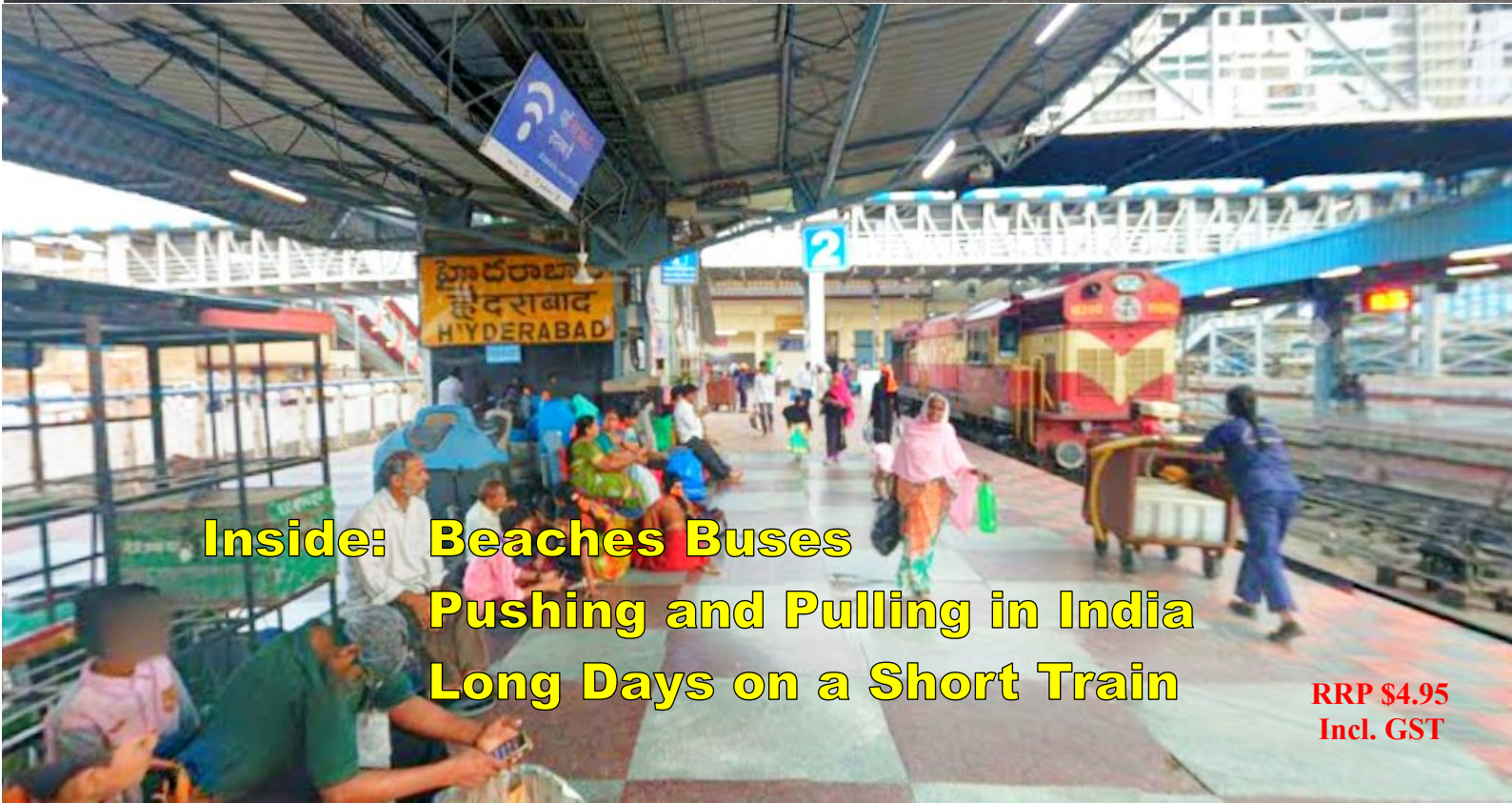




The Times

September 2020

A journal of transport timetable history and analysis



**Inside: Beaches Buses
Pushing and Pulling in India
Long Days on a Short Train**

**RRP \$4.95
Incl. GST**

The Times

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Colour PDF versions of previous issues of our magazines are at <https://www.timetable.org.au/>

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In this issue, Geoff Mann takes us on a long journey (Cootamundra to Narromine) on a short train (a CPH rail-motor). The Editor recalls doing part of this journey in reverse (Narromine-Parkes) in 1967 on his first excursion to NSW. It was part of a long multi-train journey, Central-Dubbo-Narromine-Parkes-Orange-Central-Spencer St.-Bacchus Marsh over two nights and two days, in six trains, in one hit. In the photo above we see two CPH railmotors in the shed at Cootamundra. One of them is probably getting ready for the run to Narromine.

Along the Harbour

HILAIRE FRASER takes a snapshot of bus services along the north shore of Middle Harbour to Balgowlah, Balgowlah Heights, North Balgowlah and Seaforth.

THIS ARTICLE IS THE LAST of five detailing Sydney's Northern Beaches bus services. Previous articles featured bus services to Palm Beach, north of Narrabeen, to Curl Curl and Dee Why and to Collaroy Plateau and Allambie Heights.

Starting with the Department of Government Transport Guide Maps for Bus Drivers, which I obtained in 1974, I have provided the map for routes 131/132/137, 140/141 and 144. From Peter Spence's "Sydney by Public Transport" published in 1981 these routes were described as:-

- 131 Manly-Seaforth (The Bluff) via Balgowlah Heights (60 minute

frequency Monday to Friday off-peak)

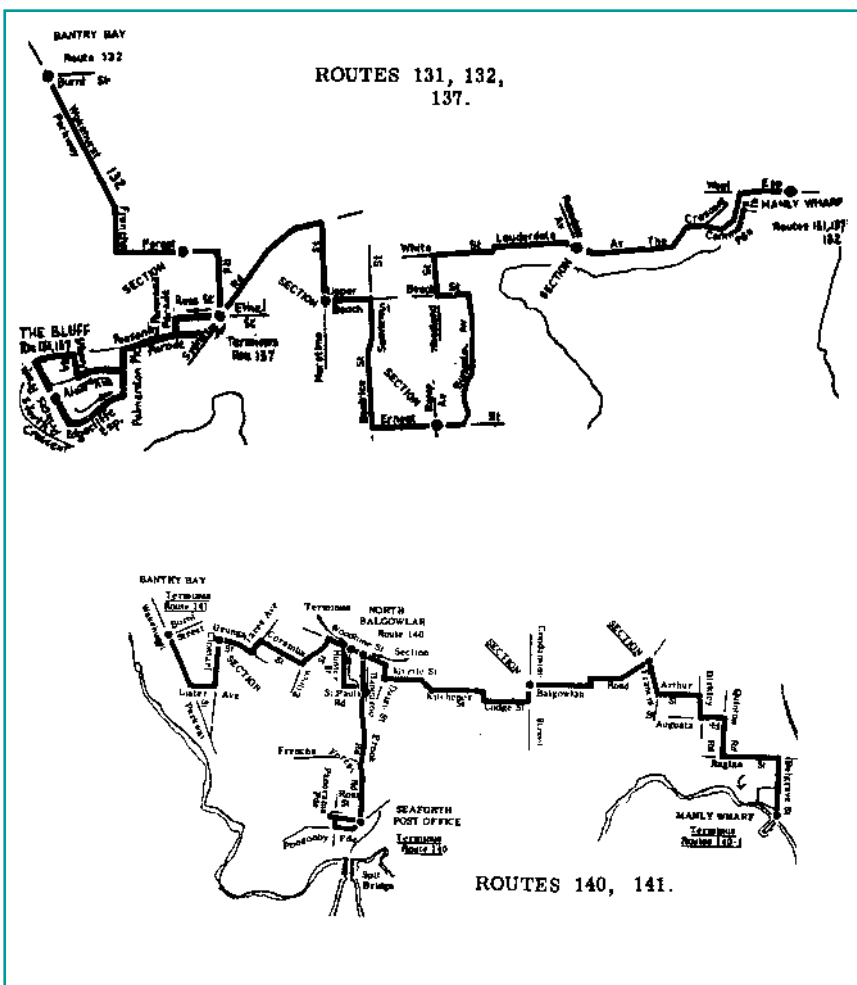
- 132 Manly-Bantry Bay via Balgowlah Heights (60 minutes Monday to Friday off-peak)
- 137 Manly-Seaforth Post Office via Balgowlah Heights (30 minutes am peak operating via The Bluff, 2 evening journeys to Seaforth Shops)
- 140 Manly-Seaforth Post Office via North Balgowlah (60 minute frequency Monday to Friday off-peak)
- 141 Manly-Bantry Bay via North Balgowlah (60 minute frequency Monday to Friday off-peak)
- 144 Manly-St Leonards (15 minute

