



# The Times

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A journal of transport timetable history and analysis



**Inside: The last of the Mohicans—the May 1968  
NSWGR timetables**

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# The Times

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**Above:** Steam in Sydney Yard on “[Black Thursday](#)” 1968

**Below:** Statistics of the May 1968 WTTs

	Division WTT sizes				Division size measures (max)	
	<u>TT pp</u>	<u>GI pp</u>	<u>Total</u>	<u>TT%</u>	<u>km track</u>	<u># stations</u>
	1404	491	1895	74%	10051	1961
Met Part I	395	32	427	93%	291	240
Met Part II	366	0	366	100%		
Met Goods	90	55	145	62%	27	82
Illawarra	66	40	106	62%	152	106
South	146	124	270	54%	3560	572
West	92	96	188	49%	3021	408
North	249	144	393	63%	3000	553

# The Last of the Mohicans

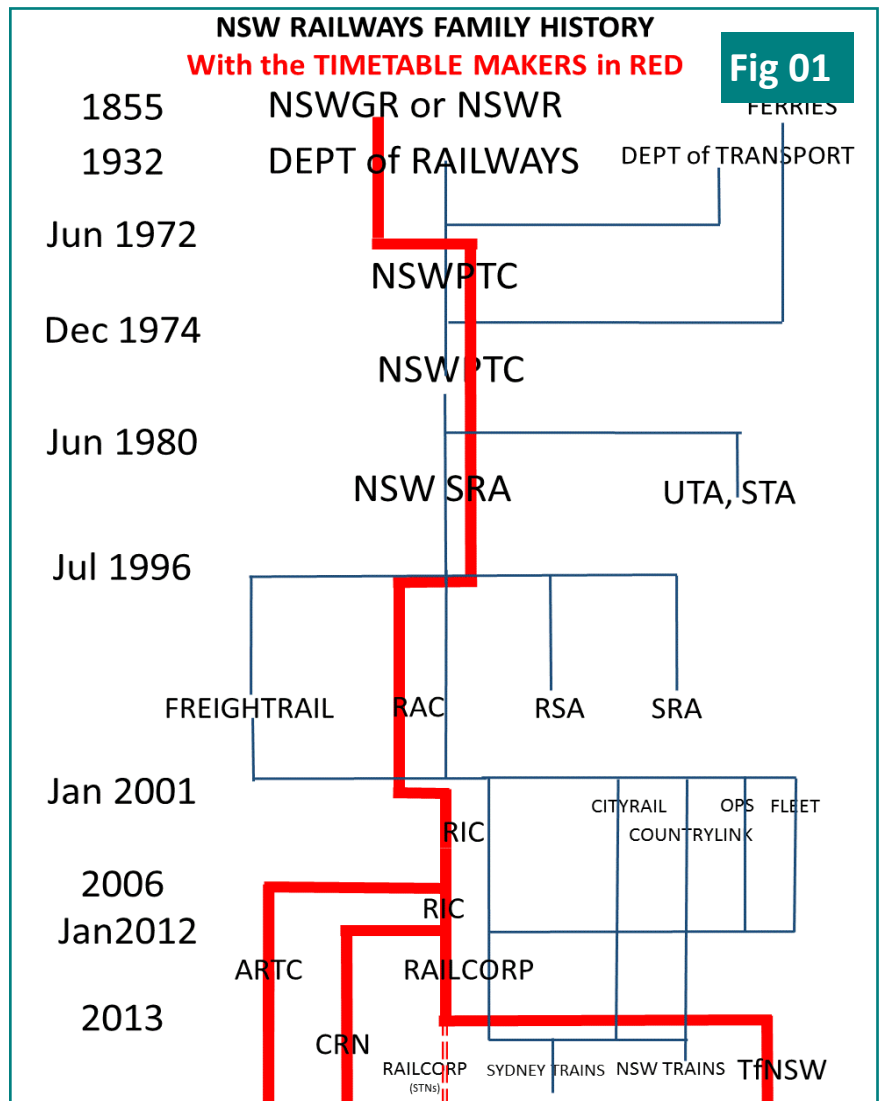
Geoff Lambert

**F**ROM THE EARLIEST DAYS in NSW, train timetables were built by a single entity – “The Railways”. Although it went by a number of names, (NSWR, DoT, NSWGR, DoR) this entity was always a vertically-integrated one, with timetable planning done from a single office. It was a coherent system, in which certain practices became embedded for over a century. Prime among these was the assumption that, in an integrated system, all major changes of timetables should occur across the system simultaneously. To put it more accurately (because there were always incremental changes going on) printed copies of Working Time Tables (WTTs) for all Divisions or other sections were issued with a single date. This was a rule of thumb, but timetable collectors can usually safely assume that if (say) a Southern Division WTT exists for a certain date, then so do the others. A major driving force for simultaneity in WTTs was surely the production dates of the Public Timetables which were, for over 120 years, issued in a single volume—usually twice per year.

A “family tree” for NSW state-owned railways, showing their various entities, together with a representation of where timetabling resided in the entities, is shown in Fig 1 (right) and Table 1 (page 4).

All WTTs until 1968 were bound volumes and, when amendments were issued, they were pasted into these volumes—often as thin slips, like steamer streamers. To facilitate this, some WTTs—those for high officials—were issued in hard cover and printed only on one side of each page. Because the rule book (a legal document, rather than a mere handbook) required that all employees concerned with the running of the trains should be provided with a copy of the current WTT, print runs could be quite large. In the USA, the print run sizes were often specified on the cover of the Employee Time Tables (ETTs). This did not happen in NSW, but we could probably guess that a print run for a large Division could run to four or even five figures—as it often did in Divisions of this size in the USA.

Of 117 known issue dates between 1900 and 1968, some 94 (80%) were simultaneous issues of all Divisions. This is probably a conservative estimate because some potential issues seem to no longer exist, although their siblings do. Initially, multiple-issue WTTs were printed twice a year, usually in May/June and October/



November. Twice yearly issuing dates may have been (as it often was in other countries) related to seasonal changes in both passenger and freight traffic. Summer and Winter timetables are still issued in many parts of the world.

From the start of the Second World War, issues became more haphazard—mostly annually in late Spring, but petering out in the early 1960s to biennial. The May 1968 issues were the first for three years. They were to be a last hurrah.

“Quantum” production of WTTs must have imposed quantum work-loads on staff in the office of Chief Traffic Manager and also on the typesetters at the Government Printing Office (GPO). There always seemed to be a testy relationship between the NSWGR and the GPO—so much so that

the Railways eventually began to print the WTTs for themselves. It surely can be no coincidence that the last bound simultaneous issues to be printed by the GPO were the May 1968 WTTs.

