DEPARTMENT OF GOVERNMENT TRANSPORT

SPECIAL BUS NOTICE, No. 2

ROYAL TOUR

BY

HER MAJESTY, QUEEN ELIZABETH II AND HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH

Metropolitan School Children's Assembly at Concord Park

FRIDAY, 5th FEBRUARY, 1954

The Times

—Contents—

The Paperwork

Duncan MacAuslan

THE SYDNEY BUS MUSEUM is slowly digitising its archives to preserve paperwork that in many cases is over seventy years old. Much of it consists of workshop manuals, engine records, departmental correspondence, and sales brochures but by far the majority is the paperwork related to running a large tram and bus network.

Despite not being known for publicity, the various operators of NSW Government transport produced an enormous volume of documents for both public and internal use. An army of writers, schedulers, typists and printers were employed to support this.

This article summarises the many documents produced. Future articles may expand on particular documents.

Public

The most common public publication was the timetable. The SBM's 'government' collection, mainly bus timetables, occupies eight filing cabinet drawers; at present we have not counted them. The timetables range from multi-page books to single sheets in a range of styles, fonts, and layouts.

Tram timetables first appeared in the newspapers. From at least the late 1880s, all lines books were issued monthly, [below] but as the network developed, they reduced to districts, then line groups and finally single lines.

Service changes appeared in the *tram notice* or *bus handbill* which were inserted in timetables and pasted on the windows of trams and buses. Some years, the authorities produced five or six a week. Serial numbering appears to start in 1939 and then restarted at 1 for both series at the start of each calendar year; the last few for each year often detailed changes for the first days of the next year. As tram lines were replaced by buses there were several bus handbills in the tram notice number range, particularly where conversion was only partial. One can imagine the tram schedulers reluctantly ceding their work to the bus team.

They contain a huge variety of content: full replacement timetables, amended Saturday or Sunday timetables, holiday arrangements, advice of new services, additional, altered or discontinued trips. They reflect a continuous tinkering with the services as passenger loads varied, finances worsened, and journey times increased.

When changes were significant, such as new services and tram conversions, the handbills were accompanied by letters supposedly written by the Commissioner.

The first bus timetables were handbills, single sheets of poor-quality paper, not expected to last long, and sadly those existing have aged badly. One of the oldest in SBM's archives is

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GOVERNMENT TRAMWAYS.

TIME TABLES & FARES.

From 1st October, 1889.

[All previous Tables are cancelled.]

SYDNEY:

CHARLES POTTER, GOVERNMENT PRINTER —1889.

4w 136—89

(a) **Re-railing of Tramway Vehicles—Provision of Grease Cans and Swabs.**—Grease cans and swabs are provided at the principal Signal-boxes, to be used for greasing check rails in the event of a derailment.

(b) **Re-railing Ramps.**—Re-railing ramps are provided at the various Junctions on the city and suburban lines for use in cases of derailments.

(c) **Defective Car to be Coupled and pushed clear of Running Lines.**—Should a tram fail, the following tram must be at once attached to push it clear of running lines.

(d) **Stickers in Tram Cars Obstructing Driver's View.**—In cases where cars are required to be pushed or driven from the rear, and the Driver's view is obscured by stickers on the bulkhead windows, the stickers in question must be removed and the matter reported.

DIVERSION OF CITY TRAMS.

(e) **"Trouble" to be advised when Traffic is Diverted.**—When it becomes necessary to divert one of the City services via another route, or when a serious blockage occurs on any line which may call for an increased supply of power, the officer concerned must advise "Trouble," so that the necessary arrangements for increased power may be made, and Signalmen sent to unattended Junctions.

DRIVERS, INSTRUCTIONS TO.

(f) **Drivers to Consult Rosters, etc.**—Electric Drivers when coming on duty must obtain time sheets and consult the rosters.

