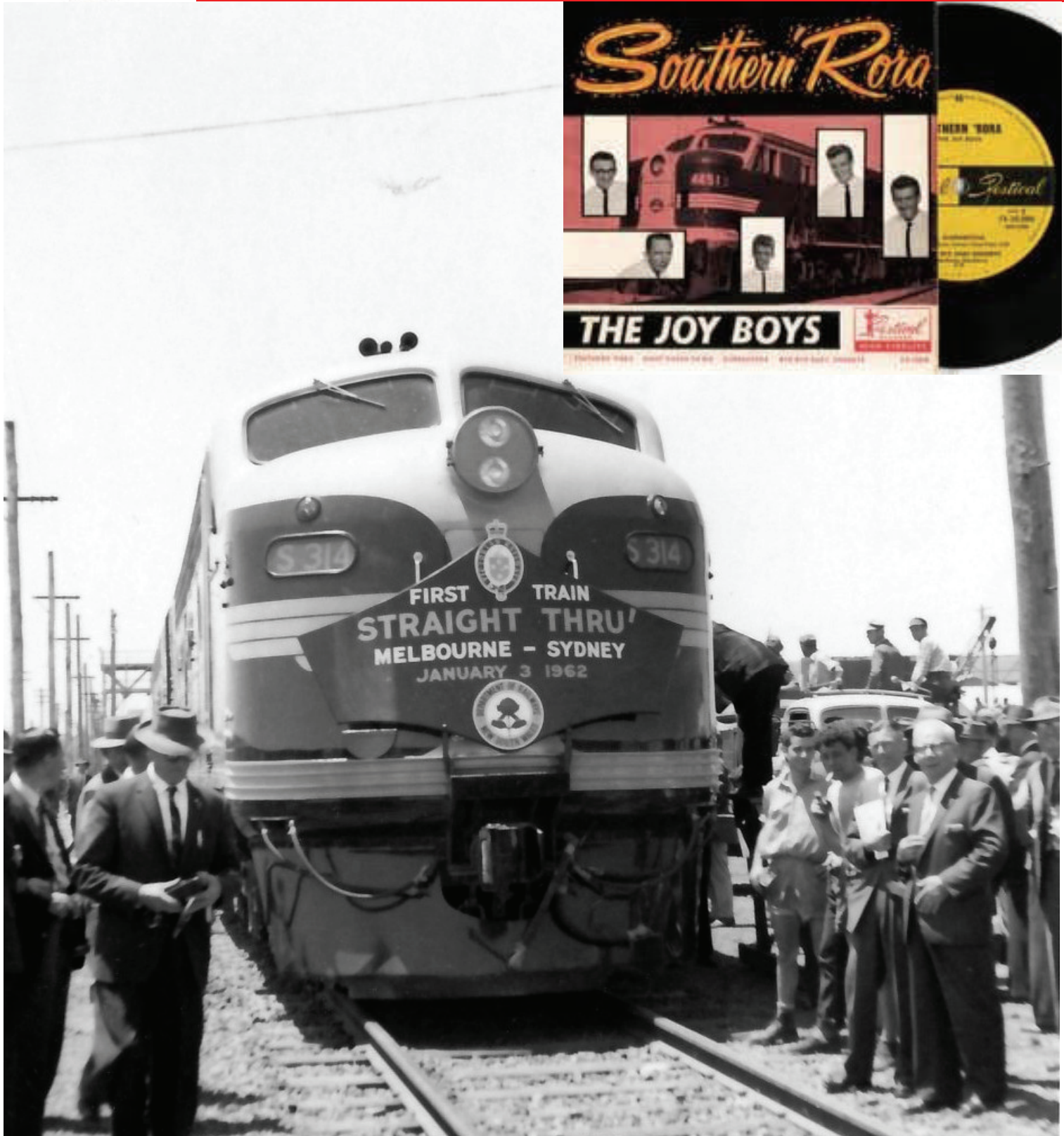




The Times

April 2012

A journal of transport timetable history and analysis



Inside: How the octopus lost its arms

From Manly to Newport by bus— 1880s style

The 'Rora— toy of the Joy Boys

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The Times

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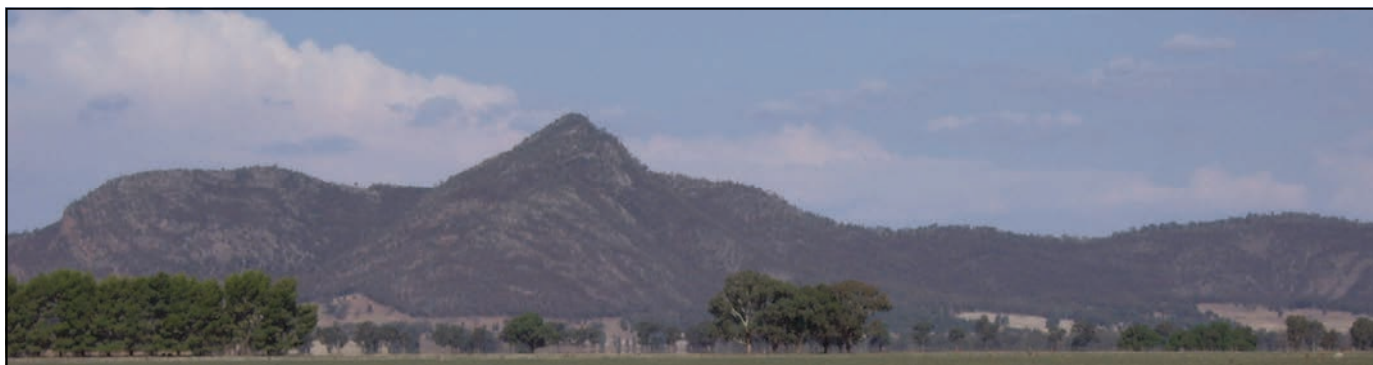
Issue No. 338 Vol 29 No. 04

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On the front cover

In many ways, the last hurrah of the train– Victoria's North East standard gauge turns 50 as you read this issue. Geoff Mann, who was there to record our cover photo recalls: , *The 50th Anniversary of sg Melbourne Sydney freights on 3rd January last slipped past me. I was at Dynon that Opening Day in 1962, and we wandered about quite freely. Days filled with hopes of a bright future for interstate rail. During the late sixties, when I was working in NE Victoria, one was certain to hear (and feel) a freight thunder past the Golden Fleece Roadhouse in Wang during tea time! The SG line was right on the back fence - no wonder the whole place shook! I was allocated the North East District during my early valuing years. The territory extended from Glenrowan north to Yarrawonga and across to Corryong. Although Melbourne based, we spent a week at a time "in the field". They were great days. I was too conscientious to spend much time chasing trains! I well remember "Black Thursday" that year. I travelled on the 2.45pm ex Albury from Benalla to Spencer St. A B class and 11 cars was the consist. We made double stops at all stations (including long gone Creighton, Locksley, etc). We were so late into Seymour that the Up Tocumwal, due to follow the Albury, was allowed to precede. The Up Albury then stopped all stations (again, double stops) to Broadmeadows instead of express to Essendon (set down). We arrived at Spencer St 90 minutes late!*



Contributors Col Joye and the Joy Boys , Geoff Lambert, Duncan MacAuslan, John O'Brien
The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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The withered arms

How the Octopus lost its tentacles, by GEOFF LAMBERT

Oh, stick me in the old caboose this night of wind and rain,
And let the doves of fancy loose to bill and coo again.
I want to feel the pulse of love that warmed the blood like wine;
I want to see the smile above this kind old land of mine.
So come you by your parted ways that wind the wide world through,
And make a ring around the blaze the way we used to do;
The "fountain" on the sooted crane will sing the old, old song
Of common joys in homely vein forgotten, ah, too long.
*The years have turned the rusted key, and time is on the jog,
Yet spend another night with me around the boree log.*

John O'Brien



Caboose are long gone. So are the withered arms of an intriguing network of branch lines off the Junee-Albury single track railway. Almost. Only Boree Creek remains. A stub of a stub— the Oaklands line.

Much was and is, wheat country— a place where the silos shimmer in the summer sun and, as you approach, great clouds of dust—wheat dust—float over and around them. The trucks queue for a chance to discharge the harvest. In the best years, the silos were not enough and the wheat was poured into great heaps on the ground and covered with tarps.

The Main South line is almost the south-eastern border of the NSW wheat-belt. Like the Hume Highway— and indeed like Hume and Hovell themselves— the line skirts the outliers of the Great Divide, keeping to the flat country. The longer of the lines to the south— Tumut and Tumbarrumba did not go far before they were forced to climb.

The WTT did not need to devote much space to these lines— all seven of them were covered in 5 adjacent pages. The services were often sparse— weekly on the Kywong, Westby and Holbrook lines.

Nineteen fifty one— the year of the Working Time Table used to illustrate this article was the last year before the arms began to wither. Let us take a ride on a Tin Hare, then, from Junee to Albury, to check out the Golden Summer of these Riverina lines. Train No. 5 is due out of Wagga at 5:53 AM, so be sure to set the alarm.

