



# The Times

July 2013

A journal of transport timetable history and analysis



**Inside: Sydney Steam Tram Timetable**  
**The Nepean Nippers**  
**Your choice— Birmingham to London**

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# The Times

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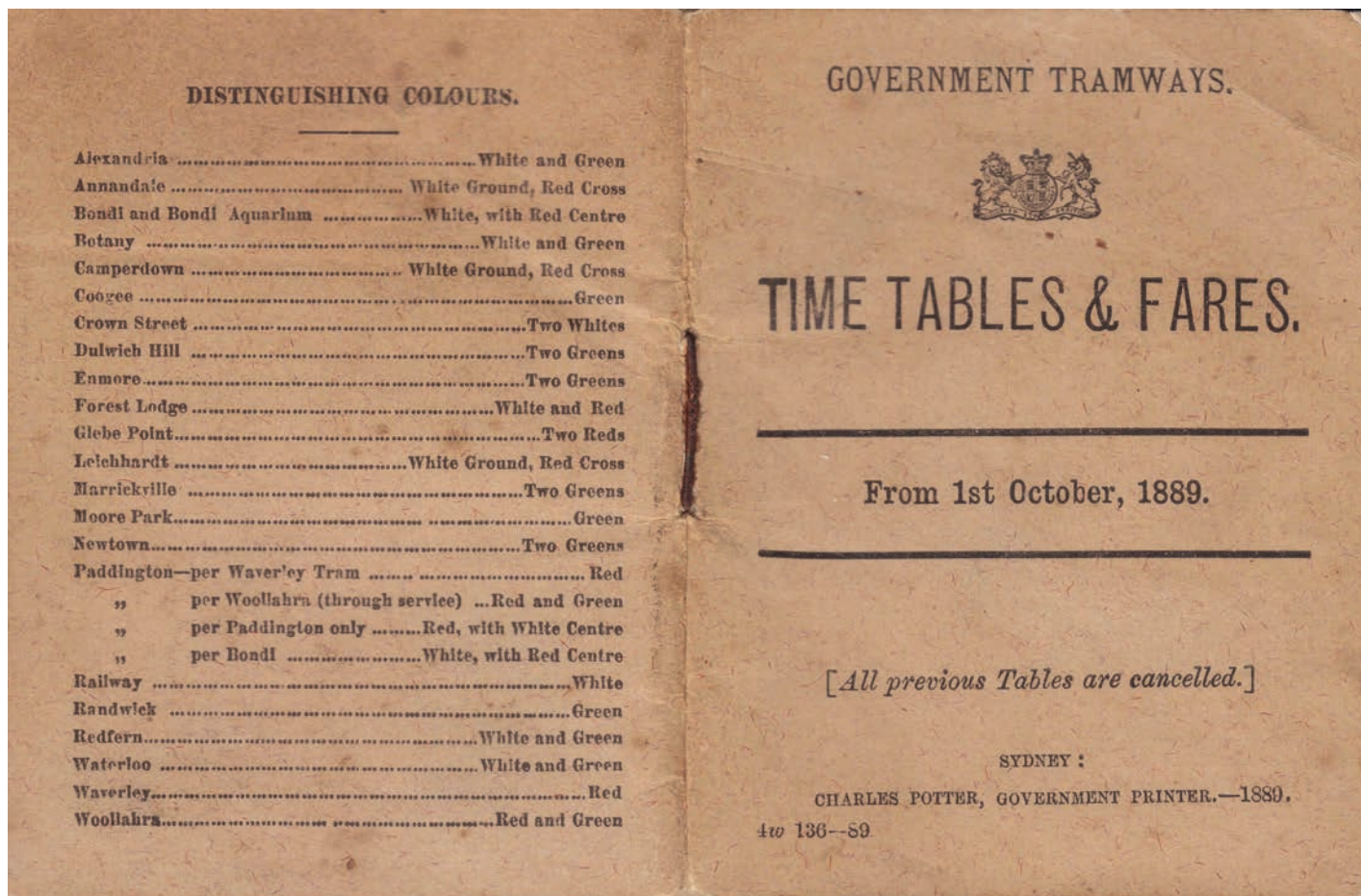
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**The Times** welcomes all contributions. Our Authors' Guide will soon be available on our web-site  
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Front cover: Sydney in the steam tram era.



# Leichhardt Line Through Trams

DUNCAN MACAUSLAN

Until the late 1930s the NSW Government Tramways frequently published all-line timetable books. The tradition started in the steam tram days and details of the new timetables were advertised in the Sydney Morning Herald, usually on page 2 along with other railway and government matters.

Every so often a bunch of papers yields a surprise and so it was when I was going through some old postcards at the Sydney Bus Museum's archive. A small book, 2½ inches (7cm) wide by 3½ inches (9cm) high fell on the table (opposite page). A one hundred and twenty four year old timetable! The new timetable—for October 1889—was advertised in the SMH (above right).

The cover is beige card with title and date, on the back a list of the lines and their 'distinguishing colours'. Here we can see the genesis of the red and green lines with Glebe Point as two red symbols and Newtown as two greens. Inside is the index for the 32 pages (our page 9, upper right).

Page 1 repeats the cover and timetables follow in the sequence in which the lines were opened: Railway, Randwick and Coogee, Paddington, Waverley, Bondi, Woollahra, Crown Street, Randwick to Waverly extension, Waterloo and Botany, Glebe Point, Forest Lodge, Newtown, Enmore, and Marrickville, Leichhardt and last the North Shore cable line. The Dulwich Hill extension, opened in August 1889, doesn't appear in the index but is in the timetable. The next extension would be to Five Dock in October 1890.