(g) **Before taking cars out of Depot the Driver must** obtain the following equipment from the Tool-room:—

1. Tool-box, and check the contents before he leaves the Tool-room, and satisfy himself that the tools are complete and in good order. (For list of tools, see page 241 (e)).
2. Hand-lamp, complete and ready for use.
3. Point Hook.
4. Driver's (removable) Rest.

(h) **Preparation of Cars and Examination of Equipment before Leaving Depot.**—The Driver must—

1. See that the Controllers and Controller handles are in order and at "Off" position, also test the operation of all controllers on car or cars to ensure that the interlocking mechanism between the reversing and Controller handles functions properly, before trol-

ley pole is placed on overhead wire, also see that the slack cord of idle trolley pole is properly wound on the cleats under canopy, and satisfy himself (by testing if necessary) that the idle trolley pole is properly secured under the hook before starting the car.

Also see that the trolley cord is properly adjusted, and that the trolley cord on car in rear or on adjacent road is not foul of any portion of tram about to be moved.

2. Close the main and Auto. switches. On Multiple Control cars the control switch on operating end only must be closed, and in the case of coupled cars the contact switch on each car must be closed. For operation of Multiple Unit Control switches, see Working Orders, page 57(b), (d), 58(b), 59 (c), 64 (a), and 64 (b).

On cars fitted with P.C. 5 and Westinghouse A.L. and A.L.-P.C. types of control, the operation of switches is similar to that on cars equipped with M.U. controllers, except that the "Auto." switch is combined with the "Control" switch.

For operation of P.C. 5 and Westinghouse A.L. and A.L.-P.C. types control switches, see Working Orders, pages 59-63.

3. Close Drain Cocks on air reservoirs, then close the brake switches, and see that air pressure is registering correctly.

4. See that the car lights are tested by the Conductor.

5. Examine each main fuse, and see that it is in good condition and in the correct position; also see that spare fuse pockets are properly equipped with the full complement of spare fuses.

For particulars as to proper number of spare fuses to be carried on each car see Working Orders, page 111(f).

Fuse-box doors must be securely closed after use.

6. See that there is sufficient supply of sand in boxes on cars, and that sand equipment is in good order. For instructions regarding sand appliances on P type cars, see Working Orders, page 63 (b).

7. See that car bells or buzzers and foot-gongs are in good order.

8. Examine and test windows in Driver's protection.

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from 1933 and shows the verbose wording in use, but neglects route details. [above]

A 56-page card covered book was published for the Manly district tram to bus replacements on 1 October 1939 accompanied by handbill number 60. The book featured in *A Manly Mystery* (*The Times* issue 217, April 2002) [Page 6, right]

Later timetables included large and small booklets, single sheets, with a variety of covers and layouts. The use of the list of departures from a terminus was slowly replaced by the tabular form with intermediate times. Hand drawn maps first appeared in 1957, the earliest found so far being in Handbill 163, 29 September, for the Haberfield tram and bus routes 452 and 453. The use of colour first appeared with blue ink for the Eastern Suburbs Railway timetables in June 1979 as did the use of timetable numbers.

Rarest of all public information were the few system maps [our rear cover]. The first appeared in 1938, the next in 1954, after which they appeared every few years and changed cartographic styles several times. After 2000, the complexity of the network, and the regionalisation, meant separate maps for each region. A CD containing most maps can be obtained here for $59.00 plus postage.

Other public documents published over the decades included:

- Directory to Government Bus services
- Annual Reports
- School tours
- Calendars
- Fleet allocations
- History notes
- Ticketing guides
- New bus details

Internal

In addition, a vast amount of internal documentation was produced.

In 1952 the prime reference books were the 106-page *Instructions to Omnibus Traffic Staff*, and the 280-page *Instructions to Tramway Traffic Staff*. These detailed almost everything a driver or conductor, which included conductresses, needed to know to do their job, some 244 instructions.

