



The Times

June 2007

A journal of transport timetable history and analysis



Cape to Cairo— leg 2 To Mafikeng and beyond

**Inside: Following in Cecil Rhodes' footsteps
NSWGR on Armistice Eve
Rural bus route numbering schemes**

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On the front cover

In this issue, we resume our Cape-to-Cairo journey— still in South Africa, one of the last havens for the steam locomotive. The last main line steam locomotives in South Africa kept running, due to railfan “pressure” even after the line across the Great Karoo was electrified. Here we see NBL-built 15F easing a freight out of a yard on a misty morning in 1974 *South African Steam [from AED Collection - © Prorail UK]* .



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To Mafikeng and across Botswana

In Part 2 of our Cape to Cairo journey, we pass over the only part of it that ever belonged to the great dreamer, Cecil Rhodes.

THE GREAT KAROO

Years and years I've trekked across it,
Ridden back and fore,
Till the silence and the glamour
Ruled me to the core;
No man ever knew it better,
None could love it more.

-Percival Gibbon

Disturbing the silence is a low almost imperceptible whine, far away, swelling with the wind. The sound grows louder as a long caravan crawls towards us over the desert vastness of the Karoo. The whirring of fans and turbines reaches a crescendo as the train passes by, then gradually recedes until a smoky smudge on the horizon is the only evidence of its passing.

The whirring of fans and turbines was the call of the spectacular Class 25 condenser 4-8-4, the last new steam design for the SAR. It utilised its own water eight times over by directing its exhaust steam to the tender instead of into the atmosphere — hence the absence of the traditional chuffing noise. From 1954, these machines began to take over the service between Touws River and De Aar and, once initial teething troubles had been overcome, could show a saving of 90% on water through an area where water supplies had always been a problem.

From Touws River, as we enter another fat volume of the Cape Western PWTB, we also enter the Great Karoo, the desert uplands of South Africa. The *Blue Train* pulls out of Touws River and glides toward the Great Karoo just after 5 pm. It is nearly time to make our way to the dining car for a feast of *Frikkadels* and *Vetkoek*, followed by an exquisite dessert of *Koeksisters*, all washed down, perhaps, with a glass or two of *Pinotage* from the area we have just passed through. There is still a little climbing to do until, at Pieter Meintjes, we are over the hump and accelerate into the Great Karoo proper. The scenery outside the dining car, fading away in the dying light, dashes past increasingly fast as the locomotive gets into its stride. From Pieter Meintjes summit, the railway meanders mostly downhill through the Koups until at Dwyka (7:46½pm) the *Blue Train* is back at the level of De Doorns.

The line across the Karoo is thick with trains. The crossing loops between Touws River and Beaufort West are only 7 km apart, and most see about a dozen crosses every day. It takes 3 pages of the Working Book to show a day's train service in one direction over the Touws River – Fraserburg Rd – Beaufort West section (see our



page 4), then another double-page spread to get to De Aar. Before we get to De Aar though, Wednesday becomes Thursday and #1 jumps in mid-page to Thursday's page. Throughout the night, trains are "locked away" for us as we speed through the desert

Steel Kyalami: De Aar to Kimberley

Beyond De Aar, we move onto the pages of the timetable of another System, the Cape Northern. We are now passing through the middle of the Great Karoo, and are heading for Kimberley, where we will have to detrain. Nicknamed 'Steel Kyalami' by train crews, after the Grand Prix circuit near Johannesburg, the De Aar-Kimberley line with its relatively straight alignment has long been the race track of the SAR. Speeds over 70 mph were common until a big clamp-down in 1973.

By the 1980s, this was the last main line still worked by steam, and became an attraction for visitors from all over the world. So much so, and so valuable were their dollars, that SAR were persuaded to persist with limited steam traction beyond electrification. The little lineside hotels at Kraankuil and Witput were often booked up weeks in advance by enthusiasts eager to see steam in action.

We are well asleep as we travel the 234 km of this section, which takes another 2 pages of timetable and almost 4 hours to cover. Not long after we rocket through Modder River, a hand reaches into the compartment and gently shakes us awake "Kimberly in half an hour sir". Kimberley is where we must detrain to head north for Mafeking. The first blush of dawn is visible on the horizon and we struggle to pack and get ready. Kimberley is situated very close to the centre of South Africa at 29°S 25°E - just at the eastern edge of the

Northern Cape Province, of which it is the capital. Kimberley lies at an elevation of 1200m and the climate is a continental one, with hot wet summers and mild dry winters. It is not unusual for winter night-time temperatures to drop below freezing.

This is just such a morning, as a white frost makes the platform crackle under our feet. We have an hour to fill in before our train, No 11, leaves for Mafeking. We could choose to go to the diamond museum, or the lip of the world's deepest man-made hole- the Kolesberg Koppie, a dizzying 756 metres deep and only a few blocks from the station. But somehow, the warmth of the refreshment rooms seems more attractive. They are serving *Mieliepap* (a porridge made from maize and water) and (yes!) sausage. There is barely time for it before a man clangs a hand-bell outside the door. No 11 Passenger is ready to depart.

North to Mafeking

From Kimberley to Fourteen Streams Jct, No. 11 follows on the heels of the Blue Train but, at a more leisurely pace, which sees often prolonged stops at the intermediate stations. The station at Fourteen Streams is said to derive its name from the fact that the KiGariëp (Vaal) divides at this point into a number of smaller channels. The railway line from Kimberley reached Fourteen Streams in December 1890. Although this work had originally been commissioned by the Cape Government, powers of construction were transferred to the British South Africa Company, who undertook to build the line from Kimberley to Fourteen Streams, and thereafter to Vryburg, in British Bechuanaland. More of this anon.

This section of our journey is shown on the Kimberley—Klerksdrp section of the Working Book, but, at the Junction, we

Wednesdays.

TOUWS RIVER—FRASERBURG ROAD.

Woensdae.

Table with columns for stations (27, 31, 33, 1313, 413, 41, 7, 35, 1417, 3, 415, 21, 417, 409, 37, 39, 23, 1, 25, 27, 31, 33, 1313) and rows for various stations like TOUWS RIVER EW, D, and FRASERBURG RD. Includes departure and arrival times.

* Coach attached for Passengers Wynburg aangehoek vir Passasiers.

** Thence forward on Thursday, Friday, Saturday and Sunday.

11

Table with columns for stations (27, 31, 33, 1313, 413, 41, 7, 35, 1417, 3, 415, 21, 417, 409, 37, 39, 23, 1, 25, 27, 31, 33) and rows for stations like LAINGSBURG W, D, and FRASERBURG W, D. Includes departure and arrival times.

* Continuation of Tuesday times. Voortsetting van Dinsdagtye.

* Coach attached for Passengers Wynburg aangehoek vir Passasiers.

** Thence forward on Thursday, Friday, Saturday and Sunday.

switch to the back of the book, to carry us through to Mafeking in 2 pages (our page 5). Train #11 terminates half-way—at Vryburg, where we must cool our heels from lunchtime until the wee small hours the next morning, when we pick up train #5, the prestige train on the line. There is not much to do in Vryburg— not even watch trains, which are few and far between.

Train 5 gets us to Mafeking at breakfast the next day and half an hour is allowed here to eat it. But we are changing trains again— or least changing years. Instead of passing across the border into Bechuanaland in 1947, we shall pick up #5 again 40 years later in 1987—the same train (and still called the “Blue Train”)— to take us through Botswana to Zimbabwe. When we zoom ahead to 1987, we discover that Mafeking has become Mafikeng

Bechuanaland and Botswana

Bechuanaland meant the country of the Bechuana (now written Batswana or Tswana). Seeking expansion to the north and dreaming of building his Cape-to-Cairo railway, Cecil Rhodes persuaded Britain to divide the territory into two. The southern part, a Crown Colony known as British Bechuanaland, later became part of the Cape Colony and is now in South Africa. The northern part became the Bechuanaland Protectorate (BP).

The BP was technically a protectorate rather than a colony. Originally the local Tswana rulers were left to rule, and the British administration was limited to a police force. In 1891, the British Government gave the administration of the protectorate to the High Commissioner for South Africa who appointed officials in Bechuanaland, and ended the independence of Bechuanaland. The British continued to regard the protectorate as a temporary expedient, until it could be handed over to Rhodesia or to the Union of South Africa. Hence the administrative capital remained at Mafeking, actually outside the protectorate's borders, until 1964. White settlement remained restricted to a few border areas, after an attempt to hand it over to Rhodes was foiled by the delegation of three Tswana kings to London in 1895. The kings, however, had to concede the right to build a railway to Rhodesia through their lands. The protectorate became the Republic of Botswana on 30 September 1966.

