

## EUROPEAN RAILTIMETABLE

Europäisches Kursbuch

Indicateur Européen

MARCH 2008

- Summer Supplement
- Cruise Trains feature

# 135

## YEARS

of Thomas Cook Timetables



**Inside: The Cook Book– 135 years on  
Horsing about in Eyre-Delight  
Bottle-neck at Kilmore  
Bobbin Head buses**

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# The Times

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### On the front cover

It is 135 years since Thomas Cook first published his Continental Timetable, now called the "European Timetable" and still in production. Pretty soon now it will surpass Bradshaw as the longest-running independent train timetable in the world. In this issue, Jan Morris takes an affectionate look at the Cookbook and the staff at Peterborough explain how they do it.

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# Be sure to change trains at Gare du Nord

By JAN MORRIS

I walked into our local café the other day and saw a friend, alone at a table, deep in a paperback book with an air of profound contentment.

I knew exactly what he was feeling, because I recognised the book: it was the latest edition of *Thomas Cook's European Rail Timetable*, one of the very best books to spend a solitary lunchtime with or to keep permanently on your bedside table.

Railway timetables have a distinguished literary history in Britain. For more than a century, *Bradshaw's Monthly Railway Guide* was so familiar an English institution that its name went into the language - and although the guide came to an end in 1966, it still gets an entry in the *Oxford Companion to English Literature*.

Plotting the fastest cross-country railway journey in *Bradshaw* was a popular parlour game in middle-class Victorian Britain, in the days when a mesh of narrow-gauge lines added to the challenge. The name crops up in many a novel or thriller of the steam age, when a cabinet minister needs an express train to rush him to a vital meeting at the House of Commons or some rogue in a white dinner jacket plans a getaway via the ferry at Harwich.

Thomas Cook's monthly manual, itself 130 years old, is already something of an institution too, not least in its *independent traveller's edition*, which is the one I have at my bedside. Its in-house nickname, the publishers tell me, is *ETT* (as in "*European Time Table*") and this itself has a steamy touch of tradition to it, because the "*TT*" is a memory of the days before a Time Table became a Time-table and then a Timetable. In the travel trade, I gather, the book is familiarly called simply *Cook's*, just as George Bradshaw Esq of Manchester has faded into history's memory simply as *Bradshaw*.

One of the perennial fascinations of the railway timetable, then as now, is its infinite resource of exceptions, alternatives and all but inexplicable cross-references. Thomas Cook's *European Rail Timetable* mercifully spares us the labyrinthine complexities of fares, perhaps expecting us, like Sherlock Holmes, to get somebody else to do the booking.

In all other ways it is, like its predecessor, a delightful prodigy of complication. No list of symbols on a word processor can do justice to its virtuoso command of footnote symbols: one device, for instance, to warn us that The Train Does Not Stop; another to "separate two trains in the same column between which no connection is possible"; and a plethora of significant letters and

numerals and innumerable minute pictures of ships or buses or beds or brimming wineglasses or little two-storey houses to warn you of frontier posts ahead.

I have always loved railway timetables but it is only now, I think, as we enter perhaps a new railway age, that they are reaching an apogee. A sleeper to Aberdeen in Scotland or Penzance in the far south-west of England used to be the summit of *Bradshaw's* ambitions but now the whole continent of Europe falls within the province of its successor. *Cook's* handsomely recognises this fulfilment. The later *Bradshaw's* used to be decidedly sober productions, perhaps because Mr Bradshaw was a Quaker, but Thomas Cook's contemporary editions are luxurious shiny jobs, with pictures of sleek super-trains streaming across their covers (in the autumn edition, we are told, they showed "an electric Desiro train on test near Prohoma in Greece").

For yes, I suppose the railway timetables appeal most of all to the train buffs who have been recognising locomotive types, collecting engine numbers and timing train arrivals since the first *Bradshaw* was published in 1841. They cluster still at the far ends of railway platforms throughout the kingdom, indomitable in their obsession, and I would guess that *Cook's* is bedtime reading for half of them.

There is so much to learn from this arcane repository of knowledge. Had you ever heard of the electric Desiro train before? For that matter did you know the existence of the Finnish Pendolino train, or the Spanish AVE (short for Alta Velocidad Española), which is the fastest train in the world? And would you ever have guessed that in Switzerland there are some 40 different railway companies, among them Ferrovie Autolinee Regionali Ticinesi, whose acronym is Fart?

The joy of them, of course, generally lies not in the reality, but in the imagination. *Cook's* is the Bible of the Virtual Traveller. Snug in bed with a glass of old Laphroaig, with the household asleep around you, you may travel at ease in those realms of gold we read about in the poets. Hardly less lyrical than Keats is Thomas Cook on form - by which I mean, seized from his own pages, footnotes and all, and liberated in your mind to go with him where you will.

Perhaps you will feel like taking a trip, for example, from Palermo to Kaliningrad: from the heart of Sicily to the last foothold of Russia in Europe. Half an hour's consultation, and you are already on your way. Palermo - Rome - Bologna - Vienna - Petrovica - Wroclaw - Poznan - Tczew and

Braniewo and finally Kaliningrad, the old stronghold of the Teutonic Knights, on the frigid Baltic shore.

Or perhaps you would prefer something more modest, like a rack railway in the Alps somewhere or a toddle through Mitteleuropa? Flick a few pages, and here's an enticing-looking line from Chur to Arosa (though we must remember that trains stop at Langwies only by request). Or how about a Finnish jaunt, from Jyväskylä to Vaasa? Oh no, that's no good - on Mondays you have to change at Seinäjoki - but we could pop over to Hungary and make the trip from Kiskunfélegyháza to Szentes, if only to say we'd done it.

Just imagine it all - the strange station names flashing by, the sunbaked vineyards of Lampedusa's Sicily giving way to the marshlands of East Prussia - the thump and swish of your trains, Polish pancakes in the restaurant car, the creak of the woodwork and the breathy croak of the whistle - the smell of it all, the vibrations, the sounds of strange vowels, the quick hop to the platform to pick up a news-paper at Klagfurt - could anything be more satisfying, as you lie there in the maplight, your beloved perhaps snoring peacefully beside you, and outside your windows only the homely sounds of the garbage-men doing their rounds, or a couple of maudlin drunks on their way home from the pub?

I asked the man in the café if he was planning a train journey somewhere. "Tunisia," he said, his eyes burning with the thought of it. "Eurostar to Avignon. TVC [the local steam service] down to Marseille, and there's plenty of sailings from there, I see from *Cook's*. And then, I've been thinking, on the way back we could take a boat to Athens, pick up one of those Desiro trains - have you tried them? - and then, oh I don't know, maybe find a train to Venice and get on a TGV to Strasbourg perhaps, up to Brussels and then, bingo, it's Eurostar and home!"

For *Cook's* is not really made for day-dreaming, any more than *Bradshaw* was devised as an after-dinner entertainment at the vicarage. It was made for the serious journey planner. I have never used my copy to arrange such a happily lackadaisical journey as my friend's to Tunisia, making up his mind as he went along, and relying on *Cook's* for the logistics.

A couple of years ago, though, I did use my copy of the great work meticulously to plan a journey in advance for this newspaper, and this is how it went.

From my home in north Wales I took the narrow-gauge steam train from Porth-

madog to Blaenau Ffestiniog, where I boarded a railcar of the Conway Valley Railway to Llandudno Junction. A Virgin Rail Pendolino whisked me to Euston in London, where, using my through ticket, I went by London Underground to Waterloo. There, a Eurostar took me under the English Channel to Gare du Nord in Paris, where I changed stations and boarded the last frail remnant of the original Orient Express, then running the final few months of its route to Vienna. Finally a train called the Goldoni took me southwards into Italy

to drop me at a remote small station called Villa Opicina, where by trundling my baggage down a platform, along a country lane and into a village, I clambered aboard the funicular tram of the Ferrovia Elettrica, which took me precipitously down the mountainside to my destination, Trieste.

It all went like clockwork. It was all thanks to Mr Cook. I obeyed his tables meticulously. I was careful to make sure that I did not in error board the Milan train at Mestre, or get carried past Villa Opicina all

the way to Ljubljana. I took with me, as he advised, a spare pair of spectacles and a universal bath plug (so often missing, as he warned me, from washbasins), and the very first thing I did when I got into bed that night was to get out my *European Rail Timetable* and retrace the whole delightful odyssey, from one end of Europe to the other, consulting footnotes all the way.

-The Financial Times

## Cooks TT autobiography

By the EDITORIAL TEAM at COOKS

**A**lthough the members of the current editorial team have over 100 years of service with Thomas Cook between them, we are all Johnny-come-latelys when compared with the length of time that the timetable has been around. I am, of course, referring to Cook's Continental Time Tables (CTT to many), the name carried from its inception in March 1873 until 1918. Name changes from then until 1973 were minor, involving the dropping of the apostrophe in Cook's, and the introduction of a hyphen in Time-Table, dropped in 1956 in favour of the more modern form Timetable.

From 1974 a change in the company's marketing policy meant it was now the Thomas Cook Continental Timetable, although from 1977 to 1980 Continental became International reflecting the addition of non-European content. The introduction of the separate Overseas Timetable at the beginning of 1981 meant a reversion to the previous title, although in retrospect the opportunity should have been taken then to change it to European Timetable (reflecting sales across the globe), which eventually happened from January 1988. Finally, the word Rail was added to the title from January 2005, some 1423 editions after that first issue of March 1873.

In fact the first edition was '*distributed free, issued for the purpose of being freely distributed to Railway Officials and others interested in such publications, for their corrections and revision, and for the purpose of soliciting Advertisements*'. The first regular edition followed in June, on a quarterly basis at first, becoming monthly from January 1883.

It was the idea of an employee, John Bredall, who later became Company Secretary. There was already a guide that showed rail times on the Continent called Bradshaw's Continental Guide, but this attempted to be comprehensive and had become a very large volume of over 1000 pages. Mr Bredall's proposal was for a

slimmer volume, described in the early issues as 'a Cheap, Concise and Simple Guide to All the Principal Lines of Railway, Steamers and Diligences on the Continent of Europe'. He was given the job of bringing the idea to fruition and continued in the capacity of Editor until 1914, succeeded in turn by C.H. Davies, H.V. Francis, J.H. Price, and finally the current Editor from 1985. The principle of carefully selecting those stations and trains which are of most use to the readers has remained with us to the present day.

### PRESS OPINION 1873

COOK'S CONTINENTAL TIME TABLES AND TOURISTS HAND-BOOK. London: T. Cook and Son, Fleet Street.

This new Handbook certainly reflects great credit upon the enterprising firm by whom it is issued, as it not only presents the time tables of the leading Continental lines in a cheap, concise, and simple form, but also gives much miscellaneous information of great value to travellers with the other matter that comes within the scope of all Continental time tables. Among the special features which favourably distinguish this book from its contemporaries, we may mention the omission from the tablet of the names of all the small and unimportant places which are of no interest whatever to the traveller, and only serve to confuse him; and the extra distinction that is given between the hours of day and night by the use of two kinds of type - the figures denoting the hours of the night being considerably darker than those used for the day trains. There are also some valuable skeleton tables, shewing at a glance the quickest mode of reaching the principal Continental Cities without the trouble of searching for the times of the different trains in the general tables. Taken as a whole, this publication is a valuable addition to the literature of the iron road, and all intending tourists or travellers on the Continent who possess themselves of a copy will have cause to thank Messrs. Cook and Son, under whose

personal supervision the work has been compiled. We must not omit to mention, too, the sectional railway maps, which are of a peculiarly clear and legible character.

-Oxford University Herald July 19, 1873

### Printing the Timetables

Thomas Cook himself had a background in printing and publishing, and the timetables were initially printed 'in house' as we would say today, in the basement of Thomas Cook's Chief Office in Ludgate Circus, Fleet Street. From 1896 the job was placed with outside printers, notably Thomas Forman of Nottingham until 1954, then Albert Gait of Grimsby, and more recently William Clowes of Beccles.

Until the early 1980s, the timetable was set using Monotype hot metal keyboards and casters. This was particularly suitable for timetable work as each character was cast as a separate piece of metal, allowing individual figures to be corrected without disturbing others.

Computerised phototypesetting started to come in from 1978. Desktop publishing was introduced from 1991, eliminating the need for outside typesetting, and giving the small and dedicated editorial team, based at Thomas Cook's head office in Peterborough, Cambridgeshire, full control over the layout of the pages.

