



The Times

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A journal of transport timetable history and analysis

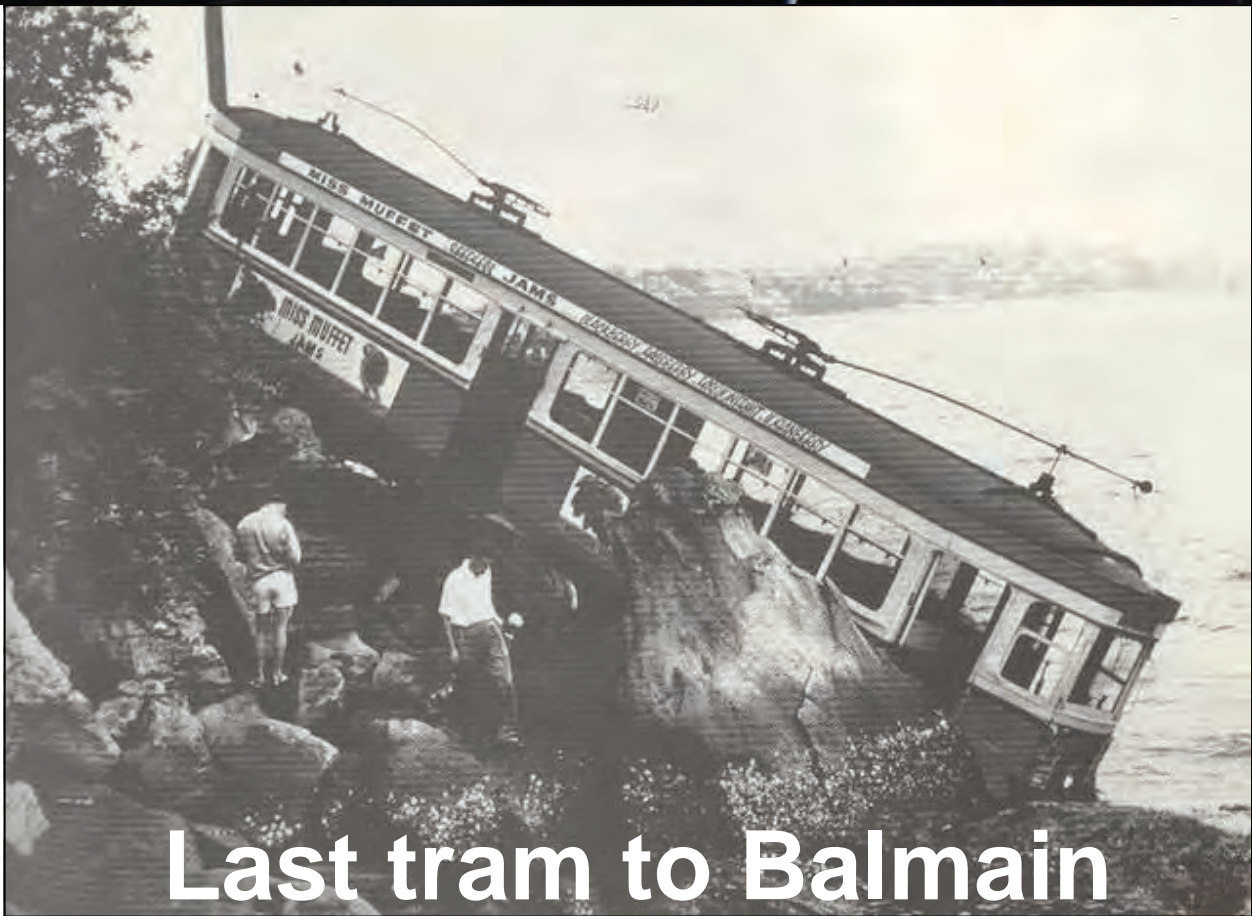
Ten to Sen: a timetable collector's murder mystery.

テレビ朝日開局50周年記念ドラマスペシャル

ビートたけし × 松本清張

11月24日(土)
11月25日(日)
よる9時放送
2夜連続放送

ミステリー史に残る、
空白の4分間



Last tram to Balmain

Inside: Murder by timetable

Farewell to the Balmain trams

The Pie-Cart revisited

Australia's first timetable

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The Times

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On the front cover

As a result of a recent "Collectors" article devoted to timetable collecting, AATTC received an English translation of Seicho Matsumoto's classic murder mystery based on the intricacies of transport timetables *Ten to Sen*, or *Tracks and Lines*. The article which starts on page 3 is a review of this book taken from the Winter 1997 issue of "Clues". The AATTC recently received a Japanese railway magazine with several feature articles on timetables. The author of one of these articles has recently written a book *Understanding World History by reading transport timetables*. AATTC member James Ng has purchased a copy— we look forward to his review of it. Perhaps we should establish a Tokyo branch of the AATTC?



Contributors The Times

Seicho Matsumoto, Victor Isaacs, Jim O'Neil, John Hunter 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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Murder among timetable collectors

Ten to Sen: SEICHO MATSUMOTO'S Points And Lines: The Shortest Distance Is The Truth. Truth is... the murderer was a Timetable Collector.

Seicho Matsumoto (1909-1992) is considered the greatest mystery writer to come out of Japan since the end of the Second World War. According to Gonda Manji, a leading critic of Japanese crime fiction: "Matsumoto's crime fiction with a social consciousness made him the most popularly read mystery author in modern Japan." As the father of social realism in Japanese detective fiction, he resembles Dashiell Hammett, whom Raymond Chandler said "took murder out of the Venetian vase and dropped it into the alley" and "gave murder back to the kind of people who commit it for reasons, not just to provide a corpse."

Matsumoto's most famous novel, *Points and Lines* (1957), is regarded as the best crime novel written by a Japanese. Consonant with his reputation as an exponent of social realism, it is a vivid social and moral portrait of a Japan in transition in 1957, and it reveals a great deal about Japanese social attitudes in general, as well as Japanese attitudes toward crime and punishment.

The plot centers on a double murder disguised as a lovers' suicide, committed to cover up a government kickback scandal. The victims are a young government bureaucrat, Sayama, and a Tokyo waitress, Otaki, whose bodies are discovered on a beach in Kyushu. The murder is investigated by two detectives; Jutarō Torigai of the Fukuoka police represents rural values, and Kiichi Mihara of the Tokyo Metropolitan police is entirely city-bred. They solve the case with hard-headed logic and by religiously studying railroad timetables, which become crucial in placing suspects.

A key clue is a dining-car receipt for only one person found on the body of Sayama, which puzzles the detectives; if the lovers were traveling together by train on their way to their death, why didn't they dine together? The murderer is revealed to be Yasuda, a contractor who has been bribing government officials to receive favorable treatment; his accomplice is Ishida, a bureaucratic division chief.

When Matsumoto wrote *Points and Lines* in 1957, Japan's post-war economic recovery had stabilized and people were getting used to their improved standard of living; but inevitably married to this return to economic health was political and corporate corruption, two problems that continue to infest Japanese society to this day. If anything, the moral situation described in *Points and Lines* has grown much worse and the corruption has become much more

thoroughgoing.

In the muckraking tradition of proletarian literature, Matsumoto uses the conventions of the detective story to strip away social illusion and to reveal the true nature of political and economic power. When their bodies are at first discovered on the beach, it is assumed that the waitress Otaki and the young government bureaucrat Sayama died in a lovers' pact; the motivation for the crime is seen to be personal, an act of passion. It is only through the diligence of two common-man detectives (notable for their ordinariness) that the true nature of the crime is revealed—the murder is an economic and political crime rigged to bolster the existing order (the Establishment, if you will).

The detectives also learn to penetrate some of the masks of Japanese society. The killer Yasuda hopes to conceal his crime by cloaking it in a Japanese social convention; he arranges the murder scene so it resembles that of a love suicide (not unusual in Japanese society), hoping that it will cause the deaths not to be questioned.

In the case of a simple suicide, there is always the suspicion of murder, but when a double suicide occurs and there is a woman involved, there is far less cause to be suspicious. Yasuda was very clever.

At the risk of sounding extremely reductionistic, here is a possible explanation for the prevalence (or social acceptability) of suicide in Japan: in Japan the group is more important than the individual, where in the West the individual takes precedence over the group. In the West, when a person's internal pressures become unbearable, the individual explodes and projects his or her aggression outward; this can be termed a sadistic response, where in Japan the individual is encouraged to be masochistic and repress his or her rage or frustration. This makes for group harmony (or so it is seen). But when psychological stress becomes too much, one is encouraged to take oneself out of the picture. For disappointed or tragically mismatched lovers, it is the height of romanticism to die in each other's arms.

Yasuda cynically plays on this cultural conceit when he murders Otaki and Sayama. By masking his crime as a love suicide, Yasuda here is committing a radical act of cultural corruption. At the deepest level he is tampering with Japanese social perceptions. To the Japanese mind it is outrageous for anyone to distort this beautiful, near-sacred social trope—two lovers dying romantically in each others'

arms—and twist it by using it as a vehicle for homicide. Yasuda's cynicism in using love suicide as a smokescreen for murder is near-foolproof and shows how easy it is in Japan for authority figures to manipulate and distort the great spiritual idealism of the Japanese people.

But by carefully scrutinizing aspects of the case that don't fit (the dining car receipt for only one person, for instance), the detectives are able to see through Yasuda's carefully-constructed mask of social artifice and to illuminate aspects of Japanese power that have hitherto been kept in the dark. For example, they learn that in the government bureaucracy, Division chiefs and section chiefs seem to leave all routine matters to these experienced assistants.... *They [the assistants] have to stand by and watch the younger men, the university graduates, with the proper qualifications, get promoted and go past them. . . . if a senior official so much as takes notices of one of them, the man is overjoyed. . . . That's why they'll do anything to please the boss.*

Particularly noteworthy is Matsumoto's knowledge of Japanese bureaucratic organization and style, including the bureaucracy's occasional corruption, and political appointees' exploitation of almost feudally loyal lower officials. He has even published a long series of purportedly non-fiction articles, similar to his *kuroi kiri* stories (8), under the general title *Gendai kanryo ron* (On contemporary bureaucracy). One of his great best sellers, *Ten to sen* (*Points and Lines*), which has sold over a million and quarter copies since its publication in 1957, concerns the murder of a bureaucrat and an innocent waitress—faked by an industrialist, his wife, and their bureaucratic allies to make it look like a "love suicide." It immediately caught the imagination of thousands of Tokyoites who were working in precisely the kinds of ministries that Matsumoto described.

The main way in which Matsumoto's heroes penetrate the veil of social obfuscation concocted by Yasuda and his associates is by exhaustively studying railroad (and airplane) timetables to determine where those involved in the case could have been at crucial times. "*As I look back on it, I see the case built around train and plane schedules, from start to finish,*" Mihara states in the book's final, epistolary chapter. "It is buried in timetables." This fact about the novel, which is often commented on by Western readers, has both cultural and metaphysical implications.

On a purely practical level, Mihara and his rural counterpart, Torigai, are able to deduce truth from falsehood in this case through the analysis of timetables because Japanese trains are never late. Japan's tradition of clockwork efficiency makes it possible for the two detectives to pinpoint characters' movements with mathematical precision. This kind of tracking would be unthinkable in most other societies, which lack Japan's efficiency (or anal-retentive rigidity, if one prefers to see it that way).

In fact, on an episode of the PBS-TV series *Locomotion* aired in February 1994, a black-and-white clip from Japanese crime film (showing police studying a map of a train line) was screened to illustrate the point that the Japanese train system is so efficient that Japanese crime writers can regularly use its clockwork efficiency to establish when and where a crime could have been committed.

From a historical perspective, railroads are the premier symbol of Japan's modernization and Westernization. It is a remarkable historical fact that only twenty years after Commodore Perry presented the Japanese with a miniature-scale railroad, the Japanese had constructed their own full-blown railway line. Japan is also a nation that

wholly depends on trains for public transportation; trains are to Japan what automobiles are to the United States. Just as cars represent personal freedom to Americans, railways represent to the Japanese a shared, communal existence based on mutual cooperation.

In terms of the dichotomy between nature and culture (or civilization), railroads are a nonpareil symbol of man's conquest over time and space. Great distances can be traversed in a relatively short period of time. The fact that Japanese efficiency can pinpoint the arrival and departure of trains with such mathematical logic is a triumph of the human will over the environment; nature can be calibrated, assessed, interpreted.

The title of the book itself, *Points and Lines*, refers to this method of railroad ratiocination, station stops being the designated points and time intervals (recorded on the timetables) being the lines. "Lines" can also represent physical direction, in terms of the detectives trying to deduce where various characters traveled at different times in order for them to have ended up at certain places at known times.

