	-	-	-	-	-	-	-	-
														80	10.20	10.39	10.55	12.40	10.46
80			6.41	8.27	8.02	9.22	9.25	9.48	9.53	10.05	10.16	10.21	10.33	79	10.35	10.59	11.37	1.10	11.05
81	89.12		7.21	9.03	9.22	9.53	N9.55	N10.05	-	-	-	-	-	-	-	-	-	-	-
														80	11.20	11.39	11.55	1.40	11.46
80			9.52	8.16	9.48	10.02	10.22	10.25	10.35	10.48	10.53	11.05	11.16	79	11.35	11.59	12.37	2.10	12.06
82			10.12	8.16	9.48	10.22	10.53	N10.55	N11.05	-	-	-	-	-	-	-	-	-	-
80			10.52	9.17	10.48	11.02	11.22	11.25	11.35	11.48	11.53	12.05	12.16	79	12.35	12.59	1.37	3.10	1.06
81			11.12	9.17	10.48	11.22	11.53	N11.55	N12.05	-	-	-	-	-	-	-	-	-	-

EXPLANATIONS:

- Ⓢ - Buff Point Av Extension. See map: Bus runs along Nicooma Rd & Buff Point Av.
- F - Operates via Forrester St extension.
- G - Train to/from Gosford.
- H - Bus runs public school holidays only.
- P - Route 97, 98 or 99 service along Pacific Hwy. Refer to green timetable for full details.
- N - Route 91 bus to Heritage Village & Norville. See Route 91 timetable (page 12) for more details.
- S - Bus runs public school days only.
- U - Bevington Mobile Home Diversion along Sunrise Av.
- W - Weemala St Diversion. See map - bus runs along Cuming St, Weemala St & Lake St.
- X - Bus runs direct to Budgewoi Rd from Main Rd, omitting Norah Head.
- - A transfer of bus may be required at Lake Haven to continue your journey.
- - North Shore train.



It was in 1942 that Dick Rowe first ran a hire car service between Rooty Hill and Plumpton in Sydney's western suburbs. Because of wartime conditions, the car was fitted with a charcoal burner on its roof.

A bus soon replaced the car and so Rowe's Bus Service was born.

The Rowe family went on to acquire bus services in other areas of Sydney and the Central Coast. In 1968, to bring all operations under a common banner, the name "Busways" was adopted. Today there are more than 500 staff and the fleet exceeds 300 buses.

LAKE HAVEN SHOPS - WYONG - TUGGERAH

Route 76: via Warnervale (see also pages 14 & 15)
 Route 79: via Hamlyn Terrace (see also pages 14 & 15)
 Route 80: via Pacific Highway (Wyong Hospital)
 Route 81: via Wyongah & Johns Rd
 Route 82: via Wyongah & Tacoma

TOUK-LEY	LAKE HAVEN	KAN-WAL	GORO-KAN	WYON-GAH	TAC-OMA	WAD-ALBA	WATA-NOBBI	WYONG	TUGG-ERAH		
Connecting bus departs Toukley Shops	Route Number	Lake Haven Shops	Wyong Hospital	Marks Rd & Howelston Rd	Murrawal Rd & Kilpa Rd	Hillcrest Av & Wolseley Av	Pacific Hwy & Figtree Blvd	Brittania Dr & Guardian Rd	Wyong Station	Train departs for Sydney	Westfield Tuggerah
		9	8	7	6	5	4	3	2	Map Ref	1
WEEKDAY MORNINGS											
4.22	81	4.36		4.40	4.46			D	4.58		5.06
4.52	81	5.06		5.10	5.16			D	5.28		5.36
	79								5.57		6.04
4.52	82	5.33		5.38	5.45	5.54		5.48	6.03		6.11
5.32	80	5.47	5.52				5.54		6.03		6.11
5.32	81	5.58		6.03	6.10			6.19	6.28		6.36
5.57	80	6.12	6.17					6.19	6.28		6.36
5.57	82	6.22		6.27	6.34	6.43			6.52		6.59
6.10	80	6.34	6.39						6.50		6.59
	79						7.06		7.15		7.21
6.19	81	6.58		7.03	7.10			7.19	7.28		7.35
6.53	80	7.09	7.14				7.16		7.26		7.35
6.53	82	M7.13		7.20	7.27	7.36			7.46		7.54
7.12	80	7.28	7.34				7.36		7.46		7.54
7.12	76	7.29							8.12		8.30
7.12	81	S7.47		S7.54	S8.03			S8.12	S8.24P		8.30
7.41	80	7.58	8.04				8.06		P8.20		8.30
7.41	82	7.58		8.03	8.11	8.23			P8.40		8.30
8.01	80	8.18	8.24				8.26		P8.38		8.48
	81							Q8.36	P8.50		8.58
	79	8.50					9.04		9.14		9.37
8.01	82	8.34		8.39	Z8.53	9.03			9.16		9.37
	81			8.53				9.01	P9.16		9.37
8.38	80	9.00	9.07				9.09		9.19		9.37
8.38	82	9.15		9.20	9.27	9.36			9.45		9.53
9.04	80	9.20	9.27				9.29		9.39		9.55
9.04	79	9.35					9.49		9.59		10.06
9.34	81	9.50		9.55	10.02			10.11	P10.20		10.38
9.34	76	9.55							10.38		10.27
10.04	80	10.20	10.27				10.09		10.19		10.38
10.04	79	10.35					10.29		10.39		10.55
10.34	82	10.50		10.55	11.02	11.11			11.20		11.37
10.34	76	10.55					11.09		11.19		11.37
11.04	80	11.20	11.27				11.29		11.39		11.55
11.04	79	11.35					11.49		11.59		12.37
11.34	81	11.50		11.55	12.02			12.11	12.20		12.37
11.34	76	11.55					12.09		12.19		12.37

