



The Times

October 2004

A journal of transport timetable history and analysis



**Inside: Ferry timetables of some Scottish Lochs
Hawthorn Tramway Trust TT
The 1st steam tram to Marrickville
.... WAGR PTT.... and more...**

**RRP \$2.95
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The Times

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On the front cover

The good ship *Lochbuie* churns across the waters of the Sound of Mull on the Tobermory service. Ferries still ply the lochs firths and sounds of Scotland and the mail and passengers still depend upon them to reach the places the roads can't scratch.

Living as I do *Seven Miles from Sydney and a Million Miles from Care*, I naturally have some interest in ferries and ferry timetables. About a quarter of the people reading this magazine do too. In preparing my annual statistical survey for last month's AATTC AGM, I found that we average only 1 'water-based' transport timetable per year in the review pages of The Times. Here's hoping that this month's contribution by Duncan MacAuslan on the ferries of some Scottish lochs will even out the score a little bit.

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

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

President	Steven Haby	PO Box 18049 Collins St East MELBOURNE VIC 8003	(03) 9207-9682 0402 732278
Secretary	Stephen Ward	12/1219 Centre Road SOUTH OAKLEIGH VIC 3167	(03) 9540 0320
Editor, The Times	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094 G.Lambert@unsw.edu.au	(02) 9949-3521
Editor, Table Talk	Duncan MacAuslan	19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
Membership Officer	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Webmaster	Lourie Smit	2/82-84 Elouera Rd CRONULLA NSW 2230 lsmit@ozemail.com.au	(02) 9527-6636
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354-2140
Melbourne Convenor	Albert Isaacs	5/22 Burwood Rd HAWTHOTN VIC 3122	(03) 9819-5080
Sydney Convenor	Chris London	P.O.Box 6592 PARRAMATTA NSW 2150 toongabbie5808@aol.com	

Ardnamurchan 1963

Two years ago, the editor was lucky enough to travel by steam on the West Highland Line. As his train curved round the spectacular concrete viaduct at Glenfinnan, he looked out over the glittering afternoon waters of Loch Shiel and wondered whether it ever had a ferry service. It did. Now, **DUNCAN MACAUSLAN** explains all.

THE last holiday my family went on before we migrated to Australia took us as far west in the United Kingdom as you can go on the mainland, to Ardnamurchan in Scotland. As I remember it the campsite we stayed at in 1963 had two caravans on the top of a hill above a bay at a little place known as Kilmory.

But of more interest was the

nearby village of Kilchoan. From here the famous Scottish transport operator David MacBrayne operated both a bus and a ferry service.

The ferry was operated by a converted Royal Air Force rescue pinnacle, refitted in 1947 and named *Lochbuie*. It was still operating in 1963 providing a passenger only service from Mingary, the name of Kilchoan's wharf, to the rather

pretty town of Tobermory on the isle of Mull. Mull is significant in Australian history being the birthplace of one of Australia's more famous Governors Lachlan Macquarie. I've only just found a photograph of this vessel on the internet. The only photographs from the holiday are of my family and me on board showing only the stern.

MacBrayne's also operated a bus

TABLE 8

**TOBERMORY
and MINGARY
Daily
Except Sundays**

		MWF	TThS		
Tobermory	dep.	06 40	07 15	10 00	17 00
Mingary	"	07 15	07 50	10 35	17 35
Tobermory	arr.	07 55	08 25	11 10	18 10

MWF—Monday, Wednesday, Friday. TThS—Tuesday, Thursday, Saturday.
(All services by arrangement with Tobermory office)
For passenger fares see page 26.

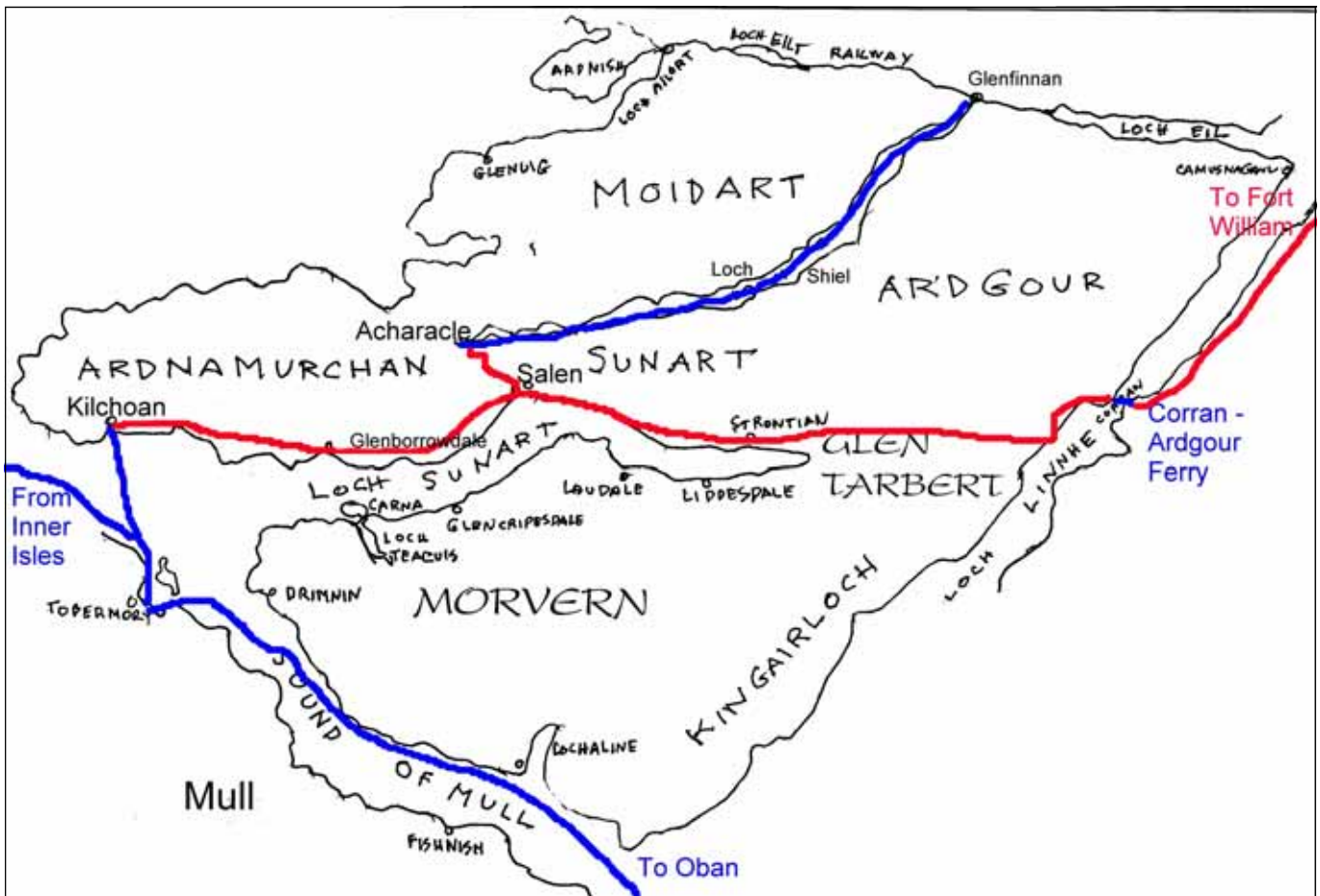


Table 18

ARDGOUR AND ACHARACLE

DAILY (EXCEPT SUNDAYS)

					SO	XS	TSO	A	SO
					a.m.	a.m.	p.m.	p.m.	p.m.
KINLOCHMOIDART	..	..	..	..	dep.	8 0	—	—	*8 25
ACHARACLE	..	..	..	..	"	8 30	8 30	3 0	8 46
SALEN (L. Sunart)	..	..	..	..	"	8 45	8 45	3 10	—
STRONTIAN	..	..	..	..	"	9 30	9 30	4 45	—
ARDGOUR FERRY	..	..	..	..	arr.	10 15	10 15	4 30	—
					SO	A	TSO	ASO	A
					a.m.	noon	p.m.	p.m.	p.m.
ARDGOUR FERRY	..	..	..	dep.	—	*12 0	1 45	4 0	6 30
STRONTIAN	..	..	..	"	—	12 30p	2 30	5 25	7 15
SALEN (L. Sunart)	..	..	..	"	—	1 15	3 0	6 0	7 50
ACHARACLE	..	..	..	"	7 30	1 30	3 15	6 10	8 0
KINLOCHMOIDART	..	..	..	arr.	7 50	—	—	—	8 20†

* Waits for arrival of Mails.

