



The Times

April 2023

A journal of transport timetable history and analysis



An Open and Shut case in the NESG Buffet Car

Suspension of Tramway Traffic in the City during Friendship with Russia League Procession # 2

SUNDAY, NOVEMBER 7

Tramway Traffic in the City will be suspended from approximately 2.30 p.m. to 3.30 p.m.

During this time trams will be diverted or terminated as follows:

NORTH BONDI, BRONTE, COOGEE, CLOVELLY, LA PEROUSE AND MAROUBRA BAY TO CIRCULAR QUAY LINES — Terminated at Elizabeth and Liverpool Streets.

BUNNERONG, BOTANY, ALEXANDRIA, DACEYVILLE, ROSEBERY AND WEST KENSINGTON LINES — Diverted via Elizabeth Street to Liverpool Street.

GEORGE STREET AND NEWTOWN LINE TRAMS — Terminated at Railway.

BELLEVUE HILL LINE—Terminated at Darlinghurst.

WATSONS BAY—Terminated at St. Mary's Cathedral.

WYLDE STREET TROLLEY BUS SERVICE—Diverted via Elizabeth Street.

Trams will not depart from Balloon Loop (Circular Quay) or Millers Point from 2.10 p.m.; from Young Street or Pitt Street (Circular Quay) from 2.30 p.m. or Erskine Street from 2.40 p.m. until Procession has cleared Park Street.



Inside: Going Hungry on the Gauge
The day they stopped the trams for the Russian Friendship Procession
Whatever happened to the Printed Timetable (2)

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As ATA's Ruby Anniversary approached, the ATA Committee suggested to The Times Editor that he ought to reprise "some keynote articles from the past". We have already done two of these.

"Keynote" is, of course, a loaded word. The Editor decided that, perhaps, we might present a range of "best" to "worst". Accordingly, we show above the covers of three issues. Two of these received a "best" rating and one of them received a single "best" rating and a single "worst" rating.

Which ones were which? Only three people were in the judging panel. I wonder if the judges each can remember?

Going Hungry on the Gauge

GEOFF LAMBERT

THE TRAIN SERVICE on Victoria’s North East Standard Gauge (NESG) line has been a bugbear for the operator ever since Steve Bracks “sold” the lease of the section north of Seymour to ARTC in 2010. The ARTC quickly moved (in fact, far too quickly moved) to convert that section of Broad Gauge (BG) to Standard Gauge (SG). The Times has run more stories about “NESG Woes” than you could poke a stick at. [Google it Mate!](#)

By mid-2012, the problems had become so dread that they became one of the four main complaints that led to the formation of “Voices for Indi” (V4I) and the subsequent election of Cathy McGowan in the 2013 Federal Election. Cathy, her successor Helen Haines and the Border Rail Action Group (BRAG) continue to wrestle with the rail operators (ARTC and V/Line) to this day. They have had some success with ARTC (e.g. improved track), but none at all with V/Line. Being a participant in V4I from the start, and later with a number of Voices groups, I am in a position to venture the opinion that the NESG train services were a trigger for the emergence of the

so-called “Teal” movement. It’s not often that bad train timetable performance helps trigger a national political revolution.

Max Michell, ATA member and writer for the [Rail Futures Institute](#) has also written about the NESG troubles in RFI’s “Newspost” newsletter., #23. I am much indebted for his insight, information and analyses, parts of which are reproduced below, made available courtesy of Rail Futures Institute (Inc.)

We can divide the history into two periods:

2011—2021, when the service was run by “Gauge-standardised N-sets” ... six cars, including a power car, hauled by a small stable of N-class locos. Although the rolling stock was unreliable, the principal problem was the track—too many Mudholes. The money obtained by Cathy McGowan and BRAG eventually helped settle this problem down to a certain degree.

2021—2023, when V/Line decided to replace the N-sets with self-propelled railcars. These are a standard gauge version of its V/Locity railcars, in sets of three—3VS sets as opposed to the 3VL sets on the Broad Gauge. The principal stumbling block here for

this new creature, was how to accommodate food services (mandatory on longer trips). This was solved by installing a buffet in the middle, non-powered, car of each 3-car set, as shown on our page 1. Not the least of the impediments to this was the need to carry out “extensive bar training” for the Buffet staff.