The **Railway** timetable (tt pages 2-5, Times page 5) shows the tram departures from Bridge Street yard and the trains which the trip connects with. Interestingly there is no tram for the first two trains and no train connection from the first tram. 'i' indicates an Illawarra line train but the † and ‡ symbols are not explained. Whilst not given the trip time must have been around 13 minutes as the shortest time between a departure and its connecting train is 18 minutes.

An interesting feature of the book is that each timetable is dated; most are 1st October 1889, but Coogee, Woollahra, Glebe Point and the North Shore are dated 15th August. All Sunday timetables have the 'church hour' with no services from 10:30 until midday.

The **Coogee** via Moore Park and Randwick line appears on tt pages 4 and 5. It illustrates the low frequencies operated by steam trams when compared with horse buses. In the morning trams to Randwick

**GOVERNMENT TRAMWAYS.**  
**ISSUE OF AMENDED TIMETABLES.**  
Amended Timetables for the various Lines will be issued on **TUESDAY NEXT, the 1st OCTOBER.**  
Copies may be obtained on application at the Ticket Office, Bridge-street, and the Bookstall, King-street.  
The Public are informed that on the **LEICHHARDT LINE THROUGH TRAMS** will be timed to depart—Leichhardt at 8.15 a.m., and Bridge-street at 5.12 p.m.  
**JAMES ROBERTS, Manager.**  
Manager's Office, Sydney, 26th September, 1889.

ran at the odd times of 5 and 25 or 27 past the hour usually with the 27 past continuing to Coogee Aquarium at Coogee Beach. Trams from Coogee didn't start till 8.16, no workmen's trams, illustrating the light traffic expected. On Sundays all trams except the last ran to Coogee but certainly not at a memory timetable.

The **Paddington** line, tt pages 8 and 9, is in fact three lines combined as far as Queen Street: Waverley (pp 10 & 11), Bondi (pp 12 & 13) and Woollahra (p14). Some trams are marked t or k; these are the 'through' trams, non-stop from Liverpool Street to Taylor Square and then to Queen Street, which allegedly gave rise to the phrase 'Shooting through like a Bondi tram'. Ironically most are in fact Waverley trams. Note the cancelled 08:18 trip, it is explained below.

cancelled 08:18 trip, it is explained below.

The **Waverley** timetable includes the combined timetable for Bondi Junction whilst the Bondi timetable only shows trips to Bondi and the 1887 extension to Bondi Aquarium; the latter only served from 09:10 outward and 08:06 inwards.

The **Woollahra** timetable has an alteration delaying the 08:05 trip until 08:12 thus explaining the cancelled 08:18 Paddington trip. But since there are no altered trips the 08:20 from Paddington must have originally started there. Note also the attempt at cost savings by making Woollahra passengers change at Paddington in the late mornings and early afternoon. Outward bound connections were with both Waverley and Bondi journeys, ex-



cept the 12:30 trip which appears to connect with a trip terminating at Paddington which would make the change seem nonsensical. As well as being forced to change trams, passengers were also charged an extra penny despite the inconvenience.

The **Waverley and Randwick** extension (t p16) is quite odd in that a passenger using this line to get to Coogee would need to change trams twice. This line, opened in June 1887, was really operated as a shuttle which connected with Waverley and Coogee trams along a single track. Consequently several trips do not connect at Waverley and others don't connect at Randwick. However on Sundays several trips run from Waverley through to Coogee. Just over a year later, in November 1890, this line was to be experimentally electrified.

Pages 18 and 19 cover the long service to **Botany**. Trips terminated at Waterloo

with hourly journeys extending past the Kerosene Works, Gardener's Lane Road (the header says Lane but the stopping place is both), the 'Sir Joseph Banks' hotel and zoo arriving at Botany some 27 minutes later. Most stops beyond Epsom Road were 'when required' reflecting the sparse population in the area.

Red lines to **Glebe Point** and Forest Lodge then green to Dulwich Hill follow before the timetable that caused the new issue appears on page 24. There is a discrepancy in that the advert shows the outbound tram at 5:12 whilst the timetable shows 5:13. It also highlights a terminology change: these days a 'through' service is one with no changes required (as in the Woollahra timetable); in today's terms it would be a limited stop or express service.

Not all lines were steam trams; the **North Shore** line (photo below) on page 25 is a cable tram service. Only one trip on a Sun-

day doesn't connect with the frequent ferry service.

Then follow six pages of by-laws are over the name of railway commissioner Charles Goodchap. The collection of fares is worth an article in itself because it led to massive fraud in 1888 resulting in a Royal Commission.

Inside the back cover is an inscription 'In remember of First & Last W. Kemp F. Kent'. Most likely in memory of a drinking session at the now demolished hotel of that name rather than of the first and last trams!

This timetable was to have a short life; a new issue with changes to Botany and Leichhardt services, including the new outward through tram, came into effect on Friday 1 November.



# RAILWAY STATION.

Colour—WHITE.

Week-days.

Times of Departure of Trams from Bridge-street, with Times of Departure of Trains with which they connect.

Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.
a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—†	{ 7 0	10 3	{ 10 30	1 45	{ 2 5		{ 5 23	7 45	{ 8 5
6 44	{ 7 5	10 11	{ 10 35		{ 2 7		{ 5 25	7 50	{ 8 10
6 51	{ 7 10	10 30			{ 2 10	5 5	{ 5 27	8 10	{ 8 30
7 10	{ 7 30	10 46	{ 11 5	2 5	{ 2 25		{ 5 30	8 15	{ 8 35
7 16	{ 7 35		{ 11 10		{ 2 25	5 15	{ 5 35	8 40	{ 9 0
7 36	{ 7 40	11 8	{ 11 30	2 15	{ 2 30		{ 5 37	8 50	{ 9 5
	{ 7 55		{ 11 35	2 30	{ 2 35		{ 5 50	9 10	{ 9 10
7 44	{ 8 0	11 22		2 45	{ 3 5		{ 5 52	9 20	{ 9 35
	{ 8 5	11 30			{ 3 10	5 35	{ 5 55	9 30	{ 9 40†
7 53	{ 8 10	11 46	{ 12 5	3 10	{ 3 30		{ 5 57	†9 30	{ 9 50
			{ 12 10	3 15	{ 3 35		{ 6 5	9 45	{ 10 5
8 5	{ 8 25	p.m.	{ 12 25†	3 38	{ 3 40	5 45	{ 6 7		{ 10 10
	{ 8 30	12 6			{ 4 0		{ 6 10	10 10	{ 10 30
8 16	{ 8 35								

8 25	{ 9 0	12 11	{ 12 30	3 45	{ 4 5	5 55	{ 6 15	10 15	{ 10 35
8 41	{ 9 5	12 31	{ 12 35	4 8	{ 4 10	6 10	{ 6 17	10 30	{ 10 40
	{ 9 6		{ 12 50		{ 4 30		{ 6 30	10 45	{ 10 50
8 51	{ 9 10	12 45	{ 1 5	4 15	{ 4 35	6 15	{ 6 35		{ 11 5
	{ 9 11		{ 1 7		{ 4 36		{ 6 37	11 5	{ 11 25†
9 0			{ 1 10	4 20	{ 4 37	6 30	{ 6 50		{ 11 26
9 6		12 55	{ 1 17		{ 4 40		{ 6 50	11 15	{ 11 30
			{ 1 18	4 30	{ 4 50	6 40	{ 7 2	11 40	{ 11 35
9 11	{ 9 30	1 7	{ 1 25†		{ 4 53		{ 7 5		{ 12 0
	{ 9 33		{ 1 30	4 50	{ 4 55	6 47	{ 7 10		
	{ 9 35				{ 4 57		{ 7 30		
9 21	{ 9 40†	1 15	{ 1 35	4 57	{ 5 10	7 7	{ 7 35		
9 25			{ 1 37		{ 5 15	7 15			
9 41	{ 10 0	1 20	{ 1 40		{ 5 17	7 22			
	{ 10 5	1 30	{ 1 50	4 57	{ 5 20	7 37			
9 46	{ 10 10	1 40	{ 2 0				{ 8 0		

Depart from Railway Station.

a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
w5 38	7 25	8 40	9 23	11 4	12 40	2 25	4 8	5 28	6 55	8 25	10 27
w5 48	7 33	8 43	9 34	11g 9	12 58	2 35	4 25	5 33	7 3	8 40	10 40
w6 3	7 40	8 47	9 40	11 25	1 8	2 40	4 35	5 43	7 10	8 55	10 55
w6 25	7 45	8 49	9 49	11 40	a1 15	2 55	4 40	5 55	7 25	9 8	11 8
6 33	7 55	9 0	10 9	11 48	1 28	e3 8	4 58	6 3	7 33	9 25	
6 40	8 0	9 3	10 25	p.m.	1 40	3 27	e5 0	6 8	7 40	9 40	
6 55	8 20	9 13	10 41	12 8	1 55	3 40	5 10	6 30	7 55	9 55	
7 10	8 29	9 19	10 58	12 25	2 8	3 55	5 20	6 40	8 10	10 8	

## Sundays.

Times of Departure of Trams from Bridge-street, with Times of Departure of Trains with which they connect.

Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 38	{ 9 0 9 5 i 9 10	12 40	{ 1 0 1 5 i 1 10	2 50	{ 2 30 3 7 3 15	5 43	{ 6 5 i 6 10	8 45	{ 9 5 9 10 i 9 10
9 12	{ 9 30 9 35	1 15	{ 1 35 2 0	3 25	{ 3 45 4 5	5 50	{ 6 30 6 35	9 0	{ 9 30
9 40	{ 10 0 10 5 i 10 10	1 42	{ 2 5 i 2 10	4 7	{ 4 30 4 35	6 15	{ 6 20 6 27	9 8	{ 9 35
10 5	—	2 5	{ 2 25 2 30	4 15	{ 4 35 4 38	6 42	{ 7 0 i 8 10	9 15	{ 10 0
10 25	—	2 15	{ 2 35 2 40	4 33	{ 4 53 i 5 10	7 50	{ 8 30 8 35	9 26	{ 10 5
p.m.	p.m.	2 37	{ 3 0 3 5	4 45	{ 5 5 i 5 10	8 10	{ 8 30 8 35	9 40	{ 10 0
12 15	12 35			5 10	{ 5 30 5 35			9 50	{ 10 5 10 30 10 35

Depart from Railway Station.

a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 55	10 35	12 40	2 25	3 25	4 8	5 33	6 8	7 8	9 8	9 55
9 43	10 43	1 25	2 40	3 33	4 25	5 40	6 25	7 25	9 25	10 8
10 8		1 55	2 55	3 40	4 40	5 55	6 40	8 40	9 33	10 28
		2 8	3 8	3 55	5 25	6 0	6 58	8 55	9 43	

*a* On Saturdays only.

