

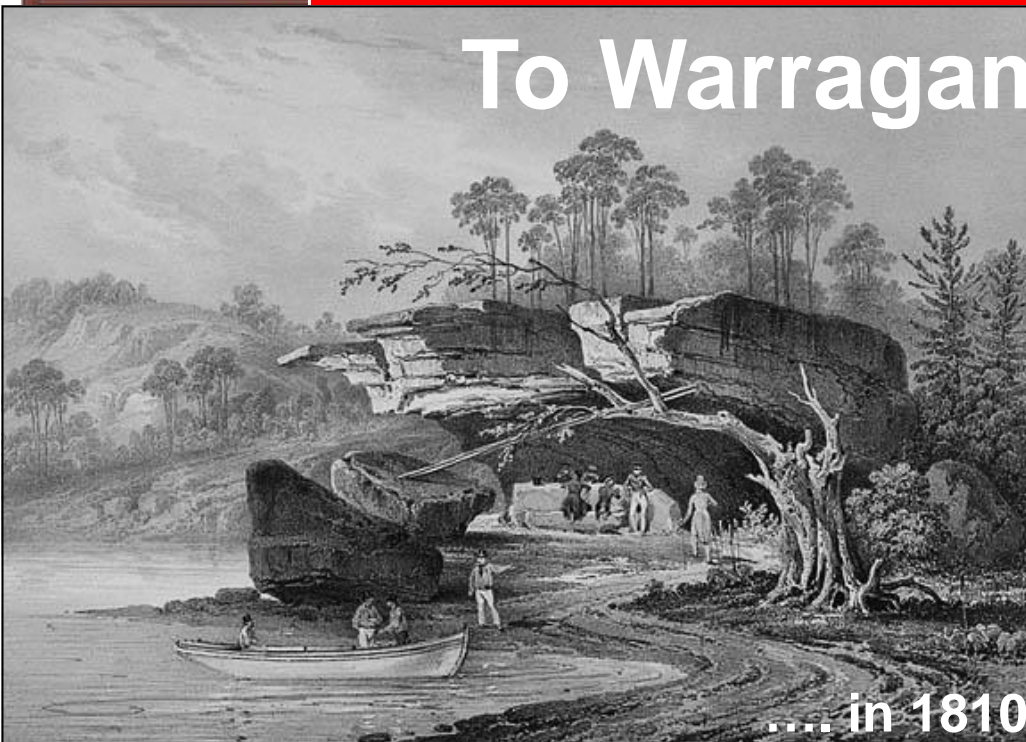


# The Times

October 2008

A journal of transport timetable history and analysis

## To Warragamba....



.... in 1810



.... in 2008



.... in 1950

**Inside: Travelling to Warragamba in 1810 and 1950**

**The reasons why they did it  
Double-track mind-set**

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# The Times

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### On the front cover

The gentleman in the upper left picture had to row a boat over 50 miles to get to the site of the Warragamba-Nepean Rivers junction. In 1950-140 years later— you could get there much more easily by bus, Shown is Penrith-Mulgoa-Wallacia-Dam-Silverdale bus for White Trucks . Later this service changed hands and, in 2008 is still running as Westbus' Route #795. Jim O'Neil details the history of transport to Warragamba (in the bus era at least) in this issue, commencing on page 11. If, like the Editor, you have access to a Corporate Business Jet (he boasts), you can get to Warragamba much more quickly than Westbus can get you there. Here it is, from the air, in July 2008.

A railway to Bunburry NSW? No, there never was one— but there was a Bunburry Temporary Junction, marking the junction from double to single track for some 15 months in 1891-1892. Bunburry Temporary Junction, a Tablet Station was one of very many of its type which dotted the NSWGR railway system as Eddie Eddy pushed forward vigorously with his duplication plans to make the NSWGR more like his old stamping ground— the London and North Western. In this issue, Victor Isaacs— equally vigorously— documents all of these junctions as part of a detailed list of the duplication dates of Australasia's single-track railways.. Bunburry Junction was near Macquarie Fields and took its name from Bunburry Curran Creek, which still sometimes rises in flood to smite Eddy's railway.

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## Why they did it

*That which was obscure to VICTOR ISAACS, is clear to TONY MCLWAIN, as he explains in this **Letter***

**W**ith reference to Victor's article in the June issue of *The Times* about the service shortcomings he identified in the NSW November 1970 timetable, I think that non-passenger operational requirements and staffing rosters or economies explain most of the service inconsistencies and lapses.

It's worth remembering that in 1970 the New South Wales Railways still fulfilled a common carrier role. The mail trains and branch line connections provided carriage also of the Post Master General's mailbags and the railway's own parcels service, as well as passengers. I mention this because Table 29 illustrates how the common carrier requirement shaped the timetable. With the Dubbo-Molong service connecting to the up Forbes Mail, the Rail Motor on Mondays to Fridays would be conveying mail bags and the railways' parcel consignments as well as passengers. As there was no rail motor dock platform at Molong, the arrival time needed to be early enough to allow the unloading of the mail and parcels traffic on to the platform for transfer to the Forbes Mail, and to then move the rail motor to a siding clear of the arriving Mail. On Saturdays there would be no mail or parcel consignments, so the diesel train could arrive later at Molong as it only needed a few minutes at the platform to discharge the passengers.

Crew rosters in remote depots also had an impact on the timetables. The long waits between the arrival of the mixed trains at Nyngan and Temora and the departure of the connecting Sydney services are examples of rosters that would in all likelihood run over time if the timetables were a little more passenger friendly.

In Table 26 Bourke-Dubbo, the mixed from Byrock in fact originated at the branch terminus of Brewarrina, and the operating pattern was two out and back mixed trains per week between Nyngan and Brewarrina, requiring an overnight layover at the latter on each run. This roster was probably a week's work for the Nyngan-based crew. With a journey time of about six hours each way, plus locomotive preparation and train marshalling duties, the arrival time back in Nyngan was probably the latest that would fit into the allowable hours. To be fair to the NSW, the good people of Byrock and beyond to Bourke had a four days a week fast diesel train service, three of these days using the air conditioned Far West Express set, with at seat refreshment service. The service standard and frequency were good for this thinly populated region,

but the mixed was there if you needed to travel on the intervening days, and also there for the parcels and mail. Only the Brewarrina folk would be likely users of the mixed and thus be inconvenienced by the long slow trek to Nyngan and the long wait there, as their only other service was a weekly diesel train connecting to and from the Far West Express at Byrock.

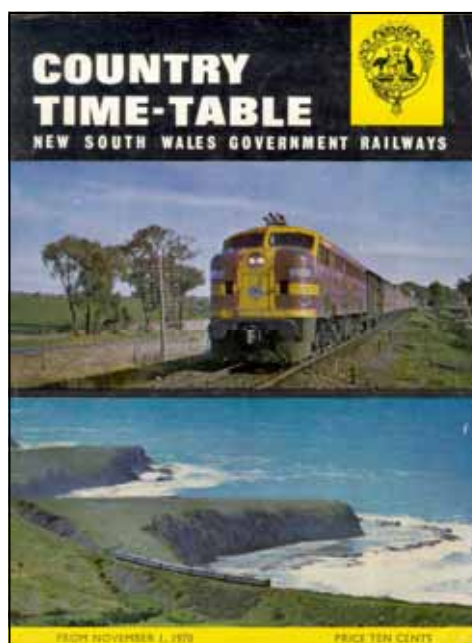
With Table 11, the thrice-weekly goods with passenger accommodation from Lake Cargelligo to Temora had a goods-only opposite working on Mondays, Wednesdays and Fridays out to Lake Cargelligo. It's likely that the thrice weekly goods / goods with passenger accommodation and a once weekly locomotive hauled passenger in each direction fully occupied two Temora crews and the early return to Temora was needed to keep within their rostered hours. The interesting question is why the goods service was available to passengers in the up direction but not in the down direction. The reason is probably that it filled a service gap; the combination of day and night connections to and from Sydney via the Riverina Express or the South Mail provided diesel train or locomotive hauled passenger arrivals at Lake Cargelligo on Monday, Tuesday, Wednesday, Thursday and Friday, but the same mix of day and night connections had these returning on Mondays, Wednesday morning and afternoon and Friday morning and afternoon. So the goods in the up direction on Tuesdays, Thursdays and Saturdays provided a service, albeit a slow and basic one, on those intervening days for those who had to travel. Once again, this was

and is a thinly populated area and the four diesel trains and one passenger train per week in each direction offered a reasonable service standard.

I suspect that the mixed train from Canberra to Queanbeyan left its goods wagons at Queanbeyan for collection by a following goods train originating at Cooma. The operational alternative would have been for the engine off the Cooma goods to make a return run into Canberra to collect the wagons. Was this option ever considered, I wonder?

With Table 20, the Wagga Wagga – Tumbaramba service, shortcomings again appear to be for economic reasons, to allow the rail motor workings to be covered by one Wagga-based driver. The previous 1968 timetable was more passenger-friendly, but it would have required two rail motor drivers. By 1970 the NSW deficit was increasing, in large measure because of wage costs, and the railways' administration would have been under intense government pressure to find savings.

In the November 1970 timetable, within the available crew hours for one driver, only the Saturday afternoon up service could be put back by a longer layover at Tumbaramba to provide a shorter connection time to the up South Mail. Things were much better in the previous 1968 timetable. This offered an additional service each week, giving connections from and to Sydney with the overnight Spirit of Progress, as well as the single Riverina



Express and the four South Mail connections offered in the 1970 timetable. In addition, with two drivers available in 1968, the layover in Tumberumba could be extended and on Mondays, Fridays and Saturdays the rail motor left at 4.45 p.m. for a convenient up South Mail connection. However, it still ran earlier at 1.16 pm on Wednesdays to provide the down Riverina Express connection, thus requiring a long wait at Wagga for passengers for the up mail. Perhaps there was then a genuine demand for a token connecting service from Tumberumba to Albury? The other rail alternatives for Albury passengers off the branch were a seven hour wait at Wagga on Thursdays between the rail motor arrival at 9.53 am and the down Riverina Express departure at 4.49 pm or an overnight stay in Wagga on other days.

I think that there's a driver hours issue also in the Table 21 problem of the long wait at The Rock between the arriving rail motor from Urana and the departing South Mail to Sydney. Assuming the driver was working an eight hour day, and allowing at the start and end of the shift for train preparation and stowing, he would have signed on about 9.30 am for the 10.10 am departure to Urana (connecting off the down South Mail arrival at 9.39 am) and the 4.53 pm arrival back in The Rock would have him signing off about 5.30 pm. Note also that the rail motor turned around at Urana instead of going all the way to Oaklands, as this extension wouldn't have allowed quite enough time at the branch terminus for train work and a lunch break. Though Victor wasn't charmed by the prospect of a long wait at The Rock for the up Mail, it at least allowed the opportunity of a reason-

able evening meal at a nearby pub! This would be preferable to partaking of the by-then limited refreshment room services during the Junee stop much later in the evening.

However, I have no answers for Victor's gripe about the lack of publicity for Canberra-Melbourne rail and bus/rail services at the time. NSW Rail then had a good public relations section that created a lot of community goodwill through the Vintage Train operations and provided a lasting legacy of historical information. However, unlike the contemporary Victorian Railways, NSW Rail was not adept at publicising and marketing its services, and was too centralised at Railway House in York Street Sydney to identify regional business opportunities.

## Australian railway duplication dates

### VICTOR ISAACS *is no single-track mind*

In Australia it is easy to find the opening dates and closing dates of railway lines. The best source is the magnificent *Australian Railway Routes 1854 – 2000* by Howard Quinlan and John Newland published by the Australian Railway Historical Society, NSW Division in 2000. These dates are also obtainable from the various Railways' Annual Reports, although the practice of printing lists of these dates has been dropped in the last few decades. Dates of electrifications are fairly easily obtainable, mainly from guide books about the electrified suburban railway systems of Sydney and Melbourne (by Robert Henderson and Selwyn Dornan) and Brisbane (by Brian Webber). Queensland Railways keep all of this type of information up-to-date with their comprehensive publication *QR Line Sections*, most recently updated to June 2007 and offered on the AATTC Distribution Service soon after.

