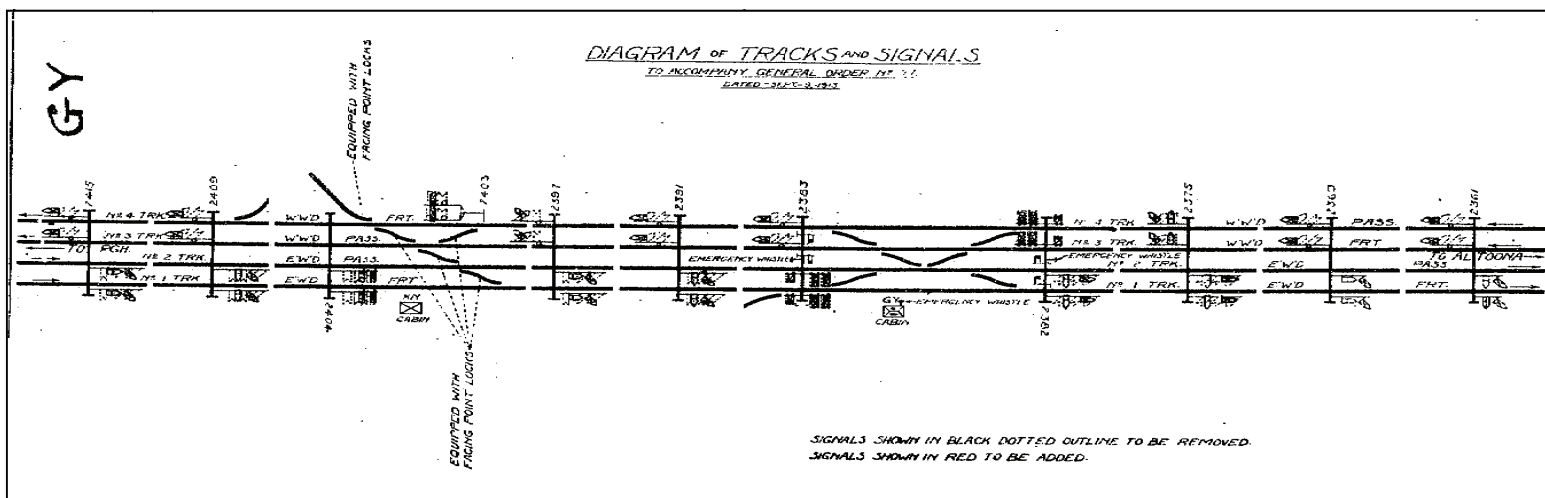
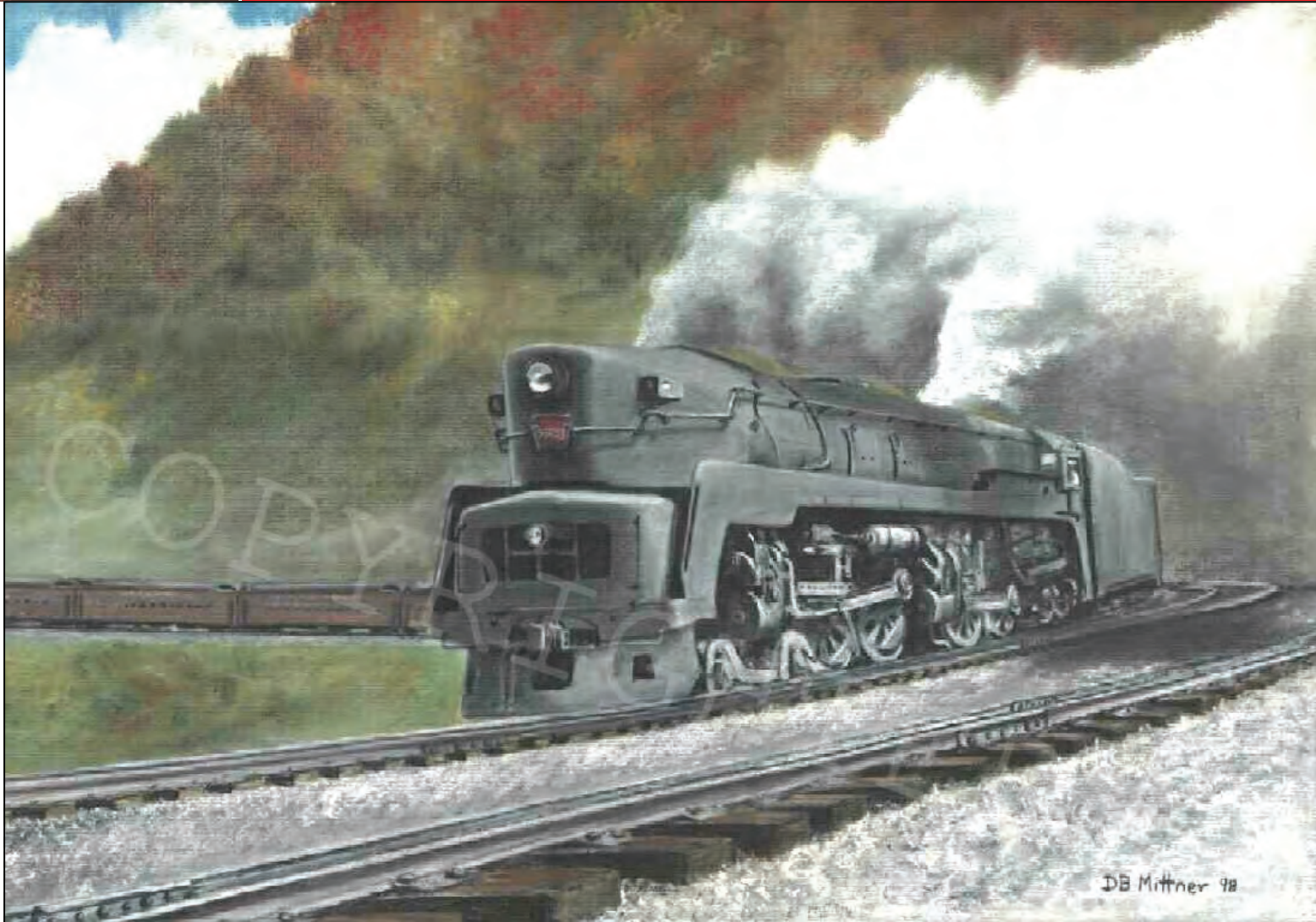




The Times

January 2010

A journal of transport timetable history and analysis



Inside: Horseshoe and other curves

Railway Crimes

The Back Road to Terrey Hills

The picture that launched a thousand e-mails

RRP \$2.95
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The Times

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On the front cover

We are between Altoona and Gallitzin, on the Pennsylvania Railroad's famous Horseshoe Curve as a T1 4-4-4-4 Duplex comes sweeping down the hill with the Broadway Limited. The Broadway and many other trains often paused at this point to show the passengers one of the 7 wonders of the railway world. In the article beginning on page 2, Jim Wells asks "Did this happen anywhere else in the world— i.e. a pause to admire the railway itself, rather than the scenery through which it passed. The PRR once staged a publicity photo on the curve at night, using 15,000 flashbulbs to illuminate the whole curve and the 4 trains passing along it. At the bottom of the page is the (straightened!) track diagram for the curve, taken from the Editor's copy of a 1914 PRR ETT. The curve is on the left hand side more or less straddled by the two sidings which curve away from the line. These were mine sidings now long abandoned but still, when the Editor and his wife visited in the winter of 1976, a perfect vantage point for watching the Conrail hotshots.

