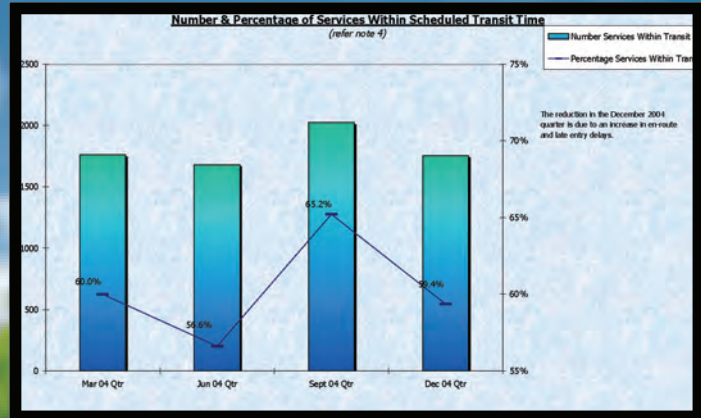




# The Times

March 2011

A journal of transport timetable history and analysis



Keeping track of the KPIs

Closely watched trains

Lincoln's funeral train

Inside: Are we there yet?  
"In This Sad World of Ours"  
Buses in Fairyland

RRP \$4.95  
Incl. GST

# The Times

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

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### On the front cover

Our friend Bluey here has been a cover girl on *The Times* previously— see the *Australian Dog's Breakfast* series in 2005. Here, she focuses her attention on the track and a KPI of the trains which run upon it. Like any Dog's Breakfast, KPIs are a mixed bunch and hard to digest— you really need a cast-iron stomach. Nevertheless, in this issue, we shall try.

The most closely-watched train in all of history was surely that for President Abraham Lincoln's funeral. This month it is also examined, with the help of a number of what we would nowadays call "Special Train Notices". In the post-Civil War period, the US had already built up a very impressive railway system— see *Trains* magazine for March 2011 for an excellent map. The "STNs", I feel, still bear the imprint of operating practices and jargon inherited from England. By the time the next assassinated President rode the rails (Garfield in 1881) the practices and jargon had transformed to an American standard. It is interesting and sobering to realise that funeral trains have been run for nearly all US Presidents who died or were assassinated in office— except JFK in 1963, but one was run for his assassinated brother Robert.



#### **Contributors** *The Times*

Geoff Lambert, Ralph Newman, Jim O'Neil

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#### **The Times** on-line

AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of *The Times*

#### **President**

Victor Isaacs

43 Lowanna Street BRADDON ACT 2612

abvi@inet.net.au

#### **Secretary**

Geoff Lambert

179 Sydney Rd FAIRLIGHT NSW 2094

G.Lambert@unsw.edu.au

#### **Editor, The Times**

Geoff Lambert

#### **Editors, Table Talk**

Geoff Mann

19 Rix St GLEN IRIS VIC 3146

geoffwm@bigpond.com.au

Victor Isaacs

43 Lowanna Street BRADDON ACT 2612

abvi@webone.com.au

#### **Distribution Officer**

Len Regan

PO Box 21 YEA VIC 3717

0409 209114

#### **Membership Officer**

Dennis McLean

P.O. Box 1253 NORTH LAKES 4503

(07) 3491 3734

#### **Webmaster**

Lourie Smit

lsmit@ozemail.com.au

(02) 9527 6636

#### **Adelaide Convenor**

Roger Wheaton

2C Bakewell Street, TUSMORE SA 5065

(08) 8331 9043

#### **Canberra Convenor**

Victor Isaacs

Address as above

#### **Brisbane Convenor**

Brian Webber

8 Coachwood St KEPERA Qld 4054

(07) 3354 2140

#### **Melbourne Convenor**

David Hennell

#### **Sydney Convenor**

Geoffrey Clifton

GPO Box 1963 SYDNEY NSW 2001

0405 387478

# Are we there yet?

KPIs and all that, by **GEOFF LAMBERT**

**C**losely watched trains won an Academy Award in 1967, but this was not for its portrayal of the monitoring of railway performance (well, perhaps a little bit). Trains have been closely watched by professional, amateur and political masters since the dawn of railways and the rise of the notion of punctuality (picture, right).

Older societies “went with the flow”, so to speak, their notion of time was event-related and natural events *defined* time. With the invention of clocks, a different notion of time arose— it was something that was “out there”, proceeded steadily, and events took place at specific points in it. Events then—the running of trains for instance—could thus be controlled within a frame of time. People sought punctuality. Thus the timetable arose and, with it, an increasing desire to measure how well the events had been fitted into their appointed spots in time. Railway punctuality—or, more often, the lack of it—became the subject of heated debate. It is only in recent decades however, that punctuality has been systematically quantified and made available as various types of performance measures, or “Key Performance Indicators”.

In sociology and anthropology, time discipline is the general name given to social and economic rules, conventions, customs, and expectations governing the measurement of time, the social currency and awareness of time measurements, and people’s expectations concerning the observance of these customs by others.

The concept of “time discipline” as a field of special attention in sociology and anthropology was pioneered by E. P. Thompson in *Time, Work-Discipline, and Industrial Capitalism*, published in 1967. Coming from a Marxist viewpoint, Thompson argued that observance of clock-time is a consequence of the European industrial revolution, and that neither industrial capitalism nor the creation of the modern state would have been possible without the im-

position of synchronic forms of time and work discipline. The new clock time imposed by government and capitalist interests replaced earlier, collective perceptions of time that Thompson believed flowed from the collective wisdom of human societies. While, in fact, it appears likely that earlier views of time were imposed instead by religious and other social authorities prior to the industrial revolution, Thompson’s work identified time discipline as an important concept for study within the social sciences.

In their most common forms, KPIs measure financial efficiency— a ratio of the output (or profits) to the input (or investment). Since time equals money, in transport economics, the value of time is the opportunity cost of the time that a traveller or freight spend on journeys. In essence, this makes it the amount that a customer would be willing to pay in order to save time, or the amount they would accept as compensation for lost time.

One of the main justifications for transport improvements is the amount of time that customers will save. Using a set of values of time, the economic benefits of a transport project can be quantified in order to compare them to the costs (thus forming the basis of cost-benefit analysis). In particular, savings (or, for that matter, increases) in travel time form part of the change in consumer surplus for a transport project.

Values of time are used to calculate the non-monetary costs incurred as part of a journey, so that the generalised cost of the journey (a combination of both monetary and non-monetary costs) can be calculated. The value of time varies considerably from person to person and depends upon the purpose of the journey.

The growing formalisation of these measures in the rail industry relate largely to the near world-wide practice of vertically and horizontally separating railways in the name of promoting competition and



Compiling a KPI 200 years ago

(hopefully) efficiency. The measure of progress towards this hoped-for efficiency can be found in timetable KPIs.

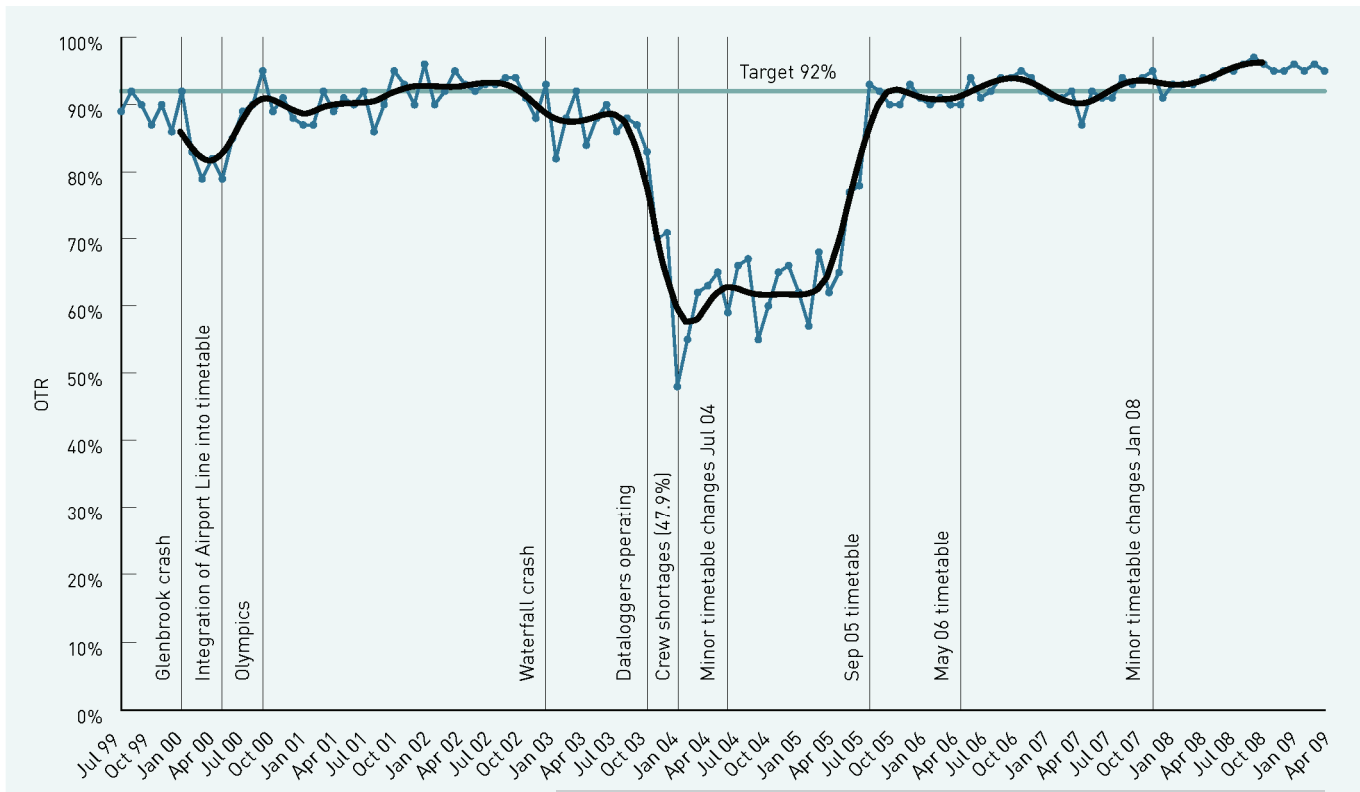
It is not intuitively obvious to whom all of this reporting is directed. One would think it would be, ultimately, the customer (passenger or freight shipper). Certainly passengers form opinions and make decisions about rail travel based on their own inherent KPIs. The chart of NSW CityRail performance on page 4 (inspired, may I venture to suggest, by the AATTC’s work for the Sydney Morning Herald) looks back to the nightmare days of 2005. It is a very *graphic* graphic, is it not? Customers would interpret the dramatic dip in this chart to purely performance decline and restoration. I would have a different interpretation— one which relied more on the moving of the goal-posts than on straighter kicking at them.

But, because KPIs have been imposed on railways by their political masters (Government, competition regulators), much of the reporting is designed to satisfy them. They hold the purse strings

A brief summary of how timetable KPIs have been applied to railways in Australia and overseas is shown at the bottom of this page. Clearly practice varies widely from a handful of measures for a single entity, to a complete suite of figures for a wide range of transport undertakings. On page 4 (bottom right) is the cover of Victoria’s

	Reports to	Reporting Frequency	Audited?	Punctuality Reliability	Transit Time	Network availability	Speed Restrictions	Track Condition	Passenger Loading	Incidents	Customer Complaints
ARTC	ARTC	Quarterly	Internal	X	X	X	X	X			
CityRail	Independent Transport and Safety Regulator	Monthly & Quarterly	N/A	X					X	X	
CountryLink	"	"	N/A	X							
Metro Trains	Government			X							
QRN	Government	Quarterly		X	X						X
TransPerth	Government			X	X				X		X
V/Line	Government	Quarterly		X							
Westnet	Government			X	X				X		X
Amtrak	Congress	Monthly	Amtrak	X	X				X		X

Figure 2.1: On-time running, CityRail, monthly, peak periods, actual and smoothed<sup>6</sup>

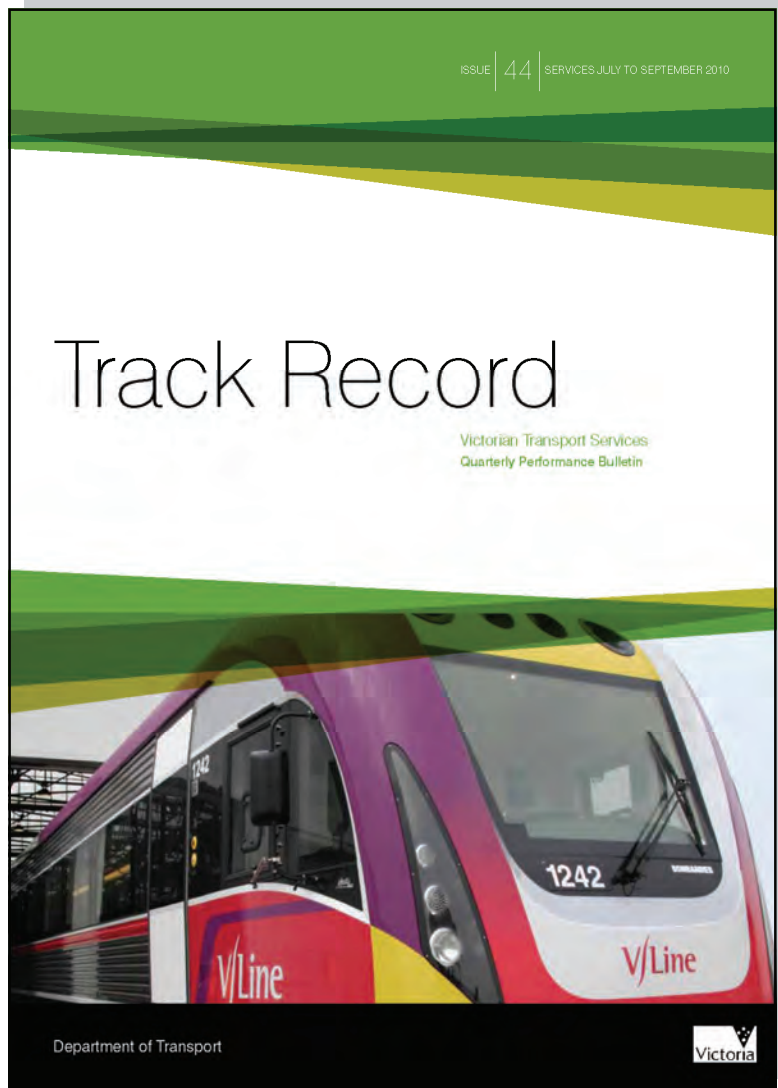


state-wide comprehensive quarterly KPI report, “Track Record”. On page 5 is a detail from Amtrak’s monthly report on a single train

This variability arises, I suspect, as a result of the “target” and of whether the KPIs are “do-it-yourself” KPIs or calculated by an outside or overseeing body. Every morning, when I catch my ferry, I am greeted by a Sydney Ferries poster on the wharf headed “How we are tracking”. It’s a form of boasting that would not appear were the performance was something of which to be ashamed of. But it is clearly directed towards me and my fellow passengers, to give us a warm inner glow. Amtrak, on the other hand is answerable to Congress and the Administration, both notoriously stingy when it comes to rail. Its reports are therefore mainly composed of assessments by their customers—which is to say, the Congress’s constituents—about how well they are appreciated and hence why Amtrak ought to continue to be funded.

