

The Times

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Editor, The Times

Geoff Lambert

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Geoff Lambert THE LAST OF THE MOHICANS

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Above: Steam in Sydney Yard on "Black Thursday" 1968

Below: Statistics of the May 1968 WTTs

	Divisi	on WTT siz	zes		Division size mea	sures (max)
	<u>ТТ рр</u>	GI pp	<u>Total</u>	<u>TT%</u>	km track	# stations
	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

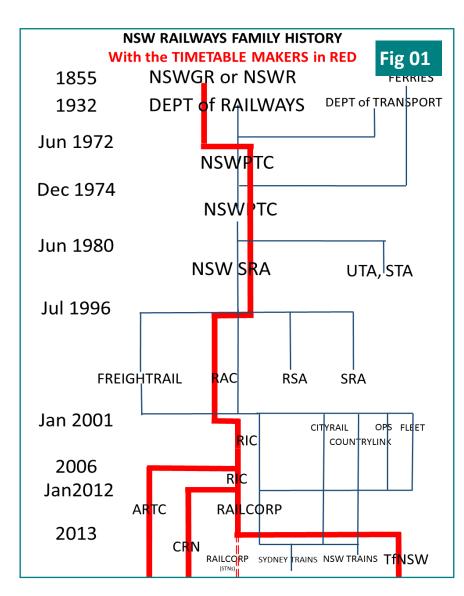
The Last of the Mohicans Geoff Lambert

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 verticallyintegrated 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 counties) 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 Tabl	Transport for NSW e 01 makers of the Sydney passenger WTTs

dozen of these signatures were then sidestapled together at their spines and provided with a paper wrapper as a covercolour-coded according to Division. The standard colour-coding seems to have been the work of Edward Gere Eddy, a timetabling 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 bookbinding 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
l	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	uncertaim

Table 02

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 nonissue 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 3rd 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 locobased 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

Fig 03 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 Ruzelle—Glenlee.—A 7,000 gallon travelling water tank may be attached behind the brake-van, which must be of the automatic coupler typo, of a load of empty vehicles between Rozelle and Glenlee, hauled by a 60 class engine. (A. 1-68.) (W.N. 18-1968.) Conveyance of 7,000 gallons travelling water tanks on goods services worked by '60" class jocomotives, Rozelle-Gleniee Coal Sidings-Gleniee. Down Journey - A 7,000 galion travelling water tank may be conveyed beluind the brake-van, which must be of the automatic coupler type, in addition to the prescribed load of empty vehicles between Rozelle and Glenice Coal Stidings, havied by a "60" class locomotive. Up Journey—A 7,000 galloo travelling water tank may be conveyed marshalted immediately belind the "60" class locomotive in addition to the approved trailing load of 1,508 to as between Glentee 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 it to 495 tons for section Bumbo-Albion Park. (†) A block load of 520 tops comprising 8 BCH type vehicles and bogic 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.)

Hadinge of "Dead" Diesel-Electric Locomotives between Summit Tank and Ununderra "Up" Direction—Withia 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 frieght train hauled by a single "44", "45" or "421" class locomotive, in addition to the approved maximum load of 900 tons, providing that: (a) The electro-dynamic brake is operative on the through train locomotive,

(b) The automatic air brake is effective on the "dead" locomotive.

(c) The main reservoir hoses must be coupled between the train locomotive and the "dead" teconotive to provide full main reservoir air pressure in the "dead" teconotive.

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 correct application and release, in addition to the regulation driver and guard continu (C,M,E,-J,D,C-M,-M,M,-24.) (W.N, 18-1968) TIONS OF LINE AFFECTED BY INFORMATION CONTAINED IN WEEKLY TRAIN
NOTICE NO. 24

Sydney to Nowra. Sydney to Albury and Dynon. Moss Vale to Unanderra. Uranquinty to Kywong. Sydney to Broken Hill. Sydney to South Brisbane.

Sydenham to Regents Park via Enfield.
Cootamundra to Temora and Wyalong.
Yanco to Narrandera.
Wagga to Tumbarumba,
Wallerawang to Mudgee.
Maitland to Cessnock.
Werds 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-J968.)

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-

Cools 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 momentam if refuged at Mellings. (C.M.E.-W.M.-P.M.-24.) (C.T.M.-M. 4-68.) (W.N. 24-1968.)

