



The Times

May 2009

A journal of transport timetable history and analysis

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**EFFECTIVE SEPTEMBER 24, 1939
FORM 101**

**Inside: Newton Falls is hard to do
Smith's Guide
Round the loop to North Fitzroy**

**RRP \$2.95
Incl. GST**

The Times

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On the front cover

Newton Falls. It was a hard place to get to and to find out anything about– then and now. Google knows a lot about Newton Falls in Ohio, but very little about Newton Falls in New York. This obscurity makes it an ideal test of the ability of a railroad timetable to help one reach this little lumber town hidden in the Adirondacks. In this issue, Jim Wells challenges himself (and us) to use the New York Central timetable to work out when and where to go. The NYC was, unsurprisingly, focused on The Big Apple and “how to get to there” from it– just like the New Yorker's view of the world illustrated opposite. The trouble with Newton Fall's railroad was that its attention was otherwise-to the west, on the shores of Lake Ontario and not to the east and the world of the New Yorker. The railroad was built to carry lumber to the lake steamers and was not much interested in other things, not even passengers. It probably missed an opportunity there– the Adirondacks became something of a playground for New Yorkers around the turn of the 19th to the 20th century. The town could have cashed in on that and the railroad too– as did many others, as described in a recent issue of our US sister magazine, *The Timetable Collector*. At any rate, when you reached the Junction Station of Carthage (opposite), you were nearly there ... but how to get to Carthage?– now THAT was the challenge.

Contributors

The Times

Robert Henderson, Jim Wells, David Whiteford, Victor Isaacs, David Hennell

welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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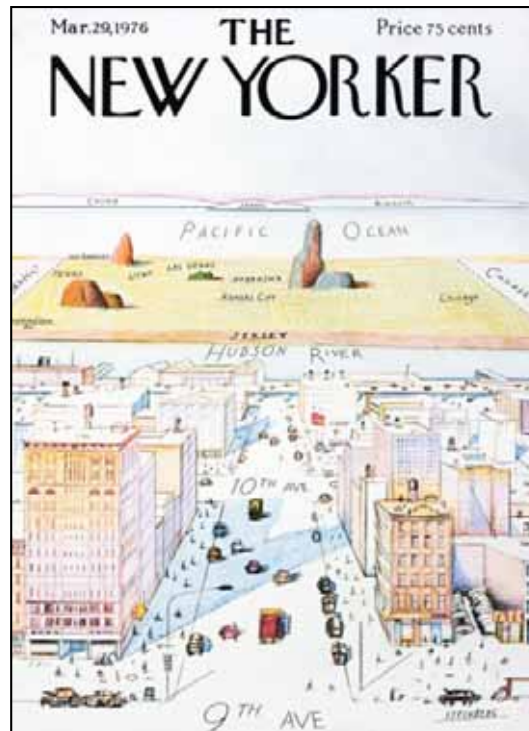
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High numbered bus routes in Sydney

A Letter from **ROBERT HENDERSON**

Dear Geoff
Thanks to Jim O'Neil for another in his series on Sydney's private bus route timetables, Route 244, Bankstown-Hurstville (The Times, April 2009).

Routes 4 and 28 were combined as Route 244 as from 6 November 1967. I have a timetable with that date, plus others dated in 1969 and 1975. Timetables in my collection after that year are, like Jim's, undated.

Another small point, bearing on Jim's opening comments about high numbered routes, is that there was also Route 239,

Auburn to Blaxcell Street, South Granville. It was certainly running during the 1950s and 1960s, being operated by the redoubtable Stone Brothers. It was subsequently renumbered 916 in 1985.

Of the other routes with "high" numbers of which I am aware, 241 was used twice: first for what would have been a very rural route between Parramatta and Eastern Creek for a short time in the 1920s, and then later for a more urban service between Hurstville and Cronulla during the 1930s until the Cronulla railway was opened in 1939. The number 244 was previously used for a route between Bondi Junction

and Birrell Street, Waverley, run by J H Bowden for two years from 1950 to 1952, in between ownership by the Government bus operator of the time.

It should perhaps be pointed out that bus routes with numbers considerably higher than 244 now exist, resulting from the Ministry of Transport's renumbering of Sydney bus routes from 1980 onwards into a single numerical series.

Yours sincerely

Robert Henderson

How to get to Newton Falls in 1939

Are timetables any real use to the user? Jim Wells leads us through the steps of digging out what you need to know.

One of the pleasures of our hobby is to work out itineraries from time tables, i.e. how to get to some place from another.

The to place for this article is Newton Falls, NY; the from New York City. The timetable is shown on our cover.

First of all, let's look at the geography. The map in the timetable shows that Newton Falls is the end of a branch line from Carthage which, judging by the thickness of the line on the map, is on a main line running up from Remsen.

On the 'American Map' Road Atlas 2005 it is shown as being in the Adirondack Park on a minor loop road off Highway 3. It's about 220 miles as the crow flies from New York City but the rail distance would be much greater. A pity about this atlas and also Rand McNally ones is that they don't show railroads.

Wikipedia tells us that Newton Falls has a current population of about 400, has a paper mill, and is at an altitude of 1500 feet.

The railroad to Newton Falls still exists as a short line owned by the Mohawk Adirondack and Northern Railroad Corporation. It looks as if the railroad is steeply graded and heavily curved – perhaps it would be a good candidate to be a tourist line.

Now back to the timetable. The map doesn't show table numbers but the station index for Newton Falls lists Tables 52, 62 and 63.

The latter two seem to be an error. They cover Albany to Boston and

there is no reference to Newton Falls in these tables or reference notes.

Below is table 52.

This is remarkable for what it doesn't tell us – no connecting information, no arrival or intermediate point times and no indication of type of service or 'equipment'. The dagger symbol means Daily except Sunday.

We can get an indication of arrival time from the distance (46 miles) and

the fact that the return service leaves at 2.30 pm.

But what about type of service? Best guess is a freight train. The writer has no knowledge of American practice when it comes to passengers riding in cabooses (vans) with the conductor and brakeman. In Australia up to the 1970s passengers were generally permitted to ride on goods trains and there were services advertised as goods train with passenger accommo-

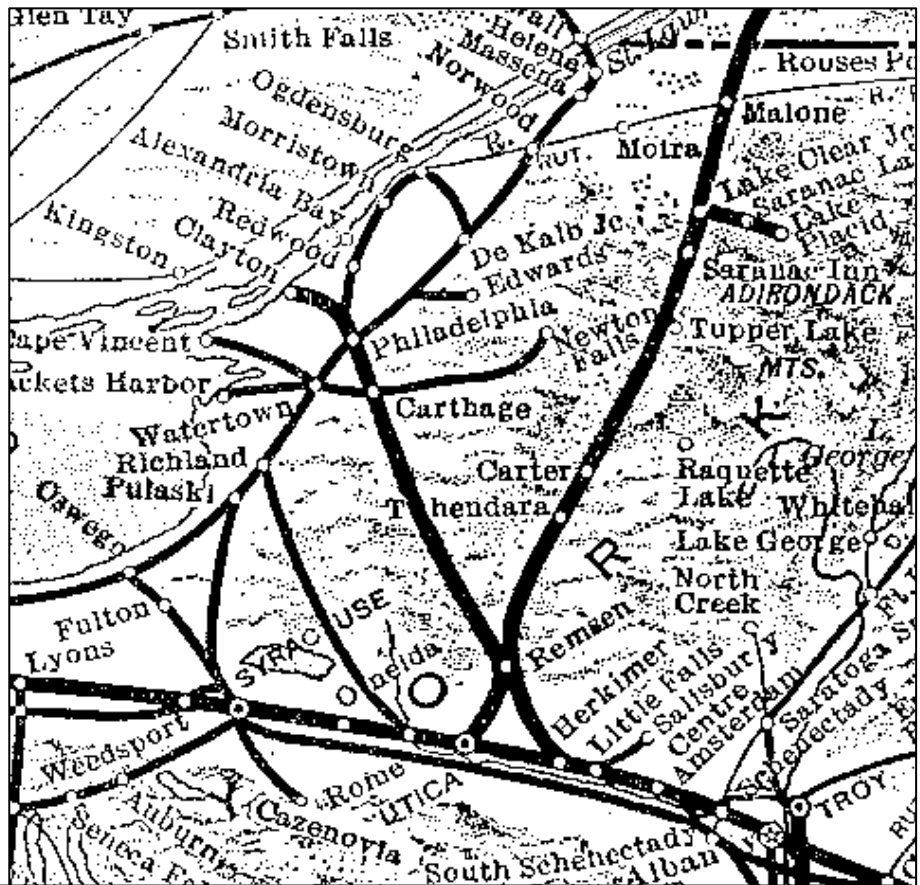


TABLE 52—Carthage and Newton Falls (46 miles)

Leave Carthage †9.00 a.m.	} Will not run Thanksgiving Feb. 22.
Leave Newton Falls †2.30 p.m.	

TABLE 51—Watertown and Carthage (18 miles)

Leave Watertown †7.05 a.m., †3.35 p.m., *10.00 p.m.
Leave Carthage †11.25 a.m., †3.50 p.m.

ation.

Our problem now is to get to Carthage by 9.00 am so we look up the index again expecting to see a reference to a full timetable for the line from Remsen. We are disappointed (Table 51, previous page, bottom).

Browsing the book confirms that the only service to Carthage is this one. The good news is that it looks like the 7:05 am might provide a connection to the 9.00 am ex Carthage but we don't know. Time to ring up. One wonders how well the octagonal inquiry booth on the concourse at Grand Central

would cope with this query.

Watertown is a major centre and does have a full train service (below).

