Inside: How The West Was Run

By troop train to Rooty Hill

Lost buses

South Australia rail in its infancy

The Times

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On the front cover

Name the truck—- it's an Austin of course. Probably at the time of this photo by Geoff Mann—-1964—it was getting a bit long in the tooth (although the photographer definitely wasn't). But 1964 was the high-water mark in terms of country passenger train mileage in NSW—-10.85 million train miles—- and very nearly the best year for the number of passenger journeys by them. The photo reeks of these "good old days", when the NSWGR was the state's biggest industry and biggest employer. Employment peaked at just under 60,000 in 1952, when one in every 20 adult men worked for the NSWGR. In 1964 the mail still went by train, and here we see the putting and taking that went on at the stations of many towns large and small. You could even post a letter in the mailbox slots on the many mail trains which chugged out of Central (or the distant termini) each night. Much of the main-line passenger service on the west was run by steam-locomotive-hauled trains, but many of the branches were run by diesel trains (railmotors) of both ancient and modern. The *Silver City Comet* cars (definitely vintage by then) also put in an occasional appearance around Dubbo. I retraced Geoff Mann's journey only 3 years later, but by then the rot had set in and the long downward slide into the ditch of perdition had begun. I found no steam locomotives in action and the frequency of service on all the little branches had shrunk considerably. We are lucky to have records such as those made by Geoff Mann and detailed in this issue in "*How The West Was Run.*".

A lost bus route in the west side of Killara.
Jim O'Neil

One of the smallest bus routes known to me was the route 136, running between Killara and Gordon stations via the west side of Killara, and taking only a quarter of an hour for the journey. Its catchment area was bounded to the south and west by Gordon and Killara Golf Links, to the east by route 55 along the Pacific Highway and to the north by route 185 along St. John's Road, as we can see from the map (page 4). The route never ran very far from the Pacific Highway – Calvert Avenue is only 0.6 km. down Spencer Road from the Highway. All the same, the stiff climb up to the Highway from the houses on the west side rendered the route 55 difficult to use for those living down below. In 1952 the Killara Co-operative Bus Service was formed to provide service to this area and was, so I was informed, subsidised by the householders.

My first timetable (right) was issued by E.E. Gibbs, who took over running the service in 1959, but when I acquired it in 1961 another operator, L.J. Mitchell, had taken over. Three of the four sides of the timetable were made up of advertisements, and another one stood below the timetable itself. These probably paid for the printing of the timetable, and the majority of the advertisers were located in Gordon, as can be seen from the addresses and the JX telephone numbers. The intermediate timing points, at Cecil and Norfolk Sts and Spencer Rd and Norfolk St were only three blocks apart, though the bus took seven blocks to cover the distance. There were three buses in the morning peak, taking office workers and children for the schools on the lower North Shore to Killara and children to Gordon for schools there or further north.

The off-peak service may be somewhat confusing, since the typesetter has put the 9.45 bus from Gordon above the *9.15. Two of the off-peak services, the 9.15 and the 10.20 did not cover the whole service, but went to the second timing point, presumably via the Highway, and then returned by the normal route. The first of these, marked *, was a Shopping Bus which ran only on Wednesdays and Fridays, allowing fifty minutes for shopping in Gordon before the 10.20 bus departed. As there have never been shops at Killara Station (apart from the Post Office), the shopping runs did not need to go there. There was then a gap in service between 10.35 and 3.06, by which time the school children were coming home.

There were four buses from Gordon station in the afternoon peak, one more than in the morning peak, and no fewer than eight

from Killara. The last five of these buses terminated shortly beyond the second timing point, at Browns Road and Bushlands Ave., returning to Killara in just four minutes. Either the morning buses were terribly crowded, or the afternoon ones ran with empty seats.

In August 1966, the route 136 was taken over by Barnes Coaches, who were able to combine some runs with services on their route 221, from Lindfield to Bradfield, which ran further to the south (I looked at the route 221 in the August 2005 issue of The Times.) My second timetable (see B) was issued on the 6 March 1967. Most of the morning services ran over both routes, presumably using Golf Links Road, and only three morning runs, the 7.35 from

Gordon, which returned from Killara at 7.49, the 8.15 from Spencer Road and the Pacific Highway and the 9.00 from Killara, operated only over the original route of the 136. All other buses ran to or from Bradfield, two, the 7.02 and the 8.00 from Gordon, went on to Lindfield Station. The 9.15 from Gordon went to Bradfield, and then to Chatswood, presumably over the route 54 (another of Barnes' routes at the time.) It is not clear how passengers returned from Lindfield or Chatswood, as there are no services shown coming back. Three different shifts, the 1, 3 and 4, are shown in the morning, but only two of them were operating on the 136 at any one time.

In the afternoon, only one shift, the 3, was operating on the 136 and it ran only between Killara and Gordon Station. Once again the later buses ran only to Bushland Avenue, the last bus now leaving at 6.15, rather than 6.45. Also as before, more seating was provided in the afternoon than in the morning. Barnes Coaches did not find the route 136 profitable and gave up the service in 1967 or 1968.

However, this was not the end of bus service on the west side of Killara. My last items (unillustrated) are excerpts from the first timetable issued by the Ku-ring-gai Bus Co. for the route 565 (the successor of the 221,) on or shortly after Saturday 8 July 1995, when they took over from the Midshore bus company. This timetable is a black and white photocopy of Midshore's February 1994 one, and both list a number of School Days only trips in the west side

TABLE 2: Timetable for Route 136 from 6 March 1967

Bus Nos	Depart Gordon Station	Arrive Killara Station	Arrive Bradfield Park	Arrive Lindfield Station	Depart Bradfield Park	Depart Killara Station	Arrive Gordon Station
	MONDAYS TO FRIDAYS						
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
3	7.02	—	7.13	7.27	—	—	—
1	—	—	—	—	7.25	—	7.35
1	7.35	7.48	—	—	—	7.49	8.00
1	8.00	—	8.12	8.24	—	—	—
3	Depart Spencer Road and Pacific Highway					8.15	8.26
4	—	—	—	—	8.40	—	8.52
3	—	—	—	—	—	9.00	9.15
3	9.15	—	9.25 to Chatswood Station Arrive			9.40	—
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
3	3.05	3.20	—	—	—	3.20	3.35
3	—	—	—	—	—	4.30	4.44
3	4.45	4.59	—	—	—	5.00	5.14
3	5.15	5.29	—	—	—	5.30	5.44
3	5.45	6.00	—	—	—	6.00	to Brown's Road and Bushland Avenue
3	—	—	—	—	—	6.15	to Brown's Road and Bushland Avenue

NO SERVICE ON SATURDAYS, SUNDAYS, HOLIDAYS, GOOD FRIDAY AND CHRISTMAS DAY

KU-RING-GAI BUS CO. PTY. LTD.
3 HENRY ST. GORDON
P.O. BOX 240 GORDON 2072
PH: 418 1222   FAX: 499 2989

Route 564 KILLARA/LINDFIELD—KILLARA [West side]
All Trips run School Days Only
GORDON to LINDFIELD via Spencer & Primula Rds
Ravenswood 7.20 am,. Cecil, Norfolk, Spencer 7.24, Calvert, Mildura, Golf Links, Fiddens Wharf, Lady Game, Provincial, Primula, Polding, Bent, Balfour ... to Lindfield Station arr 7.33.
FIDDENS WHARF RD to KILLARA Station via Norfolk St
Fiddens Wharf Rd 7.45 am, Golf Links , Mildura, Norfolk, Cecil, ... to Killara Station arr 7.56.
GORDON to LINDFIELD via Spencer Rd & Primula
Ravenswood 8.15 am, Cecil, Norfolk, Spencer 8.20, Calvert, Mildura, Golf Links, Fiddens Wharf, Cook, Highfield, ... to Lindfield Station arr 8.32 ... to Lindfield PS.

LINDFIELD to GORDON via Primula & Spencer Rd
Lindfield station [Lindfield Av] 4.07 pm, ... Balfour, Bent, Polding, Primula, Provincial, Lady Game, Fiddens Wharf, ... Spencer, Norfolk, ... Henry.

of Killara. These are numbered 564, which had originally been assigned to the West Roseville service, formerly the 124 and later combined with the 565, Three of these were morning trips, two from Ravenswood, near Gordon Station at 7.20 and 8.15 to Lindfield Station. Had they run school specials to Ravenswood before these times, or did they just start near the depot in Henry St? The buses ran via Cecil and Spencer, close to the old 136, and then via Golf Links and Fiddens Warf Roads to

Bradfield. They then ran to the south of the route 565 along Primula and Polding, before reaching Lindfield over the last section of the old 124. The third bus ran from Fiddens Wharf Rd, at 7.45 along a similar, but not identical route to Killara Station, arriving at 7.56. I think it probable that the bus went on to Killara High School, although it is not recorded in the 558 timetable. None of these buses seem convenient for pupils of the Killara P.S., although its location in the dead-end Ridgelands Avenue would make it difficult to get a bus all the way to the school.