Painting courtesy of David B Mirtner , www.members.cox.net/dmittner1/davesart.html
Below— Horseshoe curve at Rowsley



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Horseshoe and Other Curves

Not heard of Horseshoe Curve? Well, has JIM WELLS got a treat for you.

The Horseshoe Curve we are talking about is the famous curve on the main line of the Pennsylvania Railroad from (Philadelphia) Harrisburg to Pittsburgh and is 8 km west of Altoona. The Railroad is ascending the Allegheny Mountains:

Map from: Google Maps

See also http://en.wikipedia.org/wiki/Horseshoe_Curve ([Altoona, Pennsylvania](#)) for general information.

But what's this got to with timetables, you ask.

The reason is that the June 4th, 1939 edition of the Railroad's timetable did this (Table 53):

		PITTSBURGH	
Miles	Table 53 NORTHERN STANDARD TIME	★ 49	★ 50
		Daily	Dly.
		AM	AM
0.0	Lv PITTSBURGH, Pa.	4.22	7.25
4.6	* East Liberty		7.36
6.6	* Wilkinsburg		
10.1	* Braddock		
12.2	* East Pittsburgh		
13.8	* Wilmerding		
21.4	* Irwin		
26.7	* Jeannette		
30.8	* Greensburg	5.07	8.09
40.1	* Latrobe		
45.0	* Derry		
52.3	* Torrance		
57.4	* Bolivar		
63.0	New Florence		
76.4	* Johnstown	6.04	9.05
85.8	* South Fork		
92.5	* Portage		
99.4	* Creason		
102.1	Lv Gallitain	6.48	9.49
108.5	* Horseshoe Curve (Passing Time)	7.11	9.59
113.9	Ar Altoona	7.22	10.10
113.9	Lv Altoona	7.32	10.10

i.e. it published a passing time for a point of passenger interest. The writer knows of no other railway timetable which did or does this.

It did this for all trains – about 25 in each direction. The time before Altoona for downhill eastbounds was always 11 minutes; for westbounds it ranged from 12 to 18 minutes after. The service then would have been totally (?) steam operated. Included was the fabled “Broadway Limited”, the ‘varnish’ service from New York to Chicago. Passing times for it were 10:44 pm westbound and 2:44 am eastbound.

Incidentally, travel on this train could be



seriously expensive. For the full journey one would pay the “Rail Ticket Fare” of \$27.25, then a Pullman Car fare (say \$22.05 for a Drawing Room berth), and finally a train supplement of \$7.50. All up \$57.80.

Converting that to today's prices is not easy. One guide is the Union Pacific RR price for a dining car lunch in 1939 which was 35c. You would pay around \$20 today, i.e. about sixty times as much so the Broadway Limited fare looks to be about \$3,000 in today's terms. One wonders what the basic coach fare on ordinary services was in terms of typical earnings.

Today the only passenger train service around the curve is Amtrak's “Pennsylvanian”. It passes the curve at about 5:15 pm westbound and about 9:35 am eastbound. A day trip from the west could be a good one. Altoona has a railroad museum

(<http://www.railroadcity.com/>) and one could hire a car to go up to the curve to see the many freight trains grind by. One might even have three at once as it is triple track – once four.

Back to our curve. Wiki gives the radius as about 190 metres. Here the writer, old as he is, has to express a preference for the old Imperial measure of chains (22 yd =

about 20.12m) because one can deal with the normal range of numbers for curves with two digits. On standard gauge anything less than 10 ch is very sharp, anything over 100 ch won't restrict speeds until you get line speeds up around 200 km/h. So Horseshoe is 9.4 ch radius. This is seriously sharp for a busy main line. NSW has plenty of 10ch curves on the South Coast line with speed limits down to 40 km/h. The Wollstonecraft curve (Sydney North Shore line) is also 10 ch radius. Minimum radius in NSW on running lines was 5 ch and where it existed, e.g. Batlow line, only 19 class 0-6-0 locos were used in steam days.

Wiki is kind to tell us the radius as the American way of measuring curvature is by degrees, i.e. the angle after 100 ft of travel. The higher the number the sharper the curve whereas the radius measurement has the opposite.

Working Timetables or Instruction Books often publish tables of allowed speeds around curves. On page 4 is an example from NSW – South 17 Oct 1965 p 14.

Quite often certain types of passenger train would be allowed higher speeds. Generally curving speeds are higher the narrower the gauge.

SPEED ROUND SHARP CURVES

Following are the maximum speeds at which it is permissible for trains, rail motors (diesel trains and rail pay buses excepted) and light engines to run round sharp curves on lines having various maximum speeds, except where a lower speed is laid down elsewhere:

(i) On lines with maximum speed of 60 to 70 miles per hour all curves are covered by Speed boards.

(ii) On lines with maximum speed of 40 to 60 miles per hour				(iii) On lines with maximum speed of 35 miles per hour or under			
Radius of curve	Maximum speed	Radius of curve	Maximum speed	Radius of curve	Maximum speed	Radius of curve	Maximum speed
Chains.	Miles per hour.	Chains.	Miles per hour.	Chains.	Miles per hour.	Chains.	Miles per hour.
5	12	12	30	5	12	12	20
6	12	13	30	6	12	13	20
7	16	14	30	7	16	14	20
8	16	15 to 19	35	8	16	15 to 19	24
9	20	20 to 24	40	9	16	20 to 24	27
10	25	25 to 29	45	10	20	25 to 29	30
11	25			11	20	30 and over	35

For the rail fan passenger, a good curve means that one can sit at the window seat a few cars back from the front and enjoy a view of the front of the train negotiating the curve for an extended period – specially interesting if there’s a steam locomotive up front. Radius needs to be sharper than 20 ch and it’s important that the view isn’t obstructed by cuttings, buildings etc.

NSW has many good curves. The writer’s favourites include Stanwell Park (South Coast), Maldon, Picton and Goondah on the South and Emu Plains and Warrimoo on the West. Beware though; some railways have a lot of sharp curves but not many are very long, egg the line up the Illawarra escarpment from Unanderra.

NSW has two spirals where the track goes around 360 degrees, i.e. a full circle. At Bethungra on the south the Up line curves at 14 ch radius but the view is restricted by the hill the spiral goes around. The writer cannot comment on the Border Loop spiral (North Coast – 12 ch) as it’s many years since he’s been there but the Google view suggests that it also goes around a hill. Some of it is in tunnel.

Victoria has the Bacchus Marsh curves. There was a 20 ch curve over Parwan Creek as one approaches the town from Melbourne and a lovely long sweeper after the site of Rowsley on the Ingliston Bank but it’s only 35 ch. Incidentally the creek that’s crossed here is Horseshoe Creek, presumably named after the railway as it

does turn nearly 180 degrees. A new opportunity has opened up on Puffing Billy (narrow gauge tourist railway at Belgrave, Victoria) where the cutting down of trees now gives a much better view of the train crossing the famous Monbulk trestle on a 3 ch curve.

There’s a fascinating curve at Alice Springs on the Adelaide – Darwin line on entry to Alice Springs station. Radius would have to be about 10 – 12 ch. This used to be 3’ 6” gauge. After hours of travel on near straight tracks to find oneself going around a 90 degree sharp curve is quite something.