First impression is that there are three trains a day and if we are happy to travel overnight train No 6 looks a good bet – 45 minutes at Watertown for breakfast. Again, is the connection guaranteed?

But why does the table start at Chicago and not Albany or New York to show connections or through running? Does train No 6 run all the way from Chicago? Possibly yes as Table 2 has No 6 ex La Salle St at 11.15 am – the

“Fifth Avenue Special” to New York.

Why then is the branch service ex Syracuse also No 6? This must have caused confusion at that station. But no, the actual start of No 6's branch wanderings is at Utica which is to the east of Syracuse – reference note c.

The writer believes the reason for showing the main line to the west of Syracuse rather than the east related to either patronage patterns or to the provision of a through sleeping car from Buffalo to Massena on No 6. This car had 12 sections and a drawing room.

It is an unfortunate fault of Table 48

Table 48		132	90	6				
		Ex. Sun.	Ex. Sun.	Daily				
Lv	Chicago, N.Y.C.R.R., C.T.	PM 11 05	PM 11 40	AM 11 15				
"	Chicago, M.C.R.R.							
"	Cleveland, E.T.	11 25	7 42	7 20				
Lv	Pittsburgh (P.&L.E.)			5 00				
Lv	Buffalo (Cent. Term.)	3 19	11 22	10 55				
"	Rochester	4 34	12 39	12 06				
Ar	Syracuse	6 00	2 05	1 35				
Lv	Syracuse	6 30	2 30	c 1 35				
Ar	Richland	7 55	3 50	5 25				
"	Watertown	9 20	4 40	6 20				
"	Philadelphia	1 02	5 29	† 7 17	‡ 7 15			
Ar	Clayton	2 05		† 8 10				
Ar	Redwood		6 14					
"	Morristown		6 53					
"	Ogdensburg	a 2 40	7 15	† 9 a 15				
Ar	Gouverneur	† 1 37	6 06	† 8 00	‡ 7 45			
"	Canton	2 20	6 46	† 8 46	‡ 8 18			
"	Potsdam	2 43	7 04	† 9 11	‡ 8 34			
"	Norwood	3 00	7 17	† 9 27	‡ 8 48			
Ar	Massena	3 25	7 37	† 9 55	‡ 9 10			
		PM	PM	AM	AM			

REFERENCE NOTES

A. M. time in light figures. P. M. time in heavy figures.

* Daily. † Daily except Sunday. ‡ Sunday only.

‡ Daily except Saturday.

a Via De Kalb Jet.

c Via Utica.

p Via bus to Watertown.

TABLE 54—Utica and Richland (57 miles)
 Leave Utica *3.55 a.m., †6.10 a.m., *6.30 p.m.
 Leave Richland *2.00 p.m., †7.15 p.m.

that it doesn't show Utica. Utica passengers are consoled though by Table 54 (previous page, bottom), which has a departure from Utica for Richland at 3.55 am – almost certainly No 6 but we had better check by inquiring .

Bad luck if you want to go beyond Richland.

No 6 ex Chicago arrives at Utica at 2.30 am but the 3.55 am departure is consistent with 5.25 am time for Richland shown on Table 48.

There's a lot more we could say about Table 48 but we need to focus on getting to Syracuse or Utica to connect to No 6 or whatever its true number is on the branch.

Table 3 – too large to reproduce here – has nineteen trains ex New York City stopping at Syracuse. However, four are noted with a "g" as stopping only to receive passengers. This includes No 25 the famed "Twentieth Century Limited". Almost all stop at Utica which also gets a terminator. So the service is very generous specially by today's standards.

We need at this stage to think about ticketing. Is it cheaper to connect at Utica or Syracuse? Another inquiry. If we connect at Utica the latest departure from New York City is No 29 "The Niagara" to Buffalo at 9.15 pm but with through cars to Chicago via the Michigan Central Railroad. Our wait at

Utica is less than an hour.

If the agent or conductor makes us go to Syracuse we'll have to catch No 19 "The Lake Shore Limited" at 6.50 pm arriving Syracuse at 12.28 am with a wait of a little over an hour. To amuse us while we wait No 11 "Southwestern Limited" (g stop) and, eastbound No 14 "World's Fairliner" and No 4 "The New York Special" will come through.

The "Lake Shore Limited" has been perpetuated as the name of Amtrak's current service from New York to Chicago on the water level route. It leaves (Mar 09) New York at 3.45 pm and arrives Syracuse (291 miles) at 9.41 so it's even slower than its namesake 70 years ago.

But supposing we don't want to hang around stations at 1.00 am or whatever, our eyes revert again to Table 48. Why not overnight at Watertown? If so we can catch No 90 "The Northern New Yorker" at 2.30 pm at Syracuse. Yippee, there's a fast train out of New York City at 9 am- No 51 "Empire State Express" to Cleveland, Ohio. Arrival at Syracuse is 2.14pm which gives us a 16 minute connection. Is this guaranteed? Better ask the agent.

Care is needed here because the preceding train ex New York City No 1 – not named – is overtaken by No 51 at Albany. The alternative is No 9 "Fast Mail" at 4.50 am (Syracuse 1.00 pm). This is anything but fast as it's not due

into Chicago until 5.55 am next day.

Perhaps a bit of lateral thinking is in order. To the east of Newton Falls is the more westerly route of the two routes between Albany and Montreal. Tupper Lake is not far from Newton Falls and has three trains a day from New York City with the 9 am service No 51 arriving 5.25 pm.

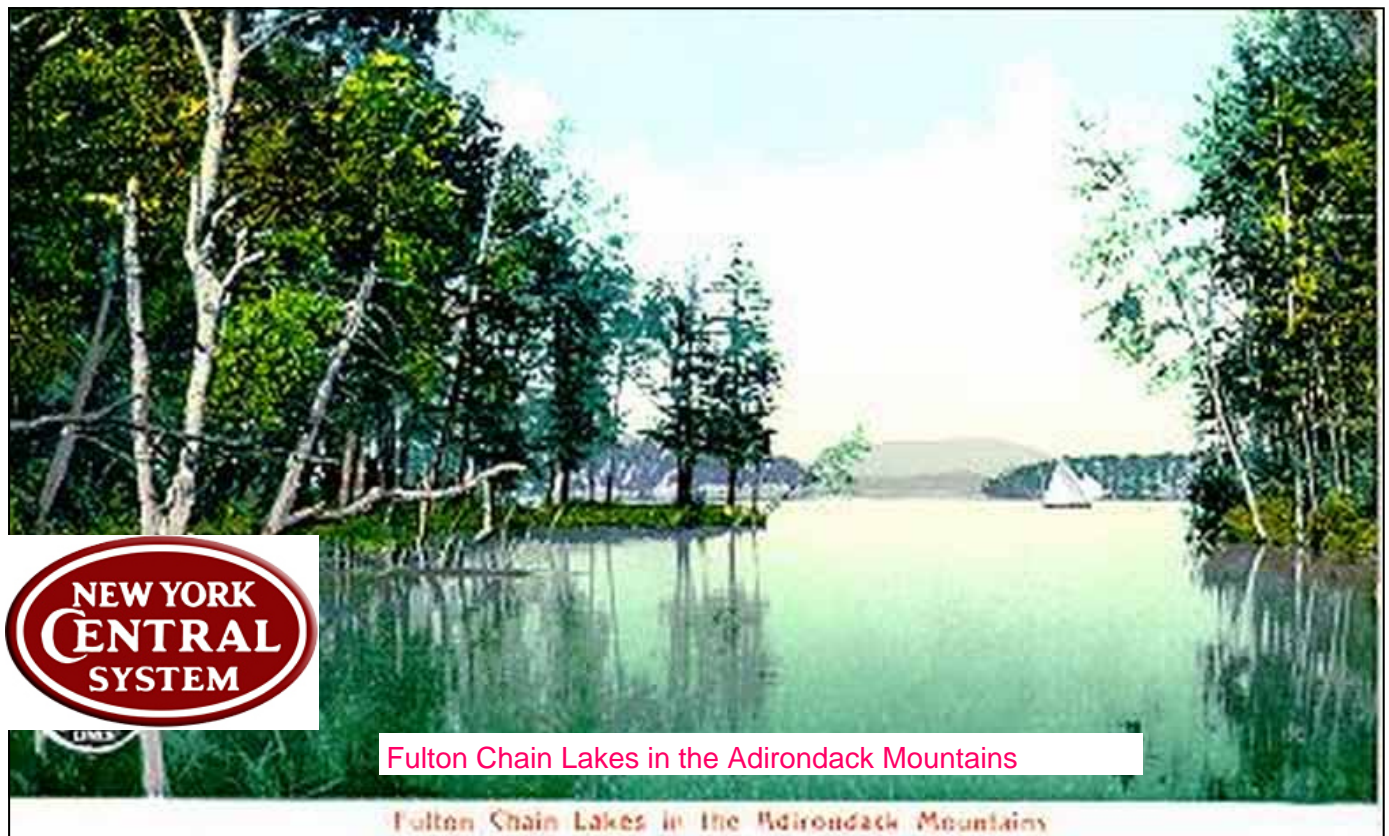
Now for the coming back.....

PostScript

Our intrepid traveler might do better by consulting the "Official Guide" which covers all North America. The August 1939 edition has a full table for the "Adirondack Branch" with times consistent with Table 52 shown above. This indicates that the service was a mixed train, that it arrived in Newton Falls at 1.00 pm after many flag stops on the way and that, yes, it either leaves Watertown at 7.05 am or connects with a train that does.

It's clear from the Guide that main line services were different in August, probably enhanced for the summer holiday period. One could leave New York City on No 35 at 10.40 pm with through cars for Messina via Carthage, i.e. running via Remsen. No need to go to Watertown. Likewise there is a direct day train option.

