The Times

June 2022

A journal of transport timetable history and analysis

Where does the Daily Train Plan come from?

Inside: **DTPs, AMBAs and other creatures**
The Rise and Fall of the 543
Tanya visits Tiboondah

RRP $4.95
Incl. GST

The Times

A journal of the Australian Timetable Association Inc. (A0043673H)
Print Publication No: 349069/00070, ISSN 0813-6327

June 2022 **Vol 39 No. 06 Issue No. 461**

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The Times is posted in full colour to our website https://www.timetable.org.au/times.html, two months after publication in paper and to the National Library website 6 months after publication.

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.- -- -... .- ? AMBAs, DTPs and all that stuff

GEOFF LAMBERT *looks over the shoulders of those who plan for tomorrow morning.*

IN THE BEGINNING THERE WAS darkness; and the gurus created the SWTT; and the SWTT begat the STN and both begat the DTP, which begat the AMBA. And the gurus saw that it was good and rested.

AMBA? The acronym Dictionary says it stands for Australian Multiple Births Association, but old railway hands knew better – it was a four character railway telegraphic code word:

AMBA Report means the list prepared by SRA Train Programming, of freight and long-distance passenger services scheduled to run in the 48 hours commencing at 00:01 following the time when the list is first issued, incorporating confirmed Train Paths from the SWTT as well as additions and alterations to these services.

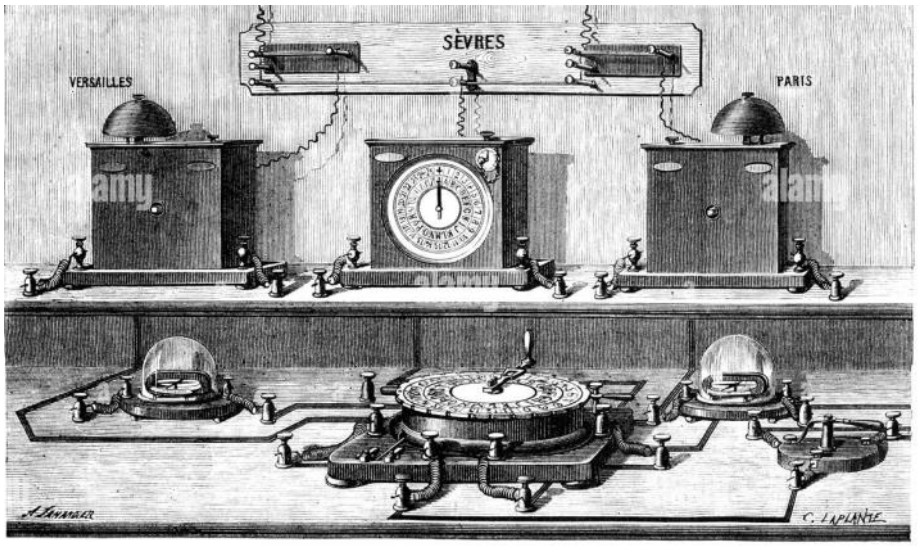
Log in to https://morsecode.world/international/translator.html to hear the Morse Code for "AMBA" [the characters in the title above].

The AMBA has been a part of NSW Train Control for ever and ever. In the previous millennium, possession of the AMBA enabled all concerned to know which Mandatory or Conditional trains in the WTT would pop up on the railway line, which trains would not and which otherwise unexpected trains would appear. For these a Special Train Notice or a "Telegram" was necessary to "join the dots".

A modern (and anonymous) guru of this obscure art has said the following:

It has always been a part of the working of TC here as the information was required each day (nominally 0600) for the local Signaller to prepare his T6.300 Train Running Information for the local Ganger.

At Train Control in Sydney, circa 1982, the AMBA was typed by the Afternoon Shift Programmer, after all the locos and loading was confirmed by various sections and Yard Controllers. Also required was the input from the Wheat Officers at Sydney, Werris Creek, Dubbo, Orange, Junee and the then infant Containers Officer. Another person involved was the "Wagon" Clerk, who allocated empty wagons to various country districts. Later on, there was an Interstate Officer involved. Of course, the CMPC Clerks [whoever they were] *had a big involvement in allocation to the various Locos in conjunction with the District Loco Depots.*



RAILWAY TELEGRAPH STATION

At the time, the AMBA was distributed at around 1800-1900 each day. A copy for each board was prepared by either Carbon paper, or Roneo Machine. The one at Train Control was hand worked.

A copy also went to Sydney Telegraph for distribution by Telex to various areas. These were upgraded to a Xerox Printer not long after, but the new-fangled Facsimile machine was a little way off. The first one at Control was a thermal one, which took forever to transmit. There was a Junior Station Assistant at Sydney Control who had the job of distributing the AMBA and train loads.

Of course, nothing ever changes, the Train Control Centres all have a "Programmer" for access to the various networks and an AMBA is issued today to all those who need it for train working. It is considered "Commercially in Confidence" and those runts outside the area do not generally have access to a copy.

The present system is based on a electronic version of the old train graphs and pieces of paper.

For a Train Operating Company driver to run a train for a Train Operating; remembering all Mandatory trains are already a given that they will run, the following sequence applies.

Get a request from the customer.

Prepare a planned timing electronically into the DTPOS System (Daily Train Plan Operating System) which is centrally connected to the various Access Owners, and the TRIMS, train planning system which holds the whole timetable as published. The programmer will provide a reasonable turnaround of an approved path when he confirms

through TRIMS.

All this used to be manually handled up until three years ago when ALL Owners got on the same versions of TRIMS – Currently V6 is installed.

Operators receive approval back electronically on their DTPOS System. When approved, the service is "inked" in on the graph for that day, say Brisbane to Adelaide via Ulan and Broken Hill.

DTPOS also produces a Train Statement for the approved path, which operators can get on their PCs.

At the Close of Business (COB) each day the various programmers confer and agree to release the kraken.

All trains that are on the graph as required to run or approved for the ad hoc requests are printed on an AMBA, which is available to those who are approved to receive it.

Normally Operators are not given access as it means they can see our competitor's business.

The information shown in TRIMS is also used to provide DATA for the various Train Trackers at ARTC, CRN and Sydney Trains. These show progress and recorded data for each train … if you have access to the facility.

The Committed Capacity Graphs published on the ARTC Website are a copy of TRIMS without the train numbers (for commercial reasons).