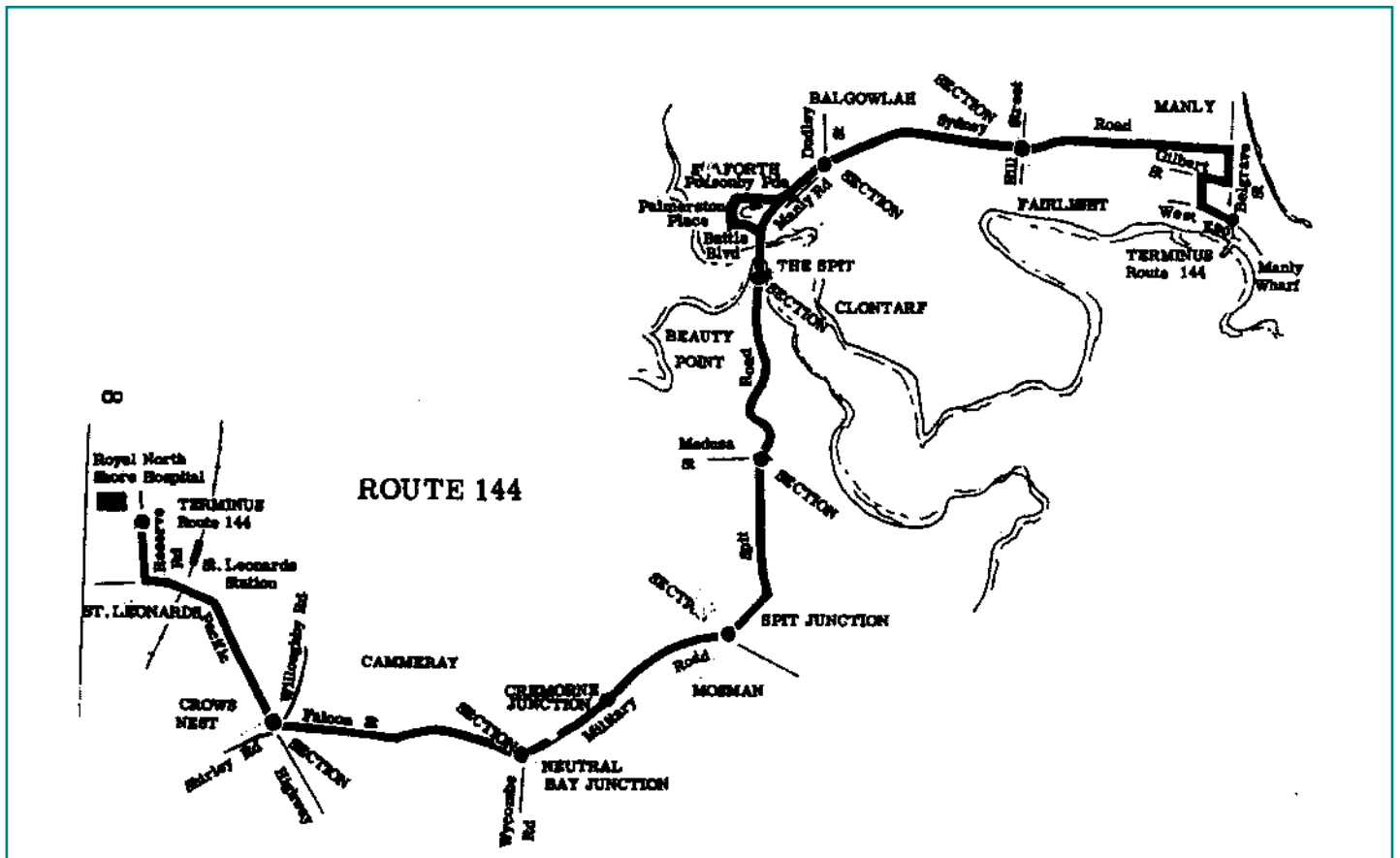
frequency Monday to Friday off-peak)

In addition, the 169 Wynyard-Wingala via Seaforth & Wakehurst Parkway service operated hourly during the Monday to Friday off-peak, and the following peak services operated:-

- 130 Manly Wharf-Clontarf via Balgowlah Heights (1 journey)
- 167 Wynyard-North Balgowlah Express (1 journey)
- 168 Wynyard-North Balgowlah (20 minute frequency)
- 170 Wynyard-Clontarf (1 journey)
- 171 Wynyard-Balgowlah Heights (20 minute frequency)
- 172 Wynyard-Balgowlah Heights Express (1 journey)
- In the third edition of "Sydney by Public Transport", services to Balgowlah, Balgowlah Heights, North Balgowlah and Seaforth continued as above with the following changes:-

- 130 and 170 were discontinued and 167 and 172 became express versions of 168 and 171 respectively
- 137 Manly-Seaforth Post Office short services were renumbered 132
- 140 was discontinued, with services along Bangaroo St, North Balgowlah now provided by an hourly Monday to Friday off-peak service on 168 Wynyard-North Balgowlah, extended to Warringah Mall. Balgowlah Rd was now served by 141 and new 142 Manly-Skyline Shops via Balgowlah Rd & Allambie Heights (60 minutes frequency Monday to Friday off-peak)
- 144 continued with a 15 minute frequency with alternate services extended to Chatswood via Pacific





Highway.

- 169 now operated an hourly service from Wynyard to Manly via Seaforth, Wakehurst Parkway, Narraweena & Pittwater Rd., omitting Wingala. This was supplemented by an additional hourly service between Skyline Shops and Manly

From current timetables I have provided the maps for 132/150x/170/170x/171x, 168/168x/169/169x/173 and 145. From 3 May 2020 E50, E68, E69, E70 and E71 were renumbered 150x, 168x, 169x, 170x and 171x.

132 now operates Manly to Warringah Mall, via Balgowlah Heights, Seaforth and North Balgowlah (60 minute frequency Monday to Friday off-peak). This combines the 132 Manly-Bantry Bay and the 141 Manly-Bantry Bay services. Services leaving Warringah Mall show the destination as "Seaforth" which is sensible as there are more direct services to Manly on routes 146, 159, 169 and 199. The Bluff is now served by 145 Warringah Mall-The Bluff, operating on a 120 minute frequency Monday to Friday.

150x operates Monday to Friday from Manly to North Sydney & Milsons Point via Sydney Rd Express. Inward trips to Milsons Point operate from 6.30 to 8.50am at a 10 to 15 minute frequency. Outward trips to Manly operate from 3 to 8pm. From 6.30pm outward services operate every 30 minutes.