FOR SAFETY, USE SIGNAL LEVER SLEEVES C ORRECTLY.

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

Fig 04

Sydney to Goulburn, also Unanderva-Moss Vale Line -continued.

Pevised, 19th September, 1968

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Pages 14 and 15 (South);

Pages 14 and 15 (6504m).—

Page 18 (Goods):—

No. 479 Fruit Express W.O. and 479 conditional Express Goods W.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, Cabramatia 6.47, thence as tabled.

FROM MONDAY, JULY 6.

Pages 14 and 45 (South), Pages 1.1 p.m. W.O. Homebush Sale Yards to Dynon will one No. 231 Fruit Express, 6.13 p.m. pass Flemington Goods Junction 5.25 Mediesdays only depart Hemebush 5.13 p.m., pass Flemington Goods Junction 5.25 G.7, Campbelltown 6.25, Menangle 6.36, Douglas Park 6.48, Pictor 7.1 Eargo 7.25, Yerrinbool 7.47, Mittagong 8.9, Moss Vale 8.22, Exeter 8.34, Penrose 8.47, Wingello 14.38, Binalong 10.36, Gculburn arrive 9.34 p.m., depart 9.44 p.m., pass Yarra 9.56, Yerrinboen 1.23, Benalong 12.4 a.m., Thursday, Galong 12.18, Harden 12.40, Demonique depart 2.40 a.m., Harefield 2.54 a.m., Bomen 3.9, Wagga Wagga arrive 2.30 a.m., 5.29, Henty 5.43, Culcairr 5.57, Gerogery 6.13, Table Top 6.26, Albury arrive 5.43 a.m., Togarburn arrive 5.45 p.m.

Pages 14 and 102 (South):—
No. 78 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 8.45 p.m. Station Masters at stations concerned to see that sheet time-tables are amendal accordingly and that prominent notices are exhibited drawing the attention intending passengers to the altered working of No. 19 and 79.

See 324-1969

accordingly and that products intending passengers to the altered working of No. 19 and 79. Sea 331-7667

Pages 14 and 44 (South):— **CATVARYS SIVEY - 182 177 3.76

Pages 17 and 71 (Goods):— **CATVARYS SIVEY - 182 177 3.76

Pages 35, 55 and 220 [Metropolitan Part I]:—

No. 421 Express Goods will depart Darling Harbour 4.55 p.m., Darling Islant 5.1, Balmain Road 5.10, Wardelf Road Junction 5.18, Canterbury 5.22 (XB), Bankaica 5.37, Sefton Park Junction 5.48, Cabramatta 6.1, Liverpool 6.7, Campellitown 6.26/6.3 Menangle 6.48, Douglas Park 7-0, Picton 7-23, Bargo 7.37, Verrinbool 7.59, Mittagor 8.21, Moss Vale 8.34, Exctor 8.46, Penross 81459, Wingelio 9115, Marulan 9112

Gulburn arrive 91148, depart 91-58 (FE, SE), Yarra 10.10, Breadalbane 10.2 Gunning 10.52, Jerrawa 11.14, Yass Junction 11.37, Bowning 11.52, Binalong 12.18 at 10.18.1), Galorg 12.23, Harden 12.55-7, 13, Demondrille 1.24, Wallendbeen 1.42, Coot mundra 2.5-3.8 (cross Nos. i, 8 and Sa), Bethungra 3.41, Illabo 3.52, Junce 4.9/5.1

Hurcfield 5.38, Bonnen 5.56, Vagga Wagga arrive 6.6 a.m.

12 Ch Fridays No. 421 will pass Penross 2.3, Wingelio 9.10, Marulan 9.25, Goulbur 11.19, Yass Junction 11.42, Bowning 11.57, Binalong 12.23 a.m. (Saturday), Galor 11.19, Yass Junction 11.42, Bowning 11.57, Binalong 12.23 a.m. (Saturday), Galor 11.19, Yass Junction 11.42, Demondrille 2.25, Wallendbeen 2.48, Cootsmundra 3.6/4

Bethungra 4.33, Habo 4.44, Junce 5.1/6.17, Harcheld 6.53, Bonnen 6.53, Wagga Waggarrive 7.3 a.m. | When No. 3a runs No. 421-will depart Harden 2.30 a.m. (Saturday), Demondrille 2.45, Wallendbeen 3.1, Cootsmundra arrive 3.42 a.m., depart 4.6 n.r. (Park 18.10).