Happy curving but please stay safe. The Waterfall accident (NSW, 2003) was the result of excessive speed around a curve.

The author thanks Ian Brady for his kind assistance.



More Australian duplication dates

VICTOR ISAACS

The Times no. 295, October 2008, pages 4 to 10, contained a full list of the dates of railway duplications and amplifications in Australia and NZ. Oh no, it didn't! The author has belatedly discovered that most of the NSW Western line inexplicably dropped out. This also indicates he failed at this day job of *Times* proofreader. So, here is the full list of dates of duplications, amplifications, and – sadly – singlings on the NSW Western line:

Sydney – Newtown	26 Sept 1855 (on opening)	Glenbrook – Springwood	26 Jan 1902
Newtown – Granville	1 June 1856	Springwood – Katoomba	8 June 1902
Quadruplicated Illawarra Jc – Flemington	18 March 1892	Katoomba – Medlow	28 Sept 1902
Sextuplicated Illawarra Jnc- Ashfield	28 May 1927	Medlow - Blackheath	9 Sept 1902
Sextuplicated Ashfield Strathfield	Oct 1927	Blackheath – Mt Victoria	16 Sept 1897
Quadruplicated Flemington – Lidcombe	8 Oct 1924	(1897 as right hand running; 16 Oct 1902 as normal)	
Quadruplicated Lidcombe – Auburn	20 June 1954	Mt Victoria – Hartley Vale	12 Dec 1910
Triplicated Auburn – Clyde	1948	Hartley Vale – Bell	7 July 1911
Quadruplicated Auburn – Granville	Sept / 10 Nov 1958	Bell – Zig Zag Box	16 Oct 1910 (on opening)
Granville – Parramatta	1880s	Zig Zag Bottom Points – Bowenfels	21 Oct 1880
Parramatta – Blacktown	1880s?	Bowenfels – Middle River	20 Dec 1921
Quadruplicated Granville – Westmead	11 March 1987?	Middle River – Cox's River	28 Oct 1923
Quadruplicated Westmead – Seven Hills	1946	Cox's River – Wallerawang – Wadina	31 Oct 1915
Quadruplicated Seven Hills – Blacktown	1950s?	Wadina – Rydal	14 March 1915
Blacktown – Penrith	1880s?	Rydal – Algarana	8 Oct 1910
Quadruplicated Blacktown – Rooty Hill	1981	Algarara – Sodwalls	9 May 1915
Quadruplicated Rooty Hill - St Marys	1980s	Sodwalls - Tarana	22 Oct 1916
Penrith – Emu Plains	2 June 1907	Singled Wallerawang – Tarana	1990s
Emu Plains – Nepean Temporary Jnc	10 Dec 1910	Tarana – Locksley	5 Nov 1916
Nepean Temporary Jnc – Glenbrook	25 Sept 1913	Locksley – Brewongle	24 Sept 1922
		Brewongle – Raglan	22 Oct 1922
		Raglan – Kelso	12 March 1922
		Gresham – Athol	4 July 1915
		Athol – Murrobo	4 March 1917
		Spring Hill – Orange East Fork Jnc	5 Nov 1916



Western (singled) line at Tarana.
 Photo by "Dunnedo" on Flickr, at:
http://farm4.static.flickr.com/3619/3462669382_86b9b86ae1.jpg

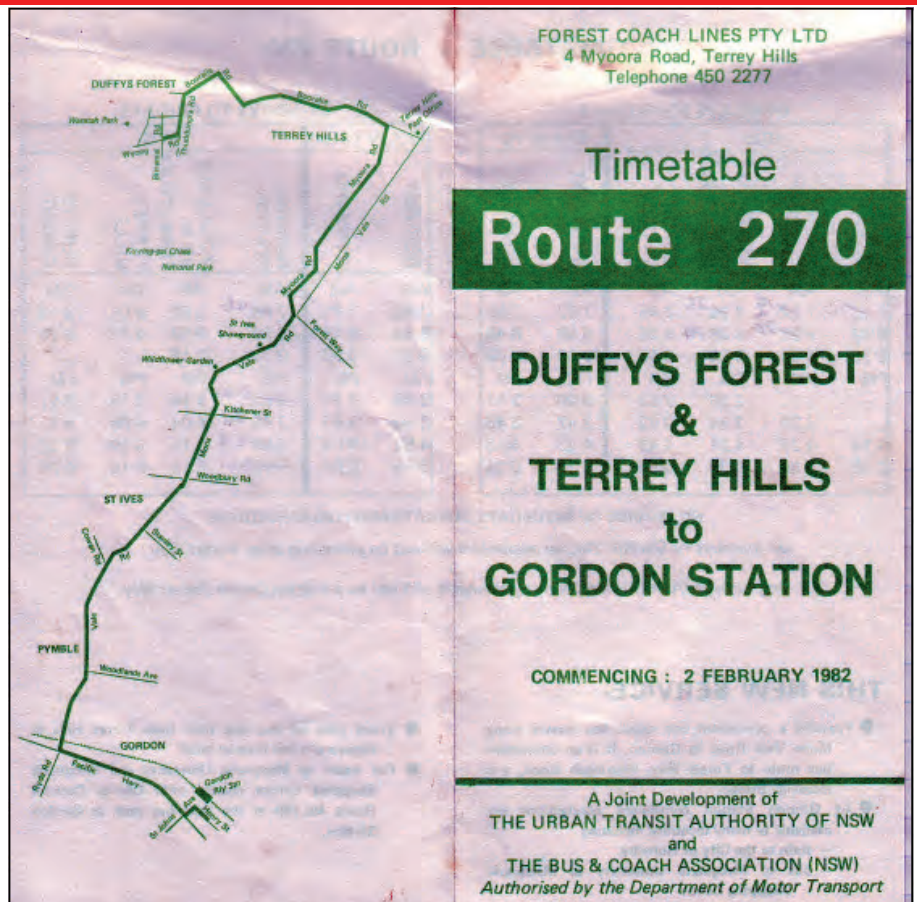
The Back Road to Terrey Hills

JIM O'NEIL

Service to Terrey Hills had been started by Royle Brothers, later Forest Coach Lines, shortly after World War II, running to Chatswood via French's Forest on the route 56. On 2 February 1982, as a joint development with the Urban Transit Authority, a second route to Terrey Hills was commenced, this time running along Mona Vale Road to and from Gordon Station. The new service was given the route number 270, first used for Wynyard to Crows Nest short workings and vacated by 1982. At this time it was planned to renumber all the bus routes in the Upper North Shore in the 200 series, making space for them by renumbering the government buses in Mosman into the 100s. This never happened, and the Upper North Shore bus routes acquired 500 series numbers, leaving the 270 as the only bus route from a North Shore Line station north of Chatswood to have a number in the 200s.

