

The Times

Journal of the Australian Association of Time Table Collectors

RRP \$2.95

Print Publication No: 349069/00070, (ISSN 0813-6327)

January, 2001

Issue No. 202 (Vol. 18 No.1)

Department of Government Transport, N.S.W.

No. 246

Bus Time-table

ROUTE 326

Central Railway—Paddington

(via TAYLOR SQUARE AND FIVE WAYS)

DATED JULY 20, 1962

MONDAYS TO FRIDAYS

FROM PADDINGTON TO CENTRAL RAILWAY - A6.54, A7 27, 8.1, 8.33, 8.59, 9.22, 10.0, 10.40, 11.20 a.m., 12.0, 12.40, 1.20, 2.0, 2.40, 3.20, 4.0, A4.5, A4.10, 4.35, A4.52, 6.10, 6.44 p.m.

FROM CENTRAL RAILWAY TO PADDINGTON - B7.11, 7.43, 8.15, 8.45, 9.5, 9.43, 10.23, 11.3, 11.43 a.m., 12.23, 1.3, 1.43, 2.23, 3.3, 3.43, C4.18, D4.31, C4.55, C5.22, C5.52, 6.27 p.m.

FROM TAYLOR SQUARE TO PADDINGTON - B6.44, B7.17, 7.49, 8.21, 8.51, 9.12, 9.50, 10.30, 11.10, 11.50 a.m., 12.30, 1.10, 1.50, 2.30, 3.10, 3.50, C4.25, D4.38, C5.1, C5.29, C5.59, 6.34 p.m.

SATURDAYS

FROM PADDINGTON TO CENTRAL RAILWAY - 7.30, 8.10, 8.50, 9.30, 10.10, 10.50, 11.30 a.m., 12.10, 12.50, E1.26.

FROM CENTRAL RAILWAY TO PADDINGTON - 7.13, 7.50, 8.30, 9.13, 9.50, 10.30, 11.10, 11.50 a.m., 12.30, 1.10 p.m.

FROM TAYLOR SQUARE TO PADDINGTON - 7.20, 7.57, 8.37, 9.20, 9.57, 10.37, 11.17, 11.57 a.m., 12.37, 1.17 p.m.

SUNDAYS AND HOLIDAYS

No Service.

EXPLANATION OF SIGNS

- A - Operates from Hardie Rubber Works.
- B - Operates to Hardie Rubber Works.
- C - First set down Campbell Street, Paddington.
- D - Operates to Hardie Rubber works - first set down Campbell Street, Paddington.
- E - Operates to Taylor Square only.

The Times

BUSY DAYS AT ZEEHAN– WHAT THE TIMETABLES DIDN'T SHOW	3
UNION PACIFIC BUYS UP BIG	9
SYDNEY'S LOST BUS ROUTES (4)	10
MEMORIES OF ROUTE 242	15
MORE ON TIMETABLE ARCHIVES	15
GRAPHIC INSIGHT	16

About The Times

The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, *Table Talk*.

The Times on-line

AATTC's home page: <http://www.aattc.org.au>

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Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF format images with at least 300dpi resolution on disk or via e-mail.

Editorial deadlines

Contributions should reach the editor by the first day of the month preceding the date of publication.

Subscriptions

Membership of AATTC is \$30 and includes subscriptions to both *The Times* and *Table Talk*. Individual copies of both journals are available at \$2.95 per copy from the Railfan Shop in Melbourne and the ARHS bookshop in Sydney.

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Opinions expressed in *The Times* are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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Busy days at Zeehan- what the timetables didn't show

*What the time table says should happen and what actually happens are often not the same. On Tasmania's west coast, birthplace of the author **GEOFF LAMBERT**, the WTT was a pretty boring affair. But times at the Zeehan station were much more interesting than that.*

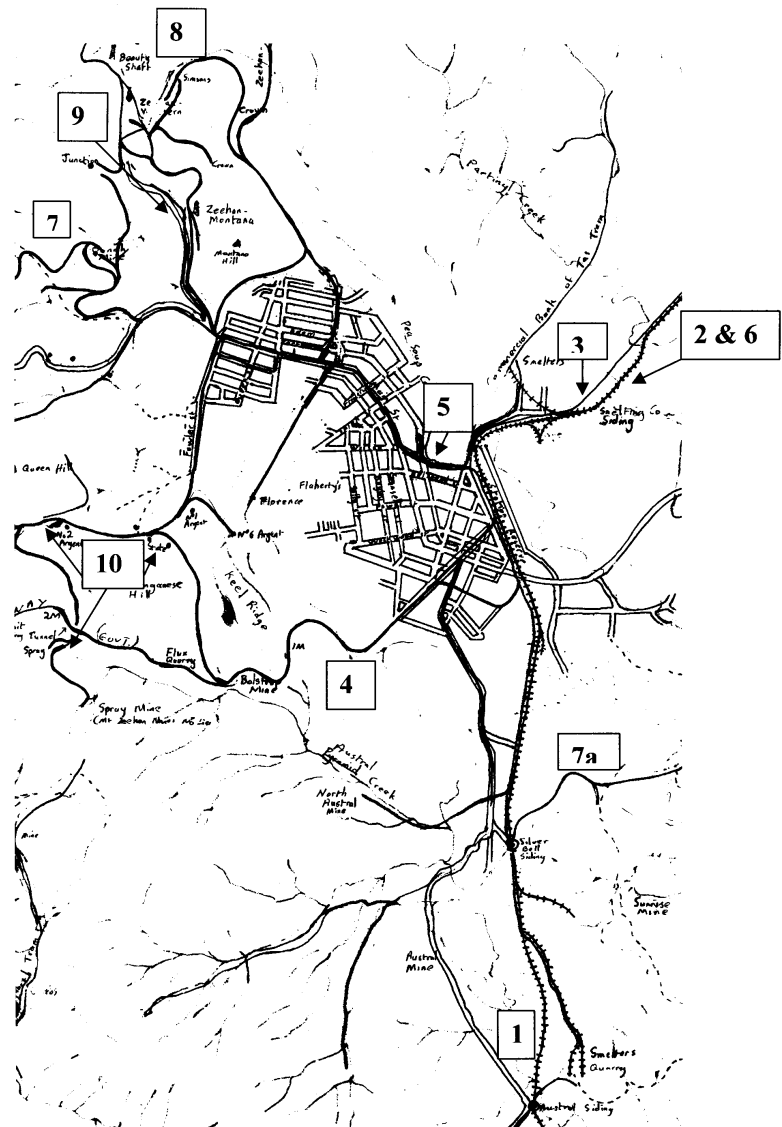
Zeehan, on Tasmania's "West Coast", was once the third biggest town in the state and its railways handled a greater tonnage than any station other than Hobart. Zeehan sprang from nowhere in the early 1880s and went through several boom periods, particularly in 1890-1892 and again in 1906-1908. Its mile-long main street with 27 hotels and the Gaiety Theatre where Melba sang was the centre of a town of more than 10,000 people. Its government railways made an average profit of 4.6% in the decade from 1892, and as much as 7.4% in their best year of 1896. Zeehan's trains accounted for about 20% of the revenue of the entire TGR system and for 30% of the freight tonnage although they had only 13% of the route mileage. But, by the 1940's Zeehan had collapsed to a ghost town of about 800, its long decline punctuated by the unexplainable but familiar fires that strike houses, shops and mills in fading mining towns.

The West Coast was the location of one of Australia's most interesting railway networks, which featured steam, electric, horse and cable-worked lines and unusual steam locomotives, including Shay, Abt, Mallet, Hagan's Patent and the world's first Garratt engines. Zeehan was the terminus of two private and one government 3'6" gauge railway, 2 Government-owned 2'0" gauge lines and a private 2'0" gauge passenger-carrying town tram that also siphoned ore traffic off a score of other lines that

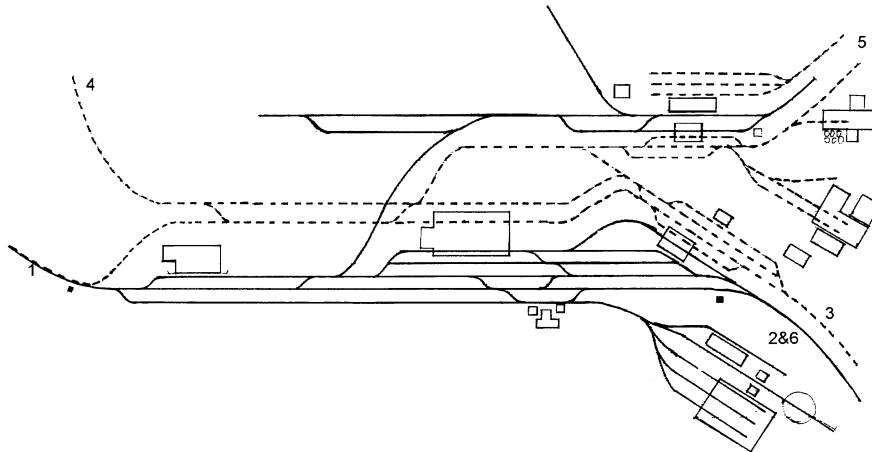
surrounded the town. It had, at various stages, 4 smelting works that all relied upon rail connections for transport of the ore they treated.

