



# The Times

December 2020

A journal of transport timetable history and analysis



**Inside: Back to Broken Hill  
Bus Route renumbering (2)  
The First Motor Buses of Newcastle**

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# The Times

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## Our Monthly Cover Logo Clock

This month we feature the famous Customs House Clock in Newcastle—a clock that has looked down on Newcastle's buses since before motor buses even existed.



# Back To Broken Hill

JAMES T WELLS

**Editor's Note.** In September we published a very short article on this topic by James. Unfortunately the article which James sent, was not the one he intended to send. The article in this issue is the one he intended to send.

**B**ROKEN HILL IS AN isolated mining town in the far outback of NSW. Its population, according to [Wikipedia](#), was 17,734 in 2018. The city is only a few kilometres from the South Australian border; Adelaide is much closer to it than is Sydney. Broken Hill is well known as the former hometown of BHP Ltd, a major Australian company.

Broken Hill uses Central Time as does South Australia; half-an-hour behind Eastern time. Arguably, a sensible change to Australia's state boundaries would be to place Broken Hill into South Australia.

When I was a child, my father worked in the mining equipment business and would often leave home quite early in the morning. "Where's Daddy gone?" would be the question. "Broken Hill" would often be the answer—if not, Mt Isa or Kalgoorlie.

Not for him a tortuous journey including the Silver City Comet. No—out to Essendon for an ANA DC3.

The prime focus of this article is the NSW TrainLink coach service from Broken Hill to Adelaide, introduced in June 2019.

Before we deal with that, it's worth looking at how to get to / from Broken Hill from Sydney. The distance is 1,125 km.

The prime service is a once-a-week 2 or 3 car motor train called an Xplorer. The westbound journey runs on Mondays, departing Sydney at the unfortunate time of 06:18. The first part over the hills including the Blue Mountains, with much curvature, to Parkes, takes 6hr30min for an average speed of a lowly 69 km/h.

The contrast with the run over the riverine plains to the Darling River and on to Broken Hill couldn't be greater – average speed 99 km/h for the 679 km. There are only four compulsory stops and one conditional one on this section. Arrival at Broken Hill is at 19:10(CST).

I understand that the trains run with a maximum speed of 145km/h. I wonder what the ride is like! Xplorers basically ride well, because they are heavy and have air bag suspension, but anecdotal evidence of rough riding on the Indian Pacific train which also traverses this route, is common.

The alternative is a daily coach service via Cobar connecting with the Central West XPT train at Dubbo. Departure from Sydney is at 7:19 am but one doesn't get to Broken Hill until 22:45 (CST). What a trip! The prime reason for the additional time is distance; the Xplorer route is pretty direct. Cobar is about 800 km from Sydney, from there to Broken Hill is a further 458 km so making the total virtually 1300 km.

Returning to Sydney, one leaves Broken Hill on the train at 07:45(CST) or on the coach four hours earlier (crikey!). Sydney arrival times are 21:38 train or 20:48 (coach/XPT).

A point to note here is that the Indian Pacific (Sydney to Perth) train no longer has sitting cars and doesn't cater for 'roadside' passengers; one can't book a ticket on it to Broken Hill from either Sydney or Adelaide.

Turning now to Broken Hill to Adelaide, a couple of historical flashbacks will be of interest.

In July 1990 (*per* Thomas Cook),

Dep	Days (a)	Operator	Notes
715	1,3,5	Aus Nat Rly	c, d
810	2,5,7	Aus Nat Rly	b, c, d
945	1-7	People Exp	b
1400	1	G'hound	c
1430	1,3,7	Bus Aust	c
2345	2,4,5	Bus Aust	c
2355	1-5,7	G'hound	c
<b>Notes:</b>	a. 1 to 7 = Monday to Sunday		
	b. ex Sydney		
	c. via Peterborough		
	d. Budd RDC		
	d. Indian Pacific		

Broken Hill had the above services to Adelaide:

This is quite a contrast to today's offering of only two services a week. Coach services were in their heyday then because the cheap air fares boom had yet to start. Also Broken Hill's population would have been much greater than today's [27,000 vs 17,000—Editor].

Of special note is the ANR Budd Car service. This was known as the "[Silver City Limited](#)" and ran from 1986 to 1990 (Wiki). It took advantage of the extension of standard gauge to Adelaide from Port Pirie (Coonamia).

By 2010 (Sep/Oct) *per* Thomas Cook the coach services had reduced to Bus-R-Us three times a week in each direction plus the Indian Pacific train twice a week. The latter may have run



Budd Car – Photo Wikipedia



only once a week at other times of the year.

In June 2019, the [Buses-R-U](#)s service ceased and the NSW TrainLink service, as shown, commenced. It would be interesting to know the sequence of decision making. Was Bus-R-U's pushed off the route? Probably not. Almost certainly, NSW TrainLink came under political pressure to fill the vacuum as the provision of a coach service to Adelaide would be sensitive with Broken Hillers.

But have they got a service really worth having? Only twice a week in each direction is better than only once a week but, surely, it could have been stretched to three times a week.

Someone travelling to Adelaide on a Monday morning for a medical

appointment would have to schedule it for Monday afternoon or first thing Tuesday morning otherwise they would have to spend the week in Adelaide.

On a more positive note, the timetable is not too bad for people wanting to spend Saturday or the weekend in Adelaide (football?) – out from Broken Hill on Friday morning, back on Sunday or Tuesday.

But the timetable is hopeless for people wanting to travel from Broken Hill to (say) Yunta [page 2] or other places along the way. There is not a single stop between Broken Hill and the Adelaide Hospital. Yes, transport operators like to run services this way – fill them up with all passengers paying a fare for the whole journey.

It may be that NSW TrainLink doesn't have a SA licence to provide SA intrastate services; interstate services may be covered by [Section 92 of the Australian Constitution](#), so there would be nothing to stop TrainLink setting down at Yunta on the southbound trip.

All the places on the way are small, with Burra the largest. [Burra](#) is about 160 km from Adelaide and had a population of 907 in 2016. It does receive a coach service operated by [Yorke Peninsula Coaches](#) with services operating to / from Peterborough.

Peterborough used to be served by coaches from Broken Hill in 1990. This place was once a major railway centre and now has a railway museum – the [Steamtown Heritage Rail Centre](#). It is only a few kilometres off the



Barrier Highway so serving it would be quite practical for TrainLink.

The other centre that would justify a stop is Gawler, a major suburb on the north side of Adelaide. This would provide a connection with the suburban railway system.

### Mildura Service

Introduced at the same time as the Adelaide service, was a service from Broken Hill to Mildura. Is this the first service ever to have operated on this route?

At least it operates four days a week. Yes, the departure time on MWF (6:15) from Mildura would not be attractive for some but the ability to make a day return trip with over six hours in Mildura would be appreciated.

