The Times

February 2021

A journal of transport timetable history and analysis

Inside: Timetables on fire
Nightride buses
A lost bus route rediscovered

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At what temperature do timetables ignite?

Does your collection of timetables and Bradshaws look like Montag's? You'd better get the firemen in to check out their safety during a fire. Where do you store them? Are your timetables insured? What do you say about your collection in your Will? Better safe than sorry— Take Ray Bradbury's advice and donate your timetables NOW to ATA's National Timetable Collection—ever so safe from Montag and the Big Bad Rabbit. For an alternative view on how to pre-emptively preserve likely-to-be-burned timetables—see HERE, … the final scenes of Fahrenheit 451..

Sydney's NightRide Services

JAMES T WELLS

GEE MATE – I NEED TO GO from Padstow to Campbelltown around 2 a.m. next Tuesday. It shouldn't take much longer than the train, should it?

Sorry ... it's going to take much longer. Here's some trip planner itineraries:

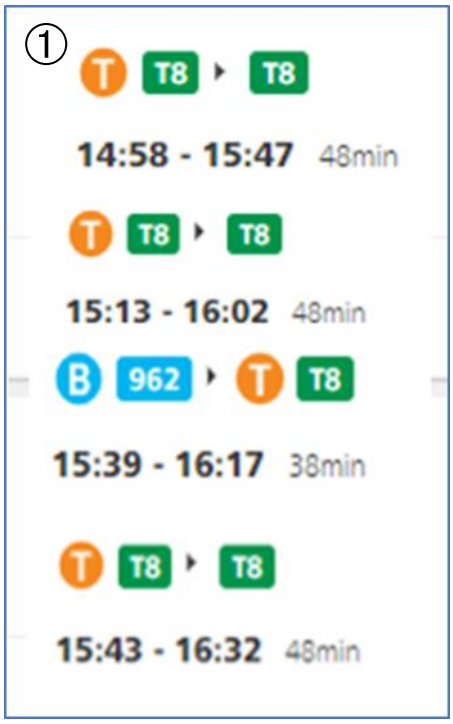
Train/bus (Weekday pm)

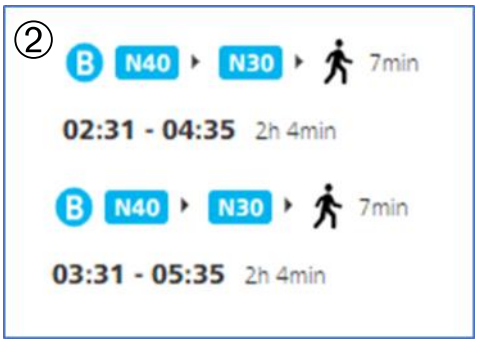
The T8-to-T8 involves a transfer at Revesby. Of note is that the fastest trip involves a bus, also connecting at Revesby but not recommended – only a four-minute connection ①.

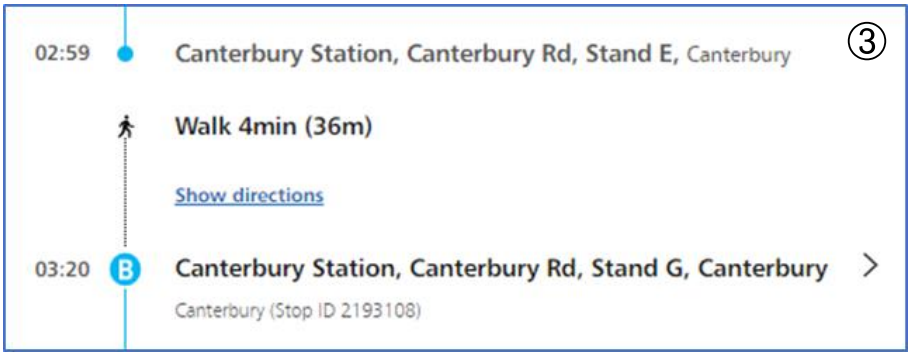
Now for the wee small hours, using the N series buses ②:

Crikey, well over double the time and a walk involved, too.

Here's the detail for the first trip③







One travels to Canterbury on the N40 and crosses the road to wait for the N30 ④:

But what is interesting is that the N30 doesn't go to Campbelltown station – a further walk is needed.⑤

The N30 goes on to Macarthur, but it is strange that it doesn't serve Campbelltown station directly.

A quick glance at the Nightride map suggests that it is similar to the CityRail suburban passenger train map. After all, the Nightride services are for passengers who would travel by train if train services ran through the night.

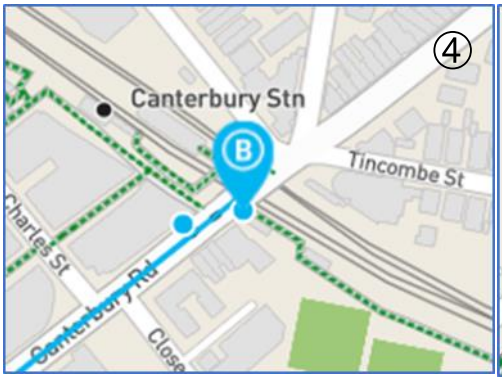
But closer examination reveals that the situation for Sector 2 (train services to the south west running through Circular Quay) is complex.

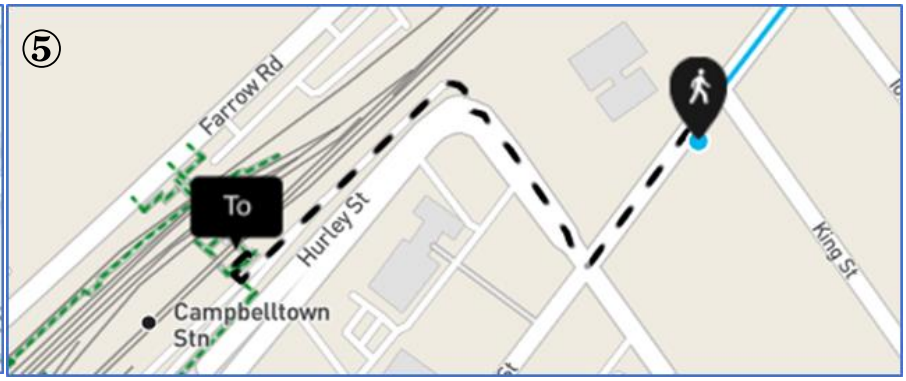
The key reason for the situation outlined above is that there is no road from East Hills to Holdsworthy and to Glenfield. The key barrier to a road is the Georges River, which has no road crossing between Alfords Point to the east and Canterbury Rd, Milperra, apart from the M5 Motorway crossing.

Route N40 follows the Bankstown line to that place and then cuts across to Padstow on the East Hills line to continue to East Hills.

Stations between Bankstown and Chester Hill get no service at all. Stations between Chester Hill and Liverpool are served by the N50 which also serves the Inner West between Town Hall and Regents Park via Lidcombe.

Oh dear. This would be s-l-o-w given the number of stops. Outbound journeys to Liverpool are scheduled to take 1 hour 16 min. Trains via





Bankstown take, depending on route and time of day, about an hour.

But Liverpool can be reached by the fast N30 service which runs semi-fast along Canterbury Rd. and continues on to Macarthur. This reaches Liverpool in 48 minutes which beats any train service.

The remnants of Sector 2 are served by the N20, which runs via the airport as one would expect and then on to Riverwood, following the East Hills line. Well might you ask why doesn't it go to Padstow, the next station along? The answer is the lack of a convenient road crossing of Salt Pan Creek.

A pity for 'Cumberland' line passengers from Parramatta to Liverpool is that they have to transfer at Fairfield from N50 to the N60, with an 11 minutes transfer time southbound. Going on to Leppington requires a further transfer.

Talking of speed, a real speed demon is the N92 – express from Wynyard to Macquarie Park. Time outbound – 18 minutes which is far faster than the daytime train (Sydney Trains / Metro) service. The N92 continues on along the Metro route to Tallawong.

Apparent omissions from the Nightride services are Hornsby to Berowra (Central Coast) and Sutherland to Waterfall (South Coast). Both have intercity services but these don't really fill the need. For example, Asquith, the station just north of Hornsby, can be reached by a train leaving Central at 00:48, but there are later suburban trains to Hornsby.

An issue which would concern many users of the Nightrides is the location of stops with respect to stations. A symbol system is used, and online

information has very detailed information about the location of the stops.

I have some doubt about the accuracy of the map. For example, the stops for Turramurra and Pymble (North Shore - N90) are shown as not being near the station. Yes, they are not **at** the station, but they are on the Pacific Highway and within easy reach. At both places, the Highway crosses the Railway.

Current practice with pdf timetables available on-line, is one route per pdf. A strong case can be made, however, for including overlapping routes in a pdf, the primary route being shown in standard font, the other in italics or with a lower font weight. Route Numbers would need to be shown at the top of columns.

This would certainly be appreciated by users of the N10 and N11 Illawarra services, which have a considerable overlap including the major centres of Rockdale, Kogarah and Hurstville.

The N10 Sutherland service has departures on the hour from 01:00; the N11 Cronulla has hourly departures on the half hour from 01:30 to 04:30. Both take 35 minutes to reach Hurstville.

Of interest is that the N10 on Thursday, Friday and Saturday nights also features a half-hourly service as far as Kogarah, departing on the quarter hours: 00:15 and 00:45. Put it all together and one has a four buses an hour service as far as Kogarah.

Some would say that, to be consistent, the N10 and N11 timetables would also need to refer to the N20 Riverwood service which overlaps with the N10/N11 at Banksia and Rockdale. That shouldn't be necessary.

The issue of connectivity was touched on briefly above with the N50 and N60 meeting at Fairfield. A key issue here is connections for Chatswood passenger wanting to go to MetroLand (to use a British term) west of Macquarie Uni.