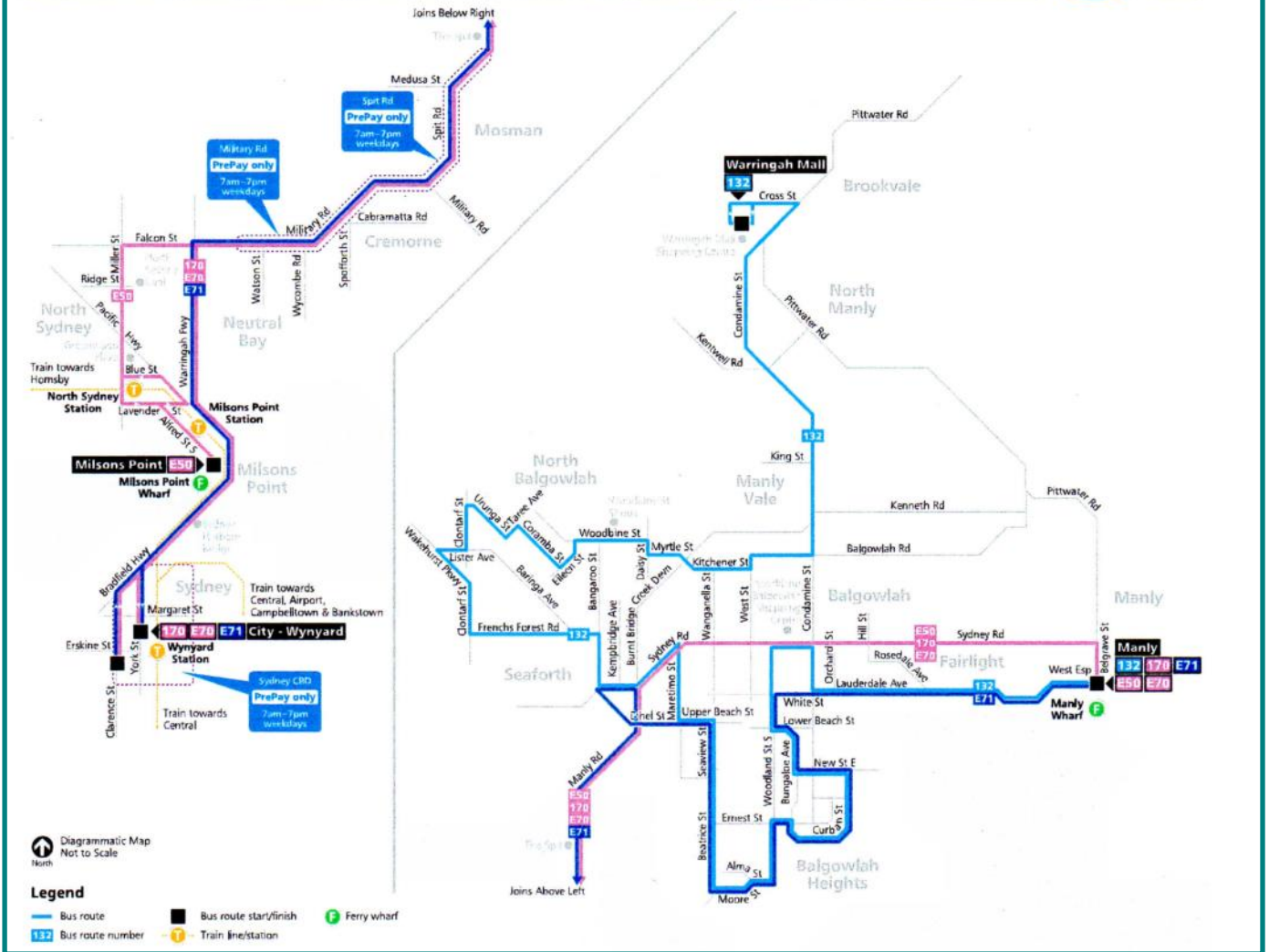
Since I could not find a 170 Manly to Wynyard via Sydney Rd timetable on transportnsw.info, I earlier referred to 170 as a ghost bus. The editor of this journal replied along this lines, "It is certainly not a ghost bus, as 170 buses are currently passing our front door full of people!" Jim Wells supplied me with an electronic timetable dated 26 November 2017. This [timetable](#) states that 170 services depart Wynyard every 30 minutes Saturdays, Sundays & Public Holidays from 10.52am until 7.22pm. Inward services depart Manly every 30 minutes from 10am to 6.30pm. 170 is a summer weekend service supplementing the ferry and existing bus services [but also operates at night, for events such as [Vivid](#)—Editor.]

- 170x operates Monday to Friday from Manly to Wynyard via Sydney

Rd Express. Inward trips to Wynyard operate from 5.54 to 9.15am at a 6 to 15 minute frequency. Outward trips operate from 3.49 to 6.51pm at a 12 minute frequency. Later departures from Wynyard are at 6.51, 7.06, 7.21, 7.36 and 8.07pm.

- 171x operates Monday to Friday from Manly to Wynyard via Balgowlah Heights, Express. Inward trips to Wynyard operate from 5.56 to 9.21am at a 20 minute frequency. Outward trips operate from 4.00 to 7.49pm at a 20 to 30 minute.
- 168 operates Monday to Friday from North Balgowlah (Balgowlah Rd near Condamine St) to Milsons Point. Morning journeys to Milsons Point depart at 6.45, 7.15 & 7.45am. Return afternoon services to North Balgowlah depart at 4.25, 5.25 and 5.55pm.
- 168x operates Monday to Friday from North Balgowlah to Wynyard Express. Inward trips to Wynyard provide a 15 to 20 minute service from 6.00 to 9.15am. Outward trips provide a 20 to 30 minute service from 3.16 to 7.36pm. Most outward

Routes 132, E50, 170, E70, E71



trips extend to Warringah Mall to access Brookvale Depot.

- 169 continues to operate hourly from Wynyard to Manly via Narraweena, now diverting via Northern Beaches Hospital, Frenchs Forest. City trips are supplemented by an additional hourly service from Skyline Shops to Manly.
- 169x operates Monday to Friday from Narraweena to Wynyard, Express. Inward trips operate from 5.53 to 9.28am at a frequency up to every six minutes. Outward services operate from 2.55 to 8.19pm at a frequency of up to every ten minutes. Some outward services extend to Manly.
- 173 operates Monday to Friday from Narraweena to Milsons Point and has am journeys to Milsons Point

departing at 6.40, 6.58, 7.16 and 7.41am. Return services depart at 3.36, 4.06, 4.36, 5.06 and 5.36pm.

- 144 Manly-Chatswood now has a 15 minute frequency along its entire route. The 144 is supplemented Mondays to Fridays, by the 143 Manly-Chatswood service, omitting the diversion into the Royal North Shore Hospital campus. 143 trips depart Manly from 6.30 to 9.20am and from 2.53 to 6.28pm and Chatswood from 6.29 to 8.49pm and 3.00 to 6.15pm. Service frequency is approximately 15 to 20 minutes.

[Forest Coach Lines](#) operates [route 141](#) from Manly to Austlink Business Park Belrose via Balgowlah, Seaford and the Northern Beaches Hospital. My son and I were travelling towards Belrose and when the bus proceeded straight ahead at Seaford rather than

down the hill to the Spit there was a panic among a few passengers who thought they were on the 144. They alighted at the next stop and walked back to the previous stop to get the “real 144”.

References:-

Travers G. From City to Suburb... a fifty year journey, Sydney Tramway Museum, Sutherland, NSW, 1982.

