

The Times

December 2015

A journal of transport timetable history and analysis



**Inside: Visit Santa by train and bus
NSW railways at 21**

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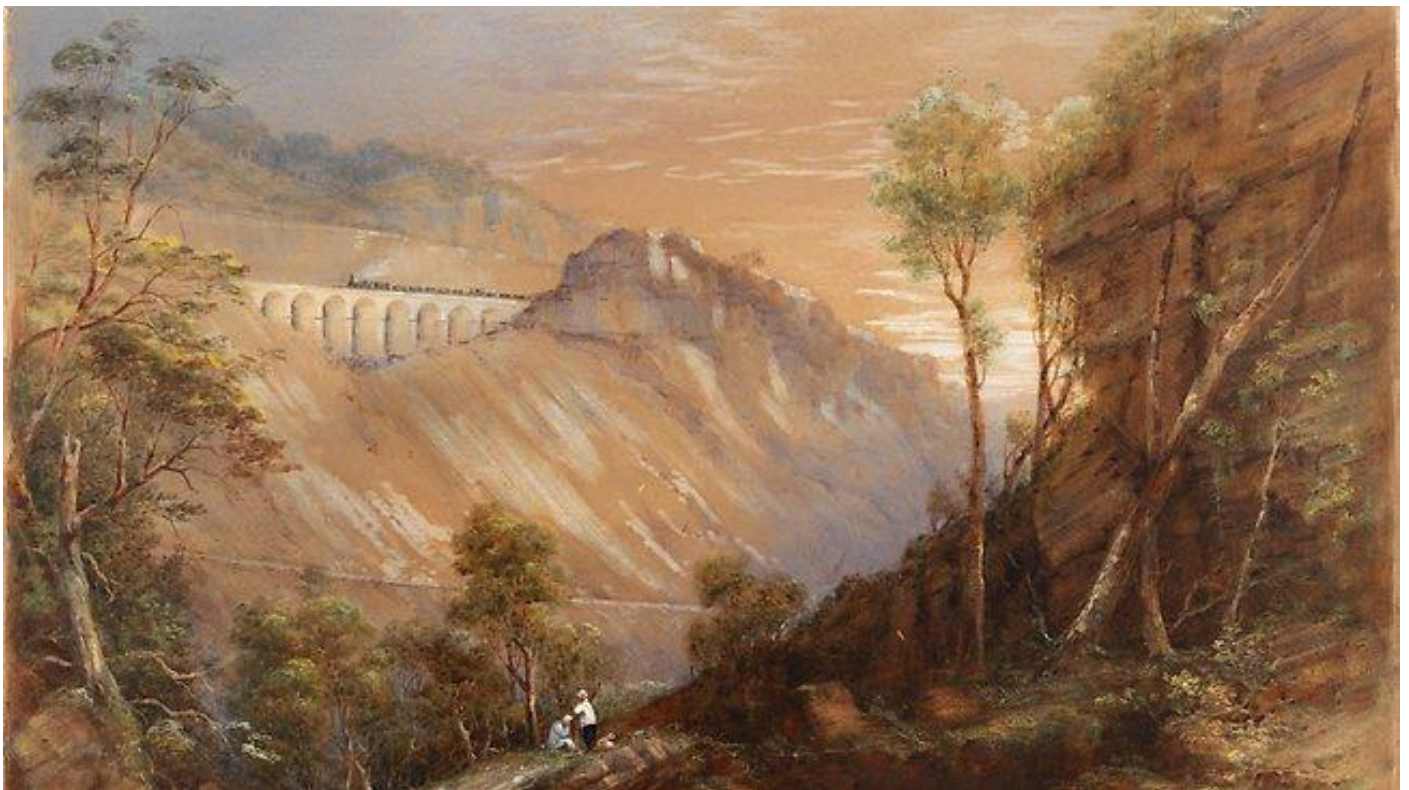
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The paintings of the Lithgow Zig-Zag below and on our cover are by Conrad Martens, a Sydney artist who originally painted for Fitzroy and Charles Darwin, during the voyage of *The Beagle*. They are in his characteristic style, with a dark foreground with a human figure looking out into a brighter distant scene. He hardly ever painted any other way and taught this style to his students. On *The Beagle*, where he replaced Augustus Earle, he was required to paint in an eidetic manner— he was in essence the ship's photographer. Upon settling in Sydney, he let his imagination run away with him to some extent. This can be seen from the exaggerated steepness of the track of the Zig Zag in the cover painting. Both paintings were done in about 1873, a little before the time of Albert Isaacs' article in this issue, and five years before Martens' death.



Trams and the Commissioner in Deep Water

"Floods in suburbs—tram service suspended". Material supplied by ROSS WILLSON, additional text by

GEOFF LAMBERT

FOLLOWING TORRENTIAL rains during Thursday night [insert date], a huge volume of water from a wide catchment area flowed into the Manly lagoon yesterday morning, and, being unable to escape into the ocean owing to the narrowness of the channel outlet, spread over the surrounding low-lying country, completely submerging the Manly golf links, and finding its way into about 30 houses. The crops of vegetables in Chinese gardens were ruined, and damage was done to furniture and household effects in other houses.

The waters are stated to have reached a higher level than for many years, and tram traffic between Manly and Brookvale was completely suspended, owing to the waters flowing three-feet deep across the lagoon bridge on the tram line from Manly to Brookvale. Four electric tramcars on the way in from Brookvale yesterday afternoon were brought to a standstill on the bridge, and remained there throughout the night with the lights on.

Trams were run from Manly to the depot, where motor vehicles were waiting to carry passengers via Queenscliff to places north of Harbord and Brookvale. Additional buses were put on yesterday afternoon to cope with the crowds of city workers homeward bound. [the gradient profiles on page 4 can explain how the Brookvale and Narrabeen lines could be so badly affected by storm surges or floods. Perusal of the profiles for the Earlwood area does not offer such an easy explanation.]

On Monday evening 6 July, 1931, the Manly tramway system was thrown into chaos due to the worst gale to hit Sydney since 1889. As conditions deteriorated during the day advice was received that the last Manly ferry would leave Circular Quay at 6.35 p.m. returning from Manly at 7.15 p.m. Such ferry cancellations threw a heavy load onto The Spit-Manly tramway as well as the North Sydney system tram route between The Spit and Cremorne Wharf which connected with the Sydney Harbour Ferries Ltd. service to and from Circular Quay.

To avoid tram passengers having to cross the unprotected and exposed walkway across the opening span of The Spit bridge, a bus was obtained at 3.00 p.m. from the Flat Rock Depot of the White Transit Company, Willoughby to operate between the North Sydney and Manly tram termini at The Spit. Unfortunately, the Manly ferry service ceased at 4.30 p.m. soon after the start of the P.M. peak hour as one vessel

had just taken a heavy battering while crossing the exposed waters opposite the entrance to Sydney Harbour. To assist the expected increase in passengers at The Spit an extra motor bus was then ordered from the White Transit Company.

Meanwhile, a combination of driving rain and minor flooding including the area around the Curl Curl Lagoon bridge had taken its toll of seven of the 23 trams attached to Manly Depot with 1099, 1101, 1109, 1110, 1251, 1265 and 1331 being defective by 4.10 p.m. primarily due to water damaged motors. The P.M. peak hour service required 15 trams but another six cars 1090, 1102, 1108, 1214, 1273 and 1343 became defective between 4.30 and 6.00 p.m. leaving only ten trams in service. At the same time patronage on The Spit-Manly service was swelled by an influx of ferry passengers seeking alternative transport. However, only six trams were available to maintain the service running as two coupled sets and two single cars. The four remaining serviceable cars provided a reduced service to Narrabeen and Harbord from Manly with seven trips comprising three to Dee Why, three to Narrabeen and one to Harbord cancelled.

By 5.00 p.m. passenger transfers across The Spit bridge were taking place in blinding rain and a fierce gale which had reached its peak. While inspectors tried to direct passengers into the two White Transit buses operating between the south side terminus across the bridge to the north-side terminus, some passengers instead were more interested by instinct in seeking shelter from the elements.

The access road from the northern bridge approach down to the former punt ramp was in such poor condition that after 5.30 p.m. the buses operated direct from the south side of The Spit to Manly instead of providing a shuttle service across the Spit Bridge. To complicate matters further, the route telephone system could not be used to co-ordinate operations as the phone system was alive". By this time another three buses had been obtained from the White Transit Company by the Tramway Department to boost the direct emergency service between the south side of The Spit and Manly to relieve the depleted tram service. Subsequently, these were joined by another two buses from Mr. Cook of Manly at 6.50 p.m. and one from Mr. H. Bottle at 6.57 p.m.

In spite of all the problems passenger traffic had been cleared from The Spit by 7.20 p.m. with a total of eight buses assisting the following trams despatched from The Spit for Manly between 4.43 and 7.50 p.m.

