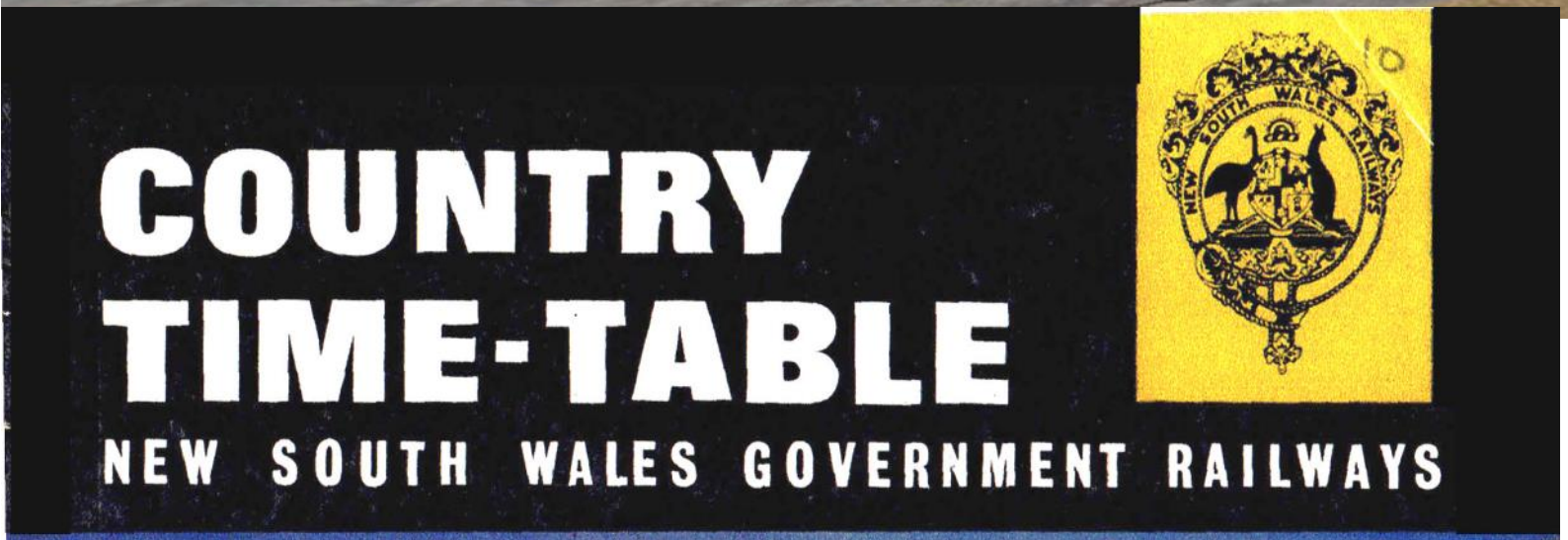
The Times

April 2019

A journal of transport timetable history and analysis



Inside: Cheap Ticket to Broken Hill
Slow Flight to Melbourne
Australasian Public Railway Timetables

RRP $4.95
Incl. GST

The Times

A journal of the Australian Timetable Association Inc. (A0043673H)
Print Publication No: 349069/00070, ISSN 0813-6327

April 2019 **Vol 36 No. 04, Issue No. 423**

The Times welcomes all contributions. Our Authors' Guide is available on our web-site at https://www.timetable.org.au/

Reproduction Provided a Creative Commons acknowledgement is made, material appearing in The Times may be reproduced anywhere.

Disclaimer Opinions expressed in our magazines are not necessarily those of the Association or its members.

Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: thetimes@austta.org.au

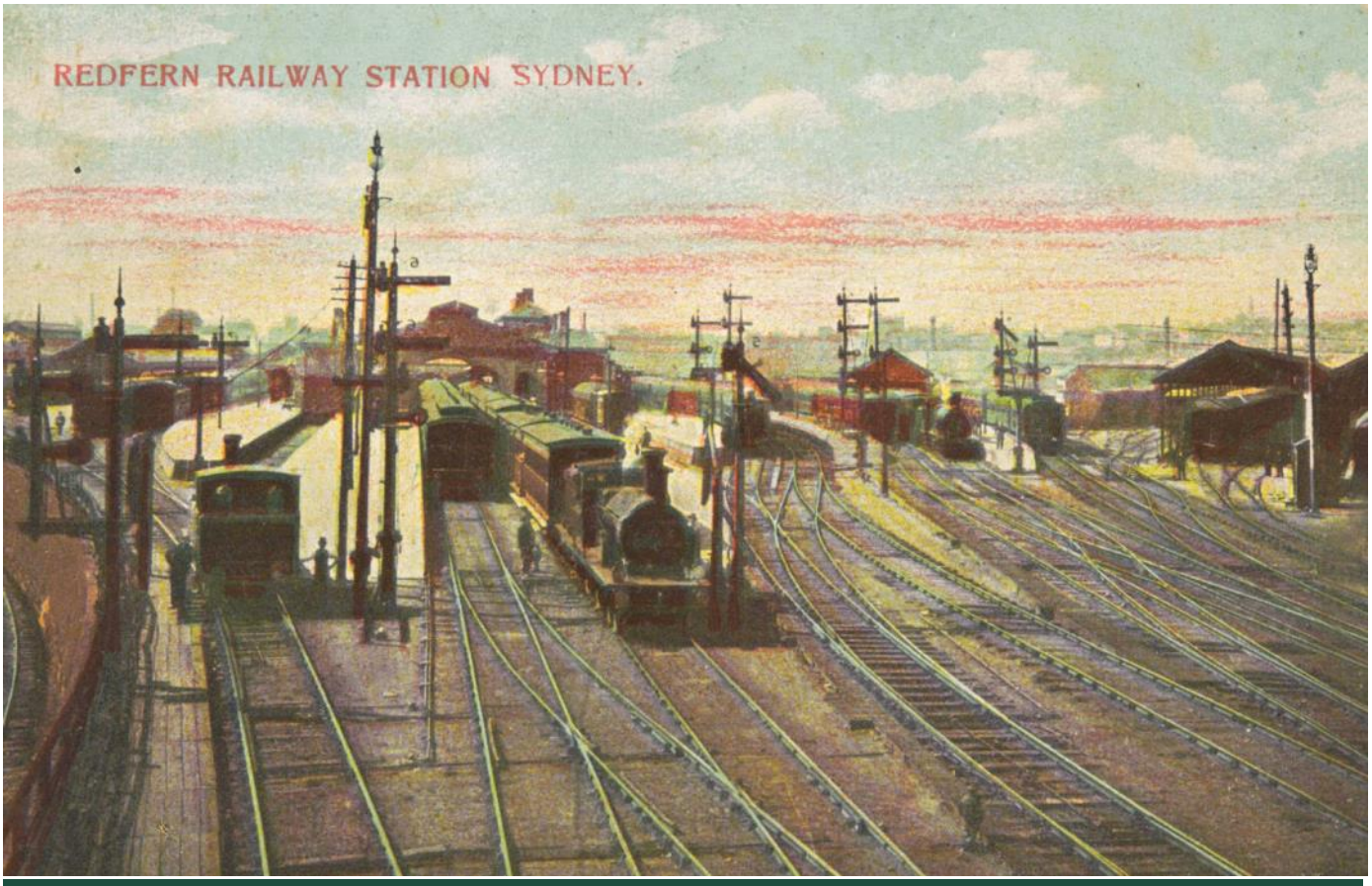
The Times is posted in full colour to our website https://www.timetable.org.au/times.html, two months after publication in paper and to the National Library website 6 months after publication.

Colour PDF versions of previous issues of our magazines are at http://www.austta.org.au

—Contents—

MICHAEL VALE	TO BROKEN HILL ON $2.50 PER DAY	3
JAMES T WELLS	SLOW FLIGHT TO MELBOURNE	7
VICTOR ISAACS	AUSTRALASIAN PUBLIC TIMETABLES (PART 1)	9

Front Cover (Upper) Airlines of NSW Fokker Friendship….. see story starting page 7
Front Cover (Lower) NSWGR Public Timetable Cover…… see story starting page 9
Rear Cover NSW SRA Public Timetable Cover …….. see story starting page 9



Travel through NSW on $2.50 per day

Michael Vale

On the morning of Saturday 23 June 2018, I found myself and one other friend on the 08:30 Sydney-bound XPT travelling north from Melbourne to Cootamundra. We then travelled to Bathurst, thence to Broken Hill on the Broken Hill Explorer.

Being a Senior I could have travelled to Albury on a free Seniors voucher and waited at Albury briefly before joining the XPT, but I preferred to catch the XPT from Melbourne to Cootamundra.

However, as a headline-grabber, I decided to say I went to Broken Hill for $5.00 because we actually travelled from Cootamundra to Bathurst on the Sunday for $2.50, thence Bathurst to Broken Hill on the 'Broken Hill Explorer' on the Monday, also for $2.50 and around 9 hours of rail travel...not bad I reckoned.

We had 4 nights in a "quaint"…read "draughty"…miner's cottage in Broken Hill. Because there is NO surface public transport from Broken Hill to Mildura, my 88 year old dad got the Fairlane out of mothballs and gave it a bit of a workout for a 600km round trip from Mildura and return.

The following Saturday saw us on one of the V/Line services from Mildura to Swan Hill to connect with the UP Swan Hill train to Melbourne.