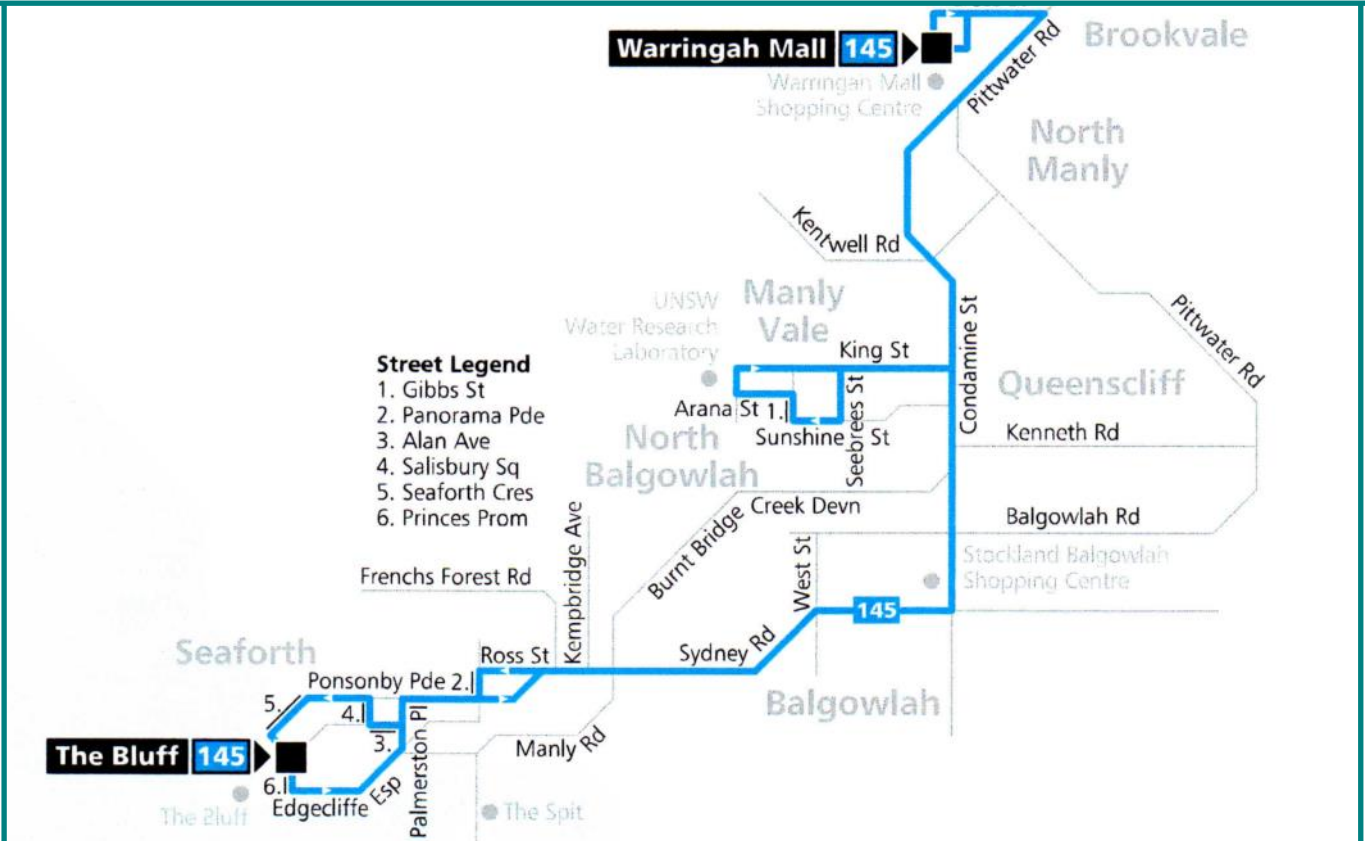
Spence, P. Sydney by Public Transport (1st edition), Gregorys, Ultimo, NSW. 1981.

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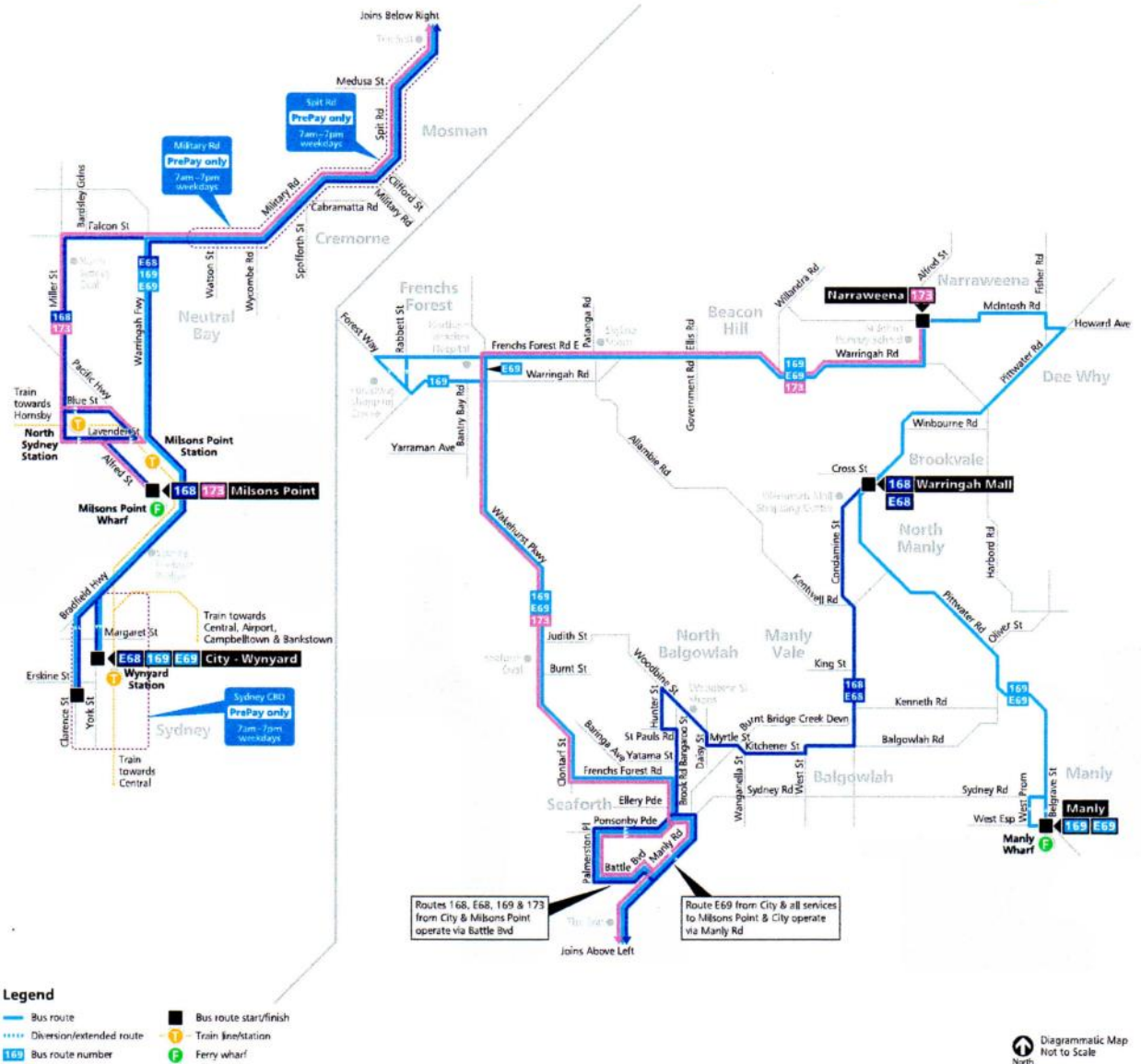
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Route 145



[Click me](#) to watch the video

Routes 168, E68, 169, E69, 173



150X**PrePay-Only - Milsons Point to Manly (Express Service)**

Valid from: 03 May 2020

Creation date: 20 April 2020

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Milsons Point Wharf, Alfred St, Milsons Point	▶15:00	▶15:35	▶16:05	▶16:35	▶16:55	▶17:10	▶17:25	▶17:35	▶17:45
North Sydney Station	▶15:05	▶15:40	▶16:10	▶16:40	▶17:00	▶17:15	▶17:30	▶17:40	▶17:50
Miller St at Ridge St, North Sydney	▶15:10	▶15:45	▶16:15	▶16:45	▶17:05	▶17:21	▶17:36	▶17:46	▶17:56
Military Rd opp Watson St, Neutral Bay	▶15:14	▶15:49	▶16:19	▶16:51	▶17:11	▶17:27	▶17:42	▶17:52	▶18:02
Balgowlah Golf Club, Sydney Rd, Balgowlah	15:28	16:03	16:33	17:07	17:27	17:43	17:58	18:08	18:18
Sydney Rd at Condamine St, Balgowlah	15:32	16:07	16:37	17:11	17:31	17:47	18:02	18:12	18:22
Manly Wharf Stand J, Manly	◀15:38	◀16:13	◀16:43	◀17:17	◀17:38	◀17:54	◀18:09	◀18:19	◀18:29

