



The Times

July 2008

A journal of transport timetable history and analysis

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The Times

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On the front cover

In this issue, Victor Isaacs writes of the many timetable treasures to be found within the National Archives of Australia (NAA). This is one of the more unusual ones— a Melbourne timetable produced privately by Shear and Gillespie in 1880. This is issue #1; it is not known whether a second issue was produced. The National Archives acquired many “samples” like these because they were lodged with the governments of the day in an attempt to secure copyright for them. There must be many samples of this sort of thing in the NAA, but illustrations of them are much rarer. These are generally created when a researcher calls them up from “the stacks”, whereupon the NAA takes the opportunity to scan them for the edification of us all. Now who, I wonder, prompted their scanning of this item.... Perhaps it was our Victor? Another NAA sample appears on page 15, this time from the Tasmanian leg of the 1927 Royal Tour by the Duke of York, the NSW leg of which is illustrated below



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The Times

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The Times on-line

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

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Seek and ye shall find

by VICTOR ISAACS

What do the following timetables have in common?

- Northern Territory Railways Darwin and Pine Creek Line 1 October 1913
- Hawthorn Tramways Trust undated (naughty!) but 1916?
- Melbourne and Metropolitan Tramways Board undated (naughty!) but 1920s?
- Ferry Services from Circular Quay undated (naughty!) but 1900s?
- NSW Government Railways Southern and Western lines public timetable November 1863?
- Shear & Gillespie's ABC Monthly Timetable and Diary for Melbourne January 1880?
- Western Australian Bradshaw November 1897?
- Canadian National Railways public timetable book November 1926.?

Answer: they have all been found in the collection of the National Archives of Australia (NAA). The important moral of mentioning this is that:

We should seek out timetables in all sorts of places – including locations which are not immediately obvious.

There are more timetables in the National Archives. Check their website www.naa.gov.au/collection/recordsearch.aspx under the various combinations of: *Timetable, time table, timetables, time*

tables.

This type of searching pays off for other catalogues too, such as State Libraries and State Archives.

One problem with the NAA is that it is a dispersed collection. However they have scanned some items and, if the item you want is in another city, they will for a charge, scan it. Another problem with NAA is that they possess many items that have not yet been entered into their database, including Tasmanian Working Time-

tables. Why does the National Archives have timetables at all? Timetables from the Commonwealth Railways are not a surprise. These tend to be in the Melbourne or Adelaide repositories. Nor are timetables from the Tasmanian Government Railways, taken over by the Commonwealth Government. These are in the Hobart repository.

Other timetables are a surprise. Some of the items listed above were submitted for copyright registration as “original literary works”. But I do not know why pre 1901 items were passed to the National Archives.

The NSW Railways 1863 timetable is one of a number around this date which seem to have come from the Bendick Murrell, NSW Post Office and are now in the Sydney repository. The 1863 issue has been scanned by National Archives and is now

on their website (albeit too small to be useful).

Before I did this search, I did not even know there had been such a thing as a Western Australian Bradshaw. The useful “Libraries Australia” website indicates only one other copy in existence – in the State Library of WA. And it is for the same date, indicating that there was probably only one edition of this publication.

My biggest surprise was finding the Canadian National Railways 1926 Timetable in the National Archives of Australia. The National Archives has a particularly good collection of the personal papers of Lord Bruce – better than for any other former Prime Minister. In 1927 Mr (as he then was) Bruce returned from a conference in London via North America. An NAA file contains the papers relating to his travel arrangements, giving an excellent insight into travel by international ship and by train. The CNR timetable book is included. This, surprisingly, has been scanned by NAA in its entirety and is on their website, unfortunately too small to read, but big enough to give an impression of the item. I will write some more about this timetable in a subsequent article.

The quote in the heading of this article “Seek and ye shall find” is from the Book of Mathew 7:7. More germane to the AATTC is that it appeared as a heading above a Traders’ Column which appeared in the early years of the Times.

MILES FROM DARWIN.	DOWN TRAIN MONDAYS & THURSDAYS	ARRIVAL	DEPARTURE	UP TRAIN TUESDAYS & FRIDAYS	ARRIVAL	DEPARTURE
	Darwin	8.0 a.m.		Pine Creek	8.0 a.m.	
3	Lees, Shops	8.10 a.m.	8.12	Union Reefs	8.25 a.m.	8.28
10	Kanckry's Lagoon	8.28	8.28	Boomerwa	8.51	8.53
20	McMinn's Lagoon	8.58	8.58	Barundie	9.17	9.27
38	Southport Road	9.45	9.45	Grove Hill	10.1	10.6
43	Darwin River	9.58	10.10	Fountain Head	10.25	10.27
57	Ram Jungle	11.0	11.0	Preck's Creek	10.42	10.55
60	Batchelor	11.10	11.24	Howley	11.7	11.22
70	Stapleton	11.51	11.51	Goolilla	11.52	11.53
77	Adelaide River	12.18 p.m.	12.35 p.m.	Adelaide River	12.12 p.m.	12.39 p.m.
86	Goolilla	1.3	1.3	Stapleton	1.6	1.8
100	Howley	1.45	1.45	Batchelor	1.57	1.44
104	Preck's Creek	1.07	2.16	Ram Jungle	1.54	1.56
108	Fountain Head	2.22	2.25	Darwin River	2.38	2.44
113	Grove Hill	2.44	2.50	Southport Road	2.57	2.67
124	Barundie	3.22	3.32	McMinn's Lagoon	3.44	3.47
131	Boomerwa	3.54	3.50	Kanckry's Lagoon	4.17	4.17
138	Union Reefs	4.32	4.30	Lees, Shops	4.35	4.35
146	Pine Creek	4.50		Darwin	4.42	

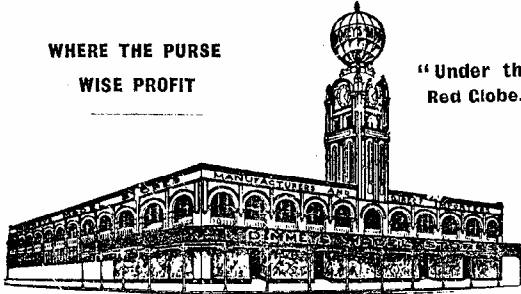
Trains will stop at Lees, Shops, Kanckry's Lagoon, McMinn's Lagoon, Southport Road, Ram Jungle, Stapleton, Goolilla, Howley, Fountain Head, Grove Hill, Boomerwa, and Union Reefs only when required to pick up or set down passengers and goods.

H. V. FRANCIS,
Superintendent.

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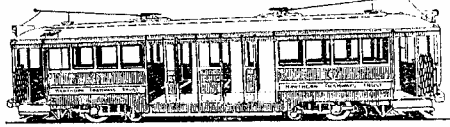
RIGHT ON
THE
CAR ROUTE

"Watch for the Red Globe."

Hawthorn Tramways Trust.

OFFICIAL TIME-TABLE.

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The Mecca
of
The Thrifty.