Pages 14 and 15 (South): -. No. 231 Express Clods will run as tabled to Picton pass 7.47 p.m., Pargo 8.11, Yerrindool 8.33, Mittagong 8.55, Mess Vale 9.9/9.22 (cross No. 251), Exercipated 9.58, Wingello 9.53, Marujan 10.7, Goulburn arriva 19.35, depart 11.46 p.m.,

Formoss 9.48, Wingello 9.53, Marulan 10.7, Goulburn arrive 19.85, depart 11.46 p.m., thence as tabled.
Faces 15 and 44 (South):—
10.751 Express Goods will run as tabled to Yerrinbool pass 8.51 p.m., Mittagong S.5. Most Vate 9.16, Exeter 9.26, Penross 9.38, Wingello 9.45, Marulan 9.04, Configura 10.20/10.30 p.m. (S.E.) Yarra 10.40, Biesdalbane 10.50, Fish River 11.10, Gunning 11.15, Jerrawa 11.33, Yass Junction 11254 (FF. SE), Bowning 12.7 a.m., SE, Binatong 12.82, Galong 12.45, Harden 1.1, Demondrike 1.9, Wallendbeen 1.24, Costamundra 1.42, Bethungra 2.5, Flabo 2.14, Junee arrive 2.29 p.m., Gepart 2.54 a.m., thence as tabled.

tabled.

f. On Fridays No. 231 will pass Yass Junction 11.58 p.m., Bowning 12.10 a.m., Saturday, Binalong 12.36, Galong 12.49, Harden 1.6, Demondrille 1.14, Wallendbeen 1.29, Coolamundra 1.47, Bethungra 2.10, Illabo 2.19, Junec arrive 2.34 a.m., depart 2.51 a.m., thence as tabled.

No. 421 Express Goods will on Saturdays only arrive June 5.1 a.m. denart 6.826 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, without 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 intermingled 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.



Between these two segments are the General Instruction pages.

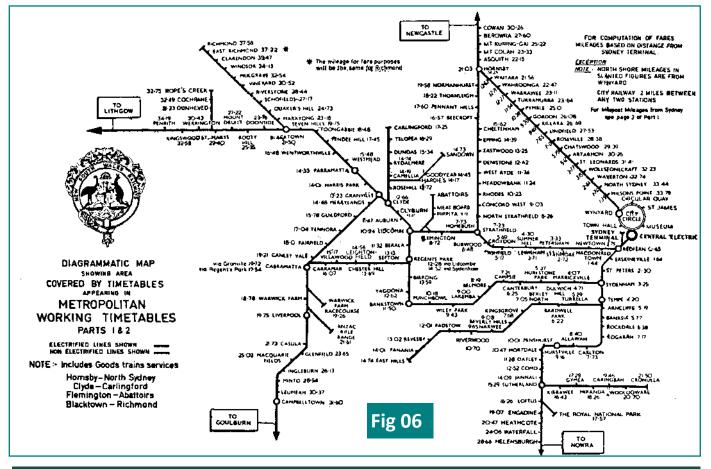
Normally, between the peaks, the service was unduly dominated by four-car working and, in addition, some services had been eliminated. This TT was to be used when advised by STN (presumably) when new rolling stock acquisitions would permit it. This took five years.

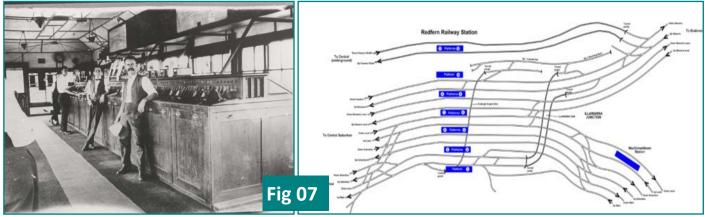
All of this was to accommodate the new Campbelltown service without an increase in rolling stock numbers. The consequence was that many off-peak services on other lines were eliminated or reduced to four cars in order to maintain frequencies. Even the Campbelltown service itself—through 8-car working in the peaks—was reduced to a 4-car shuttle service to/from Lidcombe or Granville. Some of these trains ended up in the Rookwood Cemetery. This was not popular. The situation persisted for at least the next three years, but had been rectified by 1973.

