

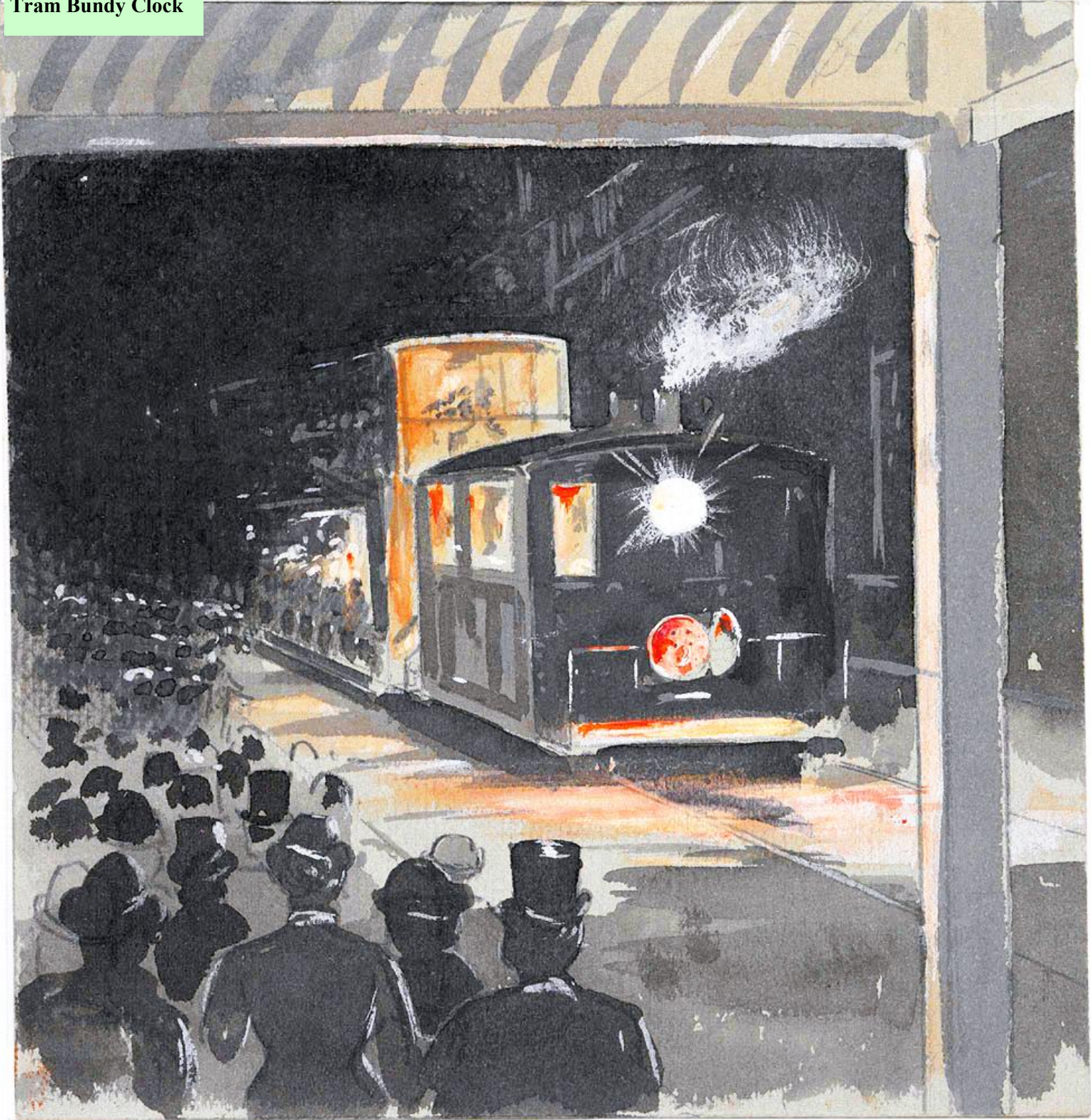


The Times

February 2023

A journal of transport timetable history and analysis

Tram Bundy Clock



Inside: The Paperwork, Part 4 — Trams

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Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: thetimes@timetable.org.au

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←— from Steam ...

... to Electric —→



The Paperwork 4 - Trams

DUNCAN MACAUSLAN

Please note: I have tried to position the small amount of text close to the relevant image. Each illustration is therefore given a Figure number. The text makes reference to this number and also to the page on which the Figure appears.

-Editor

Fig01

AT THE START OF THIS SERIES, there was a short discussion on Public Timetables; since then, the series has focussed on the internal 'paperwork' of the Sydney Government tram and bus operations.

To the intending passenger, the time and fare were what mattered — not the operator and, unless there was a fare difference, not the mode. To a passenger, tram, trolleybus, bus or light rail all perform the same function — getting them from where they are to where they want to be.

In a way, this part of *The Paperwork* follows on from the articles on Early Sydney Timetables (The Times, September and November 2010, January and June 2011, and April 2012). The Pitt Street tram timetables were published in the Sydney Morning Herald, as were the early steam tram timetables.

Steam Trams

The examples at right (Fig01) and on the next page (Fig02) are from October 1880, one month after the line was extended to Randwick from Liverpool Street. Only departure times are shown, and there is no mention of whether a printed timetable was available.

By 1882, the notices in the SMH began to refer to 'copies of tables' which were available at the Tramway Office in Elizabeth Street and the Central Office in George Street (Fig03, page 4).

By 1889, the steam timetables were being published in wee stapled books (Figs 04&05, pages 4&5), 9cm by 7cm, with beige card covers (see detailed description in *Leichhardt Line Through Trams*, [The Times, issue 353, July 2013](#)).

Cable and electric line openings

The notices prepared for the opening of the Ocean Street Cable line in 1894 (Fig06, page 6) and the George Street electric lines (Fig07, page7) in

GOVERNMENT TRAMWAYS.			
HUNTER-STREET and RANDWICK LINE.			
NOTICE is hereby given that from and after the 11th instant Tram Cars will be run between Hunter-street, Moore Park, and Randwick, at the following times throughout the day, viz. :-			
Depart from Hunter-street for Moore Park.	Depart from Hunter-street for Randwick.	Depart from Moore Park for Hunter-street.	Depart from Randwick for Hunter-street.
A.M.	A.M.	A.M.	A.M.
7.10	7.15	7.35	7.49
7.15	7.40	7.58	8.14
7.40	8.5	8.23	8.39
8.5	8.30	8.48	9.4
8.20	9.20	9.13	9.54
8.55	10.10	9.38	10.44
9.20	11.0	10.3	11.34
9.45	11.50	10.28	P.M.
10.10	P.M.	10.53	12.24
10.35	12.40	11.18	1.31
11.0	1.20	11.43	2.10
11.25	2.25	P.M.	2.59
11.50	3.15	12.8	3.49
P.M.	4.5	12.33	4.39
12.15	4.30	12.58	5.4
12.40	4.55	1.40	5.29
1.5	5.20	1.50	5.54
1.20	5.45	2.19	6.19
2.1	6.10	2.43	6.44
2.25	6.35	3.8	7.9
2.50	7.25	3.33	7.59
3.15	8.15	3.58	8.49
3.40	9.5	4.23	9.39
4.5	9.55	4.48	10.29
4.20	*11.10	5.13	*11.44
4.55		5.38	
5.20		6.3	
5.45		6.28	
6.10		6.53	
6.35		7.18	
7.0		7.43	
7.25		8.8	
7.50		8.33	
8.15		8.58	
8.40		9.23	
9.5		9.48	
9.30		10.13	
9.55		10.38	
10.20		11.3	
10.45		11.28	
11.10		11.53	

* On Monday, Wednesday, and Saturday only.

