



The Times

September 2007

A journal of transport timetable history and analysis



Inside: To Govett's Leap
5 million miles per year by horse coach
Mooroopna and Trentham

RRP \$2.95
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The Times

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

Print Publication No: 349069/00070, ISSN 0813-6327

September 2007

Issue No. 282 Vol 24 No. 09

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On the front cover

The era of the coach as a means of public transport in Australia lasted for about 130 years— not far short of the era of the train (so far, anyway). The story of Cobb & Co. is legendary and *The Times* contained a review of the company's Victorian timetable book last year. While Cobb & Co. dominated the scene in several states and for several decades, they were far from the only operators. In 1912, Cobb & Co. had only a year to live out in NSW, but the horse coach services in that state still had at least a decade to run and they continued to outperform the NSWGR in route miles and coach miles until after the First World War. Very little of this vast network has been documented and certainly not the timetables of the services provided on it. In this issue, we review these timetables— sourced from (of all places) the timetables of the NSWGR. The cover photos are of Cobb and Co stage coach against an approaching dust storm, near Gulgong in 1871 (National Archives of Australia photo.) and Oldfield's coach outside the Carrier's Arms Hotel in Bourke in 1910 (NSW State Library photo). The latter was probably the coach that ran the services to Hungerford, which feature in the article.



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From Wombat St to Govett's Leap

JIM O'NEIL takes us to the edge of the world on a bus

In the late fifties and early sixties, my family took a number of summer holidays in Blackheath in a house on the Great Western Highway just south of the station, from where I was able to see the green and purple buses of the Mt. Victoria Bus Co. going south to Katoomba and northwards to either Mt. Victoria or Govett's Leap. This latter point is a waterfall, discovered by the government surveyor and modestly named after himself, and not, as gullible tourists are told, the site at which a bushranger leapt to his death to avoid capture. The buses went there, not only to take tourists, whether gullible or otherwise, to see the waterfall, but also to serve the built-up area running east from Blackheath Station, which was most strongly developed along Govett's Leap Road at that time.

I first obtained a timetable for this bus service in early 1962. The timetable (see right, lower) was effective from 13th February 1961, and included the Blackheath timetable, which covered only one page in a booklet otherwise devoted to the Katoomba - Woodford bus service, which took up five pages. While only one address was given on the front cover - James Bldgs., Katoomba St, Katoomba; Phone Katoomba 545 - and no proprietor is listed for either service, I have no other evidence to indicate common ownership of the Mt. Victoria Bus Co. and the livery of yellow with a red stripe of Katoomba-Woodford does not suggest common ownership. The Mt. Victoria timetable is unusual for a bus service in that it covers all seven days of the week in the one timetable, with fewest services on a Sunday and more on the other days of the week.

The first service, the 7.20 from Mt. Victoria ran only on Mondays to Fridays (marked mf) and the next, at 8.20 ran also on Saturdays (ns for not on Sunday). From the nine o'clock bus onwards the same service operated on all seven days of the week until the 4.25 from Katoomba, which ran Mondays to Fridays to Govett's Leap, but on the other two days, marked ss (Saturday and Sunday), it ran to Mt. Victoria. On Mondays to Fridays the bus then went back to Katoomba and left there at 5.40 for Mt. Victoria. On Wednesdays and Saturdays a final bus ran from Mt. Victoria at 7.15, returning from Katoomba at 10.45, with no timings given after leaving Katoomba. This was presumably a service for picture goers, although the usual indication "will await termination of Pics." is not given for the late evening bus, but only for the 5.05 bus after the Saturday afternoon picture show, marked * on the timetable.

Govett's Leap was served only in the morning off-peak and the later afternoon, which may be an indication that tourists were travelling more often at these times. Mt. Victoria was important at other times, not so much because of its value as a source of passengers—it had a smaller population than the area between Blackheath Station and Govett's Leap and anyway the railway provided an alternative method for travelling to Katoomba—as the fact that the bus depot was located there. Shifts both began and ended near the bus

depot. Only two buses were operating at any one time, but I observed three buses operating at any one day. I believe the first bus out, at 7.20mf, ran until 1.15, when it was replaced by another bus at 1.20, which ran on until the evening services. The third bus then started at 9.00, ran until 12.40 and then resumed at 2.05, finishing its operation at 5.35.

In early 1962 there was a fourth bus operating between Katoomba and Catalina Park. This was covered by a sheet inserted

Commencing 26th December 1961

CATALINA PARK

DAILY

Dep Savoy Theatre	Arr & Dep Catalina Park	Arr Katoomba Station
9.50am	10.00am	10.10am
10.15	10.25	10.35
10.40	10.50	11.00
11.05	11.15	11.25
11.30	11.40	11.50
11.55	12.05pm	12.15
12.20pm	12.30	12.40pm
12.40	12.50	1.00
2.00	2.10	2.20
2.25	2.35	2.45
2.50	3.00	3.10
3.15	3.25	3.35
3.40	3.50	4.00
4.05	4.15	4.25
4.30	4.40	4.50
4.55	5.05	5.15

<u>MT. VICTORIA - BLACKHEATH - KATOOMBA</u>					<u>KATOOMBA - BLACKHEATH - MT. VICTORIA</u>				
N.S. Via	Govett's Leap	Blackheath Station	Woolley Bath	Kat'v'ns Station	Kat'v'ns Station	Woolley Bath	Blackheath Station	Govett's Leap	N.S. Via
<u>Daily</u>					<u>Daily</u>				
7.20mf	-	7.30mf	7.40mf	7.50mf	7.50mf	8.00mf	8.10mf	-	8.20mf
8.20ns	-	8.30ns	8.40ns	8.50ns	8.50ns	9.00ns	9.10ns	-	9.20ns
9.00	-	9.20	9.30	9.40	9.50	10.00	10.10	10.20	-
9.50	-	10.00	10.10	10.20	10.25	10.35	10.45	10.55	-
-	10.25	10.35	10.45	10.55	11.00	11.10	11.20	11.30	-
-	11.00	11.10	11.20	11.30	11.35	11.45	11.55	-	12.05
-	11.35	11.45	11.55	12.05	12.10	12.20	12.30	-	12.40
12.10	-	12.20	12.30	12.40	12.45	12.55	1.05	-	1.15
1.40	-	1.50	1.40	1.50	2.05	2.15	2.25	-	2.35
2.05	-	2.15	2.25	2.35	2.40	2.50	3.00	3.10	-
2.45	-	2.55	3.05	3.15	3.20	3.30	3.40	3.50	-
-	3.15	3.25	3.35	3.45	3.50	4.00	4.10	-	4.20
-	3.50	4.00	4.10	4.20	4.25	4.35	4.45	4.55mf	4.55ns
4.25	-	4.35	4.45	4.55	5.05*	5.15	5.25	-	5.35
-	5.05mf	5.15mf	5.25mf	5.35mf	5.40mf	5.50mf	6.00mf	-	6.10mf
7.15ns	-	7.25ns	7.35ns	7.45ns	10.45ns	-	-	-	-

mf - Monday to Friday ns - Not on Sunday ws - Wednesday & Sat.
 ss - Saturday & Sunday * will await termination of Pics. Sat.

in the timetable I got in 1962, printed in black ink on orange paper (in contrast with the blue ink on white paper of the timetable booklet - see top of A.) This Catalina Park timetable covers the shortest run known to me: Catalina Park was about half a mile out of Katoomba, although the timetable allows ten minutes between the two timing points, the same time allowed for the regular buses to run from Katoomba to Medlow Bath, a much longer distance. Time must have been allowed for the patrons of the racing circuit then operating at Catalina Park to get on and off the bus. The Catalina Park bus ran every twenty five minutes, with a break for lunch between 1.00 and 2.00 p.m., giving sixteen runs, the same number as on the regular service on Wednesdays, the day of its most frequent operation. The timetable commenced on the 26th December 1961.

The last figure in the year is unclear on the Catalina Park timetable, but is revealed on the timetable on the other side of the orange sheet (see page 3, upper), which covers the Christmas and New Year holiday timetables for 1961-62. Christmas day has a special timetable, which requires only a single bus to operate it. Mt. Victoria (note the abbreviated forms of all the place-names) is covered only at the start and end of the day. There is no service to Govett's Leap, with the bus turning around at Blackheath and having a two hour lunch break between 12.40 and 2.40. On the other public holidays, Sunday services were run, while on Saturday 30th December, which was a Saturday, extra picture buses were run, requiring two buses in service (the 7.00 p.m. could return to Mt. Victoria to operate the 8 o'clock service.) I expect that both buses left together after the show at 10.45.

My next timetable was issued on 1st July 1997 (see page 6) by the Katoomba Leura Bus Service, which had taken over the Mt. Victoria service. As the service was now operated from a depot in Leura, the service to Mt. Victoria was reduced to four runs on school days and only two in the school holidays and was operated from the Katoomba end of the run, although it now extended to Mt. York Road. The Mt. Victoria service was listed on a separate timetable, while the buses were included in the Blackheath timetable.

As we can see from the map (which is rather schematic - the roads do not run at right angles in reality) several additional areas of Blackheath were now serviced:- Evans lookout to the south of Govett's Leap, Hat Hill Road to its north and Waragil Street and Wombat Street to the northwest of Blackheath Station. In this last area, Waragil Street was serviced by only one bus in the day, at 2.28 p.m. - it ran up to the rear of Blackheath Station, but how did passengers get home again? Wombat Street was served by buses going

to Mt. Victoria, though not those in the reverse direction, while Blackheath buses ran first to Hat Hill Road and then to Govett's Leap with some buses making further, shorter diversions. The had been an increase on the number of buses on Mondays to Fridays, but on Saturdays there were only three buses to Blackheath and none to Mt. Victoria. Govett's Leap was not served on Saturdays, although the buses did go to the National Park Centre, a short distance away, and the shorter diversions were not served. There was no service on Sundays.

My next timetable (see page 7) was issued

in December 2001 by Pearce Mountainlink, which had now taken over Katoomba Leura Bus Service. There are fewer services both to Blackheath and to Mt. Victoria, which are still listed on separate timetables, although the buses running to Mt. Victoria divert to Evans Lookout, Govett's Leap and Hat Hill Road northbound and via Wombat Street as well as the eastern diversions southbound. The Waragil Road diversion has disappeared and Wombat Street is now served only in the southbound direction. How did one get there from Katoomba or Blackheath, or did Wombat Street passengers always arrive and leave at different railway stations?

