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**Inside: Stawell to Maryborough via Avoca
NSW PTs Part 2
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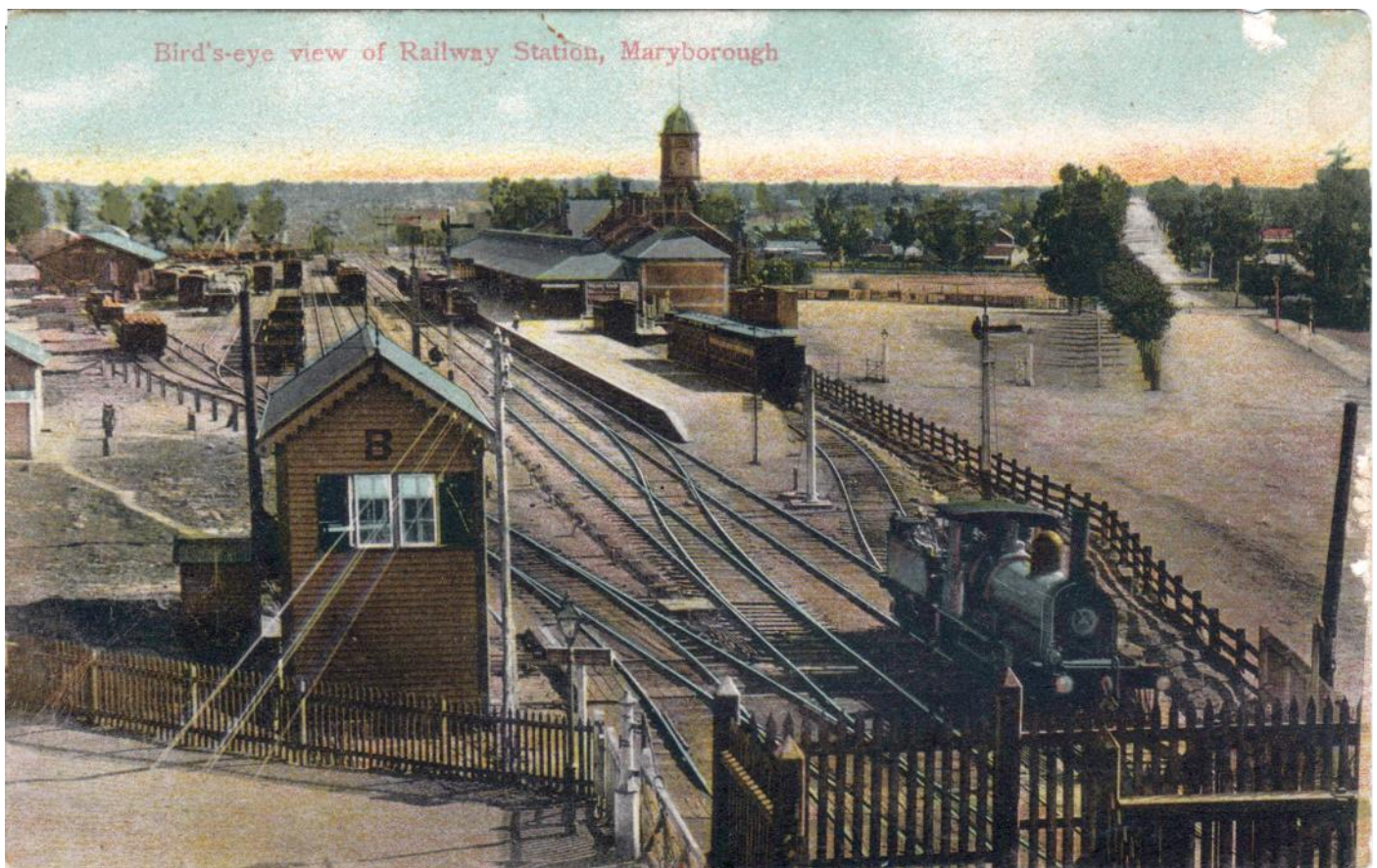
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—Contents—

| | | |
|----------------------|---|-----------|
| DAVID HENNELL | <u>STAWELL TO MARYBOROUGH</u> via AVOCA | 3 |
| VICTOR ISAACS | <u>SURVEY</u> OF RAILWAY PUBLIC TIMETABLES, PART 2 | 9 |
| JAMES T WELLS | NO MORE 747s <u>HERE</u> | 14 |



Stawell to Maryborough via Avoca

DAVID HENNELL

Sometimes inspiration comes out of the blue (or, in this case, grey). The genesis of this article is the Edmondson ticket shown on the cover.

Victoria's scenically interesting Maryborough – Avoca – Ararat line has a very complex history:-

- Maryborough to Avoca broad gauge opened 21st October 1876
- Avoca to Ararat broad gauge opened 18th November 1890
- mixed trains replaced by a combination of passenger mail motor and AEC rail motor late 1936
- 102 hp Walker DRC introduced about 1950
- Maryborough to Ararat passenger service withdrawn 6th May 1957 (despite it being shown in the Northern & Midland WTT reissue of that date) – last day of operation being Saturday 4th May 1957
- Avoca to Ararat closed 9th July 1959
- Avoca to Ararat reopened 31st October 1966
- Maryborough to Ararat closed for gauge conversion 14th April 1995
- Ararat to Maryborough reopened as standard gauge 28th April 1996 (with dual gauge from Maryborough to Dunolly) but little used other than for wagon storage
- Ararat to Maryborough booked out 21st January 2005
- whole line rebuilt as part of the Murray Basin Rail Project and reopened 29th January 2018

Interesting though it is, the Ben Nevis – Navarre branch line (12th May 1914 – 24th February 1954, with its passenger service being withdrawn on 15th June 1931) isn't relevant here.

Now, let's look at the VR (29th) November 1954 Country PTT. Although no precise cover date is given, we know that it's the Monday 29th because the Wakool – Echuca fortnightly shoppers' Walker railcar last ran on Fri/Sat 26th/27th November 1954 and it doesn't appear in this timetable.

| | Tue., Thur. | Mon., Wed., Fri., Sat. | | Mon. | Tue. to Sat. |
|--|--|--|--|---------------|-----------------|
| MELBOURNE R (Spencer-st.) ... dep. (See table 11) (See table 10) | a.m. 8 15 Via Castlemaine Noon | a.m. 8 40 Via Ballarat p.m. 1 20C | ARARAT R ... dep. R.M. Stop. Pl., No. 46 | a.m. 6 50M | a.m. 7 50M |
| MARYBORO' R ... dep. | Mon. to Sat. p.m. 1 40M | | Warra-Yadin | \$ | 8 1 |
| Adelaide Lead | 1 48 | | Dunneworthy | 7 12 | 8 12 |
| Bung Bong | 1 57 | | Ben Nevis | 7 18 | 8 18 |
| Homebush | 2 6 | | Eversley | 7 25 | 8 25 |
| Avoca | 2 14 | | R.M. Stop. Pl., No. 45 | \$ | \$ |
| R.M. Stop. Pl., No. 41 | \$ | | Elmhurst | 7 36 | 8 36 |
| R.M. Stop. Pl., No. 76 | \$ | | R.M. Stop. Pl., No. 44 | \$ | \$ |
| R.M. Stop. Pl., No. 42 | \$ | | R.M. Stop. Pl., No. 43 | \$ | \$ |
| Amphitheatre | 2 29 | | Amphitheatre | 7 54 | 8 54 |
| R.M. Stop. Pl., No. 43 | \$ | | R.M. Stop. Pl., No. 42 | \$ | \$ |
| R.M. Stop. Pl., No. 44 | \$ | | R.M. Stop. Pl., No. 76 | \$ | \$ |
| Elmhurst | 2 48 | | R.M. Stop. Pl., No. 41 | \$ | \$ |
| R.M. Stop. Pl., No. 45 | \$ | | Avoca | 8 10 | 9 10 |
| Eversley | 2 58 | | Homebush | 8 17 | 9 17 |
| Ben Nevis | 3 4 | | Bung Bong | 8 26 | 9 26 |
| Dunneworthy | 3 10 | | Adelaide Lead | 8 35 | 9 35 |
| Warra-Yadin | 3 23 | | MARYBORO' R (See table 11) | 8 50C | 9 50C |
| R.M. Stop. Pl., No. 46 | \$ | | dep. | 10 39M | |
| ARARAT R | 3 40C | | Via Ballarat | | |
| MELBOURNE R (Spencer-st.) | 4 20 | | MELBOURNE R (Spencer-st.) | p.m. 1 58 | |
| arr. | 8 20 | | arr. | | |

The Maryborough – Ararat service consisted of a Monday to Saturday Walker diesel railcar departing Ararat in the morning for Maryborough and returning early afternoon. Most direct connections to/from Melbourne at Maryborough were quite good – 20 min or 49 min – although the Tuesday and Thursday connection from Melbourne via Castlemaine (100 min) or to Melbourne via Ballarat on Monday (109 min) were longish but made somewhat less painful by the existence of a glorious railway refreshment room in a spectacular station building. And in the 21st century, one can visit this architectural gem from Ballarat and Melbourne in a sleek Vlocity railcar, much more comfortably and faster than was a Walker. Shoppers and those with appointments were also catered for by the generous time available in Maryborough. With 17 passenger locations in a 54½ mile journey, prospective passengers were well served by the Victorian Railways. It's a pity that VR wasn't so well served by the passengers.

The illustrated ticket is for the direct route from Stawell to Maryborough via Avoca. But one could also travel between Stawell and Maryborough via Ballarat.