The 8.8 a.m. Leichhardt Tram will carry passengers for the 8.30 a.m. Train on Sundays.

*w* Workmen's Trams, for Fares see page 28.

*g* Starts 5 minutes later on Mondays.

*e* Starts 3 minutes later on Saturdays.

*i* Illawarra Trains.

### STOPPING PLACES:—

Bridge-street, Bent-street, Hunter-street, King-street, Market-street, Park-street, Bathurst-street, Liverpool-street, and Railway Station.

FARES:—By Ticket, 2d.; Cash, 3d.

1st October, 1889.

TRAMWAY TIME TABLES.

TRAMWAY TIME TABLES.

5









# What's in a name? Named Sydney private bus routes (6) Nepean Nippers

ROBERT HENDERSON

In the early 1990s, bus operator Westbus, run by the Bosnjak family, was the largest operator of private buses in Sydney. After starting off in 1955 with a small handful of buses in Edensor Park, their empire had grown to the extent that they owned over 300 buses and coaches by 1990, with routes covering a large part of western Sydney. One of the businesses taken over in the course of their expansion programme was WJS (Bill) Bale's Penrith District Bus Service, which the Bosnjaks acquired on 17 April 1974. During the 1980s their services in Penrith and the surrounding suburbs increased in line with the area's population. The fact that the Bosnjaks were the bus operator in Penrith and other western suburbs of Sydney contributed to the renaming of their entire operation as "Westbus" in October 1984.

Around 1992 the Bosnjaks decided on a bold plan to introduce minibuses on most bus routes in Penrith. The concept was based on a somewhat similar network of routes in the English city of Oxford, run by entrepreneur Harry Blundred. Harry later took over route bus operations in several Queensland regional centres, using similar vehicles, trading under the name of Sunbus. The Bosnjaks believed that Penrith would be a similarly suitable locale for an intensive minibus service because of the evenness of patronage throughout the day. Penrith's location 55 km from the City

meant that such commuter peak period as existed did not coincide with that of children travelling to and from school.

The name "Nepean Nippers" was chosen by the Bosnjaks to characterize their new style of bus operation in Penrith. The name Nepean was taken from the river that flows past the city of Penrith. To run the service were 26 Mercedes Benz LO812 model buses, each seating 26 passengers. The new service was inaugurated on 12 February 1993 in a ceremony at Penrith railway station and a parade of the new vehicles, followed by a celebratory lunch at the local Panthers football club. Regular minibus services commenced the following day.

At the time, I was employed by Roger Graham, who had written the timetables for the Nepean Nippers on behalf of the Bosnjaks. I was fortunate enough to receive an invitation to the launch. It was a lavish affair, with hundreds of people in attendance, including politicians, local dignitaries and other bus operators.

In the timetables that Roger Graham had devised, the frequencies on most routes were doubled to compensate for the reduced capacity of each bus. It was expected that the increased frequencies would dramatically boost patronage. In another move to augment the attractiveness of the service, the Nepean Nippers ran under the "hail and ride" principle other

than in the CBD of Penrith.

Use of the name Nepean Nippers on public timetables continued for about five years. Timetables that specifically mentioned that name appeared as follow, with commencing dates:

- 13 February 1993
- 26 April 1994
- 27 February 1995
- 7 April 1997
- 8 December 1997

Sample covers for one typical route (782) are illustrated below, to show the different designs (the 1994 and 1995 covers were almost identical).

Routes run by Nepean Nipper minibuses, together with the route variations that occurred during the five-year period mentioned above were:

**Route 780:** 1993, 1994 & 1995 timetables: Penrith-St Marys via Highway (weekdays only). Then incorporated into 790.

**Route 781:** 1993, 1994 & 1995 timetables: St Marys-Orchard Hills (very limited service).

**Route 782**

1993 timetable: Penrith-Werrington via Werrington Country.

1994 & 1995 timetables: Extended from



Route 782: PENRITH to WERRINGTON																	Weekdays			
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	
PENRITH Train arrives	..	..	..	..	6.07	..	6.31	..	6.57	7.29	..	8.03	8.17	8.23	8.44	8.53	9.15	9.36		
PENRITH Station	..	..	..	..	6.20	..	6.49	..	7.20	7.43	..	8.10	8.21	8.42	8.56	9.10	9.25	9.40		
Cooper Street & The Northern Road	5.05	5.35	5.58	6.15	6.28	6.45	6.57	7.14	7.28	7.51	8.02	8.18	8.29	8.50	9.05	9.20	9.35	9.50		
WERRINGTON CTY (Pasturegate Ave)	5.08	5.38	6.01	6.18	6.31	6.48	7.00	7.17	7.32	7.55	8.06	8.22	8.33	8.53	9.08	9.23	9.38	9.53		
Henry Lawson & Singleton Avenues	5.11	5.41	6.05	6.22	6.35	6.52	7.04	7.21	7.36	7.59	8.10	8.26	8.37	8.57	9.12	9.27	9.42	9.57		
WERRINGTON Station	5.19	5.49	6.13	6.30	6.43	7.00	7.13	7.30	7.45	8.08	8.19	8.35	8.46	9.05	9.20	9.35	9.50	10.05		
WERRINGTON Train to City	5.26	5.56	6.20	6.37	6.50	7.07	7.22	7.37	7.52	8.15	8.26	8.45	8.57	9.27	9.27	9.57	9.57	10.27		

