



The Times

August 2011

Big Questions issue

JOURNEY No. 1		JOURNEY No. 2	
Melbourne	8.30	Ballarat	9.20
Footscray	8.47	Benalla	9.50
Geelong	9.20	Bendigo	10.20
Colac	9.43	St. Arnaud	10.43
Camperdown	10.01	Donald	11.06
Terang	10.33	Wycheproof	11.25
Warrnambool	11.02	Charlton	11.49
Port Fairy	11.55	Ouyen	12.12
Portland	12.17	Mildura	12.31
Hamilton	12.49	Swan Hill	12.44
Heywood	1.17	Echuca	1.02
Mortlake	2.10	Kyneton	2.11
JOURNEY No. 3		JOURNEY No. 4	
Sydney	8.30	Newcastle	5.02
Moss Vale	9.10	Coff's Harbour	5.47
Goulburn	9.20	Grafton	6.10
Wagga	9.57	Young	6.21
Canberra	10.18	Grenfell	6.52
Albury	11.44	Dubbo	7.21
Corowa	12.40	Orange	8.06
Katoomba	1.47	Parkes	8.26
Penrith	2.30	Bathurst	9.21
Tamworth	3.25	Lismore	10.17
Junee	3.36	Bourke	10.30
Yass	9.20	Broken Hill	11.25
JOURNEY No. 5		JOURNEY No. 6	
Brisbane	10.11	Charleville	9.09
Ipswich	10.33	Longreach	9.39
Toowoomba	10.58	Cloncurry	9.57
Warwick	11.22	Cunnamulla	10.32
Southport	11.47	Gympie	11.01
Roma	12.15	Bundaberg	11.27
Maryborough	12.46	Charters Towers	11.39
Rockhampton	12.59	Blackall	12.01
Bowen	1.22	Mt. Morgan	12.15
Townsville	2.03	Winton	12.27
Cairns	2.33	Hughenden	12.49
Cooktown	3.30	Innisfail	1.11

Inside: Multiple mysteries

Thornleigh by bus

Suspension of belief at Wangaratta

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The Times

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Issue No. 329 Vol 28 No. 08

—Contents—

WHAT BRANCH LINE IS THAT?	3
WANGARATTA AT EIGHT	6
THORNLEIGH	8
LETTERS	14
WHEN WILL THEY SPEED UP AGAIN?	15

On the front cover



¿Que?

The *Mystery Image* on the front cover, of a timetable with surprisingly strange schedules, comes from member Brendan Whyte, who promises to reveal all in next month's issue. It is an appetizer for another quiz from David Hennell, which commences on page 3. In the spirit of competition, then— can you place and date the photograph at right and provide the date of the closest-known timetable for the transport modes shown therein?



Contributors The Times

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The Times on-line

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

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Which branch line is that?

DAVID HENNELL

Instead of the more usual talk presented by one of the members, a branch line identification activity was held at a recent meeting of the Melbourne Division of the Association. Those present were given simplified but otherwise complete extracts from Victorian country branch line tables taken from the public timetable of a specified date. Considerable detective work and discussion took place as the railways' identities were determined. Given the enjoyment and amount of interest generated, it was suggested that I prepare a national version for publication in *The Times*.

As some of our readers will be less familiar with branch line railways outside their home state or territory, I've given more assistance below than I did at the meeting. The following guidelines may be of help:-

- all branches are country lines, although one of them would probably be considered to be an outer suburban line nowadays
- the terminus of the railway shown in the timetable extract is the maximum extent of the branch and hence the entire length of the line is open for passenger traffic at the date of the timetable
- the extract gives the complete passenger service including all intermediate stations at which trains terminate and originate
- there are no ordinary branches off the branch lines illustrated although there may be industrial lines or sidings at some stage during the branch's life
- if the branch line trains travel along a main line, then the times from their main line station of origin are shown, otherwise trains originate at the junction station
- the passenger service may be provided by loco-hauled passenger trains, rail motors, mixed trains, car goods, goods trains with passenger accommodation, parcels trolleys taking passengers, road vehicles or some combination of these
- the symbols used are those in the timetable concerned and have the standard meaning applicable to timetables of that system at that date
- except where this would give too much away, an indication of the general area in which the branch line is located, or some other information to aid in its identification, is provided
- apart from the example from the Commonwealth Railways, all extracts are taken from public timetables

		M, F	Tu, Th, Sa	W	M, W, F
Junction Station	d	0700	0935	1040	1820
Intermediate Station A	a	0855	<u>1145</u>	1220	<u>2005</u>
	d	0925		1240	
Intermediate Station B	a			<u>1345</u>	
Terminus	a	<u>1140</u>			

		M, F	Tu, Th, Sa	W	M, F	W
Terminus	d				1225	
Intermediate Station B	a				1335a	1415
Intermediate Station A	a				1450	1520
	d	0440	0655	0830	1520	1540
Junction Station	a	<u>0620</u>	<u>0830</u>	<u>1010</u>	<u>1710</u>	<u>1720</u>

- the branch lines have generally been selected because they have interesting or short lived services, although the alterations between successive timetables may be only slight
- extracts are given in the 24 hour clock to avoid ambiguity although the timetables are, naturally, printed in a.m. and p.m. times
- there is a range of difficulty
- *The photos are little help! - Ed.*

If you are sufficiently fortunate to have the appropriate timetable in your collection, please don't refer to it until you are satisfied with your identification. However, there is no restriction on the use of nearby timetables. Railway maps of any vintage may be of assistance, too.

Answers, comments and the timetables concerned will appear in October. As my local pizza retailer says, *enjoy!*

Queensland

Queensland Railways PTT 17th November 1929

- a branch line off the North Coast Line between Brisbane and Rockhampton

		Tu, Sa	M, F	W
Originating Station	d	0850	0850	1000
Junction Station	a	.	1015	1142
	d	0940	1030	1200
Terminus	a	<u>1220</u>	<u>1600</u>	<u>1828</u>

		Tu, Sa	Th	W, Sa
Terminus	d	0835	1040	1445
Junction Station	a	1431	1615	1720
	d	1450	1635	1721
Terminating Station	a	<u>1650</u>	<u>1809</u>	<u>1815</u>

- there is a large town (well, large for a branch line) between Junction Station and Intermediate Station A but no trains terminate there



New South Wales

Department of Railways New South Wales Country PTT 4th October 1942 (the reprint embodying amendments up to 30th April 1943)

- a branch line that would be found in the Western Division WTT

Victoria

Victorian Railways Country PTT 21st October 1929

- a branch line off the South East main line

Tasmania



Government Railways of Tasmania PTT 5th September 1927

- additionally, there is a conditional "Goods Train with van compartments" which ran to unspecified times from a nearby main line Originating Station to Terminus and return on Tu, Th, Sa. (Originating Station was 15 miles from Junction Station.)

- one of the many branches off the Western Line

South Australia



South Australian Railways PTT 21st October 1935

- a branch line off the South line
- at the date of the timetable, there was only one city station in Adelaide so we'll refer to it as 'Adelaide'

Note: The 0940 train from Adelaide is shown in the timetable as terminating at Intermediate Station A and the 1202 to Adelaide originates at Intermediate Station B. This is not a transcription error.

Commonwealth

Commonwealth Railways Circular OC.12/57 1st July 1957

- it would be inappropriate to tell you that this branch is the rump of a former main line, so I won't

		Tu, Th, Sa	M, W, F	M	W, F
Junction Station	d	0650	0655	0950	0950
Intermediate Station A		0845	0800	1040	1040
Intermediate Station B				1235	1235
Terminus	a			1315	

		M, W, F	Tu, Th, Sa	M	W, F
Terminus	d			1350	
Intermediate Station B				1420	1420
Intermediate Station A		0815	0900	1540	1540
Junction Station	a	0900	0945	1755	1755

		M - Sa	M - Sa	M - Sa
Junction Station	d	1145	1525	1700
Intermediate Station A		1225	1600	1740
Terminus	a	1250		1805

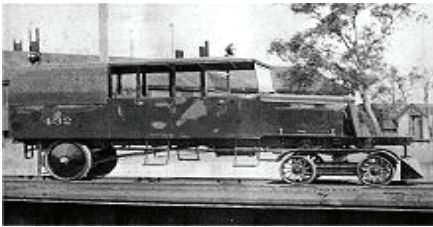
		M - Sa	M - Sa	M - Sa
Terminus	d	1035	1415	
Intermediate Station A		1100	1440	1610
Junction Station	a	1125	1505	1635

		M - Sa	M - F	Sa
Adelaide	d	0940	1635	1822
Junction Station	a	1129	1811	1952
	d	1130	1814	1953
Intermediate Station A		1134	1819	1958
Intermediate Station B			1826	2005
Terminus	a		1908	2047