For every bus or tram service there was a separate working timetable (WTT) for weekdays, Saturdays, Sundays, and holidays. For some services these reached over 100 issues. They detailed every trip with copious notes regarding turning arrangements, bus types, stopping patterns, travel restrictions and many other instructions. They were prepared by hand, sometimes using time-

Trams from Circular Quay, Wynyard Station, or Erskine-street are on DOWN Journey.

Trams from outside Termini for Circular Quay, Wynyard Station, or Erskine-street are on UP Journey.

displacement graphs, then typed and printed. Some extend to forty pages and are covered in hand-written amendments. Every depot and starters cabin had a relevant set for their routes. From these, the rosters were built.

Until 1950, separate Weekly Notices (WN) were prepared for buses and trams. These detailed all the arrangements for that week's sporting special events such as racing at Randwick or wrestling at Leichhardt Stadium. The map of the Randwick operation appeared most weeks. WNs also included details of new issues of, or amendments to, WTTs, as well as notes about social events. Pagination was sequential throughout the year. Copies were issued to everyone involved in operations from Inspectors to Flagmen and all were instructed to carefully study them. The production effort must have been enormous, collecti=ng the information, writing, typing, typesetting, printing and then distributing them to a few thousand staff.

Additionally, there were *Supplements to Weekly Notices* usually to detail information with a longer life span such as ticketing and updates to safe-working instructions. The supplement to WN 44 of 1942 ran to 104 pages due to the enormous number of tickets and pass types, and the use of US currency by the US military to pay fares.

In September 1952 someone had a great idea. Why not put the repeated details for events, such as Randwick Races and Harold Park Trots, into one book and then only print the variations in weekly supplements? Thus, was born the 45-page *Tram and Bus Special Traffic Arrangements* book (this too deserves an article) and the *Tram and Bus Weekly Supplement.* The 45-page book contained bus and tram forward and return routes, stopping places, maps, fares, staffing requirements and many other details. The Weekly Supplements now only listed the events and any variations to the details in the book.

The new series of WNs focussed on news and social events, the first detailing the outcome of the joint consultative committees, job vacancies, ticketing details and institute events.

Significant events such as the Easter Show, new depots, and tram to bus conversions were documented in *Special Bus/Tram Notices*. These were addressed to staff and included route details, maps, timetable references and any special instructions to drivers and conductors. That for the opening of Pagewood Bus Depot described the buses to move from Randwick and Kingswood depot, the routes to be taken during the transfer, the services and their new WTTs.

There were many other internal documents issued including:

- Driver's Route Maps,
- lists of low bridges,
- safe working instruction books
- staff magazines

- bus operating instructions.

The next article in this series will focus on the first series of Weekly Notices, their Supplements and the *Tram and Bus Special Traffic Arrangements* book.

