



# The Times

July 2007

A journal of transport timetable history and analysis

## Route Map 558

Look for bus number **558**

### East Lindfield

Buses operate linking

- Lindfield
- East Lindfield
- Roseville
- Chatswood

Effective 5 September 2005  
Timetable information: 131 500

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Our reliable bus services will enable you to go shopping, to work, to school or to social events, quickly and comfortably. At the bus stop please ensure you "thank" the bus driver of the bus you wish to catch and where possible tender the correct fare.

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- Our website
- Onboard all buses
- Our bus depot
- Most local Clubs
- Local Information Centres
- Major Shopping Centres

**How to use this timetable**

1. Find the two timing points you are located between on the route map.
2. Locate these two timing points on the timetable.
3. Your bus is timetabled to arrive between the times shown for these points. For example if your street is between **A** and **B** on the map, the bus is timetabled to arrive between the time listed for **A** and the time listed for **B**.

If you have any questions regarding timetables, lost property, a complaint or comment, please contact our office on 3457 8888, write to PO Box 136, Mt Ku-ring-gai NSW 2080, or email [info@shorelink.com.au](mailto:info@shorelink.com.au)

[www.transdev.com.au](http://www.transdev.com.au) | Version 2 | 5 September 2005

**Transport Infoline 131500**  
www.131500.com.au

**SHORELINK Legend**

- Bus Route
- A** Timing Point (see timetable)
- Train Line
- 558** Route Number
- S** Educational Institution
- CS** Shopping Centre
- H** Hospital

**TRANSDEV** Transport NSW Pty Ltd  
400, 511, 517, 420, 421

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**Inside: Animal stations  
Buses East of Lindfield  
Mish-mash**

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# The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

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### On the front cover

Here is a page from the PDF version of the Route 558 East Lindfield bus service. When Jim O'Neil began collecting timetables for bus services in this area in the 1960s, the very concept of a "PDF" timetable, "downloaded" via the "Internet" by using a "personal computer" and a "broadband modem" to access a "web site" would have seemed to be meaningless gibberish— even at IBM. There are few public transport service providers today though who do not offer such a product, an indication that timetable science continues to evolve. What would we think of the timetables of 2027, I wonder.

Welcome to our 280th issue of The Times. We hope you like what you find here, even though the second half of this month's issue is a bit of a mish-mash. The truth is that we seem to be suffering a tad of "climate change" right now, with contributions declining a little. For the 24 years that **The Times** has been published, it has been heavily and healthily reliant for its content upon the input of its readership. Our members always have something interesting to contribute and most will have among their collections, material that will prove to be an eye-opener to the others. The most amazing things turn up in meeting grab boxes and are brought along by members who make "items from my collection" presentations at Division Meetings. I would like to see more of these unusual items, or classes of items, presented in The Times. I encourage you to contribute material of any type, for any transport mode, of any vintage, for the education of our readers. If you feel that others will not be interested in what you have in your collection, you will almost certainly be wrong. If you feel that you do not know where to start in putting together a contribution, we will soon be producing an updated "Guide to Contributors". Look out for it.

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

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# Animal, mineral or vegetable?

*The Times* has occasionally published lists of Australian station names with a particular theme. Here is a list of stations with animal, mineral, regal and other connotations, plus stations with names calling out for some word-play, by VICTOR ISAACS and GEOFF LAMBERT

## ANIMAL STATIONS

### QUEENSLAND

Alligator Creek  
Bullock Creek  
Crows Nest  
Dingo  
Eagle Junction  
Eagle Farm  
Emu Park  
Emu Vale  
Foxdale  
Gleneagle  
Mullet Creek  
Rosella  
Snake Creek  
Swan Creek  
Vulture Street  
Warrigal

### NEW SOUTH WALES

Emu Plains  
Fish River  
Heron's Creek (named after The Big Fish?)  
Horse Lake  
Moleton  
Mount Lion  
Swan Ponds  
Warrigal

### VICTORIA

Bittern  
Bronzewing  
Bunyip  
Cockatoo  
Deer Park  
Eaglehawk  
Eaglemont  
Emu  
Fish Creek  
Hawksburn  
Hawkesdale  
Kangaroo Flat  
Merino  
Ravenswood  
Robinvale  
Sheephills  
Swan Hill  
Swanwater  
Warragul  
Wombat (timetable, page 4)

### TASMANIA

Mole Creek  
Pigeon Hill (Emu Bay Railway)  
Penguin  
Duck Ponds

### SOUTH AUSTRALIA

Duck Ponds

### WESTERN AUSTRALIA

Emu Hill

Hawk's Nest  
Lion Mill  
Swanbourne  
Swan View

### WA. IRON ORE LINES

Brolga  
Dingo  
Emu  
Galah  
Gekko  
Gull  
Ibis  
Koala  
Lizard  
Lyre  
Pelican  
Possum  
Rosella  
Swan  
Wombat Junction

## GEMS OF A STATION (& MINERALS)

### COMMONWEALTH RAILWAYS

Golden Ridge

### QUEENSLAND

Calcium  
Carbonate Creek  
Cinnabar  
Dolomite  
Emerald  
Emerald Downs  
Fluorspar  
Golden Grove  
Golden Gate  
Leafgold  
Limestone Creek  
Phosphate Hill  
Silica  
Silverwood  
Stannary Hills  
Stanthorpe

### NEW SOUTH WALES

Charbon  
Coal Cliff  
Coal Cliff South  
Crystal St  
Leadville  
Sulphide St  
Zinc Corp

### VICTORIA

Coal Creek  
Emerald  
Emerald Hill  
Golden Square  
Goldsborough  
Gypsum  
Lignite Siding

Phosphate Co's Siding  
Ruby  
Silkstone  
White Rock Lime Siding

### SOUTH AUSTRALIA

Phosphate Hill  
Radium Hill

### WESTERN AUSTRALIA

Golden Gate  
Lime Lake  
Marble Bar  
Sandstone  
Serpentine

### TASMANIA

Copper Creek  
Nickel Junction  
Silver Bell  
Susanite

## AUSRALASIAN STATIONS NAMED AFTER KINGS, QUEENS & PRINCES

### QUEENSLAND

Albert  
Duchess  
Queens's Road  
Victoria

### NEW SOUTH WALES

Albert  
Mount Victoria  
Mount George

### VICTORIA

Alberton  
Albert Park  
King Valley  
Midas  
Mont Albert  
Port Albert  
Prince's Bridge  
Victoria Park  
North Williamstown  
Williamstown  
Williamstown Beach  
Williamstown Pier

### TASMANIA

### SOUTH AUSTRALIA

Adelaide  
North Adelaide  
Port Adelaide Dock  
Port Adelaide Commercial Road  
Alberton  
Albert Park  
Clarence Park  
Edwardstown  
Elizabeth  
Elizabeth South

**WESTERN AUSTRALIA**

Queen's Park  
Victoria Park  
Victoria Street

**NEW ZEALAND**

Mount Albert  
Victoria

**AUSTRALIA'S MOST POPULAR PERSON**

if judged by the criterion of the number of Railway Stations named after him - Queensland's first Governor, Sir George Bowen:

Bowen  
Bowen Yard  
Bowen Hills  
Bowenville

And if that is not enough, his wife is also grandly commemorated:

Roma  
Brisbane Roma Street

**AUSTRALIAN STATIONS NAMED AFTER RAILWAY COMMISSIONERS OR ENGINEERS**

Lamentably few! A station name commemorating Victoria's most eminent Railway Commissioner might be misunderstood in a family magazine.

