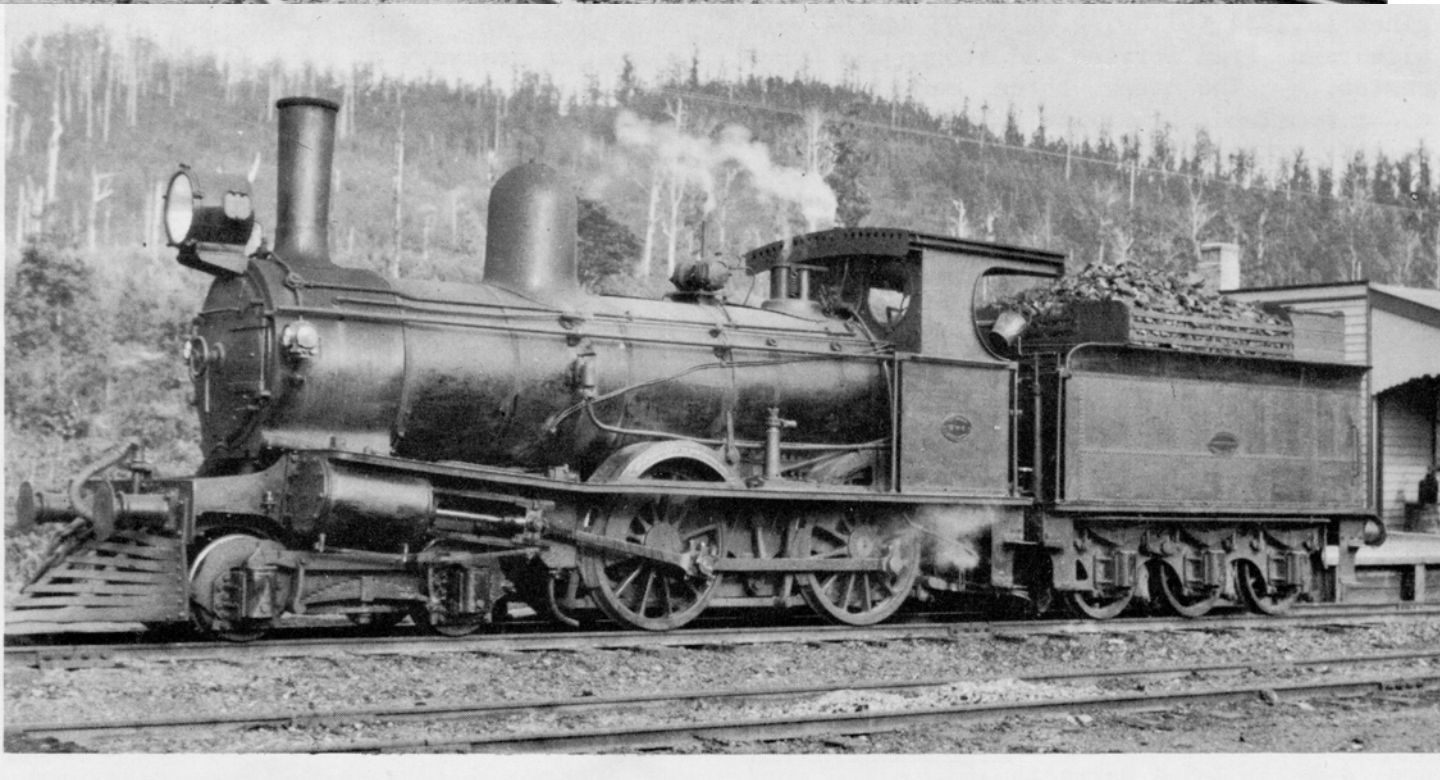
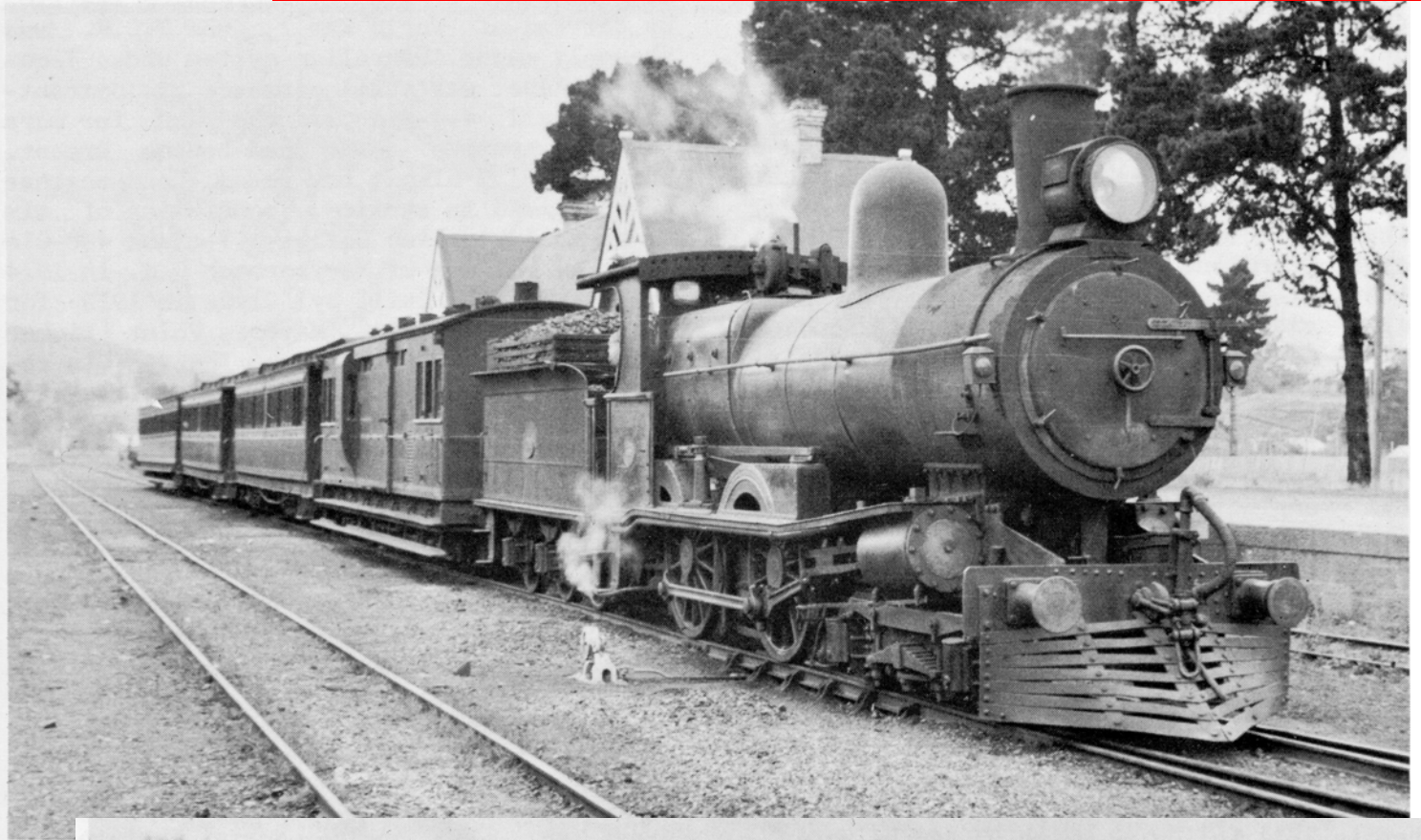




# The Times

November 2004

A journal of transport timetable history and analysis



**Inside: Derwent Valley Line in 1944  
Buses to Tamarama  
England's first bus timetable**

**RRP \$2.95  
Incl. GST**

# The Times

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### On the front cover

The Derwent Valley line was arguably one of the country's most scenic, from the picturesque estuarine scenery near Bridgewater, the snug farmlands around Plenty and on into some of the tallest forests in the world in the Styx and associated valleys. Its train services were equally interesting and saw frequent log trains, workers' and shoppers' trains and also a regular series of goods and passenger trains. Up until the close of passenger services in the 1970s, you could still catch a rail-motor to New Norfolk. In this issue, Jim Stokes describes a typical working timetable for this line— for a period towards the end of World War II. The photographs on the cover date from the last year of the war. Taken by John Buckland and used with permission from the ARHS, they show (top) Ab class loco No 5 standing in the yard at New Norfolk with the Sunday excursion train from Hobart and (bottom) B4 at Maydena, the end of the line for passenger services.

**Editorial Team** Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

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# THE DERWENT VALLEY LINE TIMETABLE OF 17 JANUARY 1944

Follow **JIM STOKES** into the heart of tall timber country in Tasmania's south, as he describes the trains that ran between Hobart and the industries, farms and logging camps of the Derwent Valley.

**B**ACKGROUND The Derwent Valley line diverges from the Hobart - Launceston line at Bridgewater Jct, 13.5 miles north of Hobart. It was opened to New Norfolk in 1887, to the original Glenora station (later Coniston) in 1888, to the new Glenora station and Westerway in 1909, to National Park in 1916 and to Fitzgerald in 1917. A freight-only extension intended mainly for timber traffic was opened to Kallista in 1936. The line served farming communities along the Derwent valley and timber mills in the wetter country beyond Westerway in the Tyenna valley and until the Second World War services generally consisted of two mixed trains between Hobart and Fitzgerald and a goods train from Hobart to Kallista.

## Australian Newsprint Mills

In 1941 Australian Newsprint Mills (ANM) completed a large factory at Boyer to manufacture newsprint from eucalypt logs. This transformed the Derwent Valley line from a fairly lightly trafficked branch to a significant part of the TGR system. Without ANM the line would probably have closed in the 1950s. Boyer is still a major source of freight traffic and although freight traffic ceased beyond Boyer in 1993 it kept the upper end of the line open long enough for the Derwent Valley Railway Preservation Society to become established. The DVRPS currently operates trains as far as National Park.

ANM drew its log supplies from both the Styx and Tyenna valleys.

The Styx valley was served by a 16 km line running south-westwards from Karanja Jct. It was worked by ANM with hired TGR stock. In the Tyenna valley logs were loaded at Pillingers Creek (also known as

Risbys Jct and Florentine Jct) and Kallista. In addition two short spur lines were built north-westwards from the main line. Nicholls Spur diverged at approximately 43 miles (the WTTs always located it incor-

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AMENDED, 17 : 1 : 1944.