KATOOMBA - MT. VICTORIA BUS SERVICE
XMAS & NEW YEAR HOLIDAYS 1961 - 62

TIME TABLE ARRANGEMENTS

XMAS DAY - MONDAY 25th Dec. Special Time Table as under

Mt. Vic	9.45			
B'h'ath	9.55	10.45	11.35	12.20
Medlow	10.05	10.55	11.45	12.30
Kat'ba	10.15	11.05	11.55	12.40
Kat'ba	10.20	11.10	12.00	
Medlow	10.30	11.20	12.10	
B'heath	10.40	11.30	12.20	
B'heath		3.05	3.55	4.45
Medlow		3.15	4.05	4.55
Kat'ba		3.25	4.15	5.05
Kat'ba	2.40	3.30	4.20	5.10
Medlow	2.50	3.40	4.30	5.20
B'heath	3.00	3.50	4.40	5.30
Mt. Victoria				5.40

BOXING DAY - 26th Dec. 'Sunday' Time Table
NEW YEAR DAY - 1st Jan. " " "

SATURDAY - 30th Dec. Ordinary Sat Service
Evening buses dep Mt. Victoria for Katoomba at 7.00pm and 7.15pm.
at 8.00pm.



There appear to be four runs on the Mt. Victoria service, but the final column lists only the times 3.44 from Blackheath, 4.00 at Medlow Bath and 4.07 arrival at K-mart Katoomba. This seems to be the same bus listed as leaving Wombat Street at 3.07. Blackheath at 3.44 and Medlow Bath at 4.00, but no arrival listed for Katoomba on the Blackheath timetable. It seems likely that this run was a continuation of the one listed arriving at the Great Western Highway and Sunbeam Avenue at 2.58p.m. One timing point has been omitted on each of the timetables and the last section put in

error in a new column in the Mt. Victoria timetable. Govett's Leap is still shown on the map, but only the National Parks Centre (H.Q. on the map) is shown on the timetable. Only in one area has there been an increase in service since 1997: there are now four services on Weekends and Public

holidays, while there had only been three on Saturdays and

[The Editor has added some modern (2006) route maps and timetables for these services for comparison— page 8]



**KATOOMBA to MEDLOW BATH - BLACKHEATH - MT VICTORIA - Returning to KATOOMBA
MONDAY TO FRIDAY**

Bus Departs	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm				
K-Mart	..	..	..	..	..	..	..	..	9.35	10.35	11.35	12.35	1.35	2.05	2.35	..	3.35h	..	..	4.35	5.10			
Carrington Bus Stop	7.30s	..	7.40	..	8.10s	8.30s	8.30h	9.00h	9.40	10.40	11.40	12.40	1.40	2.10	2.40	..	3.40	..	..	3.40s	4.40	5.15		
MEDLOW BATH	7.35s	..	7.45	..	8.15s	8.35s	8.35h	9.05h	9.45	10.45	11.45	12.45	1.45	2.15	2.45	..	3.45	..	..	3.45s	4.45	5.20		
Brightlands Ave	..	..	..	..	..	..	8.39h	..	..	..	11.48	..	1.48	..	2.48	..	3.48	..	..	..	..	5.23ar		
Evans Lookout/Links	..	..	..	..	..	8.40s	8.40h	..	..	..	11.50	..	1.50	..	2.50	..	3.50	..	..	..	..	5.25ar		
BLACKHEATH	7.45s	..	7.55	..	8.20s	8.50s	8.50h	9.10h	9.55	10.55	12.00	12.55	2.00	2.25	3.00	..	4.00	4.00s	3.55s	4.55	5.30	..		
Waragil St	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2.28	..	..	..	..	..	..	..	..
Wombat St	..	..	..	8.10s	8.25s	9.00s	..	..	..	..	12.05	..	..	2.30	..	..	..	..	..	..	4.00s	..	..
**MT VICTORIA	see separate Mt Victoria timetable										see separate Mt Victoria timetable													
Sturt/Carysfort	..	..	7.57	..	..	..	..	..	9.57	10.57	..	..	..	2.02	..	..	..	..	..	4.02	..	..	4.57	..
Shillington/Clearance	..	..	7.59	..	..	..	..	..	9.58	10.58	..	..	..	2.03	..	..	..	..	..	4.03	..	..	4.58	..
Hat Hill/Robb	..	..	8.05	..	8.35s	..	9.00h	..	10.00	11.00	12.10	1.00	2.05	..	3.10	..	..	..	..	4.05	..	..	5.00	5.35
Wentworth St	..	..	..	..	8.38s	..	9.03h	..	10.03	11.03	12.13	1.03	2.08	..	3.13	..	..	..	..	4.08	..	..	5.03	5.38
Clarence/Mt batten	..	7.57s	7.57h	..	..	..	..	..	10.06	11.06	..	..	2.11	..	..	..	..	..	..	4.02s	..	..	5.06	..
McLaren/Govetts Lp	..	7.58s	7.58h	..	..	..	..	..	10.08	11.08	..	..	2.13	..	..	..	..	..	..	4.03s	..	..	5.08	..
Nat Parks Centre	..	8.00s	8.00h	..	8.45s	..	9.05h	..	10.10	11.10	12.15	1.05	2.15	..	3.15	..	..	..	..	4.10	4.05s	..	5.10	5.40
Cross/Braeside	..	..	..	..	..	..	..	..	10.12	11.12	..	..	2.17	..	..	..	..	..	..	..	..	..	5.12	..
Govetts Leap/Boreas	..	8.03s	8.03h	..	8.48s	..	9.08h	..	10.15	11.15	12.18	1.08	2.20	..	3.18	..	..	..	..	..	..	..	5.15	..
BLACKHEATH	8.10s	8.05s	8.10	8.15s	9.05s	9.50s	9.15h	9.50h	10.20	11.20	12.20	1.15	2.25	3.10	3.25	3.45s	4.20	4.10s	4.25s	5.20	5.45	..	..	..
Brightlands Ave	..	..	8.12	..	..	9.52s	9.52h	..	11.22	..	..	..	2.27	..	..	..	..	..	..	..	..	..	..	..
Evans Lookout/Links	..	..	8.15	8.20s	..	9.55s	9.55h	..	11.25	..	..	..	2.30	..	..	..	..	..	..	3.50s	..	..	..	..
MEDLOW BATH	..	8.10s	8.20	8.25s	9.10s	10.00s	9.20h	10.00h	10.25	11.25	12.30	1.20	2.35	3.15	3.30	3.55s	4.25	4.15s	4.30s	5.25	5.50	..	..	..
K-Mart	..	..	8.30h	..	9.20s	10.10s	9.30h	10.10h	10.35	11.35	12.40	1.30	2.45	3.25	3.40	4.05s	4.35	..	..	4.35s	5.35	..	..	..
Carrington Bus Stop	8.25s	8.20s	8.30s	8.30s	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4.25s	..	..	6.00	..
**See Separate timetable for Mt Victoria																								

NO SERVICE SUNDAYS OR PUBLIC HOLIDAYS

EXPLANATORY NOTES

- s.....operates school days only
- h.....operates during school holidays
- ar.....as required

PLEASE SEE SEPARATE TIMETABLES
FOR SERVICES TO ECHO POINT
& LEURA VILLAGE (Timetable 1) & to
NORTH KATOOMBA (Timetable 3)

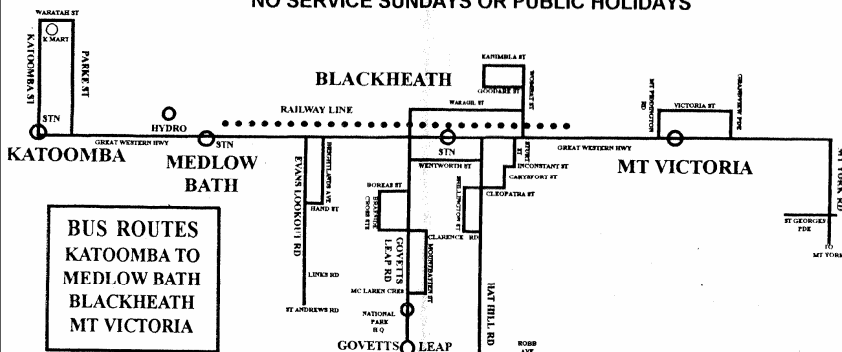
**KATOOMBA to MEDLOW BATH
BLACKHEATH MT VICTORIA
Returning to KATOOMBA
MONDAY TO FRIDAY**

Bus Departs	am	am	am	pm	pm
Carrington Bus Stop	7.30s	8.30s	9.00h	2.10	3.40s
Medlow Bath	7.35s	8.35s	9.05h	2.15	3.45s
BLACKHEATH	7.45s	8.50s	9.10h	2.25	3.55s
Waragil St	..	..	..	2.28	..
Wombat St	..	9.00s	..	2.30	4.00s
Mt Boyce	..	9.02s	..	2.32	4.02s
MT VICTORIA	..	..	..	..	..
Mt Pid/Victoria St	..	9.12s	9.22h	2.42	..
Mt York/St Georges	7.56s	9.20s	9.25h	2.45	4.10s
Imperial Hotel	8.00s	9.30s	9.30h	2.50	4.15s
Sunbeam/Radiance	8.05s	9.37s	9.37h	2.57	4.20s
Wombat St	..	9.40s	9.40h	3.05	..
Waragil St	..	9.45s	9.45h	..	..
BLACKHEATH	8.10s	9.50s	9.50h	3.10	4.25s
Medlow Bath	..	0.00	10.00h	3.15	4.30s
Katoomba Street	8.25s	..	..	..	..
K-Mart	..	0.10	10.10h	3.25	4.35s

**KATOOMBA to
MEDLOW BATH - BLACKHEATH
Returning to KATOOMBA
SATURDAY**

Bus Departs	am	am	pm
Katoomba St Top	9.10	11.15	1.45
MEDLOW BATH	9.15	11.20	1.50
Brightlands Ave	..	11.24	1.54
Evans Lookout/Links	..	11.25	1.55
BLACKHEATH	9.25	11.35	2.05
Hat Hill/Robb	9.30	11.40	2.10
Wentworth St	9.33	11.43	2.13
Nat Park Centre	9.35	11.45	2.15
BLACKHEATH	9.45	11.55	2.25
Brightlands Ave	9.48	11.58	..
Evans Lookout/Links	9.50	12.00	..
MEDLOW BATH	9.55	12.05	2.30
K-Mart	10.05	..	2.40
Katoomba St Top	..	12.15	..