EXPLANATIONS:

- B - Bus travels from Toukley via Budgewoi. Journey takes approx. 50 minutes.
- D - Bus travels along Pacific Hwy direct to Wyong Station, omitting Watanobbi.
- E - Bus travels via Pollock Av between Johns Rd & Wyong Station.
- G - Train to Gosford.

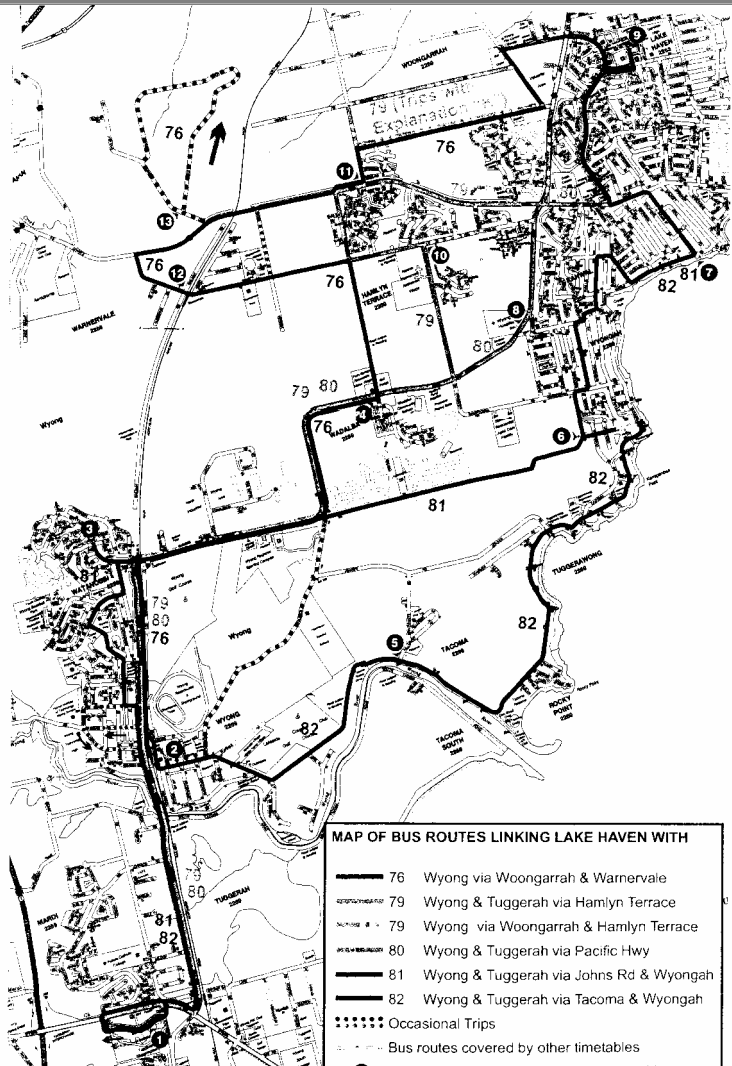
LAKE HAVEN SHOPS - WYONG - TUGGERAH

TOUK-LEY	LAKE HAVEN	KAN-WAL	GORO-KAN	WYON-GAH	TAC-OMA	WAD-ALBA	WATA-NOBBI	WYONG	TUGG-ERAH		
Connecting bus departs Toukley Shops	Route Number	Lake Haven Shops	Wyong Hospital	Marks Rd & Howelston Rd	Murrawal Rd & Kilpa Rd	Hillcrest Av & Wolseley Av	Pacific Hwy & Figtree Blvd	Brittania Dr & Guardian Rd	Wyong Station	Train departs for Sydney	Westfield Tuggerah
		9	8	7	6	5	4	3	2	Map Ref	1
WEEKDAY AFTERNOONS											
12.04	80	12.20	12.27				12.29		12.39		12.46
12.04	79	12.35					12.49		12.59		1.06
12.34	82	12.50		12.55	1.02	1.11			1.20		1.27
12.34	76	12.55					1.09		1.19		1.37
1.04	80	1.20	1.27				1.29		1.39		1.46
1.04	79	1.35					1.49		1.59		2.06
1.34	81	1.50		1.55	2.02			2.11	2.20		2.27
1.34	76	1.50					2.09		2.19		2.37
2.04	80	2.20	2.27				2.29		2.39	G2.44	2.46
2.04	79	2.35					2.49		2.59		3.39
2.04	82	2.40		2.45	2.52						
2.45	80	3.00	3.06				3.09		3.18		3.39
2.45	79	3.35					3.49		3.59		4.12
3.25	81	3.43		3.48	3.55			4.03	4.11		
3.25	80	3.50	3.57				3.59		4.09		4.16
3.25	82	3.57		4.02	4.09	4.18			4.27		4.40
3.50	76	4.07					4.21		4.31		4.40
4.07	80	4.24	4.31				4.33		4.43		
4.07	81	4.24		4.29	4.36			D	4.47		
4.07	79	4.35					4.49		4.59	G5.25	5.06
4.37	80	4.55	5.02				5.04		5.14	G5.25	
4.37	82	4.55		5.00	5.07	5.16			5.25		5.32
4.37	81	5.10		5.15	5.22			5.30	5.39	G5.52	5.45
5.19	79	5.35					5.49		5.59	G6.12	6.05
5.45	80	6.00	6.05				6.07		6.16		6.32
5.45	82	6.00		6.05	6.10	6.18			6.26		6.32
5.45	81	6.25		6.30	6.35			D	6.46		7.01
	80	6.26	6.31				6.33		6.42		7.01
6.31	81	6.50		6.55	7.00			7.07	7.14		7.37
6.55	79	7.10					7.28		7.35		7.53
6.55	82	7.10		7.15	7.20	7.28			7.36		7.53
7.27	79	8.10					8.22		8.30		8.52
8.11	81	8.25		8.30	8.35			D	8.46		8.52
	79	9.10					9.22		9.30		
B8.37	81	9.25		9.30	9.35			D	9.46	10.30	9.52

EXPLANATIONS: (continued)

- M - Bus runs from Goobarabah Av via Gorokan Dr & Christopher Cr to Lake Haven Dr.
- P - Bus runs via Wyong TAFE.
- Q - Bus diverts to Gloucester Av via Casey Dr & Somers Dr.
- S - Bus runs public school days only.