## DERWENT VALLEY LINE—DOWN TRAINS.

### WEEK DAYS.

MILEAGE. From Hobart Junction.	STATIONS.	WEEK DAYS.							
		4	6	14	8	36			
		Goods.	Goods.	Passenger.	Passenger.	Passenger.			
		A.M.	A.M.	A.M.	A.M.	A.M.			
...	BRIDGEWATER JUNC.† Arr.	5 15	6 0	...	...	...	...	...	...
...	Ditto ... Dep.	5 20	6 5	6 56	...	10 15	...	...	...
34	DROMEDARY ...	...	...	b	...	a	...	...	...
5	BUNDELLA ...	...	...	b	...	a	...	...	...
6	RIVERTON ...	...	...	b	...	a	...	...	...
72	RALPH'S ...	...	...	b	...	a	...	...	...
8½	BOYER† (W) ... Arr.	6 0	6 45	7 19	...	...	...	...	...
...	Ditto ... Dep.	6 30	6 55	7 20 <sup>30</sup>	7 55 <sup>25</sup>	10 36 <sup>49</sup>	...	...	...
9½	RED GUM ...	...	...	...	...	a	...	...	...
11½	NEW NORFOLK† (W) ... Arr.	6 40	7 5 <sup>30</sup>	7 28	8 7	10 45 <sup>59</sup>	...	...	...
...	Ditto ... Dep.	...	7 40 <sup>55</sup>	...	...	10 47 <sup>59</sup>	...	...	...
12	VALLEYFIELD ...	...	...	...	...	a	...	...	...
13	LAWITTA ...	...	...	...	...	a	...	...	...
14	MAYFAIR ...	...	...	...	...	a	...	...	...
14½	HAYES† ... Arr.	...	8 0	...	...	...	...	...	...
...	Ditto ... Dep.	...	8 16 <sup>30</sup>	...	...	a	...	...	...
18	PLENTY ...	...	...	...	...	a	...	...	...
21	YATES' SIDING ...	...	...	...	...	a	...	...	...
22½	MACQUARIE PLAINS† (W) ... Arr.	...	8 50	...	...	11 15	...	...	...
...	Ditto ... Dep.	...	9 10 <sup>20</sup>	...	...	11 22	...	...	...
24½	CONISTON ...	...	...	...	...	a	...	...	...
25½	GLENORA ...	...	...	...	...	a	...	...	...
26½	KARANJA JUNCTION ...	...	...	...	...	a	...	...	...
28	ROBINSON'S CROSSING ...	...	...	...	...	a	...	...	...
28½	RUMLEY ...	...	...	...	...	a	...	...	...
30	WESTERWAY† (CW) ... Arr.	...	9 50	...	...	...	...	...	...
...	Ditto ... Dep.	...	10 0	...	...	11 44	...	...	...
33	BELCHER'S SIDING ...	...	...	...	...	a	...	...	...
34	HOLLYDENE ...	...	...	...	...	a	...	...	...
34½	NATIONAL PARK† ... Arr.	...	...	...	...	11 54	...	...	...
...	Ditto ... Dep.	...	10 30	...	...	11 56	...	...	...
35½	BURNLEY'S ...	...	...	...	...	a	...	...	...
36½	NEWBURY ...	...	...	...	...	a	...	...	...
36½	ARCADIAN SIDING ...	...	...	...	...	a	...	...	...
37	SHARP'S SIDING ...	...	...	...	...	a	...	...	...
37½	STEPHEN'S BRIDGE ...	...	...	...	...	a	...	...	...
39	TYENNA ...	...	...	...	...	a P.M.	...	...	...
40½	FITZGERALD† (W) ... Arr.	...	11 0	...	...	...	...	...	...
...	Ditto ... Dep.	...	11 20	...	...	12 15	...	...	...
42½	MAYDNA† ... Arr.	...	11 25 <sup>107</sup>	...	...	12 20 <sup>101</sup>	...	...	...
...	Ditto ... Dep.	...	...	...	...	...	...	...	...
44	PILLINGER'S CREEK ...	...	...	...	...	...	...	...	...
44	NICHOLLS' JUNCTION ...	...	...	...	...	...	...	...	...
45½	KALLISTA ...	...	...	...	...	...	...	...	...
		4	6	14	8	36			

No. 6 forms No. 107, Maydena to Hobart (Saturdays excepted).  
 Nos. 36, 78, and 106 trains stop at Hollydene as required to pick up and put down small quantities of goods.  
 Q Engine runs Nos. 6 and 107 between Hobart and Maydena (Saturdays excepted). Engine will turn at Fitzgerald on forward journey.  
 CC Engine runs Nos. 6 and 59 between Hobart and Maydena on Saturdays.  
 Q Engine on No. 6 train runs on Kallista extension as arranged by S.M. Maydena.  
 Engines of Nos. 78, 106, 16, and 18 trains and No. 6 Saturdays will run light from Maydena to Fitzgerald as arranged by S.M. Maydena.

rectly west of Pillingers Creek) and the Kallista Spur diverged immediately east of Kallista yard. In the late 1940s all log loading was concentrated at Florentine Jct and the Styx Valley, Nicholls Spur, Kallista and Kallista Spur lines were closed.

**Passenger trains as at 17 January 1944**

ANM employed a large workforce both at Boyer and in the bush. This combined with the wartime restrictions on road traffic produced some interesting and unusual passenger workings.

The two Hobart - Fitzgerald services (Sundays excepted) had recently been extended to ANM's new logging township at Maydena, although locomotives continued to be serviced at Fitzgerald shed. 36 Passenger left Hobart at 9.35 a.m. and left Maydena as 87 at 2.05 p.m. The introductory note to the WTT stated that these services were to be run by 2 diesel railcars coupled.

33 Mixed left Maydena at 6.15 a.m. and arrived at Hobart at 9.42 a.m; it was generally worked by an A or B class 4-4-0 with several cars. On Mondays the train left Maydena at 5.55 a.m, ran to Karanja Jct, reversed back to Westerway and then resumed its normal schedule. This was presumably for the benefit of Styx Valley logging workers who had gone home to Maydena for the weekend; it seemed a lot of effort to give the residents of Westerway an extra 20 minutes in bed. In the afternoon the Down Maydena Mixed left Hobart as 78 at 4.00 p.m on Mondays - Fridays and as 106 at 6.20 p.m on Saturdays; the later Saturday departure allowed for an afternoon at the football or cinema.

Some ANM workers lived in New Norfolk, but many came from the Hobart area and in the mill's first decade of operation there were 3 trains every day to service each change of shift. These trains ran from Hobart to New Norfolk (stopping at all or most suburban stations) and then ran a shuttle to Boyer and back for New Norfolk residents before returning to

Hobart. They left Hobart at 6.20 a.m., 1.50 p.m. and 9.45 p.m on weekdays and at 6.15 a.m., 1.35 p.m. and 9.45 p.m. on Sundays. The introductory notes provided that the morning and afternoon weekday services would be worked by a Sentinel steam railcar hauling one end platform saloon and that the Sunday afternoon service would worked by a Sentinel hauling 2 end platform saloons (this service also being a popular outing to New Norfolk). On Saturdays the morning and afternoon services were to be run by a single diesel railcar. The evening services would also have generally been single diesel railcars.

In order to give the bush workers a weekend in New Norfolk or Hobart the late afternoon Maydena - Boyer goods ran as 11 Mixed on Fridays. On alternate Fridays commencing on 21 January 1944 22 seat diesel railcar DP18 left Hobart at 6.50 p.m. as 106a New Norfolk Passenger, connected with the Mixed and returned as 117 at 8.10 p.m. On alternate Sundays commencing on 23 January 1944 a single suburban-type diesel railcar left Hobart at 8.20 p.m. as 24 Passenger and ran to Maydena, returning as 5 Passenger at 11.00 p.m. On weekends that the railcars were not running passengers had the not very attractive option of waiting at

**DERWENT VALLEY LINE—DOWN TRAINS.**

**WEEK DAYS.**

MILEAGE From B'water Junction.	STATIONS.	WEEK DAYS.										
		40	62	78	12	106	16	106 a	18	116	20	
		Goods.	Passenger.	Saturdays Excepted, Mixed.	Passenger.	Saturdays only, Mixed.	Fri. and Sats. Excepted, Goods.	Alternate Fridays, Passenger.	Fridays Only, Goods.	Passenger.	Passenger.	
		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
...	BRIDGEWATER JUNC.+	Arr.	...	...	...	...	...	...	...	...		
...	Ditto	Dep.	10 55	2 27	4 49	...	7 6	...	7 25	10 23		
3 3/4	DROMEDARY	...	...	a	a	...	a	...	a	...		
5	BUNDELLA	...	...	a	a	...	a	...	a	...		
6	RIVERTON	...	...	a	a	...	a	...	a	...		
7 3/4	RALPH	...	...	a	a	...	a	...	a	...		
8 1/2	BOYER+ (W)	Arr.	11 20	5 18	...	...	...	...	...	...		
...	Ditto	Dep.	11 25	5 22	3 50	a	8 30	7 50	9 30	10 45		
9 1/4	RED GUM	...	...	a	a	...	a	...	a	...		
11 1/4	NEW NORFOLK+ (W)	Arr.	...	5 30	4 0	7 37	8 40	8 0	9 40	10 53		
...	Ditto	Dep.	11 40	5 35	...	7 40	8 55	...	9 55	...		
12	VALLEYFIELD	...	...	a	a	...	a	...	a	...		
13	LAWITTA	...	...	a	a	...	a	...	a	...		
14	MAYFAIR	...	...	a	a	...	a	...	a	...		
14 1/2	HAYEST	Arr.	...	...	...	...	...	...	...	...		
...	Ditto	Dep.	...	a	...	a	9 10	...	10 10	...		
18	PLENTY	...	...	a	a	...	a	...	a	...		
21	YATES' SIDING	...	...	a	a	...	a	...	a	...		
22 1/2	MACQUARIE PLAINS+(W)	Arr.	...	6 5	...	8 11	...	...	...	...		
...	Ditto	Dep.	...	6 14	...	8 20	9 35	...	10 35	...		
24 1/2	CONISTON	...	P.M.	...	...	...	...	...	...	...		
25 1/2	GLENORA	...	...	a	a	...	a	...	a	...		
26 1/2	KARANJA JUNCTION	...	...	a	a	...	a	...	a	...		
28	ROBINSON'S CROSSING	...	...	a	a	...	a	...	a	...		
28 1/2	RUMLEY	...	...	...	...	...	...	...	...	...		
30	WESTERWAY+(CW)	Arr.	1 5	6 39	...	8 45	...	...	...	...		
...	Ditto	Dep.	...	6 44	...	8 50	10 10	...	11 10	...		
33	BELCHER'S SIDING	...	...	a	a	...	a	...	a	...		
34	HOLLYDENE	...	...	a	a	...	a	...	a	...		
34 1/2	NATIONAL PARK+	Arr.	...	6 57	...	...	...	...	...	...		
...	Ditto	Dep.	...	6 59	...	9 5	10 30	...	11 30	...		
35 1/2	BURNLEY'S	...	...	a	a	...	a	...	a	...		
36 1/2	NEWBURY	...	...	a	a	...	a	...	a	...		
36 3/4	ARCADIAN SIDING	...	...	a	a	...	a	...	a	...		
37	SHARP'S SIDING	...	...	a	a	...	a	...	a	...		
37 1/2	STEPHEN'S BRIDGE	...	...	a	a	...	a	...	a	...		
39	TYENNA	...	...	a	a	...	a	...	a	...		
40 1/2	FITZGERALD+(W)	Arr.	...	...	...	...	...	...	...	...		
...	Ditto	Dep.	...	7 25	...	9 30	...	A.M.	...	...		
42 1/2	MAYDENA+	Arr.	...	7 30	...	9 35	11 10	...	12 10	...		
44	PILLINGERS CREEK	...	...	...	...	...	...	...	...	...		
...	NICHOLLS' JUNCTION	...	...	...	...	...	...	...	...	...		
45 1/2	KALLISTA	Arr.	...	...	...	...	...	...	...	...		
			40	62	78	12	106	16	106 a	18	116	20