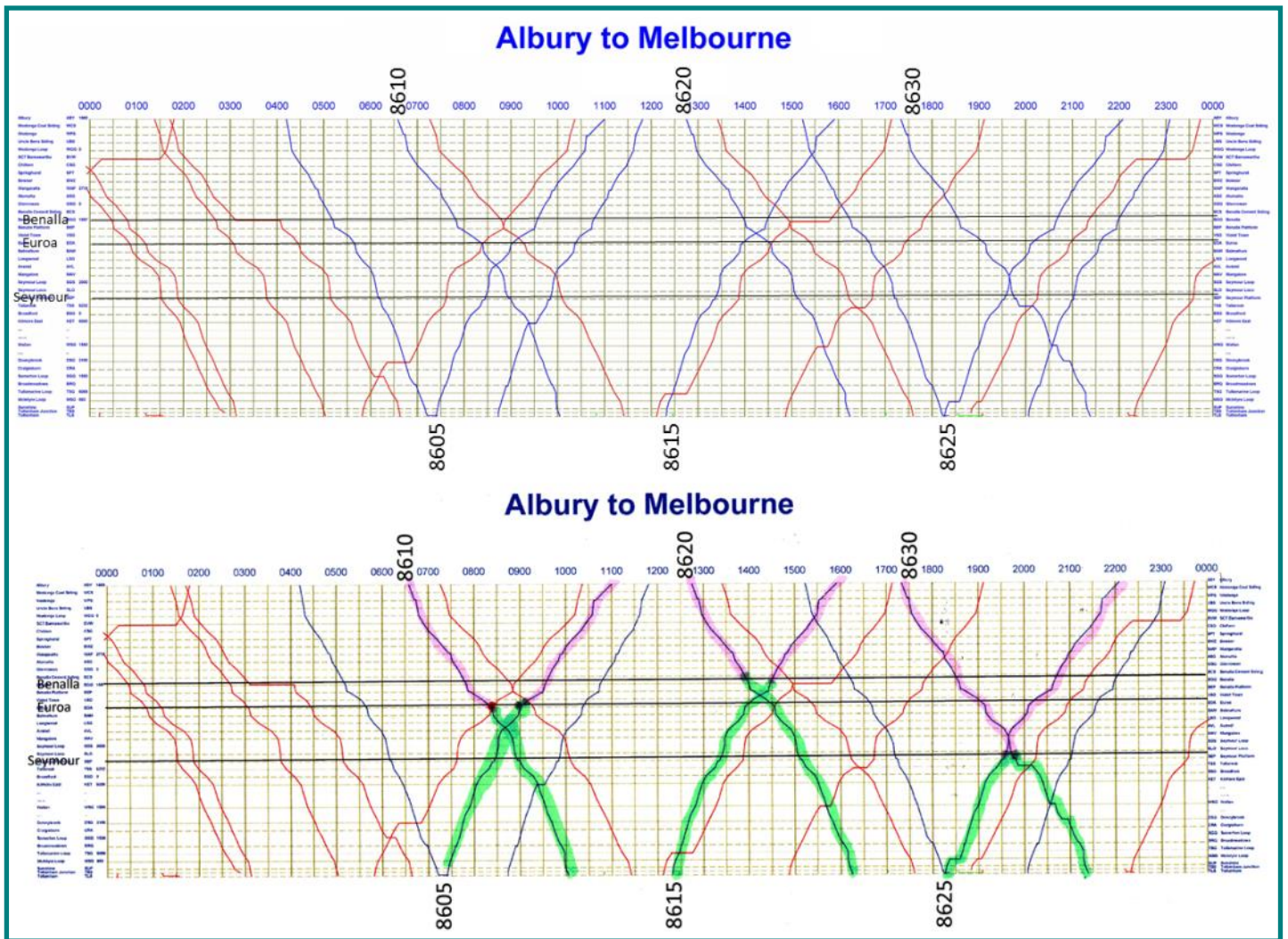
The resultant (and current) train timetable for these services appears at the bottom of this page; the graphical equivalent is at the top of the next page.

The 3-car sets are rostered for the least “popular” services, those with less-hungry customers—the morning train to Albury (8605) and the evening train to Melbourne (8630).

It is easy to see from the tabular timetable that these two trains must be formed of car sets that differ from the services that were their predecessors. It should be clear that 3-car sets may turn into 6-car sets (or vice-versa) at either Southern Cross or Albury. A certain amount of “dancing” occurs.

In addition, the exigencies of arranging that railcars need to be refuelled at some point and that this point should be at South Dynon, adds extra complications. The Times issue of May 2020 (page 10) explains that, in the days of the N-sets, this was to refuel the loco after 3 days of running. It is not clear to me whether that

Train#	Status	Formed by	From	To	Forward			Travel time	Forms
					Car Set	Dep	Arr		
8610	PASS	7610	ABY	SPE	2x3VS	06:45	10:27	3:42	8611
8605	PASS	8604	SPE	ABY	3VS	07:07	10:43	3:36	7605
8615	PASS	8614	SPE	ABY	2x3VS	12:04	15:40	3:36	7615
8620	PASS	7620	ABY	SPE	2x3VS	12:51	16:33	3:42	8621
8630	PASS	8615	ABY	SPE	3VS	17:27	21:45	4:18	8631
8625	PASS	8624	SPE	ABY	2x3VS	18:02	21:38	3:36	7625



Top—a 2021 NESG graphical TRAIN timetable

Bottom: a 2023 NESG graphical "BUFFET" timetable, showing where the buffets **run** (green highlighting) and where they **might not run** (pink highlighting) when there are "buffet problems"

imperative applies to the V/Locity sets. One associated peculiarity of the roster is that, every day, a spare set is transferred from the Maintenance Depot to South Dynon loco, only to return at night.

In early 2018, I decided to register as a user of V/Line's "Inform Service", a service that seems to have started in or before 2015. The driving force for me doing so, was my continuing interest in the performance of V/Line's NESG service.

One can register for any or all of the V/Line services but, since the NESG line doesn't have a separate Inform page, I had to register for the BG "Seymour Line", which has the NESG service alerts embedded in it. V/line responded thus:

Dear Geoff Lambert

Thank you for registering for V/Line's Inform <<http://www.vline.com.au/inform>> service. Soon, you will be contacted by SMS and/or email [I registered for BOTH], about any service disruption to your train service(s). You can log in to your account <<http://www.vline.com.au/login>> at any time to update your details or stop notifications.

Account log in details:
Username: ~~redacted~~ Password: ~~redacted~~

*Feedback We welcome all feedback about our Inform service. Please send comments and suggestions to us via: <http://www.vline.com.au/feedback>

