Inside: Bradshaw, Part 2
Can the Bus go up the hill?
Island Hopping in The Solomons
Last run on the Bungaree Loop

—Contents—

Letter from Ian Manning

Four small musings arising from the June 2021 Times.

The reason why Firefly's Adelaide-Melbourne timetable gave no intermediate times between Horsham and Melbourne for the eastbound day service from Adelaide was not deference to V/Line sensibilities but to the simple fact that the Firefly bus WAS the V/Line bus. It accordingly left the highway at Horsham and travelled cross-country to Bendigo before proceeding to Melbourne. I found this out the practical way a couple of years ago, when I bought a V/Line day return to Rupanyup. The bus arrived in Bendigo shortly after the train from Melbourne, complete with Firefly's through passengers, and on the return trip the eastbound bus dropped us V/Line passengers off at Bendigo before continuing along the Calder highway with Firefly's passengers.

Re timetable preservation: you do not mention yesterday's ephemeral equivalent of the day-to-day electronic timetable – the graphic timetables which were meticulously drawn, with pencil and ruler, by train controllers as they went through each working day. I presume that these were discarded after each day's work was over, though maybe they were retained for a while in case they were needed as evidence if things had gone wrong.

Speaking of uncollectable timetables, when I first visited Indonesia in 1969 the then PNKA (National Train Company) did not provide public timetables – the best it could manage was departure lists at the main stations. Nor was there anything collectable about its working timetables, which appeared as graphs displayed on the walls of its stationmasters' offices. Most of these graphs has been in situ for a long time, since they were not re-issued for timetable changes. Instead they were kept up to date by with string – dressmaker's pins were used to pin the current train paths onto the original graph.

When I first visited Indonesia in 1969, it was far from the American sphere of influence. Presumably the PNKA's stringing habits derived from Dutch precedents, not American. Interesting, though, that the US (presumably the CIA) collected a timetable from the Netherlands East Indies and in due course made it available to Mr Tufte.

A Question of Originality (part 2)

Conrad Smith—*Whose idea was it for the first railway timetable? (Part 2)*

THE LAST WORD WENT TO KAY:

THE ORIGINATOR OF RAILWAY GUIDES

To the Editor of the Manchester Courier.

Sir,—Very little more need be said with regard to this matter. Mr. Gadsby in his letter in the Courier of Aug. 7th, wisely avoids pressing his claims as being the originator of railway guides, except in a monthly form; and, in order to work out his problem, disputes the possibility of No. 3 'Bradshaw' in Mr. Hartley's possession being a monthly work, because it contains a note to the effect that the next edition would appear on the 1st January, 1840. In the first place, No. 3 must have some meaning – either it means a monthly or a three-monthly; at all events, it means a serial, or that the work had gone through a series of editions previous to October. If once in three months it only makes Mr. Gadsby's case the worse. It was not so, however (and I speak authoritatively, as being the only person who ever had to do with it), the work assumed a monthly form from the date of the new arrangement at Normanton, about July 1839. The notice referred to in Mr. Hartley's copy was an abortive attempt to carry out an idea which Mr. Gadsby himself could not do even with his 'monthly'. He says, 'I had frequently to issue a supplementary number in consequence of alterations made in the middle of the month.' So it was with us specially on this occasion. The word 'monthly' was not printed on any of its pages, hence Mr. Gadsby's confidence in disputing the fact. Previous to 'Bradshaw' becoming a 'monthly' the work was necessarily published as the market required, the first edition of which appeared about August, 1838, containing a map of England and Wales, and a page of the Liverpool and Manchester trains and fares. In the course of the first twelve months the pages had increased to about 32 (see

Mr. Hartley's copy), and by the end of the second year to 46. Mr. Gadsby unreasonably asks for one of the earlier unnumbered copies. Indeed, I should hardly have thought one could have been found bearing a date so early as October, 1839.

Again, Mr. Gadsby insinuates a doubt as to the existence of 'Bradshaw' at the time of his first appearance when he says, May 16th, 'Even presuming that such a work existed'; and on July 17th he says, 'I again assert that I had never seen "Bradshaw" when I published mine', and yet he presumes to say that 'Bradshaw' was not a 'monthly' in 1839. How could he know anything about that which he says had no existence?

Again, Mr. Gadsby appears to know nothing about his own Guide, having to appeal to outsiders for information, when he is told that 'Gadsby' first appeared as a crown 4to, &c. In his letter of July 17th, Mr. Gadsby says:—

'The 4to size was good for the counting house, but not for travelling; hence I reduced the size, and subsequently reduced it still further to about a royal 16mo, and herein Mr. Bradshaw copied me. No sooner did he see that my Guide was a success than he came into the field.'

Now how many months would be required to develop his Guide before it became a royal 16mo.? Well, suppose we date his first edition of four pages crown 4to. September, 1839; he continues this three months when he again changes the size to crown 8vo. Still finding it not to answer at the end of another three months he again changes the size to royal 16mo., say on March 1st, and then he says 'Herein Mr. Bradshaw copied me,' thereby making the first appearance of 'Bradshaw' not possibly before April, 1840. How does Mr. Gadsby reconcile this kind of sophistry with the appearance of the matured and highly-developed railway guide of October 1839 in Mr. Hartley's possession? The

size of 'Bradshaw's' page has never changed from its first appearing in 1838 to the present time, 1874.

And now a few words as to the worthless character of 'Bradshaw'. Mr., Gadsby says: 'The work certainly contains some nice maps; but I must say that in comparison with mine it was no railway guide.' What says his friend 'J. P. W.' in his letter of May 20th: 'I well remember that when it ('Bradshaw') did appear Gadsby's was soon outrivalled and given up.' I must also refer him to Mr. Hartley's estimate of its value and recommend him to try to buy it. In addition to these testimonials there is that of the large monthly increase of the sale from the very day of its birth for nearly thirty years—surely this is suggestive. Mr. Gadsby thus appears to stand quite alone in his estimate of 'Bradshaw's' character. If, on the other hand, Mr. Gadsby's Guide were so very superior, why should he, as his words run, 'Hand it over to Mr. Bradshaw' without any consideration, when its value being proved many printers would have been glad to buy his interest?

And now it only remains for me to thank Mr. Gadsby for ventilating this subject, and thus enabling me to record facts which might otherwise have remained shrouded in eternal obscurity.—Yours, &c,

ROBERT D. KAY. Higher Broughton, Athol-place, August 12th, 1874 (13).

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Histories of Bradshaw's Guides written since this exchange of letters tend to favour the case as put forward by Kay, but there is a hint of disingenuousness around the edition No. 3 where he argues that earlier editions would have appeared months earlier than its 25 October 1839 date. It is now known that this No. 3 edition was the first combined edition of timetables for the north and south of the country, the southern 'No. 2' edition appearing on the same day as

the 'No. 3' edition, with the unnumbered northern edition dating from only six days before this on 19 October. There is thus no explicit mention of a 'No. 1' on these almost simultaneous productions, so No. 3 was in fact a first edition in the national sense, following less than a week after the very first regional collection. That Kay himself put together these editions for Bradshaw displays at the very least an overeager wish to win the argument.

Contemporary evidence is sparse, but the Manchester Times of June 1840 carried an advertisement by Gadsby:

UNDER THE SANCTION OF THE DIRECTORS.

GADSBY'S RAILWAY LIST and POST OFFICE and COACH GUIDE, for MAY, is now published, and contains the Times of Departure of all the Trains connected with Manchester, and also the London and Birmingham, and the Birmingham and Derby Junction; the Grand Junction and the London and Birmingham Stations; the POST OFFICE—Arrival and Departure of all the Mails and Hours at which the Box Closes:- COACHES—Times of Starting to all the principal Towns:- STEAM PACKETS—Times of Sailing from Liverpool, &c.; Hackney-Coach Fares, and Measurement of Distances from the Railway to all parts of the Town, and other valuable Information.

Price only Twopence.—Subscribers' Names received by the publisher, J. GADSBY, Newall's-Buildings, when the List will be regularly left at their warehouses or offices. Persons forwarding 1s. 6d. may have the List sent for six months, postage free, to any part of the kingdom (14).

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This advertisement was just below another, more that three times its size, also by Gadsby, advertising 'Anti-Corn-Law Wafers, and Labels for Letters' and 'Small Bills issued by the National Anti-Corn-Law League' which bears out his diverting his energies to that cause.

