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Intercity (Newcastle-Sydney) Express at Hawkesbury River

Fast Daylight Trips from Sydney

To Newcastle, the second city of New South Wales, 104 miles, by the Newcastle Express.

To Mount Victoria, atop of the famous Blue Mountains, 79 miles, by the Caves Express.

To Nowra, through the fertile and beautiful Illawarra District, 95 miles, by the Daylight Express.

In each case the return journey is made by Express train the same afternoon or evening.

F. H. TENNANT, ASSISTANT GOV. PRINTER.

**Inside: Timetables for The Game they play in Heaven
Gosford is SO bracing!**

**RRP \$2.95
Incl. GST**

The Times

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

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On the front cover

Enticing. Our front cover is a NSWGR Public Time Table back cover, November 1938. It shows, after some effort at decipherment, a 36-class locomotive ascending the Cowan Bank, with the Hawkesbury estuary spread out below. It was part of a publicity campaign to attract weekend passengers to the NSWGR's two coastal lines and its Blue Mountains line. It was, if the contents of the timetables inside are any guide, remarkably successful for the Central Coast. The photographer's location would have made an ideal train-watching spot for the 18 Sunday afternoon trains that returned holiday makers to Sydney.

Help! My American compatriot Kent Hannah, the editor of the NAOTC's *The Timetable Collector*, has expressed admiration for the high participation rate of AATTC's membership in authoring of *The Times*— he has to write nearly everything. You will have noticed that *The Times* is drifting in the same direction—we are running out of material! You can stop this drift. Last year, the Editor's plea for contributions was answered handsomely, so he is calling for more. There is great scope for as-yet uncovered areas of timetable information to be written. For instance, *The Times* has yet to cover the remarkable extent and history of bus timetables in Brisbane (hint to Mr. President). We maintain a database of "Gaps in the Coverage". If you would like a copy to help you decide what to write, contact the Editor at the address below.

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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The Times on-line AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of *The Times*

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Timetables for The Game they play in Heaven

No trees were sacrificed to provide the timetables for Rugby fans attending the 2003 Rugby World Cup. Everything was electronic and available through the one stop shop on the RWC's web site.

The greatest public transport job since the 2000 Sydney Olympic Games. Yes, folks, the ballyhoo flew thick and fast during last years quadrennial Rugby World Cup (RWC).

Ballyhoo? Well, it was only football and not real football at that. But, in Sydney, at least, you would have thought it was a kind of Second Coming. A recent survey showed that some 42% of Australians expressed an interest in Rugby and their attention was focused in an unprecedented way by the 2003 World Cup, played wholly in Australia for the first time ever. Over 84,000 people travelled to Olympic Park for the Australia-New Zealand semi-final and they nearly all got there by public transport. The public transport task was admittedly in some places, quite large, though the attendance above is smaller than some home and away Collingwood games. It was also much smaller than the Olympic travel task, the busiest day of which saw 597,000 CityRail trips to Olympic Park.

Twenty teams were involved in this 'battle of the titans'. They were divided into 4 'pools' of 5 teams—usually with 2 good teams and 3 'scrubbers' in each pool. The match schedule called for each team in each pool to play each of the others—a total of 10 games per pool (think about it) or 40 in all. Games between the top teams were generally scheduled for major arenas, while games between 'scrubbers' were relegated to the backwaters such as Launceston, Townsville and Canberra. In all, qualifying matches were held at 12 different locations (table, right) and all or most of these locations seem to have been provided with altered and additional transport arrangements.

The table just referred to (right) was just one of many on a number of web sites devoted to the glorious sport of Rugby and to the public transport arrangements for each match. By and large, most of the public transport information was made available only in electronic forms, although a number of organisations did produce paper brochures of varying quality. Sydney's CityRail,



Match Schedule

Pool Matches						
#	DATE	MATCH	POOL	CITY	VENUE	LOCAL TIME
1	FRIDAY 10 OCTOBER	AUSTRALIA v ARGENTINA	A	SYDNEY	TELSTRA STADIUM	19.00*
2	SATURDAY 11 OCTOBER	NEW ZEALAND v ITALY	D	MELBOURNE	TELSTRA DOME	14.30
3	SATURDAY 11 OCTOBER	IRELAND v ROMANIA	A	GOSFORD	CENTRAL COAST STADIUM	17.00
4	SATURDAY 11 OCTOBER	FRANCE v FIJI	B	BRISBANE	SUNCORP STADIUM	19.30
5	SATURDAY 11 OCTOBER	SOUTH AFRICA v URUGUAY	C	PERTH	SUBIACO OVAL	20.00
6	SUNDAY 12 OCTOBER	WALES v CANADA	D	MELBOURNE	TELSTRA DOME	18.00
7	SUNDAY 12 OCTOBER	SCOTLAND v JAPAN	B	TOWNSVILLE	DAIRY FARMERS STADIUM	20.00
8	SUNDAY 12 OCTOBER	ENGLAND v GEORGIA	C	PERTH	SUBIACO OVAL	20.00
9	TUESDAY 14 OCTOBER	ARGENTINA v NAMIBIA	A	GOSFORD	CENTRAL COAST STADIUM	19.30
10	WEDNESDAY 15 OCTOBER	FIJI v USA	B	BRISBANE	SUNCORP STADIUM	17.00
11	WEDNESDAY 15 OCTOBER	ITALY v TONGA	D	CANBERRA	CANBERRA STADIUM	19.30
12	WEDNESDAY 15 OCTOBER	SAMOA v URUGUAY	C	PERTH	SUBIACO OVAL	20.00
13	FRIDAY 17 OCTOBER	NEW ZEALAND v CANADA	D	MELBOURNE	TELSTRA DOME	19.30
14	SATURDAY 18 OCTOBER	AUSTRALIA v ROMANIA	A	BRISBANE	SUNCORP STADIUM	16.00
15	SATURDAY 18 OCTOBER	FRANCE v JAPAN	B	TOWNSVILLE	DAIRY FARMERS STADIUM	19.00
16	SATURDAY 18 OCTOBER	SOUTH AFRICA v ENGLAND	C	PERTH	SUBIACO OVAL	20.00
17	SUNDAY 19 OCTOBER	WALES v TONGA	D	CANBERRA	CANBERRA STADIUM	18.00
18	SUNDAY 19 OCTOBER	IRELAND v NAMIBIA	A	SYDNEY	AUSSIE STADIUM	20.00
19	SUNDAY 19 OCTOBER	GEORGIA v SAMOA	C	PERTH	SUBIACO OVAL	20.00
20	MONDAY 20 OCTOBER	SCOTLAND v USA	B	BRISBANE	SUNCORP STADIUM	19.30
21	TUESDAY 21 OCTOBER	ITALY v CANADA	D	CANBERRA	CANBERRA STADIUM	19.30
22	WEDNESDAY 22 OCTOBER	ARGENTINA v ROMANIA	A	SYDNEY	AUSSIE STADIUM	20.30
23	THURSDAY 23 OCTOBER	FIJI v JAPAN	B	TOWNSVILLE	DAIRY FARMERS STADIUM	20.00
24	FRIDAY 24 OCTOBER	NEW ZEALAND v TONGA	D	BRISBANE	SUNCORP STADIUM	17.30
25	FRIDAY 24 OCTOBER	SOUTH AFRICA v GEORGIA	C	SYDNEY	AUSSIE STADIUM	20.00
26	SATURDAY 25 OCTOBER	AUSTRALIA v NAMIBIA	A	ADELAIDE	ADELAIDE OVAL	15.30
27	SATURDAY 25 OCTOBER	ITALY v WALES	D	CANBERRA	CANBERRA STADIUM	18.30
28	SATURDAY 25 OCTOBER	FRANCE v SCOTLAND	B	SYDNEY	TELSTRA STADIUM	20.30
29	SUNDAY 26 OCTOBER	ARGENTINA v IRELAND	A	ADELAIDE	ADELAIDE OVAL	18.00
30	SUNDAY 26 OCTOBER	ENGLAND v SAMOA	C	MELBOURNE	TELSTRA DOME	20.30
31	MONDAY 27 OCTOBER	JAPAN v USA	B	GOSFORD	CENTRAL COAST STADIUM	19.30
32	TUESDAY 28 OCTOBER	GEORGIA v URUGUAY	C	SYDNEY	AUSSIE STADIUM	19.30
33	WEDNESDAY 29 OCTOBER	CANADA v TONGA	D	WOLLONGONG	WIN STADIUM	19.30
34	THURSDAY 30 OCTOBER	NAMIBIA v ROMANIA	A	LAUNCESTON	YORK PARK	20.00
35	FRIDAY 31 OCTOBER	FRANCE v USA	B	WOLLONGONG	WIN STADIUM	19.30
36	SATURDAY 1 NOVEMBER	SCOTLAND v FIJI	B	SYDNEY	AUSSIE STADIUM	16.00
37	SATURDAY 1 NOVEMBER	SOUTH AFRICA v SAMOA	C	BRISBANE	SUNCORP STADIUM	17.30
38	SATURDAY 1 NOVEMBER	AUSTRALIA v IRELAND	A	MELBOURNE	TELSTRA DOME	20.35
39	SUNDAY 2 NOVEMBER	ENGLAND v URUGUAY	C	BRISBANE	SUNCORP STADIUM	17.30
40	SUNDAY 2 NOVEMBER	NEW ZEALAND v WALES	D	SYDNEY	TELSTRA STADIUM	20.35