1899 both perform the same function and, although similar in look, have many differences in fonts; and the

timetable layout is different. Ocean Street is partially tabulated, while

Fig02

SUNDAYS :—

Depart from Hunter-street for Moore Park.	Depart from Hunter-street for Randwick.	Depart from Moore Park for Hunter-street.	Depart from Randwick for Hunter-street.
A. M.	A. M.	A. M.	A. M.
8.55	8.55	9.39	9.30
9.40	9.40	10.43	10.34
10.25	10.25	P. M.	P. M.
12.45	12.45	12.39	12.30
1.35	1.35	1.39	1.30
2.0	2.0	2.18	2.9
2.25	2.25	2.42	2.34
2.50	2.50	3.8	2.59
3.15	3.15	3.33	3.24
3.40	3.40	3.58	3.49
4.5	4.5	4.23	4.14
4.30	4.30	4.48	4.39
4.55	4.55	5.13	5.4
5.20	5.15	5.38	5.29
5.45	6.15	6.3	6.19
6.35	8.35	6.28	8.19
8.35		8.53	9.9
9.25		9.18	
9.55		9.46	
		10.15	

Omnibuses run in conjunction with the Cars between Randwick and Coogee Bay, meeting all Trams after 8 a.m.
CHAS. A. GOODCHAP,
 Commissioner for Railways.
 Department of Public Works, Railway Branch,
 Sydney, 6th October, 1880.

Fig03

Department of Public Works, Railway Branch,
 Sydney, 29th September, 1882.

G O V E R N M E N T T R A M W A Y S.

GLEBE POINT AND FOREST LODGE LINES.


NOTICE is hereby given that an amended Time-Table for the above Lines will be brought into operation on 2nd October. Copies of Tables can be obtained on application at the Tramway Office, Elizabeth-street, and Central Office, George-street.
CHAS. A. GOODCHAP,
 Commissioner for Railways.

Fig04

DISTINGUISHING COLOURS.

Alexandria	White and Green
Annandale	White Ground, Red Cross
Bondi and Bondi Aquarium	White, with Red Centre
Rotary	White and Green
Camperdown	White Ground, Red Cross
Coogee	Green
Crown Street	Two Whites
Dulwich Hill	Two Greens
Enmore	Two Greens
Forest Lodge	White and Red
Glebe Point	Two Reds
Leichhardt	White Ground, Red Cross
Marrickville	Two Greens
Moore Park	Green
Newtown	Two Greens
Paddington—per Waverley Tram	Red
" per Woollahra (through service)	Red and Green
" per Paddington only	Red, with White Centre
" per Bondi	White, with Red Centre
Railway	White
Randwick	Green
Redfern	White and Green
Waterloo	White and Green
Waverley	Red
Woollahra	Red and Green

GOVERNMENT TRAMWAYS.



TIME TABLES & FARES.

From 1st October, 1889.

[All previous Tables are cancelled.]

SYDNEY :
 CHARLES POTTER, GOVERNMENT PRINTER.—1889.
 4w 136—89

George Street is wholly in paragraph form. There is no date on the George Street issue; the line opened on 8 December 1899.

NSWGT Timetable Books

It should be noted that, despite its size, Sydney's tram network never used route numbers, only line names (see Willson R, [Route Numbers for Sydney Trams \(Circa 1917\)](#), The Times, May & June 1999).

The Evening News (4 August 1900, p4) noted that 'Timetables giving full information of the starting time of trams from the various termini may be had gratis at the Central Railway Booking Office, and the principal tramway waiting rooms.' This refers to the book that was to become a standard for the next forty years.

The book (Fig08, page8), 16.5cm by 10cm, stapled and glued, with a paper cover, grew over the years to 160 pages. The collection at NSW Archives, contains most of the issues from 1907 onwards. They are bound in hard cover volumes—which makes copying them difficult. The first issue by NSW Government Tramways held, is number 24, dated 26 August 1907, indicating that the first numbered issue was around 1900, possibly with the George Street electrification. The cover, printed in brown, has a picture of George Street looking towards the Town Hall and QVB, with N class car 722 heading for Balmain, and a horse and cart. True to the Tramways' marketing conservatism, this continued in use until 1929. Only the cover colour changed; using blue, red and green in various shades.

Several of these books were issued each year, (Fig09, page9).

In 1914, several unnumbered 'Timetable Amendments' were published for timetable 54; these consisted of a dated cover page and several replacement pages for the book (Fig10, page10). The booklets gave no reason for the changes — for the "reasons", a traveller had to refer to the Sydney Morning Herald.

Some later issues were titled 'Timetables' but inside were still replacement pages (Fig11, page 11).
 (Continued on page 9)

GLEBE POINT.

Fig05

Colour—TWO REDS.

Week-days.

Depart from Bridge-st. for Glebe Point.						Depart from Glebe Point for Bridge-st.					
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
7 22	9 55	12 26	3 29	6 4	8 20	w 6 30	9 31	12 13	3 29	6 2	8 21
7 57	10 22	12 59	4 4	6 29	9 1	7 30	10 6	12 59	4 2	6 38	8 58
8 18	11 4	1 43	4 31	6 54	9 31	8 0	10 30	1 36	4 39	7 5	9 38
8 52	11 32	2 20	5 9	7 16	10 12	8 30	10 59	2 14	5 8	7 25	10 8
9 22		2 51	5 29	7 38	10 42	9 0	11 40	2 58	5 42	7 48	10 45
					11 16						11 19

Sundays.

a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 40	1 23	3 16	4 24	5 31	8 41	9 24	1 58	3 27	4 36	5 41	8 43
10 3	2 1	3 35	4 46	6 9	9 16	10 36	2 36	3 48	4 57	6 3	9 21
p.m.	2 31	4 1	5 9	6 39	10 1	p.m.	3 4	4 10	5 25	6 43	9 53
12 46	2 51					1 26					

w Workmen's Tram.

STOPPING PLACES:—

Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., Belmore Park, Gipps-st., George-st., Regent-st., Darling-st., Newtown Road, Glebe Road, Cowper-st., Mitchell-st., St. John's Road, Lyndhurst-st., Ferry Road, Forsyth-st., and Terminus.

FARES—By Ticket, 2d.; Cash, 3d.

15th August, 1889.

FOREST LODGE.

Colours—WHITE & RED.

Week-days.

Depart from Bridge-street for Forest Lodge.						Depart from Forest Lodge for Bridge-street.					
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
7 3	10 12	12 39	3 46	6 39	10 26	w 6 35	10 14	12 7	3 13	6 14	9 50
7 32	10 49	1 0	4 21	7 25	11 1	7 35	10 47	12 27	3 51	6 51	10 20
8 3	11 29	1 36	4 39	7 46		8 9	11 20	1 11	4 20	7 14	10 59
8 38	11 52	2 16	5 14	8 29		8 34		1 39	4 56	7 57	
9 3		2 41	5 41	9 11		9 12		2 8	5 14	8 29	
9 38		3 19	6 14	9 46		9 35		2 49	5 49	9 12	

Sundays.

a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.
8 30	12 41	3 4	4 32	6 31	10 14	9 7	1 41	4 2	5 54	9 11
9 41	1 33	3 27	5 22	8 38		10 20	2 18	4 47	6 22	9 39
	2 17	4 11	5 49	9 6			2 49	5 11	8 31	
							3 40			

w Workmen's Tram; for Fares see page 28.