There is only one afternoon bus recorded for the 564. It returns at 4.07 on the Primula and Spencer Rd route. Another bus, listed in the 565 timetable proper, leaves Lindfield station at 3.00 on school days only for West Lindfield – CSIRO, diverting via the Highway, Buckingham, Warwick, Spencer, Mildura, Golf Links and Fiddens Wharf, thus enabling students from Lindfield P.S. to return to Killara (west side). There is no sign of an afternoon return service from Killara to the west side. This is the last appearance, so far as I know, of scheduled bus service in the west side of Killara, but I believe school specials are still using Spencer Road.
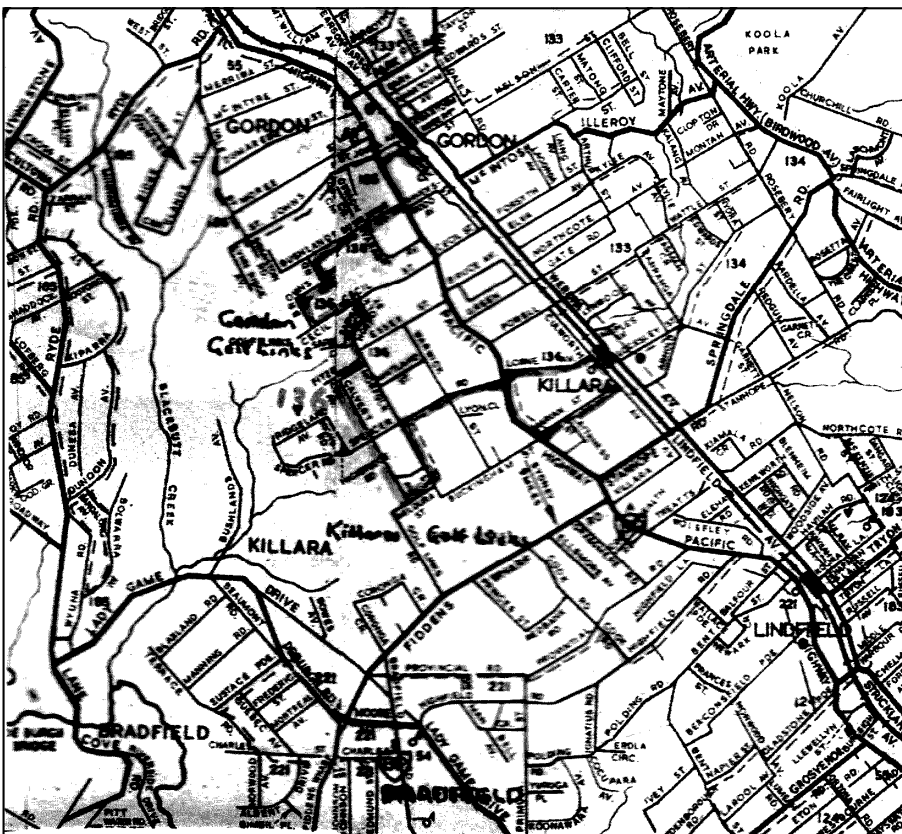
South Australian Railways in the 1850s and 1870s

by Victor Isaacs

In earlier issues of the Times, I have examined the goldmine of nineteenth century Australian Railway timetables available for some colonies from their respective Government Gazettes. (In general, see *Times* February 1987, no. 35; for NSW see *Times* July 2002, no. 220; for Queensland, see *Times* August 2002, no. 221; and for Western Australia see *Times* September 2002, no. 222.) As mentioned in those articles, Government Gazettes can be found in most major libraries, such as State Libraries, but they are large, fragile and difficult to handle.

In this article we look at timetables of the South Australian Railways extracted from SA Government Gazettes. SAR was not a great user of Government Gazettes for their timetables (as distinct from all manner of other notices) but There is still enough to interest us. SAR timetables only appeared in SA Government Gazettes at the opening of the first SA steam railway from Adelaide to Port Adelaide in 1856 and again during the 1870s. Our first illustration not only shows the inaugural timetable for this line, but all the other opening arrangements. The opening timetable only lasted a fortnight, because a slightly amended timetable was advertised in the Government Gazette soon after and another amendment (changing the midday train from an express to a stopping train) in August.

SAR timetables then disappeared from Government Gazettes until the 1870s. They were then inserted when new lines opened or amendments made – but not consistently, so some openings and changes were missed.

The second illustration is rare item - a timetable of the Strathalbyn-Goolwa-Victor Harbor (note no 'u') line in December 1871 when it was horse-worked. The heading is for the "SOUTHERN TRAMWAYS" not "Railways" and a reference to a goods service refers to "A goods team".

The timetable of January 1873 is the first I could find for the Main Northern line to Burra and the Kapunda branch (which in fact opened before the "Main" line). Note how trains also ran between Port Adelaide and Dry Creek to connect. Note that SAR then provided 1st, 2nd and 3rd class.

The next illustration from the Gazette of 28 December 1876 is an early timetable of the Port Pirie-Gladstone narrow gauge line. Underneath is a timetable of the NG Port Wakefield-Hoyleton-Blyth line, probably the first since the line was converted from horse to steam operation. It is interesting

that the working did not start from the terminus, but rather from Hoyleton, went to Blyth then returned through Hoyleton to Port Wakefield. In the evening the train terminated at Hoyleton.

The next illustration from 22 February 1877 shows the Blyth line working had altered. However, I selected this extract for the timetable underneath, which is the inaugural timetable for the Kingston – Naracoorte NG line.

My next selection from the Gazette of 25 July 1878 shows the timetable on this line changed. However, again I selected this extract for the timetable underneath which shows the opening of the line from Gladstone to James Town (note two words). Note the interesting note at the bottom about passengers joining trains at Port

Pirie Post Office (where the trains used to run along the main street).

In the final illustration we return to where we began, the Port Adelaide line. This shows the opening from 12 August 1878 of the extension (along Port Adelaide streets) to Semaphore. The Sunday service is interesting. There were five trains through from Adelaide, but another five as a local service between Port Adelaide and Semaphore.

Of course, it is not only timetables that are interesting in Gazettes. I particularly direct your attention to the SAR notice following the Semaphore line timetable. This gives the comparative traffic statistics and revenue from each of the eight lines that SAR then comprised. It shows how the short Port line dominated in number of

passengers, and the North line dominated for freight and revenue.

That's all, folks - because after 1879 SAR timetables again disappeared from Government Gazettes. (For surveys of SAR timetable books see the Times June 2006, no. 267 and Times July 2006, no. 268).

(Sadly railway timetables were not published in Victorian or Tasmanian Government Gazettes [although we can console ourselves with Bradshaw's Guide for Victoria and Walch's Almanac for Tasmania]).

SOUTHERN TRAMWAYS.

STRATHALBYN, Goolwa, and Victor Harbor Tramway. Passenger Time and Fare Tables, on and after 11th December, 1871:—

Stations.	Strath-albyn. Single.	Return.	Finniss. Single.	Return.	Currency Creek. Single.	Return.	Middleton. Single.	Return.	Port Elliot. Single.	Return.	Victor Harbor. Single.	Return.	Goolwa. Single.	Return.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Strathalbyn ...	—	—	1 9	2 9	2 9	4 3	3 6	5 3	4 0	6 0	4 6	6 9	4 0	6 0
Finniss ...	1 9	2 9	—	—	1 0	1 6	1 9	2 9	2 3	3 6	3 0	4 6	2 6	3 9
Currency Creek	—	—	1 0	—	—	—	1 0	—	1 0	—	—	—	—	—
Middleton ...	3 6	5 3	1 9	2 9	1 0	1 6	—	—	0 6	0 9	1 0	1 6	0 6	0 9
Port Elliot ...	4 0	6 0	2 3	3 6	1 6	2 3	0 6	0 9	—	—	0 6	0 9	1 0	1 6
Victor Harbor.	4 6	6 9	3 0	4 6	2 3	3 6	1 3	2 0	0 6	0 9	—	—	1 6	2 3
Goolwa	4 0	6 0	2 6	3 9	1 9	2 9	0 6	0 9	1 0	1 6	1 6	2 3	—	—

Passengers are allowed 56lbs. personal luggage only, and cannot leave the carriage short of their destination, without giving up their ticket, or be allowed to proceed before taking another. Passengers taken up between stations, or at Currency Creek, can only book as from last to next station, where they may obtain tickets for the continuance of their journey, if required.

Return tickets are available for three days. Trains will leave punctually at the times stated.