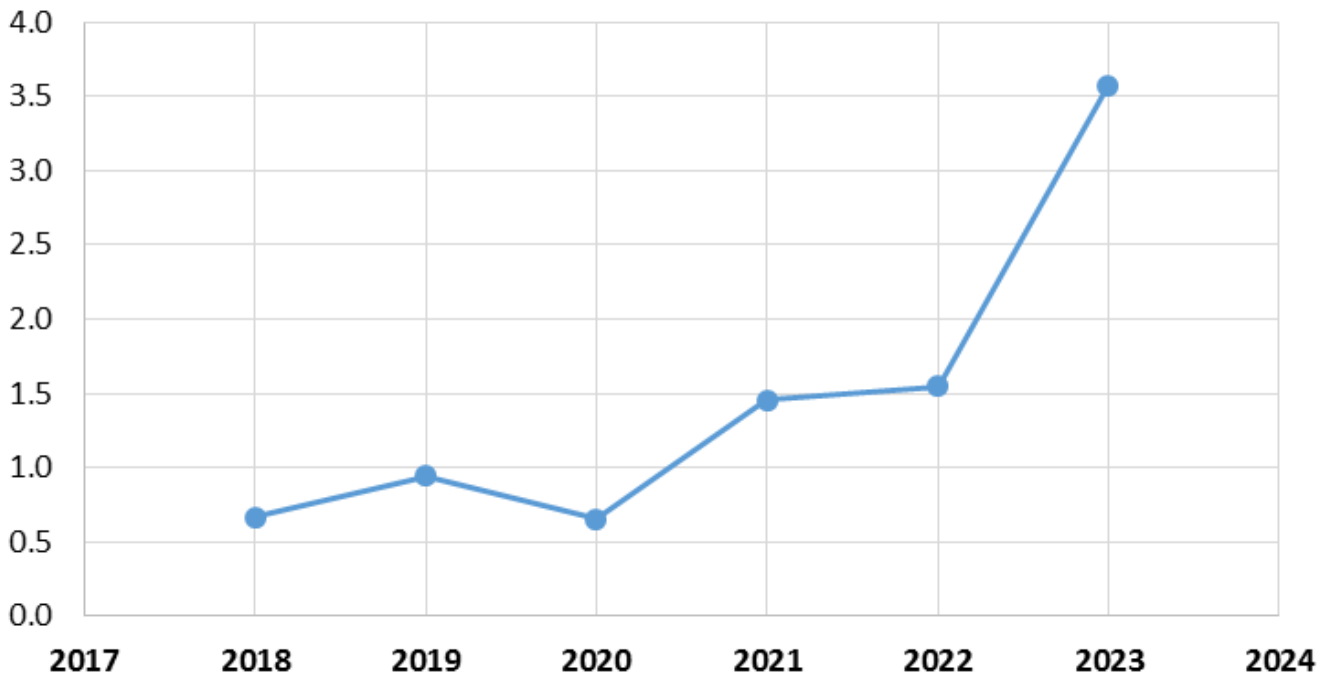
Kind regards, V/line; Email:

inform@vline.com.au

You are receiving this email because ~~redacted~~ was registered at <http://www.vline.com.au/inform>. If this email has been received in error, please contact us at <http://www.vline.com.au/feedback>. To unsubscribe please reply to this email, or log into your account and change how we contact you."

The SMS message delivery system has an audible "ding". But, because V/line always sends its alerts twice, I get two "dings" per alert. For the **email** alerts, which are sent only once, I move the incoming item in my Outlook Inbox to a separate local mailbox. I am not interested in Broad Gauge alerts, so I always delete those alerts.

Daily alerts by year



	2018 to 2023			2023 only		
Start date	17-Feb-18	31-Dec-18	317	1-Jan-23		
Finish date	12-Mar-23			12-Mar-23		
#days	1849			70		
Text fragment	#of	%age of total	# per day	#of	%age of total	# per day
Extreme Heat	88	1.3%	0.0	8	1.0%	0.1
Buffet alert	25	0.4%	0.0	25	3.1%	0.4
Train Fault	103	1.5%	0.1	16	2.0%	0.2
Service Delay	11	0.2%	0.0	26	3.2%	0.4
will Not Run	467	6.9%	0.3	10	1.2%	0.1
Service Cancellation	78	1.1%	0.0	1	0.1%	0.0
"Passengers"	40	0.6%	0.0	1	0.1%	0.0
Terminate early	36	0.5%	0.0	13	1.6%	0.2
Originate from	18	0.3%	0.0	10	1.2%	0.1
Reduced Capacity	58	0.9%	0.0	7	0.9%	0.1
Major disruption	16	0.2%	0.0	1	0.1%	0.0
Track fault	45	0.7%	0.0	1	0.1%	0.0
Congestion	29	0.4%	0.0	0	0.0%	0.0
Service Reduction	7	0.1%	0.0	0	0.0%	0.0
Service Update	1641	24.1%	0.9	103	12.7%	1.5
Delay Update	36	0.5%	0.0	0	0.0%	0.0
TfNSW	386	5.7%	0.2	1	0.1%	0.0
VLINE	2138	31.4%	1.2	254	31.2%	3.6
Buffet	772	11.3%	0.4	95	11.7%	1.4
Without Buffet	758	11.1%	0.4	202	24.8%	2.9
Buffet alert	23	0.3%	0.0	22	2.7%	0.3
ENTER DETAILS HERE (!)	3	0.0%	0.0	0	0.0%	0.0%
Front	7	0.1%	0.0	5	0.6%	7.1%
Back	11	0.2%	0.0	2	0.2%	2.9%
Front 3 carriages	5	0.1%	0.0	5	0.6%	7.1%
Front three carriages	0	0.0%	0.0	1	0.1%	1.4%
Back 3 carriages	7	0.1%	0.0	2	0.2%	2.9%
Back three carriages	0	0.0%	0.0	3	0.4%	4.3%
Total # of "text fragments"	6808		3.7	814		11.6
Total Vline messages received by Outl	2132		1.2	255		3.6

Since starting, I have received 2,132 “Alerts” and my phone has dinged 4,264 times. In the long run, that is about 1.2 alerts per day. In early 2018 the rate was low, at 0.7 per day, but soon began to climb. For the first two months of 2023, alerts have been arriving at the rate of 3.6 per day. That’s pretty diabolical. See the chart at the top of page 5. The rot really set in when the new V/Locity cars replaced the old loco-hauled N-sets in 2021. The mail alerts have embedded texts that look like this 8th March example: *The 12:51 Albury - Southern Cross service will operate without buffet facilities between Albury and Benalla today.*

I searched for various “fragments” or text strings embedded in these messages such as those below, in red italics.

- The 12:51 *Albury - Southern Cross* service will operate without buffet facilities between Albury and Benalla today.
- The 12:51 Albury - Southern Cross service will operate without *buffet* facilities between Albury and Benalla today.
- The 12:51 Albury - Southern Cross service will operate *without buffet facilities* between Albury and Benalla today.
- The 12:51 Albury - Southern Cross service will operate without buffet facilities between *Albury and Benalla* today.
- The 12:51 Albury - Southern Cross service will operate without buffet facilities between *Albury & Benalla* today. [yes some operators use ampersands, rather than the word “and”].

A table of nearly all of the “message fragments” for (1) 2018-23 and (2) 2023 only is at the foot of page 5. This is not an exhaustive list, but it covers about 95% of the messages.