A copy of the ARTC AMBA from Broadmeadow is attached [not shown]*, also a Train path request, an approved one, and a copy of the Train Running Statement.*

Having all Programmers interlocked and working on the same system allows them to suggest between themselves alterations in another area to free up a path in their area. It is great as they can sometimes see beneficial working. Generally, I could get a Call from Junee and ask if my train can leave Enfield 30 minutes earlier, or 40 minutes later, as it will then fit all the way to Broken Hill or Murtoa, as they can see all the movements on one screen. They can also supply me with a screenshot to let me see what they are talking about.

One thing to mention, the Programmers have all the track possessions shown on the daily master graph and can alter those trains affected around it.

Without being picky, V/Line and Metro, do not have this and use a manual system (faxed to and from ARTC Junee and Mile End).

Called TON [Train Operating Notice]*, etc. The ARTC people at Mile End still work on TRIMS and DTPOS but do not issue AMBAs as such, because they mostly still work at ANR. They will issue various Train Notices on-line for ad hoc trains within their area of control.*

Fairly obviously, you can't have an AMBA unless you have a DTP.

The Daily Train Plan

It came as a complete surprise to me to find that the best descriptions of the creature now called the "Daily Train Plan", come from legal sites such as https://www.lawinsider.com/dictionary/daily-train-plan. What follows has, however, been taken from Transport for NSW web-sites and open-access PDF documents.

Overview of process

The Daily Train Plan contains the Train Path entitlements of Rail Operators from the SWTT, all published STNs and Tables Telegrams, Path Requests and Path Amendments submitted by Rail Operators that apply for that specific date. The Daily Train Plan also includes additional Short Notice Track Possessions, confirmed services and any other short notice program alterations for that specific date.

Each day's Daily Train Plan takes effect at 00:01 hours on the day and is amended as required, as described in Section 5.0 (Daily Train Control) of this Operations Protocol, to manage and record actual operations during the day.

Inputs to process

The inputs to the process for Daily Train Plan preparation include:

- the current SWTT;
- confirmation by Rail Operators of those services specified in their entitlements that they intend to operate on a particular day;
- requests for Ad hoc or amended Train Paths;
- amendments to approved services;
- published STNs and Tables Telegrams;
- Network constraints.

Roles and responsibilities

The roles of the various parties involved in Daily Train Plan production are as follows:

Rail Operator

- provides documented confirmation through DTPOS of the services that it will operate on a particular day from within its Train Path entitlements;
- submits requests for additional Ad hoc Train Paths and alterations to existing entitlements, by providing applications through DTPOS with any information that Sydney Trains requires from time to time;
- reviews proposed alternative Train Paths offered by Sydney Trains, where it is notified that its request for additional *ad hoc* Train Paths or alterations to existing entitlements cannot be accommodated, and negotiates alternative options and;
- plans its Trains to operate in accordance with the Daily Train Plan.

Sydney Trains

- provides details of planned and Short Notice Track Possessions made in accordance with the Network Access Manual;
- prepares the Daily Train Plan from the relevant inputs;
- uses its reasonable endeavours to ensure that all confirmed entitlements of Rail Operators are included in the Daily Train Plan; then considers, assesses and accepts or rejects requests for additional Ad hoc Train Paths and alterations to existing entitlements by Rail Operators, subject to:

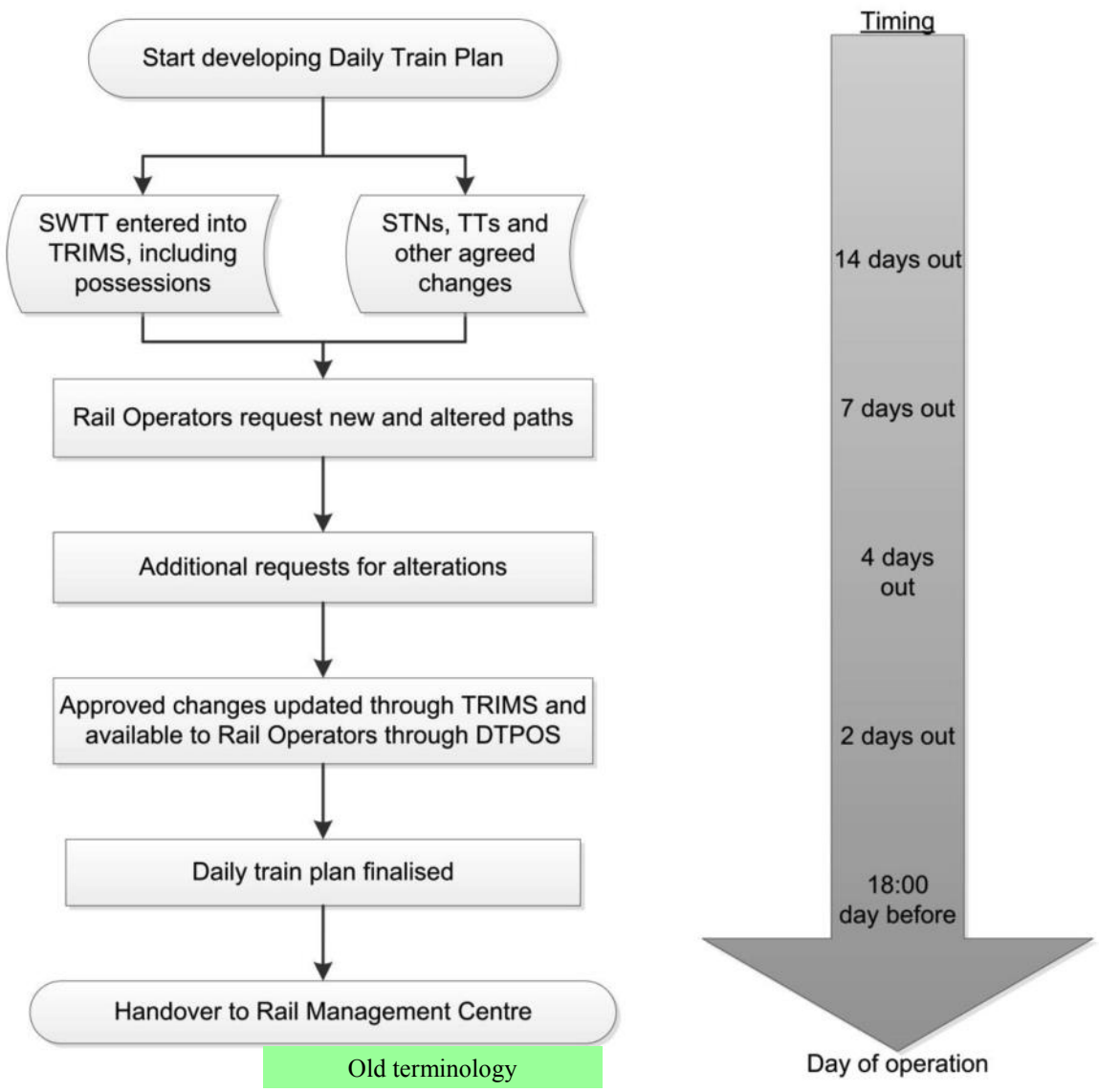


Figure 4-1 Daily Train Planning

– the requirements of Reasonable Passenger Priority;