It has been pointed out in succeeding histories of Bradshaw that Kay was still in the company's employ at the

time of writing the foregoing letters; he felt more at liberty to write somewhat more freely after his retirement:

In the early part of 1838 I received an appointment from Mr. George Bradshaw, engraver, copper plate and lithographic printer, Cope's Court, St. Mary's Gate, Manchester, to inaugurate the letterpress printing which he was anxious to have added to his other engagements. He had already acquired considerable notoriety by his large canal maps of Great Britain, in the publication of which he was very successful. . . . It was in the middle of 1838 when Mr. Bradshaw handed me one of the Liverpool & Manchester passenger time bills to condense into a form and size suitable for the waistcoat pocket. The information thus prepared was put into a stiff cover, accompanied by a map of Great Britain and labelled 'Bradshaw's Railway Timetable.' The idea was suggested in order to create a sale for a large number of maps of England and Wales which he had in stock, lying idle. The first edition was quickly sold, the second and third equally so. In the meantime I was making additions in the shape of railway information, &c., so that by October 19, 1839, we had a really most compact and useful little railway guide, containing, with the title and address, eight pages of railway matter and cab fares, and five pages of maps and plans. Before the end of 1840, it contained twenty pages of railway and other matter, and twelve pages of maps and plans, price 1s., and the title changed to 'Bradshaw's Railway Companion (15).

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Kay is here arguing that in 1838, stocks of Bradshaw's map of Great Britain were lying unsold, and that some of these were combined with a booklet of railway times in order to encourage sales under the title 'Bradshaw's Railway Timetable'; the fact that no copy of this combination has ever been discovered despite the passage of almost two centuries would suggest some doubt as to the veracity of Kay's claim to have published before 19 October 1839. Bradshaw's hardbacked waistcoat books continued

to appear sporadically for some years in parallel with the paperback monthlies, numbered from their first edition for December 1841, perhaps appealing to a different market.

Bearing in mind also the mysterious jump in monthly numbering, under the direct control of Kay, when the March 1845 issue number 40 was followed in April by issue 141, why Edition 40 was followed directly by Edition 141 has yet to be explained satisfactorily; accidental or not, it was never corrected, and no doubt lent an aura of enhanced permanency at the time it occurred, which would not have harmed its reputation as a medium for potential advertisers at a time of competition – a key element in Bradshaw's business model.

In his 1890 Bradshaw's Railway Timetable, Percy Fitzgerald observed:

The honour of the invention of Railway Guides, if such can be termed, were not to be left altogether to the enterprising G. Bradshaw, and even when, a few years ago, an interesting discussion was started as to the earliest issuers of such publications, Mr. John Gadsby, a former Manchester printer, claimed to be the first in the field. He pleaded hard and earnestly for his claims, and in a letter to 'Notes and Queries' (January 3rd, 1885) thus stated his case. It would seem that in the case of every novelty or invention, there is always some victim of fate or hardship, whom some one coming later, and with more energy and skill, has passed in the race. (16)

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There follows an account of John Gadsby's claims:

'I have had a letter' he writes, 'from the Secretary of the Manchester Free Library, directing my attention to the notes in which reference is made to Bradshaw's Railway Guide. I hope I am not too late to say a word. I, and not Bradshaw, was the originator of that valuable public benefit. I proved this several years ago in a correspondence I had in the 'Manchester Courier,' and I now proceed to give you particulars.

I commenced business in Manchester

as a printer in 1834, and in 1839 I issued my first number of 'Gadsby's Monthly Railway Guide.' Mr. Abel Heywood, the well-known publisher of Manchester, Mr. Alderman King, and others still living, will remember this. But I have yet in my possession the letters I received from the Manchester and Leeds, Manchester, and Liverpool and Grand Junction. I enclose copies. Now, Bradshaw did not begin his until 1841, in the doing of which he copied from me. And, some time after, I was made printer and publisher to the Anti-Corn Law League. This so filled my hands and head too, that I gave up to Bradshaw. Two or three years afterwards, I met Mr. Blacklock, and I said to him, "I ought to have copyrighted my Guide." "Ah!" he replied, "it is too late now." Mr. Blacklock's widow is still living. But, in 1841, Bradshaw was not in its present form. It was not until 1842 that Bradshaw began to publish monthly at all, and then it was on a broad sheet; whereas it began in book form in 1839, and published monthly from the first, price threepence Bradshaw copying from me a couple of years or so after. Bradshaw originated the foreign railway guide, also maps. I never gave maps. I am now seventy-six, and every circumstance is as fresh in my mind as if it occurred last week. If you would like to see the original letters, I shall be happy to show them to you, or give any further information. I supplied all Manchester, Liverpool, Leeds and minor towns, before Bradshaw began. The forenamed Secretary of the Manchester Free Library says "what a pity you did not stick to Gadsby's Monthly Railway Guide." (17)

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Fitzgerald's conclusion:

It will be seen presently that this account is confused enough, and full of errors, such as the statement, that 'it was not until 1842 that Bradshaw began to publish monthly at all,' since, as we shall find, the present Monthly Guide first appeared in December, 1841. But much indulgence must always be extended to the disappointed inventor. By a curious law, his sense of grievance invariably causes him to distort facts to his own advantage (18).

Faulting Gadsby's assertion 'it was not until 1842 that Bradshaw began to publish monthly at all' was rather harsh, since strictly speaking, the first edition of December 1841 could not be described as being 'monthly' until the following edition of January 1842 had appeared, but that is the way of arguments. Even for historian Jack Simmons, the monthly guide began 'in 1842' (19)

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Fitzgerald continued:

It will be noted that Gadsby's 'List' only concerned Manchester, so he may be entitled to the credit of being the author of the first local guide. But his 'leaflet' guide, coming into being two months after Bradshaw's 'Tables' cannot for a moment be compared with the latter, either in pretensions or execution (20).

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Much later, during the centenary celebrations for the London and Birmingham railway in 1930, the Mayor of Birmingham put forward the name of Drake, a publisher of that city, as the inventor of the first railway timetable, which reignited the polemic once again, and generated more correspondence in the press:

Probably Bradshaw was not the first railway timetable. When opening the Centenary Exhibition of the London, Midland, and Scottish Railway last September, the Lord Mayor of Birmingham said that Drake's London and Birmingham time table of 1838 was the pioneer (21).

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Accounts of this controversy were related in books to celebrate the centenary edition of Bradshaw's timetable itself, although such books were somewhat muted or delayed by other events around the fateful closing months of 1939, when wartime restrictions began to impose severe limitations upon all but the most necessary of tasks.

In The History of Bradshaw, the company's official 1939 centenary account, Royde Smith describes early examples:

Mention has been made in the first chapter of the early guide books of the individual lines, and that there was no call for a General Railway Timetable until the complete opening of the London and Birmingham Railway in September, 1838. A month or so previously James Drake, of Birmingham, published a folder containing Regulations, Time, Fare and Distance Tables of the London and Birmingham, Grand Junction and Liverpool and Manchester Companies. Price 4d. in a neat case for the pocket. In February, 1839, 'Bridgen's Time Table of the Grand Junction and London and Birmingham Railways' appeared, 'a very neat and exceedingly useful work, published at Wolverhampton in a form which renders it suitable for the waistcoat pocket.' Eight months after, on October 5th, 1839, a new edition was advertised: 'This day is published, price 6d., done up in cloth, in so concise a way as to be adapted for the waistcoat pocket, Bridgen's Time Table of the London and Birmingham, Grand Junction, Birmingham and Derby, Bolton, Liverpool & Manchester, the North Union, and the Manchester and Leeds Railways.'

A later edition, dated March 30th, 1840, was done up in so concise a way as to measure 2 inches by 4, and was produced in the same strange manner as Bradshaw's Companion of that year (22).

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After listing the dozen railways included, Royde Smith continues:

Mr. James Drake's and Mr. Joseph Bridgen's little systems had their day and ceased to be, and so did that of Mr. John Gadsby, but his case is rather different. Gadsby started business in 1834 as a printer in Manchester, and became printer and publisher to the Anti-Corn Law League. The minutes of the Liverpool and Manchester Railway of August 12th, 1839, record:

'Read a letter from Mr. John Gadsby, of Newalls Buildings, Manchester, asking permission to print and sell Lists of the Times of Departures of the Liverpool and Manchester and Grand Junction trains—The publication to take place with the sanction of the Directors of the different Companies.

