



The Times

December 2019

A journal of transport timetable history and analysis

South Australian Railways



METROPOLITAN AND COUNTRY TIME AND FARE TABLES

From

30th MAY, 1954, until Further Notice

Price: One Shilling

F. B. HARVEY, General Traffic Manager

Inside: CR and SA PTTs

By Picture Train to see Grandad Rudd

How NOT to run a Special Train

RRP \$4.95
Incl. GST

The Times

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COM
*
BROADMEADOW 2 T.O.###
WERRIS CK.T.O.###
15/01/87 18:39:51

ZCZC
QD SYDNY NECLE NEEDS SIGTR SNCEN
.WERCK

WERRIS CREEK

:OENL=

ON THURSDAY 15.1.87 AT 1210 HOURS THE POST MASTER AT CAROONA REPORTED A MOTOR TRIKE RUNNING AWAY TOWARDS WERRIS CREEK. STAFF NO. 36 WERRIS CREEK SOUTH BOX - CAROONA SECTION WITHDRAWN AND SECURED AT WERRIS CREEK SOUTH BOX. WAY AND WORKS FETTLING GANG WORKING SECTION ADVISED AND STOPPED VILLIERS TRICYCLE AT 590.000 KM IN THE WERRIS CREEK SOUTH BOX - CAROONA SECTION AT 1245 HOURS. GANGER CROWTHER SPRING RIDGE WHO WAS IN CHARGE OF VILLIERS TRICYCLE REPORTED RUNAWAY FROM CAROONA AT 1235 HOURS. SECTION CLEAR AND CERTIFIED FIT FOR TRAFFIC AT 1250 HOURS.

CAUSE: BROWN SNAKE JOINED VILLIERS TRICYCLE AT 577.000KM IN CAROONA - SPRING RIDGE SECTION FORCING MR CROWTHER TO LEAVE THE TRICYCLE STILL IN MOTION.

INJURIES: NIL.

DELAYS: NIL.

SIGNATURE :MR HOLLAWAY, ACTING D.D.S. 15.1.87 1830 JS

P.S. THE BROWN SNAKE IS A CLOSE RELATIVE TO THE BLACK SNAKE COMMONLY FOUND AROUND THE CAROONA MISSION BUT HAS ALSO BEEN SIGHTED IN NEIGHBOURING AREAS.

P.P.S DAMAGES TO PERSONAL ITEMS - 1 PAIR OF TROUSERS REQUIRING EMPTYING AND DRY CLEANING.
NNNN



Commonwealth / Australian National / Great Southern Railways' PTTs

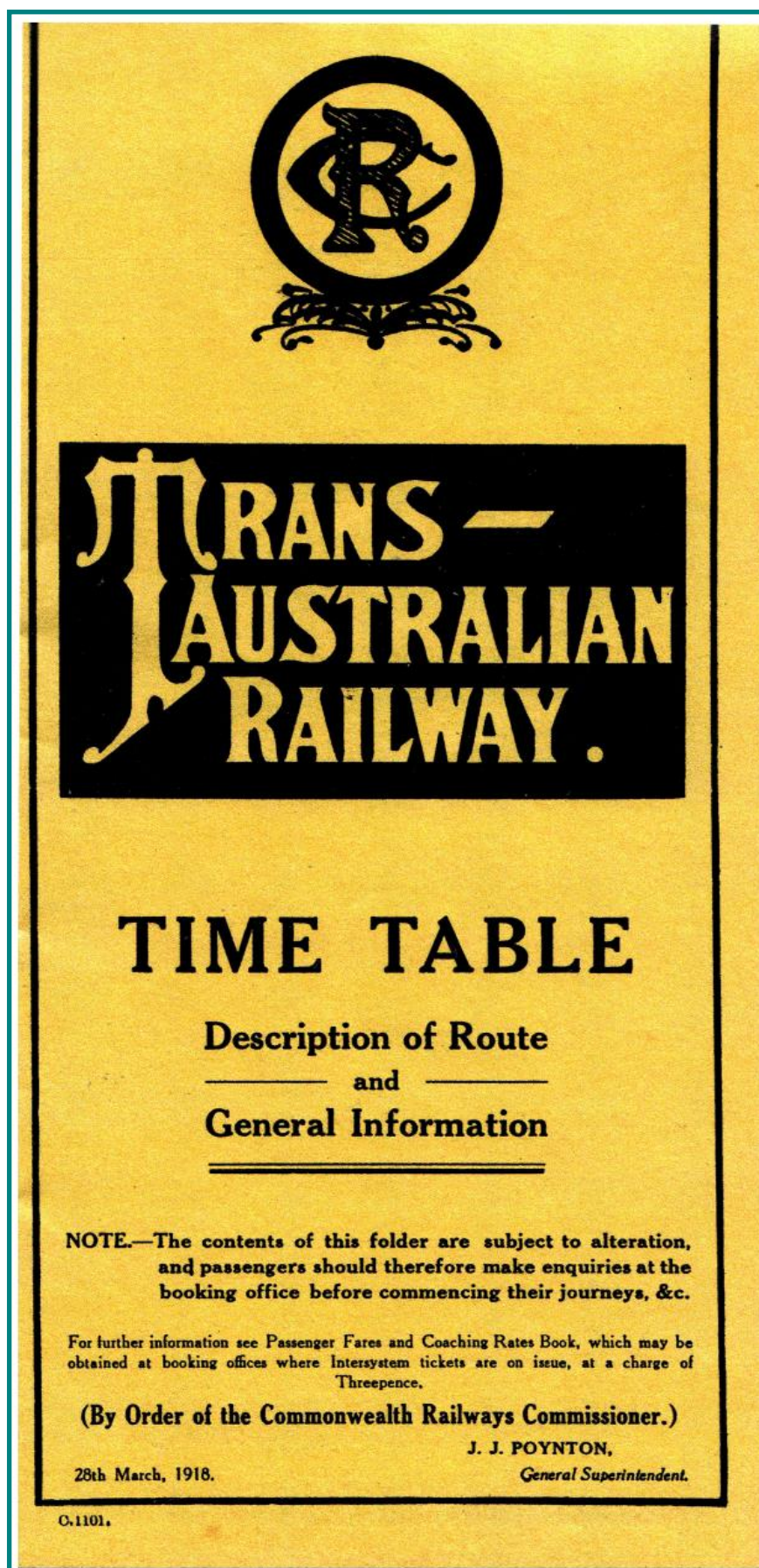
VICTOR ISAACS

THE TRANS-AUSTRALIAN Railway Timetable Description of Route and General

Information of 28 March 1918 is a remarkable document. I do not know if this was the first timetable of the Trans Australian line. (It opened in October 1917 when attention was focussed on the War effort). This timetable was republished a few years ago (possibly by the ARHS NSW).

The 1918 Time Table comprises eight pages, which fold out to a huge 16 x 8.5 inches. The cover (yellow paper) was mainly advertisements; page 2 map of Trans-Australian railway and Time Table (including a four hour connection in Port Augusta eastbound, and 7 hours, 20 minutes connection in Kalgoorlie westbound); page 3 "The Region Traversed" description including photographs; page 4 "Animal and Bird Life"; "Water"; "The Train Service" and "Climate"; page 5 "Passengers" i.e. fares, "Availability of tickets", "Break of Journey in Kalgoorlie", "Sleeping Cars" (compulsory for everyone), "Dining Cars" and "Luggage"; page 6, more information re parcels and luggage; page 7, "Apples, Pears and Quinces" (don't try to bring them into WA!) and "Telegrams and Press News" (brief summaries of telegraphed news made available in the Lounge Car); page 8 "Map Shewing Connections between Capital Cities via Trans-Australian Railway".

I do not know how long this type of pamphlet lasted but it was re-issued at least once in 1923. At least 80 timetables for the Trans Australia Railway were issued between 1918 and 1972, most seem to have been of the above design – one private collector has a near-complete set. I have not seen any other Trans-Australian Railway timetable until 1973. This was a simple pamphlet with timetables headed "Brisbane to Perth" and "Perth to Brisbane" showing the main stations en route,



plus connections at each end. On the other side was a fares table and general travel information. I think these fold-out pamphlet timetables lasted until Commonwealth Railways became Australian National Railways in 1975.

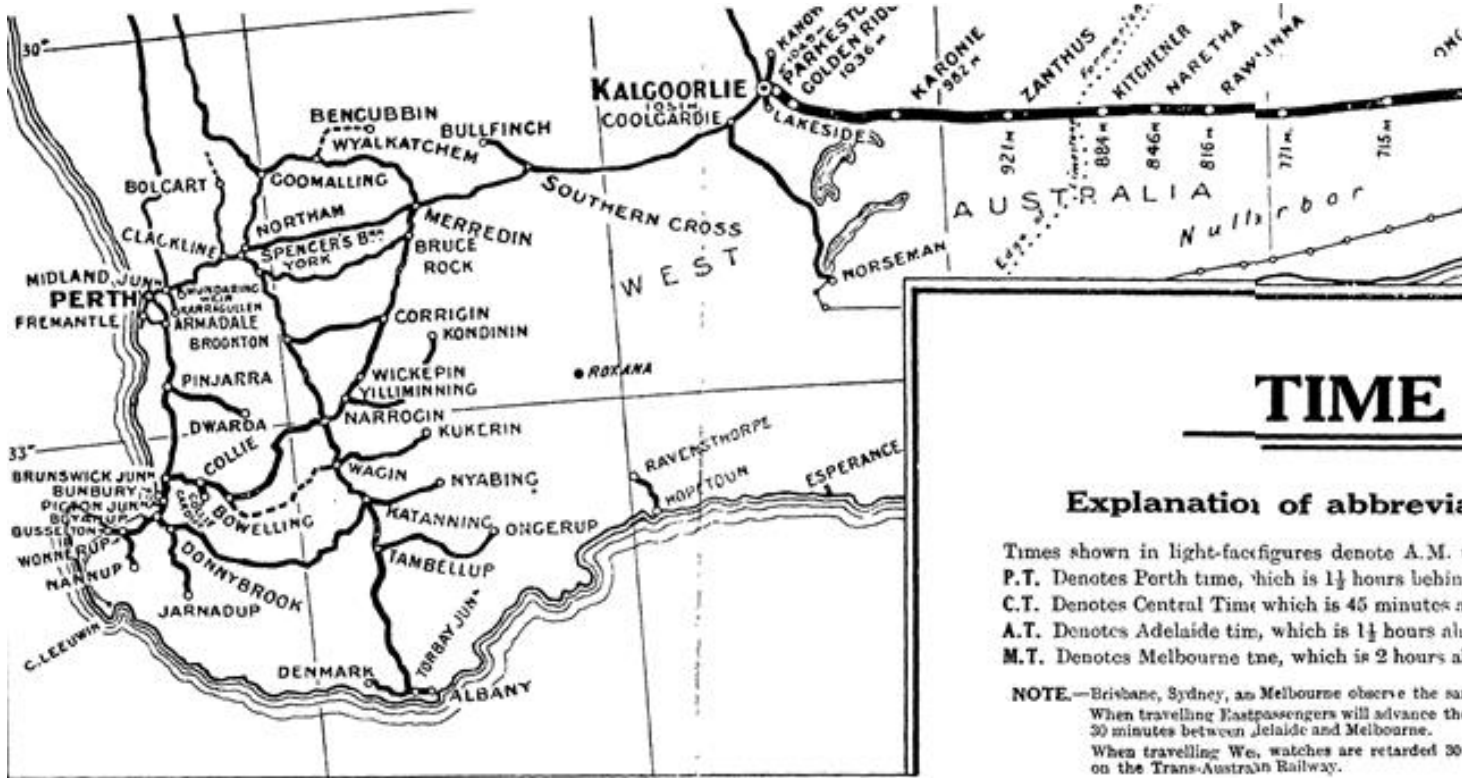
As far as I am aware, there was never a separate timetable issued for the

Central Australia Railway, rather this was included in the South Australian Railways' Public Timetables. [As far as I can see, about 30 were issued by CR up to the early 1970s]

As far as I am aware, the only timetables issued for the North Australia Railway were poor quality

duplicated single sheets.