It would not be possible to do justice to this rather diverse field with a thumbnail sketch of each entity. Instead we will take a detailed look “under the bonnet” of the Australian Rail Track Corporation. This is partly because its KPIs appear to be well documented and because it is a good illustration of how Government (in the form of the Australian Competition and Consumer Council, ACCC) has laid a heavy hand on the shoulder of rail.

On the surface, ARTC seems to have an impressive KPI suite and reports in several forums on monthly, quarterly, annually



and on a 5-year rolling average, as shown in the table at right.

ARTC reports on a wide range of timetable-related KPIs, summarised in the table on page 6 (upper). Each of these measures can contain considerable detail; ARTC's own explanation of "Reliability" is shown in the middle illustration on page 6. The lower illustration is a single page from the multi-page graphical report on "Transit Time". There are, broadly speaking two types of KPIs for timetables– (1) measures of how many trains run to time ("healthy services" and (2) measures of how *much* delay there has been.

The ARTC's reporting requirements derived from two separate Access Undertakings approved by the ACCC in 2002 and 2007. The second more or less coincided with the signing of the NSW lease. On top

Source	Time scale	Geographical segregaion	Notes
Internal	moment-to-moment	By train	May be available to customers on ARTC's WebRAMS system
ARTC Annual Report	Quarterly	"East-West" and "North South" corridors	The only report that has actual number of services. Best detail of delay attribution
ARTC NSW Lease Annual Condition report	Monthly	By NSW region	Only report with separate passenger KPIs
Quarterly Performance	Quarterly	By "East-West" and East Coast track segment	Mostly now graphical only


of this, the reporting requirements were altered by ACCC. From late 2007, the ARTC began reporting its KPIs for its North-South and East-West systems separately and, in addition, began to segregate the North-South graphical data into Brisbane-Sydney, Sydney-Melbourne and Brisbane-Melbourne. There was, however a 1-year gap in the graphs, which do not

start until late 2008 (the time of the Global Financial Crisis). In the Annual (numeric) data however, the 3 "routes" remained as one. In consequence, there is a jarring mismatch between *before and after*, illustrated by our chart of delay attribution on the left of page 7. Can you say what transpired here? The way I read it, the terrible performances on the NSWRC segments were now revealed– previously they had been hidden in the "Late Entry" data... late out of Albury, that is.

However, the reporting is riddled with errors that range from niggling formatting problems through to clangers that make a school-boy howler pale by comparison. Combing over these reports is like looking for the *Welcome Stranger* on an old mullock heap– only a few specks are to be found and that which glisters turns out to be fool's gold. The quarterly reports rarely agree with the end-of-year reports which purport to summarise them. Both graphical and tabular reporting is done with Excel, but the people who prepare the data from it for publication all too often make a hash of it. ARTC is required to self-audit its KPI reporting– this often results in a rather acrimonious internal debate, which rarely results in any corrections. Sadly, the auditor too creates its own errors.

A typical example of how ARTC creates a rod for its own back is shown in the chart at the bottom of page 6. Tell us please, what was the total delay of all trains in the June Quarter of 2009? In the jargon of the Darrell Huff's excellent 1954 book "*How to lie with statistics*", this would be called a "gee-whiz" graph. In earlier versions (such as the one Bluey is scrutinising on our cover), numbers were sometimes provided on the charts, but even then the lack of a zero reference point ("origin") deceived the mind and the eye.

In all of these analyses, the "Performance" is measured against some form of "standard". Naturally, this is the "timetable"- but it is quite unclear quite what sort of creature this "timetable" is nor over what segments it is supposed to apply to. This is further confused by a considerable deal of "slicing and dicing" of the data in order to report on the different routes, different markets and to different audiences . Ultimately. The data is probably sheeted back to the performance of each

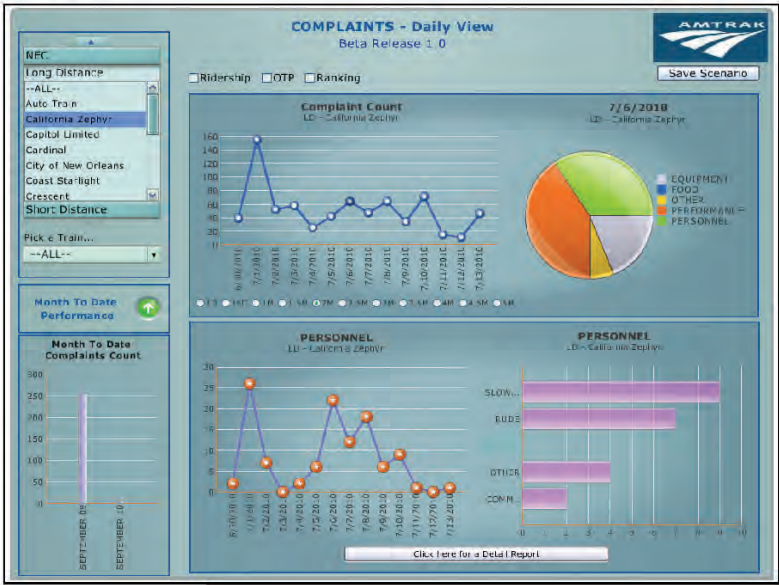


**California Zephyr**  
PRIIA Section 210 Performance Improvement Plan

### V. Measuring Customer Service with Performance Metrics

*Customer Service Performance Metrics Integrator (CSPMI)*

CSPMI is Amtrak's customer service, business intelligence system. CSPMI gives Amtrak managers timely insight into customer feedback on the service Amtrak provides. Currently, CSPMI integrates unsolicited customer feedback (i.e., complaints and praise), on-time performance (OTP), and historical revenue and ridership. By capturing and indexing customer comments each night, managers have the ability to extract the specific customer service-related information that they need on the following day. As an example, Amtrak's Transportation department uses dashboards and reports to view train personnel-related complaints and praise at the crew or departure level. The following is a screen shot of the Daily Dashboard for the *California Zephyr*.



The screenshot shows a dashboard with several components:

- Left Panel:** A menu for selecting routes (California Zephyr is selected) and a 'Month To Date Performance' section with a bar chart for September.
- Top Center:** 'COMPLAINTS - Daily View' section with a line graph showing complaint counts from 6/30/09 to 7/13/09. A pie chart on the right breaks down complaints into categories: EQUIPMENT, FOOD, OTHER, PERFORMANCE, and PERSONNEL.
- Bottom Center:** 'PERSONNEL' section with a line graph showing personnel-related metrics over the same period, and a horizontal bar chart below it.

The ridership and OTP data integration enable managers to normalize the data to gain additional insights. As part of Amtrak's Enterprise Data Warehouse, CSPMI users soon will have additional capabilities in the second quarter of 2011. These areas include crew & equipment assignments, employee feedback, station OTP, CSI, and booking information. With

service that runs on the system. Even here though, the nature of the timetable remains unclear. It is clearly NOT the timetable as it appears in the publicly-available Master Train Plans on the ARTC web-site. Quite apart from the myriad of egregious errors, these timetables are the ultimate veneer of a much deeper layering. They are what the customers (the train operators) have bought.

It is also unclear whether both the performance and the timetable to which it is compared apply only to ARTC, or also apply to tracks owned and operated by other entities— principally Kalgoorlie-Perth and the Sydney metropolitan tracks. The different KPI publications are inconsistent on this matter.

The ultimate source of the timetable seems to be the “Indicative Section Running Times” (ISRTs), to be found on the ARTC web-site. Already we nosey parkers are in trouble. For the NSW segments of its track, ARTC uses the ISRTs from the 2004 NSWRIC TOC Manual. These at least have the advantage of detailing running times by train class and by locomotive power. The same cannot be said of the rest of the system— but at least the running times are more recent (July 2008).

From these times, ARTC calculates the following (these are its own words, the numbering is mine):

1. *Transit Time – Infrastructure Configuration Capability*: A measure of transit time over the Network, delivered by the infrastructure given its configuration (alignment, grades, curves, and associated permanent speed restrictions). Measured by simulated operation of a reference Indicative Service over the Network (excluding prevailing temporary speed restrictions).

2. *Transit Time – Infrastructure Practical Capability*: A measure of transit time over the Network, delivered by the infrastructure given its configuration (as measured by Transit Time –Infrastructure Configuration Capability) and maintenance requirements (including the transit time impact of temporary speed restrictions). The transit time impact of temporary speed restrictions is determined by applying the temporary speed restrictions in place on the Network to a simulation model designed to determine the total of time lost by reference Indicative Service subject to each temporary speed restriction.

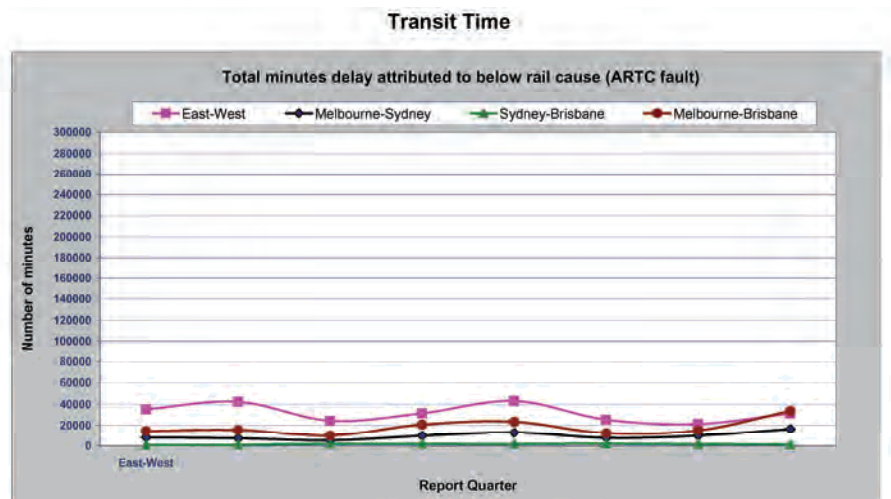
3. *Transit Time – Availability to Market*: A measure of transit time offered to the market, delivered by the infrastructure given its configuration, maintenance requirements and network usage (scheduled delays for path interactions). Measured by average scheduled transit time for Indicative Services adjusted for any Operator requirements (dwells, deviation from of-

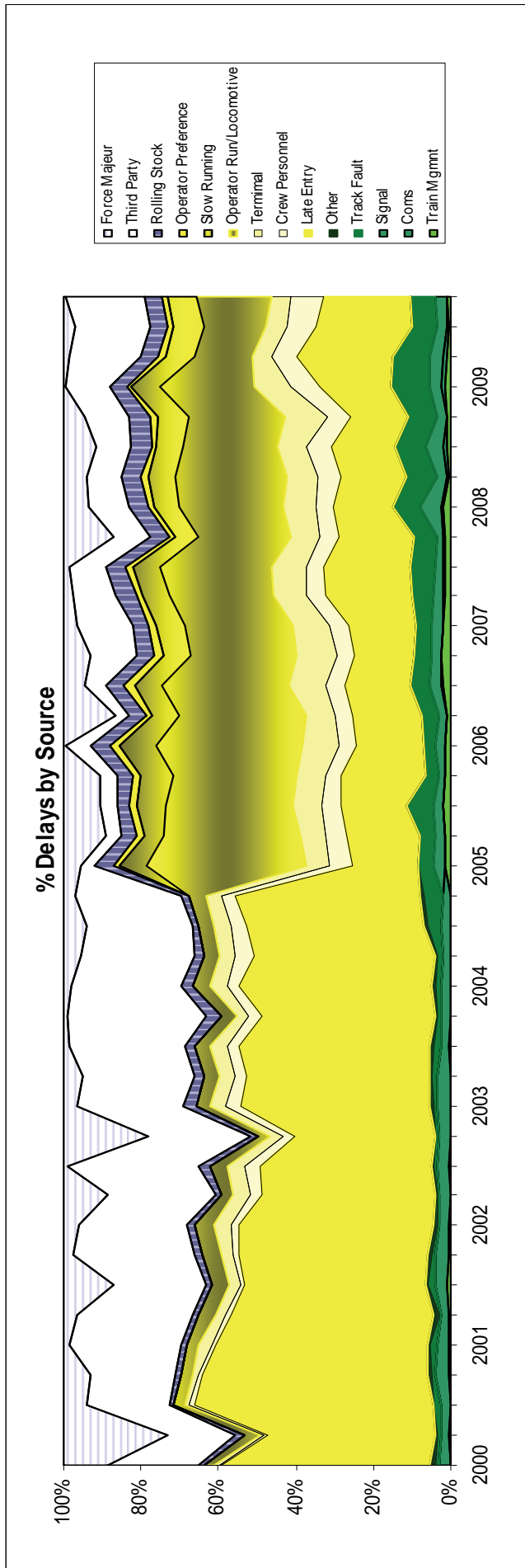
Measure	Notes
Reliability	In 12 categories, as detailed below
Network Availability	Measured in average speed of theoretical, practical and "offered to Market" transit times
Transit Time	Delay in minutes and minutes per hour above- and below-rail, on a route basis
Speed Restrictions	Kilometres of track under speed restrictions
Track Conditions	Calculated "Track Quality Index", TQI

## ARTC Performance Indicators -Reliability

In accordance with ARTC's Access Undertaking, Performance Indicators are published quarterly by ARTC commencing at the end of the first quarterly period after the date of the acceptance by the ACCC of the Undertaking. Performance Indicators relating to the following will be published.