The Board was of the opinion that such a List of Departures published under proper regulations, would prove a great convenience to the public, and the Treasurer was authorised to afford proper facilities to the publisher to obtain correct Lists, as often as need be, of the times of Departure of the Liverpool and Manchester trains.'

The Time Tables duly appeared in January, 1840, and Gadsby lived unhappily ever after because nobody would believe him when he said that he had been first in the field. [...]

Bradshaw did not write to the Liverpool and Manchester Railway as Gadsby did. According to Kay, he obtained a copy of their time tables in 1838 and told Kay to arrange them in a portable form. This must have been in a perishable form also, for no copy is known to have survived, possibly because they had no protecting cover. What has survived is the little book dated 10th Mo. 19th, 1839. It is in a green cloth cover 3 inches by 4½, with the words, Bradshaw' (23)

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Royde Smith notes that Bradshaw did later write to the railway companies:

On May 12th, 1841, he wrote to the London and Birmingham Company proposing that in future alterations in the times of departure of trains should take place on the first of the month only. By a most suspicious coincidence a letter of the same date appeared in the Railway Times of May 22nd:

'Railway Time Tables

To the Editor of the Railway Times.

Sir,—I observe that the Directors of the Croydon Railway have advertised in their last notice that they will make no alteration in future in the times of starting their trains except on the first day of the month. Now I cannot help thinking that this arrangement would conduce greatly to the convenience of the public if it were universally adopted on all railways. Then if all notices were dated, a passenger would be sure to whether he had got the last notice in his hand, and a greater degree of usefulness would be given to two excellent publications which I have lately seen, "Bradshaw's Time Table"

and "Gadsby's Railway Companion", each published monthly at 3d., and containing the times of starting of all railways.

I am, Sir, your obedient servant, A Railway Traveller, May 12, 1841.'

Seeing that the Croydon Railway were quarrelling with neighbours at each end of their 8¾m. line, and that a year later they proposed abandoning the working of it and relying on tolls paid by other Companies, this brave resolution may have been no more than a bid for popular favour, especially if they made no alteration in their time tables. The really interesting facts announced by Railway Traveller are that 3d. Bradshaw Time Sheets were in existence on the 12th May, 1841, and that Gadsby's Railway List, which cost 2d. in 1840 when it started, had become a Threepenny Companion. (24)

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There was even doubt as to whether Bradshaw's Time Tables were Bradshaw's own idea:

Sometime in 1828 there arrived in Manchester George Frederick Mandley, the 'boy orator', a remarkable youth who corresponded with Robert Owen and Lord George Bentinck, wrote under the name 'Quintus Hortensius', became High Chief Ranger of the Foresters, and Superintendent of Births, Marriages and Deaths, claimed that he had suggested to Bradshaw the publication of Railway Time Tables. A similar claim is made by some stained glass windows in the Higher Broughton Methodist Chapel, Great Cheetham Street West, Manchester, and in the Wesleyan Chapel, Aughton Road, Birkdale, near Southport, on behalf of Robert Diggles Kay, who was employed as a compositor by Bradshaw when he started a printer's business with W. T. Blacklock in 1837 or 1838. These windows are there to inform posterity that Kay was the originator and first Editor of Bradshaw, and those at Southport were unveiled by a gentleman who said: Mr. Kay, as most if not all of them knew, was the founder, originator and editor of a famous railway guide—Bradshaw's (25).

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After expressing doubts in somewhat colourful and extravagant terms, Royde Smith then continues:

It is unfortunate that the perpetrators of those stained glass windows had not read the Athenaeum for January 17th, 1874, where Mr. Kay himself wrote 'Mr. Bradshaw suggested the idea' of the Time Table; or the Manchester Guardian for January 23rd, 1874, where he said 'Mr. Bradshaw suggested the idea to me in 1838.' Kay was a good and faithful servant and was editor of the Guide from the start until 1880, for Bradshaw, like all successful men, picked a good man and let him get on with the job. (26)

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Putting a date on Bradshaw's first appearance is difficult. Herbert Spencer in his autobiography says:

Bradshaw's Guide did not commence till the autumn of 1838, when it made its appearance in the shape of some three or four leaves. There have been disputes as to the date of origin, but I speak from definite remembrance (27).

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George Bradshaw's son Christopher recalled in a letter to The Figaro:

Bradshaw's Railway Guide.

It was commenced as Bradshaw's Railway Companion in the autumn of 1838 and assumed its present shape in 1840. The idea originated entirely with my father and the plan of the guide was matured with Mr. E. B. Noden (then of the Liverpool and Manchester Railway), Mr. W. T. Blacklock, my much lamented friend Mr. W. J. Adams, and our present Editor Mr. R. D. Kay (28).

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Writing in The Athenaeum, Spencer recounted:

It may be as well to correct an error, even though unimportant, which will otherwise become permanent. The first issue of Bradshaw's Railway Guide was more than a year earlier than that which Mr. Madan decides upon as the first. Mr. Robert D. Kay is quite right in saying there was an issue in 1838. At that time I was a civil engineer,

engaged on the London and Birmingham Railway, as it was then called, under Mr. (afterwards Sir) Charles Fox. Before the end of September, 1838, I left for the purpose of joining the staff of the Birmingham and Gloucester Railway at Worcester. I have a distinct recollection that before I left I saw Bradshaw's Time Tables at the Euston Station. How much earlier this may have been I do not know, but it was certainly before the end of September (29).

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What are we to make of such claims and counter-claims? If the victor of a war gets to write its history, then there is much to suggest that Gadsby has been written out of pre-eminence. Why did Bradshaw reprint Gadsby's Guide No. 1 – January 1840? The year 1839 is that now taken as Bradshaw's first, as histories, official or not, now accept.
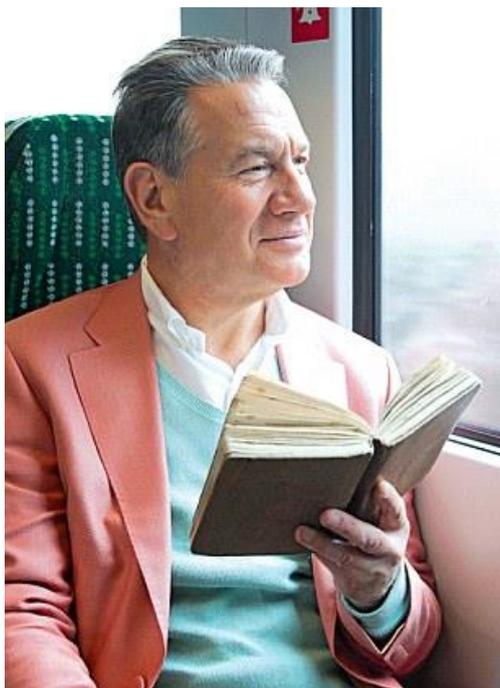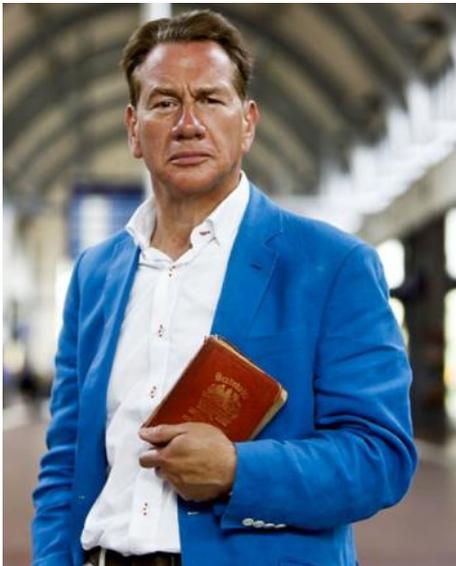
13. Manchester Courier, 17 August 1874, p. 7.
14. Manchester Times, 6 June 1840, p. 1.
15. Tit-bits, 24 February 1883.
16. Percy Fitzgerald, Story of 'Bradshaw's Guide', pp. 15–16.
17. Percy Fitzgerald, Story of 'Bradshaw's Guide', pp. 16–18.
18. Percy Fitzgerald, Story of 'Bradshaw's Guide', p. 18.
19. Jack Simmons and Gordon Biddle (eds), British Railway History (Oxford: University Press, 1997), p. 39.
20. Percy Fitzgerald, Story of 'Bradshaw's Guide', p. 21.
21. Liverpool Echo, 26 October 1939, p. 4.
22. Royde Smith, History of Bradshaw, pp. 30–1.
23. Royde Smith, History of Bradshaw, pp. 31–2.
24. Royde Smith, History of Bradshaw, pp. 48–9.
25. Royde Smith, History of Bradshaw, pp. 17–18.
26. Royde Smith, History of Bradshaw, p. 18.
27. Herbert Spencer, An Autobiography, 2 vols (London: Williams and Norgate, 1904), Vol. 1, p. 146.
28. The Figaro, 21 January 1874.
29. Herbert Spencer, Letter to the Editor, The Athenaeum, 26 January 1889, p. 116.\

Can the Bus go up the Hill?