**QUEENSLAND**

Stanley  
Thallon

**NEW SOUTH WALES**

Whitton

**AUSTRALASIAN STATIONS WITH ONLY THREE LETTERS**

**QUEENSLAND**

Ayr  
Don  
Esk  
Ord

**NEW SOUTH WALES**

Gap  
Hay  
Lue  
Nea

**TASMANIA**

Don  
Que (EBR)

**VICTORIA**

Edi  
Emu  
Kew  
Lah  
Moe  
Yea

**SOUTH AUSTRALIA**

Eba

**WESTERN AUSTRALIA**

Cue  
Hay

**NEW ZEALAND**

Ava  
Kew  
Oio

**PALINDROMES**

This list is short, but a lot of fun. Australian palindrome station names are:

Ava, NZ  
Glenelg, SA  
Hattah, Vic  
Lal Lal, Vic  
Oio, NZ  
Parap, NT  
Tumut, NSW

**THE LONGEST STATION NAMES IN AUSTRALIA**

(It helps to be a NSW station starting with Coo)

**Five syllables:**

Cookamidgera, NSW  
Coonabarabran, NSW  
Cootamundra West, NSW  
COR Platform, Vic  
Currabubula, NSW  
Islington Workshops, SA  
No. 18 Shed, SA  
Wunderlich's (Sandown), NSW

**Six syllables:**

Upper Ferntree Gully, Vic

**Eight syllables:**

Port Adelaide Commercial Road, SA

**Nine syllables:**

Metropolitan Meat Board Platform,

NSW

**Eleven syllables:**

Steel Mains Pty Ltd Platform, SA

**AUSTRALIAN STATIONS NAMED AFTER EMINENT NAVIGATORS & EXPLORERS**

(Lamentably few!)

**QUEENSLAND**

Cooktown  
Flinders

**NEW SOUTH WALES**

Blaxland  
Lawson  
Wentworth Falls  
Wentworthville

**VICTORIA**

Flinders Street

**SOUTH AUSTRALIA**

Stuart's Creek  
Upper Sturt

**WESTERN AUSTRALIA**

Fremantle  
North Fremantle  
Flinders Bay  
Forrestdale  
Forrest Street

(Cook on the Trans Australian Railway is named after Sir Joseph Cook, the Prime Minister).

**SOURCES:**

Public Timetables of the QR, NSWGR, VR, TGR, SAR, WAGR, CR and NZR, various dates.

Anonymous, Nomenclature of Railway Stations, Queensland Railways, 1956

Day, Alfred D., Names of South Australian Railway Stations with their meanings and derivations, South Australian Railways, 1915

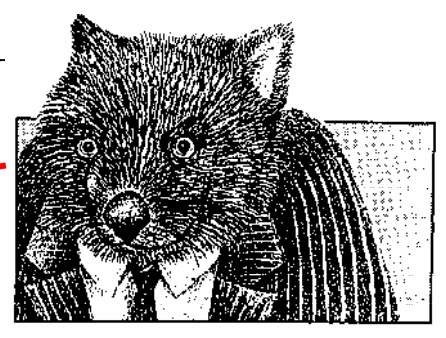
Forsyth, John G., How and Why of Station Names, State Rail Authority of NSW, 2nd edition, 1982

O'Callaghan, Thomas, Names of Victorian Railway Stations, Victorian Railways, 1918, reprinted by Boz Publishing, Mansfield, 2003.

Yonge, John, New Zealand Railway and Tramway Atlas, 4th edition, 1993.

Articles like the above are a dodgy business and can get out of hand. Indeed, this one grew like Topsy after Victor submitted his original list, sending the Editor scurrying to his library. At the risk of creating a Monster, we cautiously invite you to add to this list- send your contributions to our gossip columnist, Mr Dorian Wilderness (picture below). We shall collect all the additions and letters and publish them later this year. Homonyms anyone?

		Up.		4	6	20
				Thro. Ltd. Mixed Daily.		Mixed Mon.
				A.M.		P.M.
2021	—	DAYLESFORD	ES dep. † W	...	...	2 0
1921	2½	Woodburn	N C	...	...	2 5§
2088	4½	Sailor's Falls	N C	...	...	2 20§
2247	6½	Leonard	N C	...	...	2 38§
2108	9½	Wombat	N C	...	...	2 48§
1922	11	Rocklyn	N C	...	...	3 8§
1800	15	Newlyn†	...	7 25	...	3 48



# Buses East of Lindfield

Jim O'Neil

Buses to East Lindfield normally mean the government service, the route 207, which runs to and from the city. There have, however, been private bus services running to the east of Lindfield station, connecting with trains on the North Shore line. Like the service on the west side of Lindfield, there was not a heavy demand, in this case due to the competition of the East Lindfield bus at the eastern end. The first of these which I discovered, was the route 183, which had in 1957 two buses running out of Roseville Station, one via Middle Harbour Road and the other via Tryon Road to Lindfield. However, this was an uneconomic level of service and the buses, owed by A. Powell, stopped running altogether in November 1955. I never succeeded in getting a timetable for this phase of the route 183. It was not until August 1956, that route 183 resumed service with a single bus, operated by Keith Chalmers.

The first timetable I have (right), I got in the early sixties. It was on folded cardboard, with the times inside and advertisements, both for Gilbert Kemp real estate, on the outside. There had been time for a number of changes to be hand-written on the timetable, although no reprinting of the timetable took place: no change was more than five minutes, and, as the bus left later in all cases, you would still catch it if you didn't have a corrected timetable. All buses ran via Middle Harbour Road, except for those to East Lindfield School. The 8.40 bus from Lindfield (later running at 8.45) is marked with a T, and printed in bold, to show it runs via Tryon Road. The 3.25 bus from Roseville has its timings in East Lindfield and at Lindfield Station marked S to show it does the same. In school holidays the bus runs on the normal route.

Off-peak service is provided in both the morning and the afternoon, with no service between 12 noon and 1.40 p.m. Presumably the bus driver took his lunch during the break, a reasonable time to do this: but then Chalmers drove his own bus and wouldn't have wanted an inconvenient lunch time. The bus at 11.30 from Lindfield went on to Chatswood, but there is no record of it coming back. Did passengers have to return by train? There was no service after the evening peak, or on weekends.

At about the same time, in the early sixties, I obtained a timetable for the route 133, running north from Lindfield on the eastern side of the railway line. The timetable (see page 6) indicates neither the date of

issue, nor the owner of the service (who was H. Connelly.) There are even fewer runs than on the 183. In the peak hours the bus operates around Gordon Station. It runs from Mt. Ida Street to Gordon only in the morning peak and from Gordon only in the evening peak, while it covers it in both directions in off-peak hours. In the evening peak, alternate buses stop short of Pymble Station at Mona Vale Road only, although the timetable isn't consistent about where

it puts the Mona Vale Road timing. There are three off-peak services in each direction, when the bus goes all the way from Pymble to Lindfield (but sometimes omitting Killara.) Two of these services run from Lindfield to Highfields Road school (on the western side of the railway), taking ten minutes instead of six to reach Stanhope Street. In the morning the school pupils will have come down from the west side of the railway on the 9.08 bus from

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GORDON JX 4511  
Also at CROWS NEST & MANLY

**TIME TABLE**  
**ROUTE 183**  
K. CHALMERS, Prop.

•

LINDFIELD STN. — ROSEVILLE STN.  
via  
EAST LINDFIELD

---

**GILBERT KEMP** PTY. LTD.

FOR  
**REAL ESTATE**  
CHATSWOOD — JA 2171  
GORDON — JX 4511  
CROWS NEST — JF 0361

TIME TABLE — ROUTE 183				LINDFIELD TO ROSEVILLE via EAST LINDFIELD			
Depart Roseville Station	Carnarvon and Merlin	Wellington Road	Arrive Lindfield Station	Depart Lindfield Station	Wellington Road	Carnarvon and Merlin	Arrive Roseville Station
A.M.				A.M.			
7.08	7.11	7.16	7.23	7.25	7.32	7.37	7.42
7.44	7.49	7.54	8.01	8.25	8.9	8.14	8.19
8.25	8.27	8.32	8.39	<b>8.40</b>	8.50	8.55	9.0
9.5	9.10	9.15	9.22	9.25	9.32	9.37	9.42
9.45	9.50	9.55	10.2	10.15	10.22	10.27	10.32
10.45	10.50	10.55	11.2	11.30	11.37	11.42	11.47
P.M.				P.M.			
1.40	1.45	1.50	1.57	2.10	2.17	2.22	2.27
2.40	2.45	2.50	2.57	3.5	3.12	3.17	3.22
3.25	S 3.30	S 3.35	S 3.45	3.50	3.57	4.2	4.7
4.15	4.20	4.25	4.32	4.35	4.42	4.47	4.52
5.00	5.05	5.8	5.15	5.30	5.37	5.42	5.47
5.48	5.53	5.58	6.5	6.8	6.12		
6.25	6.30	6.35	6.42				

NOTE: T denotes via Tryon Road to East Lindfield School, thence to Roseville Station.  
S denotes normal route to East Lindfield School, thence via Tryon Road to Lindfield.  
S & T - on School term only. Normal route on school holidays.  
No Service weekends or public holidays.