Quarter Finals						
#	DATE	MATCH	CITY	VENUE	LOCAL TIME	
41	SATURDAY 8 NOVEMBER	QUARTER FINAL 1 - WINNER D v RUNNER UP C	MELBOURNE	TELSTRA DOME	18.30	
42	SATURDAY 8 NOVEMBER	QUARTER FINAL 2 - WINNER A v RUNNER UP B	BRISBANE	SUNCORP STADIUM	20.00	
43	SUNDAY 9 NOVEMBER	QUARTER FINAL 3 - WINNER B v RUNNER UP A	MELBOURNE	TELSTRA DOME	18.30	
44	SUNDAY 9 NOVEMBER	QUARTER FINAL 4 - WINNER C v RUNNER UP D	BRISBANE	SUNCORP STADIUM	20.00	

Semi Finals						
#	DATE	MATCH	CITY	VENUE	LOCAL TIME	
45	SATURDAY 15 NOVEMBER	SEMI FINAL 1 - WINNER QF1 v WINNER QF2	SYDNEY	TELSTRA STADIUM	20.00	
46	SUNDAY 16 NOVEMBER	SEMI FINAL 2 - WINNER QF3 v WINNER QF4	SYDNEY	TELSTRA STADIUM	20.00	

3rd/4th Play Off						
#	DATE	MATCH	CITY	VENUE	LOCAL TIME	
47	THURSDAY 20 NOVEMBER	LOSER SF1 v LOSER SF2	SYDNEY	TELSTRA STADIUM	20.00	

Final						
#	DATE	MATCH	CITY	VENUE	LOCAL TIME	
48	SATURDAY 22 NOVEMBER	WINNER SF1 v WINNER SF2	SYDNEY	TELSTRA STADIUM	20.00	

* The Opening Ceremony commences at 19.00. Please note that all times refer to the local time at the match venue.

Match Schedule information is subject to change without notice. Check out the ARU's Host Union website www.rugby2003.com.au for the latest information and ticketing updates.

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The master timer table. This is the schedule of the entire 48 matches played in Australia in the 2003 Rugby World Cup.

in keeping with tradition, produced 12 special train notices totalling 1,400 pages of paper, to cover events in NSW.

The web page overleaf is the official Rugby Union RWC Home Page and the 'Public Transport' frame/drop-down menu has been opened to display the options thereon— one for

each venue. Clicking on one of these menu items brings up one of a number of highly standardised web pages detailing the public transport options for the venue in question. Two such examples, rather reduced in size, for a couple of the backwaters of Gosford and Launceston, appear on our page 5. All of the 11 public transport pages looked just like this. Most of



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Be a part of Rugby World Cup 2003



Tickets
There are still tickets available for the Rugby World Cup 2003 3rd/4th Play Off. Buy tickets now.

Rugby Live Sites
Be a part of the action and watch the Final at one of the Rugby Live Sites across the country. For details check the events calendar.

True Colours Daily



In the latest edition of True Colours Daily:
 -- New Rugby Live Site to watch Final;
 -- Final to go live on Qantas domestic flights;
 -- Perth supporters' club forges strong ties with Georgian Hospital.
 Subscribe to True Colours: The ARU's Host Union newsletter.

Latest results



For the latest results, match statistics, live match audio, match commentary and video packages. Go to www.rugbyworldcup.com now.

Fan photos



Have you dressed up for Rugby World Cup 2003? Send your fan photos to fanphotos@rugby.com.au.
 -- Check out photos of other fans.



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The RWC Home Page, gateway to a Pandora's Box of public transport timetables in all states and the ACT. Available in 5 languages.

them contained links to various aspects relating to public transport, but especially to timetables. All were

divided by mode in the order shown. The web pages used frames to effectiveness and thus maintained an

easy link to related sites, such as the other grounds, as evidenced by the open menus from the main page

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RUGBY WORLD CUP 2003

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Transport to Central Coast Stadium, Gosford

Location

Central Coast Stadium is located in Grahame Park, Dane Drive Gosford. Gosford is approximately 90 minutes by train north of Sydney's Central station. It is recommended that you travel early to ensure you arrive on time for the match.

Getting there by train

If travelling from Sydney, catch a CityRail train to Gosford station. The Gosford station is a 5-10 minute walk along Mann Street, Donnon Street and Dane Drive. Follow the green and white stadium signs from Gosford station.

CityRail will be operating special Rugby World Cup 2003 trains to take spectators to Gosford. On Saturday 11 October, special trains will depart Central station in Sydney between approximately 1.35pm and 2.45pm.

On Tuesday 14 and Monday 27 October, special trains will depart Central station between 3.45pm - 4.15pm. CityRail recommends fans catch these special services, as there will be limited capacity on normal trains operating to Gosford on the Newcastle and Central Coast Line and some overcrowding may occur. Save time and money by purchasing an off-peak CityRail return ticket.

Getting there by bus

In Gosford, Busways and The Entrance Red Bus provide local bus services.

Tips

Plan your trip and allow plenty of travel time to and from Central Coast Stadium.

Public transport is the best way to get to the match. There will be limited car parking. Expect to have your bag searched at the stadium. Be aware that certain items cannot be brought into the ground. More information. Please be patient on departure after the match. Check the weather forecast before you leave.

More information

www.131500.com.au - select the link to Rugby World Cup 2003
 Transport Infoline: 131 500
 Central Coast Stadium




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Transport to York Park, Launceston

Location

It is an easy 15 minute walk from Launceston's city centre to York Park, situated 2 kilometres away in Invermay Road.

Getting there by bus

Use Metro Buses as car parking will be limited. From Bus Stop B in the city centre, buses will depart approximately every 25 minutes to York Park. The last bus will depart at 6.15pm.

From the Country Club Casino to the city, buses will depart every 25-30 minutes, with the last bus departing at 6.05 pm.

From Bus Stop A to the casino, buses will depart approximately every 40 minutes.

Taxis

A taxi from the city centre to York Park is a quick trip and costs around \$4.00. The airport is 14.5 kilometres from the city centre. A taxi from the airport to the city centre costs \$23.00 during business hours and around \$27.00 after hours.

Tips

Plan your trip and allow plenty of travel time to and from York Park. Public transport is the best way to get to the match. There will be limited car parking. Expect to have your bag searched at the stadium. Be aware that certain items cannot be brought into the ground. More information. Please be patient on departure after the match. Check the weather forecast before you leave.

More information

Bus timetables www.metrotas.com.au.
 Metro hotline: 13 2201
 York Park




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being carried forward to the ground-specific pages (see examples above).

The links provided on these pages did a number of things— they provided links to specific special timetables or to various transport authorities' and companies' own web-sites that might, or might not, have pages specifically devoted to the RWC. We show, on page 6 one of the destinations reached by the persistent browser.

In Sydney, the timetabling arrangements for travel to the Rugby took as their cue those worked out for the Olympic Games three years before. The public and media perception was that the Olympic timetable operated smoothly and flawlessly— although insiders might have a different perspective. The Sydney Morning Herald said: *The miraculous turnaround of transport services is one of the great successes of the Olympics. Trains falling off tracks, station skipping, general delays and the disappearance of an entire bus fleet exposed transport as the weak link in the Olympic build-up. But instead of derailing the Games, the system performed better with a million extra people riding on its back.*

Despite what it says in the banner to this article, paper versions of transport information and timeta-

bles were produced for the Rugby World Cup. RWC produced a small 100mm x 70mm *Transport and Event Guide* for Sydney Wollongong and Gosford. This folded out to 54 panels containing venue maps transport route maps and 'how to get there' text. It contained few timetables, but referred spectators to the Transport Info Line web site for them. One particular item of interest was the depiction of the bus routes to Olympic Park- the *Sydney Olympic Park Major Event Bus Routes*—another child of the Olympics.

The Cup took place in some rather unusual places— if one takes the usual profile of rugby in those places to be a criterion. First among these would have to be Launceston, where few locals probably had ever seen a game before. A combination of special bus serves and use of normal routes were used to get the overflow crowd (seriously) to the Namibia-Romania game on October 30. The links on the RWC website took prospective spectators to Metro Tasmania's timetables' pages. This would probably be unique for an Australian state as it contains state-wide timetables for all cities and towns where Metro Tasmania runs a bus service. The service frequency on the routes

passing the stadium was rather high.

In Melbourne, one could travel to the Docklands stadium by tram. The RWC links for services to Docklands took one to a site that offered the rather unusual options of being able to view the timetable or download it in a choice of Microsoft Word or Microsoft Excel format. These were unusual for their species as they themselves contained further hyperlinks that, for instance, led one to the web sites of points of interest on the route—in particular to the Dockland Stadium site.

The guides to virtually all of the venues offered the option of walking to the games— and made it sound quite attractive. In some instances, such as at Gosford, walking was the recommended transport mode. In others it was offered as a fall-back option where the services were predicted to be crowded. The guides cautioned that spectators would find transport crowded if people tried to use regular, rather than special services to the stadia. Special pedestrian signs along the way guided the hardy walker, especially where the route might be a bit labyrinthine, as in that from Sydney's Central Station to Aussie Stadium, next to the SCG.



10 October to 22 November 2003 Rugby World Cup

Keep on training Sydney

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Rugby World Cup 2003

Match schedule and essential travel information

Saturday 22 November
Spectators

Going to the game

- Getting to Telstra Stadium with CityRail is easy. The stadium is only a five-minute walk from Olympic Park station.
- Avoid the crowds and travel early!
- Large crowds are expected, so be patient. There are plenty of direct services from Central from 4pm.

Going home from the game

- There will be plenty of services after the game to take you home. The last train will depart Olympic Park at midnight.
- Direct trains to the City will stop at Strathfield, Redfern and Central.
- The Olympic Park Sprint will operate to Lidcombe where customers can change for other lines.