- Z - Bus runs to Kilpa Rd via Craigie Av, Pacific Hwy, Louisiana Rd & Wahroonga Rd (omitting Swan St).
- * - North Shore Train.





Route 90:

- Shows TUGGERAH & WYONG (Routes 79, 80, 81, 82) connections
- Includes Route 91 buses to Toukley & Norville

Route Number from Wyong	TUGGERAH	SYDNEY	WYONG	LAKE HAVEN	TOUKLEY	NORAH HEAD	BUDGEWOI	BUFF POINT	SAN REMO	LAKE HAVEN	WYONG	SYDNEY	TUGGERAH	
Westfield Tuggerah	Train departs Sydney	Train arrives Wyong	Wyong Station	Arrive Lake Haven Shops	Depart Lake Haven Shops	Main Rd & Eldon St	Bungary Rd & Park St	Budgewoi Rd & Ourringo St	Elouana Av & Nacooma Rd	Wills Rd & Barker Av	Pacific Hwy & Goonana Av	Arrive Lake Haven Shops	Route Number to Wyong	
Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	Map Ref	
WEEKDAY MORNINGS														
For earlier services see Route 92 via San Remo on page 8														
80	-	-	-	5.14 5.19 5.40	5.50 5.55 6.07	6.15 6.20 6.32	6.50 6.55 7.07	7.09 7.14 7.26	7.38 7.43 7.56	8.00 8.05 8.16	8.28 8.33 8.44	8.58 9.03 9.14	9.28 9.33 9.44	9.58 10.03 10.14
80	G	6.00	6.04 6.20	6.30 6.38 X	6.47 B6.58	7.09 7.14 7.26	7.38 7.43 7.56	8.00 8.05 8.16	8.28 8.33 8.44	8.58 9.03 9.14	9.28 9.33 9.44	9.58 10.03 10.14	10.28 10.33 10.44	10.58 11.03 11.14
80	-	6.10	6.30 6.46	6.48 6.56 7.08	7.14 B7.27	7.38 7.43 7.56	8.00 8.05 8.16	8.28 8.33 8.44	8.58 9.03 9.14	9.28 9.33 9.44	9.58 10.03 10.14	10.28 10.33 10.44	10.58 11.03 11.14	11.28 11.33 11.44
80	-	4.56 6.37	6.58 7.15	7.17 7.25 X	7.34 7.46	7.54 8.03 8.16	8.28 8.33 8.44	8.58 9.03 9.14	9.28 9.33 9.44	9.58 10.03 10.14	10.28 10.33 10.44	10.58 11.03 11.14	11.28 11.33 11.44	11.58 12.03 12.14
81	-	-	5.42 7.11	7.32 7.57	8.10 8.23 8.36	8.45 B9.05	9.16 9.21 9.33	9.35 9.59	10.38 12.16	10.06	-	-	-	-
81	-	-	5.51 7.36	7.48 8.17	N8.20 N8.29	-	-	-	-	-	-	-	-	-
80	-	-	6.41 8.27	8.30 8.49	N8.52 N9.05	-	-	-	-	-	-	-	-	-
80	-	-	6.41 8.27	9.02 9.22	9.25 9.35 9.48	9.53 B10.05	10.16 10.21 10.33	10.35 10.59	11.37 1.10	11.06	-	-	-	-
81	S9.12	7.21 9.03	9.22 9.53	N9.55 N10.05	-	-	-	-	-	-	-	-	-	-
80	9.52	8.16 9.48	10.02 10.22	10.25 10.35 10.48	10.53 B11.05	11.16 11.21 11.33	11.35 11.59	12.37 2.10	12.06	-	-	-	-	-
82	10.12	8.16 9.48	10.22 10.53	N10.55 N11.05	-	-	-	-	-	-	-	-	-	-
80	10.52	9.17 10.48	11.02 11.22	11.25 11.35 11.48	11.53 B12.05	12.16 12.21 12.33	12.35 12.59	1.37 3.10	1.06	-	-	-	-	-
81	11.12	9.17 10.48	11.22 11.53	N11.55 N12.05	-	-	-	-	-	-	-	-	-	-