NO SERVICE SUNDAYS OR PUBLIC HOLIDAYS



KATOOMBA LEURA BUS SERVICE

**HAIL
&
RIDE
TIMETABLE 2**

FROM 1st JULY 1997

SERVICING

- KATOOMBA ST
- MEDLOW BATH
- BLACKHEATH
- MT VICTORIA
- HAT HILL RD
- GOVETTS LEAP RD
- EVANS LOOKOUT RD

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KATOOMBA - BLACKHEATH - MOUNT VICTORIA - BLACKHEATH - KATOOMBA

	Weekdays												Weekends and Public Holidays			
	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	am	am	pm	pm
K-Mart (Waratah St)			9:21	10:55	12:10		1:40		3:5K		3:52K	5:30	8:25	10:25	1:55	3:55
Katoomba St (Carrington)	8:10		9:30	11:00	12:15		1:45		3:20		3:56	5:36	8:30	10:30	2:00	4:00
Medlow Bath	8:18		9:38	11:08	12:23		1:53		3:28		4:04	5:43	8:38	10:38	2:08	4:08
Gt Western Hwy / Evans Lookout Rd			9:41	11:11	12:26		1:56		3:33		4:07	5:47	8:41	10:41	2:11	4:11
Evans Lookout Rd / Links Ave			9:45	11:15	12:30		2:00		3:37		4:11	AR	8:45	10:45	2:15	4:15
Gt Western Hwy / Evans Lookout Rd			9:49	11:19	12:34		2:04		3:43		4:15	AR	8:48	10:48	2:18	4:18
Gt Western Hwy / Govetts Leap Rd (Blackheath)	8:24		9:51	11:21	12:36		2:06		3:45		4:17	5:52	8:50	10:50	2:20	4:20
National Parks and Wildlife Service Centre					12:47		2:17									
Gt Western Hwy / Govetts Leap Rd (Blackheath)					12:52		2:22									
Wombat St and Kanimbria Street		9:24				1:35		3:07		4:05						
Gt Western Hwy / Hat Hill Rd	8:25	9:25	9:52	11:22	12:53	1:37	2:23	3:09		4:10	4:18	AR	8:51	10:51	2:21	4:21
Hat Hill Rd / Robb Ave	8:30	9:30	9:57	11:27	12:58	1:42	2:28	3:14	3:52		4:23	AR	8:56	10:56	2:26	4:26
Hat Hill Rd / Wentworth Ave	8:35	9:35	10:02	11:32		1:47		3:19	3:54		4:28	AR	9:01	11:01	2:31	4:31
Wentworth Ave / Govetts Leap Rd	8:36		10:03	11:33		1:48		3:25	3:55		4:29	AR	9:02	11:02	2:32	4:32
Govetts Leap Rd / Boreas St			10:05	11:35		1:50			3:57		4:31	AR				
Clarence St / Govetts Leap Rd			10:10	11:40		1:55			4:00		4:36	AR				
Connaught Ave / Govetts Leap Rd			10:13	11:43		1:58			4:03		4:39	AR				
National Parks and Wildlife Service Centre	8:40		10:14	11:44		1:59		3:40	4:04	4:20	4:40	6:05	9:06	11:06	2:36	4:36
Gt Western Hwy / Govetts Leap Rd (Blackheath)	9:00	9:37	10:19	11:49		2:04		3:44	4:08	4:25	4:45	6:09	9:11	11:11	2:41	4:41
Gt Western Hwy / Evans Lookout Rd	9:02	9:39	10:21	11:51		2:06		3:47		4:27		AR	9:13	11:13	2:43	4:43
Evans Lookout Rd / Links Ave	9:06		10:25	11:55		2:10		3:51		4:31						
Gt Western Hwy / Evans Lookout Rd	9:10		10:29	11:59		2:14		3:55		4:35						
Medlow Bath	9:14	9:43	10:33	12:03		2:18		4:00		4:39	4:51	AR	9:18	11:18	2:48	4:48
K-Mart (Waratah St)	9:21	9:50	10:40	12:10		2:25		4:06	4:58	AR			9:25	11:25	2:55	4:55
Katoomba St (Carrington)	9:26	9:55	10:45	12:15		2:30		4:51	5:03	AR			9:30	11:30	3:00	5:00

AR indicates the bus travels as required by passengers. K suffix indicates the bus picks up at the bottom of Katoomba St. More detailed Mount Victoria timetables on the reverse side.

BLACKHEATH Vegie Patch
Great Western Hwy & Govetts Leap Rd
4787 7108
Retail and Wholesalers
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OPEN 7 DAYS

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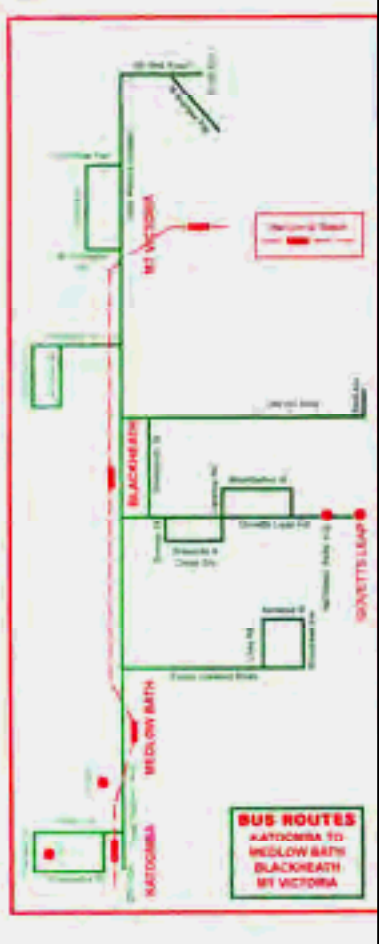
229 Great Western Highway
BLACKHEATH
OPEN 7 DAYS
Mon-Fri: 8:30 - 5:45
Saturday: 8:30 - 1:00 Sunday: 9:00 - 12:00
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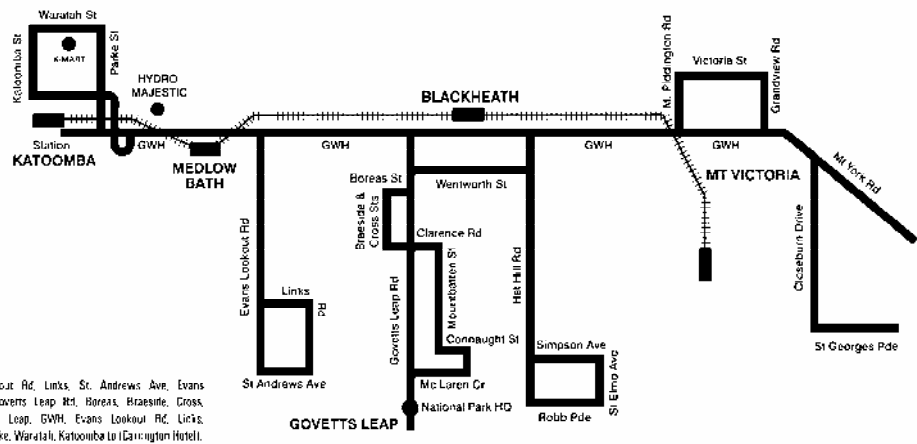
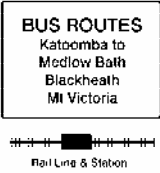
- corned burgers
- mince pies
- wet chickens
- craft burgers
- hot, baked, crumbed fish
- all home-made salads

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9 Great Western Highway
BLACKHEATH

	am	pm	pm	pm
K-Mart (Waratah St)	1:10	1:40		
Katoomba St	1:15	1:45		
Medlow Bath	1:19	1:53		
Blackheath	1:24	1:58		
Wombat St bridge	1:30			
GWH / Sunbeam Ave	1:31	2:05		
GWH / Mt Piddington Rd	1:35	2:13		
K-Mart (Waratah St)	1:17	2:46		
St George / Mt York Rd	1:20	2:48		
GWH / Station St	1:23	2:52		
GWH / Sunbeam Ave	1:28	2:58		
Wombat St / Kanimbria Rd	1:38			
Blackheath	1:37	2:04	3:44	
Medlow Bath	1:43	2:18	4:00	
K-Mart (Waratah St)	1:50	2:25	4:07	
Katoomba St (Carrington)	1:55	2:30		

no service on weekends or Public Holidays

**KATOOMBA - BLACKHEATH -
MT VICTORIA - KATOOMBA**
(ROUTE MAP: 698)



ROUTE: KATOOMBA - BLACKHEATH - KATOOMBA
Waratah Katoomba (Carrington Hotel), Main, Old Bathurst, GWH, Evans Lookout Rd, Links St, Andrews Ave, Evans Lookout Rd, GWH, HE Hill, Simpson, St Elmo, Robb, HE Hill, Wentworth, Govetts Leap Rd, Boreas, Boreas, Cross, Clarence, Mountbatten, Connaught, Mt. Claren, Govetts Leap to NPWS, Govetts Leap, GWH, Evans Lookout Rd, Links St, Andrews Ave, Evans Lookout Rd, GWH, Acacia Dawn Cc, Ess Bridge, Old Bathurst, Parke, Waratah, Katoomba to (Carrington Hotel).

KATOOMBA - BLACKHEATH - KATOOMBA: WEEKDAYS & WEEKENDS (ROUTE: 698)

	WEEKDAYS																SATURDAY				SUNDAY				
	AM	AM	AM	AM	AM	AM	AM	AM	AM/PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM	AM	PM			
K-Mart (Waratah St)	..	..	..	..	..	..	9.08	10.38	11.00	12.08	1.38	2.20	..	..	..	4.30	5.45	8.30	9.45	10.5	3.25	8.00	4.05	
Katoomba St (Carrington Hotel)	..	7.50S	..	..	..	..	9.13	10.43	11.05	12.13	1.43	2.25	..	..	3.20	..	4.35	5.50	8.35	9.50	1.10	3.30	8.05	4.10
Medlow Bath	..	7.57S	..	..	..	..	9.21	10.51	11.13	12.21	1.51	2.32	..	..	3.28	..	4.43	5.58	8.43	9.58	1.18	3.38	8.13	4.18
Cor. of GWH & Evans Lookout Rd	..	8.00S	..	..	..	..	9.25	10.54	..	12.24	1.54	2.35	..	..	3.31	..	4.46	6.01	8.46	10.01	1.21	3.41	8.16	4.21
Cor. of Evans Lookout Rd & Links Ave & Cor. of Evans Lookout Rd & St Andrews Rd	..	8.05S	..	..	..	..	9.27	10.57	..	12.28	1.57	..	..	..	3.36	..	4.49	6.04	8.50	10.05	1.25	3.45	8.20	4.25
Cor. of GWH & Govetts Leap Rd (Blackheath)	..	8.10S	..	..	..	..	9.34	11.04	11.26	12.34	2.04	2.37	..	..	3.41	..	4.56	6.11	8.56	10.11	1.31	3.51	8.26	4.31
Cor. of Hat Hill Rd & Robb Ave	7.30S	..	..	7.55S	8.25S	..	9.40	11.10	..	12.40	2.10	..	..	..	3.47	..	5.02	..	9.02	10.17	1.37	3.57	8.32	4.37
Cor. of Kamilla St & Wombat St	..	..	..	..	..	8.15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cor. of Wentworth St & Govetts Leap Rd	7.35S	..	..	..	8.30S	..	9.46	11.16	..	12.46	2.16	..	3.05S	..	3.53	..	5.08	6.11	9.08	10.23	1.43	4.03	8.38	4.43
National Parks & Wildlife Service Centre	7.42S	..	8.00S	8.05H	8.40S	..	9.57	11.27	..	12.57	2.27	..	3.10S	3.35S	4.04	..	5.19	6.17	9.19	10.34	1.54	4.14	8.49	4.54	
Cor. of GWH & Govetts Leap Rd (Blackheath)	7.45S	..	8.10S	8.15H	8.10S	8.53S	9.20	10.03	11.33	12.05	1.03	2.33	..	3.15S	3.40S	4.10	4.45S	5.25	6.22	9.25	10.40	2.00	4.20	8.55	5.00
Cor. of GWH & Evans Lookout Rd	7.48S	..	8.12S	8.17H	8.12S	8.57S	9.22	10.05	11.35	12.07	1.05	2.35	..	3.20S	3.42S	4.12	..	5.27	6.24	9.27	10.42	2.03	4.22	8.57	5.02
Cor. of Evans Lookout Rd & Links Ave & Cor. of Evans Lookout Rd & St Andrews Rd	..	..	..	..	..	..	10.09	11.39	12.11	1.09	2.39	..	..	3.45S	4.16	..	5.31	6.28	9.31	10.46	2.06	4.26	9.01	5.06
Medlow Bath	8.16S	8.21H	8.20S	9.04S	9.26	10.10	11.40	12.18	1.16	2.46	..	3.25S	3.53S	4.23	4.51S	5.38	6.35	9.38	10.53	2.13	4.33	9.08	5.13
K-Mart (Waratah St)	8.23S	8.28H	..	9.11S	9.33	10.23	11.53	12.26	1.23	2.53	..	3.30S	4.00S	4.30	4.68S	5.46	6.42	9.46	11.00	2.20	4.40	9.16	5.20
Katoomba St (Carrington Hotel)	..	..	8.30S	8.37H	8.30S	9.15S	9.38	10.28	11.58	12.30	1.28	3.05	..	4.05S	4.36	5.03S	5.50	6.47	9.50	11.05	2.25	4.45	9.20	5.25