After the rural lines of the South Australian Railways were merged into the Australian National Railways (formerly Commonwealth Railways) in 1978, the new entity issued small booklet timetables, 10 x 20 cm, showing the Ghan, Overland, Trans-



| (Read down) Indian Ocean to Pacific Ocean. | | | | | | | | | |
|--|-------------------|----------------------------------|---------------------|------------------------------|-----------------------|-------------------|---------------------|---------------|-------------------|
| Feet above Sea-level. | Miles from Perth. | Times. (Read Down.) | Stations. | Times. (Read Up.) | Feet above Sea-level. | Miles from Perth. | Times. (Read Down.) | Stations. | Times. (Read Up.) |
| 38 | .. | Mon., Wed., & Fri 5 0 p.m. .. | dep. Perth | arr. 9 45 a.m. | 603 | 711 | 9 55 .. | arr. Loongana | dep. 11 39 |
| 490 | 66 | 7 54 .. | arr. Northam | dep. 6 55 | | | 10 5 .. | dep. Forrest | arr. 11 31 |
| | | 8 8 .. | dep. Merredin | arr. 6 48 | 528 | 775 | 12 6 .. | arr. Deakin | dep. 9 30 |
| 1046 | 168 | 12 40 a.m. .. | arr. Southern Cross | dep. 2 33 | | | 12 15 .. | arr. Deakin | dep. 9 20 |
| | | 1 0 .. | dep. Kalgoorlie | arr. 2 13 | 522 | 827 | 2 2 .. | arr. Deakin | dep. 7 36 |
| 1163 | 236 | 3 45 .. | arr. Kalgoorlie | dep. 11 24 | | | 2 3 .. | arr. Deakin | dep. 7 35 |
| | | 3 52 .. | arr. Parkeston | dep. 11 17 | 471 | 859 | 3 10 .. | arr. Deakin | dep. 6 29 |
| 1240 | 375 | 9 15 To, Th., and Sat. | arr. Golden Ridge | dep. 5 40 To, Sat., and Mon. | | | 3 15 .. | arr. Deakin | dep. 6 24 |
| | | 10 0 .. | arr. Golden Ridge | dep. 10 20 | 404 | 913 | 5 2 .. | arr. Deakin | dep. 4 37 |
| 1218 | 377 | 10 10 .. | arr. Golden Ridge | dep. 10 12 | | | 5 22 .. | arr. Deakin | dep. 4 22 |
| | | 10 11 .. | arr. Golden Ridge | dep. 10 2 | 383 | 947 | 6 30 .. | arr. Deakin | dep. 3 14 |
| 1239 | 390 | 10 33 .. | arr. Golden Ridge | dep. 9 42 | | | 6 34 .. | arr. Deakin | dep. 3 13 |
| | | 12 5 .. | arr. Karonie | dep. 8 11 | 378 | 981 | 7 46 .. | arr. Deakin | dep. 2 1 |
| | | 12 13 .. | arr. Karonie | dep. 8 3 | | | 7 47 .. | arr. Deakin | dep. 2 0 |
| 894 | 505 | 1 57 .. | arr. Zanthus | dep. 6 18 | | | 8 34 .. | arr. Deakin | dep. 1 13 |
| | | 2 5 .. | arr. Zanthus | dep. 6 10 | 381 | 999 | 8 35 .. | arr. Deakin | dep. 1 12 |
| 658 | 542 | 3 5 .. | arr. Kitchener | dep. 5 6 | | | 9 30 .. | arr. Deakin | dep. 12 16 |
| | | 4 19 .. | arr. Kitchener | dep. 3 48 | 758 | 1019 | 9 31 .. | arr. Deakin | dep. 12 14 |
| 618 | 580 | 4 24 P.T. .. | arr. Naretha | dep. 3 43 P.T. | | | 10 35 .. | arr. Deakin | dep. 11 8 |
| | | 6 10 C.T. .. | arr. Rawlinna | dep. 3 27 C.T. | 499 | 1050 | 11 0 .. | arr. Deakin | dep. 10 58 |
| | | 6 25 .. | arr. Rawlinna | dep. 3 7 | | | 12 55 .. | arr. Deakin | dep. 9 3 |
| | | 7 57 .. | arr. 771 Miles | dep. 1 36 | 499 | 1105 | 1 3 C.T. .. | arr. Deakin | dep. 8 55 C.T. |
| 582 | 655 | 8 5 .. | arr. 771 Miles | dep. 1 28 | | | 3 54 A.T. .. | arr. Deakin | dep. 7 33 A.T. |
| | | | | | 392 | 1169 | 4 9 .. | arr. Deakin | dep. 7 18 |

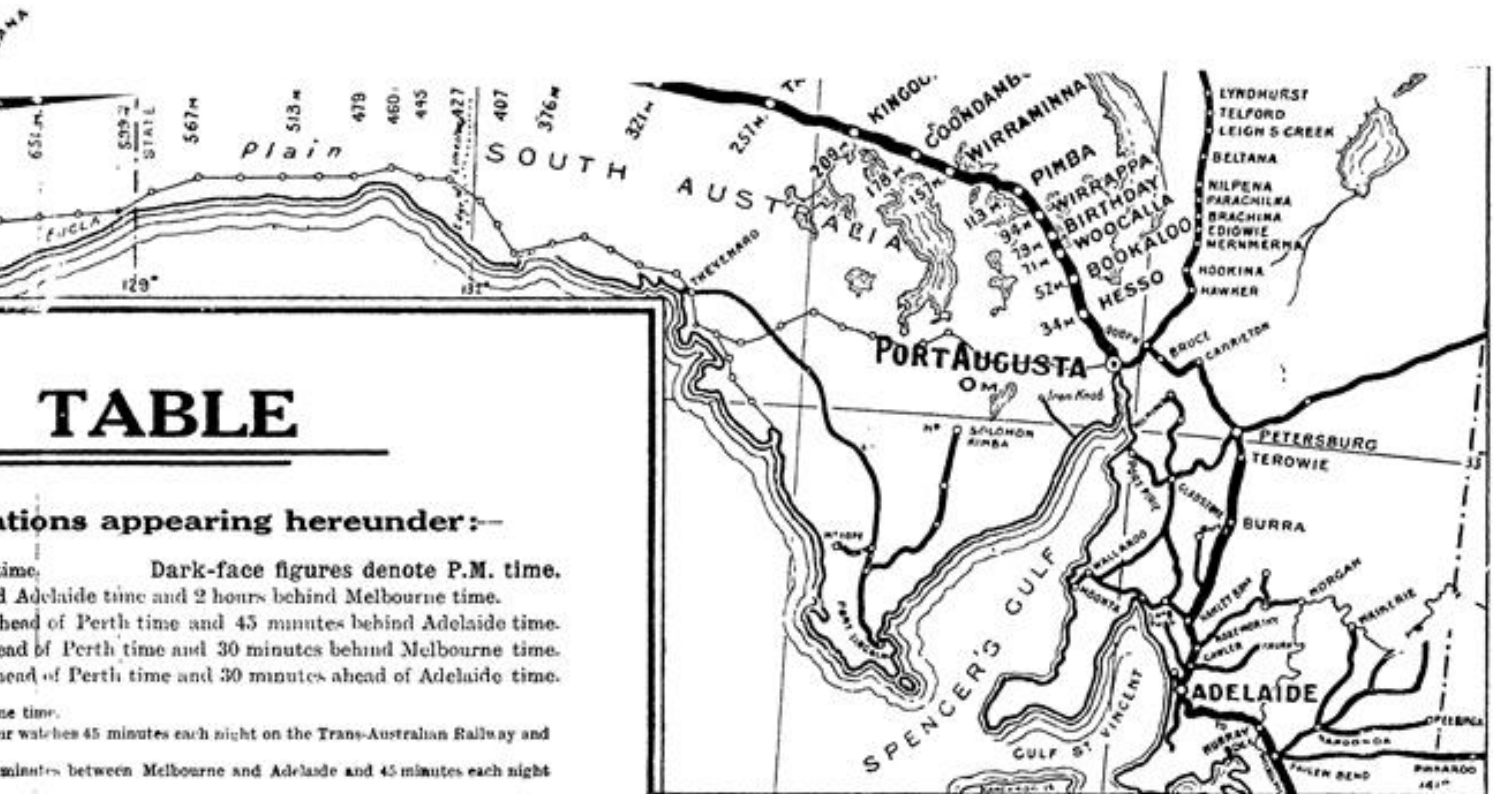
Australian Indian Pacific Alice (Sydney to Alice Springs) and SA country services. I am aware of issues dated 1 March 1984, 27 May 1984, 1 March 1985, April 1986, and February 1987.

A very pleasant feature of Commonwealth Railways was the issue to passengers of very detailed

timetables, in effect Working Timetables for the public. (Well there wasn't much else to do crossing the desert except to look out for the various sidings.) This practice was continued by Australian National Railways and Great Southern Railways, until GSR discontinued it a few years ago.