- Number and percentages of healthy(1) Services(2) that exit the Network within tolerance(3)(5).
  - Number and percentage of unhealthy Services that do not deteriorate further, within tolerance(5).
  - Number and percentages of unhealthy Services that exit the Network within tolerance(5).
  - Number and percentage of Services which are operated in a healthy manner(6).
  - Number and percentage of Services which exit the Network no later than schedule, within tolerance(7).
  - Number and percentage of Services which enter the Network no later than schedule, within tolerance(6).
  - Number and percentage of Services which exit the Network no later than one hour(4) after schedule(7).
1. For this purpose, a healthy service is one which has experienced no above rail related delay, within tolerance. Delays are attributed by ARTC personnel following advice from relevant sources (including the Operator). This attribution will determine the health or otherwise of the Service. An unhealthy service is one which has experienced above rail related delay in excess of tolerance.
  2. Services include all Committed and scheduled Capacity (excludes adhoc Services).
  3. For this purpose tolerance is to be 15 minutes.
  4. It may be appropriate to employ shorter or longer timeframes as appropriate depending on corridor transit times.
  5. A measure of below rail activity.
  6. A measure of above rail activity.
  7. A measure of combined above and below activity.





ferred section run times).

I like that bit about “scheduled delays”. This refers mostly to standing times in loops awaiting crosses. The ultimate customer (freight forwarder or gizmo wholesaler) is thankfully unaware of these but surely would regard them as “avoidable” delays if they knew about them.

Likewise, “Operator Requirements” could mean lunch breaks, locomotive servicing or a myriad of other things. In the ARTC Annual Report this term appears to be replaced by the term “Operator Preference” and ARTC itself reckons these are genuine delays. These can be quite large: Brisbane-Sydney trains operated by InterRail pause for over 3 hours at Glenlee to shunt, after running for only 3 minutes on the ARTC network. A number of Adelaide-Brisbane trains appear to pause for a similar amount of time in North East Victoria. This appears to be tied up with avoiding the Sydney curfew. It is hard to believe that ARTC would try to sell such paths on the market and they must instead be the result of ARTC-Operator negotiation.

So, is performance measured against Transit Times 1, 2 or 3— or against some other criterion? I don’t know. None of this would matter if KPIs were a mere academic exercise. But billions of dollars of Government money is spent on the basis of them.

If there be delays (and, like fleas on Johnson’s dog, you can bet on it), who is to blame? In its quarterly performance reports, ARTC attributes them to “Below Rail”, “Above Rail” and “Neither”. It is less coy in its Annual Report, referring to the first two as “ARTC delays” and “Operator Delays”. The Annual Report breaks each of these attributed delays into a total of 5 ARTC types, 7 Operator types and 2 “Other” types. These can be found on the small print in the diagram to the left and the three major categories are coloured (bottom to top) greenish, yellowish and bluish respectively on the chart itself. Clearly most delays have been attributed to the train operators. It is not clear whether the operators agree with this.

Over the last 2 years on the Melbourne-Sydney track, which has an average Master Train Plan (MTP) time of about 14 hours and an apparent average actual transit time of 10.5 hours, the above three type of delays appear to average 10, 22 and 4 minutes per service. Given the inconsistencies in the data and our lack of knowledge of how both standards and performance are measured, it is extremely hard to pass judgement on any of these figures.

Dissection of the KPIs. confirms what was said in this magazine last year— the traffic on the system is perilously thin and declining steadily instead of growing as forecast by the optimists. Not only that, transit times (i.e. the times in the MTP) for intermodal (“Superfreighter”) trains, have not altered materially after 10 years of infrastructure upgrades. This is especially galling on the Sydney-Melbourne component of the “North-South” route, where a great fuss was made of the supposed advantages of “levelling the playing field”. South-bound trains are now 10 minutes faster; northbound trains are 14 minutes slower. There are still only 2 trains per day each way. Now that we have long “passing lanes”, north-bound trains spend more time stationary in them than they previously spent in the old short crossing loops. There appears to be a policy of forcing the north-bound trains into the loops on the Albury-June section, to give the south-bound trains a clear run. The MTP, of course, is what the customers have bought and not necessarily what ARTC can provide. It appears that InterRail have ponied up more money than Pacific National, because they seem to get preference in the MTP.

# In This Sad World of Ours, Sorrow Comes to All a Timetable for the Lincoln Funeral Train

BY RALPH G. NEWMAN

**A**braham Lincoln's funeral lasted for nineteen days. They were days of deep mourning, dirges, muffled drums, torchlight vigils, and processions. In keeping with the mood of the people, the weather was frequently rainy. During that time the funeral train traveled nearly seventeen hundred miles in taking the martyred President's body from the White House to Springfield, Illinois. The body was removed from the train to a public building or to a specially built structure for viewing at ten of the cities along the route. A million and a half Americans gazed upon the face of the Sixteenth President and more than seven millions saw the train or one of the hearses pass by. It was such a funeral as the country had not seen before or since. The late Lloyd Lewis characterized it as "half circus, half heartbreak." Here is a timetable of those dramatic days of a hundred years ago, beginning with the moment of his death and ending with the morning of Thursday, May 4, 1865, when his "friends and neighbors" walked behind Lincoln's coffin to a vault in Oak Ridge Cemetery on the north edge of Springfield.

## Saturday, April 15, 1865

**7:22 a.m.** The Sixteenth President of the United States stops breathing at 7:21 and 55 seconds; and at 7:22 and 10 seconds his pulse ceases to beat. "Old Abe," as he is affectionately known, dies on the sixty-third day of his fifty-seventh year a relatively young man. Secretary of War Edwin M. Stanton says, "Now he belongs to the ages."

**Saturday April 15 to Thursday April 20.** Ceremonies in Washington (omitted)

## Friday, April 21

**6:00 a.m.** Secretary Stanton, Secretary of the Interior John P. Usher, Secretary of the Navy Gideon Welles, Postmaster General William Dennison, Attorney General James Speed, General Grant and some members of his staff, Dr. Gurley, several senators, members of the Illinois delegation, and some officers of the army arrive to take a last look at President Lincoln. The body is then removed by a detachment of the Quartermaster General's Volunteers, selected by General Rucker, and is escorted to the Baltimore & Ohio depot, without music, by four companies of the Twelfth Veteran Reserve Corps. At the depot the remains are met by President Johnson and other dignitaries.

**7:30 a.m.** Lincoln's body is placed in the hearse car, where the remains of his son Willie had already been deposited.

**7:50 a.m.** Robert Lincoln, accompanied by two relatives, arrives and takes his place in the car provided for him.

**7:55 a.m.** John G. Nicolay and John Hay, the late President's secretaries, arrive and take their places.

**8:00 a.m.** The funeral train, eight coaches trimmed in black and drawn by the engine "Edward H. Jones," pulls out of the station, moving between regiments drawn up at present arms. A pilot engine precedes it by ten minutes to assure a clear track.

**10:00 a.m.** The funeral train arrives at the Camden Station in Baltimore. The body is escorted by an immense procession to the rotunda of the Merchant's Exchange, where it is placed upon a catafalque surrounded by flowers. Here it rests while thousands file by to pay silent tribute. The body is then returned to the train.

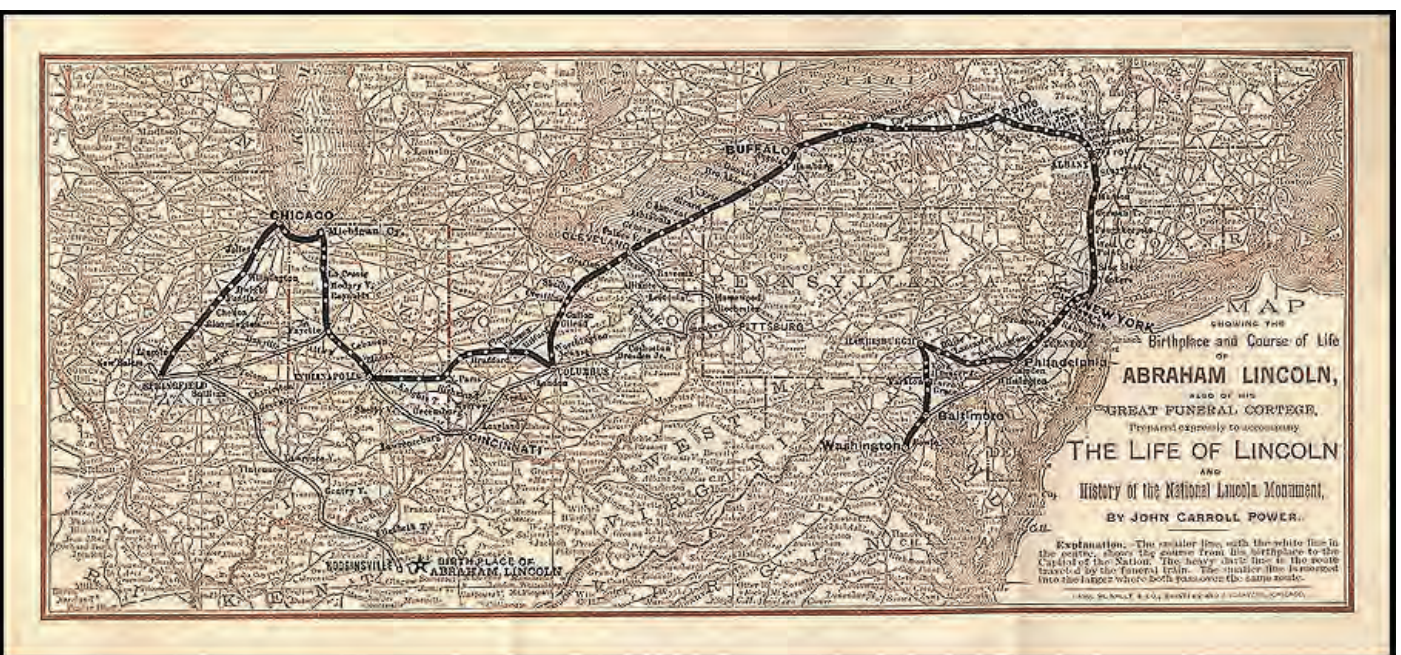
**3:00 p.m.** The sad journey is resumed. There is a brief stop at York, Pennsylvania, where a beautiful floral wreath is placed upon the coffin by the ladies of the city.

**8:20 p.m.** At Harrisburg it is raining. Fifteen hundred soldiers stand in line for more than an hour, awaiting the cortege. They escort the body to the Pennsylvania State Capitol, where it is placed in the hall of the House of Representatives. Part of the night and again the next morning, people in vast numbers pay their respects.

## Saturday, April 22

**10:00 a.m.** The remains are escorted through the principal streets to the depot.

**11:00 a.m.** The funeral train leaves Harrisburg one hour ahead of schedule. It is met by crowds of grieving people as it passes through Middletown, Elizabethtown, Mount Joy, Landisville, and Dillerville. In many cases the crowds assemble at the depots many hours in advance of the arrival of the train. In Lancaster, 20,000, including former President James Buchanan and Congressman Thaddeus Stevens, convey their tribute. Crowds have assembled also in Penningtonville, Parkesburg, Coatesville, Gallagherville, Downingtown,





Oakland, and West Chester.

**4:30 p.m.** The train reaches the Broad Street station of the Philadelphia, Wilmington & Baltimore Railroad. It is said that half a million people are on hand. A magnificent hearse is in readiness, and the coffin, draped with an American flag, is transferred to it. The grand procession moves slowly through the city to the sound of solemn music played by many bands.

**Monday, April 24**

**2:00 a.m.** The coffin is closed and taken to the train.

**4:00 a.m.** The funeral train moves out of the Kensington depot, Philadelphia. At Bristol, Pennsylvania, and Morristown, New Jersey, large crowds stand silently with heads uncovered.

**5:30 a.m.** There is a brief stop at Trenton, then the journey is resumed through Princeton, New Brunswick, Rahway, Elizabeth City, and Newark.

**9:00 a.m.** At Jersey City the remains are taken from the depot to the ferry. A vast choir, consisting of several German musical associations, fills the air with hymns, which continue until the boat reaches the opposite shore of the Hudson River.

**10:00 a.m.** The ferryboat lands at the foot of Desbrosses Street, New York City, and the coffin is immediately placed in an elaborate hearse, prepared especially for the occasion. The platform is fourteen feet long and eight feet wide. The coffin rests on a dais which is five feet above the ground. The remains are escorted by the Seventh Regiment of the New York National Guard to Hudson Street, over to Canal Street and on to Broadway, and then down that thoroughfare to the City Hall, where the coffin is surrounded by many floral pieces. All day and night the procession of mourners passes through the Hall. Midnight. The German musical societies of New York, about one thousand voices, sing a requiem.

**Tuesday, April 25**

**11:00 a.m.** In New York City the Lincoln coffin is closed and is prepared for the next stage of the journey.

**12:30 p.m.** The hearse, drawn by sixteen white horses, each led by a groom, begins the procession to the depot of the Hudson River Railroad on Twenty-ninth Street. It is estimated that 125,000 persons have seen the face of the departed Chief Executive and that more than half a million have stood along the line of the procession.

**4:15 p.m.** The train moves north out of New York City and along the Hudson River past Fort Washington, Mount St. Vincent, Yonkers, Hastings, Dobbs' Ferry, Irvington, Tarrytown, Sing Sing, Mon-

rose, and Peekskill.

**6:20 p.m.** At Garrison's Landing, opposite West Point, the entire corps of cadets is lined up to pay its respects. The cadets all pass through the funeral car and salute the remains of their late Commander-in-Chief.

**6:55 p.m.** The train reaches Fishkill, and then continues on through Poughkeepsie, Hyde Park, Staatsburg, Rhinebeck, Barrytown, Tivoli, Germantown, and Catskill.