Ticketing

- Ensure that you have a valid ticket, as Transit Officers will be on duty during this event.
- Avoid the ticket queues at the end of the game by purchasing a return ticket.

Spectators are reminded that their Rugby World Cup game ticket does not cover transport to and from the match. Customers will need to purchase a separate ticket for travel on the CityRail network

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enter keyword **SEARCH**

Going on to the next game?

Get a CountryLink train to Melbourne, Canberra or Brisbane

Timetables

Your quick link to all CityRail timetables.

[▶▶ more](#)

Trackwork

Find out how we are making trackwork better for you.

[▶▶ more](#)

Trip planner

Planning your journey has never been this easy.

[▶▶ more](#)

Fare calculator

Find out how much it will cost to get to your destination.

[▶▶ more](#)

Travel Tip

Please do not sit on steps or put feet on seats.(and don't pick your nose)

[i StateRail](#)

[i Transport Infoline](#)

[i CountryLink](#)

[Feedback](#) | [NSW Government home page](#) | [CityRail copyright 2002](#) | [Employment](#)

NSW's CityRail faced the largest transport task. Games between the "big" teams.

One gets the impression that the transport arrangements worked very well, although, in contrast to the Olympic Games, no media attention was focused upon it.

More information on the Olympic Games transport task can be found

in 'Going for Gold at the Sydney Olympics: how did transport perform?' Transport Reviews 2002 Vol 22(4) 381-399, by David Hensher and Ann Brewer. Many of the lessons learned and practices described in that paper were applied to the Rugby World Cup task, al-

















though the latter was smaller by an order of magnitude. AATTC's perspective on the Olympic transport timetables is yet to be written - a task awaiting some AATTC happy member.

Your search results

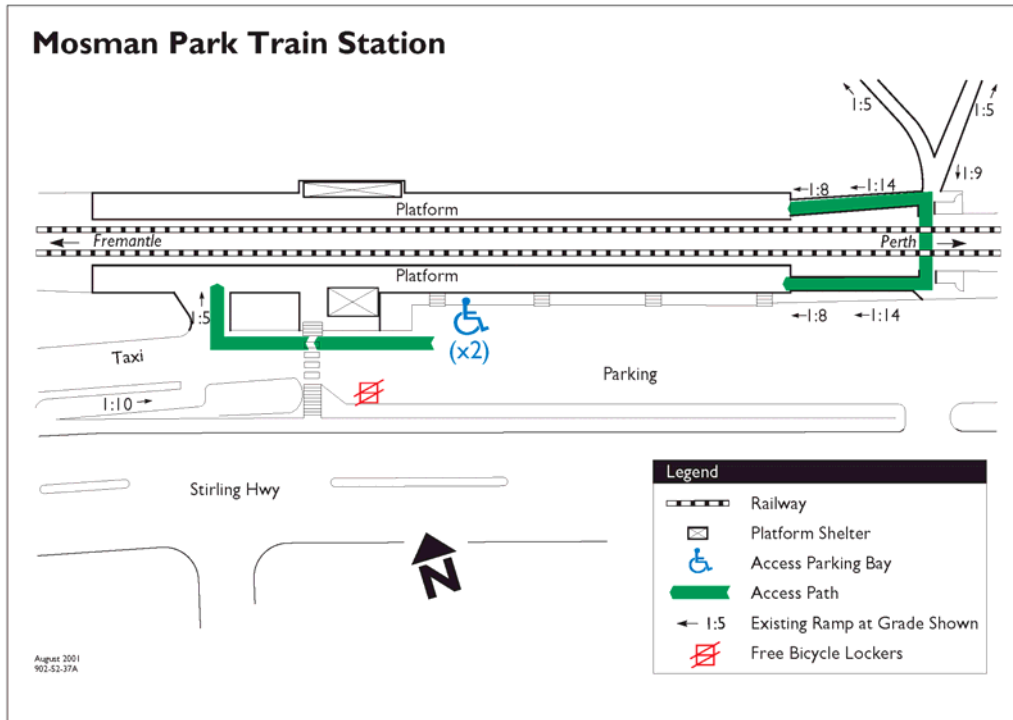
Departing from **Central** on 8/11/03 between 4:00pm and 11:30pm and arriving at **Milton**

Citytrain passengers are reminded to check their service platform number upon arrival at the station, as platform numbers may be subject to change.

**The next available train is highlighted in the table below.
The current time is: 09:05**

Departure Times	Arrival Times	Total Travel Time	Fare Information (Click for Details)	Trip Information (Click for Details)	Trip Name
Central (Platform5) at 4:06pm	Milton (Station) at 4:10pm	04 min			1544
Central (Platform5) at 4:36pm	Milton (Station) at 4:40pm	04 min			1546
Central (Platform5) at 5:06pm	Milton (Station) at 5:10pm	04 min			1548
Central (Platform5) at 5:18pm	Milton (Station) at 5:23pm	05 min			1D46
Central (Platform5) at 5:36pm	Milton (Station) at 5:40pm	04 min			1550
Central (Platform5) at 5:48pm	Milton (Station) at 5:53pm	05 min			1D48
Central (Platform5) at 5:55pm	Milton (Station) at 6:00pm	05 min			1D60
Central (Platform5) at 6:06pm	Milton (Station) at 6:10pm	04 min			1552

Where can we take you? The QR time table web site is of the trip-finder variety. The timetables it reveals include the specials put on for the Cup. Milton, the station stop for the Suncorp stadium is only 4 minutes train travel from Brisbane by football special, the trains numbered in the 1500 series above. Regular trains, with the 'D' series numbering take one minute longer because they call at Roma St..



Rugby World Cup 2003 <http://www2.premiers.qld.gov.au/rugby/suncorp.html>

[Access links](#) | [Click for primary navigation](#) | [Click for secondary navigation](#) | [Click for content](#) | [Click for footer](#) | [Problem viewing this site](#)

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Rugby World Cup 2003

Welcome to Queensland | Queensland matches | Getting to the Stadium | What's on | News | Experience Queensland | Getting around Queensland | Weather | Election information | The events

Getting to the Stadium

- Travel tips
- Suncorp Stadium facilities
- Open Parking Stadium Townsville

Suncorp Stadium Brisbane

For full details concerning event day rail and bus timetables call TransInfo on 13 12 30 (interstate 07 3215 5000).

Stadium entry

- A - Level 3 South Public entry
- B - Level 3 South Public entry
- C - Level 3 NE Members entry
- D - Level 3 North Public entry
- E - Level 3 North Public entry
- F - Level 1 West Corporate entry

The stadium is less than two kilometres west of the city centre. There are a number of transport options for getting to the stadium.

QR Citytrain services

Special services will run at regular intervals to and from the stadium:

- Milton station (approx. 600 metres from the stadium) for Ipswich and Caboolture lines.
- Ross Street station (approx. 900 metres from the stadium) for Robina, Beenleigh, Cleveland, Ferry Glades, Thorncliffe and Nambour lines.

Bus

Special bus shuttle services will run at regular intervals to the stadium:

- City shuttles from Adelaide Street opposite City Hall.
- Carindale shuttles from Carindale Interchange stop H.
- Chernside shuttles from Chernside Interchange zone A.
- Eight Mile Plains/Mt Gravatt shuttles from Eight Mile Plains bus station.
- The Gap shuttles from Waterworks picking up all City Express stops along Waterworks Road, Coopers Camp Road and Latrobe Terrace.

After the match, regular bus shuttles will run from the stadium:

- City/Carindale/Eight Mile Plains shuttles from the Stadium Bus Station (under Southern Plaza).
- Chernside shuttles from Given Terrace (near Dowse Street).

Walk

The stadium is just a short walk from Brisbane's CBD, and a 20 minute walk from the Queen Street Mall.

Taxi

Two taxi companies service Brisbane with a combination of standard and wheelchair accessible taxis. Yellow Cabs on 13 19 24 and Black and White Cabs on 13 10 08. A trip from the city to Suncorp Stadium is about \$12-\$18.

Parking

Parking restrictions apply in the local area on match days. Five minute parking limits will apply in most of the restricted areas except where otherwise signed. On-the-spot fines will be issued to offending motorists. For more information on coach parking, visit www.suncorpstadium.com.au

Road closures

Some major roads and local streets in the immediate vicinity of the stadium will be closed for varying times to accommodate pedestrian and public transport arrangements. Closer to the event, call 13 19 40 for more information.

Helpful hints

- Don't forget your ticket it's your passport for free travel and admission to the match.
- Plan your trip and allow plenty of time to get to the stadium.
- Be aware that certain items cannot be brought into the ground. They include alcohol, eskies, glass, cans, controlled or dangerous or illegal substances, flares or fireworks or laser pointers, loud hailer, offensive or hazardous or unsafe attire, weapons of any description, commercial food and beverage products.

[back to top](#)

Quick links

Queensland Government - proudly supporting Rugby World Cup 2003 in Brisbane and Townsville.

1 of 3 19/11/03 10:01 AM

Top: Maps of the venues and approaches were provided on the RWC web site and also by some of the transport providers. Mosman Park, in case you didn't know it, is in Perth.

Bottom: Typical venue guide with its public transport information– notice that walking' is a transport option for Brisbane's Suncorp stadium– it is only 4 minutes travel time from Central..