From—

Victor Harbor......... (departure)	10·0 a.m.	4·0 p.m.
Port Elliot .... "	10·30 "	4·30 "
Goolwa .... "	10·20 "	4·20 "
Middleton .... "	10·50 "	4·50 "
Currency Creek .... "	11·25 "	5·25 "
Finniss.............. "	12·5 p.m.	6·5 "
Strathalbyn .... (arrival)	1·15 "	7·15 "

From—

Strathalbyn .... (departure)	12·0 noon	7·45 p.m.
Finniss.............. "	1·15 p.m.	9·0 "
Currency Creek .... "	1·55 "	9·40 "
Middleton .... "	2·30 "	10·15 "
Port Elliot .... "	2·50 "	10·35 "
Goolwa.............. (arrival)	3·0 "	10·45 "
Victor Harbor......... "	3·20 "	11·5 "

Goolwa and Victor Harbor.

	a.m.	p.m.	p.m.	p.m.
Victor Harbor .... (departure)	10·0	1·40	4 0	9·25
Port Elliot .... "	10·30	1·55	4·30	9·55
Middleton .... "	10·50	2·15	4·50	10·15
Goolwa .... (arrival)	11·20	2·45	5·20	10·45
Goolwa .... (departure)	10·20	2·0	4·20	9·50
Middleton .... "	10·50	2·15	4·50	10·15
Port Elliot .... "	11·10	2·35	5·10	10·35
Victor Harbor .... arrival)	11·40	3·5	5·40	11·5

On Mondays a carriage (for passengers only) will leave Victor Harbor at 2 a.m., and Goolwa at 2·15 a.m. for Strathalbyn, returning at 7·45 a.m.

The above are approximate times of arrival. The Tramway authorities do not bind themselves to the exact time.

Parcels will be carried at the following rates:—Under 12 miles, 25lbs., 6d.; 50lbs., 9d.; 100lbs., 1s.; and 3d. for every additional 50lbs. Under 28 miles, 25lbs. 9d.; 50lbs. 1s.; 100lbs., 1s. 6d.; and 6d. for every additional 50lbs.

A goods team will leave Strathalbyn for Goolwa, Victor Harbor, &c., and Middleton for Strathalbyn, &c., on Mondays, Wednesdays, and Fridays.

All goods sent by passenger carriage will be charged parcel rates.

The 1·40 p.m. from Victor Harbor, and the 2·0 p.m. from Goolwa will carry goods and passengers.

JOHN CARR, Commissioner of Public Works.

December 7, 1871.

SOUTH AUSTRALIAN RAILWAYS.

Alteration of Time Table on the Northern Lines.

NOTICE is hereby given, that in consequence of the present heavy wheat traffic, and until further notice, on and after Monday next, 13th instant, the following will be the times of arrival and departure of trains on the North Lines:—

NORTH LINES.
Main Line to the Burra.—Week Days.

Down Trains.—Adelaide to Gawler and Burra.				
Miles.		1, 2, & 3 Class a.m.	1, 2, & 3 Class a.m.	1, 2, & 3 Class p.m.
—	Adelaide (departure)	7·0	10·45	4·30
1¼	North Adelaide	7·4	10·50	4·34
6½	Dry Creek	7·19	11·5	4·49
12¼	Salisbury	7·36	11·23	5·6
18¾	Smithfield	7·53	11·42	5·23
24¾	Gawler (arrival)	8·10	12·0	5·40
		1 & 2 Class		
—	Gawler (departure)......	8·15		
30¼	Roseworthy	8·35		
36½	Wasley's	8·53		
44½	Hamley Bridge	9·17		
49¼	Stockport	9·32		
54¼	Tarlee	9·47		
62¼	Riverton (arrival)	10·15		
—	Riverton (departure)	10·30		
67⅝	Saddleworth	10·48		
75	Manoora	11·10		
82¼	Mintaro	11·34		
87½	Farrel's Flat	11·50		
		p.m.		
100¾	Burra (arrival)	12·30		

Up Trains.—Burra to Gawler and Adelaide.				
Miles.		a.m.	1 & 2 Class a.m.	p.m.
—	Burra (departure)	—	8·15	
12¼	Farrell's Flat	—	8·54	
18½	Mintaro	—	9·11	
25¾	Manoora	—	9·33	
33¼	Saddleworth	—	9·56	
38½	Riverton (arrival)	—	10·15	
—	Riverton (departure)	—	10·30	
46½	Tarlee	—	10·55	
51½	Stockport	—	11·10	
56¼	Hamley Bridge	—	11·25	
64¼	Wasley's	—	11·50	
			p.m.	
70½	Roseworthy	—	12·10	
76	Gawler (arrival)........	—	12·30	
		1, 2, & 3 Class	1, 2, & 3 Class	1, 2, & 3 Class
—	Gawler (departure)	8·15	12·50	5·45
82	Smithfield	8·32	1·7	6·2
88½	Salisbury	8·50	1·25	6·20
94¼	Dry Creek	9·11	1·46	6·41
99½	North Adelaide	9·25	2·0	6·55
100¾	Adelaide	9·30	2·5	7·0

Third Class Passengers will be conveyed between Gawler and Burra by Goods Trains, leaving Gawler at 1 p.m., and Burra at 6 a.m.

Branch Line to Kapunda.—Week Days.

Down Trains.—Adelaide to Kapunda.			
Miles.		1, 2, & 3 Class. a.m.	1, 2, & 3 Class. p.m.
—	Adelaide (departure) ...	7·0	4·30
24¾	Gawler (departure)	8·20	5·50
30¼	Roseworthy	8·45	6·15
36¾	Freeling	9·15	6·45
43½	Ford's	9·25	6·55
48	Kapunda (arrival)	9·45	7·15

Up Trains.—Kapunda to Adelaide.			
Miles.		1, 2, & 3 Class. a.m.	1, 2, & 3 Class. p.m.
—	Kapunda (departure)	7·0	4·30
4½	Ford's	7·10	4·40
11¼	Freeling	7·30	5·0
17¾	Roseworthy	7·48	5·18
23¼	Gawler (arrival)	8·5	5·35
48	Adelaide (arrival)	9·30	7·0

Dry Creek Loop Line.

Port Adelaide to Dry Creek.				
Miles.		1 & 2 Class. A.M.	1 & 2 Class. A.M.	1 & 2 Class. P.M.
—	Port Adelaide (departure)..	7·0	10·45	4·30
5	Dry Creek (arrival)	7·15	11·0	4·45

Dry Creek to Port Adelaide.				
Miles.		1 & 2 Class. A.M.	1 & 2 Class. P.M.	1 & 2 Class. P.M.
—	Dry Creek (departure) ..	9·11	1·46	6·41
5	Port Adelaide (arrival) ..	9·30	2·5	7·0

Manager's Office, Adelaide Station, 8th January, 1873.

By order,
H. C. MAIS, Manager of Railways.

SOUTH AUSTRALIAN RAILWAYS.

TEN Pounds Reward will be paid to any person who will give such information as will lead to the conviction of the person or persons who wilfully cut the window straps of the second-class compartment of the bogie carriage running on the Port Line, by the 3·45 p.m. down train, on the 25th instant. By order,
H. C. MAIS, Manager of Railways.
Engineer-in-Chief's Office, July 26, 1872.

WORN SILVER.

The Treasury, Adelaide, 22nd June, 1872.

WORN and defaced silver coin will continue to be received at the Treasury, until further notice, in sums of five pounds sterling and upwards, at its nominal value, less a deduction of five per cent. to cover freight and other charges attending transmission to the Mint.

JOHN H. BARROW, Treasurer.

PORT PIRIE AND GLADSTONE RAILWAY.

Christmas Holidays.

NOTICE is hereby given, that excursion return tickets, at single fares, will be issued between all stations, from Friday the 22nd December, 1876, to Monday the 1st January, 1877, both dates inclusive, available for return by any ordinary train up to and on Wednesday the 3rd January.

By order,
H. C. MAIS, Manager of Railways, &c.
Manager's Office. Adelaide, 12th December, 1876.

Kingston and Naracoorte Railway.

OFFERS will be received by the Superintendent at Kingston for the supply and delivery of firewood for the above-mentioned railway. The firewood to be gum or sheaoak, cut in billets, not exceeding 18in. in length, and not more than 5in. nor less than 2½in. in diameter, and to be stacked alongside the railway line at or near Biscuit Flat Station, Bull Island, the Avenue Range Station, or Stewart's Range.

Tenders to state the price per cord of 128 cubic feet, and the place proposed for delivery, with the quantity which can be supplied per month, but tenders for supply of a less quantity than 10 cords will not be entertained.

H. C. MAIS, Engineer-in-Chief.
Engineer-in-Chief's Office, Adelaide,
December 6th, 1876.

Time Table.—Port Pirie and Gladstone Line.

NOTICE is hereby given, that on and after Friday the 8th December, and until further notice, the under-mentioned time tables will come into operation :—

Miles.	Up.—Port Pirie to Gladstone —Daily (except Sundays).	a.m.	Miles.	Down.—Gladstone to Port Pirie—Daily (except Sundays).	p.m.
—	Port Pirie (departure) ..	5·45	—	Gladstone (departure)	12·45
8	Napperby (departure) ..	6·19	7	George Town (departure)	1·16
18	Crystal Brook (arrival)..	6·49	15	Crystal Brook (arrival)..	1·40
18	Crystal Brook (departure)	7·10	15	Crystal Brook (departure)	2·0
26	George Town (departure)	7·44	25	Napperby (departure) ..	2·40
33	Gladstone (arrival)	8·5	33	Port Pirie (arrival)	3·4

H. C. MAIS, Manager of Railways.
Manager's Office, Adelaide, 6th December, 1876.

Time Table for Port Wakefield and Blyth Line.