- 4:43 1103
- 5:00 1102-1108 coupled
- 5:20 1334
- 5:49 816
- 5:50 1208-1096 coupled
- 6:10 1346
- 6:28 1105-1090 coupled
- 6:35 1334
- 6:43 816
- 6:50 1208-1096 coupled
- 7:05 1346

Transport Commissioner S. A. Maddocks, who resided at Manly arrived at The Spit by 6.45 p.m. and the next day commented favourably on the performance of the tram



crews under trying circumstances. In correspondence to Chief Traffic Manager C. N. Neale he claimed that no officers were present but it then emerged that the Inspector on the Manly side had discarded his uniform cap for a more appropriate "sou-wester" rain hat in the conditions and consequently was not recognised by the Commissioner. This exchange of memorandum may well have been one of the catalysts in what is believed to have developed into a poor working relationship between the two men that no doubt played a part in the ultimate end of the Commissioner's career in sensational circumstances five years later.

Almost two years later, emergency arrangements to cover situations such as those of 6 July were developed and released as a handbill. Similar arrangements for the A.M. peak hour were subsequently issued on 21 June, 1937. These provided for increased tram services between Wynyard and The Spit, Cremorne Wharf and The Spit and between The Spit and Manly with additional Inspectorial supervision. In the interim period, the opening of the Sydney Harbour Bridge assisted in making the arrangements less cumbersome while the availability of Government buses after December 1932 removed the need to hire vehicles from private companies if required.

The major cause of tramcar defects during the cyclone of 6 July, 1931, was the North Manly or Curl Curl Lagoon bridge. The tramway crossing was situated parallel to and upstream from the road traffic bridge and consisted of two wooden trestle structures, one crossing an opening 47 feet wide while the northernmost span crossed a 60 feet wide channel. The tramway crossed both structures on gauntlet or interlaced



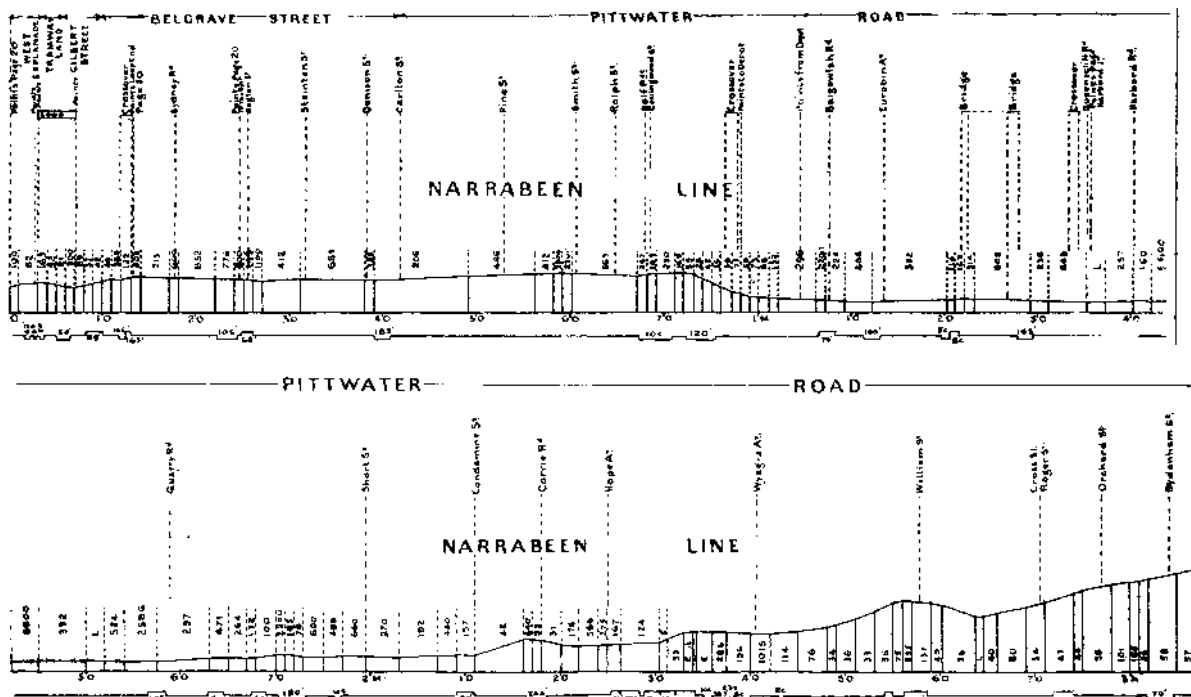
track. When minor flooding occurred, drivers were instructed not to cross the bridge or approaches when water reached a depth of 6 inches over the tracks.

In 1919, a new bridge had been planned by Warringah Shire Council and during March the following year Dr. J. J. C. Bradfield advised that a single 70 feet opening would be sufficient on any new bridge instead of the two existing channels, providing the low southern approach was raised onto a causeway. By July 1924, a 56 feet wide concrete bridge was estimated to cost £9,600 with an additional £4,690 for relocating the tram tracks onto the new roadway and raising the low approach road on the southern side. Two months later Manly Council decided to delay action pending clarification of any effect the new Main Roads Bill would have on the project.

Subsequently, on 26 August, 1935, Manly Council called a meeting to revive the

project but the Deputy Transport Minister refused to attend. Some weeks previously, an engineering report received by the tramway authorities stated that the trestle bridges carrying the tram tracks were sound enough for another twenty years use.

Prior to this in June 1933, emergency arrangements were issued for implementation when floods prevented trams crossing the bridge. They provided for a local tram service between Manly and the south side of the obstruction. Government buses (3 off-peak and 6 during peak hours) manned by tram conductors would operate between Manly Wharf and Brookvale avoiding the flooding by crossing the lagoon by the bridge near the ocean beach. The buses connected at Brookvale with trams isolated by the flooding which were to be used to operate a service between Brookvale and Narrabeen.



DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS,
NEW SOUTH WALES.

Special Tram Notice No. 10, 1934.

To Inspectors, Sub-Inspectors, Ticket Examiners, Starters, Drivers, Conductors, and all others concerned.

TEMPORARY CESSATION OF MANLY FERRY SERVICES.

When it has been ascertained from the Port Jackson and Manly S.S. Coy. that the Manly ferry service is likely to be suspended, the District Superintendent, North Sydney, will communicate by telephone with the Officer in charge, Time-tables, who will arrange with the Manager, Departmental Omnibus Service (Mr. G. Sargeant), for six (6) Motor Buses to be despatched to The Spit.

North Sydney Depot to arrange for Conductor to be provided for each motor bus. These motor buses to run as directed by the Inspector in charge at The Spit to supplement the tram service between The Spit and Manly. If motor buses are required after Office hours North Sydney Depot will communicate with the Chief Inspector (Auto. 3146 and 3278), who will make the necessary arrangements.

The Manager, Departmental Omnibus Services (Mr. G. Sargeant), to be communicated with by telephone (Auto. 3151 or 817 during office hours and J 5556 at other times).

Fares.

Ordinary tram section fares to be charged on Motor buses.

The following Time-table arrangements are to be brought into force during P.M. business hours:—

WYNYARD STATION—THE SPIT LINE.

Special amended pages, Down and Up journey, Mondays to Thursdays and Fridays, dated 16th April, 1934, to be in force.

North Sydney to supply 6 Specials (single O cars) to be at Wynyard Station at intervals of 12 minutes from 4.31 p.m., and run as directed.

Starter, Wynyard Station to arrange a 6 minute service from Wynyard to The Spit from 4.28 p.m.

CREMORNE—THE SPIT LINE.

Additional service to be run as shown in Special Time-table No. 84D with the following alterations:—

Trams shown to leave The Spit for Manly at 3.17, 3.40, 4.12 and 7.24 p.m. will depart at 3.16, 3.46, 4.4 and 7.29 p.m.

Manly trams shown to arrive at the Spit at 3.46 and 4.12 p.m. are to be altered to arrive at 3.45 and 4.14 p.m.

SPIT ROAD JUNCTION—THE SPIT LINE.

North Sydney Depot to supply 1 Special (single car) to run between Spit Road Junction and The Spit from 4.50 p.m. to finish of heavy traffic.

MANLY—THE SPIT LINE.

A 10 minutes service to be run between The Spit and Manly from 4.24 p.m. ex The Spit, as shown in Special Time-table No. 64A.

All trams to consist of coupled O cars.

Special Arrangements.

One (1) car to be stationed at Spit Terminus (North Sydney side) and one (1) at Spit Terminus (Manly side) from 4.50 p.m. until normal running is resumed. These trams to be used as shelter for waiting passengers.

The Staff of these cars to be provided with hand-lamps and utilised for directing and informing the public of the arrangement.

All Conductors to advise the Public of the additional Tramway arrangements.