SOUTH AUSTRALIA

South Australian Railway timetables were published in that colony's Government Gazette, but, as far as I can ascertain, only in 1856 and from 1870 until 1879, and only for amendments to timetables and timetables of newly opened lines – that is, there was never a complete SA timetable published in the Gazette. SA



TABLE

ations appearing hereunder:-

Dark-face figures denote P.M. time. Adelaide time and 2 hours behind Melbourne time. Perth time and 45 minutes behind Adelaide time. Perth time and 30 minutes behind Melbourne time. Perth time and 30 minutes ahead of Adelaide time. Dark-face figures denote P.M. time. Adelaide time and 2 hours behind Melbourne time. Perth time and 45 minutes behind Adelaide time. Perth time and 30 minutes behind Melbourne time. Perth time and 30 minutes ahead of Adelaide time.

| Miles from Perth. | Times. (Read Down.) | Stations. | Times. (Read Up.) |
|-------------------|---------------------|--------------|-------------------|
| 189 | 5 47 | Kingoonya | 5 41 |
| | 5 57 | dep. | 5 33 |
| 300 | 7 42 | Wirraminna | 3 48 |
| | 7 50 | dep. | 3 40 |
| 621 | 9 18 | Pimba | 2 24 |
| | 9 20 | dep. | 2 22 |
| 259 | 9 54 | Wirrappa | 1 40 |
| | 10 4 | dep. | 1 30 |
| 213 | 10 50 | Woodculla | 12 44 |
| | 11 21 | dep. | 12 14 |
| 287 | 11 31 | Bookaloo | 12 4 |
| | 12 7 | dep. | 11 26 |
| 176 | 1 0 | Hesso | 10 20 |
| 21 | 5 0 | Port Augusta | 9 52 |
| | 6 20 | dep. | 8 38 |
| 961 | 6 25 | Quorn | 8 33 |
| | 8 17 | dep. | 6 43 |
| 1733 | 8 42 | Eurelia | 6 18 |
| | 10 56 | dep. | 4 0 |
| 1631 | 11 15 | Terowie | 3 36 |
| | 1 25 | dep. | 1 0 |
| 881 | 1 50 | Riverton | 12 35 |
| | 3 37 | dep. | 10 45 |

| Pacific Ocean to Indian Ocean. (Read up) | | | |
|--|---------------------|-------------|-------------------|
| Miles from Perth. | Times. (Read Down.) | Stations. | Times. (Read Up.) |
| .. | 4 30 | Adelaide | 9 55 |
| | 7 10 | Murray | 7 0 |
| 1745 | 7 40 A.T. | Bridge | 6 33 |
| | 12 3 M.T. | dep. | 2 42 A.T. |
| 1881 | 12 16 | Serviceton | 3 0 M.T. |
| | 7 27 | dep. | 7 40 |
| 2094 | 7 43 | Ballarat | 7 20 |
| | 9 59 F., Su., Tu | dep. | 4 30 Mo., Wed., |
| 2168 | 5 0 F., M., Tu. | Melbourne | 12 51 and Fri. |
| | 10 21 | dep. | 7 47 |
| 2350 | 10 40 | Albury | 7 23 |
| | 10 45 | dep. | 7 25 |
| 2757 | 3 30 | Sydney | 11 25 |
| | 9 5 | Wallangarra | 8 17 |
| 3249 | 9 30 | dep. | 5 55 |
| 3472 | 6 40 | Brisbane | 8 5 |

Distances.

| | |
|-----------------------|-------------|
| Perth to Adelaide | 1,686 miles |
| Adelaide to Melbourne | 483 |
| Melbourne to Sydney | 588 |
| Sydney to Brisbane | 715 |

TIMETABLE INDIAN PACIFIC

| | | | |
|------------------|--------|----------|----------|
| PERTH | Depart | 1155 | 1155 |
| JUMPERKINE | | 1234 | 1234 |
| TOODYAY WEST | | 1315 | 1315 |
| NORTHAM | | 1339 | 1339 |
| MECKERING | | 1403 | 1451 |
| KELLERBERRIN | | 1453 | 1554 |
| HINES HILL | | 1529 | 1620 |
| BOORAAAN | | 1615 | 1650 |
| CARRABIN | | 1703 | 1720 |
| MOORINE ROCK | | 1737 | 1754 |
| SOUTHERN CROSS | | 1810 | 1812 |
| KOOLYANOBING | | 1905 | 1852 |
| DARRINE | | 2015 | 1935 |
| WALLAROO | | 2105 | 2030 |
| STEWART | | 2125 | 2055 |
| WEST KALGOORLIE | | 2215 | 2145 |
| KALGOORLIE | Arrive | 2220 | 2150 |
| | | | |
| KALGOORLIE | Depart | 0140 | 0140 |
| PARKESTON | | 0218 | 0218 |
| CURTIN | | 0252 | 0252 |
| CHIFLEY | | 0343 | 0343 |
| KITCHENER | | 0502 | 0504 |
| NARETHA | | 0542 | 0604 |
| RAWLINNA | | 0612 | 0633 |
| NURINA | | 0716 | 0753 |
| FORREST | | 0842 | 0951 |
| DEAKIN | | 0942 | 1039 |
| DENMAN | | 1052 | 1132 |
| COOK | Arrive | 1117 WST | 1157 WST |
| | Depart | 1417 CST | 1457 CST |
| FISHER | | 1449 | 1529 |
| WATSON | | 1519 | 1559 |
| OOLDEA | | 1541 | 1621 |
| BATES | | 1621 | 1701 |
| MUNGALA | | 1707 | 1747 |
| WYNBRING | | 1756 | 1836 |
| TARCOOLA | | 1906 | 1946 |
| FERGUSON | | 1931 | 2011 |
| KINGOONYA | | 2001 | 2041 |
| KULTANABY | | 2021 | 2101 |
| WIRRAMINNA | | 2123 | 2152 |
| BURANDO | | 2143 | 2212 |
| PIMBA | | 2216 | 2246 |
| WIRRAPPA | | 2241 | 2311 |
| MCLEAY | | 2304 | 2334 |
| BOOKALOO | | 2326 | 0024 |
| HESSO | | 2347 | 0045 |
| | | | |
| TENT HILL | | 0004 | 0102 |
| SPENCER JUNCTION | | 0026 | 0124 |
| PT AUGUSTA | Arrive | 0030 | 0130 |
| | Depart | 0315 | 0315 |
| STIRLING NORTH | | 0326 | 0326 |
| WINNINOWIE | | 0337 | 0337 |
| MAMBRAY CREEK | | 0354 | 0354 |
| PORT GERMEIN | | 0406 | 0406 |
| COONAMIA | | 0422 | 0422 |
| CRYSTAL BROOK | | 0442 | 0442 |
| ROCKY RIVER | | 0448 | 0448 |
| REDHILL | | 0502 | 0502 |
| SNOWTOWN | | 0534 | 0534 |
| NANTAWARRA | | 0549 | 0549 |
| MALLALA | | 0626 | 0626 |

| | | | |
|------------------|--------|----------|----------|
| TWO WELLS | | 0634 | 0634 |
| BOLIVAR | | 0644 | 0644 |
| DRY CREEK | | 0654 | 0654 |
| ISLINGTON | | 0704 | 0704 |
| ADELAIDE | Arrive | 0720 | 0720 |
| | Depart | 1000 | 1000 |
| DRY CREEK | | 1033 | 1033 |
| BOLIVAR | | 1043 | 1043 |
| TWO WELLS | | 1052 | 1052 |
| MALLALA | | 1101 | 1101 |
| NANTAWARRA | | 1136 | 1136 |
| SNOWTOWN | | 1151 | 1151 |
| ROCKY RIVER | | 1219 | 1219 |
| CRYSTAL BROOK | | 1226 | 1226 |
| GLADSTONE | | 1247 | 1247 |
| CALTOWIE | | 1301 | 1301 |
| JAMESTOWN | | 1311 | 1311 |
| YONGALA | | 1327 | 1327 |
| PETERBOROUGH | | 1336 | 1336 |
| YUNTA | | 1426 | 1426 |
| MANNAHILL | | 1451 | 1451 |
| OLARY | | 1512 | 1512 |
| MINGARY | | 1537 | 1537 |
| BROKEN HILL | Arrive | 1630 CST | 1630 CST |
| | Depart | 1900 EST | 1900 EST |
| MENINDEE | | 2014 | 2014 |
| IVANHOE | | 2201 | 2201 |
| | | | |
| CONDOBOLIN | | 0033 | 0033 |
| PARKES | | 0149 | 0149 |
| ORANGE EAST FORK | | 0427 | 0427 |
| BLANEY | | 0501 | 0501 |
| BATHURST | | 0554 | 0554 |
| LITHGOW | | 0728 | 0728 |
| KATOOMBA | | 0816 | 0816 |
| PENRITH | | 0923 | 0923 |
| SYDNEY | Arrive | 1015 | 1015 |
| | | | |
| LOCATION | | SAT | WED |
| SYDNEY | Depart | 1455 | 1455 |
| PENRITH | | 1557 | 1557 |
| KATOOMBA | | 1720 | 1720 |
| LITHGOW | | 1812 | 1812 |
| BATHURST | | 1949 | 1949 |
| BLANEY | | 2054 | 2054 |
| ORANGE EAST FORK | | 2130 | 2130 |
| PARKES | | 2333 | 2333 |
| | | | |
| | | SUN | THU |
| CONDOBOLIN | | 0042 | 0042 |
| IVANHOE | | 0330 | 0330 |
| MENINDEE | | 0537 | 0537 |
| BROKEN HILL | Arrive | 0710 EST | 0710 EST |
| | Depart | 0820 CST | 0820 CST |
| MINGARY | | 0906 | 0906 |
| OLARY | | 0931 | 0931 |
| MANNAHILL | | 0951 | 0952 |
| YUNTA | | 1016 | 1017 |
| PETERBOROUGH | | 1109 | 1121 |
| YONGALA | | 1118 | 1129 |
| JAMESTOWN | | 1134 | 1146 |
| CALTOWIE | | 1145 | 1154 |
| GLADSTONE | | 1217 | 1206 |
| CRYSTAL BROOK | | 1232 | 1222 |
| ROCKY RIVER | | 1239 | 1228 |
| SNOWTOWN | | 1311 | 1259 |
| NANTAWARRA | | 1326 | 1314 |
| MALLALA | | 1411 | 1351 |