The Bechuanaland Railway

“When the smoke from the trains no longer drifted above the savanna, they realized that an age had ended – an age their elders had told them about, when all of Africa was just a garden for food. Now the machine ruled over their lands, and when they forced every machine within a thousand miles to halt, they became conscious of their strength, but conscious also of their dependence. They began to understand that the machine was making of them a whole new breed of men. It did not belong to them; it was

they who belonged to it. When it stopped, it taught them that lesson.” -Sembene Ousmane

Of all of Cecil Rhode’s dream, this part of the Cape to Cairo railway was the only one he could call his own. But, in typical Rhodes’ fashion, he inveigled someone else to pay for it. British colonial expansion was privatized in the form of Rhodes’ company, the British South Africa (BSA) Company, which used the Bechuanaland Protectorate to colonize Rhodesia in 1890. Rhodes manipulated his network of patronage to persuade the Cape government to provide the bulk of the finance to build a railway, in return for an option to purchase it on completion of the line. The railway was really only of value to Rhodes as a bargaining ploy to gain a Charter over Bechuanaland.

Rhodes received his Royal Charter on October 29, 1889. Within four days of receiving the charter, the BSA Co. began the construction of the rail line north from Kimberly, with the eventual destination being Vryburg, 126 miles away inside British Bechuanaland. The construction reached Vryburg in December 1890. There it stopped until 1893—Rhodes lost interest in the interior. This was due partly to the parlous finances of the BSA Co. and a sluggish capital market; as well as disappointing gold reports from Mashonaland and Matabeleland. The line was purchased by the Cape Government Railway in 1891.

The BSA Co. was bound by contract to extend the southern route from Vryburg to Mafeking once the Cape Railways had purchased the Kimberley-Vryburg section. Rhodes insisted that the extension of the

railway north of Vryburg was imminent, but action was begun only in 1893 after the Imperial government had offered a two-thirds guarantee of the line from Vryburg to Palapye and had undertaken in the future to transfer British Bechuanaland to the Cape Colony and the Bechuanaland Protectorate to the administration of the BSA Co.

The Bechuanaland Railway Company was incorporated to build the extension. Rhodes again succeeded in contracting out a large part of the financial burden. In October 1894 Mafeking was reached, but no further progress north was made until 1896.

The failure of the Jameson Raid was a massive setback for Rhodes, from which he never fully recovered. In particular, it was a devastating blow to his political power and credibility; the future of the BSA Co. was thrown into doubt as the Imperial government was forced to reconsider whether it really was such a cheap and painless way of extending the Empire. Any possibility of the Bechuanaland Protectorate being transferred to the BSA Co. was scrapped. It was not until 1896 that a combination of disease and rebellion provided a new and urgent rationale for the Bechuanaland line, and Rhodes accepted the need for Mafeking and Bulawayo to be rapidly connected. The line reached Bulawayo in November 1897. In May 1897, while the line was in the midst of construction, the Bechuanaland Railway reached an agreement with Cape Government Railways for the latter company to operate the line from Vryburg to Bulawayo.



The major bridges over the Tati, Shashi, and Mahalapye Rivers were built either as temporary wooden structures or as actual level crossings (fords), with the track being laid on the river bed. By late 1898 these river crossings had been replaced with steel girder bridges. On June 1, 1899 the name of the Bechuanaland Railway was changed to Rhodesia Railway.

During the Anglo-Boer War of 1899-1902, the Boers captured the town of Vryburg and laid siege to Mafeking for 8 months. They also destroyed the railway bridge over the Metsimasuane River thereby cutting Rhodesia's railway connection with South Africa. Throughout the war, Rhodesia Railways operated armoured trains between Mafeking and Bulawayo. These trains were solely for military purposes.

Ownership and operations of the railway in Bechuanaland continued to be complicated. Cape Government Railways (subsequently SAR) held an operating agreement for the line from Vryburg to Bulawayo. In April 1947 Rhodesia Railways, together with its Mafeking line was purchased by the Southern Rhodesia government. In November 1949 legislation was passed which re-established Rhodesia Railways (RR) as an agency of the South-

ern Rhodesia government, but the Bechuanaland Railway continued though still operated by SAR. In December 1959 SAR purchased the line within its own territory, (Vryburg-Ramatlabama). At the same time RR took over from SAR the operation of the former's line from Bulawayo to the town of Mahalapye, a distance of 269 miles. South Africa retained operation of RR's line within southern Bechuanaland. In September 1966, coinciding with the gaining of independence of Botswana, SAR turned over the operation of the line to RR. Also included was the granting of operating rights to RR over SAR's line for the 16 miles from the border south to Mafeking. As part of a long-term economic plan, Botswana bought the entire railway through its territory for its newly-formed Botswana Railways on 1st January 1987.

The railway, like most of everything in Botswana, lies along the south eastern border, sandwiched between the Kalahari desert and the great grey-green, greasy Limpopo. In Rhodes' eyes—and in practice ever since—it has been an end-to-end goods transit railway, carrying minerals, coal and agricultural produce out of Zambia-Zimbabwe into South Africa. There are but two branches, for mineral traffic. As

international economic anti-apartheid pressure grew on South Africa (which threatened to retaliate in kind against its neighbours) Botswana became concerned to divert its traffic through Zimbabwe and thence to the sea through Zambia and Tanzania along the Chinese-built Tazara line. The end of apartheid in 1990 relieved this necessity. Botswana Railways original *raison d'etre*- overland transport from Zimbabwe and Zambia to the Cape was undermined in 1999 by the privately-owned Beitbridge-Bulawayo Railway in Zimbabwe, which cut Botswana's transit traffic by 85%. Now the services are mainly local- the passenger service no longer extends to Mafikeng, for instance. The service through to Zimbabwe, however, was restored in 2006.

Botswana is a prosperous country by African standards and is well governed, being rated as the least corrupted nation in Africa. These attributes are reflected in the railway system, which is well run and provides good and comfortable service- all 4 passenger classes are air-conditioned.

In 1987, when our journey recommences, Mafikeng is still the terminus. Our timetable is numbered "WTT No. 1" and it is fair to assume that it is the very first that the

DOWN TRAINS		Mafeking to Lobatse								WTT No. 1
STATIONS, SIDINGS, ETC.		29	31	55	33	11	21	23	5	27
		GOODS Daily	GOODS Daily	PICK-UP GOODS Daily	GOODS Daily	MIXED Daily	GOODS Daily	GOODS Except Thursday	PASSENGER Thursday	GOODS Daily
MAFIKENG	D	0125	0420	0700	1005	1245	1625	2005	2100	2310
		x20	x22	x6-26	x28	x12	x30	x54	x54	x32
Mogosane Siding	A					1301				
	D	0145	0440	0720	1025	1302	1645	2025	2115	2330
									x32	x20
RAMATLHABAMA	A	0202	0457	0737	1037	1317	1702	2042	2127	2347
	D	0205	0502	0807	1042	1420	1710	2045	2130	2350
		x22	x6-26	x28	x12	x30		x32		
Phanyana Siding	A					1429				
	D					1430				
Rakhuna Siding	A			0822		1439	1725			
	D	0220	0517	0832	1057	1440	1732	2100	2145	0005
							x54			
Pitsane Siding	A			0844		1452				
	D	0232	0529	0918	1109	1453	1744	2112	2154	0017
				x12						
Hildavale Siding	A			0945		1507				
	D	0248	0545	0955	1125	1508	1800	2128	2207	0033
									x20	
Gamathuba Siding	A									
	D	0259	0556	1006	1136	1518	1811	2139	2217	0044
								x20		x22
LOBATSE	A	0315	0615	1021	1155	1532	1830	2155	2229	0100
	D					1614			2240	