For the record, there are no towns or villages between Mildura and Wentworth; the only locality of significance is Coombah, where there is a [Roadhouse](#). An interesting quirk of Google Maps for the area is that it shows the road running through the middle of a lake (map, left).

The PDF timetable that can be downloaded from TFNSW's website does not provide stop details. One must examine the accompanying map to see that "Mildura", the last stop, is Mildura railway station. A list is provided.

Can one connect with [V/Line](#) coach services to/from the south? V/Line timetables are complicated for Mildura. On page 5 is a summary for southbound. All Swan Hill and Bendigo services connect directly with trains to Melbourne.

The only reasonable connection is on Fridays with the 12:15 Bendigo





service. This gets one into Melbourne at 20:43.

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

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## 585 Broken Hill to Adelaide

Valid from: 24 June 2019

Creation date: 07 Aug 20  
NOTE: Information is correct

Monday to Friday	
Day Restrictions	MF
Service Information	C
Broken Hill Town	07:00
Adelaide Royal Hospital	a13:30
Adelaide Central Bus Station	13:45

## 586 Adelaide to Broken Hill

Valid from: 24 June 2019

Creation date: 07 Aug 20  
NOTE: Information is correct

Monday to Friday		♿
Day Restrictions	Tu	
Service Information	C	
Adelaide Central Bus Station	a12:00	
Adelaide Royal Hospital	12:15	
Broken Hill Town	18:45	

Sunday		♿
Adelaide Central Bus Station	C12:00	
Adelaide Royal Hospital	C12:15	

Dep	Days (a)	Dest	Notes
345	1-7	Swan Hill	
620	6	Bendigo	
735	1-5	Bendigo	c
905	7	Bendigo	c
940	1-5	Swan Hill	
1000	6	Swan Hill	
1215	5	Bendigo	c
1310	7	Swan Hill	
2140	1-5,7	Melbourne	b
Notes: a. 1-7 = Monday-Sunday			
b. via Ballarat, connects train except 5			
c. via Swan Hill			

## 587 Broken Hill to Mildura

Valid from: 01 June 2019

Monday to Friday		♿
Day Restrictions	MWF	
Broken Hill Town	C06:15	
Wentworth	a09:30	
Mildura Airport	a10:00	
Mildura Town	10:10	
Mildura Base Hospital	10:20	
Mildura	10:30	
Saturday		♿
Broken Hill Town	C07:45	
Wentworth	a11:00	
Mildura Airport	a11:30	
Mildura Town	11:40	
Mildura Base Hospital	11:50	
Mildura	12:00	

## 588 Mildura to Broken Hill

Valid from: 01 June 2019

Monday to Friday		♿
Day Restrictions	MWF	
Mildura	16:15	
Mildura Base Hospital	16:25	
Mildura Town	16:35	
Mildura Airport	a16:45	
Wentworth	a17:15	
Broken Hill Town	C19:30	
Sunday		♿
Mildura	15:45	
Mildura Base Hospital	15:55	
Mildura Town	16:05	
Mildura Airport	a16:15	
Wentworth	a16:45	
Broken Hill Town	C19:00	

# Bus Route Numbering Update: Part 2 – South Australia, Tasmania, Australian Capital Territory, Northern Territory and New Zealand

**HILAIRE FRASER**

**PART ONE, PUBLISHED** in the November 2020 edition of *The Times* covered New South Wales, Victoria, Queensland and Western Australia. Part two now covers South Australia, Tasmania, Australian Capital Territory, North Territory and New Zealand. Details are current as at October 2020.

As stated in part one, many cities and states now use what I call the "RSI" system of bus route numbering, where "R" the first digit stands for a region within the city or state, "S" the second digit stands for a sub-region and "I" the third digit indicates a particular variation in the sub-region.

## South Australia

In general, [Adelaide](#) numbers are allocated to region as follows:-

- 100-299 Adelaide Plains
- 300 series Cross-Suburban Services
- 400 series Salisbury & Elizabeth
- 500 series North-East
- 600 series Southern
- 700 series Noarlunga
- 800 series Adelaide Hills
- 900 series Salisbury-Virginia

As an example of route numbering for sub-regions, the 540 series is used for North-East services which proceed along the O-Bahn or O-Bahn Feeders which operate from Tea Tree Plaza as shown in the Table below.

Adelaide also has letter prefixes as

follows:-

- AO for Adelaide Oval Services e.g. AO1 Greenwith to Adelaide Oval
- C for City Terminators of Jetbus Routes e.g. C1 Golden Grove-City
- G for Goodwood Road Services e.g. G10 Blair Athol-Marion Centre via City
- H for Henley Beach Road Services e.g. H30 Paradise to West Lakes via City
- J for Jetbus Services e.g. J1 Elizabeth to Glenelg via City & Adelaide Airport
- M for Marion Road Services i.e. M44 Golden Grove-Marion Centre via City
- N for Late Night Services i.e. N1 City-Golden Grove
- T for Transit Link Limited Stop Services e.g. T721 City-Noarlunga Centre
- W for Winston Av Services e.g. W90 Paradise-Marion via City

The F suffix is used for Fast Limited Stop Services e.g. 721F City-Noarlunga Centre, while the X suffix is used for Express Services e.g. 542X City-Fairview Park.

Convenient suffixes are also used for short trips, e.g. 144G City-Grant Av, Toorak Gardens, 167C City-Camden Park and 190B City-Belair Rd, Mitcham Square.

Things get overly complicated when prefixes and suffixes are used together e.g. C1X Golden Grove-City, G10B

Blair Athol-Bedford Park, H30S West Lakes-Stradbroke Rd, Newton and T721X City-Noarlunga Centre.

In June 2020, the South Australian Government presented proposals for a new Adelaide network. New route numbers were to comprise one, two and three digit numbers as follows:-

**One Digit:** - Frequent O-Bahn Services (via City at all times)

**Two Digit:** - Frequent Services  
 10-23 East West, North South  
 40-41 Outer North  
 51 Outer North East  
 70-73 Outer South  
 80-82 Hills

**Three Digit:** - Connector & Local Services

- 100-200 School Services
- 300 series Cross Suburban Services
- 400 series Outer North
- 500 series Outer North East (O-Bahn Feeders)
- 700 series Outer South
- 800 series Hills

**Route Letter Prefixes are as follows:**

- X Express e.g. X70
- T Limited Stop e.g. T70
- N After Midnight e.g. N72
- S School e.g. S100
- AO Adelaide Oval e.g. AO1
- OD On Demand e.g. OD1

Due to much public discontent (because the new network eliminated 500 stops and converted 400 stops to school stops), the proposals were withdrawn after two weeks. This was a sensible decision. However, the cancellation of the new network means that the opportunity to have a more user-friendly network has been lost for the time being. For example under the proposals, the present off-peak O-Bahn routes to Tea Tree Plaza J1, J2, M44, 541 and 541G would have been simplified to 1, 2 and 3.