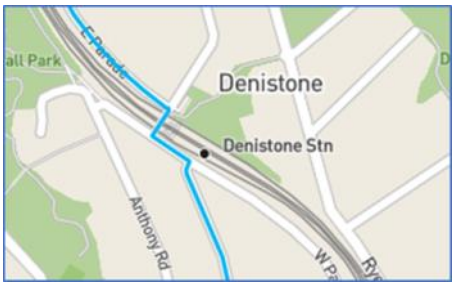
Look carefully at the map and you'll see that connection would be better made at Macquarie Park.

The N91 runs from Bondi Junction (not all trips) via Wynyard, North Sydney, Crows Nest (Metro station not yet in use, Waverton and Wollstonecraft not served), etc. to Chatswood and then to Macquarie Uni. Departures Mon -Thur from Town Hall are at 01:00, 01:50, 02:50, 03:50, and 04:50. Arrivals at Macquarie Park are 42 minutes later, e.g. 01:42 and 02:32.

There are only three N92 services, leaving Macquarie Park at 02:00, 03:00 and 04:00, so quite long waits are involved.

The N92 is useful for people travelling north of Epping on the N80, connecting at Epping. The N80 uses Parramatta Rd., so is reasonably fast to Strathfield. Even so, the N92 leaves 10 minutes after the N80 (but note, no service before 01:40) and arrives Epping 14 minutes before.

A quirk of the N80 is that it doesn't service Denistone (between West Ryde and Eastwood), yet the route



runs right past the station.

Carlingford no longer has a train service; the line has been closed for conversion to light rail. One would expect the Nightride service to be a shuttle from Granville or Parramatta, but, no—the N61 runs hourly all the way from Town Hall.

NSW Transport has a PDF guide to night services at, which confirms that the only route not associated with a railway line is the B line Northern Beaches service. I would have thought the south eastern suburbs would warrant a service.

Wikipedia has an interesting article on NightRide, with some interesting historical data, here.

Comment on this article – Letter to the Editor

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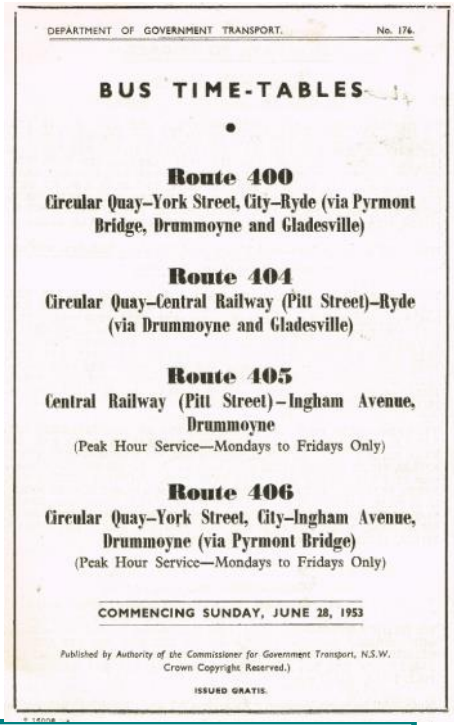
Ingham Ave: a Sydney Buses destination "lost and found"

Richard Peck[1]

Readers will no doubt be familiar with the destination "Ingham Avenue" as that of the peak hour Monday-Friday services, which commenced on 28 June 1953 [see right] from Central Railway (route 405) and Circular Quay/York St (route 406). These bore the destination name "Ingham Ave, Drummoyne". These numbers became 530 and 531 in 1957 (to/from "Ingham Ave, Five Dock") rationalisation of Victoria Rd services and also included a 532 for some years (Circular Quay-Ingham Ave via Central Railway similar to 502). From 7 February 1986, the 530/531 became 502/503. The 503 (and 505 from Chiswick)[2] ceased on 25 October 1990.

In 1999, the 502 was extended to Bayview Park, Concord but was still a peak hour service. The 502 continued as peak hour to Druitt St, city but off-peak and weekends now also runs to Drummoyne. For some years, the 436 running through to Chiswick also passed Ingham Ave but this ceased in 2020. 502 is now shown as Cabarita Wharf to Druitt St City, via Drummoyne. Buses no longer use Ingham Ave as a terminus, the three 502 am short workings now starting from "Lyons Rd at Myalora St, Russell Lea". You might say Ingham Ave has been bypassed by progress and the policy of running buses through multiple centres using a get on/get off structure.

But "Ingham Ave, Drummoyne" was also the destination of short workings



DEPARTMENT OF GOVERNMENT TRANSPORT. No. 174.

BUS TIME-TABLES

Route 400
Circular Quay–York Street, City–Ryde (via Pyrmont Bridge, Drummoyne and Gladesville)

Route 404
Circular Quay–Central Railway (Pitt Street)–Ryde (via Drummoyne and Gladesville)

Route 405
Central Railway (Pitt Street)–Ingham Avenue, Drummoyne
(Peak Hour Service—Mondays to Fridays Only)

Route 406
Circular Quay–York Street, City–Ingham Avenue, Drummoyne (via Pyrmont Bridge)
(Peak Hour Service—Mondays to Fridays Only)

COMMENCING SUNDAY, JUNE 28, 1953

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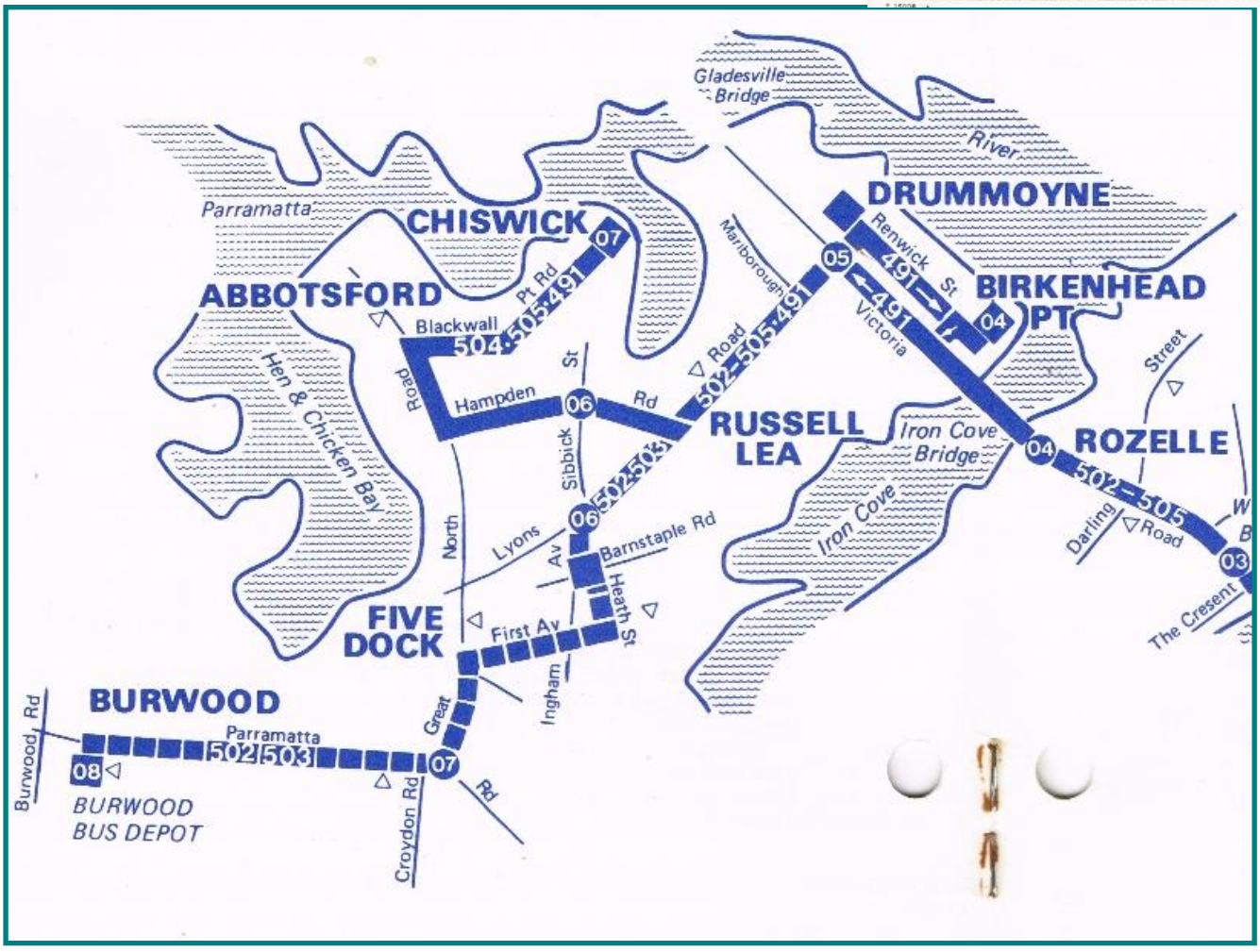
ISSUED GRATIS.



By 1987 the route extended from/to Burwood Depot

DEPARTMENT OF ROAD TRANSPORT—MOTOR OMNIBUS SERVICES.

Route No. 90

DRUMMOYNE—CAMPSIE, via CROYDON STATION

Route No. 92

DRUMMOYNE—CAMPSIE, via BURWOOD STATION

COMMENCING ON SUNDAY, 2nd DECEMBER, 1934, the Omnibuses operating on Route 90 between Drummoyne and Campsie Station, via Croydon Station, will be diverted from Ingham-avenue and run via Lyons and Great North roads to Parramatta-road, thence as at present.

Route No. 92, Drummoyne-Campsie, via Burwood Station, has not been altered.

Apart from the diversion of Route No. 90, the existing services and time-tables are unaltered.

The complete time-table is as follows :—

DRUMMOYNE for CAMPSIE, via CROYDON and BURWOOD STATIONS.

MONDAYS to SATURDAYS, and HOLIDAYS.