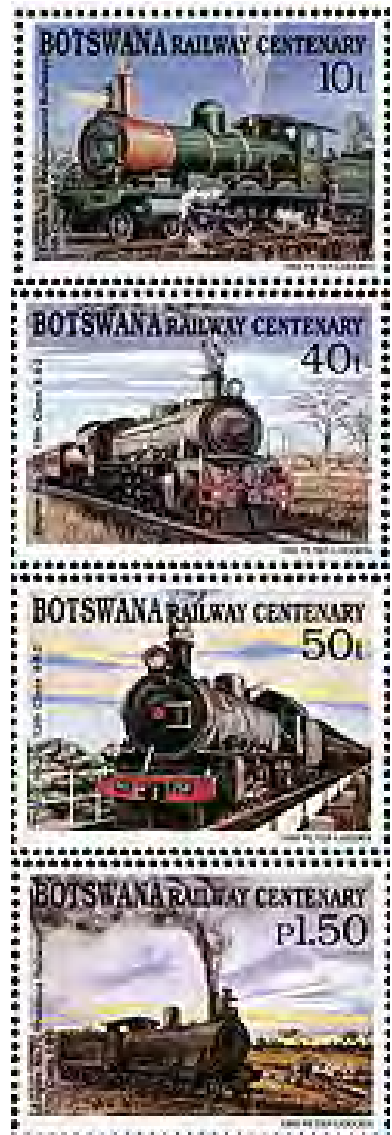
DOWN TRAINS

Lobatse to Mahalapye

WTT No. 1

	27	29	31	33	35	33	11	21	23	5
STATIONS SIDINGS, ETC.	GOODS Daily	GOODS Daily	GOODS Daily	PICK-UP GOODS Daily	GOODS Daily	MIXED Daily	GOODS Daily	GOODS Daily	GOODS Daily	PASSENGER Thursday
LOBATSE.....A	.....	.....	.....	.....	.....	1532	.....	.....	.....	2229
.....D	0140 x22	0400 x6-26	0700 x28	1120 x12	1255 x30	1614 x34	1900 x32	2215 x20	.....	2240 x20
Bathoen Siding.....A	.....	.....	0721	1141	.....	1634	.....	.....	.....	.....
.....D	0201 x26	0421	0740 x12	1316	.....	1635	1921	2236 x22	.....	2259 x22
Orse Siding.....A	0209	.....	.....	1150	.....	1643	.....	.....	.....	.....
.....D	0230 x6	0428	0748	1159 x30	.....	1644	1928	2243	.....	2305
Mokgosi Siding.....A	.....	0446	.....	1218	.....	1659	.....	.....	.....	.....
.....D	0249	0456 x28	0806	.....	1341	1700	1946 x20	2301	.....	2317
RAMOTSWA.....A	0309	0516	0826	1238	1401	1720	2006	2321	.....	2334
.....D	0311	0518	0830	1320	1405 x34	1725 x32	2010	2325	.....	2336
Notwane Siding.....A	.....	.....	.....	1331	.....	1736	.....	.....	.....	.....
.....D	0322	0529	0841	1336 x34	1416	1740	2021	2336	.....	2346
Kgale Siding.....A	.....	.....	.....	.....	.....	1750	.....	.....	.....	.....
.....D	0332	0539	0851	1346	1426	1751	2031	2346	.....	2353 Fri.
GABORONE.....A	0344	0551	0903	1358	1438	1802	2043	2358 Except Fri.	.....	0004
.....D	0419 x28	0555 x12	0905	1500 33 to Pass	1440 55	1830 x20	2055 x22	0029 x6-26	.....	0104 x26
Ledumang Halt.....A	.....	.....	.....	.....	.....	1841	.....	.....	.....	.....
.....D	.....	.....	.....	.....	.....	1842	.....	.....	.....	.....
Sebele Siding.....A	.....	.....	.....	.....	.....	1847	.....	.....	.....	.....
.....D	.....	.....	.....	.....	.....	1848	.....	.....	.....	.....
Metsemotlhaba Siding.....A	.....	.....	.....	.....	.....	1854	.....	.....	.....	.....
.....D	0439	0615	0925	1550 x32	1500	1855	2115	0050	.....	0121
	27	29	31	33	35	33	11	21	23	5
PILANE.....A	0501	.....	0947	1612	.....	1918	.....	.....	.....	0139
.....D	0510 x12	0637	0952 x30	1627	.....	1920	2137	0112	.....	0141
Mosupabatho Siding.....A	.....	.....	.....	.....	.....	1933	.....	.....	.....	.....
.....D	0520	0647	1002	1637	.....	1934 x22	2147	0122	.....	0151
Malotwana Siding.....A	.....	.....	.....	1649	.....	1945	.....	.....	.....	.....
.....D	0532	0659	1014	1716 x20	1544	1946	2159	0134	.....	0201
Isang Siding.....A	.....	.....	1032	.....	.....	2004	2219	.....	.....	.....
.....D	0550	0717	1040 x34	1734	1602	2005	2313 x26-6	0152 x28	.....	0217 x28
Mpepu Halt.....A	.....	.....	.....	.....	.....	2012	.....	.....	.....	.....
.....E	.....	.....	.....	.....	.....	2013	.....	.....	.....	.....
ARTESIA.....A	0613	0740	1103	1757	1625	2029	2336	0215	.....	0236
.....D	0615	0745	1105	1815 x22	1635 x20	2038	2338	0225	.....	0246
Linchwe Siding.....A	.....	0759	.....	.....	.....	2050	.....	.....	.....	.....
.....D	0627	0807 x30	1117	1827	1647	2051	2350	0237	.....	0257
Masama Siding.....A	.....	.....	.....	.....	.....	2105	.....	0249	.....	.....
.....D	0639	0819	1129	1839	1659	2106	0002	0259 x12	.....	0307 x12
DIBETE.....A	0657	0837	1147	1857	1717	2126	0020	0317	.....	0322
.....D	0700	0847 x34	1150	1916	1720 x22	2130 x26	0025 x28	0320	.....	0324
Mmamabula Siding.....A	.....	.....	.....	.....	.....	2146	.....	.....	.....	.....
.....D	0716 x30	0903	1206	1932	1736	2158 x6	0039	0336	.....	0338
Capricorn Siding.....A	0732	.....	1222	.....	.....	2213	0054	0352	.....	0351
.....D	0752 x34	0919	1232 x32	1948	1752	2213	0054	0352	.....	0351
Phala Road Siding.....A	.....	.....	.....	2008	.....	2233	0114	.....	.....	.....
.....D	0812	0939	1252	2018 x26	1812	2234	0135 x12	0412	.....	0411
Bonwapitse Siding.....A	.....	.....	.....	.....	.....	2254	.....	.....	.....	.....
.....D	0834	1001	1814	2040	1834	2255 x28	0155	0434	.....	0429
Morale Siding.....A	.....	.....	.....	2050	.....	2308	.....	.....	.....	.....
.....D	0844	1011	1824	2100 x6	1844	2308	0208	0444	.....	0438
MAHALAPYE.....A	0905	1035	1345	2120	1905	2327	0230	0505	.....	0451
.....D	.....	.....	.....	.....	.....	0015	.....	.....	.....	0515
	E	E	E	E	E	E	E	E	E	E

Crossings must not be arranged at Sebele Siding



DOWN TRAINS

Francistown to Plumtree

WTT No. 1

STATIONS, SIDINGS, ETC.	31		33		11		5		21		23		35		27		29	
	GOODS Daily	GOODS Daily	MIXED Daily	PASSENGER Friday	GOODS Except Friday	GOODS Daily	PICK-UP GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily	GOODS Daily
FRANCISTOWN.....A	.....	.....	0546	0946	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....D	0050 x32	0300 x20	0600 x20	0956 x31	1020 x54	1210 x26	1500 x26	1700 x6-28	2140 x30	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monarch Siding.....A	.....	.....	0620 x22	1015	1040	1230	1520 x28-6	1720 x12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....D	0110	0320	0621	1015	1040	1230	1534	1735	2200	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bisoli Siding.....A	.....	.....	0635	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....D	0123	0333	0636	1027	1053	1243	1548	1749	2213	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tsamaya Siding.....A	.....	.....	0651	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....D	0136	0346	0652	1039 x26	1106	1256	1601	1802	2226 x32	.....	.....	.....	.....	.....	.....	.....	.....	.....
TSHESEBE.....A	.....	0405	0714	1057	1127	1317	1622	1823	2247	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....D	0157 x20	0410	0717 x54	1059	1130	1320	1650 x12	1830	2252	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ramokgwebana Siding.....A	.....	.....	0742	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....D	0220	0433 x22	0743	1121	1153	1343 1492 x28-6	1713	1853 1920 x30	2315	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bakaranga Siding.....A	.....	.....	0808	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....D	0240	0453	0809	1142	1213	1452	1733	1940	2335	.....	.....	.....	.....	.....	.....	.....	.....	.....
PLUMTREE.....A	0255	0510	0824	1155	1230	1507	1750	1955	2350	.....	.....	.....	.....	.....	.....	.....	.....	.....



system has produced, being dated 29-Dec-1986, exactly a week after the Botswana Railways Act passed through Parliament and 3 days in advance of the official creation of BR. Most trains, including the daily Mixed, run the length of the railway, some 666 km. Trains are still hauled by NRZ locomotives- but their famous 15th class Garratt locomotives have been gone from the Botswana main line since July 1973. There is, however, steam on the mining branches in the north of the country.

No 5 ("Load 18 bogies") pulls out at 9 pm on Thursday—New Years Day and the first day of the new Railway's existence—an auspicious day to begin our journey. It is soon across the border and heading for Lobatse, which we reach 1½ hours later. On our way, we cross 3 goods trains on the single line section, including the daily Pick-up, No. 54. The Pick-up, like many in Australia, has the daily task of "watering cottages" along the line.

Progress throughout the night is not exactly spectacular, but as the sky lightens, we are approaching Mahalapye, 347 km

down the track. During the night, we have spent an hour at Gaborone, the capital city. Here we met train No. 26, essentially running on the time that our train will return on, next Tuesday.

We have a bit of a problem timetable-wise between Mahalapye and Francistown (Botswana's 2nd-largest city) because our otherwise exemplary WTT is missing the vital page 4—an understandable lapse, perhaps, for a railway that has only officially been in existence for 5 hours! We can tell from the "Up" timetable for the section that we must have met 3 of the daily goods trains along the way. In this section we pass junctions for the two branch lines to Selebe Phikwe and Sowa, in the Kalahari. Primarily for minerals, they see two trains each way daily. At the copper town of Selebi-Phikwe the Bamangwato Concessions Ltd. (BCL) excavates mixed copper-nickel ore from

several shafts in deep and opencast mines. Here you can still enjoy heavy 4-8-2 steam locomotives class 19 and 19D and two 2-6-2+2-6-2 Garratts of South African and Zimbabwean origin in daily service—even in 2007.