We can see from the map (right) that the 270 ran along Myoora Road east of Forest Way, and not, as the 56 still did then, along Mona Vale Road. The map also shows the route in the St. Ives area in some detail, although there are no timing points between Forestway and Gordon Station. Gillott's route 191 had prior rights as far as the St. Ives Showground and passengers could only be carried if their journey went to or from the territory further east – there was only bushland between the Showground and Forest Way, the first set down and last pick up point. My first timetable (see page 7) was acquired shortly after the new service commenced, but already changes had been made in blue biro on the green timetable. In the morning peak more time was needed to operate the services, with the 7.13 from Duffys Forest leaving three minutes earlier, to arrive at Gordon at the originally scheduled time. It then left only one minute later (instead of three), to arrive at Duffys Forest, as originally timetabled, at 8.13, leaving again at 8.13, picking up two minutes by Terrey Hills, and losing them again by the time it got to Gordon. In the mornings, traffic delayed the route 270 more than had been expected. In contrast, the buses made better times in the afternoons, and all four p.m. departures have been set back between three and seven minutes, but still reached Forest Way and later points at the original times.

The bus service operated on Mondays to Fridays only, with peak hour service, plus one service at each end of the off-peak hours. Passengers were carried to Gordon in the morning and back in the afternoon.



The 9.58 service from Gordon and the 2.33 p.m. from Forest Way brought the bus to and from the depot in Myoora Road and would have carried few passengers, if any, since none could be picked up or set down between the two timing points. At first sight it seems that all these services could have been operated by a single bus, but when we look at the early afternoon, we see that the 3.00 from Gordon, reached Duffys Forest at 3.27, while the following bus had already left Terrey Hills at 3.20. Children from Terrey Hills P.S. were out by a quarter past three, and with two buses on the new 270, they could all be taken home at about 3.20, instead of requiring one bus on the 56 to make up to three school special journeys, as had been done in the 1970s: it is not clear whether there was still a third school special at Terrey Hills in the early 1980s, when school specials were no longer shown in Forest Coach Line timetables. (A school special from the school at 3.15 to Kallaroo Road could have taken up service on the 3.20 from Terrey Hills to Gordon.)

My next timetable (see page 8) was issued in March 1991 and is on page 18 of the

regular route 56 timetable, since the 270 had become a permanent service, and it was included whenever new timetables were issued for the 56. The route number, 270, is not shown on page 18, but is on the front cover of the timetable. There have been some changes: the Terrey Hills timing point is now named as Kallaroo Rd., the morning off-peak and the last evening peak service have ceased and the former 2.33 from Forest Way to Gordon now started at 2.30 at Kallaroo Road, not from the depot. Did this mean there were passengers travelling on it? The route 270 was no longer operated for shoppers, but was a peak-hour service, running at times especially convenient for school children.

Meanwhile, a third bus service had commenced along the Mona Vale Road corridor, run by a third operator, Warringah Bus Lines. Warringah, a subsidiary of the Hornsby Group of bus companies, had been operating the 161 between Narrabeen and Elanora since 1972. I hope to look at this service at a later date. In the late 80s they commenced a second service, also numbered 161, between Mona Vale and Pymble, although it did not run over any of

TIMETABLE - ROUTE 270

MONDAYS TO FRIDAYS						MONDAYS TO FRIDAYS						
BUS					TRAIN TO		TRAIN FROM		BUS			
DUFFYS FOREST	TERREY HILLS	MONA VALE RD & FORESTWAY	GORDON STATION	WYNYARD	HORNSBY	HORNSBY	WYNYARD	GORDON STATION	MONA VALE RD & FORESTWAY	TERREY HILLS	DUFFYS FOREST	
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
7:10	7:22	7:19	7:23	7:45	7:52	7:42	7:41	7:48	8:02	8:06	8:13	
8:13	8:22	8:26	8:24	8:45	8:50	8:44	8:45	8:50	9:08	9:12	9:20	
9:23	9:32	9:36	9:55	10:03	10:09	9:39	9:53	9:58	10:16	
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
		2:33	2:53	3:00	2:57	2:49	2:41	2:53	3:00	3:14	3:27	
	3:20	3:24	3:42	3:47	3:48	3:40	3:40	3:45	4:04	4:08	4:17	
4:18	4:27	4:31	4:49	4:53	4:53	4:53	4:53	4:56	5:15	5:19	5:28	
5:28	5:36	5:39	5:54	5:58	6:14	5:45	5:54	5:58	6:15	6:18	6:26	

NO SERVICE ON SATURDAYS, SUNDAYS AND PUBLIC HOLIDAYS

On journeys to Gordon Station passengers will not be picked up after Forest Way.

On journeys from Gordon Station passengers will not be set down before Forest Way.

THIS NEW SERVICE-

- Provides a convenient and quick bus service along Mona Vale Road to Gordon. It is an alternative bus route to Forest Way, Warringah Road, and Roseville Bridge.
- At Gordon Station convenient connections are available to many locations including:
 - train to the City or Hornsby
 - bus to Macquarie University or Macquarie Shopping Centre
- Travel time by bus and train from Terrey Hills to Wynyard is less than an hour.
- For travel to Macquarie University and Macquarie Shopping Centre change onto Deanes Coaches Route No.185 at the next bus rank at Gordon Station.

the existing route of the 161, it did connect with it at Ingleside at 3.55 and 4.30 (marked I.) The next timetable shown (see page 9) is the earliest dated one I have for this version of the 161, and commenced in April 1989 (I do have an undated, "Surfers Weekend Service" which is probably earlier.) The Warringah buses were not able to carry passengers travelling solely between Pymble and the St. Ives Showground, giving protection to Gillott's St. Ives buses, but no restrictions were made to protect Forest Coach Lines 270 - this can't just be because the 270 went to Gordon, not Pymble, since several of the 161 services went to both stations.

Two separate timetables are shown, both in red ink on white cardboard, one for public school term and the other for school holidays. Buses did not operate at weekends, except during Daylight Saving - presumably at the same times as the Monday to Friday buses. Four services operated in the morning peak during term time, requiring four separate buses, as the 7.00 AM did not return to Mona Vale until 8.20, ten minutes after the 8.10 was due to have left. In school vacations, there were only three services, and since the 7.00 AM bus arrived back ten minutes earlier, and the 8.10 bus then left five minutes later, at 8.15, only two buses were needed. Both timetables had a 10.00 AM bus from Mona Vale, which returned from Gordon at 10.35 in

term time, but 10.40 in vacations. There was a bus at 3.00 PM in term time, but one at 2.30 in vacations. Both timetables had buses at 3.30 and 5.05 (though the 3.30 arrived back at Mona Vale ten minutes earlier in vacation time), and these could be operated by a single bus. In term time a second afternoon bus was required for the 3.00, while in vacations the 2.30 could leave at 3.30, the moment it had arrived back at Mona Vale. This service catered to school children, surfers and some adult workers. In 1992

Warringah Bus Lines was sold to Forest Coach Lines and in 27 July 1992 they issued a new timetable (see page 10). It had new numbers between 277 and 285 for the various alternative routes of the old 56 (the two versions of the 161 had been renumbered a year earlier: 195 for the Mona Vale to Pymble and 196 for the Narrabeen to Elanora and Ingleside.) The number 270 was reassigned to the new Belrose to City service, with the Wyong Road to Gordon service no longer having a separate route number. Here I am only looking at those services in the July 1992 timetable which operated along the Mona Vale corridor. Some of the old route 56 buses to Terrey Hills (which now ran via Myoora Road, as did the 195 and 196) were diverted at the shopping centre to run to Narrabeen via the old route 196 (former 161), carrying the number 285, while most other Narrabeen

services, which had exchanged their number with the Mona Vale buses to become the 195, were extended to Pymble. As we can see on the map the 285 buses from Chatswood ran via Elanora Heights and Anana Road, the 195 buses from Pymble took a more northerly route via Powder Works Road and Warriewood Square on their separate ways to Narrabeen.