Going hungry. About two-thirds of the recent alerts have to do with

Buffet swaps 2018-2023	
Seymour ---> Albury	32
Albury ---> Seymour	30
Euroa ---> Albury	120
Albury ---> Euroa	117
Benalla ---> Albury	54
Albury ---> Benalla	54
Southern Cross ---> Albury	19
Albury ---> Southern Cross	19

the operation of the buffet cars on these services.

In the days of the N-sets, getting at the food — it has never fitted the description of a “meal” such as NYC used to serve up on The Twentieth Century Limited — was relatively easy ... one wandered up and down through the train until one found the food (presumably by smell). In a 3-car VS set (used on trains 8605 and 8630) this is still pretty easy. The food — if there be food — is in the middle car [see samples on our page 14]. In a 6-car set (trains 8610,8615,8620 and 8625), things are not so simple because, usually, only one of the sets has an open buffet and it is not possible to move from one set to another unless a passenger leaps out of one set at a station and runs along the platform to the other set.

The timetable specification for 2x3VS vs 3VS cannot be relied upon on any particular day. Your 3-car set may turn out to be a 6-car set and vice versa. ... a “bonus” in the first instance; a famine in the second.

If we count up the number of services that have had “buffet swaps”, we get a table like that at top right of this page. Note that this

includes 38 trains that had no buffet services at all. The table makes a crazy kind of sense because most of the swaps occur at stopping stations near where Up and Down trains pass one another [see the charts on page 4]. The truth of the matter, however, is that the buffet crews on the Down trains begin to pack up well before the train reaches the critical station and do not get set up until well after they board the Up train. Passengers travelling home to Melbourne after a hard day at Albury remain hungry for three quarters of the trip. Then they discover that passengers on the Down train have wolfed all the snacks.

One of our (international) proof-readers has made the following comments about the “buffet crisis:

Page 6 – fragments of text strings – it sounds to me like these alerts are not canned, rather are entered live into the system by a person. As you note, some people read both The Times AND Table Talk; others read both The Times & Table Talk. This does make it awkward to search for certain conditions, but they say the same thing.

Couple two three-car sets together, and passengers can’t go between

them; roger that. Two sets coupled, likely only one buffet will be open. Roger that also. My three car set turns out to be six; I could be in the wrong half of the train = no food. <stomach growls>. My six car set turns out to be three; I could have been stuck in the wrong half of the train, but now that's impossible – I'm no more than one car away from lunch no matter where I sit. Aren't feast and famine reversed here? If a 6 is substituted for a 3 – I am not familiar with V-Line practice. Do staff tell intending passengers, "food forward, if you wanna eat go forward, if you don't go rear" ?

Apart from the intermittent outbreaks of hunger pangs among the customers, the trains and services have a number of other problems - Mechanical, Logistical and Industrial.

Mechanical. The trains break down now and then, but the main problem seems to be with the bogies. Readers may remember the 2016 fiasco, when Broad Gauge V/Locity sets suffered severe flange wear on the North Melbourne Flyover. Late last year and early this year, V/Line issued a series of S-Notices increasing the travel times of all services by 30 minutes indefinitely [later reduced to 20 minutes]. Speculation has it that the wheel sets were again at fault and that a 100km per hour limit had been imposed. This brought the travel times to a little below those that triggered in the political turmoil of 2012. Neither the NSP or the public TTs have been altered, nor has there ever been any alert to the customers about this degradation.

Logistical: The word "logistical" covers a multitude of sins and includes "track faults", "congestion", "train faults", "ill passengers", breakdowns, crossing delays in the Seymour-Broadmeadows section, "Major Disruptions" (usually at SX) and

"early termination", a catch-all phrase that is usually a consequence of something else. The NESG seems to be free of the effects of "Extreme Heat." Heat Alerts are, however, issued for the parallel "Seymour Line" and thus creep in as a message. The NESG is made with concrete sleepers and thus immune to track buckling—well maybe.

Industrial: I am very confused about the possible Industrial problems here, but it appears, from the rumour mill, that it relates to the working conditions of the Buffet Car crews.

Extracts of Max Michell's article, **ALBURY TRAIN WOES: A Review by Stiffen the Wombats.** ... *In general terms the opportunity to make something of a showpiece out of the introduction of new trains on remediated track has been comprehensively squandered. It did not need to be so. From a passenger perspective what are the failings of these new trains ? ... Well – No First Class - no reclining seats facing the direction of travel. Everyone is equal in having a standard fixed direction second-class seat (except those who need to inhabit the fold down third-class 'slabs' in the disabled area)... One café bar at any time is staffed – so half the train gets service, although the announcements regarding café bar service go to all the train. (More confusion, especially since it is visually impossible to know what set you are located in once on the move). ...The habit of splitting café bar service over two shifts – e.g. Melbourne to Seymour then Euroa to Albury. Allowing for the set up / pack up time the actual service time of each café bar would be for one third of the journey at best – not so much confusing as plain inconsiderate.*

Inability to run the five set roster as planned – operation of single sets where two are rostered and consequently sometimes two sets where one is rostered are relatively commonplace. Running a single set where two are rostered is particularly pernicious and has generated quite a bit of strongly critical media commentary. ... Although it doesn't seem to have rated as an issue, it is quite clear that people in the unreserved car (s) are looking for forward facing seats and will generally only take backward facing where all forward facing seats are already occupied. In this, the XPT cars should be the standard for medium to long distance running (i.e. reversible, reclining seats). ... Even if everything worked as planned, the service would be fractured, and borderline dysfunctional. In the reality it is much worse than that. Surely it is within the bounds of reality for V/Line management to get out and sample their 'product' sufficiently often to be able to see (and act on) what is in plain view for all regular users of the system.

A note on sources

V/Line is not an organisation of the type where the internal workings are open to inspection. Sometimes, however, the workings "escape into the wild" at events like the RTSA's CORE (Conferences on Railway Excellence). For this article, I have made use of a 2018 paper produced by V/Line's "Rail Network Planning and Performance" Section— "Development of a new Fleet Operations planning and rostering tool for V/Line (FORT). One could not say that it is well-written but it repays careful forensic dissection.

Comment on this article – [Letter to the Editor](#)

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The Paperwork, part 5

DUNCAN MACAUSLAN

As with previous chapters in this series, illustrations are numbered both in the text and on the images.