These books, after trimming, were of a size described as “Royal Octavo” and were about 240mm high x 150 mm wide. The GPO possessed elaborate presses which could produce WTTs of this size, bound in “signatures” of 32 pages. Each signature (it was really two 16-page signatures, one inside the other) was printed on both sides of two sheets a little larger than 480 x 300 mm in a tricky process called “imposition”. Each sheet was then folded and sliced into two 16-page “booklets”, which were then inserted one into the other to form a 32-page signature. This was then trimmed to the final Octavo size. Up to a

From	Who wrote the TTs?
1855	NSW (Government) Railways
1932	Department of Railways
1972	Public Transport Commission
1980	State Rail Authority
1996	Rail Access Corporation
2001	Rail Infrastructure Corporation
2004	RailCorp
2013	Transport for NSW

**Table 01 makers of the Sydney passenger WTTs**

dozen of these signatures were then side-stapled together at their spines and provided with a paper wrapper as a cover—colour-coded according to Division. The standard colour-coding seems to have been the work of Edward Gere Eddy, a time-tabling whizz-kid imported from the London & North Western Railway. Stapling appears to have been used from the earliest days and, by the late 1950s, the giant galvanised staples used for the Metro WTTs must have been the longest in the world at 30mm. The largest I can buy today are 24mm. I would have liked to have seen the operation – it must have been like hay baling.

Side stapling was fine for a book in a knock-about world, but these books did not open flat and stay open, as those who attempt to photocopy them or scan them have found. For Train Control offices and

the like, traditional saddle stitching book-binding methods were used to “glue” the signatures together to produce the final product, which was generally hard-bound. These prestige copies were difficult to produce because the imposition had to be altered to produce “single-sided” page format. Amendments were pasted onto the blank sides of the paper. It is these volumes that appear to have ended up in the [NSW State Archives](#), although I have a few from as early as 1891.

One of my copies of the May 1968 Southern WTTs is different again. The GPO appears to have set the book up for binding but, instead of stapling the signatures together, has sliced the spines off to produce a loose-leaf version. Either the GPO, or the user has then interleaved pages from a school exercise book to produce sheets onto which the STN amendments could be glued. The whole thing has been post

bound to allow for the ballooning out as STNs were accumulated, and then hard-bound, it is an especially unwieldy document.

If this all sounds like a complicated business, it was. However, the GPO had the presses and 80 years of experience at it. The Department of Railways never seems to have had the machinery or will to do this. When the axe fell, it had to resort to loose-leaf WTTs, each page printed on both sides of a single Octavo leaf. The Department also changed from the traditional timetable serif fonts such as Times New Roman or Century Schoolbook to sans serif fonts such as Helvetica. It is debatable whether sans serif is more readable- but it certainly seems to be more boring. Fig 02 has a comparison of a 1968 WTT vs a 1973 WTT.

These latter-day “in-house” volumes were usually “bound” by any number of procedures such as post-binding or “Arnos” patent binders and provided with card or board covers. They looked rather messy but had the advantage that they could be easily amended by simple page replacement. This, more or less, overcame the need for simultaneous wholesale WTT printing. One unintended consequence in recent years has been the requirement to pay each recipient of the WTT a day’s wages every time the loose-leaves have to be replaced. This has led, in turn, to a reversion to the old practice of bulk printing of full WTTs-although the print run has been drastically reduced.

The steady growth of the system, the adoption of electrification (1926-1968) and the creation of the Metropolitan Goods Lines (1916-1925) both had effects on the evolution of the Working Time Tables. By 1968, some 9 volumes (#s 6-14) were in production. This was the last year that the Metropolitan Goods

	Division	Cover colour	Production dates
1	Main Suburban	Orange	1911-1960
2	Local Services	Grey	1925-1953
3	North Coast (Lismore)	Red	1918-1930
4	Newcastle	Pink	1961-1962
5	Main Suburban & Illawarra	Orange	1900-1911.
6	Metropolitan (Pass)	Orange	1955-1968
7	Goods Train Services (Metropolitan)	Grey	1955-1968
8	Illawarra	Blue	1911-1968
9	Southern	Green	1900-1968
10	Western	Yellow	1900-1968
11	Northern	Red	1900-1968
12	Sydney Yard Working	Buff	1918-1968 (at least)
13	Composition and Marshalling	Aqua	uncertain
14	Permanent Holiday Programme	Pink	uncertain

Table 02



Sydney to Lithgow

Milepost from Sydney	Ch.	DOWN						
		MONDAYS TO FRIDAYS	501	501	503	505	505	507
		Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	
0	Sydney Terminal	6 ME	6 MO	6 ME	6 ME	6 MO	6 MO	
7	Strathfield	a m	a m	a m	a m	a m	a m	
14	Berranatta	12 52	12 52	12 50	1 47	1 30	2 50	
18	Penrith	1 37	1 37	1 58	2 14	2 40	2 40	
35	Emu Plains	1 37	2 1	2 22	2 22	2 40	2 40	
41	Glenbrook	1 37	2 15	2 36	2 36	2 54	2 54	
44	Blaxland	2 1 5	2 1 5	2 1 5	2 1 5	2 1 5	2 1 5	
48	Valley Heights	2 1 5	2 1 5	2 1 5	2 1 5	2 1 5	2 1 5	
49	Springwood	2 22	2 46	3 7	3 7	3 25	3 25	
51	Lidsdale	2 41	3 5	3 26	3 26	3 44	3 44	
53	Woodford	2 41	3 5	3 26	3 26	3 44	3 44	
54	Hazelbrook	2 41	3 5	3 26	3 26	3 44	3 44	
55	Bullaburra	3 0	3 24	3 45	3 45	4 13	4 13	
56	Wentworth Falls	3 0	3 24	3 45	3 45	4 13	4 13	
57	Leura	3 0	3 24	3 45	3 45	4 13	4 13	
58	Katoomba	3 0	3 24	3 45	3 45	4 13	4 13	
59	Mt. Victoria	3 40	3 52	4 13	4 13	4 31	4 31	
60	Blacksheath	3 53	4 5	4 26	4 26	4 44	4 44	
61	Blackheath	3 58	4 10	4 31	4 31	4 49	4 49	
62	Coal Stage Box	4 20	4 32	4 53	4 53	5 11	5 11	
63	Lithgow Goods Stn.	4 22	4 34	4 55	4 55	5 13	5 13	
64	Lithgow							

Fig 02

Sydney to Lithgow.