[LinkSA](#) operates an extensive network in the Adelaide Hills (routes

540	City	Tea Tree Plaza
541	City	Fairview Park via Hancock Rd
541G	City	Golden Grove via Hancock Rd
542	Tea Tree Plaza	Fairview Park via Elizabeth St
543	Tea Tree Plaza	Surrey Downs
544	City	Golden Grove via Ladywood Rd
545	Tea Tree Plaza	Golden Grove via McIntyre Rd
548	City	Golden Grove via Greenwith

800-803, 1257), Barossa Valley (routes 810-812, 1100-1180), Mid Murray (routes 1201-1204), Murray Bridge and Murraylands (routes 805-808, 1200, 1210-1241) and Victor Harbor 1250-1256). Of interest are the 1100 Barossa Valley Dial a Ride, 1200 Murray Bridge Dial a Ride and 1250 Victor Harbor Dial a Ride. Many LinkSA services operate on school days only.

**Port Augusta Bus Service** operates three routes—numbers 570-572. Whyalla has routes numbered 1 to 8 inclusive. Routes are unnumbered in Port Pirie, Port Lincoln and Mt Gambier.

## Tasmania

**Tasmania** is moving towards a state-wide route numbering system as follows:-

110-167	Launceston
170-184	Devonport
190-197	Burnie
200 series	North & South Hobart School Services
300 series	Eastern Shore Hobart School Services
400 series	South Hobart
500 series	North Hobart
600 series	Eastern Shore Hobart
700 series	Rural Services
800 series	Northern Tasmania School Services

The implementation of new networks in Devonport and Burnie has been delayed by Covid-19. In the interim, these two cities use two digit route numbers. For example, Devonport's **Merseylink** routes are numbered as follows:-

15	Devonport-West Devonport
25	Devonport-Central Devonport
30	Devonport-South Devonport
40,45	Devonport-Latrobe
50,55	Devonport-Ambleside
60	Devonport-East Devonport
70	Devonport-Port Sorell
72	Devonport-Ulverstone
80	Devonport-Quoiba/Tiers
85	Hospital Link
95	Devonport-Sheffield

## Australian Capital Territory

In **Canberra**, numbers are allocated as follows:-

R1 to R10 Rapid Routes, including

	Gungahlin Light Rail
18 to 28	Gungahlin Feeder Services
30 to 32	City & Dickson to Belconnen
40 to 45	Belconnen Feeder Services
50 to 59	Central Canberra
60 to 66	Woden Feeder Services
70 to 79	Tuggeranong Feeder Services
80, 81	South Tuggeranong Feeder Services
180 to 182	Direct peak hour services
901 to 903	Shuttle Services

In addition, **Qcity Transit** operates routes 830, 833X Canberra City to Queanbeyan, 831 Woden to Queanbeyan and 834 Canberra Airport to Queanbeyan. Transborder operates routes 842 and 843 from Canberra to Yass.

## Northern Territory

In **Darwin**, numbers are allocated as follows:-

1, 1H, 2, 3, 11, 12, 24	Casuarina Feeder Services
4, 5, 10, 21, 22, 25	Darwin to Casuarina
6, 7, 14	Central Darwin
8, 28	Darwin to Palmerston
9	Casuarina to Palmerston
15 to 19	Mindi Beach Sunset Market Services
70 to 78, 87, 88	Palmerston Feeder Services
450, 445-7, 450	Palmerston-Humpty Doo Rural Services
OL1, OL 2	Casuarina, Palmerston, Darwin Orbital

In **Alice Springs**, numbers are allocated as follows:

100, 101	Northern Suburbs
200	Eastern Suburbs
300, 301	Southern Suburbs
400, 401	Western Suburbs
500	Hospital Service

## New Zealand

In **Auckland**, two digit route numbers for frequent services and three digit route numbers for connector and local services are allocated as follows:-

10 series & 100 series	West Auckland
20 series & 200 series	Central Auckland
30 series & 300 series	South Auckland
50 series & 500 series	Waiheke Island

60 series & 600 series	Central Isthmus Crosstown Services
70 series & 700 series	East Auckland
80 series & 800 series	Eastern North Shore
90 series & 900 series	Western North Shore & Hibiscus Coast

**Northern Busway Services** are designated NX1 City-Hibiscus Coast, NX2 City Universities-Hibiscus Coast. School services are numbered 001 to 099 in Central, West and South Auckland as well as on the North Shore. School services are numbered in the 400 series in East Auckland. Appropriate letter suffixes are used to denote variations and short trips e.g. 24B City-New Lynn via Blockhouse Bay, 24R City-New Lynn via Richardson Rd, 24W City-Wesley. The X suffix is used to denote express services e.g. 309X City-Mangere.

**Wellington** has route numbers allocated as follows:-

1-60	Central Wellington
81-85	Wellington-Eastbourne
91	Airport Flyer
110-170	Hutt Valley
210-290	Kapiti Coast
300	Titahi Bay-Whenua Tapu Cemetery

The suffix E denotes an extended route e.g. 18E Miramar-Karori is an extension of 18 Miramar-Kilbirnie. The suffix X denotes an express route e.g. 32X Wellington Station-Houghton Bay. The N prefix is used to denote a night service e.g. N1 Cuba St, City-Island Bay-Houghton Bay-Lyall Bay. School buses are indicated by route numbers 309-955.

**Christchurch** has one digit route numbers for frequent services, two digit route numbers for City Connectors and three digit route numbers for Suburban Links services as follows:-

1	Rangiora-Cashmere (Blue Line)
3	Airport-Sumner (Purple Line)
5	Rolleston-New Brighton (Yellow Line)
7	Halswell-Queenspark (Orange Line)
17-97	City Connectors
100-155	Suburban Links
820	Lincoln-Burnham
	Or The Orbiter



**Metro Christchurch** is replacing the blue, orange, yellow, orange and standard red buses with a new teal colour scheme. Thus the blue, purple, yellow and orange lines are being renumbered 1, 3, 5 and 7 respectively. The green colour scheme is being retained on the Orbiter service. School services are numbered in the 600 and

700 series.

**Hamilton, Dunedin, Tauranga** and other cities use 1 and 2 digit route numbers. In this series of articles, I have only covered school services where they are incorporated in an overall route-numbering scheme. Full details would

provide material for another series of articles for a writer with the appropriate knowledge.