My thanks to Ian Brady for valuable assistance.



Smith's Guide to Western Australia 1924 – 1925

by Victor Isaacs and David Whiteford

There have been many privately produced timetables published in Australia in years past. One not hitherto noted in *The Times* was *Smith's Guide to Western Australia*.

The December 1924 edition was a large production – 254 pages in a paperback format 21 x 14 cm. This may have been the first edition. It was published by the Perth Publicity Co. and cost twopence. In the Preface, the publishers said it would be published in “May and November of each year”. The front cover (right) showed a panoramic view of (low-rise) Perth.

The largest content comprised complete timetables of the WAGR services (which is, of course, why this review appears in *The Times*). These timetables were apparently taken from the WAGR official timetables. Indeed they appear with exactly the same notes as in the WAGR official Public Timetable. However, they do not appear in the same order. Indeed in Smith's, country services appeared before suburban, unlike the usual WAGR practice.

Smith's Guide was not entirely logical in its layout. There was some doubling up of tables in the 1924 issue. For example, there is a Katanning - Donnybrook table and later a Donnybrook - Katanning table. A table was headed Collie - Narrogin, as well as one headed Narrogin - Collie - Brunswick. Both sets have tables for both directions. There seems to have been an attempt to group the Great Southern Railway and branches first, then Eastern Goldfields, then South West and perhaps that's why the doubling occurs. But the groupings aren't perfect with Flinders Bay branch isolated near the end of the GSR.

An interesting omission in the 1924 issue is the Kalgoorlie suburban service. The stations appear in the Index / Passenger fares list but not in the tables. The intermediate stations between Coolgardie and Kalgoorlie are also missed out. In both issues the Midland Railway's timetable is separated by some of the WAGR branch tables.

There are many typos, not just the timetables. These two issues also capture the very short lived White Hope branch from Kamballie on the Kalgoorlie suburban lines.

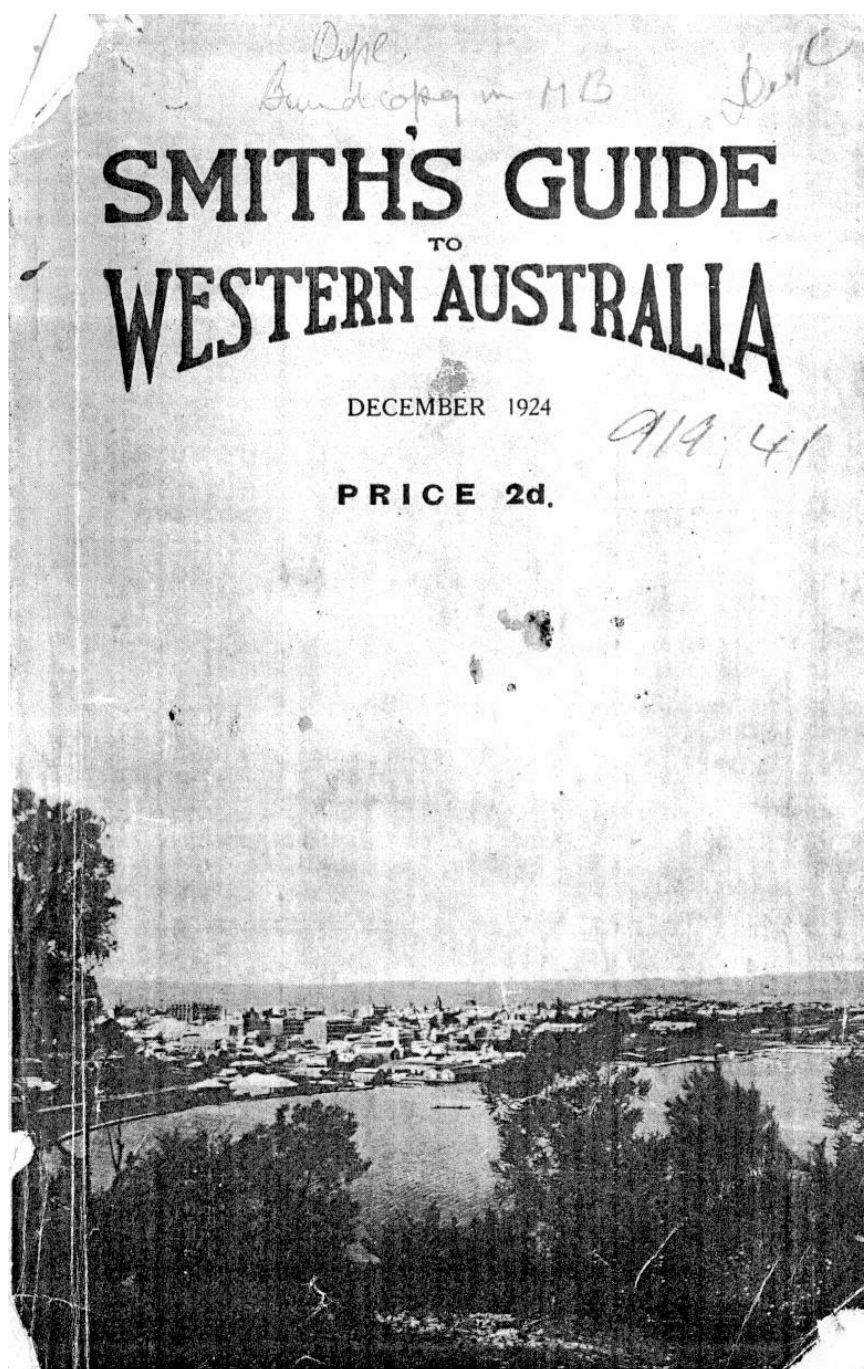
We have selected for illustrations a main line table, a group of branch lines in the Great Southern region, branches from the wheat country, the zig zag railway to Karagullen and a suburban page.

Smith's Guide included timetables of Perth Tram, Bus and Ferry services and we illustrate examples of each. The Guide also included a copy of WAGR's fold-out map of the WA railway system. Strangely, although the 1925 edition was smaller, it did include more char-a-banc services in the Perth suburban area than the 1924 edition. In 1924 there was only Red Reo and Bluebird on the Fremantle run (the subject of one of our illustrations), but here were

more operators in 1925. Perth char-a-banc services will be the subject of another article in *The Times* soon.

Smith's Guide went much further than the WAGR Public Timetable, in that it also included a huge range of other information which would have been of use to Westralians (and others). This included, in order of appearance, such diverse things as:

Tourist information



Upper Darling Range Branch									
Miles from Perth.	STATIONS.	WEEK DAYS.				SUNDAYS.			
		Daily	Sat. only	Sat. exceptd.	Sat. only				
12	FREMANTLE R. dep.	a.m. 7 35	p.m. 12 50	p.m. 4 45	p.m. 5 30	a.m. 9 0			
10	PERTH R. dep.	a.m. 8 20	p.m. 1 35	p.m. 5 27	p.m. 6 15	9 45			
10	Midland Junction	arr. 8 51	1 58	5 51	6 46	10 16			
11	Do. dep.	9 0	2 0	5 56	6 52	10 25			
11	Bushmead *	9 4	2 0	6 0	6 56	10 29			
13	Rifle Range *	9 49	2 44	6 35	7 31	11 4			
15	Ridge Hill	10 6	2 59	6 50	7 46	11 19			
16	Statham's Siding *	10 13	3 6	6 57	7 53	11 27			
19	Gooseberry Hill *	10 19	3 13	7 4	8 0	11 33			
20	Kalamunnda	9 55	2 43	6 39	7 35	11 9			
21	Do. dep.	10 0	2 53	6 44	7 40	11 14			
21	South Kalamunnda *	10 6	2 59	6 50	7 46	11 19			
23	Walliston *	10 13	3 6	6 57	7 53	11 27			
24	Bickley *	10 19	3 13	7 4	8 0	11 33			
25	Carmel *	10 25	3 19	7 10	8 6	11 39			
26	PICKERING BR'K	10 33	3 27	7 18	8 14	11 47			
	Do. dep.	10 42	3 39	7 31	8 27	11 52			
30	Canning Mills *	11 10	4 10	8 2	9 0	12 23			
31	KARRAGULLEN *								

(Above left) The Upper Darling Range branch, with its zig-zags near Kalamunnda.

(Above right) Branch lines off the main Eastern line

(Right) The Eastern Goldfields main line

Norseman Branch				
Miles from Perth.	STATIONS.	WEEK DAYS.	STATIONS.	
			Weds. only	Fri. only
375	KALGOORLIE R.	dep. p.m. 5 0	NORSEMAN Mararoa *	dep. 10 25
351	Coolgardie	dep. 7 30	Higginsville *	a.m. 11 25
358	Burbanks *	10 0	Stewart's Siding *	a.m. 12 10
361	Londonderry *	a	Stopping Place *	a.m. 1 0
380	Connolly's Siding *	a	(For St. Ives)	a.m. 2 0
403	Widgemooltha *	arr. p.m. 1 20	Widgemooltha *	p.m. 2 55
406	Do.	dep. 1 40	Connolly's Siding *	dep. 2 10
413	Stopping Place *	a	(For St. Ives)	a
423	Stewart's Siding *	a	Burbanks *	a
433	Higginsville *	a	Coolgardie	a
435	Pioneer *	2a57	KALGOORLIE R.	arr. 9 50
459	NORSEMAN	arr. 5 5	PERTH R.	arr. 9 47

White Hope Branch				
Miles from Perth.	STATIONS.	WEEK DAYS.	STATIONS.	
			Thurs. only	Sat. only.
375	KALGOORLIE R.	dep. p.m. 9 25	WHITE HOPE *	dep. 12 55
380	Kamballie	arr. 9 55	Golden Hope *	1a10
382	Lakeside *	dep. 10 10	Block 48 *	1a40
397	Celebration Loop *	a	Celebration Loop *	a
398	Block 48 *	11a50	Lakeside *	a
401	Golden Hope *	p.m. 12a20	Kamballie	3 24
403	WHITE HOPE *	arr. 12 33	(Via Boulder)	
			KALGOORLIE R.	arr. 3 48
			Do.	dep. 3 15
			PERTH R.	Sun. a.m. 9 47

Bullfinch Branch				
Miles from Perth.	STATIONS.	WEEK DAYS.	STATIONS.	
			Alternate Fri. only	Alternate Sat. only
237	Southern Cross R.	dep. p.m. 5 0	BULLFINCH *	dep. 12 55
246	Corinthian *	a.m. 9 30	Corinthian *	2 0
259	BULLFINCH *	arr. 10 3	Southern Cross R.	arr. 2 50
			PERTH R.	Sun. a.m. 9 47

Run on Dec. 6, 20; Jan. 3, 17, 31; Feb. 14, 28; Mar. 14, 28; Apr. 11, 26; May 9, 23.