Weekdays (cont.)																				
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	
	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
PENRITH Train arrives	9.49	10.05	..	10.35	10.49	11.05	..	11.35	11.49	12.05	..	12.35	12.49	1.05	1.17	1.35	1.49	2.05		
PENRITH Station	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10		
Cooper Street & The Northern Road	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20		
WERRINGTON CTY (Pasturegate Ave)	10.08	10.23	10.38	10.53	11.08	11.23	11.38	11.53	12.08	12.23	12.38	12.53	1.08	1.23	1.38	1.53	2.08	2.23		
Henry Lawson & Singleton Avenues	10.12	10.27	10.42	10.57	11.12	11.27	11.42	11.57	12.12	12.27	12.42	12.57	1.12	1.27	1.42	1.57	2.12	2.27		
WERRINGTON Station	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.35		
WERRINGTON Train to City	10.27	10.57	10.57	11.27	11.27	11.57	11.57	12.27	12.27	12.57	12.57	1.27	1.27	1.57	1.57	2.27	2.27	2.57		

Weekdays (cont.)																					
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782		
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm		
PENRITH Train arrives	..	2.35	..	3.05	3.17	3.35	3.56	4.16	4.36	4.53	5.10	5.36	5.55	6.25	7.05	7.35	8.05	8.35	9.05		
PENRITH Station	2.25	2.40	3.00	3.20	3.35	3.50	4.05	4.25	4.45	5.05	5.20	5.40	6.00	6.30	7.10	7.40	8.10	8.40	9.10		
Cooper Street & The Northern Road	2.35	2.50	3.11	3.31	3.46	4.01	4.16	4.36	4.56	5.16	5.31	5.50	6.08	6.38	7.17	7.47	8.17	8.47	9.17		
WERRINGTON CTY (Pasturegate Ave)	2.38	2.53	3.15	3.35	3.50	4.05	4.20	4.40	5.00	5.20	5.35	5.54	6.11	6.41	7.20	7.50	8.20	8.50	9.20		
Henry Lawson & Singleton Avenues	2.42	2.57	3.19	3.39	3.54	4.09	4.24	4.44	5.04	5.24	5.39	5.58	6.14	6.44	7.23	7.53	8.23	8.53	9.23		
WERRINGTON Station	2.50	3.05	3.27	3.47	4.02	4.17	4.32	4.52	5.12	5.32	5.47	6.06	6.22	6.52	7.30	8.00	8.30	9.00	9.30		
WERRINGTON Train to City	2.57	3.12	3.45	3.54	4.09	4.35	5.00	5.00	5.27	5.45	6.02	6.25	6.48	6.57	7.57	8.27	8.57	9.11	9.41		

Werrington to St Marys.

1997 timetables: Curtailed to Penrith-Werrington County.

**Route 783:** All timetables: Kingswood-Mt Pleasant weekday peak hour service.

**Route 784**

1993 timetable: Penrith-St Marys via Kingswood, Rugby St & Werrington.

1994 & 1995 timetables: Curtailed to Penrith-Werrington.

1997 timetables: Altered to St Marys-Werrington Downs.

**Route 785**

1993 timetable: Panthers Club-Penrith-Cambridge Park.

1994 & 1995 timetables: Altered to Penrith-Kingswood via Cambridge St.

1997 timetables: Rerouted as Penrith-Kingswood via Oxford St (combining previous 784 & 785).

**Route 786**

1993 timetable: Penrith-Mt Pleasant.

1994 & 1995 timetables: Extended as Panthers Club-Penrith-Mt Pleasant.

1997 timetables: Curtailed to Penrith-Mt

Pleasant, but via an altered route.

**Route 787**

1994 & 1995 timetables: Penrith-Cambridge Park loop, combined 784 & 785 at nights and weekends.

1997 timetables: Penrith-Mt Pleasant-Cranebrook, combined 786 & 788 at nights and Sundays.

**Route 788**

1993, 1994 & 1995 timetables: Penrith-Cranebrook (some trips extended to Windsor, but not operated by minibuses).

1997 timetables: Penrith-Nth Cranebrook

**Route 789:** All timetables: Penrith-Luddenham (very limited service).

**Route 790**

1993 timetable: Penrith-St Marys via Maxwell St, Kingswood & Claremont Meadows.

1994, 1995 & 1997 timetables: Rerouted via Jamison Rd.

**Route 791:** All timetables: Penrith-South Penrith loop.

**Route 792**

1997 timetables: Penrith-Jamison town via

Racecourse Rd.

**Route 793:** 1995 & 1997 timetables: Penrith-Nepean Shores.

**Route 794**

1993 timetable: Penrith-Glenmore Park via Mulgoa Road.

1994 timetable: Rerouted via Racecourse Rd.

1995 timetable: Extended within Glenmore Park.

1997 timetables: Rerouted via Mulgoa Road.

**Route 795:** All timetables: Penrith-Warragamba. Included diversions via Nepean Shores in the 1993 & 1994 timetables.

In the 1993 timetable, there were eight full time (seven-day-a-week) routes with regular frequencies. They were 782, 784, 785, 786, 788, 790, 791 and 794. Of these routes the following weekday day-time headways applied:

- 782, 785, 786, 791 – 15 minutes
- 784, 790, 794 – 30 minutes
- 788 – 60 minutes.