Thomas Cook possesses a unique collection of archive material in Peterborough covering every aspect of the company's history. Researchers can view the material, including old editions of the timetable, by appointment. A copy of the first edition of March 1873 holds pride of place in the Company Archivist's display cases

And for those who entered the Thomas Cook 102 Guineas world trip lucky draw - please be advised that entries closed on April 1st.

# Horse services of the South Australian Railways in 1923

by VICTOR ISAACS

The South Australian Railways were unusual in operating a number of services by horsepower (literally). Some of these were more in the nature of urban tramways than railways but still came under SAR auspices. The following is taken from the SAR Public Timetable of 10 December 1923.

The Victor Harbour tram was a physical extension of the railway line for 3 km over the causeway to Granite Island. Originally built about 1850 to help develop the port, it was subsequently run from about 1875 for recreational trippers. It operated all year round. In January 1911 it was converted to operation by a small steam locomotive but this only lasted until 1914 when Dobbin came back. The line was foolishly closed in 1955, but the District Council of Victor Harbor understood its merit in a tourist area, and rebuilt it. It was re-opened on 14 January 1986. In 1923 there were 19 runs a day – note the breaks at mealtimes. On Sundays there were ten services, but not in the morning because everybody was at church.

Gawler, 41 km north of Adelaide, is now the terminus of a thriving suburban service. The station is a little remote from the business centre, so an on-street horse tramway connected them. In 1923 services were sparse – three in the morning, three in

the middle of the day and three in the late afternoon/early evening. On Saturday night there was an additional service just after midnight to connect with the Saturday only 11.14 pm train from Adelaide. But to make up for this, the horse then had a rest on Sundays. This line was also used for the delivery of locomotives from Martin Company's factory. It ceased operation, I believe, in the late 1920s.

A network of narrow-gauge horse lines ran around the mining and seaside town of Moonta in the upper Yorke Peninsula. Private mining tramways using horses were operating in this area before the government lines were built, so there was logic in the SAR also using horses.

There was a service of 11 trams (13 in summer) over the 2 km from Moonta to East Moonta, a sparser service of six trams over the 2 km from Moonta to Hamley Flat and fewer again – three (five in summer) – on the 4 km from Moonta to Moonta Bay. A peculiarity is that the service did not commence until mid-morning. On Fridays services were augmented by additional evening services. On Sundays there were just two services to East Moonta and one to the Bay. This little system ceased operation in the late 1920s.

The 16 km horse-operated line from Port Broughton to Mundoorra was a different category. This was a rural service, with just one tram a day. This line opened on 11 March 1876. From June 1926 horses were replaced with a Malcolm Moore rail tractor with Fordson traction engine until 3 August 1942 when the line was closed. This line was always isolated from other lines.

Horse power had previously been used on other SAR lines: Port Wakefield-Balaklava-Hoyleton (NG), Naracoorte-Kingston (NG), and Victor Harbour-Goolwa-Strathalbyn (BG).

The Port Wakefield-Hoyleton line was notable in that the horses pulled the wagons uphill, and rode wagons downhill.

My thanks to John Kain for assistance and to *Australian Railway Routes 1854-2000* by Howard Quinlan and John Newland (Australian Railway Historical Society, NSW Division, 2000) for the dates in this article.

The horse line operated by the Victorian Railways between Welshpool and Port Welshpool (narrow-gauge) was covered on pages 1 and 3 of the *Times* of April 1999 and pages 9 and 10 of the *Times* of May 2006.

## VICTOR HARBOUR TRAMCAR.

THIS TRAMCAR RUNS AS UNDER DURING SUMMER MONTHS AS MAY BE ADVERTISED.

### WEEK DAYS.

Leave VICTOR HARBOUR for GRANITE ISLAND at 9'30, 10'0, 10'30, 11'0 11'30 a.m., 12'0 noon, 12'30, 2'0, 2'30, 3'0, 3'30, 4'0, 4'30, 5'0, 7'0 7'30, 8'0, 8'30, and 9'0 p.m.

Leave GRANITE ISLAND for VICTOR HARBOUR at 9'45, 10'15, 10'45, 11'15, 11'45 a.m., 12'15, 12'45, 2'15, 2'45, 3'15, 3'45, 4'15, 4'45, 5'15, 7'15, 7'45, 8'15, 8'45, and 9'15 p.m.

### SUNDAYS.

Leave VICTOR HARBOUR for GRANITE ISLAND at 2'30, 3'0, 3'30, 4'0, 4'30, 6'30, 7'0, 7'30, 8'0, and 8'30 p.m.

Leave GRANITE ISLAND for VICTOR HARBOUR at 2'45, 3'15, 3'45, 4'15, 4'45, 6'45, 7'15, 7'45, 8'15, and 8'45 p.m.

FARES.—Victor Harbour and Granite Island section. 2d. each way, adult or child.

*N.B.—The above timetable is subject to revision.*

**GAWLER TRAMWAY TIME TABLE.**

UP—MONDAYS TO FRIDAYS, INCLUSIVE.

Stations.	dep	a m	a m	a m	p m
Murray Street	dep	7 40	8 25	8 56	12 10
Gawler Station	arr	7 54	8 38	9 8	12 24

Stations.	dep	p m	p m	p m	p m
Murray Street	dep	12 46	1 40	5 10	5 50
Gawler Station	arr	1 0	1 54	5 23	6 4

DOWN—MONDAYS TO FRIDAYS, INCLUSIVE.

Stations.	dep	a m	a m	a m	p m
Gawler Station	dep	8 11	8 45	9 15	12 30
Murray Street	arr	8 24	8 55	9 30	12 45

Stations.	dep	p m	p m	p m	p m
Gawler Station	dep	1 5	2 6	5 32	6 15
Murray Street	arr	1 19	2 19	5 46	6 27

UP—SATURDAYS ONLY.

Stations.	dep	a m	a m	a m	p m	p m	p m
Murray Street	dep	7 40	8 25	8 56	12 10	12 46	1 40
Gawler Station	arr	7 54	8 38	9 8	12 24	1 0	1 54

Stations.	dep	p m	p m	p m	a m	a m
Murray Street	dep	5 10	5 50	7 5	8 5	12 2
Gawler Station	arr	5 23	6 4	7 19	8 17	12 14

DOWN—SATURDAYS ONLY.

Stations.	dep	a m	a m	a m	p m	p m	p m
Gawler Station	dep	8 11	8 45	9 15	12 30	1 5	2 6
Murray Street	arr	8 24	8 55	9 30	12 45	1 19	2 19

Stations.	dep	p m	p m	p m	p m	a m	a m
Gawler Station	dep	2 31	5 32	6 15	7 32	8 25	12 18
Murray Street	arr	2 44	5 46	6 27	7 46	8 37	12 30

† Sundays only.

Down tramcars, after passing Messrs. Martin & Co.'s works, will only stop at Institute, Prince Alfred Hotel, Lyndoch Road, and tramshed.

**PORT BROUGHTON AND MUNDOORA TRAMWAY.**

DOWN—DAILY (EXCEPT SUNDAYS).

Miles	Stations.	Passenger.
—	Pt. Broughton P.O.	a m
10	Mundoora	6 40

UP—DAILY (EXCEPT SUNDAYS).

Miles	Stations.	Passenger.
—	Mundoora	p m
10	Pt. Broughton P.O.	3 10

**EAST MOONTA AND MOONTA BAY TRAMWAY.**

UP—MONDAYS TO THURSDAYS (INCLUSIVE).

Miles.	Stations.	a m	a m	p m	p m	p m
—	Moonta Bay	dep	11 40	—	—	—
2½	Moonta	arr	12 0	—	—	—
—	Moonta	dep	10 0	12 3	1 5	2 0
4	East Moonta	arr	10 15	12 18	1 20	2 15

Stations.	dep	p m	p m	p m	p m	p m	p m
Moonta Bay	dep	—	3 55	—	5 5	—	7 45
Moonta	arr	—	3 55	—	5 25	—	8 5
Moonta	dep	3 20	4 0	4 40	5 30	6 5	6 45
East Moonta	arr	3 35	4 15	4 55	5 45	6 20	7 0

DOWN—MONDAYS TO THURSDAYS (INCLUSIVE).

Miles.	Stations.	a m	p m	p m	p m	p m	p m
—	East Moonta	dep	10 20	1 40	2 20	3 0	3 40
1½	Moonta	arr	10 35	1 55	2 35	3 15	3 55
—	Moonta	dep	10 40	—	2 40	—	4 40
4	Moonta Bay	arr	11 0	—	3 0	—	5 0

Stations.	dep	p m	p m	p m	p m	p m	p m
East Moonta	dep	5 0	5 45	6 25	—	7 10	—
Moonta	arr	5 15	6 0	6 40	—	7 25	—
Moonta	dep	—	—	6 40	—	7 25	—
Moonta Bay	arr	—	—	7 0	—	7 45	—

\* These cars run during Dec., Jan., and Feb. only.

**EAST MOONTA AND MOONTA BAY TRAMWAY.**

UP—FRIDAYS ONLY.

Miles.	Stations.	a m	a m	p m	p m	p m	p m
—	Moonta Bay	dep	11 40	—	—	—	3 35
2½	Moonta	arr	12 0	—	—	—	3 55
—	Moonta	dep	10 0	12 3	1 5	2 0	2 40
4	East Moonta	arr	10 15	12 18	1 20	2 15	2 55

Stations.	dep	p m	p m	p m	p m	p m	p m
Moonta Bay	dep	—	5 25	—	—	—	—
Moonta	arr	—	5 25	—	—	—	—
Moonta	dep	4 40	5 30	6 5	6 45	7 0	7 20
East Moonta	arr	4 55	5 45	6 20	7 0	7 15	7 35

Stations.	dep	p m	p m	p m	p m	p m	p m
Moonta Bay	dep	8 0	8 20	8 40	9 0	9 20	9 40
Moonta	arr	8 15	8 35	8 55	9 15	9 35	9 55

DOWN—FRIDAYS ONLY.

Miles.	Stations.	a m	p m	p m	p m	p m	p m
—	East Moonta	dep	10 20	12 45	1 40	2 20	3 0
1½	Moonta	arr	10 35	1 0	1 55	2 35	3 15
—	Moonta	dep	10 40	—	2 40	—	4 40
4	Moonta Bay	arr	11 0	—	3 0	—	5 0

Stations.	dep	p m	p m	p m	p m	p m	p m
East Moonta	dep	5 0	5 45	6 25	7 0	7 20	7 40
Moonta	arr	5 15	5 50	6 40	7 15	7 35	7 55
Moonta	dep	—	—	6 40	—	—	—
Moonta Bay	arr	—	—	7 0	—	—	—

Stations.	dep	p m	p m	p m	p m	p m	p m
East Moonta	dep	8 20	8 40	9 0	9 20	9 40	10 0
Moonta	arr	8 35	8 55	9 15	9 35	9 55	10 15
Moonta	dep	—	—	—	—	—	—
Moonta Bay	arr	—	—	—	—	—	—

**EAST MOONTA AND MOONTA BAY TRAMWAY.**

UP—SATURDAYS ONLY.

Miles.	Stations.	a m	a m	p m	p m	p m	p m
—	Moonta Bay	dep	11 40	—	—	—	3 35
2½	Moonta	arr	12 0	—	—	—	3 55
—	Moonta	dep	10 0	12 3	1 5	2 0	2 40
4	East Moonta	arr	10 15	12 18	1 20	2 15	2 55

Stations.	dep	p m	p m	p m	p m	p m	p m
Moonta Bay	dep	5 5	—	—	—	—	7 45
Moonta	arr	5 25	—	—	—	—	8 5
Moonta	dep	5 30	6 5	6 45	7 0	7 20	7 40
East Moonta	arr	5 45	6 20	6 50	7 15	7 35	7 55

DOWN—SATURDAYS ONLY.

Miles.	Stations.	a m	p m	p m	p m	p m	p m
—	East Moonta	dep	10 20	1 40	2 20	3 0	3 40
1½	Moonta	arr	10 35	1 55	2 35	3 15	3 55
—	Moonta	dep	10 40	—	2 40	—	4 40
4	Moonta Bay	arr	11 0	—	3 0	—	5 0

Stations.	dep	p m	p m	p m	p m	p m	p m
East Moonta	dep	5 45	6 25	—	7 0	7 20	7 40
Moonta	arr	6 0	6 40	—	7 15	7 35	7 55
Moonta	dep	—	—	6 40	—	—	—
Moonta Bay	arr	—	—	7 0	—	—	—

† These cars run during December, January, and February only.