STOPPING PLACES:—

Bridge-street, Bent-street, Hunter-street, King-street, Market-street, Park-street, Bathurst-street, Liverpool-street, Belmore Park, Gipps-street, George-street, Regent-street, Darling-street, Newtown Road, Derwent-street, Mitchell-street, St. John's Road, Forest-street, Pyrmont Bridge Road, and Terminus.

FARES—By Ticket, 2d.; Cash, 3d.

1st October, 1889.

OPENING

OF THE

OCEAN STREET CABLE TRAMWAY

It is notified for public information that the Cable Tramway, from the foot of King Street to Ocean Street, will be opened for traffic on

WEDNESDAY, 19TH SEPTEMBER, 1894.

THE TRAM SERVICE WILL BE AS FOLLOWS:
WEEK DAYS.

From King Street Terminus.		For King Street, City.	
For Victoria Street and Darlinghurst.	For Ocean Street, Woollahra.	From Victoria St., Darlinghurst.	From Ocean St. Woollahra.
8.27 a.m., And every 3 minutes up to 6.36 p.m.; then 6.40 p.m., and every 4 minutes to 11.4 p.m.	8.27 a.m., And every 6 minutes up to 6.33 p.m.; then 6.40 p.m., and every 8 minutes up to 11.4 p.m.	8.9 a.m., And every 3 minutes up to 6.54 p.m.; then 6.58 p.m., and every 4 minutes up to 10.46 p.m.	8.0 a.m., And every 6 minutes up to 6.42 p.m.; then 6.49 p.m., and every 8 minutes up to 10.33 p.m.

SUNDAYS.

a.m.	p.m.	p.m.	a.m.	p.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	
9 37	12 30	1 44	9 37	12 30	9 19	10 49	1 16	9 10	10 40	1 17	
9 52	12 40		9 52	12 40	9 34	11 4	1 26	9 25	10 55	1 25	
10 7	12 50		10 7	12 50	9 49	p.m.		9 40	p.m.	1 37	
10 22	1 10		10 22	1 10	10 4	12 25		9 55	12 26	1 45	
10 37	1 24		10 37	1 36	10 19	12 35		10 10	12 57	1 57	
10 52	1 36			1 48	10 34	1 6		10 25	1 7		
And every 4 minutes up to 6.56 p.m.; then 8.24 p.m., and every 4 minutes up to 10.40 p.m.			And every 8 minutes up to 6.52 p.m.; then 8.24 p.m., and every 8 minutes up to 10.40 p.m.			And every 4 minutes up to 6.46 p.m.; then 6.54, then 8.18 p.m., and every 4 minutes up to 10.22 p.m.			And every 8 minutes up to 6.45 p.m.; then 8.17 p.m.; and every 8 minutes up to 10.9 p.m.		

STOPPING PLACES.—Clarence Street, York Street, George Street, Pitt Street, Castlereagh Street, Elizabeth Street, Macquarie Street.
Between Macquarie Street and Ocean Street Passengers will be picked up and set down as required.

FARES FOR LOCAL INTERMEDIATE TRAFFIC.

From and to any point between the Terminus at King Street and Elizabeth Street (Steam Tram Line)	1d.
From and to any point between the Terminus at King Street and Roslyn Street	2d.
From and to any point between the Terminus at Ocean Street and Victoria Street	2d.
THROUGH FARE	3d.
Tickets can be obtained from Conductors.	

Sydney, September, 1894.

H. McLACHLAN, Secretary.

BY ORDER OF THE COMMISSIONERS.

Opening of GEORGE & HARRIS STS. ELECTRIC TRAMWAY.

TIME TABLE.

CIRCULAR QUAY AND RAILWAY.

Trams will run at frequent intervals throughout the day as follows:—

WEEK-DAYS—From Circular Quay—First Tram, 5.50 a.m.; Last, 11.40 p.m.
From Railway—First Tram, 5.35 a.m.; Last, 11.39 p.m.

SUNDAYS—From Circular Quay—First Tram, 7.51 a.m.; Last, 10.20 p.m.
From Railway—First Tram, 8.11 a.m.; Last, 10.41 p.m.

CIRCULAR QUAY AND PYRMONT.

The service will be as follows:—

WEEK-DAYS—From Circular Quay—5.45, 6.45, 7.5, 7.25, 7.45, 8.5, and every 10 minutes up to 11.35 p.m.
From Pyrmont—5.20, 6.15, 6.30, 7.0, 7.20, 7.40, and every 10 minutes up to 11.10 p.m.

SUNDAYS—From Circular Quay—8.24 a.m., and every 20 minutes up 1.44 p.m., and every 10 minutes up to 10.34 p.m.
From Pyrmont—8 a.m., and every 20 minutes up to 1.20 p.m., and every 10 minutes up to 10.10 p.m.

FARES:

Circular Quay and Railway Station	-	-	1d.
Circular Quay and John-street, Pyrmont	-	-	2d.
Railway Gates and John-street, Pyrmont	-	-	1d.

Each passenger, on payment of fare, will be furnished with a ticket, which *must be shown when required*, or another fare will be charged.

Passengers are requested to provide *exact change*.

STOPPING PLACES:—

FIRST SECTION.

Circular Quay Terminus	α Hunter-street	α Liverpool-street
α Manly Jetty	General Post Office	α Goulburn-street
North Shore Jetty	King-street	α Hay-street
α George-street Fire Station	Market-street	α Gipps-street
α Essex-street	Park-street	α Pitt-street
α Bridge-street	α Bathurst-street	Railway, or Railway Gates

SECOND SECTION.

Railway Gates	α Macarthur-street	α Allen-street
Harris-street	α William Henry-street	α Bridge Road
α Ultimo-street	α Quarry-street	α Union-street
α Mary Ann-street	α Fig-street	John-street, Terminus.

At places marked α the trams will not stop regularly, but only when required.

Passengers are requested to ring communication bell **ONCE ONLY**, or inform Driver or Conductor before arriving at the stopping place where they wish to alight.

On Down (outward) journey steam trams will stop on Newtown side of Regent-street instead of Sydney side as at present.

Up (inward) Through trams will stop at Regent-street.

AVOID entering or alighting on right-hand side of car, and riding on steps or footboards.

By order of the Commissioners.

Fig08

N.S.W.
GOVERNMENT

No. 26.

TRAMWAYS

SYDNEY AND SUBURBAN LINES



TIMETABLES

FARES and GENERAL INFORMATION.

FROM 26TH AUGUST, 1907.

[*All previous Tables are cancelled.*]

Sydney : William Applegate Gullick, Government Printer, 1907.

2984 A

Several of these books were issued each year, the NSWGT collection contains:

Year	Numbers	
1907	26-Aug	
1908	29-32	
1909	33-39	Not in collection
1910	39-42	
1911-13	43-52	Not in collection
1914	53-56	
1915	57-58	Not in collection
1916	59-60, 60a	60a appears to be a reprint with same date as 60
1917	61	
1918	62-64, 64a	64a appears to be a reprint with same date as 60
1919	65	
1920	65-67	
1921	68-69	
1922	70-71	
1923	72-73	
1924	74-75	
1925	76-77	Not in collection
1926	78-79	
1927	80-81	
1928	82	
1929	83-85	
1930	86	Cover picture of Circular Quay

(Continued from page 4)

In 1930, the NSW Government separated the tramways from NSW Government Railways, eventually forming the Department of Road Transport and Tramways (DRTT). One timetable amendment on 17 October 1930 was issued by the *Tramways Management Board* and on 7 December three more under the title *Metropolitan Transport Trust – Tramways* [MTT].