There were still buses from Duffys Forest to Gordon, now numbered 195 along with the Narrabeen to Pymble buses, and they operated only in the peak flow direction. In the morning there was one at 6.59 from Wyong Road and a second, on school days only, from Echunga Road at 8.15. This short starting point shows that the bus had just run to the Sydney Japanese School as a school special. In the afternoons there were two buses from Gordon to Wyong Road, at 3.10 and 3.55, running on school days only. The Wyong Road to Gordon bus service had become largely a service for school children. The Mona Vale buses on the route 196 ran on Mondays to Fridays in peak hours only with additional Beach Buses on weekdays in the December - January school holidays at weekends from November to March.

The main service was to Narrabeen, with Pymble and Chatswood buses each operating alternatively in the off-peak hours, with each of the two services running every two hours, but not providing an hourly service between Terrey Hills and Narrabeen. Instead, a bus to Chatswood left at 9.15 and the bus to Pymble followed at 9.40, less than thirty minutes later. There was then a gap of over an hour and a half until the next Chatswood bus at 11.15. This must have been awkward for intending passengers, but it made for operational convenience. The 9.40 bus to Pymble arrived there at 10.15 and left again at 10.40. It then returned to Warriewood Square at 11.13, leaving two minutes later, to take passengers on the 285 to Chatswood and take the 196 passengers from Pymble on to Narrabeen. Twenty five minutes later, the 10.45 from Chatswood reached Warriewood Square at 11.38 and formed the 11.40 to Pymble. As the 285s could be inter-worked at Chatswood with the route 280 to Warringah Mall, the overall number of buses could, in this way, be minimised. We may note that short-workings from Ingleside or Elanora to Narrabeen only ran in the morning peak, while short workings between Terrey Hills and Narrabeen ran in both peaks. The route 285 also ran on Saturdays, the only Saturday service to Narrabeen and Warriewood in 1992.

The route 285 had become an hourly service on weekdays by 2008 and been extended to Mona Vale, and through service to Gordon, which has replaced Pymble as

Forest Coaches' main terminal on the upper North Shore, has been confined to peak hours, though connections can be made at Terrey Hills at other times. There are now no regular scheduled buses between Gordon and Duffy's Forest on what was once the route 270, although school buses, not listed in the printed timetables, do still operate between Gordon and the Japanese school and the Northern Beaches Christian school in Duffy's Forest. Chatswood has always remained as the principal focus for bus service from Terrey Hills and the surrounding districts, even though Gordon and Pymble have also been serviced.

With the service revisions of 24th November 2008, route 285 has disappeared and Forest Coach Lines now only operate school buses into the Narrabeen area. Service to Elanora is now provided by Sydney Buses with a new local service, route 183 between Narrabeen and Mona vale via Elanora and the city service E83 extended from Narrabeen to Elanora Heights. The route 196 Gordon to Mona Vale has been supplemented with a new route 197, Macquarie University to Mona Vale and this provides the main service in this area on weekdays, with a few services on Saturdays and none beyond Gordon on Sundays. A few school buses continue to run between Duffy's Forest and Gordon Station, but these are no longer shown in the public timetable.

Duffys Forest—Terrey Hills—Gordon Station			
Inward Journey—Monday to Friday			
DUFFYS FOREST	Kallaroo Rd, TERREY HILLS	Mona Vale Rd & FOREST WAY	GORDON STATION
WEEKDAY—MORNINGS			
8.54	7.00	7.06	7.36
8.55	8.11	8.16	8.37
WEEKDAY AFTERNOONS			
—	2.30	2.33	2.53
4.35	3.20	3.24	3.42
	4.35	4.40	4.57

Gordon Station—Terrey Hills—Duffys Forest			
Outward Journey—Monday to Friday			
GORDON STATION	Mona Vale Rd & FOREST WAY	Kallaroo Rd, TERREY HILLS	DUFFYS FOREST
WEEKDAY—MORNINGS			
7.36	7.54	7.58	8.06
8.45	8.03	8.07	8.15
WEEKDAY AFTERNOONS			
3.00	3.24	3.28	3.37
4.03	4.20	4.25	4.30
5.07	5.25	5.30	5.34

No Service On Saturday, Sunday and Public Holidays.

THIS SERVICE

- Provides a convenient and quick bus service along Mona Vale Road to Gordon. It is an alternative bus route to Forest Way, Warringah Road and Roseville Bridge.
- At Gordon Station convenient connections are available to many locations including:
 - trains to the City or Hornsby,
 - buses to Macquarie University, Macquarie Shopping Centre and other centres, (refer to page 19).
- Travel time by bus and train from Terrey Hills to Wynyard is less than an hour.
- For travel to Macquarie University and Macquarie Shopping Centre change onto Shorelink Bus Service Route No. 568 at the next bus rank at Gordon Station.
- 270 Route Details: From Duffys Forest—Wyong and Birrimal Roads, Thuddungra, Joalah, Boorale, Myoora, Mona Vale Roads, Pacific Highway, St Johns Avenue, Henry Street,

**ROUTE 161 MONA VALE — PYMBLE — MONA VALE
PUBLIC SCHOOL TERM TIMETABLE**

MONA VALE	TERREY HILLS	ST. IVES	PYMBLE	GORDON	ST. IVES	TERREY HILLS	MONA VALE
7.00 AM	7.10	7.20	7.30	7.40	7.50	8.00	8.20
7.15 AM	7.30	7.40	7.50	-	8.00	8.10	8.30
7.50 AM	8.05	8.15	8.25	-	8.35	8.45	8.55
8.10 AM	8.25	8.35	8.45	-	8.55	9.05	9.15
10.00AM	10.10	10.20	10.30	10.35	10.45	10.55	11.05
3.00 PM	3.10	3.20	3.30	3.35	3.45	3.55	4.05
3.30 PM	3.50	4.00	4.10	-	4.20	4.30	4.40
5.05 PM	5.15	5.25	5.35	5.45	5.55	6.05	6.15

**ROUTE 161 MONA VALE — PYMBLE — MONA VALE
PUBLIC SCHOOL VACATION TIMETABLE**

MONA VALE	TERREY HILLS	ST. IVES	PYMBLE	GORDON	ST. IVES	TERREY HILLS	MONA VALE
7.00 AM	7.10	7.20	7.30	7.40	7.50	8.00	8.10
7.30 AM	7.40	7.50	8.00	-	8.10	8.20	8.30
8.15 AM	8.25	8.35	8.45	-	8.55	9.05	9.15
10.00 AM	10.10	10.20	10.30	10.40	10.50	11.00	11.10
2.30 PM	2.40	2.50	3.00	-	3.10	3.20	3.30
3.30 PM	3.40	3.50	4.00	-	4.10	4.20	4.30
5.05 PM	5.15	5.25	5.35	5.45	5.55	6.05	6.15

DEFINITION | Connects with bus for Bayview Hts and Elanora at Ingleside.

MONA VALE: Bungan St, outside Bungan Court

TERREY HILLS: Boorale Rd., Bus Shed.

PYMBLE: Bus Stop Highway side of Railway Station.