SUNDAY SERVICE.

UP.				DOWN.			
Stations.		1	2	Stations.		1	2
Moonta Bay	dep	—	4 40	East Moonta	dep	2 30	5 25
Moonta	arr	2 10	5 0	Moonta	arr	2 45	5 40
Moonta	dep	2 10	5 5	Moonta	dep	2 50	—
East Moonta	arr	2 25	5 10	Moonta Bay	arr	3 10	—

## HAMLEY FLAT AND MOONTA TRAMWAY.

### UP—MONDAYS TO THURSDAYS (INCLUSIVE).

Miles.	Stations.	a m	p m	p m	++ p m	++ p m	p m
—	Moonta . . . . . dep	10 5	12 37	2 5	4 0	5 30	6 5
1½	Hamley Flat . . . . . arr	10 17	12 49	2 17	4 12	5 42	6 17

### DOWN—MONDAYS TO THURSDAYS (INCLUSIVE).

Miles.	Stations.	++ a m	p m	++ p m	++ p m	p m	++ p m
—	Hamley Flat . . . . . dep	10 23	12 50	2 23	4 23	5 45	6 28
1½	Moonta . . . . . arr	10 35	1 2	2 35	4 35	5 57	6 40

### UP—FRIDAYS AND SATURDAYS ONLY.

Miles.	Stations.	a m	Fri. only. p m	Sat. only. p m	p m	++ p m	++ p m	p m	∞ p m
—	Moonta . . . . . dep	10 5	12 37	1 5	2 5	4 0	5 30	6 5	6 45
1½	Hamley Flat . . . . . arr	10 17	12 49	1 17	2 17	4 12	5 42	6 17	6 57

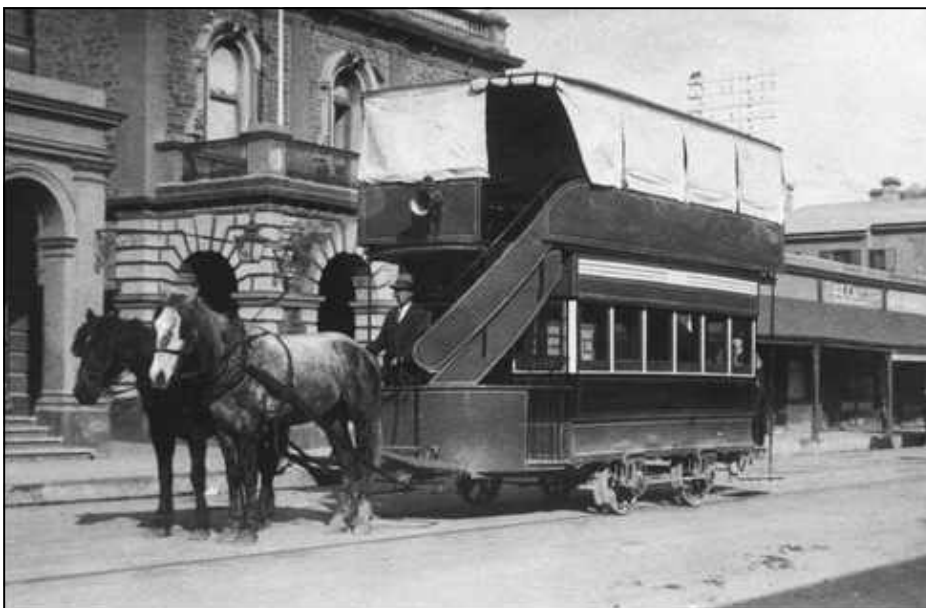
Stations.	p m	p m	Fri. only. p m	Fri. only. p m	Fri. only. p m	Fri. only. p m	Fri. only. p m	p m	Fri. only. p m
Moonta . . . . . arr	7 0	7 20	7 40	8 0	8 40	9 0	9 20	9 40	10 0
Hamley Flat . . . . . dep	7 12	7 32	7 52	8 12	8 52	9 12	9 32	9 52	10 12

### DOWN—FRIDAYS AND SATURDAYS ONLY.

Miles.	Stations.	++ a m	Fri. only. p m	Sat. only. p m	++ p m	++ p m	p m	∞ p m	p m
—	Hamley Flat . . . . . dep	10 23	12 50	1 20	2 23	4 23	5 45	6 28	7 0
1½	Moonta . . . . . arr	10 35	1 2	1 32	2 35	4 35	5 57	6 40	7 12

Stations.	Fri. only. p m	p m	Fri. only. p m	Fri. only. p m	Fri. only. p m	Fri. only. p m	p m	Fri. only. p m	Fri. only. p m
Hamley Flat . . . . . dep	7 20	7 40	8 0	8 20	9 0	9 20	9 40	10 0	10 15
Moonta . . . . . arr	7 32	7 52	8 12	8 32	9 12	9 32	9 52	10 12	10 27

++ These cars connect with Moonta Bay cars  
∞ These cars run during December, January, and February only.



# Pile-up at Kilmore

In 1886, they were playing a waiting game at Kilmore, as GEOFF LAMBERT'S reading of an old WTT revealed

One always paused for breath at Kilmore after tackling Pretty Sally, the first obstacle on the long trek to Sydney. Probably one paused at the same shanty where Pretty Sally plied her trade and gave her name to the famous hill. It was the top of the Great Dividing Range— and so close to Melbourne that the city's gleaming spires lay shimmering in the haze, "just over there". Kilmore is the oldest inland town in Victoria and was settled in 1837.

The railway also crested the range near Pretty Sally on a much photographed "vertical curve" (right) Trains laboured through here, their "I think I can" replaced with an exultant "I knew I could" as they scampered down the other side before their first drink at Seymour. Unlike the bullockys and the motorists, the trains spurned Kilmore— 6 miles down the line from the summit, it flashed past in a flurry of steam.

The railway's Kilmore is not the Hume Highway's Kilmore though. Once it was, but the coming of the Heathcote line saw the name shift to a station on the branch. Kilmore became Kilmore East and the junction point became Kilmore Junction.

These days, the trains scamper through Kilmore East on three tracks— two broad gauge and one standard gauge. It was not always this way. There was only a single track through Kilmore when the line opened in 1872, the locals holding riotous celebrations in the station yard (lower right). And the trains did not scamper— the slowest took 6 hours to get to Seymour. The line was worked at first by what some called "By Guess and by Gaud" and later by Staff and Ticket, which was then very new in Victoria and viewed with suspicion by drivers. There were many adventures. But even Staff and Ticket could not handle the increased traffic and in 1882, a decision was made to duplicate the line as far as Seymour. Duplication proceeded erratically and in disjointed sections, hampered by a 2 year hiatus due to lack of funds.

At the time of our timetable, 1st July 1886, the VR was just 3 weeks away from completing the major gap in the duplication— from south of Kilmore (Wandong Ballast Pits siding) to Broadford. That the Broadford-Tallarook section was already doubled is hard to discern from the WTT, because both of these stations show the Staff and Ticket symbol "†". But that was for the section in advance, of course.

In the Ballast Pits-Broadford single line section the only crossing loop was Kil-



For a long time they called this place *Kilmore Junction* and it wasn't until well after the branch line pushed on to Heathcote that it became *Heathcote Junction*. But there was a siding here before the duplication—and in those days it was called *Summit*.— *John Buckland photo.*

more— and boy, was it busy. In the 3 years between the 1883 *Service Time Table* and the 1886 *Working Time Table* the number of trains passing through Kilmore had risen from 34 per day to 55— and 37 of them met or passed another train at Kilmore. There were 51 "meets" every day (some trains met more than 1 train). It must have been a world record for Staff & Ticket.

Not all trains had to wait. The timetable favoured passenger trains, especially the (Sydney) Express, which did not pause for passengers between Melbourne and Seymour. This was an important train— beyond Seymour, VR went to the trouble of installing an extra platform at Euroa, where the Express both stopped and crossed another passenger train, so that the waiting time was minimised). Just the same, the WTT seems a little ambivalent about whether the Express really did pause for safeworking purposes— 22 Down Express met 16 Up Goods at Kilmore and the latter was shown as arriving just one minute before the Express departed. The Goods had to yield up the staff to the Express here, so it is hard to see how the Stationmaster could get away with such a snappy staff exchange without brining the Express to a stand. Another Goods was on the heels of the Express and, as soon as it arrived, the Up Goods set out

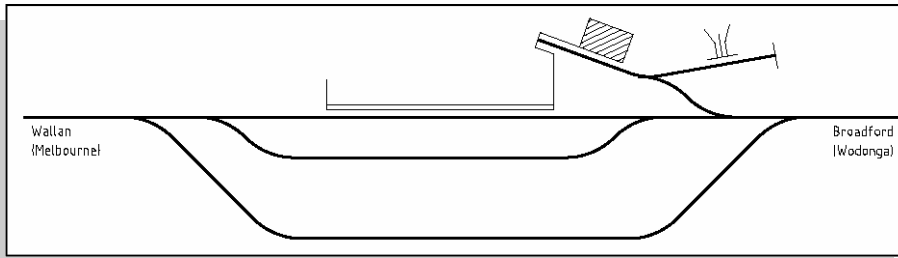
for Melbourne.

It was pretty much like this all day at Kilmore, but the really busy periods were mid-morning for Up trains and mid-afternoon for Down trains. Kilmore had a passing siding and a goods siding in 1886 (see diagram on page 9). This meant that it was possible to "lock away" two trains at once to allow multiple crosses, and this happened several times a day. The Down (Roadside) Goods spent 1¼ hours in the goods siding while 4 trains went by between 7:11 and 8:55.

The timetable which forms the basis of this story is from the collection of member David Langley and has been made available to all on the *Victorian Railways* web site., <http://www.victorianrailways.net/>







1st July, 1886.

Down.

MELBOURNE TO WODONGA

Height above sea.	Miles.	STATIONS.	1		2		3		4		5		6		7		8		9		10		11		12		13		
			Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Goods, †	Mixed.
401	1	MELBOURNE W G dep.	A.M. 1 0	A.M. 1 35	A.M. 1 5	A.M. 2 35	A.M. 3 5	A.M. 3 35	A.M. 3 55	A.M. 4 10	A.M. 4 30	A.M. 5 0	A.M. 5 33	A.M. 6 40	A.M. 6 43	A.M. 6 52	A.M. 7 9	A.M. 7 13	A.M. 7 15	A.M. 7 35	A.M. 7 55	A.M. 8 35	A.M. 8 55	A.M. 9 13	A.M. 9 30	A.M. 9 44	A.M. 10 12	A.M. 10 24	A.M. 10 37
18	1 1/2	North Melbourne ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
56	2 1/2	Newmarket ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
146	5	Essendon ..	..	1 35	1 50	2 21	2 50	3 12	3 53	4 10	4 30	4 45	5 20	5 55	6 52	7 5	7 15	7 35	7 55	8 35	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58
123	7	Pascoe Vale ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
408	10 1/2	Broadmeadows ..	1 32	1 5	2 37	3 8	3 40	4 9	4 29	4 49	..	5 40	6 35	7 9	7 13	7 21	7 35	7 55	8 35	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58	
543	11 1/2	Somerton ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
617	16 1/2	Craigieburn ..	1 54	1 26	2 54	3 26	3 58	4 26	4 49	5 8	..	6 0	6 35	7 15	7 35	7 55	8 35	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58	11 11	11 21	
711	18 1/2	Donnybrook ..	2 9	1 40	3 8	3 40	4 12	4 39	5 3	5 22	..	6 14	6 50	7 35	7 55	8 35	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58	11 11	11 21	11 31	
959	26	Beveridge ..	2 25	2 56	3 24	3 50	4 28	4 55	5 18	5 37	..	6 31	7 6	7 18	7 48	8 10	8 35	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58	11 11	11 21	
980	29 1/2	Wallan W dep.	4 37	1 8	3 35	4 8	4 39	5 5	5 30	5 47	..	6 45	7 11	7 35	7 55	8 35	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58	11 11	11 21	11 31	
1050	14 1/2	Wandong ..	4 49	1 20	3 47	4 20	4 51	5 17	5 44	5 59	6 25	6 57	7 25	7 55	8 35	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58	11 11	11 21	11 31	11 41	
—	36 1/2	Ballast Pits Siding †	arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
908	19 1/2	Kilmore † W dep.	1 54	3 25	3 52	4 25	4 56	5 22	5 47	6 4	..	7 3	8 30	8 55	9 13	9 30	9 44	10 12	10 24	10 37	10 45	10 58	11 11	11 21	11 31	11 41	11 51	12 1	
725	46 1/2	Broadford † dep.	1 5	3 35	4 0	4 35	5 5	5 30	6 10	6 48	..	8 55	9 33	9 55	10 12	10 24	10 37	10 45	10 58	11 11	11 21	11 31	11 41	11 51	12 1	12 11	12 21	12 31	
585	56	Tallaroek † dep.	3 26	3 54	4 21	4 56	5 26	5 53	6 29	7 7	..	9 15	9 50	10 12	10 24	10 37	10 45	10 58	11 11	11 21	11 31	11 41	11 51	12 1	12 11	12 21	12 31	12 41	
464	61 1/2	SEYMOUR † W G dep.	4 8	5 36	5 3	5 39	6 8	6 39	7 14	7 50	..	9 58	10 35	10 55	11 11	11 21	11 31	11 41	11 51	12 1	12 11	12 21	12 31	12 41	12 51	1 1	1 11	1 21	
476	67 1/2	Mangalore †	..	5 10	..	..	..	..	7 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

AND ALBURY (N.S.W.)