The printing throughout is rather blurry

and it may have been produced by an offset process – probably with a paper master. There is no indication of who printed it.

Part II is a traditionally sewn book of 366 pages in signatures, with an orange limp cloth cover. There is no General Instructions section. The printing is sharp and seems to be a typeset job. It bears the imprint of the "Government Printer." It would not be unreasonable to assume that a degree of experimentation in printing methods was going on here. It would be interesting to see what other variants are





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



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

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TT 01

history. No longer was the Diesel * symbol necessary at the head of the train columns in the WTT. No longer did the famous No. 44 ore train from Broken Hill struggle up the grades behind double-Garratts. No longer did the sleeping passengers on the mail trains wake to the irritation of smuts coming in through the windows. No longer did the timetable contain schedules for

over 70 returning bank engines on the Lithgow-Orange banking sections. The fall had come quickly – the 1965 WTT had been nearly all steam on the Main West and branches. The train columns might contain a notation such "Worked by 45-class engine". The abolition of steam haulage was one driver of the "slimming down" of the Western WTT.

Like the Southern, the Western WTT economised on paper and printing ink by squeezing more than one barely-related branch line tables into a single table. A weekday page from the 1965 timetable and a Sunday page from the 1968 WTT, each showing the famous (W)44 ore train are compared in TT04. It is interesting that the 1965 WTT allowed for only three Up

Depart	Origin	Ultimate Destination
05:00	Campbelltown Yard	East Hills
05:29	Campbelltown Yard	Gordon (turnback)
05:47	Campbelltown Yard	Sutherland (turnback)
06:07	Campbelltown Yard	Gordon (turnback)
06:29	Campbelltown Yard	Chatswood (turnback)
06:56	Rookwood Cemetery& Lidcombe	Empty from Central to Rockdale,
	2 x 4-car shuttles	splits to 2 x 4-car sets
07:21	Flemington Car Sidings (empty)	North Sydney Car Sidings (stable)

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Goods trains over this section on a Sunday—and W44 was not one of them. In 1968, this train DID run on a Sunday—and it was only one of nine trains. This is what dieselisation did.

Northern

The Northern Division WTT was, for many years, the largest of the "country" WTTs. In 1968, it ran to 393 pages. This bulk was despite it having the shortest track length of the Big Three country Divisions. This was mainly due to its heavy traffic over the coal lines and over the busy Sydney-Newcastle "Short North". The predominance of steamworked traffic on the Main North also played its part. The Werris Creek line was the busiest electric-staff worked line in the world—a lot of this traffic was bank engine working. Even so, the WTT was severely shrunken compared with its predecessor of ten years before, which regularly ran to over 500 pages.

The 1968 Northern Division WTT showed

the greatest number of changes of all the country WTTs issued in this year-especially for Passenger trains. The principal Mail Trains were accelerated by as much as an hour on their journeys. This was a significant advance-albeit off a notoriously slow base.

A double-page spread showing the Murwillumbah line and the Port Waratah coal traffic appears in TT06.

Sydney Yard Working

Not strictly a "Working Time Table" in NSW parlance, this publication nevertheless contained a plethora of train times. This was an internally-produced document and was, therefore, not necessarily tied to the GPO printers' schedules. It seems to have been produced, in its latter years, as a landscape format "Octavo"? sized document. In 1968, it was comprised of 42 side stapled pages. This was much reduced from earlier editions—the 1965 edition, for instance, had 65 pages. The content was that of all arrivals and departures of pas-

senger-carrying trains, plus the arrivals and departures of light engine and empty car movements to Eveleigh, Delec, Acdep and the Macdonaldtown carriage storage and washing sidings. In the wee small hours – and sporadically at other times—suburban passenger services were run out of Sydney Terminal, instead of Central. Therefore, these also appeared. The book had four sections: Mon-Thur; Friday; Saturday and; Sunday. By 1968 only a handful of these services (mainly South and Richmond line) were worked by steam. Steam services disappeared in late 1969.

In 1968, on the "Friday" pages, there were 270 services shown, roughly balanced between arrivals and departures. Two Friday pages are shown in TT07.