JAMES T WELLS

HAVE A LOOK AT THE MAP below for NSW STA's 256 Chatswood West bus service. Notice that there are two routes going down to the Lane Cove River from Greville St.

The lower one is Fullers Rd; the top one Millwood Ave. Fullers Rd. is the original route but owing to grades and curves, Millwood avenue was constructed as an alternative.

The question we need to ask is whether both routes are in use. This is not easy to answer by looking at the timetable.

The answer is that the 7:16 am and the following three services proceed up Millwood avenue to Fullers Rd. where they turn right and do a loop around Chatswood West, returning to the Millwood Ave./ Fullers Rd. junction before proceeding up the hill to Chatswood.

It's not evident from the timetable which direction the service takes in doing the loop; what's needed is an additional timing point. But look very carefully at the map, get out your zoomer or magnifier and you'll see a tiny arrow embedded in the line under the V of Valerie. This indicates that the service runs in a clockwise direction around the loop.

These diagrammatic maps really could do with some work.

Running around the loop takes about 10 minutes. If this irritates the passengers from River Avenue "Fairyland" they can switch to the 259 service at the Delhi Rd. stop. The 259 runs from Macquarie to Chatswood.

"Fairyland" you ask? Notice the reference to Fairyland Avenue on the map. Fairyland was a famous picnic area in the old days just to the west of Fairyland Avenue. It can now only be reached by walkers but in its heyday picnickers came by boat up the Lane Cove River.

Also of note is that the Fairyland area is part of Ryde Council but it is officially part of Chatswood West.
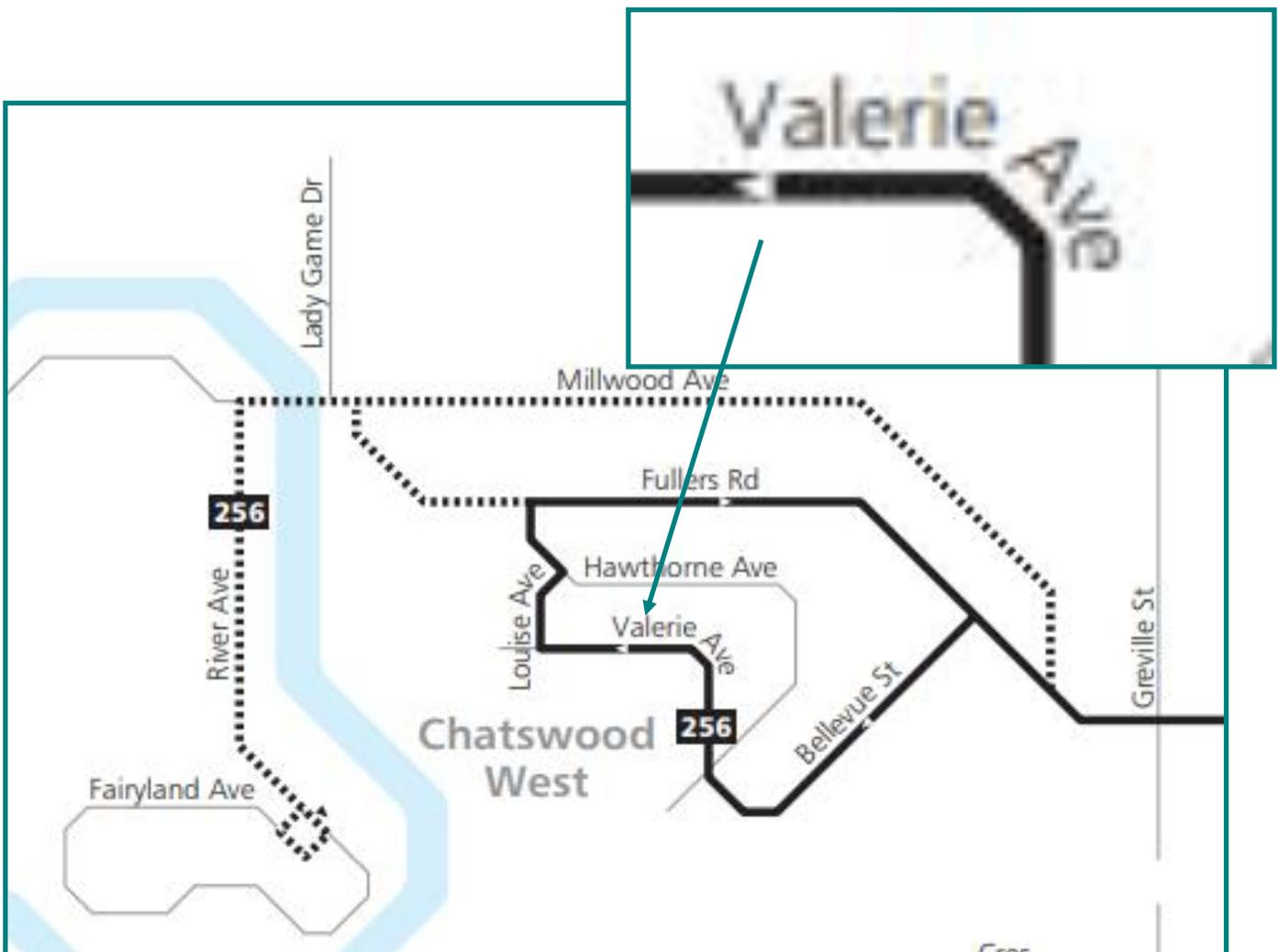
256 Chatswood to Fullers Rd (Loop Service) B

Valid from: 29 Jan 2021

Creation date: 18 Feb 2021
NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Chatswood Station	-	-	-	-	08:54	-	10:48	12:48	14:48
Fullers Rd near Bellevue St, Chatswood West	06:50	-	-	-	09:00	-	10:54	12:54	14:54
Hawthorne Ave at Fullers Rd, Chatswood West	06:55	-	-	-	09:05	-	10:57	12:57	14:57
Delhi Rd at River Ave, Chatswood West	--	-	-	-	--	-	--	12:59	--
River Ave opp Mulhall Park, Chatswood West	--	07:16	07:48	08:27	--	09:23	--	13:00	--
River Ave opp River Lane, Chatswood West	--	07:18	07:50	08:29	--	09:25	--	13:02	--
Delhi Rd at Riverside Dr, Chatswood West	--	07:18	07:50	08:29	--	09:25	--	13:02	--
Fullers Rd near Bellevue St, Chatswood West	--	07:23	07:55	08:34	--	09:30	--	--	--
Hawthorne Ave at Fullers Rd, Chatswood West	--	07:28	08:00	08:39	--	09:33	--	--	--
Fullers Rd near Bellevue St, Chatswood West	06:59	07:32	08:04	08:43	09:09	09:35	10:59	-	14:59
Chatswood Station	07:05	07:38	08:10	08:49	09:15	09:41	11:05	13:09	15:06

Monday to Friday	♿	♿	♿	♿	♿	♿	♿
Chatswood Station	15:24	15:52	16:24	16:54	17:24	17:54	18:24
Fullers Rd near Bellevue St, Chatswood West	15:30	15:59	16:30	17:01	17:30	18:01	18:30
Hawthorne Ave at Fullers Rd, Chatswood West	15:34	16:03	16:34	17:05	17:34	18:05	18:34
Delhi Rd at River Ave, Chatswood West	15:36	--	16:36	--	17:36	--	18:36
River Ave opp Mulhall Park, Chatswood West	15:37	--	16:37	--	17:37	--	18:37
River Ave opp River Lane, Chatswood West	15:39	--	16:39	--	17:39	--	18:39
Delhi Rd at Riverside Dr, Chatswood West	15:39	--	16:39	--	17:39	--	18:39
Fullers Rd near Bellevue St, Chatswood West	--	16:07	--	17:09	--	18:09	--
Chatswood Station	15:46	16:14	16:46	17:16	17:46	18:16	18:46

Saturday	♿	♿	♿	♿	♿
Chatswood Station	08:48	10:48	12:48	14:48	16:48
Fullers Rd near Bellevue St, Chatswood West	08:54	10:54	12:54	14:54	16:54
Hawthorne Ave at Fullers Rd, Chatswood West	08:57	10:57	12:57	14:57	16:57
Fullers Rd near Bellevue St, Chatswood West	08:59	10:59	12:59	14:59	16:59
Chatswood Station	09:05	11:05	13:05	15:05	17:05

So why did the planners not opt for the service to use the bottom part of Fullers Rd. to get to the loop area of Chatswood West? For starters, there is a No Right Turn sign prohibiting traffic from entering Fullers Rd. off the bridge. Fullers Rd. is very steeply graded up to the loop area, the author's estimate is an average of 1 in 5.4 as far as The Fairway intersection. Curves don't help either. He occasionally cycles up it and has to get off and push.