The MTT's first tram timetable book was issued on 1 July 1931 with a blue cover but no serial number. This was rectified by the third issue.

The DRTT's first issues (**Fig 12, top of page 12**) were timetable amendments in October and November of 1932 and then only issued one or two timetables per year. The index to the 156 pages of issue 13 (24 August 1940) is shown in **Fig13 (page 13)**.

Within the books, the timetables for each line were in three formats. The most common was what could be described as 'paragraph' format where the departures from a terminal are listed in sequence, but no times are given for intermediate points, nor for arrival at the final destination (**Fig 14, page 14**).

The example in **Fig14** shows the

(Continued on page 11)

Fig10

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

TIME-TABLE ALTERATIONS.

**ASHFIELD - ENFIELD - CONCORD -
MORTLAKE - CABARITA and PETERSHAM
to HURLSTONE PARK LINES.**

commencing Sunday, 31st May, 1914.

BY ORDER.

May, 1914.

GOVERNMENT

TRAMWAYS.

TIME-TABLE ALTERATIONS.

RANDWICK RIFLE RANGE LINE.

COMMENCING SATURDAY, MAY 30.—The Winter Time-table will be brought into force on the above Line. For particulars see Handbills.

ASHFIELD-ENFIELD-BURWOOD-MORTLAKE-CABARITA, SANS SOUCI, PETERSHAM-HURLSTONE PARK, ARNCLIFFE-BEXLEY, and CRONULLA LINES.

WEEK-DAYS AND SUNDAYS.

COMMENCING SUNDAY, MAY 31.—Alterations will be made in the departure times of trams on the above Lines on Week-days and Sundays. For full particulars see Public Time-table Leaflets.

By Order.

J. S. SPURWAY,

(T. 838)

Secretary.

(Continued from page 9)

problems with this layout. For instance, it would appear that Annandale and Leichhardt were two separate lines. However, Annandale is an intermediate terminus on the Leichhardt line. Every trip to Leichhardt is also an Annandale trip. But not all trips to Leichhardt go to the end of the line at Abattoir Road; some peak hour trips terminate, or start, at Marion Street in Leichhardt. The dagger symbol indicates trams terminating at Pitt and George Streets, or Railway Square. None of this assists a passenger wanting to travel between intermediate stops such as Newtown Road unless they do some arithmetic!

The second format is where connecting trains or ferries are shown. At first it looks tabular but only shows train arrival times and tram departure. The Kogarah line, still steam in 1907, is a good example. At first glance appears that two trams depart after each train, one to Ramsgate Road and the second, less frequently, to Sandringham and Sans Souci. In fact it was the same tram, sometimes only short working to Ramsgate Road (Fig15).

In later issues, are a few detailed tables such as the Canterbury Station to Darling Street Wharf line where intermediate timing points are shown but not the arrival time at the wharf, or

the ferry departure (Fig16).

The DRTT

On 28 July 1941, the DRTT issued the first of a set of regional timetables, numbered G1, it covered the red lines: Glebe Point, Leichhardt, Ryde, Balmain, Birchgrove, Lilyfield, Miller's Point and Darling Street Wharf to Canterbury lines.

Over the next few months timetables were published for other regions (Fig17, page12, bottom).

By issue G5, of 27 February 1944,

(Continued on page 16)

The DRTT's first issues were timetable amendments in October and November of 1932 and then only issued one or two timetables a year:

Fig12

Issue	Date	
-	1-Jul-31	Issued by MTT
-	20-Mar-32	
3	29-Jul-32	
4	23-Jan-33	Issued by DRTT
5	31-Aug-33	
6	12-Mar-34	
7	12-Jan-35	
8		Not in collection
9	10-Oct-35	
10	2-Aug-37	
10a	23-Sep-37	
11	1-Nov-38	
12	1-Jul-39	
13	24-Aug-40	Final book

The index to the 156 pages of issue 13 (24 August 1940) is shown below.

Over the next few months timetables were published for other regions:

Code	Lines
D	1-Sep-41 Coogee, Clovelly, Maroubra, La Perouse, Matraville, Daceyville, West Kensington, Alexandria, Robertson Road and City road
G	28-Jul-41 Glebe Point, Leichhardt, Abbotsford, Ryde, Balmain, Birchgrove, Lilyfield Miller's Point and Darling Street Wharf to Canterbury
N	North Sydney lines
P	15-Sep-41 Western Suburban: Cook's River, Canterbury, Dulwich Hill, Earlwood, Cook's River to Dulwich Hill and Circular Quay to Central station.
R	27-Oct-41 Wylde Street trolleybus and Watson's Bay tram
S	Rockdale – Brighton-le-Sands, Rockdale to Kogarah, San Souci, and Doll's Point
T	18-Aug-41 Ashfield – Burwood – Mortlake – Cabarita, Brighton - le-Sands – Rockdale, Sans Souci – Doll's Point
W	1-Sep-41 Railway and Circular Quay, North Bondi – Bronte, North Bondi via Bellevue Hill, Waverley Depot – Bondi Jct - Coogee

Moved to code G in 1944

By issue G5, 27 February 1944, P booklet's contents were combined in G *Western Suburbs Lines*.

	Page.	Time of journey		Page.	Time of journey
All-Night Services	31	Mins.	Cook's River	10	Mins.
Abbotsford	4-6	49	City Road Jct. Robertson Road	50	14
Addison Road	14	40	Cremorne-The Spit	84-90	32
Alexandria (St. Peter's Bridge)	38	26	Crow's Nest and Wynyard Station	90	15
Annandale South (Johnston-street)	7-8	25	Daceyville	87	86
Athol-Balmoral	89-90	18	Darlinghurst-Railway	47	10
Ashfield-Enfield	106-110	15	Darling-st. Wharf - Canterbury	69-70	43
			Double Bay	65-67	31
Balmalra	24-25	37	Dover Road	66-67	39
Balmoral-Wynyard Stn. Bay-st. (Mascot)	34	36	Doll's Point - Kogarah-Rockdale Trolley Bus	129-140	14
Birchgrove (Spit Bay)	25-26	39	Drummoyne	37	36
Bellevue Hill	54-55	27	Drummoyne-Railway, via Forest Lodge	31	25
Bondi Beach, via Oxford street	48	35	Dulwich Hill	13	39
Bondi Junction	46	24	Dulwich Hill to Cook's R.	21-22	15
Bondi Junction-Coogee	53	20	Earlwood	10	40
Botany	35	45	Enmore	11	37
Brighton-le-Sands	142-144	9	Fares	145	...
Bronte	50	35	Five Dock (First Avenue)	4-6	41
Burwood-Enfield	111-115	8	Forest Lodge	24-25	23
Burwood-Mortlake-Cabarita Park	116-127	16	Glabe Point	1-2	24
			Gladesville	29-30	46
Canterbury (via Addison Road)	15	48	Haberfield (Dalhousie-street)	4-6	36
Cabarita Park-Burwood	116-127	16	Kensington (Daceyville Junction)	41-42	22
Canterbury-Darling-st. Wharf	69-70	43	King's Cross	65-67	12
Chatswood-Wynyard St.	101-104	34	Kogarah-Sans Souci Trolley Bus	131-140	14
Chatswood-Taronga Pk.	91-95	39			
Chatswood - Balmoral	91-95	43			
Circular Quay - Central Station	44	11			
Clovelly	60	35			
Coogee	57	36			