Print This Timetable	Metro Tasmania Timetable	Close Page
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INVERMAY

MOWBRAY

MAYFIELD

10 CITY - Invermay - Mowbray - Mayfield - Mowbray - Invermay - CITY

12 CITY - Invermay - Mowbray - Mallard Pl - Rocherlea - Mayfield - Mowbray - Invermay - CITY

13 CITY - Invermay - Mowbray - Mallard Pl - Rocherlea - Mayfield - (Not via Tompsons La; Alanvale Rd) - Mowbray - Invermay - CITY

Monday to Friday (Outward)

Days	Route no	City Stop E	Mowbray Stop 16	Rocherlea	Mayfield	St Mayfield
Mon to Fri	13	07:25AM	07:32AM	07:48AM	07:52AM	07:58AM
Mon to Fri	10 Y	07:50AM	07:57AM		08:01AM	08:13AM
Mon to Fri	10 Y	08:10AM	08:17AM		08:21AM	08:33AM
Mon to Fri	Friday	08:30AM	08:37AM		08:41AM	08:58AM
Mon to Fri	Friday	08:45AM	08:52AM		08:56AM	09:13AM
Mon to Fri	Friday	09:05AM	09:12AM		09:16AM	09:28AM
Mon to Fri	Friday	09:30AM	09:37AM		09:41AM	09:53AM
Mon to Fri	Friday	09:55AM	10:02AM		10:06AM	10:18AM
Mon to Fri	Friday	10:20AM	10:27AM		10:31AM	10:43AM
Mon to Fri	Friday	10:45AM	10:52AM		10:56AM	11:08AM
Mon to Fri	Friday	11:10AM	11:17AM		11:21AM	11:33AM
Mon to Fri	Friday	11:35AM	11:42AM		11:46AM	11:58AM
Mon to Fri	Friday	12:00PM	12:07PM		12:11PM	12:23PM
Mon to Fri	Friday	12:25PM	12:32PM		12:36PM	12:48PM
Mon to Fri	Friday	12:50PM	12:57PM		01:01PM	01:13PM
Mon to Fri	Friday	01:15PM	01:22PM		01:26PM	01:38PM
Mon to Fri	Friday	01:40PM	01:47PM		01:51PM	02:03PM
Mon to Fri	Friday	02:05PM	02:12PM		02:16PM	02:28PM
Mon to Fri	10 Y	02:30PM	02:37PM		02:41PM	02:53PM
Mon to Fri	10 Y	02:55PM	03:02PM		03:06PM	03:18PM
Mon to Fri	10 Y	03:20PM	03:27PM		03:31PM	03:43PM
Mon to Fri	10 Y	03:45PM	03:52PM		03:56PM	04:08PM
Mon to Fri	Friday	04:00PM	04:07PM		04:11PM	04:23PM
Mon to Fri	10 Y	04:10PM	04:17PM		04:21PM	04:38PM
Mon to Fri	10 Y	04:35PM	04:42PM		04:46PM	04:58PM
Mon to Fri	10 Y	04:50PM	04:57PM		05:01PM	05:13PM
Mon to Fri	Friday	05:00PM	05:07PM		05:11PM	05:23PM
Mon to Fri	Friday	05:10PM	05:17PM		05:21PM	05:33PM
Mon to Fri	10 Y	05:25PM	05:32PM		05:36PM	05:48PM
Mon to Fri	Friday	05:40PM	05:47PM		05:51PM	06:05PM
Mon to Fri	12 U	05:45PM	05:52PM	06:07PM	06:11PM	06:17PM
Mon to Fri	12 U	06:15PM	06:22PM	06:37PM	06:41PM	06:47PM
Friday	12 Y	07:05PM	07:12PM	07:24PM	07:28PM	07:33PM
Friday	12 Y	08:05PM	08:12PM	08:24PM	08:28PM	08:33PM
Friday	12 Y	09:05PM	09:12PM	09:24PM	09:28PM	09:33PM
Friday	12	10:05PM	10:12PM	10:24PM	10:28PM	10:33PM

Bemused Launcestonians were host to only 1 game, between Romania and Namibia, a crowd-puller if ever there was one. The links from the RWC Home Page lead eventually to this, part of Metro Tasmania's state-wide public transport site. Sneers aside, the game attracted a capacity crowd.



Timetable individual

timetable: Warriewood - H'bay (via D Why) 1A (inbound on 22-Nov-2003)
 service provider: Major Event Buses

[back to timetable](#) [new timetable](#)

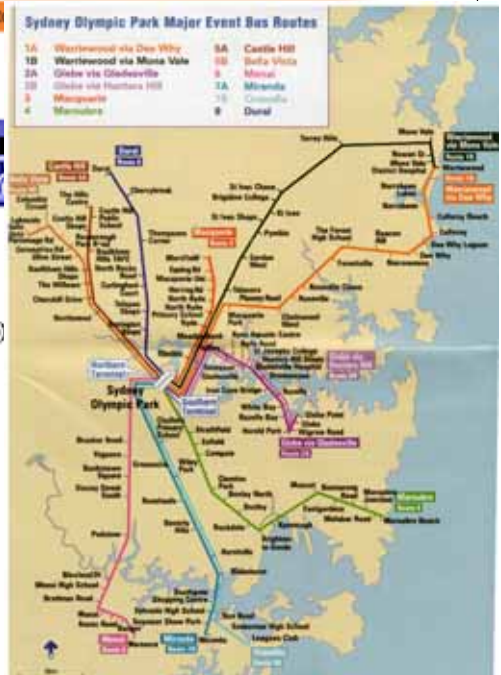
adjust timetable results

Date: 22-Nov-2003 (Sat) Show routes: 1A

[refresh](#)

click on a route number to view the whole trip:

route:	1A	1A	1A	1A	1A	1A	1A
Warriewood, Pittwater Nr		2:30pm		2:50pm		3:10pm	
Jacksons							
Narrabeen Lakes, Pittwater Nr		2:31pm		2:51pm		3:11pm	
Albert							
Narrabeen, Pittwater Nr Goodwin		2:32pm		2:52pm		3:12pm	
Collaroy, Pittwater Opp Collaroy							
St		2:33pm		2:53pm		3:13pm	
Collaroy, Pittwater Nr Ocean							
Grove		2:34pm		2:54pm		3:14pm	
Dee Why, Pittwater Nr South Creek							
Dee Why, Pittwater Nr Howard	2:28pm	2:38pm	2:48pm	2:58pm	3:08pm	3:18pm	3:28pm
Narraweena, Warringah Nr Alfred	2:32pm	2:42pm	2:52pm	3:02pm	3:12pm	3:22pm	3:32pm
Beacon Hill, Warringah Nr							
Willandra	2:35pm	2:45pm	2:55pm	3:05pm	3:15pm	3:25pm	3:35pm
Forest High School, Warringah Nr							
Hilmer	2:40pm	2:50pm	3:00pm	3:10pm	3:20pm	3:30pm	3:40pm
Forestville, Warringah Nr Starkey	2:45pm	2:55pm	3:05pm	3:15pm	3:25pm	3:35pm	3:45pm
Roseville Chase, Babbage Nr							
Duntroon	2:52pm	3:02pm	3:12pm	3:22pm	3:32pm	3:42pm	3:52pm
Roseville, Boundary Nr Archbold	2:57pm	3:07pm	3:17pm	3:27pm	3:37pm	3:47pm	3:57pm
Chatswood West, Fullers Nr							
Greville	3:04pm	3:14pm	3:24pm	3:34pm	3:44pm	3:54pm	4:04pm
North Ryde, Delhi Nr Plassey	3:07pm	3:17pm	3:27pm	3:37pm	3:47pm	3:57pm	4:07pm
Macquarie Park, Epping Nr Wicks	3:12pm	3:22pm	3:32pm	3:42pm	3:52pm	4:02pm	4:12pm
North Ryde, Lane Cove Nr Kent	3:16pm	3:26pm	3:36pm	3:46pm	3:56pm	4:06pm	4:16pm
Ryde, Devlin Nr Blaxland	3:26pm	3:36pm	3:46pm	3:56pm	4:06pm	4:16pm	4:26pm
Rhodes, Concord Nr Llewellyn	3:29pm	3:39pm	3:49pm	3:59pm	4:09pm	4:19pm	4:29pm
Sydney Olympic Park, Stand 1A	3:40pm	3:50pm	4:00pm	4:10pm	4:20pm	4:30pm	4:40pm



One of the more unusual transport timetable web-sites. This was for non-stop bus transport all the way from Sydney's Northern Beaches to Olympic Park. These services first made their appearance during the Olympic Games three years previously, when they were rated an outstanding success— despite some of the out-of-town drivers getting lost in Sydney's labyrinthine geography. It's a 10 minute frequency— enough to satisfy even the die-hards? The inset at top right shows the route map for these buses and is taken from one of the few paper documents produced for the events.

How they did it in 1937

You couldn't download this timetable from the Internet, but even in 1937, transport authorities were alert to the possibilities of football traffic. Preston depot provided this service to see the Lions fight it out with the Swans. They ended up 7th and 9th a few weeks later, so it probably wasn't a high-powered match. But there's no accounting for taste and these special trams were probably full. Fitzroy won.

FOOTBALL

STH. MELBOURNE V FITZROY

at SOUTH MELBOURNE

SATURDAY, 7th AUG., 1937

SPECIAL TRAM SERVICE

From THORNBURY direct to STH. MELB. Football Ground

On Saturday, 7th August, a Special Service of trams leaving Thornbury, (Preston Depot) between 1.34 and 2.9 p.m. will run direct to the SOUTH MELBOURNE FOOTBALL GROUND via St. George's Rd., Brunswick St., Victoria Parade, Gisborne, Collins, Spencer and Clarendon Streets.