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# Newcastle Buses

## DUNCAN MACAUSLAN

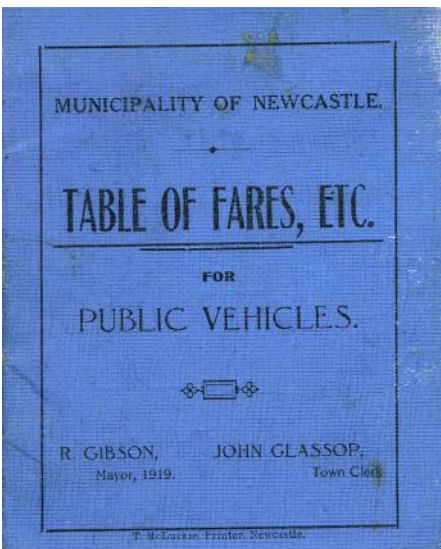
**T**WO SMALL BOOKS HAVE appeared from the [SBM Archives](#), thanks to some sorting by Greg Travers. They are from the Ken Magor collection.

The first is *Table of Fares, etc. for Public Vehicles*, published by the Municipality of Newcastle in 1919 and the other is titled *Official timetable of Newcastle District Bus Services*, published by self-styled 'Time-Table Expert' E. W. Cobbin of Ernest Place, Belmont, in 1929. In addition, there were two individual 1920s timetables for the Newcastle to New Lambton service.

Not much has been written about Newcastle's private bus services, Ken Magor prepared a manuscript titled *Destination Newcastle*, which has sections on horse and motor buses.

### 1919 Table of Fares

This 1919 book (below) is 9.75cm wide by 12.3cm, blue cloth paper covered, 12 pages with a fold-out coloured map inside back cover (The Times back cover). The first few pages summarise the details of motor car (taxis), motor bus, cab (presumably horse-drawn), van, and theatre stands; the latter for motor cars or cabs in Perkin Street. The bus stands were in Perkin Street between Scott and Hunter Streets and Perkin Street as directed by the Council's traffic inspector.



10

### LEAVING NEWCASTLE FOR MEREWETHER BEACH.

Motor Bus leaves Telford Street Terminus, via Hunter, Telford, Scott, Perkin, King and Darby Streets.

WEEK DAYS.	
8.0 a.m.	4.0 p.m.
9.0 a.m.	5.0 p.m.
10.0 a.m.	6.0 p.m.
11.0 a.m.	8.0 p.m. via Scott Street
12.0 a.m.	9.0 p.m. "
2.0 p.m.	10.25 p.m. leaving "Perkin Street, via King and Darby Street, for Merewether
3.0 p.m.	

FARES—1 person, twopence (2d) within the Municipality  
TIME of journey, 25 minutes.

SUNDAYS.	
Leaving Telford Street Terminus as follows :—	
10.35 a.m.	5.40 p.m.
11.35 a.m.	6.40 p.m.
12.35 p.m.	7.40 p.m.
2.35 p.m.	8.40 p.m.
3.40 p.m.	9.40 p.m.
4.40 p.m.	10.40 p.m.

FARE—1 person, twopence (2d) within the Municipality

Bus timetables occupy pages 6 to 12 with services to Lambton and Hamilton, Mayfield, Wickham and Tighes Hill, Merewether Beach, Adamstown, and Waratah.

The timetables are peculiar to Newcastle City, listing the route only as far as the city boundary. For the Merewether Beach service (left), the route is listed as from Telford Street by Hunter, Scott, Perkin, King and Darby Streets whilst the other westbound services ran by Hunter, Scott, Perkin, King Streets, Church Street West and Langford Street.

The coloured map (dated 1918—on our rear cover), shows Telford Street only intersecting with Scott Street and not Hunter Street although later maps show an intersection. It is likely that



## "Marvel" Motor Bus Service

New Lambton—Newcastle

M. & R. BAKER, Proprietors.

### TIME TABLE.

From New Lambton		From Newcastle.	
8 a.m.	9.40 a.m.	8.50 a.m.	10.20 a.m.
11.10 a.m.	12.40 a.m.	11.50 a.m.	1.20 p.m.
2.10 p.m.	*3.40 p.m.	2.50 p.m.	4.20 p.m.
5.8 p.m.	*6.40 p.m.	x6 p.m.	7.20 p.m.
8.10 p.m.	*9.40 p.m.	8.50 p.m.	10.20 p.m.

#### SUNDAYS

First Bus 2.10 p.m.

#### SUNDAYS

First Bus. 2.50 p.m.

\*Leaves 5 minutes earlier on Sundays

xLeaves 5 minutes earlier, Fri., Sat., Sun.

Sunday Fare Same as Week Day.

While Awaiting the Bus

HAVE REFRESHMENTS AT

**The Oxford Cafe,**  
27 Hunter-St., Extended

Hutton Print, New Lambton

## MOTOR BUS

# "TRIUMPH"

Leaves New Lambton :		Leaves Newcastle :	
8 a.m.	9.40 a.m.	8.40 a.m.	10.20 a.m.
11.10 a.m.	12.40 p.m.	11.50 a.m.	1.20 p.m.
2.10 p.m.	3.40 p.m.	2.50 p.m.	4.20 p.m.
5.15 p.m.	6.40 p.m.	5.55 p.m.	7.30 p.m.
8.10 p.m.	9.40 p.m.	8.50 p.m.	10.20 p.m.

#### SUNDAY—

First Bus 2.10 p.m.

#### SUNDAYS—

First Bus 2.50 p.m.

### SECTIONAL TIMETABLE.

Sweeney's Store 6 minutes later	Perkin Street, 5 mins. later
Gully Line, 10 min. later	Bank Corner 14 mins. later
Broadmeadow, 15 mins. later	Beaumont Street, 15 mins. later
Beaumont Street, 20 min. later	Broadmeadow, 23 mins. later

**RE KING STREET ROUTE**—Passengers wishing to alight in Hunter Street may remain in Bus and alight on outward journey.

M. & R. Baker, Proprietors

H. HUTTON, PRINTER  
NEW LAMBTON

buses arrived by Scott and left by Hunter Streets unless indicated otherwise. The map also shows Church Street West as being the part of King Street west of the Burwood Coal Company's railway, and Langford Street being that part of King Street between National Park Street (then named Poacher Street) and Stewart St (now Stewart Avenue). Where the buses went after that was probably along the tram routes.

Another surprising feature is that the timetables only show buses departing Telford Street and only quote the two-penny fare to the boundary. The journey times however are given for the full trip.

The map shows only the city streets, railways and steam tramways. It is overtyped with the details of the zonal fare system for taxis. There is no bus information and the Merewether tram is only shown in part in Darby and Patrick Streets.

**Baker's Marvel and Triumph** (page 9). Merv. and Ron Baker operated from Newcastle to New Lambton using The Marvel and The Triumph. The latter's bus body built by the Bakers in their backyard.

Their timetables (left) are one-sided cards about 8 by 11 cm printed by H Hutton of New Lambton. Neither have dates but are probably from around 1922 when both buses are mentioned in the Newcastle Herald.