From 1st June to 30th September inclusive No. 62 train will stop at Ravenswood to set down passengers.

**DERWENT VALLEY LINE—DOWN TRAINS.**

**SUNDAYS.**

MILEAGE From Boyer Junction.	STATIONS.	2		4		14		6		24		28		8	
		Passenger.		Passenger.		Passenger.		Passenger.		Alternate Sundays, Passenger.		Passenger.		Passenger.	
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
...	BRIDGEWATER JUNC.† Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Ditto ... Dep.	6 49	...	2 12	...	8 54	10 23	...	...	...	...	...	...	...	...
3 3/4	DROMEDARY ...	a	...	a	...	a	...	a	...	a	...	a	...	a	...
5	BUNDELLA ...	a	...	a	...	a	...	a	...	a	...	a	...	a	...
6	RIVERTON ...	a	...	a	...	a	...	a	...	a	...	a	...	a	...
7 1/4	RALPH ...	a	...	a	...	a	...	a	...	a	...	a	...	a	...
8 1/4	BOYER†(W) ... Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Ditto ... Dep.	7 9	7 45	2 32	3 50	a	10 45	11 45	...	...	...	...	...	...	...
9 1/4	RED GUM ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11 1/4	NEW NORFOLK†(W) ... Arr.	7 17	7 53	2 40	4 0	...	10 53	11 53	...	...	...	...	...	...	...
...	Ditto ... Dep.	...	16	...	...	9 27	...	...	...	...	...	...	...	...	...
12	VALLEYFIELD ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
13	LAWITTA ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
14	MAYFAIR ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
14 1/4	HAYES† ... Arr.	...	...	...	...	a	...	...	...	...	...	...	...	...	...
...	Ditto ... Dep.	...	...	...	...	a	...	...	...	...	...	...	...	...	...
18	PLENTY ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
21	YATES' SIDING ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
22 1/4	MACQUARIE PLAINS†(W) Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Ditto ... Dep.	...	...	...	...	9 57	...	...	...	...	...	...	...	...	...
24 1/4	CONISTON ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
25 1/4	GLENORA ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
26 1/4	KARANJA JUNCTION ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
28	ROBINSON'S CROSSING ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
28 1/4	RUMLEY ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
30	WESTERWAY†(CW) ... Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Ditto ... Dep.	...	...	...	...	10 20	...	...	...	...	...	...	...	...	...
33	BELCHER'S SIDING ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
34	HOLLYDENE ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
34 1/4	NATIONAL PARK† ... Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Ditto ... Dep.	...	...	...	...	10 32	...	...	...	...	...	...	...	...	...
35 1/4	BURNLEY'S ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
36 1/4	NEWBURY ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
36 1/2	ARCADIAN SIDING ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
37	SHARP'S SIDING ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
37 1/4	STEPHEN'S BRIDGE ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
39	TYENNA ...	...	...	...	...	a	...	...	...	...	...	...	...	...	...
40 3/4	FITZGERALD †(W) ... Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	Ditto ... Dep.	...	...	...	...	10 50	...	...	...	...	...	...	...	...	...
42 1/4	MAYDEN A † ... Arr.	...	...	...	...	10 55	...	...	...	...	...	...	...	...	...
44	PILLINGER'S CREEK ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	NICHOLS' JUNCTION ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
45 1/4	KALLISTA ... Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		<b>2</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>24</b>	<b>28</b>	<b>8</b>							

However Up trains faced 1 in 40 ascents between Meadow Banks and Karanja Jct and between Glenora and the summit of the divide between the Derwent and Styx valleys. For example the Q class 4-8-2s could take 600 tons from Fitzgerald to Westerway, but only 270 tons from Westerway to Macquarie Plains. In addition most locomotives required on the line had to work to and from Hobart each day. This complicated train operations until the early 1950s when the grades against Up trains were eased to 1 in 60 and diesel-electric locomotives based at New Norfolk and Fitzgerald took over the log trains.

Weekday goods operations began with the departure of 4 Goods from Hobart at 4.15 a.m. This train picked up Fingal line coal for Boyer at Granton and then shunted New Norfolk and Boyer yards before returning to Hobart as 6 Goods later in the morning.

6 Goods left Hobart for Maydena at 4.55 a.m. On Mondays - Fridays it was worked by a Q class 4-8-2 and left Maydena to return to Hobart as 107 Goods at 1.00 p.m. The length of time allowed for the Westerway - Macquarie Plains section indicated that 107 picked up Styx Valley logs at Karanja Jct. On Saturdays 6 Goods was worked by a CC or CCS class 2-6-0 that remained at Fitzgerald for the following week. The 2-6-0 that had been at Fitzgerald for the previous week worked 59 Maydena - Hobart Goods at 7.00 a.m. on Saturdays.

The 2-6-0 based at Fitzgerald shunted the various logging sidings and spurs between Maydena and Kallista and then worked 7/16 Goods to Boyer and back on Mondays - Thursdays and 11 Mixed/18 Goods to Boyer and back on Fridays.

In order to clear loading over Karanja and Glenora banks 40 Goods left Hobart for Westerway at 9.55 a.m., returning as 81 Goods at 1.25 p.m.

On page 9, we illustrate the original cover for the timetable which Jim describes. Not, obviously, an original in 1944. The contents changed at least 4 times over the next few years, but, apart from the hand-written scrawl illustrated, the cover remained intact- Editor.

New Norfolk for the 11.57 p.m. rail-car to Hobart and then going back up the valley on the Saturday evening Mixed or the Sunday excursion if it was running.

The summer Sunday excursions were a feature of the line from the time it reached National Park until the early 1970s. In the earlier years there were often 2 public excursion trains out of Hobart on Sunday mornings, with the locomotives continuing to Fitzgerald for turning and servicing. The main attraction was Russell Falls, which was an easy walk from National Park station. Some excursions continued to Fitzgerald and from 1944

to Maydena. Excursion train workings were notified by special train advice, but WTTs between 1948 and 1954 included times for one Sunday excursion to Maydena and return. The 1957 timetable listed the excursion as terminating at National Park, since by then the use of diesel power had ended the need to take the locomotive on to Fitzgerald.

**Goods trains as at 17 January 1944**

The Derwent Valley line was relatively easily graded by Tasmanian standards, especially as most traffic was moving down the valley.

**DERWENT VALLEY LINE—UP TRAINS.**

**WEEK DAYS.**

MILEAGE. From Kallista.	STATIONS.	3	25	33	59	49	81	107
		Passenger.	Passenger.	Mixed.	Goods Saturdays Only.	Goods.	Goods.	Goods Sats. Excepted.
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
...	KALLISTA ... .. Dep.	...	...	...	...	...	...	...
...	NICHOLLS JUNCTION Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	...	...	...	...	...
1½	PILLINGER'S CREEK ... ..	...	...	...	...	...	...	...
3	MAYDEN A † ... .. Dep.	...	...	6 15	7 0	...	...	1 0 <sup>36</sup>
4½	FITZGERALD †(W) ... .. Arr.	...	...	...	...	...	...	6, 36
...	Ditto ... .. Dep.	...	...	6 20	...	...	...	...
6½	TYENNA ... ..	...	...	a	...	...	...	...
7½	STEPHEN'S BRIDGE ... ..	...	...	a	...	...	...	...
8	SHARP'S SIDING ... ..	...	...	a	...	...	...	...
8½	ARCADIAN SIDING ... ..	...	...	a	...	...	...	...
9	NEWBURY ... ..	...	...	a	...	...	...	...
9½	BURNLEY'S ... ..	...	...	a	...	...	...	...
10½	NATIONAL PARK † ... .. Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	6 49	7 40	...	...	1 40
11½	HOLLYDENE ... ..	...	...	a	...	...	...	...
12½	BELCHER'S SIDING ... ..	...	...	a	...	...	...	...
15½	WESTERWAY †(CW) ... .. Arr.	...	...	7 1	8 15	...	...	2 10 <sup>87</sup>
...	Ditto ... .. Dep.	...	...	7 7	8 40	1 25 <sup>40</sup>	...	2 52 <sup>p.b. 87</sup>
16½	RUMLEY ... ..	...	...	a	...	...	...	...
17½	ROBINSON'S CROSSING ... ..	...	...	a	...	...	...	...
18½	KARANJA JUNCTION ... ..	...	...	a	...	...	...	...
19½	GLENORA ... ..	...	...	a	...	...	...	...
20	CONISTON ... ..	...	...	a	...	...	...	...
22	M'QUARIE PLAINS †(W) ... .. Arr.	...	...	7 27	9 25	...	...	4 0
...	Ditto ... .. Dep.	...	...	7 35	9 40	6 held	...	4 50
24½	YATES' SIDING ... ..	...	...	a	...	...	...	...
27½	PLENTY ... ..	...	...	7 50	...	...	...	...
30	HAYES † ... .. Arr.	...	...	8 6	...	...	...	5 40
...	Ditto ... .. Dep.	...	...	8 12 <sup>6</sup>	...	...	...	5 50 <sup>78</sup>
31½	MAYFAIR ... ..	...	...	a	...	...	...	...
32½	LAWITTA ... ..	...	...	a	...	...	...	...
33½	VALLEYFIELD ... ..	...	...	a	...	...	...	...
34	NEW NORFOLK †(W) ... .. Arr.	...	...	8 26	10 40 <sup>36</sup>	...	...	6 0
...	Ditto ... .. Dep.	7 10 <sup>6</sup>	7 43 <sup>6, 14</sup>	8 30 <sup>8</sup>	11 0	9 0	...	6 20
36½	RED GUM ... ..	...	...	a	...	...	...	...
36½	BOYER †(W) ... .. Arr.	7 18 <sup>14</sup>	7 51	...	11 10	9 10	2 40	6 30
...	Ditto ... .. Dep.	...	7 53	8 a 38	11 45 <sup>40</sup>	11 22 <sup>36, 40</sup>	3 10 <sup>62</sup>	6 50
37½	RALPH'S ... ..	...	a	a	...	...	...	...
39½	RIVERTON ... ..	...	a	a	...	...	...	...
40½	BUNDE LA ... ..	...	a	a	P.M.	...	...	...
41½	DROMEDARY ... ..	...	a	a	...	...	...	...
45½	BRIDGEWATER JUNC. † Arr.	...	8 14	9 2	12 15	11 42	3 50	7 20 <sup>6A</sup>
		<b>3</b>	<b>25</b>	<b>33</b>	<b>59</b>	<b>49</b>	<b>81</b>	<b>107</b>