But, if travelling by bus on this section is your thing, then just wait until the afternoon. All the River Avenue services use the far end of Fullers Rd., not Millwood Avenue. They go down the steep hill and then turn left to cross the bridge.

No stop in the area misses out on a service with this arrangement except the one on Fullers Rd. near Culgoa St. But note that in addition to the River Avenue services there are four Fullers Rd. loop services in the afternoon peak period. These would service the Fullers Rd. near Culgoa St. stop. Saturday only gets loop services.

This is one of the more confused timetables operated by the STA. Perhaps it should be run as two distinct services. Note that the first entry in the timetable shows the service starting at Fullers Rd. near Bellevue St. before 'looping' its way to Chatswood. Perhaps the bus runs empty from Ryde depot.

This certainly looks like the case for the next three services which start at River Avenue.

The first outbound service from Chatswood is at 8:54 am, just to the loop. Want to go to Fairyland? The first service is at 12:48 pm. Note that

the return of this runs direct to Chatswood without doing the loop. It's a pity it doesn't as there is a four hour gap in loop services at this time.

A word about so called Loop services generally. There are many genuine loop services particularly in country towns. Classics are routes 55A and 55C in Wollongong – quite loopy except for the link to the University.

But the term is now being used for shorter services which are in no way, except to the extent that a short loop exists for turn around purposes or where one way streets are involved.

An example is the new 100 Taronga Zoo to City QVB service. It appears to be called a loop service because:

- There is no recovery layover at the Sydney terminal – two minutes is allowed for passenger purposes. If the inbound service is late, the

corresponding outbound will be late too, and;

- The timetable is presented as one schedule; i.e. there is no separate INBOUND from OUTBOUND

table. The city terminating point is shown in the middle, most of the other stops are repeated. This certainly simplifies presentation at the expense of confusing the users.

Comment on this article – <u>Letter to the Editor</u>

Return to <u>Contents Page</u>

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100 Taronga Zoo to City QVB (Loop Service) Ⓑ

Valid from: 29 Jan 2021

Creation date: 18 Feb 2021
NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿	♿	♿	♿	♿	♿	♿
Taronga Zoo, Bradleys Head Rd, Mosman	05:06	05:26	05:36	05:45	05:53	06:03	06:11	06:17	06:24
Bradleys Head Rd near Thompson St, Mosman	05:07	05:27	05:37	05:46	05:54	06:04	06:12	06:18	06:25
Military Rd near Raglan St, Mosman	05:10	05:30	05:40	05:49	05:57	06:07	06:15	06:21	06:28
Military Rd near Belmont Rd, Mosman	05:11	05:31	05:41	05:50	05:58	06:08	06:16	06:22	06:29
Spit Junction, Military Rd, Mosman	05:12	05:32	05:42	05:51	05:59	06:09	06:17	06:23	06:30
Military Rd before Cabramatta Rd, Cremorne	05:15	05:35	05:45	05:54	–	–	–	–	–
Military Rd at Spencer Rd, Cremorne	–	–	–	–	06:02	06:12	06:20	06:26	06:35
Neutral Bay Junction, Military Rd, Neutral Bay	05:17	05:37	05:47	05:56	06:04	06:14	06:22	06:28	06:37
Military Rd near Watson St, Neutral Bay	05:18	05:38	05:48	05:57	06:05	06:15	06:23	06:30	06:39
Wynyard Station	05:25	05:45	05:55	06:04	06:12	06:22	06:31	06:38	06:47
QVB, Sydney ARR	05:28	05:48	05:58	06:08	06:16	06:26	06:35	06:42	06:51
QVB, Sydney DEP	05:30	05:50	06:00	06:10	06:18	06:28	06:37	06:44	06:53
Wynyard Station	05:34	05:54	06:04	06:14	06:22	06:32	06:41	06:48	06:57
Military Rd opp Watson St, Neutral Bay	05:41	06:01	06:11	06:21	06:29	06:39	06:48	06:56	07:05
Neutral Bay Junction, Military Rd, Neutral Bay	05:42	06:02	06:12	06:22	06:30	06:40	06:49	06:57	07:06
Military Rd opp Holt Ave, Cremorne	05:44	06:04	06:14	06:24	06:32	06:42	06:51	06:59	07:08
Spit Junction, Military Rd, Mosman	05:47	06:08	06:18	06:28	06:36	06:46	06:55	07:04	07:13
Military Rd near Belmont Rd, Mosman	05:48	06:10	06:20	06:30	06:39	06:49	06:58	07:07	07:16
Military Rd near Raglan St, Mosman	05:49	06:12	06:22	06:32	06:42	06:52	07:01	07:10	07:19
Taronga Zoo, Bradleys Head Rd, Mosman	05:54	06:17	06:27	06:37	06:47	06:57	07:06	07:16	07:25
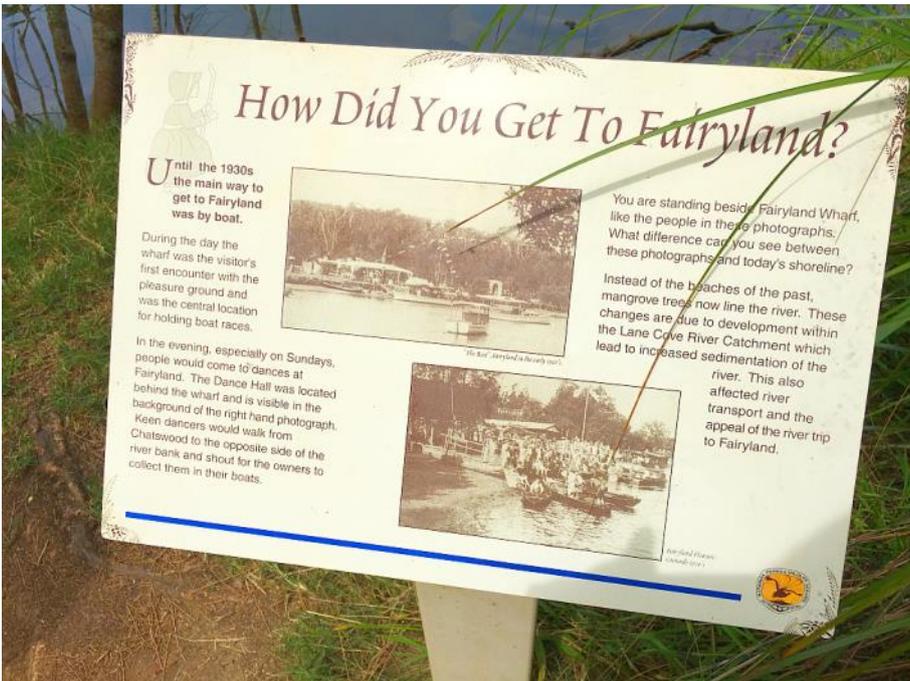
Island and nation hopping on Solomon Airlines in 1997

Steven Haby

NORMALLY I DON'T collect airline timetables and rarely fly (even pre-COVID) as I am a very nervous flyer (just ask my partner Katie) but from time to time in my quest to expand my timetable collection I come across something that piques my interest.

However I came across a number of airline timetables on eBay that I thought deserved another closer look and ended up purchasing a Solomon Airlines timetable from 1997.

Solomon Islands – a brief history

A sovereign state, the Solomon Islands comprises six large islands and over 900 smaller islands in Oceania. The region has a long and fascinating history and, as one may expect, given the size of the area, there would be cause for considerable disruption and dispute between various population groups notwithstanding political and economic considerations.