We are on the tail of the Melbourne Express and the Melbourne Limited Express, which have left Wagga 50 and 30 minutes prior to us— they are stretching out their lead with every mile. They will each gain 40 minutes on us in getting to Albury. On Mondays and Thursdays, we will be followed by another rail motor as far as The Rock— but it doesn't connect with any branch train— ours does.

1 Wagga Wagga—Tumbarumba

If you thought that 5:53 was a tad early to be starting a rail journey, please be aware that two Tin Hares coupled are already 50 miles and two hours down the Tumbarrumba line at Humula, where they are standing and panting at the foot of the long climb. This line was the only one of the 7 tentacles to actually have a "climb" in any reasonable sense of the word. This lay just beyond Humula and the line rose some 600 feet at about 1:40 grade. This is perhaps why the misnamed "Fast Goods" took some 80 minutes to ascend from Humula to Rosewood.

The RAAF had a siding on this line, not far out of Wagga. My father, who trained for a while there, said that his troop train reached the siding from Melbourne via Oaklands. That would have been an unusual trip.

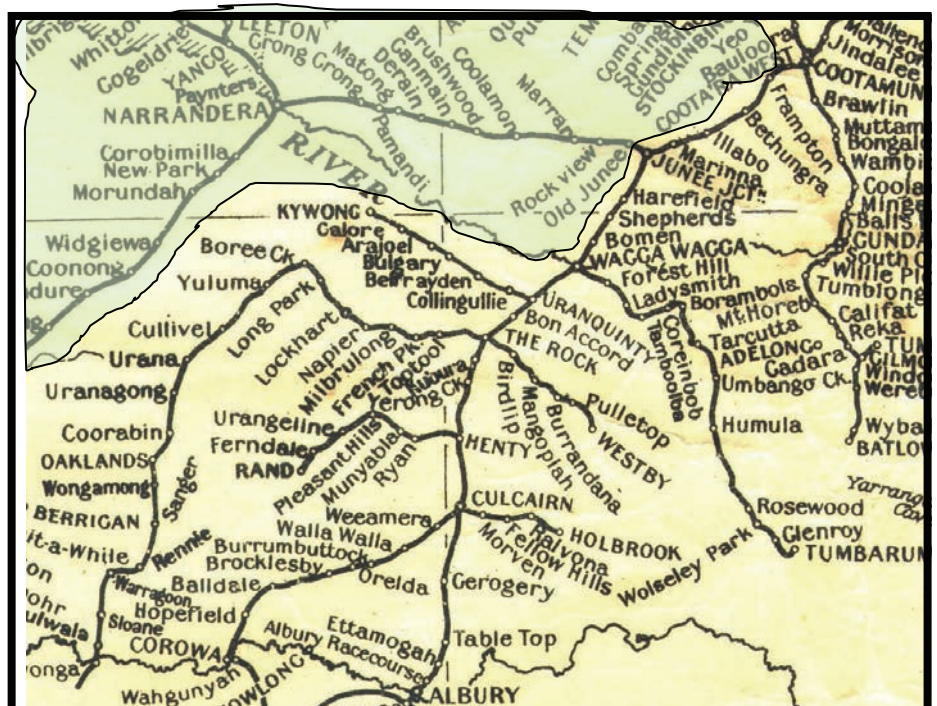
One gets the sense that the two rail motors coupled services on early and late Thurs-

days may have been to allow Tumbarumba residents a day return to the metropolis of Wagga. Or perhaps it was a sheep and cattle sale day in the town?

2 Uranquinty—Kywong

We trundle south from Wagga, up through Kapooka (a military base— but also a staff station) and down the hill again to Uranquinty. We could, if we wished, disembark here and wait for the weekly mixed. However, since the Mixed originates further down the line at The Rock (as a goods), we might choose instead to jog down there and back again. One imagines that the passenger car used on the Mixed lived in the siding at Uranquinty.

It is not completely clear why the service ran this way, especially as the junction at Uranquinty was facing for Down trains. The most likely explanation is that The Rock had a small locomotive depot, established when what became the Oaklands line was opened. At any rate, you will see that this means the weekly train ran tender-



Mile-post Mileage from Sydney.		DOWN. WEEK-DAYS.	5	1	3	7
Mts.	Chns.		Two Rail Motors.	Rail Motor.	Fast Goods.	Two Rail Motors.
323	65	WAGGA WAGGA††† dep.	Thurs. a m 3 20	Mons., Weds. Fris. and Sats a m 9 55	Tues. & Fri. a m 10 35	Thurs. p m 5 35
324	36	Shell Siding* " "	" " " "	" " " "	" " " "	" " " "
329	56	Forest Hill** dep	3a 35	10a 10	" " " "	5a 50
330	1	R.A.A.F. Siding* " "	" " " "	" " " "	" " " "	" " " "
335	43	Ladysmith††† dep	3 49	" " " "	11 19	6 4
340	76	Tamboolba* dep	3 53	10 24	11 35	6 8
340	76	Tamboolba* arr.	" " " "	" " " "	" " " "	" " " "
345	77	Coreinbob** dep	4a 7	10a 38	" " " "	6a 22
345	77	Coreinbob** arr.	" " " "	" " " "	" " " "	" " " "
349	21	Borambola* dep	4a 19	10a 50	" " " "	6a 34
349	21	Borambola* arr.	" " " "	" " " "	" " " "	" " " "
349	21	Borambola* dep	4a 28	10a 59	p m	6a 43
349	21	Borambola* arr.	" " " "	" " " "	" " " "	" " " "
358	51	Tarcutta††† arr	4 50	11 21	1 35	7 5
358	51	Tarcutta††† dep	4 54	11 25	2 1	7 9
367	10	Umbango Creek* arr.	" " " "	" " " "	" " " "	" " " "
367	10	Umbango Creek* dep	5a 14	11a 45	" " " "	7a 29
372	24	Sheahan* dep	a	a	" " " "	a
375	52	Humula † arr	5 33	12 † 4	2 55	7 48
375	52	Humula † dep	5 37	12 9	3 35	7 52
378	75	Nurla* " "	" " " "	p m	" " " "	" " " "
91	29	Rosewood** arr.	" " " "	" " " "	4 52	" " " "
91	29	Rosewood** dep	6a 20	12a 52	5 9	8a 35
395	2	Wolsey Park* " "	" " " "	" " " "	" " " "	" " " "
395	2	Wolsey Park* dep	a	a	" " " "	" " " "
398	79	Glenroy* arr.	" " " "	" " " "	" " " "	" " " "
398	79	Glenroy* dep	6a 37	1 a 9	" " " "	8a 52
404	11	TUMBARUMBA † arr.	6 53	1 25	6 15	9 8

UP.		6	4	2	8
		Two Rail Motors.	Fast Goods.	Rail Motor.	Two Rail Motors.
TUMBARUMBA † dep		Thurs. a m 7 6	Weds. & Sats. a m 7 30	Mons., Weds., Fris., and Sats. p m 1 54	Thurs. p m 9 21
Glenroy* arr.		" " " "	" " " "	" " " "	" " " "
Glenroy* dep.		7a 18	" " " "	2 a 6	9a 33
Wolsey Park* " "		" " " "	" " " "	" " " "	" " " "
Rosewood** arr.		a	8 21	a	a
Rosewood** dep.		7a 36	8 35	2a 24	9a 51
Nurla* " "		" " " "	" " " "	" " " "	" " " "
Humula††† arr		8 8	9 31	2 56	10 23
Humula††† dep.		8 10	9 55	3 4	10 27
Sheahan* dep.		a	" " " "	" " " "	u
Umbango Creek* arr		" " " "	" " " "	3a 23	10a 46
Umbango Creek* dep		8a 29	" " " "	" " " "	" " " "
Tarcutta††† arr.		8 46	10 45	3 40	11 3
Tarcutta††† dep.		8 50	11 35	3 44	11 7
Borambola* arr.		" " " "	" " " "	" " " "	" " " "
Borambola* dep.		9a 13	" " " "	4 a 7	11a 31
Coreinbob** arr.		" " " "	" " " "	" " " "	" " " "
Coreinbob** dep.		9a 21	" " " "	4a 15	11a 40
Tamboolba* arr.		" " " "	" " " "	" " " "	" " " "
Tamboolba* dep.		9a 35	" " " "	4a 26	11a 52
Ladysmith††† arr.		" " " "	p m 7 14	4 38	12 5
Ladysmith††† dep.		9 49	1 39	4 40	12 9
R.A.A.F. Siding* " "		" " " "	" " " "	" " " "	" " " "
Forest Hill** arr.		" " " "	" " " "	" " " "	" " " "
Forest Hill** dep		10 a 3	" " " "	4a 53	12a 23
Shell Siding* " "		" " " "	" " " "	" " " "	" " " "
WAGGA WAGGA††† arr.		10 17	2 27	5 7	12 37

No. 7 connects with No. 15 Riverina Express. No. 6 connects with No. 36 Riverina Express.
No. 1 connects with No. 7 Mail Train. No. 2 connects with No. 8 Mail and 15 Riverina Express.
No. 8 connects with No. 4 Melbourne Express.