		M - Sa	M - F	Sa
Terminus	d	0656		
Intermediate Station B		0737	1202	1202
Intermediate Station A		0746	1211	1211
Junction Station	a	0750	1215	1215
	d	0753	1216	1216
Adelaide	a	0924	1345	1352

		M	Tu	Th	F
Originating Station	d	rail	rail	road	rail
Junction Station	a		1000	1530	
			1010	..	
			road		
Intermediate Station A	d		1115	..	
	a		1215	1630	
	d	1730			0145
Terminus	a	1919			0334

		M	Tu	Th	F
Terminus	d	rail	road	road	rail
Intermediate Station A	a	2200			0615
	a	2345			0800
Junction Station	d		1000	1400	
	a		1100	..	
			rail		
	d		1120	..	
Terminating Station	a		1130	1500	



Western Australia

Western Australian Government Railways
PTT 26th November 1934

- with the introduction of regional WTT books in the mid 1950s, this branch line appeared in the Great Southern Railway WTT
- it was standard WAGR practice over the years for many trains that are given both arrival and departure times to be shown as stopping only if required, even when the stop may have been of considerable duration and at a major station
- although the actual table lists the trains in time order, they are shown in day order in our extract for ease of interpretation
- the times in italics are estimated arrival times

Note: According to a footnote in WAGR WTTs of the period, if the main line train that provided the connection at Junction Station to Terminating Station on Tuesday and Saturday were running late, then the branch line train was to continue as a through train from the junction on the times of the main line train rather than it follow the main line train empty (provided that the main line train would not be further delayed in so doing).

Private

New South Wales Railways PTT 27th May 1923

- the connecting train departed Sydney at 0927 Friday

Permanently isolated government line

Western Australian Government Railways
PTT 22nd May 1916 a choice of just two lines

Despite the timetable commencement date, the dates of operation are those actually shown in the timetable.

Cross border railway

Victorian Railways Country PTT 11th December 1939

- the border is just north of Intermediate Station A



		M	Tu	Tu	Tu
Originating Station	d	0745	0615	0825	1735
Junction Station		0830	0655	0915	1815
Intermediate Station A	a	<i>0943</i>	<i>0753</i>	<i>1028</i>	<i>1913</i>
Intermediate Station B	d	0953a		1038a	
	a	<u>1047</u>		1132	
Terminus	d			1150	
	a			<u>1456</u>	

		W	Th	F	Sa
Originating Station	d	0825	1100	0825	1330
Junction Station		0915	1145	0915	1410
Intermediate Station A	a	<i>1013</i>	<i>1247</i>	<i>1028</i>	<i>1510</i>
Intermediate Station B	d	1021	1255	1038a	1518
	a	<u>1110</u>	1342	<u>1132</u>	<u>1607</u>
Terminus	d		1355		
	a		<u>1615</u>		

		M	Tu	Tu	W	W
Terminus	d					0815
Intermediate Station B	d					1120
	a	1145			1130	1220
Intermediate Station A	d	1255a	0805	1920	1225	1330a
	a	<u>1422</u>	<u>0905</u>	<u>2020</u>	<u>1325</u>	<u>1455</u>
Junction Station	d	1427		2025	1330	1501
	a	<u>1507</u>		<u>2105</u>	<u>1410</u>	<u>1540</u>

		F	F	Sa	Sa
Terminus	d	0915			
Intermediate Station B	a	<u>1128</u>			
	d		1230	0715	1625
Intermediate Station A	d		1340a	0805	1720
	a		<i>1505</i>	<u>0905</u>	<i>1821</i>
Junction Station	d		1511		1825
	a		<u>1550</u>		<u>1905</u>

		F			F	
Junction Station	d	1330		Terminus	d	0830
Terminus	a	<u>1730</u>		Junction Station	a	<u>1230</u>

		Alt. W comm. 17th May			Alt. F comm. 19th May	
Coastal Station	d	<i>0700</i>		Inland Terminus	d	0830
Inland Terminus	a	<u>1552</u>		Coastal Station	a	<u>1722</u>

		Tu, Sa	M - Sa	M - Sa
Junction Station	d		1200	2010
Intermediate Station A	a		<u>1320</u>	<u>2125</u>
	d	0800		
Terminus	a	<u>1000</u>		

		M - Sa	Tu, Sa	M - Sa
Terminus	d		1100	
Intermediate Station A	a		<u>1300</u>	
	d	0835		1635
Junction Station	a	<u>0950</u>		<u>1750</u>

Wangaratta at Eight

JIM WELLS

A recent acquisition has been the October 30th 1939 Victorian Railways Working Time Table for the North-Eastern District.

One of the more interesting branch line tables is that for the narrow gauge (760mm) line from Wangaratta, a major town on the Main Line, running south down the King River valley to Whitfield. This line was the first of four steam operated narrow gauge government lines in Victoria. The world famous *Puffing Billy* line, just outside Melbourne, is now a tourist railway. A tourist railway also operates on part of the Walhalla line in Gippsland.

The first thing of interest is that the postal motor service is unbalanced, i.e. a different number of Up trips to Down over a week. One often sees this in public timetables when there are empty trips or trains are combined but normally not without explanation in working books.

Further examination suggests that the time table was very sloppily prepared. In the Up direction No 6 goods (freight) on Thursday arrives at Wangaratta at exactly the same time as the Postal Motor, having left Moyhu 18 min later than the motor.

A quick digression about the motor. This was a covered Casey Jones ganger's trolley and trailer and became known as the "*Spirit*

of Salts". Source: ARHS *Bulletin* April 1957 p54. It ended its days on Puffing Billy; the trailer is well remembered.

But it's when you read the notes that the sloppiness becomes more evident. No 5 goods is referred to there as being the 6 am train whereas the time table says 7 am.

The point of the notes is to allow what many would regard as a most unsatisfactory safeworking procedure, i.e. the regular running of a train without the staff or a ticket. This is not the place to argue the safeworking niceties but it's a wonder the VR didn't implement on this line what they then called "Section Orders", a form of Train Order or warrant system. This would have avoided the need for special instructions.

The signalman at Wangaratta had certain things to do around 8 am in connection with this. One wonders how busy he was at this time. The answer is not very busy, unless the station had a pilot (shunting) loco which had commenced work for the day, which it probably had.

Between the northbound passage of the Blue¹ at 9.25½ pm the night before and the southbound next morning at 8.46 am there were no Up (southbound) trains at all. In the Down direction there were three

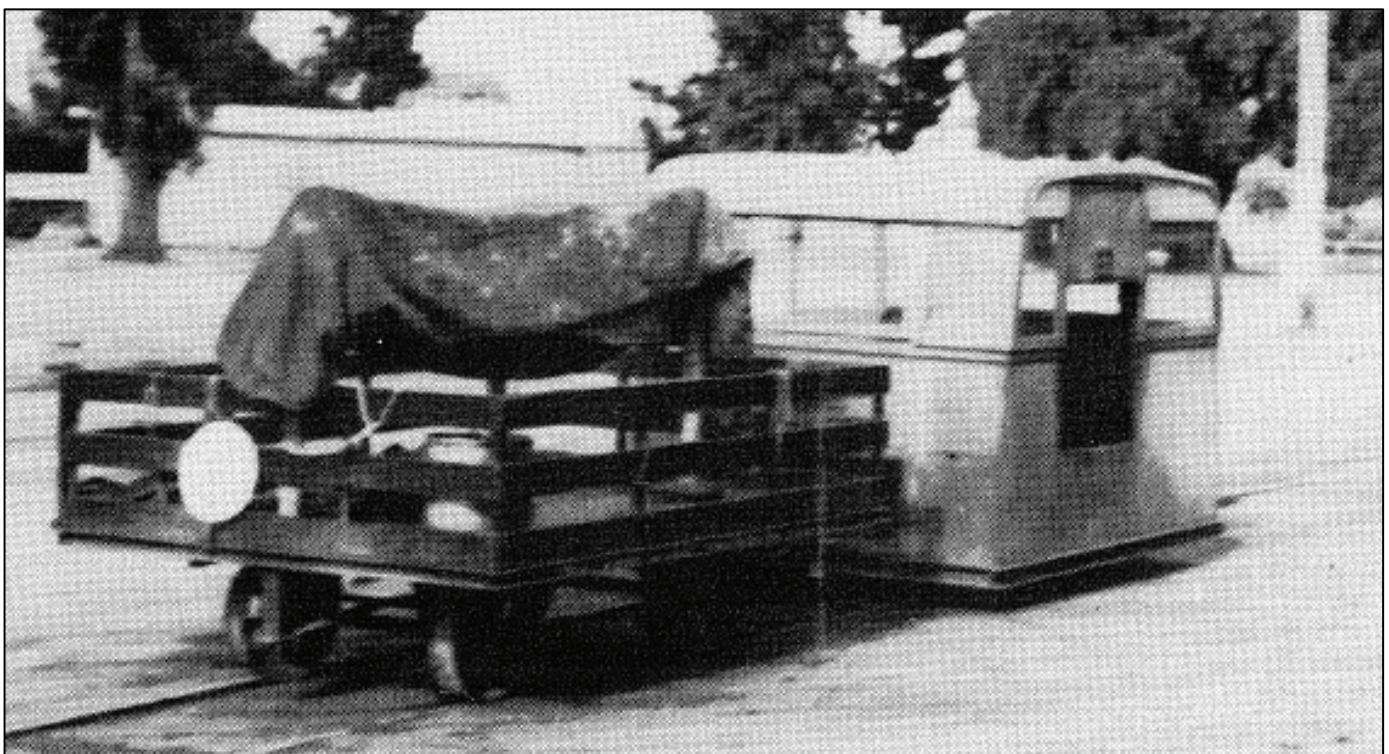
'goods' trains, No 3 (arr. 1.35- dep. 1.45 am), No 101 Fast non stop at 3.15 am (genuinely fast – 2 hours Benalla–Wodonga) and No 11 (6.50 – 7.30 am). This last would have done all the 'roadside' work between Benalla and Wodonga.