The details

On Saturday morning, we were on board the lightly-loaded XPT in Car B. At Albury, where the XPT was 5 minutes late arriving, 55 passengers got on. After Wagga and Cootamundra, where we alighted, the 8 car train, including the two power cars, finally left fully booked.

The track to Seymour, riding on the original standard gauge line, was quite good, however there was a marked deterioration after Seymour, which had the cars swaying in some parts of the journey. Speed restrictions between Benalla and Wangaratta slowed us for a while and, around

Michael Vale and his companion travellers at Broken Hill

Barnawartha, the track was just as bad as 18 months ago when I last travelled on the XPT, with lots of bangs, dips and excessive yawing. As previously, the staff were offering 'at-seat' refreshments in an attempt to minimise the numbers of elderly/infirm passengers making their way through the swaying and lurching sitters to the buffet car.

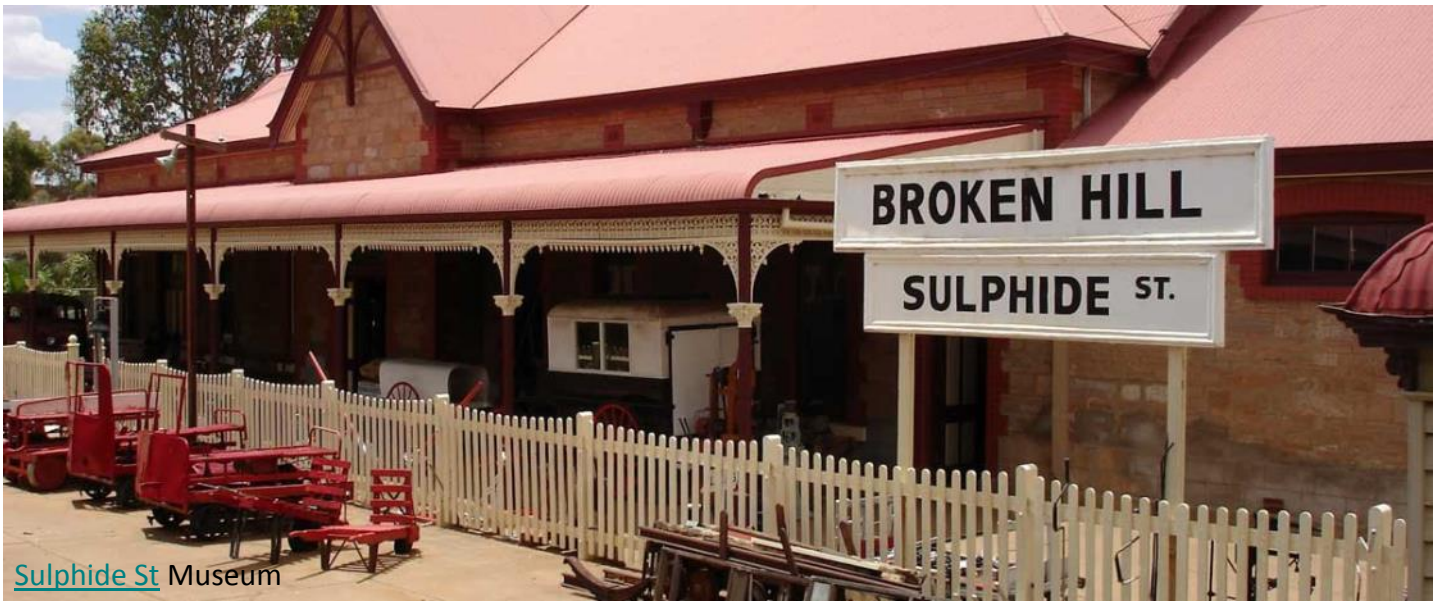
North of Albury, the track improved considerably and the train sat on 160 km/h for long stretches. However some of the curves taken at a slower speed were a bit jerky and I wouldn't have wanted to be on my feet when we hit one of them in particular. There were also some 90 km/h speed restrictions near The Rock. I always marvel at the 1940s built Bethungra Spiral and took delight in explaining the concept of a spiral to my friend Julie who hadn't been north of Albury by train before.

The weather north of Seymour, and apart from Murray River-induced fog at Albury, was beautiful...sunny with slight clouds.

Cootamundra overnight was icy and frosty, but a sunny day, which led me to think about the $40.00 we paid to stay in budget rooms in the Central Hotel. The rooms were very primitive compared to more modern hotel rooms. However my outspoken friend Julie asked the management for more blankets to top up the threadbare two which made up the bed in her room. We ended up laden with blankets and eventually the cold, cave-like solid concrete and plaster walls absorbed some of the heat from the split system air conditioner. Eventually the room warmed up a bit—but not before I had a double scotch to knock me out. It was obvious the rooms had not been heated for quite some time and they were easily only about 2°C having absorbed weeks of Southern Highlands frosts! The meals at the Central Hotel were very good though.

Before departing Cootamundra and its beautifully restored station we spent some time at the Cootamundra Heritage Museum, formerly the railway barracks, which was well worth an hour or more visit. We then ambled to the adjacent station and I checked the automated train arrival thingy which was more accurate than the announcements by the station staff. The XPT arrived a few minutes early.

We were then joined by another friend



Sulphide St Museum

who had travelled to Sale the day before on the 'Skyrail to Sale' trip. He had used his free pass to Albury on the 07:05 Albury Express and then purchased a $2.50 Seniors fare at Albury which got him to Cootamundra then on the coach to Bathurst with us… not bad for 7 hours travel.

The coach left Cootamundra 15 minutes later at 15:55, with 10 passengers on board and followed a circuitous route to Bathurst via Young, Canowindra, Orange and finally arrived at Bathurst at 18:55. I later thought that a journey through these parts in early Spring would be a delight with all the cherry blossoms around Young.

We had travelled to Bathurst on the coach to maximise our rail travel for the next day, i.e. Bathurst to Broken Hill instead of Orange to Broken Hill—an alternative option from Cootamundra.

If we thought Cootamundra was cold, we hadn't felt anything yet. At Bathurst, after finishing our meals at the nearby pub at 10pm the ice was well settled on to the cars and a lazy breeze made the walk back to the modern and well-heated hotel absolutely freezing.

Next morning (Monday) we left our warm, very modern budget accommodation and walked the two blocks to Bathurst station and at 09:30 the frost on car roofs was starting to melt where the sun shone on it, but where the sun wasn't shining, the frosty water was re-freezing down the sides of the vehicles like stalactites.

A quick Weatherzone check at that time had the temperature still on -1°C.

With our next day's $2.50 tickets in hand we waited…not long. The '*Broken Hill Explorer*' arrived early for a 09:47 departure and tended to keep ahead of the schedule all day which allowed the passengers a few minutes to stretch legs on the platforms of the larger towns.

Between Bathurst and Parkes the track is particularly winding and there are several horseshoe curves. I believe John Holland has some jurisdiction over the track here and the track riding qualities, compared to Victoria's Northeast, are excellent. The Explorer train was travelling between 130 & 140 km/h for literally hours on end. So, compared to Victoria's Northeast, the track from Bathurst to Broken Hill has a FAR superior ride, and it's no wonder, if rumoured, that John Holland didn't want to take on that mess to clean it up.

So far…frosty nights notwithstanding, the weather had been sunny and clear. However, on Monday, the expected temperatures of Bathurst and Broken Hill were the same at 12°C, and the following day Broken Hill was only expecting a top temp of 10°C. So we really were in the dead of winter.

As we travelled along, I had wanted to see the junction at Roto with the line that heads south through Hillston and beyond. However a mistimed red wine had me napping through there … DAMN!

Last light after sunset on the journey was 18:00 EST just before Menindee.