The Zeehan and Dundas Herald gossip column, *Gist of Things*, reported on 5th March 1908 that

"Zeehan station is not too idle, 36 trains and trams daily". The working timetables of the day show about 14 movements per day in and out of Zeehan. We don't know where *Gist* got his figures— there was no need for a train register book at Zeehan, there being no sig-



1. The town of Zeehan and its railways (+—+—+—+—+—) and tramways (—). The numbers in squares are referred to in the text



2. Zeehan railway and tramway yards. The narrow gauge lines are shown dotted. The numbers correspond with those in Fig. 1. North is to the right.

period to give Zeehan railway access to a port and to replace a precarious dray road from Trial Harbour. For a good part of its boom-time life, this railway was scheduled for two trains per day and the nearest TGR Working Time Table to our date of interest, that of 1st August 1904, shows these two trains (Fig. 3). This pattern of scheduled service was fairly typical. But, on holidays, up to 5 trains ran on the line, carrying as many as 2,000 people to the seaside (and as many again would come from Queenstown over the Mt Lyell line). "Specials" were put on the

nal box. Perhaps he took it from the local Station Master. Probably the total includes ore trains which arrived from all surrounding areas, plus the same trains when they left again for the short run to the smelters.

So where did the other 22 trains come from and why weren't they in the timetable? We shall try to find them. We are lucky in that the TGR Annual Reports list annual train mileages for most lines (although not the Dundas line) and we can use these numbers to reconstruct the likely number of trains per day in a year of about 312 working days (trains rarely ran on a Sunday). We use the year 1907-08 as our yardstick but Zeehan's world completely collapsed within weeks of *Gist's* report and this year finished very badly for railway traffic.

The accompanying map (Fig. 1) shows most of the Zeehan lines, as they existed at various stages. Not all existed at one time, but most were in existence at the time of that *Gist of Things* made his statement. The layout of the station used by all of *Gist's* 36 trains is in our Fig. 2.

1. Strahan-Zeehan line

Line 1 on our map is the Strahan to Zeehan railway, Government-owned and built in the 1891-1892

MILEAGE.									
From Regatta Point		Between Stations.				DOWN.		2	4
Miles	Chns	Miles	Chns					A.M.	P.M.
...	...	...	...	...	...	REGATTA POINT †	Dep.	10 20	4 35
1	0	1	0	...	...	STRAHAN WHARF †	Arr.	10 28	4 45
				...	...	Ditto	Dep.	10 45	5 0
2	0	1	0	...	...	WEST STRAHAN † (CW)	Arr.	10 53	5 8
				...	...	Ditto	Dep.	10 55	5 10
3	7	1	7	...	...	STELLA *	...	...	...
4	40	1	33	...	...	BELLINGER*	...	...	...
8	00	3	40	...	...	BEACH ROAD *	...	...	...
12	10	4	10	...	...	HENTY *	...	...	...
13	60	1	50	...	...	MALLANA *	...	...	...
18	50	4	70	...	...	EDEN *	...	...	...
				...	...	Ditto	Arr.	...	...
25	65	7	16	...	...	OCEANA JUNCTION (W)	Dep.	11 55	6 10
				...	...	Ditto	Arr.	12 20PM	6 35
27	43	1	57	...	...	AUSTRAL SIDING	Dep.	12 25	6 40
				...	...	Ditto	Arr.	...	...
28	35	0	72	...	...	SILVER BELL †	Dep.	...	...
				...	...	Ditto	Arr.	12 35	6 50
29	30	0	75	...	...	ZEEHAN †	Dep.	12 40	6 55
				...	...	Ditto	Arr.	12 45	7 0

MILEAGE.									
From Zeehan.		Between Stations.				UP.		1	3
Miles	Chns	Miles	Chns					A.M.	P.M.
...	...	...	...	...	...	ZEEHAN †	Dep.	8 0	2 15
0	75	0	75	...	...	SILVER BELL †	Arr.	...	...
				...	...	Ditto	Dep.	8 5	2 20
1	67	0	72	...	...	AUSTRAL SIDING	Arr.	...	...
				...	...	Ditto	Dep.	...	...
3	44	1	57	...	...	OCEANA JUNCTION (W)	Arr.	8 15	2 30
				...	...	Ditto	Dep.	8 20	2 35
10	60	7	16	...	...	EDEN *	Arr.	...	...
				...	...	Ditto	Dep.	8 45	3 0
15	50	4	70	...	...	MALLANA *	...	...	...
17	20	1	50	...	...	HENTY *	...	...	...
21	30	4	10	...	...	BEACH ROAD*	...	...	...
24	70	3	40	...	...	BELLINGER*	...	...	...
26	23	1	33	...	...	STELLA *	...	...	...
27	30	1	7	...	...	WEST STRAHAN † (CW)	Arr.	9 35	3 50
				...	...	Ditto	Dep.	9 38	3 52
28	30	1	0	...	...	STRAHAN WHARF †	Arr.	9 43	3 57
				...	...	Ditto	Dep.	9 55	4 10
29	30	1	0	...	...	REGATTA POINT †	Arr.	10 5	4 20

3. Strahan-Zeehan line Working Time Table, 1st August 1904

line in response to traffic demands. In the year 1898, passenger trains on this line ran 36,715 miles, which agrees with the 4-trains a day, 6 days a week service. But there was also 36,822 miles of goods train service, which suggests another 4 trains per day.

Before the Zeehan smelters opened in 1898 and before the Emu Bay Railway reached Zeehan in 1900, all of the town's ore output was railed to Strahan and this must have made the line busier than 2 return train trips per day- but we do not have any record of it. In the peak mining month of May 1907, the West Coast mines produced 12,700 tons of silver-lead ore worth about \$2 million in today's currency. By 1908, most Zeehan mines that exported their ore exported it over the Emu Bay Railway to Burnie. Only a small number continued to export (mainly tin) ore via Strahan- 43.3 tons went this way in December 1907. In March 1908, no ore at all was exported via Strahan, but nearly 1,700 tons went out via Burnie. These seem like trifling amounts

today (a modern EBR train- and there are several per day- will haul up to 2,000 tonnes), but they were important in 1908. Coal and coke were imported into the West Coast from New South Wales and the arrival of a collier at Strahan could bring in 1,000 tons of coal, requiring 4 or 5 un-timetabled trains to get it to Zeehan. Newcastle coal came in over the EBR

too. There were a number of timber-getting tramways, and also some small mines near Henty on the Strahan-Zeehan line and these could produce one or two trains per week. In 1907-08, trains on the Strahan-Zeehan and Zeehan-Dundas line ran 59,000 miles between them.

In 1907-08 the West Coast had a locomotive stock of 9 3'6" engines: 4 C-class and 5 ex-Tasmanian Main Line E-class locos. Probably 7 or 8 were based at Zeehan and the rest at West Strahan. Possibly three were involved in shunting- and this working commonly added another 25% to the mileage over and above that tabulated for "train mileage".