	Page.	Time of journey		Page.	Time of journey
Lane Cove - Wynyard Station	99-100	28	Railway-Clovelly	61	28
Lane Cove-Balmoral	91-95	37	Railway - Maroubra Bay	39-40	34
Lane Cove-Taronga Park	94-95	33	Railway-La Perouse	39-40	44
La Perouse, via Kensington	41-42	51	Railway-West Kensington, via Crown-st.	56	18
Lilyfield (Abattoir-rd.)	23	31	Randwick	67	27
Leichhardt	7-8	36	Redfern	32-33	18
Leichhardt - Darling-st. Wharf	69-70	16	Redfern - Waterloo	38	34
Little Bay	41-42	47	Maroubra Bay	150	...
Lost Property	149	...	Regulations	56	14
Malabar	41-42	42	Robert-on Road	142-144	9
Marrickville	12	34	Rockdale-Brighton-le-Sands	129-130	...
Maroubra Bay	43	41	Rockdale - Kogarah Trolley Bus	65-67	29
Maroubra Junction	41-42	35	Rose Bay	45	26
Mascot	34	36	Rosebery	29-30	58
Milley's Point-Railway	3	15	Ryde	72-74	26
Moore Park	57	18	Spit Road Junction	17	23
Mosman Bay-Cremorne Junction	87-88	12	St. Peter's	65-67	39
Matraville	35	49	Sth. Head (Signal Stn.)	147	...
			Special Trams	78-79	34
Neutral Bay	82-83	8	The Spit-Wynyard Stn.	86	36
Newtown	10	24	Taronga Pk.-Lane Cove	91-95	32
North Bondi, via Oxford street	48	38	Taronga Pk. - Wynyard Station	80	33
North Bondi, via Bellevue Hill	54-55	37	Undercliffe	18	40
Ocean-street	65-67	18	Vaucluse	65-67	39
Paddington	46	15	Waterloo	32-33	27
Petersham-Canterbury	69-70	15	Waterloo-Maroubra Bay	38	32
Prince Henry Hospital	41-42	47	Waverley	59	32
Pymont-Quay street	2	8	Watson's Bay	65-67	45
Quay-street-Balmalra	23	21	West Kensington, via Crown-st.	62	24
Quay-street-Pymont	2	8	Willoughby	101-104	29
Railway-North Bondi	49	36	Wylie Street to Liverpool Street Trolley Bus	63-64	14
Railway-Bondi Junction	47	22	Zetland	45	21
Railway-Bronte	51	33			
Railway-Coogee	58-59	29			

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.

14 TRAMWAY TIME TABLES.

KOGARAH-SANS SOUCI LINE—WEEK-DAYS.

Train.	Tram from Kogarah.		Tram for Kogarah.			Train for Sydney.
	Sydney. Dep.	For Ramsgate Rd. Loop. Dep.	From Sandringham & Sans Souci. Dep.	From Sans Souci. Dep.	From S'g'ham. Loop. Dep.	
a m	a m	a m	a m	a m	a m	a m
...	5 33	5 33	5 9	5 11	5 21	5 33
6 10	6 50	6 50	6 8	6 10	6 20	6 33
7 10	7 37	7 37	7 4	7 10	7 18	7 29
8 10	8 14	8 14	7 50	7 54	8 2	8 12
8 32	8 37	8 37	...	...	8 24	8 48
9 12	9 14	9 14	8 51	8 55	9 3	9 14
9 40	9 40	9 40	...	...	9 24	10 3
10 10	10 14	10 14	9 51	9 55	10 3	10 16
11 10	10 37	10 37	...	...	10 24	10 44
p m	11 37	11 37	10 51	10 55	11 3	11 14
12 10	12 37	12 37	...	...	...	...
12 40	11 14	11 14	11 51	11 56	12 4	12 18
1 10	11 37	11 37	...	...	...	...
1 26	11 52	11 52	12 51	12 55	1 3	1 14
1 40	12 16	12 16	1 28	1 32	1 40	1 54
2 10	2 37	2 37	1 51	1 56	2 4	2 16
2 25	2 37	2 37	2 6	2 10	2 18	2 26
3 10	3 37	3 37	2 26	2 30	2 38	2 42
4 10	4 37	4 37	2 51	2 55	3 3	3 14
4 40	4 37	4 37	3 51	3 55	3 24	3 38
5 11	5 14	5 14	...	...	4 3	4 15
5 37	5 40	5 40	4 51	4 55	4 24	4 44
6 11	6 15	6 15	...	...	5 3	5 25
6 34	6 38	6 38	5 51	5 56	5 24	5 36
7 10	6 55	6 55	...	...	6 4	6 16
8 10	7 37	7 37	6 33	6 37	6 25	6 44
9 10	8 37	8 37	6 52	6 56	6 45	6 55
10 10	9 37	9 37	7 9	7 13	7 4	7 14
10 40	10 37	10 37	7 51	7 55	7 24	7 42
11 10	11 14	11 14	8 51	8 55	8 3	8 14
11 40	11 37	11 37	9 51	9 55	9 3	9 18
	12 14	12 14	10 51	10 55	10 3	10 14
			11 51	11 55	11 3	11 14
			12 3	12 3	...	...

† Starts from Dolls' Point and runs via Sans Souci. † Saturdays only.
 ‡ Starts from Sans Souci 11.50 a.m., and runs via Sandringham.
 * Wednesdays and Saturdays only.
 ‡ Wednesdays only. § Saturdays excepted.

TRAMWAY TIME TABLES.

KOGARAH-SANS SOUCI LINE—SUNDAYS.

Train.	Tram from Kogarah.		Tram for Kogarah.			Train for Sydney.
	Sydney. Dep.	For Ramsgate Rd. Loop. Dep.	From Sandringham & Sans Souci. Dep.	From Sans Souci. Dep.	From S'g'ham. Loop. Dep.	
a m	a m	a m	a m	a m	a m	a m
8 10	8 37	8 37	8 51	8 55	9 3	9 14
9 10	9 39	9 39	9 53	9 57	10 3	10 16
9 52	10 19	10 19	10 19	10 23	10 7	10 25
10 20	10 57	10 57	10 33	10 37	10 45	10 57
p m	p m	p m	p m	p m	p m	p m
...	12 32	12 32	11 50	11 54	12 2	12 13
1 0	1 29	1 29	12 46	12 52	1 6	1 18
2 10	2 37	2 37	1 43	1 52	2 3	2 15
3 10	3 37	3 37	2 51	2 55	3 3	3 15
4 10	4 37	4 37	3 51	3 55	4 3	4 15
5 10	5 37	5 37	4 51	4 55	5 3	5 15
6 10	6 37	6 37	5 51	5 55	6 3	6 15
7 2	7 32	7 32	6 51	6 55	7 3	7 15
8 10	8 37	8 37	7 46	7 52	8 3	8 15
9 10	9 37	9 37	8 50	8 54	9 2	9 15
10 12	10 40	10 40	9 50	9 54	10 2	10 17

STOPPING PLACES.

Kogarah Railway Station, a Kensington Road, a Kogarah Road, Austral-street, a Fitzgerald's Hill, a Carroll's Hill, a Ramsgate Road Loop, a Selman-street, a Loop Junction, a Myers-street, a Endeavour-street, a Nelson-street, a Rocky Point, a Sans Souci Hotel, a Napoleon-street, Sandringham, Dolls' Point, a Russell Avenue. Stops when required only.