Drummoyne.	Ingham-avenue. ★	Corner Lyons and Great North roads.	Parramatta and Croydon roads.	Croydon Station.	Burwood Station.	Western Suburbs Hospital.	Croydon Park.	Campsie.
Routes Nos. 90 and 92.	Routes Nos. 90 and 92.	Route No. 90.	Routes Nos. 90 and 92.	Route No. 90.	Route No. 92.	Route No. 92.	Routes Nos. 90 and 92.	Routes Nos. 90 and 92.
dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.
...	...	...	6 M1	6 8	...	...	6 17	6 23
M 6 0	6 6	...	6 13	...	6 21	6 26	6 30	6 36
M 6 17	6 23	6 26	6 31	6 38	...	...	6 44	6 50
M 6 32	6 38	...	6 45	...	6 53	6 58	7 2	7 8
6 47	6 53	6 56	7 0	7 8	...	...	7 14	7 20
7 2	7 8	...	7 15	...	7 23	7 28	7 32	7 38
7 17	7 23	7 26	7 30	7 38	...	...	7 44	7 50
7 32	7 38	...	7 45	...	7 53	7 58	8 2	8 8
S 7 44	7 50	...	...	...	...	...	...	...
7 47	7 53	7 56	8 0	8 8	...	...	8 14	8 20
M 7 52	7 57	...	...	...	...	...	...	...
S 8 2	8 8	...	...	...	...	...	...	...
8 2	8 8	...	8 15	...	8 23	8 28	8 32	8 38
M 8 12	8 18	...	...	...	...	...	...	...
S 8 16	8 22	...	...	...	...	...	...	...
8 17	8 23	8 26	8 30	8 38	...	...	8 44	8 50
8 32	8 38	...	8 45	...	8 53	8 58	9 2	9 8
8 47	8 53	8 56	9 0	9 8	...	...	9 14	9 20
9 2	9 8	...	9 15	...	9 23	9 28	9 32	9 38
9 17	9 23	9 26	9 30	9 38	...	...	9 44	9 50
9 32	9 38	...	9 45	...	9 53	9 58	10 2	10 8
9 47	9 53	9 56	10 0	10 8	...	...	10 14	10 20
10 2	10 8	...	10 15	...	10 23	10 28	10 32	10 38
10 17	10 23	10 26	10 30	10 38	...	...	10 44	10 50
10 32	10 38	...	10 45	...	10 53	10 58	11 2	11 8
10 47	10 53	10 56	11 0	11 8	...	...	11 14	11 20
11 2	11 8	...	11 15	...	11 23	11 28	11 32	11 38
11 17	11 23	11 26	11 30	11 38	...	...	11 44	11 50
							p.m.	p.m.
11 32	11 38	...	11 45	...	11 53	11 58	12 2	12 8
			p.m.	p.m.				
11 47	11 53	11 56	12 0	12 8	...	...	12 14	12 20

CAMPSIE for DRUMMOYNE, via CROYDON and BURWOOD STATIONS.

MONDAYS to SATURDAYS, and HOLIDAYS.

Campsie.	Croydon Park.	Western Suburbs Hospital.	Burwood Station.	Croydon Station.	Parramatta and Croydon roads.	Corner Lyons and Great North roads.	Ingham-avenue. ★	Drummoyne.
Routes Nos. 90 and 92.	Routes Nos. 90 and 92.	Route No. 92.	Route No. 92.	Route No. 90.	Routes Nos. 90 and 92.	Route No. 90.	Routes Nos. 90 and 92.	Routes Nos. 90 and 92.
dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	arr. a.m.
...	...	...	...	...	M 5 47	...	5 53	6 0
...	...	...	...	...	M 6 2	6 5	6 8	6 15
...	...	...	...	...	M 6 17	...	6 23	6 30
...	...	...	...	...	...	...	...	...
...	...	...	...	...	6 32	6 35	6 38	6 45
M 6 25	6 31	6 35	6 40	...	6 48	...	6 54	7 1
M 6 40	6 46	...	...	6 55	7 2	7 5	7 8	7 15
H 6 55	7 1	7 5	7 10	...	7 18	...	7 24	7 31
...	...	...	...	...	S 7 29	...	7 35	7 42
7 9	7 15	...	...	7 23	7 30	7 33	7 37	7 44
...	...	...	...	...	M 7 34	...	7 40	7 47
7 26	7 32	7 36	7 41	...	7 49	...	7 55	8 2
...	...	...	...	...	...	...	M 7 58	8 5
...	...	...	...	...	...	...	S 8 8	8 15
7 41	7 47	...	...	7 55	8 3	8 6	8 9	8 16
...	...	...	...	...	...	...	M 8 12	8 19
...	...	...	...	...	...	...	M 8 19	8 26
7 54	8 0	8 4	8 9	...	8 17	...	8 23	8 30
8 9	8 15	...	...	8 23	8 31	8 34	8 37	8 44
...	...	...	...	...	...	...	M 8 51	8 58
8 24	8 30	8 34	8 39	...	8 47	...	8 53	9 0
8 39	8 45	...	...	8 53	9 1	9 4	9 7	9 14
8 54	9 0	9 4	9 9	...	9 17	...	9 23	9 30
9 9	9 15	...	...	9 23	9 31	9 34	9 37	9 44
9 24	9 30	9 34	9 39	...	9 37	...	9 53	10 0
9 39	9 45	...	...	9 53	10 1	10 4	10 7	10 14
9 54	10 0	10 4	10 9	...	10 17	...	10 23	10 30
10 9	10 15	...	...	10 23	10 31	10 34	10 37	10 44
10 24	10 30	10 34	10 39	...	10 47	...	10 53	11 0
10 39	10 45	...	...	10 53	11 1	11 4	11 7	11 14
10 54	11 0	11 4	11 9	...	11 17	...	11 23	11 30
11 9	11 15	...	...	11 23	11 31	11 34	11 37	11 44

M—Denotes will not run on Saturdays, Sundays, and Holidays. S—Denotes will run Saturdays only.
H—Denotes Holidays excepted SH—Denotes will run Saturdays and Holidays only.

Route No. 90, and Route No. 92—*continued*.

DRUMMOYNE for CAMPSIE, via CROYDON and BURWOOD STATIONS.

Drummoyne.	Ingham-avenue. ★	Corner Lyons and Great North roads.	Parramatta and Croydon roads.	Croydon Station.	Burwood Station.	Western Suburbs Hospital.	Croydon Park.	Campsie.
Routes Nos. 90 and 92.	Routes Nos. 90 and 92.	Route No. 90.	Routes Nos. 90 and 92.	Route No. 90.	Route No. 92.	Route No. 92.	Routes Nos. 90 and 92.	Routes Nos. 90 and 92.
MONDAYS to SATURDAYS, and HOLIDAYS.								
p.m.	p.m.	p.m.	p.m.	p m.	p.m.	p.m.	p.m.	p.m.
12 2	12 8	...	12 15	...	12 23	12 28	12 32	12 38
12 17	12 23	12 26	12 30	12 38	...	...	12 44	12 50
12 32	12 38	...	12 45	...	12 53	12 58	1 2	1 8
12 47	12 53	12 56	1 0	1 8	...	...	1 14	1 20
1 2	1 8	...	1 15	...	1 23	1 28	1 32	1 38
1 17	1 23	1 26	1 30	1 38	...	...	1 44	1 50
1 32	1 38	...	1 45	...	1 53	1 58	2 2	2 8
1 47	1 53	1 56	2 0	2 8	...	...	2 14	2 20
2 2	2 8	...	2 15	...	2 23	2 28	2 32	2 38
2 17	2 23	2 26	2 30	2 38	...	...	2 44	2 50
2 32	2 38	...	2 45	...	2 53	2 58	3 2	3 8
2 47	2 53	2 56	3 0	3 8	...	...	3 14	3 20
3 2	3 8	...	3 15	...	3 23	3 28	3 32	3 38
3 17	3 23	3 26	3 30	3 38	...	...	3 44	3 50
3 32	3 38	...	3 45	...	3 53	3 58	4 2	4 8
3 47	3 53	3 56	4 0	4 8	...	...	4 14	4 20
4 2	4 8	...	4 15	...	4 23	4 28	4 32	4 38
4 17	4 23	4 26	4 30	4 38	...	...	4 44	4 50
4 32	4 38	...	4 45	...	4 53	4 58	5 2	5 8
4 47	4 53	4 56	5 0	5 8	...	...	5 14	5 20
5 2	5 8	...	5 15	...	5 23	5 28	5 32	5 38
M 5 10	5 16	...	...	...	...	...	...	...
5 17	5 23	5 26	5 30	5 38	...	...	5 44	5 50
M 5 23	5 29	...	...	...	...	...	...	...
5 32	5 38	...	5 45	...	5 53	5 58	6 2	6 8
M 5 40	5 46	...	...	...	...	...	...	...
5 47	5 53	5 56	6 0	6 8	...	...	6 14	6 20
M 5 53	5 59	...	...	...	...	...	...	...
6 2	6 8	...	6 15	...	6 23	6 28	6 32	6 38
M 6 10	6 16	...	...	...	...	...	...	...
6 17	6 23	6 26	6 30	6 38	...	...	6 44	6 50
M 6 23	6 29	...	...	...	...	...	...	...
6 32	6 38	...	6 45	...	6 53	6 58	7 2	7 8
M 6 40	6 46	...	...	...	...	...	...	...
6 47	6 53	6 56	7 0	7 8	...	...	7 14	7 20
7 2	7 8	...	7 15	...	7 23	7 28	7 32	7 38
7 17	7 23	7 26	7 30	7 38	...	...	7 44	7 50
7 32	7 38	...	7 45	...	7 53	7 58	8 2	8 8
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9 32	9 38	...	9 45	...	9 53	9 58	10 2	10 8
9 47	9 53	9 56	10 0	10 8	...	...	10 14	10 20
10 2	10 8	...	10 15	...	10 23	10 28	10 32	10 38
10 17	10 23	10 26	10 30	10 38	...	...	10 44	10 50
10 32	10 38	...	10 45	...	10 53	10 58	11 2	11 8
10 47	10 53	10 56	11 0	11 8	...	...	11 14	11 20
11 2	11 8	...	11 15	...	11 23	11 28	11 32	11 38
M 11 15	11 21	11 24	11 28	...	...	...	...	...
SH 11 17	11 23	11 26	11 30	11 38	...	...	11 44	11 50
M 11 26	11 32	...	11 39	...	...	...	...	...
11 45	11 51	11 54	11 58	...	...	...	...	...
12 0	12 6	...	12 13	...	...	...	...	...