Distance from Sydney Kilometres	Ch.	DOWN							
		MONDAYS TO FRIDAYS	205	X175	209	X109	211	211	15b
		Pass.	Light Engine	Pass.	Light Engine	Empty	Empty	Pass.	Empty
0	Sydney Terminal	1 20	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
11.806	Strathfield	1 32	4 0	4 11	4 22	5 45	5 58	6 14	6 38
34.874	Parramatta	2 0	4 26	4 36	5 45	5 55	6 14	6 38	6 41
55.086	Blacktown	2 21	5 1	5 11	6 10	6 22	6 38	6 41	7 7
57.439	Penrith	a	a	a	6 22	6 22	6 38	6 41	7 7
63.617	Emu Plains	a	a	a	6 22	6 22	6 38	6 41	7 7
67.080	Glenbrook	2 35	5 15	5 15	6 22	6 22	6 38	6 41	7 7
71.484	Blaxland	a	a	a	6 22	6 22	6 38	6 41	7 7
74.236	Valley Heights	a	a	a	6 22	6 22	6 38	6 41	7 7
77.410	Springwood	2 49	3 5	3 29	6 5	6 32	6 40	6 44	7 28
79.699	Faulconbridge	2 52	3 5	3 32	6 5	6 35	6 44	6 44	7 28
83.962	Lidsdale	a	a	a	6 5	6 35	6 44	6 44	7 28
86.505	Woodford	a	a	a	6 5	6 35	6 44	6 44	7 28
90.366	Hazelbrook	Inter-urban	3 25	5 52	6 25	6 35	6 44	6 44	7 28
93.473	Bullaburra	(4 cars)	3 33	6 1	6 33	6 38	6 44	6 44	7 28
96.038	Wentworth Falls	a	a	a	6 33	6 38	6 44	6 44	7 28
97.685	Leura	a	a	a	6 33	6 38	6 44	6 44	7 28
102.614	Katoomba	a	a	a	6 33	6 38	6 44	6 44	7 28
107.592	Mt. Victoria	a	a	a	6 33	6 38	6 44	6 44	7 28
109.943	Blacksheath	a	a	a	6 33	6 38	6 44	6 44	7 28
115.803	Blackheath	3 41	6 10	6 17	6 33	6 38	6 44	6 44	7 28
120.774	Coal Stage Box	3 58	6 29	6 33	6 33	6 38	6 44	6 44	7 28
126.720	Lithgow Goods Stn.	4 29	6 40	6 40	6 33	6 38	6 44	6 44	7 28
137.126	Lithgow	4 49	7 0	7 0	6 33	6 38	6 44	6 44	7 28
154.175	Lithgow	4 53	7 0	7 0	6 33	6 38	6 44	6 44	7 28
155.347	Lithgow	4 53	7 0	7 0	6 33	6 38	6 44	6 44	7 28
781	Lithgow	3 0	7 58	7 58	6 54	6 54	6 51	6 51	7 28

WTT was issued- it had only begun production in 1955.

Amending the WTT

There can have been few weeks of NSW railway history in which there was no tinkering with the WTTs. Notices of tinkering initially appeared in the *Weekly Special Train Notice*, until the appearance of the *Weekly Notice* (WN) in about 1909. From then, the Train Alteration component of the Weekly Notice was codified into a *Monthly Notice*, which appears to have been scrapped in July 1936. From that month, and for the next three years, Train Alterations seem to have existed in only the Weekly Notice. In July 1939, in association with a change in the issue dates of the Weekly Notices, a *Weekly Train Notice* (WTN) was created. It contained Special Train Notices, plus "alterations of a permanent nature." It seems that amendments to the non-timetable sections of the WTTs continued to appear in the Weekly Notice. This was the situation in 1968.

Issues of both the WN and WTN were numbered and the numbers were synchronised. The printing of Weekly Train Notices was cancelled when no changes had occurred; a notice to this effect appeared on page 2 of the Weekly Notice. When changes had been made to train running, the Weekly Notice would carry a notice to this effect, together with information about the lines affected—but not how they were affected.

Amendments of WTTs, whether by STN, WN or WTN, usually were not reprints of the relevant sections of the WTT—although they could be if sufficiently many amendments were involved (see Fig 04). They were most often textual matter,

meant to be cut out of the Notice and pasted onto, or between, the relevant pages of the Notice. This was, I suppose, an economy measure designed to save on the complicated typesetting work required for a table. This practice still happens in 2017. There were occasional exceptions to this practice, especially where haste was needed. Many users wrote the information from a WTN into the train columns of their WTTs, rather than bother with fiddly little bits of paper. In 1968, only 3 WTNs were issued - #s 24, 38 and 45- all of these amended the 1968 WTTs, rather than the 1965 WTTs.

The Weekly Train Notice appears to have disappeared in about September 1969 because notifications about its issue or non-issue ceased after Weekly Notice #38 of 20-Sep-1969. Thereafter (and perhaps before) WTT amendments were issued as *Special Train Notices* (STNs), usually with actual tabular material. These STNs could be quite large and, as often as not, were complete reprints of the table pages. Amendments of the General Instruction sections continued to appear in the Weekly Notice.

Fig 03 shows page 2 of two Weekly Notices from this period; Fig 04 shows the May 1968 Southern WTT amended by both handwriting and WTN.

General Comments

All the 5-May-1968 WTTs were issued from the Office of the Chief Traffic Manager, under the name of J.L.Russell. I am told, by those who actually did the hard work, that timetable creation was a "bottom-up" process delegated by the CTM, who did not necessarily have the experience to do it or even to supervise it.

This article, however, is about the finished production. The fascinating details of how

they were put together is a tale for another day.

The 1968 WTTs were issued to coincide with the opening of electrification from Liverpool to Campbelltown (passenger) and Glenlee (coal). Indeed, the provision of an electrified passenger service was really a spin-off. The real driver was to electrify coal haulage between Glenlee and Rozelle. This required also, the electrification of the relevant portion of the Goods Lines.

The opening on 3<sup>rd</sup> May of ACDEP at Eveleigh (in lieu of Flemington Car Sidings) for the servicing of air-conditioned country trains was another driver of the new timetable. This reduced the number of empty trains running back and forth between Central and Flemington. The change also had flow-on effects on North Sydney Car Sidings, which ceased to be a major driver depot.

The May 1968 WTTs also contained cosmetic changes, including a change in 3-digit goods train numbering from one based on motive power to one based on regional origin or destination. The loco-based system appears to have been introduced with the April 1962 WTTs at the same time as some new timetable design conventions were introduced. Under the new system the first digit of the 3-digit train number was supposed to be:

- South 4;
- West 5;
- North 6;
- Illawarra 7;
- Unanderra-Moss Vale 8.