THE LATE ALAN TRAVERS once commented that, whenever you picked up a Sydney bus or tram timetable booklet, a flurry of amending handbills fell out.

Until the 1930s, the Railway Department and the DRTT advertised all service changes—tram or bus—on page 2 of the Sydney Morning Herald. Tram changes were few and, as seen in part 4 of this series, tram services were documented in a series of small timetable books. Government bus services only began in late 1932 and proliferated rapidly and perhaps were the catalyst for handbills.

The NSW State Archives Collection holds four large scrap books of handbills covering the period 1935 to 1959. They contain tram notices from 1935 to 1942 and 1954 to 1959 and

bus handbills from 1943 to 1949. Tram notices and bus handbills are pasted two to a page, using both sides of the sheet. Sometimes where the notice was multi-paged the back page is lost. The large books make scanning impossible, and pictures distorted. The condition of the scrapbook pages is deteriorating, although the notices seem mostly in good condition. Conservation is needed soon. Most of the handbills were 140mm wide, by 215mm deep [this would be called "[Demy Octavo](#)" - Editor].

Tram notices were numbered by 1935, and the annual series numbers included Newcastle and '*Motor Omnibus Services*'. The second book, covering the period 1943 to 1949, contains bus handbills which have a separate series from 1944. It also contains some incorrectly-numbered

tram notices and many Newcastle bus handbills. There are many blank pages caused by cancelled changes and missing Newcastle notices. The third and fourth books contain tram notices from 1954 to 1957 and 1958 to 1959 ... when trams finished.

As well as these two books, Sydney Bus Museum (SBM)'s timetable collection includes many tram notices and bus handbills.

In some years, more than 365 handbills were issued: more than one per day. There is no record of how many of each were printed. Based on one for every tram or bus, and one for every current printed timetable, several hundred were needed of each.

There are several instances of incorrect serial numbers being used; for example a TN number for a bus

1

Department of Road Transport and Tramways, N.S.W. No. 29

By arrangement between the Mosman Municipal Council
and the Commissioner for Road Transport and Tramways

the

NEW SOUTH WALES

TRAMWAYS BAND

will render a first-class
programme of classical
and popular music

at the BAND ROTUNDA
Balmoral Beach

on

Sunday, May 17

Commencing at 2.45 p.m.

DO NOT FAIL TO HEAR THIS VERY FINE BAND

ADMISSION FREE

Railway Print

J. F. ROSS,
Secretary.

3

Department of Road Transport and Tramways, N.S.W. No. 3

KENSINGTON RACES

**Substitution of Motor Omnibus Transport for
Tramway Service**

Commencing Wednesday, October 26

A Motor Omnibus Service will be substituted for
the Special Tramway Service to and from Kensington
Racecourse on Race Days.

Motor Omnibuses will operate from Martin Place
and Phillip Street, City, and from Railway Square
1½ hours prior to the first race, returning from
Racecourse to Martin Place and Railway at the con-
clusion of Races.

The route from the City will be via Elizabeth,
Oxford and Flinders Streets and Anzac Parade, and
from the Railway via Pitt Street, Eddy Avenue,
Chalmers, Cleveland Streets and Anzac Parade.

Omnibuses to the Racecourse will take up passengers
adjacent to tramway stopping places as far as inter-
section of Moore Park Road and Anzac Parade.

On Return trips the same route will be followed.

RETURN FARE : 1/0d.

SINGLE FARE : 6d.
(not available on Forward Journey)

Railway Print—1938

HB, or an out-of-sequence number. Handbills for changes early in a new year often were issued with numbers from the previous year. Numbering continued until around 1990 when STA was regionalised and then ceased use altogether. In later years the Notices were titled ‘*Timetable Amendment*’ or ‘*Important Notice*’.

One thing that is clear is that, unlike London Transport, the DRTT did not have a corporate image never mind a style guide or a corporate logo like the LT rondel. As will be seen, there is no consistency in sheet size, typefaces, font sizes or layouts.

This part of the Paperwork looks at the variety of uses made of handbills and notices. [#1 19360517 TN029 tramways band: page 8, lower left].

The only tram notices with colour advertised the tramways Band which played at several places including Balmoral Beach and Hyde Park. Possibly the clearest notice and consistent in layout.

Frequent causes of tram notices were the many processions for Eight (or

Six) Hour Day (now Labour Day), Anzac Day, and other processions, which disrupted tram traffic, including the 1943 issue on our cover, for an event which would be unlikely to occur in 2023! [#2 19431107 TN072 Suspension traffic procession Friendship with Russia League: our cover].