RESTRICTIONS:

MONA VALE TO PYMBLE: Last pick-up St. Ives Showground

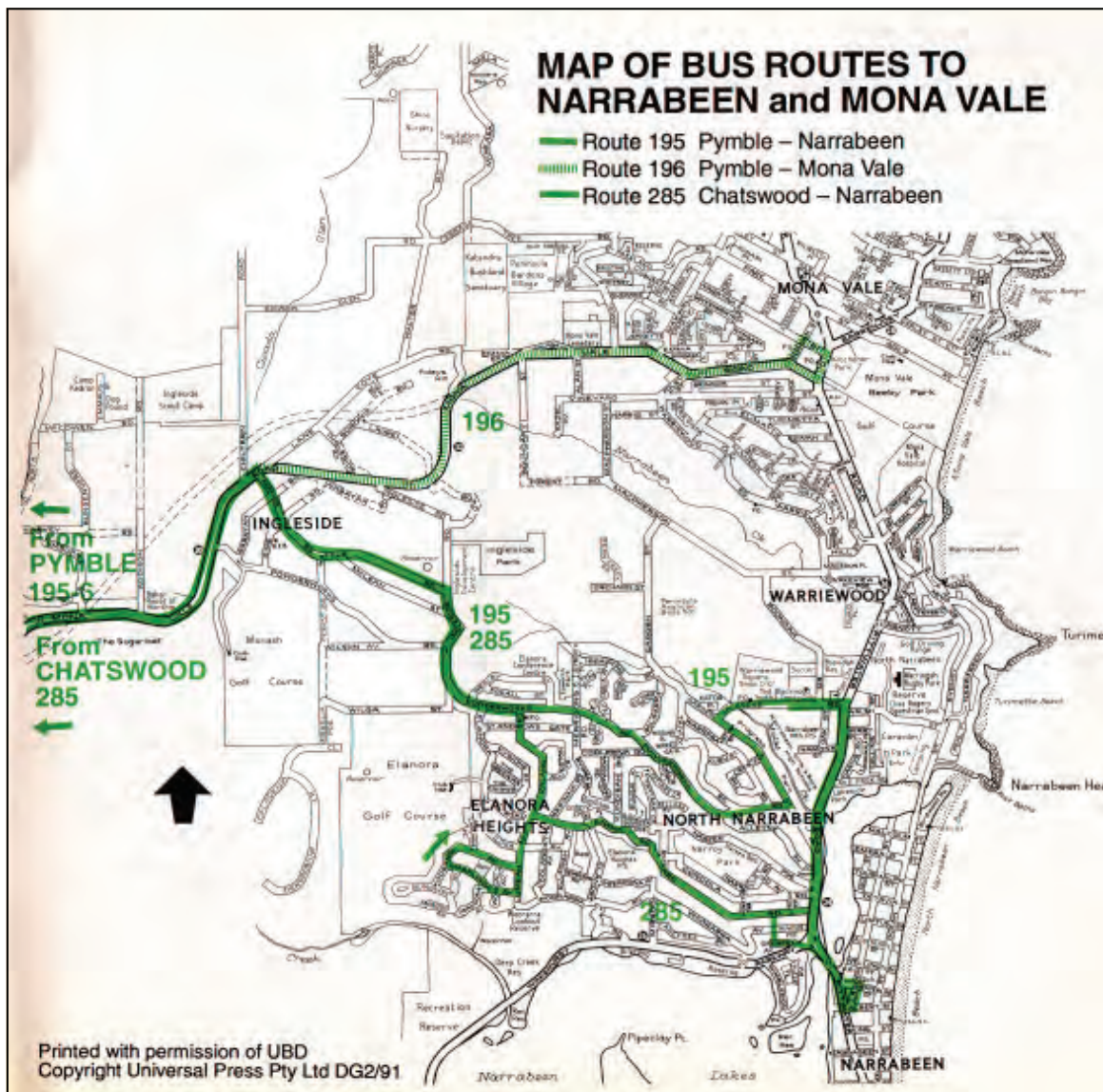
PYMBLE TO MONA VALE: First set down St. Ives Showground

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The Picture that Launched a Thousand E-mails

from ROBERT HENDERSON, VICTOR ISAACS, DUNCAN MACAUSLAN and JIM O'NEIL



Henderson to Editor 8-Dec
Dear Geoff

The lower photo on the front cover of the December 2009 issue of "The Times" is of an R1 class tram which over-shot the end of the track at Athol Wharf (now known as Taronga Zoo Wharf) on the North Sydney lines.

As far as I know, no tram ever went beyond the end of the track at Darling Street Wharf, Balmain. To have done so would have required it to perform the almost impossible task of jumping over the counterweight dummy.

Certainly David Keenan makes no reference to any tram runaways at Darling Street in his book, "The Western Lines of the Sydney Tramway System", whereas he does relate the three incidents of that nature which occurred at Athol Wharf in his equivalent book on the North Sydney tram lines.

Editor to Henderson 8-Dec

Yes, I know!... I felt sure you and/or Duncan would pick it up, but it was too good not to use! It actually showed up on a Google Image Search on "Balmain Tram" as a third picture, at <http://images.google.com/images?hl=en&source=hp&q=balmain+tram&gbv=2&aq=f&oq=&aqi=>, but I knew it was wrong straightaway. It slipped past the proof-reader though! Perhaps it should have been in the April edition? I think there was an incident at Neutral Bay too, with tram 1296 (the K with the magnetic track brakes), wasn't there?

I'll put your letter in The January Times with a *mea culpa*.

President to Editor 9-Dec

Geoff

As I have been trying to say, never rely on just one person as proofreader. I miss things. I am ignorant about things. I contend that the best proofreading is done by a range of people [any volunteers?].

MacAuslan to Editor 9-Dec

Hi Geoff

I've only just had time to look at the cover and there's no way that photograph was taken at Balmain. Rob Henderson is correct in describing the inability of an R, or

any other class of tram, to jump over the dummy. Not only that the topography is completely wrong; the East Balmain wharf is much more developed having been built around 1845; Goat Island should be in the background.

When was the last tram to Balmain?

If it was the last Saturday night car it would have left Circular Quay at 01:46 as per the tt on p9 of The Times.

However Keenan's books refer to the last tram being to Lilyfield; the last run there being at 12:02 thus implying that the last Balmain tram left Circular Quay at 11:47 on the evening of Saturday 22 November 1958 arriving at Balmain PO at 12:24 then to Rozelle Depot.

Can anyone clarify?

MacAuslan to Editor 9-Dec

Hi Geoff

Having now had the time to read Jim's article in detail there is another location error.

The Mansfield Street of the 441/442 first stop restriction is not any distance north of Rozelle Junction; it is in fact about 600m due east of Rozelle Junction. It is about 200m from the Victoria Road tramline at Robert Street; about the same distance it is from the very pleasant Bald Rock Hotel.

In an article describing the 17 December 1956 timetable in a much earlier edition of The Time I wrote:

"The influence of tram thinking on the bus timetable is apparent in several ways. First set down, restrictions exist on evening peak hour journeys at Mansfield Street. These were a hangover from wartime restrictions encouraging the use of trams where lines paralleled bus routes. In this instance the direct tram line (via Glebe Island) closed in 1953, but the restrictions continued till the 1970s. Another example was 'through tickets' from Birchgrove or Darling Street Wharf to the city changing at Balmain P.O. for the circuitous route via Forest Lodge. These appear to have disappeared in the 1986 issue of the 401 and 441 timetables."*

* By direct I meant via Railway Square and Harris Street, hardly direct from Circular Quay! From 1953 this meant that passengers to White Bay could only use 500 series buses.