CAMPSIE for DRUMMOYNE, via CROYDON and BURWOOD STATIONS.

Campsie.	Croydon Park.	Western Suburbs Hospital.	Burwood Station.	Croydon Station.	Parramatta and Croydon roads.	Corner Lyons and Great North roads.	Ingham-avenue. ★	Drummoyne.
Routes Nos. 90 and 92.	Routes Nos. 90 and 92.	Route No. 92.	Route No. 92.	Route No. 90.	Routes Nos. 90 and 92.	Route No. 90.	Routes Nos. 90 and 92.	Routes Nos. 90 and 92.
MONDAYS to SATURDAYS, and HOLIDAYS.								
a.m.	a.m.	a.m.	a m.	a.m.	a.m.	a.m.	a.m.	a.m.
11 24	11 30	11 34	11 39	...	11 47	...	11 53	12 0
11 39	11 45	...	...	11 53	12 1	12 4	12 7	12 14
11 54	12 0	12 4	12 9	...	12 17	...	12 23	12 30
12 9	12 15	...	...	12 23	12 31	12 34	12 37	12 44
12 24	12 30	12 34	12 39	...	12 47	...	12 53	1 0
12 39	12 45	...	...	12 53	1 1	1 4	1 7	1 14
12 54	1 0	1 4	1 9	...	1 17	...	1 23	1 30
1 9	1 15	...	...	1 23	1 31	1 34	1 37	1 44
1 24	1 30	1 34	1 39	...	1 47	...	1 53	2 0
1 39	1 45	...	...	1 53	2 1	2 4	2 7	2 14
1 54	2 0	2 4	2 9	...	2 17	...	2 23	2 30
2 9	2 15	...	...	2 23	2 31	2 34	2 37	2 44
2 24	2 30	2 34	2 39	...	2 47	...	2 53	3 0
2 39	2 45	...	...	2 53	3 1	3 4	3 7	3 14
2 54	3 0	3 4	3 9	...	3 17	...	3 23	3 30
3 9	3 15	...	...	3 23	3 31	3 34	3 37	3 44
3 24	3 30	3 34	3 39	...	3 47	...	3 53	4 0
3 39	3 45	...	...	3 53	4 1	4 4	4 7	4 14
3 54	4 0	4 4	4 9	...	4 17	...	4 23	4 30
4 9	4 15	...	...	4 23	4 31	4 34	4 37	4 44
4 24	4 30	4 34	4 39	...	4 47	...	4 53	5 0
...	...	...	...	...	...	...	M 5 0	5 7
4 39	4 45	...	...	4 53	5 1	5 4	5 7	5 14
...	...	...	...	...	...	...	M 5 16	5 22
4 54	5 0	5 4	5 9	...	5 17	...	5 23	5 30
...	...	...	...	...	...	...	M 5 29	5 36
5 9	5 15	...	...	5 23	5 31	5 34	5 37	5 44
...	...	...	...	...	...	...	M 5 46	5 52
5 24	5 30	5 34	5 39	...	5 47	...	5 53	6 0
...	...	...	...	...	...	...	M 6 0	6 6
5 39	5 45	...	...	5 53	6 1	6 4	6 7	6 14
...	...	...	...	...	...	...	M 6 16	6 22
5 54	6 0	6 4	6 9	...	6 17	...	6 23	6 30
...	...	...	...	...	...	...	M 6 30	6 36
6 9	6 15	...	...	6 23	6 31	6 34	6 37	6 44
...	...	...	...	...	...	...	M 6 46	6 52
6 24	6 30	6 34	6 39	...	6 47	...	6 53	7 0
6 39	6 45	...	...	6 53	7 1	7 4	7 7	7 14
6 54	7 0	7 4	7 9	...	7 17	...	7 23	7 30
7 9	7 15	...	...	7 23	7 31	7 34	7 37	7 44
7 24	7 30	7 34	7 39	...	7 47	...	7 53	8 0
7 39	7 45	...	...	7 53	8 1	8 4	8 7	8 14
7 54	8 0	8 4	8 9	...	8 17	...	8 23	8 30
8 9	8 15	...	...	8 23	8 31	8 34	8 37	8 44
8 24	8 30	8 34	8 39	...	8 47	...	8 53	9 0
8 39	8 45	...	...	8 53	9 1	9 4	9 7	9 14
8 54	9 0	9 4	9 9	...	9 17	...	9 23	9 30
9 9	9 15	...	...	9 23	9 31	9 34	9 37	9 44
9 24	9 30	9 34	9 39	...	9 47	...	9 53	10 0
9 39	9 45	...	...	9 53	10 1	10 4	10 7	10 14
9 54	10 0	10 4	10 9	...	10 17	...	10 23	10 30
10 9	10 15	...	...	10 23	10 31	10 34	10 37	10 44
10 24	10 30	10 34	10 39	...	10 47	...	10 53	11 0
10 39	10 45	...	...	10 53	11 1	11 4	11 7	11 14
10 54	11 0	11 4	11 9	...	11 17	...	11 23	11 30
11 9	11 15	...	...	11 23	11 31	11 34	11 37	11 44
11 24	11 30	11 34	11 39	...	11 47	...	11 53	12 0
11 39	11 45	...	...	11 53	12 1	...	...	...

M—Denotes will not run on Saturdays, Sundays and Holidays. S—Denotes will run Saturdays only.
SH—Denotes will run on Saturdays and Holidays only.

off the 90/92[3] Drummoyne services when the area was being developed in the 1930s in much the same way as real estate posters had advertised adjacent Russell Lea as "between two trams". Feeder buses filled in the gaps.

DRT&T route 90 commenced as a fulltime route between Drummoyne and Campsie on 23 April 1933 and, on 9 November 1933, was altered to run via Ingham Ave. This was altered to Lyons Rd from 2 December 1934. It was renumbered 990 in 1940 and became 490 in 1933. DRT&T route 92 from Drummoyne to Campsie commenced on 24 June 1934 via Ingham Ave, changed to Lyons Rd from 1 March 1937 when it was also extended to Rockdale. It was renumbered 992 in 1940 and 492 in 1944.

Public timetables of 24 June 1934 show the route of the 92 as Lyons Rd, Ingham Ave, Barnstaple Rd, Heath St, First Ave etc. From 2 December 1934 [see pages 6&7, the red stars show the Ingham Avenue timing columns], this was changed to Lyons Rd, Great North Rd, etc. In this timetable three weekday morning services are shown running from Drummoyne to Ingham Ave. There are also several early am peak weekday services from Ingham Ave to Drummoyne. In the evening peak there are 8 trips from Drummoyne to Ingham Ave and return. The same practice is repeated in the 92 timetable of 19 December 1937. This is an example of a "found destination" brought about after many years of research. Working timetables suggest this practice carried on after the route was numbered 992 and 492, and possibly until 1953.

I came to live in Drummoyne in 1969 and well remember route 491 being short workings (12 minutes) off-peak from Drummoyne-Chiswick being performed by buses having just come from Rockdale in a similar fashion to the earlier procedure to Ingham Ave. But in this case the route was sufficiently different from a 492 to be given another number.

By 1987, the route extended from/to Burwood Depot.

Endnotes:

1. The assistance of Duncan MacAuslan in researching the Sydney Bus Museum timetables collection is gratefully acknowledged.

2. Parallel services to Chiswick were 411/540/504 and 410/541/505. A 532 ran from 1980-1987 similar to the 502 (combined 500/501). There was no parallel "542" to Chiswick. Corresponding Drummoyne Ave, Drummoyne services were introduced in 1957 as 520/521/522/523/524 (industrials which soon ceased). When 508 was renumbered into 500 in 1986 it was revived as 507 on 3.10.89 and renumbered 508 from 5.10.89 because I complained that the "odd" numbers were Central services!

3. Shown in 1934 as 90/92 but in 1937 as 92 only.

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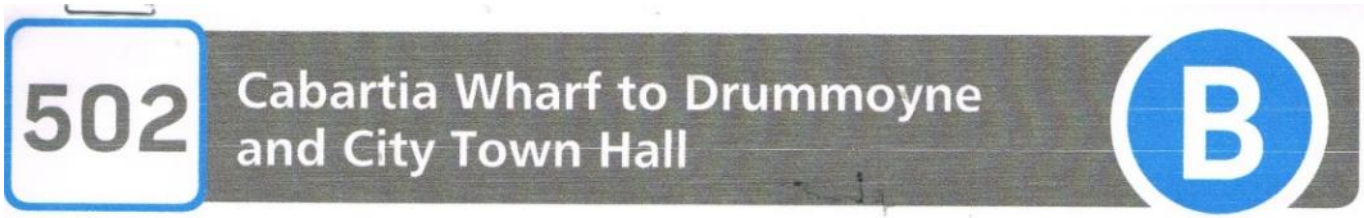

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Cabarita Wharf, Cabarita Rd, Cabarita	06:10	-	06:40	-	06:55	-	07:10	-	07:20
Cabarita Rd opp Cabarita Rd Shops, Concord	06:14	-	06:44	-	06:59	-	07:15	-	07:25
Rothwell Park, Majors Bay Rd, Concord	06:17	-	06:47	-	07:03	-	07:19	-	07:29
Lyons Rd West opp Regatta Rd, Canada Bay	06:20	-	06:51	-	07:07	-	07:23	-	07:35
Ramsay Rd at Fairlight St, Five Dock	06:27	06:44	06:59	07:07	07:15	-	07:31	-	07:43
Lyons Rd at Myalora St, Russell Lea	06:32	06:50	07:05	07:13	07:21	07:28	07:37	07:42	07:49
Lyons Rd after Bayswater St, Drummoyne	06:38	06:56	07:11	07:19	07:27	07:37	07:47	07:52	07:59
Victoria Rd after Darling St, Rozelle	06:46	07:06	07:23	07:31	07:39	07:49	07:59	08:05	08:14
Victoria Rd opp Hornsey St, Rozelle	06:49	07:09	07:26	07:35	07:43	07:53	08:03	08:09	08:18
Clarence St after Druitt St, Sydney	06:55	07:17	07:34	07:43	07:51	08:01	08:13	08:19	08:28