These three were the only goods trains regularly scheduled between Benalla and Wodonga; there were only two goods trains out of Wodonga on the Up on a Thursday: No 58 Roadside at 10.00 am and No 90 Fast at 4.30 pm.

The time table did, of course, make provision for 'if required' or conditional goods trains, e.g. No 56 at 8.45 am. One wonders how often these ran.

The fewness of trains then is interesting as a historical reflection on the current debate about traffic levels on the ARTC interstate network. In 1939 sea freight was far more important than it is today.

Notes: (1). The "*Blue*" was the nickname for the VR's crack interstate express "The Spirit of Progress" running between Melbourne and Albury to connect with NSW trains. Member Ian Brady had a very comprehensive article published on this train in the November 2007 issue of "*Australian Railway History*".



WANGARATTA—WHITFIELD (Narrow Gauge).

Down					Up.					
Height above Sea.	Miles.	STATIONS.	1 Postal Motor. Daily.	3 Goods Tues.	5 Goods. Thurs.	Miles.	STATIONS.	2 Postal Motor. Tues. exc.	4 Goods. Tues.	6 Goods. Thurs.
feet			P.M.	A.M.	A.M.			A.M.	A.M.	A.M.
493	145½	WANGARATTA† dep. W	1 30	3 0	7 0	—	Whitfield + W dep.	8 0	8 0	—
						1¼	Pieper N C ...	...	...	...
						2¼	Jarrott N C ...	...	...	...
						4½	King Valley N C ...	8 25	8 20	...
						6	Hyem N C ...	...	...	...
500	148	Targoora N C ...	...	...	...	8¼	Edi N C W ...	8 50	8 45	...
509	150½	Laceyby N C ...	...	...	...	10	Dwyer N C ...	...	...	...
514	152	Oxley N C ...	2 5	...	...	11¼	Claremont N C ...	...	...	...
525	155½	Skehan N C ...	...	...	...	12¼	Angleside N C ...	...	...	...
537	157½	Docker N C ...	2 40	...	...	14	Moyhu N C ...	9 22	10 0	9 40
548	160	Byrne N C ...	...	...	...	15½	Byrne N C ...	...	...	...
564	161½	Moyhu N C ...	3 4	...	8 30	18	Docker N C ...	9 45	10 25	...
						20¼	Skehan N C ...	...	...	...
580	163½	Angleside N C ...	...	...	...	23¼	Oxley N C ...	10 20	...	...
596	164½	Claremont N C ...	...	...	...	25¼	Laceyby N C ...	...	...	...
596	165½	Dwyer N C ...	...	...	...	27¼	Targoora N C ...	...	...	...
620	167½	Edi N C W ...	3 40	...	...				Noon	
670	169½	Hyem N C ...	...	...	...	30¼	WANGARATTA † arr. W	11 0	12 0	11 0
704	171½	King Valley N C ...	4 2	...	...			
736	173	Jarrott N C ...	...	...	...		
758	174	Pieper N C ...	...	...	...	175½	MELBOURNE (Spencer- street) W arr.	...	...	...
807	175½	Whitfield † W arr.	4 30	6 45	...					

Mails are conveyed by the 8.0 a.m. (No. 4) Goods Tuesdays.

When Nos. 5 and 6 Goods run on Thursdays, the following instructions will apply:—

The 1.30 p.m. (No. 1) Postal Motor on Wednesdays will be despatched from Wangaratta to Whitfield on a Staff Ticket, and the 6 a.m. (No. 5) and 8 a.m. (No. 6) Goods on Thursdays will run between Wangaratta and Moyhu on the Train Staff. The Signaller at Wangaratta must hand the Driver of the 6 a.m. Goods a written Order, together with the Train Staff, instructing him that his train must not proceed beyond Moyhu and that the 8.0 a.m. Up Postal Motor will be running from Whitfield to Wangaratta without the Staff or Staff Ticket. The Driver of the 6 a.m. Goods must sign for the Instruction on a copy held by the Signaller at Wangaratta.

Authority is hereby granted for the 8.0 a.m. Up (No. 2) Postal Motor on Thursdays (when Nos. 5 and 6 Goods are scheduled) to run from Whitfield to Wangaratta without the Driver being in possession of the Train Staff or Staff Ticket. In this connexion, the Driver of the 8.0 a.m. Up Postal Motor must, prior to departing from Whitfield on Thursdays, communicate with the Signaller at Wangaratta and definitely ascertain that the 6 a.m. Goods to Moyhu is the only train on the Line. The Driver of the 8.0 a.m. Postal Motor must approach Moyhu cautiously, and if the Line is clear may enter the Station, where he must again communicate with the Signaller at Wangaratta and obtain the latter's permission to depart from Moyhu. The Signaller at Wangaratta must not give permission to the Driver of the 8.0 a.m. Up Postal Motor to depart from Moyhu until the 8 a.m. Up Goods has arrived complete at Wangaratta, and the Train Staff for the Section has been secured under lock and key. The Staff must not be again released until the 8.0 a.m. Postal Motor has arrived at Wangaratta.

For details of Co-ordinated Road Motor Service between Wangaratta, Oxley and Harrietteville, see Wall Sheet No. 5, Table No. 60B.

— 38 —



Victorian Railways
Locomotive No. 1A on Construction Train, Whitfield

Thornleigh

JIM O'NEIL

In the 1950's I collected private bus timetables mainly along the North Shore Line, where I lived and went to school. I did get some from areas further west, from the Hunters Hill Bus Company and from a few bus routes radiating from Pennant Hills. My first timetable this month is J.W.A. Mathieson's timetable for the Route 148, commencing 16th June, 1959 (right & page 9). The route 148 ran between Pennant Hills and Hornsby Stations, starting on the western side of the main northern railway line, but coming over to the east at Duffy Avenue, so the normal route passed Waitara P.O. Journeys marked *DPR*, direct via Pennant Hills Road followed this route, but didn't divert a block northwards to set down at Normanhurst Station. The entire timetable has been fitted on a green cardboard sheet of less than A4 size. The main service was operated by a single bus, running from 7.00 a.m. to 6.25 on Mondays to Fridays, with a lunch break between 12.45 and 1.15, with Saturday morning service between 8.05 and 11.55.