Comment on this article – Letter to the Editor

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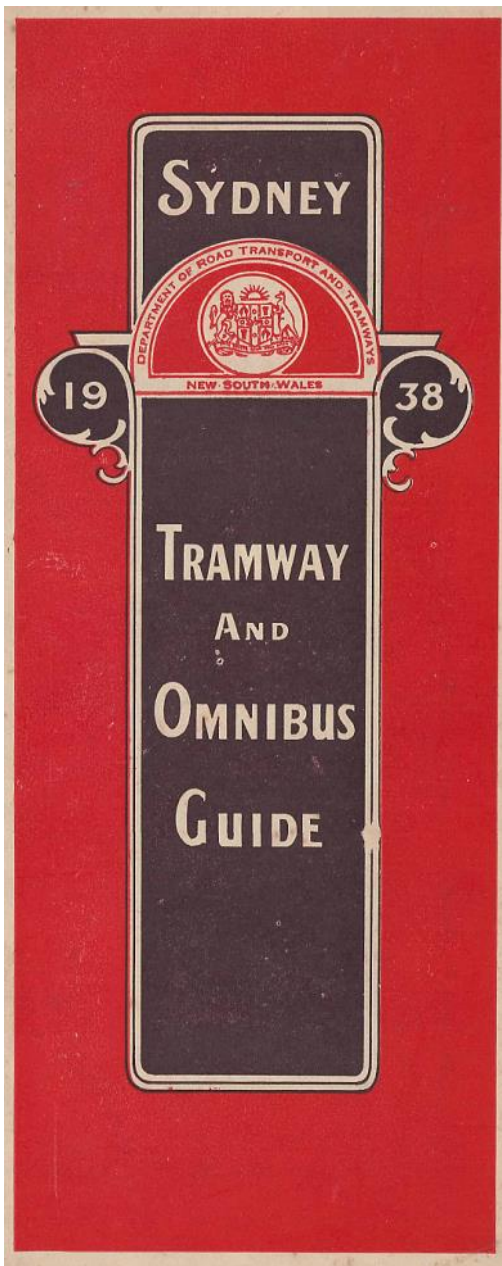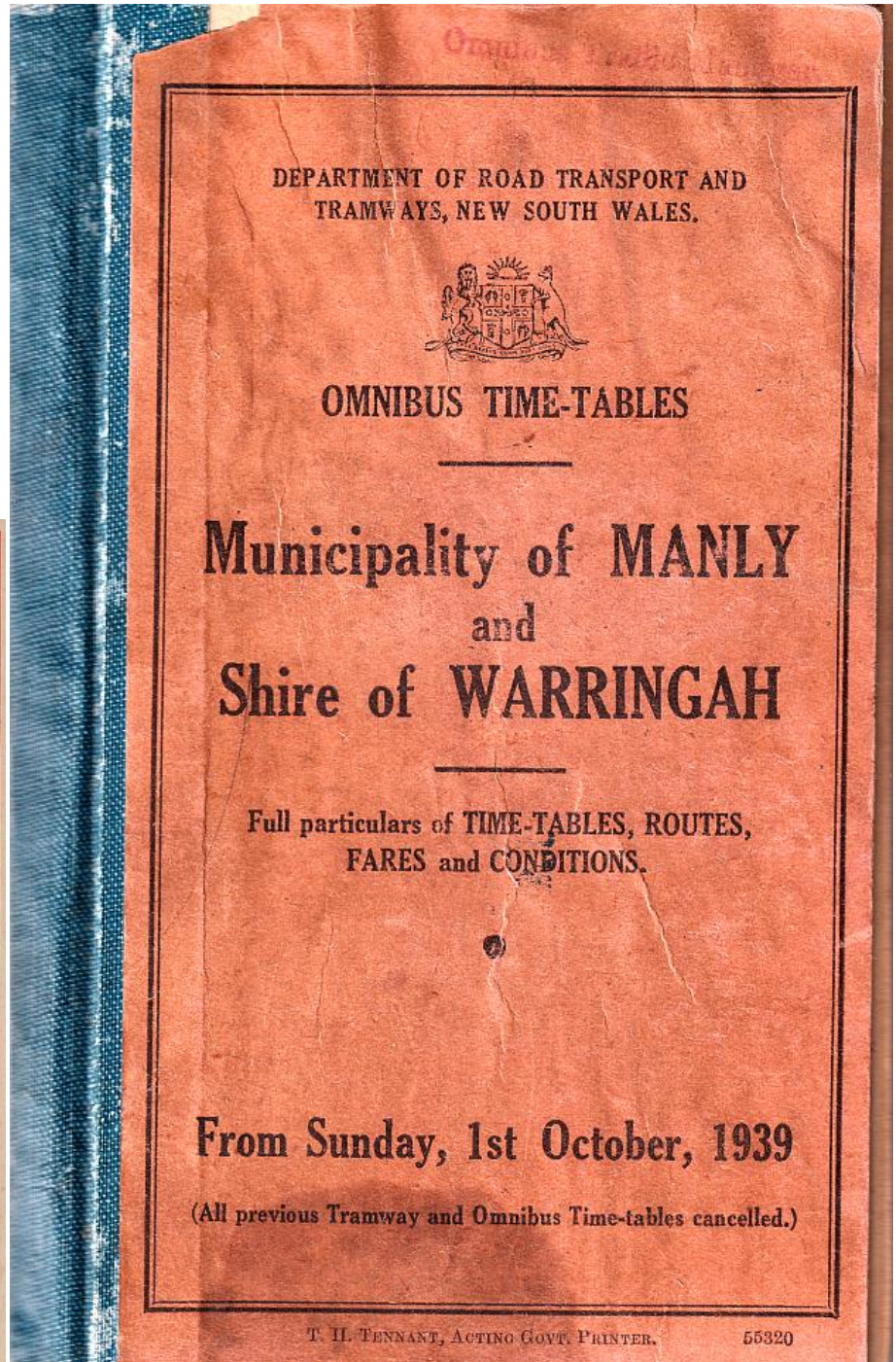
Canberra in the mid 1980s