## TIME TABLE

## ROUTE 133

### LINDFIELD-PYMBLE BUS SERVICE

	Dep.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
PYMBLE STATION, Grandview Street	Dep.	7.10	7.45	8.40	10.30	2.00	3.50	‡4.40	5.10	—	6.25
Cameron and Rosedale Roads	"	7.16	7.51	8.46	10.36	2.06	3.56	4.44	5.16	‡5.50	6.31
Mt. Ida Street	"	7.19	7.55	8.50	10.41	2.11	4.00	—	—	—	—
GORDON STATION, Werona Avenue	"	7.26	8.02	8.57	10.47	2.17	4.10	4.48	5.25	5.57	6.35
Clifford Street	"	7.28	8.05	9.00	10.49	2.19	4.12	—	5.27	5.59	—
Kylie Avenue and Arthur Street	"	—	8.09	9.03	10.52	2.22	4.14	—	—	—	—
KILLARA STATION, Werona Avenue	"	—	8.14	9.08	—	—	—	—	—	—	—
Rosebery Road and Wattle Street	"	—	—	9.12	10.56	2.27	—	—	—	—	—
Rosebery Road and Stanhope Road	"	—	—	9.15	10.59	2.29	—	—	—	—	—
LINDFIELD STATION, Lindfield Avenue	Arr.	—	—	9.20	11.06	2.36	—	—	—	—	—
LINDFIELD STATION, Lindfield Avenue	Dep.	—	—	*9.22	11.50	*3.00	—	—	—	—	—
Rosebery Road and Stanhope Road	"	—	—	9.32	11.56	3.10	—	—	—	—	—
Rosebery Road and Wattle Street	"	—	—	9.35	11.59	3.13	—	—	—	—	—
KILLARA STATION, Werona Avenue	"	—	8.14	—	—	3.18	—	—	—	—	—
Kylie Avenue and Arthur Street	"	—	8.18	9.39	12.01	3.22	4.14	—	—	—	—
Clifford Street	"	7.28	8.20	9.41	12.03	3.24	4.16	—	5.27	5.59	—
GORDON STATION, Werona Avenue	"	‡7.31	‡8.23	9.44	12.05	3.29	4.20	4.50	5.35	6.04	6.35
Mt. Ida Street	"	—	—	9.50	12.10	3.36	4.31	4.56	5.41	6.10	—
Cameron and Rosedale Roads	"	7.35	8.27	9.54	12.14	3.40	4.35	5.00	5.45	6.14	6.39
PYMBLE STATION, Grandview Street	"	7.41	8.33	10.00	12.20	3.46	‡4.38	5.06	‡5.48	6.20	‡6.45

‡ Darroley, Mt Ida, Lennox Streets omitted.

‡ Proceeds to Mona Vale Road only.

\* Highfield Road Schools Bus departs School 9.23 a.m. and 3.02 p.m.

† After set-down of passengers at Pymble Station bus proceeds to garage. No Service on Saturday, Sunday, or Public Holidays.

Killara and, after a two minute wait at Lindfield Station, gone on to the school. The last bus of the day proceeds to the garage, which was at a service station on the corner of Pacific Highway and Reservoir Road, not far from Pymble Station. I doubt there were any passengers. There was, at this time, another bus service, route 134 from Killara to East Killara, which explains why the route 133 did not run east of the Arterial Highway nor provide peak hour service at its southern end.

My next timetable (see page 7) was also issued by Chalmers and is dated 3<sup>rd</sup> August 1981. In addition to the route 183, he now also operates a new route 28 (formerly the number of a route from Punchbowl to Hurstville, by then part of the route 244), which runs from East Killara to Killara Station in peak hours and to Lindfield in the off-peak. This route 28 has taken over the southern part of the old route 133, as well as the old 134. The northern part of the old 133, between Gordon and Clifford Street on the east and Mt Ida Street and Mona Vale Road on the north and west were taken over by Gillott's St. Ives bus service and took its number, 191.

The 183 requires a second bus, to provide the 7.25 from Carlyle and Sylvan (an area of new housing further east of the East Lindfield terminus) and the 7.35 from Lindfield to Roseville (which precedes it on the same line) as well as the school days only 4.10 from Lindfield to Carlyle and

Sylvan. The route 28 needs two buses in the morning peak, three for the afternoon schools service (the 3.30 from Lindfield returns at 4.00, and goes on to operate the 4.10 to Carlyle and Sylvan), but only one bus in the evenings after that. The off-peak service on both routes can be operated by a single bus, which provides one run to and from Chatswood, arriving at about midday and leaving about 1.30, though no times are given for Chatswood in the timetable. There are also numerous school bus runs to schools in Lindfield and Killara, as well as Masada College in St. Ives. These require additional vehicles to operate.

On the 5<sup>th</sup> April 1990 the Department of Transport issued a timetable for East-West Bus Lines, successors to Chalmers (see page 8). I showed the pages for the 565 on the west side of the railway from this timetable in the August 2005 *Times*, on pages 16 and 17. The pages shown here cover the East Killara service, now renumbered 556. Some services continued to Roseville via East Lindfield, now renumbered 557, but the full service on the 557 was shown on other pages. During shopping hours the buses ran through from Gordon Station to Chatswood, with their own number as route 558. If we also look at the timetable for route 565, we can see how inbound buses on the 558 ran out on the 565 and vice versa. The services to the major shopping centres was more frequent than Chalmers had provided, and now covered the north, at Gordon, as well as Chatswood

to the south. During peak hours the northern limit for buses was Powell St and Werona Avenue, but it is shown only in the southbound direction in the morning and north bound in the afternoon. Werona Avenue is the road running alongside the railway from Killara to Gordon, on the eastern side, and these buses can also be found in the opposite direction marked Z. The peak hour buses ran a loop round East Killara and down Powell St (or in the reverse direction.) Those evening buses which were completing their shift, ran on from Powell and Werona to Gordon Station, where they ran on to the depot in Henry Street, to the south of the station. Weekend and evening services were still not provided.

The two final timetables shown here were issued by Shorelink on the 28 April 2003. The two routes have been issued separately. The route 556 (see page 9) is now listed as Lindfield to East Killara and back, though peak hour service still runs to Killara Station only. Off-peak service skips Killara station and runs on to Chatswood, over what is now numbered the 558 (see page 10). The number 557 for the East Lindfield service has disappeared. Route 556 needs one bus in the peak hour (down from East West's requirements), while route 558 needs at least two (note the arrival at Lindfield at 7.55, three minutes too late to operate the 7.52 departure). School specials to schools which are located off the route 558 account for this pattern.