The greatest number of trains on the "Strahan" line ran on the short spur from Silver Bell Junction (a staff and ticket station) to the Tasmanian Smelting Company's works 2 miles to the south of Zeehan. In 1908, anywhere between 5,000 and 10,000 tons per month might be sent over this spur, which was a dual gauge one, having a 3rd rail for 2'0" stock. It is probable that at least one third of Gist's 36 trains per day at Zeehan station were shuttling to and from the Smelters. Certainly, the Tasmanian

MT. DUNDAS—ZEEHAN LINE.									
M SECTION.									
MILEAGE.				DOWN	2	E. B. Co.'s Train 2	6		
From Zeehan		Between Stations						A.M.	P.M.	P.M.
Miles	Chains	Miles	Chains						
0	49	0	49	ZEEHAN † Depart	8 30	2 5	4 30		
2	01	1	32	SMELTING CO.'S SIDING*		2 13			
2	60	0	59	RAYNA JUNCTION †					
4	2	1	22	BRICKWORKS SIDING*					
5	38	1	36	LESLIE*					
5	75	0	37	BREWERY JUNCTION*	9 0		5 0		
7	25	1	31	DUNDAS †	9 10		5 10		
				MAESTRIS Arrive					

M SECTION.									
UP									
MILEAGE.				UP	1	E. B. Co.'s Train 3	5		
From Maestris		Between Stations						A.M.	P.M.	P.M.
Miles	Chains	Miles	Chains						
1	30	1	50	MAESTRIS Depart	9 30		5 30		
1	67	0	37	DUNDAS †	9 40		5 40		
3	23	1	36	BREWERY JUNCTION*					
4	45	2	11	LESLIE*					
5	24	0	59	BRICKWORKS SIDING*					
6	56	1	32	RAYNA JUNCTION †		12 52			
7	25	0	49	SMELTING CO.'S SIDING*					
				ZEEHAN † Arrive	10 10	1 0	6 10		

4. Dundas line Working Time Table, 1st August 1904

NORTH-EAST DUNDAS TRAMWAY.									
N SECTION.									
MILEAGE.				DOWN	2				
From Zeehan		Between Stations				A.M.			
Miles	Chains	Miles	Chains						
2	20	2	20	ZEEHAN † Depart	7 45				
3	20	1	00	RACECOURSE*					
4	40	1	20	KING'S*					
5	20		60	NICKEL SNOW*					
7	60	2	40	NORTH DUNDAS ROAD*					
8	20		40	MELBA*					
8	60		40	COMMONWEALTH*					
11	00	2	20	KAPI*					
12	00	1	00	CONFIDENCE SADDLE*					
12	60		60	GOOD INTENT TRACK*					
13	40		60	GREAT NORTHER*					
14	40	1	00	FRASER'S*					
15	60	1	20	MONTEZUMA* Arrive	9 45				
16	40		60	Ditto Depart	9 48				
18	00	1	40	FAHL ORE*					
				CONLIFFE'S*					
				WILLIAMSFORD † Arrive	10 23				

N SECTION.									
UP									
MILEAGE.				UP	1				
From Williamsford		Between Stations				P.M.			
Miles	Chains	Miles	Chains						
3	40	3	40	WILLIAMSFORD † Depart	3 0				
9	20	5	60	MONTEZUMA* Arrive	3 35				
9	20	5	60	Ditto Depart	3 40				
18	00	8	60	KAPI*					
				ZEEHAN † Arrive	5 40				

Trains stop at stations marked * when required only.

5. The North East Dundas Tramway Working Time Table of 1st August 1904

Smelting Co. regarded themselves as having a busy railway operation and had advertised in September the year before for an “*Experienced Shunter, To Control Railway Traffic*”. At least half, perhaps three-quarters, of the trains on the spur must have been “broad” gauge ones which had come in over the EBR and Dundas lines. A small proportion had come in from the narrow gauge Comstock and North East Dundas lines. The rest would have been narrow-gauge traffic handed over from the Zeehan Tramway Company, which had, in turn, hauled it from the local mines. The ZTC ran trains on demand (see later) and it is likely that these ran straight through to the Smelters, after gaining the TGR lines at the Zeehan station.

2. Zeehan-Dundas line

This was the second 3’6” line opened for traffic on the Zeehan field. A privately-owned line for all of its life, it was leased and run from the first by the TGR which ran a service of two trains per day until at least 1912. In 1899 the line was bought by the EBR Co, but TGR still leased the line and ran the trains. The Working Time Table for 1904 appears here as our Fig. 4. Like the Strahan-Zeehan line, extra services could be put on for special events- for instance, the Zeehan races might attract 6 trains per day, carrying between them 1,200 people because the race-course was two miles out of town on this line. Firewood trains were frequent and, at various times unscheduled ore and flux trains could be run. The smelters entered into a contract with the Comet mine at one stage to supply flux and this added up to 2,000 tons per month, probably two trains per day, to the line.

3. North East Dundas Tramway

This was a narrow-gauge TGR line that curled its way 16 miles to Williamsford, where it took ore from the Hercules mine with its famous

COMSTOCK LINE.								
R SECTION.								
MILEAGE.				DOWN.	MILEAGE.			
From Zeehan.		Between Stations.			From Terminus.		Between Stations.	
Mil's.	Oh's.	Mil's.	Oh's.	STATIONS.				
...	...	...	...	ZEEHAN (CW) Depart	...	...	...	TERMINUS ...
2	22	2	22	SUMMIT ...	...	34	34	COMSTOCK ROAD ...
3	42	1	20	COL. NORTH ...	1	74	1	SUSANITE ...
3	39	1	17	SUSANITE ...	2	14	1	COL. NORTH ...
3	62	...	23	COMSTOCK ROAD ...	4	16	2	ZEEHAN (CW) ...
4	16	...	34	TERMINUS ... Arrive	...	...	...	...

Trains run on Comstock Line as required for Goods traffic.

7. A time table with no times. The Comstock Tramway never had them. This is from the WTT of 2nd October, 1916

haulage, which was still working in the 1970s. There was rarely more than one train per day scheduled on the tram- out in the morning and back in the afternoon, as shown in Fig. 5. In 1908 the TGR’s narrow-gauge Zeehan network line had 2 G-class, 2 H-class and 1 J-class Hagans Patent engines, and were to acquire two K-class Garratts a couple of years later. They were kept busy- firewood trams were frequent. There are several pictures of these engines on extra firewood trains throughout the line’s history. The local paper reported that firewood traffic on this line sometimes exceeded 700 tons per week. In 1907-08 train mileage on the NEDT was 20,016, an average of

3.2 trains in and out all the way to Williamsford per day and only 2 of these were the timetabled trams to Williamsford. Most of the rest would be run by timber trams, which got their timber from areas 4 to 8 miles out of Zeehan, so the “extra” 1.2 trains per day equivalent, probably represented 2 return trips per day. The Hercules mine itself produced in fits and starts, and although it had been hit by a 2-year strike in 1905-1907, it was producing up to 1,500 tons of ore per month for the Zeehan smelters. The Hagans patent engine could drag about 200 tons (gross) up the hill from Williamsford, so the 1500 tons only represented about 10 trains per month and the daily train could probably handle this traffic. It was the practice to “double” heavy trains from Williamsford- that is, run the trains in two sections, as far as the summit at Confidence Saddle, though of course these extra services would not appear in *Gist of Things*’ accounting.

4. Comstock Tramway

As far as is known, no train was ever scheduled to run on the Comstock line, from its opening in March 1902 to its closing in 1933. The 1904 working timetable does not show the line at all. This line had originally been 3’6” gauge, known as Grubbs Tram, later as the Colonel North Tram (after the Chilean Nitrate mogul). In its Grubb’s Tram incarnation, it actu-

Grubb’s Tramway

A “Goods Truck” carrying passengers will run every day (Sundays excepted) as under:-

Leave	Leave
Zeehan	Grubbs mine
7-00 am	9-15 am
10-30 am	Noon
3-00 pm	4-30 pm

6. Timetable for Grubb’s Tram, from the Zeehan & Dundas Herald 1891

EMU BAY RAILWAY COMPANY LIMITED.

DOWN

Stations.	No. 2: Ore. Garratt Daily.	No. 4: Goods M, W, F, S.	No. 6: Motor. Daily.	No. 8: Ore, etc. T, Th, S.	No. 10: Goods. Wed. only.	No. 12: Motor. Daily.	No. 14: Motor. Daily.	No. 16: Ore. Daily.
Burnie	A.M. 6 0	A.M. 6 35	A.M. 7 35	A.M. 8 15	A.M. 8 50	A.M. ...	P.M. 2 50	P.M. ...
Ridgley	A ...	...	...	...	...	...	...	...
Ditto	D ...	7 32	8 7	...	...	...	3 21	...
Hampshire	A ...	...	...	...	10 30	...	3 52	...
Ditto	D ...	8 10	8 40	...	10 45 ²	...	3 56 ⁵	...
Toronna	A ...	...	...	10 10	...	...	4 25 ⁵	...
Ditto	D ...	8 40	9 6	10 22 ³	...	...	4 40 ⁵	...
Guildford	A ...	9 10	9 28	11 50	...	...	5 5	...
Ditto	D (8 45)	9 53 ³	9 56 ³	11 0	12 0	10 10	5 10 ³	...
Waratah	A ...	...	...	...	12 50	10 42	6 40	...
Farrell	A ...	...	...	P.M. 12 30	...	...	...	...
Ditto	D ...	11 25	10 55	12 45 ⁵	...	...	...	...
Primrose	A 10 45	N.S. 11 45	...	...	...	...	...	...
Ditto	D ...	11 45 ⁵	N.S. ...	...	...	...	...	2 40
Rosebery	A ...	...	...	1 10	...	...	...	12 45
Ditto	D ...	11 55	11 10	...	...	...	...	2 57 ¹¹
Zeehan	A ...	1 0	12 10	...	...	...	...	4 27