The detectives pursue clues with a tenacity and a passion for the process of elimina-

tion that owes at least as much to the Japanese passion for thoroughness as to Sherlock Holmes and deductive procedures common to police forces the world over. Matsumoto employs a striking device in the book by having his detectives write out logical lists and diagrams that set forth and clarify the circumstances of the case; this device also serves to illuminate the reader and help him or her keep with up with the detectives, so that the reader can see if he or she can solve the crime before the detectives.

The detectives also learn to see through deceptive appearances. "Sometimes a preconceived opinion will make us overlook the obvious. This is frightening." This point is underscored by Torigai's telling of how an old woman's killer went free because she died wearing a heavy winter jacket in April and the chief suspect was in prison during the winter, letting him off the hook. Then Torigai realizes, "I still believe there are cold days even in April. . . . Just because she was wearing a heavy jacket need not mean that it was winter; it could have been April [when the suspect was free]."

By not taking such assumptions for granted, the detectives are able to see through the conspirators' ruse and recognize that Otoki and Sayama were not lovers and they did not die together. For example, Mihara is initially stumped in one instance when he realizes Yasuda could have flown from Kyushu to Hokkaido (instead of traveling by rail) and still fit into the murder timeframe; but when Mihara checks airline passenger lists for the day in question, he is crestfallen to learn Yasuda's name appears on none of them. Later it hits him: "Yasuda didn't have to use just one name. He could have made the plane reservations under different names."

The detectives also realize there is a time to examine the emotional truth of a situation. When the question comes up of a dining car receipt for only one person, Torigai asks his daughter if she wouldn't accompany her boyfriend to the dining car if the couple were traveling together; her reply is, "Well, I think it's a question of love rather than of appetite." Based on this consideration, Torigai feels it highly unlikely that Sayama and Otoki were truly traveling together; this is the first chink in the facade of the murder cover-up.

"Yes, the case had spread out and now extended from one end of Japan to the other." In this and other instances, Matsumoto hints that his story is deeply emblematic of Japan. His narrative revolves around the terrifying fact of Japanese life that bureaucratic subordinates are expected to take their own lives rather than implicate their superiors, a practice that continues to this day, as evidenced by the suicide three years ago of then-Prime Minister

He went to the office of the station master. After introducing himself he said, "I'm sorry to trouble you but I have a question to ask. Before the Asakaze leaves at 6:30 P.M. from platform 15, can it be seen at any time from platform 13?" The railway official was an older man. He looked at Mihara curiously.

"Are you asking if at any time the tracks between the two platforms are entirely clear?"

"Exactly."

"Well, I believe there is always one train or another obstructing the view. But let me check, to make sure. Please wait a moment." He went to his desk and brought out the train charts. His fingers followed the intricate lines that criss-crossed the paper. Suddenly, he remarked, "There is a break! For a short period there are no trains on tracks 13 and 14 and you should be able to see the Asakaze at platform 15. Well, I never! That is most unusual!" He sounded as if he had discovered something extraordinary.

"There is a break? Then it is possible to see the train?" Mihara was disappointed, but he suddenly became tense when he heard the station master's next words: "It is possible, but only for four minutes."

"Only four minutes?" Mihara's eyes widened. His heart missed a beat. "Please explain that."

"To be precise," the official began, "the Asakaze pulls in on track 15 at 5:49 and leaves at 6:30. It remains at platform 15 for forty-one minutes. Now let's see the arrivals and departures of trains on tracks 13 and 14. On track 13, on the Yokosuka Line, train No. 1703 arrives at 5:46, leaves at 5:57. Then, at 6:01, No. 18CM arrives and leaves again at 6:12. After that Yokosuka Line train has departed the regular No. 341, bound for Shizuoka, arrives at platform 14 and remains till 6:35, blocking the view of the Asakaze on track 15."

Mihara took out his notebook. He could not take in the details from just hearing them once. The station master, noticing this, said, "This is probably difficult to follow. Let me write it down for you," and he gave him an extract of the timetable.

Returning to the Metropolitan Police Board Mihara studied the timetable he had received, then took a sheet of paper from his desk and made a diagram of it. It now became clear to him: from 5:57, when the Yokosuka Line train No. 1703 left from platform 13, to 6:01, when No. 1801 arrived, was exactly four minutes. During that brief interval the tracks were clear and there was an unobstructed view of the Asakaze from platform 13.

Miyazawa's personal secretary when the scandal broke that forced Miyazawa's eventual resignation.

There are also echoes of an older, darker Japan in the triangle of Yasuda the murderer, Ryoko, his scheming, tubercular wife, and Otoki, Yasuda's mistress. "In other words, Otoki was Yasuda's official mistress, with Ryoko's approval. It was a curious triangle. We may find it hard to accept but these situations do exist in modern society. Of course, it was common practice in feudal times." However, when one thinks of how Yoko Ono selected the pretty young Mai Ling to serve as her husband John Lennon's mistress during their estrangement in the early Seventies, it does not seem so impossible.

The dishonesty of their social arrangement is a reflection of the twisted natures of Yasuda and his Lady Macbeth-like wife, a literary vampire if there ever was one. Possibly Matsumoto is also implying that this feudal holdover of a relationship is a symbol of the unwholesome nature of the Old Japan that went down in flames in the Second World War.

Matsumoto makes it very clear that the evil Old Japan has not died. Occupation-era democratic reforms have not abolished the feudal hierarchy of privilege that protects wrongdoers in high places. Rather than having to face punishment for his collusion in the twin murders, Division Chief Ishida is promoted and has a bright future ahead of him:

He will probably become a bureau chief or a vice-minister, and may even run for a seat in the Diet. I feel sorry for those poor subordinates whom he uses as stepping stones. However, even if they know they are being abused, they will try to stay in his good graces by showing their loyalty.

"The whole case has left a bad taste in my mouth," Mihara writes Torigai at the end of the book. Clearly he fears that this system of injustice will perpetuate itself and grow unchallenged. The only reason this social evil was checked in this case was because of the tireless efforts of two ordinary, down-at-the-heels police detectives. "I need not tell you that a detective should

never give up a case; he must pursue it all the way," Torigai advises Mihara.

Seicho Matsumoto wrote *Points and Lines* to expose these social evils, in the hopes of rousing the public. The unprecedented success that greeted his book proves that the Japanese public was concerned about these issues and found them of great inter-

est. It also reveals the degree to which the democratization of Japan instituted during the Occupation succeeded; an informed, concerned citizenry had been created that cared about abuses of democracy and wanted them stopped.

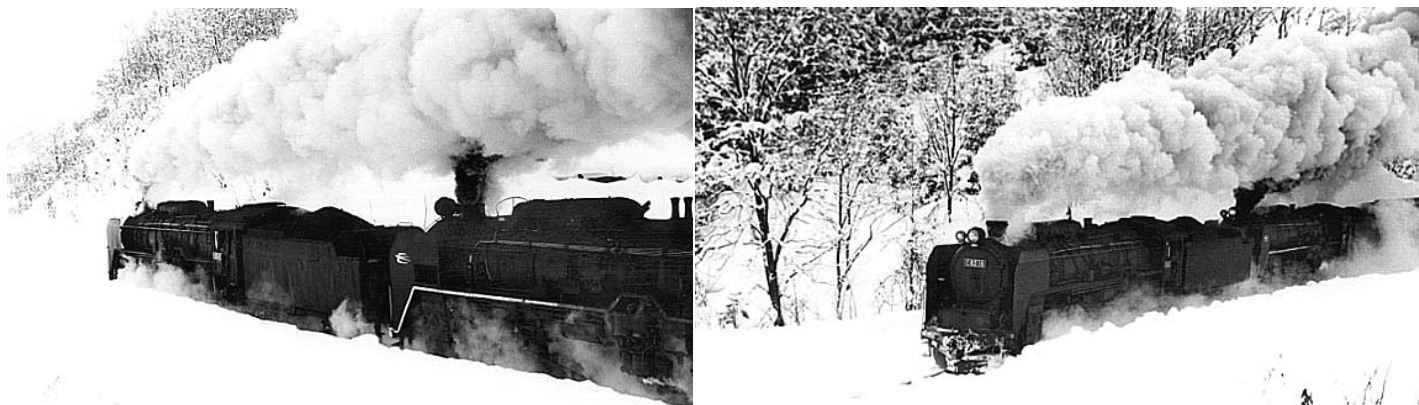
When one is confined to bed for a long time, reading becomes an absolute need. One day, when my husband had come to see me, he happened to leave behind a railway timetable. I picked it up out of sheer boredom. A timetable is of no use to me, bed-ridden invalid that I am, but I found it surprisingly interesting. It was far more entertaining than a poorly written novel. My husband uses a timetable very often because of his many business trips. He is familiar with it for practical business reasons, whereas I, an invalid, have become a constant reader not out of necessity but for the sheer pleasure it gives me.

This timetable has the names of all the stations in Japan. As I read them, I can picture each one, even to the surrounding landscape. The small local stations are the ones that really stir my imagination. Toyotsu, Saikawa, Saidyama, Yusubaru, Magarikane, Ita, Gotō-ji, these are names of little stations on the local lines in Kyushu. Shinjō, Masukata, Tsuya, Furukuchi, Takaya, Karikawa, Amarume lie along the local railways in the Tohoku region. The name Yusubaru, for instance, suggests to me a village set in a deep ravine filled with the luxuriant flora of the south; Amarume, I imagine to be a desolate little town in the northeast, cowering under a sullen sky. In my mind's eye I see the villages, the towns, the mountains that surround these stations, the houses and even the people living there. I recall a phrase in the famous *Tsurezuregusa* which says, 'Whenever I hear a name, I seem to be able to visualize the person.' Well, I feel the same way about places. When I am bored, I open to a page in the timetable. No matter which page, I am carried away. I am free to travel through San-in, Shikoku, Hokuriku, just as I please.

But my imagination does not stop there; it extends into the element of time. For example, I may look casually at my watch: it is 1:36 in the afternoon. I turn the pages of the timetable and look for a station marked by the numerals 1:36. I find that at Sekiya Station on the Echigo Line, number 122 has just pulled in. At the same moment, people are getting off number 139 at Akune station on the Kagoshima Main Line. Number 815 has arrived at Hida Miyata. At Fujiu on the Sanyo Line, Jida in ShinshU, Kusano on the Jōban Line, Higashinoshiro on the Ou Main Line, Oji on the Kansai Main Line, at all these stations, trains have come to a stop at this same instant.

At this very moment, as I lie abed staring at my emaciated hands, trains are coming to a stop at certain stations in Japan. People from every walk of life and with varied backgrounds are getting on and off these trains. I close my eyes and picture the scene. If I check the time and the station I may even learn how trains pass each other and at which station and at what hour. This can be fascinating! How and when trains connect or pass each other is deliberate and planned, but the meeting and parting of passengers is purely accidental. At such moments I can imagine the ceaseless movements of these thousands as their paths cross and their lives briefly brush past each other in those faraway places. I find more pleasure in my own flights of fancy than in novels born of the imagination of others. It is a pleasure wrung from the dreams of a lonely woman.

The railway timetable with its numbers and Chinese ideographs is one of my favorite books these days.



Last Tram to Balmain

JIM O'NEIL was out and about in Darling St collecting timetables in 1958, in the last days of the tram service.

As I have remarked in previous articles, in the middle fifties I discovered private bus timetables and started collecting them. It wasn't until the North Shore trams were replaced by buses in the middle of 1958 that I discovered the government also issued timetables and I began collecting them as well. I was thus in time to collect the last tram timetables on the red routes in the western suburbs and quite a few from all the eastern suburbs lines. The man in the Bus Hiring Office in Challis House, Martin Place, soon came to know me and assisted me in obtaining a complete set of government timetables and advised me when new timetables had been issued for various routes.

This month I am looking at timetables to the Balmain area in the last days of the trams. My first timetable (see pages 7-9) consists of pages 14 to 17 of the Western Suburbs Lines timetable, from Tuesday, 26th April, 1949. The pages of this timetable are 10.5 cm wide and 17 down. This is not a timetable I got from the Bus Hiring Office, but one I acquired recently in Auction number 30. On page 14 we find the timetable for the limited service between Quay Street (just north of Railway Square on the avoiding line) and Gladstone Park, Balmain via Harris Street, Pyrmont (the main tram route to Balmain ran further to the south west via Forest Lodge, while these trams ran along the route of the Ryde trams.) This was a peak hour service only, on Mondays to Sundays, with half day Saturdays meaning that the afternoon services ran around noon, instead of at four to five p.m. The service was not all to and from work places near the city, we can see four trams to Balmain, as against six the other way, on Monday to Friday mornings and five to Balmain against three to Quay St in the evenings.

Most of these trams terminated at Gladstone Park, short of the main Balmain terminal, although two on Monday to Friday evenings went all the way to Nicholson St, at the top of the counterweight up from the ferry. I've no idea why there were no corresponding trams to or from Nicholson St on this run at other times. At the foot of the page we see a similar timetable for trams from the Ryde line to Railway Square running through Forest Lodge on the regular Balmain route. These also stopped short of the full run, at Drummoyne instead of Ryde, and we may notice that there were only morning trams, and no midday ones,

on Saturdays.