SO Saturdays only. XS Except Saturdays.

† By request only.

TSO Tuesdays and Saturdays only until 12th May and from 1st October.

A 14th May to 29th September only.

Table 19

ACHARACLE AND KILCHOAN

DAILY (EXCEPT SUNDAYS)

				a.m.					p.m.
KILCHOAN	..	..	dep.	7 0	ACHARACLE	..	..	dep.	12 45
GLENBORRODALE	..	..	"	7 55	SALEN P.O.	..	..	arr.	1 0
SALEN (L. Sunart)	..	..	"	8 30	SALEN P.O.	..	..	dep.	1 15
ACHARACLE	..	..	arr.	8 45	GLENBORRODALE	..	..	"	1 50
					ACHATENY (Kilmory)	..	..	"	2 50
					KILCHOAN	..	..	arr.	3 25

service from Kilchoan along the Ardnamurchan peninsula to another village Acharacle.

Now forty one years later I've obtained timetables for these services and I'm able to put them into context. At first glance they both seemed uncoordinated; the bus left Kilchoan fifteen minutes before the first ferry arrived from Tobermory, and there was a two hour wait from the return of the bus till the next ferry.

Looking at the timetables it is obvious that the two services were never meant to work together; both made connections with other services.

Taking the ferry first; the timetable shows that on Tuesdays, Thursdays and Saturdays the ferry left Mingary at 07:50 and arrived at Tobermory at 08:25. This allowed it to make connection with the Inner Islands Mail Service which had left Lochboisdale on the island of South Uist at 21:00 the night before, called at Castlebay on Barra, then the isles

of Tiree and Coll before leaving Tobermory at 08:45 for Oban on the mainland where it arrived at 1045. Passengers could then catch the 12:05 train to Glasgow arriving there at 16:22.

The bus that left Kilchoan at 07:00, and stopped wherever it was hailed, had two timing points on its way to Acharacle. Of these Salen on the shore of Loch Sunart at 08:30 was of more importance than the timetable indicates. Fifteen minutes later another bus which had left Acharacle at 08:30 passed through Salen and headed for Ardgour Ferry on the western shore of Loch Linnhe where it arrived at 10:15. This was the mail bus. A ten minute trip on the ferry to Corran enabled passengers to catch the 10:35 bus to the main west highland township of Fort William, Gaelic name 'An Gearasdan' - The Garrison. The return bus service from Ardgour ferry is marked as awaiting Mails. Probably the mail was transferred from a Royal Mail van that had crossed

from Corran.

So why did the Kilchoan bus go to Acharacle? The village, noted by the Automobile Association as an angling resort, is at the western end of the land locked Loch Shiel. From here MacBrayne's operated a launch eighteen miles to Glenfinnan which is famous for being the landing place for Charles Edward Stewart in 1745. It is also the site of one of the most photographed railway viaducts on the LNER West Highland Line to Mallaig. MacBraynes had inherited this from a small local operator in 1953 and replaced the steamer *Clanranald* II (which had operating since 1900) with two small launches *Lochshiel* and *Lochailort*. The launch departed Acharacle at 09:30 and called at six wharves on its way arriving at Glenfinnan at 11:30. Even now these settlements are only connected by a track which only extends part of the way up the eastern side of the loch. The mail train from Glasgow arrived at 11:01 and the ferry left at 12:30 in

winter and 13:30 in summer for the return sailing to Acharacle, arriving at 14:30 or 15:00 respectively. This service ceased in 1967 when a new coastal road between Lochailort and Kinlochmoidart was completed.

The bus that met the Loch Shiel ferry was another service to Ardgour Ferry, not to Kilchoan. Why I wondered? The answer goes back into history; the mail from the south side of Loch Sunart, another area still with no roads, was rowed across the loch to a wharf near Salen and transferred to the Acharacle bus and subsequently the Loch Shiel steamer to Glenfinnan. Probably this was a more reliable route than the longer road trip which would probably have been impassable in winter.

With the exception of the Loch Shiel ferry these services still operate; the buses by Shiel buses and the other ferries by David MacBrayne's successor CalMac (Caledonian MacBrayne)

References:

Weyndling W, *Ferry Tales of Argyll and the Isles*, Sutton, 1996.

McCrorie I, *Royal road to the Isles*, Caledonian MacBrayne, 2001

Illustrated Road Book of Scotland, Automobile Association, 1960

Timetables from British Railways (20 September 1954 included all ferry services mentioned) and David MacBrayne (Buses 19 May 1962, ferries 30 September 1970)

TABLE 6

INNER ISLANDS MAIL SERVICE		MW	A F	B F	C S
Oban	Str. dep.	07 00	07 00	07 00	13 15
Tobermory	" "	09 00	09 00	09 00	15 15
Coll	" "	10 40	10 40	10 40	16 30
Tiree	" "	12 35	12 35	12 35	17 45
Castlebay	" "	17 00	17 00	17 00	—
Lochboisdale	" arr.	19*00	19*00	19*00	—
Lochboisdale	" dep.	21*00	21*00	23*30	—

		TThS	C S
Castlebay	Str. dep.	01 30	—
Tiree	" "	06 00	18 00
Coll	" "	07 15	—
Tobermory	" "	08 45	—
Oban	" arr.	10 45	22 15

A—Until 29th May and from 18th September. B—5th June to 11th September.
 C—27th June to 5th September.
 TThS—Tuesdays, Thursdays and Saturdays. MW—Mondays and Wednesdays only.
 F—Fridays only. S—Saturdays only.
 *—Coach connection to and from Lochmaddy (Table 7).
 For sleeping berths/car space Booking Form see Pages 31/33.
 Sleeping berths must be claimed on board ship at Lochboisdale by sailing time and at Oban by 23 00, otherwise they will be re-allocated.
 All car and passenger tickets must be paid in advance. For passenger/berth charges see pages 26 and 30.
 Cars to be forward for shipment at least 60 minutes before sailing time.
 Evening embarkation (passengers only) at Oban 21 00 to 23 00 only.

Table 73A

**Loch Shiel Service
 Steamers of Messrs D. MacBrayne, Ltd.**

WEEKDAYS

	a.m.								A		B							
Acharacle .. lev.	9 30	..	..	..	..	..	..	..	1230	..	..	1 0	..	..	..	..	..	..
Dalilea	9 50	..	..	..	..	..	..	..	1 0	..	..	1 30	..	..	..	..	..	..
Achnanellan ..	10 0	..	..	..	..	..	..	..	1 15	..	..	1 45	..	..	..	..	..	..
Polloch	10 15	..	..	..	..	..	..	..	1 25	..	..	1 55	..	..	..	..	..	..
Gorstanvorrann ..	10 25	..	..	..	..	..	..	..	1 40	..	..	2 10	..	..	..	..	..	..
Glenaladale	10 30	..	..	..	..	..	..	..	1 55	..	..	2 35	..	..	..	..	..	..
Scamodale	10 45	..	..	..	..	..	..	..	2 10	..	..	2 40	..	..	..	..	..	..
Glenfinnan .. arr.	11 30	..	..	..	..	..	..	..	2 30	..	..	3 0	..	..	..	..	..	..