Monday to Friday	♿	♿	♿	♿	♿
Milsons Point Wharf, Alfred St, Milsons Point	▶17:55	▶18:10	▶18:30	▶19:00	▶19:30
North Sydney Station	▶18:00	▶18:15	▶18:35	▶19:05	▶19:35
Miller St at Ridge St, North Sydney	▶18:06	▶18:21	▶18:40	▶19:10	▶19:40
Military Rd opp Watson St, Neutral Bay	▶18:12	▶18:27	▶18:44	▶19:14	▶19:44
Balgowlah Golf Club, Sydney Rd, Balgowlah	18:28	18:43	18:58	19:28	19:58
Sydney Rd at Condamine St, Balgowlah	18:32	18:47	19:02	19:32	20:02
Manly Wharf Stand J, Manly	◀18:39	◀18:53	◀19:08	◀19:38	◀20:08

150X**PrePay-Only - Manly to Milsons Point (Express Service)**

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Manly Wharf, Belgrave St, Manly	▶06:30	▶06:45	▶07:00	▶07:10	▶07:20	▶07:30	▶07:40	▶07:50	▶08:05
Sydney Rd before Condamine St, Balgowlah	▶06:36	▶06:51	▶07:06	▶07:16	▶07:26	▶07:36	▶07:46	▶07:56	▶08:11
Sydney Rd at Coral St, Balgowlah	▶06:40	▶06:55	▶07:10	▶07:20	▶07:30	▶07:40	▶07:50	▶08:00	▶08:16
Military Rd near Watson St, Neutral Bay	06:56	07:11	07:26	07:42	08:02	08:12	08:21	08:27	08:37
North Sydney Oval, Miller St, North Sydney	07:01	07:16	07:31	07:47	08:07	08:17	08:26	08:32	08:42
Miller St before Pacific Hwy, North Sydney	07:05	07:20	07:35	07:51	08:13	08:23	08:32	08:38	08:48
Milsons Point Wharf, Alfred St, Milsons Point	07:13	07:28	07:45	08:01	08:23	08:33	08:42	08:48	08:58

Monday to Friday	♿	♿	♿
Manly Wharf, Belgrave St, Manly	▶08:20	▶08:35	▶08:50
Sydney Rd before Condamine St, Balgowlah	▶08:26	▶08:41	▶08:56
Sydney Rd at Coral St, Balgowlah	▶08:30	▶08:45	▶09:00
Military Rd near Watson St, Neutral Bay	08:49	09:04	09:19
North Sydney Oval, Miller St, North Sydney	08:54	09:09	09:24
Miller St before Pacific Hwy, North Sydney	09:00	09:15	09:30
Milsons Point Wharf, Alfred St, Milsons Point	09:10	09:25	09:40

168X**PrePay-Only - City Wynyard to Warringah Mall via North Balgowlah (Express Service)**

Valid from: 03 May 2020

Creation date: 20 April 2020

NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Wynyard Station	▶15:16	▶15:46	▶16:16	▶16:46	▶17:10	▶17:30	▶17:50	▶18:06	▶18:36
Neutral Bay Junction, Military Rd, Neutral Bay	▶15:26	▶15:56	▶16:26	▶16:58	▶17:23	▶17:45	▶18:02	▶18:18	▶18:46
Spit Junction B-Line, Mosman	▶15:30	▶16:00	▶16:30	▶17:03	▶17:28	▶17:50	▶18:07	▶18:23	▶18:51
Palmerston Pl after Alan Ave, Seaforth	15:38	16:08	16:38	17:11	17:37	17:58	18:15	18:31	18:59
Frenchs Forest Rd at Ellery Pde, Seaforth	15:40	16:10	16:40	17:13	17:39	18:01	18:18	18:34	19:02
Brook Rd near Yatama St, Seaforth	15:42	16:12	16:42	17:15	17:41	18:03	18:20	18:36	19:04
Woodbine Street Shops, Woodbine St, North Balgowlah	15:45	16:15	16:45	17:18	17:44	18:07	18:24	18:39	19:07
Kitchener St opp Wanganella St, Balgowlah	15:47	16:17	16:47	17:20	17:46	18:10	18:27	18:42	19:10
Balgowlah Rd near Condamine St, Balgowlah	15:49	16:19	16:49	17:22	17:48	18:12	18:29	18:44	19:12
Warringah Mall, Pittwater Rd, Brookvale	-	16:25	-	-	17:54	18:18	18:35	18:50	19:18

Monday to Friday	♿	♿
Wynyard Station	▶19:06	▶19:36
Neutral Bay Junction, Military Rd, Neutral Bay	▶19:16	▶19:45
Spit Junction B-Line, Mosman	▶19:21	▶19:49
Palmerston Pl after Alan Ave, Seaforth	19:29	19:57
Frenchs Forest Rd at Ellery Pde, Seaforth	19:31	19:59
Brook Rd near Yatama St, Seaforth	19:33	20:01
Woodbine Street Shops, Woodbine St, North Balgowlah	19:36	20:04
Kitchener St opp Wanganella St, Balgowlah	19:38	20:06
Balgowlah Rd near Condamine St, Balgowlah	19:40	20:08
Warringah Mall, Pittwater Rd, Brookvale	19:45	20:13

168X**PrePay-Only - North Balgowlah to City Wynyard via North Balgowlah (Express Service)**

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Balgowlah Rd near Condamine St, Balgowlah	06:00	06:20	06:35	06:50	07:05	07:20	07:35	07:55	08:15
Kitchener St before Wanganella St, Balgowlah	06:02	06:22	06:37	06:53	07:08	07:22	07:37	07:57	08:17
Woodbine St opp Woodbine Street Shops, North Balgowlah	06:05	06:25	06:40	06:57	07:12	07:26	07:41	08:01	08:20
Brook Rd near Yatama St, Seaforth	06:08	06:28	06:43	07:00	07:15	07:29	07:44	08:04	08:23
Sydney Rd after Kempbridge Ave, Seaforth	06:11	06:31	06:46	07:03	07:18	07:32	07:47	08:07	08:26
Spit Junction B-Line, Mosman	06:20	06:44	06:59	07:16	07:34	07:49	08:05	08:25	08:42
Neutral Bay Junction, Military Rd, Neutral Bay	06:24	06:49	07:04	07:21	07:39	07:54	08:13	08:33	08:50
Wynyard Station	06:31	06:56	07:11	07:28	07:46	08:05	08:25	08:45	09:02

Monday to Friday	♿	♿
Balgowlah Rd near Condamine St, Balgowlah	08:45	09:15
Kitchener St before Wanganella St, Balgowlah	08:47	09:17
Woodbine St opp Woodbine Street Shops, North Balgowlah	08:50	09:20
Brook Rd near Yatama St, Seaforth	08:53	09:23
Sydney Rd after Kempbridge Ave, Seaforth	08:55	09:25
Spit Junction B-Line, Mosman	09:07	09:37
Neutral Bay Junction, Military Rd, Neutral Bay	09:15	09:43
Wynyard Station	09:27	09:50

Indian Oddity – The Push Pull Train

JAMES T WELLS

THIS ARTICLE STEMS FROM a by-chance coming across of [THIS](#) website; the timetable from the site appears on [page 11](#).

What would the ordinary person think of PushPull in terms of a train? Hopefully not the possibility of passengers being asked to disembark and then exerting their muscles to help push or pull the train along!

First of all, let's look at the geography – see the map below.

[Hyderabad](#) is a major city in Central Southern India – with a population of about seven million in 2011. But where is [Warangal](#) (population

830,000) you ask? Look at the line running north east from Hyderabad and you'll find Kazipet which is the second last station on the timetable. The PushPull train serves Kazipet Junction which is where the line from Hyderabad meets the main line running from Bhopal and Delhi to Chennai. Warangal station is to the south of the junction on this main line.

