

The Times

January 2007

A journal of transport timetable history and analysis

Take the **A** Train



75 years ago on the coat-hanger



BUS TIMETABLE

ROUTE 53



**CHATSWOOD STATION – RIVERVIEW
via Lane Cove Shops**

GENERAL SERVICE INFORMATION

Abbreviations used in this time-table.

- * Denotes This bus operates during School holidays only.
- RC " Runs via Riverview College during School days.
- B " Runs on School Days only.
- TR " Terminates at corner of Tambourine Bay Road & Riverview Street.
- CA " Diverts via Landers Road, Centennial Avenue & Howbray Road.

NORTH & WESTERN BUS LINES PTY. LTD.
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GLADESVILLE, N.S.W. 2111.

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Inside: A NY Subway Employee Time Table Over the Lane Cove River Testing the Bridge— STN13-1932

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This is Bart, with his collection of BART commuter timetables. Bart has not joined the AATTC, nor the NAOTC—yet. When he does so, he will surely cause the average age of our members—now about 55 and creeping up by one year every year—to drop dramatically. IF he does. That's the problem—membership of organisations like ours seems no longer to be attractive to the young. Nor to women it seems— it's a blokey kind of thing, although I did meet a female TT collector on an Amtrak train just recently. Timetables themselves have never gone out of fashion nor apparently has interest in them. It's just that, with everything freely available on the Internet these days, there seems to be little incentive to facilitate one's interest by joining groups such as ours.

You *will* renew this year, won't you?



Contributors The Times Bart, Jim O'Neil, Douglas Martin, Steam Train Maury, Geoff Lambert, Victor Isaacs welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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

President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094 G.Lambert@unsw.edu.au	(02) 9949 3521 aatc@telstra.com
Secretary	Steven Haby	P O Box 1072 NEWPORT VIC 3015	
Editor, The Times	Geoff Lambert		
Editor, Table Talk	Steven Haby		
Distribution Officer	Len Regan	PO Box 576 KOTARA NSW 2289	(02) 4957 9229 tp@hunterlink.net.au
Membership Officer	Dennis McLean	7 Masjakin Court, Murrumba Downs, QLD, 4503	(07) 3886 4204
Webmaster	Lourie Smit	lsmit@ozemail.com.au	(02) 9527 6636
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	(08) 8331 9043
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254 2431
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354 2140
Melbourne Convenor	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH VIC 3167	(03) 9540 0320
Sydney Convenor	Ian Abottsmith	74 West Street BALGOWLAH NSW 2093	(02) 9948 3324

How to get to Sugar Hill

GEOFF LAMBERT *rides the "A" train*

You must take the A train
To go to Sugar Hill way up in Har-
lem

*If you miss the A train
You'll find you missed the quickest way to
Harlem*

*Hurry, get on, now it's coming
Listen to those rails a-humming*

*All aboard, get on the A train
Soon you will be on Sugar Hill in Harlem*

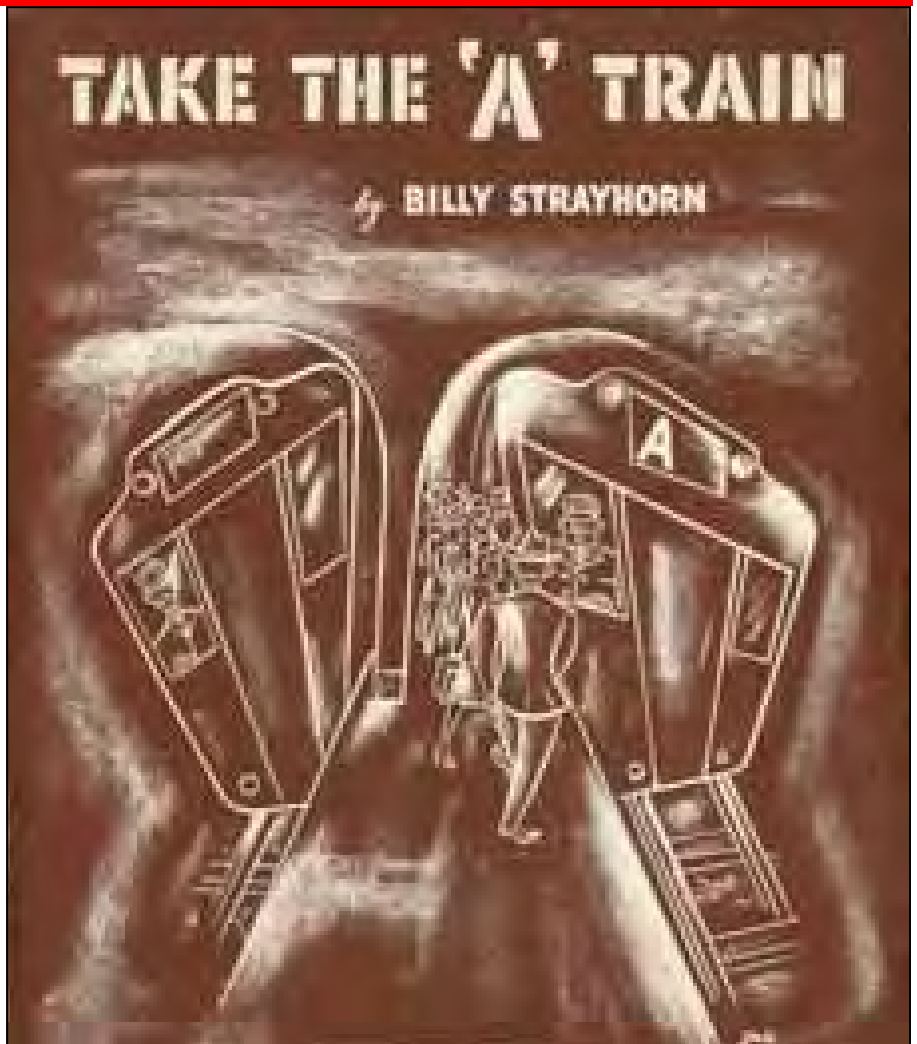
"Take the A Train" is a jazz standard by Billy Strayhorn, referring to the A subway service that runs through New York City, going at that time from eastern Brooklyn up into Harlem and northern Manhattan, using the express tracks in Manhattan. Strayhorn, a Pittsburgh soda jerk, wrote the tune in 1938, inspired by the subway directions to Duke Ellington's home for their first meeting. It became Ellington's signature tune and often opened the shows of Ella Fitzgerald.

I rode the "A" train just recently—hurtling through the strange musts that permeate a New York subway tunnel, rattling over crossings and screeching round the sharp curves in Lower Manhattan. These are images familiar to most New Yorkers, 5 million of whom use the Subway every day.

The present NY subway system is an amalgamation of 3 separate systems—the BMT, IRT and IND networks. In June 1940, the transportation assets of the former BMT and IRT systems were taken over by the City of New York for operation by the City's Board of Transportation, which already operated the IND system. In 1953 the New York City Transit Authority, a state agency incorporated for the benefit of the city, now known to the public as MTA New York City Transit, succeeded the BoT.

A combination of factors had this takeover coincide with the end of the major rapid transit building eras in New York City. The City immediately began to eliminate what it considered redundancy in the system, closing several elevated lines including the IRT Ninth Avenue Line and most of the IRT Second Avenue El in Manhattan, and the BMT Fifth and Third Avenue Lines and most of the BMT Fulton Street Line in Brooklyn.

Despite the unification, a distinction between the three systems survives in the service labels: IRT lines (now referred to as "Division A") have numbers, BMT/IND (now collectively "Division B") lines use letters—although this system came rela-



tively late in the piece. At the time that Strayhorn wrote "Take the A Train", the nomenclature was nearly brand new. The "A" train was an IND Division route, interleaved with the "AA"—the double letter signifying an all-stops version of the limited-stop "A" express.

The A and AA were the first services on the IND Eighth Avenue Line when it opened on September 10, 1932. The A ran express between 207th Street and Hudson Terminal (today's World Trade Center station), and the AA was a local between 168th Street and Chambers Street (adjacent to Hudson Terminal). During late nights and Sundays, the A didn't run and the AA made all stops along the line.

The A Express runs on tracks A3 and A4, which are the middle pair of 4 tracks, although in some places the pair is separated vertically rather than horizontally. The AA runs (or ran) on the outer tracks A1 and A2. Under the East River between Lower Manhattan and Brooklyn, there are only 2

tracks, A3&A4, shared by the A and the AA.

The A was extended to Jay Street–Borough Hall on February 1, 1933, when the Cranberry Street Tunnel to Brooklyn opened; an extension to Bergen Street opened on March 20, and to Church Avenue on October 7.

On April 9, 1936, the IND Fulton Street Line was opened to Rockaway Avenue. On December 30, 1946 and November 28, 1948, the line was extended to Broadway–East New York (now Broadway Junction) and Euclid Avenue, respectively.

On April 29, 1956, Grant Avenue was opened, and the line was extended over the BMT Fulton Street Line to Lefferts Boulevard.