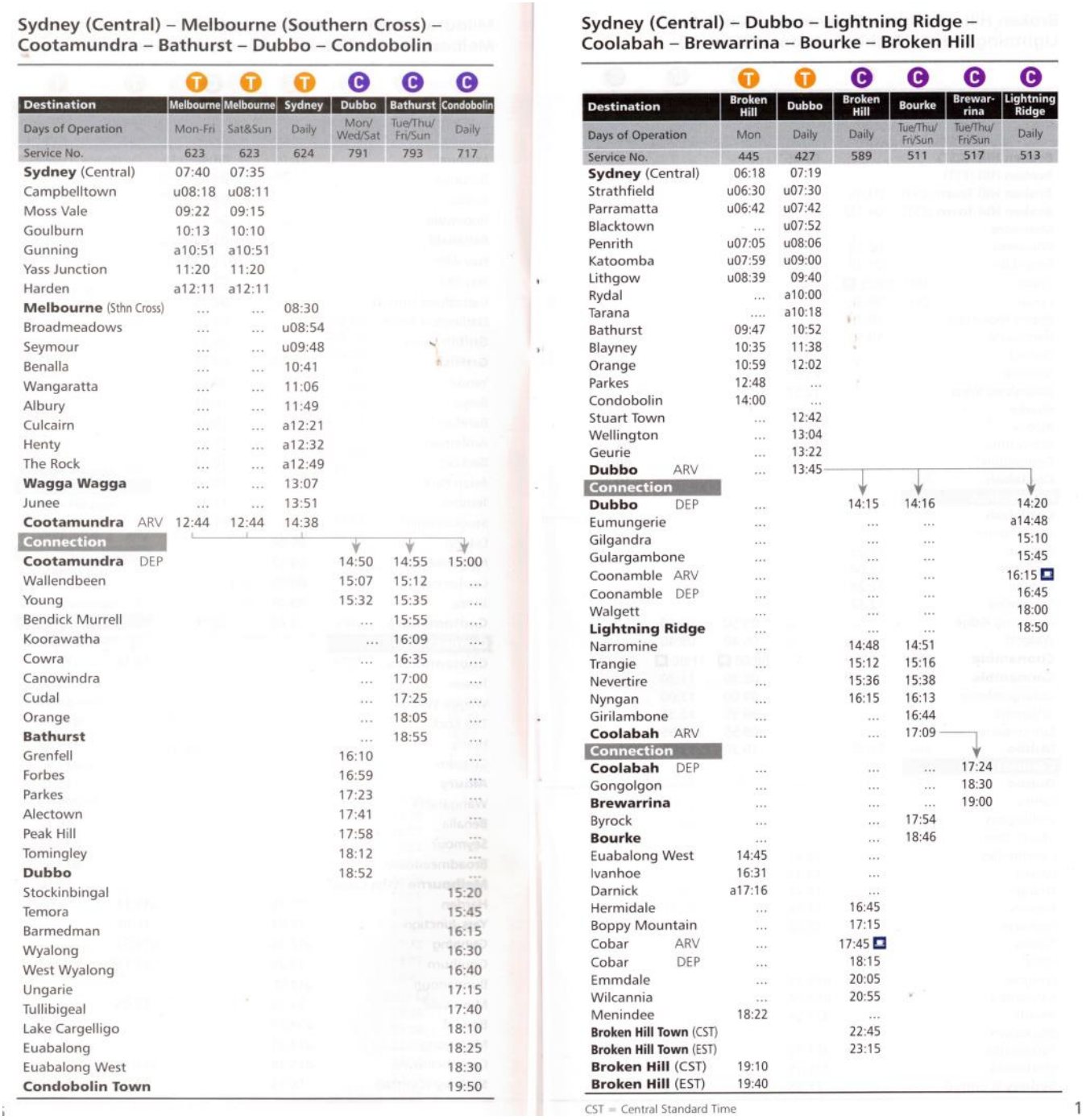
We only crossed two freights between Bathurst and Broken Hill, but around dusk according to the driver we sent a few roos and a goat to their maker.

I highly recommend travelling Economy class on the three car Explorer if travelling to Broken Hill. First Class, which occupies the buffet car, was full. The second carriage we were in was half full, and the third car was virtually empty.

We stayed at the 'Hill' in a furnished former miner's cottage for $100 a night for 4 nights, which worked out to be very economical at just over $100 each for our stay.

On the train was a cocky (farmer for those not used to Aussie vernacular) who manages a property at Tibooburra and another at Oberon. He told me he used to drive between the two locations, around 2,000 km each way. However, now that he is over age 60, he drives to Broken Hill, stores his vehicle and travels each way, around 900 km for $2.50 … now that's assisting him in many ways by making for a safer journey for the farmer, and it helps NSW TrainLink through his buffet car food purchases during the journey etc.

Interesting though that he told me that he only use2 the train, because the coach on other days of the week takes literally HOURS longer.



Sydney (Central) – Melbourne (Southern Cross) – Cootamundra – Bathurst – Dubbo – Condobolin

Destination	Melbourne	Melbourne	Sydney	Dubbo	Bathurst	Condobolin
Days of Operation	Mon-Fri	Sat&Sun	Daily	Mon/ Wed/Sat	Tue/Thu/ Fri/Sun	Daily
Service No.	623	623	624	791	793	717
Sydney (Central)	07:40	07:35				
Campbelltown	u08:18	u08:11				
Moss Vale	09:22	09:15				
Goulburn	10:13	10:10				
Gunning	a10:51	a10:51				
Yass Junction	11:20	11:20				
Harden	a12:11	a12:11				
Melbourne (Sthn Cross)	...	...	08:30			
Broadmeadows	...	...	u08:54			
Seymour	...	...	u09:48			
Benalla	...	...	10:41			
Wangaratta	...	...	11:06			
Albury	...	...	11:49			
Culcairn	...	...	a12:21			
Henty	...	...	a12:32			
The Rock	...	...	a12:49			
Wagga Wagga	...	...	13:07			
Junee	...	...	13:51			
Cootamundra ARV	12:44	12:44	14:38			
Connection						
Cootamundra DEP				14:50	14:55	15:00
Wallendbeen				15:07	15:12	...
Young				15:32	15:35	...
Bendick Murrell				...	15:55	...
Koorawatha				...	16:09	...
Cowra				...	16:35	...
Canowindra				...	17:00	...
Cudal				...	17:25	...
Orange				...	18:05	...
Bathurst				...	18:55	...
Grenfell				16:10		...
Forbes				16:59		...
Parkes				17:23		...
Alectown				17:41		...
Peak Hill				17:58		...
Tomingley				18:12		...
Dubbo				18:52		...
Stockinbingal						15:20
Temora						15:45
Barmedman						16:15
Wyalong						16:30
West Wyalong						16:40
Ungarie						17:15
Tullibigeal						17:40
Lake Cargelligo						18:10
Euabalong						18:25
Euabalong West						18:30
Condobolin Town						19:50

Sydney (Central) – Dubbo – Lightning Ridge – Coolabah – Brewarrina – Bourke – Broken Hill

Destination	Broken Hill	Dubbo	Broken Hill	Bourke	Brewar-rina	Lightning Ridge
Days of Operation	Mon	Daily	Daily	Tue/Thu/ Fri/Sun	Tue/Thu/ Fri/Sun	Daily
Service No.	445	427	589	511	517	513
Sydney (Central)	06:18	07:19				
Strathfield	u06:30	u07:30				
Parramatta	u06:42	u07:42				
Blacktown	...	u07:52				
Penrith	u07:05	u08:06				
Katoomba	u07:59	u09:00				
Lithgow	u08:39	09:40				
Rydal	...	a10:00				
Tarana	....	a10:18				
Bathurst	09:47	10:52				
Blayney	10:35	11:38				
Orange	10:59	12:02				
Parkes	12:48	...				
Condobolin	14:00	...				
Stuart Town	...	12:42				
Wellington	...	13:04				
Geurie	...	13:22				
Dubbo ARV	...	13:45				
Connection						
Dubbo DEP	...		14:15	14:16		14:20
Eumungerie	...		...	...		a14:48
Gilgandra	...		...	...		15:10
Gulargambone	...		...	...		15:45
Coonamble ARV	...		...	...		16:15
Coonamble DEP	...		...	...		16:45
Walgett	...		...	...		18:00
Lightning Ridge	...		...	...		18:50
Narromine	...		14:48	14:51		
Trangie	...		15:12	15:16		
Nevertire	...		15:36	15:38		
Nyngan	...		16:15	16:13		
Girilambone	...		...	16:44		
Coolabah ARV	...		...	17:09		
Connection						
Coolabah DEP	...		...	...	17:24	
Gongolgon	...		...	...	18:30	
Brewarrina	...		...	...	19:00	
Byrock	...		...	17:54		
Bourke	...		...	18:46		
Euabalong West	14:45		...			
Ivanhoe	16:31		...			
Darnick	a17:16		...			
Hermidale	...		16:45			
Boppy Mountain	...		17:15			
Cobar ARV	...		17:45			
Cobar DEP	...		18:15			
Emmdale	...		20:05			
Wilcannia	...		20:55			
Menindee	18:22		...			
Broken Hill Town (CST)			22:45			
Broken Hill Town (EST)			23:15			
Broken Hill (CST)	19:10					
Broken Hill (EST)	19:40					

CST = Central Standard Time

1

Public Timetables that Michael used for his trip

The following day, the weather in Broken Hill could only be described as freezing with a maximum of only 7°C, and June's previous lowest ever maximum for Broken Hill was shattered spectacularly.

Because we had hired a car we ended up going to Silverton via the very interesting Lucky Strike mine which I believe is the only mine still conducting underground tours… the Broken Hill mine tours long having ceased. With its typically Australian backdrop of saltbush and bare natural rock covered hills, it was great to sit on the veranda in the winter sunshine of the old Lucky Strike office and sip on a cuppa with scones, jam and cream.

We had lunch at the quaint Silverton pub and visited some of the less tacky attractions of the town and we walked along the old perway of the long closed tramway for a while and picked up a few artefacts.

The following day we went to Menindee Lakes, about 110 km away, which for the most part are very low in their water capacity, which is a concern for the 30,000 residents of Broken Hill.

Whilst staying in town we watched an east-bound Indian Pacific arrive one evening and it waited in the platform whilst around 150 'guests' alighted and caught buses to a nearby hotel for a performance and dinner of a recreation of Priscilla, Queen of the Desert, then around 90 minutes later

they were back on their train and gone.

The next morning we spent a few hours at the Silverton Tramway Museum which also houses the retired Silver City Comet [see picture of this train in its heyday, below]. It's hoped one day a wealthy benefactor will come along after learning of the significance of the trains and will stump up the cash to restore it and get it operating again…

I wonder if anyone remembers the time the 'Comet came to Melbourne?