S - OPERATES ON SCHOOL DAYS ONLY

PURCHASE A ...

SUPER TEN TICKET
... AND SAVE!

Purchase your SUPER TEN bus ticket at a discount rate from the bus driver or call into our office.

CONDITIONS APPLY

KATOOMBA - MT. VICTORIA - KATOOMBA: WEEKDAYS (ROUTE: 698)

	WEEKDAYS				
	AM	AM	AM/PM	PM	PM
K-Mart (Waratah St)	..	..	11.00	2.20	..
Katoomba St (Carrington Hotel)	..	..	11.05	2.25	..
Medlow Bath	..	..	11.13	2.32	..
Cor. of GWH & Govetts Leap Rd (Blackheath)	..	..	11.26	2.37	4.15S
Cor. Hopper St & Victoria St	..	..	11.35	2.45	..
Mt York Rd (Mt Victoria)	..	9.00	11.50	2.50	4.30S
Station St (Mt Victoria)	7.50S	9.05	11.55	..	4.35S
Cor. of GWH & Govetts Leap Rd (Blackheath)	8.05S	9.20	12.05	..	4.45S
Medlow Bath	8.15S	9.26	12.18	..	4.51S
K-Mart (Waratah St - Katoomba)	8.23S	9.33	12.25	..	4.58S
Katoomba St (Carrington Hotel)	8.30S	9.38	12.30	..	5.03S

S - OPERATES ON SCHOOL DAYS ONLY NO SERVICE WEEKENDS / PUBLIC HOLIDAYS

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TRAVEL

The Canadian

THE SCENIC DOME ROUTE ACROSS CANADA

Canadian Pacific

Riding six white horses (when she comes)

Come sit up on the duckboard with the driver as we ramble across the fifteen thousand mile horse coach network of NSW. By GEOFF LAMBERT.

She'll be coming 'round the mountain
When she comes,
(when she comes).
She'll be coming 'round the mountain
When she comes,
(when she comes).
She'll be coming 'round the mountain,
She'll be coming 'round the mountain,
She'll be coming 'round the mountain
When she comes.

When she comes was determined by the timetables of a massive horse coach network that spread over some fifteen thousand route miles in NSW in 1912, nearly four times that covered by the railways. Coaches ran over 5 million miles per year, 10% more than the country passenger train mileage.

Background

It is 1 pm on a hot summer's day at Hungerford, a clutch of buildings straddling the NSW/Queensland border. The Paroo River has nearly dried up. Through the shimmering heat haze down the Paroo Road, the drinkers under the verandah of the Royal Mail Hotel think they can see a small cloud of red dust. They hope it is what they have been waiting for—the mail coach from Bourke. With luck it will have their wool cheques in the mail bag. Through the leaden air they hear, of all things, a bugle. 'Well, that settles it then, our cheques are on board. That's telling us that he's carrying the postal inspector—and there can be only one reason for that.'

The bugle—mandatory but rarely observed unless the Post Office was watching—does indeed herald the arrival of good news on the mail coach. It has come 132 miles from Bourke—first west, then north—and it has been just over 2 days on the road, stopping only to change horses and, if lucky, to feed the lone passenger, who has had to remain awake for most of the journey to open and shut the gates.

In our January 2006 issue, we covered a few timetables of Cobb & Co., the best-known of our horse coach lines. There were only a few to cover. It seems that only 1 copy of 1 regional Cobb & Co. timetable still exists in public libraries in Australia. But, lying unhidden was a vast iceberg of coach timetables— if only you knew where to look. The place to look, it turned out, was the NSWGR public timetables of the early twentieth century. For many years, these timetables carried a form of 'ABC Guide' to coach services and (later) motor coach services in NSW.



In the 1912 edition, there were some 28 pages of these timetables (sample page on our page 11), crammed with 6-point Myopia type, listing over 800 services. Probably, the total number of services peaked a little before this— it would be dependent on the population growth of NSW, the extent of rail service and the encroachment of the

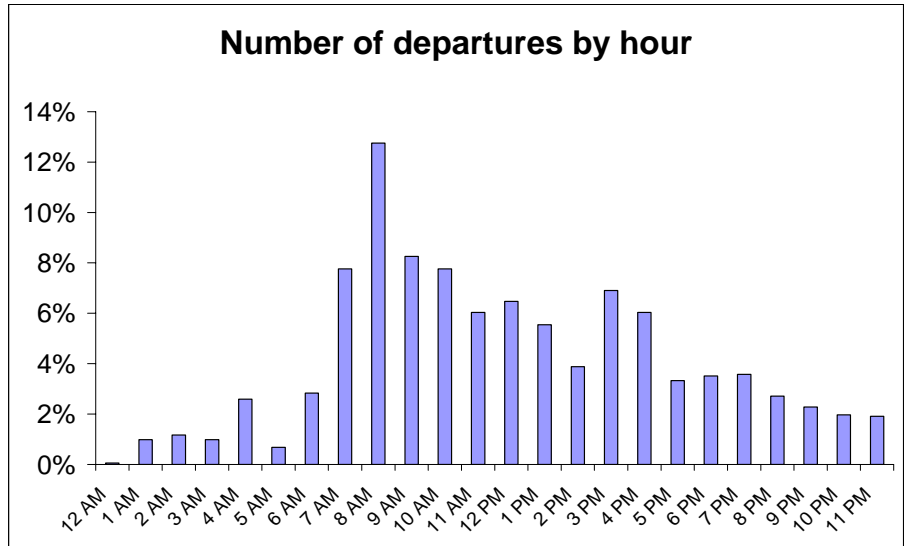
motor coach.

In 1912, the NSW rail system looked roughly like that in the map above and had a total route mileage of 3,832. It was still growing (the white bits were added in 1905-1915) and was to reach a maximum of 6,164 within 20 years. Growth between 1912 and 1932 consisted of extension of

some of the main lines (especially the North Coast and Broken Hill), addition of many branches in the wheat belt and the construction of several 'cross country' lines. This tended to fill in many of the gaps in the map, especially in the Riverina, but still left an enormous amount of black space into which trains were never to venture.

Coaching history

Coaches—in the sense of the classic English stage coach—were already more than a century old in NSW at the time of our timetable. The first service was a 'stage wagon' run between Sydney and the Hawkesbury in 1805. It did not succeed, but William Watsford's Sydney-Parramatta stage coach of 1820 did succeed and continued to run until the arrival of the railway. As the railway expanded, the coaches were forced out beyond the railway termini into areas where the roads were poorer. This necessitated a change from the English-style coach to the American-style thoroughbrace coach, brought to Australia by Freeman Cobb. Over the next 50 years, the NSW coach network expanded faster than did the railways—largely driven by the demands of the NSW Colonial Post Office. The coach network had practically stabilised by the time of Federation, when its main customer be-



came the PMG.

Compilation by NSWGR

Some unlucky clerk in the office of the Superintendent of the Lines was charged with compiling a coach timetable. It could scarcely have been a labour of love—more likely one of frustration. At the time, a new public timetable appeared twice a year, usually in May and October. For each issue, the clerk had to try to obtain the details of probably a thousand or more

services. This he almost certainly had to do by writing to the operators or to people he thought were the operators. He did not always get that which he sought and what he did get was often fragmentary and confused. Each page of the timetable complained in a footnote 'In cases where the information is incomplete, it is due to the impossibility to obtain same from the respective coach proprietors'.