Some "hot-shot" goods trains retained their old numbers, possibly for reasons of nostalgia. There must have been a lot of these because the numbering system was far

2

NON-ISSUE OF WEEKLY TRAIN NOTICE No. 18

Weekly Train Notice No. 18 will not be issued. (W.N. 18—1968.)

**COUNTRY TIMETABLE**  
(Dated 5th May, 1968)

Pages 13, 58 and 59—  
*Delete*—All reference to Weeraman.

**SHEET TIMETABLE No. 28**  
(Dated 5th May, 1968)

*Delete*—All reference to Weeraman. (W.N. 18—1968.)

**WORKING TIMETABLE—GOODS TRAIN SERVICES METROPOLITAN**  
(Dated 5th May, 1968)

Page 138—  
*Insert*—Loads of Empty Vehicles between Rozelle—Glenlee.—A 7,000 gallon travelling water tank may be attached behind the brake-van, which must be of the automatic coupler type, of a load of empty vehicles between Rozelle and Glenlee, hauled by a 60 class engine. (A. 1—68.) (W.N. 18—1968.)

*Add*—  
Conveyance of 7,000 gallons travelling water tanks on goods services worked by "60" class locomotives, Rozelle-Glenlee Coal Sidings-Glenlee.

*Down Journey*—A 7,000 gallon travelling water tank may be conveyed behind the brake-van, which must be of the automatic coupler type, in addition to the prescribed load of empty vehicles between Rozelle and Glenlee Coal Sidings, hauled by a "60" class locomotive.

*Up Journey*—A 7,000 gallon travelling water tank may be conveyed marshalled immediately behind the "60" class locomotive in addition to the approved trailing load of 1,508 tons between Glenlee Coal Sidings and Rozelle. (C.M.E.—J.D.C. E.G.—24.) (T.C. 68.) (W.N. 18—1968.)

**WORKING TIMETABLE—ILLAWARRA DIVISION**  
(Dated 5th May, 1968)

Page 97—  
*Add* note f to 495 tons for section Bombo-Albion Park.

(1) A block load of 520 tons comprising 8 BCH type vehicles and bogie brake-van may be conveyed by single 48 or 49 class between Shellharbour and Albion Park with sectional running times of 17 minutes. (C.M.E.—W.M.—M.M. 24.) (C.T.M.—M. 4—68.) (W.N. 18—1968.)

Page 106 -  
**Haulage of "Dead" Diesel-Electric Locomotives between Summit Tank and Unanderra "Up" Direction—Within Train Composition.**—A dead "44", "45" or "421" class diesel-electric locomotive marshalled directly behind the train locomotive may be hauled in the "Up" direction between Summit Tank and Unanderra on a freight train hauled by a single "44", "45" or "421" class locomotive, in addition to the approved maximum load of 900 tons, providing that:

- The electro-dynamic brake is operative on the through train locomotive.
- The automatic air brake is effective on the "dead" locomotive.
- The main reservoir hoses must be coupled between the train locomotive and the "dead" locomotive to provide full main reservoir air pressure in the "dead" locomotive.

The driver of the train locomotive will be required to ensure that full main reservoir pressure is established in the "dead" locomotive to be hauled and that the automatic and independent brake valves and automatic brake valve handles and the isolating cocks are correctly positioned for trailing haulage.

After coupling on to train, the automatic brake on the "dead" locomotive shall be tested for correct application and release, in addition to the regulation driver and guard continuity test. (C.M.E.—J.D.C.—M.—M.M. 24.) (W.N. 18—1968.)

2

PORTIONS OF LINE AFFECTED BY INFORMATION CONTAINED IN WEEKLY TRAIN NOTICE NO. 24

Sydney to Nowra.	Sydenham to Regents Park via Enfield.
Sydney to Albury and Dynon.	Cootamundra to Temora and Wyalong.
Moss Vale to Unanderra.	Yanco to Narrandera.
Urangundy to Kywong.	Wagga to Tumbarumba.
Sydney to Broken Hill.	Wallerawang to Mudgee.
Sydney to South Brisbane.	Maitland to Cessnock.
	Werris Creek to Wallangarra.
Tamworth to Barraba.	Narrabri to Pokataroo.

Station masters and others concerned must see that Weekly Train Notices affecting their stations are received and, in the event of non-receipt, intimation is to be given by telegram to "Despatch", Sydney, and the Local District Traffic Superintendent. (W.N. 24—1968.)

**COUNTRY TIMETABLE**

Pages 12 and 69—  
*Delete* Thorndale and relevant particulars. (W.N. 24—1968.)

**WORKING TIME-TABLE—SOUTHERN DIVISION**

Page 194—  
**Marshalling of Passenger Carriages and Other Vehicles Behind Brake-vans on Mixed Trains.—Cootamundra District.**—*Insert* No. 12 Tumut to Cootamundra (one carriage only). (A. 1—68—35,803.) (W.N. 24—1968.)

**WORKING TIMETABLE—WESTERN DIVISION**

Page 139—  
**Marshalling of Passenger Carriages and other vehicles behind brake-vans on mixed trains.—Under sub-heading "one (1) coaching vehicle may be marshalled at the rear of the brake-van on the following trains:"**

*Insert*—  
No. 11, Mudgee to Coolah.  
No. 12, Coolah to Mudgee. (A. 1—68—35,769.) (W.N. 24—1968.)

**WORKING TIMETABLE—NORTHERN DIVISION**

Page 381—  
**Goods Train Loads—South Brisbane to Maitland—continued.**—Note (c) *add* to paragraph reading:—  
When these loads are conveyed the sectional running times will be as follows, and when load of 40 class locomotive exceeds 800 tons the train is to be set back onto the main line to provide momentum if refueled at Melina. (C.M.E.—W.M.—P.M.—24.) (C.T.M.—M. 4—68.) (W.N. 24—1968.)

**FOR SAFETY, USE SIGNAL LEVER SLEEVES CORRECTLY.**

from consistent. The new system was more apparent within the suburban WTTs than it was out in the sticks.

All WTTs of 1968 shared a common structure, broadly described (sequentially) as

- Explanatory Notes and Special Instructions
- Timetables (TT)
- Signal-box hours
- Speeds
- Arrangements for working traffic
- Running Times
- Goods Train Loads

The latter four categories were often referred to as *General Instructions* (GI).

In small WTTs such as the Illawarra, the "Timetable" section could be almost outweighed by the other matter. The timetables section usually contained separate sections for Mondays-Fridays, Saturdays and Sundays. At the bottom of page 2 are a few statistics on the 1968 WTTs and the Divisions which they represented. The number of "stations" in this list refers to all points on each network which was given a separate entry in the mileage tables of the

Local Appendices.