Later that same morning, Mr. Vale snr rolled up in the Fairlane and we adjourned for Devonshire tea at the lookout at Broken Earth, the top of the enormous dirt heap in the centre of town.

We set off around midday for the 3+ hour drive to Mildura and whilst we were driving south, adjacent to the highway, was the construction of the water pipeline from the Murray River to Broken Hill which will guarantee domestic water supply whilst simultaneously legitimising the theft of water in the Upper Darling river by the cotton growers to enable them to maximise their profits. The pipe is around 38cm in diameter.

I found it a long drive, even with the road construction speed limits, and I started to get weary and was glad when Wentworth finally approached. After showing my friends the sights of Wentworth … the Junction of the Murray and the Darling rivers and the Fergie tractor memorial, we travelled over to Victoria and visited the buffers at the end of the line at Yelta and had a look at the sleepers on that section of recently converted to standard gauge track of the Murray Basin project. Though the screws are in abundance where the rail was moved in and, apart from one glaringly obvious rotten sleeper, it all looked in good shape. Screws resembling coach bolts were used throughout the conversion as they were easier on the old sleepers than using dog-spikes.

Of interest to some may be the $135 cost @$1.70 per litre for 98 Octane fuel to run the V8 Fairlane 600 km, compared to approx. $400 each on the Rex flight.

Next day, we were on the 10:00 bus from Mildura to Swan Hill and I was keeping my fingers crossed there would be a train to Melbourne, because there had been some cancellations on the Swan Hill line recently. The bus left Mildura around 75% full and another 15 "on" at Robinvale had the bus almost full. The sun coming through the clean windows was lovely and I dozed and read my way to Swan Hill.

Swan Hill was reached on time and we had a train instead of a bus, which is a bit of a lottery these days. But the train and its windows were putrid to the point of being almost opaque with dirt, and it goes to show my letter of 12 months earlier to Minister Allan regards the dirty condition of the train has largely fallen on deaf ears. V/Line is selling a product in its service to/ from Swan Hill and it's a very bad look to see the cars presented in such a poor condition.

Being in the ACN car directly behind the N Class loco the passengers in this car, and no doubt the rest of the train, were treated to the very rough stops and starts at each station, with the couplers' crashing sounds as they tightened up and loosened every time there was a stop. It was so bad I spoke to the driver and his pupil at the end of the journey at Southern Cross and told them it was one of the roughest rides I've ever encountered from Swan Hill … I don't think they comprehended my concerns.

Apart from that, it was an uneventful trip from Swan Hill, but it's amazing the number of passengers the conductor kicked out of First-Class south of Eaglehawk. They were travelling on myki's and weren't prepared to spend the $8 for the change of class.

So, ended my 2018 round trip to Broken Hill.

Comment on this article – Letter to the Editor, Facebook, Return to Contents Page

The Silver City Comet approaches Derriwong

Slow Flight to Melbourne

JAMES T WELLS

THIS ARTICLE IS ABOUT a strange service that operated on trunk routes out of Sydney around 1984.

The timetable below is from the Ansett Airlines System Timetable of Mar 4, 1984. "Ansett?", you ask. Yes, Ansett was the great private enterprise domestic airline that competed with the government airline (TAA, Australian, Qantas) from the 1950s until 2001. Ansett did have international operations towards the end. Qantas became a public company in 1995.

The original Ansett Airlines was founded in the 1930s as a direct response to Victorian Government protection of the railways. Mr. Reg Ansett attempted to provide a road coach service from Hamilton to Melbourne. When told he couldn't, he founded an airline.

Much later, he was famous for flying by helicopter each day from his home in Mt Eliza to the city for work. Thankfully, most of the flight was over water; otherwise he would have been quite unpopular.

In the 1984 Sydney Melbourne timetable, there were two flights a day that look quite oddball – WX867 at 7:50am and WX865 at 5:25pm. They were shown as taking over two and a half hours, compared to the Boeing time of one and a quarter hours. Furthermore, there was an intermediate stop and the aircraft was a small noisy turboprop called an F27 (Fokker Friendship).

"WX" was the code for Air New South Wales, once called Butler Air Transport, and which provided regional services out of Sydney. This airline was wholly owned by the same holding company that owned Ansett.

The background to this is that the very heavy regulation of the trunk airline system by the Commonwealth Government started to be relaxed about 1980. This followed international trends. The government regulated routes, fares, aircraft type, meals etc. They didn't regulate timetables but the airlines adopted parallel scheduling which kept the government happy but perhaps not the passengers.

A classic of the government's heavy-handed approach was the insistence that Ansett and TAA should take delivery of their first Douglas DC9's on the same day in about 1965.

Also providing regional services in NSW was East-West Airlines. It wasn't a competitor to Air New South Wales, because different airports were served. For example, on the North Coast, Air New South Wales served Coffs Harbour and Casino. East West served Taree, Port Macquarie, Kempsey and Grafton.

FROM SYDNEY TO MELBOURNE

Dly	6.50	8.05	1	Non-Stop	Boeing	0	
Mo	7.00	8.15	3	Non-Stop	Boeing	0	
MoTuWe	7.25	8.40	5	Non-Stop	Boeing	0	
Dly	7.50	10.25	WX867		F27	1	
Dly ex Sa	8.00	9.15	7	Non-Stop	Boeing	0	
Dly ex Su	9.00	10.15	9	Non-Stop	Boeing	0	
Dly	10.00	11.15	11	Non-Stop	Boeing	0	
Dly	12.nn	1.15	17	Non-Stop	Boeing	0	
Dly	2.00	3.15	21	Non-Stop	Boeing	0	
Su	3.00	4.15	23	Non-Stop	Boeing	0	- May 27
Fr	3.00	4.15	23	Non-Stop	Boeing	0	
Su	3.00	4.15	23	Non-Stop	Boeing	0	Aug 17 -
Dly	4.00	5.15	25	Non-Stop	Boeing	0	
Dly ex Sa	5.00	6.15	27	Non-Stop	Boeing	0	
Dly	5.25	8.00	WX865		F27	1	
WeThFr	5.30	6.45	31	Non-Stop	Boeing	0	
Dly	6.00	7.15	29	Non-Stop	Boeing	0	
Dly ex Sa	8.00	9.15	37	Non-Stop	Boeing	0	
Sa	9.15	10.30	181	Non-Stop	Boeing	0	
				AN 181 Conditional Stopover Traffic			
TuSaSu	10.00	11.15	39	Non-Stop	Boeing	0	
Th	10.00	11.15	39	Non-Stop	Boeing	0	May 28 - Aug 16
Fr	10.00	11.15	63	Non-Stop	Boeing	0	

East-West reached the conclusion that they could legally offer interstate services from Sydney, provided the aircraft stopped at an airport in NSW *en route*. The key was cheapness; a low fare would attract passengers who otherwise would travel by road coach or rail, or not at all.

I travelled to Melbourne on an East-West service about this time. The intermediate stop was at Albury; the aircraft landed, taxied to the terminal area, turned around and taxied straight out again to the runway for take off. I wonder if they could have done a touch and go, but almost certainly this would not have been allowed with passengers on board.

Wikipedia: In June 1983 East-West sold return tickets between Sydney and Melbourne via Albury, a journey which took about two hours 45 minutes. The fare ($120) was about half of the standard fare of $248 for direct flights by the duopoly carriers whose flight times were one hour 15 minutes.

$248 for a standard fare translates to about $800 in today's terms. How things have changed!