The main tram service to Balmain ran via Forest Lodge and is shown on pages 15 and 16 of the timetable. There is a basic service of three trams an hour to Nicholson St, Balmain, with another three trams in the intervals to Birchgrove. In peak hours the frequency on both routes increased, though there was no clock face timetable during the peaks. In spite of the similar services, the Balmain trams started earlier and finished much later than the Birchgrove ones. On the weekends, the trams ran only from Circular Quay, while on weekdays they started and finished at Fort Macquarie. The Balmain service was operated by trams on all seven days of the week, unlike many other routes in this 1949 timetable, where buses operated on Sundays. With a long section running on reserved track past Harold Park, buses could not provide service along the same route as the trams. There are no times given for intermediate points in this timetable, which meant that the Balmain to City tram timetable could be covered in less than four pages.

At the foot of page 16 and the top of page 17 we find lists of all the tram stops on the Balmain and Birchgrove lines. The sections were longer than those I recall: the first section covers the whole distance from the Quay to Railway (without the Market St section which has been there as long as I can recall) and it takes only two sections to reach Birchgrove and three to Balmain.

My next timetable (pages 10-11) is one of the ones I collected in 1958, though it had been issued on Monday, December 17, 1956. It is the last timetable in force for the Balmain trams, although there were quite a few sheets included with it listing minor changes of times, which I have not printed here. The timetable had increased in size, being 16 cm across and 25.5 down, and the timetables and other material took up pages 2 to the top of page ten. Two things contributed to this increase of material. Firstly, the ends of the tram lines had been replaced by buses, route 401 York St to Balmain and route 441 York St to Birchgrove. The trams continued to run from Fort Macquarie, but now only went as far as Balmain Post Office, also identified as Rowntree St. Jct. (the point at which the Balmain and Birchgrove lines diverged - this had had its own sign, Rowntree Street on two lines and no colour

symbol, on the Western Suburbs destination indicator, though there were no trams shown to Rowntree St in the 1949 timetable and in 1958 these trams carried "Balmain" with white and red rectangles.) In 1958 through passengers could travel by both tram and bus on one ticket, we can see on page 9, by changing at Balmain P.O. to the route 445 for Balmain (this is the cross country route from Canterbury) and to route 441 for Birchgrove. It seems that passengers for Balmain could not use through tickets on the tram and on route 401 - possibly because the 441 and 401, running ten minutes apart in off-peak hours, could not both be timetabled to meet the trams at Balmain P.O., and the authorities wanted through passengers to take the next available vehicle. We saw a similar curtailment of the end of the Abbotsford line in The Times in August 2005, with trams running only as far as Haberfield and buses beyond, though that arrangement did not require through ticketing.

The second factor increasing the size of the timetable was the inclusion of intermediate timing points. On the tram timetable we find Railway Square as well as Fort Macquarie, with some trams starting at the Railway: the 5.44 from Railway has not started from either Fort Macquarie or Millers Point (there is only one solitary tram from Millers Point to Balmain, at 7.49 a.m. on Mondays to Fridays) and additional trams are shown from Rozelle Depot (just beyond Harold Park.) Inbound to Fort Macquarie we have the bus departure times from Darling Street Wharf on the 445 and the route 441 from Birchgrove. These are followed by the tram departure times from the Post Office, a note that trams leave Rozelle Junction four (4) minutes later than from Balmain P.O., and then additional trams from Rozelle Depot (which is further from Rozelle Junction than the latter is from Balmain P.O.) Saturdays and Sunday timetables give similar timing points and have a similar basic twenty minute service; Fort Macquarie has returned as the start and finish of weekend trams - the use of Circular Quay at weekends in 1949 must have been another electricity saving exercise. For Public Holidays, we are given two phone numbers to ring, because Public Holiday services vary (see the foot of page 4.) Did they only tell you the frequency of the service, as the notice says, or could you find out the times trams departed around the hour you wanted

to travel?

On pages 5 to 8, we find the bus timetables, once again with extra timing points listed. In the afternoon peak hours the buses have a first set down restriction, Mansfield Street, Balmain (a short way north of Rozelle Junction.) Passengers travelling a shorter distance would probably have caught the 500-series to Ryde, rather than the Balmain trams. Times for the two routes together are shown to Balmain P.O., for the 401 to Gladstone Park and to Darling Street Wharf, and for the 441 to Birchgrove. Buses ran beyond Gladstone Park to the ferry wharf only in the evenings. (buses could never turn at Nicholson Street, and so it has been dropped as a terminal.) An extra outbound timing point is shown at White Bay Junction, but you just add ten minutes to the times from York St. The buses are in the same position as the trams for service on Public Holidays - ring and find out the frequency.

The basic off-peak services to and from Balmain and Birchgrove were at alternating ten minute intervals, just as in the 1949 timetable. With a further twenty minute tram service from Balmain P.O., it seems that the truncation of the trams to the Post Office had meant that extra runs were operated to provide an equivalent frequency to the 1949 service. From the foot of page 8 to the top of page 19, we find information on Running Times, Fares and Routes. We no longer have a list of stops or section points, but since we are given the fares up to six or seven sections, we can see that shorter sections were in use in 1956 than had been in 1949, and there were now seven sections to Balmain instead of three.

This combined bus and tram timetable shows no services from Balmain to Central Railway via Pyrmont. For that we have to turn to my third timetable, dated November 5, 1956 (see page 12), a month and a half before the last Balmain tram timetable. This is the route 407, now operating

only on Mondays to Fridays and to and from Pitt Street, near Hay Street, instead of from Quay Street, and thus picking up at Railway Square itself. There are only three buses from Gladstone Park in the morning and none in the evening. From Central Railway there were four in each peak hour. It seems the route 407 was more important for relieving overcrowding on the Balmain trams from the city, once they had reached Central, than providing transport between Balmain and Pyrmont. The additional information on Running Times, Route, Fares and so on take up more space than the actual times, and the route 407 timetable is printed on a double sided sheet of the same size as the one for the last Balmain trams.

[On page 8 is a picture of the Balmain tram line's most famous feature the dummy car, which was linked to an underground counterweight designed to stop runaways. It didn't always work!- as our cover shows].

<p style="text-align: right;">14</p> <p style="text-align: center;">QUAY STREET-BALMAIN (Gladstone Park). Via Harris-street. (TRAMWAY SERVICE.)</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">From QUAY-STREET-DOWN.</td> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">For QUAY-STREET-UP.</td> </tr> </table> <p style="text-align: center;">MONDAYS TO FRIDAYS.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">For Gladstone Park.—6.30, 6.58, 7.15, 7.57 a.m., N4.15, N4.33, 4.53, 5.13, 5.33 p.m.</td> <td style="width: 50%; padding: 2px;">From Gladstone Park.—6.52, 7.7, 7.22, 7.42, 8.2, 8.22 a.m., N4.46, N5.3, 5.36 p.m.</td> </tr> </table> <p style="text-align: center;">SATURDAYS.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">For Gladstone Park.—6.28, 6.43, 6.58, 7.13, 7.28, 7.43, 11.43, 11.58 a.m., 12.13, 12.28, 12.43, 12.58 p.m.</td> <td style="width: 50%; padding: 2px;">From Gladstone Park.—6.52, 7.7, 7.22, 7.37, 7.52, 8.7, 11.37, 11.52 a.m., 12.7, 12.22, 12.37, 12.52 p.m.</td> </tr> </table> <p style="font-size: small;">N To or from Nicholson-street. Time of journey, 20 minutes.</p> <p style="text-align: center;">TRAMWAY STOPPING PLACES.</p> <p style="font-size: x-small;">FIRST SECTION.—Same as Second Section on Ryde Line. (See page 17.) SECOND SECTION.—Same as Third Section on Balmain Line. (See page 16.)</p> <p style="text-align: center;">RAILWAY-DRUMMOYNE. Local Service via Forest Lodge. (TRAMWAY SERVICE.)</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">From RAILWAY WAITING ROOM-DOWN.</td> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">For RAILWAY WAITING ROOM-UP.</td> </tr> </table> <p style="text-align: center;">MONDAYS TO FRIDAYS.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">For Drummoyne.—6.56, 7.12, 7.30, 7.50 a.m., 4.47, 5.13 p.m.</td> <td style="width: 50%; padding: 2px;">From Drummoyne (Lyons-rd.).—6.43, 7.4, 7.24, 7.46, 8.6, 8.26 a.m., 4.46, 5.2 p.m.</td> </tr> </table> <p style="text-align: center;">SATURDAYS.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">For Drummoyne.—7.12, 7.32, 7.52, 8.12 a.m.</td> <td style="width: 50%; padding: 2px;">From Drummoyne (Lyons-rd.).—6.46, every 20 mins. to 8.46 a.m.</td> </tr> </table> <p style="text-align: center;">TRAMWAY STOPPING PLACES. Railway-Drummoyne.</p> <p style="font-size: x-small;">FIRST SECTION.—Same as Second Section on Balmain Line. (See page 16.) SECOND SECTION.—Johnston-st., a Railway-pde., u Commercial-rd., u White Bay Jct., d Storey, Robert, Gordon, Evans sts., Darling-st. Jct., u Crystal, d Spring-side, d Byrnes sts., u Drummoyne Bridge (Drummoyne side), d Carey, Day, Church, Edwin sts., Drummoyne (Lyons-rd.). Time of journey from Railway Square, 26 minutes.</p> <p style="font-size: x-small;">d Down journey only. u Up journey only.</p>	From QUAY-STREET-DOWN.	For QUAY-STREET-UP.	For Gladstone Park.—6.30, 6.58, 7.15, 7.57 a.m., N4.15, N4.33, 4.53, 5.13, 5.33 p.m.	From Gladstone Park.—6.52, 7.7, 7.22, 7.42, 8.2, 8.22 a.m., N4.46, N5.3, 5.36 p.m.	For Gladstone Park.—6.28, 6.43, 6.58, 7.13, 7.28, 7.43, 11.43, 11.58 a.m., 12.13, 12.28, 12.43, 12.58 p.m.	From Gladstone Park.—6.52, 7.7, 7.22, 7.37, 7.52, 8.7, 11.37, 11.52 a.m., 12.7, 12.22, 12.37, 12.52 p.m.	From RAILWAY WAITING ROOM-DOWN.	For RAILWAY WAITING ROOM-UP.	For Drummoyne.—6.56, 7.12, 7.30, 7.50 a.m., 4.47, 5.13 p.m.	From Drummoyne (Lyons-rd.).—6.43, 7.4, 7.24, 7.46, 8.6, 8.26 a.m., 4.46, 5.2 p.m.	For Drummoyne.—7.12, 7.32, 7.52, 8.12 a.m.	From Drummoyne (Lyons-rd.).—6.46, every 20 mins. to 8.46 a.m.	<p style="text-align: right;">15</p> <p style="text-align: center;">BALMAIN AND BIRCHGROVE (via Forest Lodge). Via George-street. (TRAMWAY SERVICE.)</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">From FORT MACQUARIE-DOWN.</td> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">For FORT MACQUARIE-UP.</td> </tr> </table> <p style="text-align: center;">MONDAYS TO FRIDAYS.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">For Balmain (Nicholson-st.).—D4.22, 5.49, f5.53, 6.2, 6.34, 6.59, 7.21, 7.36, 7.54, 8.15, c8.37, 8.55 9.15 a.m., and at 15, 35 and 55 mins. past each hour to 3.55 p.m., 4.16, 4.36, 4.53, 5.6, 5.18, 5.35, 5.51, 6.6, 6.25, 6.43, 7.4, 7.28, 7.50, 8.12, and at 12, 32 and 52 mins. past each hour to 10.32, 10.54, 11.16, 11.30 p.m., 12.24, 1.0, 1.38, 2.30 a.m.</td> <td style="width: 50%; padding: 2px;">From Balmain (Nicholson-st.).—1.31, 4.53, 5.25, 5.46, 6.4, 6.25, f6.38, 6.50, 7.5, 7.16, 7.22, 7.31, 7.47, 8.1, 8.12, 8.26, 8.46, 9.6 a.m., and at 6, 26 and 46 mins. past each hour to 5.46 p.m., 6.4, 6.27, 6.46, 7.6, 7.23, 7.41, 8.1, and at 1, 21 and 41 mins. past each hour to 10.21, 10.44, 11.6, 11.39, 11.59 p.m. †12.11, 1.46, 2.29, 3.15 a.m.</td> </tr> </table> <p style="padding: 2px;">For Birchgrove.—5.8, f5.44, f6.2, 6.8, 6.26, 6.49, 7.10, 7.26, 7.45, 8.7 a.m., and at 7, 27 and 47 mins. past each hour to 4.27 p.m., 4.44, 4.57, 5.14, 5.29, 5.44, 5.59, 6.15, 6.32, 6.50, 7.10, 7.22, 7.42, 8.4, and at 4, 24 and 44 mins. past each hour to 10.24, 10.46, 11.10, 11.49 p.m.</p> <p style="padding: 2px;">From Birchgrove.—5.37, 5.56, 6.15, 6.36, 6.56, 7.13, 7.37, 7.57, 8.19, 8.38, 8.59, 9.19 a.m., and at 19, 39 and 59 mins. past each hour to 3.59 p.m., 4.18, 4.38, 4.58, 5.18, 5.40, 5.58, 6.18, 6.36, 6.55, 7.16, 7.34, 7.54, 8.14, and at 14, 34 and 54 mins. past each hour to 10.14, 10.36, 11.17, *11.39 p.m.</p> <hr/> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">From CIRCULAR QUAY-DOWN.</td> <td style="width: 50%; border-bottom: 1px solid black; padding: 2px;">For CIRCULAR QUAY-UP.</td> </tr> </table> <p style="text-align: center;">SATURDAYS.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">For Balmain (Nicholson-st.).—4.30, 6.3, 6.37, 6.55, 7.16, 7.36, 7.55, 8.15 a.m., then at 15, 35 and 55 mins. past each hour to 2.15 p.m., 2.36, 2.56, then at 16, 36 and 56 mins. past each hour to 11.16, 11.29 p.m., 12.25, 1.1, 1.39 a.m.</td> <td style="width: 50%; padding: 2px;">From Balmain (Nicholson-st.).—4.31, 4.56, 5.26, 5.46, 6.4, 6.24, 6.35, 6.49 a.m., then at 4, 24 and 44 mins. past each hour to 11.4, 11.39, 11.59 p.m., †12.11, 1.46, 2.29 a.m.</td> </tr> </table> <p style="padding: 2px;">For Birchgrove.—5.9, f5.44, 5.52, 6.14, 6.22, 6.45, 7.5, 7.25, 7.45 a.m., then at 5, 25, and 45 mins. past each hour to 2.25 p.m., 2.46, then at 6, 26 and 46 mins. past each hour to 11.6, 11.47 p.m.</p> <p style="padding: 2px;">From Birchgrove.—5.37, 5.56 a.m., then at 16, 36 and 56 mins. past each hour to 2.16, 2.35, 2.55, then at 15, 35 and 55 mins. past each hour to 10.35, f10.56, 11.17, *11.39 p.m.</p> <p style="font-size: x-small; text-align: center;">For Stopping Places, see pages 16 and 17. For Explanatory Notes, see next page.</p>	From FORT MACQUARIE-DOWN.	For FORT MACQUARIE-UP.	For Balmain (Nicholson-st.).—D4.22, 5.49, f5.53, 6.2, 6.34, 6.59, 7.21, 7.36, 7.54, 8.15, c8.37, 8.55 9.15 a.m., and at 15, 35 and 55 mins. past each hour to 3.55 p.m., 4.16, 4.36, 4.53, 5.6, 5.18, 5.35, 5.51, 6.6, 6.25, 6.43, 7.4, 7.28, 7.50, 8.12, and at 12, 32 and 52 mins. past each hour to 10.32, 10.54, 11.16, 11.30 p.m., 12.24, 1.0, 1.38, 2.30 a.m.	From Balmain (Nicholson-st.).—1.31, 4.53, 5.25, 5.46, 6.4, 6.25, f6.38, 6.50, 7.5, 7.16, 7.22, 7.31, 7.47, 8.1, 8.12, 8.26, 8.46, 9.6 a.m., and at 6, 26 and 46 mins. past each hour to 5.46 p.m., 6.4, 6.27, 6.46, 7.6, 7.23, 7.41, 8.1, and at 1, 21 and 41 mins. past each hour to 10.21, 10.44, 11.6, 11.39, 11.59 p.m. †12.11, 1.46, 2.29, 3.15 a.m.	From CIRCULAR QUAY-DOWN.	For CIRCULAR QUAY-UP.	For Balmain (Nicholson-st.).—4.30, 6.3, 6.37, 6.55, 7.16, 7.36, 7.55, 8.15 a.m., then at 15, 35 and 55 mins. past each hour to 2.15 p.m., 2.36, 2.56, then at 16, 36 and 56 mins. past each hour to 11.16, 11.29 p.m., 12.25, 1.1, 1.39 a.m.	From Balmain (Nicholson-st.).—4.31, 4.56, 5.26, 5.46, 6.4, 6.24, 6.35, 6.49 a.m., then at 4, 24 and 44 mins. past each hour to 11.4, 11.39, 11.59 p.m., †12.11, 1.46, 2.29 a.m.
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BALMAIN AND BIRCHGROVE (via Forest Lodge)—continued.