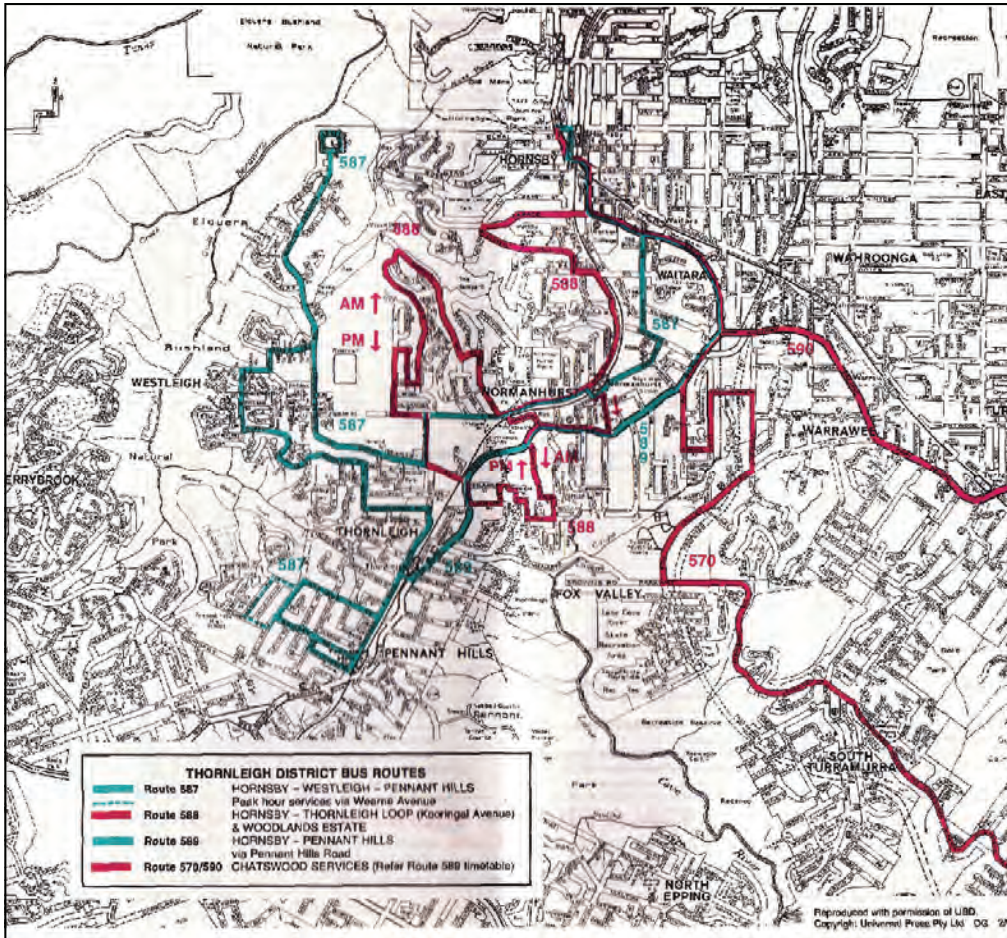
A second bus provided service to Dartford and Beresford Road, in the northern part of Thornleigh. This provided peak hour service, school specials and one off-peak shopping service, which left forty minutes at Hornsby to shop. The last bus to Dartford Road is found, not in the Dartford Road section, but in the main timetable. The 6.01 bus from Pennant Hills is labelled "*Dart Rd.*" after the Normanhurst timing point, though it must have gone to Dartford Road before Normanhurst. We may note some other abbreviations explained in the notes. *YR* indicates via Yarrara Road direct. Buses normally went via Bellamy Street, half a mile further west of the railway – but you won't find any mention of Bellamy Street in the timetable. *CR* indicates the bus avoided the Waitara P.O. by taking a set of streets from Clarke Road to Pretoria Parade on the west side of the railway line, where it just touched on the edge of the territory of the route 104. *HC* indicates the bus ran west on Duffy Avenue to the Housing Commission Homes around Kentwell Avenue. Homes had started to be built out into the gentle hilly country to the west of the railway in 1959 and they now spread out to the edges of the steep drops down to Berowra Creek and its tributaries. There was only one bus a day to the Housing Commission Homes, leaving Hornsby at 1.55 p.m. on weekdays and 9.45 on Saturdays, and looping back to Hornsby without going to Pennant Hills in

TIME - TABLE											Route No. 148	
FROM HORNSBY TO PENNANT HILLS RAILWAY STATION												
MONDAYS TO FRIDAYS												
PENNANT HILLS Station A.S.	NLR	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Thornleigh Station	7.00	8.00	9.13	10.10	11.40	1.15	-	3.05	4.05	5.08	6.01	
Duffy Ave. & Esplanade	7.08	8.08	9.12	10.18	11.42	1.26	-	3.16	4.12	5.18	6.12	
Normanhurst Station							HC					
Waitara Post Office	7.11	8.11	9.15	10.21	11.45	1.29	2.13	3.19	4.15	5.16	6.16	
HORNBSBY arr.	7.17	8.17	9.19	10.27	DPR	DPR	2.18	3.24	4.20	DPR	6.21	Dart
	7.25	8.28	CR	CR	12.02	CR	2.27	3.34	4.28	5.29	Rd.	
	7.28	8.37	9.44	10.40	12.05	1.50	2.30	3.37	4.35	5.32	6.25	
		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
HORNBSBY STATION A.S.	7.30	8.40	9.45	10.55	12.17	1.55	2.35	3.41	4.40	5.40		
Waitara Post Office	7.32	8.47	9.47	CR	CR	1.57	CR	3.44	4.42	5.42		
Normanhurst Station	7.40	8.50	DPR	11.08	DPR	DPR	2.48	DPR	DPR	5.47		
Duffy Ave. & Esplanade	7.45	8.59	9.56	11.13	12.33	2.08	2.54	3.57	4.51	5.52		
Thornleigh Station	7.48	9.2	9.59	11.16	12.36	HC	2.57	4.00	4.54	5.55		
PENNANT HILLS Station arr.	7.57	9.11	10.08	11.25	12.45	-	3.02	4.05	5.00	6.00		
							YR	YR	YR	YR		
							PS					
SATURDAYS												
PEN. HILLS Stn., A.S.	a.m.	a.m.	a.m.	a.m.				a.m.	a.m.	a.m.	a.m.	
Thornleigh Station	8.05	9.05	-	10.55				8.35	9.45	10.25	11.30	
	8.14	9.14	-	11.04				3.37	CR	CR	CR	
			HC						DPR	DPR	DPR	
Duffy Ave. & Esplanade	8.17	9.17	10.03	11.07				8.52	9.58	10.42	11.42	
Normanhurst Station	8.23	9.24	10.08	DPR				8.55	HC	10.45	11.45	
Waitara Post Office	CR	CR	10.18	11.20						YR	YR	
HORNBSBY arr.	8.34	9.40	10.21	11.23						9.04	-	10.53
												11.55
DARTFORD ROAD SERVICE												
Depart		a.m.	a.m.	a.m.	a.m.			p.m.	p.m.			
PENNANT HILLS		6.30	7.31	-	9.30			3.25	4.55			
Thornleigh Station		6.38	7.39	8.26	9.38			3.33	5.05			
Duffy Avenue		6.41	7.42	8.29	9.41			3.39	5.08			
						Special		3.41	TS	5.14		
Dartford & Beresford Rd.		6.47	7.48	8.35	9.47			3.49	NS	5.29		
Normanhurst Station		6.50	7.52					4.05				
Arr. HORNBSBY		6.59	8.02	-	9.59							
Depart		a.m.	a.m.	a.m.	a.m.			p.m.	p.m.			
HORNBSBY		7.0	8.03	-	10.40			4.15	5.50			
Normanhurst Station		7.9	8.12	-	10.49			4.25	6.00			
Dartford & Beresford Rd.		7.13	8.16	-	10.53			4.30	6.04			
Duffy Avenue		7.19	8.22	-	10.59			4.36	6.10			
Thornleigh Station		7.22	8.25	8.51	11.02			4.39	YR	6.12	YR	
Arr. PENNANT HILLS		7.30	-	9.07	11.10			4.47		6.21		
NOTES.—AS denotes Authorised Stand.												
CR denotes via Clarke Rd., Neutral Rd., Hall Rd., Fullers Ave. & Pretoria Parade.												
DPR denotes Direct via Pennant Hills Rd., not diverging to Normanhurst Station.												
HC denotes serves Housing Commission Homes via Kentwell, Barrett & Sinclair Avenues.												
PS denotes diverted to Public School via Ramsay Rd. and Rosemund Avenue.												
YR denotes via Yarrara Rd. direct to Pennant Hills Station.												
DT denotes serves Dartford and Beresford Rd.												
TS denotes Thornleigh School.												
NS denotes Normanhurst School.												

both cases. Anyone wanting to take the bus from the Housing Commission would need to have walked one way down Duffy Avenue as far as the Esplanade. It's surprising there wasn't a return trip on any day at all.

My next timetable was issued by Shorelink on the 12 August 1991 (see pages 9-11) The routes have been renumbered in the Sydney Regional scheme, and three different routes have now been distinguished. The main route from Pennant Hills to Hornsby has been numbered 587, and it now ran through the suburb of Westleigh to the Quartersessions Road loop, and up Chilvers and Sefton Roads, not crossing to the eastern side of the railway until it reached Normanhurst Station. We can see that more timing points are now listed. Not

only do we find them for the new sections of the route along Quartersessions Road, but we now have Bellamy Street shown to the west of Pennant Hills. This timing point is skipped in the contra flow direction, marked *Y* in the timetable, not just returning to Pennant Hills in the evening, as in the 1959 timetable, but also departing from there in the mornings. Similarly, the buses to and from Hornsby take a shorter route, along College Crescent and Malsbury Road, marked *C*, in the contra-flow direction. At weekday shopping times the buses left Hornsby at ten minutes past the hour, but they didn't stick to a clock face timetable for the rest of their runs. One bus will cover the off peak services, but half a dozen were needed in the peak hours.



Route 589: PENNANT HILLS to HORNSBY
via Pennant Hills Road and Pacific Highway

* Also shows journeys on route 570 and 590 between Hinemca Avenue and Hornsby.