– the availability of capacity on the Network; and

– the bona fide requirements of Sydney Trains, NSW Trains, other users and potential users of the Network;

- resolves difficulties arising from requests for one off Train Paths and alterations to existing entitlements that cannot be accommodated or conflicting requests, and in the process considers representations by Rail Operators;
- advises the relevant parties through DTPOS if their requests for Ad hoc additional Train Paths and alterations to existing entitlements are approved or declined;
- co-ordinates with Adjacent Network Managers and Rail Operators operating from private infrastructure connected to the Network;
- cancels Timetabled Train Paths not confirmed in DTPOS by Rail Operators 48 hours from the day of operation; and
- updates TRIMS for the 24-hour period commencing the next day at 00:01 and provisionally updates TRIMS for the subsequent 24- hour period. Rail Operators access their confirmed Train Paths through DTPOS.

Communications timeframes

Parties will use their reasonable

endeavours to achieve the following target communication timeframes in the preparation of the Daily Train Plan:

- confirm Timetabled Train Paths up to 2 days prior to the Daily Train Plan going live. Any shorter period of notice may not enable Sydney Trains to consider and implement the requests; and
- Sydney Trains will respond to requests for additions and alterations in accordance with the timeframes in Figure 4-1 Development of Daily Train Plan.

The process to develop the Daily Train Plan, together with indicative timeframes, is shown at right.

Are you ready now for your bowl of Acronym Soup?

ANM: Adjacent Network Manager means the Australian Rail Track Corporation (ARTC) and John Holland Rail (JHR) as manager of the Country Regional Network (CRN). Note: JHR has now been superseded by UGL Regional Linx.

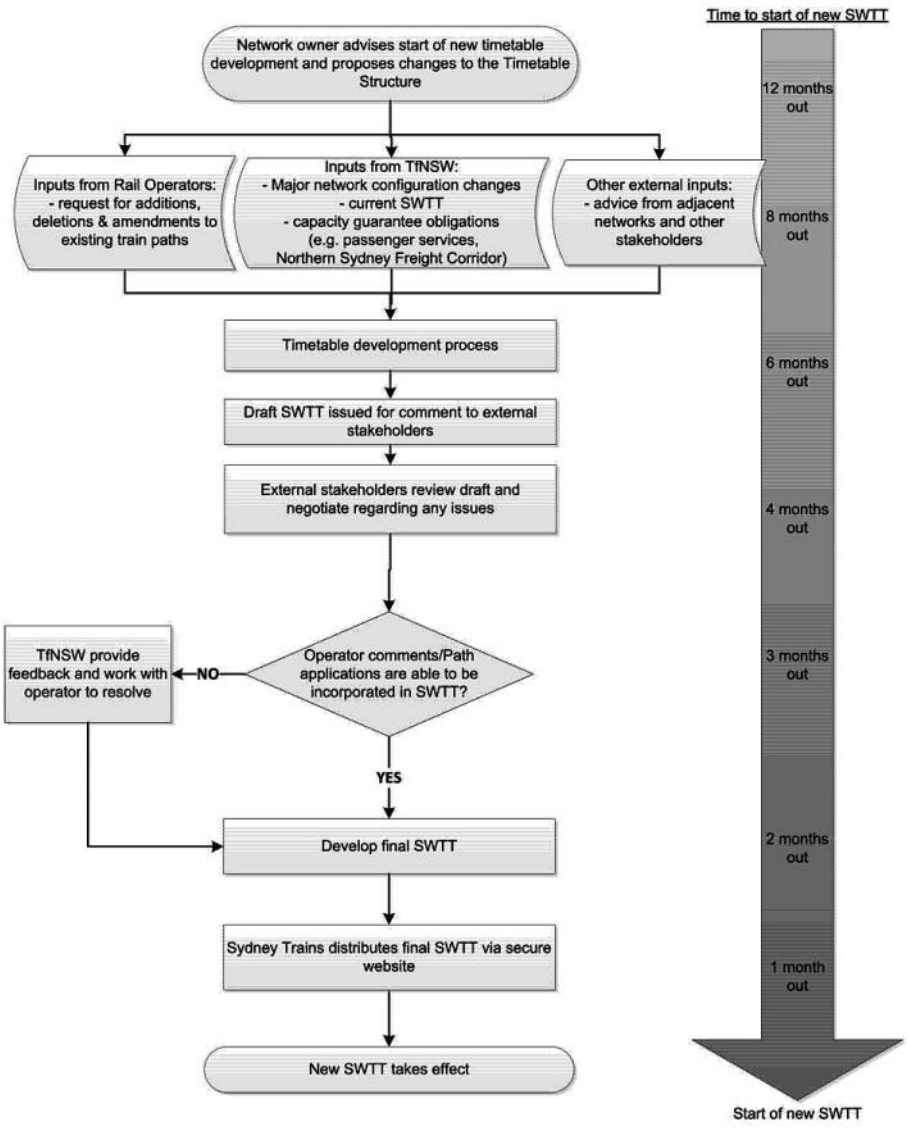
ASA: Asset Standards Authority means the independent unit established within Transport for NSW, and is the Network design and standards authority for NSW transport assets.

DTP: Daily Train Plan means the documents comprising all of the advices which are prepared in accordance with the Operations Protocol by or on behalf of the Train Control Entity exercising Train Control on the Network on that day and which, taken together, show all of the Train Paths on the Network for that day.