However, finding the dates of duplication of railways is quite another matter. Generally, these are much more difficult to find. Yet, this information is of first rank importance to timetable students, as manifestly, duplication of lines impacts on timetables and train working.

Hence, I have attempted to compile a list of duplication dates. Various sources have been used, as noted in each section. Perhaps the most important have been the Annual Reports of the various Australian Railways. Yet these are sometimes very annoying. The prominence given to duplication projects varies from time to time. Often the locations are vague. More commonly, dates given are vague, often just a sentence such as "This project was completed during this year", i.e., during the preceding financial year. It is also necessary to note that dates for "opening" vary depending on what compilers of official lists choose to use. Sometimes it is the opening ceremony, and sometimes the commencement of services. There may be a difference of a day or two.

It will immediately be seen that the lists are incomplete and with many queries. The following additional information is especially required:

- NSW Northern line,
- Victorian inner suburban amplifications, and
- Queensland coal lines.

Advice of additional dates and corrections will be welcomed.

#### NEW SOUTH WALES

Sydney – Newtown	26 Sept 1855 (on opening)
Newtown – Granville	1 June 1856
<i>Quadruplicated Illawarra Jnc – Flemington</i>	18 March 1892
Tarana – Locksley	5 Nov 1916
Locksley – Brewongle	24 Sept 1922
Brewongle – Raglan	22 Oct 1922
Raglan – Kelso	12 March 1922
Gresaham – Athol	4 July 1915
Athol – Murrobo	4 March 1917
Spring Hill – Orange East Fork Jnc	5 Nov 1916
Granville – Merrylands	31 Dec 1890
Merrylands – Guildford	4 Feb 1891
Guildford – Fairfield	16 March 1891
Fairfield – Canley Vale	26 March 1891
Canley Vale – Warwick Farm	18 June 1891
Warwick Farm – Liverpool	26 March 1891
Liverpool – Casula	27 March 1891
Casula – Macquarie Fields	14 Feb 1892
Macquarie Fields – Bunburry Temp. Jnc	2 June 1892
Bunburry Temp. Jnc – Stoney Creek Jnc	20 Dec 1891
Stoney Creek Jnc – Leumah	27 March 1891
Leumah – Campbelltown	6 April 1891
<i>Triplication Cabramatta – Glenfield (ARTC) under construction</i>	
<i>Triplication Glenfield – Ingleburn</i>	<i>early 1990s</i>
<i>Triplication Ingleburn – Macquarie (ARTC) under construction</i>	
Campbelltown – Glenlee Temp. Jnc	1 June 1891
Glenlee Temp. Jnc – Menangle Park	1 July 1892
Menangle Park – Spaniards Hill	29 Nov 1891
Spaniards Hill – Ballast Siding	31 July 1891
Ballast Siding – Picton	31 Jan 1892
Picton – Mittagong Jnc	13 July 1919 (on opening)
Mittagong Jnc – Bowral	2 March 1919
Bowral – Meryla	14 Nov 1915
Meryla – Exeter	17 May 1915
Exeter – Bundanoon	30 June 1915
Bundanoon – Kareela	13 Sept 1915
Kareela – Tallong	19 Dec 1915

Tallong – Marulan	13 Dec 1915	Unanderra North Jnc – Unanderra	Feb 1989?
Marulan – Arranull	26 Nov 1913	Unanderra – Dombarton	4 Oct 1989
Arranull – Carrick	23 Jan 1914	Sutherland - Gymea late 2008? (currently under construction)	
Carrick – Norrong Temp. Jnc	1 March 1915	Gymea – Caringbah	14 July 1985
Norrong Temp. Jnc – Towrang	15 Sept 1913	Caringbah – Cronulla late 2008? (currently under construction)	
Towrang – Wollondilly Temp. Jnc	30 June 1913	Erskineville – Bondi Jnc	23 June 1979 (on opening)
Wollondilly Temp. Jnc - North Goulburn	28 April 1913	Sydenham – Belmore	1 Feb 1895 (on opening)
North Goulburn – Goulburn	28 Nov 1914	Belmore – Bankstown	14 April 1909 (on opening)
Goulburn – Yarra	27 Oct 1912	Bankstown – Sefton Park Jncs	1920s?
Yarra – Breadalbane	15 Dec 1912	Lidcombe – Regents Park	8 Oct 1924
Breadalbane – Cullerin	10 Feb 1913	Regents Park – Cabramatta	15 May 1924? (on opening)
Cullerin – Gunning	14 Oct 1915	<i>Triplication Sefton Park Jncs – Cabramatta (ARTC) under construction</i>	
Gunning – Oolong	6 Nov 1914	Central – Airport – Turrella	21 May 2000 (on opening)
Oolong – Jerrawa Temp. Jnc	12 Oct 1914	Wolli Creek Jnc – Kingsgrove	21 Sept 1931 (on opening)
Jerrawa Temp. Jnc – Mundoon	27 Feb 1914	<i>Quadruplicated Wolli Creek Jnc – Kingsgrove</i>	
Mundoon – Coolalie	8 Dec 1914		<i>early 2000s</i>
Coolalie – Silverdale Temp. Jnc (down side of Yass Jnc)		Kingsgrove – Riverwood	30 Nov 1948
	18 May 1914	Riverwood – Padstow	3 May 1986
Silverdale Temp. Jnc – Silverdale Loop	18 Sept 1913	Padstow – Revesby	19 Aug 1984
Silverdale Loop – Bowning	28 July 1913	<i>Quadruplicated Kingsgrove – Revesby</i>	2010?
Bowning – Mylora Temp. Jnc	27 May 1913		<i>(currently planned)</i>
Mylora Temp. Jnc – Illalong Creek	7 May 1916	Revesby - East Hills	9 Dec 1985
Illalong Creek – Galong	22 Dec 1915	East Hills – Glenfield	21 Dec 1987 (on opening)
Galong – Rocky Ponds	16 April 1916	Sydney - St James	20 Dec 1926 (on opening)
Rocky Ponds – Cunningar	9 June 1915	St James – Wynyard	22 Jan 1956 (on opening)
Cunningar – Harden	16 Sept 1913	Wynyard – Central (low level)	28 Feb 1932 (on opening)
Harden – Murrumburrah	25 March 1918	Wynyard - Central (high level)	28 Feb 1932 (on opening)
Murrumburrah – Demondrille	9 Feb 1922	Wynyard – Waverton	20 March 1932 (on opening)
Demondrille – Demondrille Creek Temp. Jnc	17 July 1922	Milsons Point - St Leonards	1 May 1893 (on opening)
Demondrille Creek Temp. Jnc – Wallendbeen	13 June 1915	St Leonards – Chatswood	7 Oct 1900
Wallendbeen – Wamba	17 June 1917	Chatswood – Lindfield	1909 / 1910
Wamba – Cootamundra West	10 June 1917	Lindfield – Turramurra	1909 / 1910
<i>Singled Cootamundra North Jnc – Cootamundra West Oct 2007</i>		Turramurra - Hornsby	1909
Cootamundra North Jnc – Cootamundra	11 March 1943	Chatswood – Epping	late 2008? (on opening)
Cootamundra – Tanyinna	8 March 1943	Homebush Loop	11 Jan 1913
Tanyinna - Bethungra	15 July 1946	<i>Singled Homebush Loop</i>	<i>late 1990s</i>
Bethungra – Illabo	16 Aug 1942	Strathfield – Hornsby	1890s?
Illabo – Junee	18 Oct 1942	<i>Triplicated North Strathfield – Concord West</i>	29 June 1911
<i>[Although Junee – Albury is single track, there are very lengthy “passing lanes” opened in 2008].</i>		<i>Triplicated Concord West – Rhodes</i>	19 June 1912
Illawarra Jnc – Hurstville	15 Oct 1884 (on opening)	<i>Quadruplicated North Strathfield – Concord West</i>	5 Nov 1912
<i>Quadruplicated Redfern – Sydenham</i>	22 June 1913	<i>Triplicated Concord West – Rhodes</i>	?
<i>Sextuplication Erskineville – Sydenham</i>	<i>under consideration</i>	<i>Triplicated West Ryde – Eastwood</i>	24 Oct 1978
<i>Quadruplicated Sydenham – Hurstville</i>	10 Aug 1925	<i>Triplicated Epping – Eastwood</i>	1909 / 1910?
Hurstville – Oatley Temp. Jnc	4 April 1890	<i>Quadruplicated West Ryde – Eastwood</i>	27 Nov 1989?
Oatley Temp. Jnc – Como Bridge	9 Nov 1890	<i>Quadruplicated Eastwood - Epping</i>	?
Como Bridge	27 Nov 1972	<i>Triplicated Pennant Hills – Thornleigh</i>	2 April 1912
Como – Sutherland	22 March 1891	Hornsby – Cowan	1908 / 1909
Sutherland – Loftus Jnc	4 April 1890	Cowan – Boronia	1907 / 1908
Loftus Jnc – Heathcote	9 Nov 1890	Boronia - Wondabyne	1908 / 1909
Heathcote – Waterfall	12 Dec 1890	Wondabyne – 49 miles, 10 chains (up side of Gosford)	
Waterfall – South Waterfall Temp. Jnc	17 Aug 1914		1909 / 1910
South Waterfall Temp. Jnc – Helensburgh Temp. Jnc	22 Feb 1914	49 miles 10 chains – Niagara Park	4 June 1911
Helensburgh Temp. Jnc – Otford	30 May 1915	Niagara Park – Midumba	2 April 1912
Otford – Coal Cliff	10 Oct 1920	Midumba - Dora Creek	12 April 1911
Scarborough – Thirroul	14 Nov 1915	Dora Creek – Hawkmount	1909 / 1910
Thirroul – Bulli Coal Siding	25 Oct 1916	Awaba - Teralba	10 April 1911
Bulli Coal Siding – Woonona SB	20 May 1923	Teralba – Adamstown	1890s?
Woonona Signal Box – Bellambi	25 Sept 1913	Adamstown – Hamilton Jnc	May 1889
Bellambi - Mt Pleasant	27 May 1923	Broadmeadow – Newcastle	by 1890s?
Mt Pleasant – Mt Keira	14 May 1913	Newcastle – Honeysuckle	by 1890s?
Mt Keira – Wollongong SB	29 April 1923	Honeysuckle – Hanbury Jnc	26 Sept 1864
Wollongong SB – Port Kembla Nth	15 July 1941	Hanbury Jnc – Hexham	1878
Pt Kembla Inner Harbour line	1981	Hexham – East Maitland	1886