On these routes plus 780 (hourly on

weekdays) the number of departures from Penrith station in a typical weekday off-peak hour totaled 24, or at an average of one every two-and-a-half minutes. Saturday services ran either every 30 or 60 minutes, while Sunday frequencies ranged from every 30 minutes to every two hours. In some cases it was the first time that Sunday services had ever been provided.

In the 1994 timetables adjustments were made to reflect actual patronage. The

weekday off-peak frequency on Route 786 (which served the public housing area of Mt Pleasant) was improved to every ten minutes, while that on each of Routes 784 and 785 was reduced to every 30 minutes. I believe that the ten-minute weekday headway on Route 786 would have made it the most frequent off-peak private bus service on an individual route in Sydney since World War II.

In the April 1997 timetable, the routes had

been rearranged such that some routes ran only six days a week, partly supplemented by a night-and-Sunday route. At that stage, the frequencies on most routes were reduced, those during the weekday off-peak being every 20 minutes (782, 786, 788 and 791), every 30 minutes (785, 790 and 794) and every hour (784). These service reductions suggest that the initial forecasts of patronage increases on the Penrith routes had been a little optimistic.

The minibuses with their manual gear-boxes were not popular with drivers or mechanics. So sometime after 1997, the minibuses were gradually withdrawn from services in Penrith and the fleet restored to one of conventional sized vehicles.

Route 782: PENRITH TO WERRINGTON													Saturdays					
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782
	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
PENRITH Train arrives	7.35	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35	
PENRITH Station	7.55	8.22	8.52	9.20	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40	
Cooper Street & The Northern Road	7.03	8.03	8.30	9.00	9.30	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	2.20	2.50	3.20	3.50
WERRINGTON CTY (Pasturegate Ave)	7.06	8.06	8.33	9.03	9.33	9.53	10.23	10.53	11.23	11.53	12.23	12.53	1.23	1.53	2.23	2.53	3.23	3.53
Henry Lawson & Singleton Avenues	7.10	8.10	8.37	9.07	9.37	9.57	10.27	10.57	11.27	11.57	12.27	12.57	1.27	1.57	2.27	2.57	3.27	3.57
WERRINGTON Station	7.18	8.18	8.45	9.15	9.45	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35	4.05
WERRINGTON Train to City	7.27	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.57	12.27	12.57	1.27	1.57	2.27	2.57	3.27	3.57	4.27

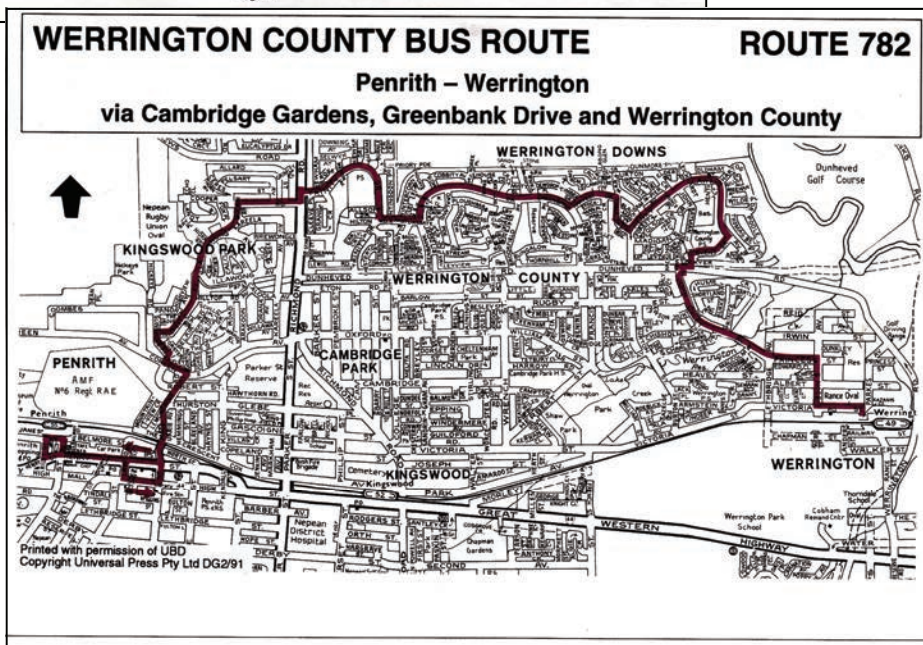
Saturdays (cont.)						
Showing Route Number	782	782	782	782	782	
	pm	pm	pm	pm	pm	
PENRITH Train arrives	4.05	4.35	5.05	6.05	7.05	8.05
PENRITH Station	4.10	4.40	5.10	6.10	7.10	8.10
Cooper Street & The Northern Road	4.20	4.50	5.20	6.18	7.18	8.18
WERRINGTON CTY (Pasturegate Ave)	4.23	4.53	5.23	6.21	7.21	8.21
Henry Lawson & Singleton Avenues	4.27	4.57	5.27	6.24	7.24	8.24
WERRINGTON Station	4.35	5.05	5.35	6.31	7.31	8.31
WERRINGTON Train to City	4.57	5.27	5.57	6.57	7.57	8.57