**Suburban passenger WTTs**

Prior to the mid-1920s (that is at the time of electrification) the suburban WTT was issued in a single volume (passenger and goods) which had previously also incorporated the Illawarra Division all the way to Bomaderry. Thereafter, this volume was split in two—

"Main Suburban Line":—Sydney-Parramatta plus Carlingford (after the opening of the Bridge), North Sydney—Parramatta plus the North Shore line.

"Local Services" (Sydney-Penrith, Sydney-Picton, Sydney-Hornsby and Goods Train Services, all as separate sections.

Suburban passenger services on the Illawarra remained in the separate Illawarra volume—and this volume also included Central-Wynyard and Central-St James services. Branches off these lines (including the network in the Bankstown area) appeared in each volume as separate tables. Goods trains and passenger trains were intermingled in each volume.

Confusion could arise when the description of contents on the wrapper were rather haphazardly altered. A good deal of the schizophrenia still exists in the present TfNSW SWTTs – so much so, in fact, that a series of maps of each subsection is now printed. These would have been a help in the 1900s, but only appeared to occur with the 1960 WTT cosmetic changes and, even then, there was no key to which sections appeared in which part of the WTT.

This would have been a terribly schizoid arrangement – the signalmen at a place like Illawarra Jct needed to consult six separate tables in two separate volumes to see the full service passing their box. Instead, what happened was that the sequence of trains at any one "panel" of these boxes was laboriously entered by hand onto a "scroll" like a piano roll, and mounted into a "WTT roller", such as the one shown on the Block Shelf in the photo in Fig 08. Dr Robert Taaffe writes, "I am not sure when this system started but it was common over at least most of the suburban area. ... There were two columns, up and down, and it covered the whole day. Sometimes a moveable arrow was provided on each side of

14 Sydney to Goulburn, also Unanderra—Moss Vale Line—continued.

Table with columns for stations (Sydney, Strathfield, Campbelltown, etc.) and times for various services (No. 421, No. 231, etc.). Includes handwritten notes and a 'DOWN' label.

Pages 14 and 15 (South):—
Page 18 (Goods):—
No. 421 Fruit Express W.O. and 419 conditional Express Goods W.R.E. 6.9 p.m. ex North Strathfield will depart Homebush 6.13 p.m., Flemington Goods Junction 6.21, Chullora Junction 6.28, Sefton Park Junction 6.37, Cabramatta 6.47, thence as tabled.

FROM MONDAY, JULY 6.
Pages 14 and 45 (South):—
No. 231 Fruit Express, 6.13 p.m. W.O. Homebush Sale Yards to Dynon will on Wednesdays only depart Homebush 5.13 p.m., pass Flemington Goods Junction 5.25, 6.7, Campbelltown 5.33, Sefton Park Junction 5.47, Cabramatta 6.1, Liverpool 6.49, Yerrinbool 7.47, Mittagong 8.9, Moss Vale 8.22, Exeter 8.34, Penrose 8.47, Wingello 8.59, Marulan 9.6, Goulburn arrive 9.34 p.m., depart 9.44 p.m., pass Yarra 9.56, Wallendbeen 1.8, Cootamundra 1.30, Bethunga 1.38, Harden 1.40, Demondrille 1.50, Juncce 2.40 a.m., Harefield 2.54 a.m., Bomen 3.9, Wagga Wagga arrive 2.30 a.m., 5.29, Henty 5.43, Culcairn 5.57, Gerogery 6.13, Table Top 6.26, Aibury arrive 6.43 a.m., Goulburn arrive 6.45 p.m.

Pages 14 and 102 (South):—
No. 79 Rail Motor will arrive Mittagong Junction 8.11 p.m. (cross No. 421 depart 8.25 p.m., Mittagong 8.25/8.28, Bowral 8.35/8.36, Moss Vale arrive 2.45 p.m.) Station Masters at stations concerned to see that sheet time-tables are amended accordingly and that prominent notices are exhibited drawing the attention of intending passengers to the altered working of No. 19 and 79.

Pages 14 and 41 (South):—
Page 17 and 71 (Goods):—
Pages 53, 55 and 229 (Metropolitan Part I):—
No. 421 Express Goods will depart Darling Harbour 4.55 p.m., Darling Islar 5.1, Balmain Road 5.19, Warden Road Junction 5.18, Canterbury 5.22 (K.B.), Bankstown 5.37, Sefton Park Junction 5.48, Cabramatta 6.1, Liverpool 6.7, Campbelltown 6.26/6.3 Menangle 6.48, Douglas Park 7.0, Picton 7.23, Bargo 7.37, Yerrinbool 7.59, Mittagong 8.21, Moss Vale 8.34, Exeter 8.46, Penrose 8.59, Wingello 9.15, Marulan 9.12, Goulburn arrive 9.14, depart 9.55 (P.E. S.B.), Yarra 10.10, Breadalbane 10.2 Gunning 10.52, Jerrawa 11.14, Yass Junction 11.37, Bowring 11.52, Binalong 12.18 a.m. (M.E.), Galong 12.33, Harden 12.55-1.13, Demondrille 1.24, Wallendbeen 1.42, Coot mundra 2.5-3.8 (cross Nos. 1, 3 and 5), Bethunga 3.41, Ilabo 3.52, Juncce 4.9-5.2 Harefield 5.28, Bomen 5.56, Wagga Wagga arrive 6.0 a.m.

On Fridays No. 421 will pass Penrose 8.3, Wingello 9.10, Marulan 9.25, Goulburn arrive 9.33, depart 10.13 p.m., Yarra 10.15, Breadalbane 10.28, Gunning 10.57, Jerraw 11.18, Yass Junction 11.42, Bowring 11.57, Binalong 12.23 a.m. (Saturday), Galong 1.37, Harden 1.0/2.13, Demondrille 2.25, Wallendbeen 2.43, Cootamundra 3.6/4. Bethunga 4.23, Ilabo 4.44, Juncce 5.1/6.17, Harefield 6.35, Bomen 6.53, Wagga Wagga arrive 7.5 a.m. When No. 3a runs No. 421 will depart Harden 2.30 a.m. (Saturday), Demondrille 2.43, Wallendbeen 3.1, Cootamundra arrive 3.42 a.m., depart 4.0 a.m.

Pages 14 and 15 (South):—
No. 231 Express Goods will run as tabled to Picton pass 7.47 p.m., Bargo 8.11, Yerrinbool 8.33, Mittagong 8.55, Moss Vale 9.0/9.22 (cross No. 251), Exeter 9.35, thence as tabled.

