



The Times

December 2005

A journal of transport timetable history and analysis



Inside: Western Rd buses
 Indian miscellany
 NSWGR on disk
 Whence the *timetable*?

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On the front cover

When The Times editor first came to Sydney, he worked at CSIRO at Prospect and commuted from Manly by a complicated arrangement of buses, hydrofoils, trains, buses and Shank's Pony. Last or first leg of the journey was often *via* the Route 702 bus, which called at CSIRO's front door on its winding way from Parramatta to Blacktown. He was especially pleased then to find that these buses feature this month in one of Jim O'Neil's fascinating Sydney bus route histories. CSIRO is long gone, the Western Freeway cutting a swathe through its sheep paddocks where I used to denude sheep of their fleeces—but the buses still rumble westward along the *Western Road*.



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Western Road buses from Parramatta

JIM O'NEIL forsook the North Shore to see what the Westies were up to.

When I had collected timetables for most of the bus routes along the North Shore and Main Northern Lines, I moved my attention to Parramatta. On the south side of the railway station, in Argyle Street, next to the buses to West Ryde, Eastwood and Epping, were the brown buses of Western Road Transport Service. At that time, in the early sixties, they ran a mixture of CAC Bedfords, seating 33 and MBA Whites, seating around 40. They had five routes, all running to the west of Parramatta. My first timetable (see right and on the following 4 pages) was collected at this time. It doesn't give a date, but does give the address of the operator, 1 Rawson Road Wentworthville. You can't find the site today, since the Western Motorway runs right through it and Rawson Road is now a dead end street which stops before where the depot was. The timetable is a small booklet which contains all of the bus services operated by Western Road.

Four of these bus routes ran down Church St and turned west along the Great Western Highway (or Western Road, as it is called in the timetable.) The 177 to Prospect ran along the Highway as far as Flushcombe Road. Only a minority of the buses went that far, since there was also the route 187 north to Blacktown at that point. More buses ran to Church Lane (now Prospect Highway and Reservoir Road - the old Highway has been straightened in this area) and a few more as far as Blacktown Road, where the 210 ran north and west to Blacktown. From there to Parramatta the territory was Western Road's alone, but the fully built up area ran as far as Rawson Road and the partially developed area to Pendle Hill P.O., just west of Pendle Way.

The route 179 to South Wentworthville followed the 177 to Rawson Road, where it turned south to join Old Prospect Road, which it followed west. At times of low traffic, the 177 skipped Rawson Road and ran direct along Old Prospect Road to or from the Highway. Ettalong Road is the continuation south of Pendle Way, so this timing point corresponds closely to Pendle Hill P.O. About

BUS TIME TABLES
* * *

ROUTE 177
Parramatta Station — Prospect
Pages 2 to 5

ROUTE 179
Parramatta Station — South Wentworthville
Pages 6 to 9

ROUTE 174
Parramatta Station — Wentworthville Station
Pages 10 and 11

ROUTE 213
Parramatta Station — Boronia Street
Pages 12 and 13
Boronia Street — Wentworthville Station
Page 14

ROUTE 11
Toongabbie — Girraween — Parramatta
Pages 12 and 13
Wentworthville Station — Smith St. — Jones St.
Page 14

WESTERN ROAD TRANSPORT SERVICE
1 Rawson Road
WENTWORTHVILLE

YA—8500 Price 3d. YA—8500

Above, and on pages 4 to 8: Western Road Transport Service All routes (177, 179, 174, 213 and 11). Undated timetable: current early sixties.

half the buses continued on to Greystanes Road, where many of them turned south to Merrylands Road, where the 153 provided service eastwards to Merrylands Station. The 174 to Wentworthville Station, turned north about a kilometre earlier at Hawkesbury Road, running through the southern part of Westmead, turning west to Jordan and Bridge Streets and then to Wentworthville Station. All this area was fully built up in the sixties. The fourth route, the 213 followed

the Highway to Old Prospect Road, which it followed to Boronia Street, just before Rawson Road. Here it turned south into an area without a southern outlet and at the edge of the fully built up area. The fifth route, the 11 entered Parramatta through Parramatta Park, and did not run to Parramatta outside shopping hours. In the park there were no customers and between Westmead and Wentworthville the routes 178 (to Toongabbie) and 174 provided more frequent service. The route 11 served the built up areas on the south west of the Rail-

SOUTH WENTWORTHVILLE to PARRAMATTA

Herrylands Greyhound Roads		Graythorns & Old Prop. Roads	Bialong & Old Prop. Roads	Warran & St. Western Roads	Wirrallee Avenue	ROUTE 179 Parramatta St. Western Roads	Parramatta Station Arrive
Mondays to Fridays							
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5:20	5:38	5:44	5:48	-	5:34	5:42	5:58
6:01	6:04	6:11	6:15	-	5:70	6:28	6:45
-	-	6:25	6:30	-	6:24	6:42	7:08
-	-	6:48	6:53	-	6:57	7:05	7:31
-	7:09	7:16	7:21	-	7:25	7:33	7:45
-	-	7:28	7:31	-	7:35	7:43	7:58
-	-	7:41	7:46	-	7:50	7:58	8:08
-	-	7:52	7:57	-	8:01	8:09	8:13
8:13	8:16	8:23	8:28	-	8:32	8:40	8:45
-	8:31	8:38	8:43	-	8:47	8:55	9:00
8:42	8:45	8:52	8:58	-	-	-	9:10
-	-	9:04	9:10	-	9:17	9:25	9:30
-	-	9:30	9:40	-	9:47	9:55	10:00
9:59	10:02	10:09	10:14	-	10:17	10:25	10:30
-	-	10:30	-	10:40	10:47	10:55	10:40
10:59	11:02	11:09	-	-	11:17	11:25	11:30
-	-	11:30	-	11:40	11:47	11:55	12:00
p.m.							
11:59	12:02	12:09	-	-	12:17	12:25	12:30
-	-	12:30	-	12:40	12:47	12:55	1:00
12:59	1:02	1:09	-	-	1:17	1:25	1:30
-	-	1:30	-	1:40	1:47	1:55	2:00
1:59	2:02	2:09	-	2:40	2:47	2:55	3:00
-	-	2:30	-	-	2:47	2:55	3:10
2:59	3:02	3:09	3:13	-	3:17	3:25	3:30
-	-	3:20	-	3:30	3:36	3:44	3:45
3:45	3:48	3:55	-	-	4:03	4:11	4:15
3:59	4:02	4:08	-	-	4:16	4:24	4:28
-	4:12	4:18	-	-	4:26	4:34	4:44
-	-	4:49	-	-	4:57	5:05	5:15
4:44	4:47	4:53	-	-	5:01	5:09	5:15
-	5:10	5:16	-	-	5:23	5:31	5:34
-	-	5:27	-	-	5:35	5:43	5:45
-	5:41	5:47	-	-	5:55	6:03	6:12
-	-	6:02	-	-	6:09	6:17	6:25
-	6:11	6:17	-	-	6:25	6:33	6:35
6:45	6:48	6:55	-	-	7:04	7:14	7:20
-	7:01	7:08	-	-	7:17	7:25	8:00
-	-	8:19	8:24	-	8:28	8:36	8:45
9:09	9:12	9:19	9:24	-	9:28	9:36	9:55
-	-	10:19	10:24	-	10:28	10:36	11:00
-	-	-	-	-	-	-	12:05

a denotes will run to and from Schools
R denotes will run to and from Roxy Theatre

PARRAMATTA to SOUTH WENTWORTHVILLE

Parramatta Station Depart	Wirrallee St. Western Roads	Warran & St. Western Roads	Hendon R. St. Western Roads	U. Tabor & Old Prop. Roads	Graythorns & Old Prop. Roads	Wentworthville Greyhound Roads
Mondays to Fridays						
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5:58	6:17	-	-	-	-	-
6:31	6:40	-	-	-	-	-
6:45	6:54	-	-	-	-	-
7:08	7:17	-	-	-	-	-
7:44	7:54	-	-	-	-	-
8:06	8:15	-	-	-	-	-
8:13	8:22	-	-	-	-	-
8:45	8:55	-	8:58	-	-	-
9:00	9:10	-	-	-	-	-
-	-	-	-	-	-	-
-	9:40	-	-	-	-	-
-	10:10	-	-	-	-	-
-	10:30	-	-	-	-	-
-	10:40	-	-	-	-	-
11:00	11:10	11:17	-	10:44	10:49	10:59
11:30	11:40	-	-	-	11:27	11:37
12:00	12:10	12:17	-	-	11:49	11:59
p.m.						
12:30	12:40	-	-	-	12:27	12:37
1:00	1:10	1:17	-	-	1:27	1:37
1:30	1:40	-	-	-	1:49	1:59
2:00	2:10	2:17	-	-	2:27	2:37
2:30	2:40	-	-	-	2:49	2:59
3:00	3:10	-	-	-	3:14	3:19
-	-	-	-	-	3:29	3:34
3:30	3:40	-	-	-	3:49	3:54
3:45	3:55	-	-	-	3:59	4:04
4:15	4:25	-	-	-	4:29	4:34
4:28	4:38	-	-	-	4:42	4:47
4:44	4:54	-	-	-	4:58	5:03
5:08	5:18	-	-	-	5:22	5:27
5:15	5:25	-	-	-	5:29	5:34
5:34	5:44	-	-	-	5:48	5:53
5:45	5:55	-	-	-	5:59	6:04
6:12	6:22	-	-	-	6:26	6:31
6:15	6:25	-	-	-	6:29	6:34
6:35	6:45	-	-	-	6:49	6:54
7:20	7:30	-	-	-	7:34	7:41
8:00	8:10	-	-	-	8:14	8:19
8:45	8:54	-	-	-	8:57	9:01
9:55	10:05	-	-	-	10:09	10:14
11:00	11:10	-	-	-	11:20	11:24
12:05	12:15	-	-	-	12:18	12:23

a denotes will run to and from Schools
R denotes will run to and from Roxy Theatre

