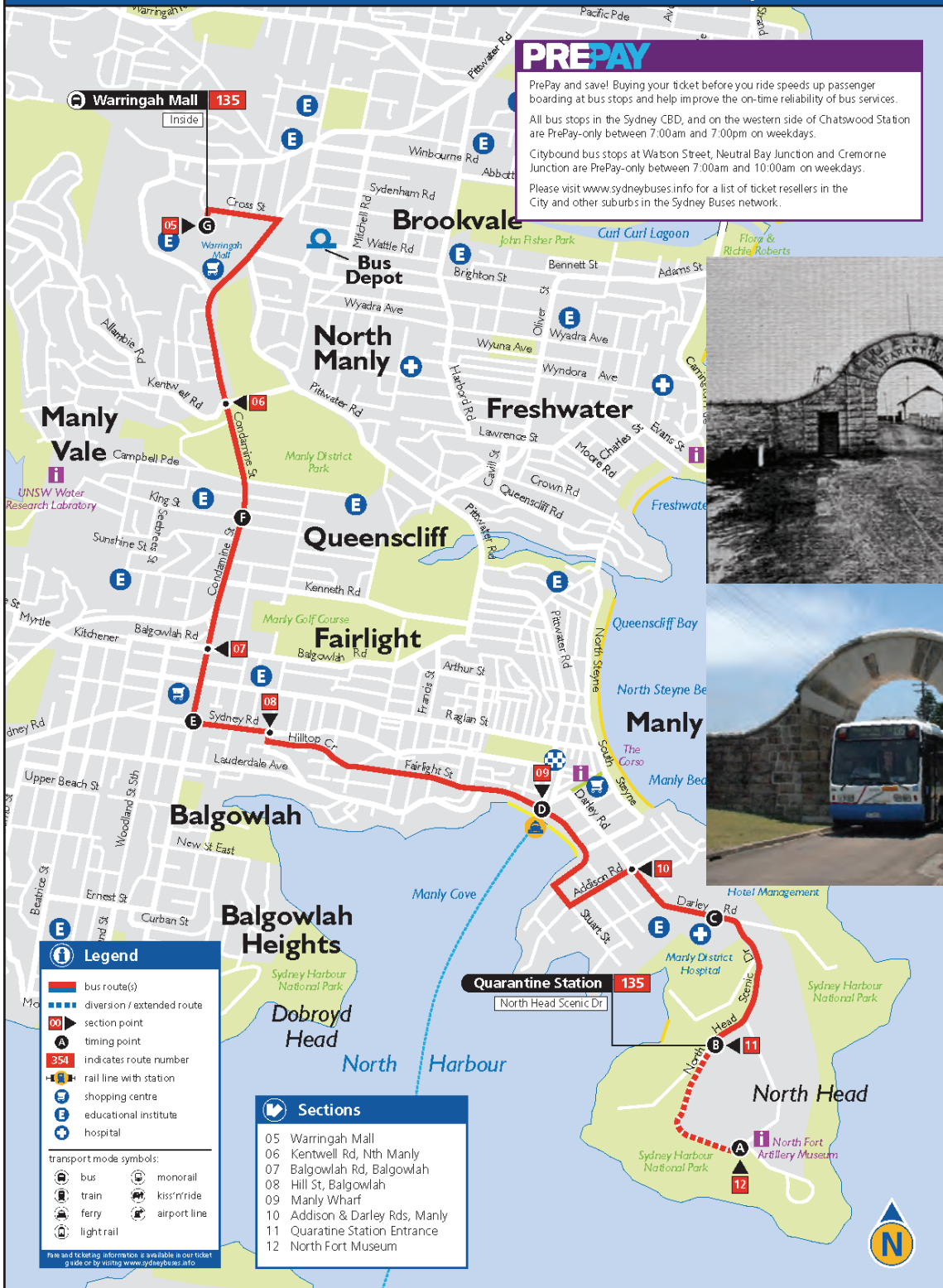




Warringah Mall & Manly to Quarantine Station



**Inside: Through the arch to North Head
Berney Arms revisited
Early Sydney Bus timetables— the 1870s**

RRP \$2.95
Incl. GST

The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

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On the front cover

Jim O'Neil really knew how to hit the mark with the Editor when he submitted the article on the North Head 135 bus service. North Head is the Editor's happy hunting ground and he is writing a history of the place. A feature of North Head since 1902 has been the stone entrance arch to the Quarantine Station, originally erected in Darley Rd (upper insert), but moved to its present location in 1936 (lower insert). On the outward journey, the 135 threads its way through the arch, but returns around a by-pass. A few years ago, an RAAF radar truck demolished the arch and the 135 was forced to divert while it was being rebuilt. The 135 bus is unusual in that, once inside the arch, the bus becomes a "hail me anywhere" service— a feature the editor is grateful for after a long hard day of archeological wanderings on North Head.



NORFOLK AND EASTERN COUNTIES RAILWAYS TIME TABLE. Yarmouth, Norwich, Ely, Cambridge, and London.

Contributors	Jim Stokes, Jim Wells, Samuel Rachdi, Dean Ogle, Duncan MacAuslan, Jim O'Neil, Geoff Lambert, Cambridge University Railway Club.		
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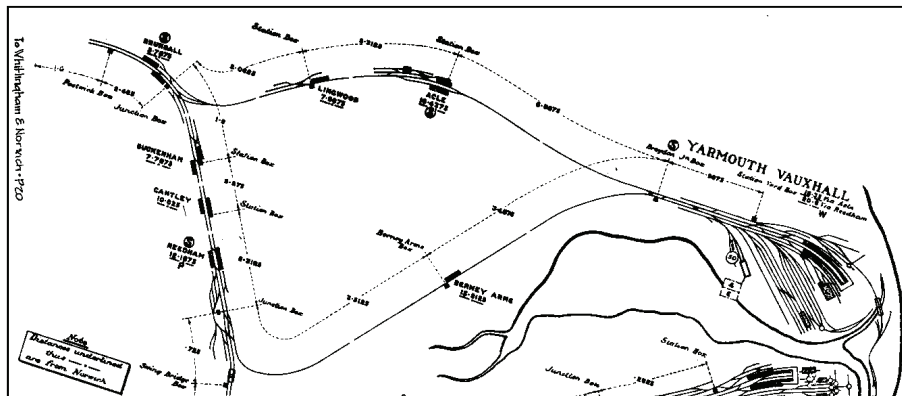
Call to Arms

Berney Arms that is. The December story on the Station with No Road, brought forth a crop of letters and responses thereto

1a. From Jim Stokes

I was very interested to read Jim Wells' article on Berney Arms in the December Times. An aunt of mine lived to the west of Reedham for many years and I had a number of visits to the area between 1955 and 1971, travelling extensively on both the trains and the then vast Eastern Counties country bus network. On my first visit in 1955 many of the trains were still worked by old Great Eastern 4-4-0s and 0-6-0s. I found a nice vantage point on the road overbridge at Norwich Thorpe and just watched it all happening!

The Reedham – Berney Arms - Yarmouth Vauxhall line was not included in the 1963 Beeching closure list. I assume this was because Beeching wanted to close the East Suffolk line from Ipswich to Beccles, Lowestoft and Yarmouth South Town. This would have diverted all Yarmouth and Lowestoft traffic to the Norwich lines. Despite being the main line to London the East Suffolk was expensive to work because of its numerous level crossings and the swing bridge over Oulton Broad between Beccles and Lowestoft. The direct line between Beccles and Yarmouth had been closed in 1959 to get rid of the two big swing bridges over the River Waveney. However Beeching scored only a partial victory on this one. The Lowestoft – Gorleston – Yarmouth South Town line closed in 1970, but Ipswich – Lowestoft survived. I doubt that Berney Arms ever had a crossing loop. The 1919 Great Eastern diagram book shows it with a signal box, but no loop or sidings [upper right] It was only just over three miles from both Reedham Jct and Breydon Jct. At first sight it seems curious that they never closed the Berney Arms line and doubled the Acle line. However this would have required some 11 miles of new line to replace seven miles of old line and there might also have been civil engineering issues in widening the roadbed across the marshland east of Acle. Berney Arms always seems to have had a fairly generous passenger service. In the May 1956 timetable there were 13 trains from Norwich to Yarmouth on Mondays to Fridays via Acle and 12 via Berney Arms, although only nine stopped at Berney Arms. The trains that did stop at Berney Arms included one each from Peterborough and York. In the westbound direction Berney Arms had eight stopping trains, including one each to Peterborough and Birmingham. However the York train stopped only on Saturdays.



1b. Jim Well's response

I didn't understand the reference to the line from Beccles to Yarmouth – but, yes – there was one.