Down.

STATIONS.	13A	14	15	16	17	18	19	20	21	22	23	24	25	26	27
	Goods, †	Goods, †	Goods, Powder, Thurs.	Goods, †	Goods, †	Goods, †	Pass.	Goods, †	Goods, †	Exprs.	Mixed.	Goods, †	Goods, †	Goods, †	Goods, †
MELBOURNE W G dep.	A.M. 11 15	A.M. 11 35	P.M. 12 10	P.M. 12 55	P.M. 1 25	P.M. 2 10	P.M. 2 55	P.M. 3 3	P.M. 3 55	P.M. 4 55	P.M. 5 10	P.M. 6 5	P.M. 6 55	P.M. 7 30	P.M. 8 5
North Melbourne ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Newmarket ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Essendon ..	11 30	11 55	12 30	1 14	1 45	2 29	3 7	3 21	4 10	5 5	5 30	6 25	7 15	7 50	8 25
Pascoe Vale ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows ..	..	12 19	12 50	1 34	2 5	2 47	3 22	3 42	4 28	5 13	5 46	6 43	7 35	8 10	8 45
Somerton ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Craigieburn ..	..	12 36	1 10	1 54	2 25	3 6	3 37	4 2	4 46	5 19	5 55	6 4	7 3	7 55	8 30
Donnybrook ..	..	12 50	1 24	2 8	2 39	3 20	3 9	4 16	5 0	5 25	6 4	7 3	8 8	8 43	9 18
Beveridge ..	..	1 6	1 39	2 25	2 56	3 36	3 9	4 31	5 16	5 40	6 33	7 33	8 24	9 0	9 35
Wallan W dep.	..	1 20	..	..	..	3 48	..	4 42	5 28	5 40	6 33	7 33	8 24	9 0	9 35
Wandong ..	..	1 30	1 49	2 40	3 10	4 24	4 10	4 50	5 58	5 47	6 45	7 50	8 40	9 15	9 50
Ballast Pits Siding †	arr.	1 15	..	..	..	..	..	..	..	..	..	..	..	..	..
Kilmore † W dep.	..	1 47	2 6	2 57	3 27	4 40	4 24	5 7	6 14	5 59	7 1	8 7	8 57	9 32	10 7
Broadford † dep.	..	1 55	2 14	3 5	..	..	..	5 15	6 22	6 22	..	8 15	..	9 40	10 15
Tallaroek † dep.	..	2 2	2 25	3 19	3 38	4 48	4 31	5 26	6 32	6 4	7 9	8 42	9 5	10 0	10 40
SEYMOUR † W G dep.	..	2 46	2 46	3 58	4 57	5 7	..	5 45	6 51	6 14	7 28	8 42	9 23	10 0	10 40
Mangalore † dep.	..	2 23	2 58	3 38	4 5	5 9	4 47	5 45	6 51	6 14	7 33	8 42	9 23	10 0	10 40
Wandong ..	..	..	..	..	4 33	5 9	..	5 45	6 51	6 14	7 33	8 42	9 23	10 0	10 40
Broadford † dep.	..	2 50	3 25	4 4	4 36	5 36	5 9	6 11	7 19	6 28	8 5	9 33	9 53	10 51	11 31
SEYMOUR † W G dep.	..	3 5	3 40	4 18	4 51	5 51	5 19	6 26	7 34	6 37	8 20	9 50	10 10	11 8	11 48
Albury ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Up.		ALBURY (N.S.W.) AND											
Height above Sea	Miles.	STATIONS.	1	2	3	4	4a	5	6	7	8	9	10
			Goods	Goods	Goods	Mixed	Goods	Goods	Goods	Goods	Express	Goods	Goods
464	115 1/2	SEYMOUR t W G											
			dep. 5 8	5 40	6 9	6 41	7 15	8 0	8 40	9 6	9 51	10 0	11 1
185	131	Tallarook t	arr. 5 33	5 55	6 24	6 59	7 15	8 30	8 51	9 25	9 51	10 20	11 17
			dep. 5 41	6 11	6 34	7 1	7 15	8 30	8 51	9 25	9 51	10 20	11 17
725	140 1/2	Broadford t	arr. 5 51	6 20	6 43	7 10	7 15	8 30	8 51	9 25	9 51	10 20	11 17
			dep. 6 10	6 40	7 7	7 42	7 42	8 57	9 18	9 52	10 20	10 50	11 44
908	147 1/2	Kilmore t W	arr. 6 18	6 48	7 11	7 38	7 42	8 57	9 18	9 52	10 20	10 50	11 44
			dep. 6 27	6 57	7 20	7 47	7 47	9 12	9 33	10 7	10 35	11 5	12 13
	150 1/2	Ballast Pits Siding t	arr. 6 36	7 6	7 29	7 56	8 1	9 16	9 37	10 11	10 39	11 19	12 27
			dep. 6 45	7 15	7 38	8 5	8 1	9 16	9 37	10 11	10 39	11 19	12 27
1050	152 1/2	Wandong	arr. 6 54	7 24	7 47	8 14	8 19	9 34	9 55	10 29	10 57	11 37	12 45
			dep. 7 3	7 33	7 56	9 3	9 8	10 23	10 44	11 18	11 46	12 26	1 1
980	157 1/2	Wallan W	arr. 7 12	7 42	8 5	9 32	9 37	10 52	11 13	11 47	12 15	12 55	1 40
			dep. 7 21	7 51	8 14	9 41	9 46	11 1	11 22	11 56	12 24	1 4	1 30
989	161	Beveridge	arr. 7 30	8 0	8 23	9 50	9 55	11 20	11 41	12 15	12 43	1 3	1 29
			dep. 7 39	8 9	8 32	10 0	10 5	12 20	12 41	1 15	1 43	2 3	2 29
731	166 1/2	Donnybrook	arr. 7 48	8 18	8 41	10 8	10 13	12 28	1 9	1 43	2 17	3 0	3 26
			dep. 7 57	8 27	8 50	10 17	10 22	12 37	1 8	1 52	2 26	3 0	3 26
617	170 1/2	Craigieburn	arr. 8 6	8 36	8 59	10 26	10 31	12 46	1 7	1 51	2 25	3 0	3 26
			dep. 8 15	8 45	9 8	10 35	10 40	13 5	1 16	1 50	2 24	3 0	3 26
543	173 1/2	Somerton	arr. 8 24	8 54	9 17	10 44	10 49	14 14	1 25	2 59	3 23	3 53	4 29
			dep. 8 33	9 3	9 26	11 3	11 8	15 23	2 4	2 38	3 12	3 42	4 18
408	176 1/2	Broadmeadows	arr. 8 42	9 12	9 35	11 2	11 7	16 32	2 13	2 47	3 21	3 51	4 27
			dep. 8 51	9 21	9 44	11 11	11 16	17 47	2 22	2 56	3 30	4 0	4 26
123	180	Pascoe Vale	arr. 9 0	9 30	9 53	11 20	11 25	19 12	2 31	3 5	3 39	4 9	4 35
			dep. 9 9	9 39	10 2	11 29	11 34	20 27	2 40	4 4	3 48	4 18	4 44
46	182	Essendon	arr. 9 18	9 48	10 11	11 38	11 43	21 16	2 49	4 13	3 57	4 27	4 53
			dep. 9 27	9 57	10 20	11 47	11 52	22 11	2 58	4 22	3 55	4 25	4 51
96	184 1/2	Newmarket	arr. 9 36	10 6	10 29	12 6	12 11	23 6	3 7	4 31	4 1	4 31	5 7
			dep. 9 45	10 15	10 38	12 15	12 20	24 1	3 16	4 45	4 5	4 25	4 51
18	185 1/2	North Melbourne	arr. 9 54	10 24	10 47	12 24	12 29	25 6	3 25	4 54	4 14	4 34	5 0
			dep. 10 3	10 33	10 56	12 33	12 38	26 11	3 34	5 4	4 23	4 43	5 9
12	187	MELBOURNE W G	arr. 10 12	10 42	11 5	13 2	13 7	27 6	3 43	5 12	4 32	4 52	5 18

WODONGA TO MELBOURNE.												1st July, 1886.							
												Up.							
STATIONS.	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
	Mixed	Goods	Goods	Mixed	Goods	Goods	Goods	Mixed	Stock or Goods	Mixed	Empty Cars	Goods	Stock or Goods	Goods Pwdr. Sat.	Goods	Stock or Goods	Empty Cars	Empty Cars	
	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.		P.M.							P.M.		
SEYMOUR t W G	Pass. 11 45	12 15	1 0	Pass. 12 15	1 19	1 52	2 19	2 52	3 26	3 53	4 21	4 54	5 21	5 54	6 21	6 54	7 21	7 54	
Tallarook t	dep. 11 57	12 30	1 15	arr. 12 27	1 43	2 16	2 49	3 22	3 55	4 22	4 55	5 28	6 1	6 34	7 7	7 40	8 13	8 46	
Broadford t	arr. 12 16	1 9	1 43	dep. 12 16	1 32	2 5	2 38	3 11	3 44	4 17	4 50	5 23	5 56	6 29	7 2	7 35	8 8	8 41	
Kilmore t W	dep. 12 34	1 28	2 14	arr. 12 34	1 20	2 53	3 26	3 59	4 32	5 5	5 38	6 11	6 44	7 17	7 50	8 23	8 56	9 29	
Ballast Pits Siding t	arr. 12 42	1 36	2 22	dep. 12 42	1 22	2 55	3 28	4 1	4 34	5 7	5 40	6 13	6 46	7 19	7 52	8 25	8 58	9 31	
Wandong	arr. 12 47	1 41	2 27	dep. 12 47	1 27	3 0	3 33	4 6	4 29	5 2	5 35	6 8	6 41	7 14	7 47	8 20	8 53	9 26	
Wallan W	arr. 12 59	1 50	2 39	dep. 12 59	1 39	3 12	3 45	4 18	4 51	5 24	5 57	6 30	7 3	7 36	8 9	8 42	9 15	9 48	
Beveridge	arr. 1 3	1 3	2 49	dep. 1 3	1 3	3 6	3 39	4 12	4 45	5 18	5 51	6 24	6 57	7 30	8 3	8 36	9 9	9 42	
Donnybrook	arr. 1 5	2 18	3 5	dep. 1 5	2 18	3 5	4 18	4 41	5 4	5 27	6 0	6 23	6 46	7 49	8 22	8 45	9 18	9 51	
Craigieburn	arr. 1 25	2 18	3 5	dep. 1 25	2 18	3 5	4 18	4 41	5 4	5 27	6 0	6 23	6 46	7 49	8 22	8 45	9 18	9 51	
Somerton	arr. 1 35	2 33	3 20	dep. 1 35	2 33	3 20	4 7	4 30	5 3	5 46	5 49	6 12	6 35	7 38	8 11	8 34	9 7	9 40	
Broadmeadows	arr. 1 40	2 47	3 35	dep. 1 40	2 47	3 35	4 10	4 33	5 6	5 39	5 42	6 5	6 28	7 31	8 4	8 27	8 50	9 13	
Pascoe Vale	arr. 1 50	2 57	3 45	dep. 1 50	2 57	3 45	4 20	4 43	5 16	5 49	6 2	6 25	6 48	7 51	8 24	8 47	9 10	9 33	
Essendon	arr. 2 0	3 0	4 0	dep. 2 0	3 0	4 0	4 25	4 48	5 21	5 54	6 27	7 0	7 23	8 26	9 29	10 2	10 25	10 48	
Newmarket	arr. 2 10	3 10	4 10	dep. 2 10	3 10	4 10	4 35	4 58	5 31	6 4	6 37	7 0	7 23	8 26	9 29	10 2	10 25	10 48	
North Melbourne	arr. 2 3	3 3	4 3	dep. 2 3	3 3	4 3	4 58	5 21	5 54	6 27	7 0	7 23	8 26	9 29	10 2	10 25	10 48	11 1	
MELBOURNE W G	arr. 2 10	3 28	4 12	dep. 2 10	3 28	4 12	4 40	5 18	5 56	6 34	7 12	7 50	8 28	9 6	9 44	10 22	11 0	11 38	

# Viclink local travel guide: Kilmore/Wallan

**PETER PARKER** *keeps us in the loop in modern Kilmore*

**V**iclink is currently mailing local public transport guides to some residents of Kilmore and Wallan. The guides coincide with the introduction of new bus services connecting with V/Line trains at either Wallan or Kilmore East railway stations. The exercise is a trial and recipients are invited to submit a survey form with the chance of winning a V/Line monthly ticket.