It was a busy scene. It was even busier at Easter. In 1968, although said to be less busy than previous Easters, there were some 74 country departures be-

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tween 4 PM and 11 PM. See also Australian Railway History (2014) 65 (925) 11-23. A photograph of the traffic on this day appears on page 2.

Composition and Marshalling of Trains book.

Again, not strictly a "Working Time Table", a new copy of this book was produced whenever a new WTT was produced. Like the Sydney Yard Working book it was of a slightly larger page size than the WTTs and was produced in Landscape format. Two pages, covering roughly the same time period as TT07 appear in TT08

Permanent Holiday Programme

This section of the WTT was produced sporadically, sometimes a short while after the main WTT volumes. This volume carried a cover date of 10-June-1968. I have not seen one of these but I have a "Supplement" to it, issued in November 1969. I also have a December 1965 issue of the PHP, which is as good a guide as any to the 1968 volume.

The PHP was meant to apply to all Public Holidays except Easter Saturday and Easter Monday. For those two days, there were additional standing amendments. The 1965 PHP was an Octavo booklet of 190 pages, similar in all ways to the WTTs of that year. The service was essentially that of a normal Sunday, which occupied about the same number of pages in a standard Metro WTT. The November 1969 Supplement was issued to allow "the building up of Electric Trains from four to eight cars in the evening".

Shown on the rear cover of this issue of *The Times* is the front covers cover of both the 1965 PHP and the 1969 Supplement to the 1968 PHP. The cover of the 1968 PHP was probably fairly similar to the 1969 Supplement.

Post 1968

The 1968 WTTs were the last to be issued in bound volumes, Thereafter, they were issued in loose-leaf format. They continued to be printed by the Government Printer for a further 10 years or more. Minor amendments were made in the old way by pasting-in strips cut from the Weekly Notices, WTNs or STNs. This went on for several years; the "Ticker-tapes" in my Illawarra issue in TT02, come from 1971 STNs. Major amendments seem to have been printed in-house in loose-leaf timeta-

ble pages to be inserted in lieu of, or in addition to, the existing pages. At least 44 such large tabular STNs were issued between 1969 and 1982. In the same period, no more than 35 full WTTs appear to have been issued. This number may be as low as 17 because inferred WTTs may never have been produced.

The 1973-1980 period was the classic "seven lean years" for the Railways of NSW (and all public transport, really) under the umbrella of the NSWPTC set up by the Askin Government. Everything seemed to fall to pieces, including the way timetables were made for such a rapidly-shrinking network. To top it all off, came the Global Oil Crisis and resultant stampeding inflation.

I have written before of the *Recipe for Disaster* which was the May 1975 WTT – the nadir of nadir in timetabling in NSW. The Wran Government came to power on the back of a campaign which relied heavily on this situation. The defining moment was the Granville smash of 1977.

It took the formation of the State Rail Authority in 1980 to begin to set things aright. Timetabling slowly became less haphazard, but the old, "classic" WTTs for the

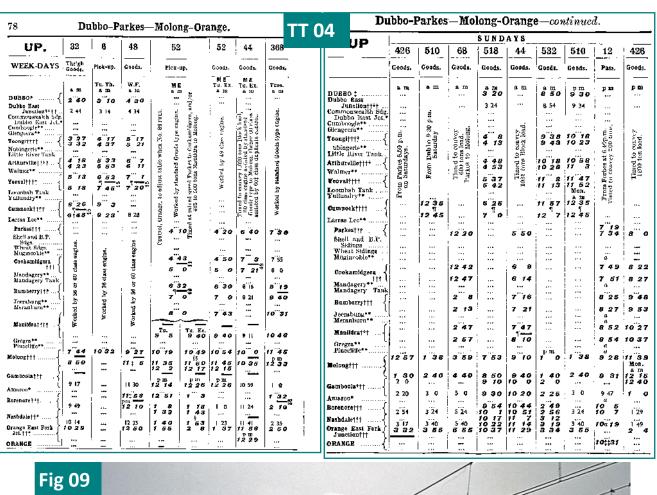
withered arms of the Country rail network did not return. Computerised typesetting and a change to A5 then A4 page sized WTTs came in 1982 and in November 1983, when a full set of passenger-only country WTTs was issued. In the 1983-2000 period, simultaneous issues of country WTTs almost seemed like a 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.