SOUTH WENTWORTHVILLE to PARRAMATTA

Herrylands Greyhound Roads		Graythorns & Old Prop. Roads	Bialong & Old Prop. Roads	Warran & St. Western Roads	Wirrallee Avenue	ROUTE 179 Parramatta St. Western Roads	Parramatta Station Arrive
Sundays, Mondays, Good Friday and Christmas Day							
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5:20	5:38	5:44	5:48	-	5:34	5:42	5:58
6:01	6:04	6:11	6:15	-	5:70	6:28	6:45
-	-	6:25	6:30	-	6:24	6:42	7:08
-	-	6:48	6:53	-	6:57	7:05	7:31
-	7:09	7:16	7:21	-	7:25	7:33	7:45
-	-	7:28	7:31	-	7:35	7:43	7:58
-	-	7:41	7:46	-	7:50	7:58	8:08
-	-	7:52	7:57	-	8:01	8:09	8:13
8:13	8:16	8:23	8:28	-	8:32	8:40	8:45
-	8:31	8:38	8:43	-	8:47	8:55	9:00
8:42	8:45	8:52	8:58	-	-	-	9:10
-	-	9:04	9:10	-	9:17	9:25	9:30
-	-	9:30	9:40	-	9:47	9:55	10:00
9:59	10:02	10:09	10:14	-	10:17	10:25	10:30
-	-	10:30	-	10:40	10:47	10:55	10:40
10:59	11:02	11:09	-	-	11:17	11:25	11:30
-	-	11:30	-	11:40	11:47	11:55	12:00
p.m.							
11:59	12:02	12:09	-	-	12:17	12:25	12:30
-	-	12:30	-	12:40	12:47	12:55	1:00
12:59	1:02	1:09	-	-	1:17	1:25	1:30
-	-	1:30	-	1:40	1:47	1:55	2:00
1:59	2:02	2:09	-	2:40	2:47	2:55	3:00
-	-	2:30	-	-	2:47	2:55	3:10
2:59	3:02	3:09	3:13	-	3:17	3:25	3:30
-	-	3:20	-	3:30	3:36	3:44	3:45
3:45	3:48	3:55	-	-	4:03	4:11	4:15
3:59	4:02	4:08	-	-	4:16	4:24	4:28
-	4:12	4:18	-	-	4:26	4:34	4:44
-	-	4:49	-	-	4:57	5:05	5:15
4:44	4:47	4:53	-	-	5:01	5:09	5:15
-	5:10	5:16	-	-	5:23	5:31	5:34
-	-	5:27	-	-	5:35	5:43	5:45
-	5:41	5:47	-	-	5:55	6:03	6:12
-	-	6:02	-	-	6:09	6:17	6:25
-	6:11	6:17	-	-	6:25	6:33	6:35
6:45	6:48	6:55	-	-	7:04	7:14	7:20
-	7:01	7:08	-	-	7:17	7:25	8:00
-	-	8:19	8:24	-	8:28	8:36	8:45
9:09	9:12	9:19	9:24	-	9:28	9:36	9:55
-	-	10:19	10:24	-	10:28	10:36	11:00
-	-	-	-	-	-	-	12:05

a denotes will run to and from Schools
R denotes will run to and from Roxy Theatre

PARRAMATTA to SOUTH WENTWORTHVILLE

Parramatta Station Depart	Wirrallee St. Western Roads	Warran & St. Western Roads	Hendon R. St. Western Roads	U. Tabor & Old Prop. Roads	Graythorns & Old Prop. Roads	Wentworthville Greyhound Roads
Sundays, Mondays, Good Friday and Christmas Day						
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5:58	6:17	-	-	-	-	-
6:31	6:40	-	-	-	-	-
6:45	6:54	-	-	-	-	-
7:08	7:17	-	-	-	-	-
7:44	7:54	-	-	-	-	-
8:06	8:15	-	-	-	-	-
8:13	8:22	-	-	-	-	-
8:45	8:55	-	8:58	-	-	-
9:00	9:10	-	-	-	-	-
-	-	-	-	-	-	-
-	9:40	-	-	-	-	-
-	10:10	-	-	-	-	-
-	10:30	-	-	-	-	-
-	10:40	-	-	-	-	-
11:00	11:10	11:17	-	10:44	10:49	10:59
11:30	11:40	-	-	-	11:27	11:37
12:00	12:10	12:17	-	-	11:49	11:59
p.m.						
12:30	12:40	-	-	-	12:27	12:37
1:00	1:10	1:17	-	-	1:27	1:37
1:30	1:40	-	-	-	1:49	1:59
2:00	2:10	2:17	-	-	2:27	2:37
2:30	2:40	-	-	-	2:49	2:59
3:00	3:10	-	-	-	3:14	3:19
-	-	-	-	-	3:29	3:34
3:30	3:40	-	-	-	3:49	3:54
3:45	3:55	-	-	-	3:59	4:04
4:15	4:25	-	-	-	4:29	4:34
4:28	4:38	-	-	-	4:42	4:47
4:44	4:54	-	-	-	4:58	

afternoon?

One notable feature of this timetable is that passengers from the more heavily populated areas, which were served by two or more routes, had to look up all the possible timetables to see when the next bus would run. This might not be as great a problem as it seems, however. The three routes, the 177, 179 and 174 ran at clock face times in shopping hours, and on weekdays there was a bus every ten minutes, at least as far as Hawkesbury Road. For example, at 10 a.m., a 179 bus ran to Ettalong Road, returning at 10.30 via Boronia Street in time to form the 11.00 bus. At 10.10 a 177 bus ran to Church Street Prospect, again returning in an hour. At 10.20 there was a 174 bus to Wentworthville, which went from there at 10.40 to Smith St (on p14 of the timetable), returning to Parramatta at 11.12. At 10.30 there was another 179 bus, this time all the way to Merrylands Road. At 10.40 there

was a 177 bus to Blacktown Road and at 10.50 another 174 to Wentworthville, which went on from there at 11.10 to Boronia Street (also on p14 of the timetable).

On Saturdays there was a more extensive service in shopping hours. Both the 177 and the 179 operated every quarter hour, but as the additional services ran only to Rawson Road, they only needed three buses each. What was the difference between a 177 and a 179 bus to Rawson Road, apart from the gaps they filled in the respective timetables? The 174 has three buses an hour on Saturday mornings, but not on a clock face timetable. The 174 can be operated by two buses on Saturday mornings, but a third bus, presumably used in the morning peak on the 213, is needed for the buses from Wentworthville to Boronia Street and Smith Street.

On Saturday afternoons there was hourly service on the three routes,

177, 179 and 174 and on Sundays hourly service on the first two. Late evening service was provided on the two longer routes, but theatre buses were provided on all routes, both inbound to the Roxy Theatre, arriving a bit before 7.30, and outbound at 11.00. The routes 177, 179 and 174 had picture buses Mondays to Saturdays, while the two smaller routes, the 213 and the 11 had them only on Saturdays. If you look at the 213 timetable, it only shows the outbound theatre bus, but the inbound one is to be found on the Saturday timetable for the 179, which has two buses, one from Merrylands Road via Boronia Street and a second from Rawson Road (the depot).

The next timetable (see page 9) is for the route 210 Parramatta to Blacktown and was issued by Western Road Bus Services (the name has been changed slightly) in May 1978, when timetables were issued for each route separately. The old 177 has been combined with the