See http://www.beltonhistory.co.uk/article.php?id_art=47 (picture below)

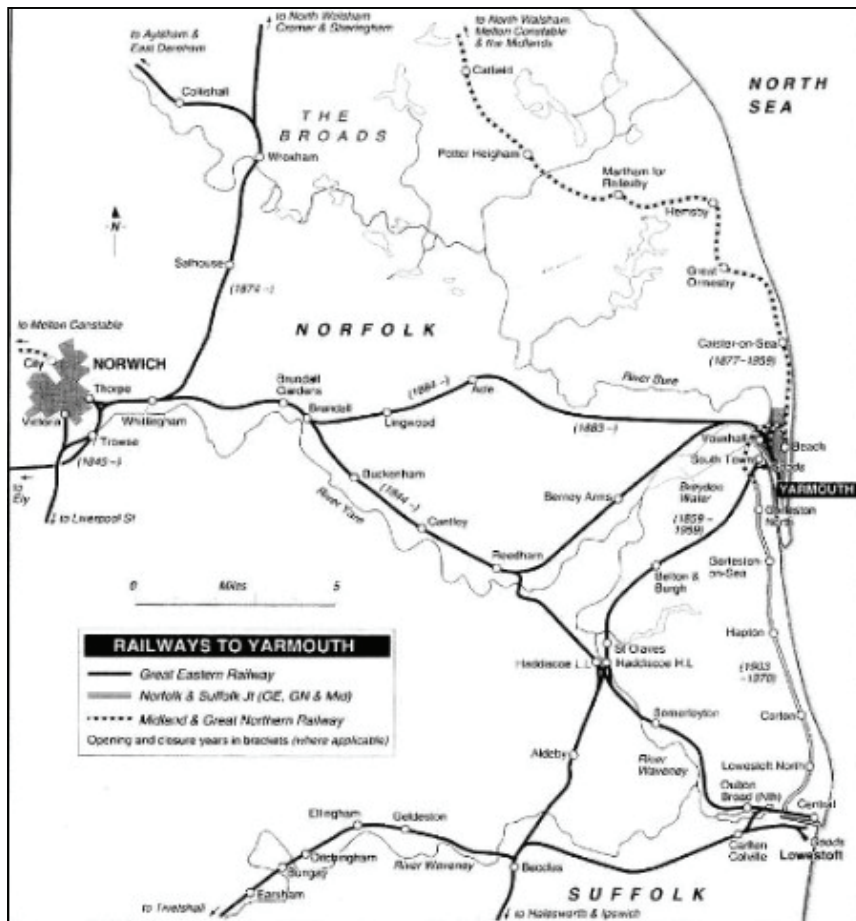
There is an obscure reference to it in the TT you published on p8.

2a. From Samuel Rachdi

On page 7 of the very interesting report "Some ramblings in Norfolk" by Jim Wells there was a mention "So they still have manual gates in England", written as if it would have been a surprise.

It isn't one.

The railways which have still manual gates or manually operated boom barriers are still in the majority against those without.



If you check the railway lines in Ireland on Google street view you will find a lot of such gates, as in England too.

On the European continent most railways have still such level-crossings with manually operated boom barriers, gates never played a role. Some pictures and links to Youtube films can be found on my homepage <http://www.fahrplancenter.com/BarrierenIndex.html>.

Also in South America there are plenty of such level-crossing security devices, here you can also find some gates.

In Switzerland just one level-crossing with manual barriers is still in operation and they use a special kind of working timetable [right]. This timetable gives departure times of the trains from neighbouring stations and all information necessary, such as if it is passing the neighbouring station without stop (then it will arrive faster at the crossing), which kind of traction (electric or other), which kind of train (passenger, freight etc.) which can be seen from the train number and so on. In Germany and Austria a similar kind of timetable is used in the level-crossing guard's hut. In France they have absolutely no timetable available, every train movement is announced by telephone. In Switzerland train movements are always announced by a big bell and in the past on some level-crossings by so called train movement indicators which have been coupled with the exit signals of the neighbouring stations. Germany also has in many cases such train movement indicators, but telephone calls are always

DVZO		NEUTHAL	
Sonder- und Extrazüge			
Zugreihenfolgetabelle			
Für den:		Samstag 21. September 2002.	
Zug Nr.	Von Bauma	Von Bäretswil	Bemerkungen
33060	15.30		Halt Neuthal, Dampf
33061		16.53	Halt Neuthal, Dampf
36073		19.(18)	Schnellzug Halt Neuthal Elektrisch

S = Schnellzug **OHNE Halt** in Neuthal (Zeiten der Schnellzüge in Klammern)
 LOK = Lokleerfahrt Üb = Überfuhr
 G = Güterzug ohne Personenbeförderung
EL = ELEKTRISCH

Die Angaben entsprechen denjenigen die mit den Zirkularen eingetroffen sind, für eventuelle Abweichungen ist bei der Anmeldung der erste Abgangsbahnhof anzufragen!

Siehe auch Zirkulare

given too. In Austria train movements are indicated by telephone, in Greece, Argentina and Uruguay by radio, in Chile partly by radio or often barriers have to be lowered on time and to wait until the train passes by. In Portugal a small bell in the guards hut rings when the train passes a

determined signal on a fixed distance from the level crossing. In Vietnam level crossing guards are first called by telephone about the position of the train, then they get a call by radio when the moment has arrived to close the gates (Vietnam has both gates and barriers), a similar procedure exists in China and Russia, but in Russia on secondary lines barriers must often be lowered when they hear the signal horn of the train.

Perhaps this theme is of interest for AATTC members.

2b. Jim Wells' response

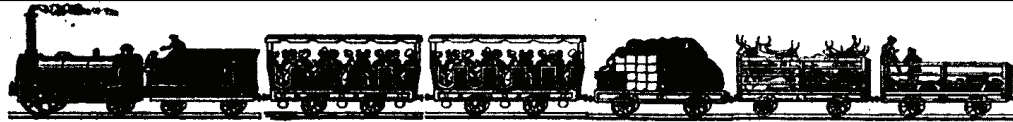
Geoff Lambert on-forwarded your comments – thank you very much for making them.

By manual I meant that the gates (in England / Australia) are simple wooden structures invariably painted white that the gate keeper unlocks, swings open by hand and then locks again [left].

Even into the 1980's Melbourne had quite a few of these. The last one, New st near Brighton Beach was only closed in the last year or so.

I suspect that the crossing at Buckenham is an 'occupation' (private) one in which case the gates would normally be closed to road traffic and when open would not obstruct the railway. These crossings are a major headache in the UK – there was an article about them in *Modern Railways* in the last year or so and a bad accident near Sud-





NORFOLK AND EASTERN COUNTIES RAILWAYS TIME TABLE.

Yarmouth, Norwich, Ely, Cambridge, and London.

*. * Passengers are recommended to be at the Stations five minutes earlier than the time specified in the Table, which is the approximate time only.

OCTOBER 1, 1846.