<u>Image credits</u>: Robert Wilson and <u>TRANX</u> on <u>Railpage</u>

Comment on this article –<u>Letter to Editor</u>, <u>Facebook</u>





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Timetables for Coal Trains between Bullock Island, 245 Port Waratah, Maitland and East Greta Exchange Sidings

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No. 56 connects at Casino with No. 2 Express.

Sim 428 and 460 are timed to convey 500 tons, worked by 48 class engine. Man four-whosled vehicles.

TT 06

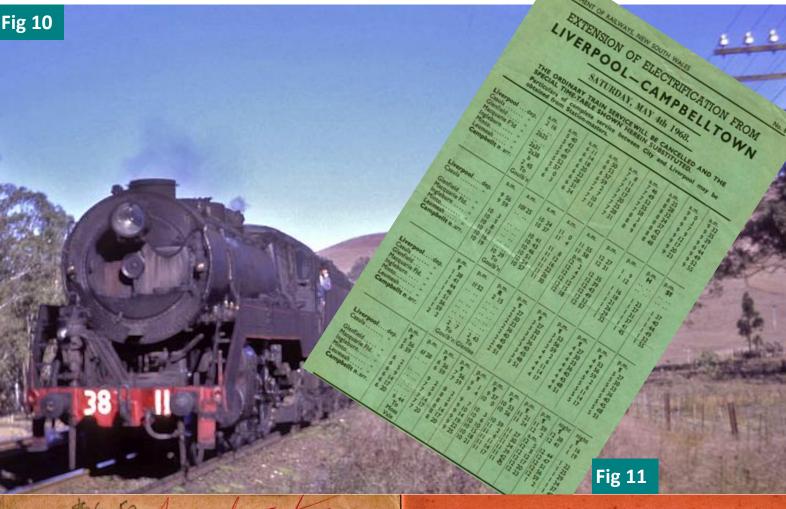


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P4	10.28	Liverpool	М	RS	, P. V.	11.17 Nornsby	RS	Ρļ	10,14	Penrith	М	P'van
3 96	10,46	Nowra	M	3		Shunt for 5.47 Illa.	RS	P6	10.17	Lidcombe	M	P'van
18	10.48	Bowenfels	И	11	IU-6	3.25 North	2	l i K	10,354	Mac'town Sheds	М	
20	10.56	Southern Highlands Express	М	6		(11.24 Mac*town (11.22 Enfield Sth. (Eng.)	8	221	10,40	Bowenfels (I,H,O.)	М	184-5.35pm
ra	11. 0	Mac'town Sheds	LXS	8		11.24 Mac'town	RS	P4	11.17	liornsby	м	P¹van
							8	L269	11.22	Enfield South	М	
112	11.23	Gosford	м	5	IU-8	1. 5 West	8	ν	11.345	Mac'town Sheds	h:	
В	11,580	Mac'town Sheds	M	1		3.10 North 12.24pm Enf. Stb.			}			
P6	p.m.	Bankstown	м	RS	P.V.	(Eng.)	1	L275	p.m. 12.24	Enfield South	M	
P3	12.20	Hornsby	М	RS	P.V.	12.42 Rydalmere	RS	Р6	12.30	Bankstown	М	Pivan
							RŞ	Р3	12.42	Rydalmere	SXL	P'van
896	12.56E	Flemington C.S.	М	3	In-8	1.20 North	9	+ 71	12,50	Newcastle Exp.	M	7.12pm
							5	223	1. 5	Springwood	М	IU8-4,25pm
212	1,14	Bowenfels	s	8	IU-4	1.37 Flem. C.S.	3	97	1.20	Gosford	М	IU8-4,9pm
P5	1.18	Riverwood	M	RS	P.V.	1.35 Penrith	RS	P5	1.35	Penrith	М	P'van
848	1.25E	Flemington C.S.	М	5	10-10	1,50 North	8	813	1.37£	Flemington C.S.	М	IU-4
PZ	1.32	Campbelltown	М	RŚ	P.V.	2. O Illawarra Jct.	5	49	1,50	Gosford (I.H.O.)	м	1U-10 5,3pm
216	1.50	Mt. Victoria (INO)	н	8	IU-6	2.25 West	RS	P2	2. 0	Illawarra Jct.	м	'P'van
P1	1.57	Penrith	М	RS	P.V.	2.15 West Ryde	RS	P1	2,15	West Ryde	М	P'van
P4	2.27	Illawarra Jet.	м	RS		2.45 Mortdale	8	225	2,25	Lithgow	М	10-6 9.3pm
188	2,30	Gosford	м	3	1U-8	3.50 North						
X16	2.38	Delec	м	1	1	3.10 North	1	}]		<u>}</u>	TT 07