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STORE—
Right on the CAR
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Kooyong-rd to Wattle-tree-rd corner ... 1d
Kooyong-rd to Tooronga-rd via High-st ... 1d
High-st to Tooronga-rd via Glenferrie-rd and
Wattle-tree-rd ... 1d
Glenferrie-rd to Burke-rd via Wattle-tree-rd ... 1d

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ST. KILDA, SOUTH MELB.—CITY.				
ELECTRIC.				
Leave Esplanade.				
	First Car.	Last Car.		
Weekdays ..	6.30 a.m.	11.15 p.m.		
Saturday ..	6.30 a.m.	11.45 p.m.		
Sunday ..	1.30 p.m.	10.15 p.m.		
Leave City.				
	First Car.	Last Car.		
Weekdays ..	6.54 a.m.	11.40 p.m.		
Saturday ..	6.54 a.m.	12.10 a.m.		
Sunday ..	1.54 p.m.	10.40 p.m.		
TRAMWAY BUSES.				
SUBURBAN AND CITY TERMINI.				
ROUTE	WEEK DAYS.			
	SUBURBAN TERM.		CITY TERM.	
	First	Last	First	Last
	a.m.	p.m.	a.m.	p.m.
Elsternwick	7.0	11.0	7.31	11.39
Esplanade	6.32	11.15	5.53	11.41
Windsor	7.0	11.45	7.15	12.0
	Elst'wick to Esplanade only			
	SUNDAYS.			
	SUBURBAN TERM.		CITY TERM.	
	First	Last	First	Last
	a.m.	p.m.	a.m.	p.m.
Elsternwick	8.0 a.m.	10.36 p.m.	8.33 a.m.	11.9 p.m.
Esplanade	1.36 p.m.	10.15 p.m.	2.2 p.m.	10.11 p.m.
Windsor	1.30 p.m.	10.45 p.m.	1.45 p.m.	11.0 p.m.
	Elst'wick to Esplanade only			

Melbourne and Metropolitan Tramways Board.

INFORMATION FOR PASSENGERS

SECTIONS AND FARES.—A List of the Sections, Fares and Charges for each route is exhibited in a conspicuous place inside the Cars and Omnibuses of the Board.

LUGGAGE.—On the Board's Cars and Omnibuses, personal luggage, parcels or packages, not exceeding in the aggregate 28 lbs. in weight for any passenger, may be carried free. On the Omnibuses, luggage in excess of this weight is not permitted, but an additional 28 lbs. may be permitted on the Tramways on payment of an adult fare.

LOST PROPERTY.—All lost property found on the Board's vehicles or premises is deposited at the Depot from which the Car is operating, and later forwarded to the Head Office of the Board, 673 Bourke Street, Melbourne. Phone No. 7265 Central. A small fee is charged for all lost property restored to claimants.

SPECIAL CARS OR OMNIBUSES may be hired for private parties or picnics at reasonable rates. Particulars may be had on application at the Traffic Department, 673 Bourke Street, Melbourne.

HOW PASSENGERS MAY ASSIST :—
Inform Conductor of your destination when tendering fare.
Tender the exact fare whenever possible.
Observe that ticket issued is of correct value, and if punched, is marked correctly.
Wait until Car stops when boarding or alighting, and when alighting, always face the direction in which Car is travelling.

TRAMWAY OFFICES AND 'PHONE NUMBERS.
HEAD OFFICE—
673 Bourke Street, Melbourne. Cent. 7265

CAR DEPOTS—
Coldblo Road, Malvern. U. 3164
Wallen Road, Hawthorn. Hawthorn 303
Barkers Road, Kew. " 2158
Glenhuntly Road, Glenhuntly. U. 6353
Nicholson Street, Coburg. Brunswick 1625
Mt. Alexander Road, Essendon. F. 5619
Dundas Street, Preston. Northcote 832
Buckley Street, Footscray. Footscray 662

CABLE CAR DEPOTS THROUGH HEAD OFFICE Cent. 7265

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Issued by the
MELBOURNE & METROPOLITAN TRAMWAYS BOARD.
Price, 1d.

ATLAS PRESS PTY. LTD., MELB.

FIRST AND LAST CARS					
PRAHRAN AND MALVERN LINES.					
BRIGHTON CEMETERY (North Rd.)—WINDSOR					
	Leaves Brighton Cemetery		Leaves Chapel St., Windsor		
	First Car	Last Car	First Car	Last Car	
Weekdays	6.53 a.m.	11.33 p.m.	7.18 a.m.	11.58 p.m.	
Saturday	6.53 a.m.	11.33 p.m.	7.18 a.m.	11.58 p.m.	
Sunday	1.53 p.m.	10.33 p.m.	2.18 p.m.	10.58 p.m.	
EAST MALVERN (via Wattle Tree Rd.)—ST. KILDA RD.					
	Leaves East Malvern.			Leav. St. Kilda Rd.	
	First Car	Last Car	Last Car to Depot	First Car	Last Car
W'dys	6.50 a.m.	11.30 p.m.	12.20 a.m.	7.15 a.m.	11.55 p.m.
Sat.	6.50 a.m.	11.40 p.m.	12.30 a.m.	7.15 a.m.	12.5 a.m.
Sun.	1.50 p.m.	10.30 p.m.	11.20 p.m.	1.55 p.m.	10.55 p.m.
DARLING ROAD—ELSTERNWICK STATION					
	Leaves Darling Road			Leaves Elsternwick S	
	First Car	Last Car	Last Car to Depot	First Car	Last Car
W'dys	0.28 a.m.	11.33 p.m.	12.23 a.m.	6.58 a.m.	11.58 p.m.
Sat.	0.28 a.m.	11.33 p.m.	12.23 a.m.	6.58 a.m.	11.58 p.m.
Sun.	2.3 p.m.	10.23 p.m.	11.23 p.m.	2.3 p.m.	10.53 p.m.
DARLING ROAD—ESPLANADE					
SERVICE SUSPENDED, except at peak traffic period, when a 10 minutes time table will be operated as follows:					
From DARLING ROAD—Monday to Saturday, 7.28 a.m. to 8.58 a.m.					
From ESPLANADE—Monday to Friday, 5.0 p.m. to 6.30 p.m. Saturday, 12.0 to 1 p.m.					
At other times of the day, through passengers to and from Esplanade will require to transfer at Balaclava Junction.					
DEEPDENE—ST. KILDA ROAD (via Gardiner).					
	Leaves Deepdene			Leaves St. Kilda and Commercial Roads.	
	First Car	Last Car	Last Car to Depot	First Car	Last Car to Depot
W'ds	6.30 a.m.	11.20 p.m.	12.15 a.m.	7.0 a.m.	11.40 p.m.
Sat.	6.30 a.m.	11.50 p.m.	12.15 a.m.	7.0 a.m.	11.40 p.m.
Sun.	1.20 p.m.	10.20 p.m.	10.40 p.m.	2.0 p.m.	10.30 p.m.