	Down.	a.m.
Hoyleton (departure)	....	6·0

	Up.	
Blyth (departure)	....	7·15
Hoyleton	....	8·30
Balaklava	....	9·30
Saint's	....	9·50
Port Wakefield (arrival)	....	10·45

	Down.	p.m.
Port Wakefield (departure)	....	2·30
Saint's	....	3·25
Balaklava	....	3·50
Hoyleton (arrival)	....	4·45

The above time table will continue in force until further notice. By order,
H. C. MAIS, Manager of Railways, &c.
Manager's Office, Adelaide, 6th December, 1876.

Kapunda and Burra Lines.—Laying the Foundation Stone of the Kapunda Hospital.

EXCURSION return tickets at single fares, to Kapunda only, will be issued at all stations on the Kapunda and Burra Lines on Tuesday, the 9th January, 1877, available for return by any ordinary train up to and on the 10th January, 1877. By order,

H. C. MAIS, Manager of Railways, &c.
Manager's Office, Adelaide, 23rd December, 1876.

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by him, or of any person acting under the directions of the said Commissioner, or of any surveyor in connexion with any line of railway authorized to be constructed, or the construction of which may be contemplated, such person shall for every such offence be liable to forfeit and pay a sum not exceeding fifty pounds, at the discretion of the Justice before whom the complaint shall be heard, to be recovered in a summary way before two or more Justices of the Peace, or to be imprisoned for a term not exceeding six calendar months with hard labor, at the discretion of the said Justices.

H. C. MAIS, Engineer-in-Chief.

Kingston and Naracoorte Line.

TIME table of passenger trains on and after 2nd August, 1878, until further notice.

ALAN G. PENDLETON, General Traffic Manager.
Adelaide, July 22, 1878.

UP.

Miles.			a.m.
—	Kingston	dep.	*8·30
12	Reedy Creek	"	9·6
24	Avenue Range	"	9·46
32	Lucindale	{ arr.	10·14
		dep.	10 21
45	Stewart's Range	"	11·3
53	Naracoorte	arr.	11·30

DOWN.

Miles.			p.m.
—	Naracoorte	dep.	12·30
8	Stewart's Range	"	12·57
21	Lucindale	{ arr.	1·39
		dep.	1·46
29	Avenue Range	"	2·14
41	Reedy Creek	"	2·54
53	Kingston	arr.	3·30

* Or as soon afterwards as the arrival of the Overland Mail will permit.

Port Pirie and James Town Line.

THE line from Caltowie to James Town will be opened for traffic on Monday, July 15th, on and after which date the Passenger Train Service (Sundays excepted) will be as under :—

MILES.	STATIONS.		UP.	
			a.m.	p.m.
—	Port Pirie, Post Office	dep.	6·30	5·5
—	Do. Station	dep.	6·40	5·15
8	Napperby	dep.	7·8	5·43
18	Crystal Brook	arr.	7·40	6·15
—	Do.	dep.	7·50	6·27
26	George Town	dep.	8·15	6·55
33	Gladstone	arr.	8·38	7·15
—	Do	dep.	8·50	7·45
44	Caltowie	arr.	9·35	8·30
—	Do.	dep.	9·45	8·35
52	James Town	arr.	10·12	9·5

			DOWN.	
			a.m.	p.m.
—	James Town	dep.	7·10	6·10
8	Caltowie	arr.	7·32	6·32
—	Do.	dep.	7·40	6·40
20	Gladstone	arr.	8·25	7·25
—	Do.	dep.	8·55	7·40
27	George Town	dep.	9·15	8·0
34	Crystal Brook	arr.	9·37	8·22
—	Do.	dep.	9·47	8·32
44	Napperby	dep.	10·17	9·2
—	Port Pirie Station	arr.	10·40	9·25
52	Do. Post Office	arr.	10·50	9·35

NOTE.—Passengers joining the Up-Trains at Port Pirie Post Office must alight and take their tickets at the Station.

ALAN G. PENDLETON, General Traffic Manager.
Adelaide, July 6th, 1878.

SOUTH AUSTRALIAN RAILWAYS.

Port Wakefield and Blyth Line.

TIME Table of Trains, daily (Sundays excepted), from 1st March, 1877, until further notice.

	Up.	A.M.
Blyth (departure)	....	7·30
Hoyleton	....	8·25
Balaklava	....	9·25
Saint's	....	9·45
Port Wakefield (arrival)	....	10·30

	Down.	P.M.
Port Wakefield (departure)	....	2·30
Saint's	....	3·15
Balaklava	....	3·40
Hoyleton	....	4·45
Blyth (arrival)	....	5·30

By order,
ALAN G. PENDLETON,
Adelaide, Feb. 20, 1877.   General Traffic Manager.

Kingston and Naracoorte Line.

TIME Table of Passenger Trains, February 1, 1877, and until further notice :—

Up Trains.

Distances— Miles.	Stations.	Time.
	Kingston (departure)	10* p.m.
12	Reedy Creek	10·45 "
24	Avenue Range	11·30 "
32	Baker's Range	12·7 a.m.
46	Stewart's Range	12·55 "
53	Naracoorte (arrival)	1·24 "

* Or as soon afterwards as the arrival of the overland mail will permit.

Down Train.

	Naracoorte (departure)	10 a.m.
8	Stewart's Range	10·30 "
21	Baker's Range	11·23 "
29	Avenue Range	11·53 "
41	Reedy Creek	12·36 p.m.
53	Kingston (arrival)	1·16 "

NOTE.—Goods are conveyed by the above trains, except on Sunday.
By order,
ALAN G. PENDLETON, General Traffic Manager.

SOUTH AUSTRALIAN RAILWAYS.

Adelaide, Port, and Semaphore Lines.

ON and after Monday, August 12, trains will run through between Adelaide and the Semaphore, and the time-table will be as under. Time-bills may be had at all Port Line Stations.

Adelaide, August 7, 1878.

ALAN G. PENDLETON, General Traffic Manager.

WEEK DAYS.—DOWN.

Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
ADELAIDE ...... dep.	6·50	8·0	8·45	9·30	10·15	11·0	11·45	12·30	2·0	2·45	3·30	4·15	5·0	5·45	6·30	7·15	8·0	9·0	10·0	11·15
Bowden .... "	6·54	8·4	8·49	9·34	10·19	11·4	11·49	12·34	2·4	2·49	3·34	4·19	5·4	5·49	6·34	7·19	8·4	9·4	10·4	11·19
Woodville ...... "	7·1	8·11	8·56	9·41	10·26	11·11	11·56	12·41	2·11	2·56	3·41	4·26	5·11	5·56	6·41	7·26	8·11	9·11	10·11	11·26
Alberton......... "	7·7	8·17	9·2	9·47	10·32	11·17	12·2	12·47	2·17	3·2	3·47	4·32	5·17	6·2	6·47	7·32	8·17	9·17	10·17	11·32
PORT .... arr.	7·10	8·20	9·5	9·50	10·35	11·20	12·5	12·50	2·20	3·5	3·50	4·35	5·20	6·5	6·50	7·35	8·20	9·20	10·20	11·35
" .... dep.	7·12	8·22	9·7	9·52	10·37	11·22	12·7	12·52	2·22	3·7	3·52	4·37	5·22	6·7	6·52	7·37	8·22	9·22	10·22	11·37
SEMAPHORE ..... arr.	7·25	8·35	9·20	10·5	10·50	11·35	12·20	1·5	2·35	3·20	4·5	4·50	5·35	6·20	7·5	7·50	8·35	9·35	10·35	11·50

N.B.—On Saturdays, the trains leaving Adelaide at 9, 10, and 11·15 p.m., will not run, but additional trains will leave Adelaide at 8·45, 9·30, 10·15, 11, and 11·45 p.m.

WEEK DAYS.—UP.

Stations.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
SEMAPHORE .... dep.	6·50	8·0	8·45	9·30	10·15	11·0	11·45	12·30	2·0	2·45	3·30	4·15	5·0	5·45	6·30	7·15	8·0	9·0	10·0	11·15
PORT .... arr.	7·1	8·11	8·56	9·41	10·26	11·11	11·56	12·41	2·11	2·56	3·41	4·26	5·11	5·56	6·41	7·26	8·11	9·11	10·11	11·26
" .... dep.	7·3	8·13	8·58	9·43	10·28	11·13	11·58	12·43	2·13	2·58	3·43	4·28	5·13	5·58	6·43	7·28	8·13	9·13	10·13	11·28
Alberton......... "	7·7	8·17	9·2	9·47	10·32	11·17	12·2	12·47	2·17	3·2	3·47	4·32	5·17	6·2	6·47	7·33	8·17	9·17	10·17	11·32
Woodville ...... "	7·13	8·23	9·8	9·53	10·39	11·23	12·8	12·53	2·23	3·8	3·53	4·38	5·23	6·8	6·53	7·38	8·23	9·23	10·23	11·38
Bowden .... "	7·20	8·30	9·15½	10·0	10·47	11·30	12·15	1·0	2·30	3·15	4·0	4·45	5·30	6·15	7·0	7·45	8·30	9·30	10·30	11·45
ADELAIDE ...... arr.	7·24	8·34	9·19	10·4	10·52	11·34	12·19	1·4	2·34	3·19	4·4	4·49	5·34	6·19	7·4	7·49	8·34	9·34	10·34	11·49

N.B.—On Saturdays the trains leaving Semaphore at 9, 10, and 11·15 p.m. will not run, but additional trains will leave Semaphore at 8·45, 9·30, 10·15, 11, and 11·45 p.m.