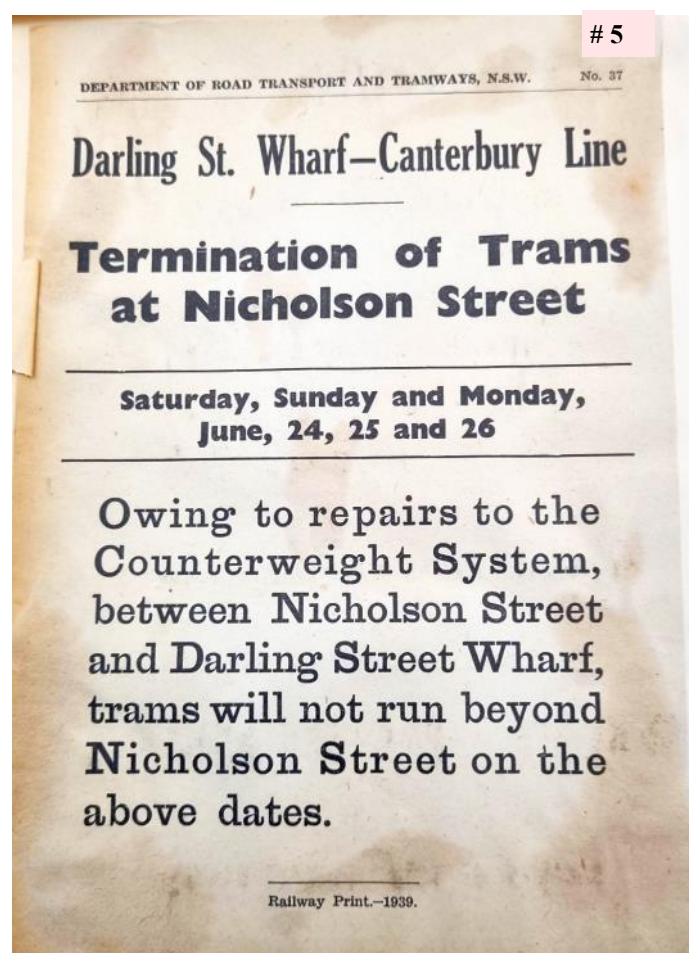
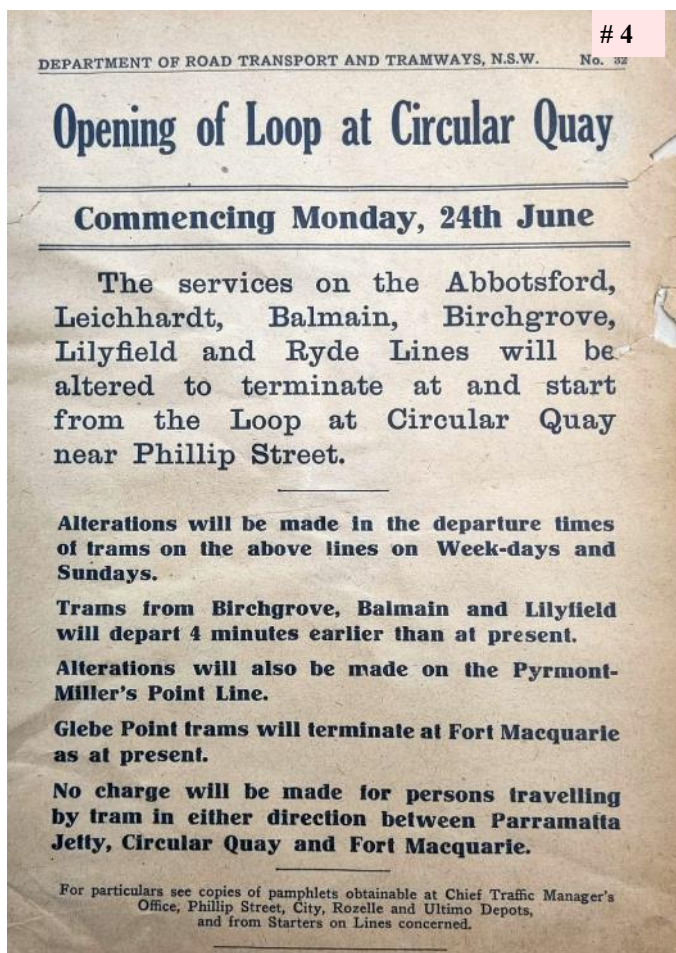
A growing use of the Notices was to advise of the demise of tram lines and their substitution by bus services. Sydney’s eastern suburbs were littered with racecourses. Kensington racecourse (now UNSW) was first to disappear, and Ascot (now part of the airport) followed, on 17 January 1940. [#3 19381026 TN060 Kensington Racecourse buses: page 8, lower right].

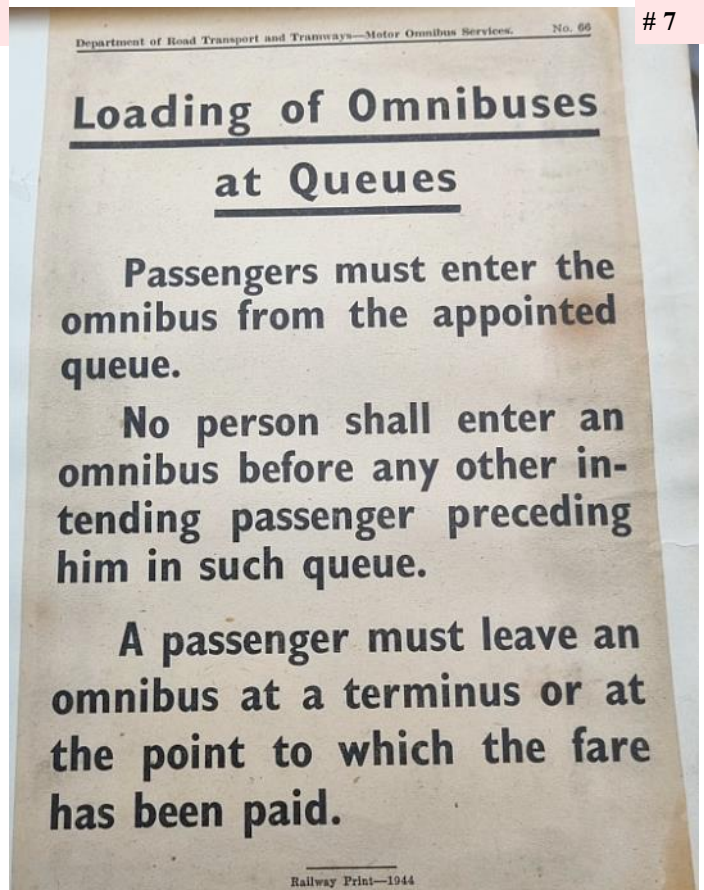
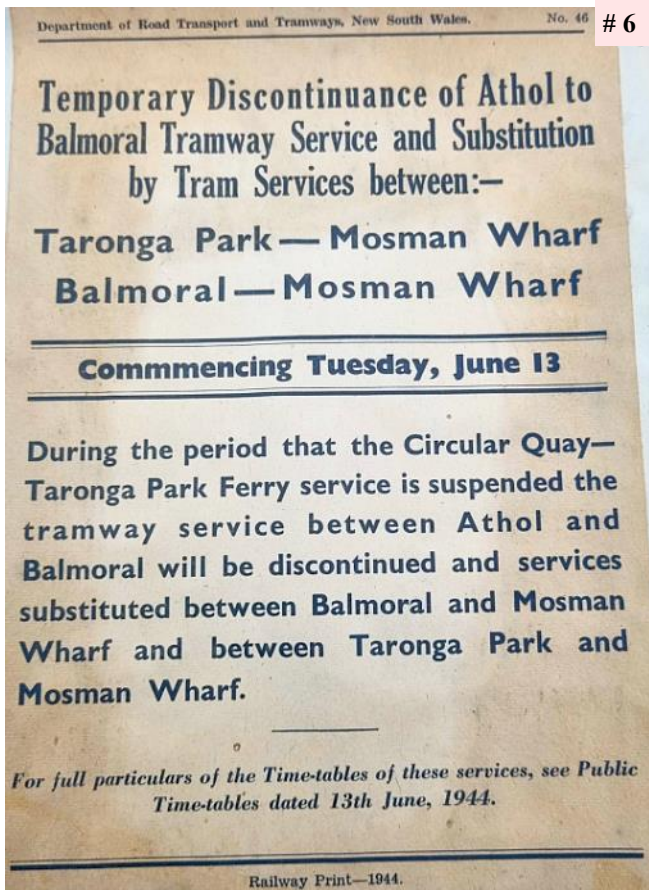
The opening of the turning loop at Circular Quay occurred on 24 June 1936. Henceforth, trams on the Balmain, Birchgrove and Lilyfield lines were turned there instead of Fort Macquarie, saving several minutes running time, numbers of shifts and, thus, money. Opening the Barlow Street loop on 10 January 1938 also