FIRST AND LAST CARS					
PRAHRAN AND MALVERN LINES—(Continued)					
GLEN IRIS—ST. KILDA ROAD.					
	Leaves Glen Iris			Leaves St. Kilda Rd. & High St.	
	First Car	Last Car	Last Car to Depot	First Car	Last Car to Depot
W'ds	6.43 a.m.	11.35 p.m.	12.28 a.m.	7.10 a.m.	12.3 a.m.
Sat.	6.43 a.m.	12.5 a.m.	12.28 a.m.	7.10 a.m.	12.3 a.m.
Sun.	1.45 p.m.	10.35 p.m.	11.25 p.m.	2.10 p.m.	11.0 p.m.
GRANGE ROAD—ELSTERNWICK STATION					
	Leaves Grange Road			Leaves Elsternwick S	
	First Car	Last Car	Last Car to Depot	First Car	Last Car
W'dys	6.38 a.m.	11.38 p.m.	12.8 a.m.	6.53 a.m.	11.53 p.m.
Sat.	6.38 a.m.	11.38 p.m.	12.8 a.m.	6.53 a.m.	11.53 p.m.
Sun.	1.48 p.m.	10.28 p.m.	11.8 p.m.	2.8 p.m.	10.48 p.m.
POINT ORMOND—ELSTERNWICK STATION.					
	Leaves Pt. Ormond		Leaves Elsternwick S.		
	First Car	Last Car	First Car	Last Car	Last Car to Depot
W'dys	7.20 a.m.	12.0 Mid-night	7.11 a.m.	11.53 p.m.	12.18 a.m.
Sat.	"	"	"	"	"
Sun.	See Grange Road and Darling—Elsternwick				
VICTORIA BRIDGE—ESPLANADE					
	Leaves Victoria Bridge			Leaves Esplanade	
	First Car	Last Car	Last Car to Depot	First Car	Last Car to Depot
W'ds	6.28 a.m.	11.18 p.m.	12.5 a.m. Malvern Depot	6.47 a.m.	11.7 p.m. Malvern 11.57 p.m. Kew
Sat.	6.28 a.m.	11.38 p.m.	12.5 a.m. Malvern Depot	6.47 a.m.	11.7 p.m. Kew 12.32 a.m. Malvern 11.52 p.m. Kew Depot
Sun.	1.8 p.m.	10.13 p.m.	11.5 p.m. Malvern Depot	1.57 p.m.	10.7 p.m. Kew Depot
WINDSOR (Chapel St.)—WATTLE TREE RD. CORNER					
	Leaves Chapel St.			Leaves Wattle Tree Rd.	
	First Car	Last Car	First Car	Last Car	
W'dys	6.49 a.m.	12.15 a.m.	6.34 a.m.	11.58 p.m.	
Sat.	6.49 a.m.	12.36 a.m.	6.34 a.m.	12.18 a.m.	
Sun.	1.55 p.m.	11.6 p.m.	1.42 p.m. (2.15 p.m.) East Malvern	10.50 p.m. (5.25 p.m.) East Malvern	

FIRST AND LAST CARS.					
HAWTHORN LINES.					
BOWEN STREET—PRINCES BRIDGE					
Leaves Bowen Street			Leaves Princes Br.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 5.50 a.m.	See Burwood	12.31 a.m.	See Burwood	12.0 Mid.	
Sat. 5.50 a.m.				12.0 night	
Sun. 1.15 p.m.				10.40 p.m.	
BURWOOD—PRINCES BRIDGE					
Leaves Burwood			Leaves Princes Br.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 6.20 a.m.	11.20 p.m.	12.20 a.m.	6.20 a.m.	11.40 p.m.	
Sat. 6.20 a.m.	11.20 p.m.	12.20 a.m.	6.20 a.m.	11.40 p.m.	
Sun. 1.20 p.m.	10.0 p.m.	11.20 p.m.	1.20 p.m.	10.40 p.m.	
CHAPEL STREET—PRINCES BRIDGE					
Leaves Chapel Street			Leaves Princes Br.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 7.2 a.m.	11.22 p.m.	11.52 p.m.	7.17 a.m.	11.37 p.m.	
Sat. 7.2 a.m.	11.42 p.m.	12.12 p.m.	7.17 a.m.	11.57 p.m.	
Sun. 2.2 p.m.	10.22 p.m.	10.52 p.m.	2.17 p.m.	10.37 p.m.	
CHAPEL STREET—VICTORIA STREET					
Leaves Chapel Street			Leaves Victoria Street Nth. Richmond		
First Car	Last Car	Last Car to Depot	First Car	Last Car	Last Car to Depot
W'dys 6.57 am	11.37 pm	11.57 pm	7.12 am	11.42 pm	11.54 pm
Sat. 6.57 am	12.7 am	12.27 am	7.12 am	12.12 am	12.24 pm
Sun. 2.7 pm	10.37 pm	10.57 pm	2.22 pm	10.42 pm	10.54 pm
POWER STREET—BRIDGE ROAD					
Leaves Power Street			Leaves Bridge Road		
First Car	Last Car		First Car	Last Car	
W'dys 7.15 a.m.	11.45 p.m.		7.23 a.m.	11.56 p.m.	
Sat. 7.15 a.m.	11.35 p.m.		7.23 a.m.	11.66 p.m.	
Sun. 2.15 p.m.	10.45 p.m.		2.23 p.m.	10.66 p.m.	
WATTLE PARK—PRINCES BRIDGE					
Leaves Wattle Park			Leaves Princes Br.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 6.31 a.m.	11.11 p.m.	12.11 a.m.	6.30 a.m.	11.30 p.m.	
Sat. 6.31 a.m.	11.11 p.m.	12.11 a.m.	6.30 a.m.	11.30 p.m.	
Sun. 1.31 p.m.	10.31 p.m.	11.31 p.m.	1.10 p.m.	10.30 p.m.	

FIRST AND LAST CARS.					
FOOTSCRAY LINES.					
BALLARAT ROAD—FOOTSCRAY STATION.					
Leaves Ballarat Road			Leaves Footscray Station		
First Car	Last Car		First Car	Last Car	
Weekdays 6.33 a.m.	11.57 p.m.		6.23 a.m.	11.47 p.m.	
Saturdays " "	12.27 a.m.		" "	12.17 a.m.	
Sundays 1.41 p.m.	10.50 p.m.		1.31 p.m.	10.40 p.m.	
RUSSELL STREET—FOOTSCRAY STATION.					
Leaves Russell Street			Leaves Footscray Station		
First Car	Last Car		First Car	Last Car	
Weekdays 6.31 a.m.	11.57 p.m.		6.21 a.m.	11.47 p.m.	
Saturdays " "	12.27 a.m.		" "	12.17 a.m.	
Sundays 1.41 p.m.	10.50 p.m.		1.31 p.m.	10.40 p.m.	
WILLIAMSTOWN ROAD—FOOTSCRAY STATION.					
Leaves Williamstown Rd.			Leaves Footscray Station		
First Car	Last Car		First Car	Last Car	
Weekdays 6.45 a.m.	11.58 p.m.		6.34 a.m.	11.47 p.m.	
Saturdays " "	12.28 a.m.		" "	12.17 a.m.	
Sundays 1.41 p.m.	10.50 p.m.		1.31 p.m.	10.40 p.m.	
ESSENDON LINES.					
ESSENDON—CITY.					
Leaves Kellor Road			Leaves Collins St. City		
First Car	Last Car	Last Car to Depot ONLY	First Car	Last Car	
W'dys 6.25 am	11.3 pm	12.23 am	6.30 am	11.46 pm	
Sat. 6.25 am	11.38 pm	12.53 am	6.30 am	12.10 pm	
Sun. 1.36 pm	10.8 pm	11.24 pm	1.57 pm	10.40 pm	
MARIBYRNONG RIVER—CITY					
Leaves Maribyrnong River			Leaves Collins St. City		
First Car	Last Car	Last Car to Depot ONLY	First Car	Last Car	
W'dys 6.11 am	11.13 pm	12.17 am	6.20 am	11.45 pm	
Sat. 6.11 am	11.38 pm	12.47 am	6.20 am	12.15 pm	
Sun. 1.37 pm	10.9 pm	11.17 pm	2.1 pm	10.45 pm	
WEST BRUNSWICK—CITY					
Leaves West Brunswick			Leaves Collins St. City		
First Car	Last Car	Last Car to Depot ONLY	First Car	Last Car	
W'dys 6.27 am	11.18 pm	12.10 am	6.37 am	11.44 pm	
Sat. 6.27 am	11.48 pm	12.40 am	6.37 am	12.14 pm	
Sun. 1.31 pm	10.18 pm	11.10 pm	1.46 pm	10.44 pm	