DOWN TRAINS, Sundays excepted.								SUNDAY TRAINS.				
Miles.	LONDON TO YARMOUTH.	A.M.	A.M.	A.M.	Parlia- mentary Train. P.M.	Express Train. P.M.	Mail Train. P.M.	A.M.	A.M.	A.M.	P.M.	Mail Train. P.M.
0	LONDON		7 15	11 30	2 0	6 0	8 40	....	....	6 45	2 0	8 40
57½	CAMBRIDGE	6 50	9 22	1 46	5 30	7 55	10 57	....	7 0	9 48	5 8	10 57
88	BRANDON	8 7	10 45	3 0	6 50	9 0	12 25	....	8 22	11 13	6 25	12 25
95½	THETFORD	8 19	10 59	3 14	6 55	9 12	12 42	....	8 34	11 30	6 37	12 42
103½	Harling Road	8 30	11 9	3 26	7 7	....	....	....	8 46	11 42	6 48	....
106½	Eccles Road	8 39	11 17	....	7 15	....	....	....	8 54	11 50	6 56	....
110	ATTLEBOROUGH	8 52	11 29	3 44	7 27	9 39	1 17	....	9 7	12 6	7 11	1 17
113	Spooner Row	8 57	....	....	7 32	....	....	....	9 12	12 11	7 15	....
115½	WYMONDHAM	9 12	11 45	4 0	7 46	9 54	1 30	....	9 27	12 26	7 29	1 30
119½	Hethersett	9 18	....	....	7 54	....	....	....	9 33	12 32	7 34	....
125	Trowse	9 47	....	4 32	8 17	....	....	....	10 2	1 2	8 2	....
126	NORWICH { arrive	9 52	12 22	4 37	8 22	10 20	1 55	....	10 7	1 7	8 7	1 55
	{ depart	10 0	12 30	4 45	8 30	10 30	2 5	8 0	10 15	1 15	8 15	2 5
132	Brundall	10 6	12 39	4 54	8 39	....	....	8 9	10 24	1 24	8 24	....
134	Buckenham	10 12	....	5 0	8 45	....	....	8 15	10 30	1 30	8 30	....
135	Cantley	10 18	....	....	8 51	....	....	8 21	10 36	1 36	8 36	....
138	Reedham	10 24	12 48	5 9	8 57	....	....	8 27	10 42	1 42	8 42	....
142	Berney Arms	10 36	....	....	9 7	....	....	8 37	....	....	8 57	....
146	YARMOUTH	10 55	1 10	5 30	9 25	11 15	2 55	8 55	11 10	2 10	9 10	2 55
UP TRAINS, Sundays excepted.								SUNDAY TRAINS.				
Miles.	YARMOUTH TO LONDON.	Express Train. A.M.	A.M.	A.M.	Parlia- mentary Train. P.M.	Mail Train. P.M.	Parlia- mentary Train. A.M.	P.M.	P.M.	P.M.	Mail Train. P.M.	
0	YARMOUTH	5 0	....	10 15	3 0	7 0	10 17	8 0	2 0	6 0	8 30	10 17
4	Berney Arms .....	....	....	10 22	....	7 6	....	8 6	....	....	8 36	....
8	Reedham .....	....	....	10 27	3 12	7 15	....	8 12	2 12	6 12	8 45	....
10	Cantley .....	....	....	10 35	....	7 22	....	8 19	2 19	6 19	8 52	....
12	Buckenham .....	....	....	10 38	3 23	7 28	....	8 25	2 25	6 25	8 58	....
14	Brundall .....	....	....	10 41	3 29	7 34	....	8 31	2 30	6 31	9 4	....
20	NORWICH { arrive	5 37	....	11 7	3 52	7 52	10 57	8 52	2 52	6 52	9 25	10 57
	{ depart	5 45	7 30	11 15	4 0	8 0	11 7	9 0	3 0	7 0	....	11 7
21	Trowse .....	....	7 35	11 20	....	8 5	....	9 5	3 5	7 5	....	....
26½	Hethersett .....	....	7 42	....	....	8 12	....	9 12	3 12	7 12	....	....
30½	WYMONDHAM	6 3	7 57	11 38	4 19	8 24	11 32	9 28	3 28	7 28	....	11 32
33	Spooner Row .....	....	8 1	....	....	8 28	....	9 32	3 32	7 32	....	....
36	ATTLEBOROUGH	6 13	8 15	11 53	4 38	8 43	11 45	9 47	3 47	7 47	....	11 45
39½	Eccles Road .....	....	8 20	....	4 43	8 48	....	9 52	3 52	7 52	....	....
48½	Harling Road .....	....	8 28	12 3	4 52	8 58	....	10 0	4 0	8 0	....	....
50½	THETFORD	6 45	8 51	12 24	5 16	9 24	12 20	10 25	4 25	8 25	....	12 20
58	BRANDON	7 5	9 15	12 45	5 40	10 6	12 53	10 50	4 50	8 50	....	12 53
88½	CAMBRIDGE	8 17	10 41	2 1	7 2	11 30	2 7	....	6 19	10 12	....	2 7
146	LONDON	10 15	1 5	4 0	10 0	....	4 26	....	9 40	....	....	4 26

Third Class Passengers can Book by every Train between Yarmouth and Norwich, and by Trains leaving Norwich at 7 30 a.m. to London, at 4 and at 8 p.m. to Brandon. Also by the Train leaving London at 2 p.m., and from Brandon 8 7 and 10 45 a.m. to Norwich.
Children under three years of age are conveyed free, above three and under ten years, half-price.
On Saturdays a Market Train will run from Yarmouth to Norwich at a quarter past 12 p.m., and from Norwich to Cambridge at 6 30 p.m., calling at all Stations; the 8 0 p.m. Train from Norwich to Cambridge will not run on Saturdays.

bury, Suffolk at one of them earlier this year.

The next step up is to have the gates operated from a large wheel in a signal box which permits full interlocking with signals. Again, Melbourne had quite a few of these. For six years I walked over one on my way to school - Kooyong, where there was/is a tram crossing.

With lights / booms Australia has tended to follow American practice. Some obviously

are under direct signal box / centre control (as is Kooyong now) but most would be 'automatic', i.e. operated by rail vehicle detection.

I've been reading the 1978 UK report on level crossings. The British had a horrible accident at Hixon in about 1975 which undoubtedly led to their interest in CCTV at LCs and the requirement for road drivers to contact the signal box.

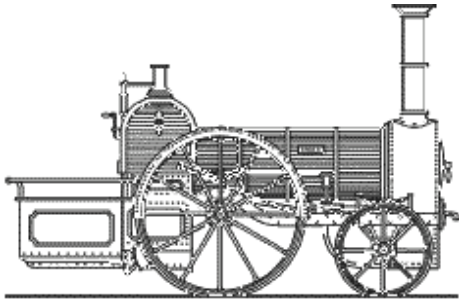
Australia continues to have nasty LC acci-

dents. A factor in the recent Kerang one was the appalling road layout - roads should always cross at right angles.

3. From Geoff Lambert

While searching for literature on early railway timetables including Bradshaw, May 2011 The Times), I fortuitously came across a very early and clear Eastern Counties timetable which showed the service to Berney Arms (above).

This in turn led me to the site of the Cam-



bridge University Railway Club (CURC), where I found the following information on the history of the line and a rather large list of railway guides to it, published at about the time the railway opened (illustration, *The arrival of the Christmas train*, from one below). Most of these contained contemporary timetables and described the attractions of Berney Arms. This plethora of guides was not uncommon for any railway during the Railway Mania and will form the subject of a future review in *The Times*

"The Eastern Counties Railway Company was incorporated in 1836 to build a line from Shoreditch to Yarmouth via Colchester, Ipswich and Norwich. Their first guide was produced in 1838, giving times as far as Brentwood - in fact the first public trains ran between Mile End and Romford on 20 June 1839! Shoreditch to Brentwood wasn't open until 1840, and Colchester was finally reached in 1843. Here the line terminated, and it was left to the Eastern Union Railway to build a line further north.

The Northern and Eastern Railway Company was incorporated in 1836 to build from London to Cambridge, but by 1843 they had only reached Bishop's Stortford and they were taken over by the E.C.R..

The first line in Norfolk was the Yarmouth and Norwich which opened in 1844. West from Norwich the Norwich and Brandon Railway was projected in 1843, and they merged with the Yarmouth and Norwich in 1845 to form the Norfolk Railway. The E.C.R. extended from Bishop's Stortford to Brandon, and the through route, London to Norwich via Cambridge, was open for traffic on 30 July 1845. Fuller details are given in J. Brian Carter's article in the last edition of *Eagle*. The 1845 guide claims to have been reprinted from the Norfolk Chronicle, but as it's 94 pages long I find that rather difficult to believe. It is interesting that it covers the lines of two different companies - perhaps this is a hopeful sign in this modern age! The E.C.R. leased the Norfolk Railway from 1848, and eventually took it over." - CURC.

Bibliography:

Eastern Counties Railway guide, with the fares, and times of starting to the Stratford, Ilford, Romford and Brentwood stations by G. Mansell. - London (Borough), 1838. - 12 pages. Ottley: record 5796: held in a private collection reprinted from the "Stratford Chronicle"

A Guide to the Eastern Counties Railway, containing an account of the rise and progress of the company, a description of the works., with engravings of the bridges, etc. with correct time, distance and fare tables printed by J.T. Norris, London, 1839. - 54 pages. Ottley: record 5800: London School of Economics

The Eastern Counties Railway Guide, a description of the first grand opening, particulars of the whole line of railway with the fares and times of starting. - 1839. - 12 pages. Ottley: record 5799; Checklist:

record 1286

A guide to the Norfolk Railway, from Yarmouth to Ely, and to the Eastern Counties Railway, Cambridge line, from Ely to London. - Norwich: Stevenson and Matchett, August 1845. - 94 pages. Ottley: record 5805: held in a private collection

Felix Summerly's (pseud.) pleasure excursions; as guides for making day's excursions on the Eastern Counties, South-eastern Brighton and South Coast, South-western and London and North-western railways, with seventy four engravings by Sir Henry Cole. - London, 1847. - 76 pages; 22 cm. Ottley: record 3694: Stanford University.