Two months later, on June 28, 1956, the former Long Island Rail Road Rockaway Line was converted to subway specifications, and service began to Rockaway Park and Wavecrest (Beach 25th Street). At this



On January 23, 2005, a fire at the Chambers Street signal room crippled A and C service. Initial assessments suggested that it would take several years to restore normal service, but the damaged equipment was replaced with available spare parts, and normal service resumed on April 21.

The NYC subway was rather like the London Underground, in that public timetables were, for long, not considered necessary due to the very frequent service. In my own time in NY, in the mid-1970s, the City produced a variety of small vest-pocket sized timetables for individual stations, but these never seemed to be very popular. Nowadays, NYC Transit produces a "DL"-sized public timetable for each line, folding out sometimes to the American equivalent of A2 paper size. These are full timetables containing most times at most stopping stations, although some segments show entries such as "then every 15 minutes until 3 pm". They are, of course, also available on the web.

The timetable reproduced here is an Employee Time Table, No. 144 of 15-December-1940, to take effect at 12:03½ A.M. (precisely?). NYCT employee timetables are rather hard to find, although they were obviously produced in large numbers and at a high frequency— the example shown is No. 144, for a line only 8 years old at the time, suggesting at least a monthly issue. ETTs for NYC Transit are still produced and today exist in PDF form as well as in hard copy.

This one is 101 pages long and seems to have been produced at a time when the system was in a state of flux, as a considerable portion of it is devoted to "Superseding Timetables", covering single-track operation on parts of the system between midnight and 5 am

time, rush hour express service on the Fulton Street Line with the E train began.

On January 16, 1958, a new terminal was created at Far Rockaway–Mott Avenue, and the through connection to the Long Island Rail Road's Far Rockaway station was severed.

In 1963, the E train was extended to the Rockaways, and the A train ran local to Euclid Avenue or Lefferts Boulevard at all times. (CC shuttle service from Euclid Avenue provided all service to the Rockaways).

On July 9, 1967, the A train was extended to Far Rockaway middays, evenings, and weekends, replacing the CC shuttle on that branch. Five years later, it would also be extended during rush hours.

On January 2, 1973, the A train became the express service along Fulton Street and the E train became the local.

In 1986, the IND practice of using double letters to indicate local service was discontinued. The AA service was renamed the K. In 1988, it was discontinued and replaced by the C.

Until 1990, the main service was to Lefferts Boulevard, while the Far Rockaway service did not run late nights; at this time, a transfer to a shuttle at Euclid Avenue was available. In 1990, this pattern was switched, with late-night A service running to Far Rockaway only. A shuttle now provides service from Euclid Avenue to Lefferts Boulevard during late nights. A few years later, special A service began running from Rockaway Park to 59th Street–Columbus Circle during the morning rush, and from 59th Street–Columbus Circle to Rockaway Park during the evening rush.

In 1999, the A became the express on the Fulton Street Line on weekends after C service was moved from World Trade Center to Euclid Avenue during that time.

Like many systems (Sydney's for instance), each train receives a run number, which it keeps for most of its time on the tracks. Run 1 comes into service at 12:53½ and returns to its starting point at roughly 2hour 20 minute intervals, after having made a return trip

DESTINATION MARKERS			
LINE	ROUTE	Top Right	Top Left
"A"	Between 127th Street and Rockaway Avenue	●	●
"AA"	Between 127th Street and Utica Avenue	●	●
Washington Heights Local (Via 66th Ave.)	Between 185th Street and Hudson Terminal	●	●
"BB"	Between 185th Street and 145th Street	●	●
Washington Heights Local (Via 66th Ave.)	Between 205th Street and Hoyt Street	●	●
"CC"	Between 205th Street and Hudson Terminal	●	●
Queens Express (Via 66th Ave.)	Between 205th Street and Hudson Terminal	●	●
"DD"	Between 205th Street and Hudson Terminal	●	●
Queens Express (Via 66th Ave.)	Between 205th Street and Hudson Terminal	●	●
"EE"	Between 205th Street and Hudson Terminal	●	●
Queens Express	Between 205th Street and Hudson Terminal	●	●
"FF"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"GG"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"HH"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"II"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"JJ"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"KK"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"LL"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"MM"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"NN"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"OO"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"PP"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"QQ"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"RR"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"SS"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"TT"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"UU"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"VV"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"WW"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"XX"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"YY"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●
"ZZ"	Between 205th Street and Hudson Terminal	●	●
Queens-Midtown-Queens Express	Between 205th Street and Hudson Terminal	●	●

NOTE—"Top Right" is CAP SIDE.

WASHINGTON HEIGHTS LINE EXPRESS WEEKDAYS EXCEPT SATURDAYS															
Station	Train No.	12:05 P.M.	12:15 P.M.	12:25 P.M.	12:35 P.M.	12:45 P.M.	12:55 P.M.	1:05 P.M.	1:15 P.M.	1:25 P.M.	1:35 P.M.	1:45 P.M.	1:55 P.M.	2:05 P.M.	Class
107	76	12:05	12:05	12:10	12:15	12:18	12:24	12:27	12:33	12:37	12:40	12:46	12:50	12:57	
108	77	12:11	12:15	12:20	12:25	12:28	12:35	12:38	12:43	12:48	12:51	12:58	13:01	13:08	
109	78	12:17	12:25	12:28	12:35	12:38	12:45	12:48	12:53	12:58	13:01	13:08	13:11	13:18	
110	84	12:23	12:30	12:34	12:40	12:43	12:50	12:53	12:58	13:03	13:06	13:13	13:16	13:23	
a. DASHIC Grand Avenue Express Line Via 6th Avenue. b. DASHIC Grand Avenue Local Express Line Via 6th Avenue. c. DASHIC Parkway. d. Light Rail Express 8:30 A.M. - 3:00 P.M. Only.															

WASHINGTON HEIGHTS LINE EXPRESS WEEKDAYS EXCEPT SATURDAYS															
Station	Train No.	2:15 P.M.	2:25 P.M.	2:35 P.M.	2:45 P.M.	2:55 P.M.	3:05 P.M.	3:15 P.M.	3:25 P.M.	3:35 P.M.	3:45 P.M.	3:55 P.M.	4:05 P.M.	4:15 P.M.	Class
111	79	2:15	2:15	2:20	2:25	2:28	2:35	2:38	2:43	2:48	2:51	2:58	3:01	3:08	
112	80	2:21	2:25	2:30	2:35	2:38	2:45	2:48	2:53	2:58	3:01	3:08	3:11	3:18	
113	81	2:27	2:35	2:38	2:45	2:48	2:55	2:58	3:03	3:08	3:11	3:18	3:21	3:28	
114	82	2:33	2:40	2:44	2:50	2:53	3:00	3:03	3:08	3:13	3:16	3:23	3:26	3:33	

Superseding Time Table—In Effect by General Order Only Between the Hours of 11:30 P.M. and 5:04 A.M. Providing for Single Track Operation on Track A-4, Between Chambers St. and Jay St.															
Station	Train No.	11:30 P.M.	11:40 P.M.	11:50 P.M.	12:00 P.M.	12:10 P.M.	12:20 P.M.	12:30 P.M.	12:40 P.M.	12:50 P.M.	1:00 P.M.	1:10 P.M.	1:20 P.M.	1:30 P.M.	Class
6:59	4:04	4:14	4:25	4:35	4:45	4:55	5:05	5:15	5:25	5:35	5:45	5:55	6:05		
6:59	4:19	4:29	4:39	4:49	4:59	5:09	5:19	5:29	5:39	5:49	5:59	6:09	6:19		
6:59	4:34	4:44	4:54	5:04	5:14	5:24	5:34	5:44	5:54	6:04	6:14	6:24	6:34		

HOYT-COURT STREET SHUTTLE WEEKDAYS EXCEPT SATURDAYS															
Station	Train No.	11:30 P.M.	11:40 P.M.	11:50 P.M.	12:00 P.M.	12:10 P.M.	12:20 P.M.	12:30 P.M.	12:40 P.M.	12:50 P.M.	1:00 P.M.	1:10 P.M.	1:20 P.M.	1:30 P.M.	Class
115	101	11:30	11:30	11:35	11:40	11:45	11:50	11:55	12:00	12:05	12:10	12:15	12:20	12:25	
116	102	11:35	11:40	11:45	11:50	11:55	12:00	12:05	12:10	12:15	12:20	12:25	12:30	12:35	
117	103	11:40	11:45	11:50	11:55	12:00	12:05	12:10	12:15	12:20	12:25	12:30	12:35	12:40	

to Rockaway, having a 15 minute layover there. At this hour of the night, there are 12 trains in service and the frequency is thus about every 12 minutes, and remains that way until dawn, when more and more trains begin to enter the system.

Trains in each direction are shown on facing pages (above) and an attempt is made to match the run numbers on each of these pages, so it is very easy to see the history of each run— indeed it forms a tabular version of the “zig-zag” diagram used by Sydney’s CityRail today.

Many times, including departure times at the termini, are given to the half-minute. The first train of the day—actually one of the last of the day before—is like this and accounts for the otherwise inexplicable commencement time for the entire timeta-

in Brooklyn. Run by a single train, which made 152 trips per day, the motormen spent more time walking from end to end of the train than they did actually driving (lower right).