Via George-street.
(TRAMWAY SERVICE.)

From CIRCULAR QUAY
(Phillip-street)—DOWN.

For CIRCULAR QUAY—UP.

SUNDAYS.

For Balmain (Nicholson-st.).—fB6.28, 6.56, 8.9, 8.40, 9.19 a.m., then at 19, 39 and 59 mins. past each hour to 11.19, 11.42 p.m., 12.4, 1.2, 1.40, D2.30 a.m.

From Balmain (Nicholson-st.).—6.15, 7.38, 7.53, 8.23 8.43, a.m., then at 3, 23 and 43 mins. past each hour to 1.23 p.m., 1.41, 1.55, 2.10, 2.25, 2.43, then at 3, 23 and 43 mins. past each hour to 10.43, f11.12 p.m., 12.24, 1.46, 2.29, 3.19 a.m.

For Birchgrove.—7.31, 7.54, 8.27, 8.54 a.m., then at 9, 29 and 49 mins. past each hour to 11.9, 11.31 p.m.

From Birchgrove.—7.13, 8.11, 8.35, 8.55 a.m., then at 15, 35 and 55 mins. past each hour to 1.35 p.m., 1.50, 2.5, 2.20, 2.35, 2.55, then at 15, 35 and 55 mins. past each hour to 10.35, f*11.14 p.m.

f To or from Railway.
* Change at Darling-st. Jct.
† Change at Railway.
B To or from Gladstone Park only.

For Fares and Conditions, see back.

TRAMWAY STOPPING PLACES.

Forest Lodge and Balmain.

FIRST SECTION.—u Fort Macquarie, d Fort Macquarie Jetty, d Tarpeian Way, u Macquarie-st., u No. 1 Jetty, d Balloon Loop, Manly Wharf, d Zoo Wharf, Parramatta Jetty, Millers Point, Jct. (Fire Station), Essex, d Dalley, u Bridge d Hunter sts., u Wynyard Station, d Angel-place, u Barrack, King, Market, Park, Bathurst, Liverpool, Goulburn, Hay, d Barlow sts., u Rawson-place, Railway Square Waiting Room, d Regent-st., u Harris-st.

SECOND SECTION.—d Barlow-st., u Rawson-place, Railway Square Waiting Room, d Regent, u Harris, d Abercrombie, u Wattle, Moentain sts., City-rd. Jct., Derwent-st. Jct., Mitchell-st., St. John's rd., Ross-st., Pyrmont Bridge rd., Hereford-st., Wigram-rd., Epping Jct., Rozelle Depot, Nelson, Trafalgar, Johnston sts., Railway-pde., u Commercial-rd., u White Bay Jct., d Storey, Robert sts.

THIRD SECTION.—Johnston-st., Railway-pde., u Commercial-rd., u White Bay Jct., d Storey, Robert, Gordon, Evans sts., d Darling-st. Jct. (City side), Darling-st. Jct. (Balmain side), Merton, d Wise, u Beattie, u Wisebeach, d Thornton, Elliott, Young sts., Birchgrove-rd., d Rowntree-st. Jct., u Montague, Mort, u Booth, d McDonald, d Curtis, u Eaton, Stephen, Ewenton sts., The Avenue, Duke-st., Nicholson-st. (Terminus).

TIME OF JOURNEY FROM FORT MACQUARIE.—Railway Square Waiting Room 18 (Sundays, 15); City-rd. Jct., 22 (Sundays, 18); Epping Jct., 28 (Sundays, 24); Johnston-st., 31 (Sundays, 27); Darling-st. Jct., 36 (Sundays, 32); Rowntree-st. Jct., 40 (Sundays, 36); Gladstone Park, 47 (Sundays, 36); Nicholson-st., 46 (Sundays, 42) minutes.

BALMAIN AND BIRCHGROVE (via Forest Lodge)—continued.

TRAMWAY STOPPING PLACES.

Birchgrove Line.

FIRST AND SECOND SECTIONS.—Same as Balmain Line.

THIRD SECTION.—Johnston-st., Railway-pde., u Commercial-rd., u White Bay Jct., d Storey, Robert, Gordon, Evans sts., d Darling-st. Jct. (City side), Darling-st. Jct. (Balmain side), Merton, Wise, u Beattie, u Wisebeach, d Thornton, Elliott, Young sts., Birchgrove-rd., Rowntree-st. Jct., Macquarie-terrace, Cameron Bay sts., Birchgrove (Terminus).

d Down journey only.

u Up journey only.

TIME OF JOURNEY FROM FORT MACQUARIE.—Railway Square Waiting Room, 18 (Sundays, 15); City Road Jct., 22 (Sundays, 18); Johnston-st., 31 (Sundays, 27); Darling-st. Jct., 36 (Sundays, 32); Rowntree-st. Jct., 40 (Sundays, 36); Birchgrove, 45 (Sundays 40) minutes.

Lilyfield (Abattoir Road).

FIRST AND SECOND SECTIONS.—Same as Forest Lodge to Wigram-rd. Epping Jct., Taylor, Wells, Johnston sts.

THIRD SECTION.—Johnston, Young, John, Catherine, Piper sts., Abattoir-rd. (Special 2d. fare section).

TIME OF JOURNEY FROM FORT MACQUARIE.—Railway Square Waiting Room, 18 (Sundays, 15); City-rd. Jct., 22 (Sundays, 18); Epping Jct., 28 (Sundays, 24); Lilyfield Terminus, 36 (Sundays, 31) minutes.

Drummoyne, Gladesville and Ryde.

FIRST SECTION.—u Fort Macquarie, d Fort Macquarie Jetty, d Tarpeian Way, u Macquarie-st., u No. 1 Wharf, d Balloon Loop, Manly Wharf, d Zoo Wharf, Parramatta Jetty, Miller's Point Jct. (Fire Station), Essex, d Dalley, u Bridge, d Hunter sts., u Wynyard Station, d Angel-place, u Barrack, King, Market, Park, Bathurst, Liverpool, Goulburn, Hay, d Barlow sts., u Rawson-place, Quay-st. Jct. in Quay-st.

SECOND SECTION.—d Barlow-st., u Rawson-place, Quay-st. Jct., Quay-st. and Ultimo-rd., Ultimo-rd. and Harris-st., (Mondays to Fridays, between 8.30 and 9.30 a.m., and between 5.30 and 7.0 p.m.), Mary Ann st., McArthur, William Henry, Quarry, Fig, Allen sts., Bridge-rd., Union, Bank, Bowman sts., Glebe Island Bridge (Rozelle end), Swan-st., White Bay Jct., d Storey, Robert sts.

THIRD SECTION.—Glebe Island Bridge (Rozelle end), Swan-st., White Bay Jct., d Storey, Robert, Gordon, Evans sts., Darling-st. Jct., u Crystal, d Springside d Byrnes, u Drummoyne Bridge (Drummoyne end), d Cary, Day, Church, Edwin sts., Drummoyne (Lyons-rd.), d Tavistock, u Seymour, Wolseley sts.

FOURTH SECTION.—Church, Edwin sts., Drummoyne (Lyons-rd.), d Tavistock, u Seymour, Wolseley sts., Drummoyne-ave., Gladesville Bridge, Huntley's Point rd., Domestic Science School, Crown-st., Span Pole 144, Salter-st., Hospital rd., Hillcrest-ave., Wharf-rd., Post Office, d Pittwater-rd., Span Pole 192, Span Pole 201, Monash-rd.

FIFTH SECTION.—Wharf-rd., Post Office, Pittwater-rd., Span Pole 192, Span Pole 201, Monash, Tennyson rds., Weaver, Margaret sts., d Potts-rd., u Cressy-rd., d Charles-st., u Providence-rd., Princes, Church, Devlin sts., Hutton's Flat (Terminus).

TIME OF JOURNEY FROM FORT MACQUARIE.—Quay-st. Jct. 18, (Sundays, 15); Miller-st. Jct. (Pyrmont), 24 (Sundays, 21); Darling-st. Jct., 32 (Sundays, 29); Drummoyne (Lyons-rd.), 39 (Sundays, 36); Gladesville Bridge, 43 (Sundays, 40); Gladesville, 51 (Sundays, 48); Hutton's Flat, 62 (Sundays, 59) minutes.

d Down journey only.

u Up journey only.