DTPOS (Daily Train Path Ordering System): means the system used by Rail Operators to make Path Requests and Path Amendments for inclusion in the Daily Train Plan and for Sydney Trains to validate and approve those Train Path Requests. DTPOS also provides visibility of all of the Rail Operator's confirmed Train Paths in the Daily Train Plan.

STN Special Train Notice: means a notice issued by Sydney Trains from time to time setting out changes to the SWTT.

Development of a new Standard Working Timetable (SWTT)



SWTT Standard Working Timetable: means the standard working timetable established and amended from time to time in accordance with the Operations Protocol.

TOC Waiver: means a written waiver of Rolling Stock operational standards (as described in the Train Operating Conditions (TOC) Manual issued by the ASA, accompanied by a unique registration number and containing technical instructions authorizing operations personnel to perform a movement of Rolling Stock on the Network under conditions which vary from the existing Train Operating Conditions Manual.

TOC Train Operating Conditions Manual: means the manual, as amended from time to time containing the Train operating conditions for the movement of Rolling Stock on the Network including any TOC Waiver issued by the ASA.

TfNSW Transport for New South Wales: means the NSW Government Agency that coordinates all transport agencies, including RailCorp, Sydney Trains and NSW Trains. TfNSW is RailCorp's agent for the purposes of and in connection with any Track Access Agreement. [Note: RailCorp has now been superseded by Transport Asset Holding Entity as owner of rail assets.]

TRIMS (Train Running Information Management System) means the train management system used by Sydney Trains to manage train paths on the RailCorp Network which includes all of the Train Paths on the Network for that day. Rail Operators access their confirmed Train Paths

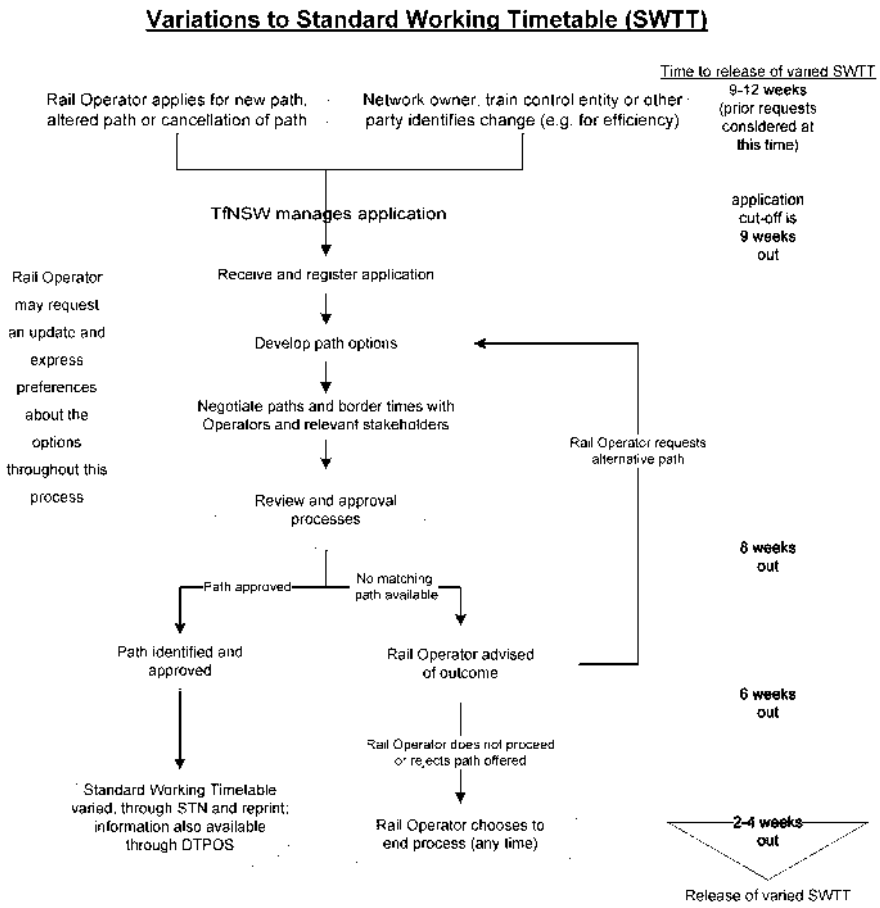


Figure 2-2 Variations to the SWTT

through DTPOS which is the web interface for TRIMS.

Development of a new SWTT and variations to the SWTT

Overview of process

The Standard Working Timetable (SWTT) developed by TfNSW documents Train Paths that are planned for operation on the Network. From time to time TfNSW will develop a new SWTT based on the inputs listed in Section 2.2.

The development of a new SWTT is normally undertaken to coincide with significant alterations to infrastructure or major changes to the service offering in the previous SWTT.

Development of a new SWTT provides an opportunity for a Rail Operator to seek permanent changes to their Timetabled Train Paths. These changes may include amendment, cancellation or additional Train Paths in accordance with their legitimate business needs.

A variation to the SWTT can be made at any time:

a. in response to a Rail Operator seeking permanent changes to its Timetabled Train Paths including amendment, cancellation or additional Train Paths in accordance with their legitimate business needs; or

b. in response to TfNSW initiating permanent changes to Train Paths due to reasons outlined in Section 2.2.

The same inputs, roles and responsibilities are required to either develop or vary the SWTT. The two processes however have different timeframes and outputs, as shown in Figure 2-1 and Figure 2-2 (above).

Holders of Access Agreements may request a copy of the SWTT from Sydney Trains or download the SWTT directly from a secure website.

Inputs to process

The inputs to the development of a new or variation to a SWTT, include:

- the overall capacity of the Network;
- the capacity required for Sydney Trains and NSW Trains Passenger Services;
- the current SWTT;
- Train Operating Conditions Manual;
- path applications from Rail Operators for permanent alterations, deletions and additions to their Train Path entitlements;
- border times with adjacent Networks;
- proposed amendments to the SWTT by TfNSW for any reason including:
- TfNSW identifying potential new Train Paths; and
- TfNSW wishing to re-configure existing Train Paths to optimize the use and reliability of the Network;
- legislative requirement for Reasonable Passenger Priority;
- Network capacity and operating restrictions;
- Network configuration changes, including infrastructure commissioning and decommissioning;
- provision of freight paths in accordance with the Northern Sydney Freight Corridor Agreement.