Format of the timetable

Township to which Coach runs.	Railway Station from which Coach Starts.	Mileage from Railway town.	Depart Railway Town.	Arrive Township.	Return Journey—Township to Railway Station.		Fares.	
					Depart Township.	Arrive Railway Town.	Single.	Return.
Bulyeroi	Bellata	50	11 a m W, Sa	3 a m next day	4 a m M, F	6 p m	s. d.	a. d.
Bulyeroi	Burren Junction	28	1 p m Tu, Sa	9 p m	5 a m Th, Su	1 p m	17	26 3
Bumbaldry	Cowra	18	8 a m Tu, Th, Sa	10:30 a m	12 p m M, W, F	3 p m	5	0 7 6
Bumbaldry	Grenfell	17	9:45 a m M, W, F	12:30 p m	11:15 a m Tu, Th, Sa	2 p m	5	0 8 0
Bundarra	Inverell	35	5:30 p m Tu, Th, Sa	9 p m	1:30 p m M, W, F	9 p m	12	6 25 0
Bundarra	Uralla	48	7:30 a m Tu, Th, Sa	4:15 p m	8:5 a m M, W, F	5:30 p m	20	0 50 0
Bundarra	Armidale	52	9:15 a m M, W, F	8 p m	6 a m Tu, Th, Sa	6:30 p m	20	0 50 0
Bundarra	Barraba	48	8 p m Tu, F	8 a m next day	8 p m W, Sa	8 a m next day	...	...
Bundella	Quirindi	48	6:30 a m Tu, Th, Sa	3:30 p m	8:30 a m M, W, F	6:30 p m	17	0 32 0
Bungonia	Goulburn	17	3:15 a m M, W, F	8:30 a m	4 p m M, W, F	7 p m	4	9 7 0
Bungonia	Marulan	11	8:30 a m Tu, Th, Sa	8:50 a m	4 p m T, Th, Sa	6:30 p m	2	6 8 4
Bungwahl	Newcastle (Stockton Wharf)	79	2 p m M, W, Sa	11 a m next day	2:5 p m Su, T, Th	2 p m next day	10	6 ..
Bunnan	Scone	21	7 a m Tu, Th, Sa	11 a m	6 a m Su, W, F	10:30 a m	5	0 10 0
Bundemar	Trangie	22	11 a m daily (Su ex)	4 p m	10:30 a m daily (Su ex)	3 p m	7	0 10 0
Bungarby	Cooma	48	8:45 a m W, Sa	7:15 p m	8 a m M, F	5 p m	15	0 30 0
Bungawannah	Albury	10	8:45 a m W, Sa	10:5 a m	12:45 p m Tu, F	1 p m	3	0 5 0
Burdett	Canowindra	12	11:30 a m M, W, F	2 p m	5 p m M, W, F	7:30 p m	6	0 9 0
Burnt Yards	Mandurama	6	7 a m Tu, Th, Sa	9 a m	4 p m Sa, Tu, Th	6 p m	2	0 5 0
Burrage	George's Plains	36	4 a m daily (Su ex)	Noon	2:30 p m daily (Su ex)	9:50 p m	13	0 25 0
Burrage	Camden	20	6:30 a m daily (Su ex)	1:30 p m	9 a m daily (Su ex)	5 p m	10	0 20 0
Burrage	Picton	30	6 a m daily (Su ex)	1:30 p m	9 a m daily (Su ex)	5:30 p m	10	0 20 0
Burrage	Grenfell	22	12:45 p m daily (Su ex)	4:20 p m	10 a m daily (Su ex)	1:5 p m	7	6 12 6
Burrage	Moss Vale	10	7 a m daily (Su ex)	9 a m	9 p m daily (Su ex)	11 p m	4	0 8 0
Burrage	Moree	51	3 p m W, Sa	8:30 a m next day	noon F, 4:30 a m Tu	11 p m, 8:30 p m	18	0 30 0
Burrinjuck (Tram)	Goondah	26	6 a m daily (Su ex)	8:30 a m	6 p m daily (Su ex)	8:30 p m	5	0 10 0
Burrowa	Binalong	19	4:45 a m daily (Su ex)	7:45 a m	6 p m daily (Su ex)	9 p m	5	0 10 0
Burrowa	Cowra	40	7:45 a m M, W, F	5 p m	9:30 a m Tu, Th, Sa	7 p m	7	6 12 4
Burrowa	Galgol	16	As required.					
Bylong	Rylstone	32	8 a m T, Th, Sa	4:30 p m	8 a m M, W, F	5 p m	12	24 ..
Bylong	Barellan	32	3:30 p m M, W, F	8 p m	5 a m Tu, Th, Sa	9 a m	10	0 15 0
Cadia	Orange	15	7 a m W, Sa	8:30 a m	5:30 p m W, Sa	7 p m	3	0 6 0
Cadia	Milthorpe	13	3:15 a m Tu, Th, F	10:35 a m	3:45 p m Tu, Th, F	6:5 p m	3	0 5 0
Calga	Coonamble	25	5 p m W	10 p m	3 p m F	3 p m	12	6 25 0
Camden Haven	Dungog	104	See Port Macquarie.				50	0 55 0
Campodare	Bourke	80	7:45 p m Tu, Sa	9 a m W, Su	5 p m Su, 8 p m W	7 a m M,	50	0 90 0

328
 COACHES RUNNING TO ANBROM RAILWAY STATIONS.



The illustration below is a sample from the 1912 PTT and is fairly self-explanatory. Because it is an 'ABC' style of timetable, arranged by departure place, it is difficult to get a sense of the extent and number of services. The entire table has been entered into a spread-sheet and sliced and diced in various ways to produce the timetables, charts and statistics which appear in this article. The spreadsheet will be available in Excel and PDF form in an AATTC Distribution List.

Another difficulty with this style of layout is that it difficult to determine whether a service shown is part of another service and whether a change of coach is required *en route*. A total of 19 townships are shown as destinations each with a Dungog departure of 10 pm 'Sundays excepted' The arrival times and distances shown against some of these townships make it obvious that another coach must be involved somewhere. In other cases, the times and distances make no sense at all. In the Dungog services, again, Chatham is shown as being 3 miles and 30 minutes beyond Kempsey. What are we to make of this, when Chatham really appears to be about this distance beyond Taree? Has the town moved, or did the clerk guess?

Extent of network

These were timetables for trains running from and to railway stations. Usually the railway town was explicitly the origin and the destination was not on a railway at all (save for a few 'inter-railway routes'). The timetable therefore does not cover, except where there might be branch connections, any coach routes that did not originate in a railway town. These would not have been of interest to the NSWGR, nor to the train

traveller, so the extent of them is unknown. They presumably existed however— for instance in the Broken Hill area. There must have been coach services running from Victorian Railways lines to places in NSW, but naturally these were not covered in a NSWGR timetable.

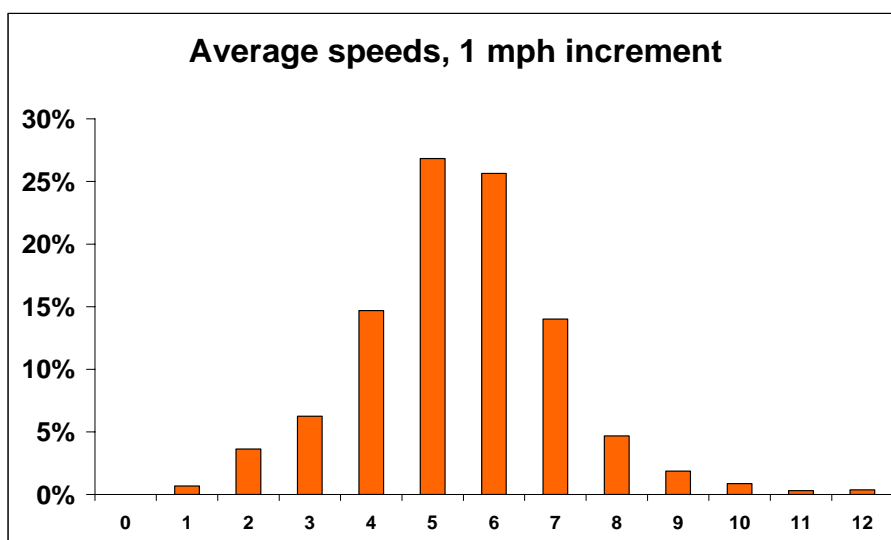
Operators

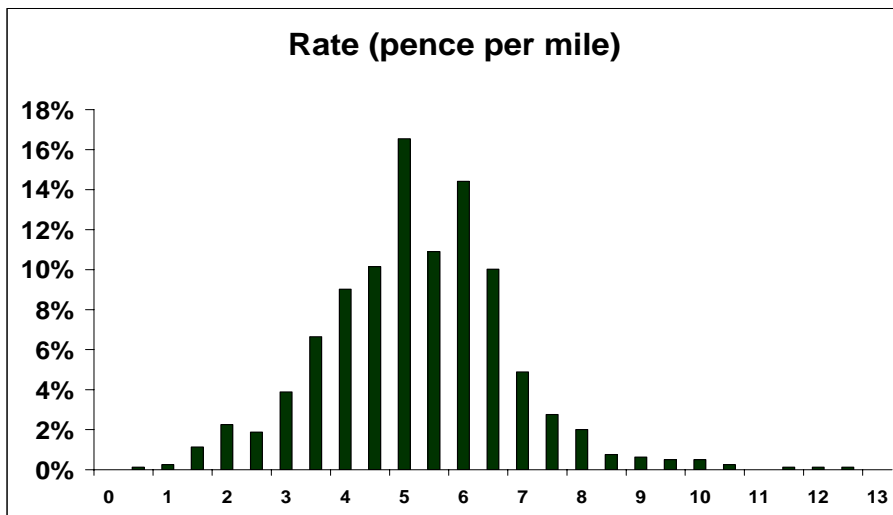
The Australian Encyclopedia has said that *the history of coaching is the history of Cobb & Co*, but this is far from true. Cobb & Co. is well-known and probably operated many of the services shown in early editions of the NSWGR PTT. For a while, the Co. held a NSW-wide contract. In 1880, Cobb & Co. had 2,352 route miles of line in NSW—this is about 16% of the total NSW horse coach route mileage of 1912. The map on our page 16 shows the Cobb & Co. network in about 1900. It shows routes that do not appear at all in

1912, some that are known to have been operated by others and yet it still shows only a small proportion of the lines listed in 1912. In any event, Cobb & Co. was really a kind of franchise operation, in which the 'Line' was owned by the Co., who subcontracted them to other operators. By 1912, Cobb & Co. was fading fast, as it contracted into Queensland where it had established headquarters. The last Cobb & Co services in NSW were said to be those out of Hebel (not on a railway line) and these ceased in 1913. So, perhaps 9 in every 10 services in 1912 were run by others.

The NSWGR PTT contains no details whatsoever of who these 'others' might have been. Doubtless more information could be uncovered in the many local newspapers of the day. There were about 50 rural newspapers in NSW in 1912 which can now be now found on micro-film. Some newspaper timetables from these lines have been reproduced on the Riverina Coaching web pages at <http://www.wccwebdesign.00freehost.com/bill/index.html>. These advertisements nearly always carried full details of the operators. Operators changed frequently, because the mail contracts changed frequently. Details of these were published in the NSW Government Gazette. We can see in them that in the years around the turn of the century, the Hay-Deniliquin service was operated by (a) *Cobb & Co.* as a stand-a lone operation; (b) by *George McGowan & Co.* on behalf of Cobb & Co. and; (c) by *Robertson Wagner and Co.* on behalf of the *Hay and Deniliquin Line of Coaches*. At the time of the 1912 NSWGR timetable, *Smith Simpson & Co.* were running it as a stand-alone operation.

There was probably little competition or duplication of routes by operators anywhere in the system. A few entries in the NSWGR 'Coaches' table show the same two termini, with different routings, especially on long routes. This may have been 'competition', but it was more often be-





cause the mail contracts dictated it. The Bourke-Hungerford service was like this, with one route running 'direct' and the other via Wanaaring and thence up the Paroo River. In 1891, the former was a Cobb & Co route, while the latter was two services Bourke-Wanaaring and Wanaaring-Hungerford, run by Thomas Doyle and Edmund Barton (no, not the PM).

Fares

Travelling by horse coach was very expensive. Fares average about 4 pence per mile which, in today's terms, is about \$2.50 per kilometre. A return ticket from Hay to Wilcannia would set you back £10, or \$1,000 in today's money.