- B - Buff Point Av Extension. See map: Bus runs along Nacooma Rd & Buff Point Av.
- F - Operates via Fravent St extension.
- G - Train to/from Gosford.
- H - Bus runs public school holidays only.
- P - Route 97, 98 or 99 service along Pacific Hwy. Refer to green timetable for full details.
- N - Route 91 bus to Heritage Village & Norville. See Route 91 timetable (page 12) for more details.
- S - Bus runs public school days only.
- U - Savington Mobile Home Diversion along Sunrise Av.
- W - Weemala St Diversion. See map - bus runs along Ourringo St, Weemala St & Lake St.
- X - Bus runs direct to Budgewoi Rd from Main Rd, omitting Norah Head.
- # - A transfer of bus may be required at Lake Haven to continue your journey.
- * - North Shore train.

BUSWAYS
60 years' service in 2002

It was in 1942 that Dick Rowe first ran a hire car service between Rooty Hill and Plumpton in Sydney's western suburbs. Because of wartime conditions, the car was fitted with a charcoal burner on its roof.

A bus soon replaced the car and so Rowes Bus Service was born.

The Rowe family went on to acquire bus services in other areas of Sydney and the Central Coast. In 1986, to bring all operations under a common banner, the name "Busways" was adopted. Today there are more than 500 staff and the fleet exceeds 300 buses.

Route 90:

- Shows TUGGERAH
- Includes Route 9

Route Number from Wyong	TUGGERAH	SYDNEY	WYONG	LAKE HAVEN
Westfield Tuggerah	Train departs Sydney	Train arrives Wyong	Wyong Station	Arrive Lake Haven Shops
Map Ref	Map Ref	Map Ref	Map Ref	Map Ref
80	11.52	10.17 11.48	12.02 12.22	-
82	12.12	10.17 11.48	12.22 12.53	-
80	12.52	11.17 12.48	1.02 1.22	-
81	1.12	11.17 12.48	1.22 1.53	-
80	1.52	12.17 1.48	2.02 2.22	-
82	2.12	12.17 1.48	2.22 2.53	-
80	2.52	1.17 2.53	3.02 3.32	-
80	-	-	\$3.40 \$4.01	-
80	3.57	2.17 3.53	4.07 4.27	-
79	-	2.17 3.53	4.07 4.38	-
80	4.22	2.47 4.26	4.32 4.52	-
80	4.42	3.12 4.47	4.52 5.12	-
80	5.15	3.42 5.19	5.25 5.44	-
80	5.39	4.12 5.43	5.49 6.08	-
80	6.16	4.42 6.20	6.26 6.43	-
79	6.52	5.11 6.57	7.02 7.26	-
81	-	5.42 7.13	7.19 7.46	-
81	7.50	6.25 7.54	8.00 8.27	-
81	8.55	7.17 8.52	9.05 9.32	-
81	9.55	8.17 9.58	10.05 10.32	-

EXPLANATION: (See page 2)

During the day there is a con hourly service linking these routes with the traditional Route 80-90 & every other half hour Route 8 provide an alternative link.

ons

Route 90:

- Shows TUGGERAH & WYONG (Routes 79, 80, 81, 82) connections
- Includes Route 91 buses to Toukley & Norville

KE HAVEN	WYONG	SYDNEY	TUGGERAH
Route Number to Wyong	WYONG Station	Train departs Wyong	Train arrives Sydney
Depart Lake Haven Shops	WYONG	SYDNEY	TUGGERAH
Map Ref			
80	6.03	6.11	7.47
80	6.12	6.28	8.18
80	6.34	6.50	8.56
80	7.09	7.26	9.11
80	7.28	7.46	9.40
80	7.58	8.20	10.10
80	8.18	8.38	10.40
79	8.50	9.14	11.09
80	9.20	9.39	11.49
80	9.20	9.39	11.49
79	9.35	9.59	12.16
80	10.20	10.39	12.40
79	10.35	10.59	13.10
80	11.20	11.39	14.10
79	11.35	11.59	15.10
80	12.20	12.39	15.40
79	12.35	12.59	16.10

BUSWAYS
Rowes' service in 2002

Rowes first ran a hire car service between Rooty Hill and the western suburbs. Because of wartime conditions, the car was fitted with a charcoal burner on its roof.