BORONIA STREET to PARRAMATTA ROUTE 213						PARRAMATTA to BORONIA STREET ROUTE 213					
Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive
6:57	7:05	7:05	7:15	7:15	7:25	7:25	7:35	7:35	7:45	7:45	7:55
7:20	7:28	7:28	7:38	7:38	7:48	7:48	7:58	7:58	8:08	8:08	8:18
7:43	7:51	7:51	8:01	8:01	8:11	8:11	8:21	8:21	8:31	8:31	8:41
8:06	8:14	8:14	8:24	8:24	8:34	8:34	8:44	8:44	8:54	8:54	9:04
8:29	8:37	8:37	8:47	8:47	8:57	8:57	9:07	9:07	9:17	9:17	9:27
8:52	9:00	9:00	9:10	9:10	9:20	9:20	9:30	9:30	9:40	9:40	9:50
9:15	9:23	9:23	9:33	9:33	9:43	9:43	9:53	9:53	10:03	10:03	10:13
9:38	9:46	9:46	9:56	9:56	10:06	10:06	10:16	10:16	10:26	10:26	10:36
10:01	10:09	10:09	10:19	10:19	10:29	10:29	10:39	10:39	10:49	10:49	10:59
10:24	10:32	10:32	10:42	10:42	10:52	10:52	11:02	11:02	11:12	11:12	11:22
10:47	10:55	10:55	11:05	11:05	11:15	11:15	11:25	11:25	11:35	11:35	11:45
11:10	11:18	11:18	11:28	11:28	11:38	11:38	11:48	11:48	11:58	11:58	12:08
11:33	11:41	11:41	11:51	11:51	12:01	12:01	12:11	12:11	12:21	12:21	12:31
11:56	12:04	12:04	12:14	12:14	12:24	12:24	12:34	12:34	12:44	12:44	12:54
12:19	12:27	12:27	12:37	12:37	12:47	12:47	12:57	12:57	13:07	13:07	13:17
12:42	12:50	12:50	13:00	13:00	13:10	13:10	13:20	13:20	13:30	13:30	13:40
13:05	13:13	13:13	13:23	13:23	13:33	13:33	13:43	13:43	13:53	13:53	14:03
13:28	13:36	13:36	13:46	13:46	13:56	13:56	14:06	14:06	14:16	14:16	14:26
13:51	13:59	13:59	14:09	14:09	14:19	14:19	14:29	14:29	14:39	14:39	14:49
14:14	14:22	14:22	14:32	14:32	14:42	14:42	14:52	14:52	15:02	15:02	15:12
14:37	14:45	14:45	14:55	14:55	15:05	15:05	15:15	15:15	15:25	15:25	15:35
15:00	15:08	15:08	15:18	15:18	15:28	15:28	15:38	15:38	15:48	15:48	15:58
15:23	15:31	15:31	15:41	15:41	15:51	15:51	16:01	16:01	16:11	16:11	16:21
15:46	15:54	15:54	16:04	16:04	16:14	16:14	16:24	16:24	16:34	16:34	16:44
16:09	16:17	16:17	16:27	16:27	16:37	16:37	16:47	16:47	16:57	16:57	17:07
16:32	16:40	16:40	16:50	16:50	17:00	17:00	17:10	17:10	17:20	17:20	17:30
16:55	17:03	17:03	17:13	17:13	17:23	17:23	17:33	17:33	17:43	17:43	17:53
17:18	17:26	17:26	17:36	17:36	17:46	17:46	17:56	17:56	18:06	18:06	18:16
17:41	17:49	17:49	17:59	17:59	18:09	18:09	18:19	18:19	18:29	18:29	18:39
18:04	18:12	18:12	18:22	18:22	18:32	18:32	18:42	18:42	18:52	18:52	19:02
18:27	18:35	18:35	18:45	18:45	18:55	18:55	19:05	19:05	19:15	19:15	19:25
18:50	18:58	18:58	19:08	19:08	19:18	19:18	19:28	19:28	19:38	19:38	19:48
19:13	19:21	19:21	19:31	19:31	19:41	19:41	19:51	19:51	20:01	20:01	20:11
19:36	19:44	19:44	19:54	19:54	20:04	20:04	20:14	20:14	20:24	20:24	20:34
19:59	20:07	20:07	20:17	20:17	20:27	20:27	20:37	20:37	20:47	20:47	20:57
20:22	20:30	20:30	20:40	20:40	20:50	20:50	21:00	21:00	21:10	21:10	21:20
20:45	20:53	20:53	21:03	21:03	21:13	21:13	21:23	21:23	21:33	21:33	21:43
21:08	21:16	21:16	21:26	21:26	21:36	21:36	21:46	21:46	21:56	21:56	22:06
21:31	21:39	21:39	21:49	21:49	21:59	21:59	22:09	22:09	22:19	22:19	22:29
21:54	22:02	22:02	22:12	22:12	22:22	22:22	22:32	22:32	22:42	22:42	22:52
22:17	22:25	22:25	22:35	22:35	22:45	22:45	22:55	22:55	23:05	23:05	23:15
22:40	22:48	22:48	22:58	22:58	23:08	23:08	23:18	23:18	23:28	23:28	23:38
23:03	23:11	23:11	23:21	23:21	23:31	23:31	23:41	23:41	23:51	23:51	24:01
23:26	23:34	23:34	23:44	23:44	23:54	23:54	24:04	24:04	24:14	24:14	24:24
23:49	23:57	23:57	24:07	24:07	24:17	24:17	24:27	24:27	24:37	24:37	24:47
24:12	24:20	24:20	24:30	24:30	24:40	24:40	24:50	24:50	25:00	25:00	25:10
24:35	24:43	24:43	24:53	24:53	25:03	25:03	25:13	25:13	25:23	25:23	25:33
24:58	25:06	25:06	25:16	25:16	25:26	25:26	25:36	25:36	25:46	25:46	25:56
25:21	25:29	25:29	25:39	25:39	25:49	25:49	25:59	25:59	26:09	26:09	26:19
25:44	25:52	25:52	26:02	26:02	26:12	26:12	26:22	26:22	26:32	26:32	26:42
26:07	26:15	26:15	26:25	26:25	26:35	26:35	26:45	26:45	26:55	26:55	27:05
26:30	26:38	26:38	26:48	26:48	26:58	26:58	27:08	27:08	27:18	27:18	27:28
26:53	27:01	27:01	27:11	27:11	27:21	27:21	27:31	27:31	27:41	27:41	27:51
27:16	27:24	27:24	27:34	27:34	27:44	27:44	27:54	27:54	28:04	28:04	28:14
27:39	27:47	27:47	27:57	27:57	28:07	28:07	28:17	28:17	28:27	28:27	28:37
28:02	28:10	28:10	28:20	28:20	28:30	28:30	28:40	28:40	28:50	28:50	29:00
28:25	28:33	28:33	28:43	28:43	28:53	28:53	29:03	29:03	29:13	29:13	29:23
28:48	28:56	28:56	29:06	29:06	29:16	29:16	29:26	29:26	29:36	29:36	29:46
29:11	29:19	29:19	29:29	29:29	29:39	29:39	29:49	29:49	29:59	29:59	30:09
29:34	29:42	29:42	29:52	29:52	30:02	30:02	30:12	30:12	30:22	30:22	30:32
29:57	30:05	30:05	30:15	30:15	30:25	30:25	30:35	30:35	30:45	30:45	30:55
30:20	30:28	30:28	30:38	30:38	30:48	30:48	30:58	30:58	31:08	31:08	31:18
30:43	30:51	30:51	31:01	31:01	31:11	31:11	31:21	31:21	31:31	31:31	31:41
31:06	31:14	31:14	31:24	31:24	31:34	31:34	31:44	31:44	31:54	31:54	32:04
31:29	31:37	31:37	31:47	31:47	31:57	31:57	32:07	32:07	32:17	32:17	32:27
31:52	32:00	32:00	32:10	32:10	32:20	32:20	32:30	32:30	32:40	32:40	32:50
32:15	32:23	32:23	32:33	32:33	32:43	32:43	32:53	32:53	33:03	33:03	33:13
32:38	32:46	32:46	32:56	32:56	33:06	33:06	33:16	33:16	33:26	33:26	33:36
33:01	33:09	33:09	33:19	33:19	33:29	33:29	33:39	33:39	33:49	33:49	33:59
33:24	33:32	33:32	33:42	33:42	33:52	33:52	34:02	34:02	34:12	34:12	34:22
33:47	33:55	33:55	34:05	34:05	34:15	34:15	34:25	34:25	34:35	34:35	34:45
34:10	34:18	34:18	34:28	34:28	34:38	34:38	34:48	34:48	34:58	34:58	35:08
34:33	34:41	34:41	34:51	34:51	35:01	35:01	35:11	35:11	35:21	35:21	35:31
34:56	35:04	35:04	35:14	35:14	35:24	35:24	35:34	35:34	35:44	35:44	35:54
35:19	35:27	35:27	35:37	35:37	35:47	35:47	35:57	35:57	36:07	36:07	36:17
35:42	35:50	35:50	36:00	36:00	36:10	36:10	36:20	36:20	36:30	36:30	36:40
36:05	36:13	36:13	36:23	36:23	36:33	36:33	36:43	36:43	36:53	36:53	37:03
36:28	36:36	36:36	36:46	36:46	36:56	36:56	37:06	37:06	37:16	37:16	37:26
36:51	36:59	36:59	37:09	37:09	37:19	37:19	37:29	37:29	37:39	37:39	37:49
37:14	37:22	37:22	37:32	37:32	37:42	37:42	37:52	37:52	38:02	38:02	38:12
37:37	37:45	37:45	37:55	37:55	38:05	38:05	38:15	38:15	38:25	38:25	38:35
38:00	38:										

WENTWORTHVILLE STATION — SMITH STREET — JONES STREET						
Wentworthville Station	Prospect Street	Jones Street	Pendle Hill Station	Jones Street	Blacktown Station	Wentworthville Station
Station	Streets	Streets	Station	Street	Streets	Station
Mondays to Fridays						
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
8.40	9.44	9.46	-	9.47	9.49	9.53
10.00	10.44	10.46	-	10.47	10.49	10.53
11.00	11.44	11.46	-	11.47	11.49	11.53
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.40	12.44	12.46	-	12.47	12.49	12.53
1.40	1.44	1.46	-	1.47	1.49	1.53
2.40	2.44	2.46	-	2.47	2.49	2.53

NO SERVICE ON SUNDAYS HOLIDAYS GOOD FRIDAY AND XMAS DAY

WENTWORTHVILLE STATION — BORONIA STREET						
Wentworthville Station	Western Rd & Station Street	Boronia St and Wiralee Ave	Western Rd & Station Street	Wentworthville Station		
Station	Street	Street	Street	Station		
Mondays to Fridays						
a.m.	a.m.	a.m.	a.m.	a.m.		
-	-	9.30	9.34	9.38		
10.10	10.13	10.17	10.21	10.25		
11.10	11.13	11.17	11.21	11.25		
p.m.	p.m.	p.m.	p.m.	p.m.		
12.10	12.13	12.17	12.21	12.25		
1.10	1.13	1.17	1.21	1.25		
2.10	2.13	2.17	2.21	2.25		

NO SERVICE ON SUNDAYS HOLIDAYS GOOD FRIDAY & XMAS DAY.

210, keeping the latter number, to run into Blacktown and service along the Great Western Highway west of Blacktown Road has ceased. Service starts earlier headed towards Blacktown, with a bus at 5.10 a.m. from Pendle Way to Blacktown. Five buses are required to run the morning peak. When we allow for the service to Blacktown and the 7.05 from Old Prospect and Ettalong (On the 179), this does not mean an increase in actual service provided on the old route 177. There is still half hourly service along the Great Western Highway between the peaks but this is supplemented by a bus every hour-and-a-half along the route 179 and then to Blacktown over the original 210. Evening service stops after 7.30, except on Late Night Shopping days, when it goes until around 9.30. Theatre buses are now a thing of the past. Saturday service has been reduced, although there are three buses in the hour

from Parramatta after 7 a.m., 8, 11 and 12 noon, but only one after 10. This is slightly more than on weekdays on the main stem. There are a few buses from Old Prospect Road to Blacktown, but rather more back. It seems that passengers are going to Blacktown more than to Parramatta for shopping. But on Saturday afternoons the service runs only between Parramatta and Prospect. There is no service on Sundays or Holidays.