**Route 556: EAST KILLARA to KILLARA STATION - LINDFIELD STATION**  
Includes Route 558 Linking Gordon - Chatswood

Route Number	GORDON		KILLARA	EAST KILLARA				KILLARA	LINDFIELD	ROSEVILLE	CHATSWOOD			
	Gordon Shops Pacific Highway	Gordon Station West Side	Powell Street & Werona Avenue	Arterial Road & Springdale Road	Churchill Road & Wentworth Avenue	Redfield Road & Koola Avenue	Koola Avenue & Arterial Road	Killara Station	Train departs for City	Stanhope Road & Rosebery Road	Lindfield Station East Side	Train departs for City	Roseville Station East Side	Chatswood Station Railway Street
<b>WEEKDAYS - MORNINGS</b>														
556			6.56	6.59	7.02	7.06	7.09	P	J 7.13A	7.16	7.17	7.23	7.29	7.38
556			S 7.08		S 7.12B	S 7.21	S 7.24	A	7.29	7.34				
556			S 7.13	S 7.16	S 7.18	S 7.21	S 7.24	P	7.25	7.34				
556			S 7.26		S 7.32	S 7.36	S 7.39	A	S 7.43	7.49				
556			S 7.31	S 7.34	S 7.36	S 7.39	S 7.39	P	J 7.43A	7.49	S 7.47	S 7.53	7.58	S 8.08
556			V 7.29	V 7.32	V 7.36	V 7.39	V 7.39	P	J 7.43A	7.49	V 7.47	V 7.53	7.58	V 8.08
556			7.51	7.54	7.56	8.01	8.04	P	8.08	8.16				
556			S 8.24C	S 8.21C						S 8.32	S 8.40	8.47		
556			8.39	8.41			8.44	P	8.48	8.53				
558			8.56	8.59	9.01	9.06	9.09			9.10	9.15	9.19	9.35	9.42
558		9.32	9.56	9.59	10.01	10.06	10.09			10.10	10.15	10.19	10.35	10.42
556	10.59	10.32	10.56	10.59	11.01	11.06	11.09			11.10	11.15	11.19	11.35	11.42
558	11.30	11.32	11.56	11.59	12.01	12.06	12.09			12.10	12.15	12.19	12.35	12.42
<b>AFTERNOONS</b>														
558	1.35	1.37	1.41	1.44	1.46	1.51	1.54			1.55	2.00	2.15	2.20	2.27
556			S 3.01	S 3.03	S 3.08	S 3.16			3.20	3.26				
556						S 3.46					S 3.49	3.54	4.00	
556					S 4.03		S 4.06	Z	4.10	4.16				
556					S 4.03	S 4.08	S 4.11	Z	4.15	4.19				
556			V 4.01	V 4.03	V 4.08	V 4.11	Z	4.15	4.19					
556									4.15A		4.19	4.24	4.31	
556					5.03	5.08	5.11	Z	5.15	5.19				
556				5.26	5.28	5.33	5.36	Z	5.40		Via Werona Av.	5.44	5.53	
556				5.51	5.53	5.58	6.01	Z	6.04	6.11				
556				6.26	6.28	6.33	6.36	Z	6.39	6.44				

**EXPLANATIONS:**

- A - Bus operates to/from Killara Station via Arnold Street.
  - B - Bus diverts via Barrie Street & Saiata Road on school days only.
  - C - Bus operates through this point in opposite direction to normal route.
  - D - During school vacations bus departs Roseville Station at 8.55am.
  - J - Bus arrives/departs Locksley Street beside Killara Post Office.
  - P - Bus operates to/from Killara Station via Springdale Road.
  - S - Operates on School days only.
  - V - Operates during School vacations only.
  - Z - Operates via Werona Avenue, Powell Street and Wattle Road or vice versa.
- \* No service Weekends, Holidays, Good Friday or Christmas Day

**Route 556: LINDFIELD STATION - KILLARA STATION to EAST KILLARA**  
Includes Route 558 Linking Chatswood - Gordon

Route Number	CHATSWOOD		ROSEVILLE	LINDFIELD	KILLARA				EAST LINDFIELD	GORDON					
	Chatswood Station Railway Street	Chatswood Endeavour Street	Roseville Station East Side	Train arrives from City	Lindfield Station East Side	Stanhope Road & Rosebery Road	Train arrives from City	Killara Station	Arterial Road & Springdale Road	Churchill Road & Wentworth Avenue	Redfield Road & Koola Avenue	Koola Avenue & Arterial Road	Powell Street & Werona Avenue	Gordon Station East Side	Gordon Shops Pacific Highway
<b>WEEKDAYS - MORNINGS</b>															
556							7.19	S 7.25	Z		S 7.32	S 7.36	S 7.39		
556							7.25	S 7.30	Z	S 7.34	S 7.36	S 7.39			
556							7.33	7.50	Z	7.54	7.56	8.01	8.04		
556							8.29	V 8.35	Z	8.39	8.41		8.44		
558							8.47	8.55	Z	8.59	9.01	9.06	9.09		
558			D 8.45	9.10	9.15	9.19				9.21	9.23	9.28	9.31	9.34	9.37
558	9.45	9.48	9.55	10.01	10.15	10.19				10.21	10.23	10.28	10.31	10.34	10.37
558					10.45	10.49				10.51	10.53	10.58	11.01	11.04	11.07
558	11.15	11.18	11.25	11.30	11.45	11.49				11.51	11.53	11.58	12.01	12.04	12.07
<b>AFTERNOONS</b>															
558	12.15	12.18	12.25	12.30	12.45	12.49				12.51	12.53	12.58	1.01	1.04	1.07
558	S 2.15	S 2.18	S 2.25	2.30	S 2.45	S 2.49				V 2.51	V 2.53	V 2.58	V 3.01	V 3.04	V 3.07
556	V 2.15	V 2.18	V 2.25	2.30	V 2.45	V 2.49				S 3.39	S 3.55	P	S 4.01	S 4.03	
556										S 3.39	S 3.55	A		S 4.03	S 4.08
556										V 4.01	V 4.03	V 4.08	V 4.11		
558										4.13	S 4.20	P	S 4.26	S 4.28	S 4.33
556										4.13	S 4.20	P	S 4.26	S 4.28	S 4.33
556										4.13	S 4.20	P	S 4.26	S 4.28	S 4.33
556			4.25	4.37	4.45	4.49A	4.49	J 4.55	P	5.01	5.03	5.08	5.11	5.13	
556								5.11	P	5.26	5.28	5.33	5.36	5.38	
556					5.15	5.27	5.35	5.39A	5.41	J 5.45	P	5.51	5.53	5.58	6.01
556								5.51	P	6.11	6.13	6.18	6.21	6.23	6.27
556					5.45	6.00	6.05	6.09A	6.17	J 6.20	P	6.26	6.28	6.33	6.38
558								6.33	P	6.46	6.48	6.53	6.56	6.58	7.01

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## Route 556

### East Killara Area

East Killara - Killara - Lindfield  
 Limited Service

### SHORELINK

A member of the TRANSDEV Group ABN 53 097 409 411  
 Timetable Enquiries Route Services  
 Phone: 131 500  
 Office: 33 Beaumont Road Mt Kuring-gai NSW 2088  
 Phone: (02) 9457 8888 Fax: (02) 9457 9160  
 Postal Address:  
 PO Box 138 Mt Kuring-gai NSW 2080  
 Office Hours:  
 8.00am - 5.00pm Monday to Friday

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# SHORELINK

## BUS TIMETABLE

### Route 556

#### EAST KILLARA

#### Linking

- ▶ East Killara
- ▶ Killara
- ▶ Lindfield

Also shows buses continuing to and from Chatswood

Effective Date  
28 April 2006

Information Line  
**131 500**  
[www.shorelink.com.au](http://www.shorelink.com.au)

Lindfield - East Killara - Lindfield		Route 556										
MONDAY TO FRIDAY												
MORNING												
										9:00c	10:00c	11:00c
6	Killara Station (Locksley)		6:31	6:51	7:11	7:31	7:51			9:30	10:30	11:30
2	Springdale Rd & Arterial Rd	6:15	6:36	6:56	7:16	7:36	7:56	8:41	9:35	10:35	11:35	
		6:20	6:41	7:01	7:21	7:41	8:01	8:46	9:40	10:40	11:40	
4	Koola Ave & Churchill Rd	6:23	6:44	7:04	7:24	7:44	8:04	8:49	9:43	10:43	11:43	
5	Loundes Village							8:52			11:46	
6	Killara Station	6:29	6:50	7:10	7:30	7:50	8:10					
								8:59	9:50	10:50	11:53	
								9:27c	10:20c	11:20c	12:20c	

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**Get FARESAVER**

**Start Saving Now!**

Lindfield - East Killara - Lindfield		Route 556										
MONDAY TO FRIDAY												
AFTERNOON												
	CHATSWOOD - via (Saturday St)	12:00c	1:00c	2:00c								
	UBERFIELD ST (Chatswood Area)	12:30	1:30	2:30								3:00
6	Killara Station (Locksley)				3:40	4:06	4:42	5:12	5:42	6:12	6:42	7:12
2	Springdale Rd & Arterial Rd	12:35	1:35	2:35	3:47	4:13	4:49	5:19	5:47	6:17	6:47	7:17
		12:40	1:40	2:40	3:52	4:18	4:54	5:24	5:52	6:22	6:52	7:22
4	Koola Ave & Churchill Rd	12:43	1:43	2:43	3:55	4:21	4:57	5:27	5:55	6:25	6:55	7:25
6	Killara Station				4:00	4:26	5:02	5:32	6:00	6:30	7:00	7:30
		12:50	1:50	2:50								8:20
		1:20c	2:20c									