A return service will also be run after the match

—FARES—

Between Thornbury and the City (Spencer & Collins Sts.) 5d

„ Kemp St. „ „ „ („ „ „ „) 4d

„ Barkly St, Nth. Fitzroy and the City
(Spencer and Collins Sts.) 3d

„ Grey and Gisborne Sts. corner, & Sth. Melb. Ground 3d

3rd August 1937

Melbourne & Metropolitan Tramways Board

A Gosford weekend

Take a trip to the Broadwater with **GEOFF LAMBERT**.



Those lazy hazy crazy days of summer— at the beach (left), at the station (above), and on the train (below)—a weekend at Gosford in the 1930s was something to savour and remember. Many thanks to the LNER for allowing us to ‘doctor’ their famous ‘Skeggy’ poster.

73

NEWCASTLE—SYDNEY.

Table 45—continued.

	SUNDAYS—continued.												
	◆ p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
NEWCASTLE R.....dep.	3 17	...	...	4 18	...	...	...	...	4 53	...	...	6 43	7 40
Civic.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Wickham.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Hamilton.....	3/23	...	...	...	...	...	...	...	5 4	...	...	6 50	...
Waratah.....	...	...	...	...	...	...	...	...	...	...	6 28	...	...
Broadmeadow.....	3/27	...	...	...	...	...	...	...	5 8	...	6/40	6 54	7/43
Adamstown.....	...	...	...	...	...	...	...	...	5 12	...	...	...	...
Kotara.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Cardiff.....	...	...	...	...	...	...	...	...	5 21	...	...	...	...
Cockle Creek.....	...	...	...	...	...	...	...	...	5 27	...	...	7 8	...
Teralba.....	...	...	...	...	...	...	...	...	5 32	...	...	...	...
Booragul.....	...	...	...	...	...	...	...	...	...	...	...	...	...
TORONTO (Lake Macquarie).....	3 40	...	...	...	...	...	...	...	5 27	...	...	7 2	...
FASSIFERN.....	3/50	...	...	...	...	...	...	...	5 40	...	...	7 18	...
Awaba.....	...	...	...	...	...	...	...	...	5 47	...	...	...	...
Dora Creek.....	...	...	...	...	...	...	...	...	5 59	...	...	...	...
Morisset.....	...	...	...	5 5	...	...	...	...	6 6	...	...	7 39	...
Wyee.....	...	...	...	...	...	...	...	...	6 15	...	...	...	...
Warnervale.....	...	...	...	...	...	...	...	...	6 28	...	...	...	...
Wyong.....	4 32	...	...	5/125	...	...	5 54	...	6 33	...	...	8 0	8 47
Tuggerah.....	...	...	...	...	...	...	...	...	6 37	...	...	...	...
Ourimbah.....	...	...	...	...	...	...	6 4	...	6 46	...	...	...	...
Lisarow.....	...	...	...	...	...	...	...	...	6 51	...	...	...	...
Niagara Park.....	...	...	...	...	...	...	...	...	6 54	...	...	...	...
Narara.....	...	...	...	...	...	...	...	...	6 57	...	...	...	...
GOSFORD.....	4 49	...	...	5 42	...	...	6 13	...	7 2	...	7 50	8 17	9 4
Point Clare.....	4 57	5 2	5 16	5 51	5 56	6 3	6 23	6 35	7 10	7 28	7 59	8 28	9/13
Tascott.....	...	5 7	5 21	...	...	6 8	...	6 40	...	7 33	...	...	...
Koolewong.....	...	a	a	...	...	a	...	a	...	a	...	...	...
Woy Woy.....	...	a	a	...	...	a	...	a	...	a	...	...	...
Wondabyne.....	...	5 19	5 33	...	6 5	6 19	6 33	6 51	7 19	7 45	8 8	8 35	...
Hawkesbury River.....	...	5a29	...	...	...	6a29	...	7a1	...	7a55	...	...	...
HORNSBY R.....	5 59	6 23	6 28	6 50	6 59	7 23	7 29	7 56	8 15	8 50	8 58	9 29	10 11
STRATHFIELD R.....	6d1	6d25	6d20	6d52	7d1	7 24	7d31	7d53	8d17	8 52	9d0	9d30	10/13
SYDNEY.....	6d23	6d46	6d52	7d16	7d22	7d46	7d53	8d21	8d42	9d14	9d21	9d51	10d44
SYDNEY.....arr.	6 38	7 1	7 7	7 30	7 35	8 0	8 9	8 36	8 56	9 30	9 35	10 4	10 53

◆ Light refreshments obtainable on train, see page 16.

For notes a, d, f and R, see page 2.

‡ Stops where required between Hornsby and Strathfield to set down passengers from beyond Hornsby.

Guard to be notified.

†† Stops when required to pick up passengers for Illawarra Line stations (Wollongong and beyond).

Junction at Fassifern for Toronto Line and at Hornsby for North Shore Lins.

The late 1930s was in some ways a golden age for New South Wales train travellers. The depressing Depression was finally behind them and the war was well over the horizon, so people felt they could indulge themselves. It was the era of weekend trips away to the countryside—Jenolan Caves, the Southern Highlands but above all, the Central Coast. Dubbed the *Playground of Sydney* (or whatever?), this region of charming bays, beaches and bush attracted the well-off on a regular basis and the not so well-off on an annual spree. There was no road from the south, there was no ferry—so they came by train. On Sunday afternoon, in a mass exodus probably unique in this country, they caught no fewer than 16 trains back to Sydney. This is the story of those trains.

People who stayed at Gosford overnight, generally stayed in guest houses (also known as boarding houses) of which there were an inordinate number in the area—xx at the time. There would need to be if the carrying capacity of the trains involved is any guide. Although we do not have access to the carriage working diagrams for the Central Coast trains, the WTT loads for most were 230 tons, hauled by 32-class engines. This would imply about an 8-car corridor or tourist set, each with a capacity of about 350 people. It would appear therefore that the trains could have accommodated as many as 10,000 people on a busy weekend.

The area around Gosford was principally devoted to farming in the first part of the twentieth century. Its use as a holiday resort grew fairly slowly as time progressed. Many of the guest houses established in this period were waterside affairs and a high proportion of them were located well away from the railway stations the railway hugged the western shore of Brisbane Water, a complex and extensive system of bays. Accordingly, it became the practice for the guest houses to own and operate or lease ferries to transfer their guests from the train. Most ferries were locally built, a dozen or more were in operation in this trade in the period between the 1930s and the 1950s.

In the NSWGR Public Timetable of 6th November 1938, Table 45 for Newcastle-Sydney, is spread over 13 half-page blocks. The 13th, covering the Sunday afternoon mass

migration, appears opposite (lower).

This weekend traffic was quite lopsided. Forward travel by holiday-makers could be on Friday night, all day Saturday or early Sunday morning, but the return journeys were almost all scrunched up into a mere 3 hours on the Sunday afternoon. Between 4 pm on Friday evening and 9:30 am on Sunday, the Gosford weekender had a choice of 42 trains from Sydney— 8 on a Friday evening, 24 during Saturday and 10 trains before 9:30 on the Sunday morning. Of the 37 Down trains at least 28 seemed to cater just for the weekend traffic—they did not run on weekdays. Eighteen of them terminated at either Gosford or Wyong. There were only 29 return services and three of these were empty car trains that mostly did not take passengers (one did Gosford-Woy Woy).

Whence came all these trains and where were they stored while the merrymakers were sipping their sherry at the boarding houses? Some of these trains were obliged to return to Sydney empty because there simply was not enough siding storage on the Central Coast for them to emulate their passengers and remain until Sunday.

Friday

Although one could travel to Gosford on a number of trains leaving after 4p.m., it was not until nearly 6:30 pm that the major efflux started, with three trains departing within 20 minutes. This probably reflects the lifestyle and work habits of the target passengers, giving the breadwinner time to get organised after finishing work at 4:30 or 5:00pm. A fourth train left at 8:20pm. All four trains returned to Sydney, two of them going only as far as North Strathfield Junction, where the cars were stored and the loco. continued to Eveleigh depot. The Northern Working Time Table does not say what happened to the North Strathfield cars; one would think they might have been fetched to Central on the Saturday morning, to make another run to the Central Coast. Last of all, there was also a late night service provided by the Kempsey Mail. The other Mail and Express trains, although they usually stopped at Gosford, rarely did so to allow passengers to alight.

Saturday

One could reach Gosford by rail on 24 Saturday trains. Probably some of these—the Kempsey Passenger for instance—would be a bit 'iffy' for a Gosford traveller, but a Gosford stop is shown in the public timetable for these trains. The Newcastle Express was even re-timed (losing its title in the process) to enable a Gosford passenger stop, although only to pick up. For the bold, the first train of the day was the paper train, pulling out of Central at 1:25am. You may think that few would be so bold, but in my experience—admittedly the 1960s—this train could be full—and it was not a short train. The less bold would opt for one of the other 22 trains, departing Central, the first departing at 06:40. Nine of these trains were strictly weekend-only Central Coast trains. The others went right through to Newcastle, and one went as far as Kempsey. All but 4 of them were Saturday-only trains and could probably be regarded as being patronised by weekend excursionists.

About half the Down Saturday Central Coast trains returned to Sydney, including one that ran as an empty car train. Commencing at about 10 am however, arrivals began to be put away in the various sidings at Gosford and Wyong, to await the Sunday afternoon rush. A complicated arrangement seemed to occur with these Saturday trains, whereby an engine off Gosford-terminating trains would be turned, fed and watered at Gosford to carry a later Wyong train forward to that place. The Wyong train's original engine, also when turned fed and watered, would take a return service to Sydney. In all, four northbound trains were 'put away' at Gosford or Wyong on Saturday and, it would seem, as many as 7 found a similar refuge in the Newcastle area. For many of these trains, it appears to have been a case of 'first-in, last-out', possibly because they were stored nose-to-tail in the storage sidings.