Sixteen pages of ETT #144 are devoted to various “Superseding Timetables” (lower left). These tables, which came into operation only when a “General Order” was issued, allowed single track operation at night over either track A3 or A4 between Chambers and Jay Sts under the East River. This was, presumably, to allow maintenance work on the other track. It illustrates well how a short bottleneck can have flow-on effects over an entire line. Service frequency had to be decreased from 5 to 4 trains per hour, to accommodate this 2 mile section of single track. It

ble.
ETT #144 also contains the times for the Hoyt St-Court St shuttle, a 1.5 minute journey

was not possible, of course, to divert the A onto the AA “local” track, because there was no “Local” under the river. Travel timers were still 54 minutes under these conditions.

Page 101 of the ETT is a table of distances and running times for the entire route, which was 18.55 miles long, with 27 Express stops in 1940. John Randell, who designed the master plan for Manhattan in 1811 decreed that numbered streets, which run East-West, were to be spaced at exactly 20 to the mile. On the A line, Express stops are spaced at very irregular distances, with a 66 block-3.3 mile gap between 59th and 125th. This is the real reason that the “A” is an “Express”. There are actually 6 stations in this gap, served by the AA train.

But 125th is really the heart of Harlem, and Duke Ellington’s club was nearby, making his advice to Billy Strayhorn to “Take the A train” sound advice indeed.

Buses to Riverview

JIM O'NEIL

One of the first bus services other than my local one of Royle Bros. which I came to notice when I first started travelling was the route 53, from Chatswood to Riverview. At that time, in early 1955, it ran from a stand on the west side of Chatswood Station, just north of Royle Bros.' two stands and two buses would arrive on the route 53 at about 9.15, when I normally arrived in Chatswood on my way to school. However, in August 1955, Hunter's Hill Bus Co., who ran the 53, took over the Gladesville service, the route 95, from Newman's Longueville Bus Co. The 53 and Newman's remaining ser-

vice, the route 127 to Longueville, swapped their stands to the opposite sides of Chatswood station, so that Hunter's Hill services both now operated from the west-ern side, as Longueville's two services had done previously. At the same time, since Hunter's Hill now had two services between Lane Cove and Chatswood, with the 53 running by the longer route, the number of buses arriving at Chatswood on the 53 around 8.15 was reduced to one.

This state of affairs continued at the time I first obtained a timetable for the 53 (below). The service was basically covered

by one bus. In peak hours it varied between runs to and from Riverview and the intermediate terminal at Mowbray Road and Centennial Avenue (this section of the route was shared with the 128 to Mowbray Road West.) There were additional school days only services between Riverview and Lane Cove. These could have been operated by one bus in the morning (but what did it do between 7.55 and 8.48?), but two were required in the afternoon.

Off-peak service ran between Riverview and Chatswood, at approximately hourly intervals, with one run from Riverview, at 12.10, going only as far as Lane Cove. Since there is no gap in service to allow for a meal break, presumably two drivers were required, with each of them also driving school bases in the peak hour when they were not driving the main 53 bus. Service was also provided on Saturdays during shopping hours.

My next timetable was issued on Monday 20th September 1976 (pages 7&8), taking effect at 12.01 a.m., an hour at which no buses were running. It was issued by the successor to Hunter's Hill, North and Western Bus Lines. The service from Chatswood to Centennial Avenue had passed to the route 43, Chatswood to Ryde, and this section was no longer covered by the 53, except for two journeys on school days, which are marked CA. These provided service from that area of Lane Cove to Lane Cove Public School, which could not be covered by the route 43, which ran too far to the west. Instead of operating via Centennial Avenue, the route 53 now ran along Nundah and Ralston Streets, close to the Pacific Highway along which the route 95 ran, but with a steep climb up to the Highway. Since this area provided fewer customers than the old route, the Riverview end of the service became the more important one. Service at the Riverview end was now extended from Kallaroo Road, the original terminal via the Riverview Estate, with buses running in a loop between the two, apparently going backwards in time when the order of service did not match the order of the columns in the timetable. Off-peak service now only ran during the mornings, while there were now three school days only buses in the afternoon from Lane Cove to Riverview. Traces remain of a single morning school days only bus, imperfectly erased from the timetable, but by the time I obtained it, school children had to ride on the regular buses in the morning (or were there other unrecorded school buses not in the timetable?) Saturday service was still provided, with only alternate trips going to River-

Hunter's Hill Bus Co. Route 53 Riverview to Chatswood: 19th September 1960.

HUNTER'S HILL BUS CO. — WX1601							
TIMETABLE							
Route 53							
RIVERVIEW - CHATSWOOD							
Commencing Monday, 19th September, 1960							
MONDAY TO FRIDAY							
Depart Kallaroo Road	Arr. and Dep. Lane Cove	Arr. and Dep. Mowbray Rd. and Centennial Ave.	Arrive Chatswood	Depart Chatswood	Arr. and Dep. Mowbray Rd. and Centennial Ave.	Arr. and Dep. Lane Cove	Arrive Kallaroo Road
7.30	7.40	7.44	7.54	7.56	8.03	—	—
—	—	8.03	8.13	8.15	8.22	—	—
—	—	8.22	8.32	8.50	9.00	9.04	9.14
8.45	8.55	—	—	—	—	—	—
8.55	9.05	9.19	9.29	9.30	9.40	9.45	9.55
9.05	9.15	9.19	9.29	9.30	9.40	9.45	9.55
10.00	10.10	10.15	10.25	10.30	10.40	10.45	10.55
11.00	11.10	11.15	11.25	11.30	11.38	11.42	11.50
12.10	12.19	—	—	—	—	12.20	12.29
12.30	12.40	12.45	12.55	1.00	1.10	1.15	1.25
1.30	1.40	1.45	1.55	2.00	2.10	2.15	2.25
2.30	2.40	2.45	2.55	3.00	3.10	3.15	3.25
3.28	3.38	3.42	3.52	3.55	4.05	—	—
—	—	—	—	—	—	8.35 via Tambourine Bay Rd. & Yallambee Rd.	—
—	—	—	—	—	—	3.36	3.46
4.38	4.45	4.49	4.57	5.00	5.10	5.14	5.24
—	—	5.10	5.18	5.20	5.30	5.34	5.42
5.43	5.50	5.50	5.57	6.00	6.10	—	—
—	—	6.10	6.18	6.20	6.30	6.34	6.42
6.43	6.50	—	—	—	—	—	—
SATURDAY							
7.30	7.40	7.45	7.55	8.00	8.10	8.15	8.25
8.30	8.40	8.45	8.55	9.00	9.10	9.15	9.25
9.30	9.40	9.45	9.55	10.00	10.10	10.15	10.25
10.30	10.40	10.45	10.55	11.00	11.10	11.15	11.25
11.30	11.40	11.45	11.55	12.00	12.10	12.15	12.25
12.30	12.40	12.45	12.55	1.00	1.10	1.15	1.25
1.30	1.40	—	—	—	—	—	—
NO SERVICE ON SUNDAYS, XMAS DAY, GOOD FRIDAY and PUBLIC HOLIDAYS							
S denotes School Days Only				SR denotes from Riverview Street, School days only			
"Times" Print, Gladesville—WX2658							

view Estate. It also started later, at 8.16 instead of 7.30, and finished earlier, 12.28 instead of 1.40.

The next timetable was issued in March 1988 (see page 9). By this time, North and Western timetables came with a map. We can see the route via Nundah and Ralston Street north of Lane Cove, a little to the left of the Pacific Highway. Further left is Centennial Avenue, which is not marked as part of the route, even though the school buses marked CA are still being operated. At the southern end of the route Kallaroo Road is to the right (the name is largely obscured by black line of the bus route: Riverview Estate is the loop to the right. The service is generally similar to that operated in 1976. There are now extra buses from Riverview to Lane Cove only in the morning and the number in the afternoon in the reverse direction has been reduced from four to two. Saturday service operates at the same frequency, but all runs now go via the Riverview Estate.

In August 1989 North and Western took over the services of Harbour City Coaches, including the Chatswood to Colwell Crescent service, then numbered 264 (formerly

52: see The Times August 2003 for details). North and Western combined the routes 53 and 264 under the latter number, avoiding any running over the Chatswood to Gladesville service, now numbered 536. However, the number 264 was soon assigned to the Wynyard to Ryde via Lane Cove service and 532 became the number of the Riverview service. I have included the timetable for the 532 reprinted in October 1998 (see page 9). The map shows several changes, the most obvious being the diversion through Chatswood West, instead of Mowbray Road and the Pacific Highway. The route in Riverview has been simplified into a single loop - with Kallaroo Road covered only by two services in shopping hours, marked K - and operating via Hamilton Avenue at the northern end, which had been part of the old route 224 Tambourine Bay service. The school service via Centennial Avenue now operates via Nundah and Ralston instead of the corner of Centennial and Mowbray. The morning service leaves Nundah and Ralston at 8.20, marked P, but no corresponding afternoon service is shown.

In peak hours the buses don't run via West Chatswood in the contra-flow direction.