Nos. 33 and 87 trains stop at Hollydene as required to pick up and put down small quantities of goods.  
 No. 49 train may leave Boyer ahead of time if work completed, gangs and all concerned to be on the alert for early running.  
 No. 81 on Saturdays deals with all roadside work between Westerway and Hobart.  
 No. 59 reduces load, other than logs, at Westerway to be added to No. 81.  
 On Mondays only No. 33 train will leave Maydena at 5.55 a.m., pass National Park 6.22, Westerway 6.35, due Karanja 6.43 a.m., and returns immediately to Westerway to take up usual running from that station to Hobart. Guard is to keep a sharp lookout whilst train is pushing back from Karanja Junction to Westerway and be prepared to apply emergency brake if necessary.  
 On Mondays only No. 107 will stop at Whilkes Platform to pick up goods.  
 Engines for Nos. 33, 59, 7, and 11 trains will run light from Fitzgerald to Maydena as arranged by S.M. Maydena.

**DERWENT VALLEY LINE—UP TRAINS.**

**WEEK DAYS.**

MILEAGE. From Kallista.	STATIONS.	87	5	7	97	9	11	117	1
		Passenger. P.M.	Passenger. P.M.	Fri. and Sats. Excepted, Goods. P.M.	Passenger. P.M.	Passenger. P.M.	Fridays Only. Fixed. P.M.	Alternate Fridays, Passenger. P.M.	Passenger. P.M.
...	KALLISTA ... .. Dep.	...	...	...	...	...	...	...	...
...	NICHOLLS' JUNCTION ... ..	...	...	...	...	...	...	...	...
1 1/4	PILLINGER'S CREEK ... ..	...	...	...	...	...	...	...	...
3	MAYDNA† ... .. Dep.	2 5	...	4 0	...	...	5 40	...	...
4 1/4	FITZGERALD† (W) ... .. Dep.	2 10	...	...	...	...	a	...	...
6 1/4	TYENNA ... ..	a	...	...	...	...	a	...	...
7 3/4	STEPHEN'S BRIDGE ... ..	a	...	...	...	...	a	...	...
8	SHARP'S SIDING ... ..	a	...	...	...	...	a	...	...
8 1/2	ARCADIAN SIDING ... ..	a	...	...	...	...	a	...	...
9	NEWBURY ... ..	a	...	...	...	...	a	...	...
9 1/2	BURNLEY'S ... ..	a	...	...	...	...	a	...	...
10 3/4	NATIONAL PARK† ... .. Arr.	2 28	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	2 30	...	4 40	...	...	6 10	...	...
11 1/4	HOLLYDENE ... ..	a	...	...	...	...	a	...	...
12 1/4	BELCHER'S SIDING ... ..	a	...	...	...	...	a	...	...
15 1/4	WESTERWAY† (CW) ... .. Arr.	2 42	...	...	...	...	6 35	...	...
...	Ditto ... .. Dep.	2 42	...	5 15	...	...	6 40	...	...
16 3/4	RUMLEY ... ..	pass 107	...	...	...	...	a	...	...
17 3/4	ROBINSON'S CROSSING ... ..	a	...	...	...	...	a	...	...
18 1/4	KARANJA JUNCTION ... ..	a	...	...	...	...	a	...	...
19 3/4	GLENORA ... ..	a	...	...	...	...	a	...	...
20	CONISTON ... ..	a	...	...	...	...	a	...	...
22	MACQUARIE PLAINS† (W) ... .. Arr.	3 2	...	6 0	...	...	7 15	...	...
...	Ditto ... .. Dep.	3 7	...	6 10	...	...	7 20	...	...
24 1/4	YATES' SIDING ... ..	a	...	...	...	...	a	...	...
27 1/4	PLENTY ... ..	a	...	...	...	...	a	...	...
30 1/4	HAYES† ... .. Arr.	...	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	a	...	6 55	...	...	a	...	...
31 1/4	MAYFAIR ... ..	a	...	...	...	...	a	...	...
32 1/4	LAWITTA ... ..	a	...	...	...	...	a	...	...
33 1/4	VALLEYFIELD ... ..	a	...	...	...	...	a	...	...
34	NEW NORFOLK† (W) ... .. Arr.	3 37	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	3 39	3 7 20	7 10	5 7	10 56	8 20	8 10	11 57
36 1/4	RED GUM ... ..	a	...	...	...	...	...	...	A.M.
36 3/4	BOYER† (W) ... .. Arr.	3 47	3 17	7 20	5 15	11 4	8 30	...	a
...	Ditto ... .. Dep.	3 49	12	...	5 20	...	...	8 18	12 6
37 1/4	RALPH'S ... ..	a	...	...	c	...	...	a	a
39 1/4	RIVERTON ... ..	a	...	...	c	...	...	a	a
40 1/4	BUNDELLA ... ..	a	...	...	c	...	...	a	a
41 1/4	DROMEDARY ... ..	a	...	...	c	...	...	a	a
45 1/4	BRIDGEWATER JUNC.† ... .. Arr.	4 10	...	...	5 40	...	...	8 39	12 28

No. 87 train is to stop at Glenora daily to give clearance to S.M. Westerway.

## DERWENT VALLEY LINE—UP TRAINS.

## SUNDAYS.

MILEAGE From Kallista.	STATIONS	7	15	9	23	11	1	5
		Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Alternate Sundays, Passenger.
		A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
...	KALLISTA ... .. Dep.	...	...	...	...	...	...	...
...	NICHOLLS JUNCTION Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	...	...	...	...	...
1½	PILLINGER'S CREEK ... Dep.	...	...	...	...	...	...	...
3	MAYDNA† ... .. Dep.	...	...	...	...	...	...	11 0
4½	FITZGERALD†(W) ... Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	...	...	...	...	a
6½	TYENNA ... .. Dep.	...	...	...	...	...	...	a
7½	STEPHEN'S BRIDGE ... Dep.	...	...	...	...	...	...	a
8	SHARP'S SIDING ... .. Dep.	...	...	...	...	...	...	a
8½	ARCADIAN SIDING ... Dep.	...	...	...	...	...	...	a
9	NEWBURY ... .. Dep.	...	...	...	...	...	...	a
9½	BURNLEY'S ... .. Dep.	...	...	...	...	...	...	a
10½	NATIONAL PARK† ... Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	...	...	...	...	11 23
11½	HOLLYDENE ... .. Dep.	...	...	...	...	...	...	a
12½	BELCHER'S SIDING ... Dep.	...	...	...	...	...	...	a
15½	WESTERWAY†(CW) ... Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	...	...	...	...	11 36
16½	RUMLEY ... .. Dep.	...	...	...	...	...	...	a
17½	ROBINSON'S CROSSING ... Dep.	...	...	...	...	...	...	a
18½	KARANJA JUNCTION ... Dep.	...	...	...	...	...	...	a
19½	GLENORA ... .. Dep.	...	...	...	...	...	...	a
20	CONISTON ... .. Dep.	...	...	...	...	...	...	a
22	M'QUARIE PLAINS†(W) Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	...	...	...	...	11 58 <sup>AM</sup>
24½	YATES' SIDING ... .. Dep.	...	...	...	...	...	...	a
27½	PLENTY ... .. Dep.	...	...	...	...	...	...	a
30½	HAYES† ... .. Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	...	...	...	...	...	...	a
31½	MAYFAIR ... .. Dep.	...	...	...	...	...	...	a
32½	LAWITTA ... .. Dep.	...	...	...	...	...	...	a
33½	VALLEYFIELD ... .. Dep.	...	...	...	...	...	...	a
34	NEW NORFOLK†(W) ... Arr.	...	...	...	...	...	...	...
...	Ditto ... .. Dep.	7 18 <sup>30</sup>	8 0 <sup>0</sup>	3 7	5 10	10 56 <sup>00</sup>	11 57 <sup>00</sup>	12 28
36½	RED GUM ... .. Dep.	...	...	...	a	...	A.M.	a
36½	BOYER†(W) ... .. Arr.	7 26	...	3 17	...	11 4	...	...
...	Ditto ... .. Dep.	...	8 8	...	5 18	...	12 6	a
37½	RALPH'S ... .. Dep.	...	a	...	a	...	a	a
39½	RIVERTON ... .. Dep.	...	a	...	a	...	a	a
40½	BUNDELLA ... .. Dep.	...	a	...	a	...	a	a
41½	DROMEDARY ... .. Dep.	...	a	...	a	...	a	a
45½	BRIDGEWATER JUNC.† Arr.	...	8 28	...	5 40	...	12 28	12 58
		7	15	9	23	11	1	5



**PRIVATE.**

1880  $\frac{2}{43}$

**GOVERNMENT RAILWAYS OF TASMANIA.**



***Working Time Table***

FOR

***Passenger, Mixed, and Goods  
Trains and Motors over all Lines***

FOR THE GUIDANCE AND EXCLUSIVE USE OF OFFICERS  
AND SERVANTS.