I also imagine that the never stated reason why the 441/442 terminate at QVB was also to prevent competition with the trams.

I remain intrigued that no one yet can state what at time the last tram to Balmain ran.

Henderson to All 9-Dec

Just on Neutral Bay, Keenan makes no mention of any incidents there. There were catch points on the descent of Hayes St to try to protect runaways

MacAuslan to All 9 Dec

Hi again

Also buses did turn at Nicholson Street. The turning movement was from Darling Street, left into Nicholson Street, right into looks Avenue, reverse back into Nicholson Street and forward to Darling Street. Lookes Ave is little more than a lane but the first few metres still have a concrete surface to support bus weights stopping and reversing. This terminus is no longer used.

From Henderson to All 9-Dec

Two other small points raised by Jim's article.

1. From the tram timetable on page 8 of the December Times, the Birchgrove tram service had three sections prior to 1951, not two.

2. Tram sections on the **main** Sydney system were reduced from approximately two miles in length to one mile as from 5 November 1951 (see Keenan, *Tramways of Sydney*, page 43). From that date, adult fares for each number of sections up to five remained the same, namely, 4d, 6d, 8d, 9d and 10d, with additional sections becoming 11d, then 1/- (maximum).

Henderson to all 9-Dec

"Electric Traction" of the time does not specify anything about the last tram to Balmain, so provides no more than DRK does in his book. But it presumably ran before R car 1807 going to Glebe Pt, which was the last car along George St.

I was there on the night, but do not remember being aware of the last Balmain car. It is possible, in the confusion that occurred that night, that nobody noted the last tram to Balmain.

I can recall seeing the crews waiting to dismantle the overhead at the northern end of George St.

Of the two O cars that did tours of the "Red" lines that afternoon, I was on 1111 run by SPER.

O'Neil to Editor 10-Dec:

Dear Bob and all,

Sorry to be late in responding, but new points have kept coming up.

1) If you compare the photo on page 89 of David Keegan's *The North Sydney Lines*, of R tram 1890 in the water at Athol Wharf, with the one on the front cover of the December issue, you can see this is in the same place - not the large conical rock, but a different tram (ours is an R1) which has come to rest at a different angle. The alleged "Balmain Tram" must be 2000, which ran away on Jan. 22 1958 - the third tram to do so and the only R1 of the three.

2) Among the notices I didn't try to include in the article - there are about half a dozen - is No.32, issued in 1957 (but no more specific date than that), among the trams to be discontinued on Saturday nights is the 1.46 a.m. from Fort Macquarie to Balmain Post Office. By the last day of the red trams, the 1.00 a.m. will have been the last Balmain tram on Saturdays for about a year or so.

3) I do know where Mansfield St is, but I seem to have a lapse of memory where Rozelle Junction is. The passage should read "a short way north of where the buses left the tramlines in Victoria Road." These buses didn't go past Rozelle Junction at all.

4) I'm not sure when the Government Buses stopped reversing into a street and coming out to head back the way they'd come. They weren't doing it anymore when I first travelled into the Inner West. I know it stopped on the north side at the same time as the trams came off.

There had been two routes on the service over the Suspension Bridge where the buses backed off the main road, with the conductor directing from the back platform of the double deckers. These were the 200 at Strathallen Avenue and the 206 at East Roseville. The 200 was replaced by 201 buses to/from Northbridge Junction, taking a long loop round the back streets, and the 206, which now ran down Park, Moore and Addison to return to the old terminal: another long loop.

I thought at the time that the powers that be were hoping to single man the new single deckers, which were the only buses used on the 201 and took over many other duties on the 200 routes. But that didn't happen for a very long time.

Henderson to O'Neil 12-Dec

Thanks Jim

I cannot think of any termini where buses reverse INTO a street first, but don't buses still reverse OUT of a street at Birchgrove? They did the last time I was there. Other termini where they reverse include Clifton Gardens, Musgrave St Whf, Darling St Whf and Colwell Crescent. Whichever way a bus reverses, there is an element of danger, especially when one-person operated.

How did buses reverse at East Roseville? (I never saw that.)

(We're getting right off topic now!)

O'Neil to Henderson 12-Dec:

Bob,

If I remember rightly, there was an afternoon 206 bus which pulled up in Babbage Road, outside where the childcare centre is now, and then backed round the corner into Addison Avenue, where it was then at the same bus stop the 207 buses from East Lindfield used. At Strathallen Avenue, the 200s had to back into the dead-end street, as they would have had to back across the northbound traffic if they had backed out.

Department of Government Transport, N.S.W. No. 32.

DISCONTINUED JOURNEYS

TRAM SERVICE

Fort Macquarie—Balmain

ROUTE 445

Canterbury Stn.—Darling St. Wharf

ROUTE 500

Rozelle—Ryde

Saturday nights—Sunday mornings

The following journeys WILL BE DISCONTINUED:

Balmain Line

1.46 a.m. from Fort Macquarie to Balmain Post Office.

Route 445

2.20 a.m. from Balmain Post Office to Darling Street Wharf.

2.29 a.m. from Darling Street Wharf to Parramatta Rd. and Norton St.

Route 500

2.16 a.m. from Darling Street Junction, Rozelle to Ryde.

Sydney: A. H. Pettifer, Government Printer—1957.

†21728

I haven't actually seen buses terminating at Colwell Crescent. I had assumed they went round the crescent, but a quick look at the maps (both North & Western and Sydney Buses) shows no sign of that, so they must reverse.

Not a government bus, but another reversing move I do know is Forest Coach Lines at Wyong Road, where the bus go straight along Wyong Road, reverse back, turning to the left into Anembo Road, and then turn right out again into Wyong Road. (At least that's what they did the one time I've seen a bus terminating there.) And Forest have been running single manned into the Forest for as long as I've been watching them (Royle Bros. still had a conductor on the morning peak runs in 1954, when I started using them, but not from the Forest) Still, this doesn't help us with the Balmain

trams.

O'Neil again 14-Dec

Dear Geoff,

To get back to Balmain trams, there are a couple of other points raised by Notice 32 which may be of interest. Four Saturday night/ Sunday morning journeys were discontinued, the other three being buses. Two were on the route 445, the 2.20 a.m. from Balmain P.O. to Darling St. Wharf, which could have picked up any inbound passengers from the 1.46 a.m. Balmain tram, and the 2.29 a.m. from Darling St. Wharf to Parramatta Rd. and Norton St. (Was there a ferry cancelled at this time too?) The route 200, 2.16 a.m. from Darling Street Junction, Rozelle to Ryde, which could also have connected with the same Balmain tram.

Now notice no. 28 was issued on Monday, March 4, 1957 and notice 45 on Monday, September 1957. So it seems probable that notice 32 was issued in late April or early May 1957.

Incidentally, the 1.46 a.m. service from Ft. Macquarie to Balmain was mentioned again on notice 45 - this time the Tuesday to Saturday mornings version. The 1.18 tram from Balmain to Central was extended to terminate at George St. North, while the 1.46 from Ft. Macquarie was curtailed to operate at 1.50 a.m. from George St. North to Balmain P.O. That seems to be a change in the terminating times of two shifts, rather than a lack of passengers travelling in the early hours of the morning.