Saturday service has been extended into the afternoon and combined with the route 261, Queen Victoria Building to Lane Cove Post Office via River Road, by dividing the 532 at Lane Cove. A few buses do still run from Chatswood through to Riverview, but mostly passengers much change to or from the 536 to Gladesville, whose departure times from Chatswood are shown with a C. There is one such service during weekdays, at 1.59 from Yallambie Street, with a Chatswood connection via the 536.

The route 532 was a casualty of the government takeover of North and Western. Chatswood to Colwell Crescent resumed as a separate service, route 255, no buses ran via Nundah and Ralston, while Riverview was served by a diversion of the West Lane Cove service, numbered 253, providing hourly service at the off-peak (see column E on the timetable dated 24 June 2001 on page 10) There are no buses any more to Kallaroo Road, and Riverview is served in peak hours only in the peak direction.

North and Western Bus Lines. Route 53 Riverview to Chatswood: 20th September 1976

MAIN & WESTERN BUS LINES PTY. LTD.
 1 Denison Street, Gladesville N.S.W. 2111
 TELEPHONE 69.1051 89.2457

BUS TIME-TABLE

ROUTE NO. 53 CHATSWOOD STATION to RIVERVIEW via LANE COVE

Run No.	TU CHATSWOOD →					TU RIVERVIEW →				
	DEPART KALLAROO ROAD and ROMANI AVE RIVERVIEW.	Depart Warruga Pl. & Riverview Street, (Estate)	Depart Lane Cove Terminus (Library)	Depart Nundah & Ralston Streets	ARRIVE CHATSWOOD STATION (Railway Street)	DEPART CHATSWOOD STATION (Railway Street)	Depart Nundah & Ralston Streets	Depart Lane Cove Terminus (Baby Health Centre)	Arrive Warruga Pl. & Riverview Street, (Estate)	ARRIVE KALLAROO ROAD and ROMANI AVE RIVERVIEW.
	MUNDAYS					FRIDAYS				
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
77	7.22	7.27	7.36	7.39	7.49	-	-	-	-	-
13	7.57	7.52	8.05	8.09	8.15	8.20*	8.26*	8.29*	-	8.36*
9	-	-	-	-	-	8.50B	via CA	9.03B	-	9.11B
13	8.38	-	8.46	-	-	-	-	-	-	-
21	-	8.38B	8.46B	-	-	-	-	-	-	-
13	9.03	9.05	9.15	9.18	9.28	9.30	9.37	9.40	-	9.47
13	9.48	-	9.55	9.58	10.08	10.10	10.17	10.20	10.27	10.31
13	10.32	10.27	10.39	10.42	10.52	10.55	11.02	11.05	11.12	11.17
13	11.17	11.12	11.24	11.26	11.33	11.35	11.42	11.45	11.56	11.52
13	-	-	-	-	-	-	-	3.13pm	3.20pm	3.25pm
24	-	-	-	-	-	-	-	3.36B	3.44B	-
22	-	-	-	-	-	-	-	3.36B	-	3.44B
9	-	-	-	-	-	-	-	3.36B	TR3.42B	-
13	3.26pm	3.20pm	{ 3.35B via CA 3.35*	3.38*	B 3.47pm 3.47*	3.50pm	3.58pm	4.01	4.12	4.08
13	-	-	-	-	-	4.50pm	4.58pm	5.01	5.12	5.08
13	5.08	5.12 RC	5.20	5.23	5.30	5.37	5.45	5.48	5.59	5.55

THIS TIME-TABLE EFFECTIVE 12.01am MONDAY 20th SEPTEMBER 1976
 FOR GENERAL SERVICE INFORMATION, SEE OVERLEAF.

ROUTE NO. 53 - BUS LINE-PASSE

CHATSWOOD STATION to RIVERVIEW via LANE COVE

	DEPART KALLAROO ROAD & RUMANI AVE RIVERVIEW.	Depart Warruga Pl. & Riverview Street. (Estate)	Depart Lane Cove Terminus (Library)	Depart Nundah & Ralston Streets	ARRIVE CHATSWOOD STATION (Railway Street)	DEPART CHATSWOOD STATION (Railway Street)	Depart Nundah & Ralston Streets	Depart Lane Cove Terminus (Baby Health Centre)	Depart Warruga Pl. & Riverview Street. (Estate)	ARRIVE KALLAROO ROAD & RUMANI AVE RIVERVIEW.
	TO CHATSWOOD →				TO RIVERVIEW →					
	SATURDAY									
13	8.16	-	8.24	8.27	8.34	8.40	8.47	8.50	8.57	9.01
13	9.02	8.57	9.10	9.13	9.20	9.25	9.32	9.35	-	9.42
13	9.46	-	9.54	9.57	10.04	10.05	10.12	10.15	10.22	10.26
13	10.26	10.22	10.34	10.37	10.44	11.24	11.31	11.34	-	11.42
13	11.42	-	11.49	11.52	11.59	12.08pm	12.15pm	12.18pm	12.24pm	12.28pm

GENERAL SERVICE INFORMATION

Abbreviations used in this time-table

- * Denotes This bus operates during school holidays only.
- RC * Runs via Riverview College during school days.
- B * Runs on school days only.
- TR * Terminates at corner of Inghourine Bay Road & Riverview Street.
- CA * Diverts via Landers Road, Centennial Ave & Newbray Road.

Route of this service

from CHATSWOOD :- Bus stand in Railway Street, opposite Kings Theatre, via Victoria Ave, Pacific Highway, Newbray Road, Ralston Street, Murray Street, Stekes Street, Nundah Street, Parklands Ave, Longeville Road, LANE COVE TERMINUS, Austin Street, Austin Cres, Morriss Street, River Road, Barrina Road, Yallanbee Road, Inghourine Bay Road, Miramant Ave, Roseati Ave to Kallaroo Road. Buses return via Kallaroo Road, Scrada Ave then as above in reverse.

Certain journeys divert via Riverview Street, through Riverview Estate, College Road South, Riverview Street.

NORTH & WESTERN BUS LINES LTD.

Modern Buses & Coaches for Charter.....
Telephone 80 2457 for information.

ROUTE No 53

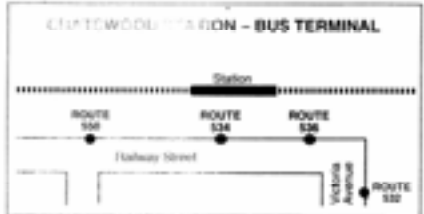
CHATSWOOD STATION to RIVERVIEW via LANE COVE

ROUTE No 53

Run No.	DEPART KALLAROO ROAD and RUMANI AVE RIVERVIEW	Depart Warruga Pl & Riverview Street (Estate)	Depart Lane Cove Terminus (Library)	Depart Nundah & Ralston Streets	ARRIVE CHATSWOOD STATION (Railway Street)	DEPART CHATSWOOD STATION (Railway Street)	Depart Nundah & Ralston Streets	Depart Lane Cove Terminus (Baby Health Centre)	Depart Warruga Pl. & Riverview Street (Estate)	ARRIVE KALLAROO ROAD and RUMANI AVE RIVERVIEW
	TO CHATSWOOD →				TO RIVERVIEW →					
	MONDAYS to FRIDAYS									
20	a.m. 7.22	a.m. 7.26	a.m. 7.36	a.m. 7.40	a.m. 7.50	a.m. -	a.m. -	a.m. -	a.m. -	a.m. -
2	7.50	7.47	7.58	8.00	8.10	8.20*	8.26*	8.28*	-	8.38*
24	8.00	-	8.09	-	-	-	-	-	-	-
39	8.10B	8.13	8.18B	-	-	8.42B	via CA	8.53	-	-
2	8.38	-	8.46	-	-	-	-	-	-	-
2	-	8.44	8.50B	-	-	-	-	-	-	-
2	9.00	9.05	9.15	9.18	9.26	9.30	9.37	9.40	9.47	9.49
2	9.49	9.47	9.55	9.58	10.08	10.00	10.17	10.20	10.27	10.31
2	10.32	10.27	10.39	10.42	10.52	10.55	11.02	11.05	11.12	11.17
2	11.17	11.12	11.24	11.26	11.33	11.35	11.42	11.45	11.56	11.52
1	-	-	-	-	-	-	-	2.58pm	3.11pm	3.16pm
5	-	-	-	-	-	-	-	3.35B	3.44	3.42
1	3.17	3.11	(3.30B via CA)	3.32*	3.40*	3.55	4.00	4.03	4.12	4.09
1	-	-	-	-	-	4.50	4.58	5.01	5.12	5.08
1	5.0BRC	5.12RC	5.20	5.23	5.30	5.37	5.45	5.48	5.59	5.55
	SATURDAYS									
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
51	8.16	-	8.24	8.27	8.34	8.40	8.47	8.50	8.57	9.01
51	9.02	8.57	9.10	9.13	9.20	9.24	9.32	9.35	9.42	9.45
51	9.46	9.42	9.54	9.57	10.04	10.05	10.12	10.15	10.22	10.26
51	10.26	10.22	10.34	10.37	10.44	11.24	11.31	11.34	11.40	11.42
51	11.43	11.40	11.49	11.52	11.59	12.08pm	12.15pm	12.18	12.24pm	12.28pm



- ROUTE 532**
- C - Join Route 536 at Chatswood Station and change buses at Lane Cove Post Office - same on return journey. Through fares apply on Route 536.
 - B - Bus runs via Louisa Avenue Road to Blacklands Corner, River Road West, Warranook Road and Yalambier Road on school days.
 - D - Bus runs via Route 532 to Dalrymple Avenue, then left into Beaconsfield Road (opposite Colwell Crescent), then to Nundah and Ralston Streets and Lane Cove or vice versa.
 - K - Bus diverts from Romaine Avenue to Kalfarnas Road, Sorata Avenue and returns via Mountfort Avenue.
 - L - Bus departs from Lane Cove Library on Louisa Avenue Road, not from Lane Cove Post Office.
 - M - Bus runs via Pacific Highway and Mowbray Road to Nundah Street and Ralston Street then via normal Route 532.
 - P - Bus operates via Parklands Avenue, Landers Road, Centennial Avenue, Karila Avenue, Kurri Street, Parklands Avenue, Kyring Street, Landers Road and Parklands Avenue on school days only.
 - QVB - Bus runs to or from Sydney Town Hall (Queen Victoria Building) via Route 261. Through fares are available.
 - R - On school days, bus diverts via Riverview College grounds through bottom gate and exits through top gate.
 - S - Bus operates on school days only.