Pages 15 and 44 (South):—
No. 231 Express Goods will run as tabled to Yerrinbool pass 8.51 p.m., Mittagong 10.20/10.30 p.m. (S.E.) Yarra 10.40, Breadalbane 10.50, Fish River 11.10, Gunning 11.16, Jerrawa 11.33, Yass Junction 11.54 (P.E. S.E.), Bowring 12.7 a.m., SE, Binalong 12.32, Galong 12.45, Harden 1.1, Demondrille 1.8, Wallendbeen 1.24, Cootamundra 1.42, Bethunga 2.5, Ilabo 2.14, Juncce arrive 2.29 p.m., depart 2.51 a.m., thence as tabled.

On Fridays No. 231 will pass Yass Junction 11.58 p.m., Bowring 12.10 a.m. (Saturday), Binalong 12.36, Galong 12.49, Harden 1.6, Demondrille 1.14, Wallendbeen 2.52 a.m., thence as tabled.

Page 44—(South)—
No. 421 Express Goods will on Saturdays only arrive June 5.1 a.m. depart 6.26 Harefield, 6.44, Bomen, 7.2, Wagga Wagga arrive 7.12 a.m.

the frame to keep track as to where he was up to. I think there was one or more for weekends and public holidays. From memory, when the new timetable was issued, someone was given the job to produce the scroll for each box. I think where multiple tracks were in use, separate scrolls may have been used for each set of tracks. I think a similar process was used to input the timetable details for the train describer".

After the initial years of timetable trial and error for the newly-electrified system (1926-1932), the Suburban WTT settled down to a steady life until the restrictions introduced in the later years of World War II.

The decade after WWII was troublesome for the NSWGR as indeed it was for everyone. There were periods of restricted services between mid-1947 and late 1951, due mainly to industrial unrest in the railways and in the coal industry which supplied the fuel for the NSWGR's generating stations. These restricted services tended to be imposed on an existing WTT by STN, with-

out either a WTT or PTT which directly showed the restrictions. Only at the very end, in November 1951, do we see a restricted service WTT. It lasted three weeks before restrictions were lifted forever.

From 1953, when the NSWGR transferred its electricity generating stations to the NSW Electricity Commission, the Passenger service pages of these two Divisional WTT volumes were re-combined into a single passenger service volume. The goods train services from the Local volume remained within that volume, which was re-named Goods Train Services. Illawarra line suburban services (including the City Circle, which opened in 1957) remained in the Illawarra volume until 1960. From that year, all suburban passenger services were incorporated into a single divisional "volume" which, of necessity, was issued in two parts - Monday-Friday and Saturday/Sunday.

This pretty much describes the status of the 1968 Suburban Passenger WTT examined here. It was said to be for Passenger Trains (only), but Goods Trains appear intermin-

gled where such services entered into the Passenger Lines from the Goods Lines. I have both Parts I and II.

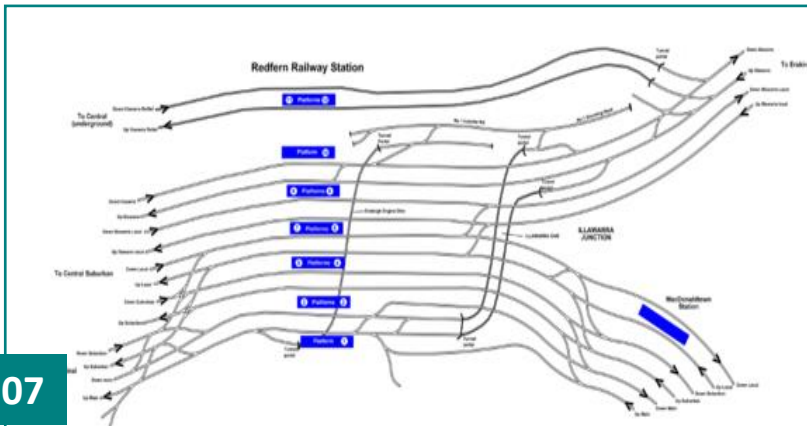
Part I is a volume of 330 pages in single sheets "Perfect Bound", with additional Arnos fastening (probably added later). Perfect binding is anything but, as readers of pot-boilers long ago discovered. It does at least, allow a book to open flat - for a while anyway, until it falls apart. My copy must be special- I have seen many other copies of the 1968 Metro WTT, but none were perfect bound. My copy has marbled plastic-coated orange covers front and back.

At the rear, the 1968 Metro WTT has an additional version of 97 pages (pp 23-43&95-113; 152-161&178-188; 208-224&253-272) derived from the front portion of the WTT and printed on orange paper. These pages are Supplementary Timetable For Eight Car Electric Train Working Between Peak Hours - roughly 7:45 AM to 5:00 PM. A comparison of the two versions of page 23 appears in TT01.









**Fig 07**

floating around.

It seems that on “Opening Day”, a public timetable—at least for the Campbelltown trains—had yet to be issued because potential travellers were referred to Station-masters for “complete details” (See rear cover).

The seven 8-car electric trains which ran the Up services from Campbelltown in the morning peak had heterogeneous ancestors and descendants.

The 06:56 service, in particular, is an example of the “too clever by half” type of operation which characterised the later disastrous 1975 WTT (see Table at foot of page 10).

**Metropolitan Goods**

The Metro. Goods Lines were electrified bit-by-bit in the period August 1938- February 1968. By May 1968, only the Botany and Abattoirs line were not wired. The 1968 “Goods Train Services” WTT was much shrunken in size from its early editions in the mid-1950s – down from 320 to 145 pages. The cover (but not the index!) stated that it contained timetables for the main lines from the *Metropolitan Goods Terminals* to Campbelltown, Penrith and Hornsby via Strathfield (62 pp) and services over the Metropolitan Goods Lines (31 pp). It also contained a single page extract of these two tables which showed only passenger timetables for *Employees’ Passenger trains in the Enfield Chullora area and for Empty Suburban Passenger ‘Exchange Car’ working*. Illawarra Goods service appeared only in the Goods Line pages. A typical page from the main section, would have two tables per page. In earlier incarnations of this WTT, a single large table occupied each page. The contraction was achieved mainly by the reduction in the number of “timing points” which were displayed—from 60 to 32.

A high proportion of the trains in the main tables were country goods trains making their way to or from the various Sydney

yards. A small number were confined to the Suburban area and serviced sidings around the system, usually as “pick-ups”. These will be described in a later article, *The Suburban Goods*.

There was a separate section containing “Suburban Shunting Trip Trains”, which were separately numbered and did not appear in the main tables. There were 43 of these trains. The engines for some Trips were often cascaded between trips. Some Trips could be quite elaborate- No 23a trip shuttled back and forth between Enfield and Cooks River for 21 hours, making 7 return trips in this time. This was hauled by the same “Fresh Engine” 41-class diesel all day. Steamers could not have lasted this distance.