At Francistown, we are but a hop skip and a jump from the Zimbabwe border at Plumtree and, after a 10 minute pause we head through Botswana's North East province for another 2 hours and another 85 km. Along this section, we meet another train, No. 12 Mixed and surely one of the last and certainly the longest-distance Mixed left on the planet. It will not reach Mafikeng until lunchtime tomorrow. But it is air-conditioned! Plumtree (there is also a "Figtree" and they are indeed named for local specimen trees) is reached at 1155 and our inaugural Botswana Railways journey has come to an end.



NSWGR on Armistice Eve, 1918

VICTOR ISAACS *reviews a timetable from our current Auction.*

The New South Wales Government Railways Public Timetable of 10 November 1918 is a gem, opening a new world to our eyes, or should that say opening an old world. Yes, the station names and lines are familiar to us, but everything else seems so different now.

This timetable was recently donated to the AATTC and is on offer in the current AATTC Auction. I will review it here.

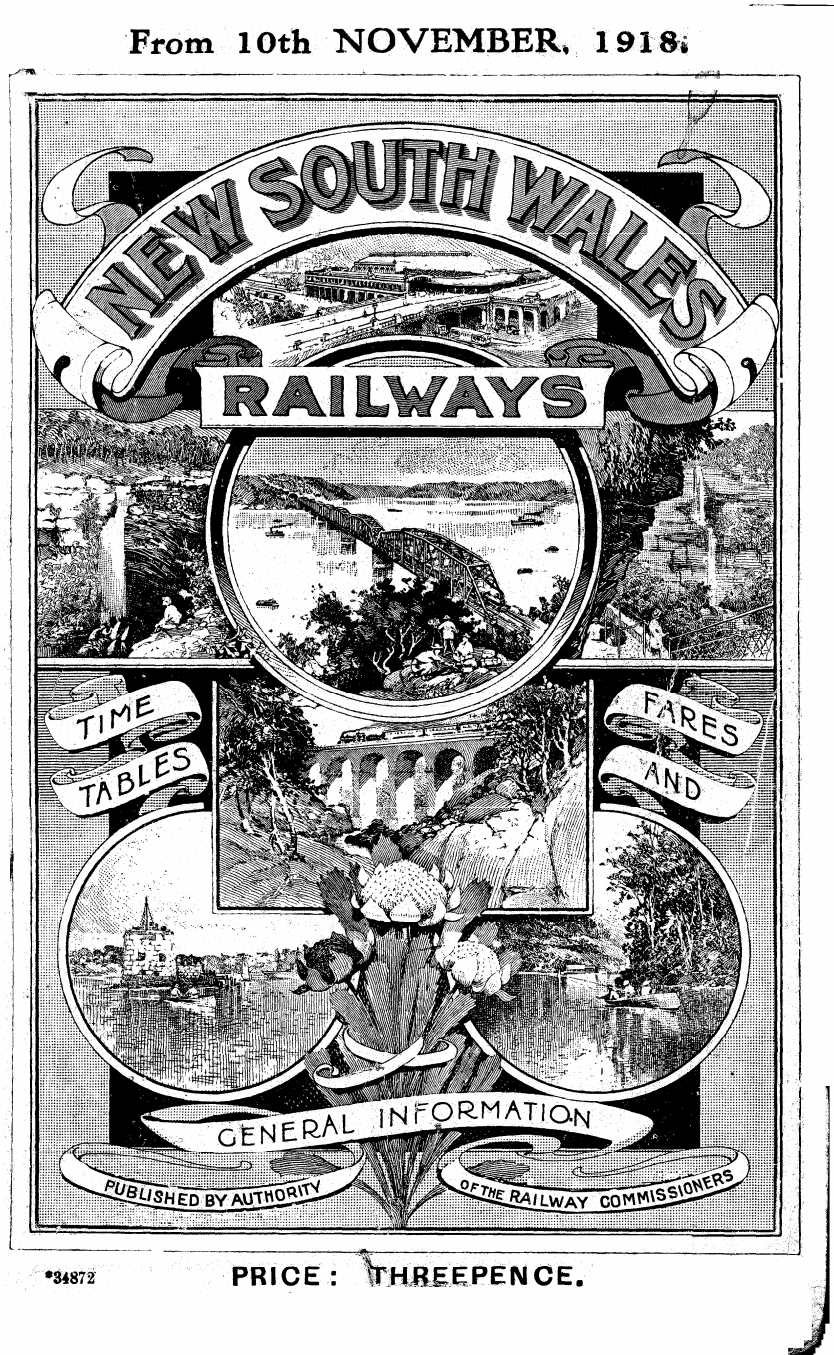
The timetable comprises 402 small, 17 cm by 12 cm, pages. The book includes an excellent fold-out map. One side shows the NSWGR system, and the other side the Sydney suburban area, with railway and tramway lines equally prominent.

The pages are tightly bound. This indicates the exceptionally well preserved condition of this timetable. Unfortunately, however, it also means that it is very difficult to provide illustrations to accompany this article. Those illustrations that I was able to make had to be chosen more for showing items at the outside edge of a page, rather than the usual criterion of interest.

The front cover (right) is a montage of attractive line illustrations, drawing attention to the NSWGR and the scenic delights it serves. The illustrations are of Central Station, the Hawkesbury River bridge, a train steaming across a viaduct, cliffs and waterfalls in the Blue Mountains, Fort Denison in Sydney Harbour, a tranquil river scene and a waratah. This type of cover is typical of NSWGR public timetables in the early twentieth century until the small format timetables were replaced by the large format style in 1933.

Readers will probably have noticed the date of this publication – just one day before the end of the Great War. It is also one year after the bitter NSW railway strike of 1917. Yet there is no indication in this volume of either the war or the strike. Indeed the level of service is generous. Tourist travel is encouraged by means of reduced fares and additional trains at weekends.

The volume includes both suburban and country services. It commences with a title page, then indexes. There are a few pages of advertisements for banks and for tourist services, both in NSW and interstate. Then there is a useful summary of changes being implemented in this edition. A number of pages are then given to detailing the special weekend tourist services. Reduced fares were offered at weekends on all lines out of Sydney and additional trains were



run (our page 11).

Interstate services are then summarised: "To Melbourne in 17 hours! To Adelaide in 33 hours! To Brisbane in 26 hours!" Summary timetables are given. This is most interesting because it is possibly the first NSWGR Public Timetable to include the new Trans Australian Railway opened in 1917. However no special attention is

drawn to this. This is, I would guess, because of the War. This service then, of course, took the long way from Adelaide to Port Augusta via Terowie. Note the very long connection time at Kalgoorlie on the Westbound run – 7 hours and twenty minutes, 10.20 am to 5.40 pm. Eastbound, the long connection occurred at Port Augusta, i.e again at the end of the Transcontinental portion of the journey. Here it is at rather

TOURIST TRAINS

TO THE

NORTHERN LINE

FRIDAYS, SATURDAYS, AND SUNDAYS.

HAWKESBURY RIVER.—Sixty miles of Glorious River Scenery. Daily Steamer Service to Wiseman's Ferry.

WOY WOI AND POINT CLARE (BRISBANE WATER)—Famous Watering Places, and the home of Line Fishermen.

COSFORD for Arcoos Beach, Somersby Falls, Terrigal Haven and Wamberal—Attractive Surf Beaches.

WYONG for Tuggerah Lakes—Good Fishing Grounds.

TORONTO for Lake Macquarie—Boating and Fishing.

NEWCASTLE for Surf Bathing. The outlet of the Hunter Valley, and Port Stephens—Myall Lakes Tourist Districts.

SPECIAL EXCURSION TICKETS at 2s. per mile first-class return and 1s. 6d. per mile second-class return (Minimum 2s. and 1s. respectively) are issued by the trains shown on page 17 at Sydney and all stations in Metropolitan area to stations north of Hornsby as far as Newcastle at which the trains are timed call, available for return not later than the Monday following the day of issue.

CHEAP EXCURSION TICKETS at 2s. per mile first-class return and 1s. per mile second-class return (Minimum 2s. and 1s. respectively) are also issued by the trains shown on page 17 from and to the stations mentioned above. Such tickets will have a coupon attached, which is not available for travel when returning to the original and must be presented within one month of date of issue for return (page 17) and for an intermediate station for the purpose.

For Train Service, see page 17.

TOURIST TRAINS—continued.

FRIDAYS, SATURDAYS, AND SUNDAYS.

STATIONS	FRIDAYS		SATURDAYS	
	AM	PM	AM	PM
SYDNEY	7.30	1.30	8.30	1.30
Hornsby	8.00	2.00	9.00	2.00
Woy Woi	8.30	2.30	9.30	2.30
Point Clare	9.00	3.00	10.00	3.00
Cosford	9.30	3.30	10.30	3.30
Wyong	10.00	4.00	11.00	4.00
Toronto	10.30	4.30	11.30	4.30
Newcastle	11.00	5.00	12.00	5.00

STATIONS	SATURDAYS (continued)		SUNDAYS	
	AM	PM	AM	PM
SYDNEY	7.30	1.30	8.30	1.30
Hornsby	8.00	2.00	9.00	2.00
Woy Woi	8.30	2.30	9.30	2.30
Point Clare	9.00	3.00	10.00	3.00
Cosford	9.30	3.30	10.30	3.30
Wyong	10.00	4.00	11.00	4.00
Toronto	10.30	4.30	11.30	4.30
Newcastle	11.00	5.00	12.00	5.00

For Ticket Arrangements, see page 15.

inconvenient hours - 1 am to 5 am. Perhaps this was premised on the assumption that the Transcontinental train would run late (our page 15).