CHATSWOOD STATION - BUS TERMINAL

ROUTE 532 - SCHOOL DAYS ONLY

The times stated in this timetable are those for which it is intended as far as circumstances will permit, that buses will arrive at or depart from the various points over which our bus service(s) operate. The Company does not guarantee nor can they be held responsible for such bus service journeys, should they run late, or not in accordance with the timetable on issue from time to time, or for any unforeseen circumstance or consequence, arising therefrom. The Company reserves the right to cancel wholly or in part, any of the bus service journeys or routes taken or shown in timetables on issue or operated upon.

BUS TIMETABLE

CHATSWOOD STATION to RIVERVIEW Route 532

Buses operate via

- Colwell Crescent
- Chatswood Golf Club
- Ralston Street
- Lane Cove Shops
- Tambourine Bay Road
- Yorks Corner
- Riverview Estate
- St. Ignatius College

This service does not operate on Sundays or Public Holidays

Reprinted October, 1998

TIMETABLE INFORMATION
9808 1000

NORTH & WESTERN BUS LINES
11A Haysman Road, Chatswood NSW 2111
P.O. Box 884, Manash Park NSW 2111
Phone: (02) 9808 1000 Fax: (02) 9808 1100

North and Western Bus Lines. Route 532 Chatswood to Riverview: reprinted October 1998

RIVERVIEW and LANE COVE to CHATSWOOD						
RIVERVIEW		LANE COVE		CHATSWOOD WEST	CHATSWOOD	
Yalambier Rd & Mangrove Street	Warranook Pl & Riverview Street	Lane Cove Post Office	Nundah Street & Ralston Street	Colwell Cres & Macdonald Rd	Chatswood Station	
WEEKDAYS - MORNINGS						
-	-	6:35	6:41	6:50	7:05	
6:54	6:58	7:05	7:11	7:20	7:35	
7:24	7:28	7:35	7:41	7:50	8:10	
8:05	8:09	8:19	8:27	8:36	8:56	
8:40	8:44	8:53	8:59	9:06	9:20	
9:30	9:35	9:43	9:49	9:57	10:07	
10:37	10:41	10:49	10:55	11:03	11:13	
12:14	11:47	11:55	12:01	12:09	12:19	
AFTERNOONS						
1:59	2:00	02:11	QVB	-	02:26	
-	-	-	-	03:20	03:30	
-	-	-	-	3:50	4:00	
4:36	4:40	4:47	-	5:02	-	
5:06	05:15	5:21	-	5:36	-	
6:06	6:10	06:17	-	5:20	5:30	
-	-	-	-	-	06:30	
SATURDAYS - MORNINGS						
9:03	9:06	9:14	QVB	-	-	
-	-	9:15	9:21	9:30	9:40	
-	QVB	10:15	10:21	10:30	10:40	
11:03	11:06	11:14	QVB	-	-	
-	QVB	11:15	11:21	11:30	11:40	
AFTERNOONS						
1:03	1:06	1:14	QVB	-	-	
-	QVB	1:15	1:21	0	1:32	
2:21	2:24	2:32	2:38	2:47	2:57	
4:21	4:24	4:32	4:38	4:47	4:57	

EXPLANATIONS - See page 8

CHATSWOOD and LANE COVE to RIVERVIEW						
CHATSWOOD WEST	CHATSWOOD	LANE COVE		RIVERVIEW		
Chatswood Station	Colwell Cres & Macdonald Rd	Nundah Street & Ralston Street	Lane Cove Post Office	Yalambier Rd & Mangrove Street	Warranook Pl & Riverview Street	
WEEKDAYS - MORNINGS						
7:10	-	-	7:20	7:24	7:28	
7:40	-	-	7:50	08:05	8:09	
8:10	M	8:20P	8:30	8:40	8:44	
8:10	D	8:20	8:26	8:30	8:35	
10:10	10:20	10:27	10:33	10:37	10:41	
11:15	11:25	11:32	11:38	11:42	11:47	
AFTERNOONS						
12:21	12:31	12:38	12:44	-	-	
1:30	-	-	1:55	1:59	2:03	
3:10	3:20	-	-	-	-	
3:40	3:50	-	-	-	-	
4:10	4:20	4:27	4:33	4:36	4:40	
4:40	4:50	4:57	5:02	5:06	05:15	
5:10	5:20	-	-	-	-	
5:40	5:50	5:57	6:02	6:06	6:10	
6:10	6:20	6:27	6:32	-	-	
SATURDAYS - MORNINGS						
08:30	-	-	9:00	9:03	9:06	
9:50	10:00	10:07	10:14	QVB	-	
10:41	D	10:54	11:00	11:03	11:06	
11:50	12:00	12:07	12:14	QVB	-	
AFTERNOONS						
1:12:30	-	-	1:50	1:53	1:56	
1:50	2:00	2:07	2:14	-	-	
02:00	-	-	QVB:18	2:21	2:24	
2:59	3:09	3:16	3:23	-	-	
04:00	-	-	QVB:18	4:21	4:24	
5:10	5:20	5:27	5:34	-	-	

EXPLANATIONS - See page 8

GENERAL INFORMATION

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

Fares: When joining the bus, PLEASE ADVISE THE DRIVER OF YOUR EXACT DESTINATION in order for him/her to calculate your correct fare. Remember if you tender the CORRECT FARE it saves time and saves 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.

Tickets: Tickets are issued for all fares paid, from the ticket machine. Please check your ticket and hold for inspection if requested by inspector, or another fare will have to be paid.

Transfer Tickets: Transfer tickets are available on all North and Western bus routes for all journeys where a transfer between routes is required. A transfer ticket will always be cheaper than the price of two separate tickets. Please ask the driver for a transfer ticket to your required destination.

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

Smartcard: The North and Western Smartcard is our electronic fare system which lets you travel at a discount and without the need to carry cash. Please ask your driver for an application form.

Children: Children travelling on half fare or school passes, should not occupy a seat while adults are standing. Where age is in doubt, proof of age is the responsibility of the child or a full fare will be charged. One child 4 years and under accompanied by an adult travels free.

School Services: School trips are not shown on this timetable. For further information please phone our office. School Special Buses must be used where provided, not the route service. Adults may be carried on all school services.