UP

Stations.	No. 1: Ore. Daily.	No. 3: Motor. Daily.	No. 5: Ore. Garratt Daily.	No. 7: Motor. Daily.	No. 9: Ore. T, Th, S.	No. 11: Goods. M, W, F, S.	No. 13: Goods. Wed. only.	No. 15: Motor. Daily.
Zeehan	A.M. 9 0	A.M. ...	P.M. ...	P.M. 1 20	P.M. ...	P.M. 1 50	P.M. ...	P.M. ...
Rosebery	A ...	...	...	...	...	2 56 ¹⁶	...	...
Ditto	D 10 30	...	...	2 13	1 50	...	...	...
Primrose	A 10 35	...	...	...	...	...	...	...
Ditto	D ...	...	12 15	...	1 55	...	...	...
Farrell	A ...	...	N.S. 12 40	2 35 ⁹	2 15 ⁹	...	...	...
Ditto	D ...	...	12 40 ³	2 37 ⁹	2 52 ¹⁰	3 35	...	...
Waratah	D ...	9 0	...	...	...	...	1 45	3 25
Guildford	A ...	9 30	...	4 0	...	5 30	...	3 55
Ditto	D ...	9 55	(2 50)	10 0	(5 10)	5 40	...	...
Toronna	A ...	10 18	...	N.S. 4 34	...	...	4 55	...
Ditto	D ...	10 20	...	4 34 ¹³	...	6 10	4 55 ¹⁴	...
Hampshire	A ...	10 42	9 55	...	...	...	...	...
Ditto	D ...	10 43	N.S. 3 55 ¹⁴	4 56	(14 ps. 13)	6 40	(5 25)	...
Ridgley	A ...	...	...	...	...	...	...	...
Ditto	D ...	11 8	...	...	...	7 10	(6 0)	...
Burnie	A ...	11 40	5 15	5 53	7 10	7 40	(6 30)	...

Figures in parentheses are approximate only.
 When No. 9 is hauled by Garratt Loco., No. 7 will pass at Primrose.
 No train to follow No. 5, Primrose to Guildford, under 30 minutes' interval.
 Nos. 8 and 9 trains subject to cancellation at short notice if insufficient freight offering.

8. Emu Bay Railway Working timetable of 1937

ally had a thrice-daily passenger service, the timetable of which is shown as Figure 6.

Our Figure 7 shows the working "timetable" taken from the 1916 TGR WTT, with no trains. Trains were regular nonetheless. These ran from both the Comstock terminus and intermediate sidings. The Smelting Co. owned a flux quarry on the line—the smelters needed 3 tons of flux for every 4 tons of ore they smelted—and trains ran to this quarry, less than 2 miles out along the line. According to the 1907-08 TGR Annual Report to Parliament train mileage on the Comstock line was 1072 for the year. This would

represent one train every two days if all trains ran to the end of the line at 4.5 miles, but they mostly only went out to the flux quarry, half this far. This truncated journey would boost the number of trains we calculate to be at least one round trip per day. The Herald also reported that the Comstock carried 30 trucks of ore per week were in, this would be about 1 train per day. We know that in 1905, two trams per day were sometimes running on the Comstock tram- because the local paper records how the "evening tram" ran away on the steep grade one day and derailed on a sharp curve.

5 Zeehan Tramway Company

In December 1907, the Zeehan Tramway Company had taken delivery of a new Krauss locomotive to help haul its traffic, which was considerable. This was the ZTC's 3rd engine, and it was needed. The ZTC was a Hobart-based concern and was very profitable, paying half-yearly dividends of 4 or 5% for many years. A 1943 account of the history of the ZTC asserts that in 1908 it owned 5 engines, 12 passenger cars and ran an intense passenger service over a 5-mile intricate network of lines. This was unquestionably a fantasy. But, we do know that it ran both passenger services and carried ore, coal, coke mining machinery and firewood along its 2-mile line in Zeehan's Main Street, with several short spurs to nearby mines. We do not have much of a record of the passenger service in 1908, but in its boom days of 1893 the ZTC ran 11 passenger services per day, as shown in our Fig. 9.

In 1908, we know the ZTC ran services to connect with at least some of the outgoing trains from Zeehan station, but we don't know which ones, although the early morning Williamsford departure is a likely candidate. The Company always advertised that its trams would connect with all special trains at holiday periods, but it did not advertise in relation to regular trains, nor did it advertise its regular timetable. The Zeehan and Dundas Herald made frequent references to everyday operation and incidents on the line and it seems from these that a tram trundling up and down Main St was a common occurrence. Nevertheless, we do not know, whether any of these services rated in the "36 trains and trams per day" observation made in March 1908.

The ZTC ore cars carried 10-15 tons, its engines could haul about 70 tons downhill along the street. Over 19,000 tons of Zeehan ore

Zeehan Tramway Company	
On and after November 3, trams will run as under:-	
Leave	Leave
Tramcar Siding	Queen End
A.M. 8-00	A.M. 8-20
8-50	9-15
9-55	10-15
10-45	11-15
11-45	12-15
P.M. 1-30	P.M. 2-00
2-30	3-00
3-30	4-00
4-30	5-00
5-40	6-00
Saturdays	
P.M. 7-25	P.M. 7-45
Mondays	
A.M. 6-45	A.M. 7-00
John Smith Manager Z.T.Co.	
9. John Smith advertises an early ZTC time table. 1893	

rumbled down Main St in the calendar year of 1906 (the most recent for which I have a record). This 60 tons a day must therefore have entailed at least one return tram trip which eventually found its way onto the dual gauge line to the smelters.

6 Emu Bay Railway

Never very healthy, the EBR struggled on for many years and is still with us in 2001, though taken over by Tasrail. Originally built to tap the riches of the Waratah tin field, the riches of Zeehan enticed it further south in the late 1890s. The EBR made a junction with the Zeehan-Dundas line a few miles out of town and had running rights over it into Zeehan. Service varied with the health of the line, but in 1908, there was 1 regular return passenger train and 1 regular return goods train per day at Zeehan, running according to Figure 10.

This timetable had come into force on April 2nd, 1907. The EBR's passenger train also appears in the 1904 TGR Zeehan-Dundas line timetable (Fig 4) During the mid 1900s, the Primrose and Tasma-

	<u>Passenger</u>	<u>Goods</u>
Burnie dep	7.15 am	8.47 am
Zeehan arr	12.55 pm	4.10 pm
Zeehan dep	1.50 pm	4.50 pm
Burnie arr	7.35 pm	
Guildford arr		8.20 pm
<i>10. The Emu Bay Railway's 1908 timetable, as printed in the local paper, the Zeehan & Dundas Herald, showing passenger and goods trains at Zeehan. Note that the goods service runs Burnie-Zeehan-Guildford, where it stops, instead of returning to Burnie.</i>		

nian Copper Company mines at Rosebery were sending several thousand tons of ore per month to the Zeehan smelters. As the ore transport began to build up in late 1905, the local paper reported that 3 special ore trains per week were required. By 1908, it seems that this was carried on a almost-daily Rosebery-Zeehan train, separate from the passenger and goods trains. We do not have a working timetable for the line for this period or even anywhere near it, but our Fig 8 shows that published in the TGR WTT of 1937, when the EBR was booming with traffic from the Rosebery mines.

Other lines

In 1908, several other steel-railed tramways were in use, some of the lines owned their own engines at various times and probably had running rights over at least part of the ZTC system. The Oonah mine situated, like most of the others, at the "Queen End" (7 on the map) had a small network of tramways there. Not long after 1908 and for a couple of years only, it also had a tin smelter situated on a dual-gauge spur line from the Strahan-Zeehan line, junctioning at Silver Bell Junction (the junction also for the big Smelters), but running north-east instead of south (7a). Sixty tons of ore was carried daily from the

mine to the Oonah smelters over the ZTC and TGR systems and so would have passed through Zeehan station, perhaps adding to the total of trains there. Both the Western (8) and Montana mines (9) had extensive tramways for mining timber and ore. The Western, for a while, had a locomotive for the purpose. By 1908, the timber-getting firm of Dunkley Brothers also had an engine, which they ran over the Montana company's lines. The Mt Zeehan Silver-Lead Mining Co (10), known in the early days as the "British Queen", also had a tramway junctioning with the ZTC line. They also had their own engine and the only 2'0" gauge railway tunnel in Tasmania. The Mt Zeehan engine was known to work through to Zeehan station, though whether this was a regular occurrence I am not sure.

The missing 22 trains

So, can we find those missing 22 trains and trams? Perhaps it goes as in the table on page 9, where the numbers represent total daily train movements, both in and out of Zeehan station, for each line.