The mail-out comprises the following items:

- Local guide to public transport (DL-sized booklet).
- V/Line Seymour - Melbourne pocket train timetable.
- Survey form.

The contents come in a cardboard wrap-around holder which doubles as the address sheet.

The local public transport guide includes sections on contact details, local buses, V/Line services, community transport, local taxis and fares. Maps and timetables for the local Wallan and Kilmore town bus services are included. Both town services operate Monday to Friday and connect with morning and evening peak trains to and from Melbourne. These typically provide three or four services in the am peak, three or four in the pm peak and two in the middle of the day and appear to achieve this with a single bus.

Two interesting points arise from the bus timetables.

The first is that in both towns the midday buses departs the central bus terminus as soon as it arrives. Passengers wishing to



spend an hour or two shopping will need to wait until services resume for the pm peak, although in both towns some will be able to do 30 minute errands without the wait.

Both Kilmore and Wallan town services are timetabled as round trips with single-directional running in parts. In both cases pm peak services operate from the station direct to the bus terminus. Passengers wishing to travel further would

(presumably) stay on the bus for the rest of their trip (next column in timetable).

As mentioned before, this is a trial project and we look forward to future developments.

Peter Parker parkerp@alphalink.com.au



# By bus to Bobbin Head

JIM O'NEIL

When I was a child, many people from Sydney went to Bobbin Head, on the southernmost part of the Hawkesbury River, for a day out on the water, as indeed quite a few still do. These days, everyone goes by car, but back in the fifties many of them went by bus (right). There were two bus routes to Bobbin Head in those days: I looked at the northern one, from Hornsby, in the *Times* in July 2002. In this article I am examining the larger of the two routes, the route 223, which ran north from Turramurra.

My first timetable (below right) was printed on light brown cardboard, folded in four. The timetable gives the name of the proprietor, J.T. Ford and his phone number, but doesn't give the date of issue, or Ford's address. I obtained it in the course of 1959: Ford kept his buses in a small depot in Eastern Road, not far from the station, while the phone number was that of his house on the south side of the Pacific Highway. Outside this house were parked two unregistered buses, in Ford's blue and white, but lettered for a run north out of Wollongong. Ford had operated the route 223 since 1949 and I don't know whether he had also operated the Wollongong run at the same time, or, if not, how he had acquired those two buses.

The bulk of the timetable is printed on one side of the cardboard sheet. On Mondays to Fridays, most services ran only to the Chase Gates, the end of the built up area, with six buses, running at various hours of the day, going further north through the national park to Bobbin Head. One morning bus ran, not to the Chase Gates, but to the Princess Juliana retirement home, on a side road shortly before Bobbin Head Road reaches the Gates to Kuringai National Park. During the day, one bus can operate the service with a second bus coming on in the peak hours. There is a gap between 1.0 and 1.37 at Turramurra, while the driver of the first bus takes his crib break. The second bus ran only once in the morning, leaving Turramurra at 7.14, while in the evening it left at 4.5 and at 5.30, with a Fridays Only bus at 7.3, which could only be operated by the second bus. Then after a long gap, there was a final bus at 9.55, which presumably catered to picture goers, although the usual notation "waits until pictures finish" or some equivalent is not found here.

At the weekends, most buses went all the way to Bobbin Head, with just a few terminating at the Chase Gates. On Saturdays, the timetable could be operated using a single bus, at hourly intervals for almost the whole day. On Summer Sundays and Public Holidays, a second bus was re-



quired in the afternoon, with the 1.48 bus leaving two minutes before its predecessor arrived at Turramurra and the same applied to the 2.18 departure. From 3.18 the two buses provided a half-hourly service, so that Sunday services ran almost as often as the weekday ones did. There was an additional early bus on Public Holidays, at 7.14 a.m. and the late night bus left at 9.50 on Sundays but at 11.20 on Public Holidays. On Winter Sundays there was a less frequent service, starting somewhat later and running only at approximately hourly intervals, although two different buses were still required, with the 12.52 from Turramurra returning at 1.48, eight minutes after the 1.40 had left northbound. The timings of the final bus of the day seem inconsistent between the various days of the week. On Weekdays (and Christmas Day and Good Friday as well) it left at 9.55. On Summer Sundays it left five minutes earlier at 9.50. On Winter Sundays it left 10.20, Public Holidays at 11.20 and on Saturdays at 11.35. It seems unlikely that the picture shows finished at different times on the various days, and in particular that sometimes they finished at times with such small differences.

TURRAMURRA STATION TO BOBBIN HEAD												
MONDAYS TO FRIDAYS												
Depart Turramurra	Arrive Chase Gates	Depart Chase Gates	Arrive Princess Juliana	Depart Princess Juliana	Arrive Bobbin Head	Depart Bobbin Head	Arrive Chase Gates	Depart Chase Gates	Arrive Princess Juliana	Depart Princess Juliana	Arrive Bobbin Head	Depart Bobbin Head
a.m.												
7.0	7.5	7.10	7.13	7.15			6.47	6.50	6.53	6.57	7.2	
7.14	7.19	7.24	7.28	7.32			7.13	7.19	7.23	7.28	7.31	
7.31	7.36	7.41	7.45	7.49			7.32	7.36	7.40	7.45	7.50	
8.11	8.16	8.21	8.25	8.29	8.27	8.27	8.47	8.51	8.55	9.0	9.5	
9.14	9.19	9.24	9.28	9.31			9.31	9.35	9.39	9.44	9.49	
10.25	10.30	10.35	10.39	10.43	10.60	10.30	11.2	11.7	11.11	11.16	11.21	
11.25	11.30	11.35	11.39	11.43	11.60	11.30	12.3	12.7	12.11	12.16	12.21	
12.25	12.30	12.35	12.39	12.43			12.43	12.47	12.51	12.55	1.0	
1.37	1.42	1.47	1.52	1.57			1.48	2.2	2.6	2.11	2.16	
2.57	3.02	3.07	3.11	3.16	3.5	2.6	3.16	3.20	3.24	3.29	3.34	
3.41	3.46	3.50	3.54	3.59	4.7	4.8	4.18	4.22	4.26	4.31	4.36	
4.5	4.9	4.13	4.17	4.21			4.29	4.24	4.28	4.33	4.38	
4.49	4.54	4.59	5.3	5.7			5.8	5.12	5.16	5.21	5.26	
5.30	5.35	5.39	5.43	5.47			5.47	5.51	5.55	5.59	6.3	
6.7	6.12	6.17	6.21	6.25			6.29	6.33	6.37	6.42	6.47	
6.50	6.55	7.0	7.4	7.8			7.13	7.14	7.18	7.23	7.28	
7.3	7.8	7.13	7.17	7.21	7.90	7.30	7.39	7.43	7.47	7.52	7.57	
9.55	10.0	10.5	10.9	10.13			10.14	10.18	10.22	10.27	10.32	
F. Denotes Friday only.												
SATURDAYS GOOD FRIDAY and XMAS DAY												
a.m.												
7.10	7.15	7.20	7.24	7.28			7.30	7.34	7.38	7.43	7.46	
7.50	7.55	8.0	8.4	8.8	8.18	8.20	8.30	8.34	8.38	8.43	8.46	
8.50	8.55	9.0	9.4	9.8	9.18	9.18	9.28	9.32	9.36	9.41	9.44	
9.50	9.55	10.0	10.4	10.8	10.18	10.18	10.28	10.32	10.36	10.41	10.44	
10.50	10.55	11.0	11.4	11.8	11.18	11.18	11.28	11.32	11.36	11.41	11.44	
p.m.												
11.30	11.35	12.0	12.4	12.8	12.18	12.18	12.28	12.32	12.36	12.41	12.44	
11.50	11.55	12.0	1.4	1.8	1.18	1.18	1.28	1.32	1.36	1.41	1.44	
2.50	2.55	3.0	3.4	3.8	3.18	3.18	3.28	3.32	3.36	3.41	3.44	
3.50	3.55	4.0	4.4	4.8	4.18	4.18	4.28	4.32	4.36	4.41	4.44	
4.50	4.55	5.0	5.4	5.8	5.18	5.18	5.28	5.32	5.36	5.41	5.44	
5.50	5.55	6.0	6.4	6.8	6.18	6.18	6.28	6.32	6.36	6.41	6.44	
6.50	6.55	7.0	7.4	7.8			7.10	7.14	7.18	7.23	7.28	
11.33	11.40	11.45	11.49	11.53			11.53	11.57	12.01	12.05	12.10	
M-Denotes will not run Good Friday and Xmas Day. Back to Depot												
9.53	10.0	10.8	10.9	10.13			10.13	10.17	10.21	10.25	10.30	
SUNDAYS and PUBLIC HOLIDAYS												
a.m.												
PHO 7.14	7.19	7.24	7.28	7.32			7.32	7.36	7.40	7.45	7.50	
7.52	7.57	8.2	8.6	8.10	8.20	8.22	8.32	8.36	8.40	8.45	8.50	
8.52	8.57	9.0	9.4	9.10	9.20	9.22	9.32	9.36	9.40	9.45	9.50	
9.52	9.57	10.2	10.6	10.10	10.20	10.22	10.32	10.36	10.40	10.45	10.50	
10.50	10.57	11.2	11.6	11.10	11.20	11.22	11.32	11.36	11.40	11.45	11.50	
p.m.												
11.25	11.27	12.2	12.6	12.10	12.20	12.22	12.32	12.36	12.40	12.45	12.50	
12.25	12.27	1.2	1.6	1.10	1.20	1.22	1.32	1.36	1.40	1.45	1.50	
1.48	1.53	1.58	2.2	2.5			2.5	2.9	2.12	2.16	2.20	
2.18	2.23	2.28	2.72	2.76	2.46	2.46	2.56	3.0	3.4	3.9	3.14	
3.18	3.23	3.28	3.22	3.26	3.46	3.46	3.56	4.0	4.4	4.9	4.18	
4.18	4.23	4.28	4.22	4.26	4.46	4.46	4.56	5.0	5.4	5.9	5.14	
4.48	4.53	4.58	5.2	5.6	5.16	5.16	5.26	5.30	5.34	5.39	5.44	
4.18	4.23	4.28	4.22	4.26	4.46	4.46	4.56	5.0	5.4	5.9	5.14	
5.48	5.53	5.58	6.2	6.6	6.16	6.16	6.26	6.30	6.34	6.39	6.44	
6.22	6.27	6.32	6.46	6.40	6.50	6.50	7.0	7.4	7.8	7.13	7.18	
SUN-DAYS ONLY: 9.50 10.0 10.4 10.8 10.21 10.21 10.25 10.29 10.33 10.37 10.41 10.45 10.49												
PHO 11.20 11.25 11.30 11.34 11.38 Back to Depot 10.9 10.12 10.16 10.21 10.25												
PHO—Denotes Public Holidays Only.												
SUNDAY WINTER TIMETABLE												
COMMENCING MAY 1st SUNDAY — ENDING 1st SUNDAY, OCTOBER												
a.m.												
8.52	8.57	9.2	9.6	9.10	9.20	9.21	9.31	9.35	9.39	9.44	9.48	
9.52	9.57	10.2	10.6	10.10	10.20	10.21	10.31	10.35	10.39	10.44	10.48	
10.52	10.57	11.2	11.6	11.10	11.20	11.21	11.31	11.35	11.39	11.44	11.48	
p.m.												
11.52	11.57	12.2	12.4	12.10	12.20	12.21	12.31	12.35	12.39	12.44	12.48	
12.52	12.57	1.2	1.6	1.10	1.20	1.21	1.31	1.35	1.39	1.44	1.48	
1.40	1.45	1.50	1.54	1.57			1.58	2.2	2.6	2.10	2.15	
2.18	2.23	2.28	2.32	2.36	2.46	2.46	2.56	3.0	3.4	3.9	3.14	
3.18	3.23	3.28	3.32	3.36	3.46	3.46	3.56	4.0	4.4	4.9	4.14	
4.18	4.23	4.28	4.32	4.36	4.46	4.46	4.56	5.0	5.4	5.9	5.14	
5.18	5.23	5.28	5.32	5.36	5.46	5.46	5.56	6.0	6.4	6.9	6.14	
6.18	6.23	6.28	6.32	6.36	6.46	6.46	6.56	7.0	7.4	7.9	7.14	
10.20	10.25	10.30	10.34	10.38			10.8	10.12	10.16	10.21	10.25	