FIRST AND LAST CARS.					
COBURG LINES.					
BAKERS ROAD—CITY.					
Leaves Bakers Road.			Leaves Lonsdale St.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 6.0 a.m.	11.14 p.m.	12.28 a.m.	6.38 a.m.	11.51 p.m.	
Sat. 6.0 a.m.	11.47 p.m.	12 a.m.	6.38 a.m.	12.25 a.m.	
Sun. 1.20 p.m.	10.19 p.m.	11.31 p.m.	1.25 p.m.	10.57 p.m.	
COBURG CEMETERY—CITY.					
Leaves Cemetery			Leaves Lonsdale St.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	Last Car to Depot
W'dys 6.13 am	11.5 pm	12.11 am	6.40 am	11.41 pm	
Sat. 6.13 am	11.49 pm	12.44 pm	6.40 am	12.16 pm	
Sun. 1.33 pm	10.21 pm	11.16 pm	1.38 pm	10.48 pm	
LEAVES WEST BRUNSWICK					
First Car	Last Car	Last Car to Depot	Lea. Collins St., City		
W'dys 6.27 am	11.18 pm	12.10 am	6.37 am	11.44 pm	
Sat. 6.27 am	11.48 pm	12.40 am	6.37 am	12.14 pm	
Sun. 1.31 pm	10.18 pm	11.10 pm	1.46 pm	10.44 pm	
PRESTON LINES.					
WEST PRESTON—CITY.					
Leaves West Preston			Leaves Lonsdale St.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 6.7 a.m.	10.56 p.m.	12.21 a.m.	6.47 a.m.	11.39 p.m.	
Sat. 6.7 a.m.	11.26 p.m.	12.52 a.m.	6.47 a.m.	12.10 a.m.	
Sun. 1.6 pm	10.6 pm	11.30 pm	1.48 pm	10.48 pm	
EAST PRESTON—CITY					
Leaves East Preston			Leaves Lonsdale St.		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 8.0 a.m.	11.2 p.m.	12.30 a.m.	6.41 a.m.	11.45 p.m.	
Sat. 8.0 a.m.	11.32 p.m.	12.58 a.m.	6.41 a.m.	12.16 a.m.	
Sun. 1.0 p.m.	10.12 p.m.	11.30 p.m.	1.42 p.m.	10.54 p.m.	

FIRST AND LAST CARS.					
KEW LINES.					
HIGH ST., EAST KEW—BRIDGE ROAD					
Leaves Burke Road (East Kew)			Leaves Bridge Road (Richmond)		
First Car	Last Car	Last Car to Depot	First Car	Last Car	
W'dys 6.11 a.m.	11.28 p.m.	12.15 a.m.	6.30 a.m.	11.55 p.m.	
Sat. 6.11 a.m.	12.7 a.m.	12.20 a.m.	6.30 a.m.	12.0 Mid-night.	
Sun.	Strath-albyn St. 12.40 a.m.			Strath-albyn St. 12.25 a.m.	
	Strath-albyn St. 2.5 p.m.	10.36 p.m.	1.15 p.m.	1.50 p.m.	10.55 p.m.
	Burke Rd. 12.10 p.m.				
MONT ALBERT—VICTORIA BRIDGE					
Leaves Mont Albert			Leaves Victoria Bridge		
First Car	Last Car	Last Car to Depot	First Car	Last Car	Last Car to Depot
W'ds 6.38 am	12.18 am		6.5 am	11.45 pm	
Sat. 6.38 am	12.18 am	12.23 am	6.5 am	11.58 pm	12.5 am
Sun.	Deepdene 1.40 pm	11.18 pm	1.25 pm	10.45 pm	12.28 am
	Mont Albert 1.58 pm			Deepdene 10.58 pm	
VICTORIA BRIDGE—ESPLANADE					
Leaves Victoria Bridge			Leaves Esplanade		
First Car	Last Car	Last Car to Depot	First Car	Last Car	Last Car to Depot
W'ds 6.28 am	11.18 pm	12.5 am	6.47 am	11.7 pm	Malvern 11.57 pm
Sat. 6.28 am	11.38 pm	12.5 am	6.47 am	11.7 pm	Malvern 11.57 pm
Sun.	Malvern 1.8 pm	10.18 pm	1.57 pm	10.7 pm	11.2 pm

LAST TRAMS FROM ST. KILDA.			
CABLE.			
To connect with all Last Cars that leave the City for other Suburbs, passengers should travel by the following:—			
	Week Days	Saturdays	Sundays
Esplanade Bus	11.5 p.m.	11.35 p.m.	10.5 p.m.
St. Kilda (Brighton Rd.)	11.8 p.m.	11.38 p.m.	10.12 p.m.
ELECTRIC.			
Time Last Cars leave Esplanade Electric Terminus St. Kilda to connect with Various Destinations.			
TO CONNECT WITH LAST TRAMS TO		TIME LEAVE ESPLANADE	
		Week Days	Sat-urdays
Brighton Road	..	11.57	12.22
High Street to City	..	11.7	11.37
Prabran to City	..	10.57	11.27
Brighton Cemetery	..	11.57	10.57
Darling Road	..	11.57	11.57
Elsternwick Station	..	11.27	11.27
Grange Road	..	11.37	11.37
Windsor	..	11.37	11.57
East Malvern	..	11.47	11.57
Glen Iris	..	11.47	11.47
St. Kilda Rd. via High St.	..	11.17	11.47
Canterwell via Gardiner	..	11.27	11.27
Gardiner	..	11.27	11.27
St. Kilda Rd. via Malvern Rd.	..	11.17	11.47
City via Riversdale Rd.	..	11.7	11.7
Burwood	..	11.27	11.27
Bowen Street	..	11.47	11.47
Wattle Park	..	11.17	11.17
Smith Street	..	11.27	11.27
Deepdene	..	11.17	11.17
Mont Albert	..	11.7	11.17
East Kew	..	11.17	11.17
Hawthorn Bridge	..	10.47	11.27
Victoria Bridge	..	11.7	11.7
Kew Depot	..	11.57	11.57
Malvern Depot	..	12.12	12.32