Starters at Cremorne, Mosman and Wynyard Station to be supplied with handbills for distribution to passengers.

District Superintendent, North Sydney, to arrange for posters, notifying "Temporary Cessation of Ferry Services" to be exhibited at Manly Wharf, Manly, and for Inspectors or Sub-Inspectors to be stationed as follows:—

Manly Wharf—Sub-Inspector in charge, Manly.

The Spit—Manly side—One Inspector or Sub-Inspector.

The Spit—Mosman side—One Inspector or Sub-Inspector.

Spit Road Junction—One Sub-Inspector.

Cremorne to Spit Road Junction—One Sub-Inspector to patrol.

A.M. Inspectors and Sub-Inspectors to return to duty at 4.30 p.m. for supervision of traffic as shown above.

The Officer in charge, Time-tables, will arrange for notices to be exhibited at Manly and Cremorne Wharves at Circular Quay.

After Office hours the Chief Inspector to arrange for the posting of these notices.

C. N. NEALE,
Chief Traffic Manager.

Chief Traffic Manager's Off.
Sydney, 16th April

Sydney: Alfr

O., Government Printer—1934.

433126

DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS,
NEW SOUTH WALES.

SPECIAL TRAMWAY NOTICE No. 17, 1933.

MANLY--NARRABEEN LINE.

TEMPORARY SUSPENSION OF TRAFFIC RESULTING FROM FLOODING
OF CURL CURL BRIDGE.

In the event of heavy and continuous rain threatening the flooding of Curl Curl Bridge, the District Superintendent, North Sydney, must promptly advise the Officer in charge, Time-tables, who will communicate with the Manager, Departmental Omnibus Services, with a view of having sufficient motor buses—3 during ordinary hours and 6 during business hours—in readiness to proceed to Manly.

If the water continues to rise and it becomes evident that it will reach the danger point indicated by posts provided for the purpose, the District Superintendent, North Sydney, will immediately inform the Officer in charge, Time-tables, who will arrange for the necessary motor buses to be despatched.

During the time tram traffic is suspended, arrangements are to be made for a local tram service to be maintained between Manly Pier and the point of obstruction and between Brookvale and Narrabeen, and for a motor bus service to operate between Manly and Brookvale, where connections will be made between motor buses and trams and passengers transferred.

The motor bus service will be run via Belgrave Street, Carlton Street, East Steyne, North Steyne, Greycliff Street, Queenscliffe Road, and Pittwater Road.

North Sydney Depot to arrange for a Tramway Conductor to be placed in charge of each motor bus, and for experienced men to be placed at Manly and Brookvale to direct passengers and supervise running and transshipment.

Fares.

Ordinary tram fares to be charged between Manly and Narrabeen.

General Instructions.

If the block occurs before or after Office hours the District Superintendent, North Sydney, will communicate with the Assistant District Superintendent (Telephone—Auto. 3278), and the latter will make arrangements for the necessary motor buses as indicated.

The Manager, Departmental Omnibus Services (Mr. G. Sargeant) to be communicated with by telephone (Auto 3163 during Office hours and J 5556 at other times).

C. N. NEALE,

Chief Traffic Manager.

Chief Traffic Manager's Office,
Sydney, 26th June, 1933.

Sydney: Alfred James Kent, I.S.O., Government Printer—1933.

†14412

New South Wales Railways: 21 years after the first train left Sydney

ALBERT ISAACS

It has been commented on in *The Times* in the past that TTs often turn up in unexpected places. Some years ago, Victor Isaacs wrote an article for *The Times* in which he discussed TTs appearing in the various Government Gazettes. This article includes illustrations of the whole of a Public Timetable as it appeared in the NSW Government Gazette for Wednesday, 9th August 1876. This was purchased by me, in a second-hand bookshop, about six years ago.

NSW's first railway, from Sydney (the original Redfern station, just on the Down side of present-day Central) to Parramatta Junction (a little on the Down side of today's Granville) was opened on 26th September 1855. Then, on 5th April 1857, the line from Newcastle to Maitland (now Victoria Street station) was opened. Because of the difficult terrain between Sydney and Newcastle, NSW's two major cities were not linked by through rail until as late as 1889. Therefore, this PTT co-

vers all lines out of Sydney in 1876; that is: the Great Southern Line as far as Bowning; the Great Western Line as far as Bathurst; and the Richmond branch. Obviously, the greatest number of trains ran on the only suburban line to Parramatta.

The issuance of this PTT coincided with the extension of the line to Bowning. Bathurst opened on 4th April 1876, some four months earlier.

For readers of *The Times*, the accompanying TTs should speak for themselves and, therefore, I will make only a few comments; namely:

There were more suburban trains on Saturday than on Monday.

Note the number of Funeral Trains to the stations on the Mortuary branch, on each day of the week.

There were only six suburban trains on Sundays; one third of them going to the Mortuary branch.

Five Dock railway station is not included on the actual TTs although a footnote shows that the large number of trains marked with a dagger do actually stop there. Five Dock is now Croydon and, according to Wikipedia (web address #1 below) it underwent its name-change in the same month as this PTT was issued.

The few non-suburban trains that venture past Parramatta to Liverpool and Campbelltown are the first of many future suburban trains terminating at these places.

The footnote that horses and vehicles MAY be carried by passenger trains is intriguing. Were special stock cars always carried? How much time was lost in putting horses on trains? There doesn't seem to be much time built into the table for this purpose.

The purchase of this TT is yet another reminder that there are still some interesting things to be had out there. All one has to do is look in the right places.

Web addresses

1. https://en.wikipedia.org/wiki/Croydon_railway_station,_Sydney



TIME TABLE.—GREAT SOUTHERN, FROM 12TH AUGUST, 1876

SOUTHERN LINE.													
No. of Train	STATIONS.	DOWN TRAINS.					No. of Train	STATIONS.	UP TRAINS.				
		Dist.	Passenger	Freight	Mail and Parcels	Special			Dist.	Passenger	Freight	Mail and Parcels	Special
64	SYDNEY	Dep.	10 0	12 30	5 25	10 30	1 50	1,804	BOWNING	Dep.	7 30	10 30	1 50
83	Homebush	8	12 50	5 25	11 1	1 50	1,807	Yes	7 30	10 30	1 50	1 50	
11	Parramatta Junction	13	10 34	1 26	C	11 28	5 34	1,808	Gunning	29	10 25	1 50	1 50
30	Quidford	16	A	A	A	A	A	1,811	Fish River	33	A	1 50	1 50
50	Cabrera	18	10 46	1 40	6 11	11 41	2 37	2,280	Broadbath	45	11 5	1 50	1 50
52	Parramatta	20	A	A	A	A	A	2,282	Collector	53	A	1 50	1 50
71	Glenfield	25	A	A	A	A	A	2,291	Goulburn	60	11 56	11 50	11 50
88	Macquarie Fields	27	A	A	A	A	A	2,049	Townsend	70	A	A	A
210	Campbelltown	34	11 40	7 0	12 27	2 35	2,068	Carriac	73	A	A	A	
270	Menangle	40	11 58	7 18	2,105	Harwin	80	12 40	12 35	12 35	12 35		
326	Douglas Park	46	A	A	A	A	2,203	Cable's Siding	93	A	A	A	
648	Piston	53	12 40	7 59	2,208	Jordan's Crossing	99	A	A	A	A		
1,074	Piston Lagoona	59	A	A	A	A	2,184	Moss Vale (for Sutton)	108	1 45	1 40	1 40	
1,345	Rush's	74	A	A	A	A	2,177	Forest	108	1 45	1 40	1 40	
2,029	Mitigong	77	2 10	9 25	2,184	Serravallo	112	A	A	A	A		
2,171	Berrara	80	2 18	9 33	2,177	Berrara	114	2 1	1 57	1 57	1 57		
2,188	Berrara	83	A	A	A	A	2,080	Mitigong	117	2 25	2 25	2 25	
2,206	Moss Vale (for Sutton)	86	2 25	9 50	2,046	Rush's	120	A	A	A	A		
2,304	Jordan's Crossing	95	A	A	A	A	1,274	Piston Lagoona	125	A	A	A	
2,305	Cable's Siding	102	A	A	A	A	549	Piston	141	5 30	6 50	2 30	
2,038	Harwin	114	2 45	10 50	2,061	Douglas Park	140	A	A	A	A		
2,042	Carriac	122	A	A	A	A	270	Menangle	164	A	7 25	4 2	
2,071	Townsend	124	A	A	A	A	210	Campbelltown	160	4 25	7 45	4 21	
2,071	Goulburn	124	4 55	74	74	74	74	Macquarie Fields	167	A	A	A	
2,325	Collector	141	A	A	A	A	88	Glenfield	169	A	A	A	
2,283	Broadbath	140	A	A	A	A	50	Liverpool	172	4 54	8 18	2 0	
1,671	Fish River	161	A	A	A	A	32	Cabrera	174	A	A	A	
1,893	Gunning	165	A	A	A	A	30	Fairfield	176	A	8 20	8 16	
1,837	Yes	187	A	A	A	A	32	Quidford	178	A	A	A	
1,804	BOWNING	194	A	A	A	A	55	Glenfield	178	A	A	A	
							83	Parramatta Junction	181	6 31	8 41	2 24	
							94	Rookwood (Hale's Creek)	184	B	8 41	2 41	
								Homebush	185	B	8 50	2 42	
								SYDNEY	194	2 55	9 14	3 17	

RICHMOND	
No. of Train	STATIONS.
64	SYDNEY
35	Homebush
38	Parramatta
69	Parramatta
113	Brown Hills
123	Blacktown
78	Riverstone
42	Mulgren
41	Wincher
61	RICHMOND

A.—Stops when required. Passengers wishing to alight must give notice to the Guard at previous stopping station. B.—To set down only.
C.—To pick up only. Trains stop at Mitigong for refreshments.