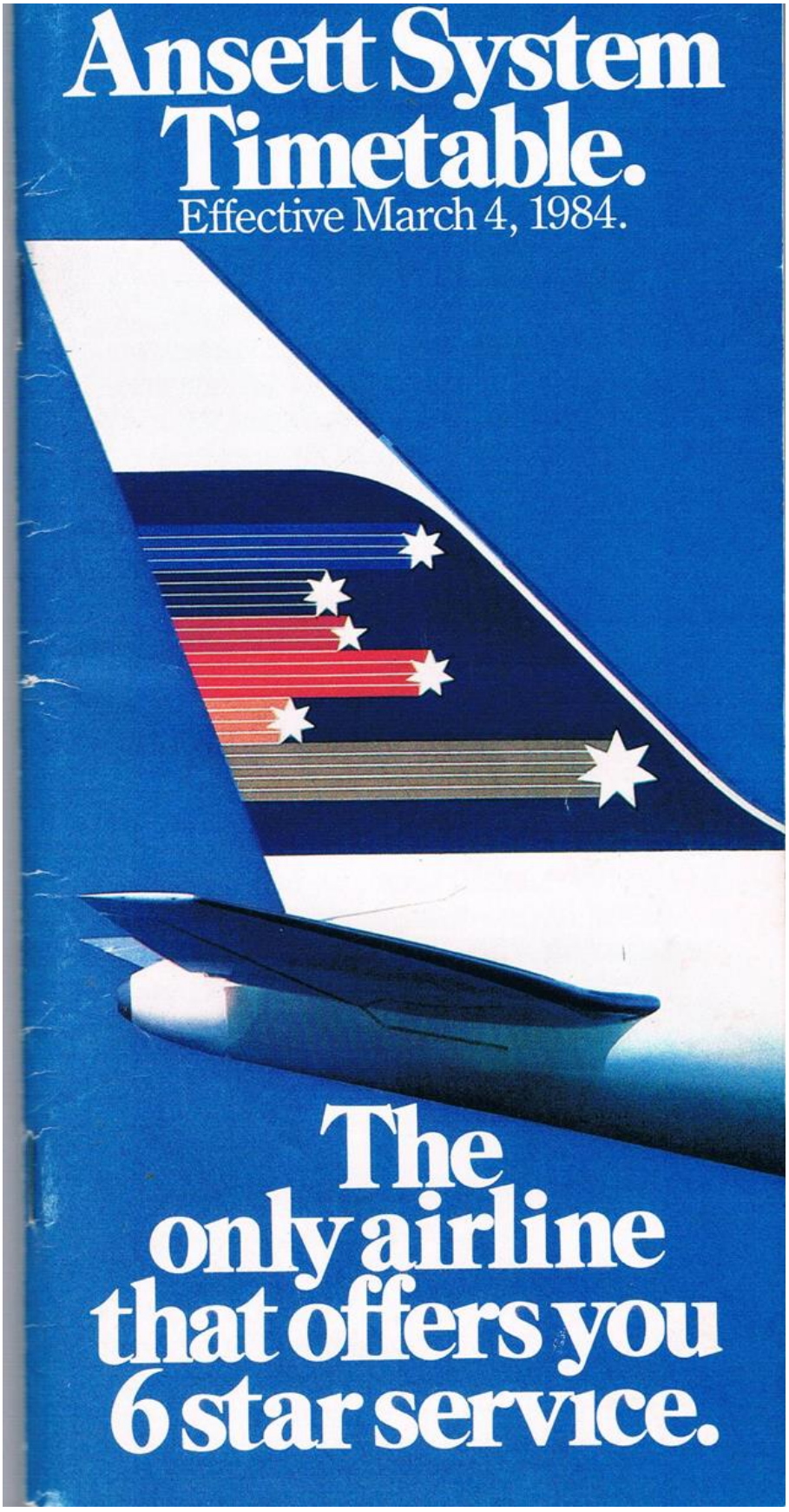
I do not know where Air New South Wales stopped *en route*. Albury would have provided the most direct service, but it was not an airport served by Air NSW. Perhaps they went via Wagga?

Both Air New South Wales and East West also operated stopping services to Brisbane.

In the Ansett timetable of March 1984, East West is also shown as serving Hobart; I do not know whether this stopped en route.

The intermediate stopping F27 flights did not last long. The major airlines responded with fare initiatives that included Standby fares and eventually full yield management as we have it today.

As an aside, the one hour 15 minute time Sydney to Melbourne for jets in 1984 is much shorter than today's one hour 30 or 35 minute offerings. Reasons for this include Sydney's third runway ("We have a lot of driving to do"), extra allowance for air traffic delays, and slower planes.



Comment on this article – Letter to the Editor, Facebook, Return to Contents Page

An Editorial survey of Railway Public Timetables of Australasia (Part 1– Introduction and NSW 1855-1905)

VICTOR ISAACS

THIS SERIES OF ARTICLES (in some 15 parts between now and mid-2020), is about the publication history of Railway Public Timetables in Australasia and their appearance, rather than about the train services provided.

Introduction

Since *The Times* first appeared in September 1983, there have been many articles about Australian Railway Public Timetables. This series is an attempt to bring these together and provide an overview. However, there are significant reservations, because there are so many gaps in what we know, especially from the early years. This arises, of course, from the ephemeral nature of Railway Public Timetables. Very few are retained when superseded by new editions. Indeed, very few are in our major public research libraries. There are some collections in the various archives maintained by the State Divisions of the Australian Railway Historical Society and/or in the various State Archives. However, I did not make a continent-wide trip to view these when preparing this series of articles. Some sections of this series are taken from earlier articles by me in long past issues of *The Times*.

Most state-based Archives or Public Record Offices, including National Archives of Australia, have some holdings of public timetables from the earliest known, up to the era of the 1990s rail reforms. In most cases, there are on-line and paper indexes to these holdings. Some of these collections were inherited from the railway administrations [see tentative list on this page]. In *The Times* of February 2017, Geoff Lambert surveyed the opening-day timetables of most Australian railway systems.

Checklists of Public Timetables of New South Wales were published in *The Times* (August 1998, by Victor Isaacs), Victoria (February 1999, by Graeme Cleak and Graham Duffin) and Queensland (November 1998, by Graham Duffin) – all accessible at https://www.timetable.org.au/times2.html. Several more checklists for most other Australasian Railways were published by, or codified by, Geoff Lambert in *The Times* from mid—1999 to April 2001, together with a listing of the then-known timetable archives (June 2000). All of these checklists have been incorporated in and added to an Australasia-wide checklist by Geoff Lambert in the ATA's Historical Australian Timetables list.

Hopefully, this series will engender correspondence to fill many of the gaps which I shall note.

This series will concentrate on Public Timetables published by Railway administrations. I will also mention those issued by other publishers, e.g., in Government Gazettes, newspapers, Bradshaw's Guide to Victoria, Walch's Tasmanian Almanacs and others.

I use imperial measurements until 1974, then metric. I thank Geoff Lambert for his assistance with this introduction and other comments.

New South Wales (1855-1905)

When the first steam public railway from Sydney to Parramatta opened in 1855 handbill timetables were published. Indeed, this was noted in the press of the day. NSW State Archives has a photocopy of the first handbill. New South Wales was one of those colonies which were so kind as to publish their Railway timetables in their Government Gazettes – thus making them available today on the internet and in major research libraries. In NSW's case, this did not date from its first railway in 1855, but started the next year, from September 1856. The practice continued until September 1888. A sample from 1864 is shown on page 10. In later years, when the Railway system was quite large, these timetables were large and unwieldy. In the final years of publication they are usually large fold-

System	Holding Entity	Date Range	# TTs indexed	
CR/ANR	National Archives of Australia	all	25	URL
NSW	NSW State Archives	1855-1999	490	URL
NSW	Royal Australian Historical Society	Unknown	Unknown	URL
NZ	Archives New Zealand		39	URL
QLD	Queensland Archives	1910-1970	approx 100?	URL
SAU	Mortlock Library		92	URL
TAS	Tasmanian Archives	Unknown	Unknown	URL
VIC	Public Records Office (PRO)	1882-1987	191	URL
VIC	State Library of Victoria		302	URL
WAU	State Library of WA SLWA	Not stated	Not stated	URL

First tentative list of timetable archives. Apart from NSW, there is no "one-stop shop" for these. The list will be progressively updated each month as the Editor comes to grips with it. In the digital versions of The Times, these will be hidden hyperlinks. When searching indexes of holdings in libraries or archives, it may be necessary to try any or all of the following "exact terms": *timetable, time table, time-table* and the plurals of each of those.

993

GREAT NORTHERN RAILWAY.

Department of Public Works,
Sydney, 21st April, 1864.

HIS Excellency the Governor with the advice of the Executive Council, has been pleased in pursuance of the Act of Parliament, 22 Victoria, No. 19, to approve of the following Time Table for the Great Northern Railway, including the Morpeth Branch, made by the Commissioner for Railways under the provisions of the said Act—to take effect from the first day of May next.

ARTHUR T. HOLROYD.

Time Table for May, 1864, and until further notice.

DOWN TRAINS—NEWCASTLE STATION.

Distance.	STATIONS.	Passengers.	Goods and Passengers.	Passengers.	Sunday Trains. Passengers.	Passengers.
Miles.	Trains leave—	a. m.	a. m.	p. m.	a. m.	p. m.
—	NEWCASTLE	7·15	10·40	3·20	7·15	3·20
1	Honeysuckle Point	7·20	10·45	3·25	7·20	3·25
4	Waratah	7·30	11· 5	3·35	7·30	3·35
10	Hexham	7·47	11·30	3·52	7·47	3·52
18	East Maitland ..... Arrive	8·10	12· 0	4·15	8·10	4·15
—	East Maitland ..... Depart	8·15	12· 9 p.m.	4·20	8·15	4·20
20	West Maitland ..... Arrive	8·25	12·19	4·30	8·25	4·30
—	West Maitland ..... Depart	8·30	12·29	4·35	8·30	4·35
22	*Wollombi Road	8·35	12·37	4·40	8·35	4·40
27	Lochinvar	8·47	12·69	4·52	8·47	4·52
35	Branxton	9·11	1·30	5·16	9·11	5·16
49	SINGLETON	9·45	2·10	5·50	9·45	5·50

UP TRAINS—SINGLETON STATION.

Miles.	Trains leave—	a. m.	a. m.	p. m.	a. m.	p. m.
—	SINGLETON	7·15	10·55	3·10	7·15	3·20
14	Branxton	7·50	11·35	3·43	7·50	3·55
22	Lochinvar	8·12	12· 5	4· 7	8·12	4·17
27	*Wollombi Road	8·25	12·22 p.m.	4·20	8·25	4·30
29	West Maitland ..... Arrive	8·30	12·29	4·25	8·30	4·35
—	West Maitland ..... Depart	8·35	12·39	4·30	8·35	4·40
31	East Maitland ..... Arrive	8·43	12·49	4·40	8·45	4·50
—	East Maitland ..... Depart	8·50	12·59	4·45	8·50	4·55
39	Hexham	9·13	1·28	5· 8	9·13	5·18
46	Waratah	9·30	1·52	5·25	9·30	5·35
48	Honeysuckle Point	9·43	2·10	5·38	9·43	5·48
49	NEWCASTLE	9·48	2·15	5·43	9·48	5·53

MORPETH BRANCH.