| | | | |
|------------------|--------|----------|----------|
| | | SUN | THU |
| TWO WELLS | | 1419 | 1419 |
| BOLIVAR | | 1429 | 1429 |
| DRY CREEK | | 1439 | 1439 |
| ADELAIDE | Arrive | 1505 | 1505 |
| | Depart | 1840 | 1840 |
| DRY CREEK | | 1914 | 1913 |
| BOLIVAR | | 1924 | 1923 |
| TWO WELLS | | 1932 | 1932 |
| MALLALA | | 1942 | 1941 |
| NANTAWARRA | | 2016 | 2016 |
| SNOWTOWN | | 2031 | 2043 |
| ROCKY RIVER | | 2100 | 2112 |
| CRYSTAL BROOK | | 2106 | 2118 |
| COONAMIA | | 2122 | 2134 |
| PORT GERMEIN | | 2139 | 2150 |
| MAMBRAY CREEK | | 2152 | 2203 |
| WINNINOWIE | | 2209 | 2219 |
| STIRLING NORTH | | 2220 | 2230 |
| PT AUGUSTA | | 2300 | 2250 |
| SPENCER JUNCTION | | 2308 | 2258 |
| | | | |
| | | MON | FRI |
| BOOKALOO | | 0004 | 0031 |
| MCLEAY | | 0028 | 0054 |
| WIRRAMINNA | | 0236 | 0232 |
| KULTANABY | | 0311 | 0307 |
| KINGOONYA | | 0406 | 0327 |
| FERGUSON | | 0434 | 0356 |
| TARCOOLA | | 0459 | 0421 |
| WYNBRING | | 0609 | 0531 |
| MUNGALA | | 0658 | 0619 |
| BATES | | 0743 | 0739 |
| OOLDEA | | 0823 | 0819 |
| WATSON | | 0843 | 0839 |
| FISHER | | 0916 | 0912 |
| COOK | Arrive | 0948 CST | 0944 CST |
| | Depart | 0918 WST | 0914 WST |
| DENMAN | | 0943 | 0939 |
| DEAKIN | | 1044 | 1106 |
| FORREST | | 1152 | 1154 |
| NURINA | | 1318 | 1319 |
| RAWLINNA | | 1425 | 1426 |
| NARETHA | | 1453 | 1454 |
| KITCHENER | | 1536 | 1537 |
| CHIFLEY | | 1652 | 1654 |
| CURTIN | | 1744 | 1746 |
| GOLDEN RIDGE | | 1805 | 1806 |
| KALGOORLIE | Arrive | 1910 | 1910 |
| | Depart | 2240 | 2240 |
| WEST KALGOORLIE | | 2245 | 2245 |
| STEWART | | 2335 | 2335 |
| | | | |
| | | TUE | SAT |
| WALLAROO | | 0005 | 0020 |
| DARRINE | | 0050 | 0110 |
| KOOLYANOBING | | 0150 | 0155 |
| SOUTHERN CROSS | | 0228 | 0253 |
| MOORINE ROCK | | 0246 | 0311 |
| CARRABIN | | 0325 | 0418 |
| BOORAAAN | | 0420 | 0454 |
| MERREDIN | | 0430 | 0504 |
| HINES HILL | | 0445 | 0530 |
| KELLERBERRIN | | 0510 | 0555 |
| MECKERING | | 0636 | 0650 |
| NORTHAM | | 0710 | 0713 |
| TOODYAY WEST | | 0737 | 0738 |
| JUMPERKINE | | 0820 | 0820 |
| PERTH | Arrive | 0910 | 0910 |

SYDNEY - ADELAIDE - PERTH

Timetables subject to change without notice. All times are local times. Daylight savings may change timetables slightly. The Indian Pacific services ex Perth on Sunday, ex Sydney on Wednesday, operate all year. The Indian Pacific services ex Perth on Wednesday, ex Sydney on Saturday, operate 1 September 2012 - 31 October 2012. To view train schedules visit www.greatsouthernrail.com.au/fares-and-timetables/

52 PLATFORM

Government Gazettes can be accessed [HERE](#)

Between at least 1872 and 1877 SAR timetables were published in the annual privately-published Adelaide Almanac and Directory of South Australia.

I covered the publishing history of SAR PTTs 1923 to 1977 in detail in [The Times](#) no. 267 of June 2006, pages 8 to 23.

Comment on this article – [Letter to the Editor](#), [Facebook](#)

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Petitions to the Governor for letters of naturalization, forms obtainable at the Government Printing Office, must be left at the Chief Secretary's Office with fee above named.

**SOUTH AUSTRALIAN
RAILWAYS AND TRAMWAYS.**

STRATHALBYN, GOOLWA, AND VICTOR HARBOR TRAMWAY TIME-TABLE.

| From— | | |
|-----------------------|-----------|----------|
| Victor Harbor (Dep.) | 10.0 a.m. | 4.0 p.m. |
| Port Elliot " | 10.30 " | 4.30 " |
| Goolwa " | 10.20 " | 4.20 " |
| Middleton " | 10.50 " | 4.50 " |
| Currency Creek " | 11.25 " | 5.25 " |
| Finniss " | 12.5 p.m. | 6.5 " |
| Strathalbyn (Arrival) | 1.15 " | 7.15 " |
| Strathalbyn (Depart) | 12.0 noon | 7.45 " |
| Finniss " | 1.15 p.m. | 9.0 " |
| Currency Creek " | 1.55 " | 9.40 " |
| Middleton " | 2.30 " | 10.15 " |
| Port Elliot " | 2.50 " | 10.35 " |
| Goolwa (Arrival) | 3.0 " | 10.45 " |
| Victor Harbor " | 3.20 " | 11.5 " |

GOOLWA AND VICTOR HARBOR.

| | A.M. | P.M. | P.M. | P.M. |
|-----------------------|-------|------|------|-------|
| Vic. Harbor (Depart.) | 10.0 | 1.40 | 4.0 | 9.25 |
| Port Elliot " | 10.30 | 2.10 | 4.30 | 9.55 |
| Middleton " | 10.50 | 2.30 | 4.50 | 10.15 |
| Goolwa (Arrival) | 11.20 | 3.0 | 5.20 | 10.45 |
| Goolwa (Departure) | 10.20 | 2.0 | 4.20 | 9.50 |
| Middleton " | 10.50 | 2.30 | 4.50 | 10.15 |
| Port Elliot " | 11.10 | 2.50 | 5.10 | 10.35 |
| Victor Harbor (Arr.) | 11.40 | 3.20 | 5.40 | 11.5 |


During the summer months on Mondays a carriage, for passengers only, will leave Victor Harbor at 2.0 a.m. and Goolwa at 2.15 a.m., for Strathalbyn, returning at 8 a.m.; and by this latter train excursion tickets, available for seven days will be issued at Strathalbyn.

Return Tickets are available for five days. Parcels will be carried at the following rates:—Under 12 miles, 25 lbs, 6d; 50 lbs., 1s.; 100 lbs., 1s.; and 3d. for every additional 50 lbs. Under 28 miles, 25 lbs., 9d.; 50 lbs., 1s.; 100 lbs., 1s. 6d.; and 6d. for every additional 50 lbs.

A goods train will leave Strathalbyn for Goolwa, Victor Harbor, &c, and Middleton or Strathalbyn, &c., on Mondays, Wednesdays, and Fridays.

The 1.40 p.m. from Victor Harbor and the 3.0 p.m. from Goolwa will carry goods and passengers.

THE



ADELAIDE
ALMANAC
AND
DIRECTORY
FOR
SOUTH AUSTRALIA,
1873.

TOGETHER WITH
OFFICIAL, ECCLESIASTICAL, LEGAL, BANKING, AND MERCANTILE
DIRECTORY.

TENTH YEAR OF PUBLICATION.

By **JOSIAH BOOTHBY, Esq.**
(CORR. MEMB. STATISTICAL SOC., LOND.)

Adelaide:
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54, KING WILLIAM STREET.
1873.

SOUTH AUSTRALIAN RAILWAYS.—TIME AND FARE TABLES.

MAIN LINE TO THE BURRA (DAILY EXCEPT SUNDAYS).

| ADELAIDE TO BURRA—DOWN. | | | | | | | | | | | | BURRA TO ADELAIDE—UP. | | | | | | | | |
|-------------------------|---------|-------|-------|---------|-------|-------|----------------------|-------------------|-------|------------------|------|-----------------------|--------------------|------|---------------|------|-------------|------|---------------|--|
| Miles. | FARES. | | | | | | TIME TABLE. | | | | | | TIME TABLE. | | | | | | | |
| | Single. | | | Return. | | | From | 1, 2, & 3, Class. | | 1, 2, & 3 Class. | | 1, 2, & 3 Class. | | From | 1, 2, & 3 Cl. | | 1 & 2 Class | | 1, 2, & 3 Cl. | |
| | 1st. | 2nd. | 3rd. | 1st. | 2nd. | 3rd. | | a.m. | p.m. | a.m. | p.m. | a.m. | p.m. | | a.m. | p.m. | a.m. | p.m. | | |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | | | | | | | a.m. | | | | | | | |
| 1 | 0 6 | 0 4 | 0 3 | — | — | — | ADELAIDE (dep.) | 7.0 | 10.45 | 4.30 | — | — | BURRA (dept.) | — | 8 15 | — | — | | | |
| 6 | 1 9 | 1 3 | 1 0 | 2 9 | 2 0 | 1 6 | North Adelaide | 7.4 | 10.50 | 4.34 | — | — | Farrell's Flat ... | — | 8 50 | — | — | | | |
| 12 | 3 3 | 2 6 | 1 9 | 5 0 | 3 9 | 2 9 | Dry Creek | 7.19 | 11.5 | 4.49 | — | — | Mintaro | — | 9 4 | — | — | | | |
| 18 | 4 9 | 3 6 | 2 6 | 7 3 | 5 3 | 3 9 | Salisbury | 7.36 | 11.23 | 5.6 | — | — | Manoora | — | 9 23 | — | — | | | |
| 24 | 6 3 | 4 9 | 3 3 | 9 6 | 7 3 | 5 0 | Smithfield | 7.53 | 11.42 | 5.23 | — | — | Saddleworth | — | 9 45 | — | — | | | |
| — | — | — | — | — | — | — | GAWLER (ar.) ... | 8.10 | 12.0 | 5.40 | — | — | RIVERTON(ar.) | — | 10.0 | — | — | | | |
| — | — | — | — | — | — | — | " (departure) . | 8.15 | — | — | — | — | " (departure) | — | 10.15 | — | — | | | |
| 30 ¹ | 7 9 | 5 9 | 4 0 | 11 9 | 8 9 | 6 0 | Roseworthy | 8.31 | — | — | — | — | Tarlee | — | 10.37 | — | — | | | |
| 36 | 9 3 | 7 0 | 4 9 | 14 0 | 10 6 | 7 3 | Wasley's | 8.48 | — | — | — | — | Stoekport..... | — | 10.51 | — | — | | | |
| 44 | 11 3 | 8 6 | 5 9 | 17 0 | 12 9 | 8 9 | Hamley Bridge ... | 9.10 | — | — | — | — | Hamley Bridge | — | 11.4 | — | — | | | |
| 49 | 12 6 | 9 6 | 6 3 | 18 9 | 14 3 | 9 6 | Stockport | 9.23 | — | — | — | — | Wasley's | — | 11.26 | — | — | | | |
| 54 ² | 13 9 | 10 3 | 7 0 | 20 9 | 15 6 | 10 6 | Tarlee | 9.37 | — | — | — | — | Roseworthy..... | — | p.m. | — | — | | | |
| 62 ³ | 15 9 | 11 9 | 8 0 | 23 9 | 17 9 | 12 0 | RIVERTON (ar) .. | 10.0 | — | — | — | — | GAWLER (ar.) | — | 11.44 | — | — | | | |
| — | — | — | — | — | — | — | " (dep.) | 10.15 | — | — | — | — | " (departure) | — | 12.0 | — | — | | | |
| 67 ⁴ | 17 0 | 12 9 | 8 6 | 25 6 | 19 3 | 12 9 | Saddleworth | 10.29 | — | — | — | — | " (departure) | 8.15 | 12.15 | — | 5.45 | | | |
| 75 | 18 9 | 14 0 | 9 6 | 28 3 | 21 0 | 14 3 | Manoora | 10.51 | — | — | — | — | Smithfield | 8.31 | 12.32 | — | 6.1 | | | |
| 82 ⁵ | 20 9 | 15 6 | 10 6 | 31 3 | 23 3 | 15 9 | Mintaro | 11.10 | — | — | — | — | Salisbury | 8.47 | 12.50 | — | 6.17 | | | |
| 87 ⁶ | 22 0 | 16 6 | 11 0 | 33 0 | 24 9 | 16 6 | Dry Creek | 11.24 | — | — | — | — | North Adelaide. | 9.3 | 1.11 | — | 6.33 | | | |
| 100 ⁷ | 25 3 | 19 0 | 12 9 | 38 0 | 28 6 | 19 3 | BURRA (ar.) | p.m. | — | — | — | — | North Adelaide. | 9.16 | 1.25 | — | 6.46 | | | |
| — | — | — | — | — | — | — | ADELAIDE (ar.) | 12.0 | — | — | — | — | ADELAIDE (ar.) | 9.20 | 1.30 | — | 6.50 | | | |

Third Class Passengers will be conveyed between Gawler and Burra by Goods Trains, leaving Gawler at 1 p.m. and Burra at 6.15 a.m.
Return Tickets are available for five days including the day of issue.