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Cabarita Wharf, Cabarita Rd, Cabarita	-	07:30	07:45	08:03	-	08:36	09:08	09:25	09:55
Cabarita Rd opp Cabarita Rd Shops, Concord	-	07:35	07:50	08:08	-	08:41	09:13	09:30	10:00
Rothwell Park, Majors Bay Rd, Concord	-	07:40	07:55	08:14	-	08:46	09:18	09:33	10:03
Lyons Rd West opp Regatta Rd, Canada Bay	-	07:46	08:01	08:20	-	08:52	09:23	09:37	10:07
Ramsay Rd at Fairlight St, Five Dock	-	07:54	08:09	08:28	08:39	09:00	09:29	09:43	10:13
Lyons Rd at Myalora St, Russell Lea	07:54	08:00	08:16	08:34	08:45	09:06	09:34	09:48	10:18
Lyons Rd after Bayswater St, Drummoyne	08:04	08:10	08:26	08:44	08:55	09:15	09:41	09:55	10:25
Victoria Rd after Darling St, Rozelle	08:19	08:25	08:41	08:59	09:05	09:23	09:49	-	-
Victoria Rd opp Hornsey St, Rozelle	08:23	08:29	08:45	09:03	09:09	09:27	09:53	-	-
Clarence St after Druitt St, Sydney	08:33	08:39	08:55	09:13	09:19	09:36	10:01	-	-

Chart of the day: What are the chances your plane will leave on time?

NATHAN HOAD, *ABC 22 Aug*

ANYBODY WHO FLIES regularly knows the pain of a delayed or cancelled flight. The Bureau of Infrastructure, Transport and Regional Economics (BITRE) tracks the reliability of major domestic airlines with routes that average 8,000 or more passengers per month.

A flight is considered on time if it departs no later than 15 minutes after it is scheduled to depart.

Tigerair Australia takes the crown for the least reliable airline overall — 20 per cent of all Tiger flights are delayed or cancelled.

———-

The table at right, headed "The worst routes per airline", shows Routes ranked by delays/cancellations as percentage of total scheduled flights by that airline on that route.

Charts of this data appear on our page 10 and on our rear cover.

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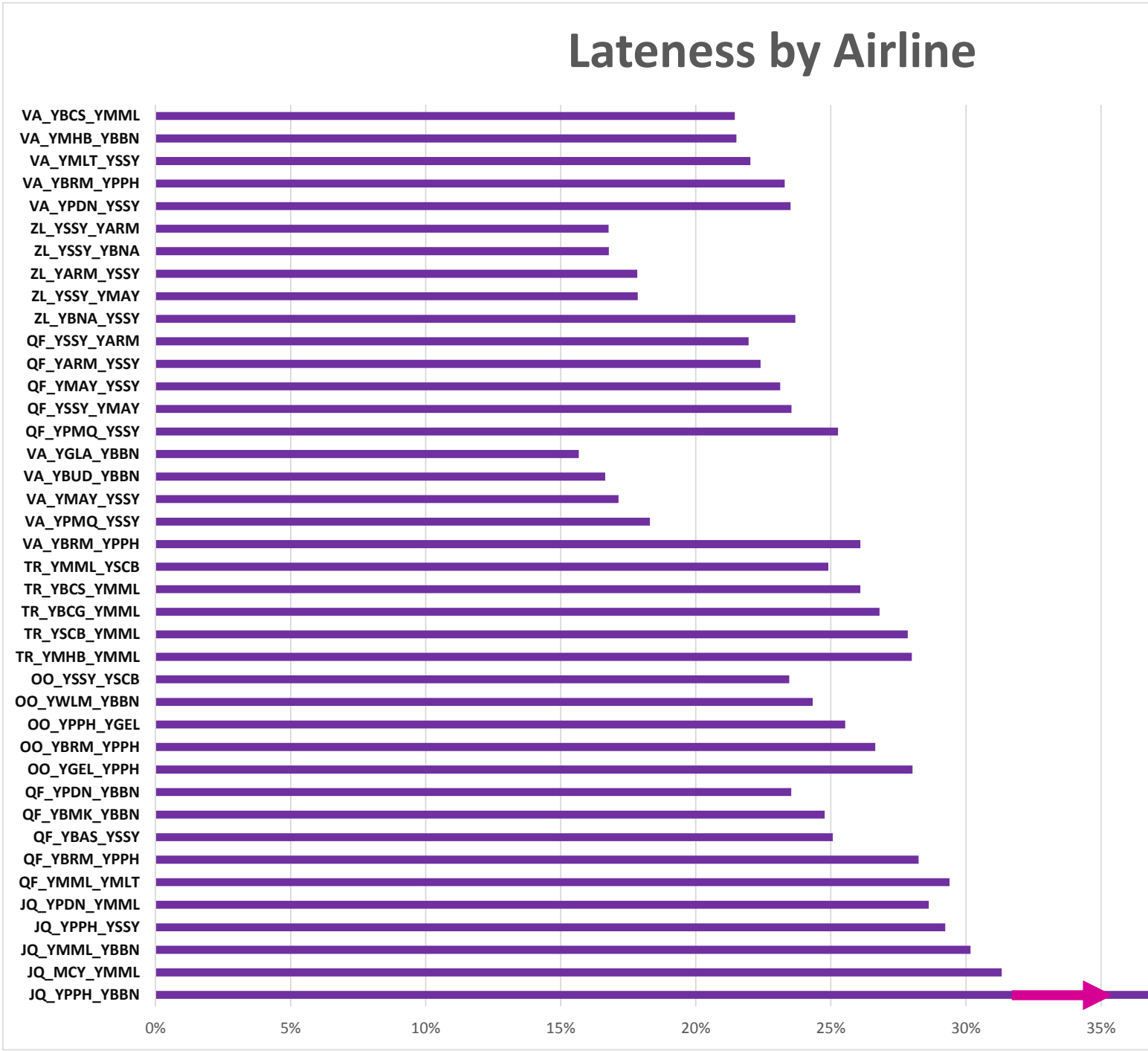
The worst routes per airline

Airline & route	
Jetstar Perth-Brisbane	46%
Jetstar Sunshine Coast-Melbourne	31%
Jetstar Melbourne-Brisbane	30%
Jetstar Perth-Sydney	29%
Jetstar Darwin-Melbourne	29%
Qantas Melbourne-Launceston	29%
Qantas Broome-Perth	28%
Qantas Alice Springs-Sydney	28%
Qantas Mackay-Brisbane	28%
Qantas Darwin-Brisbane	28%
Skywest Geraldton-Perth	27%
Skywest Broome-Perth	27%
Skywest Perth-Geraldton	26%
Skywest Newcastle-Brisbane	26%
Skywest Sydney-Canberra	26%
Tigerair Australia Hobart-Melbourne	25%
Tigerair Australia Canberra-Melbourne	25%
Tigerair Australia Gold Coast-Melbourne	25%
Tigerair Australia Cairns-Melbourne	25%
Tigerair Australia Melbourne-Canberra	24%
Virgin Australia Regional Airlines Broome-Perth	24%
Virgin Australia Regional Airlines Port Macquarie-Sydney	24%
Virgin Australia Regional Airlines Albury-Sydney	24%
Virgin Australia Regional Airlines Bundaberg-Brisbane	24%
Virgin Australia Regional Airlines Gladstone-Brisbane	23%
QantasLink Port Macquarie-Sydney	23%
QantasLink Sydney-Albury	23%
QantasLink Albury-Sydney	22%
QantasLink Armidale-Sydney	22%
QantasLink Sydney-Armidale	22%
Regional Express Ballina-Sydney	22%
Regional Express Sydney-Albury	21%
Regional Express Armidale-Sydney	18%
Regional Express Sydney-Ballina	18%
Regional Express Sydney-Armidale	18%
Virgin Australia Darwin-Sydney	17%
Virgin Australia Broome-Perth	17%
Virgin Australia Launceston-Sydney	17%
Virgin Australia Hobart-Brisbane	17%
Virgin Australia Cairns-Melbourne	16%



And, the winner is: Jetstar, Perth-Brisbane!