Suburban services are very frequent along the mainlines to Parramatta and Hurstville (page 12). Services were also frequent along the North Shore line from Milsons Point to Hornsby. This table includes the times the connecting ferries departed Circular Quay.

Services were also quite good along the main north line from Strathfield to Hornsby and the Bankstown branch. Less frequent services operated to what we still regard as the outer metropolitan area: Penrith, Campbelltown, Carlingford, Waterfall and Hawkesbury River (page 13, top). One odd train ran in the late afternoon from Ryde around the Homebush loop to Auburn.

The services on country lines are very much based on the overnight Mail trains. In addition there were day trains along the

mainlines. These usually ran only as far as the point at which the Mail trains reached at a civilised time of the morning, i.e. they covered the stations where the Mail trains passed in the middle of the night. So, on the South line, the day train ran as far as Harden, on the West to Dubbo and on the North line to Tamworth (page 13, bottom).

There were some local trains to/from Sydney to the Southern Highlands, Blue Mountains and Central Coast and Newcastle.

Branch line connections were to and from the Mail trains and were always slow Mixed trains. Mixed trains also ran along the mainlines. The most notable were Sydney to Albury and Sydney to Orange both leaving Sydney very early in the morning and were Newspaper trains. Other mainline Mixeds ran Albury to Junee, Wagga Wagga to Harden, Kiama to Nowra, Kiama to Sydney and Wellington to Bathurst.

After the Southern mainline there is a complete timetable of the Victorian line from

Albury to Melbourne and following the Northern line timetable there is a complete timetable of the service in Queensland from Wallangarra to Brisbane.

There is a frequent service along the Yass Tramway connecting with every mainline train. Special ticket rates applied for this branch and are detailed.

One significant railway event is recorded for the first time in this edition. This timetable introduces services to the new station of Cootamundra West. (This was the first part of a plan to reduce the encumbrance of the heavy grades on the mainline south of Cootamundra by building a new line further west. The problem was, of course, eventually solved another way by building the Bethungra Spiral). With one exception all mainline trains continued to call at Cootamundra. The exception was the Temora Mail which was diverted to Cootamundra West. Strangely, the Tumut line connection to/from the Temora Mail was now made at Cootamundra West. After leaving Cootamundra West, the branch line

train then stopped also at Cootamundra (page 14, top).

The North Coast is particularly interesting. The line from Sydney extends as far north as Kempsey (opened 27 November 1917). (Overnight train to Kempsey, day train as far as Taree). In the Northern Rivers is the isolated network extending from Murwillumbah to Grafton and Kyogle (opened between 1894 and 1910). In between the rest of the North Coast was being constructed but it was opened in isolated sections. There was a very short section of 13 miles (21 km) from Raleigh to Coff's Harbour, and another short isolated line of 27 miles (43 km) from Glenreagh to South Grafton. The Raleigh-Coff's Harbour line had four trains a week - a morning round trip on Mondays, Wednesdays and Saturdays plus an additional round trip on Saturday afternoons, apparently for locals to have time in Coff's Harbour. The South Grafton-Glenreagh line had four trains a week southbound, Mondays, Wednesdays

and two on Fridays; northbound three trips were advertised, only one being mentioned on Fridays (page 15 bottom).

Suburban services in the Newcastle area are shown to Maitland, along the Morpeth branch, to Toronto and the Belmont branch. The latter had a more frequent service on Saturdays and Sundays than on Mondays to Fridays, presumably reflecting traffic to the beach (page 14, bottom; page 15, top).

Copious information is given about fares and conditions (page 16, top). There is a lengthy table giving the fares from Sydney and Newcastle to all stations. All sorts of miscellaneous tickets are available, reflecting the central role the railways had in fulfilling transport requirements. To open, for example, at the double page spread of pages 286 and 287, we find the following headings: "Athletic Bodies, etcetera", "Delegates to Conferences", "Competitors at Educational Competitions", "Judges at

Shows", "Press Tickets", "Theatrical, Concert, and Circus, etcetera, Companies".

Through tickets were available over some isolated tramway lines which connected with the railway system and details are given: Kogarah-Sans Souci, Brighton-Le Sands, Cronulla, Baulkham Hills, Newcastle-Wallsend and Yass.

Detailed information is given about carriage of parcels.

A table is provided summarising "Motor Cars Running to and From Railway Stations". This takes nine pages. Then there is "Coaches Running To and From Railway Stations". This occupies 22 pages. Random examples at the extremes of length are Belmont to Swansea "Meeting all trains", 4 miles for one shilling; and Pambula to Nowra, 205 miles, at 6 pm thrice a week arriving at the railway station at noon two days later, price 70 shillings (page 16, bottom).

48 SYDNEY - PARRAMATTA (continued)		NEW-PARRAMATTA (continued)	
MONDAYS TO FRIDAYS (INCLUSIVE)		MONDAYS TO FRIDAYS (INCLUSIVE)	
Miles	Fare	Miles	Fare
1 SYDNEY	0.00	100	10.00
2 Redfern	0.05	105	10.05
3 McDonald Town	0.10	110	10.10
4 Newtown	0.15	115	10.15
5 Stanmore	0.20	120	10.20
6 Petersham	0.25	125	10.25
7 Lowisham	0.30	130	10.30
8 Summer Hill	0.35	135	10.35
9 Ashfield	0.40	140	10.40
10 Croydon	0.45	145	10.45
11 Burwood	0.50	150	10.50
12 Strathfield	0.55	155	10.55
13 Homebush	0.60	160	11.00
14 Flemington	0.65	165	11.05
15 Brookwood	0.70	170	11.10
16 (Neotropolis)	0.75	175	11.15
17 Lidcombe	0.80	180	11.20
18 Cemetery (No. 1)	0.85	185	11.25
19 Stallols (No. 1)	0.90	190	11.30
20 Auburn	0.95	195	11.35
21 Clyde Jet	1.00	200	11.40
22 Granville	1.05	205	11.45
23 Harris Park	1.10	210	11.50
24 PARRAMATTA	1.15	215	11.55

MONDAYS TO FRIDAYS (INCLUSIVE)		MONDAYS TO FRIDAYS (INCLUSIVE)	
Miles	Fare	Miles	Fare
SYDNEY	0.00	100	10.00
Redfern	0.05	105	10.05
McDonald Town	0.10	110	10.10
Newtown	0.15	115	10.15
Stanmore	0.20	120	10.20
Petersham	0.25	125	10.25
Lowisham	0.30	130	10.30
Summer Hill	0.35	135	10.35
Ashfield	0.40	140	10.40
Croydon	0.45	145	10.45
Burwood	0.50	150	10.50
Strathfield	0.55	155	10.55
Homebush	0.60	160	11.00
Flemington	0.65	165	11.05
Brookwood	0.70	170	11.10
(Neotropolis)	0.75	175	11.15
Lidcombe	0.80	180	11.20
Cemetery (No. 1)	0.85	185	11.25
Stallols (No. 1)	0.90	190	11.30
Auburn	0.95	195	11.35
Clyde Jet	1.00	200	11.40
Granville	1.05	205	11.45
Harris Park	1.10	210	11.50
PARRAMATTA	1.15	215	11.55

PERNITH—BLACKTOWN—SYDNEY—continued

Table with columns: Line, Station, Time, and other details for the Pernith-Blacktown-Sydney route.

Table with columns: Line, Station, Time, and other details for the Up direction of the Pernith-Blacktown-Sydney route.

Small text block containing notes and conditions for the Pernith-Blacktown-Sydney route.

BLACKTOWN—SYDNEY—continued

Table with columns: Line, Station, Time, and other details for the Blacktown-Sydney route.

Table with columns: Line, Station, Time, and other details for the Down direction of the Blacktown-Sydney route.

Small text block containing notes and conditions for the Blacktown-Sydney route.

148 SYDNEY—ALBURY—MELBOURNE—continued

Table with columns: Line, Station, Time, and other details for the Sydney-Albury-Melbourne route.

Small text block containing notes and conditions for the Sydney-Albury-Melbourne route.

149 SYDNEY—ALBURY—MELBOURNE—continued

Table with columns: Line, Station, Time, and other details for the Sydney-Albury-Melbourne route.

Small text block containing notes and conditions for the Sydney-Albury-Melbourne route.

TEMORA—GRIFFITH.

GRIFFITH—TEMORA

Table with columns: Height in feet, Milliv. Down, Up, and various station names like SYDNEY, COOTAMUNDRA, etc.

COOTAMUNDRA—TUMUT.

TUMUT—COOTAMUNDRA

Table with columns: Height in feet, Milliv. Down, Up, and various station names like SYDNEY, COOTAMUNDRA, etc.