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Fremantle, Perth and Kalgoorlie						
	STATIONS.	WEEK DAYS.				SUNDAYS.
		Tues. only	Fri. only	Daily	Expr's	
12	FREMANTLE R. dep.	a.m. 7 15	p.m. 12 50	p.m. 4 45	p.m. 5 30	a.m. 9 0
10	PERTH R. dep.	a.m. 8 0	p.m. 1 35	p.m. 5 27	p.m. 6 15	9 45
10	Midland Junction	arr. 8 45	1 58	5 51	6 46	10 16
11	Do. dep.	9 0	2 0	5 56	6 52	10 25
11	Bushmead *	9 4	2 0	6 0	6 56	10 29
13	Rifle Range *	9 49	2 44	6 35	7 31	11 4
15	Ridge Hill	10 6	2 59	6 50	7 46	11 19
16	Statham's Siding *	10 13	3 6	6 57	7 53	11 27
19	Gooseberry Hill *	10 19	3 13	7 4	8 0	11 33
20	Kalamunnda	9 55	2 43	6 39	7 35	11 9
21	Do. dep.	10 0	2 53	6 44	7 40	11 14
21	South Kalamunnda *	10 6	2 59	6 50	7 46	11 19
23	Walliston *	10 13	3 6	6 57	7 53	11 27
24	Bickley *	10 19	3 13	7 4	8 0	11 33
25	Carmel *	10 25	3 19	7 10	8 6	11 39
26	PICKERING BR'K	10 33	3 27	7 18	8 14	11 47
	Do. dep.	10 42	3 39	7 31	8 27	11 52
30	Canning Mills *	11 10	4 10	8 2	9 0	12 23
31	KARRAGULLEN *					

Fremantle, Perth, Kalgoorlie.														
Miles from Perth.	STATIONS.	WEEK DAYS.						SUNDAYS.						
		Mon. only	Tu. & Sat. only	Th. & Sat. only	Sat. only	Ex. Kalgoorlie 3.15 p.m. Saturdays.	Expr's	Mon. except am.	Tu. Th. & Sat.	Fri. only	Sat. only			
12	FREMANTLE R. dep.	a.m. 7 15	8 10	6 12	12 50	p.m. 4 45	p.m. 5 30	a.m. 9 0						
10	PERTH R.	8 10	7 10	6 12	12 50	4 45	5 30	9 0						
10	Midland Junction	arr. 8 45	11 55	6 15	1 58	5 51	6 46	10 16						
11	Do. dep.	9 0	11 15	6 15	2 0	5 56	6 52	10 25						
11	Bushmead *	9 4	11 20	6 15	2 0	6 0	6 56	10 29						
13	Rifle Range *	9 49	11 35	6 15	2 0	6 35	7 31	11 4						
15	Ridge Hill	10 6	12 0	6 15	2 0	6 50	7 46	11 19						
16	Statham's Siding *	10 13	12 10	6 15	2 0	6 57	7 53	11 27						
19	Gooseberry Hill *	10 19	12 16	6 15	2 0	7 4	8 0	11 33						
20	Kalamunnda	9 55	12 2	6 15	2 0	6 39	7 35	11 9						
21	Do. dep.	10 0	12 10	6 15	2 0	6 44	7 40	11 14						
21	South Kalamunnda *	10 6	12 3	6 15	2 0	6 50	7 46	11 19						
23	Walliston *	10 13	12 10	6 15	2 0	6 57	7 53	11 27						
24	Bickley *	10 19	12 17	6 15	2 0	7 4	8 0	11 33						
25	Carmel *	10 25	12 24	6 15	2 0	7 10	8 6	11 39						
26	PICKERING BR'K	10 33	12 32	6 15	2 0	7 18	8 14	11 47						
	Do. dep.	10 42	12 40	6 15	2 0	7 31	8 27	11 52						
30	Canning Mills *	11 10	12 47	6 15	2 0	8 2	9 0	12 23						
31	KARRAGULLEN *													

Arrives Fremantle 10.38 a.m. on Saturdays.

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Intermediate passengers are notified that it is frequently necessary to run the Express trains in two divisions, in which case the first division will run "through" to destination and the second division will stop at all intermediate stations where tables to do so.

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Collie-Narrogin Line

Miles from Perth.	STATIONS.	Th. onl.	Week Days.	Motor Coach †	Coach ‡	STATIONS	Fri only	Wk. D'ys.	Coach † Motor	Coach ‡ Motor
12	FREMANTLE R. ... dep.	p.m. 4 0	a.m. 6 40	a.m. ...	p.m. ...	FREMANTLE R. ... dep.	p.m. 2 50	p.m. 2 50	..	..
..	PERTH R. "	4 50	7 35	..	..	PERTH R. "	4 0	5 30	..	..
			Mon., Wed. & Fri.				Sat. 6 35	6 35	..	..
115	BUNBURY "	11 30	a.m. 8 0	..	..	NARROGIN R. "	4 55	a.m. 9 20	6 20	5 15
		Fri. only	Week Days.			Dumberning * "	5a26	9a51	6a47	5a42
		a.m.	p.m.			Geeralying * "	5a48	10a13	7a 5	6a 0
124	COLLIE arr.	5 30	3 30	..	..	Williams "	6 45	11 10	7 35	6 30
..	Do. dep.	5 30	3 30	..	..	Josbury * "	7a 6	11a31	..	..
133	Shotts * "	6a25	4a20	..	..	Culbin * "	7a43	12a 8	..	..
136	Buckingham's * "	6a41	4a36	..	..	Dardadine * "	8a 2	12a27	..	..
137	Muja * "	6 53	4 50	..	..	Hillman * "	8a42	1a 7	..	..
147	Bowelling * "	7a33	5a27	..	..	Darkan R * arr.	9 0	1 25	..	..
156	Bulading * "	8a14	6a 6	..	..	Do. dep.	9 0	1 45	..	..
164	Darkan R. * arr.	8 53	6 45	..	..	Bulading * "	9a55	2a31	..	..
..	Do. dep.	9 5	7 5	..	..	Bowelling * "	10a35	3a11	..	..
169	Hillman * "	9a38	7a38	..	..	Muja * "	11 15	3 50	..	..
175	Dardadine * "	10a 0	8a 0	..	..	Buckingham's * "	11a20	3a55	..	..
180	Culbin * "	10a22	8a22	..	..	Shotts * "	11a43	4a23	..	..
188	Josbury * "	10a47	8a49	..	..	COLLIE arr.	p.m. 12 15	4 55	..	..
194	Williams "	11 18	9 40	7 50	6 40					
205	Geeralying * "	p.m. 12a 1	10a30	8a25	7a15			Sat. 12 35	Tu. & Th. 6 45	
209	Wumberning * arr.	12a12	10 57	8a42	7a32			p.m. 9 50	p.m. 6 45	
215	NARROGIN R. arr.	12 50	11 25	9 5	7 55			Mon. excp. 7 50	Mon. excp. 7 41	
			Sun. & Mon. only.					a.m. 8 40	a.m. 8 25	
..	Do. dep.	3 0	3 0	3 0	10 0	3 0	PERTH R. arr.	4 40	10 15	..
..	PERTH R. arr.	10 55	9 55	10 55	7 32	10 55	BUNBURY ... .. "	..	..	..
12	FREMANTLE R. "	11 40	10 55	11 40	8 40	10 40	↓ Run on Dec. 4, Jan. 1, Feb. 5, March 5, April 2, May 7.	..	..	..

After Feb. 28, 1925, leaves Fremantle at 2.55 p.m. and Perth at 4.0 p.m. on Saturdays.