A Commences 1st October **B** Ceases after 30th September

TABLE 6

INNER ISLANDS MAIL SERVICE		MW	A F	B F	C S
Oban	Str. dep.	07 00	07 00	07 00	13 15
Tobermory	" "	09 00	09 00	09 00	15 15
Coll	" "	10 40	10 40	10 40	16 30
Tiree	" "	12 35	12 35	12 35	17 45
Castlebay	" "	17 00	17 00	17 00	—
Lochboisdale	" arr.	19*00	19*00	19*00	—
Lochboisdale	" dep.	21*00	21*00	23*30	—

		TThS	C S
Castlebay	Str. dep.	01 30	—
Tiree	" "	06 00	18 00
Coll	" "	07 15	—
Tobermory	" "	08 45	—
Oban	" arr.	10 45	22 15

A—Until 29th May and from 18th September. B—5th June to 11th September.
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Hawthorn Tramways Trust 1918 timetable for Wattle Park

STEPHEN WARD reviews a Melbourne tramway timetable featured in the current AATTC auction.

THIS timetable from the early 1900s highlights the development of Melbourne's inner eastern suburbs. The main service is what is today route 70, although terminating at the original Batman Ave terminus at Swanson Street, outside Flinders Street Station.

The timetable features parts of other routes which have changed significantly due to full electrification of what later became the Melbourne and Metropolitan Tramways Board. The stub end route connected with cable trams on Bridge Road at Hawthorn Bridge and is part of what is now East Burwood route 75.

The timetable features two interesting maps, one of which indicates the future extension of trams to Box Hill—which has only re-

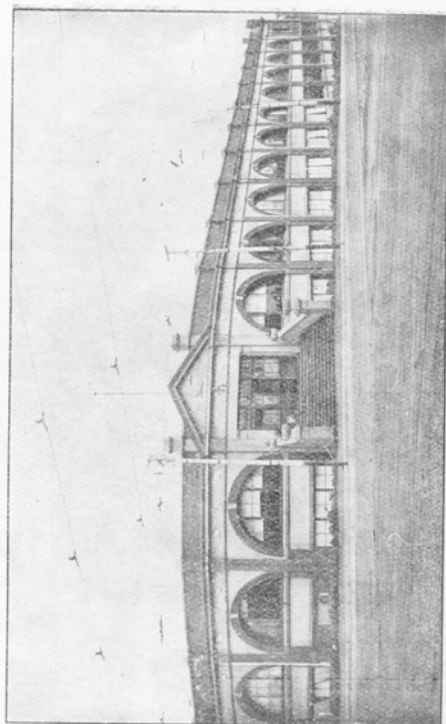
cently come to fruition. The proposed route is fascinating in that what was proposed back in 1918 was a quite a different extension—which was to extend the line from Riversdale Road via Station Street to Box Hill.

As with many pieces of history, the advertisements are worthy of inspection. Some examples are for the Mutual Building and the services provided. Another example is the Melbourne Electric Supply Company, supplying electric fans, irons and radiators. Finally a real estate advert for 'The Riversdale Heights Estate, which is a large parcel of land near the corner of Riversdale Road and Elgar Road, adjoining Wattle Park, shows an example of the early urbanisation of this area.

The timetable is a great piece of history and represents a record of the early development of the inner eastern suburbs of Melbourne. It promotes the tram as 'the premier metropolitan tram ride of Melbourne is a trip to Wattle Park. 8 miles for 5 pence to the native beauty spot of Melbourne'. This clearly shows the importance of this route in the early 1900s.

For anyone interested in historic Melbourne tram timetables, particularly pre-M&MTTB days, this is a must for your collection. Happy bidding!

The tram pictured on page 8, was a former Hawthorn Tramways Trust car, now preserved.



Car Depot and Sub-Station, Wallen Road

TAYLOR & SON, PRINT, RUSSELL PLACE, MELB.

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THE SCENIC TRAMWAY ROUTE

WATTLE PARK

"The Home of Nature"

Melbourne's Beauty Spot

PRINCES BRIDGE

Where the Cars start for WATTLE PARK

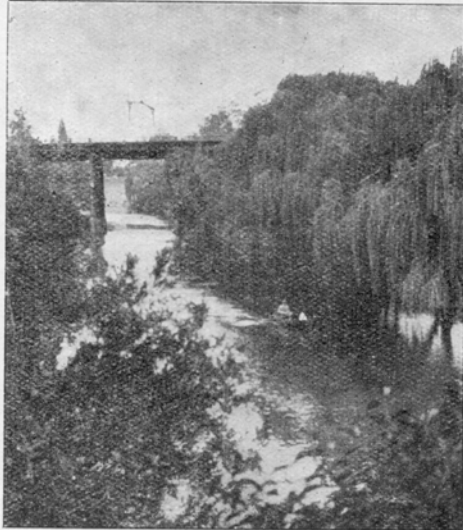
Directory and Tramway Guide

Issued by Hawthorn Tramways Trust

PRICE: TWOPENCE

Princes Bridge—Auburn Road

Route Signs :
 Lights—2 Red } Displayed on end of car.
 Letter—A }
 Length of Route, 4³/₈ miles. Trip run, 22 minutes.
Fare, 3d.



The River at Wallen Bridge—Fare, 2d.

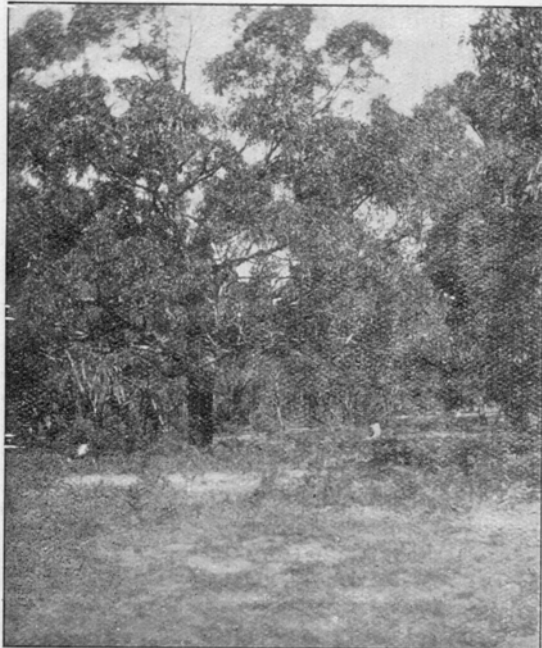
TIME TABLE

Princes Bridge to Auburn Road

a.m.				
6.20	6.40	7.0	7.5	
Then every 5 minutes until 8.30 a.m.				
" "	10	" "	1.15	p.m.
" "	5	" "	5.0	"
" "	2½	" "	6.25	"
" "	5	" "	7.15	"
" "	10	" "	10.5	"
" "	5	" "	11.35	"
11.45 12.0—Last car				
Sunday—1.15 p.m., then as required until 10.40 p.m.—Last car.				

Auburn Road to Princes Bridge

a.m.				
5.57	6.17	6.37	6.52	
Then every 10 minutes until 7.42 a.m.				
" "	5	" "	8.12	"
" "	2½	" "	8.37	"
" "	5	" "	9.37	"
" "	10	" "	1.27	p.m.
" "	5	" "	5.22	"
" "	2½	" "	6.2	"
" "	5	" "	7.42	"
" "	10	" "	10.32	"
" "	5	" "	11.12	"
11.22 11.32—Last car.				
Sunday—1.9 p.m., then as required until 10.17 p.m.—Last car.				



In the cool of the evening at Wattle Park

Special and Emergency Services

PRINCES BRIDGE to MELBOURNE CRICKET GROUND.
MELBOURNE CRICKET GROUND to PRINCES BRIDGE.
 Run when required.

Route signs :
 Lights—1 Red 1 white } Displayed on end of car
 Letter— }
 Length of route, 1 mile. Trip run, 3½ minutes.
Fare 1d.

PRINCES BRIDGE to AMATEUR SPORTS GROUND.
AMATEUR SPORTS GROUND to PRINCES BRIDGE.
 Run when required.