The Marvel timetable shows some 5-minute departure variations

which no longer applied to the Triumph timetable. Neither timetable shows the route or where the termini are located. The Triumph timetable does provide sectional times which indicate a trip time of 38 minutes. Gully Line is the point where the Waratah Coal Co's line crossed Lambton Road, now Turton Road. In the city, the route appears to be inwards by King Street and outwards by Hunter Street. Sweeny's Store was possibly in the main shopping strip at Alma Road, the terminus may have been at the south end of Regent Street.

The 1925 timetable shows an improved service, with 13 trips on weekdays. Note the request for the reader to retain the timetable printed in the Newcastle Morning Herald that day (bottom left).

### 1929 Official Timetable

*Authorised by the owner's*, compiled by E W Cobbin but not authorised by the Newcastle Motor 'Bus Owners' Association (advert NMH&MA 5 September 1929 p8). Note the '1929' at the top is a later addition in red pen over-marked by felt pen. (top left, page 11)

Whatever its status, the card covered stapled 52-page booklet contained advertisements from proprietors and used the route numbers introduced in early 1929 – see NMH&MA 30 January 1929 p6 and Newcastle Sun 29 May 1929 p2:

- (1) South St., Adamstown, via Hamilton
- (2) King's Road, Adamstown, via Hamilton
- (3) Adamstown Station and Bailey St. via Hamilton.
- (4) Cardiff and Convalescent Home, New Lambton.
- (4a) New Lambton Heights.
- (5) Hamilton South, Smith and Macquarie streets, Junction.
- (6) Hamilton South and Bar Beach, via Junction.
- (6a) Merewether, Janet St., via Hamilton South.
- (7) Bar Beach, via Stewart Avenue, Porcher St., and Junction.
- (8) Lambton via Hamilton and Georgetown.
- (9) Mayfield East via Crebert St. to Tourle St.
- (9a) Mayfield East, Crebert St. to

## NEW LAMBTON RESIDENTS,

### CUT THIS OUT.

Motor 'Bus TRIUMPH Time-table begins To-day, July 27, 1925.

Leave New Lambton 8 a.m., 9.10, 10.30, 11.40, 1 p.m., 2.10, 3.10, 4.10, 5.15, 6.20, 7.30, 9.0, 10.10.

Leave Newcastle 8.30 a.m., 9.45, 11.0, 12.15, 1.30 p.m., 2.45, 3.45, 4.45, 5.45, 6.55, 8.0, 9.30, 10.35.

8234 M. & R. BAKER, Proprietors.



1929

# OFFICIAL TIME - TABLE of Newcastle District 'Bus Services

(Authorised by the Owner's)

## J. A. MERTON & CO.

"The Home of Real Service"

IRRESPECTIVE OF ROAD CONDITIONS

## MERTON'S RETREADS

Are standing up to our Guarantee of 4000 MILES, and Repeated Testimonials have Proved the Efficiency of Careful and Experienced Work

**GET THE FULL LIFE OF YOUR TYRE**

See us before Scrapping that "USED OUT" Cover—Our Experts Thoroughly Examine All Work before Acceptance. We Welcome your Enquiries Our Advice is Free.

## J. A. MERTON & CO.

350 Hunter Street West, Newcastle

Box 37 P.O. N/cle. West. Tel. N/cle. 1426.  
Private, Waratah 521

Agents for **FAMOUS CLYDE BATTERIES**  
Stockists of all Leading Makes of Cords and Tubes  
**FREE AIR — TYRES CHANGED — BOWSER**

Printed by H. M. HUTTON, Regent Street, New Lambton, for  
E. W. Cobbin, Time-Table Expert, Ernest Street, Belmont.

## 'BUS TIME TABLES.

OFFICIAL Time Table Book will only be issued by the Newcastle Motor 'Bus Owners' Association. Any other issued to the Public will not be official, unless bearing the seal of the association.

A. L. JENKINS,  
Secretary, N.M.B.O.A.

1887

- Barton St.
- (10) Mayfield West, via Ingall and Crebert Streets.
- (11) King's St., Merewether, via Junction and Glebe.
- (12) Mayfield West, via Maitland-Road to Greggon Avenue.
- (13) Tighe's Hill and Maryville, via Hannell St., Wickham.
- (14) New Lambton. Clarence Road, via Hamilton.
- (15) New Lambton. Queen's Road via Hamilton
- (16) Mackie Avenue, New Lambton, via Hamilton.
- (17) Waratah Hospital via Braye St.
- (18) Mayfield West, Leonard St. via Braye St.
- (19) Waratah Hospital, Maitland Road via Hanbury St.
- (20) Hamilton North via Lindsay and Beaumont Streets.
- (21) Raymond Terrace via Sandgate and Hexham.
- (22) Dudley and Charlestown via Hamilton.
- (23) Belmont, Swansea, Catherine Hill Bay via Adamstown and Charlestown.
- (24) Speer's Point, Warner's Bay via Charlestown.
- (25) West Wallsend, Wallsend, via Lambton and Jesmond.
- (26) Nelson's Bay and Tea Gardens.
- (27) Bulahdelah.
- (28) Hamilton North and Georgetown via Tudor and Beaumont Streets, Hamilton.

By 1929, all the tramways had been electrified but no extensions had been made.

Bus number 1 followed the Adamstown tram continuing beyond its terminus to South Street.

The description of route 2 is misleading. The destination is beyond Adamstown Station at Bailey Street; the sequence of streets should be Tudor St, Chatham and Glebe Roads.

The booklet was subsidised by many advertisements, those for Ormerod's drapers and John's silk store appearing on most pages.

Some operators both advertised in the booklet and were named as operators of a bus. Zell's, owned by JE Melville, of Denison Street



## NEWCASTLE — HAMILTON SOUTH

"ZELL" 'BUS SERVICE.—'Bus No. 5.

(Via Tudor, Beaumont, Dumaresq and Lawson-streets)

DEPART HAMILTON SOUTH (Lawson Street)—  
8.15 a.m., 8.40, 9.5, 9.35, 10.5, 10.35, 11.5, 11.35, 12.5 p.m.,  
12.35, 1.5, 1.10, 2.5, 2.35, 3.5, 3.35, 4.5, 4.35, 5.5, 5.35, 6.35,  
7.5, 7.35, 8.5, 8.35, 9.5, 9.35, 10.5, 10.35.