There was a second rush of trains to the Central Coast, just after lunch, presumably catering to those who had to work on Saturday morning—quite a common practice at the time and for a long time thereafter.

For night owls there was still the late night Newcastle trains, including a 23:50 departure from Cen-

(Continued on page 15)

UP.	WEEK-DAYS.									
	150	74	74	196	158	416	114	114	166	
	Empty Cars.	Fast Goods.	Fast Goods.	Pass.	Empty Cars.	Rail Motor.	Fast Stock.	Fast Stock.	Empty Cars.	
NEWCASTLE	FO P H	FE P H	FO P H	FO P H	FO P H	SE P H	C P H	C P H	FO P H	
Woodville Junction	7 38	7 50	...	
Broadmeadow	
Fassfern	7 31	7 41	...	...	...	...	...	...
Olstan Colliery Sdg.*	7 35	7 46	8 .. 4	...	...	8 19	8 31	...	
Awaba	7 44	7 55	...	...	...	...	...	...
Dora Creek	7 48	8 22	8 10	...	...	8 27	8 39	...	
Morisset	8 28	8 42	...	...	...	...	...	...
Wyee	8 29	8 57	...	...	...	8 47	8 59	...	
Woongarra	8 46	9 .. 2	8 25	...	...	8 56	9 .. 8	...	
Warnervale*	9 .. 0	9 17	...	...	...	...	9 23	...	
Wyong	9 .. 5	9 22	8 33	...	...	...	9 33	...	
Tuggerah	9 17	9 35	...	...	...	9 23	9 47	...	
Ourimbah	9 32	9 50	8 46	...	...	9 33	...	...
Lisarow	10 14	10 14	8 47	...	...	9 43	9 57	...	
Niagara Park*	10 27	10 27	...	...	...	...	...	...
Narara	10 38	10 38	...	...	...	...	...	...
North Gosford	10* 58	10 58	8 56	...	...	9 59	10 13	...	
GOSFORD	11 28	11 28	...	...	...	10 8	10 22	...	
Point Clare	11 38	11 38	...	...	...	...	...	...
Tascott*	11* 44	11 44	9 .. 5	...	...	...	...	...
Koolewong*	12 35	12 35	9 13	...	...	10 14	10 28	10 45	
Woy Woy	12 50	12 50	9 21	...	...	...	...	...
Davison's Sliding*	1 .. 0	1 .. 0	9 22	...	...	10 29	10 28	10 42	10 53
Wondabyne*	1 28	1 28	9 38	...	...	...	10 56	11 10	...
Hawkesbury River	1 48	1 46	9 39	...	...	10 56	11 20	11 10	...
Cowan	2 18	2 16	9 59	...	...	11 30	11 47	...	...
Berowra	2 35	2 33	10 7	...	...	10 43	11 33	11 50	11 30
Mount Kuring-gal	2 45	2 43	10 13	...	...	10 50	11 50	12 7	11 39
Mt. Colah*	2 55	2 53	10 15	...	...	10 56	11 50	12 7	11 39
Asquith*	3 33	3 31	...	...	...	11 4	...	...	...
HORNSBY	3 53	3 53	...	...	...	11 7	...	...	...
North Strathfield Junction.	3 53	3 53	...	...	...	11 4	...	...	...
Flemington	11 7	...	...	...
Enfield Yards	11 7	...	...	...
Strathfield	11 7	...	...	...
SYDNEY	3 58	3 56	10 36	...	...	11 7	...	...	...
Darling Harbour	4 25	4 25	10 50	...	...	11 7	...	...	...

*No. 74 when No. 76 runs departs Ourimbah at 11:16 p.m. Narara arrive 11:44 p.m., depart 11:52 p.m. (allowed minutes at Sidings Ourimbah to Narara). Gosford arrive 11:59 p.m., depart 12:35 a.m., thence as tabled.
 † No. 74 on Saturday mornings stops at Redfern to set down passengers from Gosford.
 ‡ No. 114 on Tuesdays departs Gosford at 10:50 p.m., Woy Woy pass 11:4 p.m., Hawkesbury arrive 11:32 p.m., depart 11:40 p.m., thence twenty minutes later than tabled to Flemington via 1:24 a.m. (Wednesdays).

CAMPING ! FISHING ! BOATING !

Do not fail to make a Vacation or Week End Trip BY TRAIN

TO

Berowra Hawkesbury River Woy Woy
Gosford Newcastle

And other fine Tourist Resorts in the Lake and River Districts.

THE delightful river scenery from Hawkesbury River to Gosford baffles description. Steep, rugged hills, wooded to the water's edge, with boat sheds and cottages lending colour and charm to the view; wonderfully picturesque and entrancing. Beyond Gosford the railway line passes through orchards and cultivated lands, the dark green of the citrus trees alternating with the lighter colour of stone fruit orchards.

In the Newcastle District are numerous great industrial activities, and also many natural pleasure resorts of extreme beauty.

Berowra—

Berowra waters and Cowan Creek: Picnic grounds, safe boating, excellent fishing, shark-proof enclosure at Berowra waters.

Hawkesbury River—

Wiseman's Ferry; 60 miles of glorious river scenery, good fishing, boating and swimming. Patonga: Fishing, boating, swimming, magnificent views.

Woy Woy and Point Clare—

Brisbane Waters, Ettalong Beach, Wagstaff, Kincumber, The Rip, etc.; splendid fishing, boating, swimming.

Gosford—

Avoca Beach, Somersby Falls, Terrigal Haven, Wamberal, The "Entrance" Tuggerah Lakes; attractive surfing beaches, fishing, boating, swimming; also Motor Services to Davistown and Saratoga.

Wyong—

The "Entrance" and other magnificent bays and inlets of Tuggerah Lakes; excellent fishing, boating and swimming.

Dora Creek—

Sunshine, Summerland and other beauty spots, southern portion of Lake Macquarie; best of fishing, boating and swimming.

Fassifern—

Blackalls Park on Fennell's Bay, Lake Macquarie; picnic grounds swimming.

Toronto—

Wangi Wangi, Pulbah Island Sanctuary, and other lovely lakeside inlets of Lake Macquarie; good fishing, swimming and boating.

Belmont—

Swansea, firm ocean beaches and entrance to Lake Macquarie; safe swimming, good fishing and boating.

Newcastle—

Port Stephens, Paterson River, Lake Macquarie, Tea Gardens, and Nelson's Bay, etc.

An Excellent Train Service—Convenient and Comfortable.

See pages 13 and 14 for SPECIAL EXCURSION FARES and Train Arrangements at Week Ends.

Defying description: The copy writers for the November 1938 NSWGR Country Public Time Table admitted themselves baffled when they sat down to describe Gosford's scenery—but they made a valiant attempt anyway. Many of the mentioned features were some distance inland (Somersby Falls) or on the 'surfing coast' for which travellers had to avail themselves of a range of connecting buses and ferries.

tral, arriving at 01:46—how did its passengers get to their "over-the-water" guest houses at that hour? None of the few long distance expresses that ran on Saturdays nights allowed a Sydney traveller to detrain at Gosford.

Sunday

On the down journey, all of the Central Coast trains were away before church was over, eight trains departing in the two hours between 7:30 a.m. and 9:30am.

No 'local' passenger train moved in the Up direction on a Sunday until after Afternoon Tea time. There were however up to 7 long-distance Express and Mail trains passing

Gosford between 3:30 a.m. and 11 am. They all stopped for about 10 minutes at Gosford for train-working requirements, but only three deigned to pick up passengers. Probably all of them were too early for the sybaritic passengers wishing to prolong their stay until the last possible moment.

Real trains began departing mid-afternoon—the first at 3:35pm. They left Gosford and Wyong at increasingly frequent intervals, reaching a peak of one train every 5 minutes around 6 o'clock. We can imagine a train-spotter of the day, perched on the spot from which our cover photograph was taken, watching the parade of

trains ascending the Cowan Bank. With one train passing, there would be another a little way ahead about to breast the bank, while a third was gliding into Hawkesbury River station to couple up a bank engine and to follow them up the grade. Away over on Mullet Creek, the smoke of a fourth train could be seen curling along the shoreline after it emerged from the Woy Woy tunnel. Behind it, near Woy Woy itself, a fifth train would be hurrying south with its load of tired and sunburned passengers.

The Northern line was not the only route on which excursion traffic was a significant factor—but it was

Empty Cars (left). On Friday night, after depositing the happy holiday goers at Woy Woy, Gosford and Wyong, the trains that brought them returned to Sydney empty. There was no room to store them at Gosford, and they were needed for the second traffic flow the next morning. Two of them found a resting place in the car sidings at North Strathfield Junction. This is a page from the November 19337 Northern Division WTT.