Roles and responsibilities

The roles of the various parties involved in the development of a new SWTT or variation to the SWTT are defined as follows:

Rail Operator

- submits to TfNSW Path Applications for any permanent additions, deletions and alterations it proposes to its current access rights;
- consults with TfNSW in relation to its Train Path Applications; and
- provides feedback to TfNSW in relation to the overall impact of timetable changes on its operations

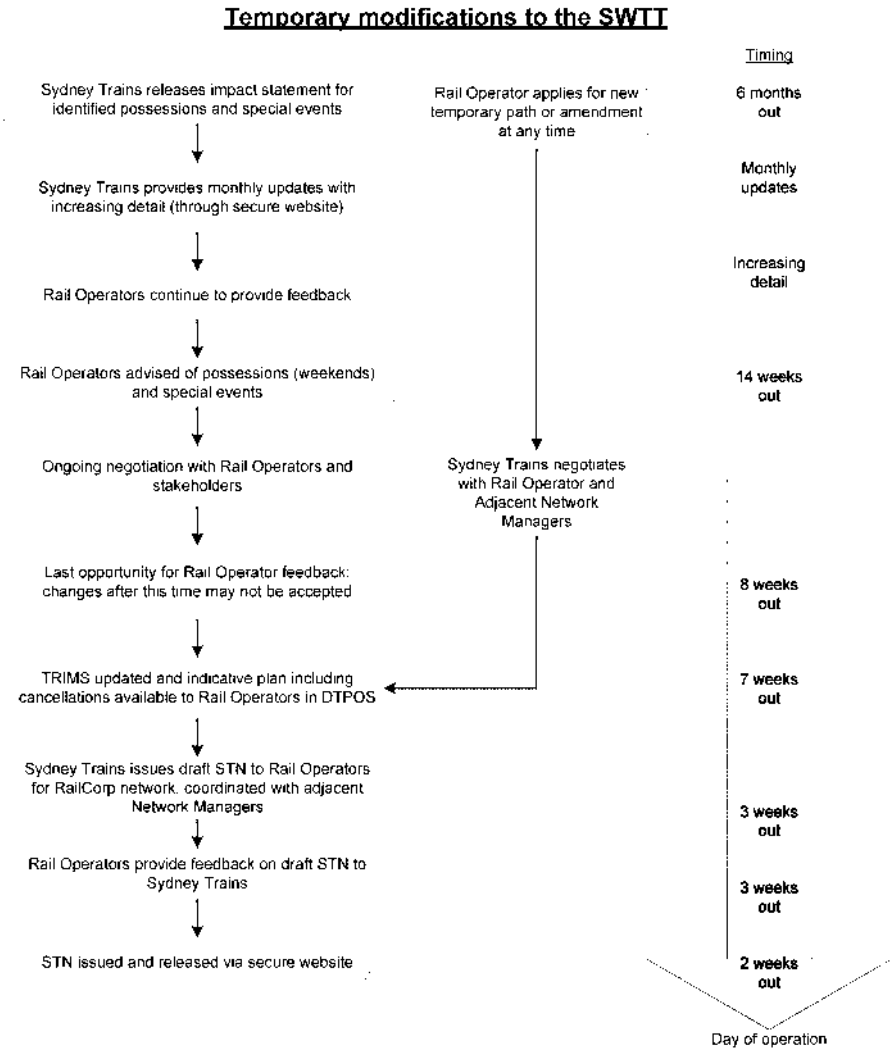
Transport for NSW

- determines the overall capacity of the Network;
- determines capacity requirements for Sydney Trains and NSW Trains Passenger Services;
- receives, reviews and determines the requirements of Path Applications from Rail Operators;
- reviews Train Path Applications to optimize the use and reliability of the Network;
- consults with Rail Operators in relation to Path Applications;
- co-ordinates and liaises with all parties involved or affected by the development of a new or varied SWTT, including Adjacent Network Managers and Rail Operators operating from private infrastructure connected to the Network;
- consults with Rail Operators in relation to the overall impact of timetable changes on its operations;
- liaises with Adjacent Network Managers to identify appropriate border times for entry/exit to/from the Networks;
- attempts to provide for all pre-existing non Sydney Trains or NSW Trains Train Paths within the new or varied SWTT;
- accepts or rejects Path Applications, subject to:
  - the requirement for Reasonable Passenger Priority in accordance with the Transport Administration Act 1988;
  - the availability of capacity on the Network (this includes paths already allocated for either trains, or maintenance);
  - the reliability of the Network; and;
  - the bona fide requirements of other users and prospective users of the Network;
- provides Rail Operators with the rationale for all decisions resulting in the rejection of a Path Application
- determines the date upon which the new or varied SWTT becomes operational;
- in the development of a new SWTT considers representations from Rail Operators on the extent to which the new SWTT meets their requirements.

Output of process to develop new SWTT: The output is a new SWTT identifying Rail Operators' scheduled Train Paths within the RailCorp Network. This may be supplemented by STN(s) between periodic revisions of the SWTT which are issued as a new version. Sydney Trains publishes the new SWTT on a secure website.

Output of process to vary the SWTT: The output is a varied SWTT identifying Rail Operators' varied Train Paths within the RailCorp Network. This may be supplemented by STN(s) between periodic revisions of the SWTT which are issued as a new version of the SWTT.

Temporary modifications to the SWTT



Variations to Standard Working Timetable (SWTT)

Temporary modifications to the SWTT

Overview of process

A Temporary Modification to the SWTT is made to accommodate additions, deletions and alterations to Train Paths that are of a temporary nature. Such temporary modifications can be the result of:

- legitimate business requirements advised by the Rail Operator;
- Special Events and Track Possessions;
- Any modifications resulting from the above are advised by the issue of STNs or Tables Telegrams and are accessible to the Rail Operator through various electronic means;
- Consultation requirements in

relation to Temporary Modifications to the SWTT relating to Special Events and Track Possessions are outlined in the Access Agreements.

Inputs to process

The inputs to the process of a temporary SWTT modification include:

- the current SWTT;
- Train Operating Conditions Manual;
- Rail Operators' requests for temporary amendments or additional Train Paths
- maintenance activities required by Sydney Trains;
- Track possession program;
- monthly list of Special Events as prepared by Sydney Trains;
- proposed modifications to the SWTT for any reason, including:
- identification of potential new Train Paths; and
- proposed reconfiguration of existing Train Paths to optimize the use and reliability of the Network;
- legislative requirements for Reasonable Passenger Priority;
- temporary Rail Infrastructure Facilities configuration and;
- existing or planned STNs.