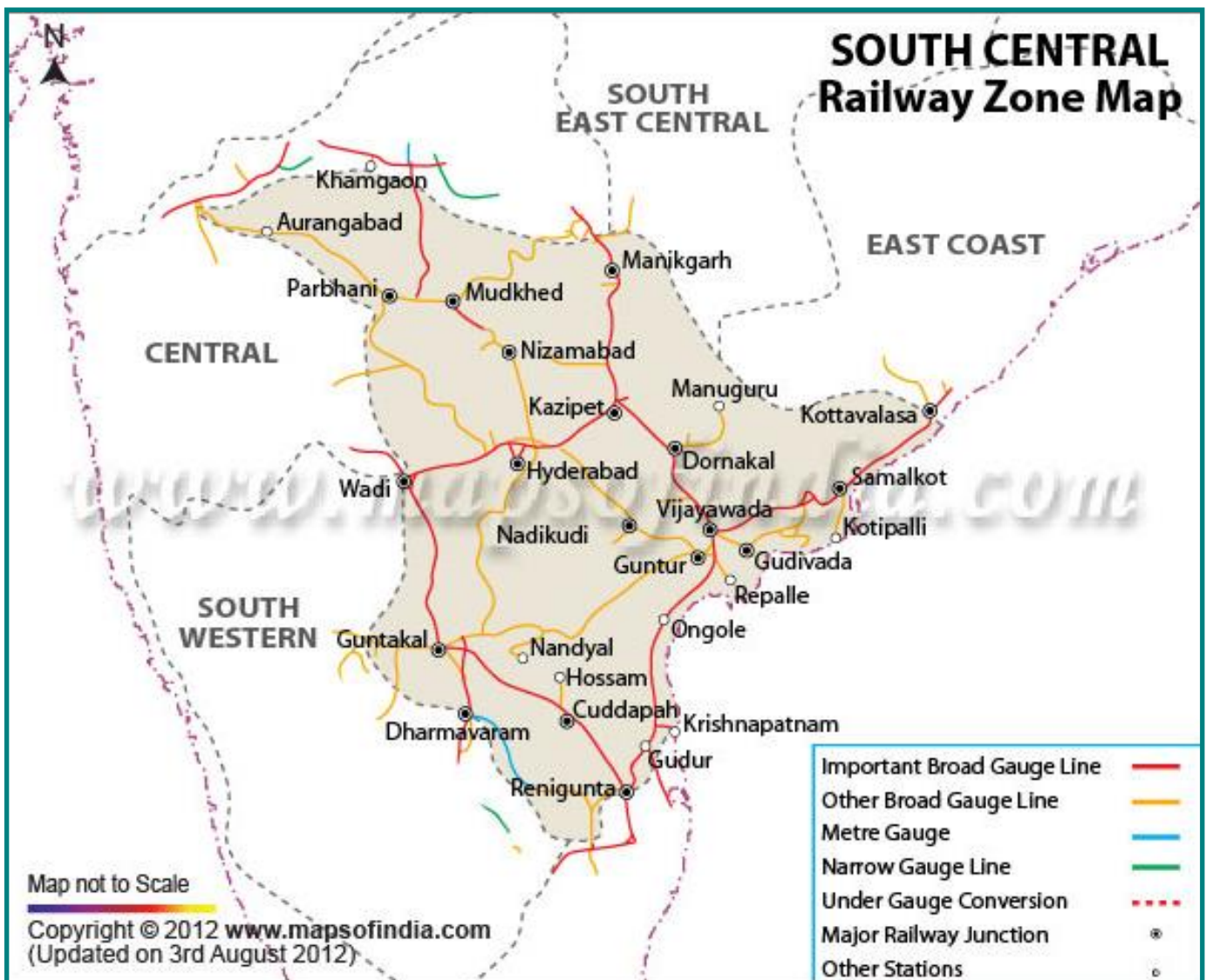
From the NTDV website we know the train is a MEMU which stands for Main Line Electric Multiple Unit. The line is electrified per Thomas Cook's 2010 Overseas Timetable but not the first section as far as Secunderabad Junction. Almost certainly this means the train has an electric locomotive at

each end under the control of the driver in the lead. There are [other](#) trains of this sort running in India.

The question I asked myself was why is this train so slow – averaging only 37 km/h for the 163 km journey?

Topography is not an issue; Hyderabad is at an altitude of 513 m. The line rises to 539 m at Secunderabad Junction and then drops steadily to 293m at [Kazipet Junction](#). Google Map glimpses suggest there are no curvature issues that might restrain speed.

The line is shown as being of "Importance" which it surely is, given



PUSHPULL - 67264 Train Schedule

Stations	Arrival	Departure	Halt	Distance	Day
HYDERABAD DECAN	starts	09:40	-	-	1
KHAIRATABAD	09:45	09:46	1 m	2 km	1
SECUNDERABAD JN	10:05	10:06	1 m	11 km	1
MAULA ALI	10:18	10:19	1 m	17 km	1
CHARLAPALLI	10:27	10:28	1 m	23 km	1
GHATKESAR	10:35	10:36	1 m	31 km	1
BIBINAGAR	10:46	10:47	1 m	44 km	1
BHONGIR	11:09	11:10	1 m	57 km	1
RAIGIR	11:15	11:16	1 m	64 km	1
WANGAPALLI	11:29	11:30	1 m	70 km	1
ALER	11:39	11:40	1 m	80 km	1
PEMBARTI	11:49	11:50	1 m	89 km	1
JANGAON	11:59	12:00	1 m	95 km	1
RAGHUNATHPALLI	12:09	12:10	1 m	106 km	1
GHANPUR	12:25	12:26	1 m	123 km	1
PINDIAL	12:47	12:48	1 m	135 km	1
KAZIPET JN	13:00	13:05	5 m	143 km	1
WARANGAL	13:45	Ends	-	163 km	1

Train Avg. speed

37 km/hr

Journey Distance

152Km.

Train Travel Time

4 Hr 10 Min.

Type of Train

MEMU (MEMU)

Train Running schedule

Daily (All Days)

the traffic on it. It would have a speed limit of at least 100 km/h.

The speed of the train as measured by start to stop averages is very variable. The fastest section is Bhongir to Raigir – 7km in 5min – 84km/h, but rounding off probably means this is not a fair indication of what would normally be achieved.

But why is the next section to

Wangapalli so slow - 6km in 13 min – 28 km/h? It may be that the reason is the train is being passed by other trains going in the same direction. One wonders how this is done – are there loops or refuge sidings, bi-directional signalling or temporary use of the other main line?

The last section from Kazipet Junction is shown as 20 km in 40 min – 30 km/h but the Google distance is only about

10km which suggests a very substantial recovery time. The reverse direction PushPull takes only 15 minutes for this section.

The passenger traffic on the line is very substantial. The [NDTV](#) website for May 20th listed 40 trains running from Kazipet to Secunderabad Junction; the first at 1:02 am, the last at 9:00 pm. The busiest hour was

between 6:00 and 7:00 am with five trains.

Many trains were scheduled at well under 3 hours for the journey; the fastest being No 12724 The Telangana Express classified as a “Superfast” train taking 2hr 13 min – average speed of just under 60 km/h. Superfast – really!

The list is in order of running time which is strange for a timetable in the public domain. The PushPull is not to be disgraced; the slowest train, No 07612 the QLN KCG Express

classified as a “Holiday Special”, takes 3hr 50min – average speed 34 km/h.

Not many of these trains go to Hyderabad Decan, which has a stub end terminal. Secunderabad Junction is in the northern part of the metro area and is the principal railway centre for the district.

Trains from Delhi to Bangalore would change locos (electric to diesel) at the Junction and reverse, taking a route through the eastern part of the metro area.

The only explanation for why this train is operated “top and tailed” is that the turn around time (13:45-14:00) at Warangal is quite short. If the station has limited facilities it makes sense to avoid a “locomotive run around situation.”

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Long journey, short train

GEOFF MANN

U NEARTHING INTERESTING or unusual workings is one of the pleasures of timetable studies. Delving into my 1958 NSWGR timetable (obtained via ATA auction) is a great way to spend a rainy day.

I hadn't been to New South Wales in 1958. It was not until the 1960s that I discovered a railway system full of fascinating places served by a wonderful variety of train types, from tank locos on end-platform sets on suburban workings to the spritely [620 class DMUs](#) and the rather excellent [DEB sets](#).

My early travels were few, although I did make it to Bourke (mainly because my father wanted to travel there by rail). Regrettably, I did not make the journeys described here although they were still running in the 1960s.

In 1958, the possible journeys one could make were almost endless, if one had the time. And many journeys did take a long time! Here is one that I find fascinating. Is this the longest trip made by a Rail Motor, presumably a CPH?