SUBURBAN LINE.—D																	
No. of Train	STATIONS.	Dist. Miles.	DAILY—(Sundays excepted).														
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
64	SYDNEY	—	5 30	5 50	6 30	7 0	7 35	8 10	8 30	9 0	9 15	9 35	10 0	10 30	11 0	12 30	1 0
96	Newtown	3	5 36	5 56	6 36	7 6	7 41	8 16	8 36	9 6	9 21	9 41	10 6	10 36	11 6	12 36	1 6
100	Petersham	3	5 42	6 02	6 42	7 12	7 47	8 22	8 42	9 6	9 21	9 41	10 6	10 36	11 6	12 36	1 6
86	Ashfield	5	5 48	6 08	6 48	7 18	7 53	8 28	8 48	9 6	9 21	9 41	10 6	10 36	11 6	12 36	1 6
68	Burwood	7	5 54	6 14	6 54	7 24	7 59	8 34	8 54	9 6	9 21	9 41	10 6	10 36	11 6	12 36	1 6
82	Homebush	8	5 59	6 19	6 59	7 29	8 04	8 39	8 59	9 6	9 21	9 41	10 6	10 36	11 6	12 36	1 6
55	Rookwood (Hale's Creek)	10	6 19	6 39	7 19	7 49	8 24	8 59	9 19	9 34	9 54	10 6	10 36	11 6	12 36	1 6	
32	PARRAMATTA JUNCTION	13	6 27	6 47	7 27	7 57	8 32	9 07	9 27	9 42	10 6	10 36	11 6	12 36	1 6	1 30	2 0
49	PARRAMATTA	14	6 30	6 50	7 30	8 00	8 35	9 10	9 30	9 45	10 6	10 36	11 6	12 36	1 6	1 30	2 0

SUBURBAN LINE																		
No. of Train	STATIONS.	Dist. Miles.	DAILY—(Sundays excepted).															
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
49	PARRAMATTA	—	4 50	5 10	5 50	6 20	6 55	7 30	8 05	8 30	8 45	9 5	9 35	10 5	10 35	11 5	12 35	1 5
32	PARRAMATTA JUNCTION	1	A	5 21	6 01	6 31	7 6	7 41	8 16	8 36	8 51	9 11	9 41	10 11	10 41	11 11	12 41	1 11
55	Rookwood (Hale's Creek)	4	A	6 5	7 25	7 55	8 30	9 5	9 25	9 50	10 10	10 40	11 10	11 40	12 10	1 40	2 10	
82	Homebush	6	A	6 5	7 35	8 05	8 40	9 15	9 45	10 15	10 45	11 15	11 45	12 15	1 45	2 15	2 45	
68	Burwood	7	5 10	5 30	6 10	6 40	7 15	7 50	8 25	8 55	9 25	9 55	10 25	10 55	11 25	12 55	1 25	
86	Ashfield	9	5 17	5 37	6 17	6 47	7 22	7 57	8 32	9 02	9 32	10 2	10 32	11 2	12 32	1 2	1 32	
100	Petersham	11	5 24	5 44	6 24	6 54	7 29	8 04	8 34	9 4	9 34	10 4	10 34	11 4	12 34	1 4	1 34	
96	Newtown	12	5 33	5 53	6 33	7 3	7 38	8 13	8 43	9 13	9 43	10 13	10 43	11 13	12 43	1 13	1 43	
64	SYDNEY	14	5 39	5 59	6 39	7 20	7 38	8 20	8 50	9 20	9 50	10 20	10 50	11 20	12 50	1 20	1 50	

A.—Stops when required to pick up or set down Passengers. B.—Stops only to set down Passengers.
FUNERAL TRAINS depart and arrive at MORTUARY STATIONS only at Redfern and Hale's Creek. † Trains marked thus with †
These Tables show the time at which the Trains may be expected to arrive at and depart from the several Stations; but the Commissioner will not be responsible for any delay.
N.B.—On Saturdays, Cheap Fares, at one penny per mile 2nd Class, will be issued at and from Sydney only by the 1.15 P.M. train.
NOTE.—Horses and Vehicles.—The Commissioner does not guarantee to convey Horses and Vehicles by Passenger Trains.

Department of Public Works,
Railway Branch,
Sydney, 7th August, 1876.

NT RAILWAYS.



WESTERN, AND RICHMOND LINES.

1876, UNTIL FURTHER NOTICE.

RICHMOND LINE.

DOWN TRAINS.

STATIONS	Distance	Passenger	Freight	Return
Dep.	—	A.M. 9 0	P.M. 8 16	P.M. 1 40
8	—	C	C	
Junction	18	C	C	2 10
14	—	O	C	2 18
20	9 57	6 10	A	
Junction	22	10 16	8 53	2 43
28	10 37	8 50	2 6	
33	10 58	7 8	2 23	
34	11 4	7 17	2 31	
38	11 19	7 32	2 44	

UP TRAINS.

STATIONS	Distance	Passenger	Freight	Return
Dep.	—	7 5	3 56	7 5
4	7 20	4 0	7 10	
5	7 20	4 0	7 27	
10	7 47	4 27	7 45	
Junction	18	8 18	5 0	8 21
18	8 31	5 5	8 28	
24	8 48	6 21	8 42	
Junction	26	8 58	6 28	8 47
30	9 8	B	B	
38	9 24	6 0	9 25	

WESTERN LINE.

DOWN TRAINS.		UP TRAINS.	
STATIONS	Distance	Passenger	Freight
64 SYDNEY Dep.	—	9 0	1 40
32 Homebush	8	C	C
32 Parramatta Junction	18	C	C
40 Parramatta	14	C	C
115 Seven Hills	20	9 57	8 10
183 Blacktown	22	10 8	8 10
131 Rooty Hill	25	10 16	8 27
113 South Creek	28	10 27	8 38
86 Penrith	34	10 40	7 0
87 Five Plains	35	10 54	7 0
768 Wanco's Sliding	—	11 40	A
769 Wanco's	43	A	A
1,816 Springwood	47	A	A
2,191 Woodford	53	A	A
2,809 Blue Mountains	58	12 30	8 40
2,956 Weatherboard	62	A	A
3,343 Crutcher's	66	A	A
3,404 Blackheath	73	A	A
3,432 Mount Victoria	77	2 5	10 5
3,518 Hartley Vale	80	A	A
3,525 Clarence Sliding	84	A	A
3,633 Elk Bank	85	A	A
2,978 Bowensfels	87	3 10	11 5
3,028 Wallerawang	106	3 25	11 30
3,117 Rydal	111	3 40	11 44
2,850 Sedwalls	114	A	A
2,861 Tarana	120	4 15	12 10
2,425 Locke's Platform	120	A	A
2,478 Macquarie Plains	125	4 50	12 53
2,436 Naglea	140	5 11	1 12
2,154 Kelsie	143	5 22	1 22
2,153 BATHURST Arr.	145	8 27	1 27
STATIONS	Distance	Passenger	Freight
BATHURST Dep.	—	11 48	10 14
Kelsie	8	11 55	10 20
Naglea	8	12 5	10 30
Macquarie Plains	10	12 17	10 42
Locke's Platform	15	A	A
Tarana	25	1 2	11 50
Sedwalls	31	A	A
Rydal	34	1 30	11 48
Wallerawang	40	1 50	12 5
Bowensfels	42	2 10	12 25
Elk Bank	50	A	A
Clarence Sliding	57	A	A
Hartley Vale	62	A	A
Mount Victoria	66	2 30	1 55
Blackheath	72	A	A
Crutcher's	76	A	A
Weatherboard	83	A	A
Blue Mountains	87	4 30	3 0
Woodford	90	A	A
Springwood	98	A	6 30
Wanco's	103	A	A
Wanco's Sliding	—	5 30	6 55
Five Plains	109	5 45	4 15
Penrith	111	5 54	7 50
South Creek	116	A	8 27
Rooty Hill	120	A	8 47
Blacktown	122	A	8 50
Seven Hills	125	8 51	8 55
Parramatta	131	9 48	8 21
Parramatta Junction	132	9 53	8 26
Rootwood (Hawson's Creek)	135	A	A
Homebush	137	9 9	B
SYDNEY	145	9 24	6 0

A.—Stops when required. Passengers wishing to alight must give notice to the Guard at previous stopping station. Trains stop at Mount Victoria for refreshments. B.—To get down only. C.—To pick up only.