Adelaide, Port, and Semaphore Lines—continued.

SUNDAYS.—Down.

Stations.		SUNDAYS.									
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p m.
Adelaide	dep.	9·0	—	—	2·0	—	—	5·0	—	8·30	9·20
Bowden	"	9·4	—	—	2·4	—	—	5·4	—	8·34	9·24
Woodville	"	9·11	—	—	2·11	—	—	5·11	—	8·41	9·31
Alberton	"	9·17	—	—	2·17	—	—	5·17	—	8·47	9·37
Port	arr.	9·20	—	—	2·20	—	—	5·20	—	8·50	9·40
"	dep.	9·23	10·14	12·45	2·23	3·30	4·30	5·23	8·0	8·53	9·43
Semaphore	arr.	9·36	10·25	1·0	2·36	3·43	4·43	5·36	8·13	9·6	9·56

SUNDAYS.—Up.

Stations.		SUNDAYS.									
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Semaphore	dep.	9·50	10·40	2·0	3·0	4·0	5·0	6·10	8·30	9·20	10·6
Port	arr.	10·3	10·52	2·12	3·13	4·13	5·12	6·23	8·41	9·31	10·20
"	dep.	10·5	—	2·13	—	—	5·13	—	8·43	9·33	—
Alberton	"	10·9	—	2·17	—	—	5·17	—	8·47	9·37	—
Woodville	"	10·15	—	2·23	—	—	5·23	—	8·53	9·43	—
Bowden	"	10·22	—	2·30	—	—	5·30	—	9·0	9·50	—
Adelaide	arr.	10·26	—	2·34	—	—	5·34	—	9·4	9·54	—

All trains to and from the Semphore call at Glanville and Exeter Platforms.

Adelaide Railway Station, August 7, 1878.

SUMMARY of Traffic on the South Australian Railways for the week ending August 3, 1878:—

J. B. HACK, Accountant, &c.

Line.	Miles.	Number of Passengers	Weight of Goods.	Receipts.			
				Passenger.	Goods.	Wharfage.	Total.
			tons. ct. q. ℔.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Port	9¼	47,046	3,480 6 3 0	746 8 5	302 6 10	..	1,048 15 3
North	144¼	3,205	3,064 13 3 0	886 10 9	1,202 1 7	..	2,088 12 4
Strathalbyn, Goolwa, and Victor Harbor	31½	318	74 9 3 0	23 14 8	15 12 0	0 16 4	40 3 0
Port Wakefield and Blyth	42	72	101 6 1 0	15 8 9	36 8 6	4 1 1	55 18 4
Port Pirie and James Town	51¾	408	649 19 3 0	67 14 3	277 0 6	..	344 14 9
Port Broughton and Barunga Range	10	6	99 8 0 0	0 16 9	14 2 10	5 7 8	20 7 3
Kingston and Naracoorte	52½	73	58 17 3 0	38 8 6	48 2 3	..	86 10 9
Kadina and Wallaroo	18	933	1,690 0 0 0	39 10 3	277 1 5	49 7 3	365 18 11
Total	359¼	52,061	9,219 2 0 0	£1,818 12 4	£2,172 15 11	£59 12 4	£4,051 0 7

Corresponding week in 1877:—Port Line, £791 7s. 11d.; North Line, £1,978 12s. 5d.; Strathalbyn, Goolwa, and Victor Harbor Line, £76 3s. 11d.; Port Wakefield and Blyth Line, £58 0s. 2d.; Port Pirie and James Town Line, £218 6s. 7d.; Port Broughton and Barunga Range Line, £7 19s. 11d.; Kingston and Naracoorte Line, £86 11s. 2d.

SOUTH AUSTRALIAN RAILWAYS.

Engineer-in-Chief's Office, Adelaide, 24th April, 1877.

IF any person shall wilfully, without the written permission of the Commissioner of Railways, pull up, remove, destroy, or injure any peg or other survey mark heretofore or hereafter driven, made or put up by or under direction of the said Commissioner of Railways, or such surveyor employed by him, or of any person acting under the directions of the said Commissioner, or of any surveyor in connexion with any line of railway authorized to be constructed, or the construction of which may be contemplated, such person shall for every such offence be liable to forfeit and pay a sum not exceeding fifty pounds, at the discretion of the Justice before whom the complaint shall be heard, to be recovered in a summary way before two or more Justices of the Peace, or to be imprisoned for a term not exceeding six calendar months with hard labor, at the discretion of the said Justices.

H. C. MAIS, Engineer-in-Chief

Engineer-in-Chief's Office, Adelaide, 2nd July, 1878.

OFFERS will be received by stationmasters for the supply of firewood at the undermentioned stations. The wood to be either red gum, blue gum, sheaoak, mallee, or peppermint, in billets not exceeding 3ft. in length and not more than 6in. nor less than 3in. in diameter. Where the firewood can be weighed it will be paid for by dead weight of 20cwt. to the ton, and if by measurement 70

Troops to Rooty Hill

DAVID HENNELL

Single detached pages can be very frustrating just what fascinating material are we missing?

I recently came across a lone undated page (the date would have been elsewhere in the document) that illustrates an extraordinary and very complex - although, fortunately, comparatively short-lived - part of our transport history: troop movements during World War II.

3455 army personnel were to be transported from Princes Pier[1], Port Melbourne, to Rooty Hill in the western suburbs of Sydney. The Wallgrove Army Camp was located on Wallgrove Road 3 km south east of Rooty Hill station, just a short march away. It was the home base of the 6th Light Horse Regiment which transformed itself into the 6th Motorised Regiment (part of the 1st Armoured Division) in December 1941. The site later became the Wallgrove Migrant Hostel and some of the land was part of the now defunct Australia's Wonderland. Camp Pell, mentioned at the bottom of the table, was located in Royal Park, Melbourne.

The troop movement required 7 trains of each gauge. Meticulous military planning and organisation divided the troops into groups of around 500 per train (based on their unit(s) of origin), arranged for meals en route and liaised with the VR and NSWGR authorities.

Transit times range from 20 h 23 mm to 23 h 30 mm with a mean of 22 h 1 mm and median of 22 h 5 mm. Journeys requiring two meal breaks stop for just under 2 hours along the way for messing whereas those taking three breaks average 2½ hours overall. Train No. 5 runs through Train No. 4 at Moss Vale, it being quicker to load 500 cut lunches on to the train than it is to serve meals to 501 alighting soldiers.

After traversing the long and busy single track section from Mangalore, the first train arrives at Albury at 0105, well after completion of the evening bout of train changing by the civilian and ordinary military passengers. The last one departs at 0735 by which time the public morning break of gauge ritual would be well under way. One assumes that the civilians have the appropriate permit for interstate travel. A very hectic 6½ hours and, no doubt, military precision ruled the platforms during this period. Transhipping the later groups may well have occurred at one of the goods transfer platforms or in the yard near the goods shed as the passenger platforms would have been occupied by the Melbourne Limited Express, the Spirit of Progress and their cousins on both gauges.

Warrants for travel and meals were to be issued by the Rail Transport Officer at Port Melbourne.

The meals served were as shown in the Table below:

At least the use of the troops' messing gear would save on crockery and cutlery, quite possibly that from the RRRs which would have been scare and very difficult to replace at the time. There would have been a lot of 'wash, rinse and disinfect'. The cut lunches loaded at Yass Junction by Train No. 6 between 1332 and 1402 can realistically be considered to be lunches but 'lunch' is stretching credulity at Moss Vale from 1645 to 1700 for No. 5. It can truly be said that an army travels oh its stomach.

And what rolling stock would have been used? Anything that was available at this time of extreme demand. As far as possible, this would have been lightweight maximum capacity carriages with an appropriate guard's van for storage of kit.

In Victoria, APL and BPL[2] centre aisle excursion cars seating either 78 or 82 would have been the most suitable. A, B, AB and BC older non-corridor compartment stock would have been used as well. Side loaders of the BX, CX and LFX classes, centre aisle cars such as FG, BL, FL and HFL or the BR, CR, FR and HFR corridor compartment cars would probably have been used in New South Wales, as would loco hauled suburban cars of various classes.

Could our railways in the early 21 st century handle this type of traffic if the need arose? No. Would they want to? No.

Footnotes:

1. The main pier at Port Melbourne is Station Pier, end on to the former Port Melbourne railway station. It is currently served by tram 109 and the Tasmanian ferries. Bus 253 is one block inland. Princes Pier is to the west of Station Pier and, after being moribund, desolate and unloved for many years, work has commenced to "return it to community use as a multipurpose venue" (whatever that means), according to the sign thereat.

2 The strange bulging upholstery in the PLs was such that the first class APLs were less comfortable than the second class BPLs. And, despite the ride, BPL does not stand for bouncing passenger lounge!

Location	Total		Location	Total
Albury	465		Yass Junction	501
Junee	500		Goulburn	1465
Cootamundra	1466		Moss Vale	1990
Harden	1489		Cut lunches	1000
Total full meals	6562		Grand total	7562

EAR/PJ.