The journey commences in Cootamundra (Table 12, not shown) on Tuesdays and Thursdays at 06:50am. The Rail Motor is a connection off the 9:50 pm Through

Mail from Sydney that was due to arrive at Cootamundra at 6:27am. Twenty three minutes for a quick breakfast—assuming that the Refresh was open.

At Stockinbingal, the [CPH](#) swings north towards Forbes (Table 11, p14). There is a 5 minute pause at Caragabal which is shown having a refreshment room. The stop at Forbes (no refresh room) is 3 minutes only. Parkes arrival is at 11:45 am (Table 31, p15). Time for lunch at the [RRR](#) before departure at 12:30 pm. Table 37 is now followed. Another 5 minute pause at Peak Hill, also shown with a refreshment room. This facility served the six train services per week that stopped for five minutes northbound and four minutes southbound. Hardly enough time to down a schooner on a hot day.

Arrival at Narromine and the end of the Rail Motor's journey is at 3:11pm. Here there is a 93 minute wait with no refresh, but there is a pub over the road. A connection was provided into a Diesel Train (presumably a 600 class, or perhaps a 400 class with trailers) from Nyngan to Dubbo where an onward connection into the Coonamble Mail was available.

The overall time for the 193 miles 18 chain (311 km) is 8 hours, 21 minutes. The Rail Motor returned to

Cootamundra the following day, but not all the thrice-weekly journeys in each direction were through for passengers. I wonder how many passengers travelled from end to end?

The round trip from Sydney occupies two nights and a day, but it takes a reading of numerous Tables to determine the full extent of the travel times. No doubt that the intention was to provide a cross country journey serving relatively remote towns rather than a round tour, but what fascinating journeys were available in those days.

Long journey, short train – a post script

When perusing my 1958 [NSWGR](#) timetable, I thought that I was discovering some quaint historic train working – a long gone relic. A little more research and later timetables have revealed that this through service lasted until the 1970s.

In the May 1972 timetable, the Rail Motor is shown as departing Cootamundra at 7:40am and arriving Parkes at 11:42. By then, the RRR at Caragabal was not shown (and Google Earth suggests there is now no trace of the Station building).

At Parkes, there was a reasonably tight 8 minute connection into a train for Orange and Sydney. There was also a connection from Sydney of 5 hours 36



minutes! Departure from Parkes was at 12:30 (no RRR at Peak Hill en route) and arrival at Narromine was still at 3:11pm, but now the Rail Motor continued to Dubbo, arriving at 3:56pm. This extended the journey by 22 miles (35 km) and the overall time to 8 hours 16 minutes. The connection

into the [Through Mail](#) at Dubbo was a whisker under four hours, so plenty of time to patronise the RRR.

This Rail Motor journey from the Riverina to the Central West lasted until the demise of almost all the branch-line services. The service exists now as a thrice weekly road

coach, albeit via a different route. Fortunately, the tracks will remain as portion of the [Inland Rail Project](#).

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STOCKINBINGAL—FORBES.					Table II.		
Distance.	STATIONS.	Sundays, Tuesdays, Thursdays, Fridays.	Mons. Weds.	STATIONS.	Sundays, Tuesdays, Wednesdays, Thursdays, Fridays.		
	SYDNEYdep.	Mail, p m 8 25	Mail, p m 9 50	SYDNEYdep.	Mail, p m 9 30		
	(See Table 4.)	Mons., Weds., Fridays, Saturdays.	Tues., Thurs. c m 6x27	(See Table 31.)	Mons., Weds., Thurs. Fris., Sats. a m 8x30†		
264 61	COOTAMUNDRA arr.	a m 5 41	Rail Motor. 6 50	FORBESarr.			
	Do R dep.	6 5					
	(See Table 12.)						
279 73	STOCKINBINGAL arr.	6x48	7 33				
		Sats. Rail Motor. a m 7 15	Mons., Weds., Fridays. Mixed. a m 7 13	Dodep.	Tues., Thurs. Mixed. noon a m 12 0	Mons., Weds., Fridays. Rail Motor. a m 2 53	Sats. Mixed. a.m. 10 45
	Do dep.	7 44	8 5	Red Benddep.	a	a	a
293 55	Milvale	7 54	8 25	Grawlin Plainsdep.	a	a	a
293 1	Tubbul Road	8a 4	8a 45	Garemadep.	p m 12 55	3 25	11 33
302 29	Weedallion	8 18	9 10	Back Creekdep.	a	a	a
308 69	Bribbaree	8a30	9a33	Wirrinyadep.	1 35	3 53	12 20
314 24	Eurabba	8 39	10 0	Pullabookadep.	2a 0	4a 7	12a49
317 64	Quandialla	8a51	9a11	CARAGABAL ... R arr.	2 18	4 20	1 8
323 26	Berendebba	9 6	10 56	Dodep.	2 38	4 27	1 23
330 44	CARAGABAL ... R arr.	9 11	11 5	Berendebbadep.	2a55	4a43	1a45
	Dodep.	9a25	11a26	Quandialladep.	3 20	4 55	2 10
336 79	Pullabooka	9 37	12 0	Eurabbadep.	3a43	5a 4	2a33
342 62	Wirrinya		9a57	Bribbareedep.	4 0	5 16	2 50
				We dalliondep.	4a35	5a30	3a25
349 57	Back Creek	a	a	Tubbul Roaddep.	5a10	5a 0	3a53
354 31	Garema	10 2	12 47	Milvaledep.	5 40	5 10	4 25
362 44	Grawlin Plains	10a22	1a30	STOCKINBINGAL arr.	6 25	6:18	5 9
365 69	Red Benddep.	a	a				
364 73	FORBESarr.	10 37	10 57				
				Dodep.	Tues., Thurs. p m 6 45	Mail. Fris., Sats. p m 6 47	Mons., Weds. p m 6 23
	Dodep.	10 40	11 0	(See Table 12.)	7x40	7 28	7 x 6
	(See Table 31.)			COOTAMUNDRA arr.			
	Parkes.....arr.	11x25 Express *12 0 p m	6 49	Do R dep.	Mail. 10 54	Mail. 7 50	
	Dodep.	*12 0 p m	7 21	(See Table 4.)	Wed. Fri. a m 7 17		
665 37	SYDNEYarr.	8 58	6 14	SYDNEYarr.			

For notes a and R, see page 4.

gg Arrives Sydney at 5:47 a.m. on Saturdays and 5:57 a.m. on Sundays.

x Change trains

● Reservation of seats optional see page 23.

* Reservation of seats compulsory. See page 23.

▽ Seats may be reserved by passengers joining at stations specified on page 23.

* Sleeping Car attached. See pages 18 and 21.

Junction at Stockinbingal for Stockinbingal-Forbes Line.



Table 31—continued. BROKEN HILL—FORBES—PARKES—SYDNEY.

STATIONS.	Tues., Thurs., Sats.	Sats.	Tues., Thurs.	Tues., Sats.	Thurs.	Weds. Thrs. Fris. Sats.	Tuesdays, Thursdays, Saturdays.	Tues. to Sats. 60	Fridays.
BROKEN HILLdep.	* * * * * p * * * m * * * m * * *		Rail Motor. a m	Rail Motor. a m	Mixed. p m	Rail Motor. a m	Rail Motor. p m		
Mt. Gipps									
The Gorge									
Wahratta									
Kinalung									
Horse Lake									
Box Tank									
MENINDEEarr.									
Dodep.									
Gum Lake									
Sayer's Lake									
Manara									
Darnick									
Beilpajah									
IVANHOEarr.									
Dodep.									
Conobla									
Trida									
Wee Elwah									
ROTO									
Matakana									
Euabalong West									
Booberoi									
Gunebang									
Kiacatoo									
Micabi									
CONDOBOLINarr.									
Dodep.									
Derriwont									
Ootha									
Yarrabandai									
Monomie									
Carlachy									
BOGAN GATEarr.									
Dodep.									
Gunningbland									
Nelungaloo									
Brolgan									
FORBES									
Daroobalgie									
Tichborne									
PARKESR arr.	Noon								
Dodep.	12 0								
Mugincobie	12 13								
Cookamidgera	12 42								
Mandagery	12 42								
Bumberry	12 42								
Jeersbung	12 42								
Meranburn	12 42								
Manitdra	12 42								
Gregra	12 42								
Pinecliffe	12 42								
MOLONGarr.	1 35								
Dodep.	1 37								
Amaroo	2 2								
Eorenore	2 4								
Nashdale	2 15								
ORANGER arr.	2x25								
Dodep.	2x38								
BLAYNEYarr.	3 16								
Dodep.	3 16								
BATHURST ...R arr.	4 14								
Dodep.	4 22								
WALLERA- WANGR arr.	5y41								
LithgowR arr.	5y56								
Dodep.	6y50								
KatoombaR	7y 7								
Dodep.	8k11								
PenrithR	8d34								
Dodep.	8d46								
ParramattaR	8y 58								
Dodep.	8y 58								
STRATHFIELDR									
Dodep.									
SYDNEYarr.									