DOWN TRAINS.

SATURDAY (Additional)										SUNDAY TRAINS									
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	W	S	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
4 55	4 45	4 55	5 15	5 25	5 30	5 35	5 40	5 45	5 50	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 51	5 1	5 7	5 17	5 27	5 32	5 37	5 42	5 47	5 52	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
5 3	5 13	5 23	5 33	5 43	5 48	5 53	5 58	6 03	6 08	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 58	5 10	5 18	5 28	5 38	5 43	5 48	5 53	5 58	6 03	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 58	5 13	5 23	5 33	5 43	5 48	5 53	5 58	6 03	6 08	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
5 5	5 15	5 25	5 35	5 45	5 50	5 55	6 00	6 05	6 10	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
5 14	5 17	5 27	5 37	5 47	5 52	5 57	6 02	6 07	6 12	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15

UP TRAINS.

SATURDAY (Additional)										SUNDAY TRAINS									
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	W	S	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
4 20	4 24	4 34	4 44	4 54	5 00	5 05	5 10	5 15	5 20	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 20	4 34	4 44	4 54	5 04	5 09	5 14	5 19	5 24	5 29	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 5	4 40	4 50	5 00	5 10	5 15	5 20	5 25	5 30	5 35	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 10	4 24	4 34	4 44	4 54	5 00	5 05	5 10	5 15	5 20	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 22	4 36	4 46	4 56	5 06	5 11	5 16	5 21	5 26	5 31	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 29	4 43	4 53	5 03	5 13	5 18	5 23	5 28	5 33	5 38	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15
4 35	4 50	5 00	5 10	5 20	5 25	5 30	5 35	5 40	5 45	6 30	6 35	6 40	6 45	6 50	6 55	7 00	7 05	7 10	7 15

Passengers, who must give notice to the Guard at the previous stopping Station. C To pick up only. Passengers wishing to alight must give notice at previous stopping station. Do not call at Five Dock Platform, and those marked * will stop when required. Do not guarantee the departure or arrival of the Trains at the time stated, nor be responsible for delay or any consequences arising therefrom. 40 p.m. and 1:50 p.m. Down Trains, available for return by the Train arriving in Sydney at 9:25 p.m. and 9:35 p.m. Up Trains, but when practicable this will be done, those for the longest journey having the preference.

JOHN RAE, (L. S.) Commissioner for Railways.

Take the train and the bus to Santa's Village

By Joulupukki

IT HAS LONG BEEN A PRACTICE of wags to speculate on the timetable used by Santa Claus to ensure on time delivery of all of those toys across the globe—for instance this:

There are 2 billion children (persons under 18) in the world, but since Santa doesn't (appear to) handle the Muslim, Hindu, Jewish and Buddhist children, that reduces the workload to 15% of the total - 378 million. At an average rate of 3.5 children per household, that's 91.8 million homes. One presumes there's at least one good child in each. Santa has 31 hours of Christmas to work with, thanks to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 822.6 visits per second. This is to say that for each Christian household with good children, Santa has 1 millisecond to park, hop out of the sleigh, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left, get back up the chimney, get back into the sleigh and move on to the next house. Assuming that each of these 91.8 million stops are evenly distributed around the earth (which, of course,

we know to be false but for the purposes of our calculations we will accept), we are now talking about .78 miles per household, a total trip of 75-1/2 million miles, not counting stops to do what most of us must do at least once every 31 hours, plus feeding etc. This means that Santa's sleigh is moving at 650 miles per second. A conventional reindeer can run, tops, 15 miles per hour.

An extract from Santa's Working Timetable for my home town street in 1955 is shown below. The times are given in North Pole Time, where all meridians of longitude converge and all times occur simultaneously. Thus they are also always in the local time for the delivery point. Times are given to the nearest ten microseconds.

The payload on the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium-sized Lego set or a lump of coal (2 pounds), the sleigh is carrying 321,300 tons, not counting Santa, who is invariably described as overweight. On land, conventional reindeer can pull no more than 300 pounds. Even granting that "flying reindeer" could pull 10 times the normal amount, we cannot do the job with eight,



or even nine. We need 214,200 reindeer. This increases the payload - not even counting the weight of the sleigh - to 353,430 tons. Again, for comparison - this is four times the weight of the QEII. 353,000 tons traveling at 650 miles per second creates enormous air resistance - this will heat the reindeer

Working Timetable

Santa Claus Pty Ltd

25-Dec-1955

	Time (h:mm:ss.ssss)	Recipient	Goods to deliver
Maddingley	arr.....		
6 Mc Crae St	arr.....	Michael Kelleher	Lump of coal
	dep.....		
8 Mc Crae St	arr.....	Brian Caldwell	Guinea Pig
	dep.....		
10 McCrae St	arr.....	Geoff Lambert	Malvern Star 24"
	dep.....		



up in the same fashion as the Space Shuttle re-entering the earth's atmosphere. The lead pair of reindeer will absorb 14.3 quintillion joules of energy per second. In short, they will burst into flame almost instantaneously, exposing the reindeer behind them, and create deafening sonic booms in their wake. The entire reindeer team will be vaporized within 4.26 thousandths of a second. Santa, meanwhile, will be subjected to inertial forces 17,500 times greater than gravity. A 250-pound Santa (which seems ludicrously slim) would be pinned to the back of his sleigh by 4,315,015 pounds of force.

Ahem. Perhaps we could try something a bit more—err—”down to Earth”?

Let's try to see whether one of those good children could make the trip in reverse to visit Santa and collect her present there, rather than subjecting Santa to immolation by hooning around the planet on a delivery run.

It is a little known fact that Santa does not actually live at the North Pole as the fairy tales would have us believe, but in the village of Rovaniemi in northeastern Finland, right on the Arctic Circle, rather than exactly at the North Pole. Guess what?—Santa lives on a bus route, #8 and this bus stops at his front door.

Our little girl's first problem—providing that she can find her way to Helsinki—is to get to Rovaniemi. This is a cinch. She travels by VR train. Here “VR” stands not for “Victorian Railways”, but for *VR-Yhtymä* or “VR Group” - that is to say Finland's “private”, but state-owned, railway.

The Finnish railway network consists of a total of 5,919 km of railways built with 1,524 mm (5 ft.) Russian gauge track. Passenger trains serve all the major cities and many rural areas, though railway connections are available to fewer places than bus connections. Most passenger train

services originate or terminate at Helsinki Central railway station, and a large proportion of the passenger rail network radiates out of Helsinki. VR also operates freight services.

Timetables, maintenance and construction of the railway network itself are the responsibility of the Finnish Rail Administration, which is a part of the Finnish Transport Agency (*Liikennevirasto*). The network is divided in six areal centres, that manage the use and maintenance of the routes in cooperation. Cargo yards and large stations may have their own signalling systems. Rovaniemi is in the far northeast.

Current VR timetables in the traditional form favoured by fuddy-duddy timetable collectors—i.e. pdf or (preferably) paper—no longer seem to exist. There are not even the graphical timetables so readily available in other Scandinavian railway systems. VR has, instead, a Trip Planner which enables one to find a particular train on a particular day, between particular points. Thus this is not a timetable system for the armchair-bound student, but for a passenger with their wits about them.

In this system, an overnight, car-carrier, sleeper train, #265, caught the eye of our little girl. The timetable for it appears at bottom left. Alas! This train does not run on Christmas Eve, which seems to negate the whole point of her logistics exercise.



	Tips and offers	Timetables and routes	Services	Tickets
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Customer Service	Veturi
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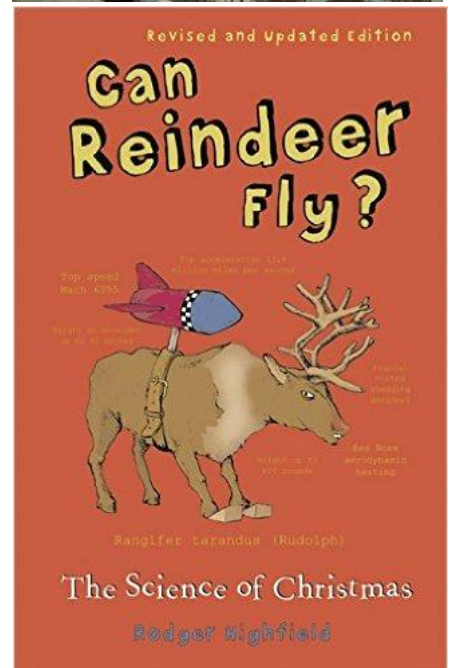
Car-carrier train timetables: Helsinki-Rovaniemi-Helsinki

View timetables of car-carrier trains between Helsinki and Rovaniemi below.