Roles and responsibilities

- The roles of the various parties involved in a SWTT Modification are defined as follows:

Rail Operator

- notifies Sydney Trains promptly of potentially affected Rail Operations when advised of a Special Event or Track Possession;
- nominates and negotiates with Sydney Trains those services which should receive highest priority for restricted path allocation;
- applies for temporary additional or amended Train Paths to Sydney Trains in support of legitimate business requirements; and
- provides feedback to Sydney Trains in relation to the overall impact of timetable changes on its operations.

Sydney Trains

- notifies Rail Operators and Adjacent Network Managers of all known Special Events, changes to Special Events previously notified, Track Possessions and changes to Track Possessions previously notified that may impact on Train Movements on the Network and lead to temporary modifications to the SWTT;
- consults and negotiates with Rail Operators and other relevant parties on impacts and makes reasonable endeavours to resolve issues subject to:
  - the requirements of Reasonable Passenger Priority;
  - the availability of capacity on the Network;
  - the reliability of the Network;
  - the bona fide requirements of other users and prospective users of the Network; and
  - capacity requirements of both Sydney Trains and NSW Trains;
- co-ordinates with all parties involved in or affected by a temporary SWTT Modification;
- nominates the date upon which the STN takes effect;
- produces STNs from relevant inputs;
- uses reasonable endeavours to mitigate the impact of Possessions and Special Events on the Rail Operator and to minimise the impacts on the Rail Operator's Timetabled Train Paths;
- uses reasonable endeavours to accommodate Rail Operators' Path Applications for temporary additional or amended Train Paths; and
- distributes the possessions calendar (including Special Events); impact statements for impacts that may affect freight or private passenger operators, and new STN or Tables Telegram.

Output of process

The output is a STN or Tables Telegram communicating changes to the SWTT in accordance with this Protocol.

The rise and fall of the 543

RICHARD C PECK

543 at West Ryde interchange 10.3.98 and Eastwood 30.6.17
(both J Ward Collection, City of Sydney Archives)

WHAT FOLLOWS IS A description of a classic case of an inter-suburban route pioneering when the suburbs were growing but, the bus services were declining as more people used the motor car.

Robert Henderson's website provides the following details. Route 87 Eastwood-West Ryde commenced by EJ Barton (Red & White Bus Service) in October 1946. A separate section of route 87, running from Eastwood to Denman St, Beecroft, appears to have been run separately; and was renumbered 138 in about 1955. Eastwood-West Ryde was transferred to Eastwood Bus Service (G & C Sinclair) in September 1956; to CA Briggs in November 1960; to Eastwood-West Ryde Bus Service (DL Jones) in October 1961. By 26 December 1961, Eastwood-West Ryde and Eastwood-Denman St were combined into a single route as Eastwood-West Ryde, with selected trips diverting via Denman St. By 1 April 1964, the route was extended to operate via Marsden High School (established 1959) and diversions via Denman St ceased. In November 1965, 87 was transferred to Griffith's Bus Service (Mrs E Griffith); on 31 October 1967 to Eastwood-West Ryde Bus Service (JE Burke); on 4 August 1977 to Cumberland Bus Company, aka Cumberland Coaches (Todd family) and; on 31 August 1981, to Metro West Bus Lines (K Butt—footnote 1). On 23 July 1990, the route was renumbered 543 and the operator's name was changed to "North and Western Bus Lines". The route was part of the assets acquired when State Transit acquired North and Western Bus Lines on 13 December 1999.

About 1948, this route ran from Eastwood via West Pde, Rowe St, Shaftesbury Rd, Trelawney St, Bellevue Ave, Bencoolen Ave, Chatham Rd, Victoria Rd, to West Pde West Ryde.

By 1963, this route had become West Pde - Rowe St, Shaftesbury Rd — Clanwilliam St — Darvall Rd — Tramway St — Brush Rd — Hermoyne Ave — Winbourne St — Farnell St — Winbourne St East — Hermoyne Ave — Tramway St — Driver St — Perkins St — Brush Rd — Shaftesbury Rd — Bellevue Ave — Bencoolen Ave — Chatham Rd — Graf Ave and Anthony Rd, to West Ryde interchange.

In the early 1950s, trips started from Beecroft from 7.35am, until Darvall Rd, at 6.08pm Monday-Friday and, on Saturdays, from Eastwood Station at 7am until leaving Beecroft at 1.10pm. There were also Picture Trips [extra trips after the movie shows had finished, late at night. On average, the through trip took 60 minutes.

On 26 December 1961, the Eastwood-West Ryde trips took 16 minutes and commenced at 6.59am from Darvall Rd and 7.46am from Eastwood, Mon-Fri until 6.44pm from West Ryde to Eastwood. On Saturdays, the route ran 8.16am (to West Ryde) until 1.21pm (to Eastwood).

P Spence ("Sydney by Public Transport", 1989) shows route 87 to be run by Metro West with M-F peak and off-peak trips.

By 23 July 1990, these MetroLink 20 min trips of 543 ran from Eastwood M -F from 7.27am till 4.28pm, with four trips from Eastwood and two from West Ryde, plus some short workings.

By February 2004, service was limited to school days; and workings to 7.32am-4pm, with some short working. The December 2008 public timetable listed trips from Eastwood at 8.29am and 3.59m and from West Ryde at 8.05am and 4.02pm, with no short workings.

Without warning on the Transport Info

Left Another route at Eastwood Station (Magor Collection, BCA) ; **Middle** Mo 2244 508 school special in Yates Ave Dundas Valley 10.5.71 and **Right**: Mo3521 ("Mrs Whippy") on 13.12.79 after a 508 School Special. (both J Ward Collection, City of Sydney Archives) .

or Busways websites, the 543 timetables disappeared after 15 April 2022. The only public notification was attached to bus stops, beginning the week before closure. However, the Marsden High School website provided the following detail: 543 ceased 26 April 2022 with relocation of Marsden High School (there was a fire there in 2017) to Rhodes St in Meadowbank. Newly-created routes were: New am & pm School Specials 800w Epping-Meadowbank HS via Marsden Rd (via old school site) 8.18am and 3.08pm, and 802w Dundas – Meadowbank HS via Ermington & Melrose Park 8.16am and 3.15pm, both run by Busways North West. These timetables were not on transport websites till 26 April. Meadowbank Public School also relocated on the same date to the Meadowbank Education & Employment Precinct but had no school specials of its own.