| TABLE 16—HORSHAM, SERVICETON, ADELAIDE | | | | TABLE 17—LINTON | | | | | |
|---|--------------|--------------|----------------------------------|--|----------------------------------|----------|--------------|--|-----------------|
| | Mon. to Sat. | Mon. to Sat. | "The Overland" Daily, Sun. Incl. | | "The Overland" Daily, Sun. Incl. | Mon. | Mon. to Sat. | | Mon. to Fri. |
| MELBOURNE— (Spencer-st.) ... dep. | a.m. 8 40 | p.m. 1 40 | p.m. 8 0A | ADELAIDE R (S.A. Time) ... dep. | p.m. 7 0 | a.m. ... | a.m. ... | MELBOURNE R (Spencer-st.) ... dep. | p.m. 1 40 |
| (See table 14) | | | | SERVICETON (S.A. Time) ... arr. | a.m. ... | | | BALLARAT R ... | arr. 3 40C |
| BALLARAT ... | arr. 11 2 | 3 40 | 9 52A | (Vic. Time) ... arr. | 1 25 | | | Wendouree ... | dep. 4 25M |
| North Ballarat ... | dep. 11 18 | 3 55 | 10 12 | (Vic. Time) ... dep. | 1 55 | | | Linton Junction ... | arr. 4 34H |
| Wendouree ... | | * | * | Lillimur ... | * | | | Cardigan ... | |
| Wimmerera ... | | 4 9 | * | Kaniva ... | 2 22 | | | R.M. Stop Pl. No. 47 ... | |
| Burrumbec ... | | 4 14 | * | Miram ... | * | | | Kopke ... | |
| | | | | Diapur ... | * | | | Haddon ... | |
| Trawalla ... | | 4 27 | * | Tarranginnie ... | * | | | Smythesdale ... | |
| Beaufort ... | | 4 36 | * | Nhill ... | 2 53 | | | R.M. Stop Pl. No. 48 ... | |
| Middle Creek ... | | 4 50 | * | Salisbury ... | * | | | R.M. Stop Pl. No. 49 ... | |
| Buangor ... | | 4 57 | * | K'ata ... | * | | | R.M. Stop Pl. No. 50 ... | |
| Dobie ... | | * | * | Gerang Gerung ... | * | | | R.M. Stop Pl. No. 51 ... | |
| ARARAT R ... | arr. 12 35 | 5 17 | 11 18 | DIMBOOLA ... | arr. 3 24 | 7 35 | 1 5 | Newtown ... | arr. 5 17 |
| Armstrong ... | dep. 12 55 | 5 30 | 11 29 | Wail ... | * | 8 2 | 1 10 | Happy Valley ... | arr. 5 35 |
| Great Western ... | | * | * | Pimpinio ... | * | 8 2 | 1 30J | R.M. Stop Pl. No. 53 ... | |
| STAWELL ... | | 5 59 | 11 44 | HORSHAM R ... | | | 1 45C | LINTON ... | arr. 5 35 |
| Deep Lead ... | | 1 34 | * | Dooen ... | dep. 3 53 | 8 5 | 2 0 | | |
| Glenorchy ... | | 1 45 | * | Jung ... | * | 8 43 | Y | | |
| Wai Wai ... | | 1 55 | * | MURTOA ... | arr. ... | 8 31 | 2 26 | LINTON ... | arr. a.m. 7 45M |
| Lubeck ... | | 2 4 | * | Lubeck ... | dep. ... | 8 38 | 2 34 | R.M. Stop Pl. No. 53 ... | dep. ... |
| | | | | Wai Wai ... | * | 8 51 | Y | Happy Valley ... | arr. ... |
| MURTOA ... | | 6 47 | 12 24 | Glenorchy ... | * | 9 0 | Y | Newtown ... | arr. ... |
| Jung ... | | 2 41 | * | Deep Lead ... | * | 9 10 | Y | R.M. Stop Pl. No. 51 ... | arr. ... |
| Dooen ... | | 2 50 | * | STAWELL ... | | 9 18 | Y | R.M. Stop Pl. No. 50 ... | arr. ... |
| HORSHAM R ... | arr. 3 10C | 7 20 | | Great Western ... | arr. 4 56 | 9 30 | 3 25 | R.M. Stop Pl. No. 49 ... | arr. ... |
| Pimpinio ... | dep. 3 25M | 7 22 | 12 48 | Armstrong ... | * | 9 41 | Y | Smythesdale ... | arr. ... |
| Wail ... | arr. 3 40J | * | * | ARARAT R ... | arr. 5 25 | 10 3 | 4 0 | Haddon ... | arr. ... |
| DIMBOOLA ... | arr. 4 0 | 7 50 | | Dobie ... | dep. ... | 10 18 | 4 20 | R.M. Stop Pl. No. 47 ... | arr. ... |
| Gerang Gerung ... | dep. 4 5 | ... | 1 15 | Buangor ... | * | 10 36 | Y | Cardigan ... | arr. ... |
| K'ata ... | arr. 4 20 | ... | * | Middle Creek ... | * | 10 43 | Y | Linton Junction ... | arr. 8 45H |
| Salisbury ... | arr. 4 30 | ... | * | Beaufort ... | 6 2 | 10 58 | 4 58 | Wendouree ... | arr. 8 55C |
| Nhill ... | arr. 4 49 | ... | 1 46 | Trawalla ... | * | 11 6 | Y | BALLARAT R ... | arr. p.m. 12 5 |
| Tarranginnie ... | arr. 5 1K | ... | * | Burrumbec ... | * | 11 20 | Y | (See table 14) | dep. ... |
| Diapur ... | arr. 5 7J | ... | * | Wimmerera ... | * | 11 26 | Y | MELBOURNE R (Spencer-st.) ... | arr. 1 58 |
| Miram ... | arr. 5 21 | ... | * | Wendouree ... | * | * | * | | |
| Kaniva ... | arr. 5 33 | ... | 2 23 | North Ballarat ... | * | * | * | | |
| Lillimur ... | arr. 5 44 | ... | * | SERVICETON (Vic. Time) ... arr. | 6 0 | ... | ... | | |
| | | | | (S.A. Time) ... arr. | 5 30 | ... | ... | | |
| SERVICETON (S.A. Time) ... dep. | | | 2 40 | BALLARAT R (See table 14) ... dep. | 7 15 | 12 5 | 6 10 | | |
| ADELAIDE R (S.A. Time) ... arr. | | | 9 0 | MELBOURNE R (Spencer-st.) ... arr. | 9 0 | 1 58 | 8 20 | | |

* Does not stop to pick up or set down passengers.
 § Stops only if required to pick up or set down passengers.
 A Passengers for Ballarat are not permitted to travel by "The Overland."
 B Passengers are not permitted to join "The Overland" at Ballarat.
 C Change trains.
 J Stops Mon., Wed., Fri. only.
 K Stops Tue., Thur., Sat. only.
 M Rail motor.
 N Stops Tue., Wed., Thur., Fri., Sat. only.
 Q May stop if required, to pick up passengers only or stations beyond Ararat, except Great Western, Stawell, Glenorchy, Murtoa and Horsham.
 R Refreshment room.
 Y May stop if required, to set down passengers only from stations beyond Horsham.

TABLE II—MARYBOROUGH via BALLARAT

| | Mon. to Fri. | Sat. | Mon., Wed., Sat. | Fri. | Tue., Thur. | Sat. | Sun. to Fri. Incl. | | Mon. to Sat. | Mon. to Sat. | Fri. | Mon., Tue., Wed., Thur. | Fri. |
|----------------------------------|---------------|----------|-------------------------------|----------|-------------------------------|-----------|---------------------------|--|--------------|--------------|------|-------------------------|------|
| MELBOURNE R (Spencer-st.) | dep. a.m. ... | a.m. ... | a.m. 8 40 | p.m. ... | p.m. 1 40 | p.m. 1 40 | p.m. 9 0 | | | | | | |
| (See table 14) | arr. ... | ... | 11 2C | ... | 3 40C | 3 40C | 10 52 | | | | | | |
| BALLARAT R | dep. 7 5 | 7 5 | 12 10M | 3 10M | 4 15M | 4 15 | 11 12 | | | | | | |
| Waubra Junct. ... | 7 19 | 7 23 | * | * | * | 4 25 | * | | | | | | |
| Sulky ... | § | § | * | * | * | § | * | | | | | | |
| Bald Hills ... | § | § | § | § | § | § | § | | | | | | |
| Creswick ... | 7 33 | 7 42 | 12 30 | 3 31 | 4 36 | 4 35 | 11 30 | | | | | | |
| North Creswick ... | 7 36§ | 7 45§ | 12 32§ | * | 4 38§ | 4 38§ | * | | | | | | |
| Tourello ... | § | § | * | * | * | § | * | | | | | | |
| Clunes ... | 8 1 | 8 12 | 12 47 | 3 48 | 4 54 | 5 7 | 11 49 | | | | | | |
| Talbot ... | 8 20 | 8 34 | 1 3 | 4 4 | 5 10 | 5 28 | 12 5 | | | | | | |
| Daisy Hill ... | § | § | * | * | * | § | * | | | | | | |
| MARYBORO' R | arr. 8 45 | 9 5 | 1 20 | 4 20 | 5 25 | 6 0 | 12 27 | | | | | | |
| dep. ... | ... | ... | 1 30 | ... | 5 30 | ... | 12 32 | | | | | | |
| | | | To Woome- lang (See table 12) | | To Woome- lang (See table 12) | | To Mildura (See table 12) | | | | | | |

| | Mon. to Sat. | Mon. to Sat. | Fri. | Mon., Tue., Wed., Thur. | Fri. |
|----------------------------------|---------------------|--------------|-------------|-------------------------|-----------|
| MARYBORO' R | dep. a.m. 3 49 | a.m. 10 39M | p.m. 12 40M | p.m. 4 10 | p.m. 4 25 |
| Daisy Hill ... | * | * | § | § | § |
| Talbot ... | 4 5 | 10 55 | 12 59 | 4 29 | 4 44 |
| Clunes ... | 4 24 | 11 12 | 1 24 | 4 50 | 5 4 |
| Tourello ... | * | * | § | § | § |
| North Creswick ... | * | § | § | § | § |
| Creswick ... | 4 42 (See table 12) | 11 32 | 1 46 | 5 15 | 5 29 |
| Bald Hills ... | * | * | § | § | § |
| Sulky ... | * | * | § | § | § |
| Waubra Junct. ... | * | * | § | § | § |
| | arr. 5 6 | 11 55C | 2 1 | 6 5 | 6 10 |
| | | | 2 20C | | |
| BALLARAT R (See table 14) | dep. 5 17 | p.m. 12 5 | 3 20A | ... | ... |
| MELBOURNE R (Spencer-st.) | arr. 7 5 | 1 58 | 6 5 | ... | ... |

* Does not stop to pick up or set down passengers.
 § Stops only if required to pick up or set down passengers.
 A Via Geelong. (See table 24)
 C Change trains.
 M Rail Motor.
 R Refreshment room.

TABLE 10— MARYBOROUGH via CASTLEMAINE

| | Mon. to Sat. | Mon. to Fri. | Sat. | | Mon. to Sat. | Sat. | Mon. to Fri. |
|----------------------------------|----------------|--------------|-----------|-----------------------|-----------------|------------|--------------|
| MELBOURNE R (Spencer-st.) | dep. a.m. 8 15 | p.m. 5 45 | p.m. 5 55 | MARYBORO' R | dep. a.m. 6 20M | p.m. 3 40M | p.m. 4 40M |
| (See table 1) | arr. 10 27C | 8 1C | 8 23C | Carisbrook ... | 6 27 | 3 47 | 4 47 |
| CASTLEMainer | dep. 10 45M | 8 10M | 8 35M | Moolort ... | 6 40 | 4 0 | 5 0 |
| Campbell ... | § | § | § | Joyce's Creek ... | § | * | * |
| Guildford ... | 11 2 | 8 27 | 8 52 | Newstead ... | 6 56 | 4 14 | 5 14 |
| Strangway ... | § | § | § | Strangway ... | § | § | § |
| Newstead ... | 11 17 | 8 42 | 9 7 | Guildford ... | 7 12 | 4 30 | 5 30 |
| Joyce's Creek ... | * | * | * | Campbell ... | § | § | § |
| Moolort ... | 11 31 | 8 58 | 9 23 | CASTLEMainer R | arr. 7 35C | 4 55C | 5 55C |
| Moolort ... | 11 45 | 9 12 | 9 37 | (See table 1) | dep. 7 40 | 5 5 | 6 3 |
| Carisbrook ... | Noon | | | MELBOURNE R | arr. 9 50 | 7 20 | 8 27 |
| MARYBORO' R | arr. 12 0 | 9 25 | 9 50 | (Spencer-st.) | | | |

* Does not stop to pick up or set down passengers.
 § Stops only if required to pick up or set down passengers.
 C Change trains.
 M Rail Motor.
 R Refreshment room
 Z Buffet Car attached

It's interesting to note that the Ballarat to Maryborough service (Table 11) has been very variable in terms of the days of the week for many, many years – it still is to some extent in 2019 – whereas the Castlemaine to Maryborough service (Table 10) has been straightforward for a similarly extended period (and also still is). [This interesting situation was also the case for Bendigo – Echuca and Toolamba – Echuca at the time.]