Valid 25.10.2015-26.3.2016

Route	Departure	Arrival	Train	Loading time
Helsinki-Rovaniemi	18.52	7.47	265/865	18.00-18.40
from 25.10. to 29.11. train number 865				
Pasila car-carrier station-Rovaniemi	20.24	8.48	267	19.20-20.10
Rovaniemi-Helsinki	21.15	9.00	274/874	19.45-20.10
from 25.10. to 29.11. train number 874				
Rovaniemi-Pasila car-carrier station	16.33	6.04	264	15.40-16.00

Days in operation, trains and exceptions in train services				
Helsinki-Rovaniemi	25.10.-29.11.	M-Su	865	not on 14.11., 15.11.
	30.11.-26.3.	M-Su	265	not on 24.12.
Pasila car-carrier station-Rovaniemi			267	18.12., 21.12., 23.12., 30.12., 2.1.
	15.2.-26.3.	F	267	also on 24.3, not on 25.3.
Rovaniemi-Helsinki	25.10.-29.11.	M-Su	874	not on 14.11., 15.11.
	30.11.-26.3.	M-Su	274	not on 24.12.
Rovaniemi-Pasila car-carrier station			264	20.12., 22.12, 27.12., 1.1., 3.1.
	15.2.-26.3.	S	264	



Pikakuljetus Rovaniemi Oy

Kairatie 65
96190 Rovaniemi
Puh: 016-312020
Fax: 016-312185
www.pikakuljetus.com



Valid 06.08.2014-29.05.2015

Direct number to bus number 8:

Puh. / Tel. +358 40 849 3436

BUS NO: 8 TO SANTA CLAUS VILLAGE / TO SANTAPARK

Monday-Friday																
	(4,5)							(1)	(2)	(1)	(2)			(#)	(#)	
RAILWAYSTATION			8.15	9.10	10.10	11.05	12.10	12.55	12.55	14.10	14.10	15.10	16.10	17.10	18.30	
CITY CENTER	6.20R	7.20R	8.20	9.15	10.15	11.10	12.15	13.00	13.00	14.15	14.15	15.15	16.15	17.15	18.35	
AIRPORT		7.50T					12.40T	13.25T	13.25T				16.50T		19.00T	
SANTAPARK					10.27	11.22		13.35	13.35			15.40		17.50	19.05	
SANTA CLAUS VILLAGE	6.55	7.55	8.50	9.40	10.35	11.30	12.45	13.40	13.40	14.40	14.40	15.45	17.00	18.00	19.05	
SANTA CLAUS VILLAGE	(4,5)	(4)	(4)					(1)	(2)	(1)	(2)			(6)	(#)	(#)
SANTA CLAUS VILLAGE	7.05	8.05	9.05	9.40	10.45	11.40	12.50	13.50	13.45	14.45	14.45	15.50	17.05		18.05	19.10
SANTAPARK					10.50*									18.05		
AIRPORT												16.00				
CITY CENTER	7.38R	8.38R	9.38R	10.02	11.12	12.02	13.17	14.17	14.15	15.12	15.07	16.12	17.17	18.17	18.27	19.22
RAILWAYSTATION				10.05	11.15	12.05	13.20	14.20	14.18	15.15	15.10	16.15	17.20	18.20	18.30	19.25

Saturday - Sunday (And Midweek Holidays)															
	(#)													(#)	(#)
RAILWAYSTATION	8.05	10.10	11.15	12.15	14.10	15.10	16.15					17.25	18.25		
CITY CENTER	8.10	10.15	11.20	12.20	14.15	15.15	16.20					17.30	18.30		
SANTAPARK		10.27	11.32	12.32		15.27						17.55			
AIRPORT	8.20T			12.40T		15.35T	16.45T						18.55T		
SANTAPARK							16.50								
SANTA CLAUS VILLAGE	8.30	10.35	11.40	12.45	14.40	15.40	16.55					18.00	19.00		
SANTA CLAUS VILLAGE	(#)											(6)	(#)	(#)	
SANTA CLAUS VILLAGE	8.35	10.40	11.45	12.55	14.45	15.50	17.05			18.05	19.05				
SANTAPARK		10.45*			14.50*			18.00							
CITY CENTER	8.57	11.07	12.07	13.17	15.02	16.12	17.17	18.12	18.17	19.17					
RAILWAYSTATION	9.00	11.10	12.10	13.20	15.05	16.15	17.20	18.15	18.20	19.20					

T = IF NECESSARY

R= LEAVES / ENDS RUOKASENKATU

(4) = BUS NO: 10

(1) = MONDAY - THURSDAY

(2) = FRIDAY

(#) = IS VALID 22.11.2014, 01.12.2014 - 07.01.2015

(6) = IS VALID 23.11.- 30.11.2014, 08.01. - 10.01.2015

(5) = IS VALID 06.08.-10.10.2014, 20.10-19.12.2014,

07.01.-27.2.2015, 09.03.-29.05.2015

TO SANTAPARK ONLY WHEN IT IS OPEN

* = LEAVES FROM SANTA CLAUS VILLAGE WHEN SANTAPARK IS CLOSED,

OR IF TO SANTAPARK IS NO PASSENGERS FROM SANTA CLAUS VILLAGE

I = ROUTE DOES NOT GO THROUGH THE PLACE

RETURN TICKET IS VALID ONLY BUS NO:8 AND 10

THE PRICE:

ROVANIEMI-SANTA CLAUS VILLAGE	
ADULT	3.90 € / ONE WAY TICKET
ADULT	7.20 € / RETURN TICKET
A CHILD	2.00 € / ONE WAY TICKET
A CHILD	4.00 € / RETURN TICKET
SANTAPARK-SANTA CLAUS VILLAGE	
ADULT	3.30 € / ONE WAY TICKET
A CHILD	1.70 € / ONE WAY TICKET
ROVANIEMI-AIRPORT	
ADULT	3.90 € / ONE WAY TICKET
A CHILD	2.00 € / ONE WAY TICKET
SANTA CLAUS VILLAGE-AIRPORT	
ADULT	3.30 € / ONE WAY TICKET
A CHILD	1.70 € / ONE WAY TICKET

FROM CENTER TO SANTA CLAUS VILLAGE	RAILWAYSTATION-RATAKATU-LAPINKÄVIJÄNTIE-HALLITUSKATU-POROMIEHENTIE-RUOKASENKATU- VALTAKATU- AALLONKATU-POHJANPUUSTIKKO-OUNASPUUSTIKKO-TORIPUISTIKKO-ROVAKADUN JATKE
------------------------------------	---

FROM SANTA CLAUS VILLAGE TO CENTER	ROVAKADUN JATKE-TORIPUISTIKKO-VALTAKATU-RUOKASENKATU-POROMIEHENTIE-HALLITUSKATU-LAPINKÄVIJÄNTIE-RATAKATU-RAILWAYSTATION
------------------------------------	---

WE'LL RESERVE ALL RIGHTS TO MAKE CHANGES

It is an interesting train nevertheless and one of three which appear to serve Rovaniemi. All arrivals are in time for breakfast- open sandwiches, often buttered, with savoury toppings such as hard cheese or cold cuts. In my experience, it would not be unusual to take a swig or five of *Koskenkorva Viina*—a potent Finnish vodka. Presumably our Santa-seeking girl would not be prone to this.

Rovaniemi has an extensive bus network. The bus to Santa's village is the Route 8, a commercial timetable for which appears on our page 12. This is a somewhat tarted-up English version of the more prosaic regular timetable (below), which is generally referred to as "Railway Station to Arctic Circle" - itself a somewhat intriguing destination. Neither "Santa's Village" nor "Santa Park" (the distinction is unclear to me) get much of a mention in the standard bus timetable, but the asterisks refer readers to this (translation): *Visit our Santa Park. Santa Park is open 11/21/2015 - 01/09/2016.* This is clearly for little Ameri-



can girls, given the date format. Santa Park is a decidedly commercial amusement park directed at the American tourist trade. The English language timetables seems to have been produced by the Amusement Park itself, or by the Rovaniemi tourist people. The fare structures appear to be very flat but, as one expects in Scandinavia, very

expensive.

I wonder, however, how many good little boys and girls make such a trip. American tourists almost certainly jet in to the surprisingly busy airport, which is only 5 minutes away from the village. Finnair, for one flies A320s about 6 times per day from Helsinki, with a flight time of about 80 minutes. Air France flies three times per day, Air Tyrol twice a day, Koppa Air, JAL and Iberia each fly once per day. Norwegian Air has a regular flight from London (Gatwick). There is some code sharing mixed up in these flights.