Fares were set by the operators on the basis of what they could get and there appears to have been no regulation. Unlike the railways of the time, there was no sliding scale in which the rate per mile decreased as the distance increased. A NSWGR passenger might pay 1.5 pence per mile for a 10 mile journey, but only 1.3 pence per mile for a 500 mile trip to Bourke.

Mail Contracts

Carrying mail was the only way that coach companies could afford to offer passenger transport—even at the fares referred to above. The Bourke-Wilcannia mail contract was worth over £1,200 per year to Cobb & Co, for instance. This pans out to about \$100,000 per year in modern currency. It made Cobb & Co. about £11 per trip, when a return passenger fare brought in only £8. The mail contracts generally specified the frequency of service, the mode of conveyance (usually including a minimum number of horses per vehicle) and the annual amount payable for the contract. The timetable times, however, were not specified as they had been in England, a century before. In most instances, the frequency of service made available for passengers would have been the bare minimum specified in the mail contract.

The Hungerford service was a classic example of how passenger transport was dictated by the terms of the postal contracts. Like *The Restaurant at the End of the Universe*, Hungerford's Post Office oscillated back and forth across the border. In pre-Federation times, there were sometimes 2 post office, only chains apart. After Federation, the post office was initially in NSW, but the Queensland GPO resurveyed the area and decided that it ought to belong to them. So it was moved 300 metres and, with the move, the mail contract and the passenger service from Bourke was replaced by one from Cunnamulla.

Service Frequency

Service frequency was dictated by (a) demand, (b) the train frequency, (c) the mail contract and (d) the number of

coaches and horses owned by the operator. On short routes with a good train service, coaches might ply the road between the railway station and the township several times per day. Generally however no more than one coach ran per day; sometimes only one per week. The most frequent frequency was six days per week, described in the NSWGR PTT as 'Daily, Sundays excepted'. One quarter of all services ran this way. Return services usually ran to the same frequency as outward journeys. Where a route was too long to make a return service in a day, where the operator owned only one coach or where the mail contract did not require 'daily' operation, three day per week service was the norm. Commonly the service ran one way on Mondays, Wednesdays and Fridays and in the other direction on Tuesdays, Thursdays and Saturdays. Fifteen percent of all services ran exactly like this.

Patronage

We will probably never know how many people travelled by coach in NSW, but we can be sure that the average number per coach was much smaller than the number shown in the photograph of a Port Macquarie coach below (I can count 30, I think they were footballers). A coach might have the capacity to seat a dozen or so, but Cobb & Co.'s 'Leviathan' could hold nearly 90 (this depended on who you believed). Many a mile must have been run by the drivers with only the mail-bag for company.

Termini

The NSWGR presents its information as



Sundays excepted		Dungog-Kempsey		Saturdays excepted	
Read Down	Miles from Dungog		Miles from Chatham		Read Up
10:00 PM		Dungog	157		10:20 AM
1:50 AM	18	Weismantels	139		8:30 AM
2:50 AM	28	Ward's River	129		8:00 AM
4:45 AM	39	Gloucester	118		7:45 AM
9:05 AM	50			Copeland	9:00 PM
10:30 AM	47	Belbowrie	110		8:30 PM
10:00 AM	47	Krumbach	110		9:00 PM
1:15 PM	98		59	Coolonglook	2:30 PM
2:40 PM	58			Forster	4:00 PM
2:00 PM	86	Tinonie	71		7:30 PM
1:35 PM	86			Wingham	7:00 PM
2:00 PM	86	Taree	71		6:30 PM
11:30 PM	160	Chatham	-3		5:30 AM
3:35 PM	94	Ghinni Ghinni	63		4:00 PM
4:00 PM	96	Jones Island	61		2:30 PM
10:30 PM	104	Camden Haven	53		6:00 PM
10:30 PM	137			Port Macquarie	6:00 PM
8:35 AM	154	Wauchope	3		5:00 PM
11:00 PM	157	Kempsey	0		6:00 PM
11:00 PM	157	West Kempsey	0		9:00 PM

Cabbage Tree Ned was probably the most famous coach driver of all time, but he did not drive in NSW. While no NSW driver could match him, many became legends just the same. James Robinson, for instance drove coaches out of Hay for 40 years, starting in 1860. In the early years at least, the coach driver had the same kind of *cachet* as had a steam locomotive driver. For many people on the sheep and cattle stations served by the coaches, the driver was their most regular human contact.

Timings

Coaches could depart from either end of their route at any hour of the day or night, with just after breakfast being the most favoured and with a distinct reluctance to schedule departures at lunch- or 'dinner', perhaps I should say. These times were dictated by several sometimes conflicting demands (apart from the stomachs of the travellers, that is):

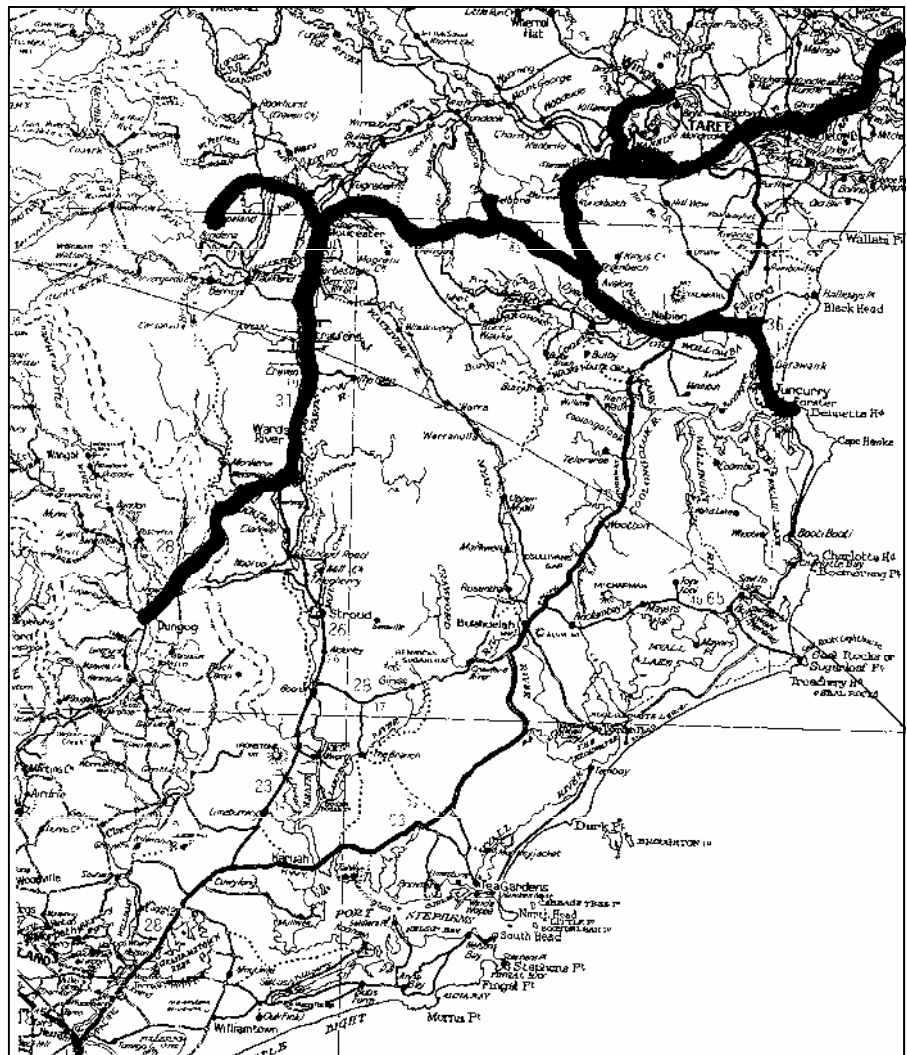
Timings of the trains. Generally, especially on long rail and long coach routes, the coaches would depart from the station 30 to 90 minutes after train arrival. This allowed not only for meals, but also for a certain amount of leeway in on-time run-

'coaches running to and from railway stations'. This is natural and probably a fair description when the service was primarily a mail service. But hotels, post offices and the coach operators' own premises often served as termini, especially outer termini (they were usually clumped together in a 'Government precinct', anyway). Many coach operators were also publicans and so the pubs became a natural destination. Many passengers—commercial travellers say—would have been bound for the hotel anyway. Hotels were required by a law (which still exists in some places) to have stables available, so this was another reason to make them the focal point—there was always the beer too, of course.

Horses

In 1912, Australia had about 2½ million horses (the peak was reached in 1918). Australia-wide, Cobb & Co. were harnessing some 7,000 per day at the peak (in 1870) and probably owned three times that number. Various ways of manipulating the data give different answers, but a reasonable guess is that, in the two hours after breakfast, some 1,500 NSW coach horses were harnessed and sent forth on their journey every day. This was a number to boast about and a headboard to that effect was often carried as an advertisement of the fact. Day and night, an average of more than 800 were on the road. Cobb & Co. bred their own horses and, on the prestigious routes, tried to match them for colour and appearance. On the long Out-back tracks, horses tended to be matched for pulling capacity.

Drivers



To the Far South Coast, from Cooma Line															
Station	Train Time	Ultimate Destination		Miles	Coach Dep	Arrives	Calls at								
Tarago	2:47	Bega Oallan	Su.ex TuThSa	181 30	4:00 4:30	1:19:00 11:30	Braidwood Windellama	Jembaicumbine Oallan	Majors Creek	Araluen	Nelligen	Nerriga	Moruya	Tilba Tilba	Bega
Bungendore	3:30	Hoskinstown Molonglo Gundaroo Captain's Flat	MWF TuThSa Sa Su.ex	10 13 22 28	6:00 6:00 6:00 6:00	08:00 08:00 11:00 11:00	Hoskinstown Molonglo Gundaroo Captain's Flat								
Queanbeyan	4:10	Ginnindera Tharwa Uniarra Gundaroo	MWF Su.ex TuThSa TuThSa	16 16 20 25	6:00 6:00 7:00 8:00	08:40 09:30 13:00 12:30	Canberra Tharwa Uniarra Gundaroo	Hall	Jeir	Murrumbateman	Ginnindera				
Cooma	7:15	Bemboka The Creel Eden Jindabyne Bungarby Tathra Bobundra Rhine Falls Adaminaby Kiandra	Su.ex Su.ex TuThSa Su.ex WSa W WSa MTuThSa Su.ex TuTh	50 40 114 35 48 86 24 15 30 51	3:30 5:30 8:25 8:30 8:45 9:00 9:15 9:30 9:30 20:30	16:30 17:00 1:16:15 16:30 19:15 1:11:00 15:45 13:00 15:30 1:09:00	Bemboka The Creel Holt's Flat Bibbenluke Jindabyne Bungarby Bega Tathra Bobundra Rhine Falls Berridale Adaminaby Kiandra			Candelo	Delegate	Pambula	Eden		
Nimmitabel	9:10	Bega Bemboka	MWF MWF	45 24	10:15 10:20	18:15 13:30	Delegate Bemboka	Bombala	Holt's Flat	Bibbenluke	Bega				

ning of the train. On the long routes, the Mail trains ran the last legs of their journeys at about daybreak.