We have not counted the ZTC and mines as contributing anything to this traffic, although they undoubtedly added to the business of the Zeehan railway station area, and their onward journeys are shown for the Smelters branch.

Bad times

Barely a month after the report of 36 trains per day, the arse fell out of Zeehan and its train service when the Zeehan smelters closed down. They re-opened a little later, then closed for 2 years as the metallurgists cast about for other ores and other methods to use, but eventually collapsed completely. At the time, there was no reliable method to extract all of the zinc, lead and silver in the complex ores of the Rosebery field- usually the zinc had to be sacrificed and it lies to this day in the slag heaps beside

Line	Timetabled trains	Non-timetabled trains	Total
1 Strahan-Zeehan	4	2	6
1A Smelters	0	10 2 ex-Dundas? 2 ex-EBR? 2 ex-Comstock? 2 ex-NEDT? 2 ex-ZTC?	10
2 Dundas	4	2	6
3 NEDT	2	4	6
4 Comstock	0	2	2
5 ZTC	0?	0?	0?
6 EBR	4	2	6
Others	0?	0?	0?
Total	14	22	36?

Where the missing trains came from and went to.

This table shows the trains which appeared in Working or public Time Tables of 1908, plus extra services we have deduced to exist, to make up the total 36 trains per day in and out of Zeehan station.

the Strahan railway line. But, the principal problem was that there just wasn't enough ore. The works

were designed to process several thousand tons per day and they were receiving a maximum of

about 10,000 tons per month. The lodes of Zeehan were shallow and fragmented and did not persist in the way that those of Broken Hill did. The ore bodies of Rosebery, though were to prove very deep (they are still being worked today) were 27% zinc and the "German Smelters" could not handle them without losses.

By May 1908, the EBR had reduced its passenger train service to 3 per week- and conditional trains at that. It cut the goods train service to 2 per week and then to 1 train per week. The NEDT service was reduced to Mondays and Saturdays only from June 1st. The service on both the Dundas and Strahan lines was halved. The ZTC began to sell off its engines and the TGR sold off six passenger carriages "suitable for outhouses", a description many locals concurred with. Zeehan and its railways entered a long decline from which they never recovered.

Union Pacific buys up big

REG LLOYD sends a report from the *Omaha World-Herald*, to follow up on our July 2000 article about computerised train despatching.

Union Pacific Railroad is planning a \$90 million renovation of its Harriman Dispatching Center that will gut and redesign the tornado-proof bunker where most of the company's dispatchers are located. A new computer system will bring dispatching for Union Pacific and the former Southern Pacific Railroad, which U.P. acquired in 1996, under the same system. Construction is expected to begin in 2002 and be completed by the end of 2004. U.P.'s new dispatching software is designed to last at least 20 years.

"It's very complex," said Dennis Jacobson, vice president of the dispatching center. "It's just like in air-traffic controlling. When you build a system in this kind of work, you need to be 99.9 percent fail-safe." The new computer system will improve the flow of train traffic in U.P.'s 33,000-mile rail network, Jacobson said. He said it could allow the railroad to in-

crease average train speeds by 2 mph, which would boost the hauling capacity of each locomotive. The railroad figures to use 200 to 400 fewer locomotives than it would need at current speeds.

U.P. built the \$48 million dispatching center in 1989, in a former freight depot. The depot was built in 1891, where Edward H. Harriman and a group of investors later bought the railroad at auction for \$56 million.

Currently, the Harriman Center houses 750 to 800 workers, including 390 employees involved in dispatching-related work. Working in 67-person shifts, Harriman dispatchers monitor the railroad's trains 24 hours a day, 365 days a year. Dispatchers are stationed on the ground floor, which is where the former Southern Pacific Railroad system is set up, and inside the dimly lit, underground bunker. The bunker is where U. P.'s computer

train-tracking system is located. It also is where 172 dark, large-paneled screens flash colored symbols, numbers and the names of cities that all represent train movement.

Plans call for removing the large-paneled screens and putting all of the dispatchers in the renovated bunker. Because of the nature of dispatchers' work - they must be at their desks to concentrate on train traffic - the renovation will be slow and complicated. Employees will have to be trained, a few people at a time, to use the new system, beginning when it arrives in late 2002.

U.P. spokesman John Bromley said he couldn't estimate how much money the new dispatching system will save, but he noted that it costs \$2 million to buy one locomotive.

Sydney's lost bus routes (4).

DUNCAN MACAUSLAN continues his meanderings around Sydney streets in pursuit of long-vanished buses. Is that an Atlantean, I hear?

Route 326 Central Railway to Paddington

Originally private route 229, acquired by the government in December 1935, eventually being Central Railway to Paddington. Renumbered 326 from 12 May 1940 by which time there was no Sunday service being run.

Route 326 ran from Central Railway via Elizabeth, Liverpool and Oxford Streets, Glenmore Road, and Lawson Street to a terminus at Goodhope St, Paddington. Whilst it ran along two of Sydney's busier tram routes in Oxford Street and part of Glenmore Road it provided a connection to Central Railway that neither tram route could.

Despite much searching there seems to be little mention of the 326 in any of the handbills I've seen prior to 1960 – with the singular exception of diversions when tram tracks were being relaid in Oxford St.

The first timetable in my collection is as late as 1962 and is in the paragraph style. As can be seen the service was fairly sparse even at peak hours (Times front cover and this page, right). Hardie Rubber Works was Hampden and Royston Streets and buses were allowed two minutes extra from this terminus. The first set down on afternoon services was the first stop in Glenmore Road. Subsequent issues until the early 1970s show the times as unchanged although a July 1971 issue finally details the trips with an intermediate timing point at Taylor Square and a trip time of between 12 and 14 minutes (next page, top left).

By March 1976 the Saturday service had been deleted and the weekday service reduced to peak

ROUTE

From Eddy Avenue, via Elizabeth, Liverpool and Oxford Streets, Glenmore Road and Lawson Street to Goodhope Street.

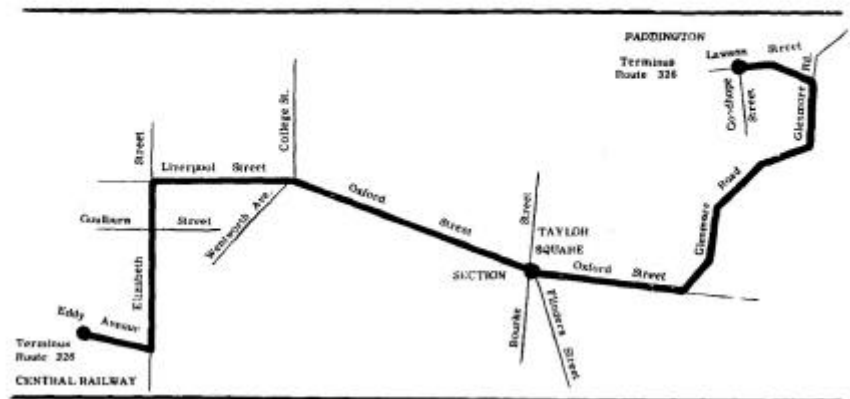
FARES

Between the undermentioned points and -	Taylor Square, Darlinghurst	Paddington
	Ad. C.	Ad. C.
Central Railway Taylor Square, Darlinghurst	6d. 3d. - -	9d. 3d. 6d. 3d.

Ad. - Indicates fare for adults.
C. - Indicates fare for children under 15 years of age, those under 19 years of age in possession of concession authorities and fares for holders of Students' and Retired Persons' Concession Fare Certificates.

The times stated in the official timetable are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of buses at the times stated, nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel wholly, or in part, any of the bus services shown in the official timetables or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such timetables must be taken to be subject to such right.

For further particulars phone B0543



Page 2 of the timetables for the 1962 service on route 326, the service to Paddington from Central Station.. The service was very sparse. For page 1 of this timetable, see our cover.

hours only – still with trips to the rubber factory although these became normal trips by July 1979.

By 7 October 1984 (UTA timetable dated September 1984) the service was tidal - operating from Paddington in the morning and to there in the afternoon, the terminus also being moved from Eddy Avenue to Railway Square, although an afternoon journey from Paddington to Taylor Square re-

appeared in January 1985 (next page, top right).

The last individual 326 timetable was published on 19 October 1987 (next page, bottom right) which, in line with new timetable standards, gave details of the timing points. Intriguingly the Paddington one was detailed as Vialoux Avenue and Lawson Streets even though only Goodhope Street was shown on the map. Both are the same lo-

Department of Government Transport

No. 95

ROUTE 326 CENTRAL RAILWAY - PADDINGTON (via Taylor Square and Five Ways)

DATED JULY, 1971.