Today the state (with a population of around 660,000) relies on some agricultural industries to bolster the GDP and tourism is becoming more of a focus although the COVID-19 pandemic would have had a significant impact on the local economy. Basic infrastructure is just that — 'basic' with few roads, no railways and little in the way of public transport – but there is an airline – which is the basis of this article.

Island and nation hopping in 1997

Solomon Airlines has had an interesting history. It first commenced operations in 1962 as a charter carrier by Laurie Crowley who also operated charter flights in Papua New Guinea. Occasionally a charter flight operated by Crowley's company would fly to the Solomons and as no commercial aircraft were based in the islands, Crowley decided to start an airline which was named Megapode Airlines.

In 1968 Macair purchased the operation and renamed it Solomon Island Airways (SOLAIR) and

Solomon Airlines

Solomon Islands National Airline

P.O. BOX 23, HONIARA, GUADALCANAL, SOLOMON ISLANDS
Telephone: (677) 20031, Telefax: (677) 23992

TIMETABLE

EFFECTIVE 30TH MARCH 1997

* Schedules are subject to change without notice.
* All information correct at time of printing.

of restrictions and the easing of tensions on the islands, services were built up but were suspended again in 2016 for one day due to the government's failure to pay bills and salaries.

Today, the international network, more or less, has remained unchanged — except it no longer includes flights to New Zealand. Brisbane remains the Australian port.

The timetable from my collection is dated 30 March 1997 and is printed on A4 paper folded into a DL sized pamphlet.

What is interesting about the timetable is it outlines specific planes on each service (Solomon Airlines has always operated a small fleet).

As can be seen from the timetable (see p.16), the fleet is used at maximum capacity particularly on the domestic network where flight times are short – between 15 minutes and 45 minutes. For example, the Mundo – Gizo service is 15 minutes in length. Turnaround times at each port are around 10 minutes. The domestic fleet does not return to its 'home' port each day with some overnight stays — for example, on Wednesdays, Islander BNI 2 starts from Munda at 1050 for Gizo and finishes for the day at Honiara at 1540.

The sole B737-300 jet supports the bulk of the international network with Air Nuigini providing a Fokker F28 on Wednesdays and Sundays. On Monday the B737-300 commences from Brisbane at 1615 arriving Honiara at 2015. Next morning the jet operates to Vila then Auckland and
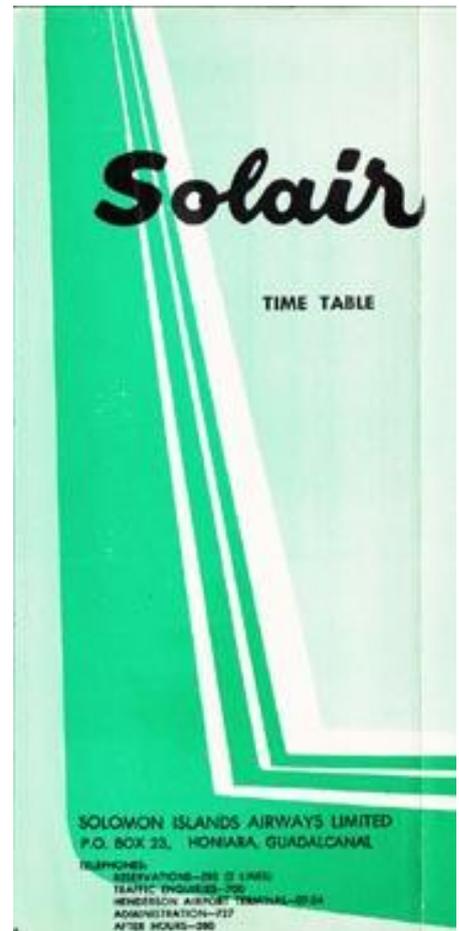
return to Vila then back to Honiara and then finally Brisbane. The jet does not operate again until Thursday evening when it flies back to Honiara arriving at 0015 Friday morning with a quick turn-around before heading back to Brisbane arriving at 0420. On Saturday the plane makes its way back to Honiara before flying to Vila and Nadi where it stays overnight when on Sunday it retraces its steps back to Brisbane arriving at 1425.

Comment on this article – Letter to the Editor

Return to Contents Page

commenced regular rather than charter operations. In 1975, Talair purchased SOLAIR and the government of the Solomon Islands purchased 49% of the operation. In 1984, the government purchased the airline outright however three years later the operation was sold to a subsidiary of Avis and Hunts (a tour operator).

The sale did not meet with widespread approval from staff with many leaving the company. As a result the Solomon Islands government decided that reinvestment was needed urgently and new planes, name and livery was introduced. Solomon Airlines was formed.

The airline's international operations extended to Brisbane, Auckland, Nandi, Port Vila and Port Moresby; however in 1999 due to internal civil unrest and resulting sanctions by the UN only the Brisbane service remained – all other international ports were abandoned. Following the lifting

Last Trains over the Bungaree Loop
REGIONAL RAIL REVIVAL *and* GLENN CUMMING

REGIONAL RAIL REVIVAL foreshadowed the closing of the Bungaree Loop as follows:

The Bungaree passing loop will be decommissioned from late December 2020 and will no longer be used by Ballarat Line trains once the project works are complete.

The final passenger services travelled via the Bungaree passing loop on Sunday 27 December, 2020.

The line for the Bungaree passing loop was first established in 1879 and used as a branch line from Ballarat to Gordon. In 1889 it formed part of the original alignment of the Melbourne to Ballarat line.

The line featured stations at Bungaree and Wallace, with Wallace closed in 1969 and Bungaree 1981.

In 2005, as part of the Regional Fast Rail project, a new direct rail line was opened from Millbrook to Dunnstown, providing up to nine-minute travel savings for trains on the Ballarat Line. This left the Bungaree passing loop to carry deviated train services, allowing trains to pass each other on the line.

The decommissioning of the Bungaree passing loop allows five level crossings to be removed in Bungaree, Wallace and Millbrook, with track, signage and infrastructure such as boom gates and lights all removed from these crossing sites in January, providing a huge safety boost for road users in these areas.

Temporary road closures will be in place at the level crossing locations.

Trains will start to use the new passing loops at Ballan and Millbrook for the first time from 31 January, providing more options for trains to pass each other and allowing services to recover from unexpected delays more quickly.

———————

Glenn Cumming, who travelled over the line on the last day, made the following report:

Hello all.

The railway line through Wallace and Bungaree is due to close after the passage of the last train on Sunday 27 December 2020. With this in mind I managed to get a day off work on Friday 18 December 2020 to do my last rail trips via Wallace and Bungaree accompanied by Espee8800.

No.8137 Down Wendouree – VL18

Departed Spencer Street Platform 8S on time at 13:16 Ardeer depart 13:34 – 2 minutes late, 1 passenger off Melton depart 13:48 – 2 minutes late

Rowsley Loop passed at 14:01 – Cross VL04 in the loop Ballan depart 14:14 – on time

Bungaree Loop East passed at 14:22, diverge to the North Line Photographers noted at a level crossing near Wallace; Bungaree passed at 14:28

Wendouree arrive 14:48 – 4 minutes early thanks to recovery time

No.8156 Up – VL18

Depart Wendouree on time at 15:13

Bungaree Loop West passed at 15:26 to the South Line; Ballan arrive 15:36, depart 15:37 – 1 minute late

While at Ballan, No.8158 Up Maryborough / Ararat with VL26-VL63 was 16:11 – 16:12, 1 minute late, 12 on, nil off.

No.8147 Down Wendouree – VL25 Depart Ballan 16:29 on time

Bungaree Loop East passed at 16:35 to the South Line; Ballarat arrive 16:47, depart 16:49 – 2 minutes late

While at Ballarat (coffee stop), the Up Empty Cars from Wendouree arrived at 17:03 and dawdled off to East Ballarat loco.