DEPART NEWCASTLE—8.35 a.m., 9.0, 9.35, 10.5, 10.30,  
11.5, 11.35, 12.5 p.m., 12.35, 1.0, 1.35, 2.5, 2.35, 3.5, 3.35, 4.5,  
4.35, 5.5, 5.35, 6.5, 7.5, 7.35, 8.5, 8.35, 9.5, 9.35, 10.5, 10.35, 11.  
First trip Sundays, 2.35 p.m., last trip, 10.5 from Newcastle

SHOP AT **JOHN'S** SILK STORE

## NEWCASTLE — MEREWETHER

'Bus No. 6A

Via Tudor, Beaumont, Gordon Avenue, Beckett, Porcher and McQuarie Streets, Glebe Tram Shed to Corner Janet and Merewether Street

LEAVE MEREWETHER—8.15 a.m. and each hour till 10.15 p.m.

Leave Newcastle—8.50 a.m. and each hour till 10.50.

**BUS No. 6. — SAME ROUTE AS 6A TO GLEBE TRAM SHED, THEN TO BAR BEACH**

LEAVING BAR BEACH — 7.45 a.m. and each hour to 10.45 p.m.

LEAVING NEWCASTLE — 8.15 a.m. and each hour till 10.15 p.m.

9

operated bus 5 to Lawson Street, Hamilton South (left, upper).

But the route of buses 6 and 6A are more difficult to determine as street names have changed. Porcher, or Poacher, is now National Park Street and MacQuarie is now Glebe Road—but as to Beckett?

Interesting—although buses 6 and 6A traverse the same streets, their times are unevenly distributed.

New Lambton now has three different routes. All follow a common route to Bridges Road. Bus 14 (RIGHT, lower) then runs to the north of the suburb, 15 down the main shopping strip in Regent Street whilst 16 continues down Bridges Road then probably Sketchley Parade to Mackie Avenue. The 15 is the trunk service and may be the replacement for the Baker's route. While it has frequent and fairly regular departure times from Newcastle, the times from New Lambton are erratic.

The longer distance services fill the last few pages with services to Swansea and Catherine Hill Bay, Speers Point, Dudley, Raymond Terrace, Nelson's Bay and West

## Newcastle—South Street, Adamstown VIA BRUNKER ROAD and TUDOR STREET

'Bus No. 1.

Depart South Street—7.45, 8.35, 9.10, 9.40, 10.10, 10.40, 11.10, 11.40, 12.10, 1.10, 1.40, 2.10, 2.40, 3.10, 3.40, 4.10, 4.40, 5.10, 6.10, 6.40, 7.10, 7.40, 8.10, 8.40, 9.10, 9.40, 10.10, 10.35.

Depart Newcastle—8.50, 9.10, 9.40, 10.10, 10.40, 11.10, 11.40, 12.10, 12.40, 1.40, 2.10, 2.40, 3.10, 3.40, 4.10, 4.40, 5.10, 5.40, 6.40, 7.10, 7.40, 8.10, 8.40, 9.10, 9.40, 10.10, 10.40, 11.10.  
Sundays from 1.40 p.m.

BIG VALUE DRAPERS - **ORMEROD'S** - Hamilton

## Newcastle—Railway Station, Bailey Street VIA CHATHAM and GLEBE ROADS and TUDOR, STREET, HAMILTON

'Bus No. 3.

Depart Bailey Street—7.55, and every half-hour till 11.55 a.m., 12.55, every half-hour to 7.25 p.m., 8.25, 8.55, 9.55, 10.25.

From Newcastle—8.25, 8.55, every half-hour till 12.25 p.m., 1.25, every half-hour till 7.55, 8.55, 9.25, 10.25, 11.10.  
Sundays from 1.25 p.m.

SHOP AT **JOHN'S** SILK STORE

3

## NEWCASTLE — NEW LAMBTON (Clarence Road)

VIA AVONDALE, ALMA ROAD, REGENT STREET, CROMWELL STREET and RUSSELL ROAD

'Bus No. 14.

LEAVES NEW LAMBTON — 7.25, 8.35, 10.0, 11.15, 12.30 p.m., 1.45, 3.0, 4.15, 5.30, 6.45, 8.0, 9.15, 10.30.

LEAVE NEWCASTLE — 8.0 a.m., 9.15, 10.38, 11.53, 1.8 p.m., 2.23, 3.38, 4.48, 6.0, 7.23, 8.38, 9.53, 11.0

**QUEEN'S ROAD — 'Bus No. 15. — (Via Regent Street)**

LEAVE NEW LAMBTON — 6.55 a.m., 7.10, 7.15, 7.40, 8.10, 8.25, 8.55, 9.25, 9.40, 9.52, 10.10, 10.40, 10.55, 11.7, 11.25, 11.55, 12.10 p.m., 12.22, 12.40, 1.10, 1.25, 1.37, 1.55, 2.25, 2.42, 2.52, 3.10, 3.40, 3.55, 4.7, 4.25, 4.55, 5.10, 5.22, 5.40, 6.10, 6.25, 6.37, 6.55, 7.25, 7.40, 7.52, 8.10, 8.40, 8.55, 9.7, 9.25, 9.55, 10.10 10.22, 10.40.

LEAVE NEWCASTLE — 7.30 a.m., 7.45, 8.0, 8.15, 8.45, 9.0, 9.30, 10.0, 10.15, 10.30, 10.45, 11.15, 11.30, 11.45, 12.0, 12.30 p.m., 12.45, 1.0, 1.15, 1.45, 2.0, 2.15, 2.30, 3.0, 3.15, 3.30, 3.45, 4.15, 4.30, 4.40, 5.0, 5.30, 5.40, 5.52, 6.15, 6.45, 7.0, 7.15, 7.30, 8.0, 8.15, 8.30, 8.45, 9.15, 9.30, 9.45, 10.0, 10.30, 10.38, 10.50, 11.15.

**MACKIE AVENUE — 'Bus No. 16. — (Via Bridge's St.)**

FROM NEW LAMBTON — 6.35 a.m., 6.45, 7.30, 7.55, 8.30, 9.10, 9.45, 10.25, 11.0, 11.40, 12.15 p.m., 12.55, 1.30, 2.10, 2.45, 3.25, 4.0, 4.40, 5.15, 5.55, 6.30, 7.10, 7.30, 8.25, 9.0, 9.40, 10.15, 10.55, 11.25.

FROM NEWCASTLE — 7.0 a.m., 7.20, 8.30, 9.10, 9.45, 10.25, 11.0, 11.40, 12.15 p.m., 12.55, 1.30, 2.10, 2.45, 3.25, 4.0, 4.35, 5.15, 5.45, 6.30, 6.55, 7.45, 8.5, 9.0, 9.40, 10.15, 10.45, 11.30, 11.55.