---

OPERATING FROM 12.1 A.M.

*17 Jan 1944*  
***Monday, 1st March, 1943***

AND UNTIL FURTHER NOTICE

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Station Masters, Locomotive Foremen, Inspectors of Permanent Way, and all officials in immediate charge are responsible for supplying all employees under their charge with a copy of the Book of Rules and Regulations, current Time Table, and Appendix to Working Time Table.

Every Officer and Employee of the Department must make himself conversant with the Time Table, in order that he may be thoroughly acquainted with any alterations that may have been made.

All Working Time Tables prior to this date are cancelled, and are to be destroyed (covers excepted).

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TASMANIA:

H. H. PIMBLETT, GOVERNMENT PRINTER, HOBART

1943.

18671

# Australian Railway Atlas, No.1 – Tasmania

In keeping with the previous article, VICTOR ISAACS now presents a review of a railway atlas for Tasmania.

**E**VERY student of railway timetables from time to time needs to know such things as when lines opened or closed, or the former names of stations, the relationship of some line to another, or where it really went.

All you ever wanted to know about railways in Tasmania, and more, is answered in this great new production. The Quail Map Co. has a high reputation for the quality of its railway maps and the comprehensibility of its information. We are now very lucky that this is being applied to Australian railways.

Fifteen pages of maps are the centrepiece of the Atlas. They trace every public railway that has ever existed in Tasmania – and there are many more than most people realise. The maps are clearly drawn to various scales suited to the amount of detail shown. The maps are in colour. All deviations, tunnels and significant bridges are shown. Each station and siding is shown, with former names indicated.

An example picked at random is the Marrawah Tramway in NW Tasmania. It is impossible to work out from published data, including timetables, where each line actually went. This is now made clear in this Atlas. I have not used the phrase “clear at a glance” because many glances are necessary to take in all the information provided, such is the great amount of detail. I was very surprised at how many lines there were in this network. The Atlas even makes clear the complicated series of lines in the mining region of western Tasmania.

The publication also includes *Route Sections*. These are lists of every railway line, showing more details than is possible on the maps of distances (in miles and kilometres) and height. Every feature along each line is listed. Full details of opening and closing dates and changes of ownership are given.

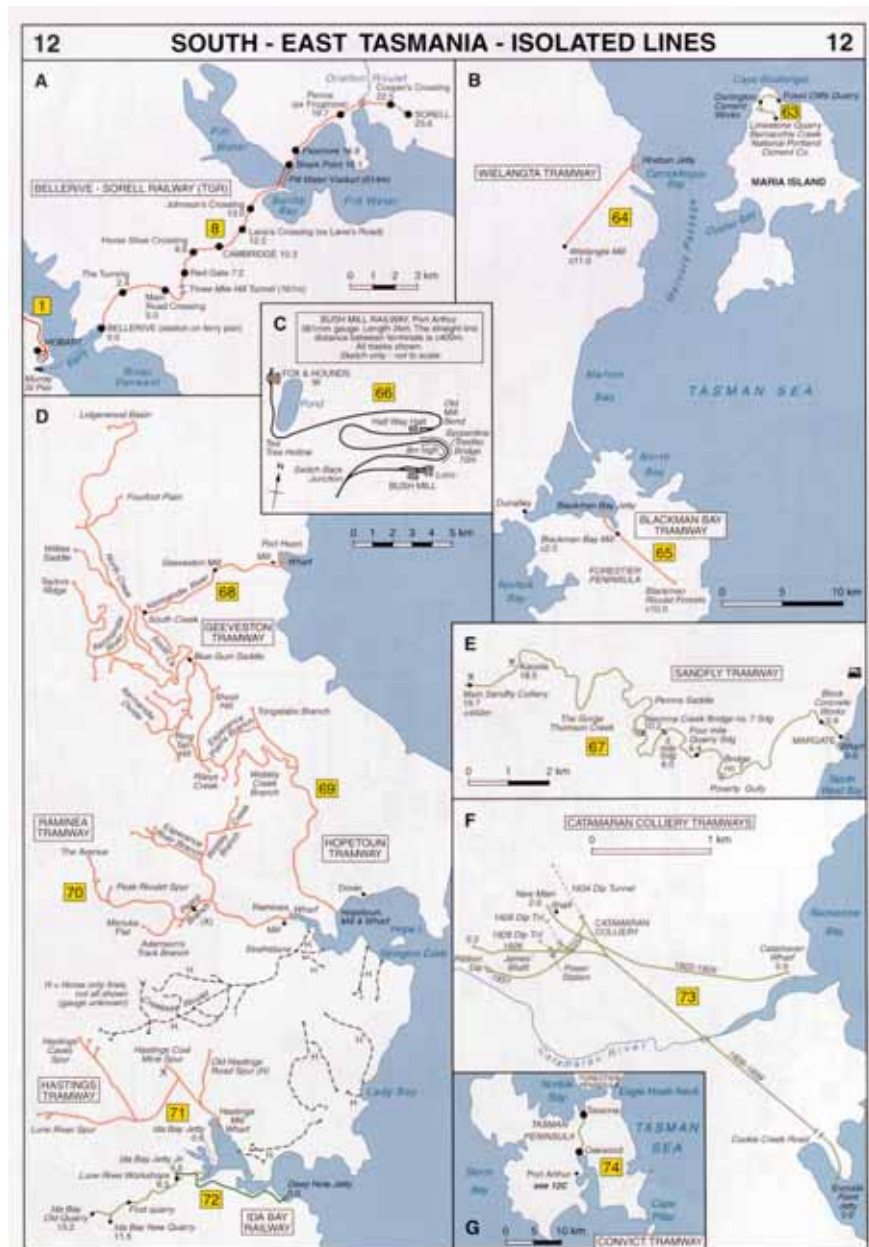
The volume also includes a comprehensive index and gazetteer. This includes the former names of locations.

The Atlas includes not only Tasmania's railways but also maps and details of Hobart's and Launceston's Tram and Trolley Bus networks. The maps are up to the usual very high Quail Co. quality. Unfortunately in this section the quality of data about opening and closing dates is deficient, as there are a number of errors. This has been remedied by an errata sheet. The sheet is available with the Atlas when purchased from the retailer below (or it is available from this reviewer on

[abvi@webone.com.au](mailto:abvi@webone.com.au)).

This Tasmanian Atlas is the first in a series which will eventually cover all Australian states. Although other volumes will not appear for some time yet, I shall impatiently await them.

Quail Map Co., 35 pages, A4, ISBN 9-781898-319696, \$37.40 including postage from Australian Railway Historical Society, Victorian Division, GPO Box 5177AA, Melbourne Vic 3001



# Buses to Tamarama

**JIM O'NEIL** takes us down another one of Sydneys bus byways. Somehow, the name "Tamarama" seems to the editor to evoke exotic images and he has never quite been able to imagine it as a Sydney location. Now he knows.

**B**owden's route 79, from Town Hall to Tamarama Beach, south of Bondi in Sydney's Eastern Suburbs, was unusual in a number of ways. It was one of only three private bus services to run into the city of Sydney in the fifties and sixties. The two others were the Longueville and Northwood buses from the Lane Cove area on the lower North Shore. It was also one of the last private bus services to operate in the Eastern Suburbs. Only Lowe's service from Newtown to Oxford Street (later to Bondi Junction Station) was to outlast it. There are now only government buses running in that part of Sydney. It was also, so far as I know, the last survivor of the taxi-bus services which were started in the nineteen thirties,

although by the time I knew it, from around 1960, it was operated by full sized buses. However, towards the end Bowden was using what we would call midi-buses today, especially in the off-peak hours. These were the latest in a series of usual buses run by Bowden's, including Syd Wood bodied Thornycrofts (Bowden had the agency for Thornycroft), and imported Duple Coaches, second hand from Pyke's Tours.

The only timetable I ever got from Bowden's is the one below and on the opposite page, issued on the 22 March 1962, which was still in force a considerable time later. It was printed on brown cardboard, folded down the middle to make a small brochure. We can note fea-

tures from the sixties. Phone numbers still had two letter prefixes: the seven figure phone-numbers, which used only numerals, were only just coming in in some areas. No responsibility is taken for late running or its consequences (though, traffic permitting, buses would try to be on time.) Pay your fare, keep your ticket, don't put your feet on the seats and wait in groups at bus stops. And of course, don't talk to the driver while the bus is in motion. In the fifties, that would have read "whilst", as can still be seen on m/o1275 today.

Only the two inside pages have timetables. There is half hourly service in the off-peak hours and on Saturdays, needing two buses to run, with hourly service in the

## AT FINISH OF TIMES INSIDE

The times stated are those at which it is intended that Buses should start and arrive at the terminals so far as circumstances will permit. We cannot guarantee the departure or arrival of Buses at the times stated nor be responsible for delay or any consequences arising therefrom.

## NOTICE

Rules and regulations provide all fares must be paid on entry of omnibus and a printed ticket received showing value of fare paid. Tickets must be retained and shown on demand or another fare paid. Tickets are valid for trip of issue only.

Bulky objects will be carried only at the discretion of the driver and may be charged for. Passengers, particularly children, are not allowed to place feet on seats or consume objectionable matter while in the omnibus.

This service is for your convenience and your co-operation is solicited. Please wait in groups at regular bus stops. Promptly tender driver correct fare on entry and collect your ticket. Give driver a clear signal or request at a reasonable time before stop required. Report any irregular incident direct to J. H. Bowden, 235-7-9 Bronte Road, Waverley, giving number of omnibus, time and date.

## SAFETY FIRST

Do not converse with driver while bus is in motion. His job requires full attention.