For note as to page 185. For notes see page 185. Passengers change at Tumut for Griffith line. For particulars of the Sydney & Griffith line see page 185.

JUNE—HAY.

HAY—JUNE 188

Table with columns: Down, Up, and various station names like SYDNEY, COOTAMUNDRA, etc.

For note as to page 185. For notes see page 185. Passengers change at Tumut for Griffith line. For particulars of the Sydney & Griffith line see page 185.

TORONTO (Lake Macquarie)—NEWCASTLE.

TORONTO (Lake Macquarie)—NEWCASTLE—contd.

Table with columns: Down, WEEK-DAYS, SAT., and various station names like TORONTO, BASSIFERN, etc.

Table with columns: Down, SATURDAYS ADDITIONAL, SUNDAYS, and various station names like TORONTO, BASSIFERN, etc.

Table with columns: Down, WEEK-DAYS, SAT., and various station names like TORONTO, BASSIFERN, etc.

Table with columns: Down, SATURDAYS ADDITIONAL, SUNDAYS, and various station names like TORONTO, BASSIFERN, etc.

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For note as to page 185. For notes see page 185. Passengers change at Tumut for Griffith line. For particulars of the Sydney & Griffith line see page 185.

Athletic Events, &c.

see page 282, under heading "Athletic Events, &c." and page 285 for conditions. Single tickets at two-thirds of the ordinary single rate will be issued for the members of the athletic clubs...

Table with columns: Name, Max. No. Includes entries like Athletic Club, Boat Club, Chess Club, etc.

*When travelling on a single ticket under and of the application voucher or certificate of the London Committee.

Delegates to Conferences.

see page 279, under heading "Delegates to Conferences" and page 285 for conditions. Single tickets at two-thirds of the ordinary rate will be issued for delegates to general public meetings...

Competition at Educational Competitions.

see page 282, under heading "Competition at Educational Competitions" and page 285 for conditions. Single tickets at two-thirds of the ordinary rate will be issued for competitors attending educational competitions...

Judges at Shows.

see page 282, under heading "Judges at Shows" and page 285 for conditions. Single tickets at two-thirds of the ordinary rate will be issued for judges attending shows...

From Tickets.

see page 282, under heading "From Tickets" and page 285 for conditions. Single tickets at two-thirds of the ordinary rate will be issued for members of the athletic clubs...

MATRICAL, CONCERT, AND OTHER TICKETS.

see page 282, under heading "Matrical, Concert, and Other Tickets" and page 285 for conditions. Single tickets at two-thirds of the ordinary rate will be issued for matriculation, concert, and other events...

Large table titled 'MOTOR CARS RUNNING TO AND FROM STATIONS' with columns for Station, Motor Car, Depart, Return, and Fare. Includes entries for various stations like London, Brighton, and Dover.

Further information may be obtained from the Tourist Bureau, Chislehurst, Middlesex, E. 30.

Route Numbering Systems outside the Capitals or.... Where does the TX5 Go?

by HILAIRE FRASER

Following on from my recent article covering bus route numbering systems in the capital cities I wish to provide some thoughts on route numbering systems used in provincial cities and towns as well as rural areas.

In **New South Wales** the Ministry of Transport has provided for a state-wide route numbering system using what I call the "RSI" system of bus route numbering, where "R" the first digit stands for a region, "S" the second digit stands for a sub-region and "I" the third digit indicates a particular variation in the sub-region.

Numbers are allocated to regions as follows:-

- 1-99 Central Coast
- 100 series Port Stephens & Maitland
- 200 series West Wallsend, Toronto & Morisset
- 300 series Mid North Coast
- 400 series New England & North West
- 500 series Western
- 600 series Far North Coast
- 700 series South Coast
- 800 series Southern Tablelands
- 900 series Riverina

As you proceed along the Pacific Highway from Newcastle you will find the 300 series further allocated as follows:-

- 300 series Forster
- 310 series Taree
- 320 series Port Macquarie Town
- 330 series Port Macquarie Rural
- 340 series Kempsey Town
- 350 series Kempsey Rural & Nambucca Valley
- 360 series Bellinger Valley & Coffs Harbour
- 370 series Grafton
- 380 series Yamba

Specifically Busways routes in the Port Macquarie Region are:-

- 322 Town Centre-Flynns Beach & Shelley Beach
- 323 Town Centre-Westport
- 324 Town Centre-Private Hosp & Lighthouse Beach
- 325 Town Centre-Base Hosp & Ruins Way
- 327 Retirement Centres Supplementary Route Anti-Clockwise
- 328 Settlement City-Settlement Point
- 329 Retirement Centres Supplementary Route Clockwise
- 332 Laurieton-Camden Head
- 334 Pt Macquarie-Laurieton & Kendall
- 335 Pt Macquarie-Wauchope
- 340 Pt Macquarie-Hibbard & Kempsey

Also you proceed along the New England Highway from Newcastle and go a little further a field in the North West you will find the 400 series further allocated as follows:-

- 400 series Singleton
- 410 series Muswellbrook
- 420 series Quirindi
- 430 series Tamworth City
- 440 series Tamworth Rural
- 450 series Gunnedah
- 460 series Moree
- 470 series Inverell
- 480 series Armidale
- 490 series Glen Innes-Inverell Rural service

Specifically Edward's routes in the Armidale area are:-

- 480 Armidale-Uralla
- 481 Armidale-University via Niagara St
- 482 Armidale-University via Markham St
- 483 Armidale-South Hill
- 484 Armidale-North Hill
- 485 Armidale-University via Armidale Hosp

The Wollongong routes are numbered 1-76 and do not fit the state-wide system. The State Transit Authority Newcastle Bus Series have their own series as follows:-

- 100 series Northern Suburbs
- 200 series Western Suburbs
- 300 series Lake Macquarie

In the past the 400 series was allocated to industrial services so 348 Newcastle-Swansea became 448 Port Waratah-Swansea, and 500 series was allocated coal mines workers routes and later to pioneer services in the Belmont area e.g. 504 Charlestown-Belmont via Gateshead West, Windale & Jewells.

In 1993 a map was issued for the new 1994 Newcastle network, but was not implemented due to much protest. Under these proposals 200 series route numbers were allocated to conform to the state-wide system as follows:-

- 200-220 Merewether & Belmont
- 230-249 Cardiff & Warners Bay
- 250-259 Mayfield & Jesmond

Possibly the situation in Newcastle is that the current route numbers are so entrenched that there is little point in changing them in favour of a state-wide numbering system that has no relevance to the ordinary bus traveller.

Although under the state-wide system 500-508 were allocated to the Lithgow town services and 510 to the Lithgow-Portland

service, the Jones Bros Lithgow bus routes have their own unique numbering system i.e.

- 100 Lithgow-Strathlone Estate
- 101 Lithgow-Strathlone Estate via Bowenfields
- 200 Lithgow-Barrs & Tweed
- 300 Lithgow-Oakey Park
- 400 Lithgow-McKellars Park
- 500 Lithgow-Vale of Clywdd
- 600 Lithgow-Portland
- 601 Lithgow-Wallerawang
- 636 Lithgow-Bathurst

This route structure provides for the logical numbering of school routes for example 100/101 are supplemented by school routes 130 and 150, which actually appear in public timetables.

In **Victoria** the most common system is the sequential one and two-digit system. For instance Davis Bus Lines have their Ballarat routes numbered as follows:-

- 1 City-Wendouree West
- 2 City-Wendouree
- 3 City-Creswick
- 4 City-Invermay
- 5 City-Black Hill
- 6 Wendouree-Webbcona
- 7 City-Brown Hill
- 8 City-Eureka
- 9 City-Canadian
- 10 City-Buninyong
- 11 City-Mt Pleasant
- 12 City-Sebastopol
- 13 City-Delacombe via Pleasant St
- 14 City-Delacombe via Russell St
- 15 City-Sturt St West
- 16 City-Lake Gardens
- 17 Wendouree-Miners Rest

This system is also used in Bendigo, Warrnambool, Shepparton, Warragul, Moe, Morwell and Traralgon.

Geelong bus services are operated by Bender's Busways and McHarry's Bus Lines and use a two-digit system allocated on the basis of the original through-routing which in some cases no longer applies:-

- 10-19 Melbourne Rd/Lara/Belmont/Deakin Uni
- 21 City-North Shore
- 30-39 Thompson Rd/Newtown
- 40-49 West Geelong/East Geelong
- 50-59 Herne Hill/Norcomb
- 60-69 Breakwater/Whittington
- 70-74 Grovedale

Mildura's Sunraysia Bus Lines use the "Lithgow System" with route numbers allowed as follows:-

- 100 Mildura-Red Cliffs (outwards)

200/211/212 RedCliffs/Merbein-Mildura (inward)
 300/311/312 Mildura-Merbein (outwards)
 400/401 Mildura-Mildura East
 500/501 Mildura-Mildura West
 600/601/602 Mildura-Aerodrome Ovals & Mildura South

The **Sunshine Coast** and **Gold Coast** are numbered in the Translink 600 and 700 series respectively.