	Trains leave—	a. m.	a. m.	p. m.	a. m.	p. m.
	MORPETH	8· 0	11·50	4· 5	8· 0	4· 5
	EAST MAITLAND .. Arrive	8·10	12· 0	4·15	8·10	4·15
	Trains leave—		p.m.			
	EAST MAITLAND	8·50	12·50	4·45	8·50	4·55
	MORPETH ..... Arrive	9· 0	1·10	4·55	9· 0	5· 5

* Trains will stop at Wollombi Road, by Signal only.

☞ Platforms at which Passengers will be taken up and set down if required:—Falkner's, Belford, Allandale and Woodford.

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

Fig. 1 NSW Government Gazette May 1864

out documents. Manifestly, they are copies of the wall-sheet timetables posted up at stations. Their unwieldy nature by 1888 is probably why they were dropped from the Government Gazettes. NSW Government Gazettes have now been digitised and are available on the National Library of Australia's magnificent Trove service.

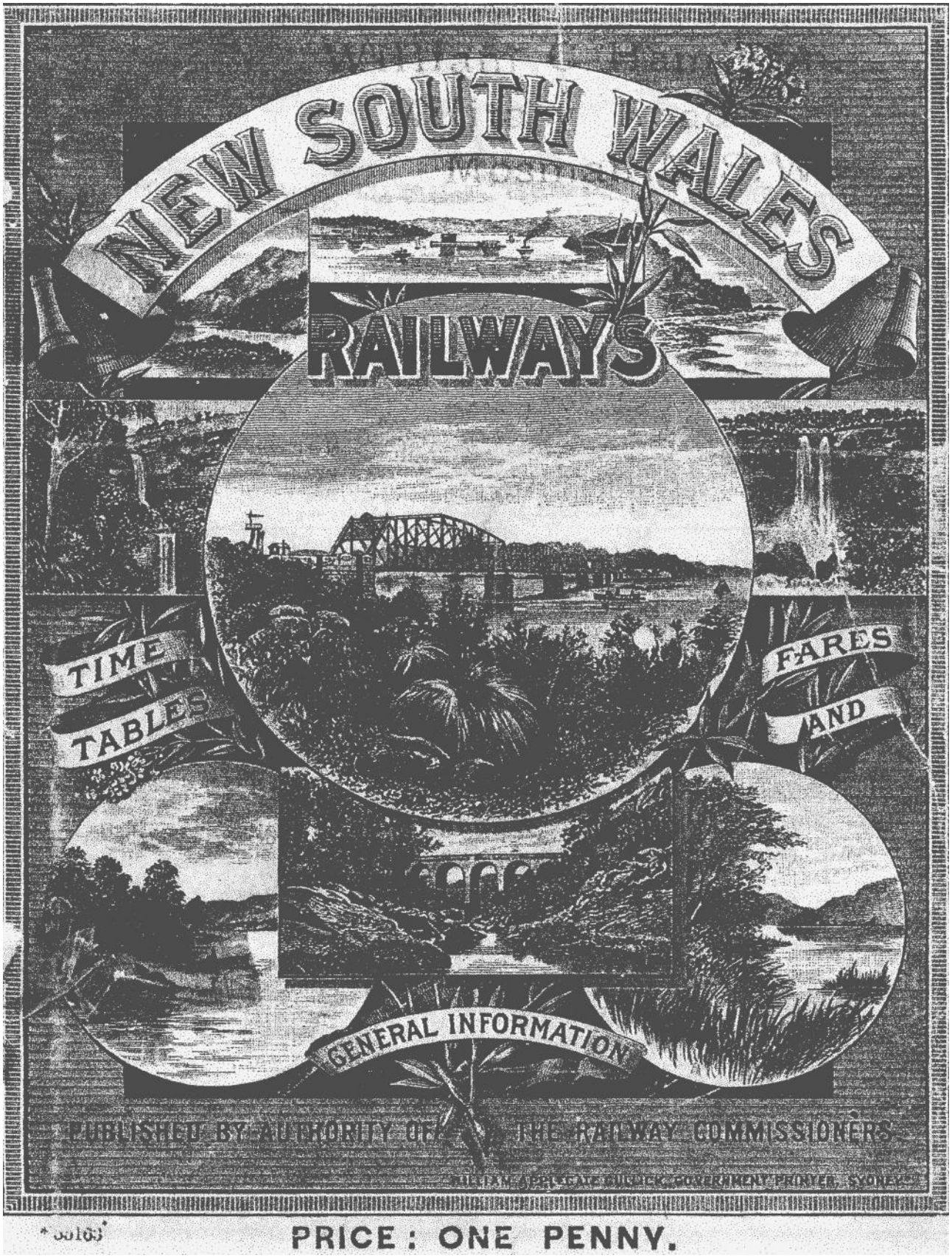
A privately published venture was *Monthly Railway Guide Steamer and 'Bus Time Table,* of which I have sighted a copy dated 1 May 1877. This is 34 pages, 4 x 5 inches, of railway and Sydney ferry and horse bus timetables.

Between 1879 and 1882, the Sydney afternoon newspaper, *The Echo*, in its expanded Saturday edition, published railway timetables. These rotated around the various lines, so that over about three weeks, the whole NSW system was covered.

In later years, before they ceased in 1888, the Government Gazette timetables often said something like "For more information, see Book time -tables". Without a doubt, these would have been the main source of timetable information for travellers in this era. I have seen an incomplete photocopy of an edition dated 14 June 1883 entitled Government Railways Time Tables and Fares Great Southern, Western, Richmond and Northern Lines. This was 40 pages, 6.5 x 8 inches, of timetables, fares, connecting coaches, conditions of travel and a map. It is known that the NSW Public Timetable was published frequently from 1 January 1889, but probably from an earlier date. From the early twentieth century, I have been able to sight almost every NSW Public Timetable.

The edition of 7 May 1905 comprises 210 pages, 4.5 x 5.5 inches [our pages 11-15]. The front cover is an attractive montage of scenic views accessible by train. This cover was used for many years. There is a fold-out map. On one side the NSW Railway system is shown, and on the other railways of Australia. In subsequent editions, however, Australia was replaced by a railway and tramway map of Sydney. The book contained timetables, advertisements (mainly travel related), fares (from both Sydney and Newcastle), conditions of travel, connecting coaches and, strangely, much information about parcels and goods consignments. The timetables are arranged in this order: Southern mainline and branches, Northern mainline and branches, Western mainline and branches, Suburban.

Winter and Summer editions were published each year in May and



October respectively. In either 1906 or 1907, the order of the timetables was changed, so that Sydney Suburban came first, which seems sensible as there would have been more users of these lines.

... To be continued ...

Comment on this article – Letter to the Editor, Facebook, Return to Contents Page