# TIMETABLE

COMMENCING 22/3/62

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TAMARAMA — WAVERLEY — CITY  
ROUTE 79

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BOWDEN'S BLUE EXPRESS  
BUS SERVICE

Proprietor: J. H. BOWDEN. FW 5126

Garage: 235-7-9 BRONTE ROAD WAVERLEY

BUSES FOR HIRE

**Bowden's route 79 timetable - City to Tamarama, issued 22 March 1962.**

late evenings, needing only one. In the peak hours on Mondays to Fridays, extra buses were run. The morning timetable requires four buses, while five are needed in the evening peak. At first glance, there appear to be two buses into the City in the evening peak, which don't have a return service, the 4.00 and 4.30 from Tamarama, but this is misleading. The 4.00 returns from the City at 4.35 and the 4.30 at 5.05, which appear not to have had a corresponding bus inwards. I don't know why it was set out that way. The intermediate timing point, at Bronte Marine Drive, is only five minutes out from the terminus, since once the route 79 passed Waverley Depot, it was in government bus territory, and could neither pick up nor set down. There were no buses on Sundays or Holidays.

Bowden's gave up in the seventies and the service was taken over by the PTC. The timetable dated October 1976 is the earliest (see page 13). The route 79 has been replaced by two new route numbers. The 376, preceding the Bronte services in the government number series, ran in peak hours only, and followed the same route from Town

Hall to Tamarama via Moore Park Road, Queens Park Waverley and Bronte Road as Bowden's 79, but was then extended north into government territory, to terminate at South Bondi. In the off-peak and on Saturdays, a different route, the 391, was run, which was sufficiently different to require a second map. A single map showing both would tend to confuse the viewer. It ran from Circular Quay over the old Ocean Street Woollahra tramline, in 1976 covered by the routes 389 to North Bondi via Murrivier Road and the 390 to Gibson Street Waverley, both running via Bondi Junction. The 391 was numbered at the end of the Bondi series. Where the 390 turned south west to reach Gibson Street, the new 391 turned east, and then north to Tamarama and, once again, extended north to terminate at South Bondi. The Queen's Park area of Waverley now had no off-peak connection to the city. The only off-peak buses through that area were now the 358 and 359, running south from Bondi Junction to Pagewood. The new PTC timetable was printed on white paper, and needed to be folded in three compared with Bowden's single fold.

The extra space was required for the two maps. There was no increase in the space needed to print the timetables.

The 376 still needed four buses in the mornings, but now only four in the evenings as well. Being able to pick up in government territory, at South Bondi and along Oxford Street didn't produce enough new passengers to require more buses. Queen's Park had lost off-peak buses to the city, but Tamarama had gained off-peak connection to Bondi Junction, a major local shopping centre. However, this only ran every hour and not at all in the late evening.

This double arrangement for bus services to Tamarama didn't last long. In the 24 June 1979 timetable, City service had ceased, since the opening of the Eastern Suburbs Railway meant that all buses ran to Bondi Junction Station, where city passengers changed to the train. There were no traffic generators on the 376 between the City and Waverley, so it ceased altogether and passengers from Birrell Street or Queens Park Road, if the Pagewood bus wasn't convenient, either had to walk north to

**TAMARAMA—TOWN HALL CITY**

**ROUTE 79**

**SATURDAY ONLY**

Depart Tamarama a.m.	Bronte M/Drive a.m.	Arrive City a.m.	Depart City a.m.	Bronte M/Drive a.m.	Arrive Tamarama a.m.
—	7.00	7.25	7.25	7.45	7.50
7.25	7.30	7.55	7.55	8.15	8.20
7.50	7.55	8.20	8.20	8.45	8.50
8.20	8.25	8.50	8.50	9.15	9.20
8.50	8.55	9.20	9.20	9.45	9.50
9.20	9.25	9.50	9.50	10.15	10.20
9.50	9.55	10.20	10.20	10.45	10.50
10.20	10.25	10.50	10.50	11.15	11.20
10.50	10.55	11.20	11.20	11.45	11.50
			p.m.	p.m.	p.m.
11.20	11.25	11.50	11.55	12.20	12.25
			p.m.	p.m.	p.m.
11.50	11.55	12.20	12.25	12.50	12.55
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.30	12.35	1.00	1.05	1.30	1.35
1.00	1.05	1.30	1.35	2.00	2.05
1.35	1.40	2.05	2.05	2.30	2.35
2.05	2.10	2.35	2.35	3.00	3.05
2.35	2.40	3.05	3.05	3.30	3.35
3.05	3.10	3.35	3.35	4.00	4.05
3.35	3.40	4.05	4.05	4.30	4.35
4.05	4.10	4.35	4.35	5.00	5.05
4.35	4.40	5.05	5.05	5.30	5.35
5.05	5.10	5.35	5.35	6.00	6.05
5.35	5.40	6.05	6.05	6.30	6.35
6.05	6.10	6.35	6.35	7.00	7.05
6.35	6.40	7.05	7.05	7.30	7.35
7.05	7.10	7.35	7.35	8.00	8.05
7.35	7.40	8.05	8.05	8.30	8.35
8.05	8.10	8.35	8.35	9.00	9.05
8.35	8.40	9.05	9.05	9.30	9.35
9.35	9.40	10.05	10.05	10.30	10.35
10.35	10.40	11.05	11.05	11.30	11.35

**NO SERVICE SUNDAYS OR PUBLIC HOLIDAYS**

**TAMARAMA—TOWN HALL CITY**

**ROUTE 79 WEEK DAYS**

Depart Tamarama a.m.	Bronte M/Drive a.m.	Arrive City a.m.	Depart City a.m.	Bronte M/Drive a.m.	Arrive Tamarama a.m.
—	6.15	6.40	6.40	6.58	7.03
6.38	6.43	7.08	7.08	7.28	7.33
7.03	7.08	7.33	7.33	7.58	—
7.18	7.23	7.48	7.48	8.13	8.18
7.33	7.38	8.03	8.03	8.28	8.35
7.48	7.53	8.18	—	—	—
—	8.00	8.25	8.30	8.55	9.00
8.05	8.10	8.35	—	—	—
8.20	8.25	8.50	9.00	9.25	9.30
8.35	8.40	9.05	—	—	—
9.00	9.05	9.30	9.30	9.55	10.00
9.30	9.35	10.00	10.00	10.25	10.30
10.00	10.05	10.30	10.30	10.55	11.00
10.30	10.35	11.00	11.00	11.25	11.30
11.00	11.05	11.30	11.30	11.55	12.00
				p.m.	p.m.
11.30	11.35	12.00	12.00	12.25	12.30
				p.m.	p.m.
12.00	12.05	12.30	12.30	12.55	1.00
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.30	12.35	1.00	1.00	1.25	1.30
1.00	1.05	1.30	1.30	1.55	2.00
1.30	1.35	2.00	2.00	2.25	2.30
2.00	2.05	2.30	2.30	2.55	3.00
2.30	2.35	3.00	3.00	3.25	3.30
3.00	3.05	3.30	3.30	3.55	4.00
3.30	3.35	4.00	4.00	4.25	4.30
4.00	4.05	4.30	—	—	—
—	4.35	—	4.40	4.45	—
4.30	4.35	5.00	—	—	—
—	—	—	4.35	5.00	5.05
—	—	—	4.50	5.15	5.20
—	—	—	5.05	5.30	5.35
—	4.45	5.10	—	5.15	5.45
—	—	—	5.25	5.50	5.55
5.05	5.10	5.35	5.35	6.00	6.05
—	—	—	5.45	6.10	6.15
5.35	5.40	6.05	6.05	6.30	6.35
6.05	6.10	6.35	6.35	7.00	7.05
6.35	6.40	7.05	7.05	7.30	7.35
7.05	7.10	7.35	7.35	8.00	8.05
7.35	7.40	8.05	8.05	8.30	8.35
8.05	8.10	8.35	8.35	9.00	9.05
8.35	8.40	9.05	9.05	9.30	9.35
9.35	9.40	10.05	10.05	10.30	10.35
10.35	10.40	11.05	11.05	11.30	11.35

**MONDAYS TO FRIDAYS - INWARD JOURNEYS**

Route No.	South Bondi	Charing Cross	Bondi Junction	York Road and Birrell St	Town Hall, City	Circular Quay
376	AM 8.10	AM 8.19	...	6.24	6.37	...
376	6.35	6.44	...	6.49	7.2	...
376	6.55	7.4	...	7.11	7.25	...
376	7.10	7.15	...	7.26	7.40	...
376	7.20	7.29	...	7.36	7.50	...
376	7.38	7.47	...	7.54	8.8	...
376	7.48	7.57	...	8.4	8.18	...
376	7.58H	8.14H	...	8.14H	8.28H	...
376	8.8	8.17	...	8.24	8.38	...
376	8.25	8.34	...	8.41	8.55	...
376	8.55	9.4	...	9.11	9.25	...
376	9.25	9.34	...	9.41	9.55	...
391	10.0	...	10.13	...	10.36	...
391	11.0	...	11.13	...	11.30	...
391	PM 12.0	...	12.13	...	12.36	...
391	1.0	...	1.13	...	1.36	...
391	2.0	...	2.13	...	2.36	...
391	3.0	...	3.13	...	3.36	...
376	3.40	3.49	...	3.56	4.10	...
376	4.0	4.9	...	4.16	4.30	...
376	4.20	4.29	...	4.36	4.50	...
376	4.38	4.47	...	4.54	5.8	...
376	4.55	5.4	...	5.11	5.25	...
376	5.15	5.24	...	5.31	5.45	...
376	5.42	5.51	...	5.58	6.12	...
376	8.40T	8.49T	...	8.54T	9.11T	...

**MONDAYS TO FRIDAYS - OUTWARD JOURNEYS**

Route No.	Circular Quay	Town Hall, City	York Road and Birrell St	Bondi Junction	Charing Cross	South Bondi
376	...	6.40	6.53	...	6.58	7.7
376	...	7.5	7.19	...	7.26	7.35
376	...	7.30	7.44	...	7.51	8.0
376	...	7.47	8.1	...	8.6	8.17
376	...	8.12	8.26	...	8.33	8.42
376	...	8.32	8.46	...	8.53	9.2
376	...	8.52	9.6	...	9.13	9.22
391	...	9.20	...	9.43	...	9.56
391	...	10.20	...	10.43	...	10.56
391	...	11.20	...	11.43	...	11.56
391	...	PM 12.20	...	12.43	...	12.56

H - Does not operate on school holidays.  
T - Operates on Thursdays only.