No.8151 Down Wendouree – VL19-VL73

Ballarat arrive 17:15, depart 17:17 – 4 minutes late; Wendouree arrive on time at 17:22

TOWARD THE ONE HOUR TRAIN TRIP
Nine small steps on a big journey

Up Empty Cars depart at 17:26

No.8166 Up Ararat – VL37

Wendouree arrive 17:37, depart 17:40 – 4 minutes late Ballarat arrive 17:45 – 3 minutes late

VL13-VL54 arrived in Platform 2 at 17:47 and then split VL13 to Maryborough departed at 17:51

VL54 to Wendouree departed at 17:53

The next Down Wendouree arrived in Platform 2 at 18:07 – 5 minutes late No.8166 then departed Ballarat at 18:08 – 5 minutes late

Bungaree Loop West passed at 15:26, diverge to the North Line; Bungaree passed at 18:19

Ballan depart 18:32 – 7 minutes late

Slow approach to Bank Box Loop saw us depart at 18:46 (11 minutes late) after crossing a Down VL in the loop

No.8166 stopped at the Up home signal for Rowsley Loop at 18:49 with the signal showing green over red. A change of mind saw us pass the signal showing red over yellow at 18:56 and stop in the loop at 18:59

A Down 6 car VL went past at 19:09 and we departed at 19:10 – 29 minutes late. Loco N463 and two other N class locos were noted in the Maddingley Sidings; Melton depart 19:25 – 28 minutes late

XR555-XR550 were noted in

Tottenham Yard on a load of container flats with boxes Footscray depart 19:46 – 29 minutes late

Franklin Street arrive 19:52 and depart at 19:55 as the Down XPT XP2014-XP2002 went past at 19:55

Spencer Street Platform 2 arrive 19:58 – 30 minutes late

A pleasant day out riding trains, but the performance of No.8166 was disappointing.. The lack of a crossover and signals at Warrenheip prevented No.8166 crossing the two Downs on the double line and the delay at Rowsley was not really explained although I assume that the late running of No.8166 resulted in the late decision to wait and cross at Rowsley Loop instead of Parwan Loop.

With the removal of the points at Bungaree Loop West as part of the Ballarat Line Upgrade, the length of the single line section on the Up side of Ballarat will be extended. Surely this will result in further delays on this section.

Did anybody else do a last trip on this line?

Regards,

Posted: 27 Dec 2020

Comment on this article – Letter to the Editor

Return to Contents Page

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Tanya's Quiz #4

1. Where on the Commonwealth Railways' system were worker's weekly tickets used for travel?

2 A NSW branch line to a copper mine and its township opened on 10th February 1919 and closed on 6th July 1924. Much later, the mining equipment was transferred to another NSW copper mining township whose railway opened on 17th June 1940 (although the first goods loading was on 9th October 1939, during the construction period) and closed on 1st September 1968. What are the mining townships involved?

3. The South Australian Railways had only 1 repeated word station name. What was it and where was it?

4. A particular section of the VR had its passenger service withdrawn during the 1930s. However, it was occasionally possible to travel over that section on through ordinary public trains for many years following the cessation. Discounting the Queenscliff line, as its passenger service ran much more frequently at times, what section was this? [Hint: trains serving this section originated at Flinders Street.]

Answers to Tanya's Quiz #3

(Entries are yet to be received for Quiz #3)

1. Victor Harbour, spelling was Victor Harbor at times

2. Meringur to Morkalla – opened 16th June 1931 with the Meringur car goods being extended to Morkalla on the first Thursday of the month; altered to weekly on 8th September 1931 but on Tuesday. Morkalla is in the north west extremity of the Mallee, west of Mildura. Redcliffs was the junction station.

3. VR's Laverton (pronounced 'Lav-er-ton') in the then non-electrified (1950) part of the Melbourne suburban area and WAGR's Laverton (pronounced 'Lay-ver-ton') 211 mi (339 km) north of Kalgoorlie and the terminus of the branch off the Leonora line from Malcolm (branch closed 26th June 1957).

4. The journey was clockwise so you would have changed trains at Lancefield Junction (now Clarkefield), Kilmore and Wallan.

5. FP 13 provided the Cooma to Bombala passenger service from 10th February 1970 to February 1974. It was withdrawn due to a seized engine but the service probably wouldn't have survived the oil crisis later that year had it still been operating.

6. Oatlands.

MONDAY

A/C TYPE	FLT NBR	DEP	SECTOR	ARR
737	IE701	1615	BNE-HIR	2015
F28				
DHT 1	IE130	0700	HIR-AKS	0730
	IE131	0740	AKS-HIR	0810
	IE114	0900	HIR-IRA	1000
	IE114	1010	IRA-NNB	1030
	IE115	1040	NNB-IRA	1100
	IE115	1120	IRA-HIR	1220
	IE142	1400	HIR-GZO	1530
	IE143	1540	GZO-MUA	1555
	IE143	1615	MUA-HIR	1735
DHT 2	IE140	0630	HIR-MUA	0750
	IE140	0810	MUA-GZO	0825
	IE141	0835	GZO-EGM	0905
	IE141	0915	EGM-HIR	1015
	IE174	1130	HIR-FRS	1215
	IE174	1220	FRS-VAO	1245
	IE175	1255	VAO-HIR	1400
BNI 1	IE210	0645	HIR-RUS	0715
	IE211	0725	RUS-HIR	0755
	IE272	0830	HIR-AVU	0850
	IE273	0900	AVU-HIR	0920
	IE200	1200	HIR-AKS	1230
	IE201	1240	AKS-HIR	1310
	IE232	1630	HIR-AKS	1700
	IE233	1710	AKS-HIR	1740
BNI 2	IE240	0800	MUA-RIN	0815
	IE240	0820	RIN-GZO	0930
	IE240	0940	GZO-CHY	1025
	IE241	1030	CHY-GZO	1120
	IE241	1130	GZO-MUA	1145
	IE247	1600	MUA-EGM	1620
	[illegible]	1630	EGM-HIR	1745

TUESDAY

A/C TYPE	FLT NBR	DEP	SECTOR	ARR
737	IE710	0750	HIR-VLI	0950
		1040	VLI-AKL	1440
	IE711	1540	AKL-VLI	1750
		1840	VLI-HIR	2040
	IE700	2130	HIR-BNE	2340
F28				
DHT 1	IE120	0645	HIR-BNY	0745
	IE120	0755	BNY-RNL	0815
	IE121	0825	RNL-BNY	0845
	IE121	0855	BNY-HIR	0955
	IE104	1030	HIR-EGM	1130
	IE104	1140	EGM-MUA	1200
	IE105	1220	MUA-EGM	1240
	IE105	1250	EGM-HIR	1350
	IE140	1430	HIR-MUA	1550
	IE140	1610	MUA-GZO	1625
	IE141	1635	GZO-HIR	1755
DHT 2	IE100	0630	HIR-GZO	0800
	IE101	0820	GZO-HIR	0950
BNI 1	IE230	0700	HIR-AKS	0730
	IE231	0740	AKS-HIR	0810
	IE260	0830	HIR-MBU	0850
	IE261	0900	MBU-HIR	0920
	IE200	1200	HIR-AKS	1230
	IE201	1240	AKS-HIR	1310
	IE232	1630	HIR-AKS	1700
	IE233	1710	AKS-HIR	1740
BNI 2	IE244	0630	HIR-EGM	0745
	IE244	0755	EGM-MUA	0815
	IE244	0835	MUA-GZO	0850
	IE244	0900	GZO-MNY	0945
	IE245	0955	MNY-GZO	1040
	IE245	1050	GZO-MUA	1105

WEDNESDAY

A/C TYPE	FLT NBR	DEP	SECTOR	ARR
737				
F28	IE707	0845	POM-HIR	1205
	IE706	1245	HIR-POM	1405
DHT 1	IE130	0700	HIR-AKS	0730
	IE131	0740	AKS-HIR	0810
	IE118	0900	HIR-IRA	1000
	IE118	1030	IRA-SCZ	1205
	IE119	1235	SCZ-IRA	1420
	IE119	1440	IRA-HIR	1540
	IE132	1630	HIR-AKS	1700
	IE133	1710	AKS-HIR	1740
DHT 2	IE140	0630	HIR-EGM	0730
	IE140	0740	EGM-MUA	0800
	IE140	0820	MUA-GZO	0835
	IE141	0845	GZO-HIR	1015
	IE154	1130	HIR-GZO	1230
	IE154	1250	GZO-BAS	1330
	IE154	1340	BAS-CHY	1400
	IE155	1410	CHY-GZO	1450
	IE155	1510	GZO-HIR	1640
BNI 1	IE272	0800	HIR-AVU	0820
	IE273	0830	AVU-HIR	0850
	IE270	1030	HIR-FRS	1045
	IE271	1055	FRS-HIR	1140
	IE200	1200	HIR-AKS	1230
	IE201	1240	AKS-HIR	1310
	IE202	1330	HIR-XYA	1400
	IE203	1410	XYA-HIR	1440
	IE210	1500	HIR-RUS	1530
	IE211	1540	RUS-HIR	1610
BNI 2	IE246	0830	MUA-GZO	0845
	IE246	0855	GZO-KGE	0925
	IE246	0935	KGE-CHY	1020
	IE247	1030	CHY-KGE	1115
	IE247	1125	KGE-GZO	1155
	IE247	1215	GZO-MUA	1230
	IE247	1340	MUA-HIR	1415
	IE248	1500	HIR-MUA	1535

THURSDAY.