For Local Trains see page.	Height in feet.	Miles.	Down.	WEEK-DAYS. Mixed.	Passenger.	Saturday Excepted. Express.	Passenger.	Melb. Exp.	Mail.	SATURDAYS Additional.			SUNDAYS. Melb. Exp.	Mail.
				a m	a m	p m	p m	p m	p m	a m	p m	p m	p m	p m
	67	—	**Sydney** .....dep	3 0	9 30	5 15	5 17	7 50	8 50	8 0	2 28	6 10	7 50	8 50
74	55	7	Strathfield.....	...	9c45	...	5c31	...	9c 7	8c14	2c42	6c24	...	9c 7
	35	13	**Granville** R..	...	9 57	...	5 43	...	9c18	8 25	...	6c35	...	9c18
	69	14	Merrylands	...	10 1	...	5 47	...	...	...	...	...	...	...
	91	16	Guildford	...	10 5	...	5 51	...	...	...	...	...	...	...
	33	18	Fairfield.....	...	10 10	...	5 57	...	...	8 34	...	...	...	...
	34	19	Canley Vale	...	10 14	...	6 0	...	...	...	...	...	...	...
	55	20	Cabramatta	...	10 16	...	6 3	...	...	...	...	...	...	...
106	53	22	Liverpool	...	10 24	...	6 11	...	...	8 42	3 9	6 50	...	...
	45	24	Casula	...	a	...	a	...	...	...	...	a	...	...
	76	26	Glenfield.....	...	10a33	...	6a21	...	...	8a49	...	6a57	...	...
	77	27	Macquarie Fields..	...	10a36	...	a	...	...	a	...	a	...	...
	96	28	Ingleburn	...	10 39	...	6 28	...	...	8 55	...	7 3	...	...
	143	31	Minto	...	10 44	...	6 34	...	...	9 0	...	7 9	...	...
	173	33	Leumeah	...	10a48	...	a	...	...	a	...	a	...	...
	213	34	**Campbellt'wn**	...	10 56	6 5	6 54	MELBOURNE EXPRESS.	9 52	9 9	3 32	7 21	MELBOURNE EXPRESS.	9 58
	260	38	Glenlee	...	*b*	†	a		...	...	*b*	a		...
	253	40	North Menangle ...	...	*a*	...	a		...	a	*b*	a		...
	273	40	Menangle	...	11 8	†	7 12		10a 4	9 25	3 47	7 37		10a 4
	399	45	Douglas Park	...	11 19	†	7 23		*a*	9a36	3 57	7 49		*a*
	474	51	Maldon	...	11a30	...	a		...	a	a	a		...
	552	53	Picton	5 35	11 40	6 42	7 42		10 31	9 55	4 17	8 11		10 31
	963	57	Thirlmere	...	11a53	6 55			...	10 a 9	4a29	8a23		...
	1134	59	Picton Lakes	...	11a58	7 a 1	...		...	10a14	4a37	8a28		...
	1301	61	Buxton	...	12 a 4	7 a 7	...		...	10a20	4a43	8a34		...
	1503	65	Balmoral	*c*	12a13	7 16	...		...	10a29	4a52	8a42		...
	2030	69	Hill Top	...	12a25	7 30	...		...	10a42	5a 8	8a57		...
	2086	73	Colo Vale	...	12a34	7 38	...		...	10a53	5a15	9 a 8		...
	1963	76	Braemar	...	*a*	*c*	...		...	*a*	*a*	*a*		*b*
	2072	78	Mittagong	7 27	12 47	7 51	...		11 40	11 6	5 29	9 21		11 40
	2210	81	Bowral.....	7 38	12 57	8 0	...		11 47	11 13	5 38	9 29		11 47
	2171	83	Burradoo	*d*	*a*	*a*	...		*a*	*a*	*a*	*a*		*a*
	2169	85	Bong Bong...	...	*a*	*a*	...		...	*a*	*a*	..		...
	2208	87	**Moss Vale R...** arr.	7 53	1 12	8 12	...	10 25	11 59	11 26	5 52	9 43	10 25	11 59
			dep.	8 10	1 32	8 22	...	10 31	12 9	11 36	—	9 56	10 31	12 9
	2174	91	Werai	...	*a*	*a*	...	...	a m	*a*	...	*b*	...	a m
	2331	93	Exeter.....	8a28	1 44	*a*	...	...	12a21	11a49	...	10 a 9	...	12a21
	2205	97	Bundanoon	8 40	1 51	8 42	...	...	12 28	11 56	...	10 17	...	12 28
	2111	102	Kareela	...	2 a 1		...	...	12a37	*a*	...	10a27	...	12a37
	2166	104	Penrose	...	*a*		...	...	*s*	*a*	...	*a*	...	...
	2223	106	Wingello.....	9 2	2a13		...	...	12a46	12 17	...	10a37	...	12a46
	2013	112	Tallong	*a*	2a22		...	...	12a55	12a24	...	10a46	...	12a55
	2108	116	Marulan	9 27	2 31		...	...	1 5	12 34	...	10 53	...	1 5
	2039	124	Carrick	*d*	2a44		...	...	...	12a47	...	*b*	...	...
	2052	126	Towrang	9a53	2 49		...	...	1 23	12 52	...	11 16	...	1 23
	2059	131	Murray Flats.....	...	2a59		...	...	...	1 a 4	...	*b*	...	...
	2090	135	North Goulburn ...	...	3 a 6		...	...	...	1c11	...	...	...	...
	2074	136	**Goulb'n R..** arr.	10 18	3 10		...	11 45	1 39	1 15	...	11 35	11 45	1 39
For con see opposite page, col....				1	2			3	4				5	4

Runs between Moss Vale and Bundanoon on Fridays only. (Fri. only)

Sunday mornings excep. Mondays

d The 3 a.m. Mixed train from Sydney will call at Burradoo when required to pick up passengers for Moss Vale; also at Carrick on Wednesdays when required to pick up passengers for Goulburn.

† The 5·15 p.m. Train from Sydney will call at Menangle and Douglas Park when required to set down passengers *from Sydney only*; and on Mondays will also call at Glenlee if required to pick up passengers for Melbourne, such passengers joining the Melbourne Express at Moss Vale. *s* The 8·50 p.m. Mail Train will pick up and set down passengers at Penrose on Saturday mornings when required. For Cheap Week-end Tickets see page 18. For Notes *a*, *b*, and *c*, see page 34

For Fares, see page 124. R. Refreshment Station.

Change at Campbelltown for Camden Line (for Time-table see page 108, and at Goulburn for Cooma and Crookwell Lines (for Time-table see pages 42 and 43).

SYDNEY— ALBURY—MELBOURNE—*continued.*

Height in feet.	Distance in miles.	Down.	WEEK-DAYS. Mixed. 1	Mixed. Mon., Wed., Fri., & Sat. 2	Melbourne Express, Saturdays excepted 3	Mail. 4	SUNDAYS. Melb'rne Express. 5
			A M	P M	P M	A M	P M
2074	1	**Goulburn** .....dep	10 35	4 10	11 51	1 51	11 51
2231	142	Yarra	...	4a34	...	2a 3	...
2283	150	Breadalbane	11a12	4a57	...	2 16	...
2395	156	Cullerin	z	a	...	...	...
2215	159	Razorback	...	5a32	...	...	...
1874	163	Fish River.....	...	a	...	...	...
1896	166	Gunning	11 53	6 5	¶	2 46	¶
1942	172	Oolong.....	p m	6a39	...	...	...
1953	177	Jerrawa	12a19	6 50	a m	3a 7	MON
1971	184	Coolalie	...	a	...	...	a m
1660	189	**Yass Junction R.** arr.	12 49	7 30	1 22	3 29	1 22
		Yass Junction R. dep.	12 59	7 45	1 27	3 39	1 27
1626	192	*Yass Town (Tram)* arr.	1 10	7 55	1 47	3 50	...
1807	196	Bowning	1 22	8 10	...	3 54	...
1740	202	Goondah.....	...	8a33	...	...	...
1571	210	Binalong	2 2	8 58	...	4 23	...
1644	218	Galong	2a24	9a35	...	4a46	...
1387	222	Rocky Ponds	...	9a50	...	4a56	...
1482	227	Cunningar	...	a	...	a	...
1354	230	**Harden R.** ... arr.	2 53	10 15	2 47	5 13	2 47
		Harden R. ... dep.	3 3		2 52	5 28	2 52
1271	232	Murrumburrah	a	...	...	5 33	...
1487	234	Demondrille Junction	3a17	...	...	...	...
1593	240	Nubba	3a31	...	...	5a54	...
1517	244	Wallendbeen	3a42	...	...	6 3	...
1082	257	**Cootamundra R.** A.	4 10	3 44	...	6 26	3 44
		Cootamundra R. D.	4 15	3 45	...	6 40	3 45
1272	267	Frampton	4a39	...	...	7a 0	...
1054	274	Bethungra	4a58	...	...	7 11	...
884	282	Illabo	5a14	...	...	7a26	...
938	292	**Junee Junct.** arr.	5 40	4 42	...	7 46	4 42
		Junee R. dep.	6 5	4 47	...	8 11	4 47
833	300	Harefield	6a23	...	...	8 24	...
742	310	Bomen.....	6 45	...	...	8 43	...
609	314	**Wagga Wagga** arr.	6 56	5 24	...	8 53	5 24
		Wagga Wagga dep.	7 25	7 40	5 28	9 0	5 28
661	32	Uranquinty	8 0	8 20	...	9 20	...
758	338	Bon Accord	a	a	...	a	...
711	332	The Rock	8 48	9 5	...	9 38	...
706	342	Yerong Creek	9 18	9 40	...	9 56	...
785	351	Henty	9 50	10 15	...	10a14	...
713	361	Culcairn	10 45	11 5	6 43	10 31	6 43
802	373	Gerogery	11 30	11 55	...	10 52	...
87	383	Table Top	12a 0	12a19	...	11a 7	...
604	386	Ettamogah	a	a	...	a	...
571	390	Albury Racecourse.....	a	a	...	a	...
534	392	**Albury R.** ..... arr.	12 25	12 45	7 25	11 25	7 26
		Albury R. ..... dep.	...	...	7 51	2 20	7 52
For intermediate stations to Melbourne see page 38.					p m	p m	p m
32	582½	**Melbourne** .....arr.	...	...	1 17	11 8	1 17

Saturdays only — Saturdays excepted — Mondays, Wednesdays, Fridays, and Saturdays only. — Melbourne Express. — Daily, Sunday mornings excepted — Daily, Sunday mornings excepted — Melbourne Express.

z. The 3 a.m. mixed train from Sydney will call at Cullerin on Tuesdays, Thursdays, and Saturdays when required, to set down passengers.

Change at Yass Junction for Yass Town (for Time-table see page 43); at Harden for Young-Cowra Line (for Time-table see page 44); at Cootamundra for Tumut and Wyalong Lines (for Time-table see page 45); at Junee for South-Western and Jerilderie-Berrigan-Finley Lines (for Time-table see pages 46 and 47); at The Rock for Lockhart Line (for Time-table see page 48); and at Culcairn for Corowa and Germanton Lines (for Time-tables see page 48)

For note a see page 34. ¶ The Melbourne Express will call at Gunning when required to pick up passengers for Victoria. R. Refreshment Station. For Fares see page 124.

WALLERAWANG—MUDGEE.

MUDGEE—WALLERAWANG.