Length of journey. It seems to have been considered expedient to schedule services to arrive at the final destination in the late afternoon.

Return journey. For services that could get out and back in a day, and especially for those making a connection with a train back at the railway station at night, it was better to be away as soon as possible.

These demands resulted in some rather exhilarating departure times. Our graph on page 11 shows that about 1 in 10 coaches departed in the dark between midnight and 6 a.m. The passengers must have found this onerous. What the horses thought of it is another matter altogether.

Length of journey

On average, one could expect to travel

about 40 miles on a coach to reach the end of the line. This is an arithmetic mean, somewhat skewed by some very long routes; the most common (modal) distance run was about 12 miles. The longest route shown in the NSWGR table was from Hay to Pooncarie, at 346 miles. No arrival times were shown for this service, but such a route would generally take up to 5 days to traverse, especially if overnight stops were involved.

Speeds

Coach travel was apt to be slow. About 5 miles per hour was what one could generally expect on most routes, though a short run might encourage the drivers to give their horses free rein. The fastest trips in the timetable seemed to have been about 12 miles per hour. These need to be interpreted with caution because of errors in the information, but most were on short, flat outback routes. Where the route was hilly, speeds were much slower. Quite a

few NSW railway lines ran along higher ground than that of the towns served by the routes branching from them. This could have a big effect on times and speeds coming and going. The downhill Cooma-Bega run, for instance was managed at 5.9 mph, but coming back uphill slowed the coach to 4.4 mph.

Stages

For any journey over 10 miles on the fast routes, or 30 miles in the 'wait a while' Outback, horses had to be changed at 'Changing Stations'. These were maintained by the Operator and usually consisted of yards for the horse, a Groomsman's accommodation (which in one instance was described by a traveller as 'a clump of bushes'), water supply and perhaps some paddocks for growing horse feed. In rare instances, there might be a substantial building, of stone. These places were obviously expensive to operate—on the long routes in the west and Riverina,



Wednesday Saturday	Nyngan-Buckinguy		Sunday Thursday
Read Down	Miles from Nyngan	Miles from Buckinguy	Read Up
12:45	0	Nyngan	17:30
15:15	18	Gerar	14:30
15:15	18	The Corners	13:30
16:00	20	Bina Billa	14:00
16:45	22	Brooklyn	13:30
17:30	27	Benah	15:10
18:00	26	Colane	12:00
18:00	26	White Woods	12:00
18:00	28	Cannonbar	15:00
19:00	32	Double Cowal	11:00
20:00	40	Sunny Vale	9:30
21:30	50	Buckinguy	8:00

Western Line coach connections beyond Dubbo

Station	Train Arr	Coach Dep	Ultimate Destination	Miles	Arrives	Days	Calls at										
Dubbo	8:42																
Narromine	9:22	10:30	Alagala	50	20:00	TuF	Direct										
Trangie	10:07	11:00	Bundemar	22	16:00	Su.ex	Direct										
		11:30	Dandaloo	29	16:10	Su.ex	Direct										
		11:30	Tottenham	47	21:00	TuThSa	Direct										
Nyngan	11:49	12:45	Buckinguy	50	21:30	WSa	Gerar	The Corners	Bina Billa	Brooklyn	Benah	Colane	Double	Sunny Vale			
		12:45	Cannonbar	28	18:00	WSa	Direct										
		12:45	Whitewood	26	18:00	WSa	Direct										
		13:30	Dandaloo	74	1:16:00	MTh	Mudall										
		13:30	Gongolgin	100	1:18:30	Sa	Tubba										
Girilimbone	13:16	15:00	Gilgoin	90	1:21:00	Sa	Quinine Park	Mundadoo	Womboin	Mara	Traveller's Rest						
Bourke	17:30	19:30	Hungerford	132	2:22:00	Th	Wanaaring	Wangamana									
		19:45	Murtie Stator	203	5:22:00	TuSa	Redbank	Campodare	Louth	Quandary	Tilpa	Wilcannia					
		20:00	Cunnamulla	165	4:20:00	TuSa	Mungunyah	Enngonia	Barrington								
		20:30	Hungerford	132	2:13:00	TuSa	Yanda	Ford's Bridge	Kerribree	Yantabulla	Parragundy						

10 might be needed, but each would see activity for only a couple of hours per week. Paying the Groomsmen and the horse-feed for these places could consume 70% of the income from a coach route.

Overnight stoppages

A multi-day journey might require that the coach keep on the move continuously, with pauses only to change horses and drivers. But, a few routes shown in the 1912 NSWGR timetable are annotated with 'Stay overnight in...' While some of these places might be amenable and have hotels, they might also merely be the changing station, where passengers were expected to share their accommodation with the Groomsman. Food was provided at these stops, often cooked by the Groomsman's wife, and often at inconvenient hours of the night. Coach passengers had to pay twice the going rate to obtain a meal.

Towns served

The NSWGR PTT contains many names that few would now know—indeed few probably knew them in 1912. What of Germantown, Puddledock, Beemery, Colin Smith's, Tungsten and Wheogo? One in ten of the railway station towns listed cannot be found in a modern post-code directory and 40% of the final destinations cannot be so found. Change of name or spelling accounts for a few of these, but most have just simply disappeared. *Germanton* is an example of the former—anti-German hysteria in World War I resulted in a change of name to Holbrook, after a Royal Navy submarine commander (now that explains something else, doesn't it?). *Wheogo*, also from the above list, was the name of a sheep station. There is still a Wheogo Landcare Group, but as a 'place', it is no more. The Real Estate agents know about Tungsten (a 'suburb' of Glen Innes), but they have no record of selling a house there.

Many of these long-vanished places were important once. Mines and minerals ac-

counted for quite a bit of notoriety—the reason for the existence of Tungsten is obvious and it also had a neighbour, Stan-num, also now vanished. Mining towns were apt to be short-lived but, while they boomed, could attract quite a bit of traffic.

Some sampled coach routes

The longest and most interesting routes operated in NSW in 1912 tended to be from railheads on the fringes of areas yet to be (or never to be) served by rail. We will consider below, the Far South Coast, the North Coast, the lines from Bourke and the lines from Hay.

Before the North Coast Line

The North Coast railway was a long time coming, being built in fits and starts over some 40 years. Our map on page 10 shows that, between 1905 and 1915 the section from Maitland to Kempsey had been built, but it had reached only as far as Dungog in 1912. From Dungog, at 10 p.m. on every week night, a coach set out for the Kempsey area. It has proved rather difficult to reconstruct how this service was put together, but the table and map on page 14 shows my best guess. The table

contains some obvious errors—Chatham at 160 miles was shown at the end of the line beyond Kempsey, but it is really a suburb of Taree. It is unclear where the route ran from Dungog to Wards River, but it appears from the timings to have been along the older road over the mountain, rather than making an end run around it, as the railway was soon to do. At Gloucester, passengers for Copeland would have had to change coaches, probably after a delay of an hour or two. This coach was probably based at Gloucester and it is shown as returning from Copeland at 9 p.m. As the Copeland–Gloucester distance is only 11 miles, passengers wanting to travel further south would have had to stay overnight in Gloucester to pick up the south-bound coach next morning—but the timetable doesn't say so.

More branch coaches seem to have met the main coach around Krumbach, bound for Forster in the south and at Timonie, bound for Wingham. Beyond Taree, there seems to have been another 'split' to service Port Macquarie, with the main route turning inland through Wauchope, so as cross the river. The times given for Wauchope are clearly wrong, they require an



average speed of 15 mph.

While, the forward times are difficult enough to tease out, the return timings are nothing short of nonsense. All of the places on the route share a common arrival time back at Dungog of 10:20 a.m., but few seem to have any sensible or sequential departure times— even those on the main route. Perhaps the return route came a different way, but it is beyond my capacity to work out what that might be and I leave it as a challenge to the reader.

A coach line ran also to Taree from 'Newcastle' (in reality Stockton wharf via a ferry connection). This was not so attractive to Taree passengers because, although it made a bee-line for Taree, the total travel time from Newcastle was 28 hours, several hours longer than by the more roundabout train and coach route.

To the far South Coast

To get to places like Bega on the far South Coast, one usually travelled by coastal steamer but, if travelling by land, one had to catch a Cooma train, although there were some services that struck out from Nowra. The Cooma line coaches had rather heroic expeditions from the Southern Tablelands, over the Great Divide and down to the sea. My combined train and coach timetable, reconstructed from the pages of the rail timetable is shown on page 15.

Travellers needed to be hardy on these trips, especially in winter. Imagine if you will, detraining from the Cooma Mail at Tarago (elevation 1,500 feet, temperature well below freezing) just before 3 in the morning and then waiting for an hour outside the station for a two-day journey over the Budawangs to Bateman's Bay and on down the coast to Bega.

From Cooma, you could catch a train to The Creel— a destination that probably



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mystified the casual reader of the 1912 timetable as much as it mystifies you. But the NSWGR had thoughtfully added a footnote explaining it as 'Mt Kosciusko'. You could also catch coaches to Kiandra, Adaminaby and Jindabyne. Trout were probably the attraction here too, although Kiandra had been a gold-mining town.

Finally, from Nimmitabel, where the railway line had paused on its way to Bombala (known as Bombaka then), one could push on south and east on a coach to Bega. For Bega passengers, it was worth staying on the Mail train to Cooma and catching the Mixed beyond, thence the coach, be-

cause one could beat one's rivals who had detrained at Tarago, by nearly a day.