APPENDIX 'A'.

	Ser ial	Unit	Stre-ngth	P.Pier dep.	ALBURY arr	ALBURY dep	ROOTY HILL arr	Meals en route.
		TRAIN NO 1						
S	1	Bde HQ's	67	1850	0105	0145	1514	HARDEN 0621-0721
M	2	Sig Sec	36					MOSS VALE 1155-1250
M	3	8 Fd Coy	204					
S	4	4 Bn	182					
			489					
		TRAIN NO 2						
S	5	4th Bn	500	1930	0145	0230	1623	C'MUNDRA 0625-0720
								MOSS VALE 1258-1355
		TRAIN NO 3						
S	6	30 Bn	500	2020	0235	0315	1715	HARDEN 0759-0855
								G'BURN 1223-1320
		TRAIN NO 4						
S	7	30 Bn	112	2100	0315	0400	2020	C'MUNDRA 0830-0925
S	8	206 L A D	11					YASS JUNC 1201-1306
M	9	18 Coy AASC	299					MOSS VALE 1635-1730
S	10	133 BDE W/Shp	79					
			501					
		TRAIN NO 5						
S	11	35 Bn	500	2150	0405	0445	1955	HARDEN 0950-1045
								G'BURN 1410-1530
								M'VALE 1645-1700 *
		TRAIN NO 6						
S	12	7 Fd Regt	500	2230	0445	0530	2127	JUNEE 0851-0945
								YASS
								JUNC 1332-1402 *
								M'VALE 1740-1900
		TRAIN NO 7						
S	13	35 Bn	93	2330	0545	0735	2300	ALBURY 0600-0700
S	14	251 L A D	14					C'MUNDRA 1231-1325
M	15	133 Ord Fd Pk	12					G'BURN 1745-1845
S	16	7 Fd Regt	68					
M	17	8 Fd Amb	186					
M	18	143 Gen Tpt Coy	71					
M	19	Sig Sec	21					* Cut Lunch
			465					

Approx 129 Victorian, 8 S.Australian and 2 Tasmanian personnel will
proceed to L T D CAMP PELL by MT as arranged by E S O, who will advise
C.O. L T D E.T.A.

WARRANTS - R T O PORT MELBOURNE will issue bulk 2nd class single
warrants, also AAF F59 for meals (cost 1/3) endorsed MCO 5121.

Troops will use own messing gear for meals.

O C Trains will be appointed by O C Troops.

How the West was Run

GEOFF MANN

The New South Wales Government Railways was a fascinating system in the 1960s and doubtless for many years before then. I knew little of this until my first trip to Sydney in January 1962, when my father took my brother and me on a trip from Melbourne to experience the journey before the standard gauge passenger services were implemented. This trip whetted my appetite for further exploration and so it was that we set out for Bourke in November 1964.

I had a current timetable (dated June 21, 1964), and knew that the Through Mail from Sydney to Dubbo connected into the Far West Express at Dubbo. I had also gleaned the fact that the Wednesday Far West would enable me to alight at Byrock and travel out along the branch to Brewarrina and return, then continue to Bourke.

The evocatively named Far West Express was a "DEB set" four car air-conditioned diesel railcar with an "at seat" meal service. As shown in the timetable below, it departed Dubbo at 7:40 am and arrived at Byrock at 11:53 am. The Brewarrina train, a 600 class two car railcar was stopped adjacent so the van goods could be transferred whilst I and a few other passengers watched from the shade of a coolabah tree in 118degF temperatures. The 17 minutes was sufficient from memory and off we went to Brewarrina, sometimes slowing at rail-side mail boxes to deliver supplies. The timetable allowed 15 minutes at Brewarrina, the return arrival at Byrock providing a neat connection into the Up Far West on its return from Bourke. The 600 then reversed and set off at 3:55 pm for Bourke after a 25 minute spell. Surprisingly (and fortunately, for otherwise I

would never have known about it), this was shown in the timetable. Needless to say, I was the sole passenger. I recall the trip well as I was in the front cab when the guard announced that he was about to sweep out the train. This he did by opening the front and rear doors! The howling gale at 60 mph certainly cleared out any papers (shame!).

The 600 formed the 11:45 am Up service next day which connected at Nyngan into the Far West Express returning from Cobar. This arrived at Dubbo at 5:40 pm and connected (after a short - for New South Wales - 25 minutes) into the overnight mail back to Sydney. The Mail trains conveyed one or two through TP parcels vans for attaching to the DEB set.

I stayed overnight in Dubbo and next morning caught the 11:40 am train to Orange. I was surprised that this was identical to the famous Silver City Comet. Of course there was more than one set of Comet cars, there being four power vans and numerous trailers. At Orange, I eschewed the Central West Express connection, for I had sighted in the timetable the 3:40 pm mixed train to Bathurst. At first glance, it appeared to be a school train (there were a number in NSW at this time), but it also ran on Saturdays. I failed to note the passenger tally or the timekeeping. There were two passenger carriages behind a string of goods wagons and a 38 class loco was on the front. There was no working shown in the reverse direction, so the cars must have been worked back on a goods train. The next day, I had a wonderful trip across the lovely Central West on a goods train to Lithgow, as one could do in those days!

All this working of Diesel Trains (as the

NSWGR termed them) over a network of main and branch lines fascinated me, so I tried to determine the workings; not entirely straightforward from the public timetable as some empty runs were not shown.

The Far West Express made a return journey to Bourke on Mondays, Wednesdays and Fridays, Cobar on Thursdays and Coonamble on Tuesdays and Saturdays. Sunday was a well earned rest day. Thus three branch lines received air-conditioned travel on certain days.

The Comet set was also worked hard. It alternated between the Orange – Parkes and Orange – Dubbo lines, thus doing Parkes – Orange – Dubbo, returning next day. On Thursdays, however, it continued from Dubbo to Nyngan, so commencing at Parkes at 11:50 am and arriving at Nyngan at 7:38 pm. The timetable indicates that the Down Comet should cross the Up Far West at Minore, but on the day I travelled, the cross took place at Dubbo, the Comet must have been running late. It returned from Nyngan the next day at 8:15am and ran through to Orange then to Parkes arriving at 4.39 pm, a journey of 422 km.

The 600 class filled in, running out to Coonamble on Mondays, to Bourke on Tuesdays presumably returning to Byrock empty for the Brewarrina run on Wednesdays, returning to Nyngan on Thursdays and Dubbo on Saturdays.

Alas, the West no longer hears the burble of the various Tuscan Red Diesel Trains (including the Comet cars at this time) bounding along the network of lines, many now a memory. The daily XPT from Sydney to Dubbo does not seem quite the same!

Height	Dist.	Stations	Weds	Suns, Tues, Thurs	Mons	Fris	Weds	Thurs
Feet	miles		✠● p.m. 7 20 Thurs	✠● p.m. 8 55 Mons, Weds, Fris	✠● p.m. 7 20 Tues	✠● p.m. 7 20 Sats	p.m.	✻ Exp a.m. 7 58 Thurs Diesel Train
67	—	SYDNEY R A/V .. lv						
		} 25						p.m.
2846	200½	ORANGE R } lv	a.m. 3 20	a.m. 4 0	a.m. 3 20	a.m. 3 20	..	2x25
867	287	DUBBO R } A/V .. ar	6x39	7x10	6x39 Diesel Train	6x39 Diesel Train	Diesel Train	4 48
		Do lv	7 20	7 40	7 48	7 48	..	5 0
936	296	Minore	7 37	7 57	7 56	7 56	..	5 16
811	304½	Webbs	a	a	a	a	..	a
786	309	NARROMINE .... ar	7 57	8 17	8 15	8 15	..	5 46
		Do lv	8 3	8 23	8 23	8 23	..	a
770	315	Ceres	..	..	a	a	..	a
751	319	Mungeribar	a	a	a	a	..	6 15
718	329½	Trangie	8 28	8 48	8 53	8 53	..	a
705	334½	Myall Mundi	a	a	a	a	..	a
683	341	Cathundral	a	9 18	9 28	9 28	..	6 45
650	350½	NEVERTIRE ..... ar	8 58	9 22	9 34	9 34	..	6 47
		Do lv	9 2	a	a	a	..	a
631	358½	Belaringar........	a	a	a	a	..	a
600	370	Mullengudgery ..	a	a	a	a	..	a
586	378	Miowera	a	a	a	a	..	a
581	381½	Warrigal	a	a	a	a	..	a
570	386½	NYGAN R ..... ar	9 49	10 9	10 27	10 27	..	7 36
		Do lv		10 18	10 47	..	..	..
552	399	Summervale	..	a	a	..	..	..
589	405½	Grahweed	..	a	a	..	..	..
640	414	Girilambone	..	10 54	11 27	..	..	..
735	422½	Wilga Tank	..	a	a	..	..	..
738	433	Coolabah	..	11 16	11 56	..	..	..
526	450½	Glenariff	..	a	a	..	..	..
					p.m.		p.m.	
499	464½	BYROCK .... ar	..	11 53	12 54	..	3 55	..
		Do lv	..	12 4	12 56	..	a	..
400	485½	Dwyer's	..	a	a	..	a	..
375	491½	Boorindal	..	a	a	..	a	..
				p.m.				
350	512½	BOURKE .... ar	..	1 13	2 6	..	4 55	..