Looking back.

The first school specials ["SS"] to Marsden HS (opened 1959) were short workings on routes 501, 505 and 508 (***footnote 2***) before these were renumbered 585 from/to West Ryde 1959-88 (***footnote 3***), 586 from/to Ryde Bridge 1960-, 588 from/to Carlingford Station 1986-2007. In July 2008, the SS were 588, 708, 717 and 729. In 2016, school specials were re-numbered: r622 ex 588 Marsden HS-Carlingford Station, r623 ex 624 Ermington-Marsden HS, r624 ex 708 Marsden HS-Parramatta, r626 ex 717 Marsden HS-Eastwood Station, r627 ex 729 Marsden HS-Eastwood, all of which were based at Ryde Depot (***footnote 4***). In my experience, many students of Marsden HS used either public buses or walked to school.

On 27 April, the "Transport for NSW" website posted a list of changed journeys on regular route 501 and cancellation of school specials 622w-624w and 626w-627w as well as advising of the new 800w and 802w. The notice shown at below left also appeared on the Transport Info website on Wednesday 27 April.

Signs at Eastwood Station suggested using route 544 or a train for parts of the route. All stops along the old route had similar notices.

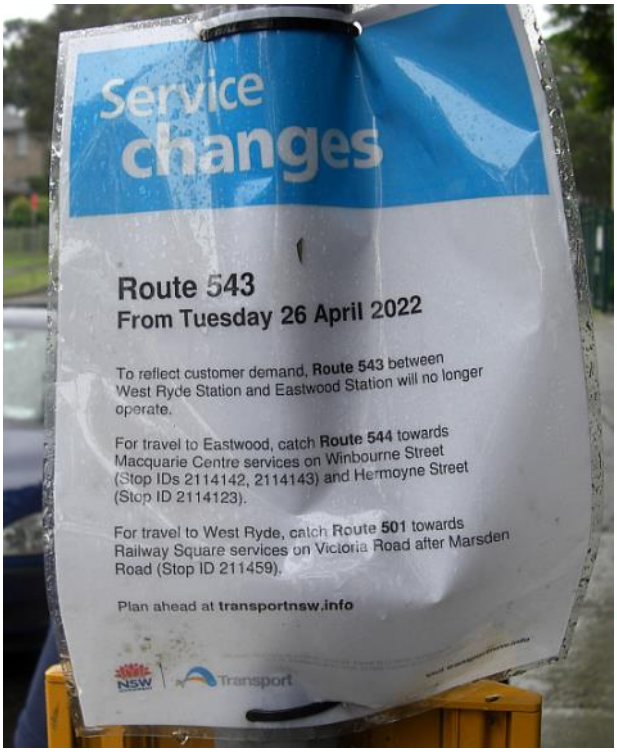
Footnotes

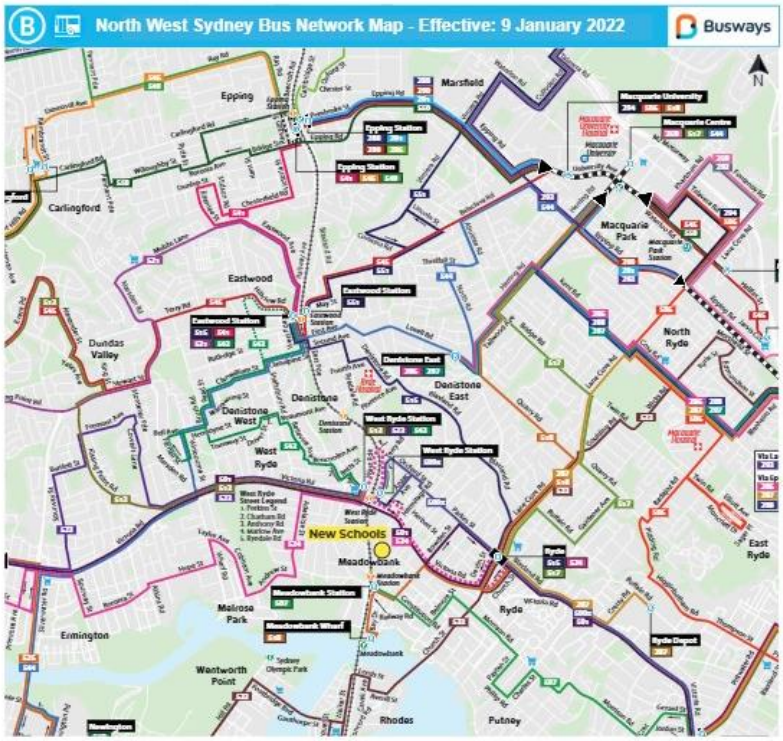
(1) Wikipedia shows 543 as Epping-Carlingford by mistake. This was 542 taken over in 1999 and altered to a school service from 4 March 2001. It ceased after that. A new 542 appeared in June 2001.