That beats the train and bus, doesn't it? - Doesn't it???

After a hectic visit by massed brats, Santa will deserve his rest and a hefty swig of *Koskenkorva Viina*.



Endnote: By the most astonishing of coincidences, a day after writing the above story, my wife and I were dining in our motel in American River on Kangaroo Island. We were served by a young Finnish waiter, who confirmed the essentials of the story as I had written it. Amazingly, she had—that very morning—made a decision not to return to Finland to join her cousin where both were to be employed as elves at the Santa Village over the Christmas period. She was quite astonished, however, to be told that it was impossible to travel to Rovaniemi by train on Christmas Eve.

15 - 16 LINJA 8

8		RAUTATIEASEMALTA NAPAPIIRILLE		
FROM RAILWAYSTATION TO ARCTIC CIRCLE				
Reitti: Rautatieasema-Ratakatu-Lapinkävijäntie-Hallituskatu-Poromiehentie-Ruokasenkatu-Valkokatu-Aallonkatu-Pohjanpuistikko-Ounaspuistikko-Impuistikko-Rovakadun jatke-Valtatie 4-Kuusamonie-Napapiirintie-Norvatie-Vaaranie-Myllymäentie-Valtatie 4-Napapiiri				
12.8.2015 - 5.6.2016				
MA - PE MO - FR	LA SAT	SU SUN		
6.20 (10)				
7.10 K (1,2)	(8.05) (1,4)	(8.05) (1,4)		
8.15 (1,2)	10.10 (4)*	10.10 (4)*		
9.10 (2)				
10.10 (4)*	11.15 (4)*	11.15 (4)*		
11.05 (1,4)*	12.15 (1,4)*	12.15 (1,4)*		
12.10 (1)				
12.55 (1)*	14.10	14.10		
14.10	15.10 (1,4)*	15.10 (1,4)*		
15.10 *	16.15 (1)*	16.15 (1)*		
16.10 (1,3)	(17.25)*	(17.25)*		
(17.10) (3)*	(18.25) (1)	(18.25) (1)		
(18.30) (1)				
Poikkeavat reitit:				
K = Lehtoaika Korkalovaarasta. Reitti keskustaan Revontuntie-Luohikkotie-Hillapokki-Vaaranlammentie-Kivälöntie-Hillontie-Sudartie-Laavupolku-Vaaranlammentie-Korkalovaarantie-Evankolantie-Asemankatu-Läpikävijäntie-Hallituskatu-Poromiehentie-Ruokasenkatu klo 7-20				
(1) = Käy läpikävijäntie lentokentällä				
(2) = Käy koulupöytä Napapiirin yläasteella				
(3) = Kierää Vaarantien Myllymäentien, Kuusamon tien ja Nivävaaran tien kautta Myllymäentien				
(4) = 4-jetä suoraan Napapiirille				
(10) = Linjan 10 auto koulupöytä Ruokasenkadulta Napapiirille				
* = Käy Santaparkissa Santaparkin ollessa auki 21.11.2015 - 9.1.2016				
MA-PE (17.10) ajetaan vain 1.12.2015 - 8.1.2016				
MA-PE (18.30) ajetaan vain 1.12.2015 - 7.1.2016				
LA-SU (8.05) ajetaan vain 1.12.2015 - 5.1.2016				
LA-SU (17.25) ajetaan vain 21.11.2015 ja 1.12.2015 - 9.1.2016				
LA-SU (18.25) ajetaan vain 21.11.2015 ja 1.12.2015 - 6.1.2016				
Koulujen vapaaajat, joihin koulupöytävuorot eivät liitännä 12.-18.10.2015, 23.12.2015-6.1.2016, 7.-11.3.2016 ja 6.5.2016				

8		NAPAPIIRILTA RAUTATIEASEMALLE		
FROM ARCTIC CIRCLE TO RAILWAYSTATION				
Reitti: Napapiiri-Valtatie 4-Myllymäentie-Vaarantie-Norvatie-Napapiirintie-Kuusamonie-Valtatie 4-Rovakadun jatke-Toripuuistikko-Valkokatu-Ruokasenkatu-Poromiehentie-Hallituskatu-Lapinkävijäntie-Ratakatu-Rautatieasema				
12.8.2015 - 5.6.2016				
MA - PE MO - FR	LA SAT	SU SUN		
KP 7.00 (5,10)				
8.00 (5,10)				
(8.05R) (6,10)	(8.35)	(8.35)		
9.05 (5,10)				
(9.05R) (6,10)				
9.40				
10.45 *	10.40 *	10.40 *		
11.40	11.45	11.45		
12.50 (2)				
PE 13.45 (2)				
MA-TO 13.50 (2)	12.45	12.45		
14.45 (3)	14.45 (4)*	14.45 (4)*		
15.50 (1,4)	15.50	15.50		
17.05 (4)	17.05 (4)	17.05 (4)		
(18.05)	(18.05) (4)	(18.05) (4)		
(19.10) (4)	(19.05) (4)	(19.05) (4)		
KP = koulupöytä				
PE = perjantaisin. MA-TO = maanantaisin - torstaisin				
R = päätyy Ruokasenkadulle				
Poikkeavat reitit:				
(1) = Käy lentokentällä				
(2) = Käy koulupöytä Napapiirin yläasteella				
(3) = Käy koulupöytä MA-TO torstaittain Napapiirin yläasteella				
(4) = 4-jetä suoraan keskustaan				
(5) = Pukinpöytä kautta Myllymäentien				
(8) = Kierää Myllymäentien, Kuusamon tien ja Nivävaaran tien kautta Myllymäentien				
(10) = Linjan 10 auto. Jalkaa koulupöytä keskustasta Rantatien kalle vapaapäivä päättyy keskustaan				
* = Käy Santaparkissa Santaparkin ollessa auki 21.11.2015 - 9.1.2016				
(8.05R) ja (9.05R) koulujen lomapäivinä				
MA-PE (18.05) ajetaan vain 1.12.2015 - 8.1.2016				
MA-PE (19.10) ajetaan vain 1.12.2015 - 7.1.2016				
LA-SU (8.35) ajetaan vain 1.12.2015 - 5.1.2016				
LA-SU (19.05) ajetaan vain 21.11.2015 ja 1.12.2015 - 6.1.2016				
Koulujen vapaaajat, joihin koulupöytävuorot eivät liitännä 12.-18.10.2015, 23.12.2015-6.1.2016, 7.-11.3.2016 ja 6.5.2016				

TWO TIMETABLES – Which Wins?

JAMES T WELLS

OF ENDURING INTEREST to yours truly is not just the information contained in timetables as a guide to transport operations but also their formatting.

Are they easy to read? Are there items that might cause confusion?

Let's look at two current rail timetables from the same part of the world. First, Amtrak's North East Corridor timetable (Boston – Washington), or schedule as the Americans like to call it. Second Canada's Via for a similar corridor not far away – Montreal to Toronto.

One suggestion I would make to the Amtrak designers and that is to review how am/pm is displayed. Via use the 24 hour system. Why, even Sydney trains now use this so surely it's time for Amtrak to fall into line.

It would really help to lighten off or make smaller the a's and p's that follow all times in the table. Maybe only the first entry in each column needs an am/pm symbol with the symbol then being used for the first entry down the column that follows midday or midnight.

But the a's and p's aren't really needed at all because the timetable emboldens all pm times anyway, a common practice.

A check on the timetable as a whole indicates that weekend services are somewhat different to weekday ones. There is some overlap but it might be better to have the timetable in two quite distinct sections.

The On-board service row has up to six symbols in columns. It would be preferable to spread these out over two rows., e.g.



Somewhat summarised these mean:

- All Reserved
- Business class available
- Snacks
- Quite car
- Checked baggage
- Wi Fi

So the symbols are good.

Most trains have all or most services so a case could be made to show On Board services on an exception basis. Given that on board services depend on train "name" which is clearly shown at the top of each column maybe there's no need for the symbols at all.

Station symbols are limited, thank goodness. The airport and bus/coach ones are obvious, the

QT

Means that a Quick Trak self service ticketing kiosk is available.

Also limited are symbols in the times columns. L means "Stops to receive and discharge passengers; train may leave before time shown." This is a bit strange, why else would the train stop if not to do 'coaching' business, to use an old fashioned term? How much earlier than the time shown should the passengers to be 'received' allow for the possibility of an early departure?

A minor suggestion would be to indent the New Haven to Springfield station list to indicate that this is a branch line.

The use of down arrows is to be commended.

One small point for foreigners. They are easily confused by the American practice of expressing dates with month first. Use Sep 7 rather than 9/7 in the 'will also/not operate' rows.