**OFFICIAL  
BUS TIMETABLE**

**ROUTE 223**

**TURRAMURRA to PYMBLE**

• • •

**TURRAMURRA  
to BOBBIN HEAD**

• • •

Prop. J. T. FORD. JJ 2835

**SPECIAL HIRINGS CATERED FOR**

Phone For Information

TURRAMURRA		TO		PYMBLE	
STATION		TO		STATION	
<b>MONDAYS to FRIDAYS</b>					
MILTON ROAD	a.m.	Depart Turramurra	Depart Turramurra	Depart Pymble	Depart Pymble
6.30	6.34	6.45	6.46	6.52	7.3
7.7	7.14	7.23	7.27	7.35	7.42
7.43	7.49	7.58	8.02	8.10	8.17
8.0	8.8	8.20	8.21	8.30	8.38
8.40	8.46	8.58	9.0	9.10	9.18
9.20	9.26	9.38	9.40	9.50	9.58
10.16	10.23	10.33	10.35	10.43	10.51
10.52	10.59	11.9	11.10	11.19	11.28
p.m.	1.46	1.53	2.4	2.20	2.38
2.40	2.48	2.58	3.14	3.22	3.31
3.30	3.44	3.50	4.0	4.10	4.20
4.24	4.53	4.44	4.49	4.59	5.7
5.20	5.27	5.38	5.38	5.48	5.56
5.56	6.4	6.14	6.15	6.25	6.31
6.32	6.38	To Depot	To Depot	To Depot	To Depot
<b>SATURDAY</b>					
a.m.	8.5	8.12	8.23	8.23	7.50
8.48	8.56	9.6	9.19	9.27	9.36
9.38	9.47	9.56	9.58	10.8	10.20
10.24	10.31	10.40	10.48	10.53	11.4

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On the reverse of the timetable (above, realigned by the editor), there was the front cover, when it was folded, giving the details of the route 223 and its ownership, two blank pages and also the timetable for the second part of the 223, that from Turramurra to Pymble. This followed a different route out of Turramurra. The Pymble bus ran north along Eastern Road, turned left into Karuah Rd, right into Katina St, left again into The Chase Road to reach Bobbin Head Road, then turned south near Spurwood Road to run down Bannockburn Road, only a block east of Bobbin Head Road, to reach Pymble Station in its journey north. The Bobbin Head Road bus turned right a block earlier, ran on Boomerang Avenue to Bobbin Head Road going north to Chase Gates or Bobbin Head. The timing point of Canberra Road can be seen two blocks north of the intersection of Boomerang St and Bobbin Head Rd. The Pymble run was operated by a third bus, which had a lunch break between 11.29 and 1.46. Most services ran through between the two stations, but two services, the 7.43 a.m. and the 6.32 p.m. ran only to Spurwood Road. There was no evening or Sunday service on the Pymble run, and Saturday service ended at 11.4 in the morning.

Also on the north side of Turramurra, and overlapping with the 223, was the route 226, from Wahroonga Station to Turramurra and Pymble. This ran to Wahroonga via Eastern Road, turning right at Trentino Road, further north than either version of the 223. Going to Pymble it went down the Highway to Ku-ring-gai Av., right onto Boomerang, but continuing east on Pentecost Av to Bannockburn, where it turned left. Pymble bound buses on the route 226 ran north for three blocks along a road where Pymble bound buses on the 223 ran southwards. At Murdoch Road it turned right and then ran south a few blocks east of the route 223 to reach Pymble Station. The timetable I have for this (right) was issued on the 18<sup>th</sup> May, 1959 by R.R. Deane, and also included the Kissing Point Road, the route 166 on the other side (not shown here.) By the time I picked it up, in

November of that year, the route 226 had been sold to R.R. Harney and renumbered the route 63.

This meant that buses no longer ran through from Wahroonga to Pymble, and must have involved some changes in the route 63 timetable, since Harney ran only a single bus. Times cannot be read across from one section of the timetable to another. The first bus of the day arrives at Turramurra from Wahroonga East P.O. at 6.35 and continues on to Pymble, returning to Turramurra at 7.26. The final service on that first line, leaving at 7.08 cannot be run by the same bus, but is operated by the bus arriving from Wahroonga East at 7.05, which returns from Wahroonga at 7.50 and leaves again for Pymble one minute later. Meanwhile the first bus runs back to Pymble at 7.31, going on to Wahroonga at 8.05, while a third bus arrived from Wahroonga East at 7.40 and went back north at 7.45. You couldn't read across the timetable with any confidence you were dealing with the same bus on any one line, but then I doubt that many people went from one half of the route 226 to a destination on the other.

We may note that most of the evening buses from Pymble turned left when they reached Pentecost Avenue and looped back to Pymble instead of turning right for Turramurra: these buses are marked M and MB on the timetable. Some buses on the Wahroonga section skip Wahroonga East P.O. in the contra-peak direction, running via Eastern Road (marked E), buses marked T ran to Tennyson Avenue, just

before the Depot, coming from Turramurra, while similar buses to and from Wahroonga were marked D for Depot.

Saturday service required two buses. The 7.35 from Wahroonga East went on to operate the route 166, returning by 7.57 and going north to Wahroonga, while the bus arriving at 7.53 went on to Pymble at exactly the same time. Saturday service had largely ceased by half past one in the afternoon, but note the two later buses leaving Pymble at 6.33 p.m. and again at 11.33, late in the evening, both running as far as Tennyson Street. Note also the Sunday service, with a single run in each direction between Turramurra and Pymble, with a gap of a little over an hour at Pymble. Like the route 55 (see *The Times* October 2000) and the Toongabbie service (*The Times* February 2007) the route 226 ran a bus on Sunday for the use of church-goers and no-one else, but unlike those two services, the church concerned is not identified in the timetable.

The map in the timetable (page 14), published by Urban Transit on the 11<sup>th</sup> September 1988 shows some changes in routes and renumbering of all of them. As they were all under the ownership of Deane's Coaches, routes which had previously been under different owners could now be combined. The Bobbin Head service was now renumbered 577 and a variant introduced, the 576, which went only to Chase Gates, but also included a loop to East Wahroonga, along the old 226. The Wahroonga service had been renumbered to the 575 and extended in the northwest to North Wahroonga. The two different services between Turramurra and Pymble were now combined into one, following the old 223 to Spurwood Street, adding a loop in North Turramurra and proceeding

**ROUTE No. 226**

<b>MONDAYS TO FRIDAYS</b>												<b>SATURDAYS</b>											
Depart Wahroonga		Arrive Turramurra		Depart Turramurra		Arrive Pymble		Depart Pymble		Arrive Turramurra		Depart Turramurra		Arrive Wahroonga		Depart Wahroonga		Arrive Turramurra		Depart Turramurra		Arrive Wahroonga	
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
W 6.35	W 7.05	W 7.40	W 8.20	W 8.30	W 9.15	W 9.25	W 9.35	W 9.45	W 10.15	W 10.25	W 10.35	W 10.45	W 10.55	W 11.05	W 11.15	W 11.25	W 11.35	W 11.45	W 11.55	W 12.05	W 12.15	W 12.25	W 12.35
7.30	7.50	8.07	8.27	8.31	8.50	9.07	9.27	9.31	9.50	10.07	10.27	10.31	10.50	11.07	11.27	11.31	11.50	12.07	12.27	12.31	12.50	13.07	13.27
8.20	8.30	8.37	8.57	8.51	9.09	9.18	9.36	9.40	10.05	10.18	10.26	10.30	10.48	11.00	11.16	11.30	11.48	11.59	12.15	12.37	12.45	13.05	13.27
9.15	9.25	9.32	9.52	9.35	9.53	10.10	10.28	10.32	10.45	11.00	11.18	11.30	11.48	11.59	12.15	12.37	12.45	13.05	13.27	13.35	13.55	14.15	14.37
10.15	10.25	10.32	10.52	10.35	10.53	11.10	11.28	11.32	11.45	12.00	12.18	12.30	12.48	13.00	13.18	13.30	13.48	14.00	14.18	14.30	14.50	15.10	15.32
11.30	11.50	11.57	12.17	11.40	12.08	12.18	12.36	12.40	13.00	13.18	13.30	13.48	14.00	14.18	14.30	14.48	15.00	15.18	15.30	15.50	16.10	16.30	16.52
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
ED 12.15	ED 1.15	ED 1.46	ED 2.05	ED 2.05	ED 2.20	ED 2.25	ED 2.45	ED 2.45	ED 3.00	ED 3.15	ED 3.20	ED 3.40	ED 3.40	ED 3.55	ED 4.15	ED 4.20	ED 4.40	ED 4.40	ED 4.55	ED 5.15	ED 5.20	ED 5.40	ED 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W 4.20	W 4.40	W 4.40	W 4.55	W 5.15	W 5.20	W 5.40	W 5.40
		W 1.46	T 2.05	T 2.05	W 2.20	W 2.25	T 2.45	T 2.45	W 3.00	W 3.15	W 3.20	T 3.40	T 3.40	W 3.55	W 4.15	W							



**WAHROONGA TRIPS**

**Route 575: WAHROONGA to TURRAMURRA**  
via North Wahroonga and East Wahroonga  
**Route 576: EAST WAHROONGA to TURRAMURRA**  
via North Turramurra

Route Number	WAHROONGA			EAST WAHROONGA			TURRAMURRA			
	Starts at Cleveland Street Parramatta	Wahroonga Station	Goswami St & Peggs Ave	Carrington Rd & Wahroonga Ave	Boundary Rd & Eastern Rd	Westbrook Ave & Eke St	Cherrywood Ave & Hampden Avenue	Eastern Rd & Turramurra Ave	Turramurra Station	Starts at Turramurra Station
<b>WEEKDAYS</b>										
<b>MORNINGS</b>										
575	8:34	7:46	7:56	7:11	7:06	6:32	6:28	6:28	6:21	7:12
575	1:03	1:06	1:06	1:06	1:06	1:06	1:11	1:11	1:21	1:31
575	7:46	1:06	8:04	1:06	1:07	1:08	1:09	1:10	1:11	1:12
575	8:12	8:04	8:06	8:06	8:06	8:06	8:07	8:07	8:07	8:07
575	8:41	8:48	8:48	8:48	8:48	8:48	8:49	8:49	8:49	8:49
575	9:26	9:29	9:29	9:29	9:29	9:29	9:30	9:30	9:30	9:30
575	10:09	10:11	10:11	10:11	10:11	10:11	10:12	10:12	10:12	10:12
575	11:14	11:17	11:17	11:17	11:17	11:17	11:17	11:17	11:17	11:17
<b>AFTERNOONS</b>										
575	11:09	12:14	12:02	12:28	12:28	12:33	12:33	12:36	12:40	12:50
575	1:29	2:23	2:47	3:45	3:47	3:52	3:52	3:55	3:59	4:09
575	2:21	3:25	3:59	5:43	5:45	5:50	5:50	5:53	5:57	6:07
575	3:13	4:17	4:51	6:35	6:37	6:42	6:42	6:45	6:49	6:59
575	4:05	5:09	5:43	7:27	7:29	7:34	7:34	7:37	7:41	7:51
575	4:57	6:01	6:35	8:19	8:21	8:26	8:26	8:29	8:33	8:43
575	5:49	6:53	7:27	9:11	9:13	9:18	9:18	9:21	9:25	9:35
575	6:41	7:45	8:19	10:03	10:05	10:10	10:10	10:13	10:17	10:27
575	7:33	8:37	9:11	10:55	10:57	11:02	11:02	11:05	11:09	11:19
575	8:25	9:29	10:03	11:47	11:49	11:54	11:54	11:57	12:01	12:11

**EXPLANATIONS**  
 C — Bus operates from Cleveland Street via Burns Road, Classic Street, Cherrywood Avenue to Hampden Avenue, then normal route 575 to Wahroonga.  
 E — Bus operates from Cleveland Street via Burns Road, Eastern Road to Boundary Road, then normal route 575 to North Wahroonga.  
 J — Bus follows normal route 575 from Turramurra to Kintore Street, then runs along Eastern Road to Turramurra.  
 K — Bus operates from Wahroonga East, via Burns Road, Chase Road, Kintore Street, Karwin Road and Eastern Road to Turramurra Station on school days only.  
 M — Bus continues along Eastern Road, Burns Road to Wahroonga.  
 S — Bus operates on school days only.