BUSES LEAVE THE  
**RAILWAY GARAGE**  
 WATT STREET, NEWCASTLE  
 (Opp. Railway Station)  
 AS FOLLOWS:

CATHERINE HILL BAY, SWANSEA and BELMONT  
 SUTTON'S RELIABLE DUDLEY, via CHARLESTOWN  
 PYWELL'S DIRECT FOR RAYMOND TERRACE  
 and HEXHAM

BLANCH BROS. FOR NELSON'S BAY  
 WARD'S FOR THE GARDENS  
 JOHNSTON'S FOR WEST WALLSEND  
 LEGGES FOR BULLAHDELAI and LEGGES CAMP

Phone: Newcastle 1880

Wallsend. Most of these departed from the Railway Garage in Watt Street. The garage's advert (above) also showed who operated the bus. Legge's Camp is now the NRMA's Myall Shores Holiday Park at Bombah Point.

Emmein Bros and A Proudlock ran the service to Swansea (upper right). This is the only timetable that shows intermediate departure times but only for the Newcastle-bound trips. The whole trip from Newcastle taking 90 minutes, 40 minutes to Belmont and another 50 to Catherine Hill Bay.

There is a page of description, including for Catherine Hill Bay where *'surfing, deep sea fishing and gathering oysters of the rocks are the pastimes of the multitude of holiday makers'*.

A surprising timetable is for the Daphne operating on the Manning River, some 145Km north of Newcastle, between Harrington and Taree (page 14, upper).

And even more unusual, on the inside back cover, there is an advert. for Syd Wood bus bodies. Some Woods bodies are shown on page 14 (lower).

**Note:** Many of the places named in this article have an apostrophe—e.g. *Nelson's Bay*. Apostrophes were officially discarded from NSW place names in 1966.

Newcastle Swansea Motor  
 Service  
**SWANSEA TO NEWCASTLE**  
 RETURN 5/-  
 A. Sheerin.

**SWANSEA MOTOR SERVICE**  
 Newcastle, Belmont, Mark's Point, Swansea  
 Catherine Hill Bay

**Bus No. 23.**  
 Tourist Bureau and Booking Office: **WATT STREET**  
 (Opp. Newcastle Railway Station)  
 'Phones: Newcastle 1792. **Swansea 26.**  
 EMELIN BROS., A. PROUDLOCK, Proprietors.  
 Depart Newcastle—Week Days: 7.30 a.m., x10.15, x11.45  
 1.30 p.m., x4 p.m., 5.30, x10.45. **Fridays additional 8.30 p.m.**  
 Saturdays and Holidays: 7.30 a.m., x9.15 a.m., 11 a.m.,  
 x12 noon, 12.45 p.m., 2.30 p.m., 5.30 p.m., x6 p.m., 7.30 p.m.,  
 10.30 p.m.  
 Sundays—8.30 a.m., x11 a.m., 1.30 p.m., x2.30 p.m., 5.30  
 p.m., 7.30 p.m., x10 p.m.  
 (x Belmont, Mark's Point and Swansea only.)

**FOR MEN'S AND - ORMEROD'S - BOYS' WEAR**

**SWANSEA 'BUS SERVICE**

**'Bus No. 23.**

**WEEK DAYS:**

Catherine Hill Bay—7 a.m., 9.30, 3.30 p.m.  
 Swansea—7.30 a.m., 9.0, 10.0, 11.45, 1.30 p.m., 4.0, 5.45.  
 Mark's Point—7.40 a.m., 11.55, 1.40 p.m., 4.10 p.m.  
 Belmont—7.50 a.m., 9.15, 10.10, 12 noon, 1.45, 4.20, 6.5.

**FRIDAYS ADDITIONAL:**

C.H. Bay 7.30 a.m. Swansea 8 p.m. Belmont 8.20 p.m.  
**PAY SATURDAYS ONLY—C.H. Bay 6.30 a.m. Swansea 7.**  
 Monday and Friday additional trips leaving Newcastle  
 at 6.0 p.m.

**SHOP AT JOHN'S SILK STORE**

**SATURDAYS AND HOLIDAYS:**

From Catherine Hill Bay—7.0 a.m., 9.30, 1 p.m., 2.45,  
 5.0, 7.30, 9.15. **SUNDAYS—7.0 a.m., 10.30, 5 p.m., 7.30.**

From Swansea—7.30 a.m., 9.0, 10.0, 11.0, 1.30 p.m.,  
 3.15, 5.30, 8.0, 9.45.

**SUNDAYS—7.30 a.m., 11.0, 1.0 p.m., 4.0, 5.30, 7.15, 8.0.**

From Mark's Point—7.40 a.m., 11.10, 1.40 p.m., 3.25,  
 5.40, 8.10, 9.55.

**SUNDAYS—7.40 a.m., 11.0, 1.10, 4.10, 5.40, 7.35, 8.10.**

From Belmont—9.15 a.m., 10.20, 11.20, 1.50 p.m., 3.35,  
 5.50, 8.20, 10.5.

**SUNDAYS—7.50 a.m., 11.20, 1.20 p.m., 4.20, 5.50, 8.20.**

# THE FASTEST SERVICE ON THE MANNING

And the Cheapest Run on the River

FOURTY MILES OF WONDERFUL SCENERY  
FOR 4/-

IN THE SUPERIOR MOTOR LAUNCH

## “DAPHNE”

(60 Passengers)

Leaving Harrington 8 a.m., Arriving Taree at 10.30 a.m.  
Leaving Taree at 3 p.m., Arriving Harrington at 5.30 p.m.  
On Tuesday's and Thursday's Only:

Calling at Croki, Dumaresque, Oxley, Mitchell, Jones' and  
Mambo Islands and Cundelltown

SINGLE FARE 3/- RETURN FARE 4/-

Parties Specially Catered For

C. A. KELL, Proprietor - - - HARRINGTON



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### NEWCASTLE — WEST WALLSEND VIA WALLSEND, YOUNG WALLSEND, BARNESLEY and HOLMESVILLE.—Bus No. 25.

DEPART NEWCASTLE, WATT ST. (Opp. Railway)

Week Days—7.45 a.m., 10.15 a.m., 1 p.m., 2.10, 4.0, 5.30, x8.45, 10.30.

Saturdays and Holidays—7.45 a.m., 10.15, 11.30, 1.30 p.m., 3 p.m., 5.30, 10.30.

Sundays—8.30 a.m., 11.30, 3 p.m., 6.0, 9.0.

RETURNING FROM WEST WALLSEND

Week Days—8.30 a.m., 10.0, 1 p.m., 2.30, 4.0, 5.45, 7.0, x10.30 p.m.

Saturdays and Holidays—8.30 a.m., 10, 12 noon, 1 p.m., 4.0 p.m., 5.45 p.m., 7.0 p.m.

Sundays—10 a.m., 1 p.m., 4.30 p.m., 7.30 p.m.

x Friday Nights only.

Sundays from Sprer's Point for Sangate. Via Wallsend at 1.45 p.m. From Sandgate at 3.45 p.m.

Choose your own chassis. There are many good makes for 'bus work, but INSIST on a  
“WOOD” BODY

THEY ARE STRONG ————— THEY ARE LIGHT  
AND AS GOOD AS THEY LOOK  
WE STAND BY OUR WORK

## SYD. WOOD

BANKSTOWN, N.S.W.