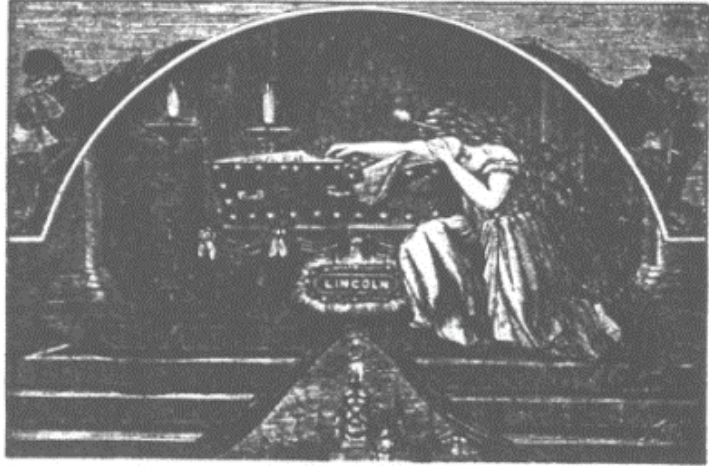
**9:45 p.m.** Thousands are assembled at Hudson. The train then passes through Stockport, Stuyvesant, and Castleton.

**10:55 pm.** East Albany soldiers and three companies of firemen bearing torches escort the funeral party across the river to Albany, where the coffin is placed on a catafalque in the Assembly Chamber of the State Capitol.

## CLEVELAND & ERIE RAIL ROAD.

### TIME CARD

For Special Train, Friday, April 28th, 1865,



**CONVEYING REMAINS OF ABRAHAM LINCOLN,**  
LATE PRESIDENT OF THE UNITED STATES,  
**AND ESCORT.**

STATIONS.	Miles	Miles	Pilot Engine.		Cortege Train.	
			LEAVE	ARRIVE	LEAVE	ARRIVE
Erie			2.15 A.M.		2.25 A.M.	
Swanville	8½	8½	2.42		2.52	Pilot Engine & Cortege Train leave each station 10 min. before train Express No. 1.
Fairview	11	24	2.49		2.59	
Girard	15½	41	3.05		3.15	
Springfield	20½	41	3.17		3.27	
Conneaut	27½	71	3.29		3.48	Pilot Engine & Cortege Train leave each station 10 min. before train Express No. 1.
Kingsville	35½	71	3.59		4.09	
Ashabula	41	51	4.17		4.27	
Saybrook	45½	42	4.30		4.40	
Geneva	50½	42	4.42		4.52	
Unionville	53½	31	4.51		5.01	
Madison	55½	21	4.59		5.09	
Perry	61	51	5.13		5.23	
Painesville	66½	51	5.31		5.41	
Mentor	72½	61	5.47		5.57	
Willoughby	77	41	5.58		6.08	
Wickliffe	81½	41	6.10		6.20	
Euclid	86	41	6.22		6.32	
Cleveland	95½	91	6.50 A.M.		7.00 A.M.	

This Train and the Pilot Engine will have the **POSITIVE RIGHT OF ROAD**, and all Trains must be kept entirely out of their way.  
 Train and Pilot Engine must be run strictly to card time as possible.  
 Strict carefulness is enjoined upon Agents, Train Men, and all Employees.  
 You must be on duty, and know that every thing is right when Pilot Engine and this Train is due.  
 Supt's Office C. & E. R. R., Cleveland, April 26, 1865. H. NOTTINGHAM, Supt.

Time card (one-half reduction) of the funeral train that bore the remains of President Lincoln from Erie to Cleveland.

**Cleveland, Columbus & Cincinnati R. R.**

**SPECIAL TIME SCHEDULE**

FOR THE TRAIN CONVEYING THE  
**REMAINS OF ABRAHAM LINCOLN, LATE PRESIDENT OF THE U. S., AND ESCORT**  
 FROM WASHINGTON, D. C., TO SPRINGFIELD, ILL.

---

**Cleveland to Columbus, Saturday, April 29th, 1865.**

Leave Cleveland	12.00	Midnight.
Berea	12.13	A. M.
Olmsted	12.51	"
Columbia	1.02	"
Grafton	1.23	"
La Grange	1.37	"
Wellington	2.00	"
Rochester	2.17	"
New London	2.36	"
Greenwich	2.59	"
Shiloh	3.19	"
Shelby	3.39	"
Crestline	4.07	"
Galion	4.23	"
Iberia	4.41	"
Gilead	5.05	"
Cardington	5.20	"
Ashley	5.43	"
Eden	5.55	"
Berlin	6.19	"
Lewis Centre	6.32	"
Orange	6.47	"
Worthington	6.58	"
Arrive Columbus	7.30	A. M.

The Train will have exclusive right to the Road against all other Trains.  
 The Locomotive will be run ten minutes in advance of the above time.

**E. S. FLINT, Superintendent.**

**Wednesday, April 26**

**1:30 a.m.** The coffin is opened and the people are permitted to view the body. They pass through at a rate of almost seventy per minute, or more than four thousand per hour.

**4:00 a.m.** John Wilkes Booth is trapped on the farm of Richard Garrett in Virginia, and is shot by Sergeant Boston Corbett.

**4:00 p.m.** The train carrying the remains leaves Albany. In rapid succession it goes through Schenectady, Amsterdam, Fonda, Palatine Bridge, Rome, Green's Corners, Verona, Oneida, Canastota, Chittenango, Kirkville, and Manlius.

**11:15 p.m.** A brief stop is scheduled at Syracuse, where at least 35,000 people witness the passage of the train. Guns fire salutes and bands play dirges. At midnight the train passes through Memphis, and then on through Jordan, Weedsport, Port Byron, Savannah, Clyde, Lyons, Newark, Pal-

myra, Macedon, and Fairport.

**Thursday, April 27**

**3:20 a.m.** At Rochester, the mayor, city council, military and civic organizations, and most of the population assemble at the depot, which is draped in mourning. The Fifty-fourth New York Regiment, together with the reserves, hospital soldiers, and a battery are all lined up. The train passes on through Cold Water, Chili, Churchville, Bergen, Byron, Batavia, Crofts, Corfu, Alden, Wende, and Lancaster, where light of the new day appears.

**7:00 a.m.** At Buffalo, ex-President Millard Fillmore is one of the party that escorts the body to St. James Hall, where it is viewed by thousands, including many Canadians who have come to demonstrate their sympathy.

**8:00 p.m.** The coffin is closed, and the body is returned to the train. 10:00 p.m. The grim trip continues. The train moves

through New Hamburg, North Evans, Lakeview, Angola, and Silver Creek.

**Friday, April 28 12:10 a.m.** Shortly after midnight the train passes through Dunkirk on the shores of Lake Erie; then on through Brocton to Westfield, where, four years before, en route to his inaugural, Mr. Lincoln had spoken briefly and had kissed little Grace Bedell, the girl who had suggested that he raise a beard. Ripley is passed, and then the route leads across the state line into Pennsylvania once more, through North East, Erie, Girard, Springfield, and over the Ohio state line past Conneaut, Kingsville, Ashtabula, Geneva, Madison, Perry, Painesville, Mentor, Willoughby, Wickliffe, and Euclid. General Joseph Hooker, commander of the Department of Ohio, boards the train at Wickliffe, and other Cleveland citizens join the group at Euclid.

**1:00 a.m.** The train arrives at the Euclid Street Station in Cleveland. A military escort, led by General Hooker and Governor John Brough of Ohio, followed by many civic and fraternal organizations, accompanies the body to a public park. Fifty thousand persons then file past the coffin.

**10:00 p.m.** The procession is re-formed and the body is escorted to the depot, and at midnight the train resumes its westward journey. Rain has been falling throughout the night, but it does not deter thousands from lining up to greet the train in Berea, Olmstead, Columbia, Grafton, La Grange, Wellington, Iberia, Cardington, Ashley, Eden, Delaware, Westerville, and Worthington.

**Saturday, April 29 7:30 a.m.** Immediately upon its arrival in Columbus, the coffin is escorted by the Eighty-eighth Ohio Volunteer Infantry and a procession of citizens to the rotunda of the Ohio Capitol.

**6:00 p.m.** The doors of the Capitol are closed. The coffin is again closed, and the procession begins to form for the final escort to the funeral car at the Great Central Railway depot.

**8:00 p.m.** With the solemn tolling of bells, the train steams out of Columbus, continuing west through Pleasant Valley, Unionville, Milford, Woodstock, Urbana, Piqua, Covington, Greenville, and New Paris.

**Sunday, April 30**

**3:10 a.m.** Richmond is the first town in Indiana on the route of the train, which passes through a magnificent arch, twenty-five feet high and thirty feet wide. There is a brief pause for the benefit of the more than 12,000 people present at the depot; then the journey continues through Centerville, Germantown, Cambridge City, Dublin, Lewisville, Rayville, Knightstown, Greenfield, and Cumberland. Everywhere

**Chicago and Alton Railroad Company.**

**TIME TABLE**

FOR THE SPECIAL TRAIN, CARRYING THE FUNERAL COFFIN WITH THE REMAINS OF  
THE LATE

**PRESIDENT**

FROM  
**CHICAGO TO SPRINGFIELD,**

Tuesday, May 2, 1905.

AM.	PM.	STATION	AM.	PM.
1:17	1:17	CHICAGO	7:42	"
2:5	1:8	FIRST WAYNE JUNCTION	8:12	"
2:24	1:8	ROOSEVOT	8:42	"
2:53	8:5	STUMMIT	9:12	"
3:22	8:30	JOLIET	9:42	"
3:51	8:30	LEMONT	10:12	"
4:20	8:30	LOCKPORT	10:42	"
4:49	8:30	SOLETT	11:12	"
5:18	8:30	ELWOOD	11:42	"
5:47	8:30	HAMPTON	12:12	"
6:16	8:30	WILMINGTON	12:42	A. M.
6:45	8:30	STEWART'S GROVE	1:12	"
7:14	8:30	BRACKVILLE	1:42	"
7:43	8:30	GARDNER	2:12	"
8:12	8:30	DWIGHT	2:42	"
8:41	8:30	ODELL	3:12	"
9:10	8:30	CAYUGA	3:42	"
9:39	8:30	PONTIAC	4:12	"
10:08	8:30	CHENOA	4:42	"
10:37	8:30	LEXINGTON	5:12	"
11:06	8:30	TOWANDA	5:42	"
11:35	8:30	H. CENTRAL H. H. JUNCTION	6:12	"
12:04	8:30	BLOOMINGTON	6:42	"
12:33	8:30	SHIRLEY	7:12	"
13:02	8:30	FRANK'S GROVE	7:42	"
13:31	8:30	MCLEAN	8:12	"
14:00	8:30	ATLANTA	8:42	"
14:29	8:30	LAFAYETTE	9:12	"
14:58	8:30	LINCOLN	9:42	"
15:27	8:30	BRADFORD	10:12	"
15:56	8:30	WILMAMSVILLE	10:42	"
16:25	8:30	SHIRLEY	11:12	"
16:54	8:30	SPRINGFIELD	11:42	"

The following instructions are to be observed by the above train:

- All other Trains on this Road must be kept thirty minutes out of the way of the time of this Train.
- All Telegraph Stations must be kept open during the passage of this Train.
- A Signal with colored and one white light will be stationed at all road crossings by night, and with a white flag draped by day, or other day-light, on Wednesday morning.
- A Pilot Engine will run upon this time, which is to be followed by the Funeral Train, ten minutes behind.
- Pilot Engines must not pass any Telegraph Station, unless a white flag by day, or one red and one white light by night, shall be exhibited, which will signify that the Funeral Train has passed the nearest Telegraph Station. In the absence of said signals, the Pilot Engine will stop until definite information is received in regard to the Funeral Train.
- The Funeral Train will pass all Stations slowly, at which time the bell of the Locomotive must be tolled.

By order of **BRUCE BANCROFT** General Superintendent, D. C. McCLELLAN, M. D., in charge of Chicago Railroads.

**ROBERT HALE,**  
General Superintendent.

Street on the shore of Lake Michigan in Chicago. Three arches, Gothic in style, have been erected to honor the cortege. The coffin is carried under the largest arch and is set briefly on a dais, while thirty-six young ladies deposit a garland each upon the bier.

**Tuesday, May 2**

**8:00 p.m.** The doors to the courthouse are shut. The coffin is closed and carried out on the shoulders of sergeants of the Veteran Reserve Corps to the hearse which is waiting to take the body back to the train. As the hearse reaches the depot of the Chicago & Alton Railroad on Canal Street, a German choral group of three hundred sings solemn music.

**9:30 p.m.** The train moves slowly out of the depot and on to the final section of the journey. As it passes through the Bridgeport district on the south side of Chicago, the people kindle bonfires and stand with lighted torches. Crowds assemble at the Summit, Willow Springs, and Lemont stations.

**11:33 pm.** At Lockport there are more bonfires, persons with torches, and mourning drapery. One motto reads, "Come Home." Midnight. At Joliet at least 12,000 are assembled in the rain. An immense arch spans the tracks. The train goes on through Elwood and Hampton.

**Wednesday, May 3**

**1:00 a.m.** At Wilmington, where minute guns announce the arrival of the train, men with torches line each side of the track. The depot is draped in mourning. About 2,000 people are present. Then the train passes on through Gardner, where all the houses are draped in mourning and illuminated.

**2:00 a.m.** At Dwight the entire population turns out. Guns and tolling bells signal the arrival of the train. Similar demonstrations and tributes occur in Odell, Cayuga, Pontiac, Chenoa, Lexington, and Towanda.

**5:00 a.m.** At Bloomington 5,000 persons have assembled. Many Bloomington citizens have gone to Springfield or Chicago to attend the obsequies. The depot is draped, and there is a large arch over the track reading, "Go to Thy Rest." The train passes through Shirley, McLean, and Atlanta, and at each place large crowds have gathered.

**7:00 a.m.** At Lincoln, his namesake town, a handsome arch has been erected over the tracks. Ladies in dresses of white trimmed in black sing a requiem. The national colors are prominently displayed, and the motto on the arch says: "With malice to [sic] none, with charity for all." The final few miles are through Elkhart and Williamsville.

**9:00 a.m.** The train arrives in Springfield

there are mourning decorations and emblems, flowers, and other evidences of the great and deep sorrow of the people.

**7:00 a.m.** The train arrives at Union Depot, Indianapolis. Through the falling rain, the body is escorted in a procession to the Capitol. The coffin is placed in the center of the rotunda. Sunday-school children are admitted first, followed by the public. Shortly before midnight, the remains are escorted back to the depot.