Weekend-away Down trains to Gosford 1937

Number	Days of running	Time depart	Origin	Destination	Time arrive Gosford	Returns as	Returns on (day)	Returns at (time)
Friday evening								
51	F	16:10	Central	Newcastle	18:08			
83	M-F	18:25	Hornsby	Gosford	19:38	38	M-SA	6:30
141	M-F	18:20	Central	Newcastle	20:07			
181	F	18:30	Central	Gosford	20:19	182	F	
157	F	18:45	Central	Wyong	20:25	158	F	
115	F	18:52	Central	Gosford	20:48	150	F	
3		<i>19:40</i>	<i>Central</i>	<i>Brisbane</i>	<i>21:10</i>			<i>Brisbane Limited Express</i>
3a		<i>20:03</i>	<i>Central</i>	<i>Brisbane</i>	<i>21:35</i>			<i>Relief Brisbane Express</i>
11		<i>20:15</i>	<i>Central</i>	<i>Murwillumbah</i>	<i>21:47</i>			<i>North Coast Mail</i>
161	F	20:17	Central	Gosford	22:10	166	F	
13	M-F	21:20	Central	Glen Innes	22:50			Glen Innes Mail
15		21:43	Central	Kempsey	23:14			Kempsey Mail
Saturday								
19	M-SA	1:25	Central	Newcastle	3:14			
111	M-SA	2:30	Central	Newcastle	4:19			Newspaper train
69	M-SA	3:03	Enfield	Newcastle	7:56			Pick-up goods with passenger accomodation
37a	SA	6:40	Central	Gosford	8:38	198	SA	9:55
89	SA	7:12	Central	Newcastle	8:44			
9	M-SA	8:10	Central	Kempsey	9:39			Kempsey day train
67	SA	8:20	Central	Gosford	10:12	66	SU	19:36
23	SA	8:40	Central	Gosford	10:16	128	SA	14:08
105	SA	9:00	Central	Newcastle	10:21			
183	SA	9:15	Central	Newcastle	10:42			
33	SA	9:25	Central	Newcastle	10:52			
25	M-SA	9:30	Central	Newcastle	11:30			
159	SA	11:47	Central	Gosford	13:43	56	SU	18:40
29	SA	12:12	Central	Gosford	14:04	62	SA	16:10
85	SA	12:45	Central	Newcastle	14:17			
47	SA	13:10	Central	Newcastle	14:41			
41	SA	13:15	Central	Wyong	15:01	88	SA	18:15
39	SA	13:30	Central	Gosford	15:24	120	SU	18:35
45	SA	14:20	Central	Newcastle	15:45			
139	SA	14:33	Central	Newcastle	16:02			
153	SA	14:50	Central	Gosford	16:44	42	M	6:55
83	SA	18:05	Central	Newcastle	19:19			
55	SA	18:25	Central	Newcastle	20:11			
43	SA	18:45	Central	Gosford	20:43	102	SU	18:05
3	<i>Daily</i>	<i>19:40</i>	<i>Central</i>	<i>Brisbane</i>	<i>21:10</i>			<i>Brisbane Limited Express</i>
3a	<i>Daily</i>	<i>20:03</i>	<i>Central</i>	<i>Brisbane</i>	<i>21:35</i>			<i>Relief Brisbane Express</i>
Sunday morning								
57	SA	23:50	Central	Newcastle	1:46			
111	M-SA	2:30	Central	Newcastle	4:19			Newspaper train, runs when ordered
191	SU	7:20	Central	Gosford	8:56	122	SU	16:05
121	SU	7:25	Central	Gosford	9:18	106	SU	15:35
71	SU	8:15	Central	Gosford	10:09	110	SU	17:13
165	SU	8:45	Central	Newcastle	10:15			
73	SU	8:48	Central	Gosford	10:34	132	SU	16:35
75	SU	9:10	Central	Newcastle	10:41			
123	SU	9:25	Central	Wyong	11:07	54	SU	20:48
77	SU	9:30	Central	Gosford	11:28	124	SU	18:00

Forward journey: A summary of all Down passenger services arriving at Gosford between Friday evening and Sunday lunchtime, from the November 1937 Northern WTT. Purely 'Central Coast' trains are shown in bold; express trains not stopping to set down passengers at Gosford are shown in italics. Also shown, for the Central Coast services are the return workings of each of the Down trains. Several Saturday trains remain on the Central Coast overnight and return on Sunday afternoon. SA: Saturday; SU: Sunday; M: Monday; F:Friday

the busiest. In the 1938 time table, the Sunday afternoon and evening return services (3:30 pm to mid-night) were as follows:

Northern line	18 trains
Illawarra line	12 trains
Western line	8 trains
Southern line	3 trains

The coast was obviously as big an attraction then as now. The low traffic from the Southern Highlands is a little surprising given

Return services of weekend trains and other services

Train #	Days of running	Formed by	Arriving on	Down arrival time Gosford	Time depart Gosford	Origin	Destination	Notes
Friday evening								
42	F				18:55	Newcastle	Central	
182	F	181	F	20:19	21:20	Gosford	Central	Empty cars
196	F				21:13	Newcastle	Central	
150	F	115	F	20:48	21:33	Gosford	Central	Empty Cars, take pass to Woy Woy
158	F	157	F	20:25	22:20	Wyong	North Strathfield Jct	Empty cars
166	F	161	F	22:10	22:45	Gosford	North Strathfield Jct	Empty cars
Saturday								
16	Tu-SU				3:49	Kempsey	Central	Kempsey Mail
8	Tu-SU				4:15	Moree	Central	North West Mail
14	Tu-SU				4:34	Murwillumbah	Central	North Coast Mail
2	Daily				5:11	Brisbane	Central	Brisbane Limited Express
38	M-SA	83	F	19:38	6:30	Gosford	Hornsby	
12	Tu-SU				7:16	Glen Innes	Central	Glen Innes Mail
2a	Daily				8:02	Brisbane	Central	Relief Brisbane Express
24	SA				8:46	Newcastle	Central	Intercity Express
24a	M-SA				8:51	Newcastle	Central	Relief Intercity Express
84	SA				9:02	Newcastle	Central	
198	SA	37a	SA	8:38	9:55	Gosford	Central	Empty cars
4	Tu-SU				11:11	Brisbane	Central	Brisbane Express
188	M-SA				13:22	Newcastle	Central	
128	SA	23	SA	10:16	14:08	Gosford	Central	
20	SA				14:57	Newcastle	Central	Newcastle Express
20a	SA				15:05	Newcastle	Central	Relief Newcastle Express
60	SA				15:54	Newcastle	Central	
62	SA	29	SA	12:12	16:10	Gosford	Central	
10	M-SA				16:43	North Coast	Central	
Sunday								
16	Tu-SU				3:31	Kempsey	Central	Kempsey Mail
8	Tu-SU				4:14	Moree	Central	North West Mail
14	Tu-SU				4:31	Murwillumbah	Central	North Coast Mail
2	Daily				5:11	Brisbane	Central	Brisbane Limited Express
12	Tu-SU				7:08	Glen Innes	Central	Glen Innes Mail
2a	Daily				7:40	Brisbane	Central	Relief Brisbane Limited Express
190	SU				10:41	Newcastle	Central	
4	Tu-SU				11:10	Brisbane	Central	Brisbane Express
106	SU	121	SU	9:18	15:35	Gosford	Central	
122	SU	191	SU	8:56	16:05	Gosford	Central	
132	SU	73	SU	10:34	16:35	Gosford	Central	
100	SU				17:08	Newcastle	Central	
110	SU	71	SU	10:09	17:13	Gosford	Central	
90	SU				17:55	Newcastle	Central	
124	SU	77	SU	11:28	18:00	Gosford	Central	
102	SU	43	SA	20:43	18:05	Gosford	Central	
88	SU	41	SA	15:01	18:15	Wyong	Central	
120	SU	39	SA	15:24	18:35	Gosford	Central	
56	SU	159	SA	13:43	18:40	Gosford	Central	
92	SU				19:17	Newcastle	Central	
66	SU	67	SA	10:12	19:36	Gosford	Central	
184	SU				20:30	Newcastle	Central	
54	SU	123	SU	11:07	20:48	Wyong	Central	
194	SU				21:13	Newcastle	Central	

Return journey: A summary of all Up passenger services departing Gosford between Friday evening and Sunday evening, from the November 1937 Northern WTT. Also shown, for the Central Coast services are the forward workings of each Up train. Other conventions as for the table on page 16.

that they too were dotted with guesthouses.

The graph on page 19 shows how the weekend traffic to the Central Coast slowly declined until the major change associated with the 1960 electrification. In the 1950s

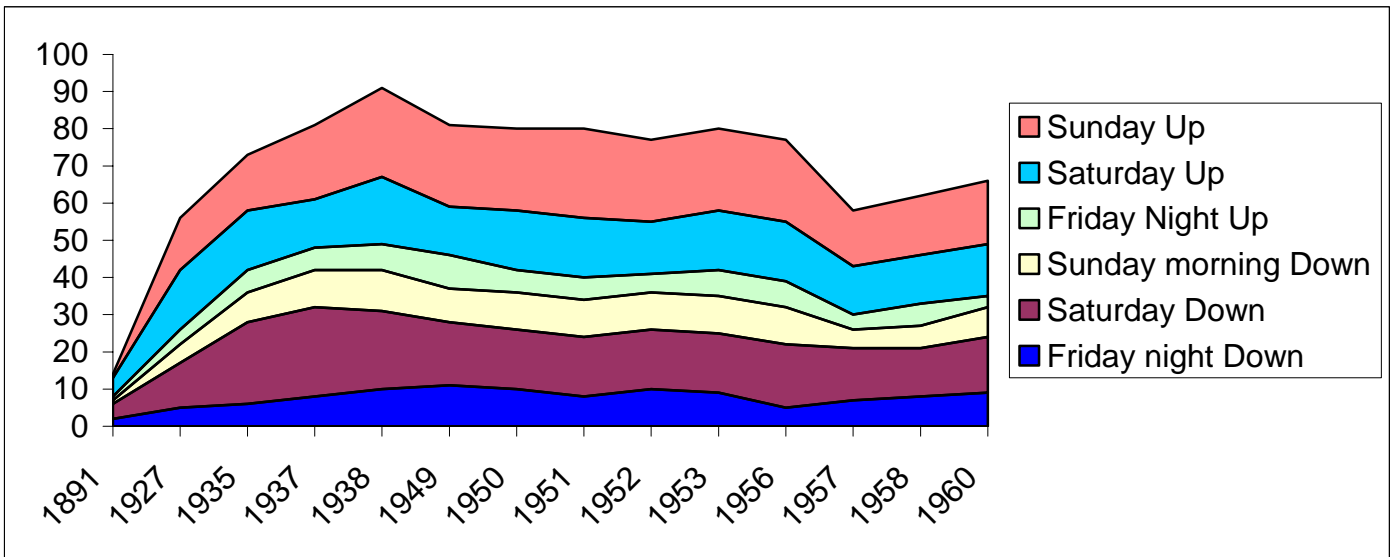
many of the Sunday trains were taken off in the winter months. Others became conditional and ran only in holiday periods. There seems to have been a shift from Gosford to Woy Woy as a destination in this period as well— said to be the result of the building of a

network of roads and bus services linking Woy Woy to the holiday resorts. Several services ran empty between Woy Woy and Gosford and *vice versa* in the 1950s decade.