The next timetable, issued March 1983, (see the centre spread on pp 10-11) shows Sunday service restored and the route renumbered in the then new Sydney-wide system. The 210 has become the 700 and the 179 the 702. Buses from Old Prospect Road still run to Blacktown and are marked A on the timetable. Their route is shown on the map and they have increased to one every hour on Weekday off-peak times. But there isn't a timing

point given for them along Old Prospect Road in the 700 timetable. The base 700 service continues at half-hourly in the off-peak, and has been extended in the evenings on Normal Week Nights as well as Late Shopping Nights. The same base service is run on the 700 on Saturday mornings, with more regular service on the 702 than in the May 1978 timetable. Western Road sold out about the time their depot was resumed for the Western Freeway. Their northern routes were sold to Westbus (who already operated between Blacktown and Parramatta via Toongabbie on the old route 178) and their southern routes to Baxter's, who combined the 702 with services to Merrylands. Consequently route 702 buses no longer run to Blacktown, and they are not included in the 700 timetable.

My last timetable for this route is the Westbus timetable of 20 March 2000 (see page 12-13). It is in a read-down format, instead of the read across used in the earlier timetables. The early start towards Blacktown (at 5.08 from Prospect) is now matched with a similar one to Parramatta (at 5.08 from Blacktown). Off-peak service is reduced to hourly on both Weekdays and Saturdays, but it extends to Home Base shops, north of the Great Western Highway, restoring bus service into some of the area west of Blacktown Road and the Highway which Western Road had abandoned when it took over route 210.

Looking at the map, we can see some changes from the 1983 service. The route to Home Base is one and the disappearance of the diversion via Leabon's Lane and Fowler St near Blacktown is another. Between May's Hill and Pendle Hill South, the route 700 has been diverted north of the Highway, since the Freeway runs close to the southern side of the Highway, passengers must come mostly from the north side. At Bridge Road the bus turns to run along Essington St and then along Smith Street (the route of the service shown on p14 of the 1960's timetable), finally re-joining the Highway at Pendle Way.

Sunday service has been increased from six in the March 1983 timetable to eleven buses in March 2000 and there is even a limited service of four buses on Christmas Day. The catchment area of the 177, which eventually became the 700, has increased by the addition of the original route 210. It has also in-

ROUTE 210						MONDAY TO FRIDAY						ROUTE 210					
PARRAMATTA						BLACKTOWN						PARRAMATTA					
VIA HIGHWAY & STH. WENT-NORTHVILLE						BLACKTOWN						VIA HIGHWAY & STH. WENT-NORTHVILLE					
PARRAMATTA STATION	W. H'WAY & HAWKES	PEMBLE WAY & H'WAY	O. PROSPECT & ETALONG	B'TOWN RD & H'WAY	B'TOWN & KEYWORTH	HALLPARK & ORANA	BLACKTOWN STATION	BLACKTOWN STATION	HALLPARK & ORANA	B'TOWN & KEYWORTH	B'TOWN RD & H'WAY	O. PROSPECT & ETALONG	PEMBLE WAY & H'WAY	W. H'WAY & HAWKES	PARRAMATTA STATION		
---	---	5:10	---	5:15	5:19	5:21	5:27	5:22	---	5:26	5:41	---	5:45	5:52	6:00		
---	---	5:27	---	5:32	5:36	5:38	5:45	5:40	---	5:44	6:00	---	6:05	6:12	6:20		
---	---	6:05	---	6:10	6:14	---	6:20	6:15	---	6:24	6:39	---	6:45	6:52	7:00		
6:00	6:07	6:12	---	6:17	6:22	6:27	6:33	6:28	---	6:32	6:47	---	6:53	7:00	7:08		
6:02	6:09	6:14	---	6:19	6:24	6:29	6:35	6:30	---	6:34	6:49	---	6:55	7:02	7:10		
6:30	6:37	6:42	---	6:47	6:52	6:57	7:03	6:58	---	7:02	7:17	---	7:23	7:30	7:38		
6:32	6:39	6:44	---	6:49	6:54	6:59	7:05	7:00	---	7:04	7:19	---	7:25	7:32	7:40		
6:50	6:57	7:02	---	7:07	7:12	7:17	7:23	7:18	---	7:22	7:37	---	7:43	7:50	7:58		
6:52	7:00	7:05	---	7:10	7:15	7:20	7:26	7:21	---	7:25	7:40	---	7:46	7:53	8:01		
7:00	7:07	7:12	---	7:17	7:22	7:27	7:33	7:28	---	7:32	7:47	---	7:53	8:00	8:08		
7:02	7:09	7:14	---	7:19	7:24	7:29	7:35	7:30	---	7:34	7:49	---	7:55	8:02	8:10		
7:20	7:27	7:32	---	7:37	7:42	7:47	7:53	7:48	---	7:52	8:07	---	8:13	8:20	8:28		
7:22	7:29	7:34	---	7:39	7:44	7:49	8:05	7:50	---	7:54	8:09	---	8:15	8:22	8:30		
7:40	7:47	7:52	---	7:57	8:02	8:07	8:13	8:08	---	8:12	8:27	---	8:33	8:40	8:48		
7:42	7:49	7:54	---	7:59	8:04	8:09	8:15	8:10	---	8:14	8:29	---	8:35	8:42	8:50		
8:00	8:07	8:12	---	8:17	8:22	8:27	8:33	8:28	---	8:32	8:47	---	8:53	9:00	9:08		
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8:20	8:27	8:32	---	8:37	8:42	8:47	8:53	8:48	---	8:52	9:07	---	9:13	9:20	9:28		
8:22	8:29	8:34	---	8:39	8:44	8:49	8:55	8:50	---	8:54	9:09	---	9:15	9:22	9:30		
8:40	8:47	8:52	---	8:57	9:02	9:07	9:13	9:08	---	9:12	9:27	---	9:33	9:40	9:48		
8:42	8:49	8:54	---	8:59	9:04	9:09	9:15	9:10	---	9:14	9:29	---	9:35	9:42	9:50		
9:00	9:07	9:12	---	9:17	9:22	9:27	9:33	9:28	---	9:32	9:47	---	9:53	10:00	10:08		
9:02	9:09	9:14	---	9:19	9:24	9:29	9:35	9:30	---	9:34	9:49	---	9:55	10:02	10:10		
9:20	9:27	9:32	---	9:37	9:42	9:47	9:53	9:48	---	9:52	10:07	---	10:13	10:20	10:28		
9:22	9:29	9:34	---	9:39	9:44	9:49	10:05	9:50	---	9:54	10:09	---	10:15	10:22	10:30		
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9:42	9:49	9:54	---	9:59	10:04	10:09	10:15	10:10	---	10:14	10:29	---	10:35	10:42	10:50		
10:00	10:07	10:12	---	10:17	10:22	10:27	10:33	10:28	---	10:32	10:47	---	10:53	11:00	11:08		
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10:40	10:47	10:52	---	10:57	11:02	11:07	11:13	11:08	---	11:12	11:27	---	11:33	11:40	11:48		
10:42	10:49	10:54	---	10:59	11:04	11:09	11:15	11:10	---	11:14	11:29	---	11:35	11:42	11:50		
11:00	11:07	11:12	---	11:17	11:22	11:27	11:33	11:28	---	11:32	11:47	---	11:53	12:00	12:08		
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12:00	12:07	12:12	---	12:17	12:22	12:27	12:33	12:28	---	12:32	12:47	---	12:53	13:00	13:08		
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1:62	1:69	1:74	---	1:79	1:84	1:89	1:95	1:90	---	1:94	2:09	---	2:15	2:22	2:30		
1:80	1:87	1:92	---	1:97	2:02	2:07	2:13	2:08	---	2:12	2:27	---	2:33	2:40	2:48		
1:82	1:89	1:94	---	1:99	2:04	2:09	2:15	2:10	---	2:14	2:29	---	2:35	2:42	2:50		
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2:02	2:09	2:14	---	2:19	2:24	2:29	2:35	2:30	---	2:34	2:49	---	2:55	3:02	3:10		
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2:22	2:29	2:34	---	2:39	2:44	2:49	3:05	2:50	---	2:54	3:09	---	3:15	3:22	3:30		
2:40	2:47	2:52	---	2:57	3:02	3:07	3:13	3:08	---	3:12	3:27	---	3:33	3:40	3:48		
2:42	2:49	2:54	---	2:59	3:04	3:09	3:15	3:10	---	3:14	3:29	---	3:35	3:42	3:50		
2:60	2:67	2:72	---	2:77	2:82	2:87	2:93	2:88	---	2:92	3:07	---	3:13	3:20	3:28		
2:62	2:69	2:74	---	2:79	2:84	2:89	3:05	2:50	---	2:54	3:09	---	3:15	3:22	3:30		
2:80	2:87	2:92	---	2:97	3:02	3:07	3:13	3:08	---	3:12	3:27	---	3:33	3:40	3:48		
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GENERAL INFORMATION

Assistance: Passengers are asked to assist by making the seats in the front rows of buses available for elderly or disabled travellers.

Fares: Please tender correct fare as change can be limited. Please be ready to pay on entry in order to avoid unnecessary delays.

Children: 15 years and over are required to pay adult fare, unless travelling to and from school. Proof of age may be required.

Concession Fares: Concession fare passes must be shown to the driver or full fare will be charged.

Tickets: Tickets are issued for all fares paid. Please retain tickets until the end of the trip to avoid being asked to pay another fare by an inspector.

School Passes: To obtain a school bus pass, apply at your school. Mutilated or lost passes can be renewed by applying to our office at the Depot.

School Services: Buses that operate on special routes to and from schools are not shown in this timetable. For information please contact our office or your school. Adults will be carried on all buses.