A bus soon replaced the car and so Rowes Bus Service was born.

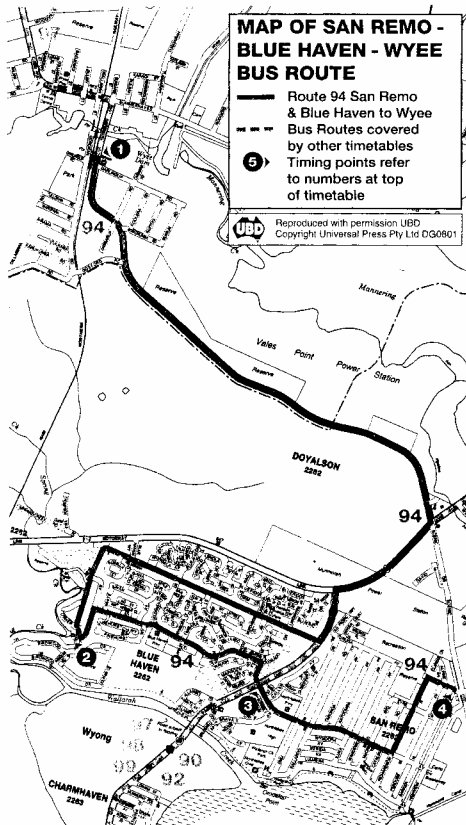
The Rowes family went on to acquire bus services in other areas of Sydney and the Central Coast. In 1988, to bring all operations under a common banner, the name 'Busways' was adopted. Today there are more than 500 staff and the fleet exceeds 300 buses.

Route Number from Wyong	SYDNEY	WYONG	LAKE HAVEN	TOUKLEY	NORAH HEAD	BUDGE WOJ	BUFF POINT	SAN REMO	LAKE HAVEN	WYONG	SYDNEY	TUGGERAH	
Westfield Tuggerah	Train departs Sydney	Train arrives Wyong	WYONG Station	Arrive Lake Haven Shops	Depart Lake Haven Shops	Main Rd & Eldon St	Bungary Rd & Park St	Budgevol Rd & Ourringo St	Elouera Av & Narambi Rd	Wills Rd & Barker Av	Pacific Hwy & Gooramba Av	Arrive Lake Haven Shops	
Map Ref				1	1	2	3	4	5	6	7	8	
WEEKDAY AFTERNOONS													
80	11.52	10.17	11.48	12.02	12.22	12.25	12.35	12.48	12.53	U1.08	1.16	1.21	1.33
82	12.12	10.17	11.48	12.22	12.53	N12.55	N1.05						
80	12.52	11.17	12.48	1.02	1.22	1.25	1.35	1.48	W1.53	U2.08			
81	1.12	11.17	12.48	1.22	1.53	N1.55	N2.05						
80	1.52	12.17	1.48	2.02	2.22	2.25	2.35	2.48	2.53	3.08	3.20	3.27	3.39
82	2.12	12.17	1.48	2.22	2.53	2.55	3.05	3.20	W3.31	B3.47	3.58	4.04	4.16
80	2.52	1.17	2.53	3.02	3.32	3.35	F3.47	4.06	4.11	4.23	4.31	4.36	4.48
80				S3.40	S4.01	4.03	4.13	4.26	4.31	4.42	4.49	4.54	5.06
80	3.57	2.17	3.53	4.07	4.27	4.30	4.40	4.53	4.58	5.09	5.16	5.20	5.32
79		2.17	3.53	4.07	4.38	N4.40	N4.50						
80	4.22	2.47	4.25	4.32	4.52	4.55	5.05	5.17	5.22	5.33	5.40	5.44	5.55
80	4.42	3.12	4.47	4.52	5.12	5.15	5.25	5.37	5.42	5.52	5.59	6.03	6.14
80	5.15	3.42	5.19	5.25	5.44	5.45	F5.55	6.11	6.16	6.26	6.33	6.37	6.48
80	5.39	4.12	5.43	5.49	6.08	6.10	6.18	6.28	6.33	6.43	6.49	6.53	7.04
80	6.16	4.42	6.20	6.26	6.43	6.45	6.52	7.01	7.06	7.16	7.22	7.26	7.37
79	6.52	5.11	6.57	7.02	7.26	7.30	7.37	7.46	7.51	8.01	8.07	8.11	8.22
81		5.42	7.13	7.19	7.46	7.48	7.55	8.04	8.09	8.19	8.25	8.29	8.40
81	7.50	6.25	7.54	8.00	8.27	8.30	8.37	8.46	8.51	9.01	9.07	9.11	9.22
81	8.55	7.17	8.52	9.05	9.32	9.33	9.40	9.49	9.54	10.04	10.10	10.14	10.25
81	9.55	8.17	9.58	10.05	10.32	10.33	10.40	10.49	10.54	11.04	11.10	11.14	

(See page 2)

During the day there is a continuous half hourly service linking these points. There is the traditional Route 80-90 & 92 links and now every other half hour Route 81 & 82/91 provide an alternative link.