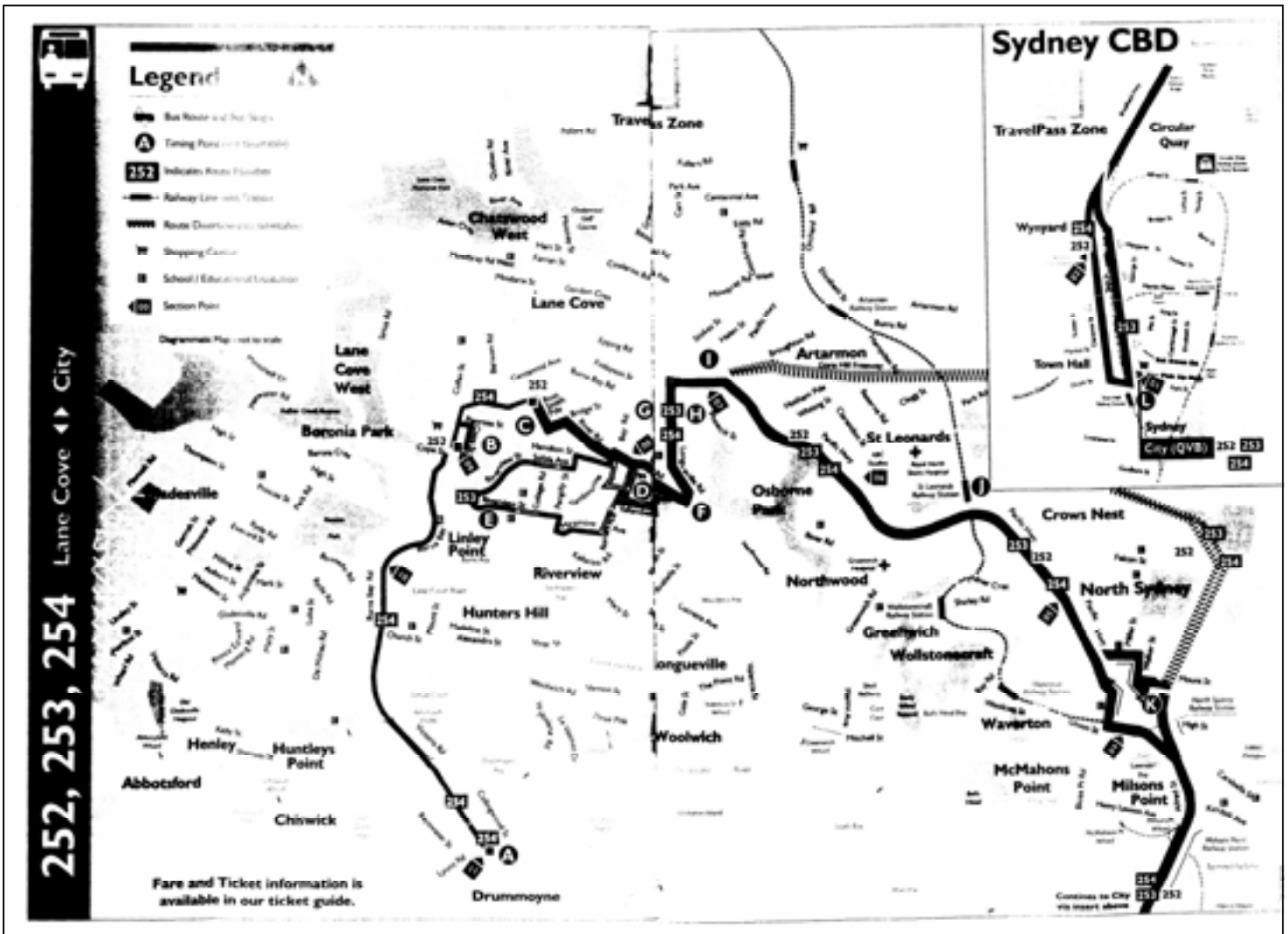
Late Trains: Buses will wait a reasonable time for late arriving trains. Some buses may therefore run late when operating from Chatswood Station.

Smoking: Smoking is not permitted on buses.

Food: Food and drinks (including chewing gum) must NOT be consumed on the bus.

Last Property: Enquiries can be made at our depot, between 9:00am and 3:00pm on Monday to Friday only.

Your Ideas: This service is offered to meet your requirements, please direct all ideas or complaints IN WRITING to our office.



SERVICES TO CITY

252, 253, 254

Timing Point

252, 253, 254

Timing Point

Monday to Friday

Timing Point	A	B	C	D	E	F	G	H	I	J	K	L
Drummoyne (Lyons Rd)	6:13	6:01	6:22	6:25	6:27	6:05	6:35	6:29	6:36	6:29	6:36	6:29
Lane Cove West (Cope St)	6:30	6:21	6:40	6:43	6:45	6:56	6:50	6:57	6:50	6:57	6:50	6:57
Lane Cove West (Parramatta Rd)	7:15	7:02	7:15	7:18	7:20	7:21	7:10	7:13	7:13	7:13	7:13	7:13
Riverview (Victoria Rd)	7:30	7:17	7:30	7:33	7:35	7:37	7:26	7:29	7:29	7:29	7:29	7:29
Riverview (Wangfong Rd)	7:45	7:32	7:45	7:48	7:50	7:51	7:40	7:43	7:43	7:43	7:43	7:43
Lane Cove (Blaxland Corner)	7:50	7:37	7:50	7:53	7:55	7:57	7:46	7:49	7:49	7:49	7:49	7:49
Lane Cove (Post Office)	8:00	7:47	8:00	8:03	8:05	8:07	7:56	7:59	7:59	7:59	7:59	7:59
Lane Cove Slopes (Longmans Rd)	8:05	7:52	8:05	8:08	8:10	8:12	8:01	8:04	8:04	8:04	8:04	8:04
Lane Cove (Parramatta Rd)	8:10	7:57	8:10	8:13	8:15	8:17	8:06	8:09	8:09	8:09	8:09	8:09
St Leonards Station (Pacific Hwy)	8:15	8:02	8:15	8:18	8:20	8:22	8:11	8:14	8:14	8:14	8:14	8:14
North Sydney (Victoria Cross)	8:20	8:07	8:20	8:23	8:25	8:27	8:16	8:19	8:19	8:19	8:19	8:19
City - QVB (York St)	8:25	8:12	8:25	8:28	8:30	8:32	8:21	8:24	8:24	8:24	8:24	8:24
10:00	9:47	10:00	10:03	10:05	10:07	10:09	9:58	10:01	10:01	10:01	10:01	10:01
10:15	10:02	10:15	10:18	10:20	10:22	10:24	10:13	10:16	10:16	10:16	10:16	10:16
10:30	10:17	10:30	10:33	10:35	10:37	10:39	10:28	10:31	10:31	10:31	10:31	10:31
10:45	10:32	10:45	10:48	10:50	10:52	10:54	10:43	10:46	10:46	10:46	10:46	10:46
11:00	10:47	11:00	11:03	11:05	11:07	11:09	10:58	11:01	11:01	11:01	11:01	11:01
11:15	11:02	11:15	11:18	11:20	11:22	11:24	11:13	11:16	11:16	11:16	11:16	11:16

SERVICES TO CITY

252, 253, 254

Timing Point

252, 253, 254

Timing Point

Monday to Friday Continued

Timing Point	A	B	C	D	E	F	G	H	I	J	K
Drummoyne (Lyons Rd)	11:06	11:03	11:06	11:09	11:11	11:11	11:00	11:03	11:03	11:03	11:03
Lane Cove West (Cope St)	11:20	11:07	11:20	11:23	11:25	11:27	11:16	11:19	11:19	11:19	11:19
Lane Cove West (Parramatta Rd)	12:06	11:53	12:06	12:09	12:11	12:13	12:02	12:05	12:05	12:05	12:05
Riverview (Victoria Rd)	12:21	12:08	12:21	12:24	12:26	12:28	12:17	12:20	12:20	12:20	12:20
Riverview (Wangfong Rd)	12:36	12:23	12:36	12:39	12:41	12:43	12:32	12:35	12:35	12:35	12:35
Lane Cove (Blaxland Corner)	12:41	12:28	12:41	12:44	12:46	12:48	12:37	12:40	12:40	12:40	12:40
Lane Cove (Post Office)	12:46	12:33	12:46	12:49	12:51	12:53	12:42	12:45	12:45	12:45	12:45
Lane Cove Slopes (Longmans Rd)	12:51	12:38	12:51	12:54	12:56	12:58	12:47	12:50	12:50	12:50	12:50
Lane Cove (Parramatta Rd)	12:56	12:43	12:56	12:59	13:01	13:03	12:52	12:55	12:55	12:55	12:55
St Leonards Station (Pacific Hwy)	13:01	12:48	13:01	13:04	13:06	13:08	12:57	13:00	13:00	13:00	13:00
North Sydney (Victoria Cross)	13:06	12:53	13:06	13:09	13:11	13:13	13:02	13:05	13:05	13:05	13:05
City - QVB (York St)	13:11	12:58	13:11	13:14	13:16	13:18	13:07	13:10	13:10	13:10	13:10
10:00	9:47	10:00	10:03	10:05	10:07	10:09	9:58	10:01	10:01	10:01	10:01
10:15	10:02	10:15	10:18	10:20	10:22	10:24	10:13	10:16	10:16	10:16	10:16
10:30	10:17	10:30	10:33	10:35	10:37	10:39	10:28	10:31	10:31	10:31	10:31
10:45	10:32	10:45	10:48	10:50	10:52	10:54	10:43	10:46	10:46	10:46	10:46
11:00	10:47	11:00	11:03	11:05	11:07	11:09	10:58	11:01	11:01	11:01	11:01
11:15	11:02	11:15	11:18	11:20	11:22	11:24	11:13	11:16	11:16	11:16	11:16

Sydney Buses, Routes 252-254. Lane Cove West to City, inbound Mondays to Fridays, 24 June 2001

Voice of the hobos, and guardian of their traditions

Steam Train Maury, 1917-2006 "Taking the westbound"



STEAM TRAIN MAURY, who has died in Napoleon, Ohio, aged 89, started life as Maurice Graham and was drawn by a whistle to hop on a freight train to freedom and, much later, fame.

Graham, who found that fame as the first and only grand patriarch of the hobos in the US, was the chief caretaker of hobo myths, a cornerstone of which is "taking the westbound" - the term for death. His final westbound freight left the yard when he suffered the last of several strokes and slipped into a coma.

In 1990 Graham co-wrote a book about his life, *Tales of the Iron Road: My Life as King of the Hobos*; he had been crowned king five times at the US national hobo convention in Britt, Iowa - in 1973, 1975, 1976, 1978 and 1981. In 2004 he was anointed grand patriarch. No one else has ever been named a hobo patriarch. Graham also had the title "Life King of the Hobos East of the Mississippi".