A/C TYPE	FLT NBR	DEP	SECTOR	ARR
737	IE701	2115	BNE-HIR	0015+1
F28				
DHT 1	IE100	0630	HIR-GZO	0800
	IE101	0820	GZO-HIR	0950
DHT 2	IE130	0700	HIR-AKS	0730
	IE131	0740	AKS-HIR	0810
	IE132	0900	HIR-RBV	1020
	IE132	1030	RBV-MUA	1040
	IE133	1100	MUA-RBV	1110
	IE133	1120	RBV-HIR	1240
	IE142	1400	HIR-GZO	1530
	IE143	1540	GZO-MUA	1555
	IE143	1615	MUA-EGM	1635
	IE143	1645	EGM-HIR	1745
BNI 1	IE260	0730	HIR-MBU	0750
	IE261	0800	MBU-HIR	0820
	IE234	0900	HIR-PRS	0945
	IE235	0955	PRS-HIR	1040
	IE200	1200	HIR-AKS	1230
	IE201	1240	AKS-HIR	1310
	IE232	1630	HIR-AKS	1700
	IE233	1710	AKS-HIR	1740
BNI 2	IE242	1050	MUA-GZO	1105
	IE242	1115	GZO-BAS	1200
	IE242	1210	BAS-CHY	1230
	IE243	1240	CHY-GZO	1325
	IE243	1335	GZO-MUA	1350
	IE243	1410	MUA-HIR	1540

FRIDAY

A/C TYPE	FLT NBR	DEP	SECTOR	ARR
737	IE700	0210	HIR-BNE	0420
F28				
DHT 1	IE120	0645	HIR-BNY	0745
	IE120	0755	BNY-RNL	0815
	IE121	0825	RNL-BNY	0845
	IE121	0855	BNY-HIR	0955
	IE142	1400	HIR-MUA	1520
	IE142	1540	MUA-GZO	1555
	IE143	1605	GZO-EGM	1635
	IE143	1645	EGM-HIR	1745
DHT 2	IE140	0630	HIR-EGM	0730
	IE140	0740	EGM-MUA	0800
	IE140	0820	MUA-GZO	0835
	IE141	0845	GZO-HIR	1015
	IE152	1045	HIR-GZO	1215
	IE152	1235	GZO-CHY	1315
	IE153	1325	CHY-GZO	1405
	IE153	1425	GZO-HIR	1555
	IE132	1630	HIR-AKS	1700
	IE133	1710	AKS-HIR	1740
BNI 1	IE212	0750	HIR-IRA	0815
	IE213	0825	IRA-HIR	0940
	IE270	1000	HIR-FRS	1045
	IE271	1055	FRS-HIR	1140
	IE200	1200	HIR-AKS	1230
	IE201	1240	AKS-HIR	1310
	IE210	1630	HIR-RUS	1700
	IE211	1710	RUS-HIR	1740
BNI 2	IE230	0700	HIR-AKS	0730
	IE231	0740	AKS-HIR	0810
	IE274	0900	HIR-VAO	1015
	IE275	1025	VAO-HIR	1150
	IE248	1500	HIR-MUA	1630

SATURDAY

A/C TYPE	FLT NBR	DEP	SECTOR	ARR
737	IE701	0920	BNE-HIR	1320
	IE704	1410	HIR-VLI	1610
		1700	VLI-NAN	1930
F28				
DHT 1	IE130	0700	HIR-AKS	0730
	IE131	0740	AKS-HIR	0810
	IE160	0830	HIR-MBU	0850
	IE161	0900	MBU-HIR	0920
	IE172	1000	HIR-AVU	1020
	IE173	1030	AVU-HIR	1050
	IE142	1400	HIR-EGM	1500
	IE142	1510	EGM-MUA	1530
	IE142	1550	MUA-GZO	1605
	IE143	1615	GZO-HIR	1745
DHT 2	IE140	0630	HIR-GZO	0800
	IE141	0810	GZO-MUA	0825
	IE141	0845	MUA-EGM	0905
	IE141	0915	EGM-HIR	1015
	IE118	1130	HIR-IRA	1200
	IE118	1220	IRA-SCZ	1405
	IE119	1425	SCZ-IRA	1610
	IE119	1630	IRA-HIR	1730
BNI 1	IE202	1200	HIR-XYA	1230
	IE203	1240	XYA-HIR	1310
	IE210	1430	HIR-RUS	1500
	IE211	1510	RUS-HIR	1540
	IE232	1600	HIR-AKS	1630
	IE233	1640	AKS-HIR	1710
BNI 2	IE242	0730	MUA-GZO	0745
	IE242	0755	GZO-BAS	0840
	IE243	0850	BAS-GZO	0935
	IE243	0945	GZO-MUA	1000

SUNDAY

A/C TYPE	FLT NBR	DEP	SECTOR	
737	IE705	0800	NAN-VLI	0840
		0925	VLI-HIR	1125
	IE700	1215	HIR-BNE	1425
F28	IE707	0845	POM-HIR	1205
	IE706	1345	HIR-POM	1405
DHT 1	IE120	0645	HIR-BNY	0745
	IE120	0755	BNY-RNL	0815
	IE121	0825	RNL-BNY	0845
	IE121	0855	BNY-HIR	0955
	IE152	1015	HIR-GZO	1145
	IE152	1205	GZO-CHY	1245
	IE153	1255	CHY-BAS	1315
	IE153	1325	BAS-GZO	1405
	IE153	1425	GZO-HIR	1555
	IE132	1630	HIR-AKS	1700
	IE133	1710	AKS-HIR	1740
DHT 2	IE140	0700	HIR-GZO	0830
	IE141	0840	GZO-MUA	0855
	IE141	0915	MUA-EGM	0935
	IE141	0945	EGM-HIR	1045
	IE142	1400	HIR-EGM	1500
	IE142	1510	EGM-MUA	1530
	IE142	1550	MUA-GZO	1605
	IE143	1615	GZO-HIR	1745
BNI 1	AVAILABLE FOR CHARTER			
BNI 2	AVAILABLE FOR CHARTER			

AIRCRAFT

733 — Solomon Airlines B737-300
F28 — Air Niugini F28
DHT — Twin Otter
BNI — Islander

INTERNATIONAL

AKL — AUCKLAND
BNE — BRISBANE
NAN — NADI
POM — PORT MORESBY
VLI — VILA
+1 — NEXT DAY

DOMESTIC

AKS — AUKI
AVU — AVUAVU
BAS — BALLALAE
BNY — BELLONA
CHY — CHOISEUL
EGM — SEGHE
FRS — FERA
GZO — GIZO
HIR — HONIARA
IRA — KIRAKIRA
KGE — KAGAU
MBU — MBABANAKIRA
MNY — MONO
MUA — MUNDA
NNB — SANTA ANA
PRS — PARASI
RBV — RAMATA
RIN — RINGI COVE
RNL — RENNELL
RUS — MARAU
SCZ — SANTA CRUZ
VAO — SUAVANAO
VEV — BARAKOMA
VIU — VIRU HARBOUR
XYA — YANDINA

CONTACT INFORMATION

AIRPORT INFORMATION:	TEL:	36509
		36101
SALES & TICKETING:		20031
CHARTER REQUIREMENTS:		36048
CARGO:		36183
		36071

SCHEDULES ARE SUBJECT TO CHANGE WITHOUT NOTICE

DOMESTIC ROUTES

Ontong Java
Ballalae
Choiseul
Mono
Kagau
Gizo
Ramata
Suavanao
Munda
Fera
Seghe
Ngatokae
Auki
Yandina
Honiara
Mbabanakira
Parasi
Marau
Avu Avu
Kirakira
Bellona
Santa Ana
Rennell
Santa Cruz

THE TWO WORLD OF Solomon Airlines

INTERNATIONAL ROUTES

Port Moresby
PNG
Honiara
SOLOMON ISLANDS
Port Vila
VANUATU
Nadi
FIJI
Brisbane
AUSTRALIA
Sydney
Auckland
NEW ZEALAND