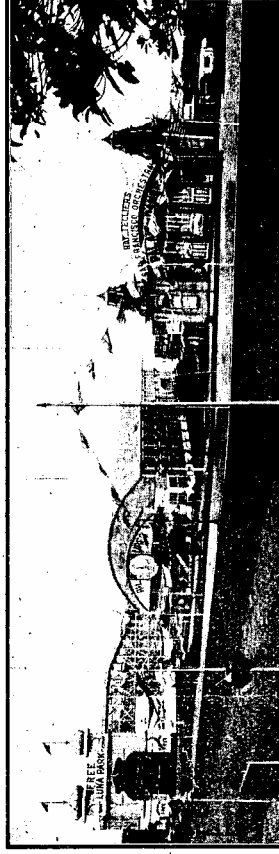
FIRST AND LAST CARS				
CABLE LINES.				
LINE	WEEK DAYS			
	SUBURBAN END		CITY END	
	First	Last	First	Last
	a.m.	p.m.	a.m.	p.m.
Richmond ..	5.42	11.8	6.4	11.32
Fitzroy ..	5.40	11.19	5.56	11.35
South Melbourne ..	5.42	11.20	6.1	11.34
Victoria Street ..	5.34	11.8	5.58	11.34
Clifton Hill ..	5.37	11.7	6.3	11.34
Nicholson Street ..	5.41	11.11	6.3	11.34
Brunswick ..	5.20	11.6	5.59	11.36
Carlton ..	5.34	11.6	5.52	11.33
Prahran ..	5.26	11.6	5.52	11.34
Toorak ..	7.16	11.1	7.44	11.32
North Carlton ..	5.37	11.19	5.52	11.34
St. Kilda (Brw'n. Rd.)	5.33	11.13	5.50	11.33
North Melbourne ..	5.40	11.17	5.57	11.35
West Melbourne ..	6.18	11.19	6.34	11.35
Port Melbourne ..	5.45	11.11	6.7	11.35
Northcote ..	5.59	10.53	6.3	11.34
Northcote and Clifton Hill (Local Service) ..	5.59	12.16	5.43	11.50

LINE	SUNDAYS			
	SUBURBAN END		CITY END	
	First	Last	First	Last
	p.m.	p.m.	p.m.	p.m.
Richmond ..	1.30	10.8	1.53	10.32
Fitzroy ..	1.30	10.19	1.45	10.35
South Melbourne ..	1.30	10.20	1.45	10.34
Victoria Street ..	1.30	10.8	1.55	10.34
Clifton Hill ..	1.32	10.14	2.0	10.41
Nicholson Street ..	1.36	10.17	1.58	10.39
Brunswick ..	1.24	10.11	1.54	10.41
Carlton ..	1.30	10.16	1.57	10.37
Prahran ..	1.30	10.10	1.48	10.31
Toorak ..	1.30	10.1	2.1	10.32
North Carlton ..	1.38	10.10	1.57	10.37
St. Kilda (Brw'n. Rd.)	1.36	10.10	1.51	10.34
North Melbourne ..	1.39	10.22	1.57	10.40
West Melbourne ..	1.50	10.23	2.6	10.39
Port Melbourne ..	1.24	10.11	1.48	10.35
Northcote ..	1.18	10.11	2.0	11.6
Northcote and Clifton Hill (Local Service) ..	1.18	11.23	1.1	11.6

Saturday Night Cars leave Suburban and City Ends
30 Min. Later on All Lines.



KIOSK, CENTRAL PARK, MALVERN.—One of the most pleasing spots touched by the tramways is Central Park, East Malvern. Situated in the heart of one of Melbourne's progressive suburbs, it possesses a charm that attracts visitors from all over. It is here that the Malvern Tramway Band plays every Sunday afternoon, and so popular is this brilliant combination, that a special service of cars has to be run to cope with the traffic. This Band has won the championship of Australia, and under the patron of Mr. H. Shiers, it provides a delightful afternoon's entertainment. Adjoining the Band Rotunda is the Malvern Kiosk, a most interesting structure, which is used for the sale of refreshments, and for the holding of social functions. In the rear of the kiosk, a room is reserved for its catering for weddings and parties; for, in addition to a large dining-room, there is a ball-room with an excellent dancing floor. The East Malvern tram runs from the corner of St. Kilda Road and High Street.



ST. KILDA—Australia's Premier Seaside Resort, with its sandy beaches, its walks, pier, ferry boats, and places of amusement, provides enjoyment for all ages at all seasons of the year. At all times, those in search of entertainment will be well rewarded by a visit to this renowned beauty spot. The approach from the City is through one of the finest avenues in the world. From the Eastern Suburbs, St. Kilda is reached by the electric tram, which connects with the motor cars. On a sunny afternoon, there is no more delightful sight than thousands of people flocking to the various dancing pavilions, picture theatres, vaudeville entertainments and other open air attractions. Illustrated above is one of the brightest spots on the beach. Here is to be found Luna Park—a Coney Island in miniature—with its Big Dipper, Scenic Railway, Water Chute and many other forms of entertainment that provide thrills and fun. Adjoining Luna Park is the Palais Theatre, and next to this is the famous Plaza des Danes with its wonderful decorative effects.



Coal Miners' Buses at Newcastle

Jim O'Neil

Bus routes have often been assembled in groups numbered differently for various geographical areas, as Hilaire Fraser has described. The Newcastle Government Bus routes, like their Sydney counterparts, were grouped in such blocks, the 100s being in the north, the 200s in central and western Newcastle and the 300s running to Lake Macquarie. The 400s were Industrial services, running mostly to the Steelworks and adjacent industries around Port Waratah, which have recently ceased with the decline of heavy industry in Newcastle. At an earlier time there had been a fifth group; the 500s which ran to various coalmines. I obtained the timetable discussed here in one of the AATTC auctions. It commenced on Monday, 25 February, 1946 and was for the conveyance of miners to John Darling, Burwood, Lambton B and Belmont Collieries.

These collieries all lay along the Belmont Railway line, which ran south of Newcastle into the Lake Macquarie Shire. Burwood colliery was to the north of Whitebridge Station, the first on the line, Lambton B was next to Redhead, the second station, John Darling was in North Belmont on a long siding to the west of the line and Belmont colliery was near the terminus. Many of the industrial services in the Newcastle area did not have published timetables, since they ran to arrive before the start of the shift, and left after it had finished. But the complex movements, providing transport to or from one, two, three or, perhaps, even all four of these collieries from various areas in Newcastle and its suburbs, warranted the publication

of this particular timetable.