In summary (but omitting ridiculous connections involving the *Overland* or Mildura overnight trains), in 1954 we have:-

| | | A | B | C | D | E | F |
|-------------|---|-----------|-------|-------|-----------|--------------------|----------|
| | | Mon - Fri | Sat | Mon | Tue - Sat | Mon, Wed, Fri, Sat | Tue, Thu |
| | | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. |
| Stawell | d | 4 56 | 4 56 | 4 56 | 4 56 | 9 30 | 9 30 |
| Ararat | a | 5 22 | 5 22 | 5 22x | 5 22x | 10 03 | 10 03 |
| | d | 5 25 | 5 25 | 6 50 | 7 50 | 10 18 | 10 18 |
| Avoca | | .. | .. | 8 10 | 9 10 | .. | .. |
| Ballarat | a | 6 55x | 6 55x | | | 11 50x | 11 50x |
| | | | | | | p.m. | p.m. |
| | d | 7 05 | 7 05 | .. | .. | 12 10 | 4 15 |
| Maryborough | a | 8 45 | 9 05 | 8 50 | 9 50 | 1 20 | 5 25 |

| | | G | H | I |
|-------------|---|-------------------|--------------|-----------|
| | | Mon - Thu, Sat | Fri | Mon - Sat |
| | | a.m. | p.m. | p.m. |
| Maryborough | d | 10 39 | 12 40 | 1 40 |
| Ballarat | a | 11 55x | 2 20x | |
| | d | p.m. 3 55 | p.m. 3 55 | .. |
| Avoca | | .. | .. | 2 14 |
| Ararat | a | 5 17 | 5 17 | 3 40x |
| | d | 5 30 | 5 30 | 5 30 |
| Stawell | a | 5 59 | 5 59 | 5 59 |

Note that the *Overland's* 5 22 arrival at Ararat isn't shown in the PTT but is taken from nearby WTTs.

The quickest – but least reliable – journey from Stawell is Monday to Friday via Ballarat departing on the *Overland* at 4 56 a.m. (column **A**). Saturday's (**B**) was just as bad as well as being 20 min longer. The *Overland* was noted for its somewhat cavalier attitude towards timekeeping so the 10 min connection at Ballarat was definitely not guaranteed. The 9 30 a.m. from Stawell was the morning passenger from Horsham (Dimboola on Monday) which was definitely more reliable and the 20 min connection (**E**) to the Woomelang Walker railcar was probably OK but I would feel safer having notified the guard in advance. The Tuesday and Thursday Ballarat connection (**F**) allowed plenty of time in Ballarat to visit the renowned gardens by electric tram and have a leisurely picnic lunch beside attractive Lake Wendouree.

The journey to Maryborough via Avoca (columns **C & D**) was definitely the best option as the *Overland* would have had to be very late for even Monday's connection at Ararat to not work. Despite there being a railway refreshment room at Ararat, it is very doubtful that it would have been open around 5 30 a.m. or even 7 30 a.m. There may have been difficulties when a second division of the *Overland* was running as it ran behind the first division but I'm sure that the pleasant station staff at Stawell wouldn't have been too worried about you making a very short first division journey for your connecting train so early on a Monday morning.

Travelling via Avoca (column **I**) is the only realistic way when returning to Stawell. One arrives there at the same time if travelling via Ballarat, the Friday service that way (**H**) is nevertheless better than on the other days (**G**). 110 min at Ararat (**I**) is ample time to enjoy delicious VR milk coffee, one of the delights of rail travel now long gone. [Aside: when buying our cuppa, we would be a genuine customer but we'd be a passenger when booking our ticket or boarding our train. And, as we were voters, we did own all the trains in those days as we all had shares in the government railway.]

And what would a second class single journey from Stawell to Maryborough have cost our intrepid passenger in 1954?:- see below.

| route | distance | 2nd single (s/d) ♦ | 2nd single (£/s/d) | 1966 decimal equivalent (\$) |
|--------------|----------------|-----------------------|-----------------------|---------------------------------|
| Via Avoca | 74 mi, 119 km | 17/10 | 17/10 | 1.78 |
| Via Ballarat | 119 mi, 192 km | 28/7 | 1/8/7 | 2.86 |

♦ The PTT fare table lists fares in this format.

The distance via Ballarat is 61% more than that via Avoca and the fare is 60% higher. (For the younger readers, '£/s/d' is read as 'pounds, shillings and pence'. Also, remember that 20/- = £1 and 12d = 1/-. This is a part of our heritage that is being severely downplayed nowadays, especially with regards to the pound unit symbols '£' (money) and 'lb' (mass).)

Some stations between Maryborough and Ararat were converted to rail motor stopping places during 1955 and 1956, so the next issue of the country timetable (October 1956) is given hereunder for comparison although the Maryborough – Ararat times are unchanged. However, the gremlins had been at work as the Avoca table says to travel from Melbourne to Maryborough via Ballarat on Monday, Wednesday and Saturday and via Castlemaine on Tuesday, Thursday and Friday whereas the Ballarat to Maryborough table shows Monday, Wednesday, Thursday and Saturday for a journey that way. So it appears that it was only necessary to travel via Castlemaine on Tuesday and Friday although one still could do so on other days if you felt so inclined. Having been converted to RMSPs, the former stations were no longer compulsory stops. The conversions were:-

| Station | RMSP Number | Date of conversion |
|---------------|-------------|---------------------|
| Adelaide Lead | 36 | 10th October 1955 |
| Bung Bong | 35 | 1st September 1956 |
| Homebush | 31 | 27th August 1956 |
| Eversley | 13 | 15th October 1956 ♦ |

♦ This date confirms that the October 1956 PTT was issued in the second half of the month.

TABLE 23—MARYBOROUGH, AVOCA, ARARAT

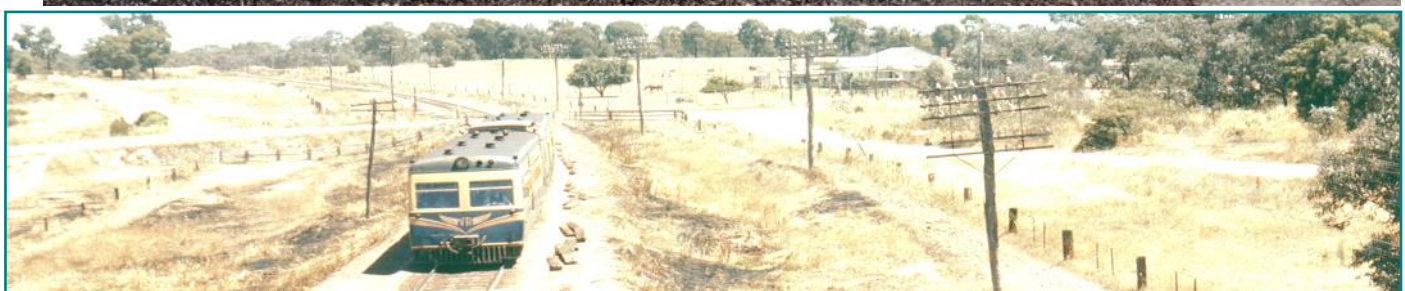
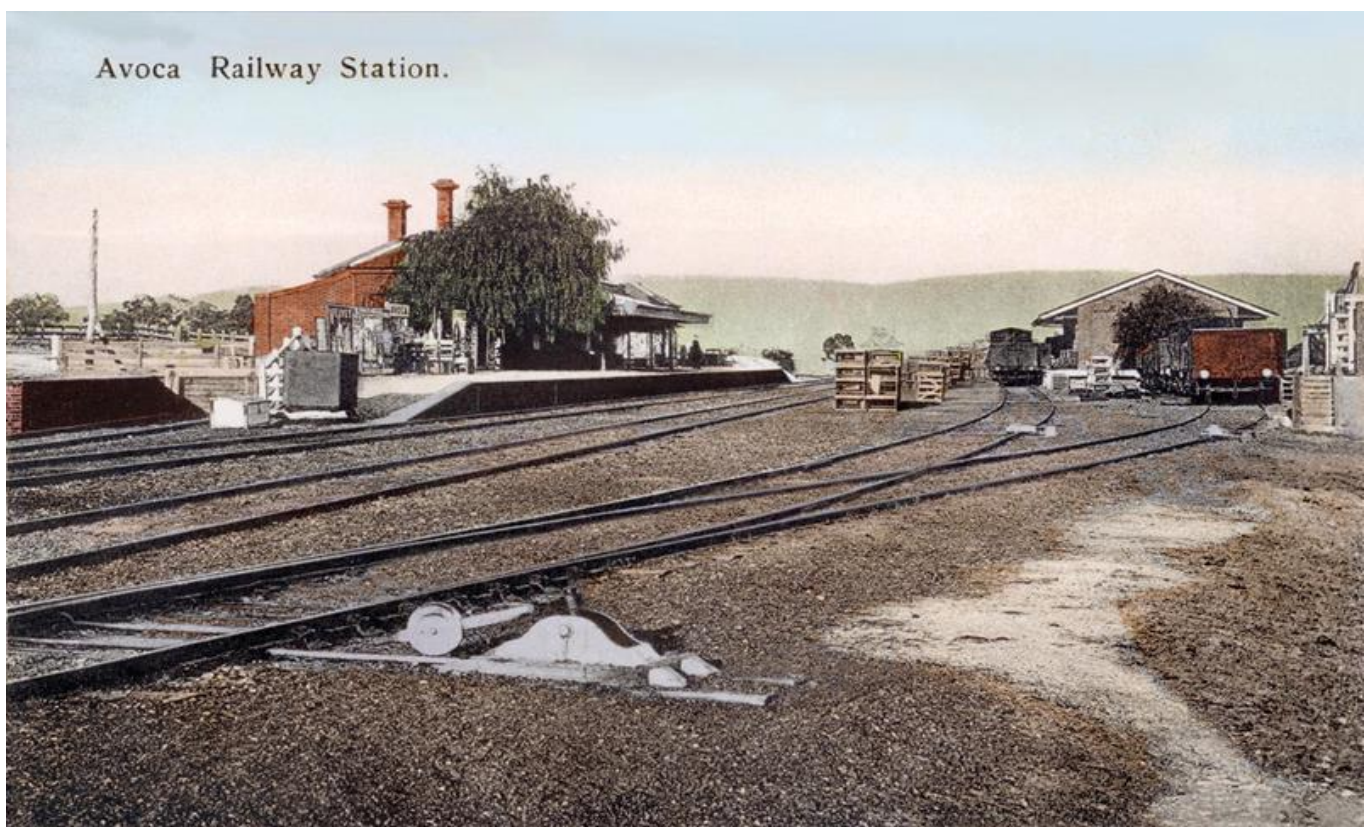
| | Tue., Thur., Fri. | Mon., Wed., Sat. | | Mon. | Tue. to Sat. |
|--|-------------------------|------------------------|----------------------------|---------------|--------------------|
| MELBOURNE R (Spencer-st.) ... dep. | a.m. 8 20 | a.m. 8 40 | ARARAT R ... dep. | a.m. 6 50M | a.m. 7 50M |
| (See table 11) | Via Castle- maine | Via Ballarat | R.M. Stop. Pl., No. 46 ... | \$ | \$ |
| (See table 10) | Noon | p.m. 1 20C | Warra Yadin ... | 7 1 | 8 1 |
| MARYBORO' R { | Mon. to Sat. | | Dunneworthy ... | 7 12 | 8 12 |
| dep. | p.m. 1 40M | | Ben Nevis ... | 7 18 | 8 18 |
| R.M. Stop. Pl., No. 36 ... | \$ | \$ | R.M. Stop. Pl. No. 13 ... | \$ | \$ |
| R.M. Stop. Pl., No. 35 ... | \$ | \$ | R.M. Stop. Pl., No. 45 ... | \$ | \$ |
| R.M. Stop. Pl., No. 31 ... | \$ | \$ | Elmhurst ... | 7 36 | 8 36 |
| Avoca ... | 2 14 | \$ | R.M. Stop. Pl., No. 44 ... | \$ | \$ |
| R.M. Stop. Pl., No. 41 ... | \$ | \$ | R.M. Stop. Pl., No. 43 ... | \$ | \$ |
| R.M. Stop. Pl., No. 76 ... | \$ | \$ | Amphitheatre ... | 7 54 | 8 54 |
| R.M. Stop. Pl., No. 42 ... | \$ | \$ | R.M. Stop. Pl., No. 42 ... | \$ | \$ |
| Amphitheatre ... | 2 29 | \$ | R.M. Stop. Pl., No. 76 ... | \$ | \$ |
| R.M. Stop. Pl., No. 43 ... | \$ | \$ | R.M. Stop. Pl., No. 41 ... | \$ | \$ |
| R.M. Stop. Pl., No. 44 ... | \$ | \$ | Avoca ... | 8 10 | 9 10 |
| Elmhurst ... | 2 48 | \$ | R.M. Stop. Pl., No. 31 ... | \$ | \$ |
| R.M. Stop. Pl., No. 45 ... | \$ | \$ | R.M. Stop. Pl., No. 35 ... | \$ | \$ |
| R.M. Stop. Pl., No. 12 ... | \$ | \$ | R.M. Stop. Pl., No. 36 ... | \$ | \$ |
| Ben Nevis ... | 3 4 | \$ | MARYBORO' R { | arr. 8 50C | 9 50C |
| Dunneworthy ... | 3 10 | \$ | (See table 11) | dep. | 10 39M |
| Warra Yadin ... | 3 23 | \$ | Via Ballarat | | |
| R.M. Stop. Pl., No. 46 ... | \$ | \$ | MELBOURNE R | p.m. 1 58 | |
| ARARAT R ... { | arr. 3 40C | | (Spencer-st.) ... | arr. | |
| dep. | 4 20 | | | | |
| MELBOURNE R | | | | | |
| (Spencer-st.) ... | arr. 8 20 | | | | |