A Joy To Behold: British Railways' Publicity 1948-1997

*A Synopsis for a proposed study by R N FORSYTHE M.A. Dip.I.A.
Cert.Ed. the Transport and Industrial Heritage Historian and Consultant*

Chapter One: British Railways Publicity

Introduces: publicity/ephemera in general (definitions); the background to BR in 1948; attempts to create an image and the process of modernisation; the arrival of Beeching and the Corporate Image; political change in the 1980's and the advent of business sectors; BR publicity in the post corporate image era; the final frenetic moves to privatisation. Explain no tickets/ posters/ postcards, which are well covered elsewhere.

Detail the structure of the advertising departments. Describe the artists and printers used, the practice of 'signing' and not signing items. The significance of the material to students of railway/social history and design is flagged. It is a vastly neglected archive source with immense display/illustrative potential, which typically falls between the interests of librarian/ archivist/ curator. A reference to what little secondary sources exists is made. This has to give some detail to 'The Monotype Recorder Volume 41 Number 2 Spring 1958'. In the history of all commercial publicity, this review by Christian Barman of the rationale behind BTC publicity is seminal, philosophically and artistically. It also refers to the BTC's own collection, an outstanding missing treasure of modern times that this magazine is a fragment of.

That is the scene setting and overview chapter.

Chapter Two: The British Railways Timetable and Maps

Looks at the regional books, and the later all line timetable, together with their associated maps. This is the foundation stone of the subject. It may sound here a bit dull, they are just large heavy books, but there is a lot more life to it. It builds on the verdict Roger Burdett Wilson (chronicler of Great Western Railway publicity) famously gave: 'The history of railway timetables, an intricate and fascinating subject has yet to be written'. I do have a catalogue of the issues and the vast majority of the actual timetables. No-one has ever published a catalogue of these, which is actually one of the most basic sources for railway history. Points out how some maps included freight services. Many of the maps issued solo are very attractive and a cartographic collection is an entity in itself.

Chapter Three: Pocket timetables

This takes the vast array of free giveaways. It must stress the pre 1965 regional styles, the effects of corporate image and its abolition. Attention must be given to special collecting areas like Paytrain schemes, dieselisations/electrification, sector and TOU/TOC branded material. The three main categories must be explained. These

are small books derived from the main timetable, timetable folders, and glossy promotional leaflets. Oddities and transitional pieces like special LMR electrification logos, or rail/coach links should get a mention. The notion of being able to show how one line's style can be traced over 40 years e.g. Newcastle-Liverpool could be illustrated. The recent changes which have created a total revolution are explained. Particular attention may be merited by the very short lived images of the 1990s. Inter City East Coast is a classic case in point.

Chapter Four: The Leisure Machine

To look at the supporting advertising literature. Pre-corporate image imperial gloss set against the lavatory paper handbill. This would use material like the famous area guides against simple handbills for football trains. Holiday material would get attention (camping coaches, Wakes excursions, WR holidays trains, today's Holidaymaker leaflets, the Skegness 'Jolly Fisherman' excursion). The advent of corporate image and then business sectors each had its effect. National publicity became common in the 1960's and 70's with one leaflet style used across the country. Sectors have created their own outstanding literature be it Scotrail or NSE.

Again, the idea of charting one theme over the years could be taken, such as the Scottish excursions to Blackpool or the Freedom of Scotland rover ticket. Rover literature ought to be a significant aspect.

Chapter Five: Of Tickets and Seasons

A chapter break could come between 'holiday/excursions' material which is an enormous field, and the more workaday travel promotions, line closing/opening material, railcards/season tickets etc. This section would be ephemera charting the run of the mill evolution of the railway. There would be the mundane (autumn leaf leaflets), the ridiculous (BR's worst leaflet), the sad (closure notice), and the outstanding (Blue Pullman and Intercity Pullman brochures).

Chapter Six: BR over the Sea

The railway was a major maritime force. This has produced an outstanding quantity and quality of literature. Work around the country with Caledonian Steam Packet on the Clyde - the beloved paddlers. Go through the Irish Sea, and then to the Cross



Channel services, before a mention of the oddities like the Gravesend or Humber ferries, and the Windermere services. There will be ample illustration of ships with a great enthusiast following. Indeed this chapter could be a book in itself. Sealink and Seaspeed will also be examined.

An area should also go to the extensive series of international timetables BR has published which have a tradition of good artwork. This heading might also embrace BR's marketing of itself overseas which can be illustrated.

Chapter Seven: Not for the passenger

Internal material: The Rule Books, Operating Instructions, Sectional Appendixes,

Working Timetables, Internal Staff ephemera and magazines. Much will only be briefly outlined. A key distinction will be needed between operational documents (which are not publicity (so the rulebooks)) and what is more accurately regarded as publicity like the extensive house magazines, so 'Railnews'.

A mention of freight, otherwise hardly touched, must be made. This can select from train ferry material/ Green Arrow/ Freightliner/ Speedlink/ Parcels literature. It would be well worth sourcing further freight publicity notwithstanding the accompanying challenge. Material for the short-lived 1990s companies will become most unusual. BR recruitment literature and technical leaflets on individual trains could be used to emphasize the sheer scope

of the subject.

Chapter Eight: Money Well Spent?

If the information can be sourced (a big if) some attempt at assessing the commercial success of all the diverse strategies employed could be made. Did national campaigns justify their investment? Was marketing best done locally or centrally? Can successful marketing campaigns and those that failed be identified and explained? Attention could be given to the critical reception that was afforded to the Corporate Image Manual (itself a staggering piece of internal publicity) and this could involve the verdict of the Danish Design Council in 'British Rail Design'. In 1986 the whole was judged as a stunning achievement of European significance.



The Greatest Crimes In Australian Railway & Tramway History

The following is designed to provoke debate... by VICTOR ISAACS

Crimes in order of turpitude commencing with the greatest:

New South Wales: For causing the great Australian railway gauge muddle, inconvenience and expense, by renegeing on its agreement with Victoria and SA to build railways to the same gauge – renegeing not once, but twice.

New South Wales: For trashing the Sydney tramway systems, one of the biggest, best and most efficient transport systems in the world.

Queensland, South Australia and Western Australia equally: For trashing the tramway systems of Brisbane, Adelaide and Perth.

Queensland: For closing the railway to the Gold Coast, just as the great population boom in the area was commencing.

South Australia: For gross incompetence and idiocy by introducing multiple intrastate breaks of gauges.

South Australia: For gross incompetence and idiocy in not agreeing to the standard gauge railway being built from Port Pirie to Adelaide between the wars.

Commonwealth: For funding road building to a huge extent, but until recently, virtually ignoring railway funding.

Victoria: For closing railways on the fringes of Melbourne (especially the Whittlesea line), just as population increases were starting in these areas.

New South Wales: For closing the Camden and Rogans Hills railways – inadequate as they were, they would have been the basis for improvements and hence useful railways today.

Tasmania: For building such a straggling, inadequate railway between its two main cities.

Western Australia: For not building a standard gauge railway between Kalgoorlie and Perth between the wars.

New South Wales: For delaying introducing air-conditioned and comfortable trains in the 1930s/40s when car and air traffic was starting, and then building relatively poor carriages in the 1950s.

New South Wales and Victoria equally: For removing electrification from rural mainlines (in the case of NSW, in regard to freight traffic only).

Commonwealth and New South Wales: For not connecting Canberra properly to Melbourne.