JAMES T WELLS *looks back to the SRA days*

THE ACCOMPANYING (UNDATED TIMETABLES, sourced from a Railmaps Twitter Feed will be of interest, specially to current or former Commonwealth public servants and other ACT residents. The date of this timetable is not given in the Twitter Feed.

For starters, note that in the column headers, the word 'Cond' appears for certain weekend trains. This would mean 'conditional' or 'runs if required'. This sort of reference is very rare in passenger timetables although quite common in freight timetables.

Perhaps the intention was that these conditional trains would run at holiday times. On the Down (southbound), the first 'Cond' provides for running the Canberra Monaro Express (CME) on a Sunday, likewise the second one provides for running the XPT evening service on a Saturday, supplementing the 17:05 'Southern Highlands Express'.

This would return on Sunday

mornings to the same timetable as the Mon-Sat service. But the 17:05 CME on a Sunday (return of the morning Down CME) run left Canberra only half an hour earlier than the normal 17:35 pm train.

The reference to Saturday night's Down service at 17:05 as the 'Southern Highlands Express' is noteworthy. This train normally ran Goulburn – Sydney in the mornings and return in the evenings. It was hardly an Express because it served all stations Goulburn to Campbelltown. In steam days, it was usually hauled by a 38 class loco.

Note that the morning down train – the CME – ran into Canberra, then back to Queanbeyan - a 10 minute trip each way - before resuming its southerly journey. This was a recent change, that reflected lower patronage levels and probably crewing issues.

For many years, this train operated as two DEB sets as far as Queanbeyan, where the train divided, one unit going to Canberra, the other to Cooma. In the afternoon, the two sets were combined at Queanbeyan for the trip

back to Sydney.

DEB sets were 3/4 car diesel motor trains, i.e. cars with traction equipment installed; normally under the floor. A separate locomotive was not required.

Passengers for Cooma who felt like 'stretching their legs' at Queanbeyan had just under 30 minutes to do so. I wonder if any were tempted to race up the street – about 300 metres – for a quick one at the pub.

The prime example of a passenger service doing an in / out and resuming the journey to the final destination operation must be *Journey Beyond Rail*'s Indian Pacific Sydney-Adelaide -Perth service.

On this train, Sydney – Perth passengers experience the Crystal Brook – Adelaide section twice. This is about 200 km long. In the Apr-Dec 2021 published timetable, the west-bound service arrives Adelaide at 15:15 and leaves at 21:40. Plenty of time for quick ones and you don't get to see the scenery twice.

East-bound, the train arrives Adelaide at 07:20 and leaves at 10:15. Only

Sydney - Goulburn - Queanbeyan - Canberra - Cooma - Bombala

Co-ordinated Rail and Road Service between Cooma and Bombala. This Service is operated by the State Rail Authority.

TABLE 5

For restrictions applying to compulsory reserved trains, refer to pages 10-12.
For facilities and food services provided on these trains, refer to page 7.