saved running time. [#4 19350624 TN032 opening of loop at Circular Quay: page 9, lower left].

Handbills announced temporary changes required for track work such as a weekend to repair the counterweight system at the end of Darling Street on the Balmain line. Other causes could be the temporary closure of a wharf such as Athol where a temporary tram service ran from 13 June to 9 July 1944. The timetable referred to was the standard booklet size, 10.5 by 16.5cm [Foolscap Octavo], 4 pages, numbered TN047 but glued face down so pages 2 and 3 can’t be read. Notice number 55 reinstated the Athol service. [#5 19390624 Balmain line counterweight repairs: page 9 lower right; #6 19440613 Athol line substitute tram service due wharf repairs: page 10, upper left].

Wartime fuel supply problems and coal strikes required many changes. In October 1942 many bus routes were converted to feeder services. TN199, issued by the DRTT’s Motor Omnibus Services division, listed services





affected in the eastern districts and TN066 of 1943 renumbered the 8nn and 9nn routes to 4nn [#7 19421019 TN198 401 ... 995 conversion to feeder services: page 12].

Another topic which handbills dealt with, was passenger queues. Dated 11 November 1943, TN 148 allocated four queues for the feeder services at Annandale terminus in Parramatta Road at Northumberland Avenue for routes 459, 461, 480 and 465. In early 1944 passengers had to be told how to queue. [#8 19440200 TN066 loading of omnibuses at queues: page 10, upper right].

TN127 of 1945 and TN44 of 1946 granted preference to members of the Limbless Soldiers' Association and Partially Blinded Soldier's Association respectively, allowing members wearing Association badges to take up a position at the head of any queue. The public's co-operation was requested, but no guidance was given on what happened if members of both organisations joined a queue simultaneously.

Many bus handbills introduced new services. Reading the description of the extension of the 263 and 264 from Cammeray to Miller Street was so long passengers probably missed their stop by the time they had read it [#9 19481212 263 264 extended route, page 11, upper left].

The one trip a day tram service from Ryde to Balmain was probably introduced to assist workers heading for Mort's Dock. It survived the closure of the Ryde line as industrial bus route 423 and still operated in 1953 [#10 19410818 TN056 Ryde to Balmain Tram, Page 11, upper right].

Another was the weekday lunchtime route 313 from Wynyard to the Art Gallery and the Domain Baths. It started on 20 February 1950 but was, in DRTT language, discontinued by 13 May [#11 19500220 HB032 313 new service Domain Baths, Page 11 lower right].

However, the majority of handbills altered, added, curtailed, discontinued or extended trips. Sometimes the

changes would have affected so few passengers that it might have been cheaper for the conductors to tell them personally, for example these 10-minute alterations in the middle of the night [#12, Balmain all-night services, page 11, lower right].

Footnotes:

1. Series KNCG-1543, containers 3/6036, 3/6037, 3/6038 and 3/6039
2. WTT24, routes 400 – 435, 28 September 1953, p12
3. <http://nla.gov.au/nla.news-article27572440>

Next bus timetables...

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9

Department of Road Transport and Tramways—Motor Omnibus Services. No. 138

Extension of Cammeray service to Miller St.

Routes 263, 264

Wynyard—Cammeray—Crows Nest—Wollstonecraft

Mondays to Fridays, Saturdays, Sundays and Holidays

COMMENCING SUNDAY, 12th DECEMBER, 1948

All journeys at present operated to and from Cammeray via Routes 263 and 264 will be extended to Miller Street via Carter, Palmer and Miller Streets, returning from Miller Street via Amherst, Bellevue and Carter Streets. On journeys from Wynyard, omnibuses will arrive Miller Street three (3) minutes later than time of arrival at Cammeray, and depart Miller Street on journeys to Wynyard three (3) minutes earlier than time of departure from Cammeray. In addition, certain journeys at present terminating at Cammeray will be extended to operate to and from Crows Nest. Omnibuses operating to Crows Nest or Wollstonecraft will run via Carter, Palmer and Miller Streets on outward journeys and via Amherst, Bellevue and Carter Streets on inward journeys.

The departure times of omnibuses will be altered in off-peak periods, and until printed time-tables are available, full details of the new service may be obtained by telephone to M4401, extension 3023 or XA1843.

Railway Print—1948.

10

Department of Road Transport and Tramways, New South Wales. No. 56

Direct Service from

Ryde to Nicholson St., Balmain

Mondays to Fridays

Commencing Monday, August 18, 1941

A tram will be run from Ryde to Nicholson St., Balmain as follows:

Ryde - - - dep. 6.53 a.m.
 Gladesville - - - dep. 7.4 a.m.
 Drummoyne - - - dep. 7.16 a.m.
 Nicholson Street - arr. 7.34 a.m.

FARES

Ryde to Nicholson Street	- -	5d.
Monash Road to Nicholson Street	-	4d.
Wolseley Street to Nicholson Street		3d.
Minimum Fare	- - -	3d.

Railway Print—1941.