The (315th) October 1956 country timetable was the last one to feature rail travel via Avoca as the DRC was withdrawn on 6th May 1957. Also, Warra-Yadin was closed on 22nd April 1957, a mere fortnight prior to the withdrawal of the passenger service. Why not delay its demise for a few extra days?

A note about the Edmondson ticket:-

VR's country ticket practice changed dramatically on 1st January 1939 with the introduction of directional colours. Prior to this date, VR used forward and return colours, viz: Blue forward and Violet return for second class irrespective of direction. The new second class directional colours were Blue down and Grey up. Thus the existing Maryborough to Stawell via Avoca second single (Blue) would have remained on issue (unless it was one of the relatively few on Pink card) with its continuing numbers but a reprint on Grey card was required for Stawell to Maryborough via Avoca (this being an entirely up journey at the time) and the numbers would have started again at 0000, hence the very low number on the ticket illustrated. From 1939, a second single Stawell to/from Maryborough via Ballarat (if it existed) would have been printed on Blue with White circle card as the journey was both up and down. A ticket via Ballarat would probably have stated 'Via Beaufort & Talbot' (or vice versa) as these were the usual routeing stations used in the Ballarat – Ararat and Ballarat – Maryborough sections. [Note that I've adopted the late Keith Atkinson's convention that card colour takes a capital first letter whereas text colour has a lower case letter. Our ticket, then, is black text on Grey card. Keith was the author of a series of excellent books on Australian railway tickets and, hence, railway and social history.]

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An Editorial survey of Railway Public Timetables of Australasia (Part 2:—NSW 1935-1984)

VICTOR ISAACS

THE LAST COMPLETE SYSTEM timetable was 25 October 1925. By now, the NSWGR system was large. From 30 May 1926, there were two NSW Public Timetables, one for Suburban and one for Country. They retained the small page size. From either 1933 or 1934 both the

Country and the Suburban timetables were completely re-designed. The small page size was replaced by a large size, 7 x 9.5 inches. The appearance was substantially improved. However, the content was not. Indeed content was removed. Most information, except the timetables and fares was deleted. That

is, advertisements, conditions of travel, and connecting road services were deleted. The re-design may have been because of the prevailing depression or may have been to give a more modern appearance – probably for both reasons. For some years after the separation, the Suburban Public TT book included Newcastle as well

29
3-Nov-1935

TABLE 4—continued. MELBOURNE—ALBURY—SYDNEY.

| | Tues. Thurs. & Sats. | Mondays to Saturdays. | | Tues. Thurs. & Sats. | Mondays. | Tues. to Sats. | Mondays to Saturdays. | |
|---------------------------|----------------------|-----------------------|--------|----------------------|----------|----------------|-----------------------|-------|
| | a m | a m | a m | a m | a m | a m | p m | a m |
| MELBOURNE dep. | ... | ... | ... | ... | ... | ... | ... | 7 45 |
| (See Table 4a.) | ... | ... | ... | ... | ... | ... | ... | 8 10 |
| ALBURY R { dep. | ... | ... | ... | ... | Mixed. | Mixed. | ... | 3 25 |
| Albury Racecourse | ... | ... | ... | ... | a | a | ... | 10 40 |
| Eftamogh | ... | ... | ... | ... | a | a | ... | 11 0 |
| Table Top | ... | ... | ... | ... | 9 45 | 9 58 | ... | ... |
| Gregory | ... | ... | Mixed. | Mixed. | 10 20 | 10 29 | ... | ... |
| CULCAIRN R { arr. | ... | ... | ... | ... | 10 40 | 11 5 | ... | 4 15 |
| Henty | ... | ... | ... | 9 0 | 10 55 | 11 20 | ... | 4 21 |
| Verong Creek | Mixed. | ... | ... | ... | 11 25 | 11 47 | ... | 4 37 |
| Kubera | ... | ... | ... | ... | 11 54 | 12 16 | ... | ... |
| The Rock | ... | ... | ... | ... | 12 4 8 | 12 30 | ... | 4 51 |
| Hon Accord | ... | ... | ... | ... | p m | ... | ... | 5 1 |
| Uranquity | ... | ... | ... | ... | 12 29 | 12 50 | ... | 5 10 |
| WAGGA WAGGA R | ... | ... | ... | To Rand. | 12 55 | 1 17 | ... | 5 27 |
| Bomen | ... | 7 25 | ... | ... | 1 56 | 2 15 | ... | 5 58 |
| Shepherds' | ... | 7 34 | ... | ... | 2 11 | 2 34 | ... | 6 8 |
| Harefield | ... | 7 50 | ... | ... | 2 38 | 3 0 | ... | 6 26 |
| JUNEE JCT. R { arr. | ... | ... | ... | ... | 3 6 | 3 28 | ... | 7 40 |
| Marinna | ... | 8 35 | 8 55 | ... | ... | ... | ... | 7 15 |
| Illabo | ... | 8 44 | 9 12 | ... | ... | ... | ... | 7 27 |
| Bethunga | ... | 8 57 | 9 48 | ... | ... | ... | ... | 7 42 |
| Frampton | ... | 9 11 | 10 22 | ... | ... | ... | ... | 8 0 |
| COOTAMUNDRA R { arr. | ... | 9 23 | 10 55 | ... | ... | ... | ... | 8 23 |
| Jindalee | ... | 9 33 | 12 5 | ... | ... | ... | ... | 7 50 |
| Morrison's Hill | ... | a | 12 22 | ... | ... | ... | ... | 8 27 |
| Walendbeen | ... | a | 12 39 | ... | ... | ... | ... | 8 32 |
| Nabba | ... | 9 59 | 12 57 | ... | ... | ... | ... | 8 38 |
| Demondrille Jct. | ... | 10 7 | 1 10 | ... | ... | ... | ... | 8 43 |
| Murrumburrrah | ... | 10 17 | 1 28 | ... | ... | ... | ... | 8 48 |
| HARDEN R { arr. | ... | 10 22 | 1 40 | ... | ... | ... | ... | 8 53 |
| Cunninggar | 4 15 | 10 32 | ... | ... | ... | ... | ... | 9 7 |
| Yass Ponds | 4 25 | 10 38 | ... | ... | ... | ... | ... | 9 14 |
| Galong | 5 0 | 10 57 | ... | ... | ... | ... | ... | 9 39 |
| Binalong | ... | 11 13 | ... | ... | ... | ... | ... | 10 38 |
| Illalong Creek | ... | a | ... | ... | ... | ... | ... | 10 37 |
| Goondah | ... | 11 27 | ... | ... | ... | ... | ... | 10 19 |
| Downing | ... | 11 49 | ... | ... | ... | ... | ... | 10 37 |
| Yass Towns dep. | ... | 11 32 | ... | ... | ... | ... | ... | 10 19 |
| YASS JCT. R { arr. | ... | 11 33 | ... | ... | ... | ... | ... | 10 41 |
| Coolalie | To | 12 0 9 | ... | ... | ... | ... | ... | 11 27 |
| Jerrawa | Boorowa. | 12 33 | ... | ... | ... | ... | ... | 11 33 |
| Olong | ... | 12 24 | ... | ... | ... | ... | ... | 11 30 |
| Gunning | ... | 12 45 | ... | ... | ... | ... | ... | 11 44 |
| Fish River | ... | 12 53 | ... | ... | ... | ... | ... | 11 54 |
| Cullerin | ... | a | ... | ... | ... | ... | ... | a m |
| Breadalbane | ... | 1 19 | ... | ... | ... | ... | ... | a m |
| Yarra | ... | 1 31 | ... | ... | ... | ... | ... | a |
| COULBURN R { dep. | ... | 1 41 | ... | ... | ... | ... | ... | 12 25 |
| MOSS VALE R { arr. | ... | 2 5 | ... | ... | ... | ... | ... | 12 38 |
| Bowers | ... | 3 16 | ... | ... | ... | ... | ... | 1 23 |
| Mittagong | ... | 3 29 | ... | ... | ... | ... | ... | 1 43 |
| Lidcombe | ... | ... | ... | ... | ... | ... | ... | ... |
| Strathfield | ... | 5 30 | ... | ... | ... | ... | ... | ... |
| SYDNEY (Central).....arr. | ... | 5 45 | ... | ... | ... | ... | ... | ... |

MORNING TEA.
will be provided FREE OF CHARGE by the Conductor to passengers occupying sleeping berths travelling in the Limited Express Train between Albury and Sydney.