A guide to the branch railway from the Eastern Counties line at Ely to Peterborough: comprising a descriptions of the line ... with ... particulars of the towns with which it connected. Norwich 1847. - 21 pages. Checklist: record 3758.

A guide to the Eastern Counties Railway (Cambridge line) from London to Brandon; of the Norfolk railway, from Brandon by Norwich to Yarmouth; and of the Broxbourne and Hertford branch; with historic and topographic notices of the parishes and towns... Norwich: Stevenson and Matchett, August 1847. 115 pages; 18 cm. Ottley: record 5809: in the British Museum; Checklist: record 3759: New York public library

The Eastern Counties Railway illustrated guide. - London (Nelson Square): James Truscott, 1851. - 64 pages; 27 cm. British Museum; CUL: Cam.d.851/ 1; Ottley: record 5820: held in University of London (Goldsmith's library)



ARRIVAL OF CHRISTMAS TRAIN; EASTERN COUNTIES RAILWAY-DRAWN BY DUNOAK

Your train sails on the third of the month

DEAN OGLE *writes:*

In "Your train sails on the third of the month" (December Times, page 9), Jim O'Neil wonders how Union Pacific handled their every 3rd / 6th day trains between Chicago and San Francisco/Los Angeles during the month of February, with its two fewer days than any other month.

UP's February 15 1946 public timetable contains this information: "City of San Francisco: In February 1946, last sailings from Chicago and San Francisco will be one day earlier than regular schedule; leave Chicago Feb 28, arrive San Francisco and Chicago March 2. No other changes from regular service." (Presumably they meant "leave Chicago and San Francisco Feb 28".)

"City of Los Angeles: Sailing of February 27 1946 from Los Angeles will arrive Chicago March 1, leave same day and arrive Los Angeles March 3, then follow regular schedule. Sailing of February 27 from Chicago will arrive Los Angeles March 1, leave Los Angeles same day and arrive Chicago March 3, then follow regular schedule."

Turning to the rest of the article, I disagree with Jim's conclusion that "only a small proportion of the Union Pacific's customers in 1940 found it worthwhile to pay roughly double the fare to save a day's travel from Chicago to the Golden Gate."

We can be certain that Union Pacific did not operate these trains out of the goodness of their corporate heart; had they not been well-patronized, they would have been promptly discontinued.

Additionally, Union Pacific timetables of this era did not do a good job of explaining their fare structure and this may

have caused some confusion.

In the US and Canada, until the mid-1970s, there were basically two classes of ticket: coach and first class (sleeping and/or parlor cars). Each ticket was good for TRANSPORTATION - nothing more - in the appropriate class of service. This means passengers in coaches paid say \$50 for carriage from A to B, while passengers in sleeping cars paid \$75 for the same service. I believe the reasoning was that it cost the railroad the same amount to haul either kind of car, but the sleeping car held maybe half as many people and therefore cost the railroad more per passenger to move.

Another ticket covering the accommodation actually occupied was required, and this paid for the services actually consumed. In coaches, the charge was normally nothing because nothing much was consumed, and coach class was the baseline - the lowest level of service offered. (Which is not to imply that it was bad.) In sleeping cars, the porter had to be paid for, linen cleaned, and so on. As Jim notes, a Double Lower Standard Berth between Chicago and San Francisco was \$16.55 - PLUS that first class ticket. (To confuse the issue even more, sleeping cars were operated by the Pullman Company, and accommodation charges paid for sleeping cars went to them - not to the railroad.)

These fares and accommodations charges normally applied to all trains travelling between the nominated points. Passengers on the City of San Francisco or Forty Niner paid the same railroad fare and Pullman accommodation charges as did passengers

on the Pacific Limited. The City of San Francisco and The Forty Niner were faster than other trains on the route, and the City offered Nurse-Stewardess service. Union Pacific was selling comfort, service AND SPEED; thus the extra fare, which was at most \$15 on the City, \$10 on the Forty Niner.

Illustration:

Timetable shows round-trip rail fares and one-way accommodation charges. We will assume that round trip fare is 150% of one-way fare.

Between Chicago and Los Angeles / San Francisco:

Round-trip "standard" rail fare (good in standard sleeping cars) - \$90.30. Therefore, one way fare is \$60.20. Double Lower Standard Berth is \$16.55; basic rail and accommodation fare is \$76.75 and applies on any train. ONLY if travelling on City of San Francisco, add \$15; total on that train, \$91.75. (Add \$10 on Forty Niner; total on that train, \$86.75.)

Round-trip coach rail fare is \$65; one way is \$43.33. No accommodations charges, applies on any train that carries coaches.

ONLY if travelling on City of San Francisco, add \$5; total \$48.33. Note on Table B that The Forty Niner and San Francisco Overland were all Pullman - they did not carry coaches.

The only "double" I can see is that sleeping-car passengers paid approximately double what the coach passengers paid to travel on the City; but everybody arrived at the same time. Nobody paid double the fare to arrive a day earlier.



Early Sydney Bus timetables 3- the 1870s companies

DUNCAN MACAUSLAN

By 1870 there was concern that the Sydney City Council was not carrying out its duties as omnibus regulator very well. A Parliamentary Select Committee, chaired by the member for St Leonards, William Tunks, was established to 'inquire into and report on the efficiency, general management and control of all kinds of public vehicles and boats carrying passengers and goods for hire in the city and suburbs of Sydney, as well as in the harbour of Port Jackson.' The Committee's report, published in December 1870, documented the deplorable state of most of Sydney's horse bus system and highlighted the need for regulatory reform.

The instability of NSW Governments in the early 1870s meant the resulting Public Vehicles Regulation Bill didn't receive assent until April 1872. Regulatory authority then passed from the Sydney City Council to the Metropolitan Transit Commissioners who published new regulations in July 1873

Meanwhile back in September 1871 the City Council found itself debating proposals to set up large bus companies to replace the inefficient individual operators.

The first to appear was the Reform Bus Company proposed by Henry Hoyt who had been a partner with Francis Boardman Clapp operating stage coaches in Victoria. He proposed to use new imported American style buses on the Queen's Wharf to Glebe route but requested exclusive rights to the line.

The second company was the Sydney Omnibus Company headed by John Woods, operator of the Pitt Street horse tram's replacement bus service. Woods was in the slightly privileged position of being both a city alderman as well as a bus operator.

Amongst Council's concerns was the loss of license revenue when the excess omnibus licenses on each line were cancelled. At one stage there were 35 buses licensed for Glebe where only 14 were needed.

Reform

As a compromise the Reform Bus Company began a circular service to Darlinghurst operating to the following timetable:

THE REFORM OMNIBUS COMPANY (LIMITED). Until further notice, Omnibuses will run to and from Circular Quay and Darlinghurst, by way of Woolloomooloo or South Head Road, about every

SYDNEY OMNIBUS COMPANY.
The Proprietary of the above Company beg to intimate to the Public that their OMNIBUSES run on the following lines:—

- Glebe Point to Wynyard-square.
- Forest Lodge to ditto.
- Strawberry Hill to ditto.
- Elizabeth-street to ditto.
- Glebe to Queen's Wharf.
- Railway Station to Bridge-street and Circular Quay.
- Waterloo to Miller's Point.

Any passenger who wishes can get out of any omnibus belonging to the Company and change to another for any of the above stations, at a single fare, or for one ticket. As fast as the work can be done, all the Company's Coaches will be painted one uniform colour, so as to be easily recognisable. On and after Monday next, tickets will be issued, and a considerable per-centage allowed to parties taking a number.

Reliable time tables will be published in a few days.
Office—Railway Station.

eight minutes, from 8.30 a.m. to 10 p.m. Fares, 3d either way; or 6d ROUND THE CIRCLE. After 10 p.m. double fares will be charged. Tickets can be procured at Mr. Moffit's, Stationer, Pitt Street, and also from the drivers, in packages of one dozen. Price, 2s 6d per dozen.

C. J. HOYT, Manager. Pitt-street, Sydney, 31st Oct 1871

Pre-paid tickets are nothing new! C J Hoyt was Henry's brother.

By 26 January 1872 the Reform Omnibus Company was operating to Randwick and Coogee. As with many operators of the day their buses had names; in this case all buses were named Magnificent. The Reform and Sydney Omnibus Companies merged in February 1872 to form the Sydney United Omnibus Company.

Sydney

The SOCo was well capitalised, acquired most of the Glebe operators and rationalised the service. The SOCo published their interim timetable on 11 October 1871 (above)

The SOCo's full timetable was published on 8 November 1871. Unfortunately the scan of the Sydney Morning Herald for that day is not very good; the text is repro-

duced below:

To and from Queen's Wharf and Glebe, from 7.40 a.m. to 9.30 p.m., every five minutes. From 9.30 p.m. to 10.30 p.m., every ten minutes; and from 10.30 p.m. to 11.30 p.m., every fifteen minutes.