Route signs :
 Lights—1 Red 1 White } Displayed on end of car
 Letter— }
 Length of route, 1 mile. Trip run, 3½ minutes.
Fare 1d.

Special Cars

Route signs :
 Lights 1— Blue 1 Green } Displayed on end of car
 Letter— }
PRINCES BRIDGE to RICHMOND RAILWAY STATION.
RICHMOND RAILWAY STATION to PRINCES BRIDGE.
 Run as required.

Route signs :
 Lights 1 Red 1 Green } Displayed on end of car
 Letter— }
 Length of route, 1½ miles. Trip run, 6 minutes.
Fare 1d.

THE
Riversdale Heights
 Estate,

(LOCALITY PLAN OPPOSITE)

PURCHASE
 PRICE:
£50
 PER LOT

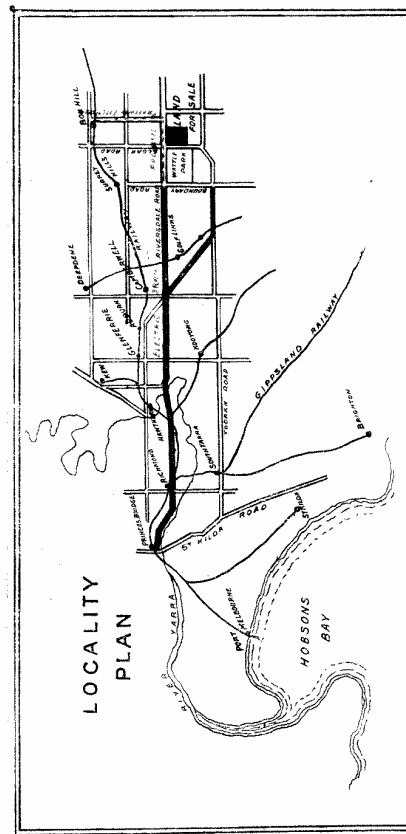
TERMS: OVER FIVE YEARS: SMALL DEPOSIT.

For particulars enquire—

Moule, Hamilton & Kiddle,
 55 MARKET STREET, MELBOURNE.
 Solicitors for the Vendor.

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PLAN OF RIVERSDALE HEIGHTS
 (facing Wattle Park)



CORNER OF RIVERSDALE AND ELGAR ROADS



Penny Dreadful?

DAVID HENNEL reviews another current auction item- -a *Western Australian Government Railways & Tramways Timetables, Fares, and General Information, from 6th January, 1902, until further notice. PRICE, ONE PENNY. As you might expect, he starts with a question.*

Question. Which section of the WAGR system had the best passenger service on a Sunday in the 6th January 1902 timetable?

The basic structure of the Western Australian Government Railways' system was complete by 1902 but there were very few branch lines and no cross country lines open at this stage. However, none of the WAGR Northern line from East Northam to Mullewa was yet in use (the section from East Northam to Goomalling opened on 1st July 1902). The Midland Railway Com-

pany of Western Australia's line from Midland Junction to Walkaway was also open.

At the time, the government system extended from Fremantle to Bunbury, Busselton, Bridgetown and Collie in the South West; Albany and Greenhills on the Great Southern; and the Eastern and Eastern Goldfields termini were Newcastle (Toodyay), Lake Side (shown as this in the timetable but as Lakeside on the map and in fare tables), Kowna and Menzies. The Geraldton area boundaries were Walkaway, Cue and Northampton. Branch

lines to Perth Racecourse (Belmont), Canning Racecourse and Bunbury Racecourse are shown on the map but only Perth Racecourse appears in the timetable with its total service being two trains on Saturday evening. The Roebourne to Cossack tramway is included as well. (*Top illustration, p10*)

Despite the timetable date, the map is dated July 1899 and shows some stations that don't appear in the timetable either under a different name or at all. In addition to the Midland line, some other private lines are shown on the map, however timetable references to them are at best oblique. Lines shown include Torbay Junction (Elleker) to Denmark, three timber lines south of Bunbury, the Rockingham to Jarrahdale line, Midland Junction to beyond Canning (the Upper Darling Range Railway of later years) and a timber line north from Lion Mill (later Mount Helena).


Main line tables are printed in the traditional WAGR manner that has caused much misreading (especially by non-Western Australians) over the years in that they start with Fremantle and the departure time from Perth is the second line, anything up to an hour or so later. A prime example is Albany table (*bottom illustration, p10*) where the mixed departs Perth at 11.55 pm and not at 11.00 pm which is the time that it leaves Fremantle. This train arrives Albany 22 hours 13 minutes after leaving Perth and the faster Mail only runs once week. However, arriving at one's destination at 10.08 pm was much more civilised than the mixed arrival of 2.00 am in Perth and 2.55 am at Fremantle despite a faster journey.

The South West was well served - there were two trains to Bunbury Monday to Saturday each way but the famous midnight horror was yet to appear (the closest to it was the seven-day a week mixed that

(Continued on page 11)

From 6th JANUARY, 1902, until further notice.

PERTH TIME kept at all Stations.



**WESTERN AUSTRALIAN
GOVERNMENT
Railways & Tramways**

TIME TABLES, FARES, AND
GENERAL INFORMATION.

ALL TIME TABLES PUBLISHED PRIOR TO
THIS DATE ARE NOW CANCELLED.

PERTH:
By Authority: WM. ALFRED WATSON, Government Printer.
1902.

PRICE, ONE PENNY.

Kalgoorlie to Menzies.

WEEK DAYS.

Height above Sea L.	Distance from Fremt.	STATIONS.	Fast Mxd.	
			Mxd.	Mxd.
Pt.	Miles.	KALGOORLIE ... dep.	p.m. 1 45	p.m. 5 0
1234	387	Wigg's ... ..	...	...
1129	397	Gidgi	2a10	5 30
1240	407	Paddington ... { arr.	2 35	...
		... { dep.	2 40	6 10
1314	410	Broad Arrow ... { arr.	2 48	6 20
		... { dep.	2 58	6 30
1411	418	Bardoc	3 24	7 5
1369	424	Vettersburg	a	a
1212	432	Canegrass	3a59	a
1277	441	Goongarrie	4 27	8 25
1236	449	Comet Vale	4a49	a
1374	463	Woolgaar	5a24	a
1403	467	MENZIES	5 35	9 55

Menzies to Kalgoorlie.

WEEK DAYS.

Distance from Menzies.	STATIONS.	Fast Mxd.		Mxd. Sat. only.
		Mxd.	Mxd.	
Miles.	MENZIES	a.m. 8 30	p.m. 3 0	p.m. 10 0
4	Woolgaar	arr.	...	10 15
	... { dep.	8a41	a	...
18	Comet Vale	9a16	a	...
26	Goongarrie	9 37	4 30	...
35	Canegrass	10a 1	a	...
43	Vettersburg	a	a	...
49	Bardoc	10 36	5 45	...
57	Broad Arrow ... { arr.	11 2	6 15	...
	... { dep.	11 12	6 30	...
60	Paddington	11 20	6 40	...
	... { dep.	11 25	6 50	...
70	Gidgi	11a50	7 20	...
74	Wigg's	ta	ta	...
80	KALGOORLIE	12 15	7 50	...

† Stops at Wigg's Siding on Saturdays only for passengers.

Kalgoorlie to Kanowna.

Dis. fr'm Kano'na.	Miles.	STATIONS.	WEEK DAYS.						SUNDAY.				
			Mxd.	Fast Mxd.	Fast Mxd.	Mxd.	Mxd.	Mxd.	Pass.	Pass.	Pass.	Mxd.	
...	...	Kalg'rlie dep	a.m. 8 0	p.m. 1 30	p.m. 4 40	S.E. 8 45	S. 10 30	a.m. 9 0	p.m. 1 20	p.m. 4 55	p.m. 8 45	...	...
399	...	Kanowna arr	8 35	2 0	5 10	9 20	11 5	9 30	1 50	5 25	9 20	...	...