(Vertical column notes, Weds: FAR WEST EXPRESS Air-conditioned Diesel train — To Cobar; Light meals and refreshments (tray service), also liquor service, available on train)

(Suns, Tues, Thurs: ¶ Arrives 1.3 p.m. Wednesdays)

(Mons/Fris: FAR WEST EXPRESS Air-conditioned Diesel train — Light meals and refreshments (tray service), also liquor service, available on train)

STATIONS	Mons, Fris	Tues, Sats	Thurs	Mons, Weds, Fris
	Diesel Train a.m.	Mixed a.m.	a.m.	p.m. 2 40
BOURKE lv	..	..	11 45	a
Boorindal	..	..	a	a
Dwyer's	..	..	a	a
			p.m.	
BYROCK.. .... ar	..	11 0	12 54	3 39
Do lv	..	a	12 56	3 42
Glenariff	..	p.m. 12 5	a	a
Coolabah	..	a	1 41	4 18
Wilga Tank	..	12 59	a	a
Girilambone	..	a	2 8	4 42
Grahweed	..	a	a	a
Summervale	..	2x6	2x51	5 17
NYNGAN..R ...... ar	8 15	3 6	3 18	5 21
Do lv	a	a	a	a
Warrigal	a	a	a	a
Miowera	a	a	a	a
Mullengudgery	a	3 51	4 5	6 8
Belaringar	9 8	3 54	4 6	6 9
NEVERTIRE ...... ar	9 25	a	a	a
Do lv	a	4 25	4 33	6 34
Cathundral	a	a	a	a
Myall Mundi	9 56			
Trangie	a	4 57	5 1	7 0
Mungeribar	..	5 1	5 4	7 2
Ceres	..	a	a	a
NARROMINE ...... ar	10 25	5 28	5 22	7 19
Do lv	..	5x38	5x40	7x38
Webbs	10 44	✠V	✠V	✠V
Minore	11 2	p.m.	p.m.	p.m.
DUBBO..R A/V .... ar	a.m. 11 40	6 5	6 5	8 10
	p.m.			
Do ...... } lv	2x16	9 36	9 36	11 37
ORANGE R } ...... ar	✻ Exp Mons, Fris	Wed, Suns	Fris	Tues, Thurs, Sats
} 25	p.m.	a.m.	a.m.	a.m.
SYDNEY R A/V .. ar	8 52	5 40	5 40	6 37

For notes a and R, see page 1.   x Change trains.   A/V Avis Rent-A-Car available, see page 4.
● Reservation of seats optional, see page 14.
▽ Reservation of seats optional, see page 14.
✠ Sleeping car attached, see page 16.
✻ Central West Express, air-conditioned train between Sydney and Orange, with reserved seats only.

Height feet	Dist. miles	Train No.—	31 Mondays to Saturdays	97 Mons Weds Fris		67 Sats only	225 Mons to Fris	43 Suns only	51 Sats only	45 Mons Weds Fris	59 Suns Tues Thurs	49 Suns Tues to Fris	71 Saturdays only
				Diesel Train a.m.		p.m.	p.m.	p.m.	p.m.	✠● p.m.	✠● p.m.	✠● p.m.	✠● p.m.
			✱✦ a.m.										
67	—	SYDNEY R A/V lv	7 50	..	..	2 20	2 25	2 50	5 55	7 20	8 55	9 40	11 15
55	7¼	Strathfield R lv	8f 2	..	..	2f31	2f36	3f 1	6f 6	7f31	9f 6	9f51	11f26
50	14¼	Parramatta R lv	8f15	..	..	2f47	2f50	3f17	6f20	7f47	9f20	10f 7	11f39
89	34	Penrith lv	8g40	..	..	3 15	3 19	3 45	6 46	8f12	9c46	10f32	12f 6
3017	97	LITHGOW R ar	10 27	..	..	5x24	5x27	5x56	8x55	10h16	11h43	12h29	2f19
						87 Mons to Sats Diesel Train		83 Diesel Train	81 Pass.			Mons Weds to Sats a.m.	Sundays only a.m.
		24	Reserved seats only										
3017	97	LITHGOW R lv	10 35	10 50	..	5 47	6 10	9 10	10 30	11 51	12 37	2f18
2929	106¼	WALLERA- WANG.. R { ar / lv	10 52	11 6 / 11 10	..	6 2 / 6 3	6 25 / 6 26	.. / 9 28	10 49 / 10 54	12 9 / 12f11	... / 12f57	2 35 / 2 37
3122	112¼	Rydal	..	11 21	..	6 14	6 37	9 44	11 9	..	..	2 55
2851	117	Sodwalls	..	a	..	a	a	9 54	11a18	a.m.	..	3 4
2563	123	TARANA	11a24	11 39	..	6 32	6 55	10 5	11 30	12 43	..	3 16
2525	126¼	Tarana Quarry..........	..	d	..	a	a	d	d	Mons Weds Fris	a	a
2538	128¼	Gemalla	..	..	..	d	d	d	a		a	a
2429	133	Locksley	..	11 56	..	6 48	7a11	10 26	11 54	..	3 38
2593	136	Wambool	..	a	..	d	d	10 33	12 2	..	3 46
2476	140	Brewongle	..	p.m. 12 9	..	7 1	7 24	10 41	12 11	..	3 54
2452	145	Raglan	..	a	..	a	a	10 49	12 21	..	4 4
2158	147¼	Kelso	..	a	..	a	a	10 54	12 27	..	4 10
2155	149	BATHURST .. { ar / lv	p.m. 12 7 / 12 15	12 27 / 12 33	..	7 19 / 7 22	7 43 / 7 46	10 58 / ...	12 32 / 12 43	1 30 / 1 40	2 19 / 2 29	4 15 / 4 25
2225	154	Perthville	a	a	..	a	a	..	1a 8	1a51	..	4 36
2262	156¼	George's Plains	12b48	12 47	..	7 35	7 59	..	1 10	2a 0	..	4 44
2756	163¼	Wimbledon	..	1 2	..	7a49	8a14	..	1 36	2 17	..	5 3
2806	165¼	Gresham	..	1a 8	..	a	a	..	1a47	..	..	5a 9
2877	169¼	Newbridge	1a 6	1 14	..	8 0	8 25	..	1 58	2 35	..	5 20
2844	180¼	BLAYNEY .... { ar / lv	1 27 / 1 31	1 37 / ..	..	8 18 / 8 20	8 44 / 8 45	..	2 24 / 2 27	3 0 / 3 5	3 38 / 3 50	5 42 / 5 47
3044	183¼	Wombiana	a	..	..	a	a	..	..	..	..	6 4
3131	188	Millthorpe	1a47	..	..	8 34	9 0	..	2 44	3 22	..	6 12
3087	192	Spring Hill	..	..	..	8 41	9 7	..	2 52	3 30	..	a
3067	194¼	Huntley	..	..	..	a	a	..	a	..	..	a
2934	198	Bloomfield	..	..	..	d	a	..	a	..	..	a
2846	200¼	ORANGE R ....ar	2x 6	..	..	8 53	9 19	..	3 7	3 43	4 27	6 29
			Mons Weds Fris Diesel Train	Tues Thurs Sats						Tues Thurs Sats	Mons Weds Fris	Mons Weds to Sats	Suns only / Suns only
			p.m.	p.m.						a.m.	a.m.	a.m.	a.m. / a.m.
2846	200¼	ORANGE R lv	2 30	2 25	..	..	..	..	3 20	4 0	4 42	6 49 / 6 55
2923	206	Nashdale	2 40	..	..	..	..	..			4a55	.. / 7a 6
2665	210	Borenore	2 49	..	..	..	..	..			5 4	.. / 7 13
2267	216¼	Amaroo	..	..	..	..	..	..			a	.. / a
1736	223¼	MOLONG..........	3 9	..	..	From Narromine, via Peak Hill, see Table 37	..	..			5 27	.. / 7 45
1766	232	Pinecliffe	a	..	..		..	..			a	.. / a
1680	234¼	Gregra	..	..	..		..	..			a	.. / a
1401	239	Manildra	3 36	..	..		..	..	COONAMBLE MAIL	THROUGH MAIL	6 9	.. / 8 17
1540	243¼	Meranburn	..	..	..	Rail Motor Mons Weds Fris p.m.	..	..			a	.. / a
1761	247¼	Jeerabung	..	..	..		..	..			a	.. / a
2034	253	Bumberry	3 59	..	..		..	..			6 44	.. / 8 48
1705	260¼	Mandagery	a	..	..		..	..			a	.. / a
1136	267¼	Cookamidgera	4 25	..	..		..	..			7 15	.. / 9 17
1041	272	Mugincoble	4 39	..	..		..	..			7 32	.. / 9 35
1035	277	PARKES R A/V { ar / lv	4 39 / ..	..	4 50	..	..	..			7t52	.. / 9 43
911	284	Tichborne.............	..	..	a	..	..	..			a	.. / a
843	292	Daroobalgie	..	..	a	..	..	..			a	.. / a
783	296¼	FORBES .... ar	..	..	5 29	..	..	..			8t30	.. / 10 21
2772	207¼	Clergate	..	a	..	To Cootamundra, see Table 14	..	..	a	..	a	a / ..
2828	211	Mullion Creek	..	2 49	..		..	..	3 38	4 17	7 7	7 7 / ..
2558	218	Kerr's Creek	..	a	..		..	..	a	..	a	a / ..
2074	225¼	Euchareena	..	3 12	..		..	..	4 9	4 47	7 36	7 36 / ..
1875	230	Store Creek	..	a	..		..	..	a	..	a	a / ..
1703	233	Farnham	..	a	..		..	..	a	..	a	a / ..
1800	236	Stuart Town	..	3 32	..		..	..	4 38	5 13	8 2	8 2 / ..
1497	241¼	Mumbil	..	3 41	..		..	..	4 47	5 22	8 11	8 11 / ..
1235	248¼	Dripstone	..	3 50	..		..	..	5 3	5 38	8 24	8 24 / ..
996	256	WELLINGTON	..	4 0	..		..	..	5 21	5 56	8 41	8 41 / ..
1004	262	Mary Vale	..	4 12	..		..	..	5 47	6 20	9 0	9 0 / ..
1028	270	Geurie	..	4 24	..		..	..	6 2	6 35	9 14	9 14 / ..
1265	276	Wongarbon	..	4 34	..		..	..	6 16	6 49	9 26	9 26 / ..
867	287	DUBBO R .... A/V ar	..	4 48	..		..	..	6 39	7 10	9 48	9 48 / ..