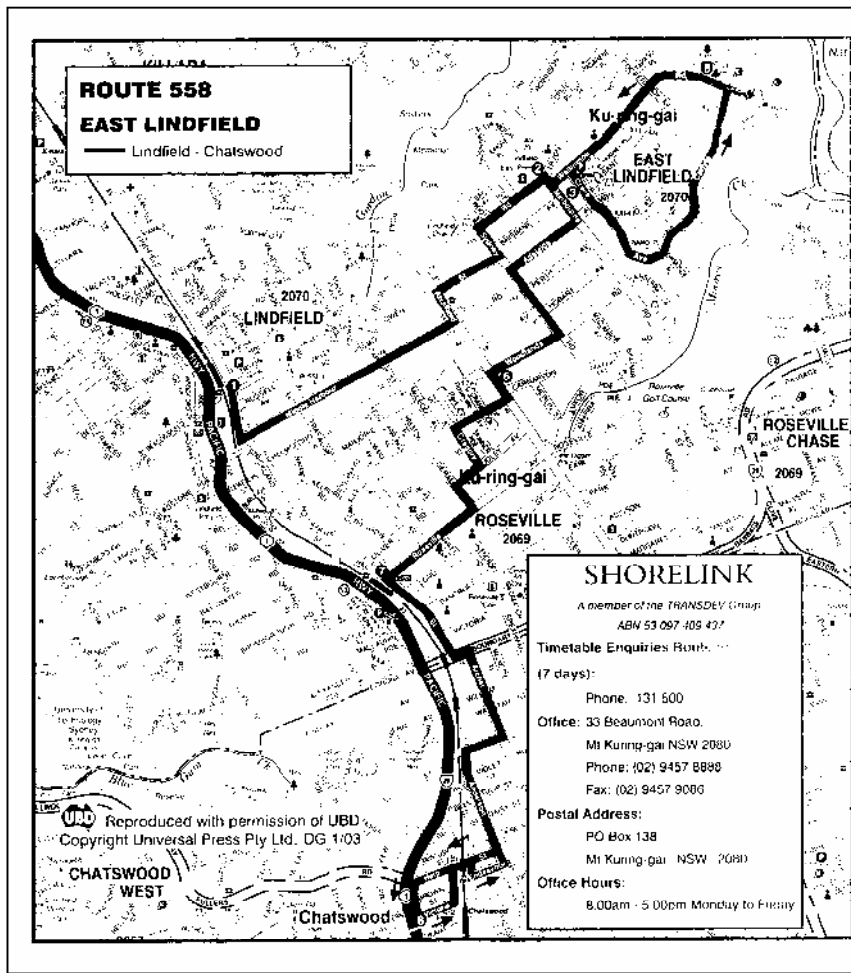
**EXPLANATIONS**

C This journey operates to or from Chatswood via Route 558 through East Lindfield and Roseville

Public Holidays  
 The Sunday Timetable operates on all public holidays and Easter Saturday. There is no service on Christmas Day

Lindfield - East Killara - Lindfield		Route 556									
SATURDAY											
MORNING						AFTERNOON					
		8:45	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:05
2	Springdale Rd & Arterial Rd	8:50	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:10
		8:55	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:15
4	Koola Ave & Churchill Rd	8:58	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:18
		9:05	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	

Lindfield - East Killara - Lindfield		Route 556									
SUNDAY											
MORNING						AFTERNOON					
		8:45		10:30		12:30		2:30		4:30	
2	Springdale Rd & Arterial Rd	8:50		10:25		12:25		2:25		4:25	
		8:55		10:40		12:40		2:40		4:40	
4	Koola Ave & Churchill Rd	8:58		10:43		12:43		2:43		4:43	
		9:05		10:50		12:50		2:50		4:50	



# SHORELINK BUS TIMETABLE

## Route 558

East Lindfield

**Linking**

- ▶ Lindfield
- ▶ East Lindfield
- ▶ Roseville
- ▶ Chatswood

Effective Date  
28 April 2003

Information Line  
**131 500**  
[www.shorelink.com.au](http://www.shorelink.com.au)

**TRANSDEV**

**SHORELINK**  
A member of the TRANSDEV Group  
ABN 53 067 405 437

Timetable Enquiries Book (7 days):  
Phone: 131 500  
Office: 33 Beaumont Road,  
Mt Kuring-gai NSW 2080  
Phone: (02) 9457 8898  
Fax: (02) 9457 9006

Postal Address:  
PO Box 138  
Mt Kuring-gai NSW 2080  
Office Hours:  
8.00am - 5.00pm Monday to Friday

Lindfield - East Lindfield - Roseville - Chatswood																Route 558	
MONDAY TO FRIDAY																	
	MORNING								AFTERNOON								
1 LINDFIELD Station (Lindfield)	7:11	7:52		9:00	9:53	10:53	11:53	12:53	1:53	3:25	<b>4:05</b>	4:27	4:47	5:22	5:42	6:12	6:32
2 Lindfield East Primary School	7:16	7:57	<b>8:40</b>	9:05	9:58	10:58	11:58	12:58	1:58	3:30	<b>4:10</b>	4:32	4:52	5:27	5:47	6:17	6:36
3 EAST LINDFIELD Crane Ave	7:17		<b>8:41</b>	9:06	9:59	10:59	11:59	12:59	1:59	3:32	<b>4:11</b>	4:33	4:53	5:28	5:48	6:18	6:37
4 Lindfield Garden Village				9:09	10:02	11:02	12:02	1:02	2:02	3:36		4:36					
5 East Lindfield Park	7:20		<b>8:44</b>	9:10	10:03	11:03	12:03	1:03	2:03	3:37	<b>4:14</b>	4:37	4:56	5:31	5:51	6:21	6:40
6 Archbold Rd & Woodlands Rd	7:24	8:00	<b>8:48</b>	9:14	10:07	11:07	12:07	1:07	2:07	3:41	<b>4:18</b>				5:55		
7 ROSEVILLE Station (Roseville)	7:30	8:05	<b>8:52</b>	9:18	10:11	11:11	12:11	1:11	2:11	3:45	<b>4:22</b>						
8 CHATSWOOD Station (Chatswood)				9:27	10:20	11:20	12:20	1:20	2:20	3:54							

Chatswood - Roseville - East Lindfield - Lindfield																Route 558	
MONDAY TO FRIDAY																	
	MORNING								AFTERNOON								
8 CHATSWOOD Station (Chatswood)				9:00	10:00	11:00	12:00	1:00	2:00		4:00						
7 ROSEVILLE Station (Roseville)		7:35	8:09	<b>8:54</b>	9:07	10:07	11:07	12:07	1:07	2:07	3:22	4:07		5:07		6:07	
6 Archbold Rd & Woodlands Rd		7:38	8:12	<b>8:52R</b>	9:11	10:11	11:11	12:11	1:11	2:11	3:26	4:11		5:11		6:11	
5 EAST LINDFIELD Crane Ave	7:17	7:42	8:16	<b>8:56</b>	9:15	10:15	11:15	12:15	1:15	2:15	3:30	4:15	4:33		5:28		6:18
4 Lindfield Garden Village				9:18	10:18	11:18	12:18	1:18	2:18			4:18					
3 East Lindfield Park	7:20	7:45	8:19		9:18	10:19	11:19	12:19	1:19	2:19	3:33	4:19	4:37		5:31		6:21
2 Lindfield East Primary School	7:23	7:48	8:22	<b>8:07</b>	9:21	10:21	11:21	12:21	1:21	2:21	3:35	4:21	4:39	5:15	5:33	6:15	6:23
1 LINDFIELD Station (Lindfield)	7:30	7:55	8:30	<b>8:12</b>	9:27	10:27	11:27	12:27	1:27	2:27	3:42	4:25	4:43	5:19	5:37	6:19	6:27

Lindfield - East Lindfield																Route 558
SATURDAY																
	MORNING				AFTERNOON											
1 LINDFIELD Station (Lindfield)	9:59			11:53			1:53	3:53								
2 Lindfield East Primary School	9:59			11:59			1:59	3:59								
3 EAST LINDFIELD Crane Ave	9:59			11:59			1:59	3:59								
4 Lindfield Garden Village	10:02			12:02			2:02	4:02								
5 East Lindfield Park	10:03			12:03			2:03	4:03								
2 Lindfield East Primary School	10:05			12:05			2:05	4:05								
1 LINDFIELD Station (Lindfield)	10:10			12:10			2:10	4:10								

**EXPLANATIONS**

*Grey highlight: Bus operates on school days only*

**R** Operates from Post Office side of Hill Street via Bancroft Avenue, Archbold Road, Woodlands Road, Sydney Road, Tryon Road and Wellington Road to Crana Avenue.