* No. 1 Stops as mileage 343m. Oc. on Saturdays when required to set down school children:

§ Nos. 1, 2, 5, 6, 7 and 8 Rail Motors stop at 356m. 17c. and 362m. 75c. when required to pick up and set down passengers.

† Detaches one (1) four-wheeled trailer at Humula. † Attaches one (1) four-wheeled trailer at Humula.

No. 3 Fast Goods is tabled at Mixed speed, Wagga Wagga to Ladysmith, Tamboolba to Borambola, Tarcutta to Humula, and Rosewood to Glenroy.

No. 3 Fast Goods is allowed 12 minutes Forest Hill, 7 minutes Tamboolba, 7 minutes Coreinbob, 22 mins. Borambola, 7 mins. Umbango Creek, 2 mins. Nurla, 7 mins. Wolsey Park, 7 mins. Glenroy.

No. 4 Fast Goods is tabled at Mixed speed Tumbarumba to Ladysmith, thence full Goods running Ladysmith to Wagga Wagga.

No. 4 is allowed 7 minutes Glenroy, 5 minutes Wolsey Park, 2 minutes Nurla, 7 minutes Umbango Creek, 20 minutes Borambola, 7 minutes Coreinbob, 7 minutes Tamboolba, 12 minutes Forest Hill.

Nos. 5, 6, 7 and 8 will consist of two Rail Motors.

first from The Rock.

What this weekly Mixed actually did at intermediate stations is now unclear, but whatever it was, the Department had the times worked out with precision— 10 minutes here, 12 minutes there, 15 minutes somewhere else.

3. The Rock—Westby

South again we go from Uranquinty and it doesn't take long before it becomes obvious why the next junction station is called The Rock. The town is named after the large rocky hill overlooking it. The "Rock" is an attraction in the area for bush-walking, rock-climbing, and observation of wildlife. It is also the location of an Aboriginal sacred site called *Kengal*.

The Westby line was unusual in that it was one of the few built by the NSW Railways, rather than by the NSW Public Works Department. This gave it a special status—it could be closed, whereas PWD lines could not be closed and never have been (Tumbarumba for instance). Although most of the line closed some 60 years ago, much remains and the railway reserve at Birdlip, has become a preserve of a special ecological community— Grassy White Box.

In 1952, the Mixed ran weekly on Wednesdays and doubtless used the same locomotive that had been used the day before on the Kywong train. Like the Kywong line, seemingly random times—the "wait a while" philosophy—were allocated for work at each station. Although the line was only 26 miles long, a day return from The Rock (3s 5d) would occupy you for more than 5½ hours

4. The Rock—Oaklands

For most intents and purposes, a dead end branch like the others, the Oaklands line was sometimes considered with generosity as a through Interstate line. Indeed it has been used for this purposes during disruptions and, as already mentioned, during wars.

The Oaklands line was sufficiently important to run to a "motor train", though not important enough to rate more than 4 each way per week (and one of these went only to and from Urana). One wonders what happened with this train on the other 3 days. One could hardly say that the Motor Train was stretched to the limit to run these services; it averaged about 20 mph for much of the trip. In pre-war times there had been a 3 days per week service by CPH to Boree Creek.

In a like manner, the line's "Fast Goods" could have truthfully been named a "Painfully Slow Goods"— it averaged about 15 mph overall, but it spent about an hour and a half doing business at only 3 intermediate stations. Between these stations, it



Shunting at The Rock in the 1980s— a view from near the signal-box. This was in the days of electric staff and before CTC. Photo by Geoff Lambert

could gallop at a respectable 20 mph.

As with the other branches, there is an extensive set of notes at the foot of the WTT, detailing how the passenger service dovetails with the main line services. The waits, as with most of these lines, were generally less than one hour coming or going— not the mind-numbing 12 hours which one could sometimes find on Queensland lines.

This is the Riverina, the area which often felt itself more allied to Melbourne than to Sydney. Accordingly, the WTT gives connections for trains to and from the south, as well as from the north. Passengers who want to travel from Melbourne to Oaklands therefore have a choice— "*all the way with Harold Clapp*" or up to The Rock and back down the branch. This is not so silly as it sounds— indeed it is not silly at all. You can't really get to Oaklands by VR train unless you hitch a ride on the goods.

Leaving Melbourne on the Albury Express at 7:37 PM, changing at Benalla and picking up the goods after waiting 13 hours at Yarrowonga, will have you at Oaklands at 2:30 PM the next day. The way to go, then, is to stay on the Express to Albury, have a pleasant hotel stay and nice breakfast of country scrambled eggs there and catch the Riverina Express to The Rock, thence to double back on the motor train—to arrive an hour ahead of Harold Clapp.

5. Henty—Rand

Like the Kywong line, the train services on the Rand branch do not start from Henty—they start from Culcairn— and for similar reasons. You have a two day per week choice— the Goods on Tuesdays run by a "faster" passenger engine (it will take you 4 hours) or a CPH on Saturdays which really scurries along in just over 2½ hours.

(Continued on page 11)

URANQUINTY—KYWONG.

Mile-post mileage from Sydney.		DOWN.	11	UP.	12
Miles.	Chains.		Goods.		Mixed.
—	—		Tues- days. a m		Tues- days. p m
332	70	THE ROCK††† ...dep. Uranquinty ††† { arr. dep.	9 15 9 45 Mixed. 10 50	KYWONG*†††.....dep. Galore** { arr. dep. Arajoel** { arr. dep. Bulgary** { arr. dep. Bullenbung Creek Tank* ... " { arr. dep. Belfrayden** ... { arr. dep. Collingullie** ... { arr. dep. Arajoel** { arr. dep. Galore ** { arr. dep. KYWONG*††† .....arr.	2 40 2 55 3 a 5 3 20 3a35 3 47 3a56 4 25 4a37 5 6 5 a 8 5 30 6 5 6 37
339	50	Collingullie** ... { arr. dep.	11 12 11a 22	Bulgary** { arr. dep.	3 47 3a56
345	22	Belfrayden** ... { arr. dep.	11 31 11a52	Bullenbung Creek Tank* ... " { arr. dep.	4 25 4a37
350	46	Bullenbung Creek Tank, * ... " { arr. dep.	p m 12 21	Belfrayden** ... { arr. dep.	4 25 4a37
351	60	Bulgary** { arr. dep.	12a 31	Collingullie** ... { arr. dep.	5 6 5 a 8
356	31	Arajoel** { arr. dep.	12 45 12a57	Uranquinty†††... { arr. dep.	5 30 6 5
361	31	Galore ** { arr. dep.	1 a 22	THE ROCK††† ...arr.	6 37
366	8	KYWONG*††† .....arr.	1 37		

Nos. 11 and 12 Mixed, worked by 30T class engine, are each allowed 10 minutes at Bullenbung Creek Tank for Loco. purposes and are timed to convey Goods load between Uranquinty and Belfrayden Engine working Nos. 11 and 12 runs tender first between The Rock and Uranquinty.

No. 11 connects with No. 36 Riverina Express at Uranquinty.

No. 12 connects with No. 15 Riverina Express and No. 6 Motor Train at Uranquinty.

THE ROCK—WESTBY.

Mile-post mileage from Sydney.		DOWN.	3	UP.	4	—
m.	c.		Mixed.		Mixed.	—
341	75	THE ROCK††† ...dep.	Wednesdays. a m 10 48	WESTBY*††† .....dep.	Wednesdays. p m 2 40	...
347	24	Birdlip** { arr. dep.	11 2 11a 12	Pulleto* " { arr. dep.	a 3 9 3a 17	...
352	62	Mangoplah** ... { arr. dep.	11 26 11a 41	Burrandana** ... { arr. dep.	3 35 3a50	...
360	23	Burrandana** ... { arr. dep.	11 59 p m 12 a 9	Mangoplah** ... { arr. dep.	4 4 4a 15	...
363	46	Pulleto* " { arr. dep.	a 12 38	Birdlip** { arr. dep.	4 4 4 30	...
367	49	WESTBY*††† .....arr.		THE ROCK††† ...arr.		...

No. 3 Mixed connects at The Rock with No. 7 Mail and No. 36 Riverina Express.

No. 4 Mixed connects at The Rock with No. 8 Mail and No. 15 Riverina Express.

Nos. 3 and 4 Mixed Trains work all stations and sidings between The Rock and Westby, and are allowed 8 minutes each to shunt Pulleto.

