



The Times

November 2011

A journal of transport timetable history and analysis

Sydney Buses Timetable

Ticketing and Service Information



Warriewood & Elanora Hts to City & Mona Vale



Ticketing & PrePay Information

PrePay allows faster passenger boarding, improving the reliability of bus services. On PrePay-only bus routes and at dedicated PrePay-only bus stops, you must purchase your ticket from one of our TransitShops or ticket outlets before you board the bus.

All bus stops in the Sydney CBD are PrePay-only between 7:00am and 7:00pm on weekdays excluding public holidays.

PrePay-only bus routes and bus stops are shown in the timetable using purple coloured text.

MyZone tickets, including MyBus TravelTen and MyMulti multi-modal passes, can be purchased from TransitShops and ticket outlets. Pensioner Excursion, MyMulti Day Pass and MyBus single-ride tickets are also available.



Lost Property

Please take all items with you before you leave the bus. If you find an item left on the bus, please notify the driver.

Please keep your bus ticket to help identify the bus involved.

Lost property enquiries can be made by telephoning Transport Info on 131500.



Additional Transport Information



Sydney Buses
PO Box 2557
STRAWBERRY HILLS NSW 2012

Quality ISO 9001
SA GLOBAL
<http://www.sydneybuses.info>



STA No: 189811 - v3.0
Route 182, E83, 185, L85

▶ Effective 5 December 2010

182 185

E83 L85



Route 182

Weekdays and Saturday service between Mona Vale, Warriewood Valley, Elanora Heights and Narrabeen

Route E83

PREPAY

Monday to Friday peak hour express service between Elanora Heights, Narrabeen, Brookvale, Spit Jn, Neutral Bay Jn and City - Wynyard

Route 185

Daily early morning and evening service between Mona Vale, Warriewood Valley, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Balgowlah, Spit Jn, Cremorne, Neutral Bay and City - Wynyard

Route L85

Daily daytime limited stops service between Mona Vale, Warriewood Valley, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Spit Jn, Neutral Bay Jn and City - Wynyard



**Inside: To the heights of Elanora
VR in 1889, Part III
When Old Crow rode the rails**

**RRP \$4.95
Incl. GST**

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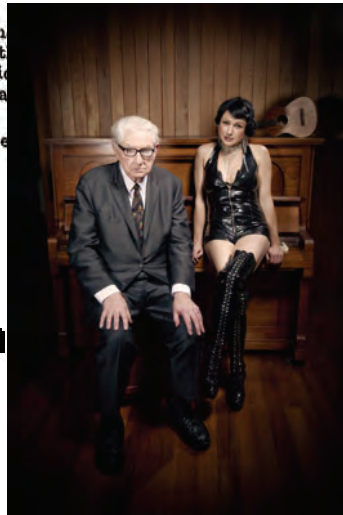
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 It is imperative that each Station-master carefully examine and compare this Time Table (so far as his own station is concerned) with each Time Bill sent him to be posted for the information of the public. He will be held responsible to correct any inaccuracies which may appear in the latter before they are issued to the public. All inaccuracies must be immediately reported to the Traffic Manager through the District Traffic Superintendent.

One of these people is "Old Crow" (Richard Hughes), one is his grand-daughter and one is the train guard who took Old Crow to Ballarat. The hand is from the VR March 1889 WTT—NOW READ ON.



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The Times on-line

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Buses to Elanora Heights

JIM O'NEIL

The Manly Warringah area has been largely operated by government buses for as long as I can remember, apart from the western part of the shire, around Frenchs Forest, where Forest Coachlines operate and which forms today's Region 14. In my younger days there were three short, privately operated bus routes: the unnumbered route in Pittwater, which I looked at in *The Times* in April 2001, and the route 135 to North Head, which I treated in January 2011. This month I will look at the third Manly Warringah private bus route, the route 161, which ran from Narrabeen shops to Kalang Road in Elanora, also the site of a (smaller) shopping centre.

My first timetable for the route 161 was issued in January 1979 and was printed in

green ink on a piece of yellow cardboard measuring 17 by 10 cm (below). The bus service had already become a member of the Hornsby Bus Group, though with a local manager who lived in North Narrabeen. The timetable takes up one side of the cardboard sheet, while the other has a calendar for 1979, information on the ownership and how to contact Warringah Bus Lines, and two advertisements for Elanora Real Estate. There are another two on the other side and the buses departed Elanora opposite the Real Estate Agency. It seems clear the Estate agency has subsidised the costs of the timetable.

I think we must allow ten minutes from one end of the route to the other, though fifteen minutes or more has normally been allowed before a bus sets off again. But the

7.45 bus from Elanora seems to form the 7.55 out of Narrabeen, and the 8.10 the corresponding 8.20, so this seems the minimum time allowable. There are two different routes, a more southerly one via Rickard Road, marked RR, and a northern route along Powder Works Road, marked PR. Now the bus goes out by one route PR until three o'clock and RR after that, and goes to Narrabeen the other way, apart from a few inbound PR's in the morning and the change from RR to PR after four o'clock. I would think there may have been a loop operating. But this is not what the symbol L for loop indicated. It is found only on three morning peak services, all of which operated via the southern route, and so are marked RRL. This loop may have been the same as the Koorangi Avenue Loop we'll find in the next timetable. Off

WARRINGAH BUS LINES PTY. LTD.
Member Hornsby Bus Group
Phones: 913 9217, 913 2888, 47 1958
45 Warraba Road, Narrabeen North

MANAGER: PETER WARREN
Phones: 913 9217, 913 2888, Day or Night

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BUS TIMETABLE JANUARY 1979

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Elanora Real Estate
For Personal Service
56 KALANG ROAD
ELANORA HEIGHTS 2101

AGENTS FOR:
N.S.W. PERMANENT BUILDING SOCIETY
SOUTH BRITISH INSURANCE CO. LTD.

1979

JANUARY							APRIL							JULY							OCTOBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6		1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
7	8	9	10	11	12	13	8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14
14	15	16	17	18	19	20	15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21
21	22	23	24	25	26	27	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
28	29	30	31				29	30						29	30	31					29	30	31				

FEBRUARY							MAY							AUGUST							NOVEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	1	2	3	4	5		5	6	7	8	9	10	11	4	5	6	7	8	9	10	
11	12	13	14	15	16	17	6	7	8	9	10	11	12	12	13	14	15	16	17	18	11	12	13	14	15	16	17
18	19	20	21	22	23	24	13	14	15	16	17	18	19	19	20	21	22	23	24	25	18	19	20	21	22	23	24
25	26	27	28				20	21	22	23	24	25	26	26	27	28	29	30	31	25	26	27	28	29	30		

MARCH							JUNE							SEPTEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	3	4	5	6	7	8	9	30					1	30	31					1	
11	12	13	14	15	16	17	10	11	12	13	14	15	16	2	3	4	5	6	7	8	9	10	11	12	13	14	15
18	19	20	21	22	23	24	17	18	19	20	21	22	23	16	17	18	19	20	21	22	16	17	18	19	20	21	22
25	26	27	28	29	30	31	24	25	26	27	28	29	30	23	24	25	26	27	28	29	23	24	25	26	27	28	29

Buses Depart ELANORA (Opposite Agency)		Buses Depart NARRABEEN Stand No. 161		DEFINITIONS
Mon. to Friday only		Mon. to Friday only		RR via Rickard Rd.
A.M.	7.00 RR	A.M.	7.18 PR	PR via Powderworks Rd.
A.M.	7.25 RRL		7.40 PR	MV Starts Mona Vale Rd. 5 mins. earlier.
	7.45 RR		7.55 PR	V Not running during school holidays.
A.M.	v 8.05 PRTH		8.20 RR	L via Loop
	8.10 RR		9.15 PR	T.H. Departs Terry Hills 15 mins. earlier.
	8.30 PR		10.15 PR	Note: Buses do not operate on Sat., Sundays or Public Holidays.
v	8.40 RRL	mv	11.15 PR	
mv	9.30 RR	P.M.	1.15 PR	Route No. 161
	10.30 RR		2.15 PR	Narrabeen — Rickard Rd. — Anana Rd. — Kalang Rd. to Powderworks Rd. and Mona Vale Rd. also Narrabeen — Garden St. — Powderworks Rd. to Ingleside
	11.30 RR		3.15 RR	
P.M.	1.30 RR		4.15 RR	
	2.30 RR		4.45 RR	
v	3.50 RR		5.15 RR	
	4.30 PR		5.45 RR	
	5.00 PR		6.15 RR	
	5.30 PR		6.45 RR	
	6.00 PR		Depot Only	
	6.30 PR			

SCHOOL BUSES		From Narrabeen High To Elanora Hts.	
A.M.	7.50 RRL		3.15 PR
	7.55 PR		3.15 RR
	8.05 PR		3.30 PR
	8.30 PR		3.35 RR
	8.40 RRL		3.50 PR TO TH

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peak buses can't have operated a loop, since there was a half hour gap between their arrival at Elanora and their departure to return to Narrabeen. Perhaps they picked up and set down passengers on their way to and from the depot in Warraba Road, near Narrabeen High.

Three buses were required to operate the morning service to Narrabeen, two shuttling to and from Elanora and the third leaving Terry Hills (sic) at 7.50. shown in the timetable as leaving Elanora at 8.05. Only one bus was required on the Narrabeen service after nine o'clock, with hourly service off peak and half hourly in the afternoon and evening. Extra school buses are listed. If the 8.05 PR, 8.30 PR and 8.40 RRL used the same buses to both the High School and then to Narrabeen shops, only two additional buses were needed in the morning, to run the 7.50 RRL and the 7.55 PR. Three buses can operate the afternoon school services from Narrabeen High to Elanora Heights and the regular buses to Narrabeen between three and four o'clock, though this requires sharp timing. One bus would run the 3.15 PR and 3.30PR from the High, and then the 3.50RR from Elanora, a second would operate the longer RR runs from the High at 3.15 and 3.35RR, while the third was needed for the 3.15RR from Narrabeen and the 3.50 from the High School to Terry Hills. Only three buses were required in the afternoon, while five were needed in the morning.

There was limited service beyond Kalang Road. I've already mentioned the school term-only bus from Terry Hills in the morning to both the High School and the shops. There was no service back to Terry Hills from the shops, but the last school bus from Narrabeen High, at 3.50 went on to Terry Hills. The buses to Terry Hills were provided for school children. There was also service from Mona Vale Road to Narrabeen for shoppers, leaving Mona Vale Road at 9.25 and a return service at 11.15, allowing an hour and a half at Narrabeen for shopping. There can't have been much settlement to the west of Kalang Road in 1979.

In the 1980's Hornsby Buses started another run under the 161 route number, from Mona Vale to Pymble, which I examined in *The Times* in January 2010. In 1991 these two different routes received separate numbers in the Sydney Region Numbering Scheme: 195 for Pymble to Mona Vale, and 196 for Narrabeen to Elanora Heights.