Notes in body:
- CENTRAL WEST EXPRESS Air-conditioned
- ✱ Light meal and refreshment services available on train, Sydney—Parkes or Dubbo
- To Cowra
- ✚ Mixed train on Mondays; Forbes arrive 8.43 a.m.

Explanatory Notes

For notes a, b, c, f and R, see page 60

g Stops, if required, to pick up passengers for stations where timed to stop, beyond Lithgow.

h Conveys a limited number of booked-seat passengers from Sydney, Strathfield, Parramatta or Penrith to Lithgow. Also picks up passengers.

x Change trains.

Change for connecting service.

✱ Reserved seats only, see page 14.

● Seat reservations optional for passengers joining at Sydney, Strathfield, Parramatta and Penrith or Katoomba, fee 2s. 0d.—see page 14.

✠ Sleeping car attached, see pages 15-16.

A/V Avis Rent-A-Car available, see page 4.

FORBES—PARKES——ORANGE—BATHURST—WALLERAWANG—SYDNEY
DUBBO—WELLINGTON

Train No.—	Mons to Sats	Suns only	22 Mons Weds Fris	36 Tues Thurs Sats	Tues Thurs Sats	Mons to Sats	46 Tues Thurs Sats	12 Suns only	26 Suns only	60 Tues to Sats	58 Mons Weds Fris
			✦ a.m.	✦ a.m.	Rail Motor a.m.	⋏	✠▽ p.m.	✠▽ p.m.	✠▽ p.m.	✠▽ p.m.	✠▽ p.m.
DUBBO R.... A/V lv	..	..	11 40		..	..	6 5	..	7 19	..	8 10
Wongarbon	..	..	11 58		..	..	6 28	..	7 31		8 32
Geurie	..	..	12 9		..	..	6 39	..	7 43		8 45
Mary Vale	..	..	12 21			..	6 54	..	7 57		8 59
WELLINGTON	..	..	12 30			..	7 4	..	8 8		9 12
Dripstone	..	..	12 44			..	7 29	..	8 29		9 34
Mumbil	..	..	12 57			..	7 45	..	8 44		9 50
Stuart Town	..	..	1 9			..	8 2	..	9 3		10 8
Farnham	..	..	a			..	a	..	a		b
Store Creek	..	..	a			..	a	..	a		b
Euchareena..........	..	..	1 31			..	8 31	..	9 31		10 36
Kerr's Creek	..	..	a			..	a	..	o		b
Mullion Creek	..	..	2 0			..	9 13	..	10 9		11 15
Clergate	..	..	a			..	a	..	a		b
FORBES	..	..	..	..	10 47		..	6 5	..	6 5	..
Daroobalgie	..	..	..	a	a		..	a	..	a	..
Tichborne	..	..	..	a	11 32		..	6 45	..	6 45	..
PARKES R ..A/V ar/lv	..	..	..	11 50	p.m. 12 30		..	6 59	..	7 19	..
Mugincoble	..	..	..	12 3		..	..	7 17	..	7 37	..
Cookamidgera	..	..	..	a		..	..	a	..	a	..
Mandagery	..	..	..	12 32		..	..	7 56	..	8 16	..
Bumberry	..	..	..	..		..	..	a	..	a	..
Jeerabung	..	..	..			..	..	a	..	a	..
Meranburn	..	..	..	12 57		..	..	8 27	..	8 47	..
Manildra..............	..	..	..	..		..	..	a	..	a	..
Gregra	..	..	..	1 24		..	..	9 6	..	9 24	..
Pinecliffe	..	..	..	..		..	..	a	..	a	..
MOLONG	..	..	..	1 40		..	..	9 40	..	10 8	..
Amaroo	..	..	..	1 48		..	..	10a 5	..	10d22	..
Borenore	..	..	..	1 58		..	..	10 17	10 31	10 35	..
Nashdale..............	Diesel Train	Diesel Train	2x16	2x 8		Mixed	9 36			11 37	
ORANGE R .... ar											

Train No.—	86 Mons to Sats	78 Suns only	28 Exp-✶✦ Mons to Sats.			34 Mons to Sats	46 Tues Thurs Sats	20 Sundays only		60 Mons to Sats	58 Mons Weds Fris
	a.m.	p.m.	p.m.			p.m.	p.m.	p.m.		p.m.	p.m.
ORANGE R lv	7 10	2 15	2 38			3 40	9 52	10 46		10 52	11 49
Bloomfield	a	a	w			a	a	a		b	b
Huntley	a	a	w			a	10 14	11 4		b	12 7
Spring Hill	7 25	2 30	w			4 7	10 23	11 12		b	12 15
Millthorpe	7 31	2 36	3a 2			4 18	a	a		b	a.m.
Wombiana	a	a	w			4 47	10 37	11 27		11 30	12 29
BLAYNEY .... ar/lv	7 43 / 7 46	2 47	3 17 3a39			5 9 / 5 38	10 47 / 11 10	11 37 / 12 0		11 40 / b	12 32 / 12 54
Newbridge	8 3	3 5	w			5o42	11a22	12a10		b	b
Gresham	a	a	w			5d50	11 28	12 16		b	1 11
Wimbledon	8 14	3 16	w			6 6	11 44	12 31		12 33	1 27
George's Plains	8 26	3 28	w			a	11 50	12 36		b	b
Perthville	a	a	4 16			6 30	12 2	12 47		12 49	1 42
BATHURST .... ar/lv	8 39 / 8 46	3 41 / 3 44	4 24				a.m. 12 12	Mons a.m. 12 57		a.m. 1 0	1 52
Kelso	a	a	w			..	12a18	1 2		b	b
Raglan	a	a	w			..	12a30	1 13		b	b
Brewongle	9 4	4 12	w			..	12a41	1 24		b	b
Wambool	a	a	w			..	12a52	1 34		b	b
Locksley	9 17	4 15	w			..	1a 0	1 41		b	b
Gemalla	a	a	..			..	a	a		b	b
Tarana Quarry	a	a	5a14			..	1 22	2 9		b	2 45
TARANA	9 34	4 32	w			..	1a38	2 14		b	b
Sodwalls	a	a	w			..	1a51	2 27		b	b
Rydal	9 52	4 50	w			..	2 4	2 39		2 43	3 22
WALLERA- WANG R ar/lv	10 3	5 0 / 5 1	5y49			..	2 7 / 2 26	2 43		2 58	3d25
LITHGOW R ar/lv	10x19 / 10 30 Mons to Sats	5x19 / 5 30 Suns only	6y 5 6 13 Mons to Sats			..	2 34 Suns Weds Fris	3 1 / 3 9 Mons only		3 17 / 3 25 Tues to Suns	3 41 / 3 49 Tues Thurs Sats
	p.m.	p.m.	p.m.			..	a.m.	a.m.		a.m.	a.m.
Penrith...... ar	12 20	7 41	8k 1			..	4n 42	5d13		5d31p	5d40
Parramatta R .... ar	12d45	8d 7	8d26			..	5d 9n	5d37		6d 0p	6d 4
Strathfield R .... ar	1d 0	8d22	8d38			..	5d26n	5d53		6d15p	6d19
SYDNEY.. R A/V.. ar	1d14	8 34	8 52			..	5 40n	6 6		6 29p	6d37

✶ Reserved seats only, see page 14.　　✦ Refreshments available on train.　　For other explanatory notes, see page 60.
✠ Sleeping car attached, see page 16.　　　　　　　　　　　　　▽ Reservation of seats optional, see page 14.