**Illawarra**

Once it had shed its suburban traffic, the Illawarra WTT had become rather dwarfish. After all, there were fewer than 100 miles of track between its covers. That is not to say that watching trains go by was boring—sitting on a platform seat at Wollongong could reward the voyeur with 200 trains on a good day. This included a “Fast Milk” train, which paused for a minute at 2:02 PM. Strangely, there were no “coal” trains. Everything that was not carded as a passenger train was carded as a “Goods”. In this, the Illawarra WTT differed markedly from other areas of intense coal traffic, e.g. Newcastle, where “Coal” trains littered the pages as well as the landscape.

My copy is jam-packed with dozens of fiddly little amendment slips carefully excised from the Weekly Notices but not glued down to the pages. They fall out of the timetable like ticker-tape falls onto Broadway. Pages 22-23, with some of the ticker-tape splayed out, are displayed in TT03

**Southern**

Although the Southern Division had the longest network, it never had the biggest WTTs. This was partly due to the sparse



**Fig 08**

service over many of the branch lines in the “Deep South”, coupled with the propensity to show as many as four separate branches in a single complex table. There were two tables of this type as well as two others which showed two branches together. Steam had already disappeared from the “Deep South” but was still used between Sydney and Goulburn, including on the famed Southern Highlands Express and the Moss Vale passenger train. Steam to Campbelltown, of course, came to a glorious conclusion on the eve of the new WTT (Fig 09).

The new Southern Divisions WTT contained 10 conditional paths each way for electric-hauled Glenlee coal trains. These did not appear in the Metro WTT. This seems a bit peculiar inasmuch as many freight trains for the South—such as the Fruit Expresses—DID appear in the Metro TT. It may be because of their origin on the newly-electrified Goods Lines.

**Western**

The 1968 Western Division WTT was a rather slim volume shrunken to 198 pages from its peak of 316 only 12 years before. This was, so far as I can tell, the first completely “steamless” WTT in NSW railway

North Sydney to Campbelltown and Penrith												23
DOWN	46	823	121	117	1	38	113	157	849	43	142	
MONDAYS TO FRIDAYS	Pass.	Empy.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Empy.	Pass.	Pass.	
Nth. Sydney	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m
Milson's Point	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Glenjar Quay	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Wynyard	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Town Hall	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Central	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19
Pyling Jct.	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L
Sydney Term.	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22
Wale Street	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Redfern	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Hawyers Jct.	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Macquarie St.	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Newtown	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Stannmore	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Penrith	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Levittown	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Summer Hill	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Ashefield	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Croydon	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Durwood	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Strathfield	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Homebush	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Flemington	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Flem. Car S.	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Flem. Car S.	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Lidcombe	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Hersia	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Regatta Pk.	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Belconnen Pk.	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Sefton	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Chester Hill	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Leightonfield	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Villawood	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Garram	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Auburn	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Clyburn	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Clyde Sidings	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Clyde	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Granville	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Merrylands	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Quidford	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Yennora	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Fairfield	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Canley Vale	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Casemans	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Warwick Farm	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Liverpool	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Castla	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Glenfield	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Mac. Fields	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Indiatar	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Minto	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Leuneeah	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Garram	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Harris Park	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Farramatta	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Westmead	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Wentworthville	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Pendle Hill	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Toongah	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Seven Hills	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Blacktown	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Doonside	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Rooty Hill	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Mount Druitt	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
St. Mary's	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Werrington	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Kingswood	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Penrith	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24
Verona	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24	8 24

North Sydney to Campbelltown and Penrith												23
DOWN	46	823	121	117	1	38	113	157	849	43	142	
MONDAYS TO FRIDAYS	Pass.	Empy.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Empy.	Pass.	Pass.	
Nth. Sydney	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m	8 m
Milson's Point	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Glenjar Quay	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Wynyard	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Town Hall	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17	8 17
Central	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19	8 19
Pyling Jct.	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L	X 1 L
Sydney Term.	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22
Wale Street	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Redfern	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Hawyers Jct.	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Macquarie St.	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Newtown	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Stannmore	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Penrith	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Levittown	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Summer Hill	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23	8 23
Ashefield	8 23	8 23	8 23									









withered arms of the Country rail network did not return. Computerised typesetting and a change to A5 then A4 page sized WTTs came in 1982 and in November 1983, when a full set of passenger-only country WTTs was issued. In the 1983-2000 period, simultaneous issues of country WTTs almost seemed like a coincidence, with the proportion falling to 14% (18 out of 127). Freight Service WTTs were issued independently of Passenger WTTs – rarely were there combined vol-

umes. Suburban WTTs quickly settled down in the late 1980s, but Country WTTs did not. CityRail, FreightRail and Countrylink induced complex generic changes in the Country WTTs under the aegis of the Rail Access Corporation until RAC was transformed into Rail Infrastructure Corporation in 2001. Combined Freight volumes thence appeared right through to the takeover of these services by ARTC in 2006.

The changes in the last two decades of the twentieth century seem to have been a consequence of changing administrative structures and the relaxed printing requirements discussed above. We shall not see the like of the Mohicans again.

**Image credits:** Robert Wilson and [TRANX on Railpage](#)

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78 Dubbo-Parkes-Molong-Orange.								TT 04	Dubbo-Parkes-Molong-Orange—continued.									
UP								UP	SUNDAYS									
WEEK-DAYS	32	6	48	52	52	44	368	426	510	68	518	44	532	510	12	426		
Thigh Goods.	Pick-up.	Goods.	Pick-up.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Pass.	Goods.		
Tu. Th. a.m.	W.F. a.m.	ME a.m.	Tu. Ex. a.m.	To. Ex. a.m.	Tues. a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		
DUBBO	2:40	3:10	4:30								3:20							
Dubbo East Junction	2:44	3:14	4:34								3:24			8:54	9:34			
Commonwealth Sidg.																		
Dubbo East Jct.																		
Cumbroonga																		
Glengore																		
Teongit	4:59	5:27	6:57								4:48			9:38	10:18			
Nubergera	4:59	5:27	6:57								4:53			9:43	10:23			
Little River Tank																		
Arthurville	4:59	5:27	6:57								4:48			10:18	10:58			
Walmer	5:18	5:46	7:16								4:53			10:23	11:03			
Yeoall	5:18	5:46	7:16								5:37			11:03	11:47			
Loombeh Tank																		
Yallandry	5:26	5:54	7:24								5:42			11:13	11:52			
Gumcock	5:45	6:13	7:43															
Larrea Lee																		
Parkes				4:10	4:20	6:40	7:30								7:19	8:00		
Shell and B.P. Sids											12:20							
Wheat Sids																		
Muharable																		
Cookamigera				4:50	7:10	7:55					12:42			6:09	7:49	8:22		
Mandagery				5:00	7:20	8:00					12:47			6:14	7:51	8:27		
Mandagery Tank				6:32	6:30	8:15	8:19											
Bumberry				7:00	8:21	9:40					2:08			7:16	8:28	9:48		
Joernburn					7:43	10:31												
Meraburn																		
Manildra											2:47			7:47	8:52	10:27		
Grega											2:57			8:10	8:54	10:37		
Pinchiff																		
Molong	7:44	10:32	9:27	10:19	10:49	10:54	11:45				12:57	1:38	3:59	7:53	9:10	1:38	9:28	11:39
Gamboola				11:30	12:14	12:26	10:59				1:30	2:40	4:40	8:50	9:40	1:40	2:40	9:31
Amaroo				12:58	12:51					2:20	3:0	5:0	9:30	10:20	2:25	3:0	9:47	1:0
Borenore	9:49			1:38	1:43	1:0	11:24											
Nashdale	10:14			12:35	1:40	1:53	11:41											
Orange East Fork Jct	10:29			12:50	1:55	2:8	11:37											
ORANGE																		