Kanowna to Kalgoorlie.

Dis. fr'm Kano'na.	Miles.	STATIONS.	WEEK DAYS.						SUNDAY.				
			Mxd.	Fast Mxd.	Fast Mxd.	Mxd.	Mxd.	Mxd.	Pass.	Pass.	Pass.	Mxd.	
...	...	Kano'na dep	a.m. 9 15	p.m. 2 5	p.m. 5 40	S.E. 9 35	S. 11 15	a.m. 9 45	p.m. 2 0	p.m. 5 40	p.m. 9 35	...	...
12	...	Kalg'rlie arr.	9 50	2 35	6 10	10 10	11 50	10 15	2 30	6 10	10 10	...	...

* Connects with Main Line or Branch trains at Kalgoorlie.

Roebourne and Cossack Tramway.

Miles.	Chains.	STATIONS.		a.m.	p.m.
...	...	ROEBOURNE ...	...	9 0	4 30
3	38	COSSACK ...	...	10 15	5 45

Miles.	Chains.	STATIONS.		a.m.	p.m.
...	...	COSSACK ...	...	9 0	4 30
3	38	ROEBOURNE ...	...	10 15	5 45

In the winter months (May to the end of September) the afternoon tram leaves at 4 p.m. Goods tram leaves daily as required. No fixed time.

Fremantle, Perth, and Northam to Albany.

Height above sea level.	Miles.	STATIONS.	WEEK DAYS.						SUN-DAYS.
			Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.
Ft.	...	FREMANTLE ... dep.	a.m. 8 15	a.m. 8 15	p.m. 3 30	...	...	p.m. 11 0	p.m. 11 0
5	12	Perth R	9 0	9 0	3 30	...	...	11 55	11 55
490	78	Northam R	p.m. 2 20	p.m. 2 20	6 10	...	...	a.m. 5 16	a.m. 5 16
520	72	Spencer's Brook ...	2 40	2 40	6 52	...	...	6 0	6 0
533	78	Muresk	2a49	2a49	6a38	...	...	6a 9	6a 9
534	78	Woodside	3a 0	3a 0	7a 4	...	...	6a19	6a19
545	83	Burges' Siding ...	3a15	3a15	7a15	...	...	6a33	6a33
577	83	Mackie's Crossing ...	3a39	3a39	7a25	...	...	6a41	6a41
579	90	York	3 45	3 54	7 31	...	...	6 55	6 55
611	96	Hicks	4 30	4 30	7 33	...	...	7 10	7 10
607	100	Gilgering	4a49	4a39	7a49	...	...	7a27	7a27
607	100	Dale Bridge	5a 0	5a 0	7a56	...	...	7a36	7a36
683	104	Edwards' Crossing ...	5 15	7a 1	8 10	...	...	7 50	7 50
658	105	Beverly R	5a30	7a18	8a21	...	...	8a 4	8a 4
697	110	Mount Kokeby ...	5 36	7 23	8 22	...	...	8 10	8 10
697	118	Brookton ... ..	...	...	8 56	...	...	8 40	8 40
788	130	Brookton ... ..	...	...	9a16	...	...	9a 4	9a 4
972	142	Pingelly ... ..	...	...	9a46	...	...	9a28	9a28
902	153	Popanying Pool ...	...	...	10 24	...	...	10 24	10 24
1066	166	Woodanilling ...	...	...	10a52	...	...	10a52	10a52

S.E. Saturday excepted.

Albany to Northam, Perth, and Fremantle.

Miles.	STATIONS.	WEEK DAYS.					
		Mixed.	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.
3	ALBANY	a.m. 6 10	a.m. 9 30	p.m. 4 30	p.m. 6 10	...	...
6	Gledhow	6a20	9 40	4 40	6a20	...	...
6	Eastwood	6a30	9 51	4 51	6a30	...	...
6	Grassmere	6 40	10 0	5 0	6 40	...	...
9	Torbay Junction ... { arr.	6 44	10 4	5 4	6 44	...	...
	... { dep.	6 48	...	...	6 48	...	...
11	Marbellup	6 53	...	...	6 53	...	...
20	Mulikupp	7 22	...	...	7a15	...	...
27	Hay River Road ...	7a45	...	...	7a32	...	...
38	Mount Barker R. ... { arr.	8 30	...	...	8 15	...	...
	... { dep.	8 50	...	...	8 40	...	...
51	Kendenup	9a33	...	...	9a19	...	...
60	Tenterden	10a 2	...	...	9a44	...	...
68	Crabbrook	10 24	...	...	10 35	...	...
78	Pootenup	10a42	...	...	10a27	...	...
88	Tambellup	11a22	...	...	10a58	...	...
103	Broome Hill	p.m. 12 2	...	...	11 38	...	...
	... { arr.	12 2	...	...	11 40	...	...
	... { dep.	12 12	...	...	12 7	...	...
115	Katanning R.	arr.	12 39	...	12 7	...	...
128	Woodanilling	dep.	12 54	...	12 12	...	...
135	Boyerine ... ..	...	a	...	12a44	...	...

arrived at Yarloop at 2.40 am and returned to Perth at 3.50 am - rugged!-*Right*) Suburban trains only worked as far as Cannington. The Collie service was excellent (as was the case well into the 1960s although the trains had transformed themselves into WAGR buses by then) and the trains connected both north and south at Brunswick Junction. (Top illustration, p12)

The Albany to Perth service makes the MRWA Co.'s all day service from Geraldton seem quite respectable. (Bottom illustration, p12)

Have you ever seen so many apostrophes in station names as in those on the Northampton line? (Top illustration, p13) Northampton Junction later became Bluff Point, the present most northerly point of the erstwhile WAGR system.

Workers' Weekly tickets were issued in the areas bounded by Fremantle, Midland Junction and Cannington (although the Perth suburban area extended to Maddington at the time) and Kalgoorlie to Lakeside.

Sleeping berths were only available on the Kalgoorlie trains and the weekly Mail to and from Albany. Details of refreshment rooms and their bill of fare are almost mouth watering.

The last section is the traditional

coaches running from railway stations (at exorbitant fares!), many of which ran to towns later to be served by railways or, in the case of Mandurah, soon to receive the benefits of railway communication. (Bottom illustration, p13)

Pages of advertisements on awful pink paper also grace the timetable booklet. Most are for insurance companies or accommodation houses but some are a treat to read and hark back to times when life was slower and less complex.

And yes, there is a comma after FARES in the title on the cover!

Answer: Kalgoorlie to Kamballie with 19 trains each way (there were only 16 each way between Perth and Fremantle)

The 6th January 1902 WAGR railway timetable is one of the lots in the current AATTC auction.

Fremantle and Perth to Bunbury.