For Notes a, b, d, and R, see page 1. z Change trains.

* Stops at stations marked "a," and also at stations between Campbelltown and Liverpool, where required, to set down passengers from Cootamundra and beyond. Notice must be given to the Guard.

† Stops at stations marked "r"; also at stations between Campbelltown and Liverpool where required to set down passengers from beyond Goulburn. Notice must be given to the Guard.

‡ Stops at stations so marked when required to set down passengers from Yarra and south thereof. Notice must be given to the guard.

§ Stops, when required, to set down passengers and to pick up passengers for Sydney only. Passengers wishing to alight must give notice to the Guard.

¶ On Sunday mornings also conveys passengers from places so marked and stops at Mittagong at 8.15 a.m. to pick up and set down passengers. Junction at Culcairn for Holbrook and Corowa Lines; at Henty for the Rand Line; at The Rock for Oaklands and Westby Lines; at Uranquity for Kywong Line; at Wagga Wagga for Tumbarumba Line; at Junee Junction for the Hay, Yanco-Griffith-Hillston-Roto and Tocumwal Lines; at Cootamundra for Tumut, Belloo, Stockinbingal-Ferbes, Lake Gargallo, Ten-ora-Griffith, Rankin's Springs, Engle and Waradhan Lines; at Harden for Harden-Blayney, Grenfell and Eugowra Lines; at Galong for the Boorwa Line; at Yass Junction for Yass Town; at Goulburn for Bombala, Canberra, Crookwell, and Taralga Lines; at Moss Vale for Line to Unanderra; at Mittagong for Mittagong-Picton Loop Line; and at Campbelltown for the Camden Line.

TABLE 21. NARRANDERA—TOCUMMAL.

| Height | Distance. | Mons. to Fris. and Sundays. | | Mons. to Thurs. and Fris. | Mondays to Sats. |
|--------|-----------|--------------------------------------|-------------|----------------------------|------------------|
| Feet. | m. c. | Mail. p.m. | Mixed. p.m. | Mail. p.m. | Mail. p.m. |
| 67 | --- | SYDNEY (Central) dep. (See Table 4.) | 10 20 | TOCUMMAL dep. | 7 5 |
| 685 | 399 41 | JUNEE JCT. R { dep. 7 44 | 11 20 | Langunya dep. | 7 45 |
| 576 | 350 29 | NARRANDERA R { dep. 8 20 | 11 26 | FINLEY dep. | 7 45 |
| 541 | 373 6 | Corobimilla dep. | 11 26 | Curraghmohr dep. | 7 45 |
| 432 | 376 69 | New Park dep. | 11 26 | Lanston dep. | 7 45 |
| 421 | 380 37 | Morundah dep. | 11 26 | Wait-a-While dep. | 7 45 |
| 408 | 390 18 | Widgiewa dep. | 11 26 | BERRIGAN dep. | 7 45 |
| 395 | 397 40 | Coonong dep. | 11 26 | Green Swamp Rd. dep. | 7 45 |
| 384 | 404 33 | Bundare dep. | 11 26 | Marrimby dep. | 7 45 |
| 371 | 412 40 | North Yathong dep. | 11 26 | Stn. Wunnamura dep. | 7 45 |
| 364 | 425 43 | JERILDERIE R { dep. 1 40 | 11 26 | Wunnamura dep. | 7 45 |
| 364 | 429 49 | Wunnamura dep. | 11 26 | JERILDERIE R { dep. 1 40 | 11 26 |
| 364 | 430 59 | Stn. Wunnamura dep. | 11 26 | North Yathong dep. | 11 26 |
| 371 | 435 53 | Marrimby dep. | 11 26 | Bundare dep. | 11 26 |
| 378 | 440 11 | Green Swamp Rd. dep. | 11 26 | Coonong dep. | 11 26 |
| 390 | 447 30 | BERRIGAN dep. | 11 26 | Widgiewa dep. | 11 26 |
| 377 | 452 38 | Wait-a-While dep. | 11 26 | Morundah dep. | 11 26 |
| 372 | 454 70 | Lanston dep. | 11 26 | New Park dep. | 11 26 |
| 369 | 457 31 | Curraghmohr dep. | 11 26 | Corobimilla dep. | 11 26 |
| 362 | 460 77 | FINLEY dep. | 11 26 | NARRANDERA dep. | 11 26 |
| 363 | 466 64 | Langunya dep. | 11 26 | (See Table 19.) R | 11 26 |
| 368 | 472 46 | TOCUMMAL arr. | 3M37 | JUNEE JCT. R { dep. 7 5 | 11 26 |

M Connecting train leaves Tocummal for Melbourne at 4.5 p.m. on Mondays to Saturdays, due Melbourne at 10.12 p.m.
 N Connecting train leaves Melbourne at 7.45 a.m. on Mondays to Saturdays, arriving at Tocummal at 12.25 p.m.
 Passengers for Broken Hill leaving Melbourne at 7.45 a.m. on Wednesdays, via Tocummal, stay overnight at Narrandera or Griffith and so forward by 10.47 a.m. train from Narrandera (Griffith 12.15 p.m.) on Thursdays, connecting with Express train leaving Roto at 12.47 p.m. on same day; due Broken Hill at 7.30 a.m. on Fridays (7.0 a.m. Broken Hill time). See Tables 20 and 31.

TABLE 23. URANQUINTY—KYWONG.

| Height | Distance. | Fridays. | | Saturdays. |
|--------|-----------|--------------------------------------|-------------|-----------------------------|
| Feet. | m. c. | Mail. p.m. | Mixed. p.m. | Mixed. p.m. |
| 67 | --- | SYDNEY (Central) dep. (See Table 4.) | 10 20 | KYWONG dep. |
| 661 | 330 53 | URANQUINTY dep. | 10 20 | Galore dep. |
| 660 | 337 33 | Collingulle dep. | 10 20 | Arajoel dep. |
| 191 | 343 5 | Bellrayden dep. | 10 20 | Bulgary dep. |
| 153 | 349 43 | Bulgary dep. | 10 20 | Collingulle dep. |
| 537 | 354 14 | Arajoel dep. | 10 20 | URANQUINTY dep. |
| 530 | 359 14 | Galore dep. | 10 20 | (See Table 4.) |
| 527 | 364 12 | KYWONG arr. | 12 3 | SYDNEY (Central) arr. |

For notes a and R, see page 1.

TABLE 22. WAGGA WAGGA—TUMBARUMBA.

| Height | Distance. | Mondays and Thursdays. | | Mondays and Saturdays. |
|--------|-----------|--------------------------------------|-------------|-----------------------------|
| Feet. | m. c. | Mail. p.m. | Mixed. p.m. | Mixed. p.m. |
| 67 | --- | SYDNEY (Central) dep. (See Table 4.) | 10 20 | TUMBARUMBA dep. |
| 610 | 322 48 | WAGGA WAGGA R { dep. 9 15 | 11 20 | Glenroy dep. |
| 701 | 327 39 | Forest Hill dep. | 9 32 | Wolsley Park dep. |
| 686 | 333 26 | Ladysmith dep. | 9 59 | Rosewood dep. |
| 1017 | 338 59 | Tamboolba dep. | 10 5 | Humula dep. |
| 760 | 343 00 | Corcimbob dep. | 10 5 | Umbango Creek dep. |
| 728 | 347 4 | Dorambola dep. | 11 17 | Tarcutta dep. |
| 760 | 356 34 | Tarcutta dep. | 12 13 | Borambla dep. |
| 841 | 364 73 | Umbango Creek dep. | 12 51 | Corcimbob dep. |
| 920 | 373 25 | Humula dep. | 1 21 | Tamboolba dep. |
| 1058 | 380 13 | Rosewood dep. | 1 50 | Ladysmith dep. |
| 1058 | 392 04 | Wolsley Park dep. | 2 58 | Forest Hill dep. |
| 1020 | 396 62 | Glenroy dep. | 3 44 | WAGGA WAGGA R { dep. 5 20 |
| 2276 | 401 74 | TUMBARUMBA arr. | 4 15 | SYDNEY (Central) arr. |

TABLE 24. THE ROCK—OAKLANDS.

| Height | Distance. | Tuesdays and Thursdays. | | Sundays. | Tuesdays |
|--------|-----------|--------------------------------------|-------------|------------|-----------------------------|
| Feet. | m. c. | Mail. p.m. | Mixed. p.m. | Mail. p.m. | Mixed. p.m. |
| 67 | --- | SYDNEY (Central) dep. (See Table 4.) | 10 20 | 10 45 | OAKLANDS dep. |
| 711 | 339 58 | THE ROCK dep. | 9 26 | 10 56 | Coorabbin dep. |
| 615 | 346 65 | Tootool dep. | 9 56 | 11 25 | Uranquinty dep. |
| 613 | 351 41 | French Park dep. | 10 0 | 11 25 | Utana dep. |
| 691 | 356 27 | Milbrulong dep. | 10 50 | 11 25 | Cullivet dep. |
| 585 | 360 22 | Napier dep. | 11 22 | 11 46 | Yuluma dep. |
| 518 | 363 63 | Lookhart dep. | 11 52 | 12 11 | Boree Creek dep. |
| 564 | 371 17 | Long Park dep. | 12 22 | 12 46 | Long Park dep. |
| 491 | 374 62 | Boree Creek dep. | 12 34 | 12 58 | Lookhart dep. |
| 455 | 382 45 | Yuluma dep. | 12 56 | 1 20 | Napier dep. |
| 487 | 392 27 | Cullivet dep. | 1 25 | 1 49 | Milbrulong dep. |
| 395 | 400 14 | Uranquinty dep. | 1 48 | 2 12 | French Park dep. |
| 405 | 405 64 | Uranquinty dep. | 2 23 | 2 47 | Tootool dep. |
| 439 | 412 6 | Coorabbin dep. | 2 56 | 3 20 | THE ROCK dep. |
| 480 | 410 76 | OAKLANDS dep. | 3 14 | 3 38 | SYDNEY (Central) dep. |

For notes a and R, see page 1.
 * Arrives Sydney at 6.30 a.m. on Sundays.