Railway Mania—when Bradshaw exploded

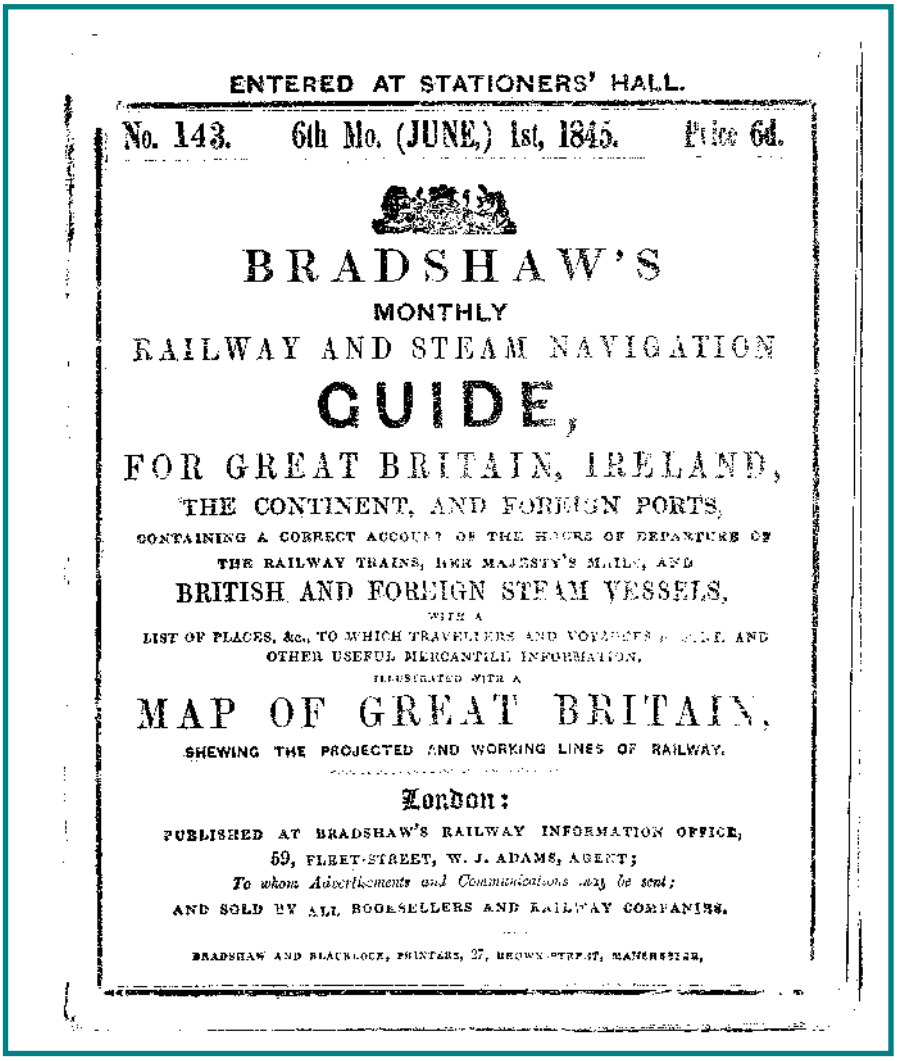
GEOFF LAMBERT

AT RIGHT IS A VERY EARLY Bradshaw's Guide ("*Bradshaw* ") from the collection of Ian Brady, now donated to ATA. There are ten volumes of the "British" edition (1845-1955) and five of "Continental" edition (1892-1907) — see picture on page 14.

The earliest timetable in the collection is that of July 1845 and Ian paid AU$20 for it. An asking price in today's auction market would probably be about $500 to $1,000. Get your pocket books out!

Wikipedia says this about Bradshaw:

"Bradshaw's name was already known as the publisher of Bradshaw's Maps of Inland Navigation, which detailed the canals of Lancashire and Yorkshire, when, on 19 October 1839, soon after the introduction of railways, his Manchester company published the world's first compilation of railway timetables. The cloth-bound book was entitled Bradshaw's Railway Time Tables and Assistant to Railway Travelling and cost sixpence (2½p). In 1840, the title was changed to Bradshaw's Railway Companion, and the price raised to one shilling. A new volume was issued at occasional



ENTERED AT STATIONERS' HALL.

No. 143. 6th Mo. (JUNE,) 1st, 1845. Price 6d.

BRADSHAW'S

MONTHLY

RAILWAY AND STEAM NAVIGATION

GUIDE,

FOR GREAT BRITAIN, IRELAND,

THE CONTINENT, AND FOREIGN PORTS,

CONTAINING A CORRECT ACCOUNT OF THE HOURS OF DEPARTURE OF THE RAILWAY TRAINS, HER MAJESTY'S MAILS, AND

BRITISH AND FOREIGN STEAM VESSELS,

WITH A

LIST OF PLACES, &c., TO WHICH TRAVELLERS AND VOYAGERS [illegible] AND OTHER USEFUL MERCANTILE INFORMATION,

ILLUSTRATED WITH A

MAP OF GREAT BRITAIN,

SHEWING THE PROJECTED AND WORKING LINES OF RAILWAY.

London:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION OFFICE,

59, FLEET-STREET, W. J. ADAMS, AGENT;

To whom Advertisements and Communications may be sent;

AND SOLD BY ALL BOOKSELLERS AND RAILWAY COMPANIES.

BRADSHAW AND BLACKLOCK, PRINTERS, 27, BROWN-STREET, MANCHESTER.

intervals and from time to time a supplement kept this up-to-date. The original Bradshaw publications were published before the limited introduction of standardized Railway time in November 1840, and its subsequent development into standard time. The accompanying map of all lines in operation (and some "in progress" in England and Wales), is cited as being the world's first national railway map.

In December 1841, acting on a suggestion made by his London agent, William Jones Adams, Bradshaw reduced the price to the original sixpence, and began to issue the guides monthly under the title Bradshaw's Monthly Railway Guide. Many railway companies were

unhappy with Bradshaw's timetable, but Bradshaw was able to circumvent this by becoming a railway shareholder and by putting his case at company AGMs. Soon the book, in the familiar yellow wrapper, became synonymous with its publisher: for Victorians and Edwardians alike, a railway timetable was "Bradshaw," no matter by which railway company it had been issued, or whether Bradshaw had been responsible for its production or not."

At the time that Ian's copy was printed (June 1845), the issue number was already up to #142—although this was a bit of a cheat on Bradshaw's part to make it look like it had a longer ancestry than it really did because numbering jumped straight from 40 to 141 in April 1845. Ian's copy has 120 pages, of which 44 were "timetable pages".

July 1845 was at the very peak of the so-called Railway Mania, described by Wikipedia, thus:

Railway Mania was an instance of a stock market bubble in the United Kingdom of Great Britain and Ireland in the 1840s. It followed a common pattern: as the price of railway shares increased, speculators invested more money, which further increased the price of railway shares, until the share price collapsed. The mania reached its zenith in 1846, when 272 Acts of Parliament setting up new railway companies were passed, with the proposed routes totaling 9,500 miles (15,300 km). About a third of the railways authorised were never built—the companies either collapsed due to poor financial planning, were bought out by larger competitors before they could build their line, or turned out to be fraudulent enterprises to channel investors' money into other businesses.

As with other bubbles, the Railway Mania became a self-promoting cycle based purely on over-optimistic speculation. As the dozens of companies formed began to operate and the simple unviability of many of them became clear, investors began to realise that railways were not all as lucrative and as easy to build as they had been led to believe. Coupled to this, in late 1845 the Bank of England put up interest rates. As banks began to re-invest in bonds, the money began to flow out of railways, under-cutting the boom.

The share prices of railways slowed in their rise, then leveled out. As they began to fall, investment stopped virtually overnight, leaving numerous companies without funding and numerous investors with no prospect of any return on their investment. The larger railway companies such as the Great Western Railway and the nascent Midland began to buy up strategic failed lines to expand their network. These lines could be purchased at a fraction of their real value as given a choice between a below-value offer for their shares or the total loss of their investment, shareholders naturally chose the former. Many middle class families on modest incomes had sunk their entire savings into new companies during the mania, and they lost everything when the speculation collapsed.

The boom-and-bust cycle of early-industrial Britain was still in effect, and the boom that had created the conditions for Railway Mania began to cool and then a decline set in. The number of new railway companies fell away to almost nothing in the late 1840s and early 1850s, with the only new lines constructed being by the large companies. Economic upturns in the 1850s and 1860s saw smaller booms in railway construction, but these never reached anywhere near the scale of the mania—partly due to more thoughtful (if still very limited) government control, partly due to more cautious investors and partly because the UK railway network was approaching maturity, with none of the 'blank canvas' available to numerous companies as in the 1840s.

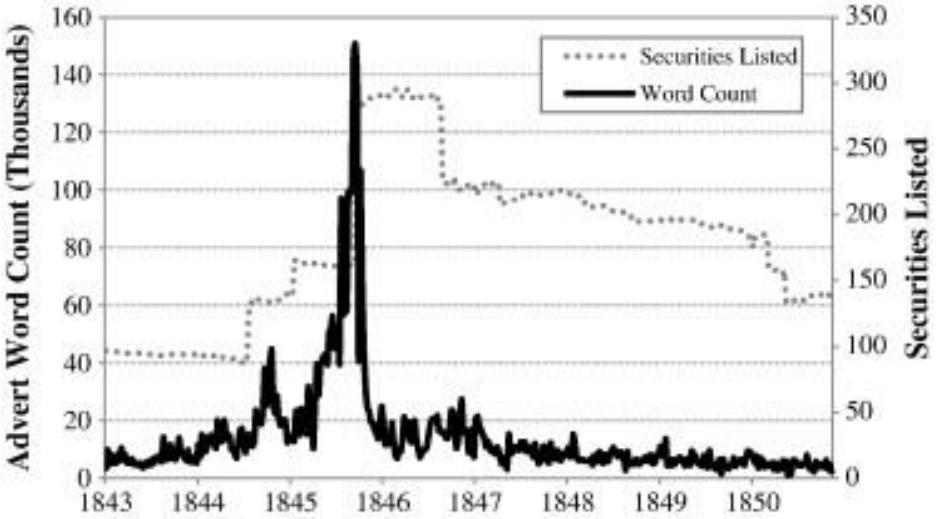
Bradshaw reflected the mania in a very direct way—it grew and grew and grew from the 1840s to the 1860s, after which it steadied somewhat, more or less reaching a "peak" in 1910, which was also the year of the greatest railway mileage in Great Britain.

Railway Mania, reached "foaming at the mouth" level in the very month that Bradshaw printed the issue which Ian later acquired (see an analysis of the prospectuses issued in the chart at bottom left, this page).