Late Trains: After 4.00pm buses may wait for late arriving trains. This may cause some buses to run late when operating to and from Railway Stations.

Food: Food and refreshments are not to be consumed on the bus.

Smoking: Under transport regulations, smoking is not permitted on buses.

Guide Dogs: When accompanying visually or aurally impaired people, guide dogs are permitted to travel on all buses.

Lost Property: Enquiries can be made at our bus depot during office hours.

Complaints and/or Compliments: If you wish to comment on the operation of a particular bus or bus driver, please phone or write to our Customer Service Officer giving the bus registration number and/or driver details (so that the particular journey and/or driver can be identified).

Your ideas: We welcome ideas and suggestions which can assist in improving our services. Please phone or write to us.

WESTBUS PTY LTD ACN 000 781 267

Local Depot Hartley Road, Seven Hills, NSW 2147
Phone (02) 9890 0000, Fax (02) 9838 0470

Head Office Level 12, 100 George Street, Parramatta, NSW
Phone (02) 9890 0000, Fax (02) 9891 5900

Postal Address PO Box 2147, North Parramatta, NSW 1750

Office Hours 8.00am - 5.00pm Monday to Friday

SEVEN HILLS DISTRICT BUS ROUTES

- 611 Blacktown - M2 - Epping - Macquarie Centre
- 630 Blacktown - Baulkham Hills - Epping - Macquarie Centre
- 700 Blacktown - Prospect - Parramatta
- 702 Seven Hills - Seven Hills South - Blacktown
- 705 Seven Hills - Girraween - Parramatta
- 714 Seven Hills - Crestwood
- 715 Blacktown - Seven Hills - Bella Vista - Castle Hill
- 717 Blacktown - Labor Park - Seven Hills - Parramatta
- 718 Seven Hills - Kings Langley - Blacktown
- 830 Liverpool - Blacktown - Kellyville - Castle Hill



TRAVEL GUIDE
SEVEN HILLS DISTRICT

Route 700

- Blacktown
- Parramatta
- Mays Hill
- Pendle Hill South
- Prospect

Issue 20 March 2000

Customer Enquiries **9890 0000**
Timetable Information **131 500**
www.westbus.com.au

BLACKTOWN to PARRAMATTA

via Prospect, Pendle Hill South & Mays Hill

Showing Route Number	700																	
	am	700	700	700	700	700	700	700	700	700	700	700	700	pm				
BLACKTOWN Train arrives	5:08	5:42	6:23	6:48	7:11	7:41	8:21	8:48	9:09	9:44	10:14	11:14	12:14	1:14	1:54	2:24	2:54	3:24
BLACKTOWN Station	5:22	6:21	6:46	6:57	7:27	7:49	8:15	8:55	9:24	9:54	10:24	11:24	12:24	1:24	2:00	2:30	3:00	3:30
Westpoint (Parrett St)	5:23	6:23	6:28	6:39	7:23	7:41	8:17	8:57	9:26	9:56	10:26	11:26	12:26	1:26	2:02	2:32	3:02	3:32
Blacktown Hospital	5:26	6:26	6:31	7:02	7:28	7:55	8:35	9:15	9:31	10:00	10:31	11:31	12:31	1:31	2:06	2:36	3:06	3:36
Keyworth Dr & Blacktown Rd	5:29	6:30	6:35	7:07	7:43	8:06	8:36	9:06	9:35	10:05	10:35	11:35	12:35	1:35	2:11	2:41	3:11	3:41
Home Base Shops (Stoddart Rd)							8:57	9:12	9:31	10:11	10:31	11:31	12:31	1:31	2:17	2:47		
Blacktown Rd & Highway	5:33	6:11	6:47	7:12	7:39	8:05	8:32	9:14	9:43	10:13	10:43	11:43	12:43	1:43	2:19	2:49	3:19	3:49
Pendle Way & Highway	5:35	6:18	6:45	7:16	7:44	8:11	8:43	9:18	9:48	10:18	10:48	11:48	12:48	1:48	2:24	2:54	3:24	3:54
Fudgegar Rd & Station St	5:39	6:22	6:50	7:21	7:49	8:15	8:42	9:24	9:39	10:13	10:53	11:53	12:53	1:53	2:29	2:59	3:29	3:59
MAYS HILL Good St & Highway	5:53	6:26	6:55	7:26	7:55	8:22	8:51	9:29	9:58	10:28	10:58	11:58	12:58	1:58	2:34	3:04	3:34	4:04
Westfield (Church St)	5:46	6:31	7:00	7:31	8:01	8:30	9:04	9:34	10:04	10:34	11:04	12:04	1:04	1:39	2:09	2:39	3:09	3:39
PARRAMATTA Station	5:48	6:33	7:02	7:33	8:03	8:33	9:05	9:36	10:06	10:36	11:06	12:06	1:06	1:41	2:11	2:41	3:11	3:41
PARRAMATTA Train to City	5:55	6:40	7:10	7:40	8:11	8:40	9:10	9:45	10:09	10:39	11:09	12:09	1:09	1:49	2:19	2:49	3:19	3:49

Showing Route Number	700																	
	am	700	700	700	700	700	700	700	700	700	700	700	700	pm				
BLACKTOWN Train arrives	3:56	4:26	4:56	5:26	5:56	6:26	6:56	7:32	8:02	8:32	9:02							
BLACKTOWN Station	4:16	4:56	5:26	5:56	6:26	6:56	7:32	8:02	8:32	9:02								
Westpoint (Parrett St)	4:07	4:12	5:32	5:37	6:32	6:34	7:11	7:39	8:29	8:59	9:09							
Blacktown Hospital	4:36	4:36	6:36	6:36	7:36	7:36	8:11	8:11	9:11	9:11	10:11							
Keyworth Dr & Blacktown Rd	4:11	4:41	5:11	5:41	6:11	6:41	7:11	7:41	8:11	8:41	9:11							
Home Base Shops (Stoddart Rd)							4:42	5:17										
Blacktown Rd & Highway	4:15	4:36	5:19	5:49	6:16	6:48	7:11	7:39	8:19	8:49	9:19							
Pendle Way & Highway	4:21	4:54	5:21	5:51	6:18	6:51	7:11	7:41	8:11	8:41	9:11							
Fudgegar Rd & Station St	4:26	4:59	5:26	5:56	6:26	6:56	7:36	7:56	8:36	8:56	9:36							
MAYS HILL Good St & Highway	4:31	5:02	5:31	6:01	6:38	7:09	7:39	8:09	8:59									
Westfield (Church St)	4:26	5:01	5:30	6:00	6:31	7:01	7:31	8:01	8:31	9:01								
PARRAMATTA Station	4:38	5:11	5:41	6:11	6:41	7:11	7:41	8:11	8:41	9:11								
PARRAMATTA Train to City	4:52	5:22	5:55	6:13	6:39	7:09	7:39	8:13	8:43	9:13								

PUBLIC HOLIDAYS
This timetable operates on public holidays except Christmas Day when the special timetable will be in force.

BLACKTOWN to PARRAMATTA

via Prospect, Pendle Hill South & Mays Hill

Showing Route Number	700																	
	am	700	700	700	700	700	700	700	700	700	700	700	700	pm				
BLACKTOWN Train arrives	7:38	8:18	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24						
BLACKTOWN Station	7:15	8:11	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28						
Westpoint (Parrett St)	7:36	8:33	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30						
Blacktown Hospital	7:40	8:37	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34						
Keyworth Dr & Blacktown Rd	7:44	8:41	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38						
Home Base Shops (Stoddart Rd)							9:34	10:44	11:44	12:44	1:44	2:44	3:44					
Blacktown Rd & Highway	7:38	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46						
Pendle Way & Highway	7:52	8:51	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50						
Fudgegar Rd & Station St	7:56	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55						
MAYS HILL Good St & Highway	8:31	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00						
Westfield (Church St)	8:35	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05						
PARRAMATTA Station	8:37	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07						
PARRAMATTA Train to City	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13							

Showing Route Number	700																	
	am	700	700	700	700	700	700	700	700	700	700	700	700	pm				
BLACKTOWN Train arrives	7:41	8:48	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54							
BLACKTOWN Station	8:04	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00							
Westpoint (Parrett St)	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02							
Blacktown Hospital	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06							
Keyworth Dr & Blacktown Rd	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10							
Home Base Shops (Stoddart Rd)							10:10	11:10	12:10	1:10	2:10	3:10						
Blacktown Rd & Highway	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14							
Pendle Way & Highway	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18							
Fudgegar Rd & Station St	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22							
MAYS HILL Good St & Highway	9:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27							
Westfield (Church St)	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31							
PARRAMATTA Station	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33							
PARRAMATTA Train to City	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39							

Showing Route Number	700			
	am	700	700	700
BLACKTOWN Train arrives	9:54	11:54	2:54	4:54
BLACKTOWN Station	10:00	12:00	3:00	5:00
Westpoint (Parrett St)	10:02	12:02	3:02	5:02
Blacktown Hospital	10:06	12:06	3:06	5:06
Keyworth Dr & Blacktown Rd	10:10	12:10	3:10	5:10
Home Base Shops (Stoddart Rd)				
Blacktown Rd & Highway	10:14	12:14	3:14	5:14
Pendle Way & Highway	10:18	12:18	3:18	5:18
Fudgegar Rd & Station St	10:22	12:22	3:22	5:22
MAYS HILL Good St & Highway	10:27	12:27	3:27	5:27
Westfield (Church St)	10:31	12:31	3:31	5:31
PARRAMATTA Station	10:33	12:33	3:33	5:33
PARRAMATTA Train to City	10:39	12:39	3:39	5:39