11

Department of Road Transport and Tramways—Bus Services. No. 25

**Wynyard—Art Gallery—
Domain Baths Service**

Route 313

Mondays to Fridays

Commencing Monday, February 20, 1950

A limited bus service will be operated between WYNYARD (Hunter and George Streets) and the DOMAIN BATHS (via the NATIONAL ART GALLERY) on Mondays to Fridays. Details are as follow:—

TIME-TABLE:

FROM WYNYARD TO DOMAIN BATHS—12.5 p.m., 12.35, 1.5, 1.35, 2.5 p.m.
 FROM DOMAIN BATHS TO WYNYARD—12.20 p.m., 12.50, 1.20, 1.50, 2.20 p.m.

ROUTE:

From Wynyard (Hunter and George Streets)—Hunter Street, Macquarie Street, Queens Square, Prince Albert, Art Gallery and Domain Baths Roads; returning via Domain Baths, Art Gallery and Prince Albert Roads, Queens Square, Macquarie Street, Martin Place and George Street.

FARES:

ADULTS 3d each way. CHILDREN 1d. each way.

12

DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS, N.S.W. No. 49

Balmain and Abbotsford Lines

ALL NIGHT SERVICES

Week Days and Sundays

Commencing Tuesday, May 14

The 1.28 a.m. trip from Fort Macquarie for Balmain and 1.53 a.m. trip from Fort Macquarie for Abbotsford will be altered to depart at 1.38 & 2.3 a.m. respectively.

The 2.40 a.m. trip from Abbotsford will be altered to depart at 2.50 a.m.

Railway Print—1949

CONVERSION TO FEEDER OMNIBUSES SERVICES WESTERN DISTRICTS WEEK DAYS

Commencing Monday, 19th October, 1942, Feeder Omnibus Services on Mondays to Saturdays will be operated between the points specified hereunder during the off-peak periods, namely, Mondays to Fridays:—9.15 a.m. to 4.30 p.m. and 6.15 p.m. to finish of traffic; Saturdays: from 1.15 p.m. to finish of traffic.

ROUTE No.	FEEDER SERVICE BETWEEN
401	.. Balmain — White Bay Junction (<i>Weekdays and Saturdays only</i>).
413	.. Belmore Station — Dulwich Hill Tram Terminus.
465	.. Campsie Station and Johnston Street, Annandale.
880	.. Strathfield Station and Johnston Street, Annandale (<i>via Homebush Road</i>).
883	.. Strathfield Station — Johnston Street (<i>via Ada Avenue</i>), (<i>Weekdays and Saturdays only</i>).
959	.. Ryde, Rhodes and Concord—Harris St., Pyrmont.
961	.. Homebush Station — Johnston Street, Annandale (<i>Weekdays and Saturdays only</i>).
990	.. Drummoyne — Earlwood — Dulwich Hill Tram Terminus.
995	.. Ryde Post Office to Ryde Railway Station to West Meadowbank (<i>via Bowden St.</i>)—See separate Handbill.

Peak hour services will still operate to and from the City as at present.

Industrial services and services on routes other than those referred to above will remain unaltered.

For Time-tables and Fares of altered routes, see separate handbills available at 99 Macquarie Street, City (Tele. BW4831) or Burwood Depot (Tele. UJ5317).

Whatever happened to the printed timetable?

A W.A. response.

DAVID WHITEFORD

THE TIMES MARCH 2023 included two pieces on “whatever happened to the printed timetable?” Writer #2 said “*I am not sure what Western Australia...now does in this regard.*”

Printed timetables are still widely available for Transperth and TransWA services, with most bus and train terminal stations having racks displaying system-wide Transperth timetables. Newer intermediate stations, such as those on the Mandurah, Butler and Airport lines, have racks containing timetables for bus and train services from those stations. And there are still non-transport places, such as Royal Perth Hospital, that have a wider range of timetables available. Smaller local distributions are available from other sources such as Belmont Forum Shopping Centre’s Customer information counter.

Perth (overground) and East Perth Terminal have good availability of TransWA timetables and some are also available from Midland. There may be others with TransWA timetables but those three have booking offices.

TransWA timetables are also available in many country towns served by its bus and train services. These are usually found at booking centres or tourist information centres along with Bunbury and Kalgoorlie railway stations.

Various service brochures such as SmartRider ticketing are also widely available within Perth although some such as the Transperth Parking brochure are not often seen. At High Wycombe railway station on the October opening day of the Airport line, a good selection of Transperth brochures were available at one of the many stands set up for the day.

When planning a Sunday afternoon outing from Redcliffe station to Kalamunda via High Wycombe, I looked on Transperth’s website, which has the full range of timetables including school services, for buses from High Wycombe railway station to Kalamunda.

But you cannot search for a timetable by locality, so my copy of the Transperth timetable guide brochure

came in handy. Over the years I have reviewed this guide for ATA and expressed my surprise that it is still published. So I was able to get the timetable numbers and check the tables on the website. However I also used journey planner on the website by typing in my point of departure, destination, and date / time of the intended journey

I’m not familiar with all of the Trans ... country town / city timetables but I have seen TransBunbury timetables at the Bunbury railway station and the tourist centre at the original station in the city centre, and presume that other stations and information centres within towns that have local bus services will also have printed timetables.

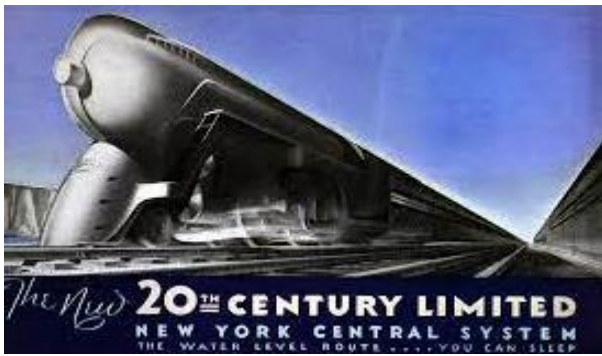
The printed timetable is not yet dead, and is perhaps not yet even dying in Western Australia.

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How to eat on a train 20th and 21st Century versions



▼ We've come a long way since the Twentieth Century ▼