Height above sea, Miles from Fremantle.	STATIONS.	WEEK DAYS.										SUNDAYS.			
		Pass.	Pass.	Mxd. Tus. & Fri. only	Pass.	Mxd. Sat. only.	Mxd. Sat. excd.	Mxd.	Pass. Sat. ex.	Pass.	Mxd.	Pass.	Pass.	Pass.	Mxd.
...	FREMANTLE R dep.	W. a.m.	a.m.	a.m.	a.m.	W. p.m.	p.m.	p.m.	p.m.	W. p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12	PERTH R ... arr.	8 15	12 30	1 8	4 30	5 30	9 0	10 5	0 7 30	8 30	8 30	8 30	8 30	8 30	8 30
31	East Perth ... dep.	6 20	7 50	9 5	1 25	2 0	4 30	5 20	6 20	9 55	2 0	6 20	9 0	9 55	9 55
51	Burswood ... "	6 30	8 0	9 8	1 29	2 4	4 34	5 23	6 23	9 59	2 3	6 23	9 3	9 59	9 59
16	Victoria Park ... "	a	a	a	a	a	a	a	a	a	a	a	a	a	a
18	Welsh Pool ... "	a	a	a	a	a	a	a	a	a	a	a	a	a	a
19	Woodlupine ... "	a	a	a	a	a	a	a	a	a	a	a	a	a	a
19	Cannington { arr. 6 43	8 23	1 54	5 43	6 43	2 23	6 43	9 23	10 25	10 25	10 25	10 25	10 25	10 25	
32	Maddington { dep.	9 30	2 0	2 30	5 0	10 25	10 25	10 25	10 25	10 25	10 25	10 25	10 25	10 25	
87	Kelmscott ... "	a	a	a	a	a	a	a	a	a	a	a	a	a	a
179	Armadale { arr.	9 53	2 26	3 6	5 25	a	a	a	a	a	a	a	a	a	
146	Wongong { dep.	10 3	2 36	3 8	5 35	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	11 0	
157	Beenup ... "	a	2 43	3a16	5 43	a	a	a	a	a	a	a	a	a	
128	JARRAHDALE { arr.	a	a	a	a	a	a	a	a	a	a	a	a	a	
41	JUNCTION { dep.	10 27	3 16	3 40	6 5	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	11 35	
44	Mardella ... "	a	a	a	a	a	a	a	a	a	a	a	a	a	
104	46 Serpentine ... "	10 39	3 28	6 20	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	11 49	
182	50 Keysbrook ... "	a	a	a	a	a	a	a	a	a	a	a	a	a	
147	57 N. Dandalup ... "	11 25	4 26	7 10	12 44	12 44	12 44	12 44	12 44	12 44	12 44	12 44	12 44	12 44	
28	66 Pinjarra R. { arr.	11 45	4 26	7 34	1 5	1 5	1 5	1 5	1 5	1 5	1 5	1 5	1 5	1 5	
68	74 Coolup ... "	p.m.	12 4	7 56	a	a	a	a	a	a	a	a	a	a	
106	82 Waroona ... "	12 22	8 17	8 17	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	
86	Yalup Brook ... "	a	a	a	a	a	a	a	a	a	a	a	a	a	
110	88 Wagerup ... "	12 39	8 39	8 39	2 40	2 40	2 40	2 40	2 40	2 40	2 40	2 40	2 40	2 40	
73	90 Yarloop { arr.	7 15	12 46	8 53	a	a	a	a	a	a	a	a	a	a	
91	92 Cookernup ... "	a	12 53	9 1	a	a	a	a	a	a	a	a	a	a	
122	98 Harvey ... "	a	1 8	9 17	a	a	a	a	a	a	a	a	a	a	
101	Wokalup ... "	8 5	1 14	9 25	a	a	a	a	a	a	a	a	a	a	
69	105 Benger ... "	a	1 27	9a39	a	a	a	a	a	a	a	a	a	a	
105	111 Brunswick J. ... "	9 10	1 42	10 0	a	a	a	a	a	a	a	a	a	a	
85	114 Roelands ... "	a	1a49	10a23	a	a	a	a	a	a	a	a	a	a	
40	119 Waterloo ... "	a	2a2	10a23	a	a	a	a	a	a	a	a	a	a	
28	123 Picton J. R. { arr.	9 50	2 13	10 35	a	a	a	a	a	a	a	a	a	a	
125	S'th Bunbury { dep.	10 0	2 20	10 40	a	a	a	a	a	a	a	a	a	a	
7	127 BUNBURY ... arr.	10 15	2 31	10 53	a	a	a	a	a	a	a	a	a	a	

W Workers' Tickets available by these trains, also by train marked †

Passengers change at Picton Junction for Boyanup, Donnybrook, Bridgetown, and Busselton Lines, and at Brunswick Junction for Collie.

Perth and Boyanup to Busselton.

Height above sea level.	Distance from Fremantle.	STATIONS.	WEEK DAYS.	
			Mixed Mon. & Friday only.	Mixed.
Ft.	Miles.		a.m.	a.m.
5	12	PERTH R ... dep.	...	9 5
506	186	Bridgetown ...	...	11 15
7	127	BUNBURY ...	9 35	2 5
122	134	BOYANUP R. ...	10 45	3 30
	141	Elgin ...	a	a
52	146	Capel ...	11a17	4a5
36	151	Ludlow ...	a	a
21	155	Wonnerup ...	11a46	4a39
9	161	BUSSELTON... arr.	12 2	4 55

Busselton to Boyanup and Perth.

Distance from Busselton.	STATIONS.	WEEK DAYS.	
		Mixed Mon. & Friday only.	Mixed.
Miles.		a.m.	p.m.
—	BUSSELTON ... dep.	6 15	1 40
6	Wonnerup ...	6a38	2 a 6
10	Ludlow ...	a	a
15	Capel ...	7 a 0	2a35
20	Elgin ...	a	a
27	BOYANUP R ... arr.	7 30	3 5
42	BUNBURY ...	8 35	4 39
37	DONNYBROOK ...	11 4	3 56
79	Bridgetown ...	...	7 17
		p.m.	
149	PERTH R ...	2 26	9 52

Brunswick Junction to Collie.

Height above sea level.	Distance from Fremantle.	STATIONS.	WEEK DAYS.			
			Mxd.	Mxd.	Mxd.	Mxd.
Feet.	Miles.		a.m.	a.m.	p.m.	p.m.
—	—	PERTH R. ... dep.	...	9 5	...	4 30
—	—	Bunbury ...	8 0	...	4 10	...
—	—	Brunswick J'nct. arr.	8 57	1 41	5 1	9 55
106	111	Brunswick J'nct. dep.	9 10	2 0	5 10	10 20
614	123	Millbrook ...	a	a	a	a
712	124	Lunenburg ...	10 11	3 1	6 11	21
774	125	Worsley ...	a	a	a	a
588	132	West Collie ...	10a55	3a45	6a51	12a5
604	136	COLLIE ... arr.	11 10	4 0	7 6	12 20

Collie to Brunswick Junction.

Distance from Collie.	STATIONS.	WEEK DAYS.			
		Mxd.	Mxd.	Mxd.	Mxd.
Miles.		a.m.	a.m.	p.m.	p.m.
4	COLLIE ... dep.	6 50	11 40	2 0	7 55
11	West Collie ...	7a 5	11a55	2a15	8a10
	Worsley ...	a	a	a	a
12	Lunenburg ...	7 52	12 42	3 10	8 58
13	Millbrook ...	a	a	a	a
25	Brunswick J. ... arr.	8 50	1 40	4 25	9 56
—	Brunswick J. ... dep.	9 10	1 42	5 7	10 0
41	Bunbury ... arr.	10*15	2 31	...	10 53
—	PERTH R. ...	p.m.	2 26	...	9 52

* Connection to Bunbury on Tuesdays and Fridays only.

Geraldton, Cue to Midland Junction and Perth.

(As supplied by the Midland Railway Co.)

Miles from Walkaway.	STATIONS.	Mixed Monday only.	Mixed Tues., Wed., Thurs., Fri., & Sat. only.	
			p.m.	a.m.
	Cue ... dep.	4 45	7 30	...
	Geraldton ...	...	Daily a.m.	...
	Walkaway ...	...	6 0	...
	Walkaway ... dep.	...	7 0	...
3	Greenough Road ...	...	7 10	...
9	Bookara ...	...	a	...
24	Dongarra ... arr.	...	8 17	...
33	Yardarino ... dep.	...	8 31	...
36	Irwin ...	...	a	...
47	Strawberry ...	...	a	...
54	Lockier ...	...	a	...
60	Mingenew ... arr.	...	10 23	...
70	Yandanooka ... dep.	...	10 38	...
82	Arrino ...	...	a	...
91	Three Springs ...	...	11 52	...
108	Carnamah ...	...	p.m.	...
125	Coorow ...	...	1 5	...
137	Marchagee ...	...	1 52	...
		...	a	...

Geraldton, Cue to Midland Junction and Perth—continued.

(As supplied by the Midland Railway Co.)