**Monday, May 1**

**12:01 a.m.** The train passes over the Indianapolis & Lafayette Railroad through

Augusta, Zionsville, Lebanon, Colfax, and Stockwell.

**3:35 a.m.** At Lafayette the train is switched to the tracks of the Louisville, New Albany & Chicago Railroad and then resumes the journey, going through Battle Ground, Chalmers, Bradford, Medaryville, Westville, and LaCroix.

**8:00 a.m.** The train arrives at Michigan City and is switched to the Michigan Central Railroad for the final leg of the journey to Chicago.

**11:00 a.m.** The train stops at a special platform erected just north of Twelfth



an hour behind. Long before the expected arrival, the crowds at the Chicago & Alton depot extend along the tracks for several miles to the north. Every building in the vicinity is covered with spectators. Minute guns are fired by Battery K, Second Missouri Light Artillery (which is composed mainly of Illinois men). The beautiful hearse which was used for the funeral of Senator Thomas Hart Benton of Missouri is provided. The coffin is gently placed in the hearse, and the procession, led by General John Cook and his staff and General Hooker and his staff, moves east on Jefferson Street to Fifth Street, then south on Fifth to Monroe, east on Monroe to Sixth, north on Sixth to the east gate of the Statehouse Square.

**10:00 a.m.** The doors are opened, and the crowds are permitted to enter the Capitol at the north door, ascend the stairway in the rotunda, and enter the north door of the Hall of the House of Representatives. They then pass by the catafalque. All day and night the people he loved so much pay their final tribute to their friend and neighbor. More than 75,000 pass through the Hall.

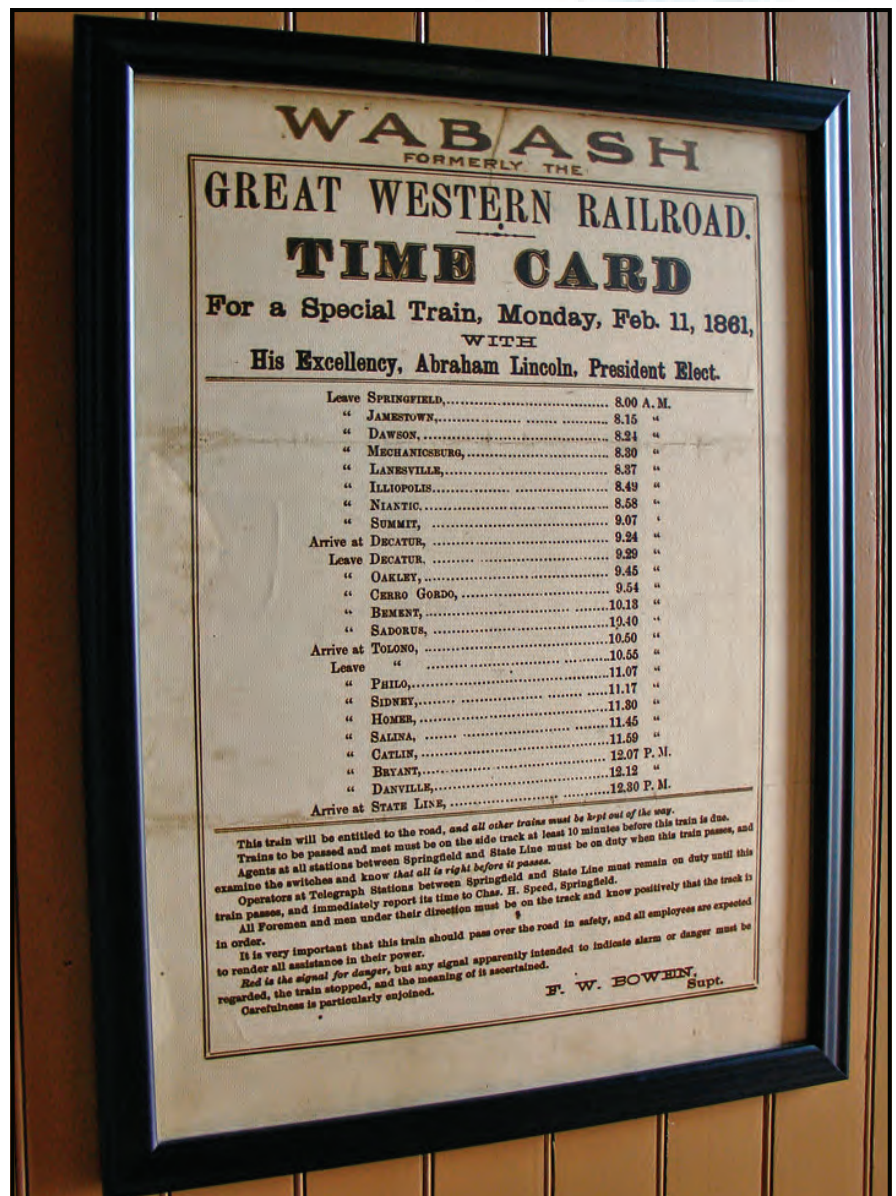
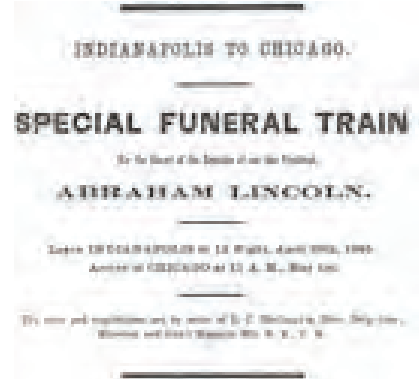
**Thursday, May 4**

**10:00 a.m.** The coffin is closed, and, as it is carried out of the building, a choir of two hundred and fifty voices sings several hymns, including "Children of the Heavenly King." The remains are placed in the hearse. "Old Bob," the horse that had carried Lincoln over the Eighth Judicial Circuit, is led riderless behind. The procession, moves to the eastern entrance of the cemetery (one and one-half miles from the Capitol). Upon arriving at the cemetery, the body is placed in the receiving tomb. The Rev. Albert Hale of the Second Presbyterian Church offers a brief prayer. The choir sings a dirge, composed for the occa-

sion, with music by George F. Root and words by L. M. Dawes, "Farewell, Father, Friend, and Guardian." President Lincoln's Second Inaugural Address is read by the

Rev. A. C. Hubbard. The funeral oration is delivered by Bishop Matthew Simpson of the Methodist Episcopal Church. "Look over all his speeches; listen to his utterances. He never spoke unkindly of any man." The choir sings "Over the Valley the Angels Smile." The Rev. Dr. Gurley delivers the closing prayer.

Abraham Lincoln has come home.



# To Fullers Bridge and Fairyland

Jim O'Neil

The first bus companies I discovered when I started to travel any distance from my home and the nearby Roseville P.S., were the ones operating out of Chatswood Station, and one of these, A.J. Wagg's route 54, which ran from the west side of the station, operated a complex set of services. My first timetable for the route 54 (right and next page) was issued by Testro Timetables, and unlike other Testro timetables I have, was issued in the form of a small booklet of sixteen pages, rather than on two sides of a large sheet of paper (see for example, my earliest Timetable from Wagg's, for his other route the 221, in *The Times* in August 2005.) This timetable contained both his routes, the 54 and the 221, as well as the off-shoot of the 221, route 124, by this time operated by Fulton's Garage. I have printed here all the timetables for the 54 and the advertisements on adjoining pages. The timetables are printed in either black or light blue ink, and the advertisements in light blue or pink – not colours often found in timetables. The front and back covers were printed in several colours of ink – none of them, apart from black, corresponding to the colours used inside. These were dark blue, maroon, light green and grey.

The timetable is undated, but the reference to "Fulton's Route 124", shows the timetable was issued early in 1955, since Fulton's Garage only operated the 124 from January to July of that year. I didn't obtain the timetable until two years later in 1957, when it was still in force on Wagg's routes. I got it at Wagg's depot on the Pacific Highway. As far as I could determine at the time, Ray Glass, the next proprietor of the 124, was also operating the timetable printed in this booklet.

The basic service on the 54 was from Chatswood to Fullers Bridge, where the buses turned in the middle of the road outside the entrance to Lane Cove National Park. You couldn't do that in today's traffic. Quite a few of the buses climbed the hill to the west, going via Delhi Road to the Northern Suburbs Cemetery. Apart from the Cemetery and the Crematorium at the top of the hill, there wasn't much you might want to go to on this area – the modern offices along Delhi Road weren't there in 1955. Other buses, five outbound and seven inbound, all operated by shift 2, went north along Lady Game Drive, on the east side of the river, to Bradfield Park. This also went through the bush, but at the terminus was a migrant hostel, also served by Wagg's route 221. In 1955, it's unlikely that migrants had their own cars, so they

were captive customers for the bus.

Also going beyond Fullers Bridge were buses marked R, going to River Road, or so this timetable calls it. Gregory's Guide calls it River Avenue, as do my later timetables. A cross road at the southern end of River Avenue, where it turns west, was later renamed Fairyland Avenue after a park named "Fairyland", located down river beyond the western end of River Avenue. Two weekday buses marked R, those arriving at 9.44 and 3.52, had corresponding buses back to Chatswood, at 10.30 and 3.52. The 9.44 bus made a trip back to Chatswood and out to the Cemetery before resuming service from River

Avenue, while the bus at 11.45 went on from River Avenue to Bradfield Park, where it is marked \* "Lunch". The next bus from Bradfield after lunch, at 1.07 did not divert via River Avenue. There were also short workings to Hawthorne Parade. On the map, Hawthorne Parade might seem to be on an alternative route to Fullers Bridge along Fullers Road, instead of Millwood Avenue. But Fullers Road has a very steep hill down to the Bridge at its western end, while Millwood Avenue drops steadily throughout its length. In the fifties Fullers Road did not go through to the Bridge. In the peak hours Hawthorne Avenue buses went only there and no fur-

**A. J. Wagg — Route 54**


CHATSWOOD STATION — FULLERS BRIDGE — NORTH  
SUBURBAN CEMETERY — BRADFIELD PARK

MONDAY TO FRIDAY — Forward Journey

Depart A.S. Chatsw'd Station	Arrive Hawthorn Parade	Arrive Fullers Bridge	Arrive A.S. Nth. Sub. Cemetery	Arrive A.S. Bradfield Park
n.m.	n.m.	n.m.	n.m.	n.m.
1—	—	—	—	—
1—	5.45	—	5.53	—
1—	6.19	—	6.25	—
1—	6.50	—	6.58	—
1—	7.12	—	7.17	7.29
1—	7.35	7.40	—	—
2—	—	—	—	—
1—	7.50	—	5.57	—
2—	7.54	8.00	—	—
1—	8.09	8.12	—	—
2—	8.15	—	—	8.26
1—	8.26	8.31	—	—
2—	8.42	—	—	—
1—	8.43	8.48	8.48	—
2—	8.12	—	9.20	—
1—	9.36	—	9.44R	—
2—	—	—	—	—
1—	10.06	—	10.11	10.22
2—	10.28	—	10.46	10.49
1—	10.50	—	10.59	11.06
2—	11.40	—	11.43R	—
1—	11.42	11.48	11.53	12.00
1—	12.25	—	12.34	12.41
1—	1.00	—	1.15	1.22
2—	1.38	—	1.45	1.49†
1—	1.15	—	2.04	2.10
1—	2.36	—	2.44	2.50
1—	3.10	—	3.18	3.25
1—	3.45R	—	3.53R	—
2—	3.45R	3.52	3.58	4.05
2—	4.07	—	4.15	4.22

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DRAPERY

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554 Pacific Highway, St. Leonards

**A. J. Wagg — Route 54**

MONDAY TO FRIDAY (Continued) — Forward Journey

1—	4.27	—	4.34	4.40	—
2—	4.41	—	4.45	—	4.58
1—	4.53	—	5.03	—	—
1—	5.18	5.29	—	—	—
2—	5.30	—	5.37	—	—
1—	5.40	5.46	—	—	—
2—	5.52	—	5.58	—	—
1—	6.06	6.10	—	—	—
2—	6.14	—	6.23	—	—
1—	6.28	—	6.36	—	—
1—	6.47	—	6.55	—	—
1—	7.09	—	7.14	—	—

\* Lunch. † Depot. ‡ School. R River Road.

MONDAY TO FRIDAY — Return Journey

Depart Bradfield Park	Depart A.S. Nth. Sub. Cemetery	Depart Fullers Bridge	Depart Hawthorn Parade	Arrive A.S. Chatsw'd Station	
n.m.	n.m.	n.m.	n.m.	n.m.	
1—	5.30	—	5.23	—	5.43
1—	—	—	5.33	—	5.52
1—	—	—	5.25	—	5.37
1—	—	—	5.58	—	7.07
1—	—	7.01	—	—	7.24
1—	—	—	—	7.41	7.49
1—	7.40	—	7.44	—	7.53
1—	—	—	7.58	—	8.08
2—	—	—	—	8.03	8.13
1—	—	—	—	8.15	8.24
2—	—	8.38	8.31	—	8.40
2—	—	—	8.49	—	8.59
1—	—	—	—	8.49	8.59
1—	—	—	—	9.51	9.53†
2—	10.07	—	10.10	—	10.09
1—	—	10.30R	10.34	—	10.40
2—	11.07	—	11.10	10.40	10.46
1—	—	11.15	11.22	—	11.19
1—	—	—	—	—	11.31

1/1/73—A.O.I.

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1/173-A.O.I.