(2) Their history is complex and inter-related. See Robert Henderson's website

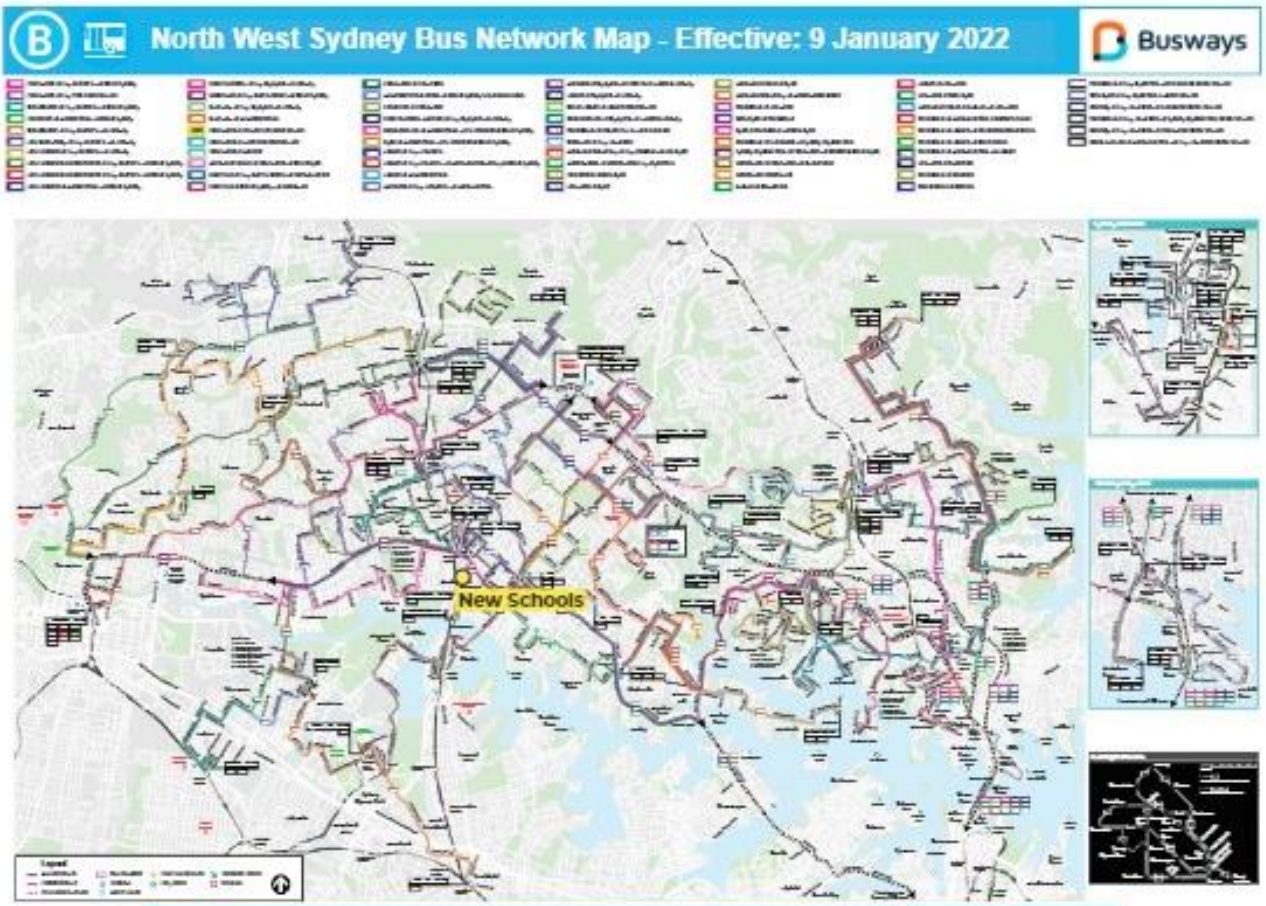
(3) Dates here are from Bus Weekly Notices.

(4) West Ryde depot. These were ex—Harris Park Transport routes, taken over by STA, and given these numbers in 2005.





At the bus-bay at the old Marsden High School—photo Peter Dempster


North West Sydney Bus Network Map - Effective: 9 January 2022
Busways
New Schools


School route 802w
Dundas - Marsden High School
Busways
Oatlands
Dundas Valley
Dundas
Ermington
Melrose Park
Denistone
Denistone East
West Ryde
Rydalmere
Meadowbank
Wentworth Point
Putney
Rhodes
Marsden High School
802w
Silverwater
Newington
N


School route 800w
Epping - Marsden High School
Busways
Epping 800w
Mobbs Lane and Ferntree Place
Epping
Marsfield
Mobbs Hill
Eastwood
Dundas Valley
Denistone
Ermington
Melrose Park
West Ryde
Meadowbank
Wentworth Point
Putney
Buses perform U-turn via turning bay
New Schools
Marsden High School 800w
Rhodes Street
Epping Railway Station
Eastwood Railway Station
Denistone Railway Station
West Ryde Railway Station
Meadowbank Railway Station
Legend
N

TANYA'S QUIZ #12

1. What structural feature of the blue enamelled nameplates at stations from Camberwell to Alamein inclusive is different from all the other blue enamelled station nameplates in Metro's Melbourne? [The names of the stations is not a structural difference.]
2. In 1925, if you were travelling directly:-
   a/ from Adelaide to Port Pirie (Ellen Street)
   b/ from Melbourne to Rockhampton via Albury
   c/ from Mount Gambier to Kalgoorlie
   d/ Port Augusta to Oodnadatta
   how many times would you normally have changed trains?
3. What Queensland train was replaced by the Sunlander?
4. The through rail journey from Perth to Wiluna took 2 nights and both 1st and 2nd class sleepers were provided. However, at times, the sleeping cars did not work through between Perth and Wiluna as they were detached and attached at intermediate stations. Between which pair of stations did sleeping berth passengers need to travel in the sitting cars?
5. At which Melbourne suburban station (singular) did scheduled electric trains not terminate in ordinary service at some stage? Carnegie, Diamond Creek, Footscray, Holmesglen, Mentone, Merlynston, Preston, Thomastown, Watsonia
6. a/ What was the actual name of the tiny NSW outback railway station used in the 1971 Australian feature film Wake in Fright [click to watch the movie!]? It was known as Tiboonda in the film. [There are a few interesting railway scenes in the film (Tanya) – see page 2 (Ed).]
   b/ The remains of a triangle at this station are seen in the film. What essential commodity was loaded on the triangle at this station at times during the 1950s?

ANSWERS TO TANYA'S QUIZ #11

1. They have fares from the capital city listed for 3 different and feasible routes.
   * Cressy (Vic) has via Irrewarra (near Colac), Inverleigh (the most direct route) and via Newtown (south of Ballarat). [As the service lessened in frequency, on some days it was only possible to reach Cressy by travelling via Ararat!]
   * For Crystal Brook (SA), a passenger had the choice of via Redhill and Port Pirie, via Blyth and Georgetown or via Terowie and Peterborough. [The various cross country connections between the Port Pirie and Gladstone lines gave the intrepid traveller many other possibilities, some of which were actually realistic at times.]
   * Hillston's (NSW) selection was via Temora, via Junee and via Parkes and Roto.

2. Barmah: the township is located in the top part of a large S-bend in the Murray River, so that NSW is actually south of Victoria for a short distance.

3. Lyndhurst

4. Hay

5. a/ Across Middle Harbour at The Spit in Sydney – it connected the North Sydney system with the Manly line and was used for car transfers.
   b/ The construction of the second Hawkesbury River bridge on the Short North.

6. Boshops

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