On the Sunshine Coast numbers are allocated to Sunbus routes as follows:-

600-609 Caloundra
 610-619 Maroochydore
 620-629 Noosa Heads
 630-639 Nambour

On the Gold Coast numbers are allocated to Surfside routes as follows:-

700-709 Gold Coast Highway Services
 710-719 North of Southport
 720-725 Coomera
 730-739 West Of Southport
 740-749 Nerang
 750-759 Robina
 760-769 Tweed Heads

TX1-TX5 Theme Park Express Services.

Thus the TX5 operates from Helensvale to Coomera via the Theme Parks

At the time of writing Gold Coast routes 3, 4, 5, 10, 14, 15, 16, 18, 18A, 20, 20A and 21 had yet to be renumbered in the new three-digit series.

In the **Rest of Queensland** a sequential one or two-digit system is used. For example in Townsville Sunbus services are allocated numbers are allocated as follows:-

1 City-Kelso
 1A City-Hospital via University
 1B City-Kelso via Becks Rd
 1C City-Hospital then University
 1X City -Ross River Dam
 2 City-Hospital via Gulliver
 3 City-Dairy Farmers Stadium
 4 City-Mt Louisa & Stockland
 4A City-Mt Louisa via Garbutt
 5 City-Hospital via Garbutt

6 City-Pallarenda
 7 City-Partington
 8 City-Willows via Hospital
 9 City-Hospital via Riverside Gardens
 10 Kelso-Hospital

This system is also used in Toowoomba, Rockhampton, Cairns, Innisfail, Gympie, Maryborough, Hervey Bay, Bundaberg, Gladstone, Mackay, Warwick and Bowen.

In **Western Australia** Bunbury, Albany, Geraldton and Portland use the "Lithgow System" whereby a new 100 series is used for each area of the town. Kalgoorlie's Bus Routes are simply numbered 1, 2, 3.

For example Bunbury City Transit's routes are numbered as follows:-

101 Bunbury-Wollaston Rail Terminal
 103 Bunbury-Glen Iris
 201 Bunbury-Health Campus via Carey Pk East
 202 Bunbury-Health Campus via Carey PK West
 203 Bunbury-Health Campus via South Bunbury
 301 Bunbury-Usher via Oceanic Dr
 302 Bunbury-Usher via Bunbury Plaza
 401 Bunbury-Dalyellup
 501 Bunbury-Health Centre via Withers
 601 Bunbury-Eaton
 701 Bunbury-Australind
 Bunbury School Services are numbered 001 to 029.

In **Tasmania** Launceston, Burnie & Devonport use the "Geelong System" whereby a new 10 series is used for each area of the town.

For example Devonport's Merseylink routes are numbered as follows:-

10 Devonport-West Devonport (school route 15)
 20 Devonport-Central Devonport (school route 25)
 30 Devonport-South Devonport
 40 Devonport-Latrobe
 50 Devonport-Ambleside (school route 55)

60 Devonport-East Devonport (school route 65)

In **South Australia** Port Lincoln, Murray Bridge, Victor Harbor and Whyalla used sequential one digit route numbers. Route numbers are not used in Mt Gambier, Port Pirie or Port Augusta. In Port Lincoln routes numbers are used by the City of Port Lincoln as follows:-

1 City-Lincoln North
 2 City-Lincoln South & Lincoln Gardens
 3 City-Kirton

Different Saturday Loops are numbered 1 and 2.

In the **Northern Territory** most Darwin-bus services are numbered 1 to 12. Express services are numbered 21, 22, 25 and 28. Feeder services in the satellite town of Palmerston are numbered 70 to 74. School days only services, which appear on the public timetable are numbered 445 to 448 and 450. Alice Springs Asbus services are simply 1 West, 2 East, 3 North, 4 South.

It is also interesting to look at the interface between services when different services interconnect. Deane's Queanbeyan 830 series routes fit neatly into Canberra's bus route numbering system without conflict. Surfside's NSW routes operating from Tweed Heads and Kingscliff are numbered 601 to 608 not conflicting with Surfside's Translink Queensland services numbered 700 to 769.

So across the country we see different route-numbering systems in provincial towns and cities. New South Wales has a state-wide system. Western Australia uses a 100 series system. Tasmania uses a 10 series system and sequential one and two-digit systems are found elsewhere.

Information used in this article was found on www.aattc.org.au and in timetables provided by operators across the nation and also supplied by Len Regan.

Appeal For Tasmanian Transport Commission Timetables 1944-68

Can you help IAN COOPER?

Letter

I am currently researching the history of the Tasmanian Transport Commission's Road Services Branch, operators of Green Coach Lines, Hobart suburban and Southern Tasmanian inter-urban buses. My plan is to have the book published in December 2008.

I am seeking the assistance of any readers of "The Times" who may have collected timetables of Transport Commission Road

Services, both those published by the Commission itself and those published by the Tasmanian Government Tourist Bureau.

The Commission started operating buses in a small way in December 1944 when it acquired the assets of the Hobart Bridge Company which included the Hobart to Lindisfarne Bus Service. Major expansion occurred in the late 40s and early 50s and

the Commission commenced operating coaches statewide.

After a two year period when Hobart could boast two bus operators owned by the State Government – the Commission and the Metropolitan Transport Trust – the MTT acquired, between 1955 and 1957, the Hobart suburban services previously operated by the Commission.

If any reader possesses a timetable of

Transport Commission services from anywhere between 1944 and 1968 (the date the services were sold by the State Government I would be interested in obtaining copies of such tables. All reproduction

costs will be met.

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Cream of Tartar

ROBERT HENDERSON

Letter

May I add a name to the list of industrial suburban passenger stations compiled by Victor Isaacs in the February 2007 issue of *The Times*. That is Cream Tartar Works, located on the Sandown line between Good-year's and the terminus. I think it fits Victor's criteria admirably. As far as I can see,

the last public timetable in which this station appeared was that dated 26 October 1958. The station had gone by the time of the 20 November 1960 timetable. [closed in July 1959- Ed.]

Regards
Robert Henderson



Red Top Buses

LOURIE SMIT

Letter

I would like to make a few comments on the article about the timetables for the Strathfield – Hurstville route by Jim O'Neil as published in the May 2007 *The Times*.

When it is stated there were two private bus services running south along The Boulevard to Enfield Broadway, it should be kept in mind government route 415 also operated along this road. And in fact Red Top could not set down from Strathfield (or pick up in the reverse) until it turned right from Coronation Parade (the continuation of The Boulevard), into Dean Street where Maria St would be the first stop in Dean Street, as the government service had the pick up/set down rights along Coronation Parade.

It was also my understanding that McVickers paid the government a fee to allow them to pick up/set down along The Boulevard while Red Top was not prepared to do this hence the difference between the two private operators.

Further down in the article it is stated that Highway Tours was based in Wollongong. Highway Tours was owned by Jimmy Hill who had previously operated some routes in Wollongong under the name Highway Tours but by the time the Highway Tours operation started in Sydney, the Wollongong operation had ceased (believed sold in the seventies) and the Highway Tours which operated route 34 was fully Sydney based and operated from a number of depots in Sydney including one in Revesby

still used today by Veolia Transport. The operation from the mentioned Enfield depot was moved back to the Wangee Road, Lakemba depot at some time after a number of routes were sold. Initially Canterbury Bus Lines also operated from Wangee Road before moving to Kogarah where they shared the depot with Moore's Tours. The owner of Canterbury Bus Lines was not particularly happy with this situation as he preferred to have a depot closer to the Strathfield end of the route as that end was the busier section.

Between the Cumberland and Highway Tours timetables there was a timetable dated 5th August 1981 issued by Canterbury Bus Lines (a name used before and after Highway Tours) which was virtually the same as the Cumberland Coaches one.

Then there is a timetable dated December 1985 which shows the operator as Canterbury Bus Lines (Member of Highway Tours Group) and Bexley Passenger Transport (Member of Highway Tours Group) the latter operating the route 68 which is also mentioned in the article. This information was on one side of the timetable together with the route 68 timetable, while the route 34 timetable was on the other side. From some time in 1987 only photocopies of the route 34 side of the timetable were issued with the operator information missing. This was probably from the time route 68 was sold to Sydney Coach Lines which took place on 14/10/87.

The May 1995 timetable mentioned was in

fact first issued by Canterbury Bus in Nov 1989, in the same format as the one mentioned above – just a one-sided photocopy, with the name Canterbury Bus Lines at the bottom. There was a reprint of this in December 1990 which included a route map on the back. There was a further May 1995 reprint of this again with the map on the back just a couple of morning trips running a few minutes earlier. Unlike the copy which Jim has, the one I have was not issued by Brochure Publishing but the actual timetable is the same.

Canterbury Bus Lines issued the first timetable of route 450 only (the new number for route 34) in March 1996. This was in their own format and changes appeared to be minor from the previous one. This was in fact the first timetable in which no Thursday night services are listed. There was a reprint of this in September 1996 when a second Sunday bus was brought back into use to alleviate the need for a break over the lunch period. (Copy of this attached).