Wagin-Bowelling Line

Miles from Perth	STATIONS.	Mon & Fri. only	STATIONS.	Thur. only	Thur. only	Sun. only	Mon. only
341	PERTH R. ... dep.	p.m. 4 0	PERTH R. ... dep.	p.m. 4 50	p.m. 10 5	a.m. ..	
..	Albany "	6 35	Bunbury "	11 30	a.m. ..	8 0	
193	Wagin R. "	8 0					
199	Quangallin * "	8a30					
205	Warup * "	9a 5	Brunswick J. R. 9 55	1 5	5 50	9 16	
212	Dellyanine * "	9a38					
217	East Arthur * "	9a58					
222	Kylie * "	10 28	Collie "	a.m. 7 0	12 5		
227	Bokal * "	10a53	Shotts * "	7a45	12a50		
233	Duranillin * "	11a18	Buckingham's * "	8a 0	1a 5		
237	Capercup * "	11a38	Muja * "	8 10	1 15		
244	Cordering * "	12a13	Bowelling * "	8 48	1 53		
256	Bowelling "	1 10	Cordering * "	9a43	2a48		
266	Muja * "	1 44	Capercup * "	10a15	3a20		
267	Buckingham's * "	1a49	Duranillin * "	10a34	3a39		
270	Shotts * "	2a11	Bokal * "	11a 4	4a 9		
279	Collie arr.	2 40	Kylie * "	11 40	4 45		
..	Do. dep.	p.m. 6 45	East Arthur * "	p.m. 12a13	5 18		
..		p.m. 9 50	Dellyanine * "	12a49	5a54		
..		Wed. 3 50	Warup * "	1a27	6a32		
..		a.m. 6 42	Quangallin * "	1a58	7a 3		
304	Brunswick J. R. "	9 33	Wagin R. arr.	2 20	7 25		
320	Bunbury arr.	10 15		Sat. 2 20	Tues. 7 25		
403	PERTH R. "	7 41	PERTH R. "	a.m. 10 55	10 55		
			ALBANY "	9 41	9 41		

Wagin-Lake Grace Branch

Miles from Perth	STATIONS.	Sat. only	W. only	STATIONS.	Tu. only	Fri. only
..	PERTH R. ... dep.	p.m. 6 35	p.m. 4 0	LAKE GRACE * dep.	a.m. 12 1	a.m. 8 30
341	ALBANY "	Sun. only 6 35	M. only Th. only 6 35	Jarring * "	12a34	9a 4
193	WAGIN R. "	a.m. 4 15	a.m. 8 30	Tarin Rock * "	1a10	9a40
201	Gundaring * "	4a52	8 30	Duggan * "	1a42	10a12
207	Baillying * "	5a21	9a36	Kukerin * "	2 20	11 0
212	Nippering * "	5a50	10a 5	Candlelight * "	2a58	11a38
218	Dumblebung * arr.	6 12	10 27	Moulyinning * "	3a18	11a58
..	Do. dep.	6 45	11 5	..	..	..
225	Wishbone * "	7a41	12a 1	Wishbone * "	3a56	12a36
231	Moulyinning * "	8a26	12a46	Dumblebung * arr.	4 31	1 11
235	Candlelight * "	8a43	1a 3	Do. dep.	4 52	1 53
242	Kukerin * arr.	9 17	1 37	Nippering * "	5a19	2a20
..	Do. dep.	9 45	2 9	WAGIN R. arr.	5a43	2a44
247	Duggan * "	10a10	2a34	Gundaring * "	6a 8	3a10
253	Tarin Rock * "	10a40	3a 4	..	..	..
260	Jarring * "	11a10	3a34	ALBANY arr.	6 38	3 40
267	LAKE GRACE * arr.	11 38	4 2	PERTH R. "	7 32	10 55

After Feb. 28, 1925, leaves Perth at 4.0 p.m.

Branch lines in the Great Southern region, which takes its name from the *Great Southern Railway* (Below) Wagin railway station



COMMONWEALTH RAILWAY TIME TABLE—continued—Pacific Ocean to Indian Ocean

Feet Above Sea-level Perth.	Miles from Perth.	Stations.	Times.	Feet Above Sea-level Perth.	Miles from Perth.	Stations.	Times.
39	—	Brisbane .. dep.	A.M.	621	2162	Pimba (T.) .. "	A.M.
2878	223	Wallangarra .. arr.	8 5 Sa. Tu, Thur.	840	2189	Lake Hart .. "	3 24
—	—	(Change Trains) dep.	5 55 P.M. R.R.	500	2206	Wirraminna (T.) .. "	4 17 C.S.
67	715	Sydney .. arr.	6 17 A.M.	597	2227	Coondambo .. dep.	4 53
—	—	(Change Trains) dep.	11 25 Su, Wed, Fri.	489	2259	Kingoonya (T.) .. "	5 38 C.S. Wd, Sat, M.
534	1116	Albury .. arr.	7 25 P.M.	302	2306	Tarcoola (T.) .. "	7 0
—	—	(Change Trains) dep.	A.M.	499	2307	Wynbring .. "	8 50 A.T. R.R.*
31	1306	Melbourne .. arr.	7 23 Mon, Th, Sat	499	2425	Barton (T.) .. "	10 19 C.T.
—	—	(Change Trains) dep.	7 47 R.R.	758	2456	Immarna (T.) .. "	P.M.
1416	1380	Ballarat .. arr.	P.M.	381	2476	Ooldea (T.) .. "	2 5
—	—	(Change Trains) dep.	12 51 Mon, Th, Sat.	383	2528	Fisher .. "	3 10
398	1593	Serviceton .. "	4 30 Mon, Th, Sat.	404	2562	Cook (T.) .. "	4 53 C.S.
53	1729	Murray Bridge .. "	7 20 R.R.	471	2616	Hughes .. "	6 12
101	1789	Adelaide .. arr.	A.M.	522	2648	Deakin .. "	8 7
—	—	(Change Trains) dep.	3 12 M.T.Tu, Fri, Sun	540	2681	632 Miles .. "	9 9 C.S.
881	1852	Riverton .. arr.	6 55 A.T. R.R.	528	2700	Forrest .. "	10 38
1634	1929	Terowie .. dep.	9 55 Tu, Fri, Sun.	603	2764	Loongana (T.) .. "	11 16 C.S.
1733	1979	Eurelia .. arr.	10 45 Tu, Fri, Sun	582	2820	Haig .. "	Sun. Th, Tu.
961	2024	Quorn .. dep.	P.M.	603	2865	Rawlinna (T.) .. "	2 40 A.M.
21	2049	Port Augusta (T) arr.	12 35 R.R.	618	2895	Naretha .. "	3 56
176	2083	Hesso .. dep.	1 0	894	2970	Zanthus (T.) .. "	5 34 C.T.
287	2101	Bookaloo .. "	3 40 R.R.*	162	2995	946 Miles .. "	5 54 P.T.
243	2120	Wooalla (T.) .. "	4 10	1136	3032	Karonie .. "	8 28
259	2142	Wirrappa .. "	6 27 R.R.	1153	3062	1014 Miles .. "	9 16
—	—	—	8 45 R.R.*	239	3085	Golden Ridge .. "	9 6
—	—	—	11 56 C.S.	1213	3098	Parkeston .. "	9 54
—	—	—	A.M.	1240	3100	Kalgoorlie (T.) arr.	11 32 R.R.*
—	—	—	12 47 Wed, Sat, Mon.	1163	3239	(Change Trains) dep.	A.M.
—	—	—	2 24	1046	3307	South-m Cross .. "	10 47
—	—	—	—	490	2409	Merredin .. "	1 42 Mon.
—	—	—	—	38	3476	Northam .. "	2 27 Fr. Wd. R.R.*
—	—	—	—	—	—	Perth .. arr.	6 19
—	—	—	—	—	—	—	7 4
—	—	—	—	—	—	—	9 7 Mon.
—	—	—	—	—	—	—	9 47 Fri. Wd.

C.T. Denotes Central Time, which is 45 minutes ahead of Perth time and 45 minutes behind Adelaide time.

The 8.30 a.m. express from Port Augusta on Tuesdays, Fridays, and Sundays will stop at stations between Terowie and Adelaide if passengers desiring to alight must give notice to the guard prior to departure from Port Augusta.

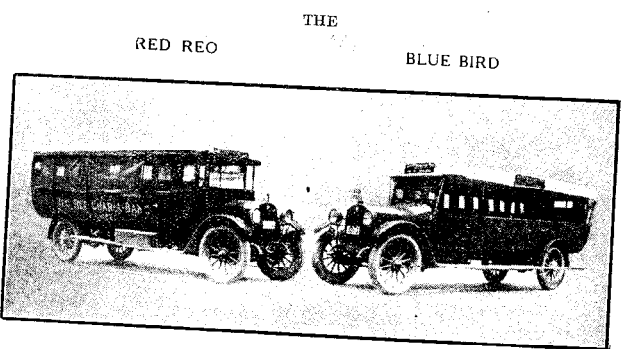
A.T. Denotes Adelaide Time, which is 1 1/2 hours ahead of Perth time and 30 minutes behind Melbourne time.

M.T. Denotes Melbourne Time, which is 2 hours ahead of Perth time and 30 minutes ahead of Adelaide time.

R.R. Denotes Refreshment Rooms at which light refreshments only may be obtained.

(Above) Commonwealth Railways to the east.
 (Below) Buses including an advertisement for services to Fremantle.

Patronise the Pioneer Services



Blue Bird & Red Reo Services

PHONES—FREMANTLE: B450, B1101.
 PHONE—PERTH: A6516.

COMBINED TIME-TABLE BETWEEN PERTH AND
 FREMANTLE.

32 TRIPS DAILY

SUNDAY EXCURSIONS TO THE ISLES and MANDURAH
 (Advertised in Char-a-Banc Notices in West Australian.)

TICKETS INTERCHANGEABLE—15 Min. Service

Trots from Fremantle—6.30 Every Saturday
 Return Fare, 3/6

Booking Office and Waiting Room for Ladies ... W.A. Motor Char-a-Banc Agency, opp. Foy and Gibson's, St. Geo. Ter. (Telephone A6516).

Booking Office, Fremantle— Mott's Tobacconist, Market Street. (B450, B1101). (Telephone A6516).

Rexonolas, Phonographs from £3 10s. Write for Free Catalogues and Price List, Salinger's, 40 Market Street, Fremantle.