Height in feet.	Distance in miles.	Down.	MAIL.	FRIDAYS ONLY.	Height in feet.	Distance in miles.	Up.	WEEK-DAYS.	SATS. ONLY.
			p m	a m				Mix'd	Mix'd
67	—	Sydney.....dep.	7*30	10 15	1536	—	Mudgee.....dep	p m 7 0	a m 7 15
			a m	p m					
2926	104	Wallerawang arr.	12 40	3 52	1558	4	Mount Frome.....	a	7a25
		dep.	Mix'd	Mix'd					
			1 20	4 0	1760	12	Havilah.....	a	7a43
3026	108	Irondale	a	a	1810	18	Lue.....	7a50	7 56
3089	109	Piper's Flat.....	1 40	4 15	2244	26	Cox's	a	8a15
2992	110	Portland	1 47	4 20	1893	32	Rylstone	8 43	8 35
2764	114	Cullen Bullen	a	a	2352	41	Clandulla (late Carwell)	9 14	8 50
2876	121	Ben Bullen	a	a	2374	48	Brogan's Creek	9a44	9a17
2641	126	Capertee	2 45	5 10	2527	53	Carlos Gap	a	9a38
2455	129	Torbane	a	a	2406	56	Excelsior	a	a
2406	133	Excelsior	a	a	2455	60	Torbane	a	a
2527	136	Carlos Gap	a	5a38	2641	63	Capertee	10 43	10
2374	141	Brogan's Creek	3a45	a	2876	68	Ben Bullen	a	a
2352	148	Clandulla (late Carwell)	4 15	6 15	2764	75	Cullen Bullen	a	a
1893	157	Rylstone	4 50	6 50	2992	79	Portland	11 36	10 46
2244	163	Cox's	a	a	3089	80	Piper's Flat	11 45	10 52
1810	171	Lue.....	5 40	7 52	3026	81	Irondale	a	a
1760	177	Havilah.....	a	a				a m	
					2929	85	Wallerawang arr.	12 0	11 5
1558	185	Mount Frome.....	a	a				Mail.	Pass.
							dep.	12 41	11 19
1536	189	Mudgee.....arr.	6 30	8 35	67	189	Sydney .....arr.	5†40	p m 4 15

Daily, Sundays excepted

* Daily, Saturdays excepted, from Sydney. † This train arrives at Sydney at 5·55 on Sunday mornings.

For note a see page 34. For Fares see page 124.

Passengers change at Wallerawang.

For Western Main Line Time-tables see pages 60 to 63.

SYDNEY—BLAYNEY—HARDEN—SYDNEY.

Height in feet.	Dis. in miles.		WEEK-DAYS. MIXED.					
			p m	a m	p m	p m	p m	p m
67	—	**Sydney** .....dep.	7*30 A M	...	...	...	...	...
2844	176	**Blayney** R { arr.	3 52	...	...	...	Pass	...
		Blayney R { dep.	4 20	...	...	4 0	10 35	10 35
2303	188	Carcoar	5 3	...	...	4 48	11 5	11 24
2276	193	Mandurama	5 18	...	...	5 9	11 15	11 42
								a m
2204	195	Lyndhurst	5 37	...	...	5 29	11 24	12 0
2285	198	Garland	a	...	...	a	a	a
2076	204	Watervale	a	...	...	a	a	a
2017	206	Waugoola	a	...	...	a	a	a
							A M	
1521	211	Woodstock	6 35	...	...	6 55	12 2	1 2
1338	215	Westville	6 47	...	...	a	a	a
1093	219	Holmwood	6 58	...	...	a	a	1 27
			7 10			7 40	12 28	1 40
978	223	**Cowra** ...R { arr.						
		Cowra ...R { dep.	...	8 35	3 56	...	Mixd	
1031	232	Wattamondara.....	...	a	a	...	12 44	
1118	240	Koorawatha	...	9 55	4 30	...	a	
1135	245	Crowther.....	...	a	a	...	1 38	
1265	251	Bendick Morrell ...	...	a	a	...	a	
1625	257	Monteagle	...		5 25	...	a	
1344	266	Burrangong	...	a	a	...	2 37	
1418	269	**Young** ..... { arr.	...		6 20	...	a	
		Young ..... { dep.	...		6 55	...	3 15	
							3 30	
1739	279	Kingsvale	...		7 39	...	4 5	
1487	286	Demondrille Jct. ...	...		8 16	...	4 40	
1271	288	Murrumburrah.....	...		a	...	a	
1354	290	**Harden**...R { arr.	...		8 25	...	4 55	
		Harden...R { dep.	...		Mail 9 3	...	...	...
					a m			
67	520	**Sydney** .....arr.	...	...	6 ‡ 0	...	...	...

Daily, Sundays excepted. Tues., Thurs., and Sats. Arrives Koorawatha at 9·25 a.m. For Grenfell. Mixed Daily, Suns. excepted. Daily, Sats. and Suns. exopt. ‡ Saturday nights only.

SYDNEY—HARDEN—BLAYNEY—SYDNEY.

Dis. in miles.		WEEK-DAYS. MIXED.				
		p m	p m	p m	p m	p m
—	**Sydney** .....dep.	8*50 a m	...	...	...	...
230	**Harden** ..R { arr.	5 13	...	...	...	...
	Harden ..R { dep.	5 45	...	...	Pass	
232	Murrumburrah.....	a	...	...	9 15	9 15
234	Demondrille Jct....	6 13	...	...	a	a
241	Kingsvale	6 48	...	...	9 28	9 43
251	**Young** ..... { arr.	7 20	...	...	9 43	10 18
	Young ..... { dep.	7 50	...	...	10 8	10 47
254	Burrangong	a	...	...	10 15	11 2
263	Monteagle	8 30	...	...	a	a
269	Bendick Morrell ...	a	...	...	10 40	11 47
275	Crowther	a	...	...	a	a
					a	a
280	Koorawatha	9 50	4 30	...	a	a m
288	Wattamondara.....	a	a	...	11 22	1 5
					a	a
297	**Cowra** ...R { arr.	10 40	5 15	...	11 56	
	Cowra ...R { dep.	11 0	...	5 45		1 55
301	Holmwood	a	...	5 57	a m	
305	Westville	a		6 5	12 30	
309	Woodstock.....	11 57		6 41	a	
		p m			1 19	
314	Waugoola	a		a		
316	Watervale	a		a	a	
322	Garland	a		a	a	
325	Lyndhurst.....	1 15		a	a	
327	Mandurama	1 35		7 48	a	
332	Carcoar	2 10		7 59	2 22	
				8 20	2 29	
344	**Blayney**.R { arr.	2 55		9 5	2 50	
	Blayney.R { dep.	...		Mail 9 31	3 40	
				a m		
520	**Sydney** .....arr.	...	...	5 ‡ 40	...	...

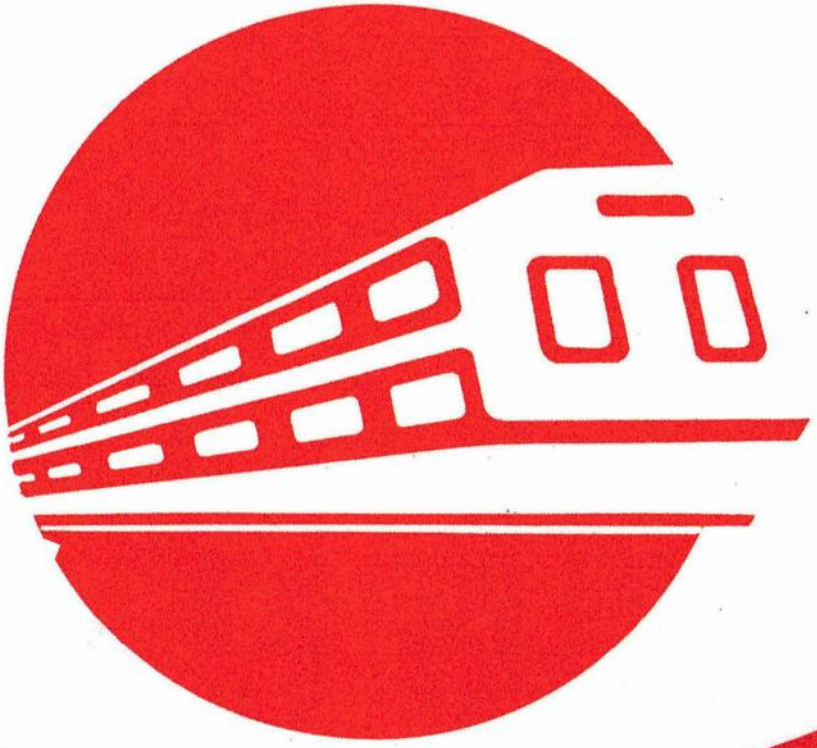
From Grenfell. Tuesdays, Thursdays, and Saturdays. Mixed Daily, Suns. exopt. Daily, Sats. and Suns. exopt. Saturday nights only.

* Daily, Saturdays excepted, from Sydney. † The Mail train arrives at Sydney at 5·55 on Sunday mornings.
‡ Arrive Sydney at 6.15 on Sunday mornings. For note *a* see page 34. For Fares see page 124. R Refreshment Station.

For Western Main Line Time-tables see pages 60 to 63.

99

Cowra



Sydney
suburban and interurban train timetables 1983/84

PRICE $1.00

FROM 27 NOVEMBER, 1983

STATE RAIL AUTHORITY OF NEW SOUTH WALES