To and from Glebe Point and Wynyard square every ten minutes, from 8 a.m. to 9 p.m.

To and from Camperdown, Forest Lodge, and Wynyard square, starting at 8.15 a.m., 8.30 a.m., 8.45 a.m., and 9 a.m.; then every half-hour until 9 p.m.

To and from Waterloo and Wynyard-square every ten minutes, from 8 a.m. to 10 p.m.

To and from Strawberry Hill and Wynyard-square every half-hour, from 8.45 a.m. to 9 p.m.

To and from Railway Station, by Pitt and George streets, for every train, till 10 p.m.

'Buses will run one hour later on every line on Saturday nights.

'Buses for Glebe Point and Waterloo attend the Theatre every evening.

The system of transferring from one 'bus to another for one fare will be discontinued

SYDNEY OMNIBUS COMPANY.

The Proprietary of the above Company beg to intimate to the Public that their OMNIBUSES run on the following lines:—

- Glebe Point to Wynyard-square.
- Forest Lodge to ditto.
- Strawberry Hill to ditto.
- Elizabeth-street to ditto.
- Glebe to Queen's Wharf.
- Railway Station to Bridge-street and Circular Quay.
- Waterloo to Miller's Point.

Any passenger who wishes can get out of any omnibus belonging to the Company and change to another for any of the above stations, at a single fare, or for one ticket. As fast as the work can be done, all the Company's Coaches will be painted one uniform colour, so as to be easily recognisable. On and after Monday next, tickets will be issued, and a considerable per-centage allowed to parties taking a number.

Reliable time tables will be published in a few days.
Office—Railway Station.



until waiting-rooms are built; in the meantime tickets can be had at the office, Railway Station, at 2s 6d per dozen (above)

Of interest is the late start for all services. Horse buses were relatively expensive and their passengers were the office clerks and middle management, not the early starting labourers.

The SOCo extended as far west as Petersham and from there occasionally north up Balmain Road to Garryowen, then shown as one word. The Bald Faced Stag hotel, although rebuilt, still stands on the corner of Balmain and Parramatta Roads. The only named remnants of the now two worded Garry Owen are the house in the grounds of Callan Park and the Garry Owen hotel on Darling Street. The fare for this trip was 3d. (right)

The SOCo merged with the Reform Omnibus Company to become the Sydney United Omnibus Company in February 1872. In February 1874 the Sydney United Omnibus Company merged with J D Larsen's Sydney and Suburban Street Tramway Co forming the Sydney Tramway and Omnibus Company.

The ST&OCo grew to monopolise Sydney's horse bus traffic and attempt to acquire the Government's tramways, going out of business in 1897 suffering from rising fodder prices and the imminent impact of the George Street tramways.

Newtown

The third company to appear was the Newtown Omnibus Company which operated the lines to Cook's River (Tempe) and Enmore. The NOC's original plan was to provide a branch and trunk service; for example passengers from less frequent

SYDNEY OMNIBUS COMPANY.

PETERSHAM TIME TABLE.

From Bald-faced Stag, Peterham.	From. Erskine-street.
8.15 a.m.	9.10 a.m.
8.30 "	9.40 "
9.15 "	10.10 "
9.45 "	10.40 "
10.15 "	11.10 "
10.45 "	11.40 "
11.15 "	12.10 p.m.
11.45 "	12.40 "
12.15 p.m.	1.10 "
12.45 "	1.40 "
1.15 "	2.10 "
1.45 "	2.40 "
2.15 "	3.10 "
2.45 "	3.40 "
3.15 "	4.10 "
3.45 "	4.40 "
4.15 "	5.10 "
4.45 "	5.40 "
5.15 "	6.10 "
5.45 "	6.40 "
6.15 "	7.10 "
6.45 "	7.40 "
7.15 "	
7.45 "	
8.15 "	

The residents of Garryowen and Petersham will please observe that Omnibuses will run from Garryowen at 8.20 a.m., and 2.5 p.m., reaching the Bald-Faced Stag at the half-hour. Omnibuses to Garryowen will leave Sydney at 1.10 p.m., 4.10 p.m., and 5.10 p.m.

NEWTOWN OMNIBUS COMPANY.

The 'Buses of the above Company will run as under till further notice :—

COOK'S RIVER TO SYDNEY.

From 20.8 a.m. to 8 p.m., every 20 minutes. The last coach to leave Sydney at 9 p.m. Fare—Sixpence each way; after 10, 1s.

NEWTOWN TO SYDNEY.

An early Coach leaves Enmore at 25 minutes past 7 a.m., arriving at King-street at 6 to 8.

ORDINARY TRAFFIC.

From 5 minutes to 8 till 12 noon, every 5 minutes; from 12 till 2, every 10 minutes; from 2 p.m. till 8 p.m., every 5 minutes; and from 8 till half-past 10 p.m., every 10 minutes. Last coach to leave Sydney at half-past 11 p.m. Fares—3d; after 10 p.m. 6d each way. **NO HALF FARES.**

Special 'Buses for private parties, picnics, &c., on reasonable terms, on application to
GEORGE WEBBER,
Manager.

Newtown, December 12, 1871.

services from Cook's River would transfer on to the frequent Newtown to Sydney service. This was not popular and the initial timetable was more traditional: (above)

Note the unusual (French?) use of 20.8 for 20 to 8. The Newtown terminal was in Crescent Street near the old railway station.

The NOC extended its operations as far as Arncliffe advertising in this rare, for the time, tabular format. (right).

The NOC was under-capitalised and was in liquidation by July 1875; its services taken over by the SUOCO. The SUOCO instigated the branch line services. (page 11 top)

Waverley and Woollahra

The Waverley and Woollahra United Omnibus Company (Ltd) was formed not long after the other companies but their first timetable did not appear until 3 January 1872. Operating from stables in John Street, Woollahra the company was formed by the uniting of the previous individual operators. (page 11 middle)

From 30 June 1873 the W&WUOCO started a service to Paddington. (page 11 bottom)

The W&WUOCO also operated services to Woollahra and Coogee by Waverley but so far no timetables for these have been found.

The company suffered badly from the con-

Bros, operators of the Surry Hills route, took over the services.

Post 1875

Timetables for horse bus operators seem to disappear after 1875; the Sydney Morning Herald only contains a few special event timetables such as for exhibitions and race meetings.

One of the reasons may be that despite the NSW Government's free market idealism on trade when it came to transport it was strongly bureaucratic and through the Metropolitan Transit Commission timetables were set by Government regulations rather than set by operators according to need.

Part 4 of this series will look at the timetables in the regulations of the MTC from 1875 to 1900.



dition of the roads and was regularly the subject of complaints. The steam trams to Randwick began in September 1880 taking away traffic along Oxford Street and within three months the W&WUOCO ceased trading. The ST&OCO and Harrison

NEWTOWN OMNIBUS COMPANY.

Arncliffe and Cook's River Time Table.

Leaves		Sydney.
Arncliffe and Cook	River.	
A.—	7.50	9. 0
C. R.—	8.10	9.30
A.—	8.30	9.40
C. R.—	8.50	10. 0
A.—	9.10	10.30
C. R.—	9.30	10.40
A.—	9.50	11. 0
C. R.—	10.10	11.30
A.—	10.30	11.40
C. R.—	10.50	12. 0
A.—	11.10	12.20
C. R.—	11.30	12.40
A.—	11.50	1. 0
C. R.—	12.10	1.20

And the same time from each place in each hour throughout the day, up till 9 p.m. from Sydney, and 7.50 p.m. from Cook's River during the winter months, to commence **MONDAY, June 9.**

GEORGE WEBBER, Manager.

June 6, 1873.

OMNIBUS NOTICE. OMNIBUS NOTICE

In consequence of the sale by auction of the Newtown Omnibus Company's plant THIS DAY the Sydney United Omnibus Company will run, for the convenience of the public, BRANCH 'Buses to and from the Newtown Railway Bridge and Stanmore every half hour, to and from Railway Bridge and Cook's River every half hour, and to and from Marrickville every hour, to connect with the Company's 'buses to and from Sydney and Newtown.

Fares at usual rates.

N.B.—During the operation of the branch lines, the trunk (or Newtown) line will not proceed further than Station-street.

By order,

W. MARSHALL, Secretary.

Office S. U. O. Co. (limited), 72, King-street, 27th July, 1875.

WAVERLEY AND WOOLLAHRA UNITED 'BUS CO.

Waverley, 3d; Waverley, 3d; Waverley, 3d.