The Hornsby Bus group sold these two routes to Forest Coach Lines in early 1992 and they issued a new timetable for all their routes on 27 July 1992. All the Forest Coach Lines routes were given numbers in the new system, and the Narrabeen runs were extended to the North Shore Line at

MONA VALE/NARRABEEN to PYMBLE/GORDON NARRABEEN to CHATSWOOD															Weekdays				
Showing Route Number	196	195	285	196	196	195	196	195	285	285	195	285	195	195	285	195	195	285	195
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm
MONA VALE (Bungan St)	6.56	..	..	7.20	7.40	..	8.11	..	..	..	9.15	9.40	11.15	11.40	1.15	1.50	2.38	..	..
Warriewood Sq Shops	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
NARRABEEN (Pittwater Rd)	..	..	7.13	..	..	8.04	..	..	8.26	9.20	9.35	11.20	11.35	1.20	1.45	2.43	3.14	..	..
Powderworks Rd & Garden St	..	..	..	..	..	8.07	..	..	..	..	..	..	..	..	..	..	..	..	..
Elanora and Anana Rds	..	..	7.18	..	..	..	..	..	8.31	9.26	..	11.26	..	1.26	..	..	3.23K	..	..
ELANORA HTS (Shops)	..	..	7.21	..	..	8.11	..	..	8.34	9.29	9.45	11.29	11.45	1.29	1.55	2.50	3.30	..	..
INGLESIDE (Chiltern Rd Cnr)	7.01	..	7.25	7.25	7.45	8.15	8.16	..	8.38	9.33	9.49	11.33	11.49	1.33	1.59	2.54	..	..	..
TERREY HILLS (Myoora/Booralie)	7.08G	7.08	7.32P	7.32C	7.52	8.22GP	8.22G	8.44	9.39	9.55	11.39	11.55	1.39	2.05	2.59H	..	..	..	3.32
ST IVES (Link Rd)	7.18	7.18	..	7.42	8.02	..	8.32	8.32	..	..	10.05	..	12.05	..	2.15	3.17	..	..	3.40
PYMBLE STN (Grandview St)	7.29	..	..	7.53	8.13	..	8.43	..	..	..	10.15	..	12.15	..	2.25	3.27	..	..	..
GORDON STN (Henry St)	..	7.29	..	..	..	..	8.43	..	..	..	..	..	..	..	..	..	..	..	3.52
FRENCHS FOR (Forestway Centre)	..	..	7.49	..	..	..	..	..	8.58	9.53	..	11.53	..	1.53	..	..	..	..	..
CHATSWOOD (Interchange)	..	..	8.13	..	..	..	..	..	9.17	10.12	..	12.12	..	2.12	..	..	..	..	..

Showing Route Number										Weekdays				
Showing Route Number	196	285	285	285	195	196	285	285	285	285	TRAVELLING RESTRICTION			
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	On journeys from Mona Vale or Narrabeen, Route 195-6 buses will not pick up passengers between St Ives Showground and Pymble or Gordon.			
MONA VALE (Bungan St)	3.30W	5.10	WEEKEND SERVICES			
Warriewood Sq Shops	5.33	Route 285 operates on Saturdays, but not on Sundays and Public Holidays.			
NARRABEEN (Pittwater Rd)	3.48	4.16	4.25	..	4.58	5.40	6.10	6.30	Route 195 does not operate on Saturdays, Sundays and Public Holidays.			
Powderworks Rd & Garden St	4.28	Route 196 operates on Saturdays and Sundays from November to March inclusive, but not on Public Holidays.			
Elanora and Anana Rds	..	..	3.54	4.22K	..	..	5.04K	5.46K	6.16K	6.36K
ELANORA HTS (Shops)	..	..	3.57	4.29	4.31	..	5.11	5.53	6.23	6.43		
INGLESIDE (Chiltern Rd Cnr)	3.42	..	4.05	4.33	4.35	5.15	5.15	5.57	6.27	6.47				
TERREY HILLS (Myoora/Booralie)	3.48C	3.48	4.11	4.39	..	5.20C	5.20P	6.02	6.32	6.52				
ST IVES (Link Rd)	3.56	..	..	..	5.27	..	..	..	..	..
PYMBLE STN (Grandview St)	4.06	..	..	..	5.37	..	..	..	..	..
GORDON STN (Henry St)	..	..	..	..	..	..	..	..	..	..
FRENCHS FOR (Forestway Centre)	..	4.02	4.25	4.52	..	..	5.33	6.15	..	..		
CHATSWOOD (Interchange)	..	4.21	4.44	5.11	..	..	5.51	6.32	..	..		

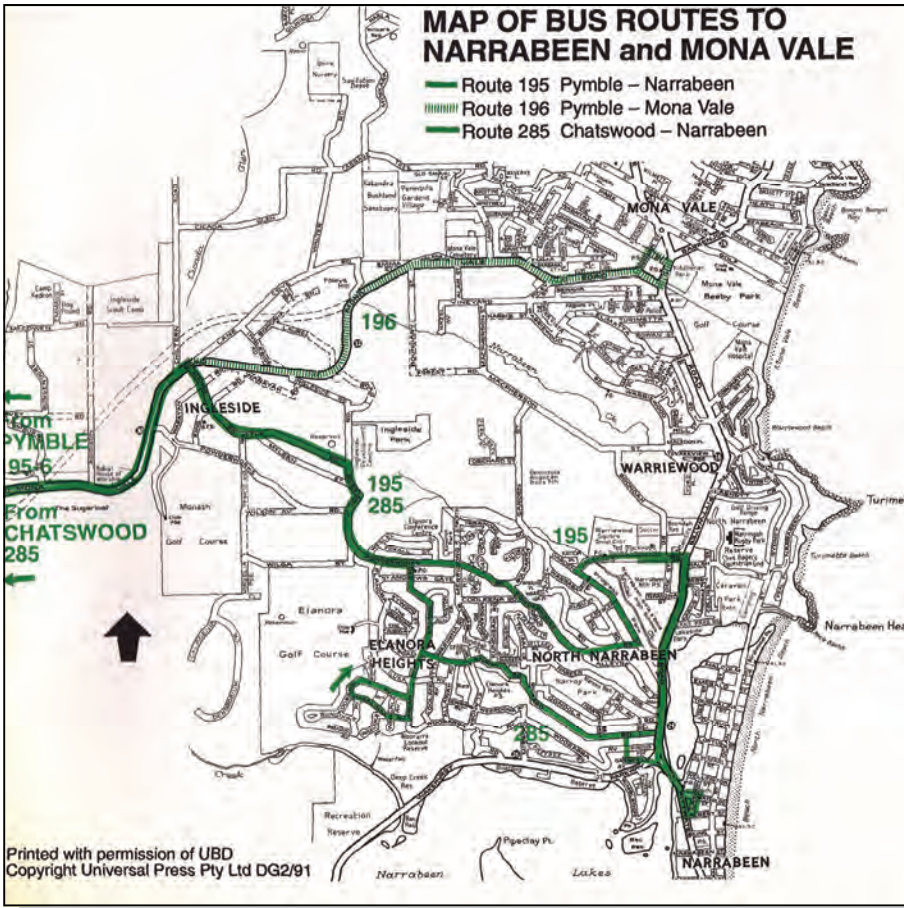
Showing Route Number						Saturdays			
Showing Route Number	285	285	285	285	285	MONA VALE to PYMBLE BEACH BUS			
	am	pm	pm	pm	pm	December - January School Holidays			
Warriewood Sq Shops	10.16	12.36	3.21	4.51	..	Weekdays			
NARRABEEN (Pittwater Rd)	10.21	12.41	3.26	4.56	..	November - March inclusive			
Elanora and Anana Rds	10.27	12.47	3.32	5.02	..				
ELANORA HTS (Shops)	10.30	12.50	3.35	5.05	..				
INGLESIDE (Chiltern Rd Cnr)	10.34	12.54	3.39	5.09	..				
TERREY HILLS (Myoora/Booralie)	10.39	12.59	3.44	5.14	..				
FRENCHS FOR (Forestway Centre)	10.53	1.13	3.58	5.27X	5.27				
CHATSWOOD (Interchange)	11.12	1.32	4.17	5.45	..				

GORDON/PYMBLE to NARRABEEN/MONA VALE CHATSWOOD to NARRABEEN															Weekdays				
Showing Route Number	285	195	285	285	195	285	285	196	285	196	196	285	195	285	195	285	195	285	
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm
CHATSWOOD (Interchange)	..	..	6.40	..	7.11	..	7.54	..	..	8.45	..	10.45	..	12.45	..	..	2.40	..	..
FRENCHS FOR (Forestway Centre)	..	..	6.56X	6.56	7.28	..	8.12	..	..	9.03	..	11.03	..	1.03	..	..	2.58	..	..
GORDON STN (Henry St)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PYMBLE STN (Grandview St)	..	..	..	..	..	..	7.42	..	8.15	8.45	..	10.40	..	12.40	..	..	2.35	..	..
ST IVES (Link Rd)	..	..	..	..	..	..	7.52	..	8.25	8.55	..	10.50	..	12.50	..	..	2.45	..	..
TERREY HILLS (Myoora/Booralie)	6.50	..	7.08	..	7.40	..	8.00	8.27	8.32Z	9.03	9.16	10.59	11.16	12.59	1.16	2.54	3.19	..	..
INGLESIDE (Chiltern Rd Cnr)	6.55	..	7.13	7.19	7.45	..	8.05	8.50	9.08	9.21	11.04	11.21	1.04	1.21	2.59	3.24	..	..	..
ELANORA HTS (Shops)	6.59K	7.03E	..	7.17K	7.23E	7.49K	8.00K	..	8.40	..	9.25	11.08E	11.25	1.08E	1.25	3.03	3.28	..	..
Elanora and Anana Rds	7.05	..	7.23	..	7.56	8.07	..	..	8.44	..	9.28	..	11.28	..	1.28	3.06	3.31	..	..
Powderworks Rd & Garden St	..	..	7.06	..	7.26	..	..	..	..	..	..	11.10	..	1.10	..	..	..	..	..
NARRABEEN (Pittwater Rd)	7.09	7.09	..	7.27	7.29	8.01	8.12	..	8.49	..	9.33	11.18	11.33	1.18	1.33	3.13	3.36	..	..
Warriewood Sq Shops	..	..	..	..	..	..	..	..	8.54	..	9.38	11.13	11.38	1.13	1.38	..	..	..	..
MONA VALE (Bungan St)	..	..	..	..	..	..	8.17	..	8.55	9.13	..	..	..	..	..	..	..	..	..