- Route 76 via Warnervale
- Route 79 via Hamlyn Terrace
- Route 80 via Pacific Highway
- Route 81 via Johns Rd
- Route 82 via Tacoma

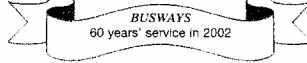


Route 94: SAN REMO - BLUE HAVEN - WYEE STN

SAN REMO	BLUE HAVEN	WYEE
Wills Rd & Barker Av	Pacific Hwy & Gooramba Av	Kawana Av & McKellar Av
WYEE Station	Train to Sydney	Train to Newcastle
Map Ref		
4	3	2
WEEKDAY MORNINGS		
5.23	5.28	5.31
5.51	5.56	5.59
6.19	6.24	6.27
6.54	6.59	7.02

Route 94: WYEE STN - BLUE HAVEN - SAN REMO

WYEE	BLUE HAVEN	SAN REMO
Train from Newcastle	Train from Sydney	WYEE Station
Kawana Av & McKellar Av	Pacific Hwy & Gooramba Av	Wills Rd & Barker Av
Map Ref		
1	2	3
WEEKDAY AFTERNOONS		
4.27	4.36	4.42
5.12	5.07	5.16
5.39	5.31	5.46
6.19	6.11	6.23
6.32	6.32	6.36
	7.01	7.05
7.25	7.23	7.33



It was in 1942 that Dick Rowe first ran a hire car service between Rooty Hill and Plumpton in Sydney's western suburbs. Because of wartime conditions, the car was fitted with a charcoal burner on its roof.

A bus soon replaced the car and so Rowes Bus Service was born.

The Rowes family went on to acquire bus services in other areas of Sydney and the Central Coast. In 1988, to bring all operations under a common banner, the name 'Busways' was adopted. Today there are more than 500 staff and the fleet exceeds 300 buses.



Australian Timetable Quiz

By DAVID HENNELL

THE quiz consists of 15 questions about Australian timetables and related matters. This issue of *The Times* contains the questions and illustrated answers will be in next month's issue. Enjoy!

Questions

1. A railway carrying both passenger and goods traffic had the regular service in one direction withdrawn one week before it was withdrawn in the other direction. It remained open for outwards goods traffic for one particular consignor on an 'as required' basis for a while longer. Identify the line. [Hint: this line was later gauge converted but only for non-revenue traffic.]

2. The first railway station west of Ballan in Victoria guided travellers for many years.

3. Direct railway journeys do not normally offer the traveller a choice of gauge. Give some direct passenger journeys that, over a reasonable period of time, could concurrently easily be made by scheduled passenger trains on two different gauges for the entire journey.

4. Detailed timetables for Melbourne's electric tramways are a comparatively recent innovation. For many years, the times of the first and last cars were readily available and, later on, times from each terminus were published. However, for an extended period during the 20th century, detailed timetables for one particular electric route were available to potential passengers - which line was it?

5. Christmas Day is a rather unlikely day for new timetables to be introduced.

a/ What major timetabling event occurred in Sydney on 25th December 1932?

b/ This was the second or third attempt (depending on how you interpret it) at the introduction of this type of service. When and where were the other attempts?

6. Potential branch line passengers sometimes had it tough. Allowing for the replacement of names, a working timetable states: "There is no regular service beyond X, and the extension to Y is only worked by Shunting Trip from X as may be necessary to meet require-

ments of traffic. Engine and Van of No. 1 is to be used. Passengers may be allowed to travel between X and Y by Shunting Trip, when running.". Which section of railway is covered by this instruction?

7. At present, it is possible to travel by train between Cheltenham and Croydon in three Australian suburban areas (Adelaide, Melbourne and Sydney). Suggest another journey (not originating or terminating at either of these stations) that is currently possible in three suburban areas.

8. The timetable for a particular private railway's train service regularly appeared in that state's government railway's public timetable. However, this company's bus service between the same terminals did not appear in the government public timetable book. Name the private company.

9. The timetable below is the full service on a particular railway line in a capital city as shown in the working timetable dated 17th May 1920:

The branch-only workings generally made connections at the junction station to and from the city station and most of them continued to or originated at the city station as separate main line services. Which railway line is it?

		6	32	78	102	162	176
		Mixed	Mixed	Pass.	Pass	Pass	Pass
		Mon - Sat	Mon - Sat	Wed	Sat	Mon - Fri	Sat
		a.m.	a.m.	noon	p.m.	p.m.	p.m.
City station	dep			12 00	1 10		6 00
Junction station	arr			..	1 28		..
	dep	5 35	7 02	12 15	1 30	5 55	6 18
Terminus	arr	6 03	7 27	12 40	1 55	6 18	6 43
		51	53	103	107	181	177
		Mixed	Mixed	Mixed	Mixed	Pass	Pass
		Mon - Sat	Mon - Sat	Wed	Sat	Mon - Fri	Sat
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Terminus	dep	6 25	7 35	1 00	2 05	6 29	6 55
Junction station	arr	6 48	8 00	6 59	..
	dep			1 25	2 35		7 20
City station	arr			1 40	2 55		7 35

10. Timetables for a Tasmanian railway that was isolated for its entire existence often contained information about another mode of transport. What journey was covered by this second mode?