FORT MACQUARIE-BALMAIN POST OFFICE (Rowntree St. Jct.)

TRAM SERVICE (via FOREST LODGE).

For travel between the City and Birchgrove or Darling Street Wharf via Forest Lodge, change at Balmain Post Office to Route 441 (Birchgrove) or Route 445 (Darling Street Wharf) Bus.

ROUTE 401 BUS SERVICE
YORK STREET, CITY-BALMAIN
via PYRMONT AND WHITE BAY
(Night service extended to Darling Street Wharf on trial).

ROUTE 441 BUS SERVICE
YORK ST., CITY-BIRCHGROVE
via PYRMONT AND WHITE BAY

COMMENCING MONDAY, DECEMBER 17, 1956

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The Commissioner for Government Transport, N.S.W.
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4456-A

FORT MACQUARIE-BALMAIN POST OFFICE

(Rowntree Street Junction)

TRAM SERVICE VIA FOREST LODGE

For travel between the City and Birchgrove or Darling Street Wharf via Forest Lodge, change at Balmain Post Office to Route 441 (Birchgrove) or Route 445 (Darling Street Wharf) Bus.

MONDAYS TO FRIDAYS.

TO BALMAIN POST OFFICE.

FROM FORT MACQUARIE—4.28, 5.7, C5.44, 5.56, 6.10, 6.18, 6.29, 6.38, 6.48, 6.58, 7.10, 7.18, 7.27, 7.39, 7.58 a.m., then at 14, 34 and 54 minutes past each hour to 3.14, 3.26, 3.36, 3.46, 3.56, 4.7, 4.16, 4.26, 4.34, 4.42, 4.48, 4.56, 5.3, 5.9, 5.17, 5.28, 5.36, 5.46, 5.59, 6.14, 6.23, 6.37, C6.58, 7.14, C7.31, 7.48, 8.21, 8.51, C9.23, 9.51, 10.3, 10.21, 10.33, C10.54, 11.5, 11.22, 11.38 p.m., 12.25, 1.0, 1.46 a.m.

FROM MILLERS POINT—7.49 a.m.

FROM RAILWAY SQUARE WAITING ROOM—4.44, 5.25, 5.44, 6.1, 6.14, 6.28, 6.36, 6.47, 6.56, 7.6, 7.16, 7.23, 7.28, 7.36, 7.45, 7.57, 8.6, 8.16, 8.32, 8.52 a.m., then at 12, 32 and 52 minutes past each hour to 3.32, 3.44, 3.54, 4.4, 4.14, 4.25, 4.34, 4.44, 4.52, 5.0, 5.6, 5.14, 5.21, 5.27, 5.35, 5.46, 5.54, 6.4, 6.17, 6.32, 6.41, 6.55, 7.15, 7.32, 7.48, 8.6, 8.37, 9.7, 9.38, 10.7, 10.19, 10.37, 10.49, 11.9, 11.21, 11.38, 11.54 p.m., 12.41, 1.14, 2.0 a.m.

FROM ROZELLE DEPOT (ADDITIONAL)—3.16, 3.51, 4.33, D5.9, 5.16, D5.30, 5.47, 6.6, 6.31 a.m.

TO FORT MACQUARIE (VIA FOREST LODGE).

FROM DARLING STREET WHARF (ROUTE 445 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)—4.37, H4.54, G5.14, 5.35, 5.50, 6.10, 6.30, H6.40, 6.50, 7.0, 7.10, H7.21, 7.30, H7.35, 7.40, H7.46, 7.50, H8.1, 8.10, 8.20, 8.30, H8.35, 8.40, H8.46, 8.50, H9.1, 9.10, H9.21, 9.30, H9.41, 9.50, H10.1, 10.10, 10.30, 10.50 a.m., then at 10, 30 and 50 minutes past each hour to 2.50, H3.1, 3.10, H3.21, 3.30, H3.41, 3.50, H4.4, H4.8, 4.10, H4.16, H4.21, H4.26, 4.30, H4.36, 4.40, H4.46, 4.50, 5.0, 5.10, 5.20, H5.26, 5.30, 5.40, 5.55, 6.0, 6.10, 6.20, 6.30, 6.50, 7.10, H7.21, 7.30, 7.50, 8.10, 8.39, 9.9, H9.40, 10.9, 10.39, 11.9, 11.39 p.m., 12.10, B1.11, A1.43, 2.29, 3.20 a.m.

FROM BIRCHGROVE (ROUTE 441 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)—5.37, 6.0, 6.14, 6.34, 6.45, 6.59, 7.19, 7.38, 8.0, 8.18, 8.39, 9.10, 9.32, 9.52 a.m., then at 12, 32 and 52 minutes past each hour to 7.52, 8.14, 8.42 p.m., then every 30 minutes to 11.42 p.m., 12.6 a.m.

For Explanatory Notes see page 8.

MONDAYS TO FRIDAYS—continued.

TO FORT MACQUARIE (VIA FOREST LODGE)—continued.

FROM BALMAIN POST OFFICE (TRAM)—3.27, Y4.2, 4.44, Q5.4, 5.29, 5.49, 6.0, 6.8, 6.19, 6.30, 6.39, E6.44, S6.50, 6.58, 7.7 (to Millers Point), 7.19 (to Argyle Street), 7.28, 7.38, 7.46, 7.52, 7.59, 8.8, 8.16, 8.26, 8.38, 8.47 a.m., then at 0, 20 and 40 minutes past each hour to 4.0, 4.13, 4.23, 4.33 (to Argyle Street), 4.43 (to Argyle Street), 4.53, 5.3, 5.20, Y5.26, 5.37, Y5.47, 6.0, Q6.17, 6.39, Q6.52, 6.59, Y7.5, 7.19, 7.39, 7.58, 8.18, Q8.47, 9.20, 9.48, Q10.17, 10.37, 10.48, Y11.0, 11.19, Y11.32, 11.48 p.m., Y12.1, 12.19, E1.18, Y1.50, 2.36 a.m.

FROM ROZELLE JUNCTION (TRAM)—Four (4) minutes later than shown from Balmain Post Office.

FROM ROZELLE DEPOT (ADDITIONAL)—4.39, 5.31, 5.53, 6.5, E6.34 a.m.

SATURDAYS.

TO BALMAIN POST OFFICE.

FROM FORT MACQUARIE—4.28, 5.3, 5.56, 6.35, 6.56, 7.15, 7.35, 7.56 (from Millers Point), 8.15, 8.35, 8.43, 8.55, 9.15, 9.35, 9.55, 10.15, 10.35, 10.55, 11.5, 11.15, 11.25, 11.36, 11.48, 11.56 a.m., 12.8 p.m., then at 15, 35 and 55 minutes past each hour to 2.15, 2.39, 2.59 p.m., then at 18, 38 and 58 minutes past each hour to 7.18, 7.33, 7.51, 8.21, 8.51, 9.22, 9.51, 10.3, 10.21, 10.33, 10.53, 11.5, 11.22, 11.47 p.m., 12.25, 1.0, 1.46 a.m.

FROM RAILWAY SQUARE WAITING ROOM—4.42, 5.19, 6.14, 6.36, 6.53, 7.14, 7.33, 7.53, 8.13, 8.33, 8.53, 9.1, 9.13, 9.33, 9.53, 10.13, 10.33, 10.53, 11.13, 11.23, 11.33, 11.43, 11.54 a.m., 12.6, 12.14, 12.26, 12.33, 12.53, 1.13, 1.34, 1.54 p.m., then at 14, 34 and 54 minutes past each hour to 7.34, 7.49, 8.7, 8.37, 9.7, 9.38, 10.7, 10.19, 10.37, 10.49, 11.9, 11.21, 11.38 p.m., 12.3, 12.41, 1.14, 2.0 a.m.

FROM ROZELLE DEPOT (ADDITIONAL)—3.17, 3.51, 5.16, 5.57, 8.35, 8.55, 9.35 a.m.

TO FORT MACQUARIE (VIA FOREST LODGE).

FROM DARLING STREET WHARF (ROUTE 445 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)—3.20, H4.53, H5.23, 5.50, 6.20, 6.50 a.m., then at 10, 30 and 50 minutes past each hour to 8.10, 8.39 p.m., then every 30 minutes to 11.39 p.m., 12.9, H12.34 a.m.

FROM BIRCHGROVE (ROUTE 441 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)—5.46, 6.15, 6.42, 7.13, 7.45 a.m., then at 14, 34 and 54 minutes past each hour to 11.54 a.m., then at 12, 32 and 52 minutes past each hour to 7.52, 8.12 p.m., then every 30 minutes to 11.42 p.m., 12.5 a.m.

FROM BALMAIN POST OFFICE (TRAM)—3.28, Y4.2, Q5.4, 5.30, 6.0, 6.28, 6.50, 7.5, 7.20, 7.40, 8.0, 8.20, 8.40, 8.50 (to Argyle Street), 9.0, 9.10 (to Argyle Street), 9.20, 9.30, 9.40, 9.50 (to Argyle Street), 10.0, 10.20, 10.40, 11.0, 11.20, 11.40, Y11.47 a.m., 12.0, Y12.7, 12.20, Y12.30, 12.40, Y12.50, 1.0, 1.20, 1.40 p.m., then at 0, 20 and 40 minutes past each hour to 8.0, 8.18, 8.47, 9.20, 9.48, 10.18, 10.36, 10.48, Y11.0, 11.19, Y11.32, 11.48 p.m., 12.18, Y12.26, E1.4, Y1.36, N2.22 a.m.

FROM ROZELLE JUNCTION (TRAM)—Four (4) minutes later than shown from Balmain Post Office.

FROM ROZELLE DEPOT (ADDITIONAL)—To Fort Macquarie 4.35 a.m., to Millers Point 3.51, 4.4, 4.22, 4.34 p.m.

For Explanatory Notes, see page 8.

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SUNDAYS.

TO BALMAIN POST OFFICE.

FROM FORT MACQUARIE—6.55, 7.44 a.m., then every 30 minutes to 12.14, 12.34, 12.54, 1.19, 1.39, 1.59, C2.20, C2.40, 2.59, C3.20, C3.40, 3.59, C4.20, C4.40, 4.59, C5.20, C5.40, 5.59, 6.19, 6.39, 6.59, 7.19, 7.44 p.m., then every 30 minutes to 10.44, 11.8 p.m., 12.40 a.m.

FROM RAILWAY SQUARE WAITING ROOM—7.10, 7.59 a.m., then every 30 minutes to 12.29, 12.49, 1.9, 1.34, 1.54 p.m., then at 14, 34 and 54 minutes past each hour to 7.34, 7.59 p.m., then every 30 minutes to 10.59, 11.23 p.m., 12.54 a.m.

FROM ROZELLE JUNCTION (ADDITIONAL)—6.5, 7.12 a.m.

TO FORT MACQUARIE (VIA FOREST LODGE).

FROM DARLING STREET WHARF (ROUTE 445 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)—H6.11, 7.9, 7.42, 8.9 a.m., then every 30 minutes to 11.9, H11.41, H11.56 p.m.

FROM BIRCHGROVE (ROUTE 441 BUS—CHANGE TO TRAM AT BALMAIN POST OFFICE)—7.12, 8.12 a.m., then every 30 minutes to 12.12, 12.32, 12.52 p.m., then at 12, 32 and 52 minutes past each hour to 8.12 p.m., then every 30 minutes to 10.42, 11.3, 11.38 p.m.

FROM BALMAIN POST OFFICE (TRAM)—6.18, 7.25, 7.55, 8.25, 8.55, 9.25, Q9.55, 10.25, Q10.55, 11.25, Q11.55 a.m., 12.18, Q12.38, Q12.58 p.m., then at Q18, 38 and Q58 minutes past each hour to Q5.18, Q5.38, Q5.58, Q6.18, Q6.38, 6.58, 7.18, 7.38 (to Millers Point), 7.58, Q8.25, Q8.55, Q9.25, Q9.55, 10.25, E10.53, Y11.22 p.m., 12.3, Y1.18 a.m.

FROM ROZELLE JUNCTION (TRAM)—Four (4) minutes later than shown from Balmain Post Office with an additional journey to Rozelle Depot at 12.17 a.m.

HOLIDAYS.

AS PUBLIC HOLIDAY SERVICES VARY, PARTICULARS OF FREQUENCY OPERATING MAY BE OBTAINED BY PHONING 0543, EXT. 296, BETWEEN 8.30 A.M. AND 4.30 P.M. ON MONDAYS TO FRIDAYS (HOLIDAYS EXCEPTED) AND ROZELLE DEPOT (MW 2155) AT OTHER TIMES.

For Explanatory Notes, see page 8.