When he was asked in 1989 whether it was true that some hobos read timetables, Graham replied: "It's a shame, but I don't know what we can do about it."

Hobos belong to that part of the American imagination where real history merges with showmanship. Since the Civil War,

itinerant men have snuck onto freight trains for free rides, and as field hands, loggers and miners they had much to do with building the American West and shaping industry. During the Depression, more than 1 million desperate people rode the rails in search of work.

They were admired as much as pitied. John Steinbeck called hobos "the last free men" and by the late 19th century hobos had formed their own tongue-in-cheek union, Tourist Union Local 63. Officials in Britt offered Local 63 their town for its annual convention in 1900 and were shocked when big-city reporters showed up and did not treat the event as the joke it was intended to be. By 1933 Britt, by then known as "the hobo town", decided to capitalise on the unlikely confab. It marketed the convention and crowned hobo royalty.

But now hobos are scarce, as freight carriages have been sealed and the prosecution of trespassers has tightened. Graham had said some pretenders were "show-bos, not hobos", but he was one of the last of the authentic, undisputed, old-time hobos. Graham gave the crowds what they were looking for, including a flowing white beard, a walking stick decorated with owl feathers and stories about friends such as

Frying Pan Jack and the Pennsylvania Kid, who shaved with a piece of glass from a Coke bottle. He was reputed to have amassed the world's largest rail schedule collection.

Graham was born in Atchison, Kansas. He first hopped on a train in 1931, at age 14, but eventually settled down, learned the cement-mason trade and was an army medical technician during World War II. By 1971, he was a labourer with a wife, two children and a bad hip that kept him from working much. So one day he again hopped on a freight carriage with a vague idea that he would relive hobo memories and see his wife, Wanda, in a few weeks. But it was 1981 when he returned. Wanda agreed to go out for dinner and talk. (She paid, of course.) He wanted to come home, and she ultimately could not resist his charm.

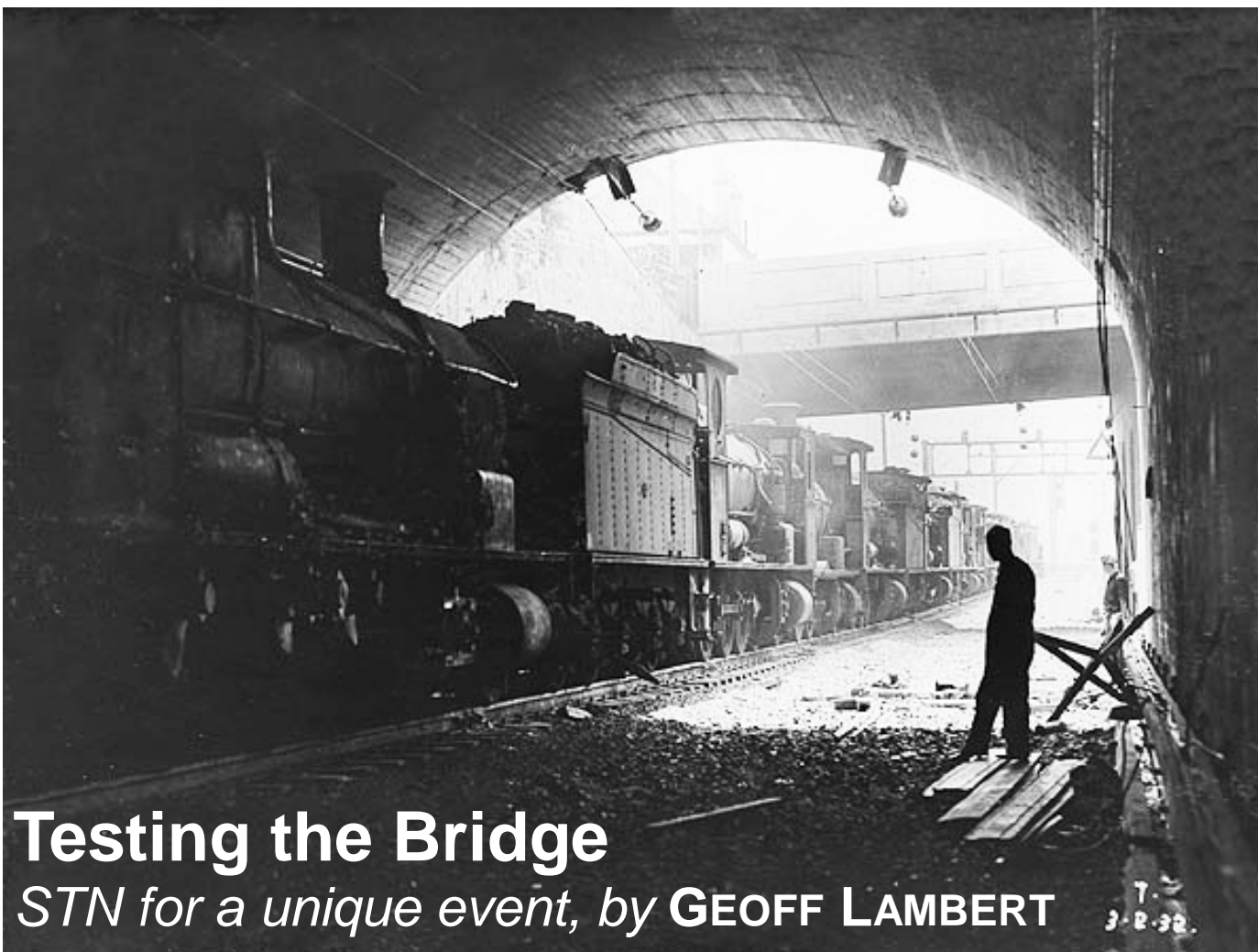
A reviewer of his book in the *Los Angeles Times* wondered if it neglected "a darker, hard-drinking, womanising, gambling side of Graham's nature" in its emphasis on hobo chivalry.

In addition to his wife of 69 years, Graham is survived by two daughters, five grandchildren and seven great-grandchildren.

Douglas Martin *The New York Times*

100 years of Central Station 1906-2006





Testing the Bridge

STN for a unique event, by **GEOFF LAMBERT**

Seventy-five years ago this month, the slumbers of Sydney's North Shore residents were disturbed by eerie clanking noises, as a strange procession of trains trundled up and down their railway line. Those who staggered blearily to their windows would have seen a ghostly procession of four steam locomotives—one in steam, the others cold and dead.

For more than a week from 13th January, several times per night, such trains made their way from Enfield to North Sydney, via Hornsby. They were of course being amassed at North Sydney for load testing of the Sydney Harbour Bridge, which opened on 19th March 1932.

Accounts vary as to how many engines were required; it seems to have been somewhere between 76 (from some STNs) to 92 (according to the Sydney Morning Herald). The total weight seems to have been 8 to 9,000 tons. The idea was to test, in sequence, the northern approaches, the southern approaches and the main span. Testing was planned for night time because the summer sun had differential effects on each side of the bridge, expanding one side relative to the other. There are many photos, however, of the locos. sitting on the bridge in daylight. There were, of course 4 tracks on the bridge from its opening, two

of them being for trams.

The locomotives were engines of the 24, 25, 50 and 53 class. The smaller engines were mostly on their last legs and many were condemned after they had done their bit for the testing.

Several STNs were issued to cover the movement of trains to and from the North Sydney Works Siding. STN10 and STN13 covered the forward movement for the week beginning Wednesday 13th January (except the Sunday); we show STN13 on our pages 14-15.

Each STN showed timetables for 4 trains per night heading south from Hornsby, but some of these were alternative tables, depending on whether the engines being transported were with or without their side-rods. The trains had previously moved in a similar fashion from Enfield to Hornsby. It would seem that 3 trains ran on most nights, the total number of engines which could be moved by such a schedule as 84. On arrival at North Sydney, all 4 engines of each train, including the "live" engine, were stabled to await the testing days.

For the testing, on the 4th and 5th of February, no STN was needed because the tracks involved were not officially in service. Sixteen engines, marshalled in 4

trains of 4, 1 train per track, tested the northern approaches and the southern approaches, where they were then stabled overnight. Next day they were joined by 76 more for the testing of the main span.

STNs 53, 65 & 72 covered the return journey which was again staged via Hornsby. Two 4-loco trains ran to Hornsby on each of 17 and 18 February and four 4-loco trains left North Sydney on 4 nights between Saturday 27 February to Wednesday 3rd March. at half-hour intervals starting at 12:30. No mention was made of engines with or without side-rods, nor for alternative schedules. This accounts for 80 engines. Some engines were semi-permanently stored at Hornsby, but the rest continued to Enfield.

Many other STNs were issued at this time in association with the bridge works. These included timetables for the catenary train, for training drivers in electric train running over the bridge and in moving the construction locos back and forth along the line. For a while a 19-class loco was shedded at Milsons Point station— the old one, presumably.

Many thanks to the Railway Resource Centre for supplying us with the STNs.

For the information of employees and not for publication.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Special Train Notice No. 13

Instructions to Station Masters, Guards, Drivers and all others concerned.