### A. J. Wagg — Route 54

MONDAY TO FRIDAY (Continued) — Return Journey

2	—	—	—	—
1	—	12.05	—	—
1	—	12.45	12.12	—
2	—	1.30	1.37	19.21
2	1.07	—	1.10	1.01
2	—	—	—	1.46
1	—	—	1.13	1.15
1	—	2.11	2.16	2.30
1	—	2.51	2.58	2.50
1	—	3.28	3.35	3.07
1	—	—	3.52R	3.44
2	4.23	—	4.17	4.02
1	—	4.10	4.21	4.32
1	—	4.42	4.48	4.40
2	5.00	—	5.20	5.57
1	—	5.15	5.06	5.29
1	—	—	—	5.15
2	—	—	5.38	5.36
2	—	—	—	5.47
1	—	—	6.00	5.48
2	—	—	—	5.57
2	—	—	—	6.00
1	—	—	6.23	6.22
1	—	—	6.36	6.32
1	—	—	6.55	6.45
1	—	—	7.27	7.04
1	—	—	8.06	7.36

† Depot

SATURDAY — Forward Journey

Depart A.S. Chatsw'd Station	Depart Hawthorn Parade	Arrive Fullers Bridge	Arrive Nth. Sub. Cemetery	Arrive Brdfield Park
a.m.	a.m.	a.m.	a.m.	a.m.
1- 6.30	—	—	—	—
1- 7.02	—	6.28	—	—
1- 7.20	7.25	7.10	—	—
1- 7.37	—	—	—	—
1- 7.53	7.42	—	—	—
1- 8.10	—	8.01	—	—
1- 8.25	8.15	—	—	—
1- 8.45	8.31	—	—	—
—	—	8.53R	—	—

Over the years, the route 54 was extended west to the A.W.A. factory and to Macquarie University. Service to Bradfield stopped in 1974, as the National Measurements Laboratory wasn't a traffic generator as the Migrant Hostel had been. My next timetable (see page 14, map page 15) was issued on the 16.11.81 and gives no clue to the operator, or how you could contact them. By this date Deane's Coaches operated the route 54 and the opening of the Macquarie Shopping Centre meant that most buses ran through between Chatswood and Macquarie. (I looked at the changes to North and Western's timetables as a result of the opening of this shopping centre in March 2009.) Two buses were needed in the off peak period, diverting alternately to Hawthorne Ave and to Fairyland. At first sight the buses seem to be operating on a clock face basis, but around one o'clock the regular times of departure changed.

### A. J. Wagg — Route 54

SATURDAY (Continued) — Forward Journey

1- 9.08	—	9.10	—	—
1- 9.36	9.44	—	—	—
1- 10.06	—	10.13	10.20	—
1- 12.36	12.41	—	—	—
1- 12.58	—	1.06	—	—
1- 1.18	1.25	—	—	—
1- 1.36	—	1.44	1.50	—

Half Hourly Service from Chatswood Stn. until 12.06 p.m.

1- 5.36	5.44	6.14	—	—
1- 6.06	—	6.31	—	—
1- 6.23	—	6.48	—	—
1- 6.40	—	7.14	7.21	—
1- 7.06	—	—	—	—

Half Hourly Service from Chatswood Stn. until 5.06 p.m.

SATURDAY — Return Journey

Depart Brdfield Park	Depart Nth. Sub. Cemetery	Depart Fullers Bridge	Depart Hawthorn Parade	Arrive A.S. Chatsw'd Station
a.m.	a.m.	a.m.	a.m.	a.m.
1- —	—	6.30	—	6.38
1- —	—	7.10	—	7.18
1- —	—	—	7.26	7.25
1- —	—	—	7.43	7.51
1- —	—	8.01	—	8.09
1- —	—	—	8.24	8.40
1- —	—	8.54R	8.31	8.40
1- —	—	9.15	—	9.02
1- —	—	9.46R	—	9.24
1- —	—	10.27	—	9.56
1- —	—	—	10.35	10.35
1- —	—	—	12.46	12.53
1- —	—	1.06	—	1.14
1- —	—	—	1.26	1.34
1- —	1.51	1.57	—	2.05

Half Hourly Service from Chatswood Stn. until 5.21 p.m.

### A. J. Wagg — Route 54

SATURDAY (Continued) — Return Journey

1- —	—	6.14	5.45	5.53
1- —	—	6.30	—	6.22
1- —	—	6.49	—	6.39
1- —	7.21	7.27	—	6.58
1- —	—	—	—	7.36

SUNDAYS AND HOLIDAYS

Depart A.S. Chatsw'd Station	Arrive Nth. Sub. Cemetery	Depart Brdfield Park	Depart Nth. Sub. Cemetery	Arrive A.S. Chatsw'd Station
a.m.	a.m.	a.m.	a.m.	a.m.
8.10	—	7.45	—	7.57
8.51	—	—	—	9.00
9.10	9.25	—	—	9.07
9.51	10.06	—	9.31	9.46
10.21	10.35	—	10.06	10.21
11.10	11.25	—	10.47	11.02
11.51	12.06	—	11.31	11.46
12.21	12.35	—	12.06	12.21
1.10	1.25	—	12.47	1.02
1.51	2.06	—	1.31	1.46
2.21	2.35	—	2.06	2.21
3.10	3.25	—	3.47	3.02
3.51	4.06	—	3.31	3.46
4.21	4.35	—	4.06	4.21
5.10	5.25	—	4.47	5.02
*5.51	—	—	5.31	5.46
*6.35	—	—	—	*6.21
*6.40	—	—	—	*6.40
—	—	—	—	*7.01

Half Hourly Service from Chatswood Stn. to Fullers Bridge until 7.40 p.m.

Half Hourly Service from Fullers Bridge to Chatswood Stn. until 7.52 p.m.

Running time: From Fullers Bridge only. Depart Fullers Bridge from N.S. Cemetery 6 mins. later. \* From Fullers Bridge only, 9 mins. earlier.

Two buses went in the morning from Chatswood to the A.W.A. Factory in Talavera Road and two returned in the evening. You could also catch a bus from Chatswood to A.W.A. at 4.41 p.m., but this arrangement enabled passengers from the factory to be picked up on the outward journey at 5.08, before the bus got to the shopping centre. I don't know why this was felt necessary, or why another bus left the University at 5.06 and ran nine minutes earlier than the A.W.A. bus. Clearly just after five o'clock was the busiest time on the west end of the route. There were only two short workings to Hawthorne, both in the morning peak at 7.20 and 7.41 a.m. Fullers Bridge is no longer used as a terminating point, but the buses go on to Fairyland. Two buses, marked CP, divert to the Caravan Park in Plassey Road, one in the morning to Chatswood at 9.28 a.m. and one returning from Chatswood at 5.39 p.m.

ther. The few off-peak buses going to Hawthorne Avenue normally took five minutes from there to Fullers Bridge, showing that they turned back and went down Millwood Avenue. We may note that two buses were needed to operate the Monday to Friday timetable.

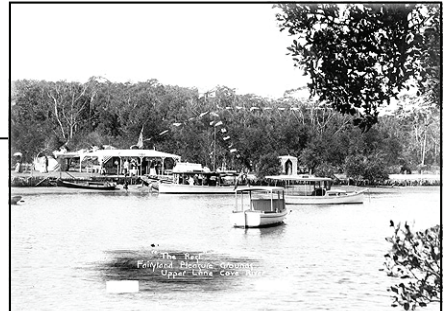
Only one bus was needed at the weekends. There were no buses on Saturdays to Bradfield Park, though there was a column of blanks under that heading. There were three services to the Cemetery and one service out to River Avenue and two back, as well as seven short workings to Hawthorne Avenue. On Sundays and Holidays the Forward and Return Journeys can be shown side by side, since there are no columns for Hawthorne Avenue or Fullers Bridge.

The Sunday bus starts at Bradfield at 7.45, presumably having come from Wagg's depot on the Pacific Highway near Fiddens Wharf Road, and operated between Chatswood and the Cemetery from nine o'clock to a quarter to six. After that the timetable lists three buses marked \* - to Fullers Bridge - with the last bus at 6.40, though the footnote says they ran until 7.40. Corresponding arrivals at Chatswood are marked †, starting from Fullers Bridge six minutes earlier. I think the buses leaving Chatswood at 8.10 and 8.51, and returning at 8.30 and 9.07 should also have been marked with these signs \* and †. On Sundays, unlike the other days of the week, the Northern Suburbs Cemetery was the main focus of the route 54, as people travelled to the Cemetery to pay their respects to their dead relatives.

On Saturdays the main service was to Macquarie Centre, with only four going on to the University. Once again we find a partial clock face timetable, with changes to the departure times after eleven, and then back again after one o'clock. Two buses were needed between nine and one, but only one before and after that time on Saturday. There were no Sunday or Holiday buses in 1981. This timetable has a map on its front cover.

On the 30 June 1986, the route 54 was transferred to North and Western Bus Lines, and in July the route 43 buses to Macquarie University were withdrawn and many of the route 54 buses were diverted two blocks north to Fontenoy Road in North Ryde. Continuation of that diversion depended on continued regular patronage. This was successful, and Fontenoy Road has become the normal route. On the 23rd July 1990, the Department of Transport planned new routes for the North and

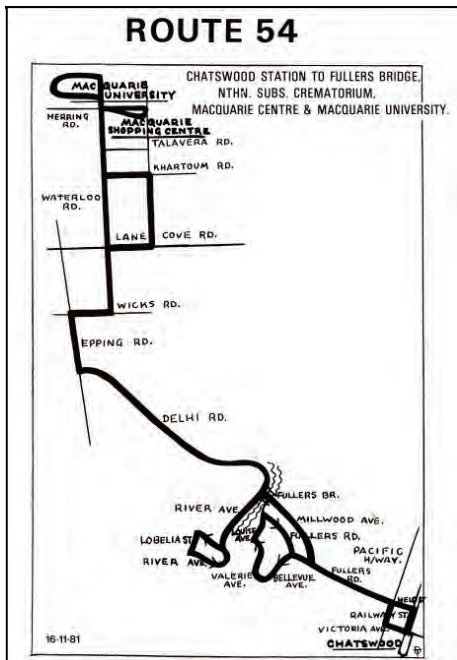
ROUTE 54 CHATSWOOD - MACQUARIE UNI. MONDAY to FRIDAY											ROUTE 54 MACQUARIE UNI. - CHATSWOOD MONDAY to FRIDAY										
DEPART CHATSWOOD	MILLWOOD & FULLERS	HAWTHORNE & FULLERS	FULLER'S BRIDGE	RIVER & FAIRYLAND	NTHN. SUBS. CREMATORIUM	DELHI & PITWATER	A.W.A. FACTORY	MACQUARIE CENTRE	MACQUARIE UNIVERSITY	DEPART MAC. UNI.	MACQUARIE CENTRE	A.W.A. FACTORY	DELHI & PITWATER	NTHN. SUBS. CREMATORIUM	RIVER & FAIRYLAND	FULLER'S BRIDGE	HAWTHORNE & FULLERS	MILLWOOD & FULLERS	ARRIVE CHATSWOOD		
7.03	7.09	-	7.11	-	7.13	7.15	7.23	7.27	-	-	K6.36	-	6.42	6.43	6.45	6.47	-	6.50	6.55		
7.20	7.23	7.29	-	-	-	-	-	-	-	-	K6.55	-	7.01	7.03	-	7.04	7.10	7.12	7.19		
7.31	7.34	-	7.36	7.37	-	-	-	-	-	-	K7.08	-	7.14	7.16	7.19	7.21	-	7.23	7.30		
7.41	7.44	7.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.29	7.32	7.39		
7.53	7.57	-	7.59	8.00	-	-	-	-	-	-	-	-	-	-	7.38	7.40	-	7.43	7.51		
8.00	8.05	-	8.07	-	8.09	8.12	8.21	8.26	8.30	-	7.29	-	7.39	7.43	-	7.45	-	7.48	7.56		
8.17	8.21	8.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.50	7.53	8.01		
8.27	8.32	-	8.23	8.24	-	-	-	-	-	-	-	-	-	-	8.01	8.04	-	8.07	8.15		
8.47	8.51	8.55	-	-	8.36	8.39	-	-	-	-	-	-	-	-	-	-	8.12	8.15	8.23		
9.10	9.15	-	9.17	-	9.19	9.22	-	-	-	-	-	-	8.42	8.45	L8.50	8.52	-	8.55	9.02		
9.26	9.31	-	9.33	9.35	9.38	9.41	-	-	-	-	-	-	-	-	-	-	8.55	8.57	9.04		
9.56	10.01	10.05	10.08	-	10.10	10.13	-	-	-	8.55	-	-	9.03	9.06	-	9.08	9.14	9.16	9.23		
10.26	10.31	-	10.33	10.35	10.38	10.41	-	-	-	-	9.20	CP9.28	CP9.33	9.36	9.38	9.44	9.46	9.53	-		
10.56	11.01	11.05	11.08	-	11.10	11.13	-	-	-	-	-	9.58	10.04	10.07	-	10.09	10.15	10.17	10.24		
1.26	11.31	-	11.33	11.35	11.38	11.41	-	-	-	-	-	10.26	10.34	10.37	10.40	10.42	-	10.45	10.52		
1.56	12.01	12.05	12.08	-	12.10	12.13	-	-	-	-	-	10.56	11.04	11.07	-	11.09	11.15	11.17	11.24		
2.26	12.31	-	12.33	12.35	12.38	12.41	-	-	-	-	-	11.26	11.34	11.37	11.40	11.42	-	11.45	11.52		
2.56	1.01	1.05	1.08	-	1.10	1.13	-	-	-	-	-	11.56	12.04	12.07	-	12.09	12.15	12.17	12.24		
1.39	1.45	-	1.47	1.49	1.52	1.55	-	-	-	-	-	12.26	12.34	12.37	L12.40	12.42	-	12.45	12.52		
2.09	2.15	2.19	2.22	-	2.24	2.27	-	-	-	-	-	12.56	-	1.04	1.07	-	1.09	1.15	1.17	1.24	
2.39	2.45	-	2.47	2.49	2.52	2.55	-	-	-	-	-	1.26	-	1.34	1.37	1.40	1.42	-	1.45	1.52	
3.05	3.13	3.17	3.21	-	3.23	3.26	-	-	-	-	-	2.06	2.10	2.18	2.21	-	2.23	2.29	2.31	2.36	
3.25	3.33	3.37	3.41	L3.43	-	-	-	-	-	-	-	2.36	2.40	2.48	2.51	2.54	2.56	-	2.58	3.03	
3.39	3.47	-	3.49	-	3.51	3.54	-	-	-	-	-	3.06	3.10	3.18	3.21	-	3.23	3.25	3.30	3.30	
3.59	4.07	4.11	4.15	4.17	-	-	-	-	-	-	-	-	-	-	L3.46	3.48	-	3.50	3.55	3.55	
4.09	4.17	-	4.19	-	4.21	4.24	-	-	-	-	-	-	-	3.48	3.51	-	3.53	3.55	4.00	4.00	
4.29	4.37	4.41	4.45	-	4.48	4.51	-	-	-	-	-	-	-	-	-	4.17	4.19	-	4.21	4.26	
4.41	4.49	-	4.51	4.53	4.56	4.59	5.08	5.12	-	-	-	-	-	4.04	4.09	-	4.22	-	4.24	4.30	
4.56	5.04	5.08	5.12	5.14	-	-	-	-	-	-	-	-	-	4.07	-	4.20	4.23	-	4.25	4.33	
5.08	5.16	5.20	5.23	-	5.25	5.28	-	-	-	-	-	-	-	4.37	4.42	4.52	4.55	-	4.57	5.05	
5.26	5.34	5.38	5.42	5.44	-	-	-	-	-	-	-	-	-	-	-	5.14	5.16	-	5.18	5.23	
5.39	5.47	-	5.49	-	5.51	CP5.56	-	-	6.06	-	-	-	-	5.06	-	5.16	5.19	-	5.21	5.29	
5.42	5.50	5.54	5.58	6.00	-	-	-	-	-	-	-	-	-	-	-	-	5.28	-	5.30	5.36	
5.56	6.03	6.07	6.10	6.12	6.15	6.18	-	6.28	-	-	-	-	-	-	5.13	5.08	5.23	5.26	-	5.33	
6.11	6.17	6.21	6.24	6.26	6.29	6.31	-	6.39	-	-	-	-	-	-	-	-	5.44	5.46	-	5.48	5.53
6.33	6.38	6.41	6.44	6.46	6.49	6.51	-	6.59	7.03	-	-	-	-	5.39	-	5.19	5.52	-	5.54	6.02	
7.35	7.39	-	7.41	-	7.42	7.44	-	7.50	-	-	-	-	-	6.07	6.11	6.19	6.22	-	6.24	6.31	
LATE NIGHT SHOPPING ONLY:-																					
8.35	8.39	-	8.41	-	8.42	8.44	-	8.50	-	-	-	-	-	8.10	-	8.16	8.17	-	8.18	8.24	
														9.10	-	9.16	9.17	-	9.18	9.24	