For notes a, b, d and R, see page 4. x Change trains. y Stops to set down, and to pick up passengers for Parramatta, Strathfield At Lithgow, also picks up passengers for Mount Victoria and Katoomba provided seating accommodation is available. Passengers toria and Katoomba will not be booked before 5-30 p.m. on day of travel. At Mount Victoria and Katoomba stops to set down to pick up for Parramatta, Strathfield and Sydney only, provided seating accommodation is available, but booking will not be the departure of the train from Lithgow at 5.56 p.m. on the day of travel. * Sleeping Car attached. See page 22.

** Stops on Sundays at St. Mary's and Blacktown to pick up and set down passengers; also when required at stations Harris Park, and Lidcombe to set down passengers from beyond Parramatta. Notice must be given to the Guard.

† 6.31 a.m. Sundays. ‡ Stops if required to set down passengers from Bathurst and beyond. Notice must be given to the Guard.

∇ Seats may be reserved by passengers joining at stations specified on page 23.

◆ Light Refreshments obtainable on tra Junction at Roto for Hillston and Southern Lines, via Griffith; at Bogan Gate for Tottenham Line; at Parkes for Parl and Forbes Lines; at Blayney for Blayney-Harden, Grenfell and Egouvra Lines; and at Wallerawang for Gwabogor an

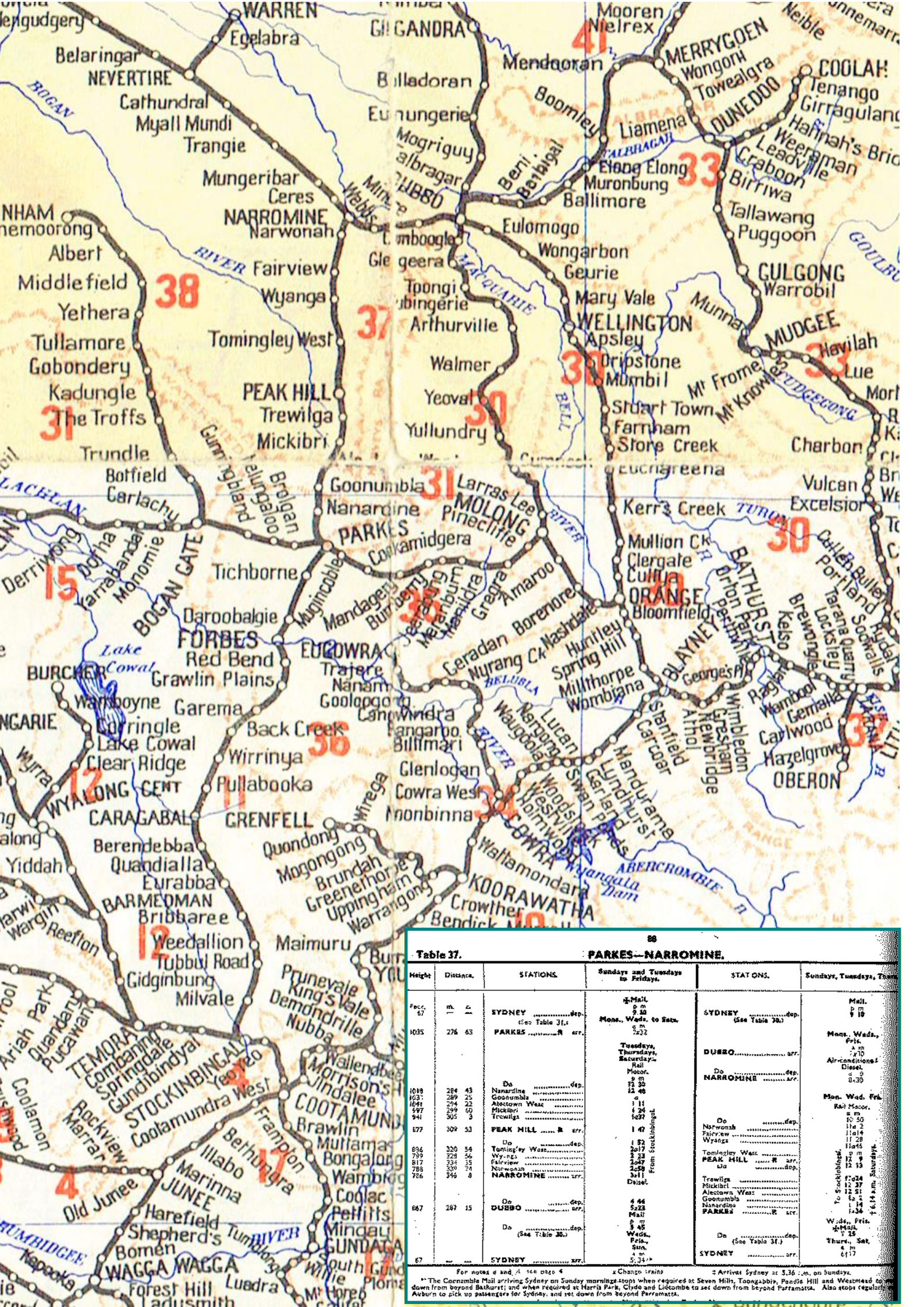


Table 37. PARKES—NARROMINE.

Height	Distance	STATIONS	Sundays and Tuesdays to Fridays	STATIONS	Sundays, Tuesdays, Thursdays
667	1	SYDNEY dep.	5.11 5.30 Mon., Weds. to Sat.	SYDNEY dep.	Mail. 9.10
1035	276 63	PARKES R arr.	7.22	DUBBO arr.	Mon. Weds. 9.30
		Do	Tuesdays, Thursdays, Saturdays. Rail Moor.	NARROMINE arr.	12.37 11.28 Diesel. 3.39
1018	284 43	Narromine dep.	9.11	Do	Mon. Wed. Fri. Rail Moor. 10.50
1031	289 25	Goonumbla dep.	9.37	Narromine dep.	11.2
1044	294 22	Abbotown West dep.	10.11	Fairview dep.	11.14
997	299 40	Mickler dep.	10.37	Wyanga dep.	11.28
941	305 3	Trewilga dep.	11.06	Do	11.41
877	309 53	PEAK HILL R arr.	11.47	Narromine dep.	11.54
		Do	12.17	Fairview dep.	12.17
836	320 54	Tamingley West dep.	12.17	Wyanga dep.	12.31
799	328 56	Wynga dep.	12.32	PEAK HILL R arr.	12.37
817	334 35	Fairview dep.	12.47	Do	12.51
788	339 74	Narromine dep.	12.59	Narromine dep.	1.14
756	345 8	NARROMINE arr.	1.14	Do	1.34
		Do	Diesel.	Do	1.54
867	287 15	DUBBO dep.	4.44 5.23 Mail	Trewilga dep.	1.54
		Do	5.45	Mickler dep.	1.54
		Do	Weds. Fri. Sat. Sun.	Abbotown West dep.	1.54
67		SYDNEY arr.	5.24	Goonumbla dep.	1.54
			5.24	Narromine dep.	1.54

* The Commercial Mail arriving Sydney on Sunday mornings stops when required at Harris Park, Gungahlin, Pandie Hill and Westmead to pick up passengers for Sydney, and set down from beyond Paramatta. Also stops regularly at Auburn to pick up passengers for Sydney, and set down from beyond Paramatta.