Padding- ton	Taylor Square	Central Railway (Eddy Ave.)	Central Railway (Eddy Ave.)	Taylor Square	Padding- ton
INWARD JOURNEYS			OUTWARD JOURNEYS		
MONDAYS TO FRIDAYS					
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
6.56	7.2	7.8	7.11C	7.17C	7.23C
7.27A	7.35	7.41	7.43	7.49	7.55
8.1	8.7	8.13	8.15	8.21	8.27
8.33B	8.39B	8.45B	8.49	8.55	9.1
9.3	9.9	9.15	9.5	9.12	9.19
9.22	9.29	9.36	9.43	9.50	9.57
10.0	10.7	10.14	10.23	10.30	10.37
10.40	10.47	10.54	11.3	11.10	11.17
11.20	11.27	11.34	11.43	11.50	11.57
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
12.0	12.7	12.14	12.23	12.30	12.37
12.40	12.47	12.54	1.3	1.10	1.17
1.20	1.27	1.34	1.43	1.50	1.57
2.0	2.7	2.14	2.23	2.30	2.37
2.40	2.47	2.54	3.3	3.10	3.17
3.20	3.27	3.34	3.43	3.50	3.57
4.0	4.7	4.14	4.18D	4.25D	4.32
4.12A	4.18	4.25	4.31D	4.38D	4.45
4.35	4.42	4.49	4.55D	5.2D	5.9
4.54	5.1	5.8	5.22D	5.29D	5.36
6.10	6.17	6.24	5.52D	5.59D	6.6
6.44	6.51	6.58	6.27	6.34	6.41
SATURDAYS					
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
7.30	7.37	7.44	7.13	7.20	7.27
8.10	8.17	8.24	7.50	7.57	8.4
8.50	8.57	9.4	8.30	8.37	8.44
9.30	9.37	9.44	9.13	9.20	9.27
10.10	10.17	10.24	9.50	9.57	10.4
10.50	10.57	11.4	10.30	10.37	10.44
11.30	11.37	11.44	11.10	11.17	11.24
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
12.10	12.17	12.24	11.50	11.57	12.4
12.50	12.57	1.4	12.30	12.37	12.44
1.26	1.33	...	1.10	1.17	1.24

SUNDAYS AND HOLIDAYS - NO SERVICE

- A - Hampden & Royston Sts, depart. Operates via Hampden St, Glenmore Rd, Oxford St. & normal route.
- B - Operates to Railway Square via normal route, Eddy Ave, Pitt & Lee Sts.
- C - Operates to Hampden & Royston Sts via normal route, Glenmore Rd. & Hampden St.
- D - First stop Campbell St, Paddington.

INWARD		MONDAYS TO FRIDAYS		OUTWARD	
PADDINGTON	TAYLOR SQUARE	RAILWAY SQUARE	RAILWAY SQUARE	TAYLOR SQUARE	PADDINGTON
AM	AM	AM	PM	PM	PM
6 50	6 57	7 08	3 35	3 46	3 53
7 25	7 32	7 43	4 10	4 21	4 28
8 00	8 07	8 18	4 45	4 56	5 03
8 35	8 42	8 53	5 20	5 31	5 38
9 15	9 22	9 33			
9 55	10 02	10 13			
PM	PM	PM			
3 55	4 02	..			

SATURDAYS, SUNDAYS AND HOLIDAYS - NO SERVICE

FARES

TO ASSESS THE FARE FOR ANY JOURNEY select the Section Points covering your journey. The difference between the numbers allotted these Section Points will be the number of Sections travelled; the correct fare can then be determined from the Scale of Fares which is displayed in buses.

No.	Section Point	No.	Section Point
1	Railway Square	3	Paddington
2	Taylor Square		

WEEKLY, QUARTERLY AND YEARLY TRAVELPASSES ARE AVAILABLE. FOR APPLICATION DETAILS, PHONE 219 1694; 219 1696; 219 4142; 219 4152.

PAYMENT OF FARE

If in doubt as to the fare payable for your journey, please state your destination when purchasing your ticket. If you do not pay the correct fare you are liable to prosecution with a fine of up to \$200 plus Court costs. Concession Fare Certificates where applicable must be shown or full fare paid.

The times stated in the official timetable are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Authority does not guarantee the departure or arrival of buses at the times stated, nor will it be responsible for delay or any consequences arising therefrom. The Authority reserves the right to cancel wholly, or in part, any of the bus services shown in the official timetable or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such timetables must be taken to be subject to such right.

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PHONE 20543 FOR TIMETABLE INFORMATION

Route 326 bus timetables in the 1971-1987 period.

Left: July 1971.

Above: January 1985.

Below: 19 Oct 1987.

cation - only different sides of Lawson Street.

After this issue the 326 was included in the 389 North Bondi timetable dated February 1988. Not surprisingly the 326 was withdrawn but seemingly without anyone noticing. In the North Bondi timetable of February 1990 one of the 'minor amendments' was route 326 being withdrawn. The new residents of Paddington obviously wanted to go by bus to the City to work, not to catch trains, evidenced by the 5 minute headway on route 389.

TRIPS to RAILWAY SQUARE

PADDINGTON	DARLING-HURST	CITY
Vialoux Avenue and Lawson Street	Taylor Square	Railway Square (Bus Loop)
WEEKDAYS MORNING		
6.50	6.57	7.08
7.25	7.32	7.43
8.00	8.07	8.18
8.35	8.42	8.53
9.15	9.22	9.33
9.55	10.02	10.13

Saturdays, Sundays and Holidays - NO SERVICE.

TRIPS to PADDINGTON

CITY	DARLING-HURST	PADDINGTON
Railway Square (Bus Loop)	Taylor Square	Vialoux Avenue and Lawson Street
WEEKDAYS AFTERNOON		
3.35	3.46	3.53
4.10	4.21	4.28
4.40	4.51	4.58
5.15	5.26	5.33

FARES

TO ASSESS THE FARE FOR ANY JOURNEY select the Section Points covering your journey. The difference between the numbers allotted these Section Points will be the number of Sections travelled; the correct fare can then be determined from the Scale of Fares which is displayed in buses.

Route 326 RAILWAY SQUARE - PADDINGTON
Flat 2 section fare.

407 Central Railway – Balmain

Bus route 407 was introduced on the 29th June 1953 to replace the peak hour tram between Central Railway and Balmain via Harris Street, Glebe Island Bridge and Rozelle Junction. The route number was logical at that time being part of the 400 - 410 series allocated to Drummoyne buses (now the 500 series). The 5 November 1956 timetable, my oldest, (right) shows four morning and four evening journeys from Central Railway and three morning journeys from Balmain. The handbill style of timetable continued in use until in January 1975 the PTC combined the 407 and 413 timetables in a four page booklet (below left), reduced to two pages from November 1979 as the number of trips was reduced

From 25 May 1981 the 407 and 413 timetables were included with 090 (this page, below right). The last two inward departures from

PEAK HOUR SERVICE

MONDAYS TO FRIDAYS:

FROM CENTRAL RAILWAY TO GLADSTONE PARK—6.46, 6.59, 7.2, 7.12 a.m., 4.33, 4.45, 4.57, 5.20 p.m.

FROM GLADSTONE PARK TO CENTRAL RAILWAY—6.48, 7.10, 7.26 a.m.

SATURDAYS, SUNDAYS AND HOLIDAYS.

NO SERVICE.

RUNNING TIMES.

From Gladstone Park to Rozelle Junction, 7 minutes; to Central Railway, 22 minutes,

ROUTE.

From Gladstone Park (Darling Street near Booth Street) via Darling Street, Victoria Road, Commercial Road, Glebe Island Bridge, Bank, Miller, Harris, George, Hay and Pitt Streets; returning via Pitt, Lee, Regent and Harris Streets, thence as shown for inward route.

(Above) Handbill timetable for route 407 from Central Station to Balmain. Another sparse service, more than a little unbalanced too.