PORT LINE.

| FARES. | | | | | | | | | | | | DOWN TRAINS. | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|---------|-------|------|-------|------|-----|---------|-----------------------|------|------|-------|--------------|------------|-------|-------|------|------|------|------|------|------|------|-----------------|------|----------|------|------|------|------|------|------|---|---|---|---|---|---|
| Miles. | Single. | | | | | | Return. | | | | | | WEEK DAYS. | | | | | | | | | | | | SUNDAYS. | | | | | | | | | | | | |
| | 1st. | | 2nd. | | 3rd. | | 1st. | | 2nd. | | 3rd. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | | | | | | | a.m. | p.m. | p.m. | | | | | | | | | | | | | | | | |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 11 | 0 60 | 40 30 | 30 0 | 9 0 | 9 0 | 6 0 | 4 | ADELAIDE (departure)- | a.m. | 7.45 | a.m. | 9 10 | a.m. | 10 30 | noon. | 12 0 | p.m. | 2.0 | p.m. | 3.45 | p.m. | 5.30 | Saturdays only. | p.m. | 8.0 | a.m. | 9 10 | p.m. | 1.30 | p.m. | 5.30 | — | — | — | | | |
| 4 ¹ | 1 00 | 90 6 | 1 61 | 0 0 | 9 9 | — | — | Bowden - - - - - | 7.50 | 9.15 | 10.35 | 12.5 | 2.5 | 3.50 | 5.35 | 8.5 | 9.15 | 1.35 | 5.35 | — | — | — | — | — | 9.15 | 1.35 | 5.35 | — | — | — | — | — | — | — | — | — | |
| 6 ¹ | 1 30 | 100 8 | 2 01 | 3 1 0 | — | — | — | Woodville- - - - - | 7.58 | 9.23 | 10.43 | 12.13 | 2.13 | 3.58 | 5.43 | 8.13 | 9.23 | 1.43 | 5.43 | — | — | — | — | — | 9.23 | 1.43 | 5.43 | — | — | — | — | — | — | — | — | — | |
| 7 ¹ | 1 61 | 100 9 | 2 61 | 6 1 3 | — | — | — | Alberton - - - - - | 8.4 | 9.29 | 10.49 | 12.19 | 2.19 | 4.4 | 5.49 | 8.19 | 9.29 | 1.49 | 5.49 | — | — | — | — | — | 9.29 | 1.49 | 5.49 | — | — | — | — | — | — | — | — | — | |
| — | — | — | — | — | — | — | — | PORT ADELAIDE (arr.) | 8.10 | 9.35 | 10.55 | 12.25 | 2.25 | 4.10 | 5.55 | 8.25 | 9.35 | 1.55 | 5.55 | — | — | — | — | — | — | 9.35 | 1.55 | 5.55 | — | — | — | — | — | — | — | — | — |

UP TRAINS.

| FARES. | | | | | | | | | | | | WEEK DAYS. | | | | | | | | | | | | SUNDAYS. | | | | | | | | | | | | | |
|----------------|---------|-------|------|-------|------|----|---------|----------------------|------|-------|-------|------------|------|-------|------|------|-------|------|------|------|------|------|-----------------|----------|-------|------|------|------|------|------|------|---|---|---|---|---|---|
| Miles. | Single. | | | | | | Return. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1st. | | 2nd. | | 3rd. | | 1st. | | 2nd. | | 3rd. | | | | | | | | a.m. | p.m. | p.m. | | | | | | | | | | | | | | | | |
| | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | | | | | | | a.m. | p.m. | p.m. | | | | | | | | | | | | | | | | |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 11 | 0 40 | 30 2 | 0 60 | 5 0 | 3 | — | — | PORT ADELAIDE (dep.) | a.m. | 8.30 | a.m. | 9.50 | a.m. | 11.15 | p.m. | 1.0 | p.m. | 2.45 | p.m. | 4.35 | p.m. | 6.15 | Saturdays only. | p.m. | 9.0 | a.m. | 9.50 | p.m. | 2.20 | p.m. | 6.15 | — | — | — | — | — | |
| 2 ¹ | 0 80 | 50 4 | 1 00 | 8 0 | 6 | — | — | Alberton - - - - - | 8.34 | 9.54 | 11.19 | 1.4 | 2.49 | 4.39 | 6.19 | 9.4 | 9.54 | 2.24 | 6.19 | — | — | — | — | — | 10.0 | 2.30 | 6.25 | — | — | — | — | — | — | — | — | — | |
| 5 ¹ | 1 20 | 100 7 | 1 91 | 3 1 0 | — | — | — | Woodville- - - - - | 8.40 | 10.0 | 11.25 | 1.10 | 2.55 | 4.45 | 6.25 | 9.10 | 10.0 | 2.30 | 6.25 | — | — | — | — | — | 10.0 | 2.30 | 6.25 | — | — | — | — | — | — | — | — | — | — |
| 7 ¹ | 1 61 | 100 9 | 2 61 | 6 1 3 | — | — | — | Bowden - - - - - | 8.48 | 10.8 | 11.33 | 1.18 | 3.3 | 4.53 | 6.33 | 9.18 | 10.8 | 2.38 | 6.33 | — | — | — | — | — | 10.8 | 2.38 | 6.33 | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | ADELAIDE (arrival)- | 8.55 | 10.15 | 11.40 | 1.25 | 3.10 | 5.0 | 6.40 | 9.25 | 10.15 | 2.45 | 6.40 | — | — | — | — | — | 10.15 | 2.45 | 6.40 | — | — | — | — | — | — | — | — | — | — |

Goods Trains will be dispatched from Adelaide to Port at 7.30 a.m., 11.45 a.m., and 1.30 p.m.; and from the Port to Adelaide at 8.35 a.m., 12.30 p.m., and 3 p.m.

Goods must be delivered at the Stations at least half an hour before the departure of the train by which they are intended to be forwarded.
Excursion Tickets at single fares are issued at all Stations on Saturdays by 1.0 p.m. Up, and 2.0 p.m. Down, and subsequent trains, available for return up to an hour by first train on following Monday.

Return Tickets are available the day of issue only.

BRIDGEWATER AND ADELAIDE--

| Bridge-water | Carrivook | Jibilla | Aldgate | Madurra | Hestfield | Mount Lofy | Upper Sturt | Long Gully | National Park | Belair | Pinera | Glenalta | Blackwood |
|--------------|-----------|---------|---------|---------|-----------|------------|-------------|------------|---------------|--------------|--------------|--------------|--------------|
| 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. |
| 2 05 | 2 07 | 2 09 | 2 12 | 2 14 | 2 16 | 2 21 | 2 24 | — | * | 2 20 2 35 | 2 22 * | 2 24 * | 2 26 2 41 |
| — | — | — | — | — | — | — | — | — | — | 3 38 | 3 40 | 3 42 | 3 45 |
| — | — | — | — | — | — | — | — | — | — | — | — | — | 4 40 |
| 4 13 | 4 15 | 4 17 | 4 21 | 4 23 | 4 25 | 4 31 | 4 35 | — | 4 41 | 4 47 | 4 49 | 4 51 | 4 53 |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | 5 53 | 5 55 | 5 57 | 5 59 |
| 6 05 | 6 07 | 6 09 | 6 13 | 6 15 | 6 17 | 6 22 | 6 26 | 6 32 | * | 6 39 6 50 | 6 41 6 52 | 6 43 6 54 | 6 45 6 56 |
| 6 20 | * | * | 6 29 | * | * | 6 41 | 6 45 | 6 51 | * | 6 59 | * | * | 7 05 |
| n6 46 | — | — | 6 52 | — | — | 7 01 | a | — | — | 7 24 | * | * | 7 30 |
| — | — | — | — | — | — | — | — | — | — | 8 45 | * | * | 8 51 |
| p8 51 | * | * | 8 59 | * | * | 9 08 | 9 12 | 9 16 | — | 9 24 | — | — | 9 29 |
| — | — | — | — | — | — | — | — | — | — | 9 58 | * | * | 10 04 |
| 10 07 | 10 09 | 10 11 | 10 14 | 10 16 | 10 18 | 10 23 | 10 26 | 10 31 | * | 10 38 | * | * | 10 44 |
| — | — | — | — | — | — | — | — | — | — | a.m. | a.m. | a.m. | a.m. |
| — | — | — | — | — | — | — | — | — | — | 12 15 | * | * | — |
| — | — | — | — | — | — | — | — | — | — | 12 35 | * | * | — |

* Stop if required to pick up or set down passengers.
n From South East.
p Friday only.