PARRAMATTA to BLACKTOWN

via Mays Hill, Pendle Hill South & Prospect

WEEKDAYS

Showing Route Number	700 am	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	
PARRAMATTA Train arrives			5:30	6:11	6:52	6:59	7:40		8:56	9:12	10:17	11:17	12:17	1:17	2:17	2:42	3:12	3:42		
PARRAMATTA Station			5:56	6:39	6:43	7:30	7:11		8:47	9:22	10:22	11:22	12:22	1:22	2:46	3:16	3:46			
Westfield Church St			5:52	6:18	6:25	7:08	7:14		8:42	9:25	10:24	11:24	12:24	1:24	2:18	2:49	3:19	3:49		
MAYS HILL Good St & Highway			5:56	6:20	6:29	7:13	7:19		8:47	9:24	10:29	11:29	12:29	1:29	2:24	2:54	3:24			
Kullagar Rd & Station St			6:06	6:28	6:34	7:19	7:25		8:54	9:34	10:34	11:34	12:34	1:34	2:30	2:59	3:29	3:59		
Pendle Way & Highway			6:04	6:30	6:39	7:24	8:03	8:55	9:57	9:58	10:34	11:35	12:35	1:35	2:31	3:04	3:34	4:04		
Blacktown Rd & Highway	5:56	5:45	6:08	6:34	7:02	7:19	8:05	8:40	9:02	9:04	10:34	11:34	12:34	1:34	2:30	3:09	3:39	4:09		
Home Base Shops Goodall Rd								8:40	9:05	9:47	10:47	11:47	12:47	1:47	2:41					
Keyworth Dr & Blacktown Rd			5:52	6:12	6:19	7:08	7:54	8:11	8:45	9:11	9:52	10:54	11:54	12:54	1:54	2:47	3:14	3:44	4:14	
Blacktown Hospital	5:55	5:46	6:16	6:44	7:11	7:45	8:15	8:50	9:16	9:58	10:58	11:58	12:58	1:58	2:52	3:19	3:49	4:19		
Westport/Pendle St	5:58	5:49	6:18	6:56	7:17	7:43	8:12	8:54	9:23	10:05	11:05	12:05	1:05	2:00	2:56	3:23	3:53	4:23		
BLACKTOWN Station	5:50	5:51	6:21	6:50	7:19	7:45	8:27	8:56	9:22	10:04	11:04	12:04	1:04	2:04	2:58	3:25	3:55	4:25		
BLACKTOWN Train to City	5:28	5:58	6:27	6:57	7:26	7:51	8:28	9:01	9:28	10:12	11:12	12:12	1:12	2:12	3:06	3:31	4:02	4:37		

WEEKDAYS CONTINUED

Showing Route Number	700 am	700	700	700	700	700	700	700
PARRAMATTA Train arrives	4:02	4:29	5:13	5:41	6:11	7:03	8:02	9:02
PARRAMATTA Station	4:15	4:42	5:16	5:48	6:16	7:07	8:07	9:07
Westfield Church St	4:23	4:50	5:24	5:55	6:22	7:12	8:12	9:12
MAYS HILL Good St & Highway	4:25	4:55	5:29	6:00	6:26	7:16	8:16	9:16
Kullagar Rd & Station St	4:29	5:00	5:34	6:05	6:31	7:19	8:19	9:19
Pendle Way & Highway	4:35	5:02	5:36	6:07	6:34	7:22	8:22	9:22
Blacktown Rd & Highway	4:38	5:06	5:40	6:11	6:38	7:26	8:26	9:26
Home Base Shops Goodall Rd								
Keyworth Dr & Blacktown Rd	4:44	5:13	5:48	6:14	6:36	7:26	8:26	9:26
Blacktown Hospital	4:59	5:27	6:01	6:29	6:51	7:39	8:39	9:39
Westport/Pendle St	4:53	5:21	5:55	6:23	6:45	7:33	8:33	9:33
BLACKTOWN Station	4:51	5:25	5:59	6:27	6:47	7:33	8:33	9:33
BLACKTOWN Train to City	5:10	5:43	6:01	6:28	6:57	7:42	8:41	

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PARRAMATTA to BLACKTOWN

via Mays Hill, Pendle Hill South & Prospect

SATURDAYS

Showing Route Number	700 am	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	
PARRAMATTA Train arrives			7:41	8:41	9:46	10:46	11:46	12:46	1:46	2:46	3:46	5:01	5:46							
PARRAMATTA Station			8:07	9:05	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:25	6:10							
Westfield Church St			8:04	9:02	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:22	6:07							
MAYS HILL Good St & Highway			8:08	9:07	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:27	6:12							
Kullagar Rd & Station St			8:13	9:12	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:32	6:17							
Pendle Way & Highway			8:17	9:16	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:36	6:21							
Blacktown Rd & Highway	7:27	8:21	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:21								
Home Base Shops Goodall Rd																				
Keyworth Dr & Blacktown Rd			7:26	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:40	5:25							
Blacktown Hospital			7:30	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:44	5:29							
Westport/Pendle St			7:33	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:47	5:32							
BLACKTOWN Station			7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:50	5:35							
BLACKTOWN Train to City			7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:57	5:42							

SUNDAYS

Showing Route Number	700 am	700	700	700	700	700	700	700
PARRAMATTA Train arrives			8:31	9:31	10:31	11:31	12:31	1:31
PARRAMATTA Station			8:39	9:39	10:39	11:39	12:39	1:39
Westfield Church St			8:37	9:37	10:37	11:37	12:37	1:37
MAYS HILL Good St & Highway			8:41	9:41	10:41	11:41	12:41	1:41
Kullagar Rd & Station St			8:46	9:46	10:46	11:46	12:46	1:46
Pendle Way & Highway			8:50	9:50	10:50	11:50	12:50	1:50
Blacktown Rd & Highway	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54
Home Base Shops Goodall Rd								
Keyworth Dr & Blacktown Rd			7:58	8:58	9:58	10:58	11:58	1:58
Blacktown Hospital			8:02	9:02	10:02	11:02	12:02	1:02
Westport/Pendle St			8:06	9:06	10:06	11:06	12:06	1:06
BLACKTOWN Station			8:08	9:08	10:08	11:08	12:08	1:08
BLACKTOWN Train to City			8:17	9:17	10:17	11:17	12:17	1:17

XMAS DAY

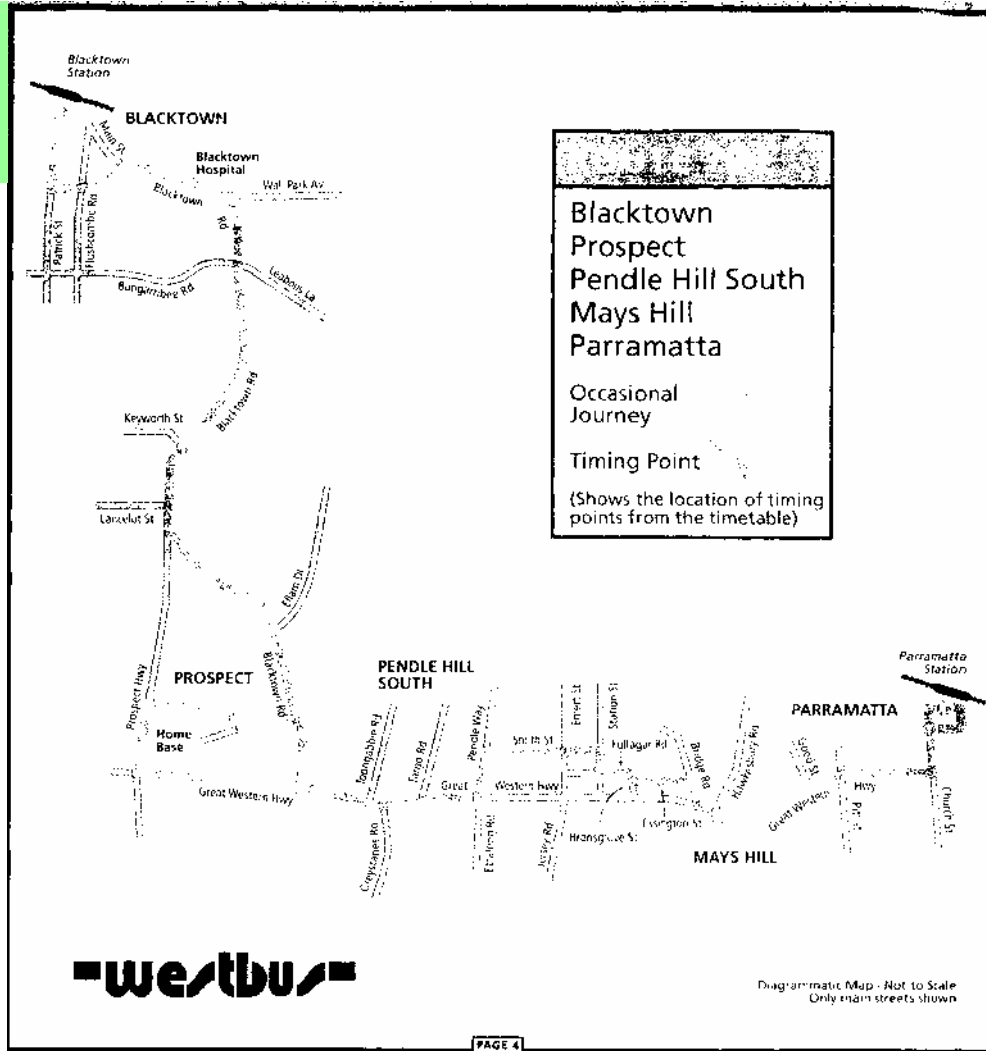
700 am	700	700	700
10:31	12:31	3:31	5:31
10:39	12:39	3:39	5:39
10:37	12:37	3:37	5:37
10:41	12:41	3:41	5:41
10:46	12:46	3:46	5:46
10:50	12:50	3:50	5:50
10:54	12:54	3:54	5:54
10:58	12:58	3:58	5:58
11:02	1:02	4:02	6:02
11:06	1:06	4:06	6:06
11:08	1:08	4:08	6:08
11:17	1:17	4:17	6:17

EXPLANATIONS
 W - occasional services at Blacktown Road and Wal Park Road

PUBLIC HOLIDAYS
 The 3rd day in each month operates on a public holiday except Christmas Day when the times of departure listed operate 3 and 6 pm in use.