Plat. No.	Train No.	Time Depart	Destination	Load (tons)	Composition as from Rear
3	97	p.m. I 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
8	225	2 25	Lithgow	273	cars). 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.
ΙÍ	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)
8	31	4 55	Newcastle	310	CF (24) (Inter-urban—8 cars). HUB (1-7).
П	133	5 0	Wollongong	S.P.	PHB (1), FPB (2), BRB (3), PHB (4), (BUDD (4 cars)).

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For use of Employees only

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES



PERMANENT HOLIDAY PROGRAMME

FROM 25th DECEMBER, 1965

(EASTER SATURDAY AND EASTER MONDAY EXCEPTED)

for

SUBURBAN ELECTRIC TRAINS

with connecting services, Sutherland-Helensburgh, Liverpool-Campbelltown, Blacktown-Richmond, also Abattoirs, Carlingford and Sandown Lines.

(TO BE PRESERVED UNTIL FURTHER NOTICE.)

Complete list of other services running within the Metro-politan Area on each particular holiday will be published in separate Special Train Notice.

Permanent Holiday Programme dated from August, 1964, is hereby cancelled.

CONT	ENTS and declared the object to with the last
Pages.	Pages.
Ticket Arrangements and General Instructions. 2 Time-tables for Electric Trains—	Time-tables for Electric Trains— continued. City-Bankstown-Regent's Park-East Hills-Cronulla— Helensburgh
North Sydney to Liverpool and Penrith	Helensburgh-Cronulla-East Hilla-Regent's Park-Banks- town-City
Cowan-Torthsoy (Stote Line) Central - Strathfield - Cowan (Up Shore-Down Main 87-102 Cowan-Strathfield-Central- Hornsby (Shore Line)-Cowan (Up Main-Down Shore) 103-117	Abattoirs line and Exchange Cars 183

Station-masters, Drivers, Guards, Signalmen, Gangers of Permanent Way, and other employees concerned, must be furnished forthwith with a copy of this Pamphlet which is to be preserved for future holidays, and District Superintendents, Station-masters, Locomotive Superintendents and Division Engineers are to see that this is done.

Any inaccuracies must be reported at once to "Tables," Sydney.

Sydney, December, 1965.

J. L. RUSSELL, Chief Traffic Manager.

For the use of Employees only

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES



SUPPLEMENT

PERMANENT HOLIDAY PROGRAMME

for

SUBURBAN ELECTRIC TRAINS

(Dated: 10th June 1968)

Incorporating the building up of Electric Trains from four to eight cars during the evening. To be used on EASTER SATURDAY and EASTER MONDAY, (or on other holidays when specially authorised by the Chief Traffic Manager).

CONTENTS

prior to the evening service—and not included in the reprinted pages shown herein.	2–3
Pages replacing those contained in Permanent Holiday Pamphlet.	
North Sydney to Campbelltown and Penrith (27-42)	5-21
Penrith and Campbelltown to North Sydney (68-85)	22-40
Cowan-Hornsby (Shore Line)-Central-Strathfield-Cowan	
(96–103)	42-49
Cowan Strathfield Central Hornsby (Shore Line) Cowan	
(114–120)	50-56
City-Bankstown-Regent's Park-East Hills-Cronulla-	
Helensburgh (140–152)	58-71
Helensburgh-Cronulla-East Hills-Regent's Park-Banks-	
town—City (170–185)	72-88
The timetables on connecting lines appearing on pages 186-195	of the

Permanent Holiday Programme will apply.

TO BE PRESERVED UNTIL FURTHER NOTICE.

Station Masters, Drivers, Guards, Signalmen, Gangers of Permanent Way, and other employees concerned, must be furnished forthwith with a copy of this Pamphlet which is to be preserved for future holidays, and District Superintendents, Station Masters, Locomotive Superintendents and Division Engineers are to see that this is done.

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J. L. RUSSELL,

Chief Traffic Manager.

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Sydney, November, 1969.