The first group of runs listed form the route 422, which we would expect to be from Redhead to the Steelworks, rather than a colliery bus. In fact the 10.33 p.m. departure from Wood and Collier Sts (opposite Redhead Station) arrived at Burwood Colliery at 10.56. The next bus in the list, which left the Colliery at the same time, proceeded to Broadmeadow, arriving at 11.28. This is clearly the same bus, and it may well have gone on to B.H.P. The first timetable I have for the 322/422 buses, dated March 1965, has a late evening service on the 422 which left Redhead at 10.38 p.m., Dudley at 10.47, passed Broadmeadow at 11.21 and arrived at the Steelworks at 11.39. This is clearly the same service as the one we have been looking at, with somewhat changed timings, but no longer diverting to Burwood Colliery.

The morning bus, which left Dudley at 6.28 a.m. is close in timing to the 1965 route 421 bus departing Redhead at 6.28, Dudley at 6.38 and reaching B.H.P at 7.20. We can note several things from this material. Firstly, the colliery shifts seem to have started earlier than the steelworks ones, since the same bus could drop miners in the Lake Macquarie area and go on to Port Waratah in time for the steelworkers to start their shifts an hour later. Secondly, there must have been a gap between the finishing time of some of the miner's shifts and the commencement of the following one, since the one bus could carry both arriving and departing miners without a break. In contrast, buses to the Steelworks arrived some time in advance of the shift

changeover, for example at midnight, and did not leave on their return journeys until some time afterwards.

The next group of buses are the route 521. These ran along the Pacific Highway, the route of the Swansea buses, then numbered 323 but later changed to 348 and variants. With one exception the 521s ran between the Newcastle area and the collieries. The first bus left John Darling Colliery at 6.38 a.m. for Swansea. It is, in fact, a continuation of the next bus in the list, which left Broadmeadow at 6.10 and arrived at the colliery at 6.38. There was another morning bus to John Darling, leaving Newcastle at 5.54 and arriving at the colliery two minutes later than the first bus. The afternoon buses show a different pattern of shift changes at the John Darling and the Burwood collieries. At John Darling the bus from Newcastle arrived at 2.49 p.m. and the return trip departed at 3.20, indicating that one shift replaced the other at three o'clock. In contrast the bus departing Burwood left at 3.10, while the next shift did not arrive until 3.42 p.m., suggesting one shift finished at three, while the next did not start before four.

The next group of buses was the most numerous: the route 522 provided service between Swansea and Belmont to the south and the collieries. None of them have a timing point for Belmont Colliery shown in the timetable, nor are fares to that point listed in the fare tables, but since they passed close by Belmont Colliery on the main road, they could have carried miners to and from it. The pattern of service is varied, though most buses went via Redhead and Dudley if they ran north of John



ROUTE No. 524: CARDIFF STATION—JOHN DARLING COLLIERY, VIA BURWOOD AND LAMBTON "B" COLLIERIES.

Weekly Fares.

Between the undermentioned points and—	Burwood Colliery.		Dudley.		Lambton "B" Colliery (Redhead).		John Darling Colliery.	
	Jnr. Emp.	Ad.	Jnr. Emp.	Ad.	Jnr. Emp.	Ad.	Jnr. Emp.	Ad.
Cardiff Station	s. d.	4 6	s. d.	5 6	s. d.	6 0	s. d.	6 0
Cross Roads	s. d.	3 0	s. d.	3 9	s. d.	4 0	s. d.	4 0
Cockle Creek	s. d.	2 6	s. d.	4 6	s. d.	5 6	s. d.	6 0
Speer's Point	s. d.	1 9	s. d.	3 6	s. d.	4 6	s. d.	5 0
Warner's Bay	s. d.	2 0	s. d.	3 0	s. d.	4 0	s. d.	4 6
Jonathan Street	s. d.	1 6	s. d.	1 6	s. d.	1 6	s. d.	1 6
Violetown Road	s. d.	1 6	s. d.	1 6	s. d.	1 6	s. d.	1 6
Clydeall	s. d.	1 6	s. d.	1 6	s. d.	1 6	s. d.	1 6
Charlestown	s. d.	1 6	s. d.	1 6	s. d.	1 6	s. d.	1 6
Burwood Colliery or Whitebridge	s. d.	1 6	s. d.	1 6	s. d.	1 6	s. d.	1 6
Dudley	s. d.	1 6	s. d.	1 6	s. d.	1 6	s. d.	1 6
Lambton "B" Colliery	s. d.	1 6	s. d.	1 6	s. d.	1 6	s. d.	1 6

Jnr. Emp.—Indicates Junior Employees under 18 years of age and in possession of Authority Cards.
Ad.—Indicates Adults.

OMNIBUS SERVICES FOR CONVEYANCE OF MINERS TO JOHN DARLING, BURWOOD AND LAMBTON "B" COLLIERIES—Mondays to Fridays.

Route No. 422.

Dudley Terminus dep. 6.28 a.m., Dudley Monument dep. 6.32 a.m., Burwood Colliery arr. 6.40 a.m.
Wood and Collier Streets dep. 10.33 p.m., Dudley Terminus dep. 10.44, Dudley Monument dep. 10.49, Burwood Colliery arr. 10.56 p.m.
Burwood Colliery dep. 10.56 p.m., Charlestown School dep. 11.6, Kahibah dep. 11.11, Broadmeadow arr. 11.28 p.m.

Route No. 521.

John Darling dep. 6.38 a.m., Belmont dep. 6.45, Marks Point dep. 6.54, Swansea arr. 7.5 a.m.
Broadmeadow dep. 6.10 a.m., Charlestown School 6.24, John Darling Colliery arr. 6.38 a.m.
Newcastle dep. 5.54 a.m., Broadmeadow dep. 6.8, Charlestown School dep. 6.22, John Darling arr. 6.40 a.m.
Broadmeadow dep. 2.21 p.m., Charlestown School dep. 2.35, John Darling arr. 2.49 p.m.
John Darling dep. 3.20 p.m., Charlestown School dep. 3.34, Broadmeadow dep. 3.48, Newcastle arr. 4.2 p.m.
Newcastle dep. 3.1 p.m., Broadmeadow dep. 3.15, Kahibah dep. 3.32, Charlestown School 3.37, Burwood Colliery arr. 3.42 p.m.
Burwood Colliery dep. 3.10 p.m., Charlestown School dep. 3.19, Kahibah dep. 3.24, Broadmeadow dep. 3.41, Newcastle arr. 3.55 p.m.

Route No. 522.

Swansea dep. 5.45 a.m., Belmont dep. 6.0, Lambton "B" arr. 6.18 a.m.
Marks Point dep. 5.50 a.m., Belmont dep. 5.59, Burwood Colliery arr. 6.25 a.m.
Swansea dep. 5.57 a.m., Marks Point dep. 6.8, Belmont dep. 6.17, John Darling arr. 6.25, Lambton "B" arr. 6.38 a.m.
Burwood Colliery dep. 6.22 a.m., John Darling Colliery dep. 6.47, Swansea arr. 7.7 a.m.

DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS, NEW SOUTH WALES.