PENNANT HILLS	THORNLEIGH	WAHROONGA			HORNSBY
Pennant Hills Station	Duffy Avenue & Pennant Hills Road	Bristol Avenue	Hinemca Avenue & Pennant Hills Road (Bowden Drive)	Pearce Corner	Hornsby Station
WEEKDAYS MORNINGS					
..	57.42	..	S7.46	S7.48	S7.55
..	..	..	..	8.01	8.07
..	..	..	W8.12	8.14	8.22
..	8.29	..	8.34	8.38	8.45
..	..	..	8.47	8.53	9.09
9.06	9.11	9.13	H9.15	9.17	9.23
..	..	..	9.18	9.18	9.24
..	..	..	W9.38	9.40	9.46
..	..	10.23	H10.25	10.27	10.33
..	..	..	..	10.35	10.44
10.35	10.41	..	10.46	10.48	10.54
..	..	11.29	H11.26	11.27	11.33
AFTERNOONS					
..	..	..	..	12.06	12.14
12.15	12.21	..	H12.25	12.27	12.33
..	..	..	12.28	12.28	12.34
1.45	1.51	1.26	H1.28	1.30	1.36
..	..	..	1.56	1.58	2.04
..	..	..	..	2.08	2.14
..	..	2.26	H2.26	2.30	2.36
..	..	..	..	3.11	3.18
..	..	..	..	4.00	4.07
..	..	..	..	4.18	4.26
..	..	..	..	4.29	4.37
..	..	..	..	5.10	5.19
..	..	..	..	5.36	5.47
..	..	..	..	6.10	6.19
..	..	..	..	6.58	7.05

EXPLANATIONS:
 H — Route 570 bus, runs from Bristol Avenue via Hinemca Avenue and Pennant Hills Road.
 S — Bus runs on school days only.
 W — Bus starts from Woodlands Estate then runs via Stuart Avenue and Pennant Hills Road.

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Route 589: HORNSBY to PENNANT HILLS
via Pacific Highway and Pennant Hills Road

* Also shows journeys from Hornsby on Route 570 to Hinemca Avenue and Route 590 to Pearce Corner.

Route Number	HORNSBY	WAHROONGA		THORNLEIGH	PENNANT HILLS	
	Hornsby Station	Pearce Corner	Hinemca Avenue & Pennant Hills Road (Bowden Drive)	Bristol Avenue	Duffy Avenue & Pennant Hills Road	Pennant Hills Station
WEEKDAYS MORNINGS						
570	6.26	6.31	6.32	6.34	..	..
570	6.37	6.42	6.44	6.49C	..	..
570	6.56	7.01	7.03	7.05C	..	..
590	7.56	8.00P	..	..	..	..
590	8.25	8.30P	..	..	..	..
570	9.41	9.46	9.46	9.50C	..	..
589	10.16	10.20	10.22	..	10.26	10.34
570	10.41	10.46	10.48	10.50C	..	..
590	11.05	11.10P	..	..	..	..
570	11.41	11.46	11.46	11.50C	..	..
589	11.55	12.00	12.02	..	12.06	12.14
AFTERNOONS						
570	12.41	12.46	12.48	12.50C	..	..
590	1.05	1.10P	..	..	..	..
589	1.23	1.28	1.30	..	1.34	1.42
570	1.41	1.46	1.46	1.50C	..	..
570	2.35	2.40	2.42	2.44	..	..
590	2.50	2.55P	..	..	..	..
590	3.23	3.30P	..	..	..	..
588	S3.30	S3.36	S3.36	..	S3.46	..
590	4.00	4.05P	..	..	..	..
588	S4.05	S4.10	S4.11	..	S4.20	..
590	4.35	4.40	..	..	..	..
570	4.41	4.46	4.47	4.49C	..	..

EXPLANATIONS:
 C — Bus continues to Chatswood via SAN Hospital.
 P — Bus continues to Chatswood via Pacific Highway.
 S — Bus runs on school days only.

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The route 587 has made a few diversions from its route in 1991. It now runs via Elouera Road on the way from Quarter Sessions Loop to Hornsby, so that it passes the Westleigh Shops, and it diverts a block eastward, travelling down Clarke Road and Yardley Avenue, so it can set down passengers within easy walking distance of Waitara Station. The five earliest buses out of Hornsby Station run to Quarter Sessions Loop without (so it would seem) stopping on the way. However the sign C indicates that these buses run down College Cr and Malsbury St on a direct route which does not pass any of the timing points. (They pass Normanhurst Station on the West side, instead of the East.) I don't think that any of the owners of the expensive houses along Quarter Sessions Road are shift workers returning home after an overnight shift. It's more likely that these buses are running to take factory workers from Hornsby to the industrial area along Sefton Road. Two of these five buses, the C6.17 and the 7.52 don't return to Hornsby from the Quarter Sessions Loop: I believe they both run to Pennant Hills on the route 586. The C6.17 is scheduled to arrive at 6.32, one minute after the 6.31 is due to leave for Pennant Hills. I think this must be a mistake. There is no problem for the bus due to arrive at Quarter Sessions Loop at 8.12 forming the 8.13 to Pennant Hills.

The off peak buses on weekdays operate at hourly intervals, but don't manage to make a clock face timetable. Except for the earliest and latest buses on a Saturday, there is an hourly clock face timetable, while on Sundays and Holidays there is a bus every second hour, again on a clock face timetable, apart from the fact that the 4.39 pm bus arrives back at Hornsby at 5.23 and leaves again two minutes later following a different timetable which avoids Waitara Station and returns to Hornsby by route C, while the time is shown at Normanhurst, even though the bus can't be on the West Side.


In the evenings, there are buses starting at Quarter Sessions Loop without having come from Hornsby, at 3.55 and 5.03. Both these buses have come from Pennant Hills on the 586, and both sets of services are operated by wheel chair accessible buses. On the other hand the odd looking services from the Loop to Normanhurst Station must be operated by the bus from Hornsby in the preceding column. The 7.34 service has an accessible bus, just like the 7.13 from Hornsby. The 7.16 from Thornleigh, which arrives at an appropriate time, 7.31, has an ordinary bus.

The route 586 timetable is much shorter than the 587 one. There are only six services southbound, and twice as many northbound. There are two northbound



Route 586

Pennant Hills to Westleigh
via Thornleigh



Shorelink Buses


Monday to Friday


map ref	Route Number	586	586	586	586	586	586	586	586
		am	am	pm	pm	pm	pm	pm	pm
A	Pennant Hills Station (Yarrara Rd)	....	7.33	R2.58	C3.37	4.13	4.47	5.29	5.59
B	Thornleigh Station (The Esplanade)	6.51	7.35	W3.00	3.41	4.16	4.50	5.32	6.02
C	Westleigh Shops	6.56	7.39	3.12	3.47	4.20	4.54	5.36	6.06
D	Quarter Sessions Loop	7.03	7.46	3.17	3.55	4.29	5.03	5.45	6.15


Monday to Friday Cont.

map ref	Route Number	586	586	586	586
		pm	pm	pm	pm
A	Pennant Hills Station (Yarrara Rd)	....	....	....	....
B	Thornleigh Station (The Esplanade)	6.30	7.16	7.44	8.30
C	Westleigh Shops	6.34	7.20	7.48	8.34
D	Quarter Sessions Loop	6.45	7.31	7.59	8.45

Explanations


C – Bus commences from Pennant Hills High School 3 minutes earlier on School days only.
R – Bus returns to Pennant Hills Station.
W – Diverts via Thornleigh West Public School on school days only.
 – Accessible buses operate this service (For operational requirements TransdevTSL reserves the right to substitute conventional buses).

 For travel in this area on Saturday, Sunday and Public Holidays, see Route 587 timetable.



Route 586

Westleigh to Pennant Hills
via Thornleigh





Shorelink Buses


Monday to Friday

map ref	Route Number	586	586	586	586	586	586
		am	am	am	am	am	am
D	Quarter Sessions Loop	6.02	6.31	7.03	7.31	D7.46	8.13
C	Westleigh Shops	6.09	6.38	7.11	7.38	7.53	W8.22
B	Thornleigh Station (The Esplanade)	6.17	6.46	7.19	7.46	8.01	8.33
A	Pennant Hills Station (Yarrara Rd)	....	....	7.24	7.52	8.14	8.37

Explanations

D – Bus continues to Pennant Hills High School on School days only.
W – Diverts via Thornleigh West Public School on school days only.
 – Accessible buses operate this service (For operational requirements TransdevTSL reserves the right to substitute conventional buses).

 No service on Saturday, Sunday, Public Holidays, Easter Saturday or Christmas Day.