CHATSWOOD - MACQUARIE UNI. - CHATSWOOD  
SATURDAY

DEPART CHATSWOOD STATION	MILLWOOD & FULLERS	HAWTHORNE AVENUE	FULLER'S BRIDGE	RIVER AVENUE	NTHN. SUBS. CREMATORIUM	DELHI & PITWATER	MACQUARIE CENTRE	ARRIVE MAC. UNI.	DEPART MAC. UNI.	MACQUARIE CENTRE	DELHI & PITWATER	NTHN. SUBS. CREMATORIUM	RIVER AVENUE	FULLER'S BRIDGE	HAWTHORNE AVENUE	MILLWOOD & FULLERS	ARRIVE CHATSWOOD STATION
-	-	-	-	-	-	-	-	-	-	K7.08	7.14	7.16	-	7.17	-	7.19	7.23
7.29	7.34	-	7.36	7.37	7.40	7.42	7.50	-	-	7.51	7.58	8.00	8.03	8.05	-	8.07	8.12
8.15	8.19	8.23	8.26	-	8.28	8.30	8.38	-	-	8.40	8.48	8.50	8.53	8.55	-	8.57	9.02
9.05	9.09	9.13	9.15	-	9.17	9.19	9.27	9.31	9.35	K9.08	9.16	9.18	-	9.20	9.26	9.28	9.33
9.35	9.40	-	9.42	9.44	9.47	9.49	9.57	-	-	10.05	10.13	10.15	-	10.17	10.23	10.25	10.30
10.05	10.10	10.14	10.16	-	10.18	10.20	10.28	-	-	10.35	10.43	10.45	10.48	10.50	-	10.52	10.57
10.35	10.40	-	10.42	10.44	10.47	10.49	10.57	11.01	11.05	11.09	11.17	11.19	-	11.21	11.27	11.29	11.34
11.20	11.25	11.29	11.32	-	11.34	11.36	11.44	-	-	11.45	11.53	11.55	11.58	12.00	-	12.02	12.07
11.50	11.55	-	11.57	11.59	12.02	12.04	12.12	-	-	12.15	12.23	12.25	-	12.27	12.33	12.35	12.40
12.20	12.25	12.29	12.32	-	12.34	12.36	12.44	-	-	1.00	1.07	1.09	1.11	1.13	-	1.15	1.20
12.50	12.55	-	12.57	12.59	1.02	1.04	1.12	-	-	-	-	-	-	-	-	-	-
1.35	1.40	1.44	1.47	1.49	1.51	1.53	2.00	2.04	2.11	2.15	2.22	2.24	2.26	2.28	-	2.30	2.34
2.35	2.40	-	2.42	2.44	2.46	2.48	2.55	-	-	3.10	3.17	3.19	3.21	3.23	-	3.25	3.30
3.35	3.40	-	3.42	3.44	3.46	3.48	3.55	-	-	4.10	4.17	4.19	4.21	4.23	-	4.25	4.30
4.35	4.40	-	4.42	4.44	4.46	4.48	4.55	4.59	5.06	5.10	5.17	5.19	5.21	5.23	-	5.25	5.30
5.35	5.40	-	5.42	5.44	5.46	5.48	5.55	-	-	-	-	-	-	-	-	-	-

EXPLANATION OF SYMBOLS USED:-  
 CP:- Operates via Plassey Rd., to Caravan Park.  
 L:- Via Lobelia St. Loop.  
 K:- Departs Khartoum & Waterloo Rds.



Western, and renumbered them into the Sydney Region Route Number system. The routes 54 and 172, and parts of the 85 were combined into a new route 550, from Parramatta to Chatswood via Eastwood and Macquarie. There was also a new route 551, which followed the old 54 from Chatswood to Macquarie and then went on to Epping. From my third timetable (map, below, page 17) I have shown the complete service of the 550/551 to Chatswood, and the western three quarters of the route map.

The basic service on the route 550 was two buses an hour and, and often an additional bus on the route 551. The Chatswood bound buses on the 551 started from Epping up until 9.50 and then there was an hour and a half's break until the departure from Macquarie University at 11.28, and then buses left the University at hour and a half intervals. These buses diverted via the Caravan Park, marked P or Z (which diverted to set down passengers there on request), Fairyland and Hawthorne Avenues. In the morning peaks two buses started from Hawthorne Avenue at 7.31 and 7.53, two did both loops, leaving Fairyland at 8.00 and 8.27, while some of the long distance buses also diverted by one or other loop in the mornings. In the afternoon peak, buses served both loops every half hour from 3.41 to 5.41. If you look closely at the timings you will see that each run is scheduled to leave Hawthorne Avenue eight minutes before it was due to leave Fairyland. Clearly Chatswood passengers were picked up on the outwards trip.

At the top of the timetable we read that for full details of services west of Eastwood we should consult the Dundas Valley timetable. This includes service on the new route 545, from Parramatta to Top Ryde, which combined the old route 86, via Dun-

das Valley, with the southern portion of the old route 89. This operated half hourly, giving four buses an hour between Parramatta and Eastwood in the weekday off-peak hours and three an hour on Saturdays. Very early and late buses, and all buses on Sundays, are labelled V: these services ran as 550's, but diverted through Dundas Valley on the route of the 545. Connecting trains are shown at Eastwood Station (in both timetables – though for passengers coming from different ends of the service.) On the timetable for the 547, shown on the map, but not reprinted here, connecting times for route 551 buses from Epping are also shown.

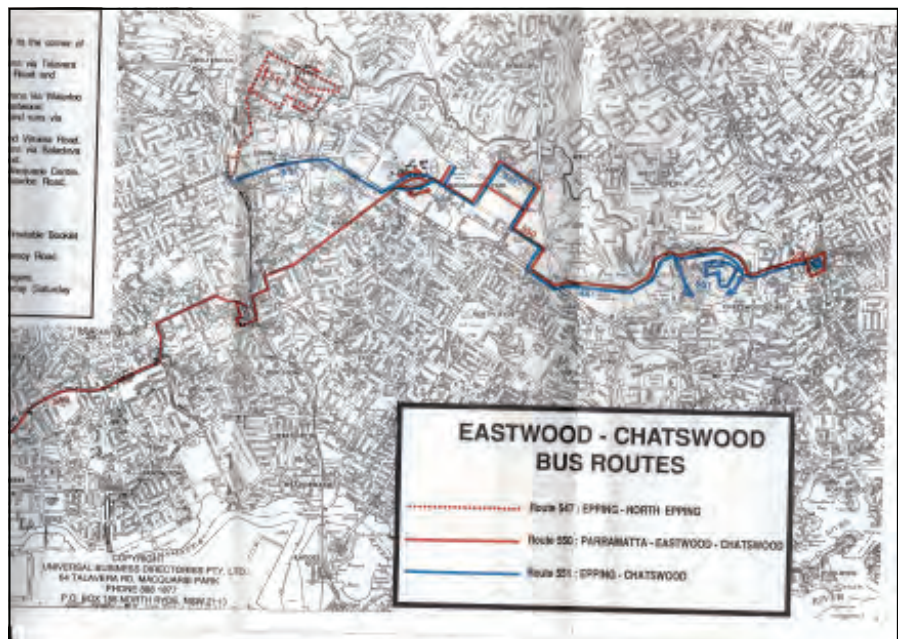
This pattern of service continued until 13 December 1999, when the state government bought North and Western. On the 4 March 2001 a new set of timetables were issued, with new routes as well. The basic service from Parramatta to Chatswood now diverts via the Dundas Valley and preserves the number 545. As we can see from the timetable (see page 18) the basic weekday service was three times an hour, with additional buses to Macquarie Park in peak hours only, which operate via Kissing Point Road and keep the number 550. Passengers for the Dundas area would look for the familiar route numbers, while those travelling further would look for the familiar destinations. Service to the part of Kissing Point Road not covered by the 545 is now provided by a new route 521, which runs from Parramatta to Eastwood via Rydalmere and Mobbs Lane. In more recent years the route 550 has been re-extended to Chatswood, but it remains a peak hour service.

Two new bus routes now covered the eastern end of the old route 54. The 256 to Chatswood West provides basic service to Hawthorne Avenue (see page 19) running

hourly in the weekday off-peaks, when it is interworked with the 255 to Colwell Crescent, which leaves Chatswood at twenty past the hour and returns at 47 minutes past. Service is provided on the 256 every second hour on weekends and holidays, which works in with the hourly service on the 255 on Saturday mornings, but leaves large gaps on Sundays and Holidays when the 255 does not operate.

Peak service on the 256 on weekdays includes Fairyland as well. Morning peak buses leave Fairyland, go up Millwood Avenue and then turn left to go round the Hawthorne Ave Loop and then back uphill to Chatswood. These morning buses operate back to Fairyland as specials, enabling the inward journeys to operate more frequently than half hourly. In the afternoon peak the bus runs every half hour to Hawthorne Avenue and then run alternately either down the steep hill to Fullers Bridge and Fairyland (marked b in the timetable) or back along Fullers Road to Chatswood. These buses do carry passengers on their return journeys, but the buses from Fairyland run along Millwood Avenue and do not pass Hawthorne Avenue on their way back to Chatswood.

The final service on the old route 54 did not start until the inauspicious day of Friday 13th April 2001. It was the 259 from Lane Cove River Caravan Park to Chatswood and initially it ran daily during school holidays only. My final timetable was issued in September 2002 (see page 20) when the route 259 had reached its greatest extent. In the school holidays there were three buses a day, out in the morning and back in the afternoon, all running seven days a week. During school term, there were two buses a day, on weekdays only, and the times of school holiday journeys which would have fallen at the height