Name	Facility	Status	Opened	Closed	km
Jct (Westby Branch)	Junction	Closed	unknown	unknown	
Birdlip	Station	Closed	5-Aug-25	10-Jul-56	558.93
Mangoplah	Station	Closed	5-Aug-25	10-Jul-56	567.72
Burrandana	Station	Closed	5-Aug-25	24-Jan-52	579.81
Pulleto	Platform	Closed	5-Aug-25	24-Jan-52	585.1
Westby	Station	Closed	5-Aug-25	24-Jan-52	591.62

Mile post mileage from Sydney.		DOWN. WEEK-DAYS.	5	1	1
Mls.	Chs.		Fast Goods.	Motor Train.	Motor Train.
			Mons. Fris.	Mons. Weds., Fris.	Sats.
341	75	THE ROCK† dep.	a m 7 0	a m 10 41	a m 10 41
349	2	Tootool** arr.	...	...	...
		..... dep.	...	10a56	10a56
353	58	French Park** arr.	...	...	...
		..... dep.	...	11a6	11a6
358	44	Milbrulong** arr.	...	...	...
		..... dep.	...	11a18	11a18
362	30	Napier* arr.	...	...	...
		..... dep.	...	11a27	11a27
366	0	Lockhart† arr.	8 28	11 35	11 35
		..... dep.	9 10	11 40	11 40
373	34	Long Park* arr.	...	...	...
		..... dep.	...	11a55	11a55
376	79	Boree Creek† arr.	9 41	p m 12 3	p m 12 3
		..... dep.	10 5	12 6	12 6
384	62	Yuluma** arr.	...	...	...
		..... dep.	...	12a22	12a22
385	9	Yuluma Silo Siding* arr.	...	...	...
		..... dep.	...	...	...
394	38	Cullivel** arr.	...	...	...
		..... dep.	...	12a41	12a41
402	31	Uranat arr.	11 22	12 57	12 57
		..... dep.	11 52	1 1	...
414	23	Coorabin* arr.	p m	...	...
		..... dep.	...	1a26	...
419	13	OAKLANDS† arr.	12 36	1 37	...

UP.	6	6	2	2
	Fast Goods.	Fast Goods.	Motor Train.	Motor Train.
	Tues.	Sats.	Mons. Weds., Fris.	Sats.
OAKLANDS† dep.	a m 6 3	a m 7 3	p m 2 0	...
Coorabin* arr.	...	...	...	...
..... dep.	...	...	2a11	...
Uranat arr.	6 47	7 47	2 36	...
..... dep.	7 22	8 22	2 38	2 38
Cullivel** arr.	...	...	...	...
..... dep.	...	...	2a55	2a55
Yuluma Silo Siding* arr.	...	...	...	...
..... dep.	...	...	...	...
Yuluma** arr.	...	...	3a14	3a14
..... dep.	8 41	9 41	3 30	3 30
Boree Creek† arr.	9 8	10 8	3 32	3 32
..... dep.	...	...	...	...
Long Park* arr.	9 39	10 39	3a40	3a40
..... dep.	...	...	3 55	3 55
Lockhart† arr.	10 38	11 38	3 58	3 58
..... dep.	...	...	...	...
Napier* arr.	...	...	4a6	4a6
..... dep.	...	...	...	...
Milbrulong** arr.	...	...	4a17	4a17
..... dep.	...	...	...	...
French Park** arr.	...	...	4a28	4a28
..... dep.	...	...	...	...
Tootool** arr.	...	...	4a38	4a38
..... dep.	...	...	...	...
THE ROCK† arr.	p m 12 7	p m 1 7	4 53	4 53

No. 5 Fast Goods is allowed 30 minutes between The Rock and Lockhart, 5 minutes at Long Park, 20 minutes Boree Creek to Urana and 5 minutes at Coorabin for work.
 No. 1 Motor Train connects at The Rock with No. 7 Mail and No. 86 Riverina Express.
 No. 5 Goods to be provided with P.H.G. Brake-van for accommodation of passengers. No. 5 connects at The Rock with No. 1 Express.
 No. 2 Motor Train connects with No. 3 Mail and No. 15 Riverina Express.
 No. 6 Fast Goods is allowed 5 minutes at Coorabin, 20 minutes between Urana and Boree Creek, 5 minutes at Long Park and 20 minutes between Lockhart and The Rock for work.

tttName	Facility	Status	Opened	Closed	km
Jct (Henty)	Junction	In Use	unknown	-	579.89
Ryan	Station	Closed	17-May-20	4-May-75	593.83
Munyablat	Station	Closed	17-May-20	4-May-75	597.9
Pleasant Hills	Station	Closed	17-May-20	4-May-75	606.39
Urangeline East	Station	Closed	17-May-20	4-May-75	617.17
Ferndale	Station	Closed	17-May-20	4-May-75	626.16
Rand	Station	Closed	17-May-20	4-May-75	633.27

HENTY—RAND.											
Mile-post Mileage from Sydney.		DOWN.	3		1		UP.	4		2	
Mls.	Chs.		Goods.		Rail Motor.			Goods.		Rail Motor.	
			Tues.	Sats.			Tues.	Sats.			
		CULCAIRN†††	a m dep. 8 23	a m 10 15			p m dep. 1 25	p m 2 0			
360	40	Henty †††	arr. 8 48	10 36			Ferndale**	arr. 1 36 dep. 1 46	2 10 2a 12		
368	77	Ryan**	dep. 10 0	11 20			Urangeline East**	arr. 2 0 dep. 2 10	2 24 2a 26		
371	41	Munyabla**	arr. 10 20 dep. 10 30	11 38 11a 40			Pleasant Hills*†††	arr. 2 28 dep. 2 46	2 40 2 51		
376	63	Pleasant Hills*†††	arr. 10 38 dep. 10 48	11 46 11a 48			Munyabla**	arr. 3 0 dep. 3 12	3 5 3a 7		
383	40	Urangeline East**	arr. 11 2 dep. 11 22	12 0 12 10			Ryan**	arr. 3 21 dep. 3a 33	3 12 3a 14		
389	6	Ferndale**	arr. 11 38 dep. 11 48	12 24 12a 26			Henty†††	arr. 4 0 dep. 4 50	3 32 3 44		
393	39	RAND*†††	arr. 12 2 dep. 12 12	12 38 12a 40			CULCAIRN†††	arr. 5 15 dep. 5 15	4 5 4 5		

No. 1 connects at Henty with No. 7 Mail and No. 36 Riverina Express. No. 2 connects at Henty with No. 8 Mail and No. 15 Riverina Express.

No. 3 and 4 are timed to be worked by Passenger type engines; No. 4 is timed at Goods speed Munyabla to Henty.

CULCAIRN—HOLBROOK.

Mile-post Mileage from Sydney.		DOWN.	3		UP.	4	
Mls.	Chs.		Mixed.			Mixed.	
370	67	CULCAIRN†	M O a m dep. 11 33		HOLBROOK†	M O p m dep. 2 50	
375	28	Morven*	arr. 11 44 dep. 11 a 49		Ralvona*	arr. 3 2 dep. 3 a 3	
378	55	Fellow Hills*	arr. 11 57 dep. p m 12 a 3		Fellow Hills*	arr. 3 11 dep. 3a 19	
381	78	Ralvona*	arr. 12 11 dep. 12 a 12		Morven*	arr. 3 27 dep. 3a 32	
387	19	HOLBROOK †	arr. 12 25		CULCAIRN†	arr. 3 42	

No. 3 connects with No. 7 Mail.

No. 4 connects with No. 8 Mail.

Name	Facility	Status	Opened	Closed	km
Culcairn	Station	In Use	1-Sep-1880	-	596.82
Morven	Station	Clotسد	18-Sep-02	4-May-75	603.87
Fellow Hills	Station	Closed	18-Sep-02	4-May-75	609.25
Ralvona	Station	Closed	18-Sep-02	1961	614.54
Holbrook	Station	Closed	18-Sep-02	4-May-75	623

Name	Facility	Status	Opened	Closed	km
Wagga Wagga	Station	In Use	1-Sep-1879	-	521.400
Forest Hill	Station	Closed	14-May-1917	4-May-1975	530.700
RAAF Wagga Wagga	Siding	Closed	20-Aug-1940	unknown	531.130
Ladysmith	Station	Closed	14-May-1917	4-May-1975	640.006
Tamboolba	Station	Closed	14-May-1917	4-May-1975	548.800
Coreinbob	Station	Closed	14-May-1917	4-May-1975	556.800
Borambola	Station	Closed	14-May-1917	4-May-1975	562.200
Edwards Crossing	Halt	Closed	unknown	unknown	571.000
Tarcutta	Station	Closed	15-Apr-1917	unknown	577.180
Umbango Creek	Station	Closed	14-May-1917	4-May-1975	590.900
Sheahan	Platform	Closed	Apr-1951	after Nov-	599.156
Humula	Station	Closed	14-May-1917	4-May-1975	604.600
Nurla	Platform	Closed	31-Dec-1913	1964	609.807
Rosewood	Station	Closed	9-May-1921	4-May-1975	629.900
Wolseley Park	Platform	Closed	1927	31-Aug-1968	635.675
Glenroy	Station	Closed	9-May-1921	4-May-1975	642.100
Tumbarumba	Station	Closed	9-May-1921	unknown	650.390

tName	Facility	Status	Opened	Closed	km
Uranquinty	Station	In Use	1-Sep-1880	-	535.72
Collingullie	Station	Closed	30-Oct-28	4-May-75	546.56
Belfrayden	Station	Closed	30-Oct-28	4-May-76	555.65
Bullenbung Creek Tank	Tank	Closed	30-Oct-25	19-Mar-64	564.18
Bulgary	Station	Closed	30-Oct-28	4-May-75	566.07
Arajoel	Station	Closed	30-Oct-28	21-Jun-77	573.53
Galore	Station	Closed	30-Oct-28	4-May-75	581.58
Kywong	Station	Closed	23-Mar-29	4-May-75	589.57