 See other side for route map →

services in the morning hours and the evening 586 service is spread out over a longer period. The 586 is also the earliest of this set of routes to start in the morning, with a bus from the loop at 6.02, arriving at Thornleigh at 6.17. I wondered what this bus did after 6.17. It can't return to the loop to operate the 6.31 to Thornleigh if that is run by the 6.17 from Hornsby. That bus then returns at 6.51 to the loop and runs to Pennant Hills at 7.03 and so on. I believe the 6.02 bus from Quarter Sessions Loop runs half a kilometre north from Thornleigh Station to Sefton and Chilvers Roads, where it starts the first route 588 bus of the day at 6.23.

In 1959, both Pennant Hills and Hornsby were important for the route 148, while housing didn't run very far back from the railway line, apart from around Pennant Hills itself. As time has gone on, settlement has moved west from the railway line, while Pennant Hills has declined as a focus of these routes and they have concentrated on Hornsby. In 2010, Pennant Hills is serviced only in peak hours, for commuters going to town and students going to school, and quite a few of these services run only to and from Thornleigh, so they can return to start another trip to a south bound railway station.

The Times August 2011

11



Route **587**

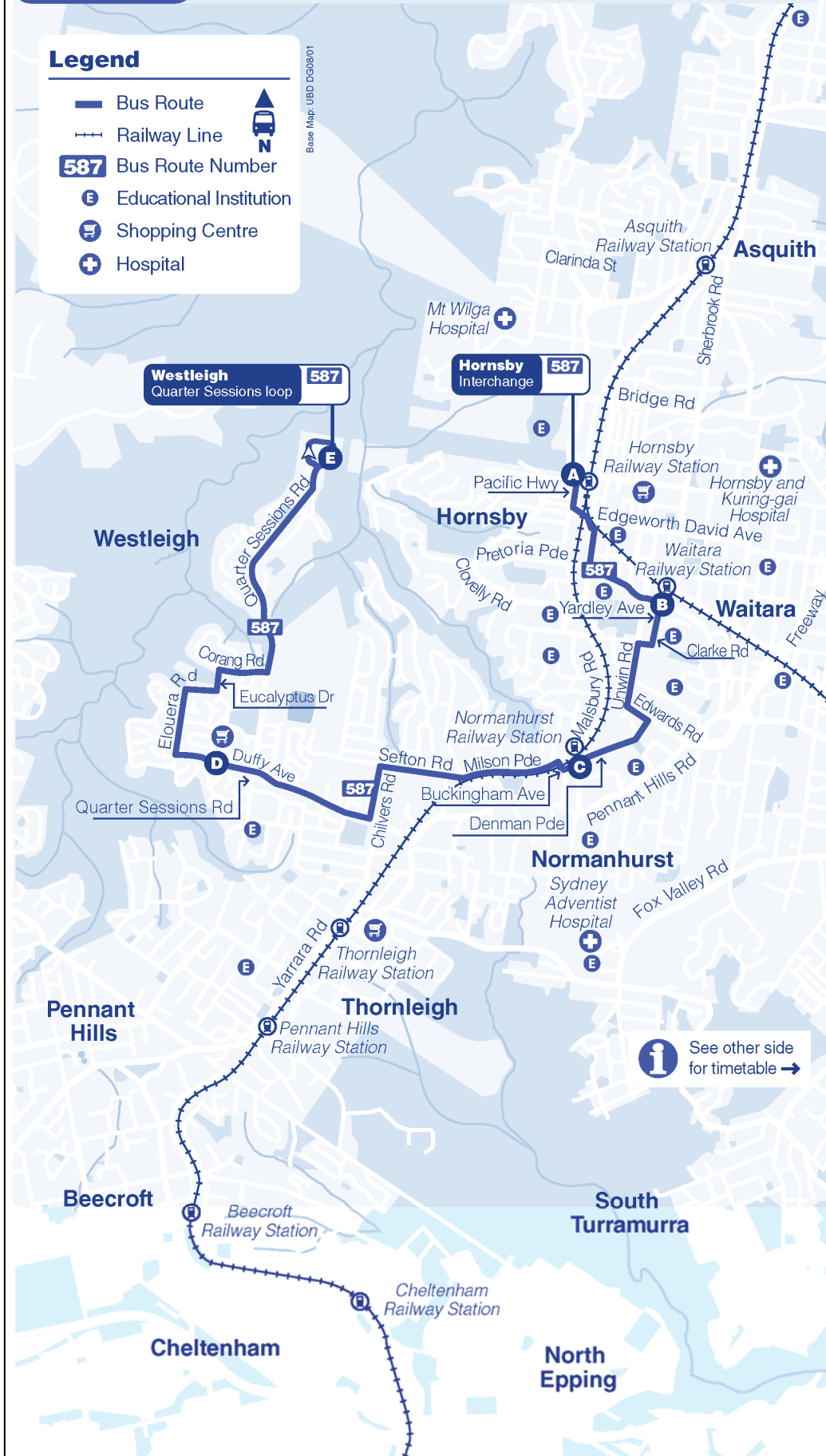
Bus Route Map

TRANSEVITSL
Shorelink Buses

Legend

- Bus Route
- Railway Line
- 587** Bus Route Number
- E** Educational Institution
- Shopping Centre
- Hospital

Base Map: UBDD DG0801





Hornsby - Westleigh - Hornsby (Loop) via Waitara and Normanhurst



Monday to Friday		Accessibility icons																				
map ref	Route Number	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587	587
		am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
A	Hornsby Station (Interchange)	.....	C6.17	C6.29	C6.52	C7.20	7.52	.....	.....	9.00	9.34	10.34	11.34	12.37	1.38	N2.38	3.42	.....	4.12	4.43	.....	5.03
B	Waitara Station (Yardley Ave)	.....	.....	.....	.....	.....	.....	.....	.....	9.04	9.38	10.38	11.38	12.41	1.42	2.42	3.47	.....	4.17	4.48	.....	5.07
C	Normanhurst Station (East Side)	.....	.....	.....	.....	.....	.....	.....	.....	9.07	9.41	10.41	11.41	12.44	1.45	2.45	3.50	.....	4.20	4.51	.....	5.11
D	Westleigh Shops	.....	.....	.....	.....	.....	.....	.....	.....	9.14	9.48	10.48	11.48	12.51	1.52	2.52	4.03	.....	4.27	4.57	.....	5.17
E	Quarter Sessions Loop	6.22	6.32	6.45	7.08	7.40	8.12	8.05	9.00	9.21	9.55	10.55	11.55	12.58	1.59	2.59	4.12	3.55	4.37	5.07	5.03	5.27
D	Westleigh Shops	6.28	.....	6.52	7.16	7.48	.....	8.10	9.06	.....	10.01	11.01	12.01	1.04	2.05	3.05	.....	4.01	4.43	.....	5.09	5.33
C	Normanhurst Station (East Side)	6.35	.....	6.59	7.24	8.00	.....	8.20	9.13	.....	10.08	11.08	12.08	1.11	2.12	.....	.....	4.08	4.50	.....	5.16	5.40
B	Waitara Station (Yardley Ave)	6.38	.....	7.02	7.28	8.04	.....	.....	9.16	.....	10.11	11.11	12.11	1.14	2.15	.....	.....	4.11	4.53	.....	5.19	5.43
A	Hornsby Station (Interchange)	6.43	.....	7.07	7.36	8.11	.....	8.40	9.23	.....	10.18	11.18	12.18	1.21	2.22	3.36	.....	4.18	5.00	.....	5.26	5.50

Monday to Friday Cont.		Accessibility icons						
map ref	Route Number	587	587	587	587	587	587	587
		pm	pm	pm	pm	pm	pm	pm
A	Hornsby Station (Interchange)	6.03	6.36	7.13	.....	K7.58	.....	K9.07
B	Waitara Station (Yardley Ave)	6.07	6.39	7.16	.....	.....	.....	.....
C	Normanhurst Station (East Side)	6.14	6.43	7.19	.....	8.07	.....	9.16
D	Westleigh Shops	6.21	6.50	7.26	.....	8.19	.....	9.28
E	Quarter Sessions Loop	6.30	6.57	7.33	7.34	8.26	8.26	9.35
D	Westleigh Shops	6.36	.....	.....	.....	.....	.....	.....
C	Normanhurst Station (East Side)	6.44	.....	.....	W7.42	.....	W8.34	.....
B	Waitara Station (Yardley Ave)	6.47	.....	.....	.....	.....	.....	.....
A	Hornsby Station (Interchange)	6.53	.....	.....	7.47	.....	8.39	.....