**Route 575: WAHROONGA to TURRAMURRA**  
via North Wahroonga and East Wahroonga  
**Route 576: EAST WAHROONGA to TURRAMURRA**  
via North Turramurra

Route Number	WAHROONGA			EAST WAHROONGA			TURRAMURRA			
	Starts at Cleveland Street Parramatta	Wahroonga Station	Goswami St & Peggs Ave	Carrington Rd & Wahroonga Ave	Boundary Rd & Eastern Rd	Westbrook Ave & Eke St	Cherrywood Ave & Hampden Ave	Eastern Rd & Turramurra Ave	Turramurra Station	Starts at Turramurra Station
<b>SATURDAY MORNINGS</b>										
575	8:16	8:16	8:16	8:16	8:21	8:21	8:21	8:28	8:30	8:30
575	8:48	8:48	8:48	8:48	8:53	8:53	8:53	9:00	9:02	9:02
575	10:03	10:03	10:03	10:03	10:08	10:08	10:08	10:15	10:17	10:17
575	11:18	11:18	11:18	11:18	11:23	11:23	11:23	11:30	11:32	11:32
<b>AFTERNOONS</b>										
575	12:03	12:03	12:03	12:03	12:08	12:08	12:08	12:15	12:17	12:17
575	1:18	1:18	1:18	1:18	1:23	1:23	1:23	1:30	1:32	1:32
575	2:33	2:33	2:33	2:33	2:38	2:38	2:38	2:45	2:47	2:47
575	3:48	3:48	3:48	3:48	3:53	3:53	3:53	4:00	4:02	4:02
575	5:03	5:03	5:03	5:03	5:08	5:08	5:08	5:15	5:17	5:17
575	6:18	6:18	6:18	6:18	6:23	6:23	6:23	6:30	6:32	6:32
<b>SUNDAY &amp; HOLIDAYS</b>										
<b>MORNINGS</b>										
575	10:04	10:04	10:04	10:04	10:09	10:09	10:09	10:16	10:18	10:18
<b>AFTERNOONS</b>										
575	12:04	12:04	12:04	12:04	12:09	12:09	12:09	12:16	12:18	12:18
575	1:19	1:19	1:19	1:19	1:24	1:24	1:24	1:31	1:33	1:33
575	2:34	2:34	2:34	2:34	2:39	2:39	2:39	2:46	2:48	2:48

**EXPLANATIONS**  
 M — Bus continues along Cherrywood Avenue, Classic Road to North Turramurra. See Route 576 on page 21 for more details.

**Discover your Sydney with a very famous Explorer**

**Sydney on '10 a day**



Join the Urban Transit's Sydney Explorer Bus for unlimited one day travel around 20 of Sydney's most popular sightseeing attractions.

**Adults \$10, Concession \$5, Family Fare (2 Adults and 2 or more children from the same family) \$25.**

**Urban Transit**  
The crowd pleaser



**Route 575: TURRAMURRA to WAHROONGA**  
via East Wahroonga and North Wahroonga  
**Route 576: TURRAMURRA to NORTH TURRAMURRA**  
via East Wahroonga

Route Number	TURRAMURRA			EAST WAHROONGA			WAHROONGA		
	Starts at Turramurra Station	Eastern Rd & Turramurra Ave	Cherrywood Ave & Hampden Ave	Westbrook Ave & Eke Street	Boundary Rd & Eastern Rd	Carrington Rd & Wahroonga Ave	Goswami St & Peggs Ave	Wahroonga Station	Starts at Wahroonga Station for City
<b>WEEKDAYS</b>									
<b>MORNINGS</b>									
575	8:03	8:28	8:40	8:41	8:42	8:45	8:50	8:58	9:02
575	8:35	9:00	9:12	9:13	9:14	9:17	9:22	9:30	9:34
575	9:07	9:32	9:44	9:45	9:46	9:49	9:54	10:02	10:06
575	9:39	10:04	10:16	10:17	10:18	10:21	10:26	10:34	10:38
575	10:11	10:36	10:48	10:49	10:50	10:53	10:58	11:06	11:10
575	10:43	11:08	11:20	11:21	11:22	11:25	11:30	11:38	11:42
<b>AFTERNOONS</b>									
575	12:03	1:03	1:20	1:21	1:22	1:25	1:30	1:38	1:42
575	1:18	1:43	1:55	1:56	1:57	2:00	2:05	2:13	2:17
575	2:28	2:53	3:05	3:06	3:07	3:10	3:15	3:23	3:27
575	3:43	4:08	4:20	4:21	4:22	4:25	4:30	4:38	4:42
575	4:15	4:40	4:52	4:53	4:54	4:57	5:02	5:10	5:14
575	4:47	5:12	5:24	5:25	5:26	5:29	5:34	5:42	5:46
575	5:19	5:44	5:56	5:57	5:58	6:01	6:06	6:14	6:18
575	5:51	6:16	6:28	6:29	6:30	6:33	6:38	6:46	6:50
575	6:23	6:48	7:00	7:01	7:02	7:05	7:10	7:18	7:22
575	6:55	7:20	7:32	7:33	7:34	7:37	7:42	7:50	7:54
575	7:27	7:52	8:04	8:05	8:06	8:09	8:14	8:22	8:26
575	7:59	8:24	8:36	8:37	8:38	8:41	8:46	8:54	8:58
575	8:31	8:56	9:08	9:09	9:10	9:13	9:18	9:26	9:30

See opposite page for explanations of signs.

**SCHOOL HOLIDAYS**

During school holidays special school trips, trips marked "S" in the timetable and trips for Macquarie University do not operate. Details of school holidays up to January, 1992 are shown below.

HOLIDAYS	DATES
September School Holidays	September 26th - October 7th, 1992
Christmas School Holidays	December 19th, 1992 - January 20th, 1993
Easter School Holidays	March 29th - March 31st, 1993
June School Holidays	June 29th - July 7th, 1993
September School Holidays	September 22nd - October 6th, 1993
Christmas School Holidays	December 19th, 1993 - January 20th, 1994

**Route 575: TURRAMURRA to WAHROONGA**  
via East Wahroonga and North Wahroonga  
**Route 576: TURRAMURRA to NORTH TURRAMURRA**  
via East Wahroonga

Route Number	TURRAMURRA			EAST WAHROONGA			WAHROONGA		
	Starts at Turramurra Station	Eastern Rd & Turramurra Ave	Cherrywood Ave & Hampden Ave	Westbrook Ave & Eke Street	Boundary Rd & Eastern Rd	Carrington Rd & Wahroonga Ave	Goswami St & Peggs Ave	Wahroonga Station	Starts at Wahroonga Station for City
<b>SATURDAY MORNINGS</b>									
575	8:16	8:16	8:16	8:16	8:21	8:21	8:21	8:28	8:30
575	8:48	8:48	8:48	8:48	8:53	8:53	8:53	9:00	9:02
575	10:03	10:03	10:03	10:03	10:08	10:08	10:08	10:15	10:17
575	11:18	11:18	11:18	11:18	11:23	11:23	11:23	11:30	11:32
<b>AFTERNOONS</b>									
575	12:03	12:03	12:03	12:03	12:08	12:08	12:08	12:15	12:17
575	1:18	1:18	1:18	1:18	1:23	1:23	1:23	1:30	1:32
575	2:33	2:33	2:33	2:33	2:38	2:38	2:38	2:45	2:47
575	3:48	3:48	3:48	3:48	3:53	3:53	3:53	4:00	4:02
575	5:03	5:03	5:03	5:03	5:08	5:08	5:08	5:15	5:17
575	6:18	6:18	6:18	6:18	6:23	6:23	6:23	6:30	6:32
<b>SUNDAY &amp; HOLIDAYS</b>									
<b>MORNINGS</b>									
575	10:04	10:04	10:04	10:04	10:09	10:09	10:09	10:16	10:18
<b>AFTERNOONS</b>									
575	12:04	12:04	12:04	12:04	12:09	12:09	12:09	12:16	12:18
575	1:19	1:19	1:19	1:19	1:24	1:24	1:24	1:31	1:33
575	2:34	2:34	2:34	2:34	2:39	2:39	2:39	2:46	2:48

**EXPLANATIONS**  
 M — From Wahroonga, bus operates via normal route 575 to Boundary Road and Eastern Road, then via Eastern Road, Burns Road to Wahroonga.  
 N — Bus operates via Eastern Road, Burns Road to Wahroonga, Westbrook Avenue, Boundary Road and Hampden Avenue.  
 E — Bus operates from Cleveland Street, along Burns Road, Eastern Road to Boundary Road.  
 J — Bus follows normal route 576 from Turramurra to Kintore Street, then normal route 575 to Turramurra.  
 K — Bus follows normal route 576 from Turramurra to Eastern Road and Kintore Street, then via Kintore Street, Westbrook Avenue, Burns Road, Classic Road, back to normal route 576 to Chase Gates. For more details see route 576 on page 22.  
 M — Bus continues along Cherrywood Avenue, Classic Road and Burns Road to North Turramurra. For more details see Route 576 on page 23.  
 S — Bus operates on school days only.

**GOING TO SYDNEY AIRPORT**

Note it's easy — by co-ordinated public transport

- Catch a DeWor's bus to your local railway station.
- Catch a train to Central, and walk to the bus shelter opposite the station entrance in Eddy Avenue.
- Then catch the Q15 (light yellow) and green Airport Express for a quick trip to the Domestic and International Terminals.

Phone Customer Service Bureau 262 2434 for times of connection and fare details.