East Maitland - West Maitland	1886 or 1905?	Princes Bridge – Richmond	1861
<i>Quadruplicated Waratah - Waratah Jnc</i>	<i>1 March 1914</i>	<i>Quadruplicated Flinders St – Richmond</i>	?
<i>Quadruplicated Waratah Jnc – Tarro</i>	<i>28 Sept 1913</i>	<i>Sextuplicated Flinders St – Richmond</i>	?
<i>Quadruplicated Tarro – Metford</i>	<i>10 Feb 1913</i>	<i>Octuplicated Flinders St – Richmond</i>	?
<i>Quadruplicated Metford - East Maitland</i>	<i>28 June 1914</i>	<i>Dectuplicated Flinders St – Richmond</i>	?
<i>Quadruplicated East Maitland – East Greta Jnc</i>	<i>26 Sept 1915</i>	<i>12 tracks Flinders St – Richmond Jnc</i>	?
Bullock Island Jnc – Bullock Island	2 April 1978 (on opening)	Richmond – South Yarra	?
Islington Jnc Port Waratah	?	<i>Quadruplicated Richmond Jnc – South Yarra</i>	<i>3 Oct 1883</i>
Hanbury Jnc – Kooragang Island	?	<i>Sextuplicated Richmond Jnc – South Yarra</i>	<i>1950s</i>
Maitland – Telerah	?	South Yarra – Windsor	1861
<i>East Greta Jnc – Bellbird Jnc (South Maitland Railway)</i>	?	Windsor – Brighton Beach	18 Sept 1882
<i>Singled East Greta Jnc – Bellbird Jnc</i>	?	Brighton Beach – Sandringham	23 Dec 1888
East Greta Jnc – Farley	1910s?	South Yarra – Caulfield	12 Dec 1881
Farley – Allandale	26 July 1915	<i>Quadruplicated South Yarra – Caulfield</i>	<i>3 Oct 1915</i>
Allandale - Branxton	1 August 1915	Caulfield – Mordialloc	9 Dec 1888
Branxton – Whittingham	1950s?	<i>Triuplicated Caulfield – Mordialloc</i>	<i>3 July 1987</i>
<i>Triuplication Maitland – Minimbah (ARTC)</i>	<i>2011?</i>	Mordialloc – Frankston	1 Dec 1910
<i>Triuplication Minimbah Bank (ARTC)</i>	<i>March 2010?</i>	Caulfield – Oakleigh	7 Feb 1883
Whittingham - Singleton	1951 / 1952	Oakleigh – Dandenong	14 Dec 1891
Singleton – Padulla	1952 / 1953	<i>Triuplication Caulfield – Dandenong</i>	<i>under consideration</i>
Padulla – Nundah	1953 / 1954	Dandenong – Narre Warren	18 Nov 1956
Nundah – Ravensworth	20 July 1954	Narre Warren – Berwick	25 Feb 1962
Ravensworth – Liddell	15 Feb 1955	Berwick – Officer	13 March 1956
Liddell - Antienne	July 1952	Officer – Pakenham	25 Feb 1955
Antienne – Grasstree	August 2008	Pakenham – Nar Nar Goon	10 Oct 1954
Grasstree – St Heliers	?	Nar Nar Goon – Tynong	28 June 1953
St Heliers - Muswellbrook	March 2009?	Tynong – Bunyip	19 Aug 1956
Muswellbrook-Koolbury	2012?	Longwarry – Drouin	22 June 1952
Ardglen-Kankool	2009?	Drouin – Warragul	20 Aug 1950
Muswellbrook-Bengalla	2012?	Warragul – Yarragon	5 Oct 1952
Clyde – Rosehill	?	Yarragon – Trafalgar	23 March 1958
Blacktown – Quakers Hill	early 1990s?	Trafalgar – Moe	27 June 1960
Quakers Hill – Vineyard	2012? (under construction)	Richmond – Burnley	1 Dec 1882
St Mary's – Dunheved	19 May 1942	<i>Quadruplicated Richmond – Burnley</i>	<i>4 Dec 1966</i>
Dunheved – Ropes Creek	21 July 1942	Burnley – Heyington	8 Aug 1926
Flemington Triangles	11 April 1916	Heyington – Kooyong	15 Dec 1957
Flemington Jncs – Brickworks (closed)	31 July 1911	Kooyong – Gardiner	20 Nov 1955
Flemington Jncs – Olympic Park	8 March 1998 (on opening)	Gardiner – Glen Iris	10 Nov 1957
Sydney – Darling Harbour	Aug 1874	Glen Iris – Darling	18 March 1956
Darling Harbour – Darling Island	1901	Darling – East Malvern	3 Feb 1929? (on opening)
Darling Island – Balmain Road	22 Jan 1922 (on opening)	East Malvern – Mount Waverley	28 June 1964
Balmain Road – Wardell Road	29 May 1916 (on opening)	Mount Waverley – Syndal	7 Sept 1958
Chullora Jnc – Sefton Park Jncs	15 May 1924 (on opening)	Syndal – Glen Waverley	29 Nov 1964
		Burnley – Hawthorn	9 Dec 1882
		<i>Triuplicated Burnley – Hawthorn</i>	<i>13 Aug 1972</i>
		Hawthorn – Camberwell	3 May 1885
		<i>Triuplicated Hawthorn – Camberwell</i>	<i>8 Dec 1963</i>
		Camberwell – Box Hill	9 Dec 1888
		<i>Triuplicated Camberwell – East Camberwell</i>	<i>8 Nov 1964</i>
		<i>Triuplicated East Camberwell – Box Hill</i>	<i>19 Dec 1971</i>
		Box Hill – Ringwood	21 Dec 1891
		<i>Triuplication Box Hill – Blackburn</i>	<i>under consideration</i>
		Ringwood – Bayswater	19 Dec 1982
		Bayswater – Ferntree Gully	10 Feb 1957
		Ringwood – Croydon	30 June 1984
		Croydon – Mooroolbark	8 Sept 1957
		Camberwell – Riversdale	9 Dec 1895?
		<i>Singled Camberwell – Riversdale</i>	<i>4 July 1898?</i>
		Camberwell – Riversdale	29 Nov 1959
		Riversdale – Hartwell	31 July 1955
		Hartwell – Ashburton	7 Nov 1954
		Princes Bridge – Collingwood	21 Oct 1901 (on opening)
		Collingwood – Clifton Hill	21 Oct 1901
		Clifton Hill – Westgarth	2009?

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#### VICTORIA

Flinders St – Port Melbourne	late 1850s
<i>Quadruplicated Flinders St - St Kilda Jnc</i>	?
<i>Singled Graham – Port Melbourne</i>	<i>about 1970</i>
St Kilda Jnc – St Kilda	late 1850s

Westgarth – Alphington	8 Dec 1912	<i>Singled (to SG) Albion – Broadmeadows</i>	1961
Alphington – Ivanhoe	16 Dec 1951	Brooklyn – Newport	?
Ivanhoe – Heidelberg	19 June 1949	Sunshine – Deer Park West Jnc	3 Oct 1976
Rosanna Jnc – Macleod	14 Dec 1958	Warrenheip – Ballarat	20 Aug 1862
Macleod – Greensborough	12 Aug 1979	<i>Singled Warrenheip – Ballarat (parallel lines) ?</i>	
Clifton Hill – Northcote Loop North Jnc	5 Dec 1904	Ballarat – North Ballarat Jnc	22 March 1886
Northcote Loop North Jnc – Northcote	8 Oct 1889	North Ballarat – Linton Jnc	20 March 1890
Northcote – Reservoir	1 Dec 1910	<i>Singled North Ballarat Jnc – Linton Jnc</i>	?
Reservoir – Keon Park	29 Nov 1959	Footscray – Newport – Williamstown	17 Jan 1859?
Keon Park – Epping	under consideration		(on opening)
Royal Park – North Fitzroy	2 Sept 1888	Newport – Newport South / Altona Jnc	18 March 1885
<i>Singled Royal Park - North Fitzroy</i>	2 May 1965	Newport South / Altona Jnc – Laverton	22 Oct 1967
Flinders St – Spencer St	20 Dec 1891	Laverton – Werribee	1 Sept 1968
<i>Quadruplicated Flinders St – Spencer St</i>	2 Dec 1917	Werribee – Little River	25 Oct 1979
<i>Sextuplicated Flinders St – Spencer St</i>	1980s	Little River – Lara	25 July 1981
Spencer St – North Melbourne Jnc		Lara – Corio	19 Sept 1981
<i>Quadruplicated Spencers St – N. Melb Jnc</i>	?	Corio – North Geelong A	8 Feb 1959
<i>Sextuplicated Spencer St – N. Melb Jnc</i>	?	North Geelong A – North Geelong	30 April 1922
<i>Octuplicated Spencer St – N. Melb Jnc</i>	?	North Geelong – Geelong	1863
North Melbourne – Macaulay	19 Dec 1886	North Geelong C – Leithbridge	11 April 1862 (on opening)
Macaulay – Royal Park	2 Sept 1888	Leithbridge – Lal Lal	11 August 1862
Royal Park – Jewell	5 May 1889	Lal Lal – Ballarat	20 August 1862
Jewell – Brunswick	17 Aug 1892	<i>Singled North Geelong C – Moorabool</i>	2 June 1904
Brunswick – Coburg	20 Dec 1891	<i>Singled Moorabool – Gheringhap</i>	18 Nov 1892
Coburg – Fawkner	19 July 1959	<i>Singled Gheringhap – Bannockburn</i>	20 Oct 1907
Fawkner – Gowrie	1998	<i>Singled Bannockburn – Leithbridge</i>	7 July 1934
North Melbourne Jnc – Newmarket	5 Nov 1879	<i>Singled Leithbridge – Meredith</i>	10 June 1934
<i>Quadruplicated North Melb. Jnc. – Kensington</i>	20 Jan 1924?	<i>Singled Meredith – Elaine</i>	23 August 1934
<i>Sextuplicated North Melb. – Kensington</i>	27 Nov 1928	<i>Singled Elaine – Lal Lal</i>	27 Sept 1934
Newmarket – Essendon	24 April 1882	<i>Singled Lal Lal – Warrenheip</i>	6 Dec 1934
Essendon – Broadmeadows	16 Nov 1885	<i>Singled (parallel lines) Warrenheip – Ballarat</i>	?
Broadmeadows – Donnybrook	22 March 1886		
Donnybrook – Beveridge	15 Oct 1883		
Beveridge – Mathieson's Siding	18 Jan 1886		
Mathieson's Siding – Broadford	12 July 1886		
Broadford – Tallarook	12 Dec 1883		
Tallarook – Dysart	18 Oct 1886		
Dysart – Seymour	17 May 1942		
<i>Singled (to SG) Dysart – Seymour</i>	1961		
Seymour – Mangalore	22 Sept 1889		
<i>Singled (parallel lines) Seymour – Mangalore</i>	25 July 1989		
Newmarket – Flemington Racecourse	5 Nov 1870		
South Dynon Jnc – West Footscray Jnc	21 Oct 1928 (on opening)		
West Footscray Jnc – Tottenham dual gauge (ARTC) 2008	(currently under construction)		
<i>[Tottenham – Seymour SG is single line, but with very lengthy "passing lanes" to be opened 2008 / 2010].</i>			
Seymour – Wodonga Standard Gauge (ARTC) 2010 (under construction).			
North Melbourne Jnc – Sunbury	11 July 1859 (on opening)		
<i>Quadruplicated N. Melb Jnc – South Kensington</i>	?		
<i>Quadruplicated N. Melb Jnc – South Kensington</i>	?		
<i>Quadruplicated South Kensington – Footscray</i>	21 Nov 1976		
Sunbury – Woodend	14 Oct 1861		
Woodend – Bendigo	17 Feb 1863		
<i>Singled (but with very lengthy loops) Kyneton – Bendigo</i>	20 Feb 2006		
Bendigo – North Bendigo Jnc	19 Sept 1886		
<i>Singled Bendigo – North Bendigo Jnc</i>	28 Nov 1989		
Goods line Melbourne Yard – South Kensington	1912? (on opening)		
Goods line South Kensington – West Footscray	21 Oct 1928? (on opening)		
Goods line West Footscray- Sunshine	6 June 1920? (on opening)		
Albion – Broadmeadows	30 June 1929? (on opening)		
		<i>[The City Loop: Richmond, Jolimont &amp; Flinders St to Southern Cross &amp; North Melbourne is 4 parallel single lines, opened:</i>	
		<i>Caulfield Loop</i>	26 Jan 1981
		<i>Burnley Loop</i>	6 Jan 1981
		<i>Clifton Hill Loop</i>	1 Nov 1982 &
		<i>Northern Loop</i>	24 Jan 1984].
		<b>Main Sources:</b> <a href="http://www.vicsig.net">www.vicsig.net</a> ;	
		Victorian Railways to '62, Leo Harrigan, Victorian Railways, 1962.	
		<b>QUEENSLAND</b>	
		Roma St – Ipswich	June 1886?
		<i>Quadruplicated Roma St – Corinda</i>	1950 / 1 Dec 1963
		<i>Triplification Corinda – Darra</i>	2010?
		<i>Triplification or Quadruplication – Darra – Redbank</i>	under construction
		Ipswich – Wulkuraka	1902
		Wulkuraka – Walloon	1916
		Walloon – Rosewood	1918
		Rosewood – Grandchester	1919
		Yarongmulu – Laidley	15 July 1914
		Laidley – Forest Hill	1911
		Forest Hill – Gatton	14 Dec 1912
		Gatton – Helidon	1914
		Darra – Richlands	2011? (on opening)
		Richlands - Springfield	2015? (on opening)
		Roma St – South Brisbane	18 Nov 1978 (on opening)
		South Brisbane – Dutton Park	21 Dec 1891 (on opening)
		Dutton Park – Yeerongpilly	27 April 1896 (deviation)
		<i>Triplification South Brisbane – Yeerongpilly</i>	1996