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Westbus: Issued 20 March 2000, Route 700 Parramatta - Blacktown



PAGE 4

More on Indian Bradshaw

Letter

The timetable they love to hate is the one they love to write about. VICTOR ISAACS' review of Indian railway timetables (May 2005) still draws comment. The latest letter comes from IAN MANNING.

It might be useful to add a little to the recent articles on Newman's Indian Bradshaw.

I last visited India in February this year (2005). As old India hands will know, Indian Bradshaw is a Calcutta publication, and its availability at railway bookstalls has always diminished with distance from its place of origin. Accordingly, on arrival in Kolkata I proceeded to the established address of 3 Old Court House St. Newman's shop was indeed there, but it had converted into a ladies' fashion warehouse. On investigation, there was a remnant of its days as a bookshop in the form of a room of old stock out the back, but no timetables.

However, timetables were no further than a ferry ride across the Hooghly away, being prominent in A H Wheeler's bookstall on the Howrah station concourse. Though they still carry the Old Court House St address on the front cover, the title page shows the new distributor as Vinayak Enterprises of room 32, 3rd floor, 62/1A N S Road Kolkata 700001.

Apart from the change of distributor, the change to a larger format reflects the reorganisation of the Indian Railways into no less than 16 zones, a considerable increase on the previous total of nine — the

Konkan Railway being additional in both cases. The reasons for the re-zoning included the ambition of various cities to be Railway Capitals, plus a need to sort out the system in the northern part of the country. When the original zones were formed, the metre-gauge lines on the Ganges Plain went to the North Eastern railway, but with the conversion of these lines to broad gauge there came an interpenetration of lines of different zone but the same gauge that was offensive to the bureaucratic mind. I enclose a copy of the cover page listing the new zonal railways. At least the cover illustrations are of historic Indian trains, not overseas pictures as has happened in the past.

Though the tables in Indian Bradshaw have been re-organised to reflect the new zones, many of its unusual features remain. For example, opposite page 89 there is a page numbered facing page 89, followed by page 90.

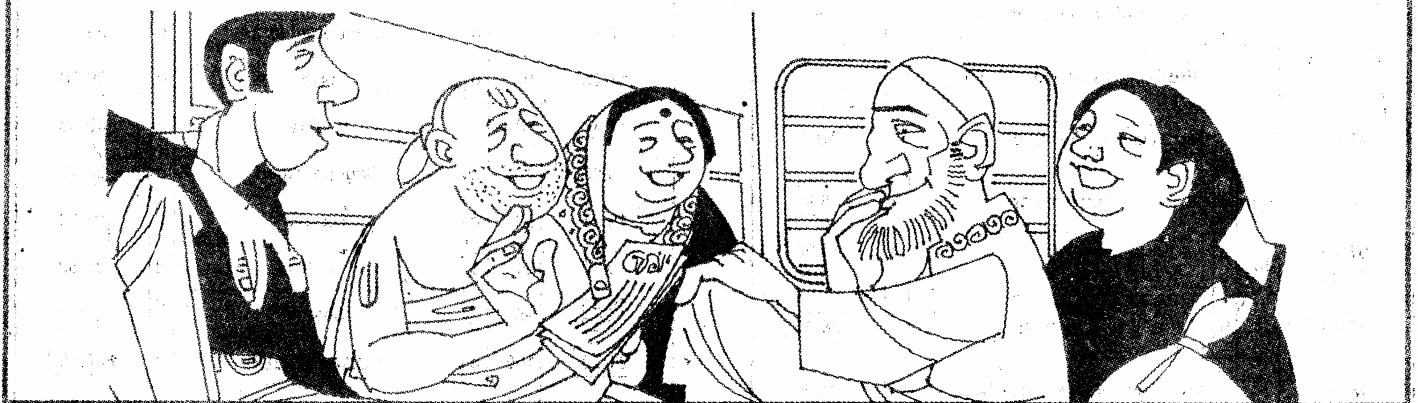
One of the problems for Indian Bradshaw has been the proliferation of trains. In former times numerous through carriages were exchanged at junctions, but these have mostly been replaced by through expresses not all of which run daily. Many of these connect unlikely places at opposite ends of

the country, for example No 5221 Ernakulam Barauni Raptisagar Express, which runs once weekly. These trains take up many columns in Indian Bradshaw's main line tables, with the result that local trains have been crowded off the page. (I enclose an example of the table for Allahabad-Varanasi, which until gauge conversion was a metre-gauge dead-end branch but is now a through line. It still has a couple of stopping passenger trains but these have been crowded off the page.)

The re-zoning has also affected the annual railway-published timetables, which are now regional. For example, a combined timetable is published for the Konkan, South Central, Southern and South Western railways (excluding Chennai suburban services) and another for the Northern, North Central and North Eastern Railways. I was not able to buy a similar volume for the Eastern region — perhaps they are protecting Indian Bradshaw.

The official guide to Indian expresses, *Trains at a Glance*, continues. One of its pleasanter features is its cartoons, drawn in railway draftsman style and showing passengers happily travelling together.

Indian Railways promotes communal harmony by bringing people of different religions together



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DOWN ALLAHABAD JN. — ALAHABAD CITY — VARANASI (Broad Gauge).

K.M.	STATIONS.	8201 Durg Exp. 2Ac. SL-2	5106 Exp. SL-2	+5217/£5219 L.T.T. Exp.2 Ac.SL2	8610 Exp. Ac-2 SL-2	*5003 chauri Exp.2 A-c Slp.2	\$6359 @7091 Exp. 2A-c SL.2	2560 S.F. Exp. 2Ac. SL-2	5206 Exp. 1,2,3 Ac. Slp.2	#1031 Exp.2 A-c Slp.2	1451 Exp. A-c2 SL.2	(x)2562 S. Senani Exp. A-c2,3 SL2	1033 Exp. Ac2,3 SL2
...	S.p. 187,188 Allahabad Jn.	H. M. 11 05	H. M.	H. M. 11 25	H. M. 17 30	H. M. 20 45	H. M. 01 15	H. M. 03 45	H. M. 02 25	H. M. 17 30	H. M. 01 15	H. M. 05 40	H. M. 17 30
...	S.p. 19, 196 Allahabad City	11 35		12 00	18 15	21 00	01 45	04 15	02 50	18 15	01 45	06 05	18 15
5	Daraganj												
9	Jhusi												
19	Ramnathpur												
30	Saidabad												
38	Handia Khas					22 01							
45	Bhiti												
49	Atraura Halt												
55	Jangiganj												
57	Sarai Jagdish Halt												
63	Gyanpur Road			13 18	19 53	22 33	03 16		04 04	19 53	03 16	07 28	19 53
68	Aimau Halt												
72	Ahimanpur												
76	Madhosingh Jn.												
85	Katka												
92	Kachhwa Road												
97	Nigatpur												
100	Baherwan Halt												
106	Rajatalab												
112	Hardattpur												
118	Bhulanpur			14 16		23 29			05 00				
120	Manduadih					23 40							
124	Varanasi Jn.					00 10	04 45	07 30	05 25	21 10	04 45	08 45	21 25
	S.p. 144,145	15 05	20 40	14 45	21 25	22 50	05 00		05 35	21 25	05 00	08 55	21 35

(X) A-c2,3
 +5217 ex. Lokmanya T.T. on Mon. Wed. Fri. Sat. to Muzaffarpur
 £5219 ex. Lokmanya T.T. on Tue. Thu. Sun. to Darbhanga
 \$From Ernakulam on Sat. to Rajendranagar
 @From Secunderabad on Mon. Wed. to Patna

DOWN VARANASI JN. — BALLIA — CHHAPRA (B.G.)

K.M.	STATIONS.	5934 Exp. Ac-2,3 SL-2	4008/4016 Sdbhavana Exp. 2. Slp.	3108 Ballia Exp. 2Ac. SL-2	=5159 Sar-nath Exp. 2A-c. SL2	5050 Exp. Ac2 SL	+5217 +5219 Exp. A-c2 Slp.2	(a) 4018 Exp. 2Ac SL-2	1033 Exp. Ac2 SL.2	#2562 Exp. S. A-c2,3 SL2	2436 Raj-dhani Exp. A-C.1,2,3.	9165 Sabarmati Exp. 2. Sl.	4650 S.Y. Exp. 2 A-c2. Sl.	5108 Chhapra Exp. Ac-2, Sl.
...	See Above	H. M. 17 25	H. M. 09 05	H. M.	H. M. 16 10	H. M.	H. M. 14 45	H. M. 10 05	H. M. 21 25	H. M. 08 45	H. M. 22 15	H. M.	H. M.	H. M.
...	Varanasi Jn.	17 45	09 25		17 00		15 00	10 20	21 35	08 55	22 25			
...	S.p. 144,145 Varanasi City		09 35		17 08		15 08	10 28	21 43					
5	Sarnath				17 19									
17	Kadipur													
23	Rajwari													
31	Aunrihar Jn.		10 13		17 48		15 48	11 14	22 31	09 32				
	S.p. 122		10 15		17 50		15 50	11 16	22 33	09 34				
36	Saiyedpur Bhitari...													
44	Taraon													
48	Basuchak Halt													
53	Nandganj				18 15									
57	Saheri Halt													
63	Ankushpur													
71	Ghazipur City	19 25	11 15		18 45		16 30	11 50	23 20	10 06				
		19 30	11 20		18 50		16 35	11 55	23 25	10 08				
75	Ghazipur Ghat													
84	Shahbazkuli													
91	Yusufpur		11 40		19 15		16 54	12 19						
99	Dhondhadih													
106	Karimuddinpur				19 31									
114	Tajpur Dhehma				19 42									
120	Chitbaragaon				19 53									
126	Phephna Jn.				20 06									
	S.p. 95				20 08									
132	Sagarpali													
137	Ballia S.p. 95	20 55	12 25		20 26	13 05	17 50	13 05	00 25	11 25	00 40	13 05	14 55	06 20
		21 00	12 30	08 50	20 31	13 10	17 55	13 10	00 30	11 30	00 45	13 10	15 00	06 25
146	Bansdih Road													
150	Chhata Aschaura H.													
155	Sahatwar			09 13	20 52							13 26	15 17	06 41
163	Reoti													
168	Dalchhapra Halt...													
174	Suremanpur		13 06	09 54	21 14	13 46	18 43	13 46				13 46	15 56	07 14
181	Bakulha													
187	Manjhi													
193	Revelganj Ghat...													
195	Gautamasthan													
203	Chhapra Jn.	22 45	14 25	10 50	22 25	14 55	19 50	14 55	02 30	13 10	02 15	14 55	16 55	08 07
	S.p. 99,100,112,113	22 55	14 35	11 00	...	15 05	19 55	15 05	02 40	13 20	02 20	15 05	17 05	...