Phone: UX7366.



# Towns without trains

## Letter from ALBERT ISAACS

*Dear Geoff,*

Ian Manning's article "Towns without trains" (*The Times*, October 2020) raises many issues, and includes a number of statements that are not quite correct. However, at this stage, I wish to only talk about towns without trains in Victoria. Perhaps, I or someone else will look at other States or Territories, at a later date.

Ian mentions just six of the many hundreds of places that once had a railway running through them, but no longer do; he also lists only two settlements of the many that have never had a rail service. That being said, my definition of a 'town without trains' is one that has never seen a train at any time in its history.

Historically, there have been numerous seaside ports that

didn't have a rail service, but which did have passenger and/or freight services provided by ship or boat. Going from east to west along the Victorian coast, these places include: Marlo, Lake Tyers, Lakes Entrance, Metung, Paynesville, Seaspray, Tidal River, Newhaven, Cowes, Tankerton, Balnarring, Somers, Shoreham, Flinders, Portsea, Sorrento \*, Rosebud \*, Dromana, Mount Martha, Point Cook, Avalon, Clifton Springs, Barwon Heads, Torquay, Anglesea, Aireys Inlet, Lorne, Apollo Bay, Port Campbell and Nelson. (The two places marked with an asterisk are those mentioned in Ian Manning's article.)

So, the next obvious question is: what places have never been served by either rail or sea? I believe that the largest such

place is Edenhope [below] which, according to the 2016 census, had a population of 946, but which had its largest number of residents in the immediate post-WWII period; this being on account of soldier settlement farms established around the town. Edenhope is some distance from the sea, but, historically, its nearest railway towns were: Goroke, to the north-east; Casterton, to the south; and Naracoorte (S.A.) to the west. It should also be noted that for many years Edenhope has been served by the [Horsham -Naracoorte](#) bus, currently operated by Wimmera Roadways.

I do hope that this places Victoria's non-rail towns into their proper context.

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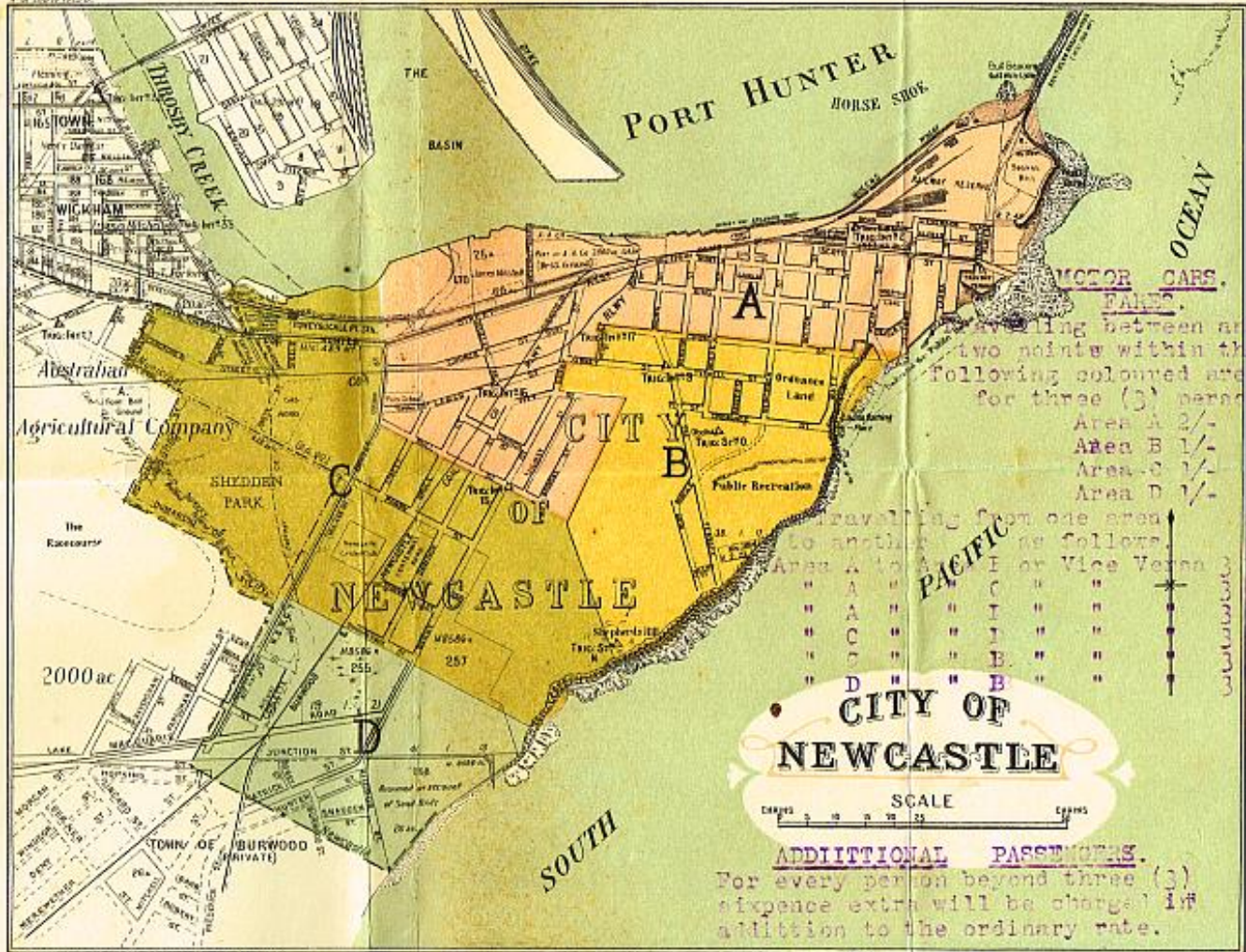
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## HORSHAM - NARACOORTE







**MOTOR CARS.**  
**FARES.**  
 Travelling between any two points within the following coloured areas for three (3) persons.  
 Area A 2/-  
 Area B 1/-  
 Area C 1/-  
 Area D 1/-

Travelling from one area to another as follows:

Area A to B	1/-	or Vice Versa	persons	2/6
" A " " C "	"	"	"	2/6
" A " " D "	"	"	"	3/6
" B " " C "	"	"	"	2/-
" B " " D "	"	"	"	5/-
" C " " D "	"	"	"	6/-

**CITY OF NEWCASTLE**

SCALE

**ADDITIONAL PASSENGERS.**  
 For every person beyond three (3) sixpence extra will be charged in addition to the ordinary rate.

**WAITING TIME.**  
 Waiting time shall be charged at the rate of 1/- for every 10 minutes of detention.



Hunter Street, Newcastle, N.S.W.