New York is a key station on the route; on each through service well over half the train is likely to 'turn over'. Greater emphasis could be given to this station by having a gap between arrival and departure times. If emboldening wasn't being used for pm times all NY times could be emboldened.

All in all a good effort by Amtrak. The timetable is easy to read both on line and in printed form.

Now to Via's Montreal – Toronto Timetable.

One thing is immediately apparent and that is that the font for the footnotes is far too small. We have shown them blown up as well.

There has been a rule in Canada for a long time that these kinds of documents must be bi-lingual, i.e. in both English and French. French is the normal day to day language of the Quebecois. Only limited French is used in this timetable, e.g. Days/Jours. The duplicated heading, the left hand one in English, may have something to do with page numbering.

I have never seen this done before for days of operation, i.e. the use of light shading for days of non running:

1234567

It's pretty clear that 1-5 is Monday to Friday but care is needed as some people, particularly those of a religious bent, expect Sunday to be no 1. The timetable legend, not shown here, does make it quite clear that 1 is Monday.

The timetable rows use alternate shading to help the eye move across the page. More selective use of shadowing might be preferable, e.g. to highlight times at major stations.

The timetable has only two symbols needing decoding except the obvious references to provinces after station names. Presumably information about reservation requirements and on board services is available elsewhere.

The services shown are worthy of comment. No train stops at Gananoque. so why is it shown? The services via Ottawa take much longer than the direct ones. The advantage of including them is that the full service from Kingston to Toronto is shown but not in timetable order at Kingston.

A little weird is the showing of train 69's extension to Aldershot. This might be better done by footnote as it gives the impression that this is the only service from Toronto to Aldershot. Not so, specially when one allows for GO-RAIL which runs a high frequency service between the two stations.

Southbound Boston • Providence • Springfield • Hartford

Train Name ▶		Northeast Regional	Northeast Regional	Acela Express	Northeast Regional	Northeast Regional	Acela Express	Northeast Regional	Acela Express	Northeast Regional
Train Number ▶		65	67	2151	141	143	2153	95	2155	195
Normal Days of Operation ▶		FrSa	Su-Th	Mo-Fr	Mo-Fr	SaSu	Mo-Fr	Mo-Fr	Mo-Fr	SaSu
Will Also Operate ▶		9/6				9/7				9/7
Will Not Operate ▶			9/6	9/7	9/7		9/7	9/7	9/7	
On Board Service ▶		RE☐☐☐☐☐	RE☐☐☐☐☐	RE☐☐☐☐☐	RE☐☐☐☐☐	RE☐☐☐☐☐	RE☐☐☐☐☐	RE☐☐☐☐☐	RE☐☐☐☐☐	RE☐☐☐☐☐
BOSTON, MA –South Station	QR Dp	☐9 30P	☐9 30P	5 05A			6 05A	6 10A	7 15A	6 40A
Boston, MA –Back Bay Station	QR	R9 36P	R9 36P	R5 10A			R6 11A	R6 15A	R7 20A	R6 45A
Route 128, MA	QR	☐R9 50P	☐R9 50P	R5 19A			R6 21A	R6 25A	R7 29A	R6 55A
Providence, RI	QR	☐10 22P	☐10 22P	5 40A			6 43A	6 50A	7 50A	7 20A
Kingston, RI (☐☐☐, ☐☐☐)	QR	10 48P	10 48P					7 11A		7 41A
Westerly, RI	QR	11 05P	11 05P					7 25A		7 55A
Mystic, CT	QR	11 17P	11 17P							
New London, CT (Casino ☐☐)	QR	11 31P	11 31P	6 24A				7 45A		8 17A
Old Saybrook, CT	QR	11 53P	11 53P					8 04A		8 36A
Springfield, MA	QR				5 55A	6 30A		6 40A		7 30A
Windsor Locks, CT					6 15A	6 50A		6 58A		7 48A
Windsor, CT					6 20A	6 56A		7 03A		7 53A
Hartford, CT	QR				6 35A	7 08A		7 15A		8 05A
Berlin, CT					6 49A	L7 21A		7 28A		8 16A
Meriden, CT					6 59A	L7 31A		7 38A		8 26A
Wallingford, CT					7 07A	L7 39A		7 45A		8 33A
New Haven, CT	QR Ar							8 35A		8 55A
NEW HAVEN, CT	QR Ar	12 30A	12 30A		7 24A	7 58A		8 41A		9 07A
	Dp	☐12 35A	☐12 35A	7 06A	7 37A	8 09A	8 14A	8 43A		9 09A
Bridgeport, CT	QR				7 59A	8 31A				9 31A
Stamford, CT	QR				8 27A	8 58A	9 00A	9 30A	9 59A	9 58A
New Rochelle, NY	QR				8 48A	9 19A				10 19A
NEW YORK, NY	QR Ar	2 15A	2 15A	8 44A	9 21A	9 50A	9 45A	10 21A	10 45A	10 50A
–Penn Station	Dp	☐3 00A	☐3 00A	9 00A	9 35A	10 05A	10 00A	10 35A	11 00A	11 05A
Newark, NJ	QR	3 20A	3 20A	9 15A	9 52A	10 22A	10 15A	10 53A	11 15A	11 23A
Newark Liberty Intl. Air., NJ ✈	QR				9 56A	10 27A				
Metropark, NJ	QR	3 36A	3 36A		10 09A	10 40A		11 07A	11 28A	11 39A
Trenton, NJ	QR	4 03A	4 03A		10 32A	11 03A		11 30A		12 03P
PHILADELPHIA, PA	QR Ar	4 35A	4 35A		11 00A	11 30A		11 57A		12 31P
–30th Street Station	Dp	☐4 40A	☐4 40A	10 10A	11 11A	11 33A	11 10A	12 02P	12 13P	12 34P
Wilmington, DE	QR	5 03A	5 05A	10 29A	11 32A	11 55A	11 29A	12 24P	12 32P	12 54P
Aberdeen, MD	QR									
Baltimore, MD–Penn Station	QR	☐5 51A	☐6 10A	11 10A	12 18P	12 45P	12 10P	1 17P	1 14P	1 40P
BWI Marshall Airport, MD ✈	QR	6 06A	6 24A	11 23A	12 31P	12 58P	12 23P	1 30P		1 53P
New Carrollton, MD	QR	6 22A	6 42A		D12 44P	D1 12P		1 45P		2 08P
WASHINGTON, DC –Union Sta.	QR Ar	6 36A	6 58A	11 53A	1 00P	1 30P	12 53P	2 00P	1 53P	2 25P



MONTREAL → **KINGSTON** → **TORONTO** → **ALDRESHOT**

TRAIN	651	655	51	61	63	65	55	67	59	69	669	
DAYS / JOURS	1234567	1234567	1234567	1234567	1234567	1234567	1234567	1234567	1234567	1234567	1234567	
BUSINESS AFFAIRES			✓	✓	✓	✓	✓	✓	✓	✓	✓	
Montréal, QC DP			06:20	06:45	10:10	11:50	12:50	15:40	16:00	17:00	18:40	
Dorval, QC ✈️			06:44	07:11	10:36	12:14	13:14	16:04	16:24	17:24	19:04	
Cornwall, ON			Via Ottawa 09:49	08:00	11:28	13:06	Via Ottawa 16:51	Via Ottawa 19:48			19:56	
Brockville					12:14					18:55		
Gananoque												
Kingston AR			10:29	09:26	12:56	14:30	17:05	18:12	20:28	19:35	21:18	
DP	05:32	06:45	10:33	09:29	13:00	14:34	17:09	18:16	20:31	19:38	21:21	
Napanee	05:54	07:06										
Belleville	06:14	07:25		10:06	13:42		17:49		21:11			
Trenton Jct.	06:27	07:37							21:21			
Cobourg	06:59	08:06	11:44		14:21		18:23		21:49			
Port Hope	07:10	08:15										
Oshawa	07:39	08:42		11:13	14:56		18:56	20:00	22:22	21:22	23:05	
Guildwood	08:01	08:58	12:33		15:14	16:32			22:39			
Toronto AR	08:25	09:14	12:48	11:41	15:30	16:50	19:28	20:29	22:54	21:51	23:33	
DP										22:04		
Oakville										22:28		
Aldershot, ON AR										22:40		

MONTREAL
TORONTO

No local service between Toronto and Guildwood, and Dorval or Montréal. / Pas de service local entre Toronto et Guildwood, ainsi qu'entre Dorval et Montréal.

☑ Checked baggage is available on this train at certain stations only. For more information, please call VIA Rail (1 888 842-7245) or visit our website (viarail.ca). / L'enregistrement des bagages est offert pour ce train à certaines gares seulement. Pour plus d'information, veuillez appeler VIA Rail (1 888 842-7245) ou visiter notre site Web (viarail.ca).

✈ Shuttle service runs between the station and the airport. / Service de navette assuré entre la gare et l'aéroport.

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