TIME OF JOURNEY.

Kogarah to Ramsgate Road, 8 mins.; Ramsgate Road to Sandringham, 10 mins. On Down, 8 mins. On Up Journey.

FARES.

Each Section, 1d. Workmen's fares. First Section—Kogarah and Ramsgate Road. Second Section—Ramsgate Road and Doll's Point or Sandringham.

For Parcels Rates see page 37.

Fig14 (sic)

TRAMWAY TIME TABLE.

72

ANNANDALE. (Colour—White Ground, Red Cross.)
(Via George-street.)

FROM CIRCULAR QUAY (PHILLIP-ST.)	WEEK-DAYS.	FROM JOHNSTON-ST. FOR CIRCULAR QY. PHILLIP-ST.
D1.0, D2.0, D2.45 a.m., 5.0w, †5.28, †5.38, †5.48, 5.49, †5.56, 5.55, 6.0, 6.5, 6.10, 6.15, 6.19, 6.23, 6.27, 6.31, 6.35, 6.38, 6.41, 6.45, and every 4 mins. to 7.5, every 2 mins. to 8.19 a.m., every 4 mins. to 2.15 p.m., every 3 and 4 mins. to 4.5, every 2 mins. to 6.47, 6.51, every 4 mins. to 11.23, 11.29, 11.45 p.m.		D12.55, D1.55, †D2.55, †D3.33 a.m., 5.18w, 5.21w, 5.28, 5.31, 5.34, 5.39, 5.42, 5.49, 5.52, 5.59, 6.2, 6.7, 6.10, 6.14, 6.18, 6.22, 6.24, 6.29, 6.31, 6.33, 6.35, 6.38, every 2 mins. to 8.54, 8.58, 9.2, 9.4, 9.8 a.m., every 4 mins. to 2.4 p.m., every 3 and 4 mins. to 6.4, every 4 mins. to 10.52, 10.58, †11.4, †11.10, 11.22, †11.24, 11.34 p.m.

SUNDAYS.

D1.0, D2.0 a.m., 8.9, 8.14, 8.24, 8.34, 8.39, 8.49, 8.54, 8.59, 9.9, 9.19, every 5 mins. to 10.49 a.m., 12.4 p.m., every 5 mins. to 2.9, 2.12, every 2 and 3 mins. to 6.59, then 8.2, every 2 and 3 mins. to 10.14, every 5 mins. to 10.39, 11.45 p.m.	D12.55 a.m., 8.8, 8.18, 8.23, 8.28, 8.32, 8.43, 8.48, 8.58, every 5 mins. to 11.3 a.m., 12.18 p.m., every 5 mins. to 1.32, 1.41, every 2 and 3 mins. to 7.18, then 8.21, every 2 and 3 mins. to 9.48, every 5 mins. to 10.8, †10.18, 10.18, †10.22, 10.18, †10.33, 10.38, 10.43, †10.53, 11.41 p.m.
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LEICHHARDT. Colour—White Ground, Red Cross.
(Via George-street.) **WEEK-DAYS.**

FROM CIRCULAR QUAY (PHILLIP-ST.)	FROM LEICHHARDT FOR CIRCULAR QUAY (PHILLIP-ST.)
D1.0, D2.0, D2.45 a.m., 5.0w, †5.28, †5.38, †5.48, †5.56, 5.49, 6.0, 6.5, 6.10, 6.19 a.m., every 4 and 8 mins. to 5.3, every 2 and 4 mins. to 6.45, 6.47, 6.51, 6.59, every 4 and 8 mins. to 11.23, 11.29, 11.45 p.m. To Marion-st.:—Same as Leichhardt to 6.10, 6.15 a.m., every 4 mins. to 2.15, every 3 & 4 mins. to 5.1, every 2 mins. to 6.47, every 4 mins. to 11.23, 11.29, 11.45 p.m.	D12.45 D1.45, †D2.45, †D3.23 a.m., 5.11w, 5.21, 5.32, 5.42, 5.52, 6.0, 6.8, 6.14, 6.20, 6.25, 6.30, 6.38, every 4 and 8 mins. to 10.48, †11.0, 11.12, 11.24 p.m. From Marion-st.:—5w15, 5.25, 5.35, 5.38, 5.46, 5.56, 6.4, 6.8, 6.12, 6.18, 6.24, 6.29, 6.34 a.m., every 4 min. to 1.55 p.m., every 3 & 4 min. to 5.58, every 4 mins. to 10.46, 10.52, †10.58, †11.4, 11.16, 11.28 p.m.

SUNDAYS

D1 0, D2.0 a.m., 8.9, 8.24, 8.39, 8.49, 8.59, every 10 mins. to 10.49 a.m., 12.9 p.m., ev. 10 min. to 12.59, ev. 10 min. to 6.59, 8.9, ev. 10 min. to 10.29, 10.39, 11.45 p.m. To Marion-st.:—8.9, 8.14, 8.24, 8.34, 8.39, 8.49, 8.54, 8.59, 9.9, 9.14, 9.19, 9.29, every 5 min. to 10.49 a.m., 12.4, every 5 min. to 6.59, 8.4, ev. 5 min. to 10.29, 10.39, 11.45 p.m.	D12.45 a.m., 7.58, 8.8, every 10 mins. to 10.48 a.m., 12.8 p.m., every 10 mins. to 7.8, then 8.18, every 10 min. to 10.28, 10.33, 11.30 p.m. From Marion-st.:—8.2, 8.12, 8.17, 8.22, 8.32, 8.37, 8.42, 8.52, every 5 min. to 10.57 a.m., 12.12, every 5 min. to 7.12, 8.12, every 5 min. to 10.2, †10.7, 10.12, †10.17, 10.22, †10.27, 10.32, 10.37, †10.47, 11.54 p.m.
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† From Pitt and George sts. ‡ To Pitt and George sts.
D Special fares, see page 38.

FARES—Each Section, 1d.
TIME OF JOURNEY FROM CIRCULAR QUAY—Newtown Road, 20; Johnston-st., 31; Marion-st., 37; Leichhardt Terminal, 41 mins.
STOPPING PLACES:—FIRST SECTION—See page 26. SECOND SECTION—Pitt and George sts., Regent-st., Abercrombie-st. (Down Journey), Wattle-st. (Up Journey), Newtown Road, Derwent-st., Arundel-st., Ross-st., Smith-st., Missenden Road, Church-st., Australis-st., Nelson-st., Trafalgar-st., Johnston-st. THIRD SECTION—Young-st., Macquarie-st., Catherine-st., Balmain Road, Norton-st., Marion-st., Short-st., Allen-st., William-st., and Terminal.
FARE—Each Section 1d. Rosalie Depot and Parvumatta Road via Rosalie, 1d.
w Workmen's Fares.

DARLING-STREET WHARF—HURLSTONE
PARK—CANTERBURY STATION.

FOR CANTERBURY STATION—DOWN.