OMNIBUS SERVICES
FOR CONVEYANCE OF MINERS
TO
JOHN DARLING, BURWOOD
LAMBTON "B"
AND
BELMONT COLLIERIES.

Commencing Monday, 25 February, 1946.

Route No. 522—continued.

Belmont dep. 6.18 a.m., John Darling Colliery arr. 6.26 a.m.
Swansea dep. 1.37 p.m., Marks Point dep. 1.48, Belmont dep. 1.57, John Darling arr. 2.5, Lambton "B" arr. 2.18, Burwood Colliery arr. 2.30 p.m.
Burwood Colliery dep. 3.10 p.m., Lambton "B" dep. 3.22, Belmont dep. 3.36, Marks Point arr. 3.45, Swansea arr. 3.56 p.m.
John Darling Colliery dep. 3.20 p.m., Belmont dep. 3.28, Marks Point dep. 3.37, Swansea arr. 3.48 p.m.
Burwood Colliery dep. 3.0 p.m., Lambton "B" dep. 3.17, Belmont dep. 3.31, Belmont South arr. 3.34 p.m.
Burwood Colliery dep. 11.10 p.m., Lambton "B" dep. 11.22, John Darling dep. 11.35, Belmont dep. 11.43, Marks Point dep. 11.52, Swansea arr. 12.3 a.m.
Newcastle dep. 5.10 a.m., Cardiff dep. 5.34 a.m., Cross Roads dep. 5.39, Cockle Creek dep. 5.44, Speers Point dep. 5.51, Warner's Bay dep. 5.58, Burwood Colliery arr. 6.22, John Darling arr. 6.34 a.m.
John Darling Colliery dep. 3.20 p.m., Lambton "B" dep. 3.33, Charlestown Hotel dep. 3.50 to Cardiff via Warner's Bay, Speers Point and Cross Roads.

Route No. 523.

Wallsend dep. 5.41 a.m., Belmont Colliery arr. 6.40 a.m. Belmont Colliery dep. 3.0, Wallsend arr. 3.59 p.m. Miners only will be carried on these trips.

Every shilling invested in
WAR SAVINGS CERTIFICATES
brings victory nearer

ROUTE No. 522: SWANSEA—BURWOOD COLLIERY, VIA JOHN DARLING AND LAMBTON "B" COLLIERIES.

Weekly Fares.

Between the undermentioned points and—	John Darling Colliery.		Lambton "B" Colliery (Redhead).		Dudley.		Burwood Colliery.	
	Ad.	Jnr. Emp.	Ad.	Jnr. Emp.	Ad.	Jnr. Emp.	Ad.	Jnr. Emp.
Swansea	s. d. 4 0	s. d. 2 9	s. d. 5 0	s. d. 3 6	s. d. 6 0	s. d. 4 0	s. d. 6 6	s. d. 4 6
Blacksmiths	3 0	2 0	4 0	2 9	5 0	3 6	5 6	3 9
Pelican Turn Off	2 6	1 9	3 6	2 6	4 6	3 0	5 0	3 6
Naru	.....	.....	.....	.....	.....	.....	.....	.....
Marks Point	.....	.....	.....	.....	.....	.....	.....	.....
Jenner Court	.....	.....	.....	.....	.....	.....	.....	.....
Belmont	.....	.....	.....	.....	.....	.....	.....	.....
John Darling Colliery	.....	.....	2 0	1 6	2 6	1 9	3 0	2 0
Lambton "B" Colliery	.....	.....	.....	.....	1 6	1 0	2 0	1 6
Dudley	.....	.....	.....	.....	.....	.....	1 6	1 0

Jnr. Emp.—Indicates Junior Employees under 18 years of age and in possession of Authority Cards.
Ad.—Indicates Adults.

ROUTE No. 524: SWANSEA—BURWOOD COLLIERY, VIA BURWOOD AND LAMBTON "B" COLLIERIES.

Single Fares.

Section No.	Between the undermentioned points and—	Section Numbers.				In.
		6	5	4	3	
Out.		Burwood Colliery.	Dudley.	Lambton "B" Colliery (Redhead).	John Darling Colliery.	
11	Cardiff Station	s. d. 0 9	s. d. 0 11	s. d. 1 0	s. d. 1 1	
10	Cross Roads	.....	.....	.....	.....
9	Cockle Creek	.....	.....	.....	.....
8	Speer's Point	.....	.....	.....	.....
7	Warner's Bay	0 7	0 9	0 11	1 0	
6	Jonathan Street	0 6	0 8	0 10	0 11	
5	Violetown Road	0 5	0 7	0 9	0 10	
4	Clydsell	0 4	0 6	0 8	0 9	
3	Charlestown	0 3	0 5	0 7	0 8	
2	Whitebridge or Burwood Colliery	0 2	0 4	0 6	0 7	
1	Dudley	.....	.....	0 4	0 6	
	Lambton "B" Colliery	.....	.....	0 2	0 5	
		.....	.....	.....	0 3	

Darling Colliery. Buses were provided for all three shift change-overs; mid-morning, mid-afternoon and midnight. Buses on the route 522 would have provided transport home for miners who took the 422 to Burwood Colliery and to John Darling for those who took the 521 home to Swansea at 6.38 a.m., so there is no need to assume that any miners catching these buses had to walk all the way in the other direction, and while the absence of any timings for Dudley for 522 buses might suggest that miners couldn't get all the way home by bus if they lived close to Dudley terminal, we do find Dudley listed on the Fare Tables. There are no fares given between Dudley and the collieries, but only for Belmont and points south. It seems that the layout of the fare tables had not been thought through properly.

The last two groups of buses provided transport from the western suburbs of Newcastle to the collieries for the day shift only. The 524 ran between Cardiff and three of the collieries. It terminated in both directions at John Darling Colliery, and while Burwood is mentioned only in the mornings and Lambton B only in the afternoons, the morning bus would pass the latter colliery on its way to John Darling, while it would only be a short diversion for the afternoon bus to reach Burwood Colliery. Weekly fares are listed for all three collieries, so we must assume miners were carried in both directions. The 524 did not pass anywhere near Belmont Colliery and so did not serve it.

The 539 ran between Wallsend and Belmont Colliery, apparently not reaching any of the other three collieries. This is the only service for which times are given for Belmont Colliery, and perhaps the only route serving it. At the foot of page 3 we find an advertisement for War Saving Certificates, which seems odd, since the war had ended the year before. Did the government pay in advance for more of these advertisements than turned out to be needed, or do we have another case of not thinking things through properly?

Finally, the timetable had five pages of fare tables, in contrast to only two for the

FARES.

Fares to be charged on omnibuses operating to Burwood, Lambton "B" and John Darling Collieries:—

ROUTE No. 521: NEWCASTLE—JOHN DARLING COLLIERY.