Route No.	Balmain	Rozelle Junction	Pyrmont	Central Railway
MONDAYS TO FRIDAYS - INWARD JOURNEYS				
407	A.M. 6.48	A.M. 6.54	A.M. ...	A.M. 7.9
407	P.M. 7.26	P.M. 7.32	P.M. ...	P.M. 7.47
413
413	4.20B	4.31
413	4.20C	4.36
413	4.25C	4.41
413	4.30	4.41
413	4.35	4.46
413	4.44	4.55
413	4.59	5.10

Route No.	Central Railway	Pyrmont	Rozelle Junction	Balmain
MONDAYS TO FRIDAYS - OUTWARD JOURNEYS				
413	A.M. 6.38	A.M. 6.49	A.M. ...	A.M. ...
413	6.47	6.58	...	...
413	6.54	7.4	...	...
407	7.2	7.21	7.17	7.23
413	7.10	7.21	...	...
413	7.23	7.34	...	...
413	7.48	7.59	...	...
413	8.13A	8.18D	...	...
413	P.M. 4.28	P.M. 4.39	P.M. ...	P.M. ...
407	4.30	...	4.45	4.51
407	5.3	...	5.18	5.24

SATURDAYS, SUNDAYS AND HOLIDAYS - NO SERVICE

EXPLANATION OF SIGNS

- A - Operates to the Government Printing Office, Harris St, Ultimo.
- B - Colonial Sugar Refinery Gates (Bowman B) depart. On Thursdays departs at 4.23 p.m.
- C - Government Printing Office, Harris St, Ultimo, depart.
- D - Government Printing Office, Harris St, Ultimo, arrive.

(Above) Combined timetable for routes 407 and 413, in effect from January 1975.

(Right) The combined timetable for routes 090, 407 and 413, dated 25th May, 1981.

INWARD JOURNEYS						OUTWARD JOURNEYS						SATURDAYS, SUNDAYS, HOLIDAYS - NO SERVICE				
ROUTE No.	BALMAIN	ROZELLE JUNCTION	BOWMAN & BOWMAN STS. PYRMONT	UNION & HARRIS STS	YORK ST. CITY	CENTRAL RAILWAY	ROUTE No.	CENTRAL RAILWAY	YORK ST. CITY	UNION & HARRIS STS	NO. 50 INHARB PYRMONT		BOWMAN & HARRIS STS. PYRMONT	ROZELLE JUNCTION	BALMAIN	EXPLANATION OF SIGNS
MONDAYS TO FRIDAYS						MONDAYS TO FRIDAYS						<p>A - CSR Gates (Bowman St), depart. On Thursdays only operates three minutes later.</p> <p>B - On Thursdays only operates three minutes later.</p> <p>C - Royal Edward Victroling Yard, depart. Operates via Jones Bay Rd, Pyrmont and Union Sts.</p> <p>D - Government Printing Office, Harris St, Ultimo, depart.</p> <p>E - Royal Edward Victroling Yard, arrive.</p> <p>PHONE 20643 FOR TIMETABLE INFORMATION</p>				
090	AM	AM	AM	AM	AM	AM	090	AM	AM	AM	AM		AM	AM	AM	
090	6.10	6.12	6.18	..	090	..	6.00	6.06	..		6.08	..	..
090	6.31	6.33	6.39	..	090	..	6.21	6.27	..		6.29	..	..
090	6.54	6.56	7.02	..	413	6.38	..	6.48	..		6.50	..	..
407	6.48	6.54	..	7.00	..	7.10	090	..	6.44	6.50	..		6.52	..	..
090	7.20	7.22	7.28	..	413	6.46	..	6.56	..		6.58	..	..
407	7.30	7.36	..	7.42	..	7.52	090	..	6.53	6.59	7.02		..	..	..
090	PM	PM	PM	PM	PM	PM	413	6.54	..	7.03	..		7.05	..	..
090	2.40	2.42	2.48	..	407	7.02	..	..	..		7.19	7.25		
090	3.10	3.12	3.18	..	090	..	7.04	7.10	7.13		..	..	..
090	3.40	3.42	3.48	..	090	..	7.07	7.13	..		7.15	..	..
090	4.03C	..	4.11	..	090	..	7.13	7.19	7.22		..	..	..
413	4.15	4.17	..	4.27	413	7.10	..	7.20	..		7.23	..	..
413	4.20A	4.22B	..	4.32	090	..	7.17	7.23	..		7.25	..	..
090	4.20A	4.22B	4.28	..	413	7.23	..	7.33	..	7.35	..	..
090	4.30	4.32	4.38	..	090	..	7.27	7.33	..	7.35	..	..
413	4.35D	..	..	4.41	413	7.44	..	7.54	..	7.56	..	..
413	4.35	4.37	..	4.47	090	..	7.55	8.01	..	8.02	..	..
090	4.45	4.47	4.53	..	090	..	8.10	8.16	..	8.18	..	..
413	4.59	5.01	..	5.11	PM	PM	PM	PM	PM	PM	PM	PM		
090	090	..	2.25	2.31	..	2.33	..	..
090	090	..	2.35	3.01	..	3.03	..	..
090	090	..	3.25	3.31	..	3.33	..	..
090	090	..	3.50	3.56	3.58E	..	..	..
090	090	..	4.15	4.21	..	4.23	..	..
407	4.32	..	..	..	..	..	..	..	..	..	..	4.49	4.55	..		

Balmain (6.48 and 7.30 am) ran on Tuesday 28th January 1986 (left). The final outward services, 6.59 am and 4.32 pm, ran on Friday 6th

February 1987 and the route ceased.

413 Central Railway - Pymont

The Pymont tram service ran only one block north from its junction with the Ryde line in Harris St and a peak hour only service was provided from Quay Street which was replaced by bus route 413 from 29th June 1953. The 413 extended further into Pymont running to Bayview Street via Harris, Scott, Cross, Bowman and Point Streets. The 18th November 1957 timetable (below) was a four page issue showing nine morning and seven afternoon journeys from Central Railway, whilst one morning and ten evening journeys from Pyr-

mont. Of the four pages only the top half of page 2 was required to detail the timetable – more ink was needed for the standard disclaimer on running times.

The Pymont terminus was altered to Harris, John, Jones and Bowman Streets by 25th May 1981, then to Jones Street from Monday 3rd August 1981. On 8th February 1987 the 413 was renumbered 089 and the city terminus moved to Railway Square. The timetable was then included in the 500 series booklet with times appearing in the main body only at Railway Square with the annotation operates to Jones St, Pymont. A separate route map appeared in the November 1987 issue but was added to the 500 map in the 11 September 1988 issue.

By 22nd July 1990 only 2 morning 089 journeys from Railway Square to Jones Street remained and these ceased after 3rd August 1990.

TIMETABLE AMENDMENT No.24

CANCELLED AND ALTERED JOURNEYS
ROUTE 407
MONDAYS TO FRIDAYS
COMMENCING WEDNESDAY 29 JANUARY 1986

CANCELLED JOURNEYS –
 The 6.48am journey from Balmain to Central Railway is cancelled.
 The 7.30am journey from Balmain to Central Railway is cancelled.

ALTERED JOURNEY –
 The 7.02am journey from Central Railway to Balmain is altered to operate 3 minutes earlier.

FOR ADDITIONAL TIMETABLE INFORMATION
PHONE 20543

FOR PROMPT ATTENTION TO TRANSPORT PROBLEMS PHONE CUSTOMER SERVICE BUREAU 290 2988

(Left), the end of the inward runs of route 407 in January 1986.

No. 199.

DEPARTMENT OF GOVERNMENT
 TRANSPORT, N.S.W.

—
BUS TIME-TABLE
 —

ROUTE 413

**CENTRAL RAILWAY (Pitt St.)-
 PYRMONT (Bayview Street)**

DATED, NOVEMBER 18, 1957

*Published by Authority of the Commissioner for
 Government Transport, N.S.W.*

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†27906

2

MONDAYS TO FRIDAYS

FROM CENTRAL RAILWAY TO PYRMONT—6.38, 6.47, 6.53, 6.54, 7.1, 7.10, 7.18, 7.23, 7.48 a.m., 4.15, 4.28, 4.34, 4.43, 4.58, 5.15, 5.27 p.m.

FROM PYRMONT TO CENTRAL RAILWAY—7.31 a.m., 4.15, 4.21, 4.24, 4.27, 4.30, 4.35, 4.44, 4.59, 5.11, 5.41 p.m.

SATURDAYS

FROM CENTRAL RAILWAY TO PYRMONT—7.10 a.m.

FROM PYRMONT TO CENTRAL RAILWAY—7.23, 11.59 a.m.

SUNDAYS AND HOLIDAYS.

No Service.

RUNNING TIME.

Between Pymont and Central Railway, 11 minutes.

ROUTE.

From Pymont (Bayview Street) via Point, Bowman, Cross, Scott, Harris, George, Hay and Pitt Streets; returning via Pitt, Lee, Regent and Harris Streets, thence as shown on Inward route.

FARES.

ROUTE 413—CENTRAL RAILWAY—PYRMONT.

Between the undermentioned points and—	Railway Square.	Pymont.
Central Railway (Pitt Street)	Adults. 6d.	Adults. 7d. 6d.
Railway Square	—	—

Children under 15 years of age, or in possession of Day School Concession Fare Certificates, and Holders of Students' or Retired Persons' Concession Fare Certificates, 3d.