V4008 Leaves Delhi on Tue. Thu. to Muzaffarpur and V4016 ex. Delhi on Fri. Sun. to Raxaul
 +5217 Ex. Lokmanya Tilak Ter. on Mon. Wed. Fri. Sat. to Muzaffarpur and +5219 ex. Lokmanya Tilak Ter. on Tue. Thu. Sun. to Darbhanga
 #2562 Exp. ex. New Delhi on Mon. Wed. Thu. Sat. to Darbhanga
 (a) 4018 Ex. ex. Delhi on Wed. to Muzaffarpur.

NSWGR on disc

Long before AATTC had begun offering timetables on disk, the NSW RAILWAYS had already broken the ice.

On offer recently on E-Bay was a vintage New South Wales By Train Disc chart.

The Railways said on the reverse: "Designed originally as a souvenir of the New South Railways exhibit in the 150th Australian Commemorative pavilion at the Royal Easter Show 1938 this disc chart is now re-issued for general distribution. So great was the demand for it during the Show that many thousands of people could not secure copies although 50,000 were printed. Applications from all parts of Australia continued to be made for copies and, rather than disappoint so many people, the Commissioner for Railways approved of a second edition for distribution, with his compliments. The posters reproduced here in miniature were portion of the railway exhibit in the Commemorative Pavilion".

The bottom disc has most larger NSW towns marked around the edges. By pointing the top disc signal arrow to the appropriate town on this rim, the small windows scattered around the face of the dial then displays the elevation, population, railway line situated on, rank in population, rail mileage from Sydney, average rainfall, meteorological division and mean temperature.... But not train-travel times or schedules, unfortunately.

The NSWGR was just about at its peak mileage at this time and the map on the obverse side of the disk shows even the Ballina line—fairly new then and destined to disappear within a few years. Pride of the fleet was one of Australia's first air-conditioned trains—the Silver City Comet, and this was featured along with a number of other snippets of information about the system.

It is a pity we cannot see under the top disk—this must have been a devil of a job for the printers, with a total of about 60 entries on nearly two dozen alignments—something to make the idiosyncrasies of Bradshaw (described elsewhere in this issue) and the early issues of The Times—look like child's play.



Whence the *timetable*?

The Times has reproduced many an early timetable, including one for a Nile Barge from the years BC and an 11th Century graphical timetable for the planets. But the first real timetable—by that name—emerged in England in 1838, as the late JACK SIMMONS explained in his 1991 book—*The Victorian Railway*.



The railways had to evolve a vocabulary consisting of technical terms for their equipment and also of terms needed for communication with their customers. Before they ever began to carry passengers, the coaches had had their precise hours of departure and arrival, subject however to interruption, through storm or accident or human error. When railway services began, they were liable to disorganization from the same causes, and on occasion from mechanical failures as well. But gradually these vagaries grew fewer, and it came to be realized that trains were appointed to run at exactly fixed times, and that they normally did so. As the system developed in the 1840s the number of these fixed times up and down the country steadily increased. Important junctions appeared, at which converging trains were intended to connect with one another: Crewe, for instance, and Parkside in Lancashire.

All this imposed rigidities on business and movement never imagined before. It was an evident necessity that the times should be clearly announced, and not at the stations alone. They were advertised in newspapers, but some people wished to refer to them more conveniently. A new contrivance was devised for this purpose, and it was called a 'time table'. These words were used by the London & Birmingham Railway in 1838 and then passed into general currency, soon hyphenated or amalgamated into one.

Not all railway companies adopted 'timetables' immediately, however. The Liverpool & Manchester preferred to issue a 'scheme of depar-

tures' (something more cautious, for it did not specify times of arrival) as late as 1843. But 'timetables' steadily made their way, to become part of the railways' standard equipment. The word was sometimes applied strangely. The South Yorkshire Railway issued something called a 'timetable' in 1851; but it did not give the times of any trains and added, for the more thorough discouragement of passengers, 'no guarantee of punctuality'.

The timetable brought with it another word, coined from a proper name: Bradshaw. George Bradshaw, a Manchester Quaker, started to produce his Time Tables in 1839. Their success was instant and complete. They never had any serious rival in presenting the times for the railway system of the United Kingdom as a whole. Other attempts of the same sort were made indeed, but none of them established itself, whereas Bradshaw's Railway Guide was published, under successively varying titles, every month for 120 years.

Its main drawback was that many people found it difficult or impossible to understand. In the early Victorian age the book was produced in a small format, on poor paper, in minute — here and there in minuscule — type, with notes appended wherever they could be fitted into a page, often running sideways or even upside-down. Some of its symbols and conventions were ambiguous, and the information given was frequently baffling. So 'Bradshaw' became a by-word for incomprehensibility. Dickens poked fun at it on this account, in 'A Narrative of Extraordinary Suffering' in 1851, ending up with the sufferer, demented,

muttering the single word 'BRADSHAW'. 'At what hour I shall get to Glasgow', wrote Trollope in 1869, 'I cannot learn, without an amount of continued study of Bradshaw for which I have neither strength nor mental ability.'

This timetable was then called everywhere by its original compiler's name alone. It made a figure in the music halls: a comic song, 'Bradshaw's Guide', was written, composed, and sung with unbounded applause by Fred Albert at the London and provincial concerts. 'A Guide to Bradshaw' ran through nine instalments of *Punch* in 1865: a well-directed satire, sometimes facetious but often funny still. It turns up again and again in conversations in fiction (best of all perhaps at the very end of Max Beerbohm's *Zuleika Dobson*) and came to be regarded as one of the mysteries of its country. 'I've seen you with *Bradshaw*', exclaims an American to an Italian, teasing him for his confusion, in Henry James's *Golden Bowl*. 'It takes Anglo-Saxon blood.'

So the *timetable*, and above all Bradshaw's indispensable compilation, made its way into the lives of the Victorians. It acted as an agent in the dissemination of standard time. The idea it represented came to be applied to purposes other than those of the railways. The 'timetable' soon penetrated the schools, to provide a neat means of organizing their lessons. By 1858 it was being used to record the services of steamboats and the rise and fall of tides, as well as for furnishing 'a check upon the period of labour of workmen'. Here the railway forged an instrument widely adaptable to the closer regulation of society at large.

The Great Indian Railway Atlas

by SAMIT ROYCHOUDHURY, reviewed by VICTOR ISAACS

One of the world's great railway systems now has an atlas befitting its status. This fine publication is obviously produced as a labour of love. It comprehensively provides a guide to this huge network, suitable for the traveller or for the person at home.

The main series of maps show all lines and all stations. Electrified and non-electrified lines are distinguished. Double and multiple track is indicated. Enlargements show the most complicated areas: Delhi, Patna, Ahmadabad, Kolkata, Mumbai, Secunderabad, Chennai and the east Indian coalfields, as well as the Delhi and Kolkata Metros. Among the most interesting features mapped are lines under construction and proposed lines. Also indicated are such features as zonal and divisional headquarters, loco sheds (electric, diesel or steam), workshops and container terminals. The railways are related to the wider scene by indications of state borders and major rivers.

Bonuses are a full colour overview map which shows the division of the network into zonal railways, a rail network map of 1893, a map of express train routes, a map of past and present narrow gauge lines in South Bengal, a list of recent name changes, and a list of printed and internet resources about Indian Railways. A comprehensive index is provided.

This Atlas is recommended for anyone with an interest in railways and/or maps.

55 pages of two colour maps, of 1 : 1,500,000 scale, referenced by a locator map.

- ° All the approx. 10,000 existing and closed stations on the network, fully indexed and with their respective station codes.
- ° Most closed lines and stations depicted.
- ° Divisional and zonal headquarters identified.
- ° Tracks depicted showing gauge, whether single or double, electrified, etc, along with divisional boundaries.
- ° Works in progress including new lines, gauge conversion,

electrification, etc, including those under survey.

- ° All the loco sheds (electric, diesel and steam) marked.
- ° All important freight yards, goods sheds and container terminals marked.
- ° Detailed inset maps of the rail networks of Ahmadabad Chennai, Delhi, Kolkata, Mumbai, Patna & Secunderabad regions, as well as the Dhanbad Coalfields area.
- ° Metro Maps showing interaction with regular railway systems for Delhi and Kolkata.
- ° Separate map showing south Bengal's Narrow Gauge Network.
- ° Map showing Rajdhani,

Shatabdi & Jan Shatabdi Express routes.

- ° Multilingual Legend in English, French and German
- ° Glossary of name/spelling changes.
- ° A Railway route map of 1893.
- ° Single spread At-a-Glance map of the entire system, showing the jurisdiction of the various zones.

Available from Meridian World Travel, PO Box 192, Botany NSW 1455, \$49.95.