Showing Route Number										Saturdays			
Showing Route Number	195	196	285	195	196	285	284	285	195	PYMBLE to MONA VALE BEACH BUS			
	pm	pm	pm	pm	pm	pm	pm	pm	pm	December - January School Holidays			
CHATSWOOD (Interchange)	3.55	4.30	..	5.15	Weekdays			
FRENCHS FOR (Forestway Centre)	4.16	4.50	..	5.35	November - March inclusive			
GORDON STN (Henry St)	3.10	..	..	3.55	..	..	..	..	..
PYMBLE STN (Grandview St)	..	3.30	..	..	4.10	..	..	..	..
ST IVES (Link Rd)	3.22	3.42	..	4.07	4.22	..	..	..	5.45	
TERREY HILLS (Myoora/Booralie)	3.33F	3.53	..	4.17F	4.31M	4.31M	5.03X	5.03	5.48	6.03			
INGLESIDE (Chiltern Rd Cnr)	..	4.00	4.12	..	4.36	..	..	5.08	5.53	6.08	
ELANORA HTS (Shops)	..	..	4.16	..	4.40	..	..	5.12	5.56	6.11E
Elanora and Anana Rds	..	..	4.18	..	4.42	..	..	5.14	5.58	..
Powderworks Rd & Garden St	..	..	..	..	..	..	..	..	..	6.13
NARRABEEN (Pittwater Rd)	..	..	4.23	..	4.47	..	..	5.18	6.03	6.17
Warriewood Sq Shops	..	..	..	..	..	..	..	5.24	..	..	
MONA VALE (Bungan St)	..	4.05	..	..	4.41	..	..	..	..	..

Showing Route Number						Saturdays			
Showing Route Number	285	285	285	285	285	MONA VALE to PYMBLE BEACH BUS			
	am	am	pm	pm	pm	December - January School Holidays			
CHATSWOOD (Interchange)	8.46	10.45	1.45	3.50	..	Weekdays			
FRENCHS FOR (Forestway Centre)	9.03	11.03	2.03	4.08	..	November - March inclusive			
TERREY HILLS (Myoora/Booralie)	9.15	11.15	2.15	4.20	..				
INGLESIDE (Chiltern Rd Cnr)	9.20	11.20	2.20	4.25	..				
ELANORA HTS (Shops)	9.24	11.24	2.24	4.29	..				
Elanora and Anana Rds	9.26	11.26	2.26	4.31	..				
NARRABEEN (Pittwater Rd)	9.31	11.31	2.31	4.36	..				
Warriewood Sq Shops	9.36	11.36	2.36	4.41	..				

GORDON/PYMBLE to NARRABEEN/MONA VALE CHATSWOOD to NARRABEEN															Weekdays				
Showing Route Number	285	195	285	285	195	285	285	196	285	196	196	285	195	285	195	285	195	285	
	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	
CHATSWOOD (Interchange)	..	..	6.40	..	7.11	..	7.54	..	..	8.45	..	10.45	..	12.45	..	..	2.40	..	..
FRENCHS FOR (Forestway Centre)	..	..	6.56X	6.56	7.28	..	8.12	..	..	9.03	..	11.03	..	1.03	..	..	2.58	..	..
GORDON STN (Henry St)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PYMBLE STN (Grandview St)	..	..	..	..	..	..	7.42	..	8.15	8.45	..	10.40	..	12.40	..	..	2.35	..	..
ST IVES (Link Rd)	..	..	..	..	..	..	7.52	..	8.25	8.55	..	10.50	..	12.50	..	..	2.45	..	..
TERREY HILLS (Myoora/Booralie)	6.50	..	7.08	..	7.40	..	8.00	8.27	8.32Z	9.03	9.16	10.59	11.16	12.59	1.16	2.54	3.19	..	..
INGLESIDE (Chiltern Rd Cnr)	6.55	..	7.13	7.19	7.45	..	8.05	8.50	9.08	9.21	11.04	11.21	1.04	1.21	2.59	3.24	..	..	..
ELANORA HTS (Shops)	6.59K	7.03E	..	7.17K	7.23E	7.49K	8.00K	..	8.40	..	9.25	11.08E	11.25	1.08E	1.25	3.03	3.28	..	..
Elanora and Anana Rds	7.05	..	7.23	..	7.56	8.07	..	..	8.44	..	9.28	..	11.28	..	1.28	3.06	3.31	..	..
Powderworks Rd & Garden St	..	..	7.06	..	7.26	..	..	..	..	..	..	11.10	..	1					



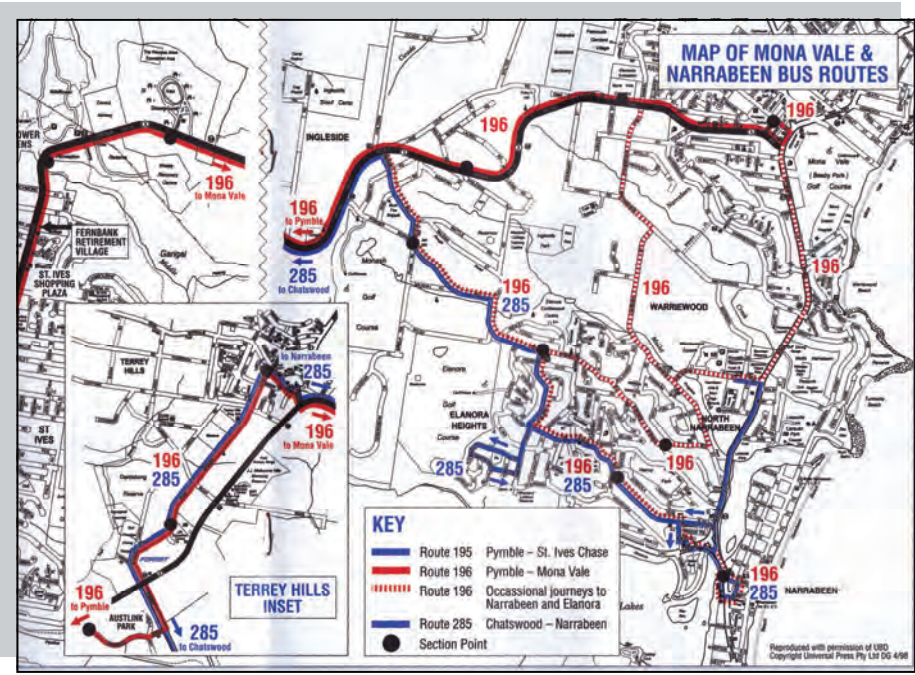
Chatswood and Pymble. The editor has printed the timetables and map for the Narrabeen and Mona Vale services on Pages 4&5. The new Chatswood to Narrabeen service was numbered 285, the highest of Forest's route numbers, and ran along Rickard Road, the old RR route to Narrabeen shops and then Warriewood Square. The number 195 was assigned to the PR route, which now ran from Pymble to Warriewood Square and then Narrabeen, and no longer to Mona Vale. The Pymble to Mona Vale service now acquired the number 196, not 195, and ran only at peak hours, on summer weekends and summer school holidays.

If we look at the off peak services, we can see that a bus which arrived at Narrabeen as a route 285, proceeded onwards as a 195, and a 195 became a 285 in the same way. Each route service ran every second hour, but the timetable was not combined in such a way as to have a bus every hour out of Narrabeen. Operational needs dictated intervals of roughly half an hour, and then one and a half hours. We may also note the buses marked K, which operated round a loop in the south part of Elanora Heights, around Koorangi Avenue and other streets in that area. These buses ran inbound to Narrabeen only in the morning peak, and outbound only in the evening peak. At least they had a return service in 1992, unlike 1979. Finally there was now a Saturday service, with four runs each

way, but not at regular intervals. There was Sunday service on the route 196, but only in summer, between November and March.

Then, in 1998 Forest Coach Lines took over Gillott's St. Ives buses out of Pymble and further changes occurred. The number 195 was transferred to the St. Ives Chase runs, while the number 196 became primarily the Mona Vale service, and could now set down passengers in what had been Gillott territory. I've included the weekday timetable from Pymble to the Northern Beaches, the timetables in both directions for Chatswood and the western part of the map on pages 6&5 respectively. Route 196 buses ran primarily to Mona Vale only in peak hours, and were extended from there to Warriewood Square in shopping hours. Two 196 buses are shown as being extended from the Square to Narrabeen, the 12.30 and 5.52 pm departures from Pymble, although other Warriewood Square buses may be picked up on the Chatswood timetable, departing for Narrabeen and Chatswood at 15 past the hour, two minutes after their arrival from Pymble. Three further buses are shown departing from Pymble for Narrabeen via Elanora, and not Mona Vale, at 6.30am, 2.30pm and 3.26A (A for school days only, and a first set down restriction.)

There had been small changes to the 285 timetable in 1998. The Koorangi Ave loop was still operated only in the direction of peak hour travel to or from Narrabeen, while there were fewer buses running down Powder Works Road (marked E) and some of them were labelled 285 rather than 196. The same two-hourly clock face timetable was operated on weekdays in the off peak shopping hours, and we find exactly the same irregular Saturday 285 timetable as was operated in 1992.



With the new regional timetables introduced on Monday 24 November 2008, Elanora Heights was no longer in Forest Coach Lines' Region 14, but in Sydney buses' Region 8. This allowed Sydney Buses to operate peak hour buses to and from the city and to operate all services through the Warriewood area. Forest Coaches lost the Elanora area, but increased their services with the regular route 197 from Mona Vale to Macquarie University. The few times I had travelled by a route 285 bus from the Chatswood area to the Northern Beaches, there were no other through passengers and except in summer, when youngsters were headed to the beaches, the Terrey Hills to Elanora section was very poorly patronised. The route 285 has ceased service, and even the school buses carry different numbers.

I've printed out the timetables for the new routes and the northern part of the map from the Warriewood and Elanora Heights timetable on page 7. The two new routes have numbers used in the old Pittwater Road series. The number 182 had been Wynyard to Narrabeen and was available for reuse for the Narrabeen to Mona Vale via Elanora Heights. The old 183 Wynyard to Narrabeen North had become used for service from Milson's Point and the E83, derived from the 183, was used for express buses between the city and Narrabeen. This was extended in November 2008 to Elanora Heights and extra services provided. The E83 buses run only in the peak hour, in to the city in the morning, back out in the evening. They start at Garden and Powder Works Roads, run over the old PR and then RR routes, and pick up passengers as far as Warringah Mall. There are six E83 buses in each direction, two of which start or finish at Narrabeen, so the route E83 serves both Elanora Heights passengers and those from Narrabeen south to Brookvale.

The route 182 operates from Narrabeen out to Elanora Heights by Rickard Road (the old RR) then follows Powder Works Road (PR) to Warriewood Square and then takes a route close to that of the old 196 north to Mona Vale, covering different streets in parts of Warriewood to those used by the route 185. It has hourly service on peak days, the same frequency Forest had reached by the mid 2000's and regular service every two hours on Saturdays, over a longer time and with an easier to memorise timetable than Forest had run on Saturdays.