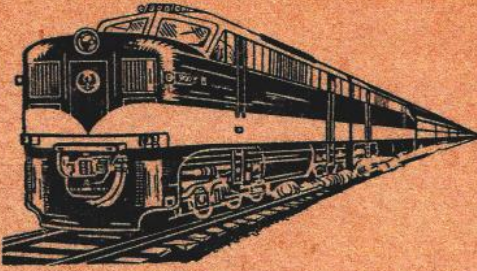
MONDAYS TO FRIDAYS—UP.

| Coromandel | Eden Hills | Sleep's Hills | Clapham | Torrens Park | Mircham | Hawthorn | Unley Park | Millwood | Goodwood | Keswick | Mile End Goods | Mile End Passenger |
|------------|------------|---------------|---------|--------------|---------|----------|------------|----------|----------|---------|----------------|--------------------|
| 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. |
| 2 28 | 2 33 | * | 2 40 | 2 42 | 2 44 | 2 46 | 2 47 | 2 50 | 2 52 | 2 54 | — | — |
| * | 2 48 | * | 2 55 | 2 57 | 2 59 | 3 01 | 3 02 | 3 05 | 3 07 | 3 09 | — | — |
| 3 47 | 3 52 | * | 4 00 | 4 02 | 4 04 | 4 06 | 4 07 | 4 10 | 4 13 | 4 15 | 4 17 | 4 19 |
| 4 42 | 4 47 | * | 4 54 | 4 56 | 4 58 | 5 00 | 5 02 | 5 04 | 4 22 | 4 24 | 4 26 | 4 28 |
| 4 55 | 5 00 | * | 5 08 | 5 10 | 5 12 | 5 14 | 5 15 | 5 18 | 5 11 | 5 13 | 5 15 | 5 17 |
| — | — | — | — | — | — | — | — | — | 5 22 | 5 24 | 5 26 | 5 28 |
| — | — | — | — | — | — | — | — | — | 6 04 | 6 06 | 6 09 | 6 11 |
| 6 01 | 6 06 | * | 6 12 | 6 14 | 6 16 | 6 18 | 6 19 | 6 22 | 6 21 | 6 23 | 6 26 | 6 28 |
| — | — | 6 24 | — | — | 6 31 | — | — | — | 6 24 | 6 26 | 6 28 | 6 30 |
| — | 6 52 | — | — | — | — | — | — | — | 6 57 | 6 59 | 7 01 | 7 04 |
| 6 58 | 7 03 | * | 7 09 | 7 11 | 7 13 | 7 15 | 7 16 | 7 19 | 7 08 | 7 23 | — | 7 26 |
| * | 7 12 | — | † | † | 7 20 | † | † | † | 7 25 | 7 27 | — | 7 30 |
| — | — | — | — | — | 7 37 | — | — | — | 7 42 | — | * | — |
| — | 7 37 | — | 7 43 | 7 45 | 7 47 | 7 49 | 7 50 | 7 53 | 7 43 | — | — | 7 47 |
| — | — | — | — | — | — | — | — | — | 8 25 | 8 27 | * | 8 31 |
| — | — | — | — | — | — | — | — | — | 8 58 | 9 00 | 9 02 | 9 04 |
| — | 8 58 | — | 9 05 | 9 07 | 9 09 | 9 11 | 9 12 | 9 15 | 9 17 | 9 19 | 9 21 | 9 23 |
| — | — | — | — | — | — | — | — | — | 9 35 | 9 37 | * | 9 41 |
| — | 9 35 | — | 9 42 | 9 44 | 9 46 | 9 48 | 9 49 | 9 52 | 9 54 | 9 56 | * | 10 00 |
| — | — | — | — | — | — | — | — | — | 10 12 | 10 14 | * | 10 18 |
| — | 10 11 | * | 10 18 | 10 20 | 10 22 | 10 24 | 10 25 | 10 28 | 10 30 | 10 32 | 10 34 | 10 36 |
| — | 10 51 | * | — | — | 10 59 | — | — | — | 10 51 | 10 53 | 10 55 | 10 58 |
| — | — | — | — | — | — | — | — | — | 11 05 | — | — | 11 11 |
| a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | 11 36 | 11 38 | * | 11 42 |
| — | — | — | — | — | — | — | — | — | 12 12 | 12 14 | * | 12 18 |
| — | — | — | — | — | — | — | — | — | — | — | — | 12 22 |
| — | — | — | — | — | — | — | — | — | 12 42 | 12 44 | * | 12 48 |
| — | — | — | — | — | — | — | — | — | — | — | — | 12 51 |

† Stop if required to set down passengers from stations beyond Belair.
a Stops if required for passengers to alight.
b Stops if required for passengers to join.

PRICE 6d.

SOUTH AUSTRALIAN RAILWAYS



12th EDITION


METROPOLITAN TIME TABLES

From 29th October, 1951

TIME TABLES BETWEEN ALL STATIONS
Adelaide and Bridgewater, Willunga, Semaphore, Outer Harbour, Finsbury, Hendon, Henley Beach, North Gawler, Virginia, Penfield and Northfield.

FARES FROM ADELAIDE TO ALL STATIONS ON THE ABOVE LINES.

Issued by S. H. WATSON, General Traffic Manager.



Souvenir Menu

CHRISTMAS DAY
1954

Tramway Car Service

TRANS-AUSTRALIAN RAILWAY

A different type of Picture Train

ROSS MORRISON

REGARDING THE FOLLOW-UP on the picture trains, I came across these articles of a Picture Train with a difference from the Poverty Bay Herald on New Zealand's Papers Past. Don't know if they are of interest. If not, you might get a laugh out of the paragraphs I've highlighted.

Poverty Bay Herald page 3 October 27 1934: **SPECIAL TRAIN GISBORNE PICTURE PATRONS**

For the first time in the history of the Gisborne picture theatre business, a special train has been chartered to convey country patrons to a Gisborne Theatre.

Mr. R. J. Kerridge realises that many country residents do not often have the opportunity of visiting Gisborne at the time that a particularly fine production is being screened. On November 6 George Arliss in "The House of Rothschild" will be showing at the Regent.

This picture has created tremendous interest wherever it has been shown in New Zealand, and Mr. Kerridge considered that many country people will appreciate the train facilities provided to enable them to have a splendid evening's entertainment.

The train will leave Matawai at 5.10 p.m. and will reach Gisborne before 8 p.m., returning after the performance. The cost has been fixed at a very low figure—the train fare and admission to the Regent will be only 2s 6d.

Poverty Bay Herald page 3 November 7 1934: **A HAPPY VENTURE, REGENT PICTURE TRAIN GRATIFYING SUPPORT**

The venture of the Regent Theatre management in arranging for a special train to permit country patrons to see the outstanding film, "The House of Rothschild," proved last night to be a happy inspiration.

This was the first occasion on which such facilities had been made available

to country residents, and the success of the idea is indicated by the fact that 13 carriages which comprised the train on its arrival in Gisborne were packed to capacity.

Four carriages were well filled when the train left Motuhora early in the evening, and there were over 200 patrons on the train when it left Rakauroa. Seven more carriages were added at Waikohu, and two more at Te Karaka.

By special arrangement, the train stopped wherever patrons were waiting, and the train staff gave every assistance to the passengers, as usual.

Most of those who took advantage of the special train facilities began to enjoy themselves as soon as they stepped aboard the train, and community singing and other forms of amusement whiled away the travelling time in agreeable fashion.

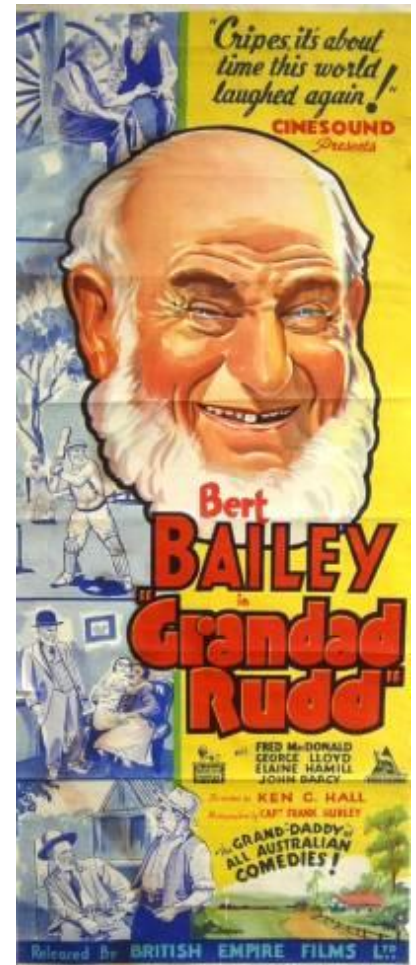
Even the loss of the lighting mechanic, whose duty it was to tend the lights on the train, and who was unfortunate enough to be left on the track at one of the many stops, did not damp the enjoyment of the picture crowd.

When the train reached Gisborne, several hundred patrons from the country helped to swell the audience at the Regent, and found the entertainment furnished by the film and its supports well worth the trouble they had taken to see it.

After the screening of the feature film, Mr. W. Keany, on behalf of the Regent management, expressed thanks to the country residents for their patronage, and to the train staff for its cooperation in the venture, which, he remarked, had proved an outstanding success.

Poverty Bay Herald page 3 March 28 1935: **ANOTHER PICTURE TRAIN FROM MOTUHORA NEXT WEDNESDAY**

To comply with the request of a number of Waikohu County residents



for a picture train for the Australian comedy "Grandad Rudd." Mr. R. J. Kerridge has chartered a special-train, for Wednesday next, April 3.

Profiting by the experience gained in running the train for "The House of Rothschild," arrangements have been made to speed up the return journey so that Motu passengers will arrive home not later than 1 a.m.

To do this it has been found necessary to start the train an hour earlier and it will leave Motuhora at 4 p.m., arriving in Gisborne at 6.40 p.m.

The programme will commence at 7 p.m., and the return train will leave Gisborne at 9.45 p.m. To save time, "Grandad Rudd" will be screened at the Opera House, as it is the nearest theatre to the station.

Work has already commenced in preparing the train, *special attention being given to the lighting arrangements.* As previously, the price of admission, including the return train trip, will be 2s 6d, which

will admit a passenger to the Opera House, Regent or Majestic.

It is anticipated that a large crowd will avail themselves of the opportunity of a trip to town and a most enjoyable evening's entertainment.

Poverty Bay Herald page 3 February 6 1936: **POPULAR PICTURE TRAIN 350 PASSENGERS CARRIED TO REGENT THEATRE SHOW**

The Regent Theatre picture train last night was again well patronised, an indication that there is no falling off in

the interest taken in the country districts in the enterprising move made by the management of the theatre for its outstanding attractions.

In all, 350 passengers were carried in seven carriages, and the trip from Motuhora was made in just over 2½ hours. The new engine kept the train moving smartly throughout and was never behind schedule, arriving at Gisborne at about 6.30 p.m.

The picture for the occasion was

"Broadway Melody of 1936", a different type of production from that presented to picture train audiences in the past, and it was greatly enjoyed. The programme commenced at 7 o'clock, and concluded at 9.15 p.m.

The train left on its return half an hour after the audience came out and made the journey back in good time.

Comment on this article – [Letter to the Editor](#), [Facebook](#)

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OPERA HOUSE (WED.) April 3 GALA COUNTRY NIGHT "GRANDAD RUDD"

PICTURE
TRAIN



PICTURE
TRAIN

| | | | |
|----------------|--------|--------------------|------|
| MOTUHORA | 4 p.m. | WAIKOHU | 5.20 |
| MATAWAI | 4.16 | PUHA | 5.42 |
| RAKAUROA | 4.35 | TE KARAKA | 5.50 |
| OTOKO | 4.53 | GISBORNE arr. | 6.40 |

GREY'S BUS LEAVES WHATATUTU 5.15 and CONNECTS WITH TRAIN AT PUHA. (Excursion Fares).