**T** Operates to Lindfield Station via Tryon Road omitting Owen Street and Middle Harbour Road.

**Public Holidays**

The Route 558 operates on Weekdays and Saturdays. No Services on Sundays, Easter Saturday or Public Holidays. No Service on Christmas Day

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# DAYLESFORD



## DIESEL DAY TRIPS NOW RESUMED

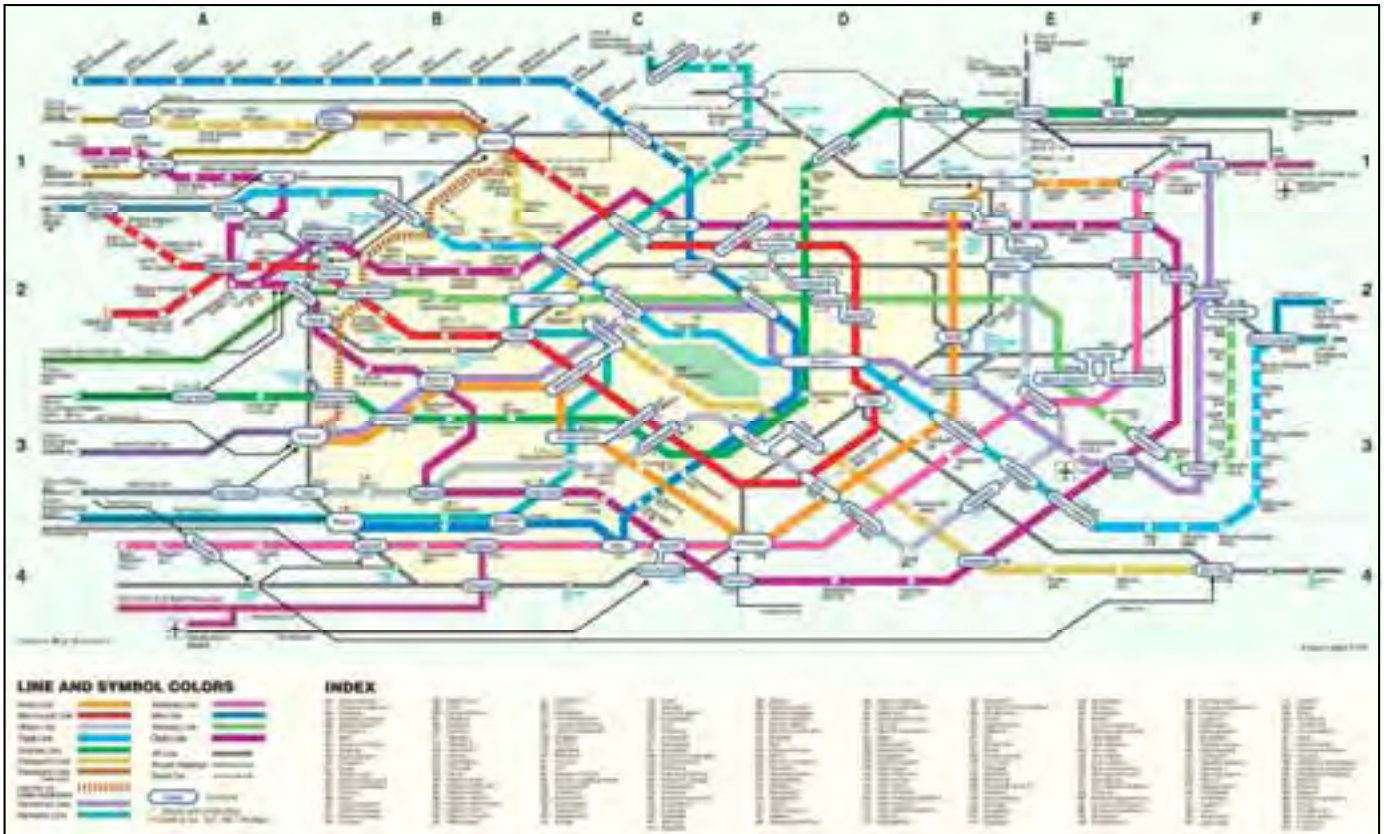
1st Class **23/-** Return  
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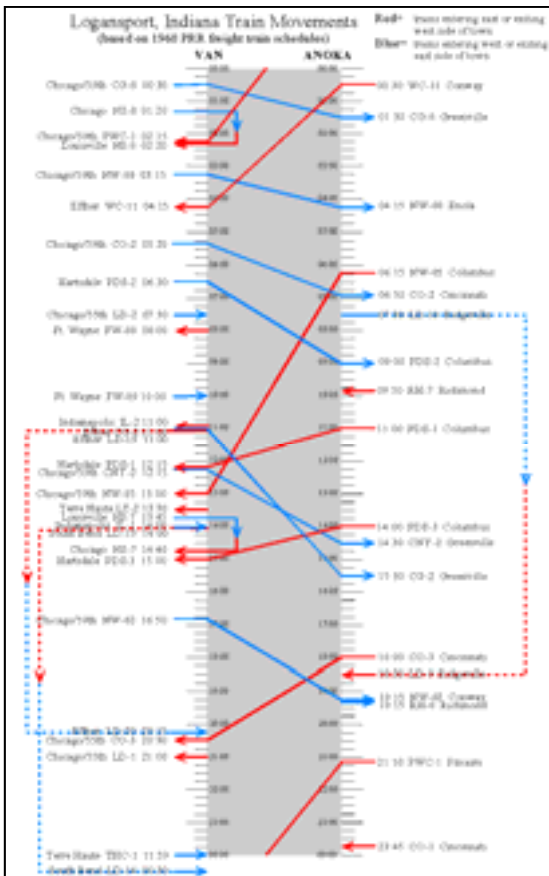
All information and bookings at  
**VICTORIAN GOVERNMENT TOURIST BUREAU**  
of  
**SPENCER STREET STATION**

When Googling for images of Wombat station for the "Animal Stations" story starting on page 3 (we didn't find any), the above images popped up. They are from the Victorian Public Record Office's collection. It is difficult to be sure, but the left hand brochure appears to apply to 1955. The right-hand brochure may have post-dated it. At the time, VR was beginning to get into the swing of publishing Public Time Tables, having just produced its first for 14 years. The line through Wombat had been closed 2 years before; it is not known if the 280 HP Walker DRCs ever ran over it. That right-hand picture doesn't look like the Daylesford line to me—Castlemaine-Maryborough, perhaps? Below is the Daylesford page from the State-wide passenger WTT of 1956, showing this service.