Sundays & Public Holidays											
Showing Route Number	782	782	782	782	782	782	782	782	782	782	
	am	am	am	am	pm	pm	pm	pm	pm	pm	
PENRITH Train arrives	8.19	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.17
PENRITH Station	8.27	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.22
Cooper Street & The Northern Road	8.35	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30
WERRINGTON CTY (Pasturegate Ave)	8.38	9.33	10.33	11.33	12.33	1.33	2.33	3.33	4.33	5.33	6.33
Henry Lawson & Singleton Avenues	8.41	9.36	10.36	11.36	12.36	1.36	2.36	3.36	4.36	5.36	6.36
WERRINGTON Station	8.48	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4.43	5.43	6.43
WERRINGTON Train to City	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57	4.57	5.57	6.57

- FEATURES OF THE "NEPEAN NIPPER" MINI-BUS SERVICES**
- **More Frequent Services**  
Generally mini-bus services operate twice as frequently as the previous timetable.
  - **New Services**  
Mini-buses run to areas where there have been no previous late-night or Sunday services.
  - **Hail-and-ride**  
Apart from set stops within Penrith shopping centre, mini-buses stop wherever you hail them.
  - **User-friendly**  
Mini-buses have a low floor height to make them easy to enter and they have storage on board for shopping trolleys and luggage.



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# From Birmingham to London- via Rugby or Banbury?

JIM WELLS

Competition among railways for passengers has been common over the years. Think of the choice that Chicago passengers used to have for travel in many directions.

Even in Australia some passengers get choice. NSW has CountryLink and CityRail services to Goulburn, Bathurst and towns in the Hunter region.

In Britain today there are many competitive situations. Some involve two or more train operating companies on the same route or on different routes.

The situation is well illustrated by Birmingham (Britain's second largest city) to London – a distance of about 185km.

Our exhibit is a snapshot of the off-peak weekday timetable off the National Rail website taken on April 19th.

First of all we should comment on the

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fares. These look low, even reasonable by NSW standards. Do not be fooled. They are advance purchase fares. Very few passengers would book these one month out.

There's a button for "More Fares". What comes up for the Virgin 11:10 fast train is shown at left. But it gets worse for First Class passenger. Open up the last item and we get the box above. The last offering is a special business package.

A quick look at fares for stations a similar distance away from London out, but served by only one operator suggests that Birmingham's fares do benefit from the competition.

We now turn to the stations that are available for our journey. Birmingham New Street is one of the busiest stations in Britain; indeed it has sometimes been called the cross roads of the network because it is

used by the cross country South West – North east trains.

But Moor Street station is not far away – about 200m and the walk is largely under-cover so even if one's journey origin involves arriving at New Street, trains from Moor Street need not be disregarded for the London leg.

Snow Hill is a lot further away to the North but there's a real quirk here in the way in which National Rail shows trains starting from here. All trains from Snow Hill to the south also stop at Moor Street. National Rail really should show these trains twice or in some other way to indicate this.

In London all trains from New Street arrive at Euston which is well served by London Transport's rail services although access to the Circle line means a short walk to Euston Square.

Marylebone is the arrival station for services *ex*-Moor Street and only has a station on the Bakerloo line for London Transport. It's not that far from Euston. Marylebone was the London terminus for the Great Central Railway but the journey from Birmingham is almost entirely on *ex*-Great Western Railway metals.

Paddington also enters our story but we'll talk about that later.

Clearly the most attractive service to London is Virgin's every twenty minutes fast (about 1:22 or 1:24 hours) for a fare per our exhibit of £11. The route is the classic London and North Western one beautifully

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Marylebone forecourt. Source: Google view



engineered in the 1830s and now electrified at 25kv AC. There will be a buffet take away service on board; indeed First Class passengers have a restaurant car.

Not everyone likes the *Pendolino* tilt trains used for this service with their cramped and claustrophobic seating in standard class, some without windows as the above picture shows (source: Google images).

Do not expect much tilting to occur – the line is quite straight. *Pendolinos* are also used on the curvy west coast route to Scotland.

Tourists might well be tempted to use Lon-

don Midland Trains much slower but just as frequent stopping services. They are slower because of the number of stops including extended dwells at Rugby and Northampton (bottom left).

Trains used now are Class 350 Siemens emus which are allowed 110 mph (180 kph) so the running is quite fast. Milton Keynes to Watford Junction in 23 min start to start is very good for 51 km. Interiors (top right, page 15) seem to be a lot airier than the *Pendolino*'s (Source: Wikipedia).

Incidentally could someone please explain the use of the name Watford. The town of

that name is a long way from the geographical feature known as the Watford Gap which is near Rugby 100 km away.

We now turn to the Chiltern Railways services from Moor Street (Snow Hill) to Marylebone.

It helps to have a summarised list based on Moor Street as all trains serve this station (next page, middle left).

The service interval is, by Australian standards, a very good half hourly one and the faster trains at 1:39 aren't too much slower than the Virgin Pendolino's ex New Street. The Chiltern fast trains make four intermediate stops; the slower ones eight. These originate from Snow Hill. Trolley service catering is provided.

The 11:16 train is not shown on our master list and one wonders how it got onto this list. The detail is provided on our page 15 middle, right. Is this the only use ever of a walk symbol in a rail timetable? It is common in journey planners.

It is understood that most of the Birmingham services are operated as diesel loco hauled ones. This is now something of a rarity in Britain. The locos used are Class 67 GM Bo-Bos of 1,864kw power at the rail (page 15, lower- Wikipedia) and driving trailers are used to facilitate reversals. Passenger cars are refurbished Mark3s.