Name	Facility	Status	Opened	Closed	km
Yarrowonga	Station	Closed	unknown	unknown	259.862
Mulwala	Station	Unknown	unknown		
Sloane	Unknown	Closed	unknown	unknown	271.788
Warragoon	Unknown	Closed	unknown	unknown	282.318
Rennie	Unknown	Closed	unknown	unknown	291.254
Sangar	Unknown	Closed	unknown	unknown	303.329
Wangamong	Unknown	Closed	unknown	unknown	313.127
Oaklands	Station	Closed	23-Dec-12	unknown	674.58

Name	Facility	Status	Opened	Closed	km
Culcairn	Station	In Use	1-Sep-1880	-	596.82
Weamera	Platform	Closed	Jan-14	Jun-47	604.17
Hurricane Hill	Station	Closed	2-Jul-26	19-Feb-54	605.918
Walla Walla	Station	Closed	3-Oct-1892	4-May-75	613.59
Burrumbuttock	Station	Closed	3-Oct-1892	4-May-75	625.61
Orelida	Platform	Closed	30-Sep-1893	unknown	630.05
Brocklesby	Station	Closed	3-Oct-1892	4-May-75	636.1
Balldale	Station	Closed	3-Oct-1892	4-May-75	651.59
Hopefield	Station	Closed	3-Oct-1892	4-May-75	660.73
Corowa	Station	Re-used	3-Oct-1892	unknown	672.85

CULCAIRN—COROWA.

Mile-post Mileage from Sydney.		DOWN.	7	9	5
Mls.	Chs.		Goods.	Motor Train.	Motor Train.
370	67	CULCAIRN++++ dep.	Weds. a m 5 50	Tues., Thurs. a m 8 0	Mons., Fris. a m 11 40
375	37	Weeamera*	---	8 a 11	11 a 51
376	40	Hurricane Hill*	---	---	11 54
381	21	Walla Walla { arr. dep.	... ...	8 24 8 26	12 4 12 6
388	58	Burrumbuttock † { arr. dep.	7 10 7 35	8 43	12 23
391	39	Orelda* { arr. dep.	... ...	8 a 51	12 a 31
395	20	Brooklesby† { arr. dep.	7 56 8 24	9 0 9 2	12 40 12 42
404	70	Balldale† { arr. dep.	8 47 9 6	9 22 9 24	1 2 1 4
410	44	Hopefield* { arr. dep.	... ...	9 a 36	1 a 16
417	60	Corowa Stock-yards*.....	---	---	---
418	5	Corowa Milling Coy's Sdg.*	---	---	---
418	37	COROWA† .....arr.	9 50	9 52	1 32

UP.	8	6	---
	Goods.	Motor Train.	---
COROWA† .....dep	Weds. a m 11 50	Mons., Tues., Thurs., Fris. p m 2 10	...
Corowa Milling Coy's Siding* .....	---	...	...
Corowa Stock-yards* .....	---	...	...
Hopefield* { arr. dep.	... ...	2 a 27	...
Balldale† { arr. dep.	p m 12 51 1 4	2 39 2 41	...
Brooklesby† { arr. dep.	1 28 1 43	3 1 3 3	...
Orelda* { arr. dep.	... ...	3 a 12	...
Burrumbuttock ††† { arr. dep.	2 5 2 22	... 3 20	...
Walla Walla { arr. dep.	... ...	3 35 3 37	...
Hurricane Hill*	---	3 48	...
Weeamera*	---	3 a 51	...
CULCAIRN++ .....arr.	3 39	4 1	...

No. 5 connects with No. 7 Mail and No. 36 Riverina Express.
 No. 7 is timed at Goods speed Culcairn to Burrumbuttock and Mixed speed Burrumbuttock to Corowa, and is allowed 1 minute at Weeamera, 23 mins. Walla Walla, 1 min. Orelda and 10 mins. Hopefield.
 No. 8 connects with No. 8 Mail on Mondays and Fridays only.
 No. 8 is timed at Mixed speed Corowa to Walla Walla and Goods speed Walla Walla to Culcairn, and is allowed 15 mins. Corowa Mill, 12 mins. Hopefield, 1 min. Orelda, 20 mins. Walla Walla and 1 min. Weeamera.



(Continued from page 5)

6. Culcairn—Holbrook

Holbrook once had a railway and a railway station but, if you look for the latter, all you will see are submarines. Yes indeed. Named at first “Ten Mile Creek” and then Geramtown, the latter name fell into disfavour in WWI, whereupon it was re-gazetted as Holbrook, in honour of an eminent British citizen, Norman Holbrook VC winner and submarine commander. The memory of Holbrook is given form mainly by the Otway class submarine (or part of its outer shell— the whole shebang was too expensive). It is Holbrook’s main attraction and picnic point for Hume Highway drivers— but sadly not for long— the submarines are about to be bypassed.

Anyway— if you had travelled to this “site” in 1951, you would have disembarked at Culcairn from the CPH or the later Albury mail and headed off on a mixed train— one hour to Holbrook, 2½ hours there and 1 hour back to Culcairn. There you could have picked up the Albury Mail again and be back in Sydney the next morning. It sounds like an ideal trip to do on a sleeper as part of your all-lines ticket.

7. Culcairn—Corowa

Cynics might think of Culcairn as “nothing much”, but in railway terms it is something of a hub— with 4 ways out of town by rail— or 5 if you count the Rand branch. Between them, these branches could boast of 16 branch trains coming and going per week. The cynics will still shrug— but Culcairn positively boomed.

The last of these to be considered is the line to Corowa— a slightly meandering branch which finishes up near a bend on the Murray River. Over the bridge is another VR line— the Wahgunyah line. Corowa has a 5 day per week service— one run by a goods (but you wouldn’t want to

catch that— it leaves Culcairn at 5:50 a.m. The other services were run by a Motor Train but, unlike some of the other branches the mainline connections were not so good— two days per week you could travel from Corowa but not connect at Culcairn with anything.

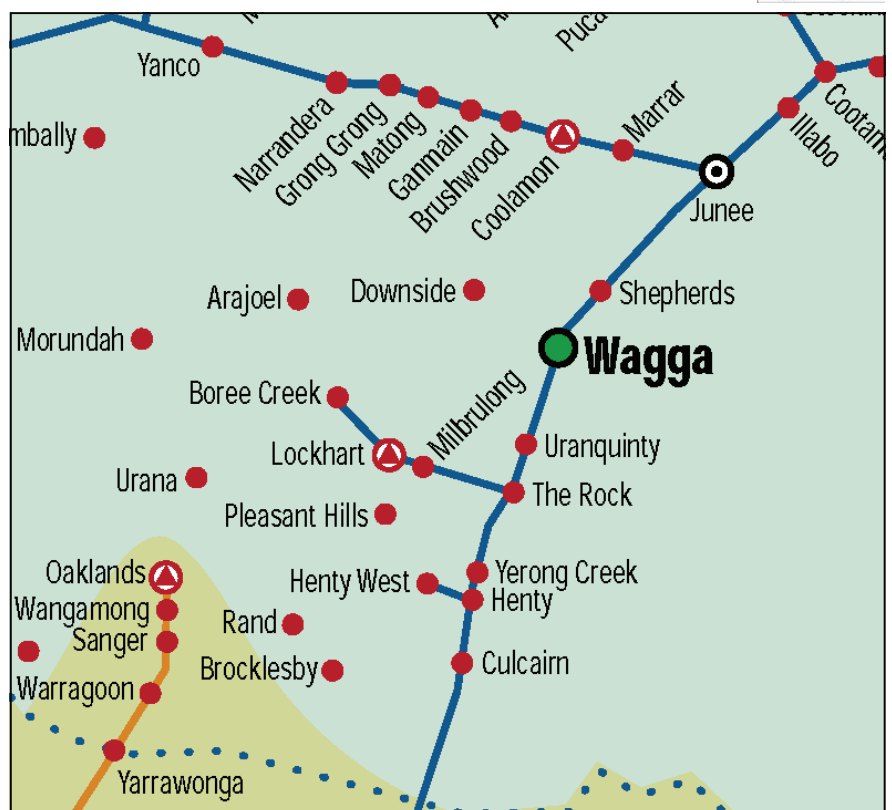
They are gone now, these lines. For over 30 years, I have watched the Tarcutta station as it sinks into decrepitude. From the Freeway, it is now almost impossible to identify. Only Boree Creek remains. There are no scheduled trains on it, but it is a busy line for grain. *El Zorro* (now there is a name to conjure with) works frequent interstate grain trains to the major grain terminal just down the branch from The

Rock.