Miles from Walkaway.	STATIONS.	Mixed Daily.		p.m.
155	Watheroo R. ...	{ arr.		3 8
		{ dep.		3 32
167	Coomberdale ...	...		a
179	Moora R. ...	{ arr.		4 37
		{ dep.		4 47
186	Elsternwick ...	...		a
191	Koogan ...	...		a
201	Gillingarra ...	...		a
208	Mogumber ...	{ arr.		6 22
		{ dep.		6 32
216	Wannamal ...	...		a
225	Cullalla ...	...		a
229	Mooliabeenee ...	...		7 38
237	Gingin ...	{ arr.		8 0
		{ dep.		8 15
245	Chandalla ...	...		a
254	Muchea ...	...		9 3
260	Bullsbrook ...	...		a
263	Warbrook ...	...		a
268	Upper Swan ...	...		a
273	Onkover ...	...		a
274	Janebrook ...	...		a
277	Midland Junction ...	arr.		10 30
	Midland Junction ...	dep.		10 35
287	PERTH R. ...	...		11 6
		...		a.m.
299	FREMANTLE R. ...	...		12 8

Geraldton to Walkaway.

Height above sea level.	Miles.	STATIONS.	Mixed Daily.	Mixed Mon. Tues. Th. Fr. & Sat. only.	Mixed Saturday only.	Mixed Tuesday only.	Mixed Daily.	Mixed Tuesday only.
5	2	GERALDTON, dep.	a.m. 6 0	a.m. 6 25	p.m. 3 0	p.m. 4 0	p.m. 10 15	p.m. 11 50
18	3	N'th'mpton J. ,,	6 a 4	6 a 29	3 a 4	4 a 4	10 a 19	11 a 54
95	6	Race Course ,,	a	a	a	a	a	a Wed only.
76	8	Mullewa Jn. { arr. 6 25	6 49	3 24	4 24	10 39	12 14	a.m. 12 48
72	12	Bootenal Rd. ,,	6 30	6 50	3 29	4 29	10 44	12 48
81	14	Georgina Rd. ,,	a	a	a	a	a	a
89	15	Wiley's ,,	a	a	a	a	a	a
91	19	WALKAWAY arr.	7 0	To Cue.	4 18	5 18	11 19	To Cue.

Walkaway to Geraldton.

Miles.	STATIONS.	Tuesday only.	Mon. Wed. Thurs. & Fri. only.	Tuesday and Saturday only.	Saturday only.	Tuesday only.	Th., Wed., Th., Fri., & Sat. only.	Daily.
3	WALKAWAY dep.	a.m. 7 20	a.m. 9 0	p.m. 4 30	p.m. 5 30	p.m. 9 8	p.m. 11 46	
4	Wiley's ,,	From Cue.	a	a	a	From Cue.	a	
7	Georgina Rd. ,,	a	a	a	a	a	a	
7	Bootenal Rd. ,,	a	a	a	a	a	a	
11	Mullewa Jun. ,,	6 50	8 6	9 54	5 17	6 17	9 8	a.m. 12 20
13	Race Course ,,	a	a	a	a	a	a	a
17	Northampton Junction ,,	7 a 10	8 a 26	10 a 14	5 a 37	6 a 37	9 a 28	12 a 40
19	GERALDTON arr.	7 14	8 30	10 18	5 41	6 41	9 32	12 44

Geraldton to Northampton.

Height above sea level.	Miles.	STATIONS.	Mixed Mon., Wed., & Fri. only.
5	2	GERALDTON ... dep.	a.m. 9 0
18	3	Northampton J. ... ,,	9 a 4
48	7	Chapman ... ,,	9 10
134	9	Glenfield ... ,,	9 20
129	9	White Peak ... ,,	9 35
—	15	Oakagee ... ,,	10 a 0
—	18	Webb's ... ,,	10 15
404	19	Taylor's ... ,,	10 20
467	21	Oakabella ... ,,	10 32
425	25	McGuire ... ,,	10 54
333	27	Mercy's ... ,,	11 3
343	28	Ryan's ... ,,	11 7
367	31	Bowes ... ,,	11 21
561	34	NORTHAMPTON ... arr.	11 37

Northampton to Geraldton.

Miles.	STATIONS.	Mixed Mon., Wed., & Fri. only.
3	NORTHAMPTON ... dep.	p.m. 3 0
3	Bowes ... ,,	3 16
6	Ryan's ... ,,	3 26
7	Mercy's ... ,,	3 30
9	McGuire ... ,,	3 38
13	Oakabella ... ,,	3 58
15	Taylor's ... ,,	4 8
16	Webb's ... ,,	4 13
19	Oakagee ... ,,	4 a 40
25 1/2	White Peak ... ,,	5 1
27	Glenfield ... ,,	5 13
31	Chapman ... ,,	5 23
32	Northampton J. ... { arr. 5 a 29	
34	GERALDTON ... { dep. 5 33	

COACHES RUNNING FROM RAILWAY STATIONS. (Continued.)

Town.	Railway Station.	Railway.	Coaches run	Fare.
Lawlers	Mt. Magnet	Northern	2 p.m. Wed. returns 6 a.m. Sat. Single Return	£ s. d. 3 10 0 6 10 0
Leonora	Menzies	Eastern Goldfields	6 a.m. daily, returns 5 p.m.	1 12 6
Linden	Menzies	Eastern Goldfields	6 a.m. Fri., returns Mon., 6 a.m.	3 7 6
Lynches	Newcastle	Eastern	7 a.m. Mondays	0 5 6
Mandurah	Pinjarra	South-Western	noon, returns 3 a.m. Mon., Wed., Fri., and Sat.	0 5 0
Manfred	Yalgoo	Northern	3:30 p.m. alternate Wed	4 7 0
Martin	Newcastle	Eastern	7 a.m. Mondays	0 8 0
Meekatharra	Cue	Northern	7 a.m. Thurs. & Sat., returns Mon. and Fri.	1 15 0
Meeyla	Yalgoo	Northern	3:30 p.m. alternate Wed	—

COACHES RUNNING FROM RAILWAY STATIONS. (Continued.)

Town.	Railway Station.	Railway.	Coaches run	Fare.
Meka	Yalgoo	Northern	3:30 p.m. alternate Wed	£ s. d. 1 10 0
Melville	Yalgoo	Northern	6 a.m. Mon., 4 p.m. Wednesdays	0 5 0
Mertondale	Menzies	Eastern Goldfields	6 a.m. Mon. & Fri., returns noon Tues. & Sat.	—
Mexico	Coolgardie	Eastern Goldfields	1 p.m. Wednesday Single Return	1 17 6 2 15 0
Mileura	Yalgoo	Northern	4 p.m. alternate Wed	—
Milly Milly	Yalgoo	Northern	3:30 p.m. alternate Wed	4 0 0
Mindarin	Newcastle	Eastern	7 a.m. Mon., returns 7 a.m. Tuesdays	1 7 6
Minderoo	Cue	Northern	7 a.m. Wed. & Sat., returns Mon. & Fri.	3 0 0
Moombacutt-awarri	Yalgoo	Northern	3:30 p.m. alternate Wednesdays	2 16 0

The First Steam Trams to Newtown and Marrickville

By DUNCAN MACAUSLAN Source: VIC SOLOMON'S collection. Photograph of the first steam tram from: The South-western lines of the Sydney tramway system by DAVID KEENAN.

The initial Sydney steam tram line was opened from Bridge Street yard to Redfern Station in September 1879. It was extended to Glebe and Forest Lodge on 15 August 1882.

A branch to Newtown and Marrickville was authorised in 1880 but was constructed in two parts with the Newtown Bridge to Illawarra Road, Marrickville section being opened first on 31 December 1881. A dispute between the Government and Sydney Municipal Council regarding the widening of City Road prevented a through service to the city being opened until 2 October 1882.

The illustration shows the initial timetable authorised on 22 September 1882 by the then Commissioner for Railways,

Charles Goodchap. In the heading between 'Government' and 'Tramways' can be seen the closest thing Sydney Trams ever had to route numbers, the coloured symbols or a red and white circle for this destination.