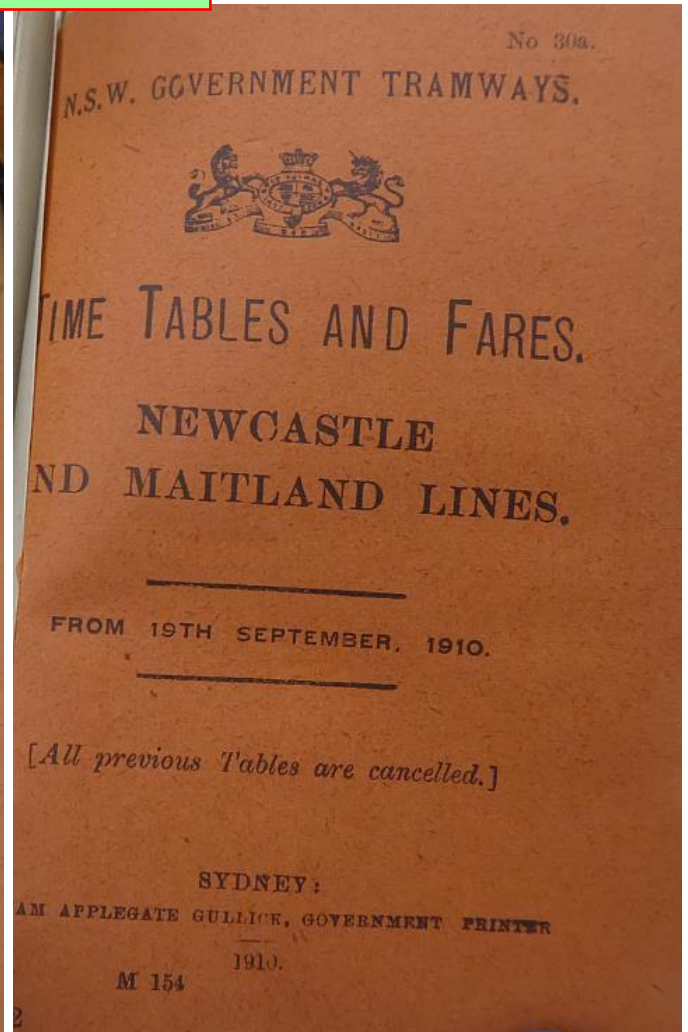
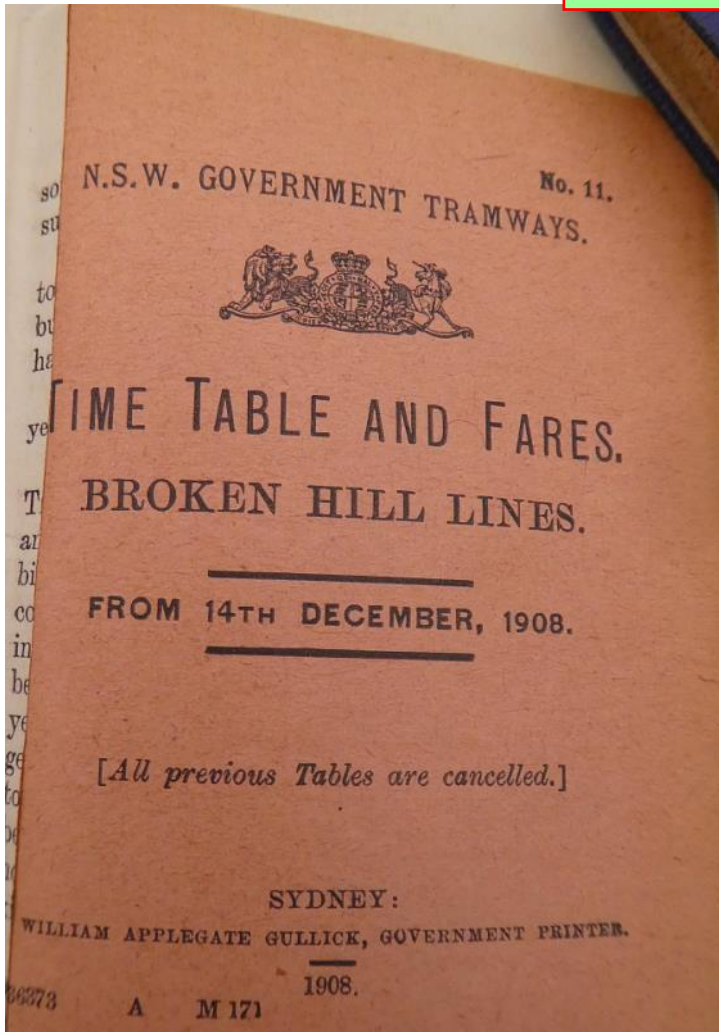
FROM DARLING- STREET WHARF.	FROM NICHOLSON STREET.	FROM ROWNTREE STREET.	FROM DARLING- STREET JUNCTION.	FROM PETER- SHAM STATION.	FROM DULWICH HILL.
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MONDAYS TO FRIDAYS.

a m	a m	a m	a m	a m	a m
5 47w	5 48w	5 54w	4 54	5 10	5 17
6 7w	6 8w	6 14w	5 25	5 41	5 48
6 22w	6 14w	6 20w	5 48	6 4	6 11
6 37w	6 23w	6 29w	5 58	6 14	6 21
6 52w	6 38w	6 44w	6 3	6 19	6 28
and at	6 53w	6 59w	6 11	6 27	6 34
7, 22, 37,	7 0w	7 6w	6 15	6 31	6 38
and 52	7 8	7 14	6 18	6 34	6 41
mins. past	7 16	7 22	6 24	6 40	6 47
each hour	every 7	every 7	6 33	6 49	6 56
to	and 8	and 8	6 41	6 57	7 4
p m	mins. to	mins. to	6 48	7 4	7 11
11 7	8 38	8 44	6 57	7 13	7 20
11 38	8 53	8 59	7 3	7 19	7 26
*D12.9 a.m.	and at	and at	7 10	7 26	7 33
	8, 23, 38	14, 29, 44	every 7	7 34	7 41
	and 53	and 59	and 8	7 42	7 49
	mins.	mins. past	mins. to	every 7	every 7
	past each	each hour to	8 48	and 8	and 8
	hour to	p m	and at	mins. to	mins. to
	p m	3 44	3, 18, 33	8 57	9 4
	4 53	3 54	and 48	and at	and at
	5 2	3 59	mins. past	4, 19, 34	11, 26,
	5 6	4 7	each hour	and 49	41 and 56
	5 15	4 14	to	mins. past	mins. past
	5 22	4 21	p m	each hour	each hour
	5 23	4 29	3 3	to	to
	5 35	4 37	3 11	p m	p m
	5 38	4 44	3 18	3 19	3 26
	5 53	4 49	3 26	3 27	3 34
	and at	4 57	3 33	3 34	3 41
	8, 23, 38	4 59	3 41	3 42	3 49
	and 53	5 8	3 48	3 49	3 56
	mins. past	5 12	3 58	3 57	4 4
	each hour	5 21	4 3	4 4	4 11
	to	5 28	4 11	4 14	4 21
	11 8	5 29	4 18	4 19	4 28
	11 39	5 41	4 25	4 27	4 34
	a m	5 44	4 33	4 34	4 41
	*D12 10		4 41	4 41	4 48
			4 48	4 49	4 56
			4 53	4 57	5 4

E

Figs18a&18b



(Continued from page 11)
 (second line of **Fig 17, page 12**) P booklet's contents were combined into G (Western Suburbs Lines). These booklets continued till 1949 — after which, timetable and alteration sheets were published as *Tram Notices* or *Handbills* with annual serial numbers.

Newcastle and Broken Hill (covers in Fig18a&b, above). The bound books also contain timetables for Newcastle and Maitland lines and Broken Hill lines. These retained the small 7cm by 9cm size of the 1890s steam tram timetables.

The first bound issues are Newcastle

and Maitland issue #26 28th October 1908, and Broken Hill issue #10 1st May 1908. Because of the binding, the covers are very difficult to photograph. Surprisingly the Broken Hill timetable is detailed in the read down format. (**Figs19&20, pages 17&18**).