Yeerongpilly – Rocklea	7 Dec 1952
Rocklea – Cooper’s Plains	11 Dec 1951
Cooper’s Plains – Sunnybank	May 1951
Sunnybank – Kuraby	Oct 1950
<i>Triplication Yeerongpilly – Salisbury 1998</i>	
<i>Triplication Salisbury – Kuraby</i>	29 Jan 2008
<i>Triplication Kuraby – Kingston</i>	<i>under consideration</i>
Kuraby – Beenleigh	13 April 1992
Beenleigh – Ormeau	26 Feb 1996 (on opening)
Ormeau – Coomera	6 Sept 2006
Helensvale – Nerang	14 April 2008
Nerang – Robina	28 July 2008
Robina – Varsity Lakes	2010? (on opening)
Park Road – Murarrie	June 1912
Murarrie – Hemmant	Sept 1916
Hemmant – Manly	4 Sept 1913
<i>Triplication Cannon Hill – Murarrie</i>	6 May 1962
<i>Triplication Dutton Park – Lytton Jnc</i>	23 Dec 1996
Manly – Cleveland	<i>under consideration</i>
Yeerongpilly – Corinda	1916 / 1917
Dutton Park – Albert?	?
Roma St – Central – Mayne	18 Aug 1889 (on opening)
Normanby – Mayne	1913 1914
Roma St – Normanby	1927
<i>Quadruplicated Roma St – Central – Mayne 10 June 1996</i>	
Bowen Hills – Albion	21 Dec 1886
Albion – Eagle Jnc	1 April 1886
Eagle Jnc – Nundah	17 Aug 1890
Nundah – Northgate 1888 (as 2 single lines; 17 Aug 1890 as double track)	
<i>Triplicated Bowen Hills – Northgate</i>	1980s?
<i>Quadruplicated Bowen Hills – Northgate</i>	1980s?
Northgate – Bald Hills	early 1910s
Bald Hills – Lawnton	1913/1914
Lawnton – Petrie	early 1910s
<i>Triplicated Northgate – Lawnton</i>	10 Feb 2000?
Petrie – Narangba	1913 / 1914?
Narangba – Burpengary	1915 / 1916
Burpengary – Caboolture	1916 / 1917
Caboolture – Beerburum	2009?
<i>Triplication – north of Caboolture – south of Elimbah</i>	2009?
Beerburum – Landsborough	2012?
Landsborough – Nambour	<i>under consideration</i>
Mayne – Newmarket	5 Sept 1921
Newmarket – Enoggera	1952
Enoggera – Mitchelton	1 June 1953
Mitchelton – Keperra	25 February 2008
Keperra – Ferny Grove	<i>under consideration</i>
Airport International – Airport Domestic	8 Feb 2001 (on opening)
Northgate – Nudgee	Dec 1899
Nudgee – Sandgate	1901
Callemondah – Mt Miller	1990s
Mt Miller – Yarwun	8 June 1998
Yarwun – Aldoga	1990s
<i>Quadruplicate Aldoga – Wiggins Island under consideration</i>	
Aldoga – Mt Larcom	1990s
Mt Larcom – Ambrose	1990s
Ambrose – Epala	1990s
Epala – Raglan	1990s
Raglan – Marmor	1990s
Marmor – Bajool	1990s
Bajool – Archer	1990s

Archer – Midgee	1990s
Midgee – Rocklands	1990s
Rockhampton – Glenmore Jnc 6 Nov 1899 (on opening)	
<i>Singled Rockhampton – Glenmore Jnc</i>	
Nome – Townsville	?
Stanwell – Wycarbah	2009?
Wycarbah – Westwood	June? 2008
Westwood – Windah	?
Windah – Grantleigh	3 May 2006
Grantleigh – Tunnel	2009?
Tunnel – Aroona	?
Aroona – Duaringa	21 Sept 2007
Duaringa – Wallaroo	?
Wallaroo – Tryphinia	4 April 2005
Tryphinia – Dingo	?
Bluff – Boonal	7 June 2007
Boonal – Blackwater	4 May 2007
Blackwater – Burngrove	Jan? 2008
Praguelands – Coppabella	4 August 1984
Coppabella – Broadlea	1995/1996
Broadlea – Wotonga	late 2008
Coppabella – Ingsdon	<i>under consideration</i>
Red Mountain – Winchester	<i>under consideration</i>
Riverside – Goonyella	<i>under consideration</i>
Briaba bank	<i>under consideration</i>
Newlands – Buckley (in part)	<i>under consideration</i>

**Main Sources:** *Rail Enthusiasts Guide to the Brisbane Region*, Brian Webber, ARHS Queensland 1999;  
*QR Line Sections*, Queensland Rail, 2007;  
*Brunswick Street, Bowen Hills and Beyond: The Railways of the Northern Suburbs of Brisbane*, John Kerr, ARHS Qld, 1988;  
*Destination South Brisbane*, John Kerr, ARHS Qld, 1978.  
*QR Annual Reports*;  
*QR track diagrams*;  
*QR Coal Rail Infrastructure Master Plan 2006*;  
*QR Coal Rail Infrastructure Master Plan Addendum 2006*;  
*South East Queensland Infrastructure Plan 2007*;  
[www.grig.org](http://www.grig.org) (line histories, mainline);  
*Railway Digest* February 2005;  
*Railway Digest* September 2007;  
*Railway Digest* March 2008.

#### SOUTH AUSTRALIA

Adelaide – Port Adelaide	1 March 1881
<i>Quadruplicated Adelaide – Torrens Bridge Jnc</i> 1911	
Grand Junction Road – Glanville	1 May 1916 (on opening)
Glanville – Largs	1911
Largs – Outer Harbor	2 March 1910
<i>Singled Mildunga – Outer Harbor</i> 30 Oct 1988	
Birkenhead – Pelican Point (ARTC)	1 June 2008
Torrens Bridge Jnc – North Adelaide	1 Jan 1857 (on opening)
North Adelaide – Islington	1890
Islington – Salisbury	1911
Salisbury – Gawler	1 May 1912
Salisbury – Penfield	14 July 1941? (on opening)
Adelaide – Mitcham	1907 / 1908
Mitcham – Sleep’s Hill	1914 / 1915
Sleep’s Hill – Eden	16 April 1919
Eden – Belair	June 1928
<i>Quadruplicated Adelaide – Goodwood 1927 / 1928</i>	
<i>Singled Goodwood – Belair</i>	1996



Goodwood – Edwardstown	6 Jan 1957
Edwardstown –Oaklands	Jan 1955
Oaklands - Brighton	6 Jan 1957
Brighton – Port Stanvac Jnc	?
Port Stanvac Jnc – Christie Downs	25 Jan 1976? (on opening)
Christie Downs - Noarlunga Centre	2 April 1978? (on opening)
Midway Point – Morphettville	1906 / 1907
North Terrace line to Glenelg	1913 / 1914
Crystal Brook – Coonamia	mid 1980s

**Main Sources:** *Rails Through Swamp & Sand: A History of the Port Adelaide Railway*, Malcolm Thompson, Port Dock Station Railway Museum, 1988;

*SAR Annual Reports.*

*Gawler 150: Celebrating the 150<sup>th</sup> Anniversary of the Opening of the Adelaide to Gawler Railway*, Steve McNicol, Railmac Publications, 2007.

#### WESTERN AUSTRALIA

Fremantle – Perth – Success Hill	early 1897
<i>Quadruplicated Perth- Claisebrook</i>	14 Aug 1984
Success Hill – Guildford	March 1898
Guildford – Midland Junction – Bellevue late	1897
Bellevue – Swan View	12 Oct 1932
Swan View – Tunnel Jnc	25 Nov 1945
Tunnel Jnc – Parkerville	27 July 1934
Parkerville – Mt Helena	20 Nov 1933
Mt Helena – Chidlow Well	16? Nov 1904
Chidlow Well – Woorooloo	20 Dec 1905
Woorooloo – Kariijine	26 Nov 1906 or 22 Jan 1907?
Kariijine – Clackline	19 Sept? 1907
Clackline – Spencer’s Brook	28 July 1907
Spencer Brook – Northam	2 Sept 1934
<i>Singled Wundowie – Northam</i>	13 Feb 1966
Northam – East Northam	23 Jan 1939
<i>Closed</i>	13 Feb 1966
Bayswater – Riverside	1895 / 1896?
Riverside - -Belmont	21 Oct 1897? (on opening)
<i>Singled Bayswater – Belmont</i>	11 April 1954
Claisebrook – up side Bunbury Bridge	?
up side Bunbury Bridge – Belmont Park	1995
Goodwood (Belmont Park) – Rivervale (Burswood)	15 Nov 1967
Burswood (Rivervale) – Maddington	3 Jan 1904
Maddington - Armadale	4 July 1904
Bayswater – Riverside	1895 / 1896?
Riverside - Belmont	21 Oct 1897? (on opening)
<i>Singled Bayswater – Belmont</i>	11 April 1954
Perth – Joondalup	20 Dec 1992 (on opening)
Joondalup – Currambine	8 Aug 1993 (on opening)
Currambine – Clarkson	4 Oct 2004 (on opening)
Perth – Esplanade	15 Oct 2007 (on opening)
Esplanade - Mandurah	23 Dec 2007 (on opening)
Coolgardie – Kalgoorlie	1900 / 1901?
<i>Singled Coolgardie – Kurrawong</i>	26 March 1922
<i>Singled Kurrawong – Kalgoorlie</i>	25 March 1922
Kalgoorlie – Hannan Street	31 March 1901
Hanna Street – Golden Gate	17 March 1901
Golden Gate - Boulder	28 April 1901
<i>Singled Kalgoorlie – Hannan St</i>	?
<i>Singled Hannan St - Boulder</i>	11 Dec 1921
Boulder – Kamballie	?
<i>Singled Boulder – Kamballie</i>	11 Dec 1921?
Midland – Avon Yard dual gauge	13 Feb 1966 (on opening)
Midland – Forrestfield dual gauge	16 March 1970
Forrestfield – Canning Vale dual gauge	29 / 30 Nov 1981

Canning Vale – Walliabup standard gauge	29 / 30 Nov 1981
Walliabup – Cockburn South standard gauge	17 May 1982
Kenwick Jnc – Kenwick	12 July 1970? (on opening?)
<i>Singled Kenwick Jnc – Kenwick</i>	12 Dec 1987
Woodbridge South – Woodbridge West	15 March 1970
<i>Singled Woodbridge South – Woodbridge West June 1990</i>	
Geraldton – Bluff Point	?
<i>Singled (parallel lines) Geraldton – Bluff Point ?</i>	
<i>7 Mile Yard – Broilga (Pilbara Iron [Rio Tinto]) before 1979 ?</i>	
<i>Emu – Rosella (Pilbara Iron [Rio Tinto]) before 1979 ?</i>	
<i>Port Hedland – Yandi (BHP Billiton) under consideration</i>	

**Main Sources:** *Robb’s Railway: Fremantle to Guildford Railway Centenary 1881-1981*, R.S. Minchin & G.J. Higham, ARHS WA, 1981;

*WAGR Annual Reports;*

*WAGR Weekly Notices* dates kindly supplied by David Whiteford;

*Railway Digest*, September 2007.