Train No.	S37	S37		S21	S21				
	CANBERRA MONARO EXPRESS	CANBERRA MONARO EXPRESS	SOUTHERN HIGHLANDS EXPRESS	CANBERRA XPT	CANBERRA XPT				
Days of Operation	Mon to Sat	Sun Cond	Sat	Sun to Fri	Sat Cond	Sun Tue Thu Fri			
	AirC ▲	AirC ▲		AirC ▲	AirC ▲				
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.			
SYDNEY	7 30	7 30	5 5	6 35	6 35	9 35			
Strathfield	7 43u	7 43u	5 18u	6 48u	6 48u	9 47u			
Liverpool (cp)	8 6u	8 6u	5 39u			10 11u			
MOSS VALE	9 30	9 30	7 26			11 47			
GOULBURN .... arr	10 28	10 33	8 33	9 10	9 10	1 10			
.... dep	10 32	10 37	8 37	9 12	9 12	1 25			
Tarago	11 2	11 5	9 6	9 36	9 36	2 0			
Bungendore	11 28	11 36	9 35	10 2	10 2	2 37			
QUEANBEYAN ...... arr	11 59	12 7	10 7	10 31	10 31	3 20			
.... dep	12 1	12 9	10 8	10 32	10 32				
CANBERRA .... arr	12 11	12 20	10 18	10 41†	10 43				
QUEANBEYAN .... dep	12 29					3 28			
Michelago	1 20					4 33			
Bredbo	1 49			† Sunday arrive 10.43 p.m.		5 8			
COOMA .... arr	2 20y					5 55			
	Mon Wed Fri								
Road Bus	R29S ▲								
COOMA .... dep	3 0								
Nimmitabel (Station)	3 30a								
Bombala (Station)	4 15								

TABLE 5

For restrictions applying to compulsory reserved trains, refer to pages 10-12.
For facilities and food services provided on these trains, refer to page 7.

Train No.	S22	S22		S35							
	CANBERRA XPT	CANBERRA XPT		CANBERRA MONARO EXPRESS							
Days of Operation	Mon to Sat	Sun Cond	Mon Wed Fri Sat	Sun Cond	Mon Wed Fri	Sun					
	AirC ▲	AirC ▲			AirC ▲						
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.					
Road Bus					R306						
Bombala (Station)...........					1 15						
Nimmitabel (Station)					2 0a						
COOMA................ arr					2 30y						
					Mon to Sat						
					S35 AirC ▲						
COOMA .... dep			8 55		3 20						
Bredbo...........................			9 35		3 51						
Michelago........................			10 8		4 19						
QUEANBEYAN .... arr			11 7		5 8						
CANBERRA............. dep	7 13	7 13	....	5 5	5 30	5 35					
QUEANBEYAN .... dep	7 23	7 23	11 11	5 14	5 41	5 46					
Bungendore.....................	7 51	7 51	12 1	5 47	6 12	6 31					
Tarago	8 14	8 17	12 38	6 13	6 38	7 3					
GOULBURN .... arr	8 40	8 40	1 10x	6 45	7 10	7 35					
................................dep	8 42	8 42	1 33	6 49	7 14	7 39					
MOSS VALE..................	9 27V	9 27V	2 19	7 45	8 11	8 42					
Liverpool (cp)................				9 11d	9 41d	10 16d					
Strathfield....................	10 59d	10 59d	3 51d	9 33d	10 1d	10 39d					
SYDNEY	11 12	11 12	4 5	9 50	10 15	10 54					

early risers would see much of the scenery on the way from Crystal Brook [see page 2].

The Cooma timetable shows a four times a week 'night' service – Sydney 21:35, Cooma 05:55. It is not referred to as a 'Mail' train—which it would have been in earlier times. Did it have a sleeping car, I wonder?

Almost certainly not, because the return of this service was not at night. Departure from Cooma was at 08:55. Arrival at Goulburn was at 13:10. Why is Goulburn mentioned you ask? The reason is that the train terminated there. No connection from Canberra was provided. I wonder how the cars off the Cooma train were forwarded to Sydney for the next down service.