## PYMBLE TRIPS

- Route 578: PYMBLE to TURRAMURRA**  
via North Turramurra
- Route 579: LOCAL PYMBLE SERVICE (Murdoch Street)**  
from PYMBLE STATION  
via Merrivale Road

Route Number	PYMBLE		NORTH TURRAMURRA			TURRAMURRA				
	Trains arrives Pymble From City	Pymble Station	Charlton Ave & Pentecost Ave	Murdoch St & Bannockburn Rd	Spartwood Rd & Bobbin Head Rd	Elalong Rd & Apps Avenue	Normans Ave & Bobbin Head Rd	The Chase Rd & Blisbong Ave	Turramurra Station	Trains departs Turramurra for City
			<b>WEEKDAYS MORNING</b>							
578	8.47	8.59D			7.11					
578						7.20		7.12	7.10	7.34
578								7.32	7.27	7.44
579	7.20	7.26D		7.36						
579	7.41	7.50D		7.57						
579	8.06	8.10D		8.17						
578	8.10	8.15C		8.20	8.30			8.33	8.36	8.42
578	8.21	8.26		8.31	8.41	8.10	8.18	8.22	8.26	8.30
578	8.43	8.48	8.51	8.54	8.58	8.58	9.18	9.22	9.26	9.30
578	10.42	10.44	10.49	10.52	10.54	10.57	11.00	11.04	11.08	11.10
578	11.37	11.46	11.51	11.54	11.56	11.59	12.02	12.06	12.10	12.25
			<b>AFTERNOONS</b>							
578	12.37	12.50	12.58	12.58	1.00	1.03	1.06	1.10	1.14	1.25
578	1.52	2.05	2.10	2.13	2.15			2.17	2.21	2.32
578	2.37	2.50	2.56	2.56						
578	3.18	3.28R	3.34R	3.37	3.39			3.41	3.45	3.51
578	3.35	3.45	3.52	3.55						
578	4.10	4.18	4.23	4.26						
578	4.38	4.42	4.57	4.50						
578	4.57	5.02		5.08	5.10			5.13	5.17	5.23
578	5.27	5.30	5.37	5.40						
578	5.39	5.50	5.57	5.00						
578	5.51	5.55		5.01	8.03			8.06	8.10	8.21
578	8.08	8.10	8.17	8.20						
578	8.30	8.38	8.43	8.45						

### EXPLANATIONS

- B** — Bus returns to Pymble Station via Bannockburn Road, Pentecost Avenue, Merrivale Road, Telegraph Road and Pacific Highway.
  - C** — On school days bus operates from Pymble Station along Livingstone Avenue, Everton Street, Avon Road, Arilla Road, Allawah Road, Linden Avenue, Beechworth Road, Pacific Highway, Bannockburn Road, Rushall Street, Crown Road, then normal route 578.
  - D** — Bus operates from Pymble along Bannockburn Road.
  - R** — Bus operates via Telegraph Road, Merrivale Road, Selwyn Street, Bannockburn Road, Rushall Street, Charlton Avenue, Buckra Street, Adams Avenue, Murdoch Street, Bannockburn Road and normal route 578 to Turramurra Station.
- \* On Saturdays, Sundays and Holidays there are no services from Pymble Station. However, services operate on routes 576 and 577 from Turramurra; for details see page 23.

- Route 578: TURRAMURRA to PYMBLE**  
via North Turramurra
- Route 579: LOCAL PYMBLE SERVICE (Murdoch Street)**  
to PYMBLE STATION  
via Merrivale Road

Route Number	TURRAMURRA		NORTH TURRAMURRA			PYMBLE				
	Trains arrives Turramurra from City	Turramurra Station	The Chase Rd & Blisbong Ave	Elalong Rd & Apps Ave	Normans Ave & Bobbin Head Rd	Spartwood Rd & Bobbin Head Rd	Murdoch St & Bannockburn Rd	Charlton Ave & Pentecost Ave	Pymble Station	Trains departs Pymble for City
			<b>WEEKDAYS MORNING</b>							
578								8.48	8.51	8.58
578						7.12		7.14	7.17	7.24
578								7.36	7.40	7.47
578								7.57	8.00	8.07
578	7.39	7.56	8.00			8.03	8.05			8.13
578							8.17	8.20		8.32
578	8.34	8.40	8.44			8.47A	8.49A	8.54A		9.01
578	9.10	9.17	9.21	9.25	9.28	9.30	9.32	9.35	9.42	9.57
578	10.05	10.12	10.18	10.20	10.27	10.25	10.27	10.30	10.37	10.40
578	11.10	11.17	11.21	11.25	11.28	11.30	11.32	11.35	11.42	11.57
			<b>AFTERNOONS</b>							
578	12.10	12.20	12.24	12.28	12.31	12.33	12.35	12.38	12.45	12.57
578	1.10	1.20	1.24	1.28	1.31	1.33	1.35	1.38	1.45	1.57
578	2.10	2.24	2.28	2.32	2.36	2.37	2.39	2.42	2.49	2.51
578							2.58C			3.12
578							3.55	3.57		4.07
578	3.51	3.55	3.59	4.00	4.06	4.08	4.10			4.15
578							4.26	4.28		4.37
578	4.33	4.38	4.42	4.48R	4.52	4.53	4.55			5.00
578							5.12	5.14		5.19
578	5.20	5.24	5.28	5.32	5.38	5.39	5.41			5.48
578							5.40	5.42		5.55
578							6.00	6.02		6.07
578							6.20	6.22		6.27
578	6.11	6.15	6.17	6.21R	6.27	6.28	6.30R			6.35

### EXPLANATIONS

- A** — Bus operates via Bannockburn Road, Rushall Street, Pentecost Avenue, Merrivale Road, Selwyn Street and Bannockburn Road.
  - B** — Bus operates to Pymble Station via Bannockburn Road, Pentecost Avenue, Merrivale Road, Telegraph Road and Pacific Highway.
  - C** — Bus operates via Rushall Street and Crown Road on school days only.
  - D** — From Pymble bus operates via Bannockburn Road.
  - R** — Bus operates from Apps Avenue, Elalong Road, Allara Avenue, Mowers Road, Normans Avenue, Kadumba Crescent, Milton Road and Bobbin Head Road.
- \* On Saturdays, Sundays and Holidays there are no services to Pymble Station. However, services operate on routes 576 and 577 to Turramurra; for details see page 21.

### ROUTE 577

#### NORTH TURRAMURRA

— North Turramurra Service

--- East Turramurra Loop (Limited Service)

**SHORELINK**

A member of the TRANSDEV Group. ABN 23 067 400 407

Timetable Enquiries Buslink Services (7 days)

Phone: 131 500

Office: 33 Beaumont Road Mt Kuring-gai NSW 2080

Phone: 9457 8888 Fax: 9457 9086

Postal Address: PO Box 138 Mt Kuring-gai NSW 2080

Office Hours: 8.00am - 5.00pm Monday to Friday

Internet: www.shorelink.com.au

## SHORELINK

### BUS TIMETABLE

# Route 577

Linking

- > North Turramurra
- > East Turramurra
- > Turramurra

7 Routes Daily  
26 April 2003

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

**TRANSDEV**

## Turrumurra - North Turrumurra - Turrumurra Route 577

M O N D A Y T O F R I D A Y

		M O R N I N G													
1	TURRAMURRA STN	5:59	6:38	-	7:00	7:19	7:33	8:07	8:30	9:15	9:45	10:15	10:45	11:15	11:45
2	Murdoch Street	-	-	-	-	-	-	-	-	-	-	10:20	-	11:20	-
7	Charlton & Pentecost	-	-	-	-	-	-	-	-	-	-	10:23	-	11:23	-
3	Nth Turrumurra Shops	6:04	6:43	6:52	7:05	7:24	7:38	8:14	8:36	9:21	9:51	-	10:51	-	11:51
4	Princess Juliana Lodge	6:08	6:47	6:56	7:09	7:28	7:42	8:25	8:54	9:25	9:55	-	10:55	-	11:55
5	KU-RING-GAI HIGH	6:11	6:51	7:02	7:13	7:32	7:46	8:22	8:47	9:28	9:58	-	10:58	-	11:58
3	Nth Turrumurra Shops	6:17	6:57	7:06	7:19	7:38	7:52	8:32	9:00	9:34	10:04	-	11:04	-	12:04
1	TURRAMURRA STN	6:25	7:06	7:18	7:29	7:48	8:02	8:40	9:08	9:42	10:12	10:28	11:12	11:28	12:12

## Turrumurra - North Turrumurra - Turrumurra Route 577

M O N D A Y T O F R I D A Y

		A F T E R N O O N																					
1	TURRAMURRA STN	12:45	1:15	1:45	2:15	2:54	3:25	4:00	4:15	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15	6:30	6:45	7:15	7:45	8:15	8:45
2	Murdoch Street	-	1:20	-	2:20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Charlton & Pentecost	-	1:23	-	2:23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Nth Turrumurra Shops	12:51	-	1:51	-	3:00	3:33	4:06	4:21	4:36	4:52	5:07	5:22	5:37	5:52	6:07	6:22	6:37	6:52	7:22	7:52	8:22	8:52
4	Pt. Juliana Lodge	12:55	-	1:55	-	3:04	3:37	4:10	4:25	4:40	4:56	5:11	5:26	5:41	5:56	6:11	6:26	6:41	6:56	7:26	7:56	8:26	8:56
5	KU-RING-GAI HIGH	12:58	-	1:58	-	3:07	3:42	4:13	4:28	4:43	4:59	5:14	5:29	5:44	5:59	6:14	6:29	6:44	6:59	7:29	7:59	8:29	8:59
3	Nth Turrumurra Shops	1:04	-	2:04	-	3:13	3:48	4:19	4:34	4:49	5:05	5:20	5:35	5:50	6:05	6:20	6:35	6:50	7:05	7:35	8:05	8:35	9:05
1	TURRAMURRA STN	1:12	1:28	2:12	2:28	3:21	3:56	4:27	4:42	4:57	5:13	5:28	5:43	5:58	6:13	6:28	6:40	6:58	7:10	7:40	8:10	8:40	9:10

## Turrumurra - Nth Turrumurra - Turrumurra Route 577

S A T U R D A Y

S U N D A Y

		M O R N I N G					A F T E R N O O N					M O R N I N G		A F T E R N O O N		
1	TURRAMURRA STN	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	8:45	10:45	12:45	2:45	4:45
3	Nth Turrumurra Shops	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	8:51	10:51	12:51	2:51	4:51
4	Princess Juliana Lodge	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	8:55	10:55	12:55	2:55	4:55
5	KU-RING-GAI HIGH	8:59	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	8:58	10:58	12:58	2:58	4:58
3	Nth Turrumurra Shops	9:04	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	9:03	11:03	1:03	3:03	5:03
1	TURRAMURRA STN	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	9:10	11:10	1:10	3:10	5:10

**GREY HIGHLIGHT:** Bus operates on school days only

**PUBLIC HOLIDAYS:** The Sunday timetable operates on Easter Saturday and all Public Holidays. There is no service on Christmas Day.



Wheelchair accessible buses operate on this service. For operational requirements, Shorelink reserves the right to substitute wheelchair accessible buses with conventional buses

**SHORELINK**

**ROUTE 800/900**

**PYMBLE - EAST TURRAMURRA  
Interim Timetable**  
Effective Date: 1 November 1999



Information line:  
**(02) 9457 8888**  
[www.shorelink.com.au](http://www.shorelink.com.au)

**Pymble - East Turramurra - Pymble (Interim Timetable) Route 800/900**

		MONDAY TO FRIDAY								
		MORNING			AFTERNOON					
<i>Train from City arrives</i>		7:02	7:16	7:52	3:18	3:33	3:54	4:21	4:36	5:05
<b>1</b>	<b>PYMBLE STATION</b>	7:14	7:38	8:00	3:23	3:42	4:00	4:26	4:43	5:11
<b>2</b>	Rushall & Bannockburn	7:19	7:43	8:05	3:27	3:46	4:04	4:30	4:47	5:15
<b>3</b>	<b>EAST TURRAMURRA SHOPS</b>	7:21	7:45	8:07	3:29	3:48	4:06	4:32	4:49	5:17
<b>4</b>	Merrivale & Pentecost	7:25	7:49	8:11	3:32	3:51	4:09	4:35	4:52	-
<b>1</b>	<b>PYMBLE STATION</b>	7:34	7:58	8:23	3:41	3:57	4:15	4:41	4:58	-
<i>Train to City departs</i>		7:39	8:06	8:36	3:48	4:03	4:24	4:51	5:00	-

*There are no services on Weekends or Public Holidays for this route. There is no service on Christmas Day. Additional services between Turramurra and East Turramurra are available on normal Route 577 Timetable*

**SHORELINK** A member of the John A Gilbert Group ACN 000 016 329  
Office: 33 Beaumont Road Mt Kuring-gai NSW 2080 Phone: (02) 9457 8888 Fax: (02) 9457 9086  
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Office Hours: 8.00am - 5.00pm Monday to Friday  
Email: [info@shorelink.com.au](mailto:info@shorelink.com.au)

# By train to Central in 2011

MORRIS IEMMA

A couple of years ago, The Times looked at a potential train timetable for the Sydney system in 2041, courtesy of Dr Who and the Time Lords. Well, we all know now that Dr Who was wrong-footed by Michael Costa and the NSW Treasury, who put the kybosh on heavy rail.

Now, courtesy of Morris Iemma, we are to

get an underground Metro system to the North West. It's a long way away—watching a railway be built is like watching grass grow—and much in contrast to the speed of construction in 1886 (our page 5) and in this day and age could well be a non-core promise anyway.

In the days when railway expansion was a core promise, the NSW State Plan set out a

vision for how the system was to be “enhanced”, with new lines in all directions and the ballyhooed “rail clearways” program. Now that Rail Clearways looks like going down the gurgler, it is worth looking at the State Plan, to see what we are going to miss.

You wanna see 2017?