#### TASMANIA

Hobart – New Town	1 Sept 1911
New Town – Glenorchy	28 May 1916
<i>Tripllicated Derwent Park – Elwick Jnc</i>	2 July 1923
Glenorchy – Claremont	16 Dec 1936
<i>Singled Hobart – Derwent Park</i>	30 Nov 1980
<i>Singled Derwent Park – Claremont</i>	19 Dec 1981

**Main Sources:** *Australian Railway Atlas, Vol. 1, Tasmania*, John Yonge, Quail Map, 2004;

*TGR Annual Reports.*

#### NEW ZEALAND

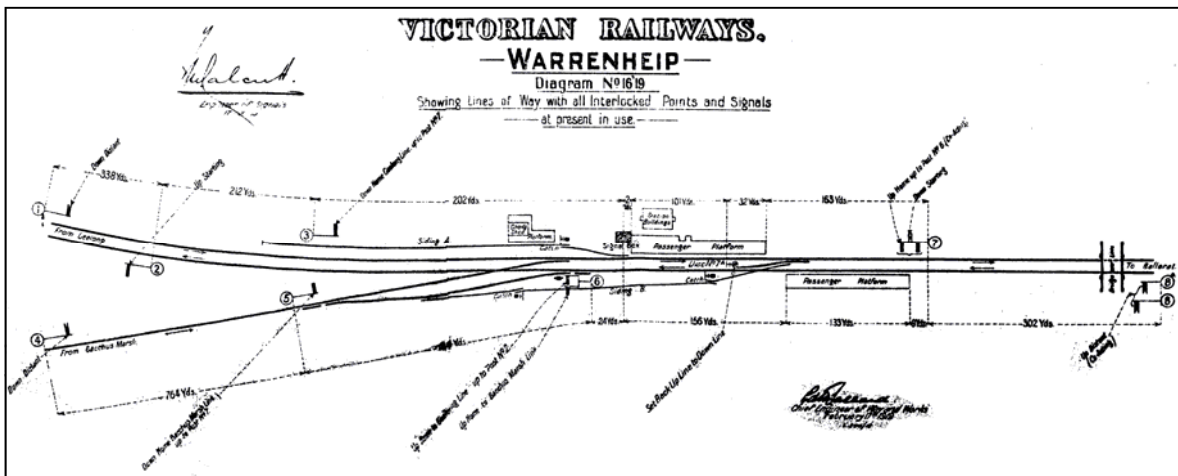
Newmarket – Boston Road	2009? (currently under construction)
Boston Road – Baldwin Avenue	2 Feb 2005
Baldwin Avenue – Avondale	1967 / 1968
Avondale – Fruitvale Road	2009? (currently under construction)
Fruitvale Road – Henderson	5 June 2007
Henderson – Swanson	13 July 2009
Auckland – Newmarket	1 Aug 1909
Newmarket – Penrose	15 Feb 1909
Penrose – Westfield	18 Jan 1926
Auckland – Westfield via Orakei	16 Nov 1930 (on opening)
Westfield – Otahuhu	15 Dec 1926
Otathuhu – Papatoetoe	4 Dec 1927
Papatoetoe – Papakura	29 May 1931
Papakura – Pukekohe	3 Dec 1939
Pukekohe – Tuakau	21 Nov 1954
Tuakau – Amokura	11 Nov 1951
Te Kauwhata – Huntly	14 Dec 1958
Huntly – Ngaruawahia	4 Dec 1938
Ngaruawahia – Frankton	23 June 1929
Waikanae – McKays	under construction
McKays – North Jnc	5 Dec 1943
South Jnc – Paramata	25 Feb 1940
Paramata – Porirua	19 June 1937
Porirua – Tawa	15 Dec 1937
Tawa – Wellington	19 June 1937
Wellington – Kaiwharawhara	3 April 1911
Kaiwharawhara – Ngauranga	25 July 1909
Ngauranga – Paparangi Jnc	27 Sept 1908
Paparangi Jnc – Rocky Point Jnc	1 Oct 1907
Rocky Point Jnc – Petone Jnc	18 Jan 1906
Petone Jnc – Lower Hutt	27 July 1905
<i>Singled Hutt Valley Jnc – Lower Hutt</i>	13 July 1958

Hutt Valley Jnc – Waterloo  
 Waterloo – Naenae  
 Naenae – Taita  
 Taita – Manor Park  
 Manor Park – Trentham  
 Heathcote – Christchurch  
 Christchurch – Rolleston  
 Singled Islington – Rolleston  
 St Leonards – Ravensbourne  
 Singled St Leonards – Ravensbourne  
 Ravensbourne – Pelichet Bay  
 Pelichet Bay – Dunedin

26 May 1927  
 14 April 1947  
 22 Feb 1953  
 19 July 1954  
 26 June 1954  
 16 Dec 1878  
 7 June 1909  
 4 Aug 1991  
 3 May 1931  
 c. 1984  
 11 May 1925  
 20 Jan 1908

Dunedin – Burnside 1 Nov 1910  
 Burnside – Abbotsford 11 Dec 1911  
 Abbotsford – Abbots Creek 22 July 1912  
 Abbots Creek – Mosgiel 1 June 1914  
 Singled Dunedin – Mosgiel 1984 – 1991

**Main source:** *New Zealand Railway and Tramway Atlas*, 4<sup>th</sup> ed, John Yonge, Quail Map Co, 1993.



Here is Warrenheip in Victoria. The Geelong-Ballaarat line was double from the start, but North Geelong-Warrenheip was singled during the 1920s. Later the Warrenheip-Ballarat section was converted to independent single lines. Now V/Line is thinking of converting it back to “twin track”

# Warragamba— a dam good bus service

Jim O'Neil

**W**arragamba Village, close to the dam of the same name, was about as far westwards as the bus routes numbered in the Sydney metropolitan series ran when I was young - the Blue Mountains weren't included in the metropolitan area then. My first timetable (see below) was acquired in 1978 or 79. It gives no route number or date on which it commenced and was issued by the Penrith District Bus Service, which had been owned by Bosnjak's since 1974. The route number for this service was 208, although most of the Penrith bus services were numbered 215. All of the dozen timetables I got from Penrith at this time were pulled from a pad of timetables, like a writing pad, bound with red rubber at the top, but with timetables instead of lined paper. I have never seen timetables dispensed in this fashion anywhere else. Most of the timetables were printed on only one side, but the

Warragamba timetable was printed on both sides, on green paper.

The bus carried passengers from Warragamba and intermediate points to Penrith, rather than people working at the dam, as can be seen from the first two morning services and the last three evening ones. There was limited service off-peak, with a bus in from Warragamba at 10.10 a.m. and one from Penrith at 2.05 p.m., returning to Penrith at 3.43. On Saturdays there were three services listed, allowing a choice of under two hours (8.25 to 10.03) or under one hour (11.25 to 12.15) for shopping at Penrith. Even if you took the first and last buses, how far from Penrith could you usefully get in four hours - probably to Parramatta. On Sundays there was a much longer wait at Penrith, from 8.50 a.m. to 7.55 p.m. The bus service was only useful on a Sunday if you

were taking the whole day out, and, in addition, when there were Public Holidays the bus didn't run on Sundays, but on the following Monday instead.

On the reverse of this timetable is one for Silverdale, to the south of Warragamba. This service ran only on weekdays, and all the buses recorded were also listed on the main part of the timetable. The 6.40 a.m. from Warragamba diverted via Warradale and then ran direct to Penrith, while the 6.48 from Penrith went direct to Warradale and then to Warragamba on its way back to Penrith. The 8.07 a.m. and the 2.05 p.m. buses from Penrith formed school services from Silverdale to Warragamba, and back in the afternoon, while a bus started from Warragamba at 9.40 a.m., ran to Silverdale and returned to Warragamba at 10.05 to form the 10.10 departure for Penrith. Finally, all three of the evening buses would

PENRITH STATION		TO		SILVERDALE WARRAGAMBA		
AND RETURN		AND RETURN		AND RETURN		
Penrith Depart	Warragamba Arr & Dep	Warradale Arr & Dep	Silverdale Arr & Dep	Warradale Arr & Dep	Warragamba Arr & Dep	Penrith Arrive
<b>Morning</b>						
MONDAY to FRIDAY						
-	6.40	6.50	-	-	-	7.20
6.48	-	7.20	-	-	7.45	8.25
8.07	-	8.35	8.42	8.50	8.55	-
-	9.40	9.45	9.50	10.00	10.05	10.55
<b>Afternoon</b>						
2.05	3.00	3.05	3.12	3.17	-	3.43
4.55	-	on request	-	-	-	-
5.40	-	on request	-	-	-	-
6.27	-	on request	-	-	-	-

5 PENRITH STATION		TO		MULGOA WALLACIA WARRAGAMBA	
AND RETURN		AND RETURN		AND RETURN	
Penrith Depart	Wallacia Arr & Dep	Warragamba Arr & Dep	Wallacia Arr & Dep	Penrith Arrive	
<b>Morning</b>					
MONDAY to FRIDAY					
-	-	-	5.52	-	6.20
-	-	-	6.40	6.55	7.20
6.48	7.10	7.30	7.45	8.00	8.25
8.07	8.27	8.55	10.10	10.25	10.55
<b>Afternoon</b>					
2.05	2.30	2.55	3.00	3.27	3.43
3.30	4.10	4.25	4.25	4.38	4.55
4.55	5.25	5.35	-	-	-
5.40	6.05	6.20	-	-	-
6.27	6.50	7.05	-	-	-
<b>Morning</b>					
SATURDAY					
-	-	-	7.45	8.00	8.25
10.03	10.30	10.45	10.45	11.00	11.25
<b>Afternoon</b>					
12.15	12.45	1.00	-	-	-
<b>Morning</b>					
SUNDAY					
-	-	-	8.15	8.30	8.50
<b>Afternoon</b>					
7.55	8.10	8.20	-	-	-

If trains are late, buses will wait a reasonable time.  
 When Monday is a Public Holiday, there will be no Sunday service, and a Sunday service will operate on the Monday.  
 A special time table will operate over Public Holiday Periods.

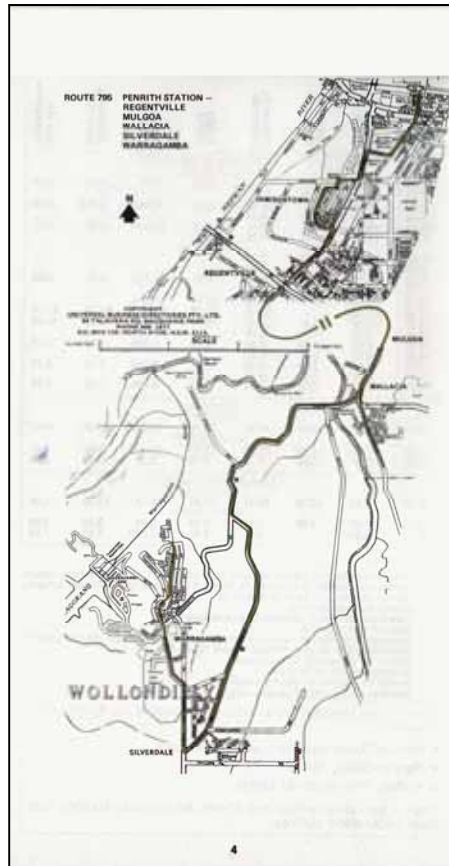
take passengers south of Warragamba "on request". There was another a timetable for buses which ran down Mulgoa Road as far as Regentville, also printed on green paper, but the timings for the buses to and from Warragamba were not included on it, and so I haven't shown it here.