Hay— Hub of the Riverina

The longest coach routes in NSW operated out of Hay. The railway never got beyond Hay, although it got there early in an attempt to siphon off traffic that Victoria was threatening to carry off (above). Onward connections from Hay by coach were very heavily dependent on mail contracts—the area was vast and sparsely inhabited and one didn't venture there unless one had to. The table below shows the Hay services, in pretty much the way they were

Services from Hay		Miles	Leaves Hay	Days	Arrives	Returns	Days	Arrives Hay	Single Fare	Return Fare
Wangomilla		50	6:00	MWF	15:30					
Oxley		55	6:00	MWF	1:06:00	18:00	MWF	7:15	30.0	50.0
Balranald		120	6:00	MWF	1:16:00	6:00	MWF	7:00	60.0	100.0
	Wentworth	259	6:00	MWF						
	Pooncarie	346	6:00	MWF						
Euston		180	6:00	MWF					90.0	140.0
Gob Gob		246	6:00	MWF						
Mildura			6:00	MWF						
Deniliquin		80	6:00	Su	19:00	17:00	Su.ex	7:00	20.0	35.0
Wangomilla		50	7:00	Su	16:00	22:00	Sa.ex	7:00	15.0	30.0
Gunbar		50	8:00	WSa	18:00	8:00	SuTh	18:00	12.5	20.0
Maude		36	18:30	MWF	1:12:00	22:00	MWF	1:07:00	20.0	35.0
Booligal		50	18:30	MWF	1:04:00	8:00	MWF	16:00	20.0	35.0
Deniliquin		80	18:30	MWF	1:07:00					
Mossgiel		105	18:30	MF	1:16:00	22:00	TuTh	1:16:00	40.0	80.0
Ivanhoe		139	18:20	MWF	1:22:00	8:00	MWF	1:16:00	55.0	85.0
	Wilcannia	220	18:30	MF					120.0	200.0
										Change coach at Ivanhoe
Wentworth		259	18:30	Th	3:18:00	18:00	W	3:07:00	120.0	200.0
Wangomilla		50	19:30	TuTh	1:03:00					
Deniliquin		80	19:30	TuTh	1:07:00					

Times shown as d:h:m indicate when, on the day concerned the coach arrives

displayed in the NSWGR 'Coaches' table.

In 1865 Cobb & Co. had made Hay their NSW headquarters and moved their coach factory there. There was also an extensive coach network run by Robertson & Wagner. The railway arrived in 1882.

On Mondays, Wednesdays and Fridays, a coach left at 6 a.m. for the long haul towards Mildura. The coach operators of this service must have been particularly vague or recalcitrant in responding to the NSWGR about timetable information, because there are many missing entries for these services. From the notes in the timetable about Balranald, one deduces that the 6 a.m. coach ran only that far. This was far enough at 120 miles, but one had to travel twice as far again to get to places like Pooncarie. How these connections were made (and with what) is unexplained. The return journey is even more of a mystery.

In the evening, three days a week, a coach set out for Deniliquin, where one could catch a train to Melbourne. Another evening coach to Deniliquin ran via a slightly different route on Tuesdays and Thursday. Twice a week (or perhaps it was three times per week?), a coach headed north at the same time, running as far as Ivanhoe, where one could change to a coach which would carry one through to Wilcannia, the great melting pot of western NSW.

Back of Bourke

The valley of the Paroo River is where we started our coach explorations and where we finish. Although the Paroo catchment and the river itself is still largely wild, there have been cattle and sheep stations in it since the late 1800s. These were huge stations (one was owned by Australia's richest cattle-king Sir Sidney Kidman, great uncle of you-know-you) and correspondingly very spread about. The mail and coach routes were necessarily long.

Because of Bourke's strategic location on the navigable Darling River, it very early acquired a railway connection. Before that, coaches had served it and the areas beyond. As the rail head crawled north-west, these coach lines retreated accordingly. For a century, the rail line was served by a mail train that left Sydney in the evening and arrived at Bourke late in the next day— in 1912, it arrived at 5:30 pm (table, page 16). Between the morning call at Dubbo and its evening arrival in Bourke, it made connections with 14 coach services at Narromine, Trangie, Nyngan, Girilambone and Bourke.

As on the North Coast, the exact pattern of these services is a little unclear, especially those operating out of Nyngan. The service from Nyngan to Buckingham was run by Cobb & Co.— and for a very good reason— they owned Buckingham. Cobb & Co eventually became large land-owners and

Buckinguy was the first property they ever acquired. A map and timetable for this route is shown on page 15.

My reconstruction of all the Western Line services are shown on our page 16. None of the routes were shorter than 22 miles and 5 of them stretched over more than 100. The longest was from Bourke to Murtie Station, just beyond Wilcannia.

As already mentioned, three coaches per week struck out for Hungerford after the arrival of the train (or, after tea, I suppose). Twice a week the more direct Cobb & Co. coach left at 8:30 pm, taking nearly 2½ days to cover the 132 miles. On Thursdays, an alternative coach ran west to Wanaaring, where it connected with another running upstream along the Paroo to Hungerford. Beyond Hungerford, the coach to Cunnamulla had to cross the Paroo, where the crossing could be quite an adventure when the river was up (below). There was also a twice-weekly service direct from Bourke to Cunnamulla, 165 miles away, spending nearly 5 days on the journey.

Henry Lawson walked from Bourke to Hungerford (he couldn't afford the coach fare) and famously said of it:

One of the hungriest cleared roads in New South Wales runs to within a couple of miles of Hungerford, and stops there; then you strike through the scrub to the town. There is no distant prospect of Hungerford—you don't see the town till you are quite close to it, and then two or three white-washed galvanized-iron roofs start out of the mulga.

We found Hungerford and camped there for a day. The town is right on the Queensland border, and an interprovincial rabbit-proof fence—with rabbits on both sides of it—runs across the main street. Hungerford consists of two houses and a humpy in New South Wales, and five houses in Queensland. Characteristically enough, both the pubs are in Queensland. We got a

glass of sour yeast at one and paid six-pence for it—we had asked for English ale.

The post office is in New South Wales, and the police-barracks in Bananaland. The police cannot do anything if there's a row going on across the street in New South Wales, except to send to Brisbane and have an extradition warrant applied for; and they don't do much if there's a row in Queensland. Most of the rows are across the border, where the pubs are. One part of the town swears at Brisbane when things go wrong, and the other part curses Sydney.

The country looks as though a great ash-heap had been spread out there, and mulga scrub and firewood planted—and neglected. The country looks just as bad for a hundred miles round Hungerford, and beyond that it gets worse—a blasted, barren wilderness that doesn't even howl. If it howled it would be a relief.

Decline and fall

The NSWGR PTT carried essentially the same number of horse coach timetables until the First World War, when the coaches suffered a precipitous drop, largely due to the Post Office specifying motor transport for the mail contracts. Many mail contracts were taken over by returned soldiers, as part of a compensation scheme. By 1932, the horse coach was finished everywhere, even in its last hold-out in Queensland. The car had won.

*Oh, we'll all go out to meet her
When she comes
Oh, we'll all go out to meet her
When she comes
Oh, we'll all go out to meet her,
We'll all go out to meet her,
We'll all go out to meet her
When she comes*





Changing Times? How to adjust a timetable

Urban bus routes in country Victoria

ADRIAN DESANTI makes a welcome return to our pages after 7 years, with new information to add to **GEOFF MANN'S** article.

The March 2007 issue of *The Times* ran an article on Urban Bus Routes in Country Victoria, featuring Daylesford-Hepburn Springs and Mooroopna-Shepparton services from the 1960's. Both these services were still operating in the mid 1990's.

Daylesford – Hepburn Springs

Time has not been kind to this route. Since 1962 this route has seen significant reductions in the number of services offered. The undated timetable shown was sourced from the bus depot around 1996 and shows the route operating only 4 services Monday to Friday. On Tuesdays and Thursdays the 2pm and 4pm departures extend to Old Hepburn, located approximately 1km north-west of Hepburn Springs. Weekend services have been withdrawn. The timetable shows a similar level of sophistication in the layout to the 1962 timetable and interestingly the remaining departure times

match services operated in 1962. The service was operated by Little's.

Mooroopna – Shepparton

This timetable has been sourced from the Shepparton Transit/Mooroopna Transit timetable effective from May 1995. This timetable was still current in 2004. Monday to Friday there are 10 services offered compared with 15 in 1965. The service is a basic hourly frequency with through routing to two local town services in Mooroopna. On Saturdays only 4 services are provided, all operating Saturday morning, compared to 24 in 1965, when services operated until after midnight. Sunday no longer sees any service. The route from Mooroopna to Shepparton is now operated by Mooroopna Passenger Services.

DAYLESFORD - HEPBURN	
Monday - Friday	
8 return trips daily as follows	
Dept Daylesford	
	8.30 am
	11.00 am
	2.00 pm
	4.00 pm
Dept Hepburn Springs	
	8.45 am
	11.15 am
	2.15 pm
	4.15 pm
BUS CONTINUES TO OLD HEPBURN	
2.00 pm - 4.00 pm TUE + FRI	
8 Trips per day	

GETTING AROUND MOOROOPNA AND TO SHEPPARTON HAS NEVER BEEN EASIER

Wherever you want to go in and around Mooroopna and to Shepparton, Mooroopna Transit will take you there. Mooroopna Transit operates North and South of the City Centre and provides an hourly service to Shepparton, where you can connect with the Shepparton Transit network.

Prams, folding pushers and shopping jeeps will be carried anytime free of charge.

Co-ordination of bus services has been improved on most routes which means less waiting time between town and intertown connections.

FARE STRUCTURE

A feature of Mooroopna Transit and Shepparton Transit is the integrated fare system where it is possible for passengers to transfer between the town services and the intertown service (Mooroopna-Shepparton) on one ticket. Details on fares are available from Mooroopna Passenger Services Pty Ltd, or just ask the bus driver.

Concession fares are available to children 4 years and under 15; students upon presentation of the student concession card and pensioners who have a current Government approved concession card.

INFORMATION

If you have any further queries relating to the Mooroopna Transit services, you should contact the operator, Mooroopna Passenger Services Pty Ltd on phone 25 2323 or just ask the bus driver.

For details on the Shepparton Transit Services, contact Shepparton Transit on phone 31 2150.

ROUTE 1. MOOROOPNA TO SHEPPARTON

MONDAY TO FRIDAY

TO SHEPPARTON

TO MOOROOPNA

McLENNAN ST (Cor McLennan & Mills St)	SHEPPARTON CITY STAND	SHEPPARTON CITY STAND	McLENNAN ST (Outside Barntoc)
8.30	8.40 A, C	8.45	8.55
8.55	9.05 H, I	9.25	9.35 L
9.55	10.05 H, I	10.25	10.35 P
10.55	11.05 H, I	11.25	11.35 L
11.55	12.05 H, I	12.25	12.35 P
12.55	1.05 H, I	1.25	1.35 L
1.55	2.05 H, I	2.25	2.35 P
2.55	3.05 H, I	3.25	3.35 L
3.55	4.05 H, I	4.25	4.35 P
4.55	5.05 H, I	5.40	5.50

SATURDAYS

8.35	8.45	8.45	8.55
9.10	9.20	9.40	9.50
10.10	10.20	10.55	11.05
11.10	11.20	12.10	12.15

CONNECTIONS

P – Mooroopna Park	Direct
L – Lenne Street, Rodney Village	Direct
A – Archer Street	Change
C – Colliver Road	Change
H – Hospital	Change
I – International Village	Change

Getting around Shepparton has never been easier

SHEPPARTON ON THE MOVE

Wherever you want to go in and around Shepparton, Shepparton Transit will take you there.



Shepparton Transit operates connecting services North, South, East and West of the City of Shepparton Town centre. It provides an integrated network of public transport in Shepparton and connects with services to Mooroopna.

Shepparton Transit *Moving People*