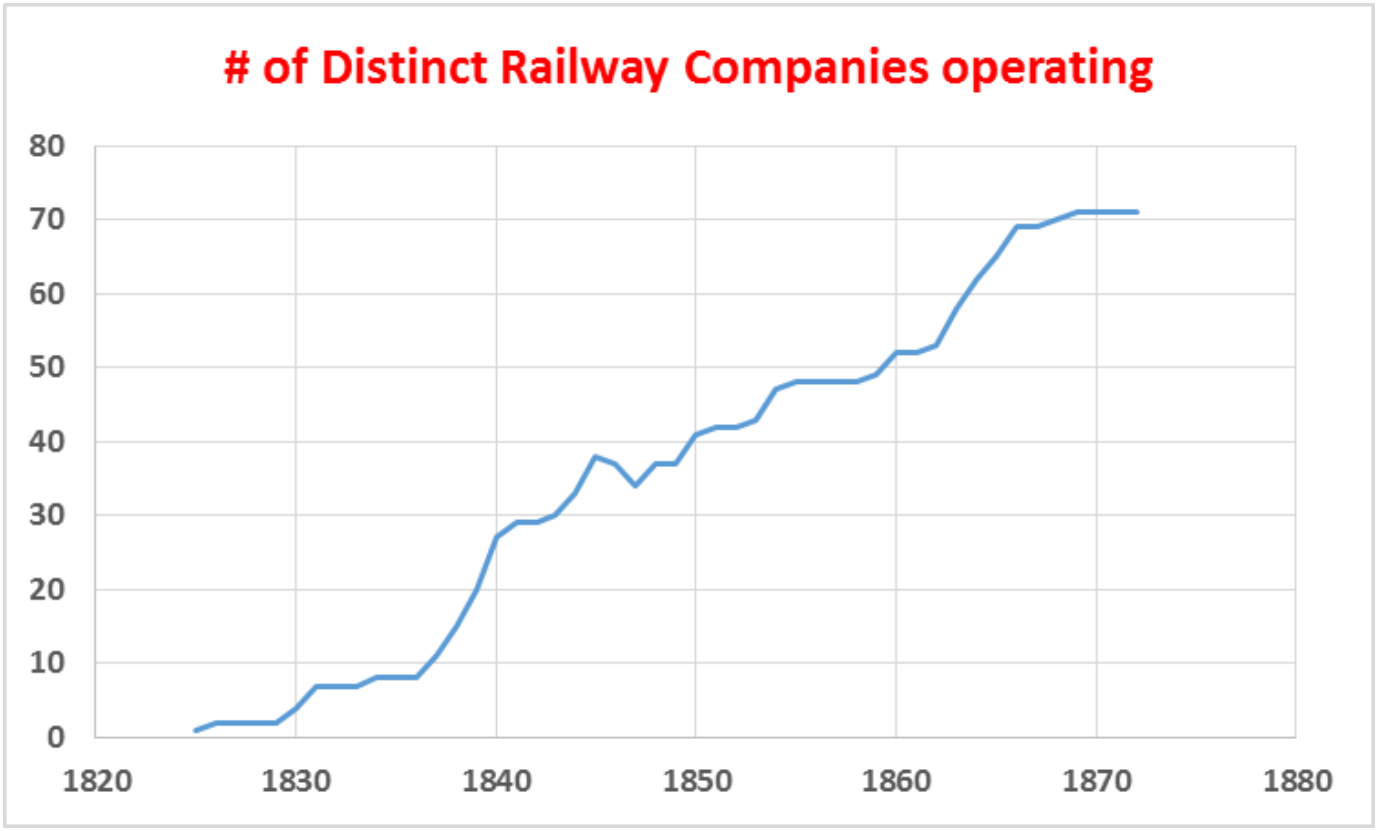
In the charts on page 13, we see how the system grew and how Bradshaw grew with it.

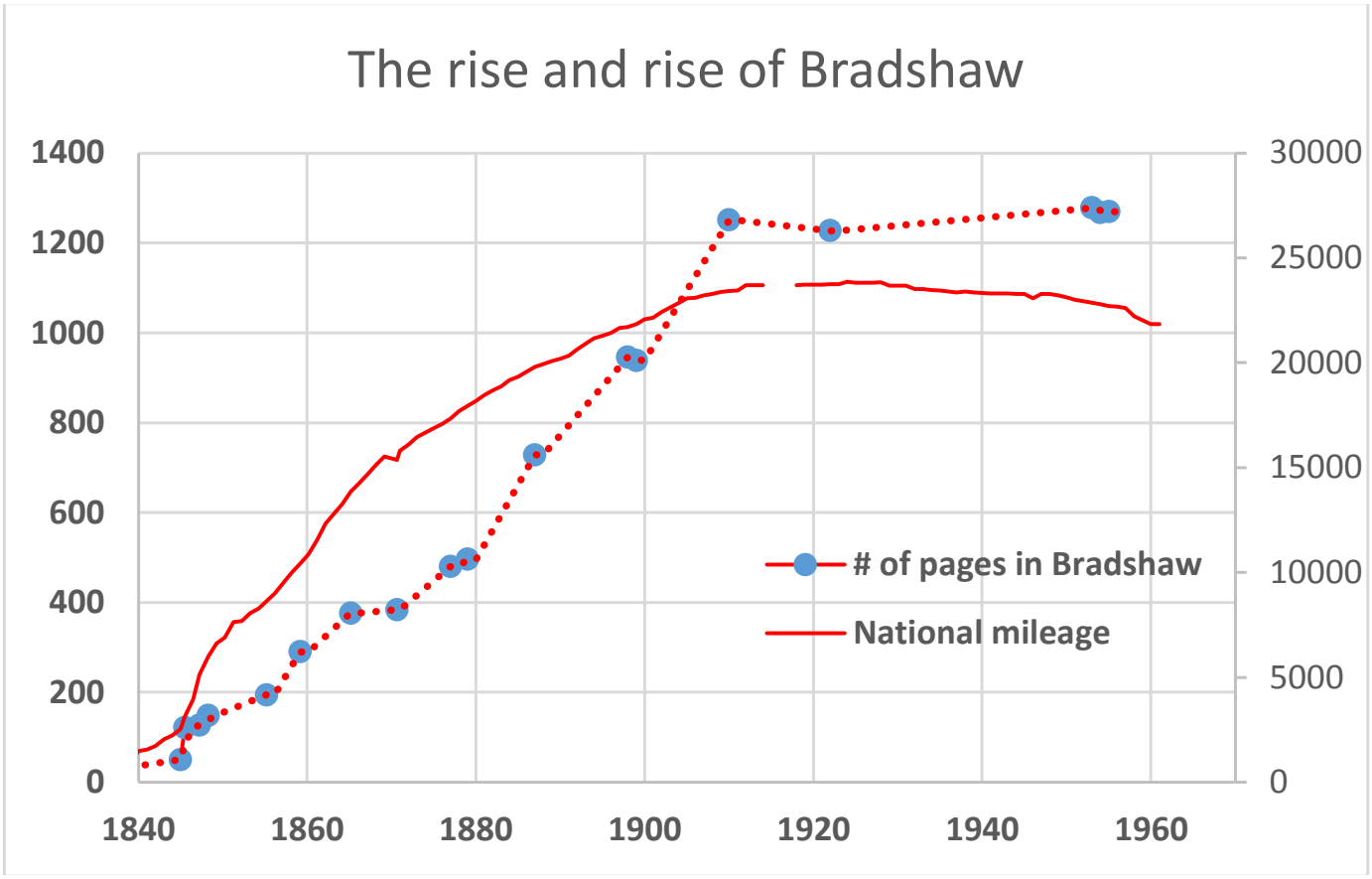
Although, as Wikipedia indicated, the number of new railway companies each year fell away after the 1860s, the number of train services on existing companies continued to skyrocket.

For instance, the number of weekday services out of Waterloo to Winchester



Notes: Word count of adverts was obtained by scanning in all company adverts in the *Railway Times* and running the scans through the *Linguistic Inquiry and Word Count* (LIWC) software. The number of securities listed was calculated from weekly share price tables in *Railway Times*.


# of Distinct Railway Companies operating
80
70
60
50
40
30
20
10
0
1820
1830
1840
1850
1860
1870
1880


The rise and rise of Bradshaw
1400
1200
1000
800
600
400
200
0
30000
25000
20000
15000
10000
5000
0
1840
1860
1880
1900
1920
1940
1960
# of pages in Bradshaw
National mileage

IAN BRADY'S COLLECTION OF BRADSHAWS

1922 (repro) 1953 1954 1955 Continental 1892 and 1899

1845 1847 1865 1870 1879 1899

on L&SWR's Southampton line (see our page 15) rose from 9 (1 page) in 1865 to 31 (3½ pages) in 1899.

The page size of Bradshaw (166mm x 122mm) remained close to what printers called "Royal Sixteenmo" for most of its life until 1955, when it changed to "Royal Octavo" (225 x 150—4th from left in the photo above). The font size was a 4pt (1.4mm) serif font, sometimes jocularly referred to as "*4-point Myopia"*. The line-spacing was 1.7 mm, allowing 85 lines on a "Portrait" orientation page. The article you are reading here is in 10pt Times New Roman. One reviewer of the 1913 Continental said, "*A magnifying glass, unless your eyes are very good, is a recommended accessory*". When David and Charles first began to reproduce Bradshaws (the 1910 edition) in 1968, they increased the font size to 2mm or about 6pt. This was an improvement … but not by much.

By about 1870, Bradshaw was already too big to be considered "pocket-sized", so people left them at home on the mantelpiece when they travelled by train. This is what Sherlock Holmes did, anyway (see our pages 14 and 15).

The Brady Collection also contains three unbound and two hard-bound copies of Bradshaw's Continental Railway Guide, of which Wikipedia says "*In June 1847 the first number of Bradshaw's Continental Railway Guide was issued, giving the timetables of the Continental railways. It grew to over 1,000 pages, including timetables, guidebook and hotel directory. It was discontinued in 1914 at the outbreak of the First World War. Briefly resurrected in the interwar years, it saw its final edition in 1939*".

The Continental edition resembled the "Great Britain" edition in all respects, including typography and size. Fairly naturally, it could only give details of major rail services in Europe.

Both "editions" of Bradshaw included maps and it has been said that the map included in issue No.1 of December 1841 of the British Edition was the first comprehensive railway map of Great Britain. Very few of the surviving copies still have their maps and this holds true for The Brady Collection.

In 1940, The Railway Gazette published "*The Centenary of Bradshaw"*, which reproduced some pages from early editions and had a general discussion of the role that the Guide played in British society. Extracts of it have appeared in previous issues of The Times.

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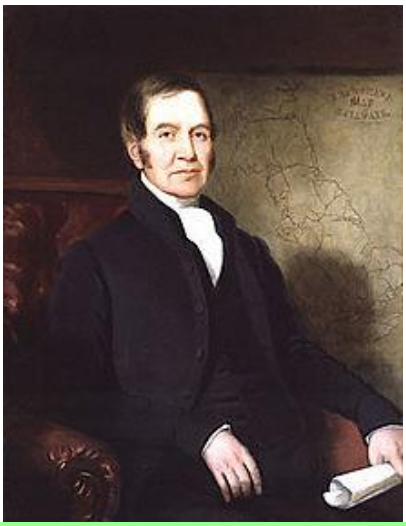
Watson and Holmes travel to Kings Pyland, via Exeter, on the 9AM GWR train (page 24, April 1899 Bradshaw) to solve "*The Adventure of the Silver Blaze"*, aka *"The curious incident of the dog in the night-time."*



George Bradshaw

Offices—Waterloo Station, S. E.] LONDON, SOUTHAMPTON, GOSPORT, PORTSMOUTH,

Fares.