The Warragamba bus service was renumbered in the new metropolitan series as 795 by 1982. My next timetable was issued on 30<sup>th</sup> April 1984, by the Urban Transit Department and by Bosnjaks Penrith (right). It is printed in two colours, black and light green on white paper and folded in two. All buses which ran between Penrith and Warragamba now did so via Silverdale, with none taking short cuts, as can be seen on the map. The number of services has been increased, both by extra services to and from Warragamba, such as the 11.15 to Penrith, and by short services from Spencer St. Regentville, and extra timing points are given for Regentville and Jamison Town (Harris St & Willoring Cr). Saturday service has been extended into the middle of the afternoon and there were now three buses on Sundays and Holidays, instead of just one.

My next timetable (see pages 14-16) was issued on the 1<sup>st</sup> April 1990, published by the Department of Transport in the name of Westbus Pty Ltd, which was still located at Mulgoa Road Penrith. It is over-printed in purple, not green, and is folded into three pages on each side. The timetable has been increased in size in order to show buses between Penrith and the "Panthers" Club, which lies to the west of Mulgoa Road, along which the 795 operated. Buses to the Panthers ran until around 11 o'clock on Weekdays and Saturdays, and until nearly six on Sundays and Holidays, longer and more frequently than the buses to Warragamba.

There was an extra bus from Warragamba on weekdays, a school days only departure at 7.19 a.m. There were only three buses from there on Saturdays, instead of four, with two more buses from Regentville. In contrast, there were seventeen departures from the Panthers Club on Saturdays. In addition, most buses diverted from the Wallacia Hotel via Greendale Road (marked G), while many of the Regentville buses started with a loop going close to the river, via Jamison Road, Nepean Avenue and Factory Road (see note N). The diversion in Jamison Town has been moved closer to Mulgoa Road, and the timing point for it was now Jamison Road and McNaughton Street.

On Saturday 13 February 1993 Westbus introduced the "Nepean Nipper", a network using minibuses to provide a high frequency, and some full-size buses for school services. Alongside the 795 was added route 794 to Glenmore Park, a newly developed area to the south of Penrith, south of the Freeway and east of Mul-



**BOSNJAKS PENRITH**  
Mulgoa Rd, Penrith  
Phone: (047) 32 3133

**PENRITH-WARRAGAMBA  
BUS TIMETABLES**

**ROUTE 795**

**LINKING PENRITH STATION WITH:**

- REGENTVILLE
- MULGOA
- WALLACIA
- SILVERDALE
- WARRAGAMBA

\* Also shows all co-ordinated train times at Penrith Railway Station.

**30th April 1984**

A development of  
THE NEW SOUTH WALES GOVERNMENT'S  
WESTERN REGION TRANSPORT  
IMPROVEMENT PROGRAMME  
by the  
URBAN TRANSIT AUTHORITY  
and  
BOSNJAKS PENRITH PTY LTD  
Authorised by the Department of Motor Transport

**ROUTE 795: WARRAGAMBA to PENRITH**

BUS							TRAIN
Warr Rd Warragamba	Silverdale & Wallacia Hotel	Mulgoa School	Spencer St Regentville	Harris St & Willoring Cr	Penrith Station	Departs Penrith for City	
<b>MONDAYS TO FRIDAYS</b>							
<b>MORNING</b>							
5.30	5.46	5.50	5.59	6.03	6.09	6.16	
...	...	...	6.19	6.23	6.29	6.39	
6.34	6.40	6.55	6.59	6.43	6.50	6.58	
7.34	7.40	67.05	7.00	7.09	7.13	7.20	7.32
...	...	...	8.09	8.13	8.20	8.31	
8.58	9.04	08.19	9.24	9.29	9.33	9.45	9.28
...	...	...	10.38	10.43	10.51	11.01	
11.15	11.21	11.36	11.40	11.49	11.53	12.01	12.13
<b>AFTERNOONS</b>							
...	...	...	12.39	12.43	12.51	1.01	
2.58T	3.15	03.31	3.35	3.44	3.47	3.54	4.02
...	...	...	...	NA.00	4.05	4.25	
4.23	4.29	4.38	4.43	4.51	4.54	5.01	5.12
5.28	A	5.38	5.42	5.50	...	5.57	6.01
<b>SATURDAYS</b>							
<b>MORNING</b>							
7.38	7.42	07.57	8.01	8.10	8.14	8.25	8.27
10.45	10.51	11.06	11.10	11.19	11.23	11.35	11.36
1.03	1.09	1.19	1.23	1.31	1.34	1.45	1.13
3.40	3.46	3.56	4.00	4.08	4.11	4.17	4.43
<b>AFTERNOONS</b>							
7.54	8.00	08.15	8.19	8.27	8.30	8.36	8.43
11.10	11.16	11.26	11.30	11.38	11.41	11.47	12.13
3.40	3.46	3.56	4.00	4.08	4.11	4.17	4.43
<b>SUNDAYS AND HOLIDAYS</b>							
<b>MORNING</b>							
7.54	8.00	08.15	8.19	8.27	8.30	8.36	8.43
11.10	11.16	11.26	11.30	11.38	11.41	11.47	12.13
3.40	3.46	3.56	4.00	4.08	4.11	4.17	4.43
<b>AFTERNOONS</b>							
7.54	8.00	08.15	8.19	8.27	8.30	8.36	8.43
11.10	11.16	11.26	11.30	11.38	11.41	11.47	12.13
3.40	3.46	3.56	4.00	4.08	4.11	4.17	4.43

**EXPLANATIONS**  
A — Operates via Farnsworth Ave direct to Wallacia. Passengers from Silverdale should join bus on outward journey at 5.20.  
G — Diverts via Greendale Rd.  
N — National Factory, depart.  
T — During school term, bus diverts via Taylors Rd. During school vacation, bus commences from Warragamba Dam at 3.10 and operates via normal route.

**YOUR HOT LINE FOR PUBLIC TRANSPORT PROBLEMS**  
**(02) 290 2988**  
The Public Transport CUSTOMER SERVICE BUREAU will handle problems you have about TRAINS, BUS or FERRY services.  
**OTHER USEFUL PHONE NUMBERS**  
● Train Timetable Inquiries (02) 2 0942  
● Bosnjaks Penrith Bus Depot (047) 32 3133  
● Penrith Railway Station (047) 21 2521

**ROUTE 795: PENRITH to WARRAGAMBA**

BUS							TRAIN
Warr Rd Warragamba	Silverdale & Wallacia Hotel	Mulgoa School	Spencer St Regentville	Harris St & Willoring Cr	Penrith Station	Departs Penrith for City	
<b>MONDAYS TO FRIDAYS</b>							
<b>MORNING</b>							
6.45	6.53	7.01	7.08	7.14	7.24	7.29	
7.01	7.11	7.26	7.32	7.38	7.44	7.53	
7.43	7.57	8.12	8.18	8.24	8.30T	8.53	
8.44	8.55	9.01	9.04	9.11	9.17	9.28	
10.23	10.30	10.37	10.41	10.49	10.53R	11.07	11.13
11.35	11.25	11.32	11.36	...	...	...	
<b>AFTERNOONS</b>							
12.39	12.25	12.32	12.36	...	...	...	
1.29	1.25	1.32	1.36	...	...	...	
1.55	2.10	2.17	2.21	2.29	2.33R	2.47	2.53
2.20	2.32	2.39	2.43	...	...	...	
3.13	03.30	03.45	03.49	03.58	04.03G	...	
3.13	03.30	03.45	03.49	03.58	04.01	04.12	04.19
3.13	03.25	03.42	03.45	03.54	03.58G	04.13	04.19
4.08	4.14	4.21	4.25	4.32	4.36R	4.50	4.55
4.36	4.42	4.49	4.53	5.02	5.06R	5.20	5.25
4.58	5.04	5.11	5.15	5.22	5.26R	5.40	5.45
5.31	5.38	5.45	5.49	5.58	6.03R	6.16	6.21
6.56	6.02	6.09	6.12	6.20	6.24R	6.37	6.42
6.18	6.24	6.31	6.34	6.43	6.47R	7.01	7.06
<b>SATURDAYS</b>							
<b>MORNING</b>							
9.55	10.00	10.07	10.11	10.19	10.23R	10.37	10.43
11.55	12.18	12.25	12.29	12.37	12.41R	12.55	1.01
2.59	3.02	3.08	3.11	3.19	3.23	3.33	3.38
<b>SUNDAYS AND HOLIDAYS</b>							
<b>MORNING</b>							
10.25	10.32	10.38	10.41	10.49	10.53	11.03	11.08
2.59	3.02	3.08	3.11	3.19	3.23	3.33	3.38
6.25	6.30P	...	6.47	6.55	6.59R	7.13	7.18

**EXPLANATIONS**  
C — Diverts from Mulgoa Rd via Jeanette St to and from Caroline Chisholm School  
D — Diverts from Station St via Derby St, Woodriff St, Lethbridge St (Penrith Schools Colless St, Derby St back to Station St).  
G — Diverts via Greendale Rd.  
J — Terminates at corner Jeanette St and Mulgoa Rd.  
N — National Factory, arrive.  
P — Operates from Penrith via Route 791 (South Penrith) to York Rd, then Ink St Glenbrook St to Mulgoa Rd then normal Route 795.  
R — Diverts via Greendale Rd on request.  
S — Operates on school days only.  
T — Diverts via Taylors Rd during school term.  
V — Operates during school vacation only.

Three other timetable brochures are available for Penrith Bus Services:  
● Penrith-Cambridge Park and Cranebrook  
● Penrith-South Penrith  
● Penrith-Werrington-St Marys  
Copies are available from bus drivers, local railway stations, and local information centres.

goa Road. In my next timetable (see D), issued on the 26<sup>th</sup> April 1994, the 794 had been diverted to operate via South Penrith instead of direct along Mulgoa Road. This can be seen on the map from page 6 of the timetable. The 794 provided more frequent

service than the 795, with off-peak service every half hour, with extra buses in the peak. There was hourly service on Saturdays and a bus every two hours on Sundays and Public Holidays, as we can see on page 2 of this timetable. There has been