11. The timetable for a suburban electric service shows that there are three distinct routes operating during most of each peak period but only one route at other times. Identify the service.

12. The South Australian Railways' public timetable dated (1st) May 1900 states, on page 163, that a coach connection departed Oodnadatta: *For Alice Springs and Hermannsburg, via Charlotte Waters and Horseshoe Bend, every six weeks from Monday, May 31st, arriving at Alice Springs nine days after; leaving for Adelaide on May 8th at 1.45 p.m. and every sixth Saturday subsequently, reaching Oodnadatta in time for the Adelaide train.*

Unfortunately, according to the calendar in the timetable, 8th May and 31st May in 1900 weren't a Saturday and Monday but a Tuesday and Thursday. So let's assume that these incorrect dates are a carryover from a previous issue of the timetable with just the month changed as the days of the week mentioned fit in well with the train service (other days and dates mentioned in the timetable fit the calendar). Thus, on what date would a passenger leaving Alice Springs on Saturday, 5th May 1900 have arrived in Adelaide? [Hint: the train departed Oodnadatta on alternate Tuesdays.]

13. A co-ordinated road and rail passenger service was briefly operated between Alice Springs and Darwin. When did it operate and what was the service frequency?

14. Four dates of importance in the evolution of rail passenger services

between Adelaide and Mount Gambier are:

- 6th February 1950
- 5th March 1950
- 23rd July 1951
- 24th June 1953

What significant events occurred on these dates?

15. The timetable illustrated below shows the ferry service across the Swan River in Perth as at 9th December 1945. Apart from the withdrawal of evening services and reduction of some service frequencies, what significant difference would one find when comparing this timetable with the services shown in the timetable dated 27th October 2002?

Bonus question. What is the current name of the railway station that has during its existence been known as both Middle Brighton and North Brighton?

91

**STATE FERRIES SERVICE.
FROM PERTH TO SOUTH PERTH AND
THE ZOOLOGICAL GARDENS.
FERRIES LEAVE BARRACK STREET JETTY.**

Monday to Friday.		Saturday.		Sunday.		Public Holidays.	
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
6 30	3 30	6 30	2 30	9 0	4 30	6 30	6 0
7 0	3 45	7 0	2 45	9 30	4 45	7 0	6 15
7 30	4 0	7 30	3 0	10 0	5 0	7 30	6 30
7 55	4 15	7 55	3 30	10 30	5 15	8 5	6 45
8 5	4 30	8 5	3 45	11 0	5 30	8 30	7 10
8 15	4 45	8 15	4 0	11 30	5 45	8 50	7 20
8 30	5 5	8 30	4 15		6 0	9 12	7 35
8 40	5 15	8 40	4 30		6 15	9 35	8 0
8 50	5 25	8 50	4 45		6 30	10 0	8 30
9 5	5 37	9 5	5 0		6 40		9 0
9 12	5 49	9 12	5 15		6 55		9 30
9 35	6 0	9 35	5 30		7 15		10 0
10 0	6 11	10 0	5 45		7 30		10 20
10 30	6 22	10 30	6 0		8 0		10 50
11 0	6 35	11 0	6 15		8 30		11 15
11 30	6 50	11 15	6 30	p.m.	9 5		11 35
	p.m.	7 10	11 30	6 45	12 5		
12 5	7 20	11 45	7 10	12 35	10 0		
12 30	7 35	p.m.	7 20	1 0	10 30		
12 45	8 0	12 5	7 35	1 30	11 0		
1 0	8 30	12 15	8 0	2 0	11 20		
1 10	9 0	12 25	8 30	2 15			a.m. 12 0
1 30	9 30	12 35	9 0	2 30			
1 45	10 0	12 47	9 30	2 45			
2 0	10 20	12 58	10 0	3 0			
2 15	10 50	1 10	10 20	3 15			
2 30	11 15	1 20	10 50	3 30			
2 45	11 35	1 35	11 15	3 45			
3 0	12 0	1 45	11 35	4 0			
3 15		2 0	12 0	4 15			
		2 15	12 30				