So which service should one use? Fares are obviously a consideration with Chiltern Railways being a bit cheaper than Virgin's but not as cheap as those of London Midland.

The scenery is nothing special except through the Chiltern hills. On the London and North Western (L & NW) route (Virgin and London Midland) the line cuts through the hills with a massive cutting at Tring so you don't see much. One suspects that the Chiltern Railways route is the better from this perspective.

Incidentally the Chiltern route crosses over the L and NW in the London suburbs to cross back just a few kms north of Marylebone. The major negative for Chiltern is the use this terminal which, incidentally, is the only one in London now solely served by diesel trains.

In years gone by Birmingham Snow Hill rivaled New Street as a major station as the Great Western railway and then the Western region of British Railways ran significant services to Birmingham and beyond out of London Paddington using the route now used by Chiltern Railways.

Snow Hill was closed from 1968 to 1987. The original station buildings were demolished.

One does come across oddities in old timetables. In the 1980s British Railways ran a train from Paddington (0650) to Hull

11:33	Birmingham New Street [BHM]	3A	>	London Euston [EUS]	13:45
Calling points		Arrives		Departs	
	<a href="#">Marston Green [MGN]</a>	11:42		11:42	
	<a href="#">Birmingham International [BHI]</a>	11:45		11:45	
	<a href="#">Hampton-in-Arden [HIA]</a>	11:48		11:48	
	<a href="#">Tile Hill [THL]</a>	11:54		11:55	
	<a href="#">Coventry [COV]</a>	12:00		12:00	
	<a href="#">Rugby [RUG]</a>	12:11		12:18	
	<a href="#">Long Buckby [LBK]</a>	12:27		12:27	
	<a href="#">Northampton [NMP]</a>	12:44		12:50	
	<a href="#">Milton Keynes Central [MKC]</a>	13:04		13:06	
	<a href="#">Watford Junction [WFJ]</a>	13:29		13:30	
<a href="#">London Midland</a> service from Birmingham New Street to London Euston					

(1245) via Birmingham and Sheffield. A bit like NSW Countrylink going to Wagga via Parkes. There was no corresponding train in the reverse direction but the set may have formed the 1322 Hull to Brighton.

The author thanks Ian Brady for his help.



Outward Thu 16 May

Earlier trains

Dep.	From	To	Arr.	Dur.
10:55	Birmingham Moor Street [BMO] Platform 4	London Marylebone [MYB] Platform 1	12:34	1h 39m
11:15	Birmingham Moor Street [BMO] Platform 1	London Marylebone [MYB] Platform 5	13:08	1h 53m
11:16	Birmingham Moor Street [BMO]	London Marylebone [MYB] Platform 3	13:33	2h 17m
11:55	Birmingham Moor Street [BMO] Platform 3	London Marylebone [MYB] Platform 1	13:34	1h 39m
12:15	Birmingham Moor Street [BMO] Platform 1	London Marylebone [MYB] Platform 6	14:08	1h 53m

**National Rail Enquiries**

Your personal journey from Birmingham Moor Street to  
Valid from Thursday 16 May 2013 to Thursday 23 May 2013

Monday to Friday always runs  
Outward via Birmingham New Street and Leamington Spa

		XC	CH
Birmingham Moor Street	dep.	11:16	
Birmingham New Street	arr.	11:21	
Birmingham New Street	dep.	11:33	
Leamington Spa	arr.	11:59	
Leamington Spa	dep.		12:07
London Marylebone	arr.		13:33
-----			
Duration			2:17
Changes			2
Seating Class			[S]
Catering			[C]



Outward Thu 16 May							🔔 Set up journey alerts	Other cheap fares
⬆ Earlier trains							Single from <b>£6.00</b>	
Dep.	From	To	Arr.	Dur.	Chg.	Status	Based on 1 adult	
10:50	Birmingham New Street [BHM] Platform 1	London Euston [EUS] Platform 7	12:14	1h 24m	0	<a href="#">Details</a> ✓	<b>£11.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾
10:54	Birmingham New Street [BHM] Platform 5A	London Euston [EUS] Platform 11	13:17	2h 23m	0	<a href="#">Details</a> ✓	<b>CHEAPEST FARE</b> <b>£6.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾
10:55	Birmingham Moor Street [BMO] Platform 4	London Marylebone [MYB] Platform 1	12:34	1h 39m	0	<a href="#">Details</a> ✓	<b>£9.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾
11:10	Birmingham New Street [BHM] Platform 1	London Euston [EUS] Platform 4	12:32	1h 22m	0	<a href="#">Details</a> ✓	<b>£11.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾
11:12	Birmingham Snow Hill [BSW] Platform 2	London Marylebone [MYB] Platform 5	13:08	1h 56m	0	<a href="#">Details</a> ✓	<b>£6.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾
11:14	Birmingham New Street [BHM] Platform 3A	London Euston [EUS] Platform 8	13:27	2h 13m	0	<a href="#">Details</a> ✓	<b>£6.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾
11:30	Birmingham New Street [BHM] Platform 2	London Euston [EUS] Platform 5	12:54	1h 24m	0	<a href="#">Details</a> ✓	<b>£11.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾
11:33	Birmingham New Street [BHM] Platform 3A	London Euston [EUS] Platform 12	13:45	2h 12m	0	<a href="#">Details</a> ✓	<b>£6.00</b>	<a href="#">Buy now</a>
							<a href="#">Advance</a>	<a href="#">More fares</a> ▾