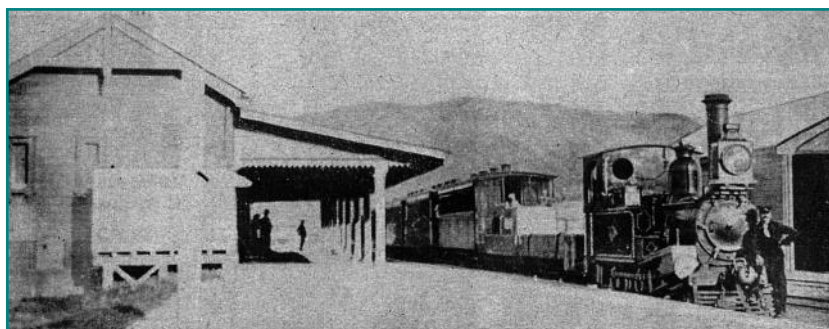
Pictures start 7 p.m. Train departs 9.45 p.m.

Admission, including Return Train Trip, 2/6

Tickets available for use at Regent, Majestic, or Opera House.

NOTE EARLIER TRAIN: Timed to reach Motu not later than 1 a.m. Tea and Hot Pie or Sandwich obtainable at Opera House.

NOTE: Patrons who have already seen "Grandad Rudd" may obtain admission to either the Regent or the Majestic with their concession tickets. It will not be possible, however, for them to see the whole of either these programmes on account of the early departure of the train.



School Buses

JAMES T WELLS

CLICK ON TRANSDEV'S NSW [website](#): and then select school bus timetables and you'll find a list of over 200 pdfs for services in the Upper North Shore, South and South West of Sydney.

The school bus service is big business indeed.

Open a PDF and you'll find, for large schools, a one or two page listing of services; inbound (morning) and out (afternoon). For small schools, typically public (primary) schools, the listing may simply be of regular ordinary services that have a stop at or near the school.

The school selected to illustrate the service is an unusual one. Ku-ring-gai Creative High School seems to have a larger than usual "catchment" area, and is located on an "urban peninsular". This is a reflection of Sydney's geography with some suburbs stretching along high ridge lines off a spine.

The school is located at the far end of Bobbin Head Rd. in the suburb of North Turramurra. It is 3.5 km from the nearest main road crossing. Relevant to the use of buses is that not many people live close to the school, so there would be high reliance on buses and cars to get the kids to and from.

The 577 Bobbin Head road regular bus service to Turramurra station has long headways, typically hourly during the day, but twice hourly in the evenings. There is also a peak hours only route 594 service to/from the City.

Clicking on the button for the school PDF discloses eleven morning services, and ten afternoon ones. For the morning list, two of the entries simply refer to route 577 mentioned above.

The first entry is shown here and is really quite astonishing. Should school

| | | | |
|------|-------|--------------------|------------------|
| 9096 | 15:35 | Turramurra Station | X Spurwood Rd. |
| 9021 | 15:38 | Hornsby Heights | X Waitara Public |
| 9029 | 15:38 | Hornsby Station | X |
| 9079 | 15:50 | Berowra | X Asquith St |
| 9019 | 15:42 | Hornsby Station | X |
| 9045 | 15:55 | Mt Colah | X Waitara Public |
| 9074 | 15:50 | Mt Colah | X Hornsby St. |
| 9076 | 15:50 | Berowra | X Mt Colah |
| 9067 | 16:00 | Hornsby Station | Via Nth W'roonga |

kids be expected to travel on a bus for well over an hour each way?

Is this a timetable or a driver's run sheet? Only two intermediate times are shown, nor where pick-up points are. These would be flexible depending on need and presumably bus stops are used in shopping centres etc.

Also, in all the morning schedules there is no reference to express or last stop running. This is not the case for the afternoon ones.

Berowra is on the "peninsular" to the west of the Bobbin Head one so the journey is quite indirect. The school mentioned is only about 400m from the Pacific Highway. Does the bus go directly to the highway? No, it goes north for about two kilometres to Elizabeth St. and then doubles back via a route to the east of Berowra Waters Rd. with an out and back transverse of Gully Rd. – all this takes over twenty minutes.

It then follows the highway basically to Hornsby station east side (George St.) but presumably doesn't stop there. The route then is fairly direct except for a left turn out of Eastern Rd., Wahroonga onto Kintore St. to gain Burns Rd. via Westbrook St. – three turns instead of one.

For about 12 km the route parallels a reasonable peak hour railway service with uncrowded trains – Berowra to Hornsby. Why not take advantage of this? It should be noted, though, that Transdev's depot for the area is at Mt Ku-ring-gai, not that far from Berowra

so there would be little empty running.

A further point is that schools share services. The 8010 is also used by Asquith Boys and Asquith Girls High School students – not mentioned below.

But wait, there's more. The third service in the list —No. 8030—also starts in Berowra, but in Crowley Rd., south of Berowra Waters Rd. and loops around in the southern area just to the west of the Highway which is joined at Yallambee Rd. Despite starting 18 minutes later than the 8010 service it arrives at the school only 2 minutes later. This is surprising as it does a Mt Colah loop to Oxley drive.

Let's look at the remaining morning ones.

The 596 from Hornsby Heights at 7:48 am and 8:00 am are not dedicated school services – students transfer to the 8005 at Hornsby station with a 19 or 15 minute wait. The 8056 is also from Hornsby Heights (7:55 am) and runs to the school.

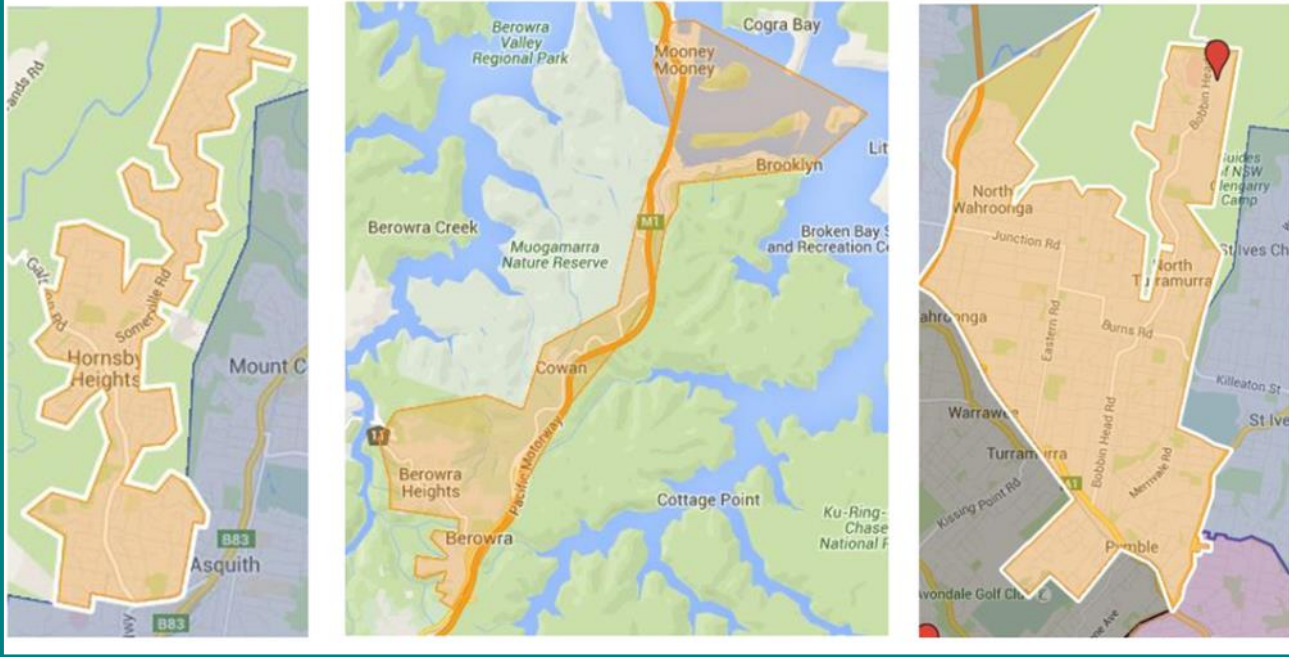
The 8006 starts at Wahroonga station at 8:06 am and loops up through North Wahroonga to arrive at the school at 8:44 am.

The 8005 starts at Mt Ku-ring-gai Station at 8:07 and does the Parklands loop at Mt Colah to arrive at Hornsby Station at 8:31 before proceeding to the school.

The 8057 starts at Hornsby two minutes earlier but arrives at the school 4 minutes later despite

| Route Number | Departure Time | MORNING Route Description |
|--------------|----------------|---|
| 8010 | 07:32 | From Berowra Christian School via Berowra Waters (L) Barnetts (L) Easton (R) Wyanna (R) Barnetts (07:37) (L) Turner (R) Elizabeth (R) Woodcourt , Hillcrest (L) Berowra Waters (L) Gully (07:53) return Gully then (L) RSL Car Park Berowra Station, then via Highway (DOES NOT PICK UP AT MT KURING-GAI STATION) then via Highway L) Jersey (L) Bridge (R) George, Highway then (L) Edgeworth David, Junction (R) Eastern (L) Kintore (R) Westbrook (L) Burns (L) Bobbin Head to school (08:50) |

SCHOOL CATCHMENT AREAS



FOREST COACH LINES

BARKER

[← Back to school list](#)

Address:
Last Update: 14 JUNE 16

MORNING BUS ROUTE

| Route Number | Route Time | Stops |
|--------------|------------|---|
| 197 | 6:35 | FROM MONA VALE (PARK STREET) TO MACQUARIE UNIVERSITY VIA GORDON STATION- VIA MONA VALE ROAD, (INGLESIDE 6:42) (R)BOORALIE ROAD, (L)MYOORA ROAD (6:51) (R)MONA VALE ROAD, (L)PACIFIC HIGH WAY ARRIVE GORDON 7:15 |
| Route Number | Route Time | Stops |
| 195 | 7:02 | FROM ST. IVES CHASE (MILBURN PLACE) TO GORDON STATION - VIA ROUTE 195 ARRIVE 7:20 |

following the same route. It presumably is the 'local' service, the 8005 running express. This is not spelt out.

An apparent omission is any service from the St Ives area or from south of Burns Rd. in Turramurra. The former is understandable as not being in the catchment area; the latter not so as the catchment area extends south of the Pacific Highway.

So there are, not counting the 577s, six buses arriving at the school between 8:44 and 8:50 am. They presumably turn around using the rather small turning loop right outside the school but it's probable that some congestion

occurs.

At the top of page 13, is a list of the afternoon services (X = Express).