As can be seen a more frequent service was provided as far as Newtown Bridge with about one tram an hour being extended to Marrickville. This was the same level of service as had been provided on the isolated section.

The timetable is a little difficult to use in that there are no running times given but it appears that 19 minutes were allowed for the journey from Marrickville to Newtown Bridge.

The last weekday service operates to an odd schedule. On Tuesdays, Thursdays and Saturdays the 11.08pm service

travels to Marrickville, on other days it terminates at Newtown Bridge. On these days the 11.48pm service from Newtown to the City doesn't operate until 12.26 the following day. What is missing is a note beside the 12.07am service from Marrickville as it only operates on Wednesday, Friday and Sunday mornings.

Of note also is the Sunday morning church service gap from 11.00am until 12.30pm, trams apparently waiting at the outer termini during this period.

We often comment about advertising encroaching into our daily life but as can be seen this handbill has four adverts around it. Street numbers were not used in those days.



**THE FASHIONABLE
 DRAPERY & MILLINERY ESTABLISHMENT,
 IS
 JOHN KINGSBURY'S, King-street, Newtown.**

C. HILL, BOOT AND SHOE WAREHOUSE,

KING STREET, NEWTOWN (OPPOSITE HIBBLE'S).
 Every description of Boots and Shoes to order.
 Repairs executed with despatch.

Red.
White.
GOVERNMENT **TRAMWAYS.**

BRIDGE-ST. AND MARRICKVILLE.

NOTICE IS HEREBY GIVEN, that on and after the 2nd October, Trams will be run between Bridge-street, Newtown, and Marrickville, at the following times throughout the day, viz.:-

Dept. from Bridge-st. for Newtown.			Bridge-st. for Marrickville.		Dept. from Newtown for Bridge-st.			Marrickville for Bridge-st.	
a.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.
5 44	11 48	5 48	5 44	*11 8	6 42	12 30	6 34	6 51	11 20
6 0	p.m.	5 52	7 0		7 2	12 39	6 44	8 10	12 7
6 20	12 5	6 9	8 8		7 10	12 56	7 25	9 15	
6 40	12 15	6 42	9 12		7 28	1 38	7 39	10 15	
7 0	12 58	7 5	10 2		8 5	1 52	7 55	11 0	
7 20	1 7	7 12	11 15		8 22	2 5	8 10	p.m.	
7 40	1 20	7 22	p.m.		8 29	2 23	8 29	12 20	
7 50	1 35	8 2	12 15		8 44	2 34	8 50	1 19	
8 8	2 15	8 18	1 7		9 28	3 13	9 20	2 15	
8 42	2 30	8 32	2 15		9 34	3 29	9 35	3 20	
9 22	2 45	8 48	3 15		9 50	3 39	9 44	4 20	
9 12	3 0	9 18	4 7		10 10	3 52	10 15	5 18	
9 25	3 15	9 27	5 7		10 34	4 30	10 38	6 15	
10 2	3 50	9 57	6 9		10 57	4 39	10 48	7 20	
10 12	4 7	10 15	7 12		11 10	5 5	11 15	8 20	
10 27	4 18	10 35	8 18		11 25	5 15	11 39	9 25	
10 47	4 30	11 8	9 18		11 38	5 32	11 48	10 27	
11 15	5 7	11 22	10 15		p.m.	6 5	12 0		
11 35	5 20				12 20	6 25			

* On Tuesdays, Thursdays, and Saturdays only to Marrickville.
 † On Tuesdays, Thursdays, and Saturdays only depart from Newtown 12 26 a.m.

SUNDAYS.

a.m.	p.m.	p.m.	a.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.
7 53	2 25	5 46	7 52	8 22	9 15	2 24	8 28	8 54	9 40
8 50	2 42	5 58	8 50	9 27	9 45	3 28	8 28	10 8	10 30
9 3	2 52	6 26	10 0		10 27	3 52	8 49	p.m.	
10 0	3 5	8 32	p.m.		p.m.	4 5	9 18	12 20	
10 22	3 45	8 24	12 46		12 28	4 17	9 46	1 55	
p.m.	4 0	9 0	2 0		12 39	4 42	9 59	3 5	
12 46	4 9	9 27	2 52		1 47	5 9	10 35	3 58	
1 5	4 30	9 55	3 45		2 6	5 18	10 49	4 50	
1 16	4 55	10 22	4 55		2 14	6 0	11 0	5 5	
1 45	5 20		5 56		2 28	6 12		8 30	
2 0	5 32				3 7	6 24			

STOPPING PLACES:-Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., Belmore Park, Gipps-st., George-st., Regent-st., Darling-st., Newtown Road, Myrtle-st., Cleveland-st., Codrington-st., Forbes-st., Missenden Road, Fitzroy-st., O'Connell-st., Hordern-st., Mary-st., King-st. (Newtown), Station-st., Cambridge-st., Emily-st., Addison Road, Victoria Road, Chapel-st., Sydenham Road, Meeks Road, Terminus.

SECTIONS:-First Section, Bridge-st. to Cleveland-st.; Second Section, Cleveland-st. to King-st., Newtown; Third Section, King-st. to Victoria Road; Fourth Section, Victoria Road to Terminus.

FARES:-First Section, by Ticket, 2d., Cash, 3d.; Other Sections, 1d. each.
 Department of Public Works, Railway Branch, CHAS. A. GOODCHAP, Commissioner for Railways.
 Sydney, 22nd Sept., 1892.

E. L. FREDERICK, Draper, opposite Congregational Church, Newtown, has just opened a varied assortment of Dress Materials, Fashionable Prints, Laces, Hosiery, &c. Also, a very cheap assortment of Underclothing, Floor Cloths, Mattings, Door Mats; and always in stock a good variety of Men's and Boys' Clothing. **E. L. FREDERICK**, King-st., Newtown.

**R. T. BELLEMEY, Family & Dispensing Chemist,
 CORNER OF KING AND EGAN STREETS NEWTOWN,
 (Registered by Medical Board of Queensland and the Pharmacy Boards of N.S.W. and Victoria).
 Importer of Drugs, Chemicals, Patent Medicines, Perfumery, Toilet Requisites, Surgical Appliances, &c.**

Echoes of the past

TRIS TOTTENHAM and ALLAN MILES write with observations on the remnants of 'historical' services covered in these pages

Letters

From Tris Tottenham

If you recall some time ago you had an article on Parliamentary trains in the U.K. Might I add that under the current UK timetable the Stockport to Sfalybridge service is still operating but from 3-May-2004 the day and direction of operation has once again changed. The service now operates on Fridays presumably commenced 28-May and leaves Stalybridge at 15.37 for Stockport.

From Allan Miles

An item of interest in relation to the story in the August issue about the Sydenham to Dulwich Hill bus route.

A timetable hand-painted in white on black metal still exists nailed to a post in Gordon Street, Petersham.

It reads:

"Mon-Fri Dep for Sydenham
Stn 6.12 am, 6.32, 6.52, 7.12,
7.32, 7.52, 8.12, 8.52, 9.53,
10.53, 12.28 pm, 4.01, 4.31,
5.xx, 5.xx Route 222"

The last two times are not fully legible.

(At least it was still there this morning when I went to check. I took a photo, but I'm not into digital cameras yet, so I can't send it to you.)

New boy on the block. At right is the cover of the ARTC Train Operating Conditions Manual, which appeared on its web-site on September 5, the day that ARTC took over operation of most of the NSW rail system. It is obviously a continuation of the existing RailCorp publication and is, in fact, merely a scanned copy of it. The TOC was the successor to the Instruction Pages of the Standard Working Time Table and the issue number is a continuation of a series that started in the early 1990s when the Instruction Pages were hived off from the SWTT proper. The TOC has been impossible to obtain until now.

Web address: <http://www.artc.com.au/nsw/toc-manual.htm>