**MONDAYS TO FRIDAYS - OUTWARD JOURNEYS (Continued)**

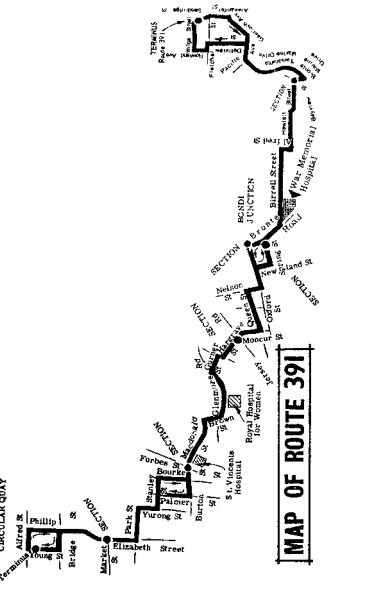
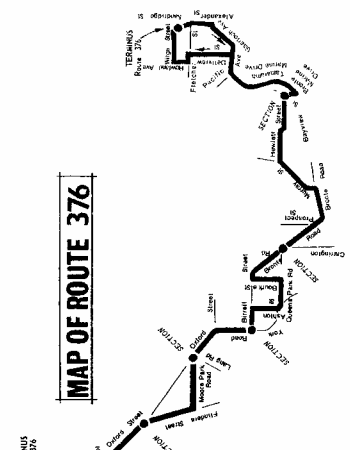
Route No.	Circular Quay	Town Hall, City	York Road and Birrell St	Bondi Junction	Charing Cross	South Bondi
391	PM 1.20	...	...	1.43	...	1.56
391	2.20	...	...	2.43	...	2.56
376	...	3.25	3.39	...	3.46	3.55
376	...	3.48	4.2	...	4.9	4.18
376	...	4.3	4.17	...	4.24	4.33
376	...	4.20	4.34	...	4.41	4.50
376	...	4.40	4.54	...	5.1	5.10
376	...	4.55	5.0	...	5.16	5.25
376	...	5.9	5.23	...	5.30	5.39
376	...	5.25	5.39	...	5.46	5.55
376	...	5.35	5.49	...	5.56	6.5
376	...	5.55	6.9	...	6.16	6.25
376	...	6.15	6.29	...	6.36	6.45
376	...	8.10T	8.24T	...	8.28T	8.37T
376	...	9.15T	9.29T	...	9.33T	9.42T

**SATURDAYS**

INWARD JOURNEYS			OUTWARD JOURNEYS		
Route No.	Bondi Junction	South Bondi	Route No.	South Bondi	Bondi Junction
391	AM 8.8	AM 8.23	391	AM 8.36	AM 9.11
391	8.14	8.29	391	8.50	9.15
391	10.17	10.32	391	11.0	11.15
391	11.17	11.32	391	PM 12.0	12.15
391	12.17	12.32	391	1.2	1.15
391	1.17	1.30	391	2.0	2.13
391	2.17	2.30	391	3.0	3.13
391	3.17	3.30	391	4.0	4.13
391	4.17	4.30	391	5.0	5.13
391	5.17	5.30	391	6.0	6.13
391	6.17	6.30	391	6.0	6.13

**SUNDAYS AND HOLIDAYS - NO SERVICE**  
T - Operates on Thursdays only.

Copies of timetables are obtainable from:  
Public Transport Commission, 50 Macquarie St, City.  
Travel and Tours Centre, 11-31 York St, City.  
Waverley Bus Depot.  
Eastern Area Manager's Office, 9-13 Bronte Rd, Bondi Junction.



**FARES**

No.	Section Point	No.	Section Point
1	Town Hall, City	5	Victoria St and Carrington Rd
2	Taylor Square	6	Bayview St and Bronte Marine Drive
3	Lang and Moore Park Rds	7	South Bondi
4	Birrell St and York Rd		

**ROUTE 391**

No.	Section Point	No.	Section Point
1	Circular Quay	3	Bondi Junction
2	Market St, City	6	Birrell and Alfred Sts
3	Portes St, Darlinghurst	7	Bayview St and Bronte Marine Drive
4	Jersey Rd, Paddington	8	South Bondi

TO ASSESS THE FARE FOR ANY JOURNEY select the Section Points covering your journey. The difference between the numbers allotted these Section Points will be the number of Sections travelled; the correct fare can then be determined from the Scale of Fares which is displayed in all buses.

WEEKLY AND QUARTERLY BUS TICKETS ARE AVAILABLE.

**PAYMENT OF FARE**  
If in doubt as to the fare payable for your journey, please check with the conductor, or the driver if on a one-man-operated bus. If you do not pay the correct fare you are liable to prosecution with a fine of up to \$20 plus Court costs. Concession Fare Certificates where applicable must be shown or full fare paid.

**FARE FOR TRAVEL WITHIN THE CITY FARE ZONE**  
The City Fare Zone is the area bounded by Circular Quay, Macquarie, Elizabeth, Goulburn and George Sts to Milers Point, and the portion of York St between Market and Druitt Sts. A one section fare is charged for travel in this area and also for travel between Circular Quay and Railway Colonnade or Eddy Ave, Central Railway, on buses on Route 427 (Railway Colonnade) or Route 427 (Eddy Ave, Central Railway) ONLY.

**CARRIAGE OF CHILDREN ON RESTRICTED ORDINARY SERVICE JOURNEYS**  
In some instances where special facilities have been provided for the carriage of school children, children generally are not permitted to travel on ordinary service journeys operated in close proximity to the times of the school special buses. The journeys on which restrictions apply are shown in the timetable but where a child travelling to or from school or otherwise, pays the full fare for the journey, in accompanying an adult passenger or produces a special permit authorising travel on the particular journey, the child is entitled to travel on the "Restricted" bus if accommodation is available.

PHONE 20543 FOR TIMETABLE INFORMATION

No. 231  
PUBLIC TRANSPORT COMMISSION OF NEW SOUTH WALES  
**BUS TIMETABLE**  
DATED OCTOBER, 1976

**ROUTE 376** TOWN HALL, CITY - SOUTH BONDI via Tamarama

**MONDAYS TO SATURDAYS**

**ROUTE 391** CIRCULAR QUAY - SOUTH BONDI (SANDRIDGE ST) via St Vincent's Hospital, Five Ways, Paddington, and Bondi Junction

The times stated in the official timetable are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini but the Commission does not guarantee the departure or arrival of buses at the times stated, nor will it be responsible for delay or any consequences arising therefrom. The Commission reserves the right to cancel wholly, or in part, any of the bus services shown in the official timetable or to vary the routes over which the buses will operate, and the times of arrival or departure as shown in such timetables must be taken to be subject to such right.

(CROWN COPYRIGHT)

**Public Transport Commission timetable Routes 376 & 391 City to South Bondi via Tamarama, issued October 1976**

Oxford Street or Bondi Junction Station. My final timetable is dated 5 October 1986 (see page 14), when the 390/391 was combined in one timetable folder with the 329 Bondi Junction to Clovelly, since on Sundays the 329 was replaced by an extension of the 390 from Gibson Street, although the two sets of timetables were kept separate, even on Sundays, as we can see.

I have shown the inbound services to Bondi Junction on the 390/391 from this 1986 timetable, along with the route map. Service from Tamarama had increased on Week-days, running every twenty minutes in the peak (against every ten minutes, rather than hourly, in the off-peak, combining with the 390 to give a twenty minute service from Alfred and Hewlett Streets. There was still no service to

Tamarama after 6.30p.m. or on Sundays, The map (page 14) from the 1986 timetable shows how the 390 was extended to Clovelly on Sundays and how the 391 turned in the opposite direction at the south end of Alfred Street to the one taken by the 390. The section of the 376 along Bronte Road, which was abandoned in 1979 can also be followed on the map. None of it is

Route 390 : WAVERLEY to BONDI JUNCTION  
Route 391 : SOUTH BONDI to BONDI JUNCTION

Route Number	SOUTH BONDI		WAVERLEY		BONDI JUNCTION		CITY
	Sandridge Street	Gibson Street & Murray Street	Alfred Street & Hewlett Street	Bondi Junction Station	Train departs Bondi Junction	Train arrives Central	
WEEKDAYS MORNINGS							
391	6:05	..	6:10	6:20	6:25	6:36	
391	6:34	..	6:39	6:50	6:55	7:06	
390	..	6:47	6:49	7:00	7:05	7:16	
391	7:04	..	7:09	7:20	7:25	7:36	
390	..	7:12	7:14	7:25	7:30	7:41	
391	7:24	..	7:29	7:40	7:45	7:56	
390	..	7:32	7:34	7:45	7:50	8:01	
390	..	7:42	7:44	7:55	8:00	8:11	
391	7:44	..	7:49	8:00	8:05	8:16	
390	..	7:52	7:54	8:05	8:10	8:21	
390	..	8:02	8:04	8:15	8:20	8:31	
391	8:04	..	8:09	8:20	8:25	8:36	
390	..	8:12	8:14	8:25	8:30	8:41	
390	..	8:22	8:24	8:35	8:40	8:51	
391	8:24	..	8:29	8:40	8:45	8:56	
390	..	8:42	8:44	8:55	9:00	9:11	
390	..	9:02	9:04	9:15	9:20	9:31	
391	9:04	..	9:09	9:20	9:25	9:36	
390	..	9:27	9:29	9:40	9:45	9:56	
391	9:44	..	9:49	10:00	10:05	10:16	
390	..	10:07	10:09	10:20	10:25	10:36	
391	10:24	..	10:29	10:40	10:45	10:56	
390	..	10:47	10:49	11:00	11:05	11:16	
391	11:04	..	11:09	11:20	11:25	11:36	
390	..	11:27	11:29	11:40	11:45	11:56	
391	11:44	..	11:49	12:00	12:05	12:16	
AFTERNOONS							
390	..	12:07	12:09	12:20	12:25	12:36	
391	12:24	..	12:29	12:40	12:45	12:56	
390	..	12:47	12:49	1:00	1:05	1:16	
391	1:04	..	1:09	1:20	1:25	1:36	
390	..	1:27	1:29	1:40	1:45	1:56	
391	1:44	..	1:49	2:00	2:05	2:16	
390	..	2:07	2:09	2:20	2:25	2:36	
391	2:24	..	2:29	2:40	2:45	2:56	
390	..	2:47	2:49	3:00	3:05	3:16	
391	3:04	..	3:09	3:20	3:25	3:36	
390	..	3:27	3:29	3:40	3:45	3:56	
391	3:44	..	3:49	4:00	4:05	4:16	
390	..	4:07	4:09	4:20	4:25	4:36	
391	4:14	..	4:19	4:30	4:35	4:47	
390	..	4:27	4:29	4:40	4:45	4:57	
391	4:34	..	4:39	4:50	4:55	5:07	
390	..	4:47	4:49	5:00	5:05	5:17	
391	4:54	..	4:59	5:10	5:15	5:27	
390	..	5:07	5:09	5:20	5:25	5:37	
391	5:14	..	5:19	5:30	5:35	5:47	