After the second World War, a road bridge was built over the

DOWN.	SUNDAYS.								
	165	73	427	75	123	77	129	181	429
	Pass.	Pass.	Empty Rail Motor.	Pass.	Pass.	Pass.	Goods.	Goods.	Rail Motor.
Darling Harbour.....dep.	a m	a m	a m	a m	a m	a m	C a m	C a m	p m
SYDNEY.....	8 45	8 48	...	9 10	9 25	9 30	...	...	...
Strathfield.....	8 53	9 3	...	9 23	9 38	9 45	...	...	...
Enfield Yards.....	8 59	9 4	...	9 24	9 40	9 47	...	...	...
Flemington.....	...	...	...	...	...	...	9 13	9 51	...
North Strathfield Junction.....	...	...	...	...	...	...	9 43	10 21	...
HORNSBY.....	9 26	9 31	...	9 52	10 5	10 14	10 46	11 16	...
Asquith*.....	9 28	9 33	9 45	9 54	10 7	10 16	11 15	11 45	12 30
Mount Colah*.....	...	...	...	...	...	10 20	...	...	12 33
Mount Kuring-gal...{	...	...	9 54	...	...	10 28	11 27	11 57	12 41
Berowra.....	...	...	...	...	...	10 34	...	p m	12 47
Cowan.....	9 43	9 48	10 4	10 9	10 21	10 40	11 39	12 9	12 53
Hawkesbury River {	...	9 59	...	...	10 32	10 51	...	...	...
Wondabyne*.....	9 53	10 1	...	10 19	10 34	10 53	11 57	12 27	...
Davison's Siding*.....	...	...	...	...	...	11 2	...	...	...
Woy Woy.....	10 8	10 17	...	10 34	10 50	11 11	p m	...	...
Koolewong*.....	...	10 19	...	...	10 52	11 13	12 24	12 54	...
Tascott*.....	...	a	...	...	a	p	...	...	...
Point Clare.....	...	10 30	...	...	11 3	11 24	...	...	...
GOSFORD.....	10 15	10 34	...	10 41	11 7	11 28	...	...	...
North Gosford.....	10 21	...	...	10 47	11 14	...	12 36	1 6	...
Narara.....	...	...	...	10 53	11 22	...	12 41	1 11	...
Niagara Park*.....	...	...	...	10 56	11 27	...	...	...	...
Lisarow.....	...	...	...	11 0	11 32	...	...	...	...
Ourimbah.....	10 30	...	...	11 4	11 39	...	12 49	1 19	...
Taggerah.....	...	...	...	...	...	...	...	...	...
Wyong.....	10 39	...	...	11 12	11 53	...	1 4	1 34	...
Warnervale.....	10 40	...	...	11 17	11 58	...	1 14	1 44	...
Woongarra.....	...	...	...	11 23	...	...	...	...	...
Wyee.....	10 53	...	...	11 34	...	...	1 25	1 55	...
Morisset.....	11 1	...	...	11 44	...	...	1 36	2 6	...
Dora Creek.....	...	...	...	...	...	...	1 50	2 20	...
Awaba.....	...	...	...	11 50	...	...	1 56	2 26	...
Olstan Colliery Siding*.....	11 16	...	...	12 3	...	...	2 17	2 47	...
Fassifern.....	...	...	...	12 9	...	...	2 25	...	...
Broadmeadow.....	11 22	...	...	12 10	...	...	2 40	2 55	...
Woodville Junction.....	11 45	...	...	12 46	...	...	3 20	3 32	...
NEWCASTLE.....	11 57	...	...	1 0	...	...	...	...	...

* 5 minutes allowed at mileage 30m. 60c. (between Cowan and Auto. 22.9) to apply brakes.
 When Goods Trains are worked by two engines only one of them must take water at Hornsby, the other at Hawkesbury River.



Growth and decline. Starting in a modest way with a single Sunday Gosford excursion train at the opening of the line in 1889, traffic grew slowly until the mid 1920s. By 1938, there was a maximum of some 90 trains on which one could indulge one's fancy for a Central Coast weekend. Weekend-specific traffic declined slowly after this, but there were still many Sunday excursion trains even in the late 1950s. The electrification to Gosford in 1960 changed everything, although a few loco-hauled Sunday trains to Wyong persisted for some years. Not shown here is the near tripling of services that came about with the electrification right through to Newcastle in the 1980s.

Hawkesbury River near Brooklyn, replacing the former punt. Electrification altered the pattern abruptly— not so much because it discouraged holiday traffic but because it inserted a new type of traveller whose demands had to be met— the commuter. In the 1950s too, increasing car ownership and the newly-opened road bridge enticed many prospective weekend travellers into what has become a mass of angry metal locusts choking the roads into the Central

Coast 'conurbation', which now has a population in excess of 300,000. It is still a magnet to many, but those lazy hazy crazy days of summer with a continuous pall of smoke from a dozen labouring locomotives have vanished— robbing it of its magic for many of us.

References

NSWGR, Time Table Country Services, from 6th November 1938.
NSWGR Working Time Tables,

Northern Division, December 1891, 1935, 1937, 1939, 1946, 1948, 1949, 1950, 1952, 1953, 1956, 1957, 1960.

NSWGR Sydney Platform List 12th June 1927 (facsimile edition, The Railway Shop).

Ian Wallace, *Woy Woy to Gosford*. Byways of Steam, vol 12, 1997, pp 6-67. NSWRTM

Sunday rush-hour (left). While most people were at church, or preparing for it, a flood of the impious surged north out of Sydney to the Central Coast. Here is a page from the 1937 WTT showing part of the exodus—five passenger trains out of the eight that reached Gosford before Sunday lunchtime.

The next train leaves at 'a'- eh?

TONY BAILEY finds another way of interpolating the times in a time-less timetable.

Letter

re David Cranney's "The next Train leaves.."

There are, of course, two answers to Bill and Beth's conundrum regarding train times at Wave Hill.

1) Get to Wave Hill just after 2.33.

2) Use that handy implement, the local party line telephone, to ask whichever farmer lives closest to the station what time it actually gets there and ask the telephonist (who is probably listening in with interest) to check with anyone else

in sight of the line.

See, no mathematics, no log tables, no calculators - easy - and all the neighbours will already know that you are going away.

Timetable Oddity #7

The English are in it, but don't like the idea. Everyone else (except maybe the Danes) revels in it. It is reputed to be the most sluggish all-pervasive administrative monster created since 'Yes Minister'. 'It' happens to be the EUROPEAN UNION (aka Common Market) and a while ago it elbowed its way into the matter of railway working timetables and when and how member countries were allowed to issue them.

L 289/30

EN

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26.10.2002

COMMISSION DECISION

of 23 October 2002

amending Directive 2001/14/EC in respect of the date for changing the working timetable for rail transport

(notified under document number C(2002) 3997)

(Text with EEA relevance)

(2002/844/EC)

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community,

Having regard to Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification ⁽¹⁾, and in particular Article 34(3) thereof,

Whereas:

- (1) Annex III to Directive 2001/14/EC establishes the schedule for the process of allocating rail infrastructure capacity and stipulates that changes to the working timetable are to take place each year at midnight on the last Saturday in May.
- (2) For reasons of commercial operation, infrastructure managers and rail companies are proposing that the date for changes to the working timetable be moved to December of each year.
- (3) Annex III to Directive 2001/14/EC should therefore be amended accordingly.
- (4) The measures laid down in this Decision are in conformity with the opinion of the Committee set up pursuant to Directive 2001/14/EC,

HAS ADOPTED THIS DECISION:

Article 1

Paragraph 2 of Annex III to Directive 2001/14/EC is hereby replaced by the following:

'2. The change of working timetable shall take place at midnight on the second Saturday in December. Where a change or adjustment is carried out after the winter, in particular to take account, where appropriate, of changes in regional passenger traffic timetables, it shall take place at midnight on the second Saturday in June and at such other intervals between these dates as are required. Infrastructure managers may agree on different dates and in this case they shall inform the Commission if international traffic may be affected.'

Article 2

This Decision shall be applied for the 2003 timetable, starting on 14 December 2002. Because of the specific regulatory system in Great Britain, the United Kingdom may apply it from the 2004 timetable, starting in December 2003, provided that the other provisions of the Directive, and in particular those relating to international cooperation, are not affected.

Article 3

This Decision is addressed to the Member States.

Done at Brussels, 23 October 2002.

For the Commission

Loyola DE PALACIO

Vice-President