		11				W.T.T. 60/54.
WOODEND-DAYLESFORD.						
Down.	65 Diesel Rail Car (280 H.P.) Daily	91 PASS. SAT.	113 Diesel Rail Car (280 H.P.) Sat. Exc.	135 PASS. SUNDAY		
MELBOURNE— (Spencer Street) ...	A.M. 9 30	P.M. 12 20	P.M. 4 55	A.M. 9 20	...	
WOODEND ...	dep. 10 37	2 11	8 15	10 50	...	
Carlsruhe ...	10 43	2 18	8 21½	*	...	
Tylden ...	10 49	2 26½	8 27½	*	...	
Fern Hill ...	10 57	2 36	8 34½	11 20	...	
Trentham ...	11 6	2 47	8 43	11 32	...	
Lyonville ...	11 14	2 56½	8 51½	11 38	...	
Bullarto ...	11 20	3 3	8 57½	11 44	...	
Musk ...	11 26	3 10½	7 3½	11 50	...	
DAYLESFORD ...	arr. 11 45	3 25—	7 15	12 15	...	
UP.	34 PASS. MON.	38 Diesel Rail Car (280 H.P.) Mon. Exc.	64 Diesel Rail Car (280 H.P.) Sat. Exc.	70 Diesel Rail Car (280 H.P.) Sat.	122 PASS. SUNDAY	
DAYLESFORD ...	A.M. 6 0	A.M. 6 50	P.M. 2 40	P.M. 4 25—	P.M. 6 20	
Musk ...	6 10½	6 55	2 49½	4 34½	*	
Bullarto ...	6 18½	6 55	2 57½	4 42½	*	
Lyonville ...	6 26½	6 55	3 2½	4 47½	*	
Trentham ...	6 33	7 16	3 11	4 55	6 54	
Fern Hill ...	6 43	7 23½	3 18½	5 2½	7 3	
Tylden ...	6 49½	7 23½	3 24½	5 8½	*	
Carlsruhe ...	6 56	7 25½	3 30½	5 14½	*	
WOODEND ...	arr. ...	...	...	...	...	
MELBOURNE— (Spencer Street) ...	dep. 7 5	7 46	3 37	5 21	7 24	
	arr. 8 38	8 53	4 42	6 25	8 52	



Mr Beck's famous London **UNDERGROUND** system diagram maps have been much copied in the 74 years since they first appeared. Their graphic simplicity did much to change travelling habits. Some systems, though, do not yield readily even to Beck's simplification. The above is a Tokyo subway system map, given the Beck treatment. Could you use it to find your way around?



The chart at left is a timetable of freight trains passing through Logansport on the Pennsylvania Railroad (map below). The chart and the map come from a website maintained by Mark Bej, who adapted the concept of a graphical timetable to display trains in a very localised area. The web site has much other timetable-related material, including a background discussion on the conventions behind the American system of producing public timetables as a series of consistently numbered "forms".

Find the site at: <http://broadway.pennsyr.com/rail/>



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### Memorable Success of "The Daily News" Exodus to Serpentine Falls

#### IMPRESSIONS BY THE WAYSIDE

IDEAL WEATHER and beautiful scenery made "The Daily News" Mystery Hike yesterday a memorable success. Yesterday over three thousand hikers rambled beyond the Serpentine Falls and over the almost majestic hills which form the gorge down which the river thunders. The crowd mixed well and although mostly strangers to each other, became a happy brotherhood of the out-of-doors. Youth predominated, but there were also a number of elderly people.

The element of mystery provoked the interest of many who had not previously hiked and the promise of a fine day after a dreary week of rain and storm did the rest. Quite early in the morning people swarmed to the Central Station and three long trains were needed to transport the 3100 hikers to the secret destination.

Prior to the departure of the first train, sealed orders were handed to the train crew by the secretary of the Railway Department (Mr. J. F. Tomlinson). None of the hikers, however, knew where X was located, although some of the huge crowd, naturally, guessed correctly.

Almost 90 per cent. of the excursionists, after confidently stating that one or the other of the many popular hill resorts would be the location of the hike, received a surprise when the mystery expresses switched off at the East Perth junction on to the South-Western line.

#### Wild Guesses

There were more wild guesses than, but as the trains flashed through station after station it was gradually realised that Serpentine Falls represented the mysterious X which had been so provocative a symbol.

The residents of Serpentine were astonished when hordes of people in varied costumes and equipped with haversacks and bags alighted from the special trains and commenced to trudge to the Falls.

A number of the girls dressed the part, but some wore the bell-bottomed trousers more familiar to the deck than the trail. Most wore tweed skirts, gay jumpers and caps. Some of the male hikers carried long staffs that looked like alpenstocks, and although some preferred shorts and breeches, most wore the baggy trousers of the everyday type with an open shirt and a sweater. A Chinaman with a cat on a leash was in the throng.

When the gay crowd wended its way through the pasture-lands of the foothills and approached the imposing architecture of the ranges surrounding the Falls it provided a wonderful spectacle.

#### The Camp Site

The stream of people broke at the camp-site which was located near the Rapids below the Falls. Hikers filled

the valley and spread up the sides of the hills as they settled down to lunch. Their gay chatter was almost as noisy as the thunder of the Falls and the muffled roar of the Rapids. Their gay costumes rivalled the colors of Nature.

After lunch hikers joined in community singing, which was conducted by Mr. F. J. Watkin and led by the R.S.L. Band. Several youths had ukuleles and conducted their own community singing. Others accompanied their friends on mouth organs. Altogether it was a happy outing.

Early in the afternoon the hikers moved up the valley. Some crossed the river by the footbridge below the Falls and after passing through the spray of the roaring waters penetrated the hills on the north side, but most kept to the southern side and enjoyed easier conditions. But all found the upper valley a wonderland.

#### The Hill-Climbers

Then there were the hikers, who preferred hill-climbing and indulged their preference by ascending the high and acutely sloping hills which form the face of the ranges. From here they looked across the dairying country of Serpentine to the sea near Garden Island. The view was worth the strenuous climb.

But whether they hiked or climbed or whether they rested near the restless Rapids or the basin of the Falls they all thought the Mystery Hike a wonderful success.

Several stages of the hike, which was conducted by "The Daily News" Hiking Club in conjunction with the Railway Department, were filmed by Fox Movietone and the film will be showing at the Capitol Theatre tonight.

Passing showers, as the wayfarers, happily tired, journeyed back to the trains, did not diminish enthusiasm. Hiking has become a settled cult in this State.

#### Lingering Impressions

Lingering impressions of a unique enterprise in our community life are that such outings not only develop the spirit of friendliness, but also appreciation of beauty which is cultural. The community singing was something in the nature of a service in the cathedral of out-of-doors. It would not be possible to find a better-behaved or better-humored crowd anywhere.

## Destination X—revealed at last!

Last year, we published a WAGR special train advice of a 1932 excursion to be run to "Destination X", a place so secret that the advice did not contain details of it. The drivers were handed sealed orders as their train pulled out from Perth station. Where was "X"?

Now, AATTC member David Whiteford has provided us with the answer. The trains (there were 2 of them) were taking their passengers to Serpentine Falls, not far from the eponymous station on the South Western Railway line. The excursions proved remarkably popular, attracting 3,100 people, a "gay crowd" which included a "Chinaman with a cat on a leash".

The trains ran via East Perth and Mundijong and a 1937 working timetable for this line appears overleaf, showing the Sunday service. Normally, one could not make a Sunday return trip to Serpentine.

Serpentine was not really very far from Perth—one of the attractions then and now is the "Perth skyline"—but it did allow patrons to maximise the time they could spend at this spot.

The WTT is from the extensive collection held by the Library and Information Services of Western Australia.

Serpentine Falls—their destination—is shown below. Thanks to LISWA for this, too.



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PERTH TO BUNBURY—continued.