SATURDAYS ONLY.

ex Bicton Canning Bdg. arr. Perth	ex Perth Canning Bdg. arr. Bicton
6.15 a.m. 6.30 a.m. 6.55 a.m.	7.15 a.m. 7.40 a.m. 7.55 a.m.
7.10 " 7.25 " 7.40 "	7.50 " 8.15 " 8.30 "
8.5 " 8.20 " 8.45 "	9.20 " 9.45 " 10.0 "
9.5 " 9.50 " 10.15 "	10.30 " 10.55 " 11.10 "
10.35 " 10.45 " 11.10 "	12.15 p.m. 12.40 p.m. 12.55 p.m.
12.35 p.m. 12.50 p.m. 1.10 p.m.	1.20 " 1.45 " 2.0 "
2.0 " 2.15 " 2.40 "	3.0 " 3.25 " 3.40 "
6.15 " 6.30 " 6.55 "	7.0 " 7.15 " 7.40 "
7.0 " 7.15 " 7.40 "	11.0 " 11.25 " 11.40 "
11.5 " 11.20 " 11.45 "	

SUNDAYS ONLY.

ex Bicton Canning Bdg. arr. Perth	ex Perth Canning Bdg. arr. Bicton
9.30 a.m. 9.45 a.m. 10.10 a.m.	10.30 a.m. 10.55 a.m. 11.10 a.m.
10.15 " 10.30 " —	11.30 " 11.55 " 12.10 p.m.
1.25 p.m. 1.40 p.m. 2.15 p.m.	3.30 p.m. 2.55 p.m. 3.10 "
2.30 " 2.45 " 3.10 "	3.30 " 3.55 " 4.10 "
3.15 " 3.30 " 3.55 "	4.30 " 4.55 " 5.10 "
7.5 " 7.20 " 7.45 "	8.30 " 8.55 " 9.15 "
9.30 " 9.45 " 10.10 "	10.30 " 10.55 " 11.10 "

b. Leaving Bicton for Zoo direct (Fare 2/6) return. Return time to be arranged.

Car passes Comer Street ten minutes later from Canning Bridge.
 Passengers picked up and set down at any place en route.
 Application for Monthly Tickets should be made at Cleopatra Street, Palmyra.

Picnic Parties arranged for. Phone B 646.

GOLDEN MOTOR COACH.

TIMETABLE.

Between Perth—Mt. Lawley—Maylands—Bayswater.

Leaves Perth, Week Days: A.M., 8.45, 9.5, 9.30, 10.0, 10.30, 11.0, 11.30 P.M., 12.0, 1.5, 2.0, 2.30, 3.0, 3.30, 4.0, 4.30 5.15 5.35. Sat. Only: A.M., 8.45, 9.5, 9.30, 10.0, 10.30, 11.0, 11.20. P.M., 12.10 12.30

Leaves Maylands, Week Days: A.M., 8.25, 8.45 (b), 9.35 (b), 10.0, 10.35 (b), 11.0, 11.35 (b), 12.0. P.M., 1.35 (b), 2.0, 2.35 (b), 3.0, 3.35 (b), 4.0, 4.35 (b), 5.0. Saturdays Only, A.M.: 8.25, 8.45 (b), 9.0, 9.35 (b), 10.0, 10.35 (b), 11.0, 11.35 (b).

(b) Leaves Bayswater 5 minutes previously.

Banjo, Mandolins, all the rage, from £4 10s. complete in case—Salinger's Music Emporium, 40 Market Street, Fremantle.

INTERVALS BETWEEN CARS

The following table will give a general idea of the length of time between cars on the various routes:—

Nos.	Route.	No. of Cars each way.		Average Minute Interval.			
		Wk. dys.	Sun.	Wk. dys.	Sundays.	Wk. dys.	Sundays.
1.	From Car Barn to Perth Town Hall	186	150	3	6	5	5
2.	From Car Barn or Pier Street to Thomas Street.	240	158	2	4	5	6
3.	From Car Barn or Pier St. to Colin street.	2	—	..	..	..	..
4.	From Car Barn or Pier Street to Rokeby Road.	240	158	2	4	5	6
5.	From Car Barn or Pier Street to Hamersley Road.	170	158	5	6	5	6
6.	From Car Barn or Pier Street to Subiaco.						
7.	From Car Barn or Pier Street to Nedlands Park.	35	30	12	24	24	24
8.	From any Termini to Hay St. East.	..	..	..	..	..	..
9.	From any Termini to Pier Street.	..	..	..	..	..	..
10.	Between William St. and Vic. Park, either direction	109	57	6	10	16	16
11.	Between William St and No. 4 Loop, either direction.						
12.	Between St. George's Ter. and Oxford St	196	107	3	5	8	10
15.	Between St. George's Terrace and Mt. Hawthorn	186	107	3	5	8	10
16.	Between St. George's terrace and Osborne Park	24	15	30	45	50	50
17.	Between Jetty and Mt. Lawley.	240	156	2½	5	6	6
18.	Between Jetty and Inglewood	96	73	10	12	10	14
19.	Between Jetty and Mt. Lawley-North Perth	96	73	10	12	10	14
20.	Between Jetty and Bulwer Street, North Perth.	220	144	3	5	6	6
22.	Between Jetty and Lord Street.	43	21	15	30	30	30
23.	Between Esplanade and City Baths	*19	*24	25	50	25	50
24.	Between Esplanade and Crawley	19	24	25	50	25	50
25.	Between Esplanade and Nedlands	18	24	25	50	25	50
26.	Between Barrack Street and Kensington Street.	77	27	20	20	20	20
27.	Between William St. and Zoological Gardens	30	28	25	50	20	40
28.	Between William St. and Como	30	28	25	50	20	40
30.	Car Barn to Claremont	19	15	42	60	48	56
31.	Freshwater Bay to Claremont	40	31	19	33	20	31

* Ten-minute Service in hot weather if required.

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R. S. L. DIGGERS & FRIENDS.

Always Dine At—
THE R.S.L. DINING ROOMS.
When in Perth.
Billiard Room.
Barbers, Shop.
All Going Stronger than Ever.
SOLDIERS' INSTITUTE, PERTH.

(Successor to Edmund Stirling: Established 1829.)

PHONE A 5391.

E. H. Stirling
FARM & PROPERTY
BROKER.

Trinity House,
70. St. George's Terrace.

TRAM TIME TABLE

HAY STREET EAST SERVICE. (1 mile 9 chains). Time of Journey 8 minutes
Car Barn to Town Hall. Week days: 1st car 5.48 a.m.; last car, 12.35 a.m. Sundays: 1st car, 8.35 a.m.; last car, 12.15 a.m.
Town Hall to Car Barn, week days; 1st car, 5.36 a.m.; last car, 1.20 a.m.
Sundays: 1st car, 9.27 a.m.; last car, 12.7 a.m.

HAY STREET WEST AND SUBIACO SERVICE. (2 miles 17 chains). Time: 17 minutes.
Town Hall to Rokeby Road Junction. Week days: 1st car, 4.57 a.m.; last car, 12.41 a.m. Sundays: 1st car, 8.42 a.m.; last car, 12.22 a.m.
Rokeby Road Junction to Town Hall. Week days: 1st car, 6.36 a.m.; last car, 1.6 a.m. Sundays: 1st car, 9.11 a.m.; last car, 11.51 p.m.

HAY STREET AND KEIGHTLEY ROAD (Subiaco) Service (3 miles 1 chain). Time: 22 minutes.
Town Hall to Keightley Road. Week days: 1st car, 4.57 a.m.; last car, 12.41 a.m. Sundays: 1st car, 8.42 a.m.; last car, 12.22 p.m.
Keightley Road to Town Hall. Week days: 1st car, 5.14 a.m.; last car, 1 a.m. Sundays: 1st car, 9.6 a.m.; last car, 11.45 p.m.

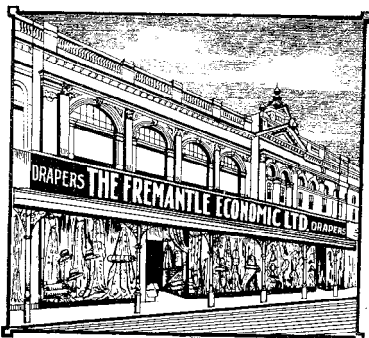
NEDLANDS PARK SERVICE (Via Subiaco), (5 miles 29 chains). Time: 38 minutes.
Town Hall to Nedlands. Week days: 1st car, 5.55 a.m.; last car, 11.19 p.m. Saturdays: 11.13 p.m. Sundays: 1st car, 8.42 a.m.; last car, 11.7 p.m.
Nedlands to Town Hall. Week days: 1st car, 6.6 a.m.; last car, 11.27 p.m. Saturdays, 11.15 p.m. Sundays: 1st car, 8.50 a.m.; last car, 11.42 p.m.

NOTE: The Cars on this route run every 30 minutes in the morning, every 15 minutes in the afternoon to 6 p.m.; then every 30 minutes on Sundays.

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Fremantle Economic

General Drapers, Clothiers and Silk Merchants.



The Cheapest Shopping Centre in West Australia

Only One Address—

High Street, Fremantle

Country Orders Our Specialty.

174

EXCURSIONS.

Adults 4d. each.
Children 2d. " "
Workmen's Tickets procurable before 8 a.m. only.
Children under 6 years of age FREE.
Passengers over 12 years of age FULL RATE.
SEASON TICKETS will be issued to indentured Apprentices upon production of certificates signed by Master, at Half Rates.
EXCURSION TICKETS will be issued to parties of not less than 20 in number and not to be sold by purchaser on the riverside of St. George's Terrace on date of excursions.
CARGO AND LUGGAGE.
Passengers luggage and perambulators will be conveyed free if handled by passengers, but on condition that same are carried at owners risk.
Goods up to 56 lbs. in weight, 3d.
Goods over 56 lbs. in weight, 3d.
Every additional cwt. or proportion thereof, 3d.