Route 413, as of 18th November 1957

Memories of Route 242

ROBERT HENDERSON *once travelled on some “lost bus routes of Sydney” as described in Duncan MacAuslan’s recent articles. He writes to tell us of some of them.*

Letter

I am enjoying Duncan MacAuslan’s articles under the banner of “Sydney’s lost bus routes,” perhaps because I am old enough to remember these long gone services.

I happened to ride from Martin Place to Milsons Point on Route 242, the subject of Duncan’s lost route in the November 2000 issue of *The Times*. The route started as part of the replacement of trams by buses in North Sydney, where trams made their last run early in the morning of Sunday 29 June 1958.

The trams had enjoyed quite heavy patronage between Wynyard and Milsons Point, because they provided a more frequent service between those two points than the parallel railway line. When the replacement buses started, however, the same frequent service could not be provided, as buses crossing the Sydney Harbour Bridge were un-

able to make a stop at Milsons Point.

Department of Government Transport (DGT) therefore instituted Route 242 in an attempt to provide transport for these short distance riders across the Bridge, even if only during weekday peak hours. The operation of this new bus route across the Circular Quay overhead roadway (which, as part of the current Cahill Expressway, opened only about three months before the tram closure) and along Martin Place through the heart of Sydney’s commercial district, was one of the few route innovations the DGT undertook when the trams ceased.

From the timetable, it can be seen that Milsons Point commuters (those at which the service was largely aimed) took 16 minutes in the morning to reach Wynyard and 19 minutes to get back in the

evening. This compares with the somewhat shorter six minutes by tram and three minutes by train. In order to reduce the travel time for those commuters, the route shown in the timetable illustrated in Duncan’s article was altered from 2 July 1959. From that time, out-bound buses, after crossing the Harbour Bridge, called at Milsons Point first, and then followed the previous route almost in reverse to reach North Sydney.

As can be inferred from Duncan’s article, the altered route was still unsuccessful. It was at first to have been discontinued as from 21 September 1959, but was given a reprieve until 20 November of the same year.

The only means of transport between the City and Milsons Point ever since has been by the railway.

More on timetable archives

THE EDITOR *reports on a visit to the NSW State Records office and its timetable collection for railways, buses and trams of NSW.*

In early December, the NSW State Records Office held a seminar at its Kingswood premises to explain some details of its recently-inherited collection of railway records from the NSWRA. Entitled “Researching the Railways”, the seminar covered the current holdings, access procedures and some interesting details of how the records were managed.

As well as the recent SRA mate-

rial, the Records Office had previously obtained material from other transport agencies, although the SRA acquisition forms the bulk of its transport records. Among their holdings are many items of interest to the timetable researcher. Most of these, at least those prior to 1970, are on open access; more recent items may be restricted. The collection includes:

Material acquired between 1990-1999

Tram timetable number books:- an index to timetables issued by the Department of Government Transport (1931-1960)

Tramways Working Timetables (1893-1959)

Bus Route Files and Indexes.

Public Timetables for Private Buses (1986-1990)

Special tram and bus notices (1912-1970)

Tram handbills (1935-1959)

Tramway alteration books:- details of alterations to timetables (1926-1960)

Indexes to Tramways Weekly Notices (1942-1951)

Loading and Holiday Books (special traffic loading statistics) (1925-1951)

Tramways Public Timetables (1893-1947)

Tramway Weekly Notices (1895-1952)

Tramway Route Books (1923-1925)

2 Acquisitions from SRA Archives, July 1999

Circulars and weekly speed notices (1892-1999)

Papers from train performance meetings

Weekly Notices (1891-1999)

Weekly Special Train Notices (1922-1969).

Monthly Notices (1927-1935)

Working Timetables (1874-1999)

Public Timetables (1855-1999)

Local Appendices to the WTT (1914-1998)

General Appendix to the WTT (1894-1985)

Royal Train Notices (1920-1988)

Track Upgrading Newsletters and Timetables (1977-1979)

Railway Tourist Guides (1879-1946)

Special Train Notices (1885-1999)

Railway and Tramway Ticket Albums and Scrapbooks (1895-1979)

List of Stations books (1914-1961)

3. Material acquired and indexed prior to 1991

This material is indexed on what Records call their "*Concise Guide*" and is available in the on the Web site. It is much more sparse insofar as timetables are concerned, but contains at least the following:

Dept. of Govt. Transport Bus and Tram General Files (includes timetables, alterations thereto, ticket systems) (1891-)

Miscellaneous tramway records—includes Working Timetables.

NSWGR Traffic Files

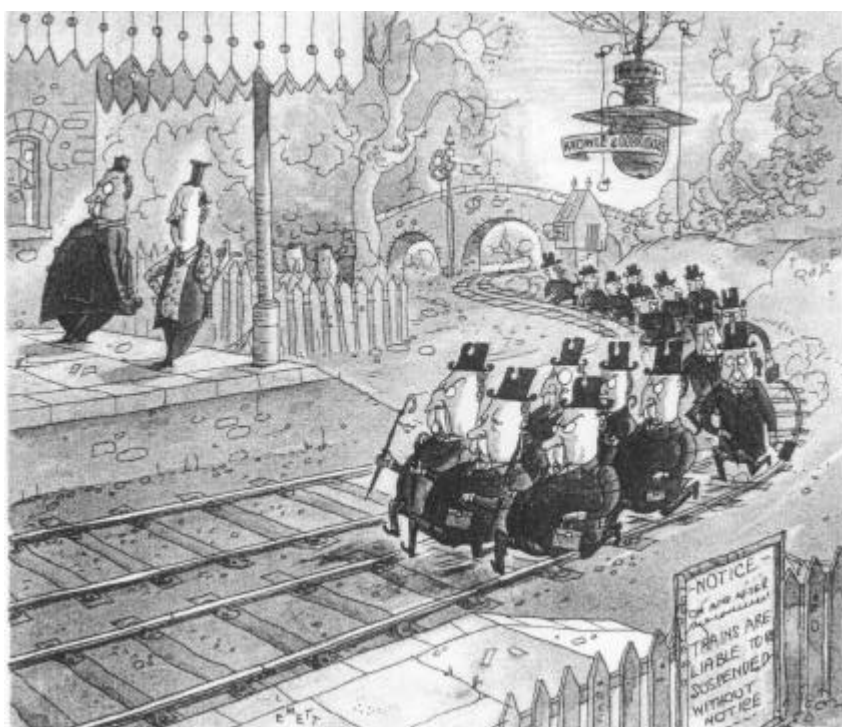
Train timetables for Great West-

ern, Richmond and Illawarra Lines, 12 Mar 1898.

Timetabling arrangements for ferries on Sydney Harbour

Each of the above categories describes a separate "Series". Each series has an indexing system, incorporating both the Records' own cataloguing and those of the originating organisation. The SRA Archives had its own cataloguing system, for instance— there were 561 "R series" in its collection. In each series there may be many items. For instance, tramway working timetables comprise 48 volumes of timetables; and there are 30 bound volumes of Tramway Public Timetables under that heading.

Most material is catalogued electronically and is available at State Record web site www.records.nsw.gov.au. Detailed indexes of the 1991-1999 acquisitions are available on the shelves at the Kingswood Premises. Indexes are being systematically transferred to the office's "*Archives Investigator*", a context-sensitive search engine. The Office is open 6 days a week and records are quickly produced for readers upon filling out a request slip and presenting a "Reader's Ticket", available free.



“ ‘Ere’s the 9.15. I see they’ve took it off.”

Graphic Insight

This month, **CHRIS BROWNBILL'S** *Graphic Insight* looks at how passenger rail services have developed on what is arguably Australia's premier long distance tourist railway route - Queensland's "Sunshine Route" between Brisbane and Cairns.

Our graph compares services in 1981 as documented in Queensland Railways March 1981 "Country Lines Timetable" with those in QR Traveltrain brochure timetables dated 1st July 2000 and QR Sunshine Coast timetable of 25 September 2000. The upper block of the graph represents 1981 and the lower block 2000. The horizontal axis represents distance - with Brisbane being to the left; note that this axis is not to scale. The vertical axis represents the number of trains scheduled per week. Each Northbound train is represented by a box stretching between its origin and destination, and the height of the box represents the number of times it runs per week. The cumulative height of the graph at any point therefore represents the number of passenger trains passing through any particular station. Note that the graph includes only trains operating to or North of Gympie.

The 1981 graph includes a few mixed and goods trains as well as some local railmotors. In 2000 these have all gone. There is however now a much more intensive service offered between Brisbane and Rockhampton with the introduction of electrification and the Tilt Train. The 2000 timetable also shows a reduced operating frequency for the Sunlander, but there are more 'up-market' services now offered by the "Queenslander" and the Great South Pacific Express.