### SERVICES TO CHATSWOOD STATION

Time Period	Showing Route Number	Stations																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O		
<b>Monday to Friday</b>																		
AM	545	.....	.....	5:00	5:02	5:09	5:14	5:19	5:23	5:28	5:31	.....	5:35	5:40	5:45	5:52	.....	
	545	5:11	.....	5:23	5:25	5:32	5:37	5:42	5:46	5:51	5:54	.....	5:58	6:03	6:08	6:15	.....	
	545	5:31	5:39	5:43	5:45	5:52	5:57	6:02	6:06	6:11	6:14	.....	6:18	6:23	6:28	6:41	.....	
	545	5:51	5:59	6:03	6:05	6:12	6:17	6:22	6:26	6:32	6:36	.....	6:41	6:46	6:56	7:11	.....	
	545	6:06	6:14	6:18	6:20	6:27	6:33	6:39	6:45	6:53	6:57	.....	7:02	7:07	7:17	7:32	.....	
	550	6:24	6:33	6:38	6:44	6:51	6:58	7:04	7:10	7:18	7:22	.....	7:27	7:32	7:42	7:57	.....	
	545	6:43	6:53	6:59	7:04	7:11	7:18	7:24	7:30	7:38	7:42	.....	7:47	7:52	8:02	8:17	.....	
	550	6:54	7:04	.....	7:15	7:22	7:28	7:34	7:42	7:46	7:52	.....	8:02	8:07	8:17	8:32	.....	
	545	6:58	7:08	7:14	7:19	7:26	7:33	7:39	7:45	7:53	7:57	.....	8:02	8:07	8:17	8:32	.....	
	550	7:22	7:32	.....	7:43	7:50	7:56	8:02	8:10	8:14	8:20	.....	8:22	8:27	8:37	8:52	.....	
	545	7:18	7:28	7:34	7:39	7:46	7:53	7:59	8:05	8:13	8:17	.....	8:22	8:27	8:37	8:52	.....	
	545	7:36	7:48	7:54	7:59	8:06	8:13	8:19	8:25	8:33	8:37	.....	8:42	8:47	8:57	9:06	.....	
	550	7:54	8:04	.....	8:15	8:22	8:28	8:34	8:42	8:46	8:52	.....	9:02	9:07	9:14	9:21	.....	
	545	7:58	8:08	8:14	8:19	8:26	8:33	8:39	8:45	8:53	8:57	.....	9:02	9:07	9:14	9:21	.....	
	550	8:24	8:34	.....	8:45	8:52	8:58	9:03	9:08	9:12	9:16	.....	9:17	9:22	9:29	9:36	.....	
	545	8:18	8:28	8:34	8:39	8:46	8:53	8:59	9:03	9:08	9:12	.....	9:17	9:22	9:29	9:36	.....	
	545	8:38	8:48	8:54	8:59	9:06	9:13	9:19	9:23	9:28	9:32	.....	9:37	9:42	9:49	9:56	.....	
545	8:58	9:10	9:16	9:21	9:28	9:33	9:39	9:43	9:48	9:52	.....	9:57	10:02	10:08	10:16	.....		
545	9:18	9:30	9:36	9:41	9:48	9:53	9:59	10:03	10:08	10:12	.....	10:17	10:22	10:29	10:36	.....		
545	9:38	9:50	9:56	10:01	10:08	10:13	10:19	10:23	10:28	10:32	.....	10:37	10:42	10:49	10:56	.....		
545	9:58	10:10	10:16	10:21	10:28	10:33	10:39	10:43	10:48	10:52	.....	10:57	11:02	11:09	11:16	.....		
545	10:18	10:30	10:36	10:41	10:48	10:53	10:59	11:03	11:08	11:12	.....	11:17	11:22	11:29	11:36	.....		
545	10:38	10:50	10:56	11:01	11:08	11:13	11:19	11:23	11:28	11:32	.....	11:37	11:42	11:49	11:56	.....		
545	10:58	11:10	11:16	11:21	11:28	11:33	11:39	11:43	11:48	11:52	.....	11:57	12:02	12:09	12:16	.....		
545	11:18	11:30	11:36	11:41	11:48	11:53	11:59	12:03	12:08	12:12	.....	12:17	12:22	12:29	12:36	.....		
545	11:38	11:50	11:56	12:01	12:08	12:13	12:19	12:23	12:28	12:32	.....	12:37	12:42	12:49	12:56	.....		
545	11:58	12:10	12:16	12:21	12:28	12:33	12:39	12:43	12:48	12:52	.....	12:57	1:02	1:09	1:16	.....		
PM	545	12:18	12:30	12:36	12:41	12:48	12:53	12:59	1:03	1:08	1:12	.....	1:17	1:22	1:29	1:36	.....	
	545	12:38	12:50	12:56	1:01	1:08	1:13	1:19	1:23	1:28	1:32	.....	1:37	1:42	1:49	1:56	.....	
	545	12:58	1:10	1:16	1:21	1:28	1:33	1:39	1:43	1:48	1:52	.....	1:57	2:02	2:09	2:16	.....	
	545	1:18	1:30	1:36	1:41	1:48	1:53	1:59	2:03	2:08	2:12	.....	2:17	2:22	2:29	2:36	.....	
	545	1:38	1:50	1:56	2:01	2:08	2:13	2:19	2:23	2:28	2:32	.....	2:37	2:42	2:49	2:56	.....	
	545	1:58	2:10	2:16	2:21	2:28	2:33	2:39	2:43	2:48	2:52	.....	2:57	3:02	3:08	3:19	.....	
	545	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

**EXPLANATIONS**  
 Sign Description  
 y Diverts on School Days only via Market St, Marist Pl, Victoria Rd, then normal route.



of the school peak, 8.30 from the Caravan Park and 3.45 from Chatswood have been avoided. In 2004 the route 259 reverted to School Holidays only and ceased operation altogether in 2006. However, the left turn arrow for the 259 from Plessey Road was still in place in September 2010.

Bus service between Chatswood and Fullers Bridge has prospered over the years. It has expanded westwards, now providing a link from Chatswood to Eastwood and Parramatta, while service for commuters and shoppers remains important. Two diversions, to Bradfield Park and to the

Caravan Park, both of which operated along the boundaries of the Lane Cove River National Park, have proved unviable in the long run and these no longer have bus service provided from Chatswood.



### SERVICES TO CHATSWOOD STATION

Time Period	Showing Route Number	Stations																
		A	B	C	D	E	F	G	H	I	J	L	M	N	O			
<b>Sunday &amp; Holidays</b>																		
AM	545	.....	.....	8:08	8:13	8:20	8:25	8:31	8:35	8:40	8:44	8:49	8:54	9:01	9:08	.....		
	545	8:50	9:02	9:08	9:13	9:20	9:25	9:31	9:35	9:40	9:44	9:49	9:54	10:01	10:08	.....		
	545	9:50	10:02	10:08	10:13	10:20	10:25	10:31	10:35	10:40	10:44	10:49	10:54	11:01	11:08	.....		
	545	10:50	11:02	11:08	11:13	11:20	11:25	11:31	11:35	11:40	11:44	11:49	11:54	12:01	12:08	.....		
	545	11:50	12:02	12:08	12:13	12:20	12:25	12:31	12:35	12:40	12:44	12:49	12:54	1:01	1:08	.....		
	545	12:50	1:02	1:08	1:13	1:20	1:25	1:31	1:35	1:40	1:44	1:49	1:54	2:01	2:08	.....		
	545	1:50	2:02	2:08	2:13	2:20	2:25	2:31	2:35	2:40	2:44	2:49	2:54	3:01	3:08	.....		
	545	2:50	3:02	3:08	3:13	3:20	3:25	3:31	3:35	3:40	3:44	3:49	3:54	4:01	4:08	.....		
	545	3:50	4:02	4:08	4:13	4:20	4:25	4:31	4:35	4:40	4:44	4:49	4:54	5:01	5:08	.....		
	545	4:50	5:02	5:08	5:13	5:20	5:25	5:31	5:35	5:40	5:44	5:49	5:54	6:01	6:08	.....		
	545	5:53	6:04	6:10	6:13	6:19	6:24	6:30	6:34	6:39	6:42	6:47	6:52	6:57	7:04	.....		
	545	6:55	7:05	7:11	7:14	7:20	7:25	.....	.....	.....	.....	.....	.....	.....	.....	.....		

**EXPLANATIONS**  
 Sign Description  
 y Diverts on School Days only via Market St, Marist Pl, Victoria Rd, then normal route.

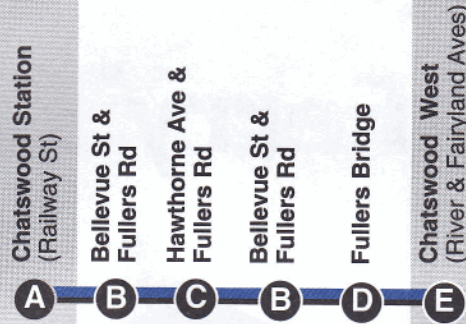
**CHRISTMAS/NEW YEAR PERIOD**  
 Between Christmas & New Year (excluding Public Holidays) a reduced peak hour timetable may operate.

## SERVICES TO CHATSWOOD WEST



256

Time Period



### Monday to Friday

AM

8.54	9.00	9.05	9.08	.....	.....
9.54	10.00	10.03	10.05	.....	.....
10.54	11.00	11.03	11.05	.....	.....
11.54	12.00	12.03	12.05	.....	.....
12.54	1.00	1.03	1.05	.....	.....

PM

1.54	2.00	2.03	2.05	.....	.....
2.54	3.00	3.04	3.08	.....	.....
b3.24	3.30	3.34	.....	3.36	3.37
3.52	3.59	4.03	4.07	.....	.....
b4.24	4.30	4.34	.....	4.36	4.37
4.54	5.01	5.05	5.09	.....	.....
b5.24	5.30	5.34	.....	5.36	5.37
5.54	6.01	6.05	6.09	.....	.....
b6.24	6.30	6.34	.....	6.36	6.37

### Saturday, Sunday & Holidays

AM

9.39	9.45	9.48	9.50	.....	.....
11.39	11.45	11.48	11.50	.....	.....

PM

1.39	1.45	1.48	1.50	.....	.....
3.39	3.45	3.48	3.50	.....	.....
4.39	4.45	4.48	4.50	.....	.....

### EXPLANATIONS

Sign Description

**b** Operates direct via Fullers Rd to Fullers Bridge (see PM peak diversion on map).

### CHRISTMAS/NEW YEAR PERIOD

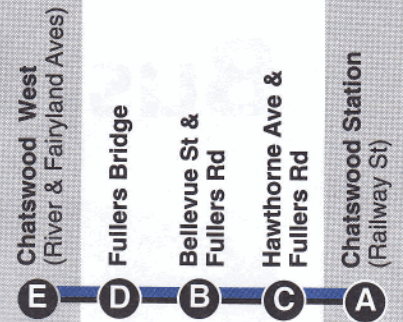
Between Christmas & New Year (excluding Public Holidays) a reduced peak hour timetable may operate.

## SERVICES TO CHATSWOOD STATION



256

Time Period



### Monday to Friday

AM

.....	.....	6.50	6.55	7.05
7.16	7.18	7.23	7.28	7.38
7.48	7.50	7.55	8.00	8.10
8.23	8.25	8.30	8.35	8.45

PM

.....	.....	9.00	9.05	9.15
9.23	9.25	9.30	9.33	9.41
.....	.....	10.00	10.03	10.11
.....	.....	11.00	11.03	11.11
.....	.....	12.00	12.03	12.11
.....	.....	1.00	1.03	1.11
.....	.....	2.00	2.03	2.11
.....	.....	3.00	3.04	3.15
3.37	3.39	.....	.....	3.46
.....	.....	3.59	4.03	4.14
4.37	4.39	.....	.....	4.46
.....	.....	5.01	5.05	5.16
5.37	5.39	.....	.....	5.46
.....	.....	6.01	6.05	6.16

### Saturday, Sunday & Holidays

AM

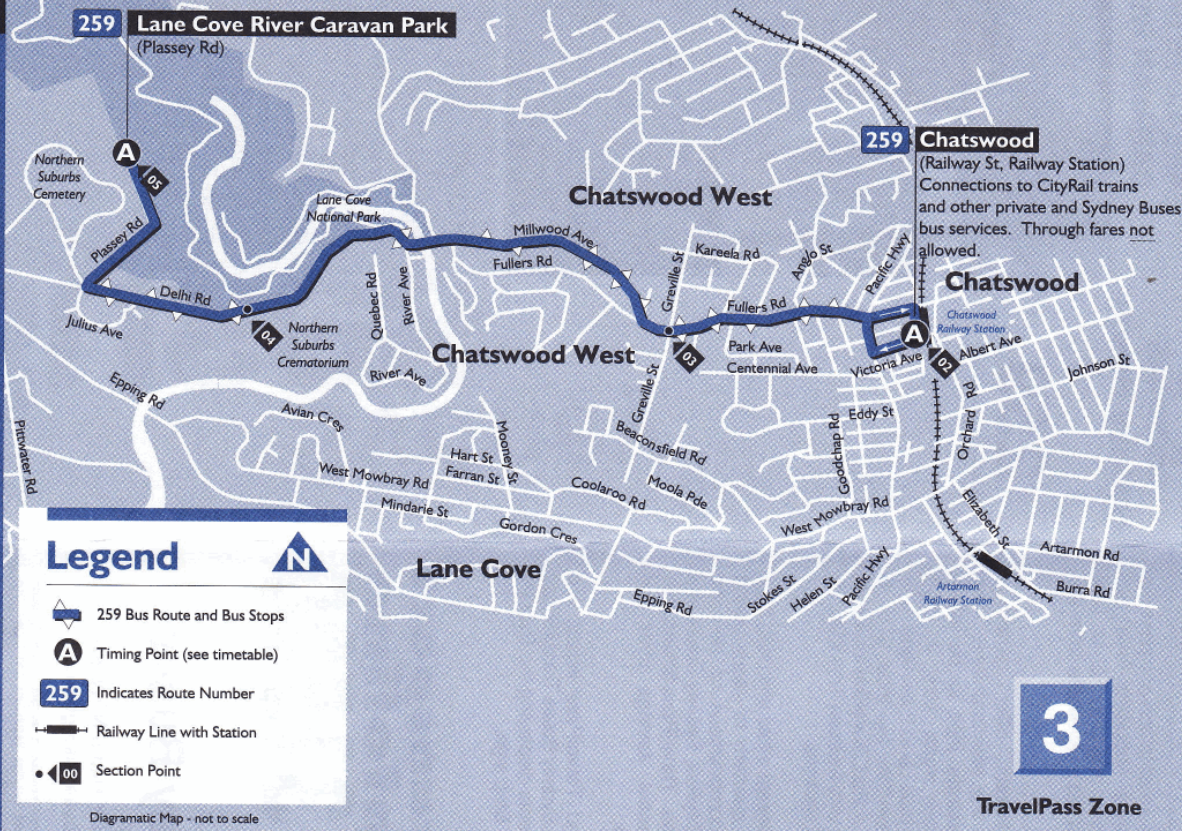
.....	.....	9.45	9.48	9.56
.....	.....	11.45	11.48	11.56

PM

.....	.....	1.45	1.48	1.56
.....	.....	3.45	3.48	3.56
.....	.....	4.45	4.48	4.56



**259 Chatswood** ◀ ▶ **Lane Cove River Caravan Park**



Fare and Ticket information is available in our ticket guide.

**SERVICES TO CHATSWOOD**

	<b>259</b>	Lane Cove River Caravan Park	Fuller's Bridge	Chatswood Station (Railway St)
Time Period		A	B	C
<b>SCHOOL DAYS</b>				
Monday to Friday				
AM		9:30	9:36	9:43
▼		10:30	10:36	10:43
<b>SCHOOL HOLIDAYS</b>				
Monday to Sunday				
AM		8:30	8:36	8:51
▼		9:30	9:36	9:43
		10:30	10:36	10:43

**SCHOOL DAYS**  
SATURDAY, SUNDAY & PUBLIC HOLIDAYS  
NO SERVICE

**SERVICES TO LANE COVE RIVER CARAVAN PARK**

	<b>259</b>	Chatswood Station (Railway St)	Fuller's Bridge	Lane Cove River Caravan Park
Time Period		C	B	A
<b>SCHOOL DAYS</b>				
Monday to Friday				
PM		2:35	2:41	2:47
▼		4:30	4:38	4:44
<b>SCHOOL HOLIDAYS</b>				
Monday to Sunday				
PM		3:45	3:53	3:59
▼		4:45	4:53	4:59
		5:45	5:53	5:59

**SCHOOL DAYS**  
SATURDAY, SUNDAY & PUBLIC HOLIDAYS  
NO SERVICE