The service to Elanora Heights has developed and changed over the years. Bus service from Elanora to points on the North Shore line lasted for sixteen years, but in 2008 the Elanora bus service was separated again from its western extensions. All three of the short privately operated bus routes in the Manly Warringah area that I

ROUTE 195: PYMBLE - ST. IVES - ST. IVES CHASE																	Weekdays							
ROUTE 196: PYMBLE - ST. IVES - TERREY HILLS - MONA VALE																								
Showing Route Number	195	196	195	196	195	196	195	196	196	195	195	196	195	196	195	196								
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am								
	S																							
PYMBLE Station (Grandview St)	6.24	6.30	7.00	7.08	7.29	7.38	7.50	8.00	8.08	8.20	8.28	8.40	8.48	8.55	9.06	9.15	9.35	9.55						
ST IVES Village Shops	6.31	6.37	7.09	7.16	7.37	7.46	7.58	8.08	8.16	8.28	8.36	8.48T	8.56	9.03	9.14	9.23	9.43	10.03						
ST IVES CHASE (Milburn Place)	6.38																	8.44	8.56					
Hassell Park																	9.01							
St Ives Showground																	9.06							
AUSTLINK (Garigal Road)																	9.10							
TERREY HILLS (Myoora/Booralie)																	9.42							
INGLESIDE (Chiltern Road Corner)																	9.47							
MONA VALE (Bungan Street)																	9.52							
Warriewood Square Shops																	9.58							
NARRABEEN (Pittwater Road)																								

Weekdays (cont.)																								
Showing Route Number	195	196	195	196	195	196	195	196	195	196	195	196	195/6	196	195	196	195	196						
	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm						
	S																							
PYMBLE Station (Grandview St)	10.15	10.30	10.55	11.15	11.37	11.55	12.15	12.30	12.55	1.15	1.37	1.57	2.30	2.38	63.10	3.12	3.26	3.30						
ST IVES Village Shops	10.23	10.38	11.03	11.23	11.45	12.03	12.23	12.38	1.03	1.23	1.45	2.05	2.38	2.46	3.20	3.20	3.24	3.38						
ST IVES CHASE (Milburn Place)	10.31																	1.53						
Hassell Park																	2.10	2.43	3.06					
St Ives Showground																	2.15	2.48	W					
AUSTLINK (Garigal Road)																	2.19	2.52						
TERREY HILLS (Myoora/Booralie)																	2.24	2.57						
INGLESIDE (Chiltern Road Corner)																	2.29	3.02						
MONA VALE (Bungan Street)																	2.34	N						
Warriewood Square Shops																	2.40							
NARRABEEN (Pittwater Road)																	3.15							

Weekdays (cont.)																							
Showing Route Number	196	195	195	196	195	196	196	195	196	195	196	195	196	195	196	195	196	196					
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm					
	S																						
PYMBLE Station (Grandview St)	3.33	3.38	3.50	3.55	4.00	4.02	4.05	4.16	4.27	4.36	4.51	5.05	5.11	5.26	5.35	5.50	5.52	6.05					
ST IVES Village Shops	3.41	3.46	3.58	4.03	4.08	4.12	4.13	4.24	4.35	4.44	4.59	5.13	5.19	5.34	5.43	5.58	6.00	6.13					
ST IVES CHASE (Milburn Place)																	4.43						
Hassell Park																	4.49						
St Ives Showground																	4.54						
AUSTLINK (Garigal Road)																	5.26						
TERREY HILLS (Myoora/Booralie)																	5.30						
INGLESIDE (Chiltern Road Corner)																	5.35						
MONA VALE (Bungan Street)																	5.40						
Warriewood Square Shops																							
NARRABEEN (Pittwater Road)																	6.37						

ROUTE 285: NARRABEEN to CHATSWOOD																	Weekdays Only						
Showing Route Number	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285						
	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm						
	S																						
Warriewood Square Shops																	5.33						
NARRABEEN (Waterloo Street)	7.13	8.04	8.26	9.20	11.20	1.20	3.17	3.52	4.05	4.16	4.25	4.58	5.40	6.10	6.40								
Powder Works Rd & Garden St																	4.28						
Elanora Road & Anana Road	7.18																	4.22K					
ELANORA HTS (Shops)	7.21	8.11	8.34	9.29	11.29	1.29	3.33	4.01	4.13	4.29	4.31	5.11	5.53	6.23	6.53								
INGLESIDE (Chiltern Road Corner)	7.25	8.15	8.38	9.33	11.33	1.33																	
TERREY HILLS (Myoora/Booralie)	7.32P	8.22E	8.44	9.39	11.39	1.39																	
FRENCHS FOREST (Forestway)	7.49																	4.54					
CHATSWOOD (Interchange)	8.13																	5.13					

Saturdays																	
Showing Route Number	285	285	285	285	280												
	am	pm	pm	pm	pm												
Warriewood Square Shops	10.16	12.36	3.21	4.51													
NARRABEEN (Waterloo St)	10.21	12.41	3.26	4.56													
Elanora Road & Anana Road	10.27	12.47	3.32	5.02													
ELANORA HEIGHTS (Shops)	10.30	12.50	3.35	5.05													
INGLESIDE (Chiltern Rd Cnr)	10.34	12.54	3.39	5.09													
TERREY HILLS (Myoora/Booralie)	10.39	12.59	3.44	5.14													
FRENCHS FOREST (Forestway)	10.53	1.13	3.58	5.27X	5.35												
CHATSWOOD (Interchange)	11.12	1.32	4.17														

ROUTE 285: CHATSWOOD to NARRABEEN																	Weekdays Only											
Showing Route Number	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285											
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am											
	S																											
CHATSWOOD (Interchange)																	7.10											
FRENCHS FOREST (Forestway)																	7.54	8.45	10.45	12.45								
TERREY HILLS (Myoora/Booralie)																	8.27	9.16	11.16	1.16	2.57	3.19	3.51					
INGLESIDE (Chiltern Road Corner)																	8.36	9.21	11.21	1.21	3.02	3.24	3.58					
ELANORA HTS (Shops)	6.59K	7.01E																										
Elanora Road & Anana Road	7.05																											
Powder Works Rd & Garden St																	7.26											
NARRABEEN (Waterloo Street)	7.09	7.08																										
Warriewood Square Shops																	8.54	9.38	11.38	1.38								

Saturdays																
Showing Route Number	285	285	285	285												
	am	am	am	am												
CHATSWOOD (Interchange)	8.46	10.45	1.45	3.50												
FRENCHS FOREST (Forestway)	9.03	11.03	2.03	4.08												
TERREY HILLS (Myoora/Booralie)	9.15	11.15	2.15	4.20												
INGLESIDE (Chiltern Rd Cnr)	9.20	11.20	2.20	4.25												
ELANORA HEIGHTS (Shops)	9.24	11.24	2.24	4.29												
Elanora Road & Anana Road	9.26	11.26	2.26	4.31												
NARRABEEN (Waterloo St)	9.31	11.31	2.31	4.36												
Warriewood Square Shops	9.36	11.36	2.36	4.41												

from Mona Vale to Narrabeen		from Narrabeen to Mona Vale		from Elanora Hts to City		from City to Elanora Hts	
time period	showing route number	time period	showing route number	time period	showing route number	time period	showing route number
accessible service	Mona Vale Park St	accessible service	Narrabeen Waterloo St	accessible service	North Narrabeen Garden St & Powder Works Rd	accessible service	City - Wynyard Stand C - Carrington St
	North Narrabeen Garden St & Powder Works Rds		North Narrabeen Rickard & Anana Rd		Elanora Heights Kalang & Powder Works Rds		Narrabeen Pittwater Rd & Waterloo St
	Elanora Heights Kalang & Powder Works Rds		Elanora Heights Rickard & Anana Rd		Narrabeen Pittwater Rd & Waterloo St		Elanora Heights Kalang & Powder Works Rds
	North Narrabeen Rickard & Anana Rd		North Narrabeen Garden St & Powder Works Rd		City - Wynyard York St		North Narrabeen Rickard Rd & Bristol Ln
	Narrabeen Waterloo St		Mona Vale Park St				
Monday to Friday		Monday to Friday		Monday to Friday		Monday to Friday	
AM	182 8:17 8:33 8:37 8:40 8:45	AM	182 6:39 6:42 6:55	AM	E83 5:56 6:00 6:08 6:54	PM	E83 5:03 5:54 6:01 6:06
	182 9:19 9:33 9:37 9:40 9:45		182 7:03 7:06 7:19		E83 6:38 6:42 6:50 7:40		E83 5:17 6:08
	182 10:19 10:33 10:37 10:40 10:45		182 7:20 7:26 7:28 7:31 7:44		E83 7:16 8:13		E83 5:32 6:23 6:30 6:35
	then every hour until		182 7:54 7:57 8:12		E83 7:08 7:12 7:20 8:17		E83 5:40 6:31
PM	182 5:19 5:33 5:37 5:40 5:45		182 8:20 8:26 8:28 8:31 8:46		E83 7:38 7:42 7:50 8:45		E83 5:57 6:48 6:55 7:00
	182 5:49 6:03 6:07 6:10 6:15		182 8:50 8:56 8:58 9:01 9:14		E83 8:29 9:19		E83 7:05 7:50 7:57 8:02
	182 6:19 6:33 6:37 6:40 6:45		then every hour until				
	182 6:49 7:03 7:07 7:10 7:15		PM 182 6:50 6:56 6:58 7:01 7:14				
	Saturday		Saturday	EXPRESS SERVICE INFORMATION			
AM	182 8:54 9:08 9:12 9:15 9:20	AM	182 9:25 9:31 9:33 9:36 9:49	To City: Picks up and sets down at all stops to Dee Why, then Brookvale Shops, Warringah Mall, Neutral Bay Jn and sets down at City - Wynyard.			
	then every two hours until		then every two hours until	To Elanora Hts: Starts at City Wynyard, picks up at Neutral Bay Jn, then picks up and sets down at all stops from Warringah Mall.			
PM	182 4:54 5:08 5:12 5:15 5:20	PM	182 5:25 5:31 5:33 5:36 5:49				

knew when I was younger have now been taken over by the government. Two new routes, the 196/7 from Macquarie Univer-

sity and (now) Gordon to Mona Vale and the 280 from Chatswood to Warringah Mall have started in more recent years, and both are now operated by Forest Coach

Lines as part of Region 14.



Working Victoria's Railways in 1889 – Part III

ALBERT ISAACS

We now come to the final section of our review of:

VICTORIAN RAILWAYS. WORKING TIME TABLE ... ON AND AFTER 1ST MARCH, 1889.

As explained in Part I, much to the surprise of this author, the suburban sections contain more interesting material and pose more unanswered questions than do the country sections. This part of this series looks at the

SOUTH SUBURBAN DISTRICT

portion of the WTT, which made up the District consisting of suburban lines which were either built by the Melbourne and Hobsons Bay United Railway Company (MHBURC) or its predecessors, prior to 1878 and the purchase of the company by the Victorian government and its absorption into the VR system.

As already discussed, the way that the TT is bound makes it impossible to place any of the interior in a scanner without destroying the binding. However, it has been proved in the first two sections of this series of articles that, if the TT is properly explained, illustrations are not always necessary.

By 1889, all of the South Suburban District was double track except for the following single track sections: beyond Box Hill; Kew Junction-Kew; Flinders-street-Spencer-street tramway.

As we discovered in our review of the North Suburban District, the number of Goods trains running to the multifarious suburban sidings was quite surprising and is a major difference between Victoria's 19th century railway and its 21st century system.