ARRANGEMENTS FOR CONVEYANCE OF LOCOMOTIVES FROM ENFIELD NORTH TO NORTH SYDNEY FOR PURPOSE OF TESTING SYDNEY HARBOUR BRIDGE.

FROM ENFIELD TO HORNSBY.

SUNDAY, JANUARY 17.

No. 397 Goods (11.47 p.m., Enfield Yards to Hornsby) is to convey double load, and be worked by two (2) "50" or "53" class saturated engines. On arrival at Hornsby these engines to be utilised to work D41 and D43 trips.

In the event of insufficient traffic offering, Traffic Clerk, Sydney, Yard Ma. Steam Shed Inspector, Enfield, will arrange for No. 397 to convey single eng. (worked by "50" or "53" class saturated engine) and for one (1) engine to be sent from Enfield to Hornsby, in time to work D43 trip on Monday, January 18.

From MONDAY, JANUARY 18, to WEDNESDAY, JANUARY 20, each inclusive.

"50" or "53" class saturated engines when conveying engine or engines fitted with side rods—speed not to exceed 20 miles per hour.

	D31	D33
	p. m.	p. m.
Enfield North.....dep.	12 20	1 5
Challora Jct. "	12 23	1 8
Flemington Goods Jct. "	12 32	1 17
Flemington Car Sdgs. Box .. "	12 38	1 22
	M	M
Flemington "	12 37	1 24
Nth. Strathfield Jct. "	12 R43	1 R30
Rhodes arr.	12 52
do. dep.	1 1	1 40
Ryde "	1 7	1 46
Epping "	1 16	1 55
Pennant Hills "	1 R30	2 R9
Thornleigh "	1 43	2 23
Hornsby arr.	1 53	2 33

D31 and D33 will consist of "50" or "53" class saturated engine, hauling three dead engines.

"50" or "53" class saturated engines when conveying engine or engines not fitted with side rods—speed not to exceed 10 miles per hour.

	D71	D73
	p. m.	p. m.
Enfield North.....dep.	12 20	2 30
Challora Jct. "	12 23	2 33
Flemington Goods Jct. "	12 32	2 42
Flemington Car Sdgs. Box .. "	12 38	2 48
	M	M
Flemington "	12 37	2 49
Nth. Strathfield Jct. "	12 R44	2 R30
Rhodes arr.	12 52
do. dep.	1 19	3 5
Ryde "	1 25	3 15
Epping arr.	3 31
do. dep.	1 44	3 40
Pennant Hills "	2 R4
Thornleigh "	2 21	4 3
Hornsby arr.	2 37	4 18

D71 and D73 will consist of "50" or "53" class saturated engine, hauling three dead engines.

Advice will be given to all concerned by telegram from "Tables" each day regarding running of D1, D33, D71 and D73.

Station Master, Hornsby, will arrange suitable altered time-table for Nos. 280 and 211 to work clear of the Specials.

If D73 runs, No. 251 Goods to leave Enfield Yards at 2.35 p.m., Enfield North pass 2.50 p.m., Flemington Car Sidings Box pass 3.3 p.m., North Strathfield Junction arrive 3R12, depart 3.27 p.m., Ryde arrive 3.41 p.m., depart 3.46 p.m., Epping arrive 4.0 p.m., depart 4.51 p.m., Thornleigh pass 5.8 p.m., Hornsby arrive 5.16 p.m.

D33 and D71 not to run on same day.

[SEE OTHER SIDE

**ARRANGEMENTS FOR CONVEYANCE OF LOCOMOTIVES FROM ENFIELD
NORTH TO NORTH SYDNEY FOR PURPOSE OF TESTING
SYDNEY HARBOUR BRIDGE—Continued.**

FROM HORNSBY TO NORTH SYDNEY.

From **MONDAY, JANUARY 18, to THURSDAY, JANUARY 21, each inclusive.**

"50" or "53" class saturated engines when conveying engine or engines fitted with side rods—speed not to exceed 20 miles per hour.

	D41	D43
	a.m.	a.m.
Hornsbydep.	3 30	4 30
Gordon	3 45	4 45
Chatswood	3 55	4 55
St. Leonards	4 5	5 5
Waverton	4 11	5 11
Public Works Construction Sidingsarr.	4 20	5 20

D41 and D43 will consist of "50" or "53" class saturated engine, hauling three dead engines.

Station Master, Hornsby, will arrange suitable altered time-table for No. 10 Pick-up to work clear of **D41** and **D43** Specials.

"50" or "53" class saturated engines when conveying engine or engines not fitted with side rods—speed not to exceed 10 miles per hour.

	D45	D47
	a.m.	a.m.
Hornsbydep.	3 0	4 0
Gordon	3 30	4 30
Chatswood	3 52	4 52
St. Leonards.....	4 5	5 5
Waverton	4 15	5 15
Public Works Construction Sidingsarr.	4 25	5 25

D45 and D47 will consist of "50" or "53" class saturated engine, hauling three dead engines.

Station Master, Hornsby, will arrange suitable altered time-table for No. 10 Pick-up to work clear of **D45** and **D47** Specials.

Station Master, Hornsby, to ascertain from Steam Shed Inspector, Hornsby, each day whether engines to be despatched to Public Works Construction Sidings the following morning are fitted with side rods or not, and to arrange accordingly, advising all concerned.

General Instructions affecting Haulage and Disposal of Engines.

Special Speed Restrictions—The maximum speed of engines, with their side-rods in normal position, must not exceed 20 miles per hour. In the event of any of the dead engines not being fitted with side-rods, the maximum speed must not exceed 10 miles per hour.

Brake-van will not be provided, but the Guard must travel on the rear engine, and a Loco. Cleaner will travel on each of the dead engines.

The District Superintendent, Passenger Train Working, Sydney, to provide a Traffic Officer to travel with **D41** each day from Waverton to Public Works Construction Siding, North Sydney, and see that safe arrangements are made for the working and stowing of engines, as shown in the undermentioned instructions:—

The Traffic Officer will arrange for the Guard working **D41** to return the Train Staff for the section Waverton Junction—North Sydney, to Waverton Junction, so that it will be available for the passage of **D43**.

On arrival at North Sydney, the dead engines are to be stowed, as arranged by the Traffic Officer in charge.

In addition to hand-brakes, on each dead engine and tender being applied, when engines are stowed, the Traffic Officer in charge must see that at least one sprag is inserted and tightened in the wheel of each tender.

A Red light must be exhibited on the leading engine stowed on the Up Shore Line by the Engineer in charge to indicate the position of such engines in the event of any shunting operations taking place during dark.

The engines in steam, after stowing dead engines, are to proceed to No. 1 Construction Siding, where they are to be stabled, fires withdrawn, and dead engines secured with hand-brakes and sprags.

Before the fire is withdrawn from each of the engines in steam at Public Works Construction Sidings at North Sydney, arrangements are to be made for sheets of galvanised iron to be placed in the four-foot so that ashes removed from the ash-pans will be deposited thereon. Drivers must see that ashes are not allowed to fall on to the permanent way. After the hot ashes have been removed from engines, sufficient water is to be applied thereto in order to avoid damage to sleepers by fire.

Where levers are not provided the points leading from and to the Up Shore Line, and Nos. 1 and 2 Construction Sidings, North Sydney, will be operated by pinch bar, and secured by spike and Standard Clip.

The Traffic Officer in charge and Guards performing shunting operations, must exercise care and satisfy themselves that the points are secured in proper position for the safe passage of the engines before allowing the engines to pass over them.

R. ATTWILL,

Acting Chief Traffic Manager.

Sydney, 15th January, 1932.

All concerned in Metropolitan Area to acknowledge receipt by first train on form below to "Despatch," Sydney, in separate envelope endorsed "Acknowledgment." Those concerned outside the area named to acknowledge receipt by first train on form below to respective District Superintendents.

For the information of employees and not for publication. Instructions to all concerned.



RailCorp

RAIL CORPORATION NEW SOUTH WALES

DRAFT - SPECIAL TRAIN NOTICE NO. 1768 - 2006

• Indicates Additional, Altered Timing, Composition and Balancing of Suburban Electric Trains.

SUNDAY 31 DECEMBER 2006

NEW YEARS EVE 2006

SUMMARY - TRAIN OPERATION PLAN.

SECTOR 1	SATURDAY TIMETABLE
SECTOR 2	SATURDAY TIMETABLE
SECTOR 3	SATURDAY TIMETABLE
INTERCITY	SATURDAY TIMETABLE
ENDEAVOUR / DIESEL	SATURDAY TIMETABLE
COUNTRYLINK	SATURDAY / SUNDAY TIMETABLE

Sector 1, 2, and 3 - Additional suburban services to the City to arrive from 18 00 and additional services from the City after 24 00.

Intercity - Additional services from the City from 24 00.

Endeavour / Diesel - Additional services for the Hunter area and additional services 02 40 from Campbelltown.



BASED ON A SATURDAY TIMETABLE

Seventy five years after its opening, the Sydney Harbour Bridge was still featuring in Special Train Notices. We can be sure that the 1932 STNs were not as colourful as this one.