28-May-1944

Table 3—continued. Waterfall, The National Park, Cronulla and Sutherland to St. James. Table 3—continued.

| Waterfall. | Heathcote. | Engallite. | The National Park. | Loftus. | Cronulla. | Woolong. | Catlingbah. | Miranda. | Gymee. | Kirrawee. | Sutherland. | Janmail. | Como. | Outlay. | Mortdale. | Penshurst. | Horsville. | Alawah. | Carlton. | Kogarah. | Rockdale. | Banksia. | Arncliffe. | Tempe. | Sydenham. | St. Peters. | Busby. | Reefers. | Centar. | Museum. | St. James. | | |
|-------------------------------|------------|------------|--------------------|---------|-----------|----------|-------------|----------|--------|-----------|-------------|----------|-------|---------|-----------|------------|------------|---------|----------|----------|-----------|----------|------------|--------|-----------|-------------|--------|----------|---------|---------|------------|------|-----|
| MONDAYS TO FRIDAYS—continued. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Mondays and Fridays. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 39 | 5 45 | 5 49 | ... | 5 54 | ... | ... | ... | ... | ... | ... | 5 57 | ... | ... | ... | 6 01 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| Mondays to Fridays. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Fridays only. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mondays to Fridays. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 25 | 8 32 | 8 38 | ... | 8 42 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mondays to Thursdays. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 37 | 9 44 | 9 48 | ... | 9 54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mondays to Fridays. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Mondays to Thursdays. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 37 | 10 44 | 10 48 | ... | 10 54 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Arrives at Sydney Steam Station.

For notes b and d, see page 1.

as Sydney suburban services, and also the mainline between the two cities. Both Country and Suburban PTTs continued to be published during World War II. The covers of

representative timetables appear on our rear cover; some sample interior pages appear on our pages 9&10.

In 1983 the suburban timetable books moved to a larger page size, 20 x 27

cm, redesigned, modern appearance and glossy paper – all giving a pleasant appearance. These editions lasted until 1992. These books included timetables from Sydney to

| 56 TABLE 25 | | FORBES—PARKES—ORANGE—BATHURST—WALLERAWANG—SYDNEY | | | | | | | | | | 1-Nov-1970 |
|----------------------------------|--------------|--|--------------|-------------------|--------------------|-----------------|--------------|--------------|------------------------|----------|-----------------|------------|
| Train No. | Mons to Sats | 2 Weds Suns | Suns only | 22 Mons Weds Fris | 36 Tues Thurs Sats | Tues Thurs Sats | 12 Suns only | 20 Suns only | 60 Tues Weds Fris Sats | 60 Thurs | 58 Mons to Sats | |
| DUBBO R.... A/V lv | .. | .. | .. | .. | .. | Rail Motor a.m. | .. | .. | .. | .. | .. | |
| Wongarbon | .. | .. | .. | 11 25 | 11 42 | .. | .. | 7 48 | .. | .. | 7 48 | |
| Geurie | .. | .. | .. | 11 56 | 12 7 | .. | .. | 8 22 | .. | .. | 8 8 | |
| Mary Vale | .. | .. | .. | 12 7 | 12 19 | .. | .. | 8 35 | .. | .. | 8 22 | |
| WELLINGTON | .. | .. | .. | 12 19 | 12 32 | .. | .. | 8 49 | .. | .. | 8 35 | |
| Dripstone | .. | .. | .. | 12 47 | 1 2 | .. | .. | 9 4 | .. | .. | 8 49 | |
| Mumbil | .. | .. | .. | a | a | .. | .. | 9 22 | .. | .. | 9 6 | |
| Stuart Town | .. | .. | .. | a | a | .. | .. | 9 39 | .. | .. | 9 24 | |
| Farnham | .. | .. | .. | a | a | .. | .. | a | .. | .. | a | |
| Store Creek | .. | .. | .. | a | a | .. | .. | a | .. | .. | a | |
| Euchareena | .. | .. | .. | 1 23 | 1 23 | .. | .. | 10 6 | .. | .. | 10 8 | |
| Kerr's Creek | .. | .. | .. | 1 54 | 1 54 | .. | .. | 10 45 | .. | .. | 10 47 | |
| Mullion Creek | .. | .. | .. | a | a | .. | .. | .. | .. | .. | a | |
| Clergate | .. | .. | .. | a | a | .. | .. | .. | .. | .. | a | |
| FORBES | .. | .. | .. | .. | .. | 10 59 | 7 0 | .. | 5 55 | 5 55 | .. | |
| Daroolbalgie | .. | .. | .. | .. | .. | a | a | .. | a | a | .. | |
| Tichborne | .. | .. | .. | .. | .. | a | a | .. | a | a | .. | |
| PARKES R ..A/V } ar | .. | 7d22 | .. | .. | .. | 11 42 | 7 39 | .. | 6 35 | 6 35 | .. | |
| Mugincoble | .. | 7 32 | .. | .. | 11 50 | 12 30 | 7 54 | .. | 7 10 | 7 5 | .. | |
| Cookamidgera | .. | .. | .. | .. | 12 3 | .. | a | .. | 7 26 | 7 21 | .. | |
| Mandagery | .. | .. | .. | .. | 12 32 | .. | 8 9 | .. | 8 11 | 8 6 | .. | |
| Bumberry | .. | .. | .. | .. | .. | .. | 8 45 | .. | a | a | .. | |
| Jeerabung | .. | .. | .. | .. | .. | .. | a | .. | a | a | .. | |
| Meranburn | .. | .. | .. | .. | 12 57 | .. | 9 12 | .. | 8 39 | 8 34 | .. | |
| Manildra | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Gregra | .. | .. | .. | .. | .. | .. | a | .. | a | a | .. | |
| Pinecliffe | .. | .. | .. | .. | .. | .. | a | .. | a | a | .. | |
| MOLONG | .. | .. | .. | .. | 1 24 | .. | 9 49 | .. | 9 19 | 9 14 | .. | |
| Amaroo | .. | .. | .. | .. | 1 48 | .. | a | .. | 10 6 | 10 9 | .. | |
| Borenore | .. | .. | .. | .. | .. | .. | 10 25 | .. | 10 6 | 10 9 | .. | |
| ORANGE R ar | Diesel Train | .. | Diesel Train | 2x13 | 2x8 | .. | 10 51 | 11 6 | 10 32 | 10 35 | 11 8 | |
| Train No. 86 | Mons to Sats | .. | 78 | 28 | 28 | .. | 20 | .. | 60 | .. | 58 | |
| ORANGE R lv | 7 10 | .. | Suns only | Exp * a | Exp * a | .. | Sundays only | .. | Mons to Sats | .. | Mons to Sats | |
| Bloomfield | a | .. | p.m. | 2 15 | 2 26 | .. | p.m. | 11 18 | 10 47 | .. | 11 17 | |
| Huntley | a | .. | a | a | w | .. | .. | .. | .. | .. | .. | |
| Spring Hill | 7 25 | .. | a | a | b | .. | .. | .. | .. | .. | .. | |
| Millthorpe | 7 31 | .. | 2 30 | 2 36 | 2a48 | .. | 11a36 | .. | 11a5 | .. | 11w34 | |
| BLAYNEY } ar | 7 43 | .. | 2 36 | 2 47 | 3 4 | .. | 11a44 | .. | 11a13 | .. | 11w41 | |
| Newbridge | 8 3 | .. | 2 47 | 3 5 | 3a26 | .. | 11 58 | .. | 11 27 | .. | 11 54 | |
| Gresham | a | .. | 3 4 | 3 5 | 3a26 | .. | 12 8 | .. | 11 29 | .. | 12 5 | |
| Wimbledon | 8 14 | .. | 3 5 | 3 16 | w | .. | Mons a.m. | 12a29 | 11a50 | .. | 12w25 | |
| George's Plains | 8 26 | .. | 3 16 | 3 16 | w | .. | 12a44 | .. | 12a5 | .. | 12w39 | |
| Perthville | a | .. | 3 28 | 3 28 | w | .. | 12a59 | .. | 12a20 | .. | .. | |
| BATHURST } ar | 8 39 | .. | 3 41 | 3 41 | 4 4 | .. | 1 13 | .. | 12 34 | .. | 1 7 | |
| Kelso | 8 46 | .. | 3 44 | 3 44 | 4 8 | .. | 1 17 | .. | 12 42 | .. | 1 14 | |
| Raglan | a | .. | a | a | w | .. | .. | .. | .. | .. | .. | |
| Brewongle | 9 4 | .. | a | a | w | .. | .. | .. | .. | .. | .. | |
| Wambool | a | .. | 4 2 | 4 2 | w | .. | .. | .. | .. | .. | .. | |
| Locksley | 9 17 | .. | a | a | w | .. | .. | .. | .. | .. | .. | |
| Gemalla | a | .. | 4 15 | 4 15 | w | .. | .. | .. | .. | .. | .. | |
| Tarana Quarry | a | .. | a | a | w | .. | .. | .. | .. | .. | .. | |
| TARANA } ar | 9 34 | .. | 4 32 | 4 32 | 4a54 | .. | 2 6 | .. | 1 30 | .. | 2w3 | |
| Sodwalls | a | .. | 4 32 | 4 32 | w | .. | .. | .. | .. | .. | .. | |
| Rydal | 9 52 | .. | 4 50 | 4 50 | w | .. | .. | .. | .. | .. | .. | |
| WALLERAWANG } ar | 10 3 | .. | 5 0 | 5 0 | .. | .. | 2 39 | .. | 2 4 | .. | 2 36 | |
| Lithgow R | 10x19 | .. | 5 1 | 5 1 | 5y25 | .. | 2 41 | .. | 2 18 | .. | 3 38 | |
| LITHGOW R } ar | 10 30 | .. | 5x19 | 5x19 | 5y41 | .. | .. | .. | 2 36 | .. | 2 58 | |
| Penrith | 11 18 | .. | 5 30 | 5 30 | 5 49 | .. | .. | .. | 2 44 | .. | 3 6 | |
| Parramatta R | Mons to Sats | .. | Suns only | .. | .. | .. | .. | .. | .. | .. | .. | |
| Strathfield R | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| SYDNEY.. R A/V.. ar | p.m. | .. | p.m. | 7 41 | 7k35 | .. | a.m. | 4d56 | a.m. | 4d56 | a.m. | 5d10 |
| | 12d45 | .. | 8d 6 | 8d 6 | 7d57 | .. | 4d56 | 4 40p | 5d 6 | 5d19p | 5d25 | 5d38 |
| | 12d59 | .. | 8d 9 | 8d 9 | 8d 9 | .. | 5d23 | 5d38 | 5d23 | 5d38 | 5d43 | 5d54 |
| | 11d14 | 3 50 | 8 32 | 8 32 | 8 22 | .. | 6 0 | 5 40 | 5 52 | 6 0 | 6 0 | 6 10 |

* Reserved seats only, see page 14. † Refreshments available on train. §§ See page 66 for explanation.
 For other explanatory notes, see page 60. ‡ Sleeping car attached, see page 16. ▽ Reservation of seats optional, see page 14.

Newcastle, Nowra, Southern Highlands and the Blue Mountains. See our pages 11-13.

The next period for suburban timetables, continuing until now, has

brought separate booklets for each line.