Also mentioned in Transdev's table is a solitary 577 service at 15:47 from Rank 5. Each departure is assigned a Rank (Stop) number.

Of note is that there are nine specific school services compared to only six in the morning. The pattern is also very different. For example, afternoon service 9096 has no morning equivalent, but the route of the 577 comes into play here.

The ranks don't appear to be marked along Bobbin Head Rd. as they are outside Killara High School. For the

latter school there is no information on how the buses turn around; this is presumably left to the discretion of drivers depending on traffic conditions. All they can do is go around the block.

The situation with Transdev seems to be typical of other private operators. Forest Coach Lines serves the Frenchs Forest – Terrey Hills area of the northern suburbs with about forty schools listed.

The snippet off their website for Barker shown at left is interesting in that it lists regular services to Gordon with no reference to the five stop railway journey necessary to reach the school at Waitara.

The one operator that doesn't seem to provide information this way is the State Transit Authority, the large operator of Sydney Buses serving mainly suburbs in the Eastern part of the metro area, both north and south of the harbour, as well as the Inner west and Ryde areas.

Geoff Lambert had an article in the September 2015 edition of "The Times" surveying Sydney Buses school services using mainly GTFS feeds as a data source. The article using small print required four pages to list nearly 800 services.

The Authority has since lost some of its Inner West services to a private operator.

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Special Trains (not)

IN SEPTEMBER 2019, Victor Isaacs asked the “Gnomes of Dulwich” (The G’s—see The Times of [June 2019](#)), the following “fundamental” questions:

If I, as a train operating company, wish to run a special train, do I apply to my local infrastructure controller, or to the main infrastructure controller concerned, and then that infrastructure controller liaises with the other infrastructure controllers I will be running my train over; OR do I have to apply separately to all the infrastructure controllers involved and they liaise among themselves? Presumably I am then billed separately by all the infrastructure controllers that I run my train over.

One of the G’s replied as follows:

Yes, running trains, is what we TRY to do. The person running the train needs, first of all, an access agreement with whichever track owner. The way most operate is under someone else’s accreditation. SSR run for Cruise Express. We ran a train from Sydney Terminal to Goulburn on Saturday in relation to a fund raising for “Beyond Blue” (Very successful also) – SSR provided the loco power but the train was run under Lachlan Valley accreditation. If you were to hire a train you get the accredited operator to organise pathing and access.

It is fairly tedious but as mentioned elsewhere each of the track owners have their operation principles published or are readily available. Cruise Express use Seymour and this current train Transport Heritage NSW on their behalf.

The same basics are used to run freight, Fletchers own their train and run it under SSR accreditation. Centennial are accredited and use SSR to haul but technically the train is running as a SSR train.

My two heads hurt.

Then we heard the following from one of the many other Gnomes.

For those who are interested, I have it on reliable information that on

ARTC

Southern Program Area

THNSW

24th September 2019

MOOREBANK CHARTER TRAIN

THE FOLLOWING TIMETABLES WILL APPLY:

6L60 on Tue 24/09/2019 will depart Thirlmere 0355, arrive (Maldon Frame C) 0425 depart 0435, pass Macarthur South Junction 0501, Macarthur 0503, forms 6L61

6L61 on Tue 24/09/2019 will run as tabled by Sydney trains to pass Macarthur 1050, Menangle 1056, arrive Maldon (Frame C) 1114 depart 1124, arrive Thirlmere 1204, stable.

TRAIN ALTERATION ADVICE

No: 1011-2019

Tuesday 24 September the first train will operate from Port Botany to the Moorebank IMEX terminal. Am not sure if it's a 'revenue' service or a 'show' train for the VIPs and photo opportunities.

Subsequently, ARTC issued the above TAA for the opening of the new Moorebank Intermodal terminal.

A G then provided the following info.

From the Horses keyboard: I am “working” the special on Tuesday and have helped organise the paths etc. Don’t ask me why they won’t let the passenger train go into the terminal but I expect the Risk Assessment didn’t come up too fancy.

I am Head Conductor and we will take the VIPs from Sydney Terminal to Glenfield platform where they will be transported over to the terminal, we then head for ‘Thirlmere’. ScoMo was supposed to be my special guest but he has opted to go visit his mate in Washington.

The train will consist of our GMs, our recently reactivated BS (know as EBS because ASA couldn’t find a BS in their records to implement the grandfather clause) a BCS and PFZ – hauled by 4001 and 4201. My Son-in-

Law will be driving along with one of Eveleigh’s Finest.

There would have been—presumably—an NSW Trains STN for this—but nobody appears to have snaffled one. Another G then made the following comment:

As usual it is relatively easy to find out what is happening on the ARTC network but not within the secret society that is TfNSW. My guess is that the chartered train for the polities and the media will arrive at Glenfield behind the T8 line suburban train that is due to arrive at Macarthur at 10.47. This would place the special at Glenfield between the 10.26 and the 10.41 suburban departures. The gap between Southern Highlands trains leaving Campbelltown is quite large with the 9.53 long gone and the 11.20 following way behind the special. Am I somewhere near the mark or can you “neither confirm nor deny” the train timing?

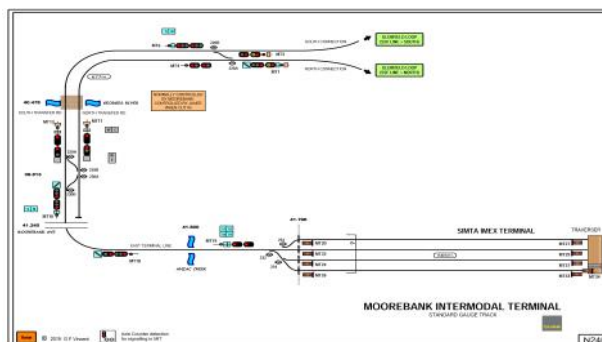
Ultimately, I heard this from another G:

Hold your thoughts Geoff, the “Special” train has been CANCELLED, no reasons given. Rumour says “Political”.

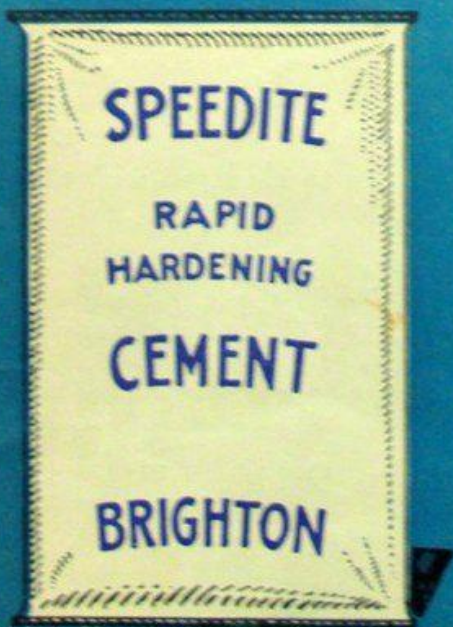
SO THAT WAS THAT

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BRIGHTON SPEEDITE CEMENT



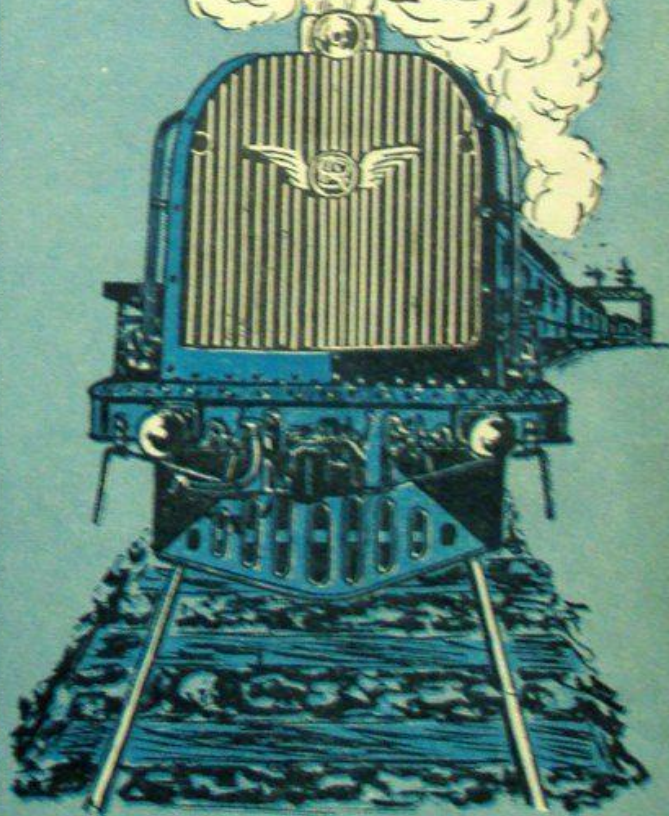
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Trains leave HOVE for ADELAIDE

MONDAY TO FRIDAY—

A.M.—5.10* 5.30* 5.45* 6.12 6.35 6.50 7.28 7.58
8.38 9.10 9.40 10.10 10.40 11.10 11.40
P.M.—12.10 12.40 1.10 1.40 2.10 2.40 3.10 3.35
3.55 4.18 4.40 4.55 5.10 5.18 5.30 5.45
6.10 6.37 7.10 7.35 8.10 8.55 9.45 10.30
11.10 11.55

MONDAY TO FRIDAY—

A.M.—5.50 6.11 6.36 6.56 7.30 7.56 7.51 8.10 8.21
8.54 9.20 9.59 10.35 11.05 11.35
P.M.—12.05 12.35 1.05 1.35 2.05 2.35 3.05 3.35
4.05 4.45 5.05 5.35 5.55 6.15 6.35 7.05
7.25 7.55 8.31 9.03 9.45 10.61 11.17
12.03* (a.m.) 12.17* (a.m.)

SATURDAY—

A.M.—5.15* 5.40* 6.15 6.35 6.55 7.15 7.55 8.30
9.10 10.00 10.45 11.25 11.45 11.58
P.M.—12.21 12.57 1.28 2.05 2.40 3.20 4.00 4.45
5.15 5.40 6.10 6.40 7.20 8.05 9.00 9.45
10.20 11.10 11.55

SATURDAY—

A.M.—5.55 6.21 7.01 7.37 7.57 8.18 8.45 9.28
10.10 10.50 11.34
P.M.—12.08 12.39 1.02 1.16 1.46 2.18 2.58 3.39
4.18 4.53 5.33 6.03 6.40 7.07 7.33 8.18
9.03 9.55 10.51 11.17 11.55 12.17* (a.m.)

SUNDAY—

P.M.—12.13 1.00 2.00 2.43 3.55 4.45 5.15 5.55
6.35 7.35 8.49 9.30 10.10 10.52

SUNDAY—

P.M.—1.09 1.51 2.49 3.38 4.43 5.30 6.11 6.53
7.45 8.38 9.37 10.18 11.01 11.56*

* Stop only if required.

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