The 21/12/98 Punchbowl Bus Co timetable shown, was in fact the second issued by that operator, the first one dated 6 July 1998 shortly after they took over the route. Difference between these two are only minor adjustments, as was the next one which was unfortunately undated, a habit which Punchbowl Bus Co seems to have fallen back into as all their current timetables are undated.



51497

CANTERBURY BUS LINES
 P.O. Box 328, Lakemba 2195
 Telephone: 9546 6411
 Fax: 9547 2067

BUS TIMETABLE

Route 450
STRATHFIELD to
HURSTVILLE

- via
- ENFIELD
 - BELFIELD
 - LAKEMBA
 - ROSELANDS
 - BEVERLY HILLS

MARCH 1996
 INCLUDES SUNDAY AMENDMENTS SEPT. '96

BUSES AVAILABLE FOR CHARTER
PHONE: 9546 6411

STRATHFIELD to HURSTVILLE

Strathfield	Belfield	Lakemba	Roselands	Beverly Hills	Hurstville
WEEKDAYS					
MORNINGS					
6:23	6:33	6:42	6:50	6:56	7:06
7:00	7:12	7:22	7:32	7:39	7:51
8:00	8:12	8:22	8:32	8:39	8:51
8:20	8:32	8:42	8:52	8:58	9:07
8:50	9:02	9:12	9:22	9:28	9:37
9:28	9:30	9:40	9:50	9:56	10:05
9:45	9:55	10:05	10:17P	10:25	10:34
10:15	10:25	10:35	10:47	10:53	11:02
10:45	10:55	11:05	11:17	11:23	11:32
11:15	11:25	11:35	11:47	11:53	12:02
11:45	11:55	12:05	12:17P	12:23	12:32
12:15	12:25	12:35	12:47	12:53	1:02
12:45	12:55	1:05	1:17	1:23	1:32
AFTERNOONS					
1:15	1:25	1:35	1:47	1:53	2:02
1:35	1:45	1:55	2:07	2:13	2:22
2:05	2:15	2:25	2:37	2:43	2:52
2:35	2:45	2:55	3:07P	3:17	3:26
3:05	3:15	3:25	3:37	3:45	3:55
3:27	3:40	3:50	4:05	4:13	4:23
3:50	4:02	4:12	4:25	4:33	4:43
4:10	4:22	4:32	4:43	4:50	5:00
4:35	4:47	4:57	5:08	5:14	5:24
5:05	5:17	5:27	5:37	5:43	5:52
5:35	5:45	5:55	6:05	6:11	6:19
5:55	6:05	6:15	6:24	6:29	6:39
6:30	6:39	6:49	6:58	7:03	7:13
EVENINGS					
7:05	7:13	7:22	7:30	7:36	7:46
8:00	8:09W	8:15	8:23	8:28	8:37
9:15	9:24W	9:30	9:38	9:43	9:52

STRATHFIELD to HURSTVILLE

Strathfield	Belfield	Lakemba	Roselands	Beverly Hills	Hurstville
SATURDAYS					
MORNINGS					
7:00	7:10	7:20	7:28	7:34	7:43
7:45	7:55	8:05	8:13	8:19	8:28
8:30	8:40	8:50	8:58	9:04	9:13
9:15	9:25	9:35	9:43	9:49	9:58
9:40	9:50	10:00	10:08	10:14	10:25
10:10	10:20	10:30	10:40	10:46	10:55
10:45	10:55	11:05	11:15	11:21	11:30
11:20	11:30	11:40	11:50	11:56	12:05
11:50	12:00	12:10	12:20	12:26	12:35
AFTERNOONS					
12:30	12:40	12:50	1:00	1:06	1:15
1:05	1:15	1:25	1:33	1:39	1:48
1:40	1:50	2:00	2:08	2:14	2:23
2:15	2:25	2:34	2:43	2:49	2:58
3:15	3:25	3:34	3:43	3:49	3:58
4:00	4:10	4:19	4:27	4:33	4:42
4:45	4:55	5:04	5:12	5:18	5:27
5:30	5:40	5:49	5:56	6:02	6:10
6:55	7:05	7:14	7:21	7:27	7:35
SUNDAYS and HOLIDAYS					
MORNINGS					
8:50	8:59	9:08	9:15	9:20	9:28
10:15	10:24	10:33	10:40	10:45	10:54
11:00	11:09	11:18	11:25	11:30	11:39
11:45	11:54	12:03	12:10	12:15	12:24
AFTERNOONS					
12:45	12:54	1:03	1:10	1:15	1:24
2:00	2:09	2:18	2:25	2:30	2:38
2:45	2:54	3:03	3:10	3:15	3:24
3:30	3:39	3:48	3:55	4:00	4:09
5:05	5:14	5:23	5:30	5:35	5:43
6:08	6:15	6:20	6:20	6:20	6:29

NO SERVICE ON GOOD FRIDAY,
 CHRISTMAS DAY OR NEW YEARS DAY

HURSTVILLE to STRATHFIELD

Hurstville	Beverly Hills	Roselands	Lakemba	Belfield	Strathfield
WEEKDAYS					
MORNINGS					
5:40	5:48	5:58	6:08	6:20	6:30
6:10	6:19	6:24	6:34	6:44	6:55
6:37	6:47	6:53	7:03	7:14	7:25
7:07	7:17	7:24	7:35	7:45	7:57
7:22	7:32	7:42	7:52	8:02	8:14
7:55	8:05	8:13	8:23	8:33	8:45
8:25	8:35	8:43	8:53	9:03	9:15
8:55	9:06	9:11	9:21	9:31	9:42
9:20	P9:31	9:40	9:50	10:00	10:12
9:45	9:56	10:02	10:12	10:22	10:34
10:05	10:16	10:22	10:32	10:42	10:54
10:35	10:46	10:52	11:02	11:12	11:24
11:05	11:16	11:22	11:32	11:42	11:54
11:35	11:46	11:52	12:02	12:12	12:24
AFTERNOONS					
12:05	P12:16	12:22	12:32	12:42	12:54
12:35	12:46	12:52	1:02	1:12	1:24
1:05	1:16	1:22	1:32	1:42	1:54
1:35	P1:46	1:55	2:05	2:15	2:26
2:05	2:16	2:22	2:32	2:42	2:54
2:30	2:41	2:48	3:00	3:10	3:22
RCX 3:05		S3:30	S3:40		
3:10	3:21	3:30	3:40	3:50	4:03
3:35	3:46	3:55	4:07	4:17	4:30
4:05	4:16	4:25	4:35	4:45	4:57
4:35	4:46	4:53	5:03	5:13	5:25
5:05	5:16	5:23	5:33	5:43	5:53
5:30	5:40	5:46	5:54	6:03	6:13
EVENINGS					
5:55	6:05	6:10	T6:18		
6:20	6:30	6:35	6:43	6:52	7:01
7:15	7:24	7:30	7:39	7:48	7:57
7:50	7:59	T8:05			
8:38	8:47	8:53	9:00W	W9:05	9:12

HURSTVILLE to STRATHFIELD

Hurstville	Beverly Hills	Roselands	Lakemba	Belfield	Strathfield
SATURDAYS					
MORNINGS					
6:15	6:24	6:30	6:38	6:48	6:58
7:00	7:09	7:15	7:23	7:33	7:43
7:45	7:54	8:00	8:08	8:18	8:28
8:30	8:39	8:45	8:53	9:03	9:13
8:55	9:04	9:10	9:18	9:28	9:38
9:25	9:34	9:40	9:48	9:58	10:08
10:00	10:09	10:15	10:23	10:33	10:43
10:30	10:39	10:45	10:53	11:03	11:13
11:00	11:09	11:15	11:23	11:33	11:43
11:35	11:45	11:55	12:05	12:15	12:25
AFTERNOONS					
12:10	12:21	12:30	12:40	12:50	1:00
12:45	12:55	1:05	1:14	1:23	1:32
1:25	1:35	1:45	1:54	2:03	2:12
2:30	2:39	2:45	2:54	3:03	3:12
3:15	3:24	3:30	3:38	3:48	3:58
4:00	4:09	4:15	4:23	4:33	4:43
4:45	4:54	5:00	5:08	5:18	5:28
6:10	6:19	6:25	6:33	6:42	6:52
SUNDAYS and HOLIDAYS					
MORNINGS					
8:10	8:19	8:24	8:31	8:40	8:49
9:30	9:39	9:45	9:52	10:01	10:10
10:15	10:24	10:30	10:37	10:46	10:55
11:00	11:09	11:15	11:22	11:31	11:40
AFTERNOONS					
12:00	12:09	12:15	12:22	12:31	12:40
1:15	1:24	1:30	1:37	1:46	1:55
2:00	2:09	2:15	2:22	2:31	2:40
2:45	2:54	3:00	3:07	3:16	3:25
4:15	4:24	4:30	4:37	4:46	4:55
5:45	5:54	6:00	T6:07		

P - Runs via Ponyarra Loop.
 W - Runs via Wangee and Punchbowl Roads, instead of Benaroon and Yerrick.
 S - Runs on School Days Only.
 X - Runs via Shorter Ave Loop on School Days Only.
 RC - From Regina Coeli School.
 T - Terminates at this point.

STRATHFIELD to HURSTVILLE
ROUTE 450