The corporate mayhem that overtook NSW Railways from the 1970s, with frequent re-organisations, is mirrored

in instability in the design of country public timetables. The Public Transport Commission of NSW took over from the NSW Railways in 1972. So began a period of ruthless cutbacks to branch line and, to a lesser extent,

1-Nov-1970

DUBBO — BOURKE

TABLE 26 57

| Height | Dist. | Stations | Weds | Suns, Tues, Thurs | Mons | Fris | Weds | Thurs |
|---------|---------|---------------------|---------------|--------------------------|--------------|--------------|------|---------------------------|
| Feet | miles | | | | | | | |
| 67 | — | SYDNEY R A/V... lv | 9 15 Thurs | 9 15 Mons, Weds, Fris | 9 15 Tues | 9 15 Sats | .. | 8 0 Thurs Diesel Train |
| 284 1/2 | 200 1/2 | ORANGE R ar | 3 26 | 3 26 | 3 26 | 3 26 | .. | 1x56 p.m. |
| 867 | 287 | DUBBO R A/V... ar | 3 34 6x32 | 3 34 6x32 | 3 34 6x32 | 3 34 6x32 | .. | 2 25 4 58 |
| — | — | Do lv | 7 4 | 7 4 | 7 22 | 7 22 | .. | 5 5 |
| 936 | 296 | Minore | 7 21 | 7 21 | 7 39 | 7 39 | .. | 5 22 |
| 811 | 304 1/2 | Webbs | a | a | a | a | .. | a |
| 786 | 309 | NARROMINE ar | 7 41 | 7 41 | 7 59 | 7 59 | .. | 5 42 |
| — | — | Do lv | 7 47 | 7 47 | 8 7 | 8 7 | .. | 5 44 |
| 751 | 319 | Mungeribar | a | a | a | a | .. | a |
| 718 | 329 1/2 | Trangle | 8 12 | 8 12 | 8 32 | 8 32 | .. | 6 9 |
| 705 | 334 1/2 | Myall Mundi | a | a | a | a | .. | a |
| 683 | 341 | Cathedral | a | a | a | a | .. | a |
| 650 | 350 1/2 | NEVERTIRE ar | 8 42 | 8 42 | 9 2 | 9 2 | .. | 6 50 |
| — | — | Do lv | 8 46 | 8 46 | 9 6 | 9 6 | .. | 6 52 |
| 631 | 358 1/2 | Belaringar | a | a | a | a | .. | a |
| 600 | 370 | Mullengudgery | a | a | a | a | .. | a |
| 586 | 378 | Miowera | a | a | a | a | .. | a |
| 581 | 381 1/2 | Warrigal | a | a | a | a | .. | a |
| 570 | 386 1/2 | NYNGAN R ar | 9 33 | 9 33 | 9 53 | 9 53 | .. | 7 39 |
| — | — | Do lv | 9 42 | 9 42 | 10 1 | 10 1 | .. | .. |
| 552 | 399 | Summervale | a | a | a | a | .. | .. |
| 589 | 405 1/2 | Grahweed | a | a | a | a | .. | .. |
| 640 | 414 | Girilambone | a | a | 10 37 | 10 37 | .. | .. |
| 735 | 422 1/2 | Wilga Tank | To Cobar | 10 18 | a | a | .. | .. |
| 738 | 433 | Coolabah | .. | 10 40 | 10 59 | 10 59 | .. | .. |
| 526 | 450 1/2 | Glenariff | .. | a | a | a | .. | .. |
| 499 | 464 1/2 | BYROCK ar | .. | 11 17 | 11 39 | 11 39 | .. | .. |
| 400 | 485 1/2 | Do lv | .. | 11 28 | 11 41 | 11 41 | 3 34 | .. |
| 375 | 491 1/2 | Dwyer's | .. | a | a | a | .. | .. |
| — | — | Boorindal | .. | a | a | a | .. | .. |
| 350 | 512 1/2 | BOURKE ar | .. | 12 37 | 12 40 | .. | 4 34 | .. |

| STATIONS | Mons | Fris | Tues, Sats | Thurs | Mons, Weds, Fris |
|----------------------|-------|--------------|------------|-------|------------------|
| BOURKE lv | a.m. | a.m. | p.m. | p.m. | p.m. |
| Boorindal | .. | .. | .. | 2 9 | 2 19 |
| Dwyer's | .. | .. | .. | a | a |
| BYROCK ar | Motor | Diesel Train | Mixed | 3 8 | 3 18 |
| Do lv | .. | .. | 12 39 | 3 10 | 3 23 |
| Glenariff | .. | .. | a | a | a |
| Coolabah | .. | .. | 1 42 | 3 47 | 3 59 |
| Wilga Tank | .. | .. | a | a | .. |
| Girilambone | .. | .. | 2 26 | 4 8 | 4 21 |
| Grahweed | .. | .. | a | a | a |
| Summervale | .. | .. | a | a | a |
| NYNGAN..R ar | .. | .. | 3:29 | 4:44 | 4 56 |
| Do lv | 7 34 | 7 44 | 4 50 | 5 0 | 5 0 |
| Warrigal | a | a | a | a | a |
| Miowera | a | a | a | a | a |
| Mullengudgery | a | a | a | a | a |
| Belaringar | a | a | a | a | a |
| NEVERTIRE ar | 8 37 | 8 37 | 5 37 | 5 47 | 5 47 |
| Do lv | 8 53 | 8 53 | 5 38 | 5 48 | 5 48 |
| Cathedral | a | a | a | a | a |
| Myall Mundi | a | a | a | a | a |
| Trangle | 9 32 | 9 24 | 6 3 | 6 13 | 6 13 |
| Mungeribar | a | a | a | a | a |
| NARROMINE ar | 10 10 | 9 53 | 6 29 | 6 39 | 6 39 |
| Do lv | 10 10 | 9 53 | 6 31 | 6 41 | 6 41 |
| Webbs | .. | .. | a | a | a |
| Minore | 10 35 | 10 12 | 6 8 | 6 58 | 6 58 |
| DUBBO..R A/V ar | 10:55 | 10:30 | 7x7 | 7x17 | 7x17 |
| Do lv | a.m. | a.m. | p.m. | p.m. | p.m. |
| ORANGE R ar | 11 25 | 11 25 | 7 48 | 7 48 | 7 48 |
| Do lv | p.m. | p.m. | 11 8 | 11 8 | 11 8 |
| Do lv | 2 26 | 2 26 | 11 17 | 11 17 | 11 17 |
| SYDNEY R A/V ... ar | 8 22 | 8 22 | 6 0 | 6 0 | 6 0 |

For notes a and R, see page 1. x Change trains. A/V Avis Rent-A-Car available, see page 4.
 ● Reservation of seats optional, see page 14.
 ▽ Reservation of seats optional, see page 14.

MELBOURNE - SYDNEY

-9-

| | Sat | Mon to Fri | Tues to Sat | Mon to Sat | Sun | Mon to Fri | Mon to Fri Sat |
|---------------|--------------|--------------|----------------------------|--|--------------|--------------|---------------------|
| MELBOURNE | AC R 0750 | AC R 0754 | AC R .. | AC R 0900 | AC R 0945 | AC R 1235 | .. |
| Sunshine | .. | .. | .. | 0919u | .. | .. | .. |
| Broadmeadows | .. | .. | .. | 1007u | .. | .. | .. |
| SEYDOUR | 0909 | 0915 | .. | 1119 | 1352 | .. | .. |
| Euroa | 0945 | 0948 | .. | 1155 | 1425 | .. | .. |
| Violet Town | 0958 | .. | .. | 1208 | .. | .. | .. |
| BENALLA | 1017 | 1016 | .. | 1226 | 1453 | .. | .. |
| WANGARATTA | 1042 | 1041 | .. | 1251 | 1518 | .. | .. |
| Springhurst | 1059 | 1055 | .. | 1308 | .. | .. | .. |
| Chillern | 1109 | 1107 | .. | 1318 | .. | .. | .. |
| Barnawatha | .. | .. | .. | .. | .. | .. | .. |
| WOODONGA | 1131 | 1129 | .. | 1340 | 1603 | .. | .. |
| ALBURY | arr dep | 1140 1140 | 0825n | 1235A 1243A | 1350 | 1615 | 1730 |
| Table Top | .. | .. | .. | .. | .. | .. | 1748 |
| Georgy | .. | .. | 0845a | .. | .. | .. | 1804 |
| Culcairn | .. | .. | 0859a | .. | .. | .. | 1818 |
| Henty | .. | .. | 0911a | .. | .. | .. | 1833 |
| Yerong Creek | .. | .. | 0922a | .. | .. | .. | 1848 |
| The Rock | .. | .. | 0933a | .. | .. | .. | 1902 |
| Urquinty | .. | .. | 0943a | .. | .. | .. | 1917 |
| MAGGA MAGGA | arr dep | .. | .. | A | .. | .. | 1934 |
| Bomen | .. | .. | 0957n | 1410 | .. | .. | 1948 |
| Harefield | .. | .. | .. | .. | .. | .. | 1958 |
| Junee | arr | .. | 1005n | .. | .. | .. | 2015 |
| | dep | .. | Mon to Sat AC R 1033 | Inter-capital Day Light Express 1444A | .. | .. | 2026r |
| | | | | | | | 2100 |
| Illabo | .. | .. | 1046a | .. | .. | .. | 2119 |
| Bethunga | .. | .. | 1055a | .. | .. | .. | 2132 |
| Cootamundra | arr dep | .. | .. | .. | .. | .. | 2204r |
| Wallendbeen | .. | .. | 1128 | 1534A | .. | .. | 2225 |
| Harden | .. | .. | 1146a | .. | .. | .. | 2252A |
| | | | 1204 | 1615A | .. | .. | 2327 |
| Galong | .. | .. | 1221a | .. | .. | .. | 2353 |
| Binalong | .. | .. | 1230a | .. | .. | .. | 0007 |
| Bowling | .. | .. | 1250a | .. | .. | .. | 0038a |
| Yass Junction | .. | .. | 1300 | 1717A | .. | .. | 0053 |
| Gunning | .. | .. | 1331a | .. | .. | .. | 0133 |
| GOULBURN | arr | .. | 1414 | 1841A | .. | .. | 0226 |
| | dep | .. | 1422T | 1845A | .. | .. | Tues to Sat 0232 |
| Campbelltown | .. | .. | 1638b | .. | .. | .. | 0512c |
| Liverpool | .. | .. | 1655d | .. | .. | .. | 0517d |
| Strathfield | .. | .. | 1721d | 2130d | .. | .. | 0555e |
| SYDNEY | .. | .. | 1735 | 2145 | .. | .. | 0540d 0550 |

n - Change trains at Junee on Tuesday and Saturday. Train is air-conditioned between Albury and Junee on Thursdays only.
r - Refreshments available at this station.
A - For conditions of travel on Melbourne-Sydney express trains see page 11.
For explanation of symbols not shown above see page 16.