All children above five years full fare. The above Co.'s 'buses will leave Waverley every ten minutes, from 8 a.m. to 8 p.m., and from Macquarie-place 8.50 a.m. to 9 p.m. A late 'bus will leave Waverley at 9 p.m., and from theatres after the performance. Fare, 6d.

JOHN O'DOWD, Manager.

NOTICE TO THE INHABITANTS OF PADDINGTON.

On and after MONDAY next, 30th instant, OMNIBUSES will leave the corner of Elizabeth and Stewart streets, Paddington and Macquarie-place, according to the following Time-table:—

PADDINGTON.—A.M.: 8, 8.15, 8.30, 8.45, 9.15, 10, 10.45, 11.30. P.M.: 12.15, 1, 1.45, 2.30, 3.15, 4, 4.45, 5.30, 6.15, 7, 7.45, 8.30.

MACQUARIE-PLACE.—A.M.: 8.35, 9.10, 9.50, 10.40, 11.25. P.M.: 12.10, 12.55, 1.40, 2.25, 3.10, 3.55, 4.40, 5.25, 6.10, 6.55, 7.40, 8.25, 9.10.

JOHN O'DOWD,
Manager,

Waverley and Woollahra United Omnibus Co.

North Head: from Manly to the Quarantine Station

JIM O'NEIL

When I started collecting timetables in the fifties, the Manly Warringah area was mostly served by government buses. However, I knew of two private buses services, the route 135 from Manly Wharf to North Head, and the 161 from Narrabeen to Elanora, and I subsequently learnt of an unnumbered route near Pittwater, which I looked at in *The Times* in April 2001. As I did not have addresses for these operations at that time, I wasn't able to collect timetables for them until the late 1970's.

My first timetable, issued in October 1979 by the Manly Bus Service (this page and next) can be operated for most of the day by a single bus. It takes twenty three minutes to operate from Manly to both terminals, Manly Hospital and Bower Street, allowing the operation of services at half-hourly intervals. At school hours, a second bus was required. The 7.50SH left Manly Wharf three minutes before the previous bus was due to arrive. But during the School Vacation, it left three minutes later, presumably allowing the earlier bus to run the service. But the second bus was still needed to run the 8.02 from Bower Street.

In the afternoons, the second bus ran three services, the first being the 3.42 to Bower Street, just two minutes after the 3.40 to the Hospital. Both buses had returned to Manly Wharf by 4.01, so either could have operated the 4.05 to Bower St, which then operated the 4.35, either to Bower Street or the last passenger, and presumably then returned to the depot. The second bus waited at Manly Wharf until 4.18, when it left for the Hospital. This bus operated all the remaining services on the route 135.

We may note that this timetable has a column for Bower Street between the Wharf and the Hospital in both directions. The bus did not serve Bower Street in both directions, however, but usually stopped there on the way back from the Hospital. Between 2.30 and 4.45, buses went to Bower Street before they went to the Hospital, if they went to both terminals. We may note that eight buses on weekdays went on from Bower St to Top Bower, out of twenty nine buses shown going to Bower St. Buses also diverted via Carey Street, two blocks south of the regular route along Addison Road, during shopping hours and the afternoon school peak.

At weekends, we find two buses on Saturdays operate via Top Bower on their return from the Hospital, and one, the 12.10 on its way there. On Saturday and Sunday afternoons (there were no buses on Sunday mornings) the buses operated to the North

FROM MANLY			TO MANLY			
Ferry arrives Manly	DEPART MANLY WHARF	DEPART BOWER STREET	DEPART MANLY HOSPITAL	DEPART BOWER STREET	ARRIVE MANLY WHARF	Ferry departs Manly
MONDAYS to FRIDAYS						
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.43	6.50D	-	6.55D	-	7.00	-
-	7.05	-	7.10	7.15T	7.23	7.30
7.18	7.30	-	87.38	7.45T	7.53	8.00
7.48	7.50SH	-	88.00D	-	8.03	-
-	-	-	-	8.02	8.07	8.15
8.03	8.15	-	88.25	8.30	8.36	8.45
8.38	8.45	-	88.55	8.58 via C	9.06	9.15
9.08	9.15	-	9.25	9.28T	9.36	9.45
9.33	9.40	-	89.55	9.58 via C	10.06	10.15
10.03	10.10	-	10.25	10.28	10.34	10.45
10.33	10.40	-	B10.55	10.58	11.04	11.15
11.03	11.10 via C	-	11.25	11.28T	11.36	11.45
11.33	11.40	-	B11.55	11.58 via C	12.06	12.15
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.03	12.10	-	12.25	12.28	12.34	12.45
12.33	12.40	-	B12.55	12.58T	1.06	1.15
1.03	1.10 via C	-	1.25	1.28	1.34	1.45
1.33	1.40	-	B1.55	1.58 via C	2.06	2.15
2.03	2.10	-	2.25	2.28	2.34	2.45
2.33	2.40	2.46	B3.00	-	3.05	3.15
3.03	3.10	3.16	3.33D	-	3.36	3.45
3.33	3.40 via C	-	B3.58D	-	4.01	4.15
3.33	3.42 OA	3.49T	-	3.50T	3.58	-
4.03	4.05 via C	4.17T	-	4.18T	4.26	4.35
4.15H	4.18	-	B4.33	-	4.36	-
4.33	4.35 via C	4.45T or LP.	-	-	-	-
4.45H	4.48 XX	-	4.55	4.57 XX	5.00	5.05
5.03	5.05 XX	-	5.11	5.13 XX	5.15	-
5.15H	5.20 XX	-	5.25	5.27 XX	5.29	5.40
5.33	5.35 XX	5.42	-	5.42 XX	5.45	-
5.53	5.55 XX	-	6.01	6.05T XX	6.10	6.30
6.17	6.20 XX	-	6.25	6.27 XX	6.29	-
6.30H	6.35 XX	-	6.41	6.43 XX	6.45	6.55
6.53	6.55	-	7.05	7.07	7.13	7.30
7.23	7.25 to LP.	-	-	-	-	-
-	7.45 operates Thursday Nights Only to LP.	-	-	-	-	-
-	-	-	8.03D	-	8.05	8.10
8.03	8.06 to LP.	-	-	-	-	-

Explanatory Notes

- B - runs to North Head Army Barracks before departing Hospital.
- C - diverts via Wood, Carey & Stuart Sts, or in reverse.
- D - runs to or from Hospital via Darley Road Direct.
- H - denotes Hydrofoil arrival time.
- LP - runs to Last Passenger then terminates.
- OA - runs via Osborne Rd, then Addison Rd direct to Bower St.
- SH - runs 3 minutes later during School Vacation.
- XX - passengers for Manly, join bus on outward journey, as bus returns directly to Manly from Bower Street.

Notes All buses operate via normal route to Marshall St and Darley Rd, unless otherwise shown.

Saturday and Sunday buses marked North Head, proceed past Hospital via Scenic Drive to North Head Lookout, returning to Hospital to depart at time shown.

T - Bus departs TOP BOWER.

NO SERVICE ON PUBLIC HOLIDAYS

ROUTE 135
BUS TIMETABLE

MANLY WHARF to MANLY HOSPITAL
and BOWER STREET

OCTOBER 1979



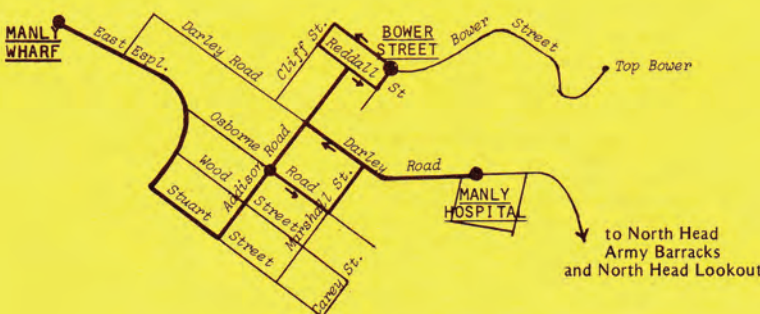
MODERN BUSES FOR CHARTER

**Manly Bus
Service**

P.O. Box 714, Manly 2095

938 4023

FROM MANLY				TO MANLY		
Ferry arrives Manly	DEPART MANLY WHARF	DEPART BOWER STREET	DEPART MANLY HOSPITAL	DEPART BOWER STREET	ARRIVE MANLY WHARF	Ferry departs Manly
SATURDAYS						
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
-	8.15	-	8.25	8.28	8.34	8.45
8.33	8.40	-	8.55	8.58 via C	9.06	9.30
8.55H	9.10	-	9.25	9.28T	9.36	9.55H
-	9.40	-	9.55	9.58 via C	10.06	10.15
10.03	10.10	-	10.25	10.28T	10.36	10.45
10.33	10.40	-	10.55	10.58	11.04	11.15
11.03	11.10	-	11.25	11.28	11.34	11.45
11.33	11.40 via C	-	11.55	11.58	12.04	12.15
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.03	12.10	12.17T	12.28	-	12.34	12.45
12.33	12.40	-	12.55	12.58	1.04	1.15
2.03	2.10 via North Head	-	2.27	2.30	2.36	2.45
2.33	2.40 via North Head	-	2.57	3.00	3.06	3.15
3.03	3.10 via North Head	-	3.27	3.30	3.36	3.45
3.33	3.40 via North Head	-	3.57	4.00	4.06	4.15
4.03	4.07	-	4.15D	-	4.18	4.30H
SUNDAYS						
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2.03	2.10 via North Head	-	2.27	2.30	2.34	2.45
2.33	2.40 via North Head	-	2.57	3.00	3.06	3.15
3.03	3.10 via North Head	-	3.27	3.30	3.36	3.45
3.33	3.40 via North Head	-	3.57	4.00	4.06	4.15
4.03	4.07	-	4.15D	-	4.18	4.35H