92

**STATE FERRIES SERVICE.
FROM SOUTH PERTH (ZOOLOGICAL
GARDENS) TO PERTH.
FERRIES LEAVE MENDS STREET JETTY.**

Monday to Friday.		Saturday.		Sunday.		Public Holidays.	
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
6 40	4 0	6 40	3 0	9 15	5 0	6 40	6 0
7 10	4 15	7 10	3 15	9 45	5 15	7 10	6 15
7 40	4 30	7 40	3 45	10 15	5 30	7 40	6 30
8 5	4 45	8 5	4 0	10 45	5 45	8 20	6 45
8 20	5 0	8 20	4 15	11 15	6 0	8 40	7 0
8 30	5 15	8 30	4 30	11 45	6 15	9 2	7 20
8 40	5 27	8 40	4 45		6 30	9 22	7 30
8 52	5 39	8 52	5 0		6 44	9 45	7 45
9 2	5 50	9 2	5 15		6 55	10 15	8 15
9 15	6 1	9 15	5 30		7 5		8 45
9 22	6 12	9 22	5 45		7 25		9 15
9 45	6 25	9 45	6 0		7 45		9 45
10 15	6 37	10 15	6 15		8 15		10 10
10 45	6 50	10 45	6 30		8 45		10 35
11 15	7 0	11 15	6 45		9 15		11 0
11 45	7 20	11 30	7 0	p.m.	9 45		11 25
	p.m.	7 30	11 45	7 20	12 15	10 15	11 50
12 15	7 45	p.m.	7 30	12 45	10 45		a.m. 12 10
12 45	8 15	12 0	7 45	1 15	11 10		
1 0	8 45	12 15	8 15	1 45	11 30		
1 15	9 15	12 25	8 45	2 15			
1 30	9 45	12 37	9 15	2 30			
1 50	10 10	12 48	9 45	2 45			
2 0	10 35	1 0	10 10	3 0			
2 15	11 0	1 10	10 35	3 15			
2 30	11 25	1 23	11 0	3 30			
2 45	11 50	1 35	11 25	3 45			
3 0	a.m.	1 50	11 50	4 0			
3 15	12 10	2 0	a.m.	4 15			
3 30		2 15	12 10	4 30			
3 45		2 30	12 40	4 45			
		2 45					

Pickled Pork and Orchid Roots?

Tris Tottenham's interest was piqued by our article on the GCR 1911 PTT in the December issue. It appears he has a first-hand knowledge of the places and times involved

Letters

I wish to add some notes to the article in the December 2003 issue of *The Times* entitled *Pickled Pork and Orchid Roots?* Taking the comments from the back to the front might be of use:

P.P.&O.P. certainly wasn't a railway as such. They were railway stations on two different companies' railway lines in Ashton-under-Lyne, in Lancashire, now part of Greater Manchester. P.P. is actually Park Parade, which was on the Lancashire and Yorkshire Railway. O.R. is actually Oldham Road, which was on the Midland Railway.

Ballysodare is on the line from Dublin to Sligo in Ireland. The SLNCR is the Sligo, Leitrim and Northern Counties Railway. The Eniskillen was an early railway closure in Ireland.

It is interesting that the representative for the 3 counties mentioned is stated to be in Mansfield. One would have thought that Leicestershire would have warranted its own representative, but the centre of the Great Central operations lay more in Nottinghamshire and thus Mansfield, being much nearer to the centre of operations (one of the constituents of the GCR was the Manchester Sheffield and Lincolnshire.

As to Woolwich (Town and Arsenal),

there is a bit of history here as Woolwich is situated just to the east of Greenwich, on the south bank of the Thames and in times past the Arsenal was where munitions were manufactured. Sir Sam would have wanted a presence here because of the munitions traffic that would be generated. As an aside, the present-day soccer team k had its origin here before it moved to north London.

As to conveyancing by cab to various stations, Dulwich had no fewer than 3 stations— and on different companies. LC&D refers to London Chatham & Dover. Victoria, centre of frontage— refers to the fact that no favouritism was shown to any of the then companies using Victoria Station— so the “centre” solved the problem.

A particular quirk of England is that all swans are the property of the crown— I agree ‘why convey dead swans?’. There may have been some law—probably still is— in regard to swans.

I have tried to look up the word *Vivo* in the Oxford dictionary and can only come up with *in vivo* which is defined as *taking place in a living organism*— so we are no further forward on that one [Editor's note: *Vivo* was a distant relative of *Vegemite*].

Claxby & Usselby was a station in Lincolnshire on the line from Lincoln via Market Rasen to Grimsby and Cleethorpes. The station closed in 1960.

Eckinton & Rennishaw interests me two-fold. First, it was not on the Great Central, but was a station on the Midland ‘Old Road’ between Chesterfield and Sheffield or Rotherham. The second interest is that I once had an entry in the local (Eckington) telephone book with my telephone number having lived in the mid 1970s a few miles away. The Great Central station was actually at Rennishaw on the different GCR line. ‘Eckington & Rennishaw’ as a station closed in 1963.

In 1903, one didn't have much choice other than to convey one's goods by rail. The survival of these timetables of a bygone era and journals such as *The Railway Magazine* give one an insight into an era that has gone. Just as the survival of magazines such as *The Times* and its contents may seem quaint to future historians.

Finally, the old Railway Clearing House must have employed hundreds of people to make it all work with regards to the revenue each railway received.

Mind the Stop!

David Cranney comments on Sydney Buses' mobile phone timetable system (December Times).

Passengers would congratulate Sydney Buses for providing times for each bus stop. In Canberra, ACTION is talking about providing real-time information at a few stops in the future. However, for the vast majority of passengers (including myself), it is really a matter of calculating when each bus will ar-

rive. Perhaps there should be some standard for time tables, say, timing points should be no more than 10 minutes apart,

One interest of mine, (partially based on many years of commuting by bus) is the provision of adequate passenger information at all stops. The minimum

should be a simple map, times for each route and how to contact the bus company. ACTION provides the latter at most stops, but has times at only a small percentage of stops and maps generally only at interchanges. I presume that ACTION would be typical of the majority of operators across Australia.