HARDEN - YOUNG - COWRA
BLAYNEY - COWRA

| | Sun Tues Thurs | Mon Wed Fri | Tues Thurs Sat | Mon Wed Fri | Mon Wed Fri | Tues Thurs |
|-----------------|----------------------------|-------------------|----------------------|-------------------|-------------------|---------------|
| SYDNEY | 2230 | AC R 0800 | AC R 0800 | AC R 0808 | .. | 1405 |
| Harden | 0539x Mon Wed Fri | 1324x | 1324x | .. | .. | .. |
| HARDEN | 0600 | 1337 | 1337 | .. | .. | .. |
| YOUNG | 0640 | 1415 | 1415 | .. | .. | .. |
| Bendick Murrell | .. | 1442a | .. | .. | .. | .. |
| Koorawatha | .. | 1501 | .. | .. | .. | .. |
| Lithgow | arr | .. | .. | 1026 | .. | 1706x |
| | dep | .. | .. | 1028 | .. | 1720 |
| BLAYNEY | arr | .. | .. | 1224x | .. | 1931 |
| | dep | .. | .. | 1235 | 1745 | 1933 |
| Carcoar | .. | .. | .. | 1253 | 1803 | 1951 |
| Lyndhurst | .. | .. | .. | 1308 | 1818 | 2006 |
| Woodstock | .. | .. | .. | 1333 | 1843 | 2031 |
| COWRA | .. | 1530 | .. | 1357 | 1907 | 2055 |

| | Wed Fri | Tues Thurs Sat | Mon Wed Fri | Mon Wed Fri | Mon Wed Fri |
|-----------------|------------|----------------------|-------------------|-------------------|-------------------|
| COWRA | 0625 | 1000 | .. | 1050 | 1605 |
| Woods stock | 0643 | .. | .. | 1110 | 1625 |
| Lyndhurst | 0711 | .. | .. | 1138 | 1653 |
| Carcoar | 0726 | .. | .. | 1153 | 1708 |
| BLAYNEY | 0749 | .. | .. | 1214 | 1729x AC R |
| | dep | 0751 | .. | .. | 1736 |
| Lithgow | arr | 1003x | .. | .. | 1937 |
| | dep | 1015 | .. | .. | 1939 |
| Koorawatha | .. | 1027 | .. | .. | .. |
| Bendick Murrell | .. | 1047a | .. | .. | .. |
| YOUNG | .. | 1115 | 1115 | .. | .. |
| HARDEN | arr | 1155x | 1155x | .. | .. |
| | dep | .. | AC R 1204 | .. | .. |
| Harden | arr | 1313 | 1735 | .. | 2156 |
| SYDNEY | .. | .. | .. | .. | .. |

For explanation of symbols see page 16.

31-May-1982

A new style PTT appeared dated 4 June 1984. The front cover was more drab and the paper quality poor. It is oblong shape – 11 x 24 cm. From 15 December 1986 what was now called State Rail changed to individual

pamphlet PTTs for each region – Northern, Western, Southern. The page size was the same, but paper quality was improved to glossy.

End of Part 2 - NSW section continued

in June 2019

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Brisbane - No More 747's Here

JAMES T WELLS

THE VENERABLE BOEING 747 Jumbo Jet first entered service in 1969, fifty years ago.

They are gradually being withdrawn from service. [Our list](#) of Brisbane Airport international departures for a Monday in March shows not one B747 flight.

This source is comprehensive, with arrivals also available. No code share info is shown but it's great to have aircraft type included. Does any other Australian airport provide this? Brisbane does not provide it for domestic flights.

Not all services shown would run daily.

Qantas still has ten B747s in service but uses the far more modern Boeing 787 twin

engine Dreamliner for flights to Los Angeles from Brisbane. Airbus A330s also feature on the Qantas list for services to Narita, Hong Kong and Singapore and one flight to Auckland.

No decoding has been supplied for aircraft types in the list. Just remember that all the codes beginning with 7 are Boeings and all the ones with 3 are Airbus. The exceptions are "100" for the Fokker F100 and "140Y" for BAe 146 Freighter (-200QT & QC). More on these later.

A feature of aviation in recent years is the preponderance of narrow body types even for long over water flights. All flights to New Zealand apart from the one Qantas service and the China one.

Destinations look as one would expect but no direct service to India is available despite the large Indian population now in Australia. Manila does get Philippine Airline services on other days. Jakarta should be easily reached via Denpasar, Singapore or Kuala Lumpur.

If travelling to Honiara in the Solomon Islands be aware that the Solomon Airlines fleet has only five aircraft; one being the Airbus A320 rostered for IE701 at 10 am. Any delay is likely to be extensive.

Three other near Pacific destinations are flown to from Brisbane – Port Moresby with three flights but close together around 10 am. Air NG's flight uses an ancient Boeing B767, a type long withdrawn from Australian service.

Virgin's Fokker F100 for the Port Moresby flight is owned by Alliance Airlines, a Brisbane based charter operation.

North America is well served from

Brisbane with flights to Honolulu, Vancouver and Los Angeles. Not everyone likes transiting LAX Los Angeles for onward connections in the USA so Hawaiian which serves a number of mainland destinations as far afield as Boston may be a suitable airline for mainland access.

Jetstar has only one international departure on this day - to Denpasar (Bali). This compares poorly with services out of Sydney.

An airline you may not have heard of is Malindo (code OD). This is a recently formed Indonesian full service airline operating out of Malaysia. Its service to Denpasar and Kuala Lumpur departs at the distinctly unsociable time of 0700. Jetstar to Denpasar is only 20 minutes later. Malindo also flies into Melbourne and Perth.

Qantas customers will be pleased to know that there is a one stop option to London. But it does mean a six hour layover in Singapore to connect with QF1.

Maybe Emirates would be a better option. Leave at 2045 and arrive London 1140 with only a 2hr 20min layover in Dubai. The 2045 flight will be operated by an Airbus A380 which is generally popular with passengers. There are of course many other possibilities.

It's strange that three domestic freight flights are included; two to Sydney and one to Melbourne. Virgin's VA9582 operates with a BAe 146-200 four engine high wing aircraft owned by Pionair, a Sydney-based charter operator. These aircraft are over 30 years old.

The other two flights, prefixed by TFR, are a mystery to Flightradar24.

The list shows 19 airlines which is less — than half the number of international airlines that service Sydney. If one really wants to fly Scoot to Singapore or AirAsia to Kuala Lumpur then Gold Coast Airport at Coolangatta isn't all that far away — about 100km. Nor is Sunshine Coast Airport to the north, which has flights to Auckland operated by Air NZ on a seasonal basis.

Brisbane West Airport (Wellcamp) near Toowoomba does not yet have international passenger services but does have freight — Cathay Pacific to Hong Kong.

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Return to [Contents Page](#)

| BRISBANE AIRPORT INTERNATIONAL DEPARTURES Monday March 11 | | | | | |
|---|--------|----------------|--------------|-----------|---------|
| Time | Flight | Airline | Destination | Via | A'craft |
| 0:40 | CX156 | Cathay Pacific | Hong Kong | | 359 |
| 2:35 | EK433 | Emirates | Dubai | Singapore | 77W |
| 6:10 | VA151 | Virgin Aust | Auckland | | 73H |
| 7:00 | OD158 | Malindo | Kuala Lumpur | Denpasar | 738 |
| 7:00 | QF135 | Qantas | Christchurch | | 73H |
| 7:20 | JQ57 | Jetstar | Denpasar | | 788 |
| 8:15 | QF119 | Qantas | Auckland | | 333 |
| 8:30 | VA125 | Virgin Aust | Christchurch | | 73H |
| 8:35 | NZ732 | Air NZ | Auckland | | 320 |
| 8:50 | KE124 | Korean | Seoul | | 789 |
| 9:10 | QF57 | Qantas | Port Moresby | | 73H |
| 9:10 | SQ256 | Singapore | Singapore | | 359 |
| 9:15 | VA175 | Virgin Aust | Nandi | | 73H |
| 9:20 | QF61 | Qantas | Narita | | 333 |
| 9:30 | QF97 | Qantas | Hong Kong | | 333 |
| 9:30 | VA153 | Virgin Aust | Auckland | | 73H |
| 9:35 | VA39 | Virgin Aust | Port Moresby | | 100 |
| 10:00 | IE701 | Solomon | Honiara | | 320 |
| 10:10 | CZ382 | China Sthn | Guangzhou | | 333 |
| 10:10 | VA43 | Virgin Aust | Denpasar | | 73H |
| 10:15 | VA59 | Virgin Aust | Port Vila | | 73H |
| 10:20 | QF15 | Qantas | Los Angeles | | 789 |
| 10:35 | CX150 | Cathay Pacific | Hong Kong | | 333 |
| 10:40 | PX4 | Air NG | Port Moresby | | 763 |
| 11:05 | AC36 | Air Canada | Vancouver | | 788 |
| 11:15 | NZ136 | Air NZ | Auckland | | 77W |
| 11:30 | HU412 | Hainan | Shenzhen | | 332 |
| 11:50 | QF51 | Qantas | Singapore | | 333 |
| 13:00 | CI53 | China | Auckland | | 359 |
| 14:00 | TG474 | Thai | Bangkok | | 772 |
| 14:45 | SQ236 | Singapore | Singapore | | 359 |
| 17:20 | QF125 | Qantas | Auckland | | 73H |
| 17:25 | QF55 | Qantas | Los Angeles | | 789 |
| 17:40 | NZ804 | Air NZ | Christchurch | | 320 |
| 17:50 | NZ734 | Air NZ | Auckland | | 32Q |
| 17:55 | VA105 | Virgin Aust | Wellington | | 73H |
| 18:10 | SQ266 | Singapore | Singapore | | 772 |
| 18:40 | VA159 | Virgin Aust | Auckland | | 73H |
| 18:50 | TFR21 | Freight | Sydney | | 73F |
| 20:30 | VA9582 | Virgin Aust | Sydney | | 14Y |
| 20:45 | EK435 | Emirates | Dubai | | 388 |
| 21:45 | HA444 | Hawaiian | Honolulu | | 332 |
| 22:25 | EK431 | Emirates | Dubai | | 77W |
| 22:25 | EY485 | Etihad | Abu Dhabi | | 789 |
| 23:05 | CI54 | China | Taipei | | 359 |
| 23:20 | MH134 | Malaysia | Kuala Lumpur | | 333 |
| 23:25 | SQ246 | Singapore | Singapore | | 359 |
| 23:30 | TFR42 | Freight | Melbourne | | 73F |

FROM 3rd NOVEMBER, 1935.

FROM 3rd NOVEMBER, 1935.

TIME TABLE

DEPARTMENT OF RAILWAYS
NEW SOUTH WALES

COUNTRY SERVICES

TIME TABLE

DEPARTMENT OF RAILWAYS
NEW SOUTH WALES

COUNTRY SERVICES

Published by Authority of the Commissioner for Railways

Published by Authority of the Commissioner for Railways

PRICE: THREEPENCE

PRICE: THREEPENCE.

Complete Passenger Services

SOUTHERN LINE and BRANCHES

EFFECTIVE 6TH DECEMBER, 1981
(Revised to 31st May, 1982)

STATE RAIL AUTHORITY OF NEW SOUTH WALES

No. 90



The new NSW Rail XPT train near Menangle, NSW. Photo courtesy of National Archives of Australia NAA: A8746, KN29/3/83/39

FROM 28th MAY, 1944.

FROM 28th MAY, 1944.

TIME TABLE

DEPARTMENT OF RAILWAYS
NEW SOUTH WALES

SYDNEY AND NEWCASTLE SUBURBAN SERVICES

TIME TABLE

DEPARTMENT OF RAILWAYS
NEW SOUTH WALES

SYDNEY AND NEWCASTLE SUBURBAN SERVICES

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