And Boree Creek— where did it come by that name? “Boree” is another name for Myall, which in turn is (usually) *Acacia pendula*, a rather woody wattle which grows as a small tree. It certainly grows at Boree Creek (photo). It has been used for fence posts and burns with a hot and bright fire— but it is not used much for this any more.

*The years have turned the rusted key,
and time is on the jog,
Yet spend another night with me around
the boree log.*

Thanks to nswrail.net for the history tables.



Early Sydney Timetables 5 – The MTC

DUNCAN MACAUSLAN

On 17 May 1875 the MTC (Metropolitan Transport Commissioners) met and reviewed the timetables for the horse bus services to Enmore, Glebe and Glebe Point. These were published as updated bylaws in the Government Gazette on 21 July and re-printed in the Sydney Morning Herald the next day. The delay was because the MTC's bylaws, made under the Public Vehicles Regulation Act of 1873, required the Governor's approval of the changed bylaw before it could enforce a new timetable.

Whilst the MTC had prepared detailed timetables in 1872 the 1875 amended timetables reverted to the trip time and paragraph format.

The Enmore service was operated by the Newtown Omnibus Company (NOC); Crescent Street being above the old Newtown Station. The service now started 30 minutes earlier with trips at 7.30am, 7.40 and 7.50 and the previous 5 minute all day frequency was reduced to seven minutes between 11am and 4pm and ten minutes after 8pm; the evening service continued for an extra 90 minutes. From Crescent Street the NOC operated branch services every 30 minutes to Stanmore and Cook's River and hourly to Marrickville

The Sydney United Omnibus Company's (SUOC) Glebe service was reduced in frequency from every 4 minutes to every 5 minutes and the last bus is scheduled at 11.0pm from Glebe so probably 11.25pm from Miller's Point. This 5 minute service was reduced to 10 at some time in the next few months.

The reduction in Glebe services was made up with an increase in the SUOC's Glebe Point services which now ran every 5 minutes during the afternoon peak with evening services maintaining the 10 minute frequency all night and finishing an extra 90 minutes later.

As noted in part 3 of this series the NOC collapsed on 27 July 1875 and the SUOC reigned supreme in the Glebe and Newtown areas. The branch form of services continued until December 1876 when the MTC decided to act. After much discussion on 4 January 1877 the Glebe service was extended to Ross Street, Forest Lodge (along the present 470 route):

From Glebe Point to Wynyard Square the present table: 7.40am and every ten minutes until 10.20pm, with an extra bus at 1.0pm from both ends.

From Forest Lodge 8.0am and every ten minutes to 10.30am, every fifteen minutes to 4pm; every ten minutes to 7.30pm, and every fifteen minutes to 10.0pm, with extra at 1.0pm from both ends.

From Miller's Point to the Railway Station yard the omnibuses are to leave each end every four minutes.

The SUOC apparently received many complaints regarding the loss of the Glebe service as patrons now had to join already occupied buses for their city journeys.

The pressure on the MTC was sufficient and the timetable was revised again on 1 February and re-introduced the Glebe stand. Buses now operated from: Glebe Point to Wynyard Square
Forest Lodge to Wynyard Square
Glebe to Queen's Wharf
Glebe to Miller's Point

The MTC reviewed the Cook's River, Marrickville, Stanmore, Forest Lodge, and Glebe Point timetables again on 9 May 1877. They also reviewed the Waverley and Woollahra's Randwick timetable. The details were published in the Sydney Morning Herald the next day.

The MTC's minutes confusingly recorded the timetables for each line by frequency.

The times were from Glebe were given as:
Every 10 minutes from 8.0 until 8.42am and from 4.3pm until 6.21pm
Every 5 minutes from 8.42 until 9.52am
Every 7 minutes from 9.52am until 4.3pm
Every 8 minutes from 6.21 until 7.1pm
Every 10 minutes from 7.1pm until 10.31pm

The Glebe Point to Wynyard Square departures were listed as:
7.40 and 8.05am then
Every 12 minutes from 8.05 to 8.29am
Every 10 minutes from 8.29 to 9.29am and from 3.57 to 6.17pm
Every 14 minutes from 9.39am until 3.57pm

Every 20 minutes from 6.17 to 9.37pm

As can be seen at the end of the article the SUOC's managers were there to lobby for further service changes. The MTC took opinions from local councils, its commissioners and staff as well as from operators. It rarely made a decision without a lot of consultation.

In June 1882 the MTC published amended timetables for services to Cook's River, Arncliffe (sic), Darlington and Balmain

were revised. A new service was also published for Manly to Newport.

This was to be the format for the rest of the decade.

The Arncliffe service departed Arncliffe Road every 20 minutes from 7.50am until 9.50am then 30 mins until 3.50 and 20 mins until 5.50 and every 30 mins until the last bus at 8.50. The journey time allowed was 1 hour with a 10 minute layover at Erskine Street so the first outward journey was at 9.0am.

The Balmain service was much simpler with the first bus from Callan Park Gates at 8.0am, then every 15 minutes until 9pm, journey time 55 minutes and departures from Erskine Street from 9.0am until 10.0pm.

From Manly buses departed on Mon, Wed, Thu, Fri at 8.10am arriving at Newport by 10.10 then returned at 4.30pm arriving at Manly at 6.30pm. No reason is apparent for the lack of a Tuesday service.

This was to be the peak service on these services as in August 1882 the steam tram services began to Glebe Point and Forest Lodge. Whilst not as frequent as the horse buses they were cheaper and began eating into the profits of the horse bus companies.

In September 1889 the new MTC's Registrar, Mr A Edward, reported that it was not essential under the Act to get timetables approved by the Governor. Changes were made to the MTC's by-laws which allowed timetables to be altered by the Board's direction and a register had been introduced to record timetables for each route. The pages were sequenced by the route's outer terminal but changed each issue. Any operator would be given a copy of the register page for their service on request. This register's page numbers were first referred to in November 1897 and were eventually to transform into route numbers in 1924.

Thus after the 18 September 1889 issue of the Government Gazette only stands and routes are given and timetables become a rarity as it became the role of the operator to tell the public the timetable. The Sydney Tramway & Omnibus Company (the SUOC's successor) advised that timetables for their routes were available from their head office or the timekeeper at Circular Quay but, as yet, not one has been sighted.

There were however some other publishers.

OMNIBUSES.

THE following by-law, made by the Metropolitan Transit Commissioners, having been confirmed by his Excellency the Governor, with the advice of the Executive Council, was published yesterday in a supplement to the *Government Gazette* :—

The Board of Metropolitan Transit Commissioners, constituted and empowered by the Public Vehicles Regulation Act of 1873, do, by virtue of the power and authority in them vested by the said Act, declare that the following public stands, as fixed and declared by Schedule H, under the by-laws now in force for regulating licensed vehicles, shall be, and the same are hereby repealed.

Market-street, south side, from George to Pitt streets, for 8 carriages.

Victoria-street, east side, at Upper William-street, for 10 carriages.

And it is hereby declared that the following places are appointed as public stands for carriages :—

Market-street, south side, from George to Pitt streets, first carriage to stand in George-street, north of entrance to Royal Hotel, for 8 carriages.

Victoria-street, west side, at Upper William-street, first four carriages to stand on the east side of Victoria-street, at William-street, for 20 carriages.

And it is also hereby declared that so much of the time-tables as relates to the omnibuses plying to and from Erskine-street in the city of Sydney and Crescent-street, Newtown; Wynyard-square and Glebe Point; and Fort-street and Glebe, shall be and the same are hereby repealed, and that the following time-tables shall be adopted in lieu thereof.

TIME-TABLE FOR OMNIBUSES PLYING TO AND FROM ERSKINE-STREET AND CRESCENT-STREET, ENMORE.

Omnibuses shall start from the north side of Crescent-street, Enmore, for Erskine-street, Sydney :—

From 7.30 a.m. to 8 a.m., every ten minutes.

8 a.m. to 11 a.m., every five minutes.

11 a.m. to 4 p.m., every seven minutes.

4 p.m. to 8 p.m., every five minutes.

8 p.m. to 10.30 p.m., every ten minutes.

And each omnibus shall perform the journey to and from Crescent-street, Enmore, to Erskine-street, north side, at York-street, in 30 minutes, and the parts of the journey as follows :—

From Crescent-street to Newtown toll-bar in 6 minutes.

Newtown toll-bar to Parramatta-street in 5 minutes.

Newtown Road to Railway in 5 minutes.

Railway to Liverpool-street in 5 minutes.

Liverpool-street to Royal Hotel in 5 minutes.