ROUTE 401
YORK ST., CITY—GLADSTONE PARK, BALMAIN

via Pyrmont and White Bay
(Night service extended to Darling Street Wharf on trial)

and
ROUTE 441
YORK STREET, CITY—BIRCHGROVE

via Pyrmont and White Bay

MONDAYS TO FRIDAYS.

FROM YORK STREET, CITY.

A travelling restriction "First set down Mansfield Street, Balmain," applies on journeys departing York Street, City, between 4.0 p.m. and 6.0 p.m. on Mondays to Fridays.

TO BALMAIN POST OFFICE (ROUTES 401 and 441)—6.35 a.m., then every 8 minutes or more frequent intervals to 8.45 a.m., then every 10 minutes to 4.5 p.m., then every 10 minutes or more frequent intervals to 7.39, 7.56, 8.9, 8.28, 8.42, 8.56, 9.14, 9.26, 9.42, 9.56, 10.12, 10.26, 10.42, 10.56, 11.12, 11.26, 11.42 p.m.

TO GLADSTONE PARK, BALMAIN (ROUTE 401)—6.40, 6.49, 7.1, 7.9, 7.18, 7.24, 7.30, 7.41, 7.50, 8.2, 8.6, 8.12, 8.21, 8.29, 8.33, 8.37, 8.40, 8.42, 8.55 a.m., then at 15, 35 and 55 minutes past each hour to 3.55, 4.12, 4.19, 4.30, 4.38, 4.52, 5.0, 5.8, 5.11, 5.15, 5.20, 5.30, 5.34, 5.42, 5.46, 6.5, 6.23, 6.31, 6.51, 7.11, 7.31, 7.56 p.m., then every 30 minutes to 11.26 p.m.

Additional journeys are operated from Balmain Post Office to Gladstone Park at 6.35 and 6.46 a.m.

TO DARLING STREET WHARF (ROUTE 401)—7.56 p.m., then every 30 minutes to 10.56 p.m.

TO BIRCHGROVE (ROUTE 441)—6.35, 6.57, 7.15, 7.37, 7.55, 8.17, 8.45 a.m., then at 5, 25 and 45 minutes past each hour to 5.25, 5.39, 5.54, 6.14, 6.39, 7.1, 7.23, 7.39, 8.9, 8.42, 9.14, 9.42, 10.12, 10.42, 11.12, 11.42 p.m.

Additional journeys are operated from Balmain Post Office to Birchgrove at 5.31, 5.50, 6.8 and 6.24 a.m.

FROM WHITE BAY JUNCTION.

Ten (10) minutes later than shown from York Street, City.

For Explanatory Notes, see page 8.

ROUTES 401 AND 441—continued.

MONDAYS TO FRIDAYS—continued.

TO YORK STREET, CITY.

FROM BIRCHGROVE (ROUTE 441)—T5.37, T6.0, T6.14, T6.34, 6.45, 6.59, 7.19, 7.38, 8.0, 8.18, 8.39, 9.10, 9.32, 9.52 a.m., then at 12, 32 and 52 minutes past each hour to 7.52, 8.14, 8.42 p.m., then every 30 minutes to 11.42 p.m., R12.6 a.m.

FROM DARLING STREET WHARF (ROUTE 401)—8.26 p.m., then every 30 minutes to 11.26 p.m.

FROM GLADSTONE PARK, BALMAIN (ROUTE 401)—6.39, 6.50, 7.5, 7.10, 7.15, 7.24, 7.29, 7.34, 7.44, 7.50, 7.55, 8.1, 8.9, 8.14, 8.22, 8.28, 8.33, 8.45, 8.54 a.m., then at 4, 24 and 44 minutes past each hour to 4.24, 4.32, 4.41, 4.50, 5.4, 5.14, 5.20, 5.28, 5.31, 5.42, 5.52, 6.2, 6.7, 6.26, 6.46, 7.6, 7.26, 7.42, 8.4, 8.31 p.m., then every 30 minutes to 11.31, R11.48 p.m.

FROM BALMAIN POST OFFICE (ROUTES 401 and 441)—6.41 a.m., then every 8 minutes or more frequent intervals to 9.14, 9.26 a.m., then every 10 minutes to 4.6, 4.19, 4.26 p.m., then every 10 minutes or more frequent intervals to 6.16, 6.28, 6.36, 6.48, 6.56, 7.8, 7.16, 7.28, 7.36, 7.44, 7.56, 8.6, 8.18, 8.33, 8.46, 9.3, 9.16, 9.33, 9.46, 10.3, 10.16, 10.33, 10.46, 11.3, 11.16, 11.33, 11.46 p.m.

SATURDAYS.

FROM YORK STREET, CITY.

TO BALMAIN POST OFFICE (ROUTES 401 and 441)—6.48, 7.6, 7.23, 7.37, 7.51, 8.1, 8.11, 8.21, 8.31 a.m., then every 7 minutes or more frequent intervals to 12.45, 12.54 p.m., then every 10 minutes to 3.34, 3.39, 3.51, 3.59, 4.11, 4.19, 4.31, 4.39, 4.51, 4.59, 5.11, 5.19, 5.31, 5.39, 5.51, 5.59, 6.11, 6.19, 6.31, 6.39, 6.51, 6.59, 7.11, 7.19, 7.31, 7.39, 7.56, then at 11, 26, 41 and 56 minutes past each hour to 11.56 p.m.

TO GLADSTONE PARK, BALMAIN (ROUTE 401)—7.6, 7.37, 8.1, 8.21, 8.38, 8.45, 8.58, 9.5, 9.18, 9.25, 9.38, 9.45, 9.58, 10.5, 10.18, 10.25, 10.38, 10.45, 10.58, 11.5, 11.18, 11.25, 11.38, 11.45, 11.58 a.m., 12.9, 12.13, 12.19, 12.31, 12.38, 12.54 p.m., then at 14, 34 and 54 minutes past each hour to 3.34, 3.51 p.m., then at 11, 31 and 51 minutes past each hour to 7.31, 7.56 p.m., then every 30 minutes to 11.56 p.m.

Additional journeys are operated from Balmain Post Office to Gladstone Park at 6.55, 8.4 and 8.25 a.m.

TO DARLING STREET WHARF (ROUTE 401)—7.56 p.m., then every 30 minutes to 10.56 p.m.

TO BIRCHGROVE (ROUTE 441)—6.48, 7.23, 7.51 a.m., then at 11, 31 and 51 minutes past each hour to 11.51 a.m., then at 4, 24 and 44 minutes past each hour to 3.24, 3.39, 3.59 p.m., then at 19, 39 and 59 minutes past each hour to 7.39, 8.11, 8.41, 9.11, 9.41, 10.11, 10.41, 11.11, 11.41 p.m.

Additional journeys are operated from Balmain Post Office to Birchgrove at 5.40, 6.9 and 6.37 a.m.

FROM WHITE BAY JUNCTION.

Ten (10) minutes later than shown from York Street, City.

For Explanatory Notes, see page 8.

ROUTES 401 AND 441—continued.

SATURDAYS—continued.

TO YORK STREET, CITY.

FROM BIRCHGROVE (ROUTE 441)—T5.46, T6.15, 6.44, 7.13, 7.45 a.m., then at 14, 34 and 54 minutes past each hour to 11.54 a.m., then at 12, 32 and 52 minutes past each hour to 7.52, 8.12, 8.42, 9.12, 9.42, 10.12, 10.42, 11.12, 11.42 p.m., R12.5 a.m.

FROM DARLING STREET WHARF (ROUTE 401)—8.26 p.m., then every 30 minutes to 11.26 p.m.

FROM GLADSTONE PARK, BALMAIN (ROUTE 401)—6.59, 7.31, 7.59, 8.8, 8.22, 8.29, 8.43, 8.50, 9.2, 9.9, 9.22, 9.29, 9.42, 9.49, 10.2, 10.9, 10.22, 10.29, 10.42, 10.49, 11.2, 11.9, 11.22, 11.29, 11.42, 11.49 a.m., 12.2, 12.9, 12.21, 12.29, 12.44, R12.51 p.m., then at 4, 24 and 44 minutes past each hour to 8.6, 8.31 p.m., then every 30 minutes to 11.31, 11.55 p.m., R12.18 a.m.

FROM BALMAIN POST OFFICE (ROUTES 401 and 441)—6.48, 7.1, 7.17, 7.33, 7.49, 8.1, 8.10, 8.18 a.m., then every 7 minutes or more frequent intervals to 12.36 p.m., then every 10 minutes to 8.16, 8.33, 8.46, 9.3, 9.16, 9.33, 9.46, 10.3, 10.16, 10.33, 10.46, 11.3, 11.16, 11.33, 11.46, 11.57 p.m., R12.9, R12.20 a.m.

SUNDAYS.

FROM YORK STREET, CITY.

TO BALMAIN POST OFFICE (ROUTES 401 and 441)—7.26, 7.39, 7.56 a.m., then at 9, 26, 39 and 56 minutes past each hour to 12.39 p.m., then every 10 minutes to 7.39, 7.56 p.m., then at 9, 26, 39 and 56 minutes past each hour to 11.9 p.m.

TO GLADSTONE PARK, BALMAIN (ROUTE 401)—7.26 a.m., then every 30 minutes to 12.26, 12.51 p.m., then at 11, 31 and 51 minutes past each hour to 7.31, 7.56 p.m., then every 30 minutes to 10.56 p.m.

Additional journeys are operated from Balmain Post Office to Gladstone Park, Balmain, at 7.26 a.m. and 12.40 p.m.

TO DARLING STREET WHARF (ROUTE 401)—7.56 p.m., then every 30 minutes to 9.56 p.m.

TO BIRCHGROVE (ROUTE 441)—7.39 a.m., then every 30 minutes to 12.39, 12.59 p.m., then at 19, 39 and 59 minutes past each hour to 7.39 p.m., then every 30 minutes to 11.9 p.m.

Additional journeys are operated from Balmain Post Office to Birchgrove at 7.4 a.m. and 12.24 p.m.

FROM WHITE BAY JUNCTION.

Ten (10) minutes later than shown from York Street, City.

For Explanatory Notes, see page 8.

ROUTES 401 AND 441—continued.

SUNDAYS—continued.

TO YORK STREET, CITY.

FROM BIRCHGROVE (ROUTE 441)—7.12, 8.12 a.m., then every 30 minutes to 11.42 a.m., then at 12, 32 and 52 minutes past each hour to 8.12 p.m., then every 30 minutes to 10.42, R11.3, T11.38 p.m.

FROM DARLING STREET WHARF (ROUTE 401)—8.26 p.m., then every 30 minutes to 10.26 p.m.

FROM GLADSTONE PARK, BALMAIN (ROUTE 401)—7.31, 7.54, 8.31 a.m., then every 30 minutes to 12.1, 12.26, 12.46 p.m., then at 6, 26 and 46 minutes past each hour to 8.6, 8.31 p.m., then every 30 minutes to 10.31, R10.48, R11.18 p.m.

FROM BALMAIN POST OFFICE (ROUTES 401 and 441)—7.16, 7.33, 7.56, 8.16, 8.33, 8.46 a.m., then at 3, 16, 33 and 46 minutes past each hour to 12.16, 12.26 p.m., then every 10 minutes to 8.16, 8.33, 8.46, 9.3, 9.16, 9.33, 9.46, 10.3, 10.16, 10.33, 10.46, R10.50, R11.7, R11.20 p.m.

HOLIDAYS.

AS PUBLIC HOLIDAY SERVICES VARY, PARTICULARS OF FREQUENCY OPERATING MAY BE OBTAINED BY PHONING B 0543, EXT. 296, BETWEEN 8.30 A.M. AND 4.30 P.M. ON MONDAYS TO FRIDAYS (HOLIDAYS EXCEPTED) AND RYDE DEPOT (WY 4364) AT OTHER TIMES.

EXPLANATORY NOTES.

- A—Connecting Tram operates to Rozelle Depot only.
- B—Connecting Tram operates to Central Railway only.
- C—From Circular Quay.
- D—To Rozelle Junction.
- E—To Central Railway.
- G—From Gladstone Park, Balmain.
- H—From Balmain East (Nicholson Street).
- N—To City Road Junction.
- Q—To Circular Quay.
- R—To Ryde Depot.
- S—To Central Railway (diverts via City Road, Cleveland and Regent Streets).
- T—To Rowntree Street Junction (Balmain Post Office).
- Y—To Rozelle Depot.

TRAM RUNNING TIMES.

FROM FORT MACQUARIE—Railway Square 15 minutes, Epping Junction 24 minutes, Darling Street Junction 32 minutes, Rowntree Street Junction 36 minutes.

BUS RUNNING TIMES.

ROUTES 401 and 441.

FROM YORK STREET, CITY—White Bay Junction 10 minutes, Rowntree Street Junction (Balmain Post Office) 16 minutes, Gladstone Park 18 minutes, Birchgrove Terminus 20 minutes.