Route 390 : WAVERLEY to BONDI JUNCTION  
Route 391 : SOUTH BONDI to BONDI JUNCTION

Route Number	SOUTH BONDI		WAVERLEY		BONDI JUNCTION		CITY
	Sandridge Street	Gibson Street & Murray Street	Alfred Street & Hewlett Street	Bondi Junction Station	Train departs Bondi Junction	Train arrives Central	
WEEKDAYS EVENINGS							
390	..	5:27	5:29	5:40	5:45	5:57	
391	5:34	..	5:39	5:50	5:55	6:06	
390	..	5:47	5:49	6:00	6:05	6:16	
391	5:54	..	5:59	6:10	6:15	6:26	
390	..	6:07	6:09	6:20	6:25	6:36	
391	6:14	..	6:19	6:30	6:35	6:46	
390	..	6:27	6:29	6:39	6:45	6:56	
390	..	6:47	6:49	6:59	7:05	7:16	
390	..	7:07	7:09	7:19	7:25	7:36	
390	..	7:27	7:29	7:39	7:45	7:56	

Any day .... \$2.20 and 15 minutes is all it takes from Central Railway to the airport in the yellow Mercedes

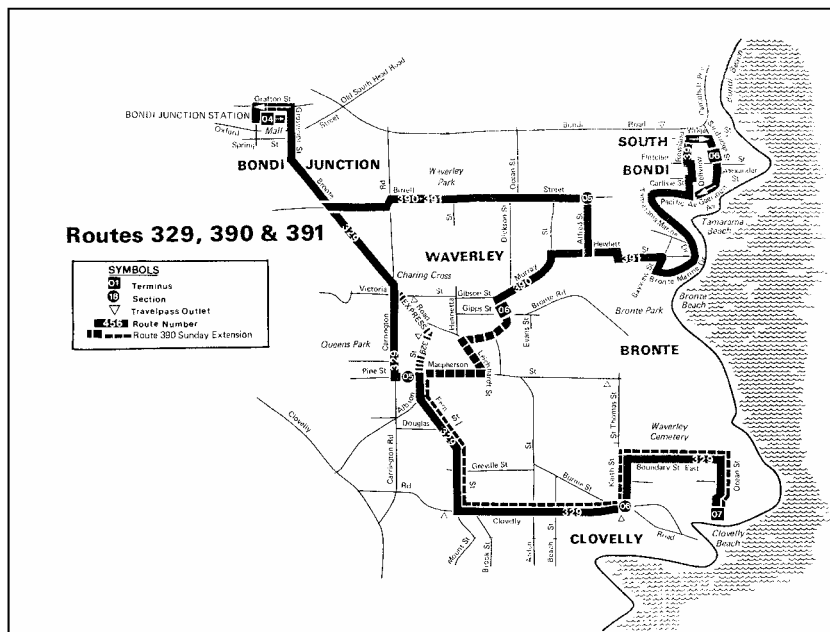
\* 30 mins from Circular Quay along George St

URBAN TRANSIT AUTHORITY OF NEW SOUTH WALES

Extracts from Urban Transit Authority timetable 29/390/391 Waverley District, 5 October 1986 390/1 to Bondi Junction and map.

very far from the 390 or the 329, both shown on the map, or from the 378 to Bronte, whose route is not marked on the map, but can be followed along Bronte Road and Albion and Macpherson Streets. It's clear why there was no need to continue this section of the 376.

Service to Tamarama continues today, numbered 361 since 1995, but still running along the same route as the older 391. But only about half a kilometer of it still runs along the route of Bowden's old route 79, which effectively ceased operation back in 1979.



Route 390 : WAVERLEY to BONDI JUNCTION  
 Route 391 : SOUTH BONDI to BONDI JUNCTION

Route Number	SOUTH BONDI		WAVERLEY		BONDI JUNCTION		CITY
	Sandridge Street	Gibson Street & Murray Street	Alfred Street & Hewlett Street	Bondi Junction Station	Train departs Bondi Junction	Train arrives Central	
<b>SATURDAYS</b>							
<b>MORNINGS</b>							
390	..	7 27	7 29	7 39	7 45	7 56	
391	7 44	..	7 49	7 59	8 05	8 16	
390	..	8 07	8 07	8 19	8 25	8 36	
391	8 24	..	8 29	8 39	8 45	8 56	
390	..	8 47	8 49	8 59	9 05	9 16	
391	9 04	..	9 09	9 20	9 25	9 36	
390	..	9 27	9 29	9 40	9 45	9 56	
391	9 44	..	9 49	10 00	10 05	10 16	
390	..	10 07	10 09	10 20	10 25	10 36	
391	10 24	..	10 29	10 40	10 45	10 56	
390	..	10 47	10 49	11 00	11 05	11 16	
391	11 04	..	11 09	11 20	11 25	11 36	
390	..	11 27	11 29	11 40	11 45	11 56	
391	11 44	..	11 49	12 00	12 05	12 16	
<b>AFTERNOONS</b>							
390	..	12 07	12 09	12 20	12 25	12 36	
391	12 24	..	12 29	12 40	12 45	12 56	
390	..	12 47	12 49	1 00	1 05	1 16	
391	1 13	..	1 18	1 28	1 35	1 46	
390	..	1 46	1 48	1 58	2 05	2 16	
391	2 13	..	2 18	2 28	2 35	2 46	
390	..	2 46	2 48	2 58	3 05	3 16	
391	3 13	..	3 18	3 28	3 35	3 46	
390	..	3 46	3 48	3 58	4 05	4 16	
391	4 13	..	4 18	4 28	4 35	4 46	
390	..	4 46	4 48	4 58	5 05	5 16	
391	5 13	..	5 18	5 28	5 35	5 46	
390	..	5 46	5 48	5 58	6 05	6 16	
<b>EVENINGS</b>							
391	6 13	..	6 18	6 28	6 35	6 46	
390	..	6 36	6 38	6 48	6 55	7 06	
390	..	7 06	7 08	7 18	7 30	7 41	
390	..	7 37	7 39	7 49	8 00	8 11	
<b>SUNDAYS</b>							
<b>MORNINGS</b>							
390	..	10 07	10 09	10 20	10 25	10 36	
390	..	11 07	11 09	11 20	11 25	11 36	
390	..	12 07	12 09	12 20	12 25	12 36	
<b>AFTERNOONS</b>							
390	..	1 07	1 09	1 20	1 25	1 36	
390	..	2 07	2 09	2 20	2 25	2 36	
390	..	3 07	3 09	3 20	3 25	3 36	
390	..	4 07	4 09	4 20	4 25	4 36	
390	..	5 07	5 09	5 20	5 25	5 36	
<b>EVENINGS</b>							
390	..	6 07	6 09	6 20	6 25	6 36	
390	..	7 07	7 09	7 20	7 30	7 41	

On Sundays, route 390 buses start from Clovelly. For more details see route 329 timetable on page 11.

**HOLIDAY TIMETABLES**

The Sunday timetable applies on all Public Holidays, except for Easter Saturday when the Saturday timetable is used.

(Left) Further extracts from Urban Transit Authority timetable 29/390/391 Waverley District, 5 October 1986. 390/1 to Bondi Junction.



**The hazards of timetabling at Dawlish**  
 Making trains run to time is not always an easy task, but rarely does it come to this. The photo below is at Dawlish in Devon, during a late October 2004 storm. This section of track gave trouble from day 1. Another image of Nature disrupting Dawlish's railway timetable, from a much earlier age, appears above.



# The First (English) Bus Timetable

By **DUNCAN MACAUSLAN**, Source: *150 Years of London's buses, London Transport, 1979*

**G**EORGE Shillibeer worked in Paris as a coachbuilder and was impressed with a new invention he had seen there, the Omnibus.

Whilst the first omnibus services appeared in Nantes in 1826 and Bordeaux in 1827, the first wide scale commercial public transit venture began in 1828 in Paris. The name apparently came from Nantes where one of the termini was outside a hatters owned by a man called Omnes who advertised his shop in the Latin for 'Omnes for All' - Omnes Omnibus. The name became associated with the vehicles and followed them to Paris and on to London.

By 1829 Shillibeer was back in London in partnership with John Cavill in Bury Street, Bloomsbury, as coach builders and livery stable keepers. On 4 July that year Shillibeer introduced the omnibus to London on a route from Paddington to the Bank. His omnibus could carry up to 20 passengers and was drawn by three horses.

**OMNIBUS.**

**G**. SHILLIBEER, induced by the universal admiration the above Vehicles called forth at Paris, has commenced running one upon the Parisian mode, from **PADDINGTON to the BANK.**

The superiority of this Carriage over the ordinary Stage Coaches, for comfort and safety, must be obvious, all the Passengers being Inside, and the Fare charged from Paddington to the Bank being One Shilling, and from Islington to the Bank or Paddington, only Sixpence.

The Proprietor begs to add, that a person of great respectability attends his Vehicle as Conductor; and every possible attention will be paid to the accommodation of Ladies and Children.

**Hours of Starting:—From Paddington Green to the Bank, at 9, 12, 3, 6, and 8 o'clock; from the Bank to Paddington, at 10, 1, 4, 7, and 9 o'clock.**

His first timetable was published in a newspaper and as can be seen offered a journey every three hours, taking an hour for the five mile journey. The one shilling fare was too expensive for the average person and so omnibuses began as a service for the well off, whilst the rich still travelled in Hackney car-

riages or stage coaches. The late first bus time also indicated the service wasn't for those who needed to get to work early.

The omnibus, later 'bus and now bus, rapidly spread across London and within two years had many imitators.

*Such a pretty thing. In this water colour, Mr Shillibeer's bus appears very attractive, but its prettiness failed to keep Mr Shillibeer in business—he went broke and fled from London. Still, it was a better fate than that of his Parisian predecessor — he killed himself when his business went broke. Buses, it seems, have always been financially marginal operations.*



**SHILLIBEER'S OMNIBUS.**

*A New Carriage on the Parisian Mode, for the Convenience of Inside Passengers from PADDINGTON to the BANK. Established by G. Shillibeer, Coach Builder &c. N 12 Bury St. Bloomsbury, London.*