**Route 795: WARRAGAMBA to PENRITH**

BUS										TRAIN		
Weir Road Warragamba	Silverdale Road & Marsh Road	Wallacia Hotel	Mulgoa School	Spencer Street Regentville	Jamison Road & McNaughton Street	"Panthers" Club	Penrith Station	Train departs Penrith	Train arrives Wynyard			
<b>WEEKDAYS MORNINGS</b>												
5.29	5.35	5.45	5.49	5.57	6.01	..	6.07	6.14	7.10			
..	..	..	..	N6.25	6.29	..	6.35	6.40	7.31			
6.22	6.28	G6.43	6.48	6.56	7.00	..	7.07	7.14	8.11			
..	..	..	..	N7.29	7.33	..	7.40	7.47	8.44			
S7.19	S7.25	S7.35	S7.40	S7.48P	..	..	S7.59	8.07	9.06			
7.29	7.35	G7.50	7.55	8.04P	..	..	8.13	8.21	*9.09			
..	..	..	..	8.03	8.07	..	8.14	8.21	*9.09			
..	..	..	..	N9.00	9.04	..	9.11	9.21	10.31			
8.57	9.03	G9.18	9.23	9.31P	..	..	9.36	9.42	*10.34			
..	..	..	..	N10.00	10.04	..	10.11	10.20	11.29			
..	..	..	..	..	..	..	10.27	10.33	10.50	11.59		
..	..	..	..	N10.50	10.54	..	10.57	11.03	11.20	12.29		
..	..	..	..	..	..	..	11.27	11.33	11.50	12.59		
11.22	11.28	G11.43	11.47	11.55	11.59	12.02	12.08	12.20	1.29			
<b>AFTERNOONS</b>												
..	..	..	..	..	..	..	12.27	12.33	12.50	1.59		
..	..	..	..	12.50	12.54	..	12.57	1.03	1.20	2.29		
..	..	..	..	..	..	..	1.27	1.33	1.50	3.00		
..	..	..	..	N1.50	1.54	..	1.57	2.03	2.18	3.28		
..	..	..	..	..	..	..	2.27	2.33	2.42	3.56		
..	..	..	..	..	..	..	2.50	2.56	3.13	4.30		
..	..	..	..	2.52P	..	..	3.01	3.13	4.30			
..	..	..	..	..	..	..	3.50	3.56	4.00	*4.49		
T3.28	3.32	G3.48	3.52	4.00	4.03	4.06	4.12	4.31	5.47			
..	..	..	..	..	..	..	4.22	4.28	4.37	*5.26		
..	..	..	..	..	..	..	4.57	5.03	5.17	6.30		
4.30	4.36	G4.50	4.53	5.00P	..	5.04	5.10	5.17	6.30			
..	..	..	..	..	..	..	5.32	5.38	5.42	6.53		
5.27	A	5.37	5.40	5.47P	..	5.52	5.58	6.02	*6.48			
..	..	..	..	..	..	6.14	6.19	6.37	*7.26			
..	..	..	..	..	..	6.54	6.59	7.09	8.23			
..	..	..	..	..	..	7.25C	7.29	7.36	*8.26			
..	..	..	..	..	..	7.55C	7.59	8.27	*9.18			
..	..	..	..	..	..	8.27C	8.31	8.35	9.53			
..	..	..	..	..	..	9.02C	9.06	9.27	*10.15			
..	..	..	..	..	..	10.02C	10.06	10.27	*11.18			
..	..	..	..	..	..	11.02C	11.06	11.35	12.54			

**EXPLANATIONS** \* - Train arrives Sydney Terminal Station.  
 A - Bus operates via Farnsworth Avenue direct to Wallacia. Passengers from Silverdale should join bus on outward journey at 5.16pm.  
 C - Bus operates via Mulgoa Road direct to Penrith.  
 G - Bus diverts via Greendale Road.  
 N - Bus commences from Jamison Road and Nepean Avenue 5 minutes earlier and operates via Nepean Avenue, Bellevue Road, Factory Road, Gibbes and Spencer Streets.  
 P - Bus does not divert via Stuart and McNaughton Streets.  
 S - Bus operates on school days only.  
 T - Journey commences from Warragamba Public School.

**Route 795: WARRAGAMBA to PENRITH**

BUS										TRAIN		
Weir Road Warragamba	Silverdale Road & Marsh Road	Wallacia Hotel	Mulgoa School	Spencer Street Regentville	Jamison Road & McNaughton Street	"Panthers" Club	Penrith Station	Train departs Penrith	Train arrives Wynyard			
<b>SATURDAYS MORNINGS</b>												
7.30	7.36	G7.51	7.55	8.03	8.07	..	8.13	8.20	9.29			
..	..	..	..	9.30	9.34	..	9.40	9.50	10.59			
..	..	..	..	..	..	..	9.57	10.03	10.20	11.29		
..	..	..	..	..	..	..	10.57	11.03	11.20	12.29		
11.20	11.26	G11.41	11.44	11.51	11.54	11.57	11.33	11.50	12.59			
<b>AFTERNOONS</b>												
..	..	..	..	12.30	12.33	..	12.36	12.42	12.50	1.59		
..	..	..	..	..	..	..	12.57	1.03	1.20	2.29		
..	..	..	..	..	..	..	1.27	1.33	1.50	2.59		
..	..	..	..	..	..	..	1.57	2.03	2.20	3.29		
..	..	..	..	..	..	..	2.57	3.03	3.20	4.29		
3.00	3.06	G3.21	3.24	3.31	..	3.36	3.42	3.47	4.56			
..	..	..	..	..	..	3.57	4.03	4.20	5.29			
..	..	..	..	..	..	4.57	5.03	5.20	6.29			
..	..	..	..	..	..	5.57	6.03	6.20	7.29			
..	..	..	..	..	..	7.00C	7.04	7.20	8.29			
..	..	..	..	..	..	7.56C	8.00	8.35	9.53			
..	..	..	..	..	..	9.02C	9.06	9.27	*10.15			
..	..	..	..	..	..	10.56C	11.00	11.05	12.23			
<b>SUNDAYS and HOLIDAYS MORNINGS</b>												
7.47	7.53	G8.07	8.11	8.18	8.21	8.24	8.30	8.37	*9.26			
11.30	11.36	G11.50	11.54	12.01	12.04	12.07	12.13	12.20	1.29			
<b>AFTERNOONS</b>												
..	..	..	..	..	..	..	12.52	12.58	1.20	2.29		
..	..	..	..	..	..	..	1.52	1.58	2.20	3.29		
..	..	..	..	..	..	..	2.52	2.58	3.20	4.29		
..	..	..	..	..	..	..	3.52	3.58	4.20	5.29		
3.40	3.46	G4.00	4.04	4.11	4.14	4.17	4.23	4.40	*5.26			
..	..	..	..	..	..	4.52	4.58	5.20	6.29			
..	..	..	..	..	..	5.52	5.58	6.20	7.29			

**EXPLANATIONS** \* - Train arrives Sydney Terminal Station.  
 C - Bus operates via Mulgoa Road direct to Penrith.  
 G - Bus diverts via Greendale Road.

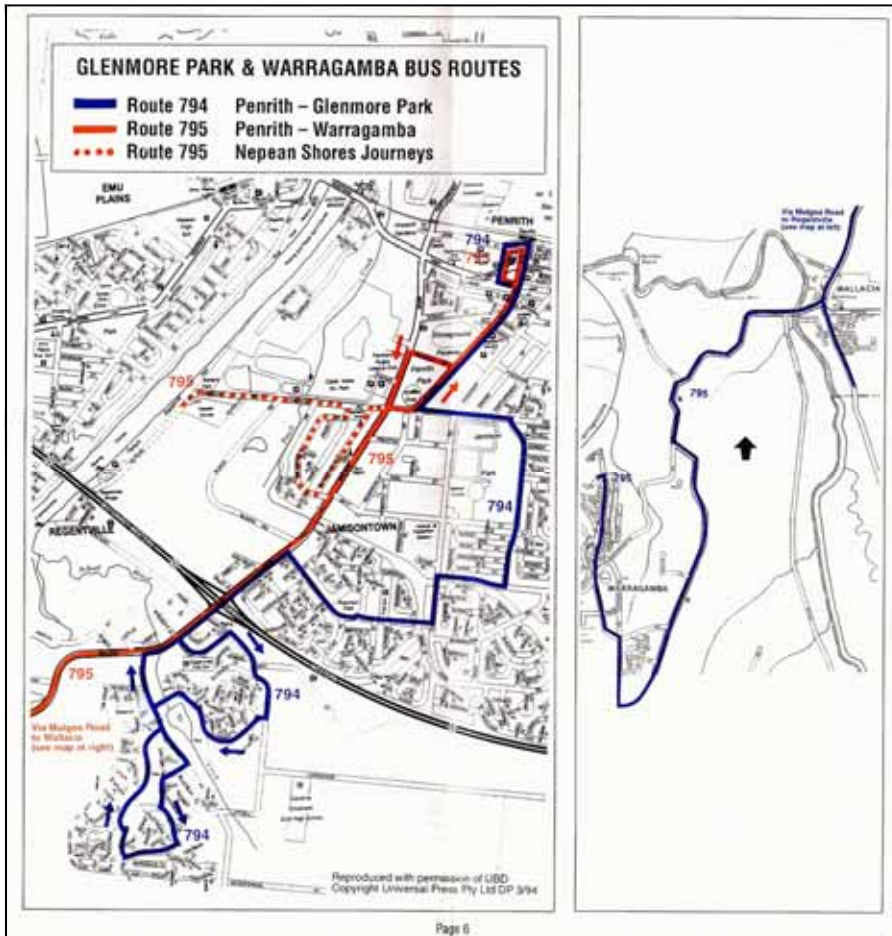
little increase on the service from Warragamba, shown on page 4 of this timetable, in spite of the more economical minibuses, with an extra bus from Mulgoa School at 7.37 on school days, and an additional bus from Warragamba at 1.24 p.m. Buses from Nepean Shores no longer operate via Regentville but are still numbered 795. No services are shown from the Panthers Club in the 795 timetable, since that was now serviced by the extension of bus routes running to the north of Penrith Station down to the leagues club,

My final timetable (see E) was issued by Westbus on 16 October 2006, as part of the service for Region 1 under the new contract system. The route 795 is no longer in the same timetable as the 794 to Glenmore Park, but it is now in with the 789 to Luddenham. The two routes do not share any common area, as can be seen from the map, but both provide service into the more rural country to the south of the built up area into which Penrith has expanded. There is only one bus to Luddenham, on

weekdays only, and two back from it. The service to and from Warragamba is rather better. It runs roughly every two hours in the off-peak and more frequently in the peak hours on weekdays. There are still three buses in both directions on Saturdays, but service on Sundays is back to one

bus each way, but with less of a wait than in the 1970's. A bus now leaves Warragamba on Sundays at 11.00 a.m. arriving at Penrith at 11.45. The return is at 2.50 p.m. from Penrith, arriving back at Warragamba at 3.35.





Page 6

#### Route 795: WARRAGAMBA to PENRITH NEPEAN SHORES to PENRITH

Showing Route Number	Weekdays																		
	795 am	795 am	795 am	795 am	795 am	795 am	795 am	795 am	795 am	795 am	795 am	795 am	795 pm	795 pm	795 pm	795 pm			
WARRAGAMBA (Weir Road)	5.30	..	6.23	..	7.15	..	7.27	..	..	8.57	..	..	11.24	1.24	..	13.30	..	4.40	5.28
Silverdale & Marsh Roads	5.35	..	6.28	..	7.20	..	7.33	..	..	9.03	..	..	11.30	1.30	..	3.42	..	4.45	F
WALLACIA Hotel	5.44	..	G6.42	..	7.31	..	G7.47	..	..	G9.16	..	..	G11.43	G1.43	..	G3.55	..	G4.58	5.38
MULGOA School	5.49	..	6.47	..	7.36	S7.37	7.52	..	..	8.54	9.21	..	11.48	1.48	..	4.00	..	5.03	5.41
REGENTVILLE (Spencer Street)	5.58	..	6.56	..	7.45	S7.46	8.01	..	..	9.03	9.30	..	11.57	1.57	..	4.08	..	5.11	5.49
NEPEAN SHORES	..	6.28	..	7.00	..	7.50	..	..	8.57	..	..	9.56	11.33	..	2.24	..	4.51	..	..
McLoughlin Street & Willoring Cr	..	6.30	..	7.02	..	..	..	..	8.59	..	..	9.58	11.35	..	..	..	..	..	..
Mulgoa & Jamison Roads	6.01	6.31	6.59	7.03	7.48	7.52	8.05	9.00	9.06	9.33	9.59	11.36	12.00	2.00	2.26	4.11	4.53	5.14	5.52
PENRITH Station	6.07	6.37	7.06	7.09	7.56	7.59	8.12	9.06	9.13	9.40	10.05	11.42	12.07	2.07	2.32	4.17	4.59	5.20	5.58
PENRITH Train to City	6.14	6.44	7.16	7.16	8.09	8.09	8.20	9.20	9.20	9.50	10.20	11.50	12.20	2.20	2.53	4.20	5.06	5.36	6.05

Showing Route Number	Saturdays			Sundays & Public Holidays			Christmas Day		
	795 am	795 am	795 pm	795 am	795 am	795 pm	795 am	795 am	795 pm
WARRAGAMBA (Weir Road)	7.20	11.24	3.32	8.02	11.24	3.54	7.56	11.28	3.54
Silverdale & Marsh Roads	7.32	11.30	3.38	8.07	11.30	4.00	8.01	11.34	4.00
WALLACIA Hotel	G7.45	G11.43	G3.51	G8.20	G11.43	G4.13	G8.14	G11.47	G4.13
MULGOA School	7.50	11.48	3.56	8.25	11.48	4.18	8.19	11.52	4.18
REGENTVILLE (Spencer Street)	7.59	11.57	4.05	8.34	11.57	4.27	8.28	12.01	4.27
Mulgoa & Jamison Roads	8.02	12.00	4.08	8.37	12.00	4.30	8.31	12.04	4.30
PENRITH Station	8.09	12.07	4.15	8.43	12.07	4.37	8.37	12.11	4.37
PENRITH Train to City	8.20	12.20	4.20	8.50	12.20	4.50	8.50	12.20	4.50

**EXPLANATIONS**  
 F - Bus operates via Farnsworth Avenue direct to Wallacia. Passengers from Silverdale should join bus on outward journey at 5.20 pm.  
 G - Bus diverts via Greendale Road.  
 S - Bus operates on school days only.  
 T - Bus departs Warragamba Public School. Does NOT operate along Weir Road.