COMO, APPLECROSS AND CANNING BRIDGE FERRY SERVICE

(Weather Permitting)

WEEK DAYS	SATURDAY ONLY				SUNDAY			
	Perth	Como	Bridge	Applecross	Perth	Como	Bridge	Applecross
dep. a.m.	7 50	8 10	8 30	8 50	9 30	9 50	10 10	10 30
arr. a.m.	8 10	8 30	8 50	9 10	9 50	10 10	10 30	10 50
dep. p.m.	3 30	3 50	4 10	4 30	5 10	5 30	5 50	6 10
arr. p.m.	3 50	4 10	4 30	4 50	5 30	5 50	6 10	6 30

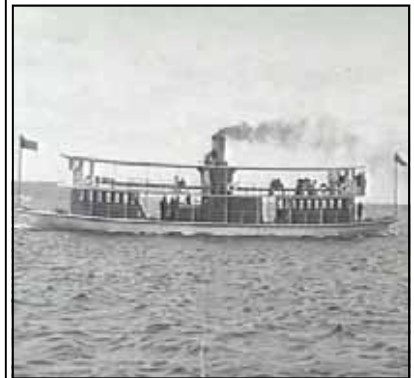
Tel. A4312

SWAN RIVER FERRIES LTD.

(Above) Trams

(Left) Ferries, showing a long gone service

(Below) The ferry Perth



By train to Fitzroy ... or...How to be beaten by the cable tram

by David Hennell

Melbourne's suburban railway network developed as two separate sections: the private lines based on Flinders Street and Princes Bridge and the government lines radiating from Spencer Street. The two regions, by then both under government ownership but not operation, were connected by a street tramway between Flinders Street and Spencer Street on 20th December 1879, with the Viaduct opening for normal traffic on 23rd November 1891.

The railways from Royal Park Junction (on the Coburg line about 200 m north of Royal Park station) to Collingwood (1st)¹, Clifton Hill to Heidelberg and Nicholson Street to Fitzroy opened on 8th May 1888. This resulted in a rather circuitous route from Spencer Street and hence journeys of considerable duration. Nevertheless, a reasonable train service was provided to Heidelberg (15 trains Monday to Saturday and 8 on Sunday in August 1888) but one that involved a reversal at Collingwood followed by a doubling back to Clifton Hill, there being no direct connection from Nicholson Street (North Fitzroy) to Westgarth Street². Upon arrival at Spencer Street, passengers bound for shops and offices in the city would have walked or taken a cable tram along either Bourke Street or Collins Street.

The original Collingwood station was located on Johnston Street and the Collingwood (also known as Carlton or Studley Park) cable tram route -opened 21st December 1887 - was adjacent to the buffers. The cable trams provided a direct, quick and very frequent service into the city via Johnston Street, Elgin Street, Lygon Street, Russell Street, Lonsdale Street and Swanston Street. They siphoned off through passengers at Collingwood station and, in later timetables, some trains ran just between Collingwood and Heidelberg rather than all the way to or from Spencer Street.

With the opening of the direct railway from Princes Bridge on 21st October 1901, Heidelberg line passengers gained a convenient route to the city and, apart from local journeys, transfer to the trams would have all but ceased.

The Sands & McDougall's Monthly Diary for August 1888 shows the train service to Fitzroy and Heidelberg via Collingwood soon after opening. I'll let you ponder the Collingwood and Heidelberg service as this article is concerned specifically with the Fitzroy line.

The basic Fitzroy service required passengers to change at Nicholson Street³. The only through trains were the placement runs and hence they did not operate at the most convenient of times. No doubt the Fitzroy local train's locomotive was changed during the day as it would be unlikely that coal was available other than at Spencer Street. Water could be taken at Nicholson Street. A locomotive and cars stabled overnight at Heidelberg so a positioning run wasn't needed.

16 trains operated between Spencer Street and Fitzroy, Monday to Saturday over the period 5 15 a.m. to 11 25 p.m. from the city and 5 56 a.m. to 12 midnight to the city, giving average frequencies of 73 and 72 minutes respectively. However, the intervals are far from uniform with 108 minutes being the longest. In this timetable, most suburban lines have a slightly better service on Saturday than Monday to Friday, but not in this case.

Apart from the placement trips, Fitzroy trains don't appear in the Sunday table and there is no mention of Fitzroy itself at all. Nevertheless, 9 Fitzroy trains did operate⁴. The same basic arrangements as weekdays applied on Sunday and the usual church hour is evident in the morning. Afternoon frequencies are slightly less than those on other days and the last trains are significantly earlier, as was the case on other lines at the time. Departures from Spencer Street were 9 30 and 9 59 a.m., then 1 00 p.m. to 9 00 p.m. with the probable times from Fitzroy being 10 10 a.m. and 1 10 to 9 35 p.m.

The service is cleverly designed so that the Heidelberg trains always cross at Nicholson Street and connect with the Fitzroy shuttle. As a consequence, Fitzroy passengers were able to connect from and to Spencer Street, Collingwood and Heidelberg. Passenger connections were a maximum of 5 minutes, with most being 2 or 3 minutes. The Fitzroy local was allowed either 7 or 8 minutes at the junction when connecting. At this time, the main line through Nicholson Street was still single track so three passenger trains at the same time must have challenged the station staff. Presumably, there was a platform on the crossing loop.

The section of track from Nicholson Street station to Scotchmer Street on the Fitzroy branch was apparently constructed as double line and was not singled until 1895, well after the cessation of the passenger service.

The running time between Nicholson Street and Fitzroy in both directions was 4 minutes for a distance of 1 mile (1.6 km). Journeys into Spencer Street generally took 24 minutes, with 26 minutes in the other direction due to the longer transfer time at Nicholson Street. Through trains were 21 minutes in either direction which is surprising given the severity of the Flemington Bridge bank against downs.

Not unusually in a very ephemeral⁵ document, a couple of omissions (in addition to Fitzroy station on Sunday) have crept into the timetable: the weekday departure from Spencer Street is 10 32 a.m. and the Sunday morning placement run arrives Nicholson Street at 9 47.

Not only was Fitzroy station 6 miles (9.5 km) from Spencer Street by rail (and only about 2½ miles (4 km) from Town as the crow flies) but through passengers almost always had to change trains. Consequently, a Fitzroy passenger service was doomed from the start. The North Fitzroy cable tram route (opened before the railway on 2nd October 1886) ran along Brunswick Street, about 200 m west of the railway station. Trams ran very frequently and tram passengers travelled directly to the city and then along Collins Street.

On 9th May 1892, after a mere 4 years to the day, the passenger service between North Fitzroy and Fitzroy was withdrawn, a victim of tramway competition⁶.

Fitzroy remained open for goods traffic until 1st August 1981 when the branch and the residual part of the Inner Circle line closed. The route from Royal Park to Fitzroy and Northcote Loop Junction, adjacent to Rushall station, is now a rail trail.

Footnotes:

- 1 The first Collingwood station was at ground level immediately to the east of the present Victoria Park station and it occupied what later became the Victoria Park goods yard. With the opening of the direct line from Princes Bridge on 21st October 1901, Collingwood was rebuilt at a higher level and renamed Victoria Park. The station immediately to the south of Victoria Park was opened on this date as Collingwood Town Hall, its name being simplified to Collingwood on 1st May 1905.
- 2 Westgarth Street was renamed Northcote South on 19th July 1888 but this change may well have been too late for incorporation in the August diary. Note that the 1888 map of the Melbourne suburban area incor-

rectly shows the station as Northcote West.

- 3 Nicholson Street was renamed North Fitzroy on 16th October 1889, two months after Langridge Street had been renamed North Carlton on 19th August 1889.
- 4 C. D. Gavan Duffy includes details of the

Sunday Fitzroy trains in summary form over the entire period of their operation in *Some More "G.W.R."*, ARLHS Bulletin No. 144, October 1949, pp. 40 & 41.

- 5 I think that degrees of ephemerality are acceptable as a timetable that is current for 6 months is less ephemeral than one that is

in use for just 1 month.

- 6 Fitzroy still has the benefit of fixed rail transport as Brunswick Street is currently served by West Preston electric trams (route 112) and the occasional Preston Depot via St. Georges Road ear (route 9).