Saturday		Accessibility icons									
map ref	Route Number	587	587	587	587	587	587	587	587	587	587
		am	am	am	am	pm	pm	pm	pm	pm	pm
A	Hornsby Station (Interchange)	8.24	9.25	10.25	11.25	12.25	1.25	2.25	3.25	4.34	5.06
B	Waitara Station (Yardley Ave)	8.28	9.29	10.29	11.29	12.29	1.29	2.29	3.29	4.38	5.10
C	Normanhurst Station (East Side)	8.31	9.32	10.32	11.32	12.32	1.32	2.32	3.32	4.41	5.13
D	Westleigh Shops	8.38	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.48	5.20
E	Quarter Sessions Loop	8.45	9.46	10.46	11.46	12.46	1.46	2.46	3.46	4.55	5.27
D	Westleigh Shops	8.51	9.52	10.52	11.52	12.52	1.52	2.52	3.52	5.01	5.33
C	Normanhurst Station (East Side)	8.58	9.59	10.59	11.59	12.59	1.59	2.59	3.59	5.08	5.40
B	Waitara Station (Yardley Ave)	9.01	10.02	11.02	12.02	1.02	2.02	3.02	4.02	5.11	5.43
A	Hornsby Station (Interchange)	9.08	10.09	11.09	12.09	1.09	2.09	3.09	4.09	5.18	5.50

Sunday & Public Holidays*		Accessibility icons					
map ref	Route Number	587	587	587	587	587	587
		am	am	pm	pm	pm	pm
A	Hornsby Station (Interchange)	8.39	10.39	12.39	2.39	4.39	K5.25
B	Waitara Station (Yardley Ave)	8.43	10.43	12.43	2.43	4.43	.....
C	Normanhurst Station (East Side)	8.46	10.46	12.46	2.46	4.46	5.37
D	Westleigh Shops	8.53	10.53	12.53	2.53	4.53	5.54
E	Quarter Sessions Loop	9.00	11.00	1.00	3.00	5.00	C5.59
D	Westleigh Shops	9.06	11.06	1.06	3.06	5.06	.....
C	Normanhurst Station (East Side)	9.13	11.13	1.13	3.13	5.13	6.07
B	Waitara Station (Yardley Ave)	9.16	11.16	1.16	3.16	5.16	.....
A	Hornsby Station (Interchange)	9.23	11.23	1.23	3.23	5.23	6.12

Explanations

C - Bus operates via Pacific Hwy, College Cr, Malsbury Rd, Seton Rd, Chilvers Rd, Duffy Ave and Quarter Sessions Rd (or vice versa).

K - Combined 587/588. Bus operates via route 588 through Hornsby South to Clarke Rd, then via Urwin Rd, Edwards Rd and Denman Pde, then route 588 through Normanhurst West to Chilvers Rd, then normal route 587.

N - Bus diverts from Normanhurst Station via Normanhurst Rd, Pennant Hills Rd, Edwards Rd, Urwin Rd, Clarke Rd, Neutral Rd and route 588 via Hornsby South to Hornsby. During school holidays, diverts from Urwin Rd via Clarke Rd, Neutral Rd and route 588 via Hornsby South to Hornsby.

W - Bus picks up from west side of Normanhurst Station.

♿ - Accessible buses operate this service (For operational requirements TransdevTSL reserves the right to substitute conventional buses).

i For additional Weekday services in this area, see Route 586 timetable.

i See other side for → route map

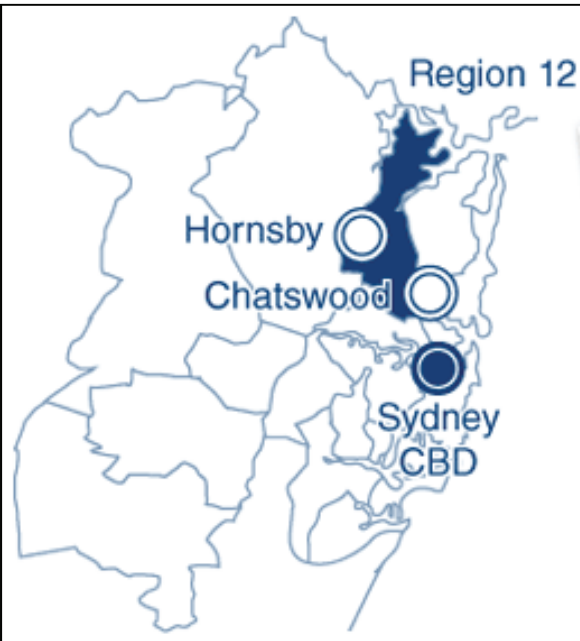
i Easter Saturday services run to Public Holidays timetable. * No service on Christmas Day.

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From CONRAD SMITH

Subject Early Sydney bus timetables

Duncan MacAuslan's excellent article throws light upon the frantic practices of early horse-bus operation and the incredible detail laid down in the regulations.

However there is a compounding of human error over the centuries where he computes 'so the layover in Victoria Street was 12 minutes'. Presumably this was derived from 8:35 to 8:47. If there were 12 buses working the route, the first bus would form the first and 13th workings, not the first and 12th, from where this 12-minute figure comes: 8:35 [completion of first round trip] to 8:47 [start of 12th round trip]. But this error was based on a nineteenth-century error too: the 8:45 to 9:1 four-minute headway appears as 8:45 | 8:47 | 8:53 | 9:0 | 9:1 so the 8:47 time should read 8:49 anyway. The 8:35 arrival thus formed the 8:53 departure, so the layover was in fact 18 minutes

From TRIS TOTTENHAM

Subjects: Nepal, Parliamentary trains, Benfleet tickets & Timetables

Might I be permitted to make some comments on recent articles in "The Times".

1 Nepal.

In reference to the Janakpur to Jai Nagar Railway - International Railway Journal Issue of January 2011 reports that a new 70km. rail line [cost estimated at 4.7 billion rupees {US 103.8 million}] is to be constructed to convert the above mentioned line [30 km.] and extension from Janakpur to Bardia for 40 km. so as to link up with the Indian Railway network.

2. Page 5 of "The Times" shows in the timetable displayed the running of *Parliamentary Trains* which we have met before over the years.

3 Page 2 of "The Times" for June 2011 has reference to the ticket displayed from Benfleet. The ticket is of the *Insert Setright* variety. These early mechanical machines evolved during the 1930's and were a precursor to the later *Setright* type machines.

The conductor inserted the ticket into the machine after setting the dials and turned the handle. There were at least three varieties of ticket being:- Single, Return and Workman. The ticket illustrated is a return and has been cancelled in the machine after having been presented on the return journey. Two identical tickets, described as Insert Setrights were offered for

auction by Paddington Ticket Auctions in 2009.

I suspect that this ticket is later than 1934 and that takeover by Eastern National would have been around 1946 or so but I may stand corrected.

Benfleet lies to the west of Southend on the London Tilbury and Southend line and the station is known as *Benfleet for Canvey Island*.

Turning to the timetable shown on the back of the ticket 5 buses would have been needed for the service between Benfleet and Southend as the running time appears to be 40 minutes in each direction. As with the general operation of buses in the UK out of town buses were not allowed to pick up on Inward Journeys or set down on outward journeys to/from the town boundary to avoid abstraction of passengers from the local corporation services.

From LOURIE SMIT

Subject 131500 web-site

I basically agree with the Jim Wells article in the July issue of The Times.

However it should be pointed out that on the 131500 website where the trip finder he refers to resides, also contains full timetable of ALL Metrobus services. So travel times can easily be determined from there.

In addition, in the trip finder screen print-out at the bottom of page 14, when clicking on Route Diagram, the full details of this trip including travel times are displayed. I suspect Route Diagram may not be the right description – possibly Trip Details might be more appropriate. And a route map is displayed from Map this Trip.

I am also intrigued at the comment that the journey planner thinks that Spit Junction is in Bondi as I have not been able to bring that up.

It must be remembered that I am one of the greatest critics of the 131500 Transport information website. I was advised some time ago that they would come up with a new system by February this year but as I keep finding more errors, this keeps slipping back.

The Light Rail is a different kettle of fish. It should be included for trip finder purposes, Hopefully, since 27th June this year it is part of the MyZone ticketing system, the next step will be to also include a timetable for trip finder purposes at least no later than when the extension to Dulwich

Hill is implemented.

Response from JIM WELLS

Lourie Smit has kindly pointed out that 'proper' timetables are available for STA's M services. The original article should have pointed out that the source of information was <http://www.sydneybuses.info/routes>.

<http://www.131500.com.au/plan-your-trip> which is where Trip Planner resides also has Bus Timetables. There's no drop down list – one has to know the route number – but a clear and full listing of all trips is provided. There's a lot that's missing, for example, no details of pick up or set down points is provided for express services. An interesting feature is that for some services timing points can be expanded or collapsed; if expanded a great many stops are shown, far more than in the pdf versions on the Sydney Buses site.

A further issue is that, unlike the pdfs, services are not grouped. For example the pdf for the 440 Rozelle via Leichardt service includes the 438 service as well as several others because of route sharing.

It's a pity that so much space is wasted with the am suffix – see "The Times" Aug 2009 p14 but the data can be copied to another application easily. The *1 suffix means wheelchair accessible.