As explained in earlier parts of the series, in the 1880s, WTT table columns were numbered consecutively irrespective of whether it was a Down or Up table, meaning that in the 1889 WTT, when trains are referred to in footnotes, reference has to be made to the direction, e.g. No. 3 Up, or Nos. 4, 5 & 6b Down. Yes, when extra columns were added over time to the various issues of the WTT, the following type of sequence is sometimes used: 2, 3, 3a, 3b, 4 ...; but in other tables it may appear as: 2, 3, 3a, 3aa, 4 ...; there are also examples where the two disparate formats are used in the same table.

Reference should be made to Part II of this review for an explanation on matters which were similar in both parts of the Melbourne suburban system, e.g. Workmen's Trains; the minor differences between

Monday to Friday and Saturday operation; operation of trains prior to about 12.30 pm on Sundays; the lack of suburban Goods on Sundays; the lack of suburban expresses; the slightly different cultures between established VR lines and those with an MHBURC heritage, particularly in reference to the amount of time allowed for station stops. The map accompanying Part II will also be of assistance here.

On the subject of a different culture on former MHBURC lines and those with a VR heritage, it will be noted that there are many more opportunities to water locos in the South Suburban District (ex-MHBURC) than in suburban lines in the north.

Apart from the Eastern District which used all three city termini¹, all other country lines, as well the North Suburban District, used a station referred to as Melbourne, which was actually Spencer-street. Most South Suburban District trains used either Melbourne (Flinders-street) or Melbourne (Prince's-bridge) as termini, although there are some references to Melbourne (Spencer-street), as we will discover.

In 1889, Prince's-bridge was the city termini for both Passes and Goods on the Caulfield-Oakleigh-Dandenong-Warragul-Traralgon-Sale/Stratford Junction-Bairnsdale and Camberwell-Box Hill-Ringwood-Lilydale-Healesville/Kew lines, which is remarkable as the station only consisted of two platforms. It was situated on the present site of Federation Square on the south-eastern corner of Flinders and Swanston Streets². By 1889 there were lines connecting Prince's-bridge with the adjacent Flinders-street station, but the two termini, initially owned by separate private companies, had originally been isolated.

At the time that the WTT was published, Flinders-street was the terminus for the Balaclava-Elsterwick-Brighton Beach-Sandringham, St. Kilda and Port Melbourne lines. (This meant that some trains operating to/from South Yarra used Flinders-street as their terminus while other services utilised Prince's-bridge.) Flinders-street was also the terminus for the so-called tramway that operated along Flinders-street itself, then providing the only connection between Flinders-street and Spencer-street stations. In 1889, Flinders-street station also consisted of only two platforms³.

Now! Let's look at the South Suburban District, in 1889, line by line. I have used the actual headings used on the week-day Down tables. One will note the many different formats used in these headings, just as there are many differences in the actual

set-up of the tables. Of course, this suggests that many different compilers were involved in setting up the various editions of the WTT over many years. Strangely, some of the Up tables had exactly the same headings as their Up counterparts, while other Up tables had the list of stations reversed.

OAKLEIGH SUBURBAN LINE:

Despite the heading, the table actually extended as far as Beaconsfield, a station which, in the 20th century, was not again regarded as a suburban station until the extension of suburban services to Pakenham in 1972. Nevertheless, the only service shown to this distant village was the following Saturday-only extension of a Monday-Saturday Dandenong train: Melbourne (Princes-bridge) 2.20 pm, Dandenong 3.16-3.17, Beaconsfield 3.27-4.05, Dandenong 4.33-4.36, Melbourne (Prince's-bridge) 5.36. The longer time at Dandenong on the Up is explained by a tabled cross with a Goods. Nevertheless, why was this service operated? It ran after the half-day holiday had commenced, and certainly gave no opportunity for trippers to spend any time in Beaconsfield; further, the Down would have been too late to get people to sporting events and the Up would have been too early to take them away.

The WTT has tables for Week Days (Saturdays included) and for Sundays. Apart from the once-a-week Beaconsfield, there were Pass services to or through the following: Caulfield 45 Monday-Friday, 46 Saturday [at similar times to other weekdays, with only two exceptions], Sunday 11; Oakleigh 28 Monday-Saturday, 6 Sunday; Dandenong 5 Monday-Saturday, with no trains beyond Oakleigh on Sunday. There were turnarounds of as little as four minutes.

No Goods trains are shown in the suburban table but long-distance Goods to Warrigal and beyond serviced South Yarra, Caulfield, Oakleigh, Dandenong and, obviously, all stations beyond.

Footnotes show Jolimont Transfer Box as a Block Point between Prince's-bridge and Richmond.

Trains could be watered at Melbourne (Prince's-bridge), Caulfield and Dandenong.

MELBOURNE (Prince's-bridge) TO HAWTHORN, CAMBERWELL, BOX HILL, AND RINGWOOD:

Although there are separate tables for Pass services on Monday-Friday, Saturday, and Sunday, as we have now come to expect,

the last six days of the week all had somewhat similar services. Trains visited or terminated, viz: Camberwell 68 Monday-Friday, 72 Saturday, 24 Sunday; Box Hill 26 Monday-Friday, 28 Saturday, 10 Sunday; Ringwood 11 Monday-Friday, 12 Saturday. No trains ventured beyond Box Hill on Sundays.

Pass services for Lilydale and Healesville are shown in a separate table in the Eastern District section of the WTT. There is one Down Pass service that appears to commence at Ringwood at 11.18 am Monday-Saturday, terminating at Lilydale at 11.42, but after consulting the suburban table it appears that it is actually a train that commenced at Melbourne (Prince's-bridge) at 10.20. This train leaves Lilydale at 11.55 and yet again takes a path through the two tables to arrive back at Melbourne at 1.15 pm. How many contemporary railway staff were confused by the way this train was shown? I can just imagine staff at Ringwood striding along the platform yelling out that the train was terminating, when it certainly wasn't.

All Goods serving suburban stations on the Ringwood line were shown on the long distance table rather than in the suburban section. Nevertheless, there were two daily (i.e. every day except Sunday) Goods to Hawthorn, one of which was Conditional, as well as two Conditional Goods to Box Hill. There were also six Monday-Friday and five Saturday Goods to Lilydale which served suburban yards at Hawthorn, Camberwell and all stations beyond (Canterbury, Surrey Hills, Box Hill, Blackburn, Tunstall [later Nunawading], Mitcham, Ringwood, Croydon and Mooroolbark), as well as the Ringwood Brick Siding.

The tables for all trains on both the Ringwood and Kew lines showed Kew Junction (equidistant between Hawthorn and Glenferrie) as a timing point. Nevertheless, although it was a Block Point, there were no other facilities there, and certainly no provisions for passengers. Mitcham Brick Siding was also shown as a Block Point, between Blackburn and Mitcham but, strangely, it was not shown in the tables for any of the Goods services.

Melbourne (Prince's-bridge) and Camberwell were watering stations.

MELBOURNE (PRINCE'S-BRIDGE) AND KEW TRAINS:

Although the heading for these tables included the name Prince's-bridge, the actual table just referred to the station as "Melbourne". Everywhere else that "Melbourne" appears in this WTT, it is actually in reference to Spencer-street. Therefore, this is yet another example of inconsistency in the TT layout.

Like the Ringwood line, there were also separate Kew tables for Monday-Friday, Saturday, and Sunday, despite there being similar services on all days but Sunday. There were 41 Passes and one Goods Monday-Friday, with a similar number shown on the Saturday table; Sunday saw 21 Passes. The Goods ran express Prince's-bridge to Hawthorn where it had a 50 minute stop at Hawthorn yard on the Down but only one minute there on the Up (it did not stop at the one intermediate branch-line station of Barker's Road [later Barker], which had no yard.)

As all Kew services ran direct from Melbourne (Prince's-bridge), added to the fact that there were no suburban expresses on this line, meant that when one combined the number of services on the Ringwood and Kew lines, East Richmond, Burnley and Hawthorn had an incredibly good Pass service of 109 trains Monday-Friday, 112 on Saturdays and even 45 on Sundays. Remember also that it would be nearly 70 years before the third and fourth tracks were added to this line, so one can just imagine the congestion⁴.

Thirsty locos were given a drink at either Melbourne or Kew.

TIME TABLE for Pilot Engine running on Tramway between Flinders-street and Spencer-street:

Below is a facsimile of the TT for this line, the so-called tram line along Flinders-street⁵. The only other services on this line were Eastern Line Goods, most of which ran to/from Spencer-street⁵ (there was certainly more than one Goods, despite the intimation in the endnote [above]). All trains on the tram line were tabled to take as long as 30 minutes for a journey which, in later years after the viaduct was built, would take as little as 3 minutes.

The table certainly doesn't show these

Pilots as being conditional but the two footnotes certainly imply that they were.

The placement of this table in the South Suburban District section is nothing if not peculiar, even though this page is the only one in the section not to have a South Suburban District page header. Common sense would suggest that this table would have been better placed in the Eastern District section, where other Goods services on the tram line are shown.

MELBOURNE (Flinders-street) TO BALACLAVA, ELSTERNWICK, BRIGHTON, AND SANDRINGHAM:

Yet another minor inconsistency is found in the layout of this table – although the heading refers to "Melbourne (Flinders-street)", the actual tables call it "Melbourne., Flinders-street".

Once again, despite similar weekday stopping patterns there were separate tables for Monday-Friday and Saturday, as well as for Sunday. There were Pass trains to and through Balaclava: 94 Monday-Friday, 92 Saturday, 37 Sunday; Elsternwick: 74 Monday-Friday, 78 Saturday, 33 Sunday; Brighton Beach: 57 Monday-Friday, 55 Saturday, 30 Sunday; Sandringham: 22 Monday-Friday, 21 Saturday, 11 Sunday. This is the only suburban line where there were any Expresses. Five Downs and four Ups ran express Prince's-bridge to Balaclava; there was also one train in each direction express through Richmond only, and yet another express through both Richmond and South Yarra in both directions – interestingly only one Express in both directions have headings which indicate their express status.

There were no Goods trains on this line.

As there were then no stabling facilities at Sandringham, all trains were docked at Brighton Beach⁶, requiring light engine running between Brighton Beach and Sandringham, before and after the first and last Pass trains.

Although not unique, the termini at what were then the consecutive stations of Balaclava and Elsternwick intrigues this author, particularly given the lack of facilities for the termination of trains at Balaclava and the fact that some of these services had a tabled run-around time of just 3 minutes, in one case also involving a cross!

			<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
FLINDERS-STREET	...	dep.	AM. 9 30	AM. 11 30	PM. 1 20	PM. 3 15	PM. 6 0	PM. 8 15	PM. 10 15	AM. 12 15
SPENCER-STREET..	...	arr.	10 0	12 0	1 50	3 45	6 30	8 45	10 45	12 45
			<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>
SPENCER-STREET..	...	dep.	AM. 10 30	PM. 12 25	PM. 2 15	PM. 4 15	PM. 7 0	PM. 9 15	PM. 11 15	AM. 1 15
FLINDERS-STREET	...	arr.	11 0	12 55	2 45	4 45	7 30	9 45	11 45	1 45

District Traffic Superintendent, Flinders-street, and Yard Inspector, Spencer-street, to arrange.