SECTIONS.

BALMAIN (via Forest Lodge).

(For travel to Darling Street Wharf change to Route 445 bus at Balmain Post Office.)

FORT MACQUARIE OR MILLERS POINT—Market Street, City; Railway Square; Pyrmont Bridge Road, Forest Lodge; White Bay Junction; Rowntree Street Junction Darling Street Wharf.

“Through” tickets permitting a change of vehicles at Balmain Post Office will be sold on buses on Route 445 and on the Balmain—City via Forest Lodge tram. In such cases passengers must change to the first available bus or tram for travel to their destination provided they have paid the appropriate fare to that destination on the first vehicle.

BALMAIN (via Pyrmont).

(ROUTE 401 BUS SERVICE.)

YORK STREET, CITY—Pyrmont; White Bay Junction; Gladstone Park; Darling Street Wharf.

BIRCHGROVE (via Forest Lodge).

Change at Balmain Post Office.

FORT MACQUARIE OR MILLERS POINT—Market Street, City; Railway Square; Pyrmont Bridge Road, Forest Lodge; White Bay Junction; Rowntree Street Junction. “Through” tickets permitting a change of vehicles at Balmain Post Office will be sold on buses on Route 441 and on the Balmain—City via Forest Lodge tram. In such cases passengers must change to the first available bus or tram for travel to their destination provided they have paid the appropriate fare to that destination on the first vehicle.

BIRCHGROVE (via Pyrmont).

(ROUTE 441 BUS SERVICE.)

YORK STREET, CITY—Pyrmont; White Bay Junction; Rowntree Street Junction; Birchgrove.

FARES.

ADULTS—One section, 6d.; two sections, 9d.; three sections, 1/-; four or five sections, 1/3; six or seven sections, 1/6.

HOLDERS OF STUDENTS' OR RETIRED PERSONS' CERTIFICATES—One or two sections, 3d.; three, four or five sections, 6d.; six or seven sections, 9d.

CHILDREN—Under 15 years of age—One or two sections, 3d.; three or more sections, 6d.

ROUTES.

ROUTE 401 BUS SERVICE.

FROM YORK STREET, CITY—via Druitt Street, Sussex Street, Pyrmont Bridge, Union Street, Miller Street, Bank Street, Glebe Island Bridge, Victoria Road, Robert Street, Mullens Street, Montague Street and Darling Street to Gladstone Park, Balmain (Darling Street, between Booth and Eaton Streets). Returning via same route to Pyrmont Bridge, thence Market Street to York Street, City.

ROUTE 441 BUS SERVICE.

FROM YORK STREET, CITY—via Druitt Street, Sussex Street, Pyrmont Bridge, Union Street, Miller Street, Bank Street, Glebe Island Bridge, Victoria Road, Robert, Mullens, Montague, Rowntree, Cameron and Grove Streets. Returning via Grove and Cove Streets, Birchgrove Road, Spring and Rowntree Streets, thence as above to Pyrmont Bridge, thence Market Street to York Street, City.

BALMAIN TRAM SERVICE.

FROM FORT MACQUARIE—via Circular Quay East, Circular Quay, George Street, Railway Square, Broadway, Parramatta Road, Derwent, Catherine and Mount Vernon Streets, St. John's Road, Ross Street, Tramway Cutting to Crescent Street, thence Tramway Cutting to The Crescent, Commercial Road, Victoria Road, Darling Street, Rowntree Street.

The times stated in the official time-tables are those at which it is intended, so far as circumstances will permit, that the trams/buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of trams/buses at the times stated, nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel wholly, or in part, any of the tram/bus services shown in the official time-tables or to vary the routes over which the buses will operate and the times of arrival and departure as shown in such time-tables must be taken to be subject to such right.

For further particulars phone B 0543 between 8.30 a.m. and 4.30 p.m. on Mondays to Fridays (Holidays excepted), and Ryde Bus Depot (WY 4364) or Rozelle Tram Depot (MW 2155) at other times.

Route 407

Central Railway – Gladstone Park (PITT STREET) (VIA PYRMONT)

PEAK HOUR SERVICE

MONDAYS TO FRIDAYS:

FROM CENTRAL RAILWAY TO GLADSTONE PARK—6.46, 6.59, 7.2, 7.12 a.m., 4.33, 4.45, 4.57, 5.20 p.m.

FROM GLADSTONE PARK TO CENTRAL RAILWAY—6.48, 7.10, 7.26 a.m.

SATURDAYS, SUNDAYS AND HOLIDAYS.

NO SERVICE.

RUNNING TIMES.

From Gladstone Park to Rozelle Junction, 7 minutes; to Central Railway, 22 minutes,

ROUTE.

From Gladstone Park (Darling Street near Booth Street) via Darling Street, Victoria Road, Commercial Road, Glebe Island Bridge, Bank, Miller, Harris, George, Hay and Pitt Streets; returning via Pitt, Lee, Regent and Harris Streets, thence as shown for Inward route.

† 2646

SECTIONS AND FARES.

Between the under-mentioned points and—	Railway Square.		Pyrmont.		White Bay Junction.		Rowntree Street Junction.		Gladstone Park.	
	Ad. 6d.	C. 3d.	Ad. 9d.	C. 3d.	Ad. 1/-	C. 6d.	Ad. 1/3	C. 6d.	Ad. 1/3	C. 6d.
Central Railway (Pitt St.)	—	—	—	—	—	—	—	—	—	—
Railway Square	—	—	6d.	3d.	9d.	3d.	1/-	6d.	1/3	6d.
Pyrmont	—	—	—	—	—	—	1/-	6d.	1/-	6d.
White Bay Junction	—	—	—	—	—	—	6d.	3d.	9d.	3d.
Rowntree Street Junction	—	—	—	—	—	—	—	—	6d.	3d.

Ad.—Indicates fare for adults.

C.—Indicates fare for children under 15 years of age (except when travelling to and from school) and fares for holders of Concession Fare Certificates.

The times stated in the Official Time-table are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of the buses at the times stated, nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel wholly or in part, any of the bus services shown in the official time-tables or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such time-tables must be taken to be subject to such right.

For further particulars phone B 0543 between 8.30 a.m. and 4.30 p.m. on Mondays to Fridays (Holidays excepted) and Ryde Depot, WY 4364, at other times.

Dated, November 5, 1956.

BUS HIRING SERVICE.

- MODERN Single and Double-deck Buses are available for hire for Picnics, Wedding Receptions, Dance Parties, Sporting Functions, etc. Call and discuss your plans with the Bus Hirings Officer, Challis House, 6 Martin Place, City, Phone BL 2281 or B 0961—Ext. 8080, or write to the Bus Hirings Officer, Box 1943, G.P.O., Sydney.

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Port Broughton—Mundoora

VICTOR ISAACS takes us on a return visit to the *Land of the Pie Cart* (April 2009 *The Times*) for a closer look at a line some readers thought was an April Fool's Day joke

I have always been intrigued by the Port Broughton to Mundoora line of the South Australian Railways. Always isolated from the rest of the network, I wondered why it existed and what sort of service it had. Having recently found it, I now set this out.

The line was only 10 miles (16.1 km) long and climbed 182 feet (55 metres). It was narrow gauge. It never had a locomotive. Horses were the motive power for the first fifty years. It was opened fairly early on 11 March 1876. Its purpose was mainly to transport wheat from this area of the rich agricultural country in South Australia's Mid-north, but it also would have transported inwards goods and mail. Outside of the wheat season, traffic was sparse. For example, in the week ended 3 August 1878 according to the *SA Government Gazette*, there were only six passengers and 99 tons of goods. Total revenue was only £20, but £5 of this was from wharfage at Port Broughton. It was one of a number of early SAR railways radiating out of local ports to serve their hinterlands. Some were initially operated as horse tramways such as Hoyles Plains (later Hoyleton) to Port Wakefield, Moonta to the port of Wallaroo and Goolwa to Port Elliot (later extended to Port Victor - Victor Harbor), while others were operated by steam from the outset, such as Mount Gambier to Beachport, Crystal Brook to Port Pirie, and Naracoorte to the port of Kingston. The Mundoora to Port Broughton line was unusual in that unlike the other port railways, it never became physically connected to or integrated into the trunk line network nor was it ever steam operated.

Services, as one would expect, were also sparse. My first example is from the *Time and Fare Tables (With Map) of the South*

Australian Railways and Tramways on and after February 1st 1886. There was only one service a day. Presumably this was always the case. I do not know why the service in 1886 varied from day to day. Presumably tram trips were integrated with the shipping service at Port Broughton, and were timed to connect.

(Incidentally, the other timetable we can see in this extract from 1886 is of great interest. It shows the Kingston (SE) – Naracoorte - Wolseley – Bordertown line when it was an isolated line, and when Wolseley to Bordertown was narrow gauge. This also had one service a day in each direction.)

In 1912, my next example, the service was still once daily and still the same pattern of out and back from Port Broughton, but it now had the same times every day. There was certainly plenty of time for Dobbin to get a rest at Mundoora.

(And again, the other timetables on the double page spread are interesting. Trains on the Dry Creek Loop Line were timed to provide Port Adelaide people with connections at Dry Creek with trains to/from the North. The Gawler Tramway, another of SAR's small horse operations, existed because Gawler station was some distance from town.)

In 1923 the service was similar. The Port Broughton-Mundoora line disappeared from SAR's Public Timetables sometime between the issue of 10 December 1923 and the issue of 1 November 1925. In June 1926, the horse was replaced with a Malcolm Moore rail tractor with a Fordson engine. The line was closed from 3 August 1942.

Surprisingly, Port Broughton and Mundoora made a re-appearance in the SAR

PTT of 16 November 1935 – but this was by a Mon-Sat “road motor service” continuing to Collinsfield where it connected with trains on the Red Hill line (opened 5 September 1925). The third illustration shows the “Combined Rail and Motor Service” from the SAR Public timetable of 30 May 1954. Collinsfield station closed and the connection changed to Lake View sometime between 28 June 1964 and 20 July 1969. The Saturday run disappeared from 5 July 1970. The co-ordinated service continued to be included in PTTs until the edition of 2 July 1972.

In the 1960s, the timetable placards on SAR stations used to feature a separate placard specifically for promoting the co-ordinated rail and road service to Port Broughton as well as enticing publicity about holidaying at the Port. The service received disproportionate timetabling publicity relative to the passenger numbers carried.

The disappearance of the tram service from passenger timetables was during the period when Commissioner William Webb ran the SAR - hardly surprising, given his other measures to modernise and improve the efficiency of the SAR. The coordinated road motor service initiative was one of the few such services prior to World War 2.

Today Mundoora is just a speck on the map. Port Broughton is a smallish, attractive coastal resort. It has a daily service by Stateliner bus. Surprisingly, a remnant of the line remains: narrow gauge tracks are still on the Port Broughton jetty.

I am grateful to John Kain for help with this article.

44 Kingston and Bordertown Line.
UP—WEEK-DAYS.

Height above sea level.	MILES.	STATIONS.	TRAIN.	FARES.				
				a.m.	Single.		Excursion.	
					1st	2nd	1st	2nd
Feet		Kingston dep.	7 04	s d	s d	s d	s d	
50	111	Reedy Creek	7 29	2 0	1 3	3 0	1 11	
78	23	Avenue	8 10	3 10	2 5	5 9	3 8	
93	31	Luciniale arr.	8 43	5 4	3 4	8 0	5 0	
104	41	Stewart's Range dep.	9 33	7 6	4 8	11 3	7 0	
124	62	Naracoorte arr.	10 0	8 10	5 0	13 3	8 3	
282	69	Hynam	11 30	10 0	6 3	15 0	9 6	
334	67	Kyhybolite	11 58	11 4	7 1	17 0	10 8	
333	70	Binnam	12 0	11 10	7 5	17 9	11 2	
357	76	Frances arr.	12 21	12 21	8 0	18 3	12 0	
360	90	Tatiara arr.	1 32	16 2	10 1	24 3	15 2	
862	101	Wolsley dep.	1 47	17 0	10 7	25 6	15 11	
255	109	Bordertown arr.	3 16	18 4	11 6	27 8	17 3	

* Or as soon afterwards as the arrival of the overland mail will permit.
DOWN—WEEK-DAYS.

MILES.	STATIONS.	TRAIN.	FARES.				
			a.m.	Single.		Excursion.	
				1st	2nd	1st	2nd
—	Bordertown dep.	6 40	s d	s d	s d	s d	
86	Wolsley arr.	7 7	1 6	1 0	2 3	1 6	
131	Tatiara dep.	7 17	2 4	1 0	3 8	2 3	
331	Frances arr.	7 40	5 8	3 7	8 6	5 5	
39	Binnam dep.	8 55	6 0	4 1	9 9	6 2	
424	Kyhybolite	9 14	7 2	4 6	10 9	6 9	
601	Hynam	9 50	8 6	5 4	12 9	8 0	
571	Naracoorte arr.	10 10	9 5	5 1	14 0	9 2	
65	Stewart's Range dep.	12 10	10 10	8 9	16 3	10 2	
781	Luciniale arr.	1 13	3 2	8 3	19 3	12 5	
862	Avenue Range dep.	1 20	14 6	9 1	21 9	13 6	
94	Reedy Creek	2 32	16 4	10 3	24 8	15 4	
1091	KINGSTON arr.	3 10	18 4	11 6	27 6	17 3	

(For parcels rates and regulations see page 51.)