Passengers for north of Goulburn would join the Riverina XPT which ran Albury – Sydney.

The reference to the XPTs is a reminder of the difficulties the NSW Railways experienced in the 1980s to "bed down" their newly-acquired XPT fleet. The XPTs were seen as providing a premium service in terms of speed and comfort, which would lure people out of cars and aircraft. Alas it was not to be – pensioners and students continued to account for most of the patronage.

An early service and one still operating today is the Sydney-Dubbo (Central West), but attempts to operate the XPTs to Kempsey, Albury (both as the Riverina XPT and the South Mail), Armidale and Canberra were not successful.

Yes — "Canberra", as our timetable shows. At least the services were fast. The down service took 4 hr 5 min which compares to the 4 hr 41 min for the Canberra Monaro Express. The current 17:42 Mon-Fri Xplorer service takes 4 hr 23 min, and runs via the shorter East Hills route.

The XPT 'problem' was solved by replacing all North Coast and 'deep' South loco hauled trains, including interstate ones, with them. This meant overnight running so sleeping cars were added to the trains, except for the Dubbo service.

Currently NSW has new trains on order to replace the XPTs and Xplorers.

[Above] DEB set (Photo: Goulburn Post)

[Below] XPT (Photo: Wikipedia)

Comment on this article – Letter to the Editor

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Answers to Tanya's Quiz #12

1. Stations Camberwell to Alamein were the first ones to receive the new blue nameplates. They were mounted off centre on the lamp standards so the structural feature is the location of the attachment clip. All subsequent ones were centred on their poles.

2. a/ 1 – Hamley Bridge
   b/ 4 – Albury, Sydney Terminal, Wallan-garra and Roma Street or Central
   c/ 4 – Wolseley, Adelaide, Terowie and Port Augusta
   d/ 0 – the through train ran from Port Augusta but you would have changed twice if you'd come from Adelaide, at Terowie and Quorn

3. *Sunshine Express*

4. Caron and Yalgoo – the Perth to Caron 1st class sleeping car was of a higher standard (and hence had a higher berth fee) than was the Yalgoo to Wiluna car which was an older vehicle. The 2nd class berth fee was the same for both nights. The sleepers were detached/attached whilst the passengers partook of breakfast or dinner in the refreshment room. At times, the sleeping cars ran between Perth and Mullewa rather than just south of Caron.

5. Preston

6. a/ Horse Lake
   b/ water – mostly during the construction of the pipeline from Menindee to Broken Hill

Proof readers for this issue: James T Wells, Chris Pandilovski, Duncan MacAuslan, Dean Ogle, Judith Lambert,

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Seaforth

The Spit

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BALGOWLAH HEIGHTS

NORTH HARBOUR

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ROAD

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THE KNOLL BEAUTY PT.

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NORTHBRIDGE

Suspension Bridge

236

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Willoughby

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2

47
2

Artarmon

FOURTH AV.

236 BALMORAL

Middle H

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67
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Spit Junc.

235 ALMORA STREET

LANE COVE ROAD

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Gore Hill

FALCON 144 ST.

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Taronga Pk.

VAUCLUSE

RIVER

Nth Sydney

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Cremorne

JACKSON

Nielsen Pk.

Vaucluse House

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Milsons Pt.

SYDNEY HARBOUR BRIDGE

Fort Macquarie

PORT

McMAHONS PT.

Point

Balmain

WOOLLOOMOOLOO BAY

DARLING POINT

DOUBLE BAY

ROSE BAY

OYNE

WYNYARD STREET

Wynyard Stn. 192

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NEW SOUTH

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GLEBE BRIDGE

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CENTRAL SQUARE

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CENTRAL RY STN.

DARLINGHURST

Sports
REXFORD

Show Grounds

CENTENNIAL PARK

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ANZAC PARADE

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Waverley

73 PETERSHAM

Stanmore Enmore

NEWTOWN HIGHWAY

MacDonald tn.

Redfern

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Erskineville