District Traffic Superintendent, Flinders-street, to arrange that the Pilot does not interfere with the ordinary Goods Train (sic) between Spencer-street and Flinders-street.

Water tanks were provided at Melbourne, Flinders-street and Brighton Beach.

MELBOURNE AND ST. KILDA TRAINS:

Despite the goodly number of trains to St. Kilda, this table is one of the simplest in the WTT because there are no Goods and because Pass trains have no intermediate termini. There are 70 services Monday-Friday, 70 Saturday (separate table) and 39 on Sunday.

Falls-bridge is shown in footnotes as the first Block Point on the line and one has to wonder why it wasn't Flinders Street. St. Kilda Junction is then shown as a Block Point between Falls-bridge and South Melbourne. Falls-bridge⁷ is not actually the railway bridge over the Yarra but the vehicular bridge built in 1860 and replaced by the present Queen's Bridge in 1889 (obviously after the issuance of this WTT). The fact that there was a St Kilda Junction Block Point shows that, in 1889, the St. Kilda and Port Melbourne lines shared track from Flinders-street to the Junction.

Water tanks were to be found at both Flinders-street and St. Kilda.

MELBOURNE AND PORT MELBOURNE TRAINS:

This is a fascinating table because of the number of Goods sandwiched between a 15 minute Monday-Friday Pass service, right through the day except at night when there was a 30 minute frequency until just before midnight. These 64 Monday-Saturday Pass trains are shown on one table with no differences on Saturday. This is a memory table—very unusual in the 19th century and even the first two-thirds of the 20th century – and trains leave both termini on the quarter hour, or half hour after 8.45 pm on the Down and 8.30 on the Up. The only exception to the memory table is the last Down of the day, which left at 11.48. On Sundays there were 31 Passes.

Goods trains are shown as leaving both Flinders-street and Port Melbourne every half-hour at 11 and 41 minutes past each hour until 6.41 pm on the Up and 7.11 on the Down. However, all but the first Goods in both directions is shown as being Conditional. Somewhat contradictory to that is a footnote which says:

If goods trains are required later than those shown above, they can be run, leaving Flinders-street or Port Melbourne at 11 and 41 minutes past the hour as required. Stationmasters at Port Melbourne and Flinders-street to arrange.

In other words, until 6.41 / 7.11 pm, Goods are shown in the table, albeit as being Con-

ditional, but after those times they could have still run to a similar pattern but they're only given a cursory mention in a footnote. Why? Perhaps it's because a crew was rostered on to run these Port Melbourne Goods' during the day but if Goods were needed at night, a relief crew would have to have been found. Does that make sense? Of course, that would also suggest that many of the tabled Conditionals did actually run, but that Goods operating during the evening was more of an aberration. Obviously, Goods traffic in both directions would have been dictated by the number of ships in port.

The Block Points on the line were interesting: Falls Bridge (note the different spelling to the way it's shown on the St. Kilda tables) and Port Melbourne Junction (surely this is the same place as that shown on the St. Kilda table as St. Kilda Junction?); Port Melbourne Junction and Ferrars-street Signal Box; Ferrars-street Signal Box and Graham-street.

Water could be taken at both Flinders-street and Port Melbourne even though the two termini were only some 2¼ miles distant. As was noted previously, the difference between the provision of water tanks in the South Suburban District and the North Suburban District was markedly different. However, a water tank was probably provided at Port Melbourne because of the heavy Goods traffic.

WILLIAMSTOWN AND MELBOURNE TRAINS:

Found at the foot of the page showing the Port Melbourne Sunday service, this table has a most confusing heading because it's not actually a train TT at all but a table for the steamers from Gem Pier, Williamstown, i.e. 10 Monday-Saturday and 6 on Sunday. There's a row in the table showing train times from Flinders-street at 15 minutes after the departure of each steamer. The big question is: what are the train times actually trying to convey? Their relevance to the steamers is beyond the ken of this author.

So! That's our review of the 1889 VR WTT. It's a rare and sought-after TT but its monetary value falls into insignificance against the amount of valuable information contained between its covers!

A number of Wikipedia pages were consulted, as was <http://www.victorianrailways.net/vr%20history/history.html>,

<http://www.victorianrailways.net/signaling/completedia/sigdialist.html>

<http://www.victorianrailways.net/vr%>

[20map/1895submap.html](http://www.victorianrailways.net/vr%20map/1895submap.html)

and <http://www.vicrailstations.com/>

ENDNOTES

1 See Part I of this series.

2 Prince's-bridge station was built in 1859 as the terminus for the Melbourne and Suburban Railway Company's line, originally to Punt Road (later Richmond) but later extended to Windsor and Hawthorn. In 1865 MSRC and the St. Kilda and Brighton Railway merged with the Melbourne and Hobson's Bay Railway Company to form the Melbourne and Hobson's Bay United Railway Company, and Prince's-bridge station was closed a month or so later, in October of that same year. On 2nd April 1879 (about a year after MHBURC had been absorbed into the VR) Prince's-bridge was reopened, originally as the terminus for the newly-opened Gippsland line.

3 The famous Flinders-street station building of today was not completed until 1903, and in 1889 the Melbourne Fish Market was found on the south-western corner of Flinders and Swanston Streets that is now renowned for the Flinders-street station clocks. Originally known as Melbourne terminus, the station which by 1889 was known as Flinders-street, was situated next to and south of the Fish Market and fronting Swanston Street only. The original platform, opened in 1854 to serve the MHBRC which had just built Australia's first conventional steam-hauled railway, and the second platform constructed in 1877, were connected by two overhead passenger bridges. One of these bridges and one of the former Flinders-street metal platform awnings, were later moved to Hawthorn station where they exist to this very day. The unusually designed seat on the Hawthorn island platform also started life at Flinders Street. (The author of this article was a member of a lobby group, formed in the mid-1970s, which successfully fought for the retention of these historical features, even though, at the time, the railway authorities were determined to completely rebuild Hawthorn station and, in the process, get rid of these important reminders of our past.)

4 When the Burnley-Darling-Waverley Road-Oakleigh line was opened in 1890 as part of the Outer Circle, congestion would have been exacerbated.

5 For information on the Flinders-street to Spencer-street line and Eastern line Goods services, see Part I of this series.

6 Brighton Beach (opened on 21st December 1861 as Beach) was originally built at an angle to the Sandringham line on which services commenced in September 1887. Even today, this unusual station layout can be inspected.

7 Falls Bridge is immortalised in Frederick McCubbin's famous 1882 painting of the Bridge.

Richard Hughes: Railwayman, Journalist, Eccentric, Spy

BY ALBERT ISAACS.

The aims and objectives of the AATTC actively encourage the collection and study, not only of TTs, but of transport-related paper in general. I recently purchased a fascinating collection of copies of *The Victorian Railway Magazine* [VRM] from the late 1920s.

On browsing through these, I quickly discovered that a large number of articles were written by a columnist by the name of Richard Hughes, obviously a house journalist employed by VRM. In the December 1929 issue, there was also an article under the by-line Hugh Richards, which logic suggests was extremely likely to have been a non-de-plume of Richard Hughes. At first, I rejected the thought that Hughes the railway reporter was the same bloke as Dicky Hughes who, as many readers will recall, gained much notoriety between the 1940s and the 1980s as a journalist, an eccentric and a spy. However, when I began to read one of his VRM articles, "Right Away!", it immediately became obvious that this was not written by just any hack-journalist. In fact, the poetic style employed in VRM by Hughes was reminiscent of the lyrical style used by Dicky Hughes. How many reporters would be talented enough to describe a journey through the sharp bend at Bank Box Loop thus: "They have moved the sun round to the left side of the van"? A Wikipedia search quickly revealed that the very first employer of Dicky Hughes, the future espionage agent, was in fact the Victorian Railways. Yup, it's obviously the same fellow!

However, I seem to be jumping ahead of myself. In the first instance, let me tell you something about the Hughes article that had grabbed my attention. "Right Away!" is named after the common shout used contemporaneously by railway Guards and appears to have been universal throughout those parts of the world indulging in British railway practices. The expression was certainly used to send a train away in the 1937 Will Hay British comedy film "Oh, Mr. Porter".

The article is an absolutely fascinating report about hardworking Guards in the 1920s and their many duties. It also gives one a fascinating glimpse into Victorian railway operations in general in the second quarter of the 20th century.

Hughes rode in the brake van of the 7.40 am Down Dimboola between Spencer Street and Ballarat, sharing the van with and reporting on the work of Guard James ("Jim") McGrath. For a rail enthusiast reading the article over 80 years after that specific rail journey had taken place, there

are many outstanding highlights:

Hughes comments on the huge amount of paperwork required of a Guard and of the time taken by McGrath to fill in the various forms.

Although the 7.40 Down was advertised as a Pass, not only were there large amounts of van-goods but even a horse-van accommodating 24 was attached. This was used during the short journey between Parwan and Bacchus Marsh for conveying equines on behalf of a hunt club, the Findon Harriers. Although the said club had earlier intimated that there would only be 24 horses, they actually turned up with 27 mounts. Hughes does not even raise the possibility of not carrying the extra three horses – they're actually carried in the brake van.

The three horses joined other livestock already in the van, namely turkeys in a cage and a greyhound. There was also deadstock in the form of fish and Hughes makes numerous references to the stink

Hughes is also fascinated by a bicycle hanging over his head, literally, on a hook

Between Bacchus Marsh and Ballan a banker engine was appended to the train. Modern loco Gunzels would not be impressed by the fact that the numbers of neither locomotives was mentioned – Hughes was more interested in recording the way that Guard McGrath oversaw the attachment and detachment of the banker.

At every wayside station there was goods to be loaded and/or unloaded and McGrath had a friendly word for all the station staff that assisted with the freight handling. Well before Hughes left the train at Ballarat, McGrath's facial expressions indicated that he was already sick and tired of talking to his fellow railwaymen about the fine weather.

As this took place in the '20s, there were also mailbags to be properly handled.

There is also a record of the visit of the ticket checker to the van and Hughes notes the conversation between the Guard and his subordinate, mainly centering upon things sporting

At Bacchus Marsh, Hughes commented on the cries of the newspaper-vendor trekking along the platform

Both the fish and the turkeys were unloaded at Ballarat East, just metres before Hughes himself detrained.

With all this activity going on, Hughes asked whether this was one of the busiest

vans on the system. McGrath told him that it was up there amongst the most hectic journeys for a Guard, but that trains on the North-Eastern Main line were usually the busiest.

Hughes mentioned that McGrath's shift would end when the train reached Stawell.

As can be seen, Hughes was certainly able to convey to his readers, including those not yet born, the atmosphere of an active rail journey in the 1920s.

So who is this man? Richard Hughes Jr was born in 1906 and died in 1984 after an intriguing and controversial life. After leaving the railways he was employed by Sir Frank Packer (father of Kerry and grandfather of James) at Consolidated Press. He was later a correspondent for *The Times* (London), *The Economist* and the *Far Eastern Review*. He was a war correspondent in the North African campaign of World War II and later during the Korean War (or police action) and the Vietnam War. During the latter half of his life, he lived in Asia, dying in Hong Kong.