Single 1 cl	2 cl	3 cl	Return 1 cl	2 cl	3 cl
0 3/0	2/0	1/0	5/0	3/0	2

Down. — **Week Days**—*Continued on opposite page*

	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	mrn	fast	aft	mrn	exp	aft	aft
Waterloo ..... dep	....	...	..	5 25	5 50	6 0	6 50	7 10	7 55	8 15	9 30			9 45	11 0	..	...
Vauxhall "	.			5 30			6 55	7 15	.	8 20				9 50			
Kensington 141 dep							6 5	6 58	7 20	.	8 40	.		9 33	1013		
Clapham Junction dep	.	.	..	5 36	.	.	7 2	7 21	8 6	8 26	.	.		9 57	.	.	.
Wimbledon & Merton "	.	.	.	5 44	.	.	7 9	7 31	.	8 33	..	.		10 7	.	.	.
Surbiton .. .. .. "	.	.	.	5 53	.	.	7 19	7 48	8 22	8 45	dl			1019	dl	.	.
Weybridge .. . "	.	.	.	6 8	dl	6 30	.	8 3	8 36	8 59	.	.		1036	.	.	.
Woking 73 "	.	.	.	6 18	6 31	6 47	7 38	8 21	8 47	9 22	1012	.		11 0	.	.	.
Brookwood (Necropolis)	.	.	.	Stop	.	6 50		8 31		9 29				11 8	.	.	.
Farnborough * 160				Stop			7 55	8 44	9 5	Stop				1118	.	.	.
Fleet	..		..	.	..			8 51	9 13					1125	.	.	.
Winchfield † .	..			.			8 0	8 57	9 20			.	.	1131	.	.	.
Hook	.		.	.			8 15	9 a 5	9 25	.		.	.	1137	.	.	.
Basingstoke 10 . .	...		.	.	7 8	Via Alton Line	8 27	9 a 16	9 40	.	1046	.	.	1146	12 9	.	.
Micheldever									10 0							.	.
Winchester † 96, 23	.	..	..	6 55	7 36	8 25			1017	mrn	1117					.	.
Shawford and Twyford	.		..	7 2	.	8 32				1016			..	..		.	.
Eastleigh § 82, 86 arr	.		.	7 11	7 46	8 40			1028	1022	1138					.	.
Gosport 82 arr	.	..	....	Stop	8 33	10 5	Via Salisbury		1129		12 7	.		.	Via Salisbury	.	.
Ryde (Boat) 82 "					9 2	11 0			12 0	.	1e50	.		.		.	.
82 Portsmouth Twn "					8 37	9 54			1139	.	1251	.		.		.	.
82 " (Harbour) "											1258					.	.
Eastleigh § .. dep	...	.	..	.	7 55	8 41		.	1030	1023	1133	.		.		.	.
Swaythling	..	..	..	..	8 0	8 46		..	.	.	..	...		..		...	....
St Denys 82.. . .	..	..	..	..	8 4	8 50		.	Sig								
Northam . .	.	..	..	..	8 8	8 54		.	1044	1034	1147	.		..		.	.
Southampton a arr	..	..	...	..	8 11	8 58		.	1046	1037	1150	..		...		.	.
" (Royal Pier) "	.		..						1057								
Cowes (Boat) 145 "	.		..	.	..	.		mrn	1210		.	.		.		.	.
Southampton a dep	..	6 20	7 0	.				10 0				12 5		..		1 10	
Eastleigh § ..... "	..	.	..	.	7 49	9 5	.	..	1035	.	1130	.		.		.	
St Denys 82 . .	...	.	..	..	7 56	9 12	...	.	1042	.	.	.		.		.	
Southampton (West).	.	6 26	7 6	.	8 3	9 19	..	10 7	1049	.	1143	1211		.		1 16	
Millbrook	..	6 30	7 10	.	.	9 23	..	1011	1052	.	..	1215		..		1 20	
Redbridge 84 ...	.	6 35	7 14	.	8 9	9 28	..	1015	1057	.	..	1220		..		1 24	
Totton (for Eling)... ..	.	6 38	7 17	.	.	9 31	..	1018	11 0	.	..	1222		..		1 27	
Lyndhurst Road . ..	..	6 45	7 24	.	8 14	9 38	..	1025	11 7	.	1159	Stop		..		1 34	
Beaulieu Road	..	6 50	7 30	.	.	9 44		1031	1113							1 40	
Brockenhurst . . .	.	7 1	7 40	.	8 27	9 50		1039	1123		12 6	.		.		1 49	
Brockenhurst .dep	.	.	.	.	8 32	9 59		1045		.	1211	.		..		....	
Lymington { Town a	....	..	.	..	8 43	10 9		1057	.		1221	.		.		....	
Lymington { Pier "	..	..	.	.	8 48	.	.	11 0	.		1226	..		.		....	
Yarmouth "					o 50			Stop		.	1 0	aft					
Brockenhurst ... dep	..	..	7 42	.	8 30	10 5		Stop	..	.	12 8	..		1213	....	.	..
Sway	.	.	7 49	.	.	1013	.		..	.		....		1220	....	1 25	..
New Milton ‖	..	.	7 55	.	.	1019	.		..	.		....		12 26	....	1 31	..
Hinton Admiral ††	....	..	8 1	mrn	8 44	1025	.	mrn	.	..	1222	....		1232	....	1 37	..
Christchurch ¶. . .	.	.	8 8	8 40	8 51	1032	.	1040	.	..	.	....		1239	....	1 37	..
Pokesdown.	....	.	8 13	8 46	8 56	1037	.	1045	.	..	.	....		1244	....	1 42	..
Boscombe	.	.	8 17	8 50	9 0	1041	.	1049	.	..	1227	....		1248	....	1 46	....
Bournemouth { arr	..	.	8 19	8 52	9 2	1043	.	1051	....	..	1240	aft		1250	....	1 48	....
Bournemouth { East dep	..	.	.	8 54	9 6	1046	..	1052	..	..	1243	1248		1253	....	1 50	....
Bournemouth West			.		9 13	1053			..	.	1250			1 1		....	
Branksome	..	.	..	9 1	9e44	.	..	1058	..	.		1254				1 56	....
Parkstone . ..			..	9 7	9e48		..	11 2	..	.		1257		..		2 0	....
Poole				9 12	9e53			11 6				1 1				2 5	
Holmsley	.	7 13	...		8 45	10 3			1133	.				..		..	2 2
Ringwood 73 ..	.	7 25	..		8 55	1017	.	.	1146	...				..		..	2 14
West Moors 79 ..	...	.	.	..	9 3	1025	.	.	.	....				..		..	2 23
Wimborne 73, 75 arr	.	7 40	.	.	9 10	1033	...	.	1159	....				..		..	2 31
Salisbury ... { arr								9 41	..	.				1237	....	....	
Salisbury ... { dep	...	6 25	.	.	.	.	.	9 43	.	.				1 40	....	....	
Downton ...	.	6 45	.	..	.	.	.	10 2	.	.				2 1	....	....	
Breamore .. .	.	6 54	.	.	.	.	.	1017	.	.				2 8	....	....	
Fordingbridge .	.	7 1	.	.	.	.	.	1023	....	.				2 15	....	....	
Dagger's Road .. .	.	7 7	.	.	.	.	.	1029	.	.				2 21	....	....	
Verwood ** . . .	..	7 15	.	.	.	.	.	1036	.	.				2 29	....	....	
West Moors		7 21	...					1043	....	.				2 37	....	....	
Wimborne 73, 75 ar		7 32						1054						2 45			
Wimborne .. dep	.	7 41	.	.	9 15			11 4	...	12 1	....			..		....	
Broadstone June 73, 75	.	7 53	.	.	9 22	.	.	1111	.	12 9	.			..		....	
Hamworthy Junction .	....	7 58	.	9 20	9 29	.	.	1117	1112	1216	....			1 7	....	....	
Wareham 92 ...	..	8 7	...	.	9 38	...	.	1126	.	122.	..			1 15	....	....	
Wool (for Lulworth Cove)	...	8 16	.	...	9 48	.	.	1134	..	1235	..			1 24	....	....	
Moreton	..	8 20	...	.	9 57	...	.	1143	..	1245	..			..	....	....	
Dorchester 19	7 15	8 34	...	.	10 7	..	.	1152	.	1255	..			1 41	....	....	
Upwey	7 25	8 45	....	....	1021	...	.	12 2	....	7 9	...			..	....	....	
Weymouth 84.....arr	7 30	8 52	...	.	1023	..	.	12 9	....	1 17	....			1 53	....	....	

Pullman Drawing Room Car, London to Bournemouth

For Notes, see page 78; for Continuation of Trains, see page 77 and 78.

☞ For Steamers from Southampton to Havre, Jersey, Guernsey, and St. Malo, see page 739.

The ***Copper Beeches*** Timetable: Above is page 76 from the April 1899 issue of Bradshaw. The train with the asterisk was the train that Sherlock Holmes and Dr. Watson caught to Winchester on their way to the "Copper Beeches" house at Otterbourne, 5 miles south of Winchester. Although the "Copper Beeches" story was written in 1892, the train service hadn't changed much by 1899 and the times above are exactly those that Dr Watson found when he pulled down Holmes's Bradshaw from the mantelpiece. The house, it might be mentioned, was a real house and still exists.

“The best to the worst”, of the worst departure delays for 42 departing flights. The percentages represent the percentage of times that the flight departure was delayed by more than 15 minutes. The worst performer was Jetstar on its Perth-Brisbane route.

Lateness ranked