**COORDINATED TRAIN TIMES**

Bus trips to and from Penrith Station show times of connecting trains to and from the City. Only the time of the next connecting train is shown. For full details of all train services, consult the train timetable brochure, available from railway stations.

The train times shown in this booklet are effective from 21st November 1993. Subsequent changes to train times may occur during the currency of these bus timetables.

**"PANTHERS" CLUB**

Regular connecting bus services operate between Penrith Station and the "Panthers" Club (and return).  
Ask your Westbus driver for a copy of the free "Panthers" Club bus timetable.  
Save money on special reduced transfer fares available for travel to and from the "Panthers" Club.

**PUBLIC HOLIDAY SERVICES**  
 The Sunday timetable operates on Route 795 on all public holidays except  
 • Easter Saturday (Saturday timetable operates)  
 • Christmas Day (special timetable shown above and on page 5 operates)

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**Route 794: GLENMORE PARK to PENRITH via Glenbrook Street and Racecourse Road**

**Weekdays**

Showing Route Number	794	794	794	794	794	794	794	794	794	794	794	794	794	794	794	794	794	794	
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm
					A				A				S						
Kenneth Slessor Drive	5.05	5.44	6.14	6.39	6.59	7.12	7.30	7.33	7.59	8.41	9.18	9.48	10.18	10.48	11.18	11.48	12.18	12.48	
GLENMORE PARK (Camellia Ave)	5.10	5.49	6.19	6.45	7.05	7.18	7.36	7.39	8.05	8.47	9.24	9.54	10.24	10.54	11.24	11.54	12.24	12.54	
Glenmore Parkway Roundabout	5.12	5.51	6.21	6.47	7.07	7.20	7.38	7.41	8.07	8.49	9.26	9.56	10.26	10.56	11.26	11.56	12.26	12.56	
REGENTVILLE (Spencer Street)	5.14	5.53	6.23	6.49	7.09	7.22	7.40	7.43	8.09	8.51	9.28	9.58	10.28	10.58	11.28	11.58	12.28	12.58	
Glenbrook & Ikin Streets	5.17	5.56	6.26	6.52	7.12	7.25	7.43	7.46	8.12	8.54	9.31	10.01	10.31	11.01	11.31	12.01	12.31	1.01	
Maxwell Street & Racecourse Road	5.20	5.59	6.29	6.55	7.15	7.29	7.47	7.50	8.16	8.57	9.34	10.04	10.34	11.04	11.34	12.04	12.34	1.04	
PENRITH Station	5.28	6.07	6.37	7.03	7.24	7.39	7.57	8.00	8.26	9.07	9.44	10.14	10.44	11.14	11.44	12.14	12.44	1.14	
PENRITH Train to City	5.35	6.14	6.44	7.16	7.31	7.46	8.09	8.09	8.33	9.20	9.51	10.20	10.50	11.20	11.50	12.20	12.50	1.20	

**Weekdays (cont.)**

Showing Route Number	794	794	794	794	794	794	794	794	794	794	794	794
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Kenneth Slessor Drive	1.18	1.48	2.18	2.48	3.40	4.12	4.48	5.18	5.49	6.19	7.29	8.29
GLENMORE PARK (Camellia Ave)	1.24	1.54	2.24	2.54	3.46	4.18	4.54	5.24	5.54	6.24	7.34	8.34
Glenmore Parkway Roundabout	1.26	1.56	2.26	2.56	3.48	4.20	4.56	5.26	5.56	6.26	7.36	8.36
REGENTVILLE (Spencer Street)	1.28	1.58	2.28	2.58	3.50	4.22	4.58	5.28	5.58	6.28	7.38	8.38
Glenbrook & Ikin Streets	1.31	2.01	2.31	3.01	3.53	4.25	5.01	5.31	6.00	6.30	7.40	8.40
Maxwell Street & Racecourse Road	1.34	2.05	2.35	3.05	3.56	4.28	5.04	5.34	6.02	6.32	7.42	8.42
PENRITH Station	1.44	2.14	2.44	3.14	4.05	4.38	5.14	5.43	6.12	6.42	7.52	8.52
PENRITH Train to City	1.50	2.20	2.53	3.23	4.20	4.49	5.21	5.50	6.20	6.50	8.18	9.06

**Saturdays**

Showing Route Number	794	794	794	794	794	794	794	794	794	794	794	794
	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Kenneth Slessor Drive	7.38	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.38	4.38	5.38	6.37
GLENMORE PARK (Camellia Ave)	7.44	8.44	9.44	10.44	11.44	12.44	1.44	2.44	3.44	4.44	5.44	6.42
Glenmore Parkway Roundabout	7.46	8.46	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.46	5.46	6.44
REGENTVILLE (Spencer Street)	7.48	8.48	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48	6.46
Glenbrook & Ikin Streets	7.51	8.51	9.51	10.51	11.51	12.51	1.51	2.51	3.51	4.51	5.51	6.48
Maxwell Street & Racecourse Road	7.54	8.54	9.54	10.54	11.54	12.54	1.54	2.54	3.54	4.54	5.54P	6.50
PENRITH Station	8.04	9.04	10.04	11.04	12.04	1.04	2.04	3.04	4.04	5.04	6.08	7.00
PENRITH Train to City	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20

**Sundays & Public Holidays**

794	794	794	794	794
am	am	pm	pm	pm
8.58	10.58	12.58	2.58	4.58
9.03	11.03	1.03	3.03	5.03
9.05	11.05	1.05	3.05	5.05
9.07	11.07	1.07	3.07	5.07
9.09	11.09	1.09	3.09	5.09
9.11	11.11	1.11	3.11	5.11
9.21	11.21	1.21	3.21	5.21
9.33	11.33	1.33	3.33	5.33

**EXPLANATION**

- A - School children will not be conveyed on this journey unless accompanied by an adult.
- P - Bus diverts via "Panthers" Club.
- S - Bus operates on school days only.

**COLOUR CODING YOUR LOCAL BUS ROUTES**

- The Nepean Nipper bus destination signs, timetables and bus stop signs are now colour coded for each individual bus route.
- In other words, the Route 794 & 795 timetable is coloured orange, so therefore the destination sign on the front of Route 794 & 795 buses will be coloured orange and the bus stop signs for Route 794 & 795 buses will also be coloured orange.

**Route 789 Luddenham to Penrith**  
via Orchard Hills and Nepean Hospital

Monday to Friday	
map ref	Route number
A	Penrith Station pm 3.40
B	Nepean Hospital 4.50
C	Bringelly Rd & The Northern Rd 4.56
D	Wentworth Rd & The Northern Rd 4.00
E	Elizabeth Rd & The Northern Rd 4.08
F	Adams Rd & The Northern Rd 4.11

**Route 789 Penrith to Luddenham**  
via Nepean Hospital and Orchard Hills

Monday to Friday			
map ref	Route number	789	789
F	Adams Rd & The Northern Rd	7.32	4.13
E	Elizabeth Rd & The Northern Rd	7.35	4.16
D	Wentworth Rd & The Northern Rd	7.43	4.24
C	Bringelly Rd & The Northern Rd	7.47	4.28
B	Nepean Hospital	7.53	4.34
A	Penrith Station	8.03	4.44

**Route 795 Penrith to Warragamba**  
via Silverdale, Wallacia and Mulgoa



Monday to Friday												
map ref	Route number	795	795	795	795	795	795	795	795	795	795	
A	Penrith Station	am	am	am	am	pm	pm	pm	pm	pm	pm	
B	Mulgoa Rd & Spencer St	6.13	7.17	N8.30	10.31	12.20	2.20	3.50	4.09	5.30	6.20	7.16
C	Wallacia Hotel	6.20	7.24	8.37	10.38	12.29	2.29	4.03	4.22	5.43	6.29	7.32
D	Silverdale & Rd Marsh Rd	6.35	7.39	8.58	10.56	12.45	2.45	4.19	4.38	5.59	6.45	7.41
E	Warragamba, Weir Rd	6.51	7.55	9.15	11.11	1.00	3.00	4.35	4.54	6.15	7.00	7.56
F	Warragamba, Weir Rd	7.00	8.04	9.22	11.18	1.10	3.10	4.45	5.04	6.25	7.10	8.06

Saturday				
map ref	Route number	795	795	795
A	Penrith Station	pm	pm	pm
B	Mulgoa Rd & Spencer St	12.10	2.10	4.10
C	Wallacia Hotel	12.32	2.32	4.32
D	Silverdale & Rd Marsh Rd	12.48	2.48	4.48
E	Warragamba, Weir Rd	12.57	2.57	4.57

Sunday & Public Holidays		
map ref	Route number	795
A	Penrith Station	pm 2.50
B	Mulgoa Rd & Spencer St	2.57
C	Wallacia Hotel	3.12
D	Silverdale & Rd Marsh Rd	3.26
E	Warragamba, Weir Rd	3.35

**Route 795 Warragamba to Penrith**  
via Mulgoa, Wallacia and Silverdale



Monday to Friday												
map ref	Route number	795	795	795	795	795	795	795	795	795	795	
J	Warragamba, Weir Rd	am	am	am	am	am	am	pm	pm	pm	pm	
I	Silverdale Rd & Marsh Rd	5.25	5.51	6.50	7.02	N8.06	9.24	11.20	1.12	N3.12	4.47	6.27
H	Wallacia Hotel	5.33	5.58	6.57	7.10	8.14	9.31	11.27	1.19	3.20	4.54	6.34
G	Mulgoa Rd & Spencer St	5.43	6.13	7.12	7.38	8.31	9.46	11.42	1.34	3.35	5.09	6.49
F	Penrith Station	6.08	6.41	7.40	8.05	9.03	10.14	12.10	1.59	4.04	5.34	7.14

Saturday				
map ref	Route number	795	795	795
J	Warragamba, Weir Rd	am	am	pm
I	Silverdale Rd & Marsh Rd	8.27	10.27	1.00
H	Wallacia Hotel	8.34	10.34	1.07
G	Mulgoa Rd & Spencer St	8.49	10.49	1.22
F	Penrith Station	9.05	11.05	1.38

Sunday & Public Holidays		
map ref	Route number	795
J	Warragamba, Weir Rd	am 11.00
I	Silverdale Rd & Marsh Rd	11.07
H	Wallacia Hotel	11.20
G	Mulgoa Rd & Spencer St	11.37
F	Penrith Station	11.45

**Explanations**

- N - Bus diverts to Nepean District Christian School.
- T - Bus operates via Taylors Rd & Eltons Rd.

See other side for route map