Royal Hotel to Erskine-street in 4 minutes.

Erskine-street stand 5 minutes.

From Erskine-street to Royal Hotel in 4 minutes.

Royal Hotel to Liverpool-street in 5 minutes.

Liverpool-street to Railway in 5 minutes.

Railway to Newtown Road in 5 minutes.

Parramatta-street to Newtown Tollbar in 5 minutes.

Newtown Tollbar to Crescent-street, Enmore, in 6 minutes.

Crescent-street to Stanmore Road in 5 minutes.

TIME-TABLE FOR OMNIBUSES PLYING TO AND FROM WYNYARD-SQUARE AND GLEBE POINT.

TIME-TABLE FOR OMNIBUSES PLYING TO AND FROM WYNYARD-SQUARE AND GLEBE POINT.

Omnibuses shall start from Glebe Point 100 yards from the Bay, for Wynyard-square, York-street, east side—

From 7.40 a.m. to 5 p.m., every ten minutes.

5 p.m. to 7 p.m., every five minutes.

7 p.m. to 10.30 p.m., every ten minutes.

And each omnibus shall perform the journey to and from Glebe Point to Wynyard-square in 30 minutes, and the parts of the journey as follows :—

From Glebe Point to Parramatta Road in 11 minutes.

Parramatta Road to Railway in 5 minutes.

Railway to Liverpool-street in 5 minutes.

Liverpool-street to Royal Hotel in 5 minutes.

Royal Hotel to Erskine-street in 4 minutes.

Wynyard-square stand 5 minutes.

From Wynyard-square to Royal Hotel in 4 minutes.

Royal Hotel to Liverpool-street in 5 minutes.

Liverpool-street to Railway in 5 minutes.

Railway to Glebe Road in 5 minutes.

Parramatta Road to Glebe Point in 11 minutes.

TIME-TABLE FOR OMNIBUSES PLYING TO AND FROM GLEBE AND FORT STREET, MILLER'S POINT.

Omnibuses shall start from the centre of the Parramatta Road, at the Glebe Point Road, for Fort-street, Miller's Point—

From 7.40 a.m. to 11 p.m. every 5 minutes.

And each omnibus shall perform the journey to and from the Glebe to Fort-street, Miller's Point, in 30 minutes, and the parts of the journey as follows :—

From Glebe Point Road to Railway in 5 minutes.

Railway to Liverpool-street in 5 minutes.

Liverpool-street to Royal Hotel in 5 minutes.

Royal Hotel to Essex-street in 5 minutes.

Essex-street to Fort-street in 5 minutes.

Fort-street to Kent-street in 5 minutes.

Kent-street to Lower George-street in 5 minutes.

Fort-street to Essex-street in 5 minutes.

Essex-street to Royal Hotel in 5 minutes.

Royal Hotel to Liverpool-street in 5 minutes.

Liverpool-street to Railway in 5 minutes.

Railway to Glebe Point Road in 5 minutes.

Passed by the Board of Metropolitan Transit Commissioners, this seventeenth day of May, in the year of our Lord one thousand eight hundred and seventy-five.

B. PALMER, Chairman.

(L.S.) MICL. CHAPMAN, Commissioner.

EDMUND FOSBERY, Commissioner.

W. J. MERRIMAN, Registrar.

THE OMNIBUS TRAFFIC.—Yesterday afternoon the Metropolitan Transit Commissioners met at their office in Phillip-street, with a view to consider the omnibus time-tables and routes. The Mayor occupied the chair. The time-tables in force on the Cook's River, Marrickville, Stanmore, Forest Lodge, Glebe Point, and Randwick routes were repealed, and tables were adopted in lieu thereof. From Cook's River it was decided that through 'buses should start at 8 a.m. and 8.30 a.m., and from Erskine-street to Cook's River at 4.30 p.m. and 5.30 p.m. Branch 'buses from Cook's River to Enmore Road to run every twenty minutes from 7.30 a.m. to 9.30 a.m., and from 5 p.m. to 7.30 p.m.; and every thirty minutes from 9.30 a.m. to 5 p.m., and from 7.30 p.m. to 9 p.m. From Enmore to Cook's River the 'buses to run every twenty minutes from 8 a.m. to 10 a.m., and from 5 p.m. to 7.30 p.m.; and every thirty minutes from 10 a.m. to 5 p.m., and 7.30 p.m. to 10 p.m. From Stanmore it is proposed that through 'buses shall start from Erskine-street at 8 a.m. and 8.30 a.m., and from Erskine-street for Stanmore at 4.30 p.m. and 5.30 p.m. From Stanmore to Crescent-street, Enmore, branch 'buses are to ply from 8 a.m. to 10 p.m. every thirty minutes, and from Crescent-street, Enmore, for Stanmore from 8.30 a.m. to 9.30 p.m. every thirty minutes. From Marrickville for Erskine-street, Sydney, through 'buses will start at 8.30 a.m. and 9.30 a.m.; and from Erskine-street for Marrickville at 5 p.m. and 6 p.m. Branch 'buses are to run from Marrickville for Crescent-street, Enmore, from 8 a.m. to 9 p.m. every half-hour; and from Enmore to Marrickville from 8.30 a.m. to 9.30 p.m. every hour. Omnibus are to start from the north side of Crescent-street, Enmore, for Sydney from 7.30 a.m. to 8 a.m., and from 8 p.m. to 10.30 p.m. every ten minutes; from 8 a.m. to 11 a.m., from 4 p.m. to 8 p.m. every five minutes; from 11 a.m. to 4 p.m. every seven minutes. From Sydney to Enmore the 'buses are to run every ten minutes from 8 a.m. to 8.30 a.m., and from 8.30 p.m. to 11 p.m.; every five minutes from 8.30 a.m. to 11.30 a.m., and from 4.30 p.m. to 5.30 p.m.; and every seven minutes from 11.30 p.m. to 4.30 p.m. Special omnibus accommodation from Newtown Road, south side at the Missenden Road, to Erskine-street, Sydney, are to be provided, to start at 8.35 a.m., 8.45 a.m., and 9 a.m. From Glebe, 'buses are to run from Miller's Point, every ten minutes from 8 a.m. to 8.42 a.m. and from 4.3 p.m. to 6.21 p.m.; every five minutes from 8.42 a.m. to 9.52 a.m.; every seven minutes from 9.52 a.m. to 4.3 p.m.; every eight minutes from 6.21 p.m. to 7.1 p.m., and every ten minutes from 7.1 p.m. to 10.31 p.m. From Miller's Point for the Glebe, every six minutes from 8.32 a.m. to 9.14 a.m. and from 4.35 p.m. to 6.53 p.m.; every five minutes from 9.14 a.m.

to 6.53 p.m.; every six minutes from 8.32 a.m. to 9.14 a.m. and from 4.35 p.m. to 6.53 p.m.; every five minutes from 9.14 a.m. to 10.24 a.m.; every seven minutes from 10.24 a.m. to 4.35 p.m.; every eight minutes from 6.53 p.m. to 7.33 p.m., and every ten minutes from 7.33 p.m. to 11 p.m. From Glebe Point for Wynyard-square, at 7.40 a.m. and 8.5 a.m., and every twelve minutes from 8.50 a.m. to 8.29 a.m.; every ten minutes from 8.29 a.m. to 9.39 a.m.; and from 3.57 p.m. to 6.17 p.m., every fourteen minutes from 9.39 a.m. to 3.57 p.m., and every twenty minutes from 6.17 p.m. to 9.37 p.m. From Wynyard-square for Glebe Point, at 8.25 a.m. and 8.50 a.m., and every twelve minutes from 8.50 a.m. to 9.14 a.m.; every ten minutes from 9.14 a.m. to 10.24 a.m., and from 4.42 p.m. to 7.2 p.m.; every fourteen minutes from 10.24 a.m. to 4.42 p.m., and every twenty minutes from 7.2 p.m. to 10.2 p.m. From Ross-street, Forest Lodge, for Wynyard-square, every ten minutes from 8 a.m. to 9.30 a.m., and from 4.16 p.m. to 6.46 p.m.; every fourteen minutes from 9.30 a.m. to 4.16 p.m.; and every twenty minutes from 6.46 p.m. to 9.26 p.m. From Wynyard-square for Forest Lodge, every ten minutes from 8.46 a.m. to 10.16 a.m., and from 5.1 p.m. to 7.31 p.m.; every fourteen minutes from 10.16 a.m. to 5.1 p.m.; every twenty minutes from 7.31 p.m. to 10.11 p.m. And from Randwick, High Cross, for Sydney, at 8.20 a.m., and every half-hour from 8.30 a.m. to 12 noon, at 1 p.m., 2 p.m., every half-hour from 2 p.m. to 6 p.m., and at 7 p.m. and 8 p.m. From Sydney for Randwick every hour from 9.10 a.m. to 12.40 p.m., at 1 p.m., 2 p.m., and every half-hour from 2 p.m. to 6.10 p.m., 7 p.m., 8 p.m., and 9.30 p.m. From Old Newtown Road, Darlington, to Miller's Point at 8 a.m., and every fifteen minutes till 9.30 p.m., and from Miller's Point for Old Newtown Road at 8.30 a.m. and every fifteen minutes till 10 p.m. After the meeting Messrs John Young, Hoyt, and Travers, of the Sydney United Omnibus Company waited on the Commissioners, and urged them to make the stand at Newtown, near the railway bridge, instead of at Boland's corner, contending that the additional distance to be run to the latter place would involve much extra work for their horses, and make it incumbent on the company to charge an additional 3d. fare from Newtown. On the other side it was pointed out by the Commissioners that the station had formerly been at Boland's corner, and after some discussion the Commissioners intimated their intention of adhering to the by-laws as amended. The deputation suggested that a line of omnibuses should be run to and from Newtown Road, via Stanmore, Petersham, and the Parramatta Road, to the corner of Australia-street, Campdown, but nothing was decided with regard to this matter.