The Maitland lines (**Fig21, page 18**) are in a similar style to Kogarah. All trams to Campbell's Hill or West Maitland passed through Campbell Street Junction and — though not apparent in the timetable — most trams to Victoria Street started at either Campbell's Hill or West Maitland Station.

The Broken Hill and Maitland lines closed after their last trams on 31-December-1926. The last timetable book issued for Broken Hill was issue 19 of 1-April-1914, followed by a series of Timetable Amendments dated 9- December-1917, June-1921 and 8-October 1923. Maitland last appeared in Newcastle and Maitland book 62 dated 30-May-1926 and Timetable Amendments dated 30-August and 3-October-1926.

—More paperwork to come!



Fig19

BROKEN HILL

2

Murton. Kaolin Sts., and Western Oval

COLOURS—Patton-st., White, Red Centre; Argent or Gossan Sts., Red, White Centre.

MONDAYS TO

	m	a	m	a	m	a	m	a	m	a	m
Western Oval.....dep.	6 47	...	7 41	...	8 14	...	8 41	...	9 13	...	9 44
Kaolin-street ..	6 50	...	7 44	...	8 14	...	8 44	...	9 13	...	9 47
Murton-street ...	6 46	...	7 13	7 43	8 13	...	8 43	...	9 16	...	9 47
Chapple-st. Jun. ..	6 52	6 55	7 19	7 49	8 19	8 19	8 49	8 49	9 18	...	9 52
Oxide & Argent sts. ,	7 0	7 24	7 54	...	8 24	8 54	8 54	...	9 23	...	9 57
Gossan-street ..	7 8	7 32	8 2	...	8 32	9 2	...	...	9 32	...	10 5
Slag-street	7 15	7 39	8 9	...	8 39	9 9	...	...	9 42	...	10 12
Patton-st. Loop... ..	7 21	7 46	8 16	...	8 46	9 16	...	...	9 49	...	10 19
Whittaker-street arr.	7 26	7 51	8 21	...	8 51	9 21	...	...	9 54	...	10 24

	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
Western Oval... dep.	1 20	...	1 50	2 20	...	2 50	...	3 20	...	3 50
Kaolin-street ..	1 23	...	1 53	2 23	...	2 53	...	3 23	...	3 53
Murton-street ..	1 22	1 49	...	2 22	2 52	...	3 22	...	3 52	...
Chapple-st. Jun. ..	1 28	1 28	1 55	1 58	2 28	2 58	2 58	3 28	3 28	3 58
Oxide & Argent sts. ,	1 33	...	2 3	...	2 33	3 3	...	3 33	...	4 3
Gossan-street ...	1 41	...	2 11	...	2 41	3 11	...	3 41	...	4 11
Slag-street	1 48	...	2 18	...	2 48	3 18	...	3 48	...	4 18
Patton-st. Loop... ..	1 55	...	2 25	...	2 55	3 25	...	3 55	...	4 25
Whittaker-street arr.	2 0	...	2 30	...	3 0	3 30	...	4 0	...	4 30

	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	
Western Oval.....dep.	6 32	...	7 2	...	7 32	...	8 2	...	8 37	...	9 38
Kaolin-street ..	6 35	...	7 5	...	7 35	...	8 5	...	8 40	...	9 41
Murton-street ...	6 22	...	6 50	...	7 32	8 1	...	8 35	...	9 9	
Chapple-st. Jun. ..	6 40	6 28	7 10	6 56	7 40	7 38	8 7	8 41	8 45	9 15	9 46
Oxide & Argent sts. ,	6 45	...	7 15	...	7 45	8 15	...	8 50	...	9 20	9 51
Gossan-street ...	6 53	...	7 23	...	7 53	8 23	...	8 58	...	9 28	9 58
Slag-street	7 0	...	7 30	...	8 0	8 30	...	9 5	...	9 35	10 6
Patton-st. Loop... ..	7 7	...	7 37	...	8 7	8 37	...	9 12	...	9 42	10 13
Whittaker-street arr.	7 12	...	7 42	...	8 12	8 42	...	9 17	...	9 47	10 18

TRAMWAY TIME TABLES.

to Whittaker-street.

Whittaker-st., White.

FRIDAYS.

a	m	a	m	a	m	a	m	a	m	a	m	a	m	a	m	a	m
...	9 13	...	10 16	...	11 16	...	12 25	...	1 25	...	2 25	...	3 25	...	4 25	...	5 25
9 13	9 18	9 52	10 22	10 52	11 22	11 52	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25
9 24	9 23	9 57	10 27	10 57	11 27	11 57	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30
9 32	...	10 5	10 35	11 5	11 35	12 11	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41
9 42	...	10 12	10 42	11 12	11 42	12 18	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 48
9 49	...	10 19	10 49	11 19	11 49	12 25	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 55
9 54	...	10 24	10 54	11 24	11 54	12 30	1 30	2 30	3 30	4 30	5 30	6 30	7 30	8 30	9 30	10 30	11 30

p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
...	3 20	...	3 50	...	4 20	...	4 50	...	5 20	...	5 50	...	6 20	...	6 50	...	7 20
3 22	...	3 52	...	4 22	...	4 52	...	5 22	...	5 52	...	6 22	...	6 52	...	7 22	7 52
3 28	3 28	3 58	3 58	4 28	4 28	4 58	4 58	5 28	5 28	5 58	5 58	6 28	6 28	6 58	6 58	7 28	7 58
3 33	...	4 3	...	4 33	...	5 3	...	5 33	...	6 3	...	6 33	...	7 3	...	7 33	8 3
3 41	...	4 11	...	4 41	...	5 11	...	5 41	...	6 11	...	6 41	...	7 11	...	7 41	8 11
3 48	...	4 18	...	4 48	...	5 18	...	5 48	...	6 18	...	6 48	...	7 18	...	7 48	8 18
3 55	...	4 25	...	4 55	...	5 25	...	5 55	...	6 25	...	6 55	...	7 25	...	7 55	8 25
4 0	...	4 30	...	5 0	...	5 30	...	6 0	...	6 30	...	7 0	...	7 30	...	8 0	8 30

p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
...	8 37	...	9 38	...	10 44	...	11 15	...	12 15	...	1 15	...	2 15	...	3 15	...	4 15
8 35	...	9 9	...	10 10	...	11 0	...	12 0	...	1 0	...	2 0	...	3 0	...	4 0	5 0
8 41	8 45	9 15	9 46	10 16	10 52	11 11	11 41	12 11	12 41	1 11	1 41	2 11	2 41	3 11	3 41	4 11	4 41
8 50	...	9 20	9 51	10 29	...	11 11	11 41	12 11	12 41	1 11	1 41	2 11	2 41	3 11	3 41	4 11	4 41
8 58	...	9 28	9 58	10 37	...	11 19	11 49	12 19	12 49	1 19	1 49	2 19	2 49	3 19	3 49	4 19	4 49
9 5	...	9 35	10 6	10 44	...	11 26	11 56	12 26	12 56	1 26	1 56	2 26	2 56	3 26	3 56	4 26	4 56
9 12	...	9 42	10 13	10 51	...	11 23	11 53	12 23	12 53	1 23	1 53	2 23	2 53	3 23	3 53	4 23	4 53
9 17	...	9 47	10 18	10 56	...	11 28	11 58	12 28	12 58	1 28	1 58	2 28	2 58	3 28	3 58	4 28	4 58