Fig 09







Train No.	Arrival Time	Starting Point	Route	Plat. No.	Type of Train	From	Plat. No.	Train No.	Departure Time	Destination	Route	Returns at Remarks
L6 24A	a.m. 10. 3 10.10	Mac'town Sheds Gosford (IHO)	M	2 8		10.35 Mac'town 10.40 West	RS 2	P2 X29	a.m. 10. 0 10.12	Campbelltown Delec	M M	P'van
P4	10.28	Liverpool	M	RS	P.V.	11.17 Hornsby	RS	P1	10.14	Penrith	M	P'van
*86	10.46	Nowra	M	3		Shunt for 5.47 Illa.	RS	P6	10.17	Lidcombe	M	P'van
18	10.48	Bowenfels	M	11	IU-6	3.25 North	2	K	10.35	Mac'town Sheds	M	
20	10.56	Southern Highlands Express	M	8		{11.24 Mac'town {11.22 Enfield Sth. (Eng.)	8	221	10.40	Bowenfels (I.H.O.)	M	IU8-5.35pm
L8	11. 0	Mac'town Sheds	LXS	8		11.24 Mac'town	RS	P4	11.17	Hornsby	M	P'van
							8	L269	11.22	Enfield South	M	
112	11.23	Gosford	M	5	IU-8	1. 5 West	8	V	11.24	Mac'town Sheds	M	
B	11.58E	Mac'town Sheds	M	1		{3.10 North {12.24pm Enf. Sth. (Eng.)						
P6	P.m. 12. 3	Bankstown	M	RS	P.V.	12.30 Bankstown	1	L275	P.m. 12.24	Enfield South	M	
P3	12.20	Hornsby	M	RS	P.V.	12.42 Rydalmere	RS	P6	12.30	Bankstown	M	P'van
							RS	P3	12.42	Rydalmere	SXL	P'van
896	12.56E	Flemington C.S.	M	3	IU-8	1.20 North	9	71	12.50	Newcastle Exp.	M	7.12pm
							5	223	1. 5	Springwood	M	IU8-4.25pm
212	1.14	Bowenfels	S	8	IU-4	1.37 Flem. C.S.	3	97	1.20	Gosford	M	IU8-4.9pm
P5	1.18	Riverwood	M	RS	P.V.	1.35 Penrith	RS	P5	1.35	Penrith	M	P'van
848	1.25E	Flemington C.S.	M	5	IU-10	1.50 North	8	813	1.37E	Flemington C.S.	M	IU-4
P2	1.32	Campbelltown	M	RS	P.V.	2. 0 Illawarra Jct.	5	49	1.50	Gosford (I.H.O.)	M	IU-10 5.3pm
216	1.50	Mt. Victoria (IHO)	M	8	IU-6	2.25 West	RS	P2	2. 0	Illawarra Jct.	M	P'van
P1	1.57	Penrith	M	RS	P.V.	2.15 West Ryde	RS	P1	2.15	West Ryde	M	P'van
P4	2.27	Illawarra Jct.	M	RS		2.45 Mortdale	8	225	2.25	Lithgow	M	IU-6 9.3pm
188	2.30	Gosford	M	3	IU-8	3.50 North						
X16	2.38	Delec	M	1		3.10 North						

TT 07

Plat. No.	Train No.	Time Depart	Destination	Load (tons)	Composition as from Rear
3	97	p.m. 1 20	Gosford... ..	364	CF, TF, ETB, CF, CF, TF, ETB, CF (Inter-urban—8 cars).
5	49	1 50	Gosford... ..	485	IHO, CF, TF, ETB, CF, CF, TF, ETB, CF, TF, CF (Inter-urban—10 cars).
8	225	2 25	Lithgow ... ..	273	CF, TF, ETB, CF, TF, CF (Inter-urban—6 cars).
4	105	3 3	Kiama ... ..	260	EHO, SUB 108 (7 cars), FL.
1	17	3 10	Wallan-garra ... ..	164	LHO, BAM (2), FNR (3), CN (4), (WAB 130).
12	227	3 13	Katoomba ... ..	319	HFN, FN, RFN, BN, BN, RFN, HFN (NIB 111), FS.
11	53	3 25	Gosford... ..	273	CF, TF, ETB, CF, TF, CF (Inter-urban—6 cars).
3	103	3 50	Gosford... ..	364	CF, TF, ETB, CF, CF, TF, ETB, CF (Inter-urban—8 cars).
5	49	3 54	Moss Vale ... ..	277	HR (1), FR (2), RBR (3), BR (4), FR (5), HR (6) (SEB 100), FS, FS, FS,
4	77	4 0	Katoomba ... ..	364	CF, TF, ETB, CF, CF, TF, ETB, CF (Inter-urban—8 cars).
7	51	4 15	Gosford... ..	318	HFN, FN, RFN, BN, BN, HFN (NAB 113) FS, FS.
9	151	4 29	Thirroul ... ..	230	EHO, LUB.
2	85	4 44	Gosford... ..	317	FS, LUB, FS, FS.
5	75	4 48	Lithgow... ..	394	IHO, CF (17), TF (18), ETB (19), CF (20), CF (21), TF (22), ETB (23), CF (24) (Inter-urban—8 cars).
8	31	4 55	Newcastle ... ..	310	HUB (1-7).
11	133	5 0	Wollongong... ..	S.P.	PHB (1), FPB (2), BRB (3), PHB (4), (BUDD (4 cars)).

TT 08