Head Lookout. On weekdays and Saturday morning, some buses had run to the Army Barracks, marked B on the timetable. Departure times are given from the Barracks (fifteen minutes is always allowed for buses running to the Barracks, while ten may be allowed for the Hospital, and only five if the bus ran directly via Darley Street – marked D in the timetable,) but no departure times are given from the Lookout. Seventeen minutes are allowed for a bus going to the Lookout to return to the Hospital.

My next timetable (see page 14), was reprinted in January 1990 by Manly Coach Tours, and had been approved in March 1983, only five years after my first timetable. The changes are minor, but may be significant. There are no longer any times given for connecting Manly ferries, and there is only one column for Bower St. Buses still go first to Bower St during the middle of the afternoon, however they are now shown in brackets in the column after the times from the Hospital. The first bus now leaves Manly Wharf on weekdays at 7.06, instead of 6.50, and the last at 7.23, cutting out two later runs at 7.45 and 8.06. And note the short time allowed for this last run. It leaves Manly Wharf at 7.23 and is due back only seven minutes later at 7.30. A second bus is required at the same time in the morning peak, and now for only a single run in the afternoon, with two buses leaving Manly Wharf at 3.40, one for Bower Street and the other for the army Barracks.

This timetable also shows buses running to and from Manly Public School and St. Mary's School, both located to the north of the route 135. The schools could also have been served by the October 1979 timetable, without being specifically shown in it. Bower Street was no longer served on Saturdays after 1 p.m. or on Sundays. There was, however, some increase in the weekend service to the North Head Lookout. There was now a bus at 1.10 on Saturdays, reducing the driver's crib break from an hour to half an hour, and two new Sundays runs at 1.10 and 1.40. The last Sunday service, to the Hospital only at 4.07, has been cancelled.

The Manly Bus Service had expanded by this time with increased involvement in charter operations and by taking over the North Cremorne bus route the 224, which I looked at in The Times in January 2003. They moved away from route operation, transferring the Cremorne license to the STA in 1995, and the Manly one in 1998. Manly Coaches remain as a small-scale charter operator today. No buses were transferred to the STA but a couple of drivers were. The local papers reported that the union had insisted that these drivers work a regular roster with the existing Brookvale Depot drivers, but when the

EXPLANATORY NOTES

- B - Operates to North Head Army Barracks, before departing Hospital.
- C - Diverts via Wood, Carey and Stuart Streets or in reverse.
- D - Operates via Darley Road Direct.
- S - Runs 8 minutes earlier on School Days.
- T - Operates to or from Top Bower Street. ("If required Only")
- * - Operates past Hospital via Scenic Drive to North Head Lookout, returning to depart Hospital at time shown. (If required)
- MP - Runs to or from Manly Public School.
- SM - Runs to or from St. Marys School.
- XX - Passengers for Manly, join bus on outward journey, as bus returns directly to Manly Wharf from Bower Street.
- () - Times shown in brackets - bus runs via Bower Street on journey to Hospital.

Approved March 1983, reprinted January, 1990



ROUTE 135

BUS TIMETABLE

MANLY WHARF to MANLY HOSPITAL and BOWER STREET



MANLY COACH TOURS

Depot/Office: 40 CHARD ROAD, BROOKVALE

Telephone: (02) 938 4677

P.O. Box 714 Manly 2095

MANLY COACH TOURS

Enquire about our individual seat Tours to a variety of destinations which include DAYAWAY, WEEKEND AWAY and SHORT HOLIDAYS. Call our office or ask your driver for information.

MANLY COACH TOURS (Mon to Fri) 938-4677

ROUTE 135 : MANLY WHARF TO MANLY HOSPITAL AND BOWER STREET

DEPART MANLY WHARF	DEPART MANLY HOSPITAL	DEPART BOWER STREET	ARRIVE MANLY WHARF
MONDAYS TO FRIDAYS			
a.m.	a.m.	a.m.	a.m.
7.06	7.10	7.15 T	7.23
7.30 B	B 7.38	7.45 T	7.53
7.53 B	B 8.00 D	-	8.04
-	-	8.02	8.07
8.10 B	B 8.25 S	8.27 S	S 8.32 SM
8.40 B	B 8.55	8.58 Carey	9.08 MP
9.15 T	9.25	9.28 T	9.36
9.40 B	B 9.55	9.58 Carey	10.06
10.10	10.30	10.32	10.36
10.40 B*	B 10.55	10.58	11.04
11.10 Carey/T	11.25	11.28 T	11.36
11.40 B*	B 11.55	11.58 Carey	12.06
p.m.	p.m.	p.m.	p.m.
12.10	12.25	12.28	12.34
12.40 B/T*	B 12.55	12.58 T	1.06
1.10 Carey	1.25	1.28	1.34
1.40 B*	B 1.55	1.58 Carey	2.06
2.10	2.25	2.28	2.35
2.40 B*	B 3.00	(2.46)	3.05
3.10	3.32	(3.16)	3.36
3.40 Carey/T	-	3.50 TXX	3.55
SM/MP 3.40 B	B 4.00	-	4.04
4.10 Carey	B 4.32	(4.18) T"	4.35
4.40 Carey	4.57	(4.48)	4.58
5.05 XX	5.12 XX	5.14 XX	5.16
5.20 to Last Passenger	-	-	-
5.35 XX	5.42 XX	5.44 XX	5.46
5.55 XX/T	6.01 XX	6.05 T/XX	6.10
6.20 XX	6.25 XX	6.27 XX	6.30
6.35 to Last Passenger	-	-	-
6.55 XX	7.05 XX	7.07 XX	7.10
7.23	7.27	-	7.30

NO SERVICE CHRISTMAS DAY, BOXING DAY OR GOOD FRIDAY

DEPART MANLY WHARF	DEPART MANLY HOSPITAL	DEPART BOWER STREET	ARRIVE MANLY WHARF
SATURDAYS			
a.m.	a.m.	a.m.	a.m.
-	-	-	-
Starts from Corner Darley Road and Addison Road at 9.00 - Carey			
9.10 T	9.25	9.28 T	9.36
9.40 B*	B 9.55	9.58 Carey	10.06
10.10 T	10.25	10.28 T	10.36
10.40 B*	B 10.55	10.58	11.04
11.10 T	11.25	11.28 T	11.36
11.40 Carey* B	11.55	11.58	12.04
p.m.	p.m.	p.m.	p.m.
12.10	12.25	12.28	12.34
12.40 *	12.55	12.58	1.04
1.10 *	1.25	-	1.28
2.10 *	2.30	-	2.35
2.40 *	3.00	-	3.05
3.10 *	3.30	-	3.35
3.40 *	4.00	-	4.05
SUNDAYS AND HOLIDAYS			
p.m.	p.m.	p.m.	p.m.
1.10 *	1.30	-	1.35
1.40 *	2.00	-	2.05
2.10 *	2.30	-	2.35
2.40 *	3.00	-	3.05
3.10 *	3.30	-	3.35
3.40 *	4.00	-	4.05
MANLY SIGHTSEEING EXPLORER			
Available every SUNDAY, PUBLIC HOLIDAY and WEEKDAYS during SCHOOL HOLIDAYS. Explorer trips pass Manly Beach, North Head Lookout and Little Manly Beach and include commentary			

complexity of the route 135 became apparent, the union was happy if the transferred drivers wanted to work it. Top Bower disappeared, and Carey Street was replaced by Little Manly Beach, but to keep the route 135's complexity, the Old Quarantine Station (inside) was added as a terminating point.