As briefly mentioned earlier, Hughes gained great notoriety as a spy for the British, and it is strongly believed that he was also a double-agent, working for the KGB during the height of the Cold War. He is readily recognised as the inspiration behind two fictional characters, Dikko Henderson in James Bond's *You Only Live Twice* and Old Crow in John le Carre's *The Honourable Schoolboy*.

Both these authors were counted among Hughes' famous friends, as was Barry Humphries.

Many of his contemporaries were confused by the unsubtle contradictions in the life of this notorious secret agent. He was also a devout Catholic and an acolyte within the Church. Further to that, he was an obsessive jazz musician..

Richard Hughes Jr., could well be described as the meat in the sandwich that is four generations of odd-ball Hughes's father Richard Hughes Sr was a ventriloquist who, at the turn of the last century, became famous with audiences due to the comic antics of his doll, Tommy Square-head.

Like her grandfather, Christa Hughes, also leads a sort-of dual existence. In private life she is shy and was a respectful and dutiful daughter. She is also a practising Catholic who recently married in the Church. On the other hand, she was formerly a member of the shock-rock band Machine Gun Fellatio. She is now a solo

rock artist whose performances have been described as vulgar, scandalous and hedonistic.

Perhaps it's a good thing that all journalists at VRM did not all lead such interesting lives within such interesting families. Otherwise, this author would probably get exhausted with all the research he'd have to do.

Acknowledgements:

[http://en.wikipedia.org/wiki/Richard_Hughes_\(journalist\)](http://en.wikipedia.org/wiki/Richard_Hughes_(journalist))

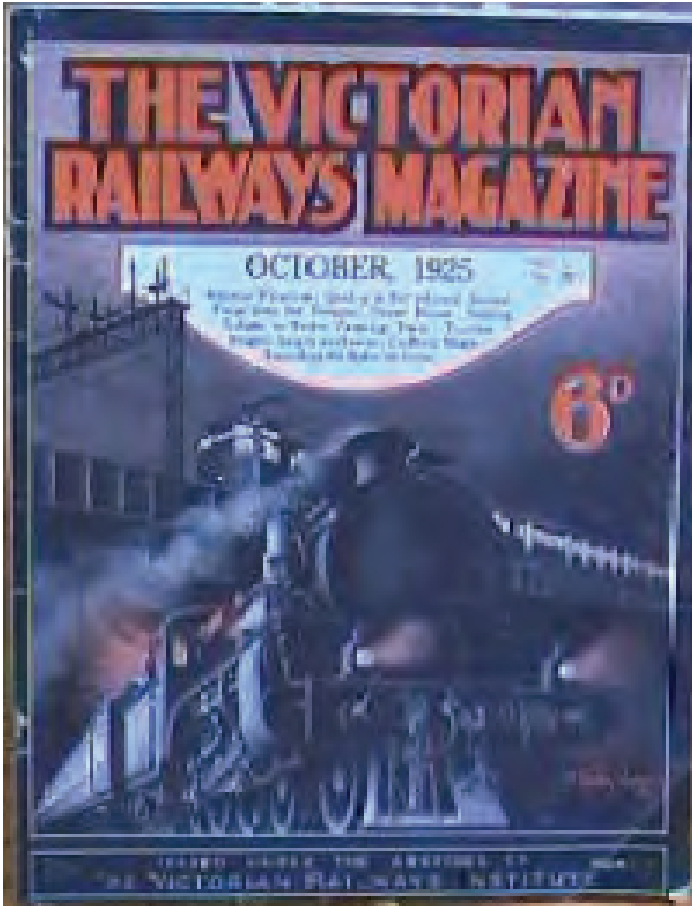
<http://www.abc.net.au/arts/stories/s2821000.htm>

Caption to the photo on page 2:

<http://www.ruthcullen.com/wp-content/>

uploads/2010/01/Christa-Dick-port400.jpg

This photo was taken not long before the death of Richard Hughes, Jr, but who would be bothered looking at the father when all the attention is taken by the beautiful and sexy daughter, Christa Hughes?



"RIGHT AWAY!"

By Richard Hughes

KNIGHT of the green flag, silver whistle and dog-cared train book, and high lord of the railway parcel world, the passenger guard travels last but must always be first. The engine's chime whistle must wait for the blast of his silver whistle.

"Right away!" is his heraldic motto; "On time all the time," the device on his banner.

THE frosty bite of May is in the air. A chill wind blows down Spencer-street's attenuated No. 1 platform. Even the yellow glow of the sun, rising over the waking city, is pale and sickly. Travellers in the 7.40 a.m. Ballarat train wind their rugs tighter and seek more than their fair share of the footwarmer.

And here, in the crowded van of the train, right beneath my eyes, is Guard James McGrath—stoutish, ruddy-faced, clean-shaven and good-humored—active in his shirt-sleeves. The van-stowers have gone. The van is packed to its doors, its load limit of 12 tons imperilled. Behind and around the guard, scratching earnestly in a book at the shelf which is his desk, rear and sprawl huge cairns of parcels, newspaper bundles, crates, boxes, cases, portmanteaux, perambulators, tin trunks and shapeless mailbags—leaning Towers of Pisa in brown paper and labels. Bicycles hang from the roof. The salt smell of fresh fish is insidious and insistent.

"Right Away!"

With an eye on the regulations, Jim McGrath dons his coat as a bell clangs excitedly on the platform. He steps out of the van, green flag and whistle in evidence. Farewells quicken at the windows of the long train.

"Right away," says Jim McGrath to no one in particular. He shrills on his whistle, flutters his flag and swings himself into the van as I bark my knees against an adjacent yellow trunk. Down at the far end of the van, a solitary bicycle, suspended from the roof, gently swings to the left, back to the right, over to the left again, back . . . A wicker pram hovers unsteadily but safely against mailbags. A loose window-frame on the left begins an eternal and subdued creaking.

The wheels beneath my feet grind and vibrate. The van shakes itself briskly over some points. Jim McGrath jots down a few figures in a well-worn, cardboard covered train book. Somewhere ahead in the world which is veiled behind the frosted and

netted doorpanes, a chime whistle sounds.

I sniff and comment. "Yes," says Jim McGrath, sorting waybills. "Tomorrow's Friday. Always plenty of fish about today. Most of it's for Ballarat and Ballarat East."

The van jars. I run suddenly into a pile of bundled newspapers. Jim McGrath is outside. North Melbourne. An electric train shrieks. "Right away!" and the blast of the whistle set the wheels rumbling again. Jim McGrath jots times in his train book. Strengthening sunlight floods through the windows of the van. Shadows flicker along the length of the lighted interior.

Into Footscray

Carefully sandwiching purple carbons between yellow train running statements, the guard sets himself to the task of copying memoranda from his train book. I balance myself as the van gathers speed. With a clap of echoes a bridge blots out the sunlight.

"Footscray!" shouts somebody outside. A dog yaps. I follow Jim McGrath to the open side-door in the canopy of the van. A porter is introducing two excited black Pomeranians to the dog-box.

"Navarre," he announces, handing over a waybill. "How're they treating you?"

"Not too bad," Jim acknowledges, an eye on his watch. "Right again!"

I correct my lurch. Footscray's colored hoardings, bright in the rising sun, drop behind. Jim McGrath makes the inevitable entries in his train book. I pick my way across the prostrate corpses of half-a-dozen mailbags and endeavor to track the persistent fish to its lair. Wooden cases in a bed of sawdust . . . quite innocent-looking.

With Sunshine behind, the trembling of the wheels quickens and develops into a rhythmic and even beat. Down at the congested end of the van, the suspended bicycle flirts with giddiness. Jim McGrath wets his fingers and flicks waybills. I stagger back to the open window of the side-door and inhale the cold, sweet freshness whisk-



ing across from purple hills and over black and green fields to meet the speeding train.

Over an unmetalled road we slide into Deer Park. Jim McGrath lightens the van of a bag of mail, one case of kerosene, a hat box, two rolled newspapers and a tin of paint. He agrees with a blue-nosed railwayman on the platform that the nip in the morning air augurs well for a fine day.

Enter the Ticket Collector

The train's ticket collector—a spare, venerable railroader, as lively as a cricket follows Jim into the van. Usual business with the train book ensues. The ticket man settles his leather bag comfortably and begins a preliminary survey of the assembled parcels in search for immediate roadside station stuff. Jim, obsessed with figures and times, replies absently to the collector's running commentary on the political situation, the prospects of the Carlton football club, the agricultural outlook, a retrospective award of the Arbitration court and the possible constitution of the 1930 Australian cricket team.

"At Rockbank," says Jim, catching my eye. "We cross the 6.30 a.m. from Ballarat. We change crews and a ticket collector who joined the Up train at Bacchus Marsh comes into the van to give me a hand as far as the Marsh. Then at Melton we cross the Overland."

The Bacchus Marsh porter duly arrives next stop, accompanied by an open crate of very apprehensive turkeys.

I crawl aloft into the guard's look-out seat as we stand at the platform. The window at my head frames a perspective view of six carriage roofs topped by a perpendicular column of grey smoke ascending from our unseen engine into the blue sky.

Into the picture, bearing down heavily on the van, looms the black engine of the 6.30 a.m. train from Ballarat, a white plume of smoke curving over its cab from the safety valve. It snorts past. Roofs slither by. Away ahead, a red and white signal arm clatters down. Jim McGrath's whistle is echoed by the engine's chime. We strike north again.

I strike south for a matter of six feet to see how things are going amongst the parcels. Bacchus Marsh porter and ticket collector are sorting systematically, while Jim McGrath divides his time evenly between parcels and figures, train book and labels.

"Don't Forget the Greyhound"

Collapsible pram for Trawalla . . . mails for Great Western . . . tyre for Armstrong . . . "And don't forget the greyhound for Deep Lead" . . . box of fish for Jung . . . newspapers for Dooen—from the crowded end of the van, the sorted roadside parcels are passed along to the marshalling section of the van. In separate heaps they await delivery at their respective destinations.

Melton is between the van and Melbourne. The double-headed Overland has puffed portentously past while we waited at the platform. The ticket collector has vanished mysteriously. The van sways with gathering speed towards Bacchus Marsh. The bicycle at the end of the van maintains its perfectly timed pendulum motion. The turkeys, crouching, are still furtive but hoping for the best.

"We run up against all sorts of freight," muses Jim, reverently laying aside his train book. "From pigeons to rams. I've had crates of pigs, emus, an old man kangaroo, cockatoos and parrots. And a box of white mice. Those white mice . . . you should have seen them line up for their drink of water when I gave it to 'em."

Grinding brakes stem the flow of McGrath reminiscences. Parwan gets its mail, newspapers and crates through the sliding double-doors of the van. Jim shapes a few more pencilled figures before taking up the thread again.

"I remember being on a hunt special once—I generally run the hunt specials—when the Pindon Harriers brought along 27 horses after asking us to provide accommodation for 24. I said to the Master of the Hunt, 'If you're prepared to take the risk, I'll take those three extra hunters in the van.' And I did." Jim nods his head emphatically and momentarily relieves the pressure of his gold-rimmed spectacles on his nose. "Those horses were led into the van, stayed there as quiet as you please for the whole run

and walked out just as calmly when we stopped."