Be careful – the timetables don't appear to be as reliable as they should be. Route 565 (Shorelink) has some trips to/from Macquarie Uni. Not so according to the 131500 timetable.

Stop	M30 ^{*1}	M30 ^{*1}	M30 ^{*1}
Spit Rd Nr Military Rd (2088190)	10:03am	10:18am	10:33am
Military Rd Nr Cabramatta Rd (209059)	10:07am	10:22am	10:37am
Military Rd Nr Wycombe Rd (208913)	10:11am	10:26am	10:41am
Military Rd Nr Watson St (208912)	10:13am	10:28am	10:43am
York St Stand J (200029)	10:19am	10:34am	10:49am
QVB, York St Stand A (200041)	10:23am	10:38am	10:53am
Railway Square, George St Stand C (200063)	10:31am	10:46am	11:01am
City Rd Nr Buftin St (200817)	10:37am	10:52am	11:07am
King St Nr Watkin St (204222)	10:40am	10:55am	11:10am
King St Nr Newtown Station (204211)	10:43am	10:58am	11:13am
Ermore Rd Nr Edgeware Rd (204240)	10:46am	11:01am	11:16am
Railway Pde Nr Sydenham Station (220421)	10:55am	11:10am	11:25am

When will they speed up again?

JIM WELLS

RECENTLY your friendly scribe had reason to check an old timetable for the speed of trains to Newcastle, NSW. He found a State Rail timetable dated 5th March 1989 which disclosed that most fast trains took 2 hr 17 min for the 160 odd km journey.

He then reflected on a recent trip he had made to that fair city. The timetable for the 8.45 am down fast (M-F) was 2hr 43 min. Wow – 26 minutes slower than that of over twenty years ago.

He then checked the detail – his trip made eight extra stops compared to the 1989 one. That might explain 10 to 12 minutes of the difference – leaving 14 to 16 minutes to what? Trains (V sets – Double Deck Interurbans) haven't changed and basic speed limits certainly haven't.

The answer is a general slowing down of the timetable right across CityRail in response to reliability problems around 2004 and 2005. At right, is part of what CityRail had to say about it.

And the result for your scribe's local haunt: the North Shore line in Sydney is shown at Table 1.

The times shown for 1989 are very similar to 1973's and may have applied since electrification in the 1930s. Of note is the speed up shown by the 2000 timetable. It's not known when that was implemented but it possibly related to the retirement of the single deck "Red Rattlers" in the early 1990's.

The deceleration of 2005 can be attributed mainly to the following:

Changes in speed limits, e.g. for the North Shore on the Up line across the Harbour Bridge (Up line only), between North Sydney and Milsons Pt because of an air rights structure overhead and for a similar reason between Town Hall and Central.

The use of 'data loggers' resulting in more conservative driving – all part of a change in CityRail culture.

Changes in door closing procedures. There is now a delay in Tanagras of about 5 sec between the doors being closed and the train starting. Tangara doors are also very slow to open.

Extended 'recovery' times in timetables.

It is the last one – recovery times – that passengers seem to find most annoying.

Recovery times are only needed on suburban railways when trains interact with others. For example, on the Bondi Junction line there is no need for any recovery time after Central as adequate recovery time should be built into the 'layover' time at the terminus. It's a different matter when lines become single track and trains must cross others travelling in the other direction.

The main reason for en route recovery times is to ensure 'robustness' at junction stations or where intermediate services start. A classic use of recovery time is the North Strathfield-Strathfield segment of the Main North line, Strathfield being the junction with the 'Main Line'. The segment is only about 1.6km long, although with a slow traverse of the flyover.

The 5 minute time applies all the time – off peak and peak.

On the North Shore Gordon is the start station for some peak hour services so one would expect some recovery time to be built in to Hornsby – Gordon. Indeed the running time is now 14 min compared to 12 min in 2000. What is peculiar is the treatment of the first segment – Hornsby to Waitara.

In 2000 this was booked for one minute, now it is three. Normal practice with suburban timetabling is to work out a timetable to the nearest second or six seconds and then truncate the seconds for public timetable purposes.

For example the Hornsby – Waitara run time is now about 1min 54 sec and you allow, as CityRail does, a 30 sec dwell time, nearest second time for Waitara would 2 Min 24 sec after Hornsby or two minutes in the published timetable. So the one minute in the 2000 timetable would result in late running at Waitara and the three minutes now in early running.

There is now substantial recovery time built into Roseville-Chatswood which is the junction of the new line to Epping. The working timetable has a minute dwell at Chatswood which is quite excessive for off peak. It's not unusual to spend well over a minute waiting time at Chatswood (a control room station where platform staff do 'right aways'), even with the practice of sending trains off early (as soon as the Due out One Minute goes off on PIDS at the 40 sec mark).

Driving practice varies. Some drivers



About CityRail's new timetable

- Why it has to change
- Highlights of changes on your line
- First and last train times
- Handy train time reminder card

Starts 4 September 2005

- At the same time, today's improved safety requirements have meant a safer, but slower operation, including:
 - improved door closing procedures to provide more time for safe boarding and alighting from trains;
- The new timetable is part of a bigger NSW Government plan to improve the reliability of the CityRail network.
- It has been designed to minimise the impact of incidents by allowing more recovery time and reducing flow-on delays between the morning and afternoon peaks. This improvement has been achieved by reducing some services between 10am and 2pm to provide more time for track inspections between the peaks, while still meeting off peak passenger demand.
- Additional stopping time at stations, taking into account the extra time needed to move people on and off trains safely. An average journey to Central from the Sydney suburban area will take between 3 and 6 minutes longer.

Rhodes	5.10	5.40
Concord West	5.13	5.43
North Strathfield	5.15	5.45
Strathfield	5.20	5.50

'dawdle' along knowing they'll be on time at Chatswood. Others seem to prefer the enforced idleness when they get there.

The next control room station is North Sydney and it is clear that recovery time has been built in on this sector as well. It probably always has given North Sydney's importance, now lessened, as a terminating / start station.

AATTC member Ian Brady lives at Waverton, the station just before North

Sydney and is often irritated at the delay trains incur at the latter station.

The focus here has been on the Up direction. CityRail also builds a lot of recovery time into Down services. In their defence it has to be stated that the environment in Sydney is rather different to the simple hub and spoke systems elsewhere in Australia.

There are several junctions on the network where lines join that provide alternative routes from Central – call them reverse

junctions if you like. Hornsby comes immediately to mind but there's also Cabramatta, Glenfield, Sefton Park, Wolli Creek and Epping. There is also the Y link at Granville and sometimes Lidcombe for the Olympic Park with for special events. It's highly desirable that trains arrive at these stations in timetable order so some degree of conservatism in timetabling is warranted.

What's to be done? The Christie Inquiry's

Recommendation ST 5 was "Rail journey times be restored to those prevailing before 2005"¹. Probably more realistic is to restore to the 1989 times, i.e. about 46 minutes for Hornsby – Central.

Thanks to Ian Brady for a review of an early draft of this article.

Note: 1. Independent Public Inquiry into a Long Term Public Transport Plan for Sydney – Final Report 26 May 2010 p45.

Table 1 - North Shore Example Timetables - Up (Mon-Fri)			
Year:	1989	2000	2011 (internet)
Hornsby	arr	HORNSBY arr.	Hornsby dep 2.08
	dep 4 14	dep. 1.28	Waitara 2.10
Waitara	4 16	Waitara 1.29	Wahroonga 2.12
Wahroonga	4 18	Wahroonga 1.32	Warrawee 2.14
Warrawee	4 20	Warrawee 1.34	Turramurra 2.16
Turramurra	4 22	Turramurra 1.36	Pymble 2.19
Pymble	4 24	Pymble 1.38	Gordon 2.21
Gordon	4 27	Gordon 1.40	Killara 2.23
Killara	4 29	Killara 1.42	Lindfield 2.25
Lindfield	4 31	Lindfield 1.44	Roseville 2.27
Roseville	4 33	Roseville 1.46	Chatswood 2.32
Chatswood	4 36	CHATSWOOD 1.48	Artarmon 2.34
Artarmon	4 38	Artarmon 1.51	St Leonards 2.36
St Leonards	4 41	St Leonards 1.53	Wollstonecraft 2.39
Wollstonecraft	4 43	Wollstonecraft 1.55	Waverton 2.41
Waverton	4 45	Waverton 1.58	North Sydney 2.45
North Sydney ...	arr 4 48	NORTH SYDNEY 2.00	Milsons Point 2.47
	dep 4 49	Milsons Point 2.02	Wynyard 2.51
Milsons Point	4 51	WYNYARD 2.05	Town Hall 2.55
Wynyard	4 55	TOWN HALL 2.08	Central 2.59
Town Hall	4 57	CENTRAL 2.11	
Central	arr 5 0		
Running time	46 min	42 min	50 min
		(arr Central per WTT one minute earlier)	