In the proposed changes to bus routes on the Northern Beaches, issued 28 July 2008, it was proposed to eliminate all the diversions on the route 135, so that it operated only via Addison and Darley Roads to the North Fort Museum, which had become the terminus in 17 December 2001, and to extend it at the northern end to the Warringah Mall, via Fairlight and Condamine Streets, the southern end of the route 146, which was to cease operation. The change of focus for bus services from Manly

Wharf to the large shopping centre is noteworthy.

In fact, only half these changes were implemented. The new timetable for the route 135 (this page, map on our cover: all are reproduced from the web version of the timetable, showing the extension to Warringah Mall), effective 28 January 2009, operates only on the one route, and Bower Street and Little Manly Beach are no longer served. Manly Wharf remains the northern terminus of the route, however. The buses run at approximately half hourly intervals to the Quarantine Station, on the Scenic Drive, rather than inside the station. A clock face timetable is operated only after 10.10 a.m. on weekdays and Saturdays, with slightly increased frequency on weekdays and two earlier buses on Saturday mornings. Three buses go on to the

North Fort Museum every day of the week. These leave at 11.40 a.m. (the first service on a Sunday), and at 1.40 and 3.40 p.m. On weekends these buses are shown returning two minutes after their arrival time, at 11.56, 1.56 and 3.56. The 2.56 departure shown for Mondays to Fridays is clearly a typo. Since it is due to leave the Quarantine Station at 2.00, it must also be a 1.56 departure from the Museum.



		from Quarantine Station to Manly & Warringah Mall						
TIMING POINT ▶		A	B	C	D	E	F	G
▼ time period	▼ showing route number							
▼ accessible service								
		North Head North Fort Museum	Quarantine Station North Head Scenic Dr	Manly Hospital - Darley St	Manly East Esplanade - Stand A	Balgowlah Sydney Rd & Condamine St	Manly Vale Condamine St & King St	Warringah Mall Inside
Monday to Friday								
AM▼	135 ♣	.....	7:12	7:14	7:20	.....	.....	.....
	135 ♣	.....	7:42	7:44	7:50	.....	.....	.....
	135 ♣	.....	8:06	8:08	8:14	.....	.....	.....
	135 ♣	.....	8:32	8:34	8:40	.....	.....	.....
	135	.....	9:02	9:04	9:10	9:18	9:23	9:30
	135	.....	9:57	9:59	10:05	10:13	10:17	10:23
	135	.....	10:57	10:59	11:05	11:13	11:17	11:23
	135	11:56	12:00	12:02	12:08	12:16	12:20	12:26
PM▼	135 ♣	.....	12:57	12:59	1:05	1:13	1:17	1:23
	135 ♣	1:56	2:00	2:02	2:08	2:16	2:20	2:26
	135 ♣	.....	2:57	2:59	3:05	3:13	3:17	3:23
	135 ♣	.....	3:27	3:29	3:35	3:43	3:47	3:53
	135	3:56	4:00	4:02	4:08	4:16	4:20	4:26
	135 ♣	.....	4:27	4:29	4:35	4:43	4:47	4:53
	135	.....	4:57	4:59	5:05	5:13	5:17	5:23
	135 ♣	.....	5:27	5:29	5:35	5:43	5:47	5:53
	135	.....	5:53	5:55	6:01	.....	.....	.....
	135 ♣	.....	6:27	6:29	6:35	.....	.....	.....
	135 ♣	.....	6:57	6:59	7:05	.....	.....	.....
	135 ♣	.....	7:23	7:25	7:31	.....	.....	.....
Saturday, Sunday & Public Holidays								
AM▼	135 ♣	.....	d8:59	d9:01	d9:07	d9:15	d9:20	d9:27
	135 ♣	.....	d9:59	d10:01	d10:07	d10:15	d10:19	d10:25
	135 ♣	.....	d10:59	d11:01	d11:07	d11:15	d11:19	d11:25
	135 ♣	11:55	11:59	12:01	12:07	12:15	12:19	12:25
PM▼	135 ♣	.....	12:59	1:01	1:07	1:15	1:19	1:25
	135 ♣	1:55	1:59	2:01	2:07	2:15	2:19	2:25
	135 ♣	.....	2:59	3:01	3:07	3:15	3:19	3:25
	135 ♣	3:55	3:59	4:01	4:07	4:15	4:19	4:25
	135 ♣	.....	4:59	5:01	5:07	5:15	5:19	5:25
EXPLANATION OF SYMBOLS USED								
Sign		Description						
d		Does not operate Sunday or Public Holidays.						

		from Warringah Mall & Manly to Quarantine Station						
TIMING POINT ▶		G	F	E	D	C	B	A
▼ time period	▼ showing route number							
▼ accessible service								
		Warringah Mall Inside	Manly Vale Condamine & Innes Rd	Balgowlah Sydney Rd & Condamine St	Manly West Esplanade - Stand J	Manly Hospital - Darley Rd	Quarantine Station North Head Scenic Dr	North Head North Fort Museum
Monday to Friday								
AM▼	135 ♣	.....	.....	.....	6:58	7:07	7:09	.....
	135 ♣	.....	.....	.....	7:28	7:37	7:39	.....
	135 ♣	.....	.....	.....	7:53	8:02	8:04	.....
	135 ♣	.....	.....	.....	8:18	8:27	8:29	.....
	135	8:28	8:35	8:41	8:48	8:57	8:59	.....
	135	9:20	9:27	9:33	9:40	9:49	9:51	.....
	135	10:21	10:27	10:33	10:40	10:49	10:51	.....
	135	11:21	11:27	11:33	11:40	11:49	11:51	11:54
PM▼	135 ♣	12:21	12:27	12:33	12:40	12:49	12:51	.....
	135 ♣	1:21	1:27	1:33	1:40	1:49	1:51	1:54
	135 ♣	2:21	2:27	2:33	2:40	2:49	2:51	.....
	135 ♣	2:51	2:57	3:03	3:10	3:19	3:21	.....
	135	3:20	3:27	3:33	3:40	3:49	3:51	3:54
	135 ♣	3:50	3:57	4:03	4:10	4:19	4:21	.....
	135	.....	.....	.....	4:40	4:49	4:51	.....
	135 ♣	.....	.....	.....	5:10	5:19	5:21	.....
	135	.....	.....	.....	5:40	5:49	5:51	.....
	135 ♣	.....	.....	.....	6:10	6:19	6:21	.....
	135 ♣	.....	.....	.....	6:40	6:49	6:51	.....
	135 ♣	.....	.....	.....	7:10	7:19	7:21	.....
Saturday, Sunday & Public Holidays								
AM▼	135 ♣	d8:28	d8:34	d8:38	d8:45	d8:54	d8:56	.....
	135 ♣	d9:19	d9:25	d9:31	d9:38	d9:47	d9:49	.....
	135 ♣	d10:19	d10:25	d10:31	d10:38	d10:47	d10:49	.....
	135 ♣	11:19	11:25	11:31	11:38	11:47	11:49	11:52
PM▼	135 ♣	12:19	12:25	12:31	12:38	12:47	12:49	.....
	135 ♣	1:19	1:25	1:31	1:38	1:47	1:49	1:52
	135 ♣	2:19	2:25	2:31	2:38	2:47	2:49	.....
	135 ♣	3:19	3:25	3:31	3:38	3:47	3:49	3:52
	135 ♣	4:19	4:25	4:31	4:38	4:47	4:49	.....
EXPLANATION OF SYMBOLS USED								
Sign		Description						
d		Does not operate Sunday or Public Holidays.						

Liverpool and Manchester RAIL-WAY.

TIME OF DEPARTURE

BOTH

From Liverpool & Manchester.

FIRST CLASS, FARE 5s.

Seven o'Clock Morning.

Ten „ Do.

One „ Afternoon.

Half-past Four Do.

SECOND CLASS, FARE 3s. 6d.

Eight o'Clock Morning.

Half-past Two Afternoon.

. For the convenience of Merchants and others, the First Class evening train of Carriages does not leave Manchester on *Tuesdays and Saturdays until Half-past Five o'Clock.*

The journey is usually accomplished by the First Class Carriages under two hours.

In addition to the above trains it is intended shortly to add three or four more departures dally.

The Company have commenced carrying GOODS of all kinds on the Rail-way.

January, 1831.

Possibly the earliest-known "time table" for a railway. It comes from a time about 7 years before Bradshaw invented both the word and the object. It shows train departures on the newly-opened Liverpool and Manchester line. This timetable was reproduced from "Early Railway Timetables", by E.H.Ding, in *The Library*, Vol 4, p137ff (1921).