DOWN.		WEEK DAYS.					SUNDAYS.		
STATIONS.		33 Gds. Tu.Th. F. C.	35 Gds. M. W.	23 Gds. S.E.	15 Fast Mxd. S.E.	15 Pass. Mon.	163 Pass.	23 Gds.	15 Pass.
PERTH W.T.	... dep	p.m. 6 45	...	p.m. 8 25	p.m. 11 40	Ex	p.m. 3 15	p.m. 8 25	p.m. 11 50
East Perth †	... ..	—130	...	...	Mon. Excepted.	Perth	3 18	...	Mon.
Armadale † W	... arr.	7 45	8 35	9 25	12 30	Sun.	4 2	...	a.m. 12 30
Do.	... dep.	7 55	8 50	9 35	—24 12 35	a.m.	4 5	9 30	12 35
Wongong *	... ..	...	...	...	a	a	4a11	...	a
Byford † A.N.	... arr.	—116	...	—42	...	...	4 18	...	...
Do.	... dep.	8 12	...	9 55	12 50	12 53	4 23	...	12 53
Cardup Sliding *	... ..	...	...	...	a	a	...	...	a
MUNDIJONG †	... arr.	...	...	...	—26	...	...	...	...
Do.	... dep.	...	—42	—28	1 5	1 7	4 35	...	1 7
Mardella *	... ..	...	...	...	a	a	4a42	...	a
Serpentine † W A.N.	... arr.	8 47	9 43	...	1 20	...	4 47	...	...
Do.	... dep.	—42 8 57	9 53	10 40	1 27	1 30	...	...	1 30
Keysbrook * † A.N.	... arr.	...	...	...	...	...	...	...	...
Do.	... dep.	—28 9 30	...	—24	—16 1a47	1a49	...	...	1a49
North Dandalup †	... arr.	...	...	...	2 1	...	...	...	...
Do.	... dep.	...	—24	...	2 2	2 2	...	...	2 2
Venn * † A	... arr.	10 0	...	...	2 13	2 11	...	...	2 11
Do.	... dep.	—24 10 10	...	—26	—32 2a20	2a17	...	...	2a17
PINJARRA † W.T.	... arr.	10 24	11 0	11 55	2 31	2 26	...	11 55	2 26
Do.	... dep.	—26 11 0	11 20	12 30	2 48	2 45	...	Mon. 12 20	2 45
Coolup † A.N.	... arr.	11 24	11 40	...	3 7	3 0	...	...	3 0
Do.	... dep.	—16 11 34	—16 11 50	...	—32 3 12	—14 3 3	...	...	—14 3 3
Waroona † W	... arr.	11 58	...	...	...	...	...	...	...
Do.	... dep.	—32 12 20	Tu. Th a.m.	...	3 33	3 22	...	...	3 22
Hamel *	... ..	...	...	...	a	a	...	...	a
Wagerup *	... ..	...	...	...	a	a	...	...	a
Yarloop † W	... arr.	12 50	12 42	2 0	3 59	...	...	2 0	...
Do.	... dep.	—14 1 0	12 55	2 35	—36 4 9	3 49	...	—14 2 35	3 49
Cookernup *	... ..	...	...	...	4a18	3a56	...	...	3a56
Warawarrup *	... ..	...	...	...	4a29	4a 4	...	...	4a 4
Harvey †	... arr.	1 32	1 17	...	4 35	4 9	...	...	4 9
Do.	... dep.	—14 1 45	—14 1 45	3 30	4 37	4 13	...	...	4 13
Wokalup	... ..	...	...	...	4 45	4 20	...	...	4 20
Benger * † A.N.	... arr.	...	...	...	...	...	...	...	...
Do.	... dep.	...	...	...	5a 4	4a34	...	...	4a34
Brunswick Jct. † W.T.	... arr.	2 35	2 25	4 25	5 18	4 45	...	4 15	4 45
Do.	... dep.	—36 ...	—36 ...	...	5 38	Fast Mxd. 5 10	...	...	Fast Mxd. 5 10
Roelands *	... ..	...	...	...	5a45	5a17	...	...	5a17
Burekup *	... ..	...	...	...	5a51	5a23	...	...	5a23
Waterloo * † A	... arr.	...	...	...	5 59	5 31	...	...	5 31
Do.	... dep.	...	...	...	—60 6 5	5 37	...	...	5 37
PICTON JCT. †	... arr.	...	...	...	6 15	5 47	...	...	5 47
Do.	... dep.	...	...	...	Tu. W. F.	Th. S.	...	...	...
South Bunbury *	... ..	...	...	...	6 23	—37, 21 6 30	6 0	...	6 0
BUNBURY † W.T.	... arr.	...	...	...	6a30	6a37	6a 6	...	6a 6
					6 34	6 41	6 10	...	6 10

For Local Trains, Brunswick Junction-Bunbury, see page 119.



**Above:** This colour photograph appeared recently on the cover of an Australian Working Time Table. If you subscribe to AATTC's "Timetables on CD", you probably have it. Where is the photo taken? Who owned the locomotive? On which WTT did it appear? Why can't you remember seeing it? Would you like to write about it?

**Below**– A trip to Cloudland....why can't we have railway time table covers like these?



**OFFICE OF THE BALTIMORE AND OHIO RAIL ROAD, 90th May, 1830.**—*This is to give notice, that the Rail Road between Baltimore and Elliott's Mills will be opened for the transportation of Passengers on MONDAY, the 24th inst. A brigade or train of Coaches will leave the Company's Depot on Pratt street, and return, making three trips each day, starting at the following hours precisely, viz—*

Leave Baltimore at 7 A.M. and Elliott's at 9 A.M.  
do at 11 A.M. and do at 1 P.M.  
do at 4 P.M. and do at 6 P.M.

The price for the trip of 26 miles will be seventy-five cents for each person. Tickets to be had at the Depot. Should the demand be found to exceed the present means of accommodation, passengers will be under the necessity of going and returning in the same coach, until a sufficient additional number of carriages can be furnished. As soon as this can be effected, of which due notice will be given, provision will be made for travelling a shorter distance than the whole trip.

P. E. THOMAS, President,  
Balt. & Ohio R. R. Company.  
may 20 d3t

**The perils of typesetting:** The timetable at left *could* have been the earliest railway timetable on Planet Earth—but the typesetter got his date wrong by 10 years. The B&O actually opened in 1830. Even so, this newspaper advertisement might *still* well be the earliest railway timetable of all time. The Stockton & Darlington—5 years its senior—was still running without a formal timetable in 1830. Thanks to “Sky” Magary, NAOTC webmaster, for this timetable.



Time	Stop	Stop Number
7:00am <sup>1</sup>	Warrenwood, Pittwater Rd nr Jacksons Rd	210259
7:02am <sup>1</sup>	Narrabeen, Pittwater Rd nr Narrabeen Lakes	2101104
7:04am <sup>1</sup>	Narrabeen, Pittwater Rd nr Goodwin St	2101108
7:06am <sup>1</sup>	Collaroy, Pittwater Rd nr Collaroy Beach S.L.S.C	209789
7:08am <sup>1</sup>	Collaroy, Pittwater Rd nr Ocean Cr	209787
7:10am <sup>1</sup>	Dee Why, Pittwater Rd nr Dee Why Lagoon	2099219
7:12am <sup>1</sup>	Dee Why, Pittwater Rd nr Howard Av	2099208
7:18am <sup>1</sup>	Narrabeen, Warringah Rd nr Alfred St	2099121
7:21am <sup>1</sup>	Beacon Hill, Warringah Rd nr Willandra Rd	210052
7:27am <sup>1</sup>	Frenchs Forest, Warringah Rd nr Forest High School	2086106
7:31am <sup>1</sup>	Forsythville, Warringah Rd nr Starkey St	208714
7:35am <sup>1</sup>	Roseville Chase, Balbagge Rd nr Dunroon Av	206969
7:38am <sup>1</sup>	Roseville, Boundary St nr Archbold Rd	206071
7:47am <sup>1</sup>	Cherrywood West, Fullers Rd nr Greville St	205729
7:51am <sup>1</sup>	North Ryde, Delft Rd nr Plessey Rd	2113304
7:55am <sup>1</sup>	Macquarie Park, Epping Rd nr Wilks Rd	2113306
7:58am <sup>1</sup>	North Ryde, Lane Cove Rd nr North Ryde Primary	2113188 <a href="#">Contract Timing Point</a>
8:00am <sup>2,3</sup>	Ryde, Lane Cove Rd nr Quarry Rd	2113113
8:07am <sup>1</sup>	Ryde, Devlin St nr Blackland Rd	2112246
8:10am <sup>1</sup>	Rhodes, Concord Rd nr Mary St	213821
8:21am <sup>1</sup>	Sydney Olympic Park	212739

**Notes**

- 1. Stop Restriction: Passenger Pick Up only
- 2. Indicates approximate time only
- 3. Stop Restriction: Passenger Get Down only



**The snake turns.** Last year, we displayed—with a certain degree of sarcasm—the twisting and turning “snake diagram” timetable for the Sydney Royal Easter Show buses. It must have had an impact—this year the snake went straight (left & below left).

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Well, you could have fooled me. This is from a 1990s Westrail Working Timetable