THE GLEBE POINT AND FOREST LODGE OMNIBUSES.—To-day an alteration takes place in these 'buses, which will result in a great improvement in communication. The first omnibuses start from Glebe Point at 20 minutes to 8 o'clock, and Forest Lodge at 8 o'clock. From both points 'buses will also start at 8.15 a.m. and 8.30 a.m., and will run every 10 minutes till half-past 9 o'clock a.m., every 12 minutes from half-past 9 a.m. to half-past 4 p.m., then every 10 minutes from half-past 4 p.m. to half-past 6 o'clock p.m. (in the summer months), then every 12 minutes from half-past 6 o'clock p.m. to half-past 7 o'clock p.m., and lastly every 20 minutes from half-past 7 o'clock p.m. to half-past 9 o'clock p.m. And to supplement the traffic and to permit only of an interval of three minutes between the 'buses as they pass along George-street, 'buses will start from the corner of the Glebe Road on route for the Queen's Wharf. A 'bus will also start every six minutes for Miller's Point. The inhabitants of the Borough of Darlington applied to the Transit Commissioners yesterday, for the appointment of a 'bus stand.



Dray Stand, Manly—
Corso, south side, at east side of Pier, for 8 drays.
Carriage Stand, Manly—
Corso, north side, west of Pier, for 8 carriages.
Omnibus Stands, with line of roads—

Stand.	Line of Roads.	Stand.
Corso, Manly, north side, west of Pier.	Corso, Steyne-street, and Pitt Water Road.	Victoria Parade, Newport.

Time-table for Omnibuses plying from and to Manly and Newport.
Omnibuses shall start from Manly for Newport on Mondays, Wednesdays, Thursdays, and Fridays, at 8.10 a.m.; and shall start from Newport for Manly on Mondays, Wednesdays, Thursdays, and Fridays at 4.30 p.m.; and shall perform the journey from and to Manly and Newport in two hours, and the parts of the journey as follows:—
From Corso, Manly, to Pitt Water Road at Long Beach Beach, in 60 minutes.
From Long Beach Beach to Newport, in 60 minutes.



Time-table for Omnibuses plying from and to Balmain and Erskine-street, Sydney.

Omnibuses shall start from Balmain for Erskine-street at 8 a.m. and every fifteen minutes till 9 p.m.; and shall start from Erskine-street for Balmain at 9 a.m. and every fifteen minutes till 10 p.m.; and each omnibus shall perform the journey from and to Balmain and Erskine-street in 55 minutes, and the parts of the journey as follows:—

- From Darling Road, at Callan Park, to Abattoir Road in 20 minutes.
- Abattoir Road, at Mullens-street, to Pyrmont Bridge Road in 10 minutes.
- Pyrmont Bridge Road to George-street in 10 minutes.
- George-street, at Harris-street, to Liverpool-street, in 5 minutes.
- Liverpool-street to "Royal Hotel" in 5 minutes.
- "Royal Hotel" to Erskine-street in 5 minutes.
- Erskine-street to "Royal Hotel" in 5 minutes.
- "Royal Hotel" to Liverpool-street in 5 minutes.
- Liverpool-street to Harris-street in 5 minutes.
- Harris-street, at George-street, to Abattoir Road, in 10 minutes.
- Abattoir Road, at Pyrmont Bridge Road, to Darling Road, at Callan Park, in 30 minutes.

SPECIAL ADVERTISEMENTS.

OMNIBUS NOTICE. OMNIBUS NOTICE.—
To the inhabitants of the GLEBE, DARLINGTON, lower part of FOREST LODGE, and GLEBE POINT.
Ladies and Gentlemen,—In reply to the very numerous complaints made at this Office with reference to the withdrawal of the GLEBE Omnibuses, we beg to state that we are, and have been, always willing to run our Omnibuses to the GLEBE OMNIBUS STAND, but have been prevented by the stand being abolished.
For the Sydney United Omnibus Company (Limited).
W. MARSHALL, Secretary.
Office, 72, King-street, 21st January, 1877.



Thru in '62: 'Rora...or...Aurora,... or...a...?

The Joy Boys called it the *Rora*, the railways (and everybody else) called it the "*Aurora*." But when the Working Timetable for the commencement of Standard Gauge passenger services of 50 years ago this month went to the printers, the name was still a secret..... *Limited Express* was used instead. The timetables were printed in green ink on white paper for some reason. Later, when green ink became expensive, the VR changed the paper colour of the Standard Gauge pages of its North East WTT to green and printed them with black ink.

MELBOURNE-ALBURY-SYDNEY—STANDARD GAUGE (4ft. 8½ in.) PASSENGER SERVICE.

Marked Mileage from Melb.	S.G. Line Miles from Melb.	DOWN	661 "THE INTER- CAPITAL DAYLIGHT" MON. TO SAT.	41 "SPIRIT OF PROGRESS" DAILY, SUN. INC.	21 "LIMITED" EXPRESS DAILY, SUN. INC.
Via N. Melbourne Flyover					
—	—	MELBOURNE— (SPENCER STREET)	dep. 7 45	P.M. 6 45	P.M. 8 0
2	2	DYNON	"	*—4092	*—4092
Via S. Ken.					
4½	4½	West Footscray Junction	"	*	*
7½	7	Sunshine (S.G. Loop)	arr. ...	...—4792	...
10	9½	McIntyre (S.G. Loop)	dep. 8 4*	7 4*	8 19*
14	13½	Tullamarine (S.G. Loop)	arr. ...	...—4092	...—652
			dep. 8 9*	7 9*	8 24*
			arr. 8 17*	...	...—4752
			dep. 8 26—12	7 14*	8 29*
Via Ess.					
14	20½	Somerton (S.G. Loop) E S	arr. ...	...	...
21½	28	Donnybrook (S.G. Loop) E S	dep. 8 40*	7 28*	8 43*
29½	36½	Wallan (S.G. Loop) E S	arr. ...	7 45*	...—4752A
46	53	Broadford (S.G. Loop) E S	dep. 8 50*	7 52—652	8 57*
			arr. ...—32	...—4752A	...—4752
			dep. 9 1*	8 11*	9 13*
			arr. ...	...—4752	...
			dep. 9 18*	8 29*	9 31*
62½	69	SEYMOUR (S.G. Loop) E S	arr. ...	...	...
62½	69	SEYMOUR (S.G. Loop) E S	dep. 9 34*	8 46*	9 48*
85½	92	Longwood (S.G. Loop) E S	arr. ...—4072	...—4752A	...—4752A
105½	112½	Violet Town (S.G. Loop)	dep. 9 57*	9 11*	10 13*
121½	128½	Benalla (S.G. Loop) E S	arr. ...	9 30*	10 32*
135½	142½	Glenrowan (S.G. Loop)	dep. 10 15*	...	...
144½	151	Alumatta (S.G. Loop) E S	arr. ...—4792	...—4572	...—4572
109	175½	Chiltern (S.G. Loop)	dep. 10 29*	9 45*	10 47*
185½	192	Wodonga (S.G. Loop)	arr. ...	10 1*	11 3*
187	193½	Wodonga E S	dep. 10 43*	...	...
187½	194½	Wodonga Coal Siding E S	arr. ...	10 9*	11 11*
			dep. 10 51*	...	...
			arr. ...	10 35*	11 37*
			dep. 11 14*	10 55*	11 56*
			"	*	*—4652
			arr. 11 47—4092	11 6—4652	A.M. 12 7 Next day
190½	197	ALBURY (N.S.W.) E S	(66)	(4)	(2)
			dep. 11 55A	11 14A	12 15A
			P.M. 9 0	A.M. 8 40 Next day	9 0

Note.—A: No. 66 Stops for passengers at Albury, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn and Strathfield.
No. 4 Stops for passengers at Albury, Culcairn, The Rock, Wagga Wagga, Junee, Cootamundra, Harden, Yass Junction, Goulburn, Mos and Strathfield.
No. 2: Does not stop for passengers between Melbourne and Sydney.