There is a wild shriek of "Paper!" outside. The guard's van, as the last vehicle on the train, always hears the deepest note of despair in that frenzied appeal. Bacchus Marsh slips alongside and halts. Back go the double-doors. A mailman flings himself on to the bodies in the bags by the door. A youthful local porter is concerned about the number of the top car on the train. Jim McGrath's assistant *pro tem* has become a Marshite again. Jim himself is struggling with a roped packing case.

"That horsebox of ours comes off here," he says, mopping a red forehead. "And we're banked by a second engine as far as Ballan. Must test that air brake."

He pulls down the handle of the Westinghouse brake to the accompaniment of a deafening hissing. Outside the frost is rising like white smoke from the station shrubbery under the growing warmth of the sun.

"Right Away!" Again

"All aboard!" and "Right away!" Whistle sounds and flag flutters. Jim in the doorway waves a benevolent farewell to the S.M. Our two iron horses set themselves determinedly at the stiff climb through Rowsley and Ingliston to Ballan. Jim apparently has some complicated problem to solve in his omnipresent train book. I leave him to it and perch myself aloft once more.

Behind, the inscrutable eye of the end canopy window steadily returns my gaze. Ahead, the two engines, vomiting black smoke, come momen-

tarily into view around the roof tops as they curve into a cutting. They have moved the sun round to the left side of the van. We climb and curve, curve and climb, onward, upward and roundward. Scuffling, scraping and confused dragging noises from the hidden section of the van indicate that Jim is sorting again.

We lumber across a trestle bridge, with a sweeping panoramic view rolling away in greens and purples and browns and chocolates to bald hillocks and naked trees and the silvery fog which hides the Marsh. Smoke, streaming heavily overhead, black smudges the blue dome of the heavens.

Victoria's Busiest Vans

Ten-five a.m. brings Ballan. There is a noticeable increase in the elbow-room inside the van. Jim permits himself a slight relaxation with his train book resting on the desk.

"Busiest van of the lot?" he repeats. "Well, this train is as busy as any of them. And I've tackled the lot at one time or another. The 6.30 a.m. North-East doesn't leave you with any time on your hands either. And the Port Fairy morning train is very solid. Very solid."

Millbrook's green hedge moves up alongside and moves away again. Jim McGrath wheels out a pram for Bungaree, wrestles with a fat mailbag and agrees with the S.M. through the double-doors, for something like the tenth time, that it is a fine day.

"We'll be on time, I fancy," Jim remarks, snapping his watch shut. "At Ballarat, I mean. You're getting out there? Me, I go on to Stawell,

Concluded on page 44



Sorting parcels en route

He knows his numbers

From the SEATTLE TIMES

For his third birthday, Teddy Day's mom baked a cake in the shape of a bus, with yellow frosting and black stripes on the sides.

You see, Teddy loved buses and, in particular, everything about their routes: where they went, what time of day, how often, how the routes interconnected. As the little boy grew, he would spend endless hours poring over King County Metro bus schedules.

"I wasn't cognizant of why at the time," says Day. "But it was a tangible thing to keep me busy. I had consistency."

Now Ted Day is 39, and he works out of a cubicle on the fourth floor of the King Street Center in Pioneer Square. He is a transit planner for King County Metro, part of a team that figures out routes for the system's 9,600 bus stops. This might not sound like an exciting job to many, but he is living out the dream that began at age 3. There are few people who can make such a claim.

His mom, Holly Day, remembers that it was around the time Teddy's father left that her son developed his unusual passion. The mom raised Teddy and his older sister by herself in the Wedgwood neighborhood.

She says about her son, "He was the easiest kid to have. He'd just entertain himself for hours. All he needed was a paper and pencil and the bus schedules."

As he grew, she would take him to the Suzzallo Library at the University of Washington, where he would spend hours with phone books from other cities.

Small-town phone books, says Day, often contained bus schedules. For the bigger cities, Teddy would get addresses for their transit systems and write letters asking if they could mail their bus schedules. He accumulated hundreds — Baltimore; San Francisco; St. Paul, Minn.; Trenton, N.J.; Wilmington, Del.; Cheyenne, Wyo.

It was a big day in Teddy's life when a package arrived containing schedules from Los Angeles Metro, which these days has 183 bus routes covering 1,433 square miles. When the family took a trip to Disneyland, Holly Day knew a major stop would be picking up bus schedules for the area.

Teddy also liked to draw up new bus routes and change existing ones. And, no, that wasn't his only focus in life.

"He wasn't like an idiot savant," says his mom. Teddy played soccer and baseball,

was in Cub Scouts, hung out with his buddies, had a job at a nearby Safeway. Still, he was a walking app of bus routes.

Family friends, looking for Metro Transit information, found it easier to call Teddy than Metro itself.

In 1982, when he was 10 and had memorized all the routes of the Metro Transit bus system, I interviewed Teddy and tested him on his knowledge.

Duvall to the University District, getting there by 10 a.m.?

"No problem. The Duvall bus only runs at 7 in the morning, so you'll have to catch it then. That'll take you to Kenmore, and you transfer to the 372 bus, and that goes straight to the U District."

Shilshole to the West Seattle Junction by 3 p.m.?

"Easy. You'll have to catch the 46 bus at Shilshole at noon. That'll take you to the University District, and then you transfer to the 71, 72 or 73. They all run downtown. Then you transfer to the 55 that takes you to West Seattle."

The 10-year-old was asked what he wanted to do when he grew up. He answered simply, "I want to be a bus mapmaker."

Back then, it seemed like an innocent kid's daydream. Day graduated from Roosevelt High School in 1990 and enrolled at the University of Puget Sound in Tacoma, with a double major in math and natural sciences.

He didn't know exactly what his future would hold. But buses never left his life. In college, he met a young woman who a few years later would become his wife, Elizabeth Day, now a schoolteacher. She remembers their dates. "We'd go places in a bus," she says. "Even to the movies, if it was possible, we'd take a bus."

For a little over two years, the couple was separated as Ted went to graduate school at the University of California, Berkeley.

He earned his master's in transportation engineering, returned to Seattle, and in June 1998 married Elizabeth. He worked for a private transportation-consulting firm but went to work for Metro on Nov. 30, 1998. It was a major day in his life. His dream came true. The couple bought a home just 10 blocks from where Ted grew up.

Needless to say, a major consideration in choosing the neighborhood was its excellent bus service.



Public transportation played a role in various aspects of the couple's life, such as when they traveled abroad to Europe for vacation, or even for a weekend in Vancouver, B.C.

"We spent eight weeks in Northern Europe and didn't have a car. We went all the way up to the Arctic Circle," he says.

These days, Day and his wife are the parents of Sarah, 2, and Andrew, 4.

With young kids, sometimes you just have to use a car. But a couple of summers from now, Day thinks the family can travel to England and use bus and rail for transportation.

Day's work hours are filled with the kind of numbers a transit planner can love:

Some 220 to 230 routes (as Day explains, some routes split into two at different times of the day), 50 million miles traveled annually by 109 million passenger boardings.

And these are the kinds of issues that fill a transit planner's life:

The ebbs and flows of ridership, as neighborhoods change. How construction projects affect a bus route.

Making routes work best as budgets tighten. Scheduling routes so kids going to the University of Washington get to class on time.

Of course, he still can tell you exactly what routes to take to get from one place to another. And, of course, Day commutes by bus. He loves observing the passengers and thinking about whether a particular route is best serving them.

At night, when Elizabeth is reading a best-seller before going to sleep, Ted brings out a transit-route book. Elizabeth understands. It is what drew her to Ted back in college.

"He's got such a passion. It's pretty amazing. He has fulfilled what he wanted to do," she says.

The Railway Atlas of Thailand, Laos and Cambodia

Book Review by VICTOR ISAACS

The title of this much-needed book, "The Railway Atlas of Thailand, Laos and Cambodia", considerably understates its scope. Its main feature is a series of detailed maps depicting the railway lines – present and past – of these countries. However, the largest part of the book is a detailed history of the various lines.

The longest chapter by far describes the railways of Thailand. Each line is taken in turn. There is a history of its construction and of subsequent developments. This is usually followed by a listing of features of note along the line. Then there is a listing of references, followed by a chronology. Each State Railways of Thailand line then has a table. This gives a rendering of station names in Thai, then in Latin letters, the station abbreviation (again in Thai and Latin alphabets), code, distance, class of the station and, if relevant, further notes.

There are then sections about double and triple tracking, tunnels, significant bridges, and the former State Railway Hotels. Each of these is accompanied by a map illustrating these subjects along with appropriate tables.

Following this are sections about the surprisingly large number of former and present private, and industrial railways. This includes details of urban tramways and various leisure railways, including cableways, miniature railways, cable cars and a monorail at resorts. Also included are descriptions of the history of the Bangkok Skytrain, Bangkok Metro and the just-opened Bangkok Airport railway.

The following chapters are shorter but follow a similar format, describing the history of railways in Laos and Cambodia.

Possibly the main feature of the book is the

series of maps covering the railways of these three countries. These show present lines, as well as closed and proposed lines. Stations names are rendered in the local alphabets as well as in Latin letters. Distances are given of significant features, such as bridges and tunnels. There are enlargements of the area around Bangkok.

The book is copiously illustrated with historical photographs and with extracts from maps which the author has found, showing obscure lines.

The author is Brendan Whyte, an AATC member. He explains in his introduction that the motive for producing this tome was the difficulty of obtaining detailed maps of the Thai railway system, which was compounded by the problem of there being two sets of official Thai Railway timetables. The English-language version is considerably abbreviated, both by not listing minor stations, and by not including minor trains. Hence, a visitor travelling by train can be considerably frustrated.

Dr Whyte has obviously spent a considerable amount of time and expertise finding a very large amount of data. This is all well referenced, so it can be followed up, if interested.

This book is a superb description of the histories and infrastructure of the railways of these nearby countries. Some of the information will be a real revelation. For example, I was not aware of the extent of duplication and triplication of railways in Thailand, nor of the number of former Railway-owned hotels.

The book will be of considerable assistance to any traveller over Thai Railways, or anyone studying their timetables. It will perhaps be of even greater assistance to those wishing to study the railway history

The Railway Atlas of Thailand, Laos and Cambodia

B. R. Whyte



White Lotus

of these three countries. In summary, no-one with an interest in the railways of South-east Asia can afford not to obtain this book.

If combined with the online timetables available from aggiebob@aol.com there will be little missing for anyone wishing to study or travel on Thai Railways.

B.R. Whyte, published in 2010 by White Lotus Press, GPO Box 1141, Bangkok 10501, Thailand. Copies available from Australian Railway Historical Society Bookshop, Central Station, Sydney (or www.arhsnsw.com.au), and from the Asia Bookroom, 2/1 Lawry Place, Macquarie ACT 2614, (or www.asiabookroom.com/AsiaBookRoom/index.cfm), \$65. Paperback, A4, 240 pages, 64 illustrations, 50 maps.