120 VICTORIAN RAILWAYS.		MELBOURNE TO CLIFTON HILL,	
		WEEK DAYS.—	
Melbourne	5 15 5 45 7	5 8 12	9 20 10 3
North Melbourne	5 19 5 49 7	9 8 16	9 24 10 36
Macaulay-road	5 21 5 51 7	11 8 18	9 26 10 38
Flemington Bridge	5 23 5 53 7	13 8 20	9 28 10 40
Royal Park (Zoo)	5 25 5 55 7	15 8 22	9 31 10 43
Langridge-street	5 29 5 59 7	19 8 26	9 34 10 46
Nicholson-street	5 32 5 62 7	22 8 29	9 37 10 49
Fitzroy	5 36 5 66 7	27 8 34	9 42 10 54
Clifton Hill	5 38 5 68 7	31 8 38	9 46 10 58
Collingwood	6 1 5 71 8	33 9 41	10 53
Clifton Hill	6 1 5 71 8	33 9 41	10 53
Westgarth-street	6 2 5 72 8	34 9 42	11 7
Fairfield Park	6 3 5 73 8	35 9 43	11 10
Alphington	6 4 5 74 8	36 9 44	11 13
Ivanhoe	6 5 5 75 8	37 9 45	11 16
Heidelberg	6 6 5 76 8	38 9 46	11 20

HEIDELBERG TO COLLINGWOOD,	
WEEK DAYS.—	
Heidelberg	5 8 16 51 7 58 9 6 10 18 12 5
Ivanhoe	5 13 6 55 8 2 9 10 10 22 12 9
Alphington	5 18 6 58 8 6 9 13 10 25 12 12
Fairfield Park	5 21 6 1 8 9 16 10 28 12 15
Westgarth-street	5 24 6 4 8 11 9 19 10 31 12 18
Clifton Hill	5 27 6 7 8 13 9 21 10 34 12 20
Collingwood	5 30 6 10 8 15 9 24 10 37 12 22
Clifton Hill	5 33 6 13 8 18 9 27 10 40 12 29
Fitzroy	5 36 6 16 8 21 9 30 10 43 12 30
Nicholson-street	5 39 6 19 8 24 9 33 10 46 12 34
Nicholson-street	6 3 7 22 8 27 9 36 10 50 12 37
Langridge-street	6 6 7 25 8 30 9 39 10 53 12 40
Royal Park (Zoo.)	6 9 7 28 8 33 9 42 10 56 12 43
Flemington Bridge	6 12 7 31 8 36 9 45 10 59 12 46
Macaulay Road	6 15 7 34 8 39 9 48 11 1 12 48
North Melbourne	6 18 7 37 8 42 9 51 11 3 12 50
Melbourne	6 20 7 40 8 44 9 53 11 5 12 54

VICTORIAN RAILWAYS.		121	
COLLINGWOOD, AND HEIDELBERG.		(SATURDAYS INCLUDED).	
12 20 1 28 2 35 4	16 5 25 6 38 7 45 9	0 10 13 11 25	
12 24 1 32 2 39 4	20 5 29 6 42 7 49 9	4 10 17 11 29	
12 26 1 34 2 41 4	22 5 31 6 44 7 51 9	6 10 19 11 31	
12 28 1 36 2 43 4	24 5 33 6 46 7 53 9	8 10 21 11 33	
12 31 1 39 2 46 4	27 5 36 6 49 7 56 9	11 10 24 11 36	
12 34 1 42 2 49 4	30 5 39 6 52 7 59 9	14 10 27 11 39	
12 37 1 45 2 52 4	33 5 42 6 55 8	17 10 30 11 42	
12 42 1 50 2 57 4	38 5 47 7 0 8	22 10 35 11 47	
12 46 1 54 3	42 5 51 7 4 8	26 10 39 11 51	
12 41 1 49 2 56 4	37 5 46 6 59 8	6 9 21 10 34 11 46	
12 51 1 59 3	6 4 47 5 56 7	9 8 16 9 31 10 44 11 56	
12 53 2 1 3	8 4 49 5 58 7	11 8 18 9 33 10 46 11 58	
12 55 2 3 3	10 4 51 6 0 7	13 8 20 9 35 10 48 12 0	
12 58 2 6 3	13 4 54 6 3 7	16 8 23 9 38 10 51 12 3	
1 1 2 9 3	16 4 57 6 6 7	19 8 26 9 41 10 54 12 6	
1 4 2 12 3	19 5 0 6 9	22 8 29 9 44 10 57 12 9	
1 8 2 16 3	23 5 4 6 13	7 26 8 33 9 48 11 1 12 13	

CLIFTON HILL, AND MELBOURNE.		
(SATURDAYS INCLUDED).		
1 13 2 21 4	1 5 10 6 23 7 31 8	4 6 9 58 11 10
1 17 2 25 4	5 5 14 6 27 7 35 8	5 10 2 11 14
1 20 2 28 4	8 5 17 6 30 7 38 8	5 10 3 11 17
1 23 2 31 4	11 5 20 6 33 7 41 8	5 10 4 11 20
1 26 2 34 4	14 5 23 6 36 7 44 8	5 10 5 11 23
1 28 2 36 4	16 5 25 6 38 7 46 8	5 10 6 11 25
1 37 2 45 4	25 5 34 6 47 7 55 9	10 10 22 11 34
1 40 2 48 4	28 5 37 6 50 7 58 9	13 10 23 11 37
1 38 2 46 4	26 5 35 6 48 7 56 9	11 10 23 11 35 12 0
1 42 2 50 4	30 5 39 6 52 8	0 9 15 10 27 11 39
1 45 2 53 4	33 5 42 6 55 8	3 9 18 10 30 11 42 12 4
1 48 2 56 4	36 5 45 6 58 8	6 9 21 10 33 11 45 12 7
1 51 2 59 4	39 5 50 7 1 8	9 9 24 10 36 11 48 12 10
1 54 3 2 4	42 5 53 7 4 8	12 9 27 10 39 11 51 12 13
1 56 3 4 4	44 5 55 7 6 8	14 9 29 10 41 11 53 12 15
1 58 3 6 4	46 5 57 7 8 8	16 9 31 10 43 11 55 12 17
2 2 3 10 4	50 6 1 7 12	8 20 9 35 10 47 11 59 12 21

122 VICTORIAN RAILWAYS.		MELBOURNE TO COLLINGWOOD AND HEIDELBERG.	
		SUNDAYS.	
Melb.	9 30 9 59 1	0 2 10 3 20 4	40 6 10 7 20 9 0
N. Melb.	9 34 10 3 1	4 2 14 3 24 4	44 6 14 7 24 9 4
Macaul- rd	9 33 10 5 1	6 2 16 3 26 4	46 6 16 7 26 9 6
Flem. Br.	9 38 10 7 1	8 2 18 3 28 4	48 6 18 7 28 9 8
Royal Park	9 41 10 10 1	11 2 21 3 31 4	51 6 21 7 31 9 11
Langrig-st	9 44 10 13 1	14 2 24 3 34 4	54 6 24 7 34 9 14
Nichols-st	10 16 11 27 3	17 2 27 3 37 4	57 6 27 7 37 9 17
Clif. Hill.	10 20 11 31 3	21 2 31 3 41 4	61 6 31 7 41 9 21
Collingwd	10 30 11 41 3	31 2 41 3 51 4	71 6 41 7 51 9 31
Clif. Hill.	10 32 11 43 3	33 2 43 3 53 4	73 6 43 7 53 9 33
Wstgar-st	10 34 11 45 3	35 2 45 3 55 4	75 6 45 7 55 9 35
Fairfld Pk	10 37 11 48 3	38 2 48 3 58 4	78 6 48 7 58 9 38
Alphington	10 40 11 51 3	41 2 51 3 61 4	81 6 51 7 61 9 41
Ivanhoe.	10 43 11 54 3	44 2 54 3 64 4	84 6 54 7 64 9 44
Heidelberg	10 47 11 58 3	48 2 58 3 68 4	88 6 58 7 68 9 48

HEIDELBERG AND COLLINGWOOD TO MELBOURNE.	
SUNDAYS.	
Heidelberg	9 45 12 45 1 55 3 5 4 25 5 55 7 5 8 45
Ivanhoe	9 49 12 49 1 59 3 9 4 29 5 59 7 9 8 49
Alphington	9 52 12 52 2 5 3 12 4 32 6 2 7 12 8 52
Fairfld Pk	9 55 12 55 2 5 3 15 4 35 6 5 7 15 8 55
Wstgar-st	9 58 12 58 2 5 3 18 4 38 6 8 7 18 8 58
Clif. Hill.	10 0 1 2 10 3 20 4 40 6 10 7 20 9 0
Collingwd	10 9 1 9 2 19 3 29 4 49 6 19 7 29 9 9
Clif. Hill.	10 12 1 12 2 22 3 32 4 52 6 22 7 32 9 12
Nichols-st	10 17 1 17 2 27 3 37 4 57 6 27 7 37 9 17
Langrig-st	10 20 1 20 2 30 3 40 5 0 6 30 7 40 9 20
Royal Park	10 23 1 23 2 33 3 43 5 3 6 33 7 43 9 23
Flem. Br.	10 26 1 26 2 36 3 46 5 6 6 36 7 46 9 26
Macaul- rd	10 28 1 28 2 38 3 48 5 8 6 38 7 48 9 28
N. Melb.	10 30 1 30 2 40 3 50 5 10 6 40 7 50 9 30
Melb.	10 34 1 34 2 44 3 54 5 14 6 44 7 54 9 34

VICTORIAN RAILWAYS.		123					
MELBOURNE TO WERRIBEE.							
Mel.	N.M. Fcy. Yarvl. Spwd. Nprt. Lvtn. Wer.						
5 45	5 48	5 55	5 58	6 1	6 6	6 17	6 30
6 30	6 33				8 6	8 13	7 12
7 45	7 48	7 55	7 58	8 1	S	6 8	..
11 10	11 13				11 26	11 37	11 55
* 1 53	1 56	2 3	2 6	2 9	2 14	2 26	2 40
4 25	4 28				4 41	4 53	5 7
5 25	5 28	5 35	5 38	5 41	5 48	5 53	6 12
7 0					7 14		7 36

* Saturdays only.

WERRIBEE TO MELBOURNE.							
Wer.	Lvtn. Nprt. Spwd. Yarvl. Fcy. N.M. Mel.						
6 40	6 53	7 11	7 15	7 18	7 21	7 29	7 33
	8 23	8 36	8 40	8 43	8 46	8 54	8 58
9 32	9 44	9 55				10 9	10 15
2 51	3 6	3 13				3 34	3 41
* 3 10	3 23	3 38	3 42	3 45	3 48	3 56	4 0
6 21	6 34	6 46	6 50	6 53	6 56	7 4	7 8
7 49	7 52	8 4				8 18	8 24
10 10		10 33				10 46	10 50

* Saturdays only.