Section No.	Between the undermentioned points and—	Section No. 12. John Darling Colliery.		
		Single Fares.	Adults.	*Junior Employees.
Out.		s. d.	s. d.	s. d.
1	Newcastle	1 2	9 0	6 0
2	Steel Street	1 1	8 0	5 6
3	Broadmeadow	0 11	6 0	4 0
4	Adamstown (Glebe Road)	0 10	5 0	3 6
5	Kahibak Turn Off	0 8	4 0	2 9
6	Charlestown Post Office	0 6	3 0	2 0
7	Gateshead (Heshbon Street)	0 5	2 6	1 9
8	Bennett's Green	0 4	2 0	1 9
9	Old Belmont Road	0 3	2 0	1 9

* Junior Employees under 18 years of age and in possession of Authority Cards.

ROUTE No. 522: SWANSEA—BURWOOD COLLIERY, VIA JOHN DARLING AND LAMBTON "B" COLLIERIES.

Single Fares.

Section No.	Between the undermentioned points and—	Section Numbers.				Out.
		7	8	9	10	
In.		John Darling Colliery.	Lambton "B" Colliery (Redhead).	Dudley.	Burwood Colliery.	
1	Swansea	s. d. 0 8	s. d. 0 10	s. d. 1 0	s. d. 1 1	
2	Blacksmiths	0 7	0 9	0 11	1 0	
3	Pelican Turn Off	0 6	0 8	0 10	0 11	
4	Naru	0 5	0 7	0 9	0 10	
5	Marks Point	0 4	0 6	0 8	0 9	
6	Jenner Court	0 3	0 5	0 7	0 8	
7	Belmont	.....	.....	0 4	0 7	
8	John Darling Colliery	.....	.....	0 3	0 5	
9	Lambton "B" Colliery	.....	.....	.....	0 2	
10	Dudley	.....	.....	.....	0 2	



A short history of American Railroad timetables

Adapted from *The Wonderful World Of Railroad Timetables*, by DICK CLOVER and TOM COVAL (© 1979) by A. B. MAGARY

According to *Merriam-Webster's Second Edition*, a "schedule" is an outline of regularly occurring events and a "timetable" is the document in which the schedule is printed. In normal parlance and in this account, the terms "timetable" and "schedule" will be used as if synonymous. While this article is concerned with timetables issued for railway travel, timetables were and are issued by all other forms of transportation.

The first and most important distinction is the division into either public or employees timetables. In the case of public timetables, a further separation is made to reflect different services offered by railway companies or differing audiences for the publication. System timetables. Condensed issues. Branch lines, Suburban forms, Name-train issues, and Brochures containing schedules.

System Timetables. A system timetable shows the railroad's nearly complete passenger service, including a detailed station list and local trains, but usually does not include suburban operations. The very largest systems, notably the Pennsylvania, excluded regional operations from their "Form 1" system schedule in order to keep its size manageable. These issues form the core of virtually all collections of public railroad timetables.

Condensed Timetables. These timetables were designed for the traveler interested in through travel to major points of importance. Such schedules were less costly to produce and less bulky, often distributed beyond the direct service area of the railway. Some, especially those issued by the Woodward & Tiernan publishing house of St. Louis, contained only schedules in one direction, on the theory that a new timetable would probably be in effect by the time the passenger returned. These are of much less interest to collectors than the system issues, even though some have attractive and colorful covers. Timetables issued in the 1870s were nearly all in this format.

Branch Line and Suburban Timetables, showing complete service for a particular branch or branches. Many collectors include such issues in their collections. Most of such timetables have a form number which remains consistent from issue to issue. This category does not include individual station timetables used in suburban territory, often issued by an advertising contractor such as TDI.

Name Train Timetables are a popular sub-category among collectors. The folder should contain a schedule of the featured

train. These folders are often very ornate and the best contain diagrams of the individual cars in the train's consist


Brochures including timetables. Many small roads whose claim to fame was scenery or some other geographical feature, issued a destination promotion brochure which included a schedule, almost as an afterthought. It may be the only publication of that road, and be ten percent schedule and ninety percent brochure. Most

collectors regard these issues as "system" if they were the sole publication of the line.

Official Guides. Enterprising publishers assembled timetables from multiple railroads on a national, regional or city basis and obtained "official" sanction from the participating railways in order to ensure public credibility for their compendiums. This industry flourished in the late 1800s. Among the more prominent names

Dated, Jamaica, July 26th, 1844.
A. D. SNEDEKER, Clerk.

COMPLETION AND OPENING OF THE L. I. RAIL ROAD.



BROOKLYN TO GREENPORT 96 MILES.

On and after the 29th July, accommodation trains for the local business of the Island, will run as follows, and at the annexed rates of fare, viz.:

Leave Brooklyn at 3 p. m. every day, Sundays excepted, for Greenport, stopping at the following places, viz.:

Bedford,	12½ cts	Deer Park	88
East New York,	12½	Suffolk Station	\$1 12½
Union Course,	18½	Medford Station	1 50
Jamaica	25	St George's Manor	1 75
Brushville	37½	Riverhead	2 00
Branch	44	Mattituck	2 00
Hempstead	44	Southold	2 12½
Hicksville	56	Greenport	2 25
Farmingdale	68½		

Returning, leave Greenport Depot for Brooklyn, at 5 a. m. stopping at the intermediate places.

The way trains will run as follows, viz:

Leave Brooklyn at 9½ o'clock, A. M., for Jamaica only.
do do 3 do P. M., thro' to Greenport.
do do 5 do P. M., for Jamaica.
Leave Jamaica at 8 do A. M., for Brooklyn.
do do 1 do P. M., for do
do Hicksville & Hempstead, 7½ A. M. do

Light freight and packages taken by the passage train—freight to be paid in advance.

The arrangement affords an opportunity for the residents of Sag Harbor and Greenport, and the adjacent country, to remain in New York five hours, and return the same evening.

Boats leave the South Ferry, New-York side, for Brooklyn, half an hour before the departure of the trains.

Due notice will be given of the connection of the road with the eastern lines to Boston.

Graphic Insight No. 86

As we all remember, the year 2000 was "World Mathematical Year". To remind people of this, the Isaac Newton Institute sponsored a series of posters in the London UNDERGROUND. The poster for the month of June is shown below.

The question posed in the poster was surely rhetorical, especially given the location of the posters.

The "circle network" referred to is an example of an *Euler Diagram*, in which the rail junctions are referred to as *vertices* and the rail lines between them as, err...*lines*. Euler, possibly the world's most brilliant

mathematician, developed a theory for such networks as a result of contemplating the famous Königsberg Bridges riddle. The Times has referred to this riddle in an earlier issue (Month, 200x), in which we plotted out a complex timetable around a railway network for the obsessive Mr Nigel Gunzel, who wanted to travel over as many lines and through as many junctions as possible without repeating himself.

Drawing a railway network map in Euler form is no trivial task and some considerable computer programming effort has gone into automating it so as to produce the rather large number of Metro Maps now so familiar around the world. One

feature of maps drawn this way is the distortion of distances required to show the relationship between vertices and lines in the clearest possible way. Another feature of the map below and of Euler diagrams in general is that all junctions (vertices) are on a continuously-traceable network... one can always return to one's starting point without backtracking- a la Nigel. This means that branch lines, deadends, or stubs cannot be part of the map.

Given those constraints and distortions, of what Australian system would you say the bottom Euler diagram represents? Can you put names to the numbers?