PT. BROUGHTON AND BARUNGA RANGE. 45

Port Broughton & Barunga Range Tramway.

MONDAYS, WEDNESDAYS, and FRIDAYS.
DOWN.

MILES.	HEIGHTS above sea level.	STATIONS.	TRAIN.	FARES.	
				Single.	Excursion.
—	Foot.	Port Broughton dep.	6 0	—	—
10	205	Mundoora arr.	7 20	1 1	1 8
—	—	Mundoora dep.	8 50	—	—
10	—	Port Broughton arr.	5 5	1 1	1 8

TUESDAYS, THURSDAYS, and SATURDAYS.
DOWN.

MILES.	STATIONS.	TRAIN.	FARES.		
			Single.	Excursion.	
—	Port Broughton dep.	9 30	—	—	
10	Mundoora arr.	10 50	1 1	1 8	
—	—	Mundoora dep.	2 30	—	—
10	Port Broughton arr.	8 45	1 1	1 8	

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DRY CREEK LOOP-LINE.

DOWN—WEEK DAYS ONLY.

Miles.	Stations.	Trains.				
		a m	a m	p m	p m	p m
—	Port Adelaide dep	7 5	11 40	12 55	4 40	6 38
4	Dry Creek arr	7 18	11 55	1 8	4 52	6 51

UP—WEEK DAYS ONLY.

Miles.	Stations.	Trains.				
		a m	p m	p m	p m	p m
—	Dry Creek dep	8 55	12 5	1 20	6 0	7 0
4	Port Adelaide arr	9 8	12 18	1 33	6 13	7 13

PORT BROUGHTON AND MUNDOORA TRAMWAY.

DOWN—DAILY (EXCEPT SUNDAYS).

Miles.	Stations.	Passenger.
—	Pt. Broughton P.O. dep	6 10
10	Mundoora arr	7 30

UP—DAILY (EXCEPT SUNDAYS).

Miles.	Stations.	Passenger.
—	Mundoora dep	5 55
10	Pt. Broughton P.O. arr	7 10

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GAWLER TRAMWAY TIME TABLE.

MONDAYS TO FRIDAYS, INCLUSIVE.

Stations.	Up.				
	1	2	3	4	5
Murray Street dep	7 50	8 23	10 0	12 25	1 55
Gawler Station arr	8 4	8 37	10 14	12 39	2 9

Stations.	Down.				
	6	7	8	9	10 Wed. only.
Murray Street dep	4 15	5 23	5 55	7 15	11 50
Gawler Station arr	4 29	5 33	6 9	7 29	12 4

Stations.	Down.				
	1	2	3	4	5
Gawler Station dep	8 9	8 40	10 30	12 44	2 20
Murray Street arr	8 23	8 54	10 48	12 58	2 34

Stations.	Down.				
	6	7	8	9	10 Thurs. only.
Gawler Station dep	5 10	5 40	6 15	7 45	12 15
Murray Street arr	5 21	5 54	6 29	7 59	12 25

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

BOAT TRAINS TO AND FROM THE INNER HARBOUR (PORT ADELAIDE).

Special boat trains run to and from the Port Adelaide wharfs in connection with the arrival and departure of interstate and overseas boats.

The following special fares apply from Adelaide or any other station between Bowden and Alberton, inclusive, to any wharf at Port Adelaide, or from any wharf at Port Adelaide to any station Alberton to Adelaide, inclusive.

Adults.—Single, 2s. ; Return, 2s. 9d.

Children under 14 years, half fares.

Children under four years, free.

The tickets are issued for travel by special express boat trains which are advertised in connection with the arrival and departure of interstate and overseas steamers at Port Adelaide.

They are also available on the return journey by any ordinary train between Adelaide and Port Adelaide (Port Dock or Commercial Road).

BY-LAWS CONDENSED.

TO ENSURE COMFORT FOR YOURSELF AND FELLOW PASSENGERS—

- Do not put your feet on the seats.
- Do not smoke in non-smoking cars.
- Do not use or enter compartments specially set apart for the other sex.
- Do not take a dog or other animal into a passenger compartment.
- Do not enter or travel in a train if you have an infectious disease.
- Do not hinder railway officers in the performance of their duty.
- Do not be a source of annoyance to other passengers.
- Do not expose articles for sale or solicit custom on railway trains or premises.

TO PREVENT INJURY TO ANYONE—

- Do not throw articles from the train.
- Do not enter or alight from a train in motion.
- Do not open doors while train is in motion.
- Do not lean out of car doors or windows.
- Do not throw cigarette or cigar butts or matches from the train.
- Do not travel or attempt to travel on outside of cars.
- Do not carry loaded firearms.
- Do not use the communication cord between passengers and train staff except in case of accident or other urgent cause.
- Do not trespass on railway lines.
- Do not cross the line at unauthorized crossing places.
- Do not place poison on railway property.
- Do not consign, or place in storage, your motor cycle unless petrol tank is empty.

TO CONSERVE RAILWAY REVENUE AND PRESERVE RAILWAY PROPERTY—

- Do not travel without a ticket or on an out-of date ticket.
- Do not ride in a first-class car with a second-class ticket unless you hold an excess receipt.
- Do not transfer or sell your ticket.
- Do not travel beyond a station for which you hold a ticket.
- Do not pass the barrier without showing your periodical ticket.
- Do not decline to show your ticket when asked by railway officials to do so.
- Do not travel on a train for which your ticket is not available.
- Do not carry other than personal effects as luggage.
- Do not enter or leave a station except by the proper opening.
- Do not remove or damage railway property.

INTERSYSTEM FARES.

Adelaide to—	Single.		Return.	
	1st.	2nd.	1st.	2nd.
Melbourne	97 6	73 6	159 0	127 2
Canberra	168 0	128 6	302 6	227 0
Sydney	167 0	125 6	301 0	226 0
Brisbane (via Kyogle)	256 6	192 6	456 11	336 7
Brisbane (via Wallangarra)	256 6	192 6	—	—

The charges for reserved seats and sleeping berths are additional to the above.

Adelaide to Perth or Fremantle—

1st.	2nd.	Children (4 years and under 14 years).	
		1st.	2nd.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
19 9 9	13 5 3	11 10 0	7 14 0

For travel in east bound direction the fares mentioned above are increased as follows:—1st class, adult 8s., child, 5s. 6d.; 2nd class, adult 5s., child 5s. 3d. This is due to a greater number of meals being served on the Trans-Australian train.

COMBINED RAIL AND MOTOR SERVICES.—THROUGH BOOKING.

ADELAIDE, MOUNT BURR, AND MILLICENT, VIA KALANGADOO.

The Adelaide-Kalangadoo rail service connects with road service between Kalangadoo and Millicent, as under:—

For particulars consult "Enquiry" Adelaide, or your local Station Master.

FARES COVERING RAIL AND MOTOR.

Between Adelaide and Mount Burr, or Millicent—

Single.		Return.		Week-end Excursion.	
1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
60 0	48 0	90 0	71 0	84 0	67 0

ADELAIDE, COLLINSFIELD, AND PORT BROUGHTON.

The Adelaide-Collinsfield rail service connects with road motor service between Collinsfield and Port Broughton, as under:—

		Sat.		Mon. to Fri.	
		a.m.	a.m.	a.m.	a.m.
ADELAIDE	dep.	7 00	7 50		
COLLINSFIELD	arr.	10 26	11 27		
"	dep.	10 40	11 30		
Mundoorra	dep.	11 20	12 10		
PORT BROUGHTON	arr.	12 10	1 00		
		Sat.		Mon to Fri.	
		a.m.	a.m.	a.m.	a.m.
PORT BROUGHTON	dep.	6 30	7 50		
Mundoorra	dep.	7 46	9 06		
COLLINSFIELD	arr.	8 25	9 45		
"	dep.	8 39	9 57		
ADELAIDE	arr.	11 45	1 17		

Rail Fares—

	Single.		Return.		Week-end Excursion.	
	2nd Class.	2nd Class.	2nd Class.	2nd Class.	2nd Class.	2nd Class.
Adelaide and Collinsfield	17 6	26 4	23 4			
Collinsfield and Mundoorra	2 9	5 0	4 6			
Collinsfield and Port Broughton	5 0	9 0	8 0			

Passengers may book to or from Mundoorra or Port Broughton from any attended station at the sum of the rail fare to or from Collinsfield and the road motor fare shown above.

Parcels not exceeding 168 lb. in weight may be booked through from South Australian Railway Stations (Eyre Peninsula lines excepted) to Mundoorra and Port Broughton. The charges, both rail and road must be prepaid, for further particulars consult your local Station Master.

ADELAIDE AND RIVER MURRAY TOWNS, VIA MORGAN.

Combined single, return, and excursion tickets are issued between Adelaide and River Murray towns as follows:—

Adelaide and—	Single.	Return.	Week-end Excursion.
Cobdogla			
Barmera			
Glossop			
Berri			
Renmark			

Train leaves Adelaide for Morgan at 7.30 a.m., and Morgan for Adelaide at 10.55 a.m. daily (Sundays excepted).

MORPHETT VALE AND PORT NOARLUNGA.

The road service connects at Morphett Vale with the following trains:—

		Mon. to Fri.		Sat.	
		p.m.	Noon.	Noon.	a.m.
ADELAIDE	dep.	5 10	12 00		
MORPHETT VALE	arr.	6 17	1 03		
		Mon. to Sat.		a.m.	
MORPHETT VALE	dep.	7 40		7 40	
ADELAIDE	arr.	8 49		8 49	

Parcels will not be accepted for transit to Port Noarlunga by this service. For further particulars consult your local Station Master.

Australia's First Timetable

LT JOHN HUNTER kept this record of the progress of the First Fleet. We found this copy via Google Books

Year, Month, and Day.	Latitude in	Longitude in	Winds.	Thermometer at Noon.	Barometer at Noon.	Moon's Age.	Sick on board.	Weather, &c.
1787. Nov.	South.	East.				Day.		
13	34 08	16 41	S. S. W. S. by E.	63	30 40	5	7	Moderate breezes and cloudy.
14	35 14	15 00	S. S. E. South	63	30 33	6	9	Fresh breezes and clear.
15	35 24	13 21	South.	62	30 53	7	8	Fresh breezes and cloudy.
16	35 43	12 54	South. S. S. E.	64	30 25	8	8	Moderate breezes and clear.
17	36 39	11 43	South. S. S. E.	61	30 14	9	7	Fresh breezes and fair.
18	37 13	10 49	S. S. E. E. S. E.	61	30 33	10	7	Moderate breezes and cloudy.
19	37 40	10 27	E. S. E. Variable.	65	30 10	11	7	Light airs and hazy.
20	37 40	10 23	S. S. E. to N. E.	64	29 99	12	7	Light airs and cloudy.
21	38 42	12 57	N. by E.	65	29 38	13	7	Moderate breezes and clear.
22	39 00	15 40	N. W. W. N. W.	65	29 91	14	8	Fresh breezes and squally.
23	39 08	18 42	W. N. W. West.	65	29 95	15	7	{ Squally with rain in the night. A. M. moderate and hazy.
24	39 05	20 49	West S. W.	63	30 07	16	7	Moderate and clear.
25	38 47	22 03	West. W. N. W.	61	30 01	17	8	Moderate and clear.
26	38 11	26 46	W. N. W. W. S. W.	62	30 20	18	7	Fresh breezes and clear.
27	38 29	26 29	S. W. S. E.	61	30 20	19	7	Light breezes and cloudy.
28	39 13	28 34	E. N. E.	72	29 08	20	7	{ Moderate and fair first part. A. M. squally; at noon strong gales and rain.
29	39 56	30 44	N. E. N. W. S. W.	64	29 92	21	7	{ P. M. fresh gales and squally. A. M. light airs and fair.
30	40 00	32 06	South. N. E.	66	30 09	22	8	Light airs and variable.
Dec. 1	40 08	35 50	N. W. N. W. S. W.	60	30 16	23	8	Moderate and clear.
2	40 02	37 14	West. N. N. W.	61	30 24	24	8	Moderate breezes and clear.
3	40 19	41 06	W. N. W. E. N. E.	62	29 87	25	8	Fresh gales and fair.
4	40 37	44 54	North. N. W. S. W.	60	29 08	26	8	Strong gales and squally.