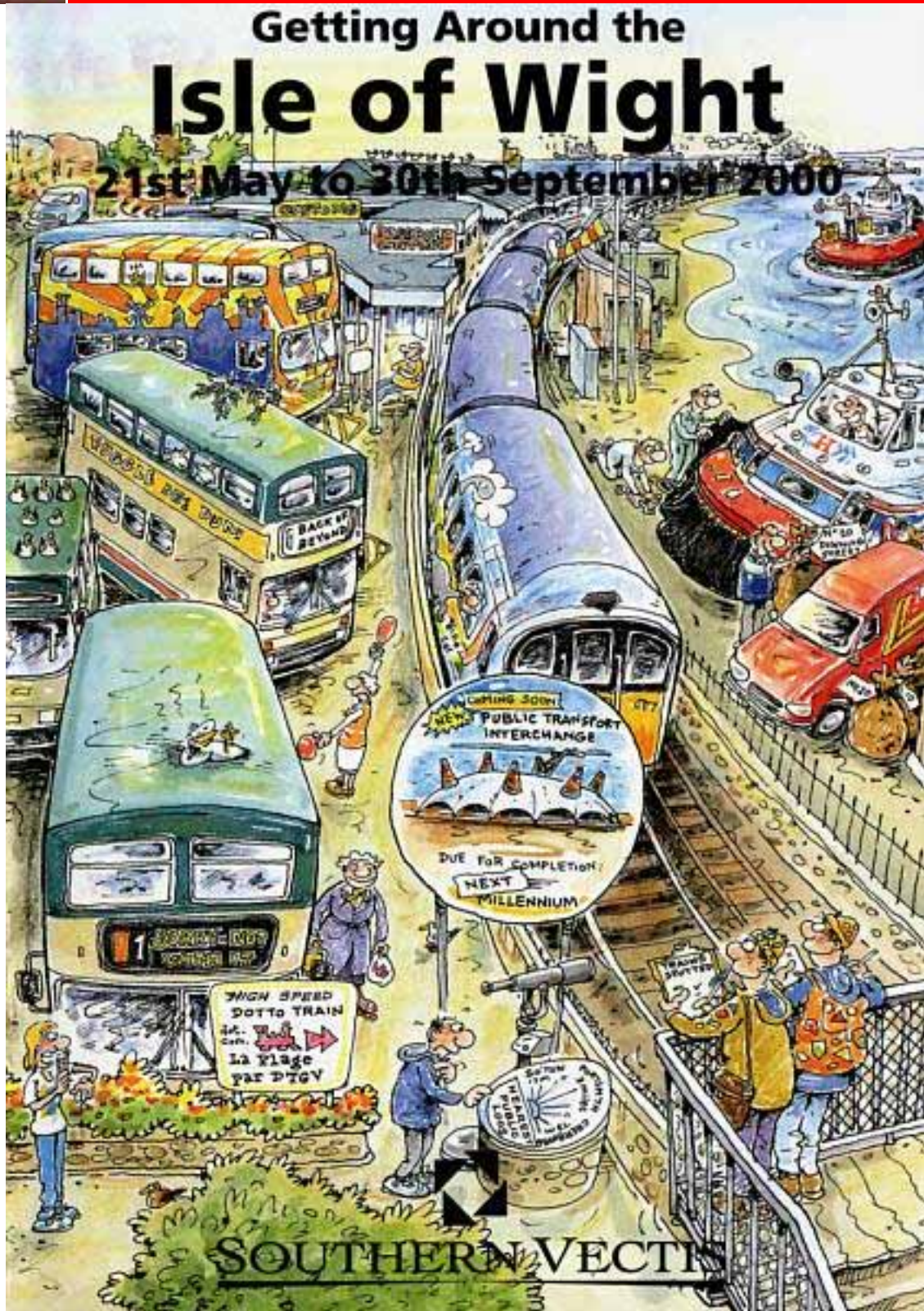




The Times

February 2005

A journal of transport timetable history and analysis



Inside: From Fairfield to Fairfield, via Fairfield
24 hours in a day
Lane Cove Buses
The Big Loop
The dog ate my timetable

RRP \$2.95
Incl. GST

The Times

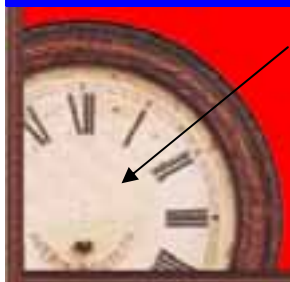
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February 2005

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On the front cover— on the Isle of Wight

Were it that all transport authorities took themselves this casually. This is just 1 from a 20-year tradition of public timetable covers drawn for *Southern Vectis*, the island's bus operator. Very often topical or even political in nature, this one reflects the controversy over the long-promised transport Interchange. Another featured "crop circles!"

Ever wondered why old timetables are hard to come by? British railway historian Jack Simmons reckoned the proportion of surviving working timetables to be "*unhappily small*". Why? Try this exhortation from the economically-minded Highland Railway at the end of the 19th century: "*When new copies of the timetables are being supplied to the members of staff, the old copies must be collected and torn up for lavatory use*". Instructions like this appeared in many railway working timetables from as far back as the first known, in the 1850s. In the US, the Employee Time Table was effectively a safeworking object, equalling in its talismanic value the Sacred Train Staff of the English World. All issues received a number and woe betide the train crew member who failed to destroy the old issue and replace it with the current one— that way lay the cornfield meet. In 2005, NSW RailCorp still demands the destruction of old timetables.

Editorial Team Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

The Times welcomes articles and letters Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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Metropolitan stations with common names

ROSS WILLSON provides a draft list of names that are sure to confuse a railway timetable collector. Words by **THE EDITOR**

The Gazetteer of Australia contains several hundred thousand names of towns, "places", suburbs and a host of other "map features". Railway stations are just one of these "features". In Victoria alone, there seem to have been upwards of 1200 different station names, other states may show proportionately more. Many names were derived from Aboriginal tongues- which accounts for so many of Victoria's station names beginning with the letter W and so many of Western Australia's ending with "up"- it means "water", though there is precious little of that near them nowadays. This also accounts for such station name oddities as Victoria's *Goorong*- a blackfella's joke on the white man- it means "shit".

With so many stations, it is not surprising therefore that many names are repeated. In theory this should not have happened- naming of places in general was under the control of the various State Nomenclature Boards (they still exist) and railways themselves went to some effort to avoid duplication of names within their own systems and even between their system and others. But some sneaked through. To the right is a list compiled by Ross Willson showing the names of suburban railway stations which occur in more than one capital city and which would have appeared in many a timetable.

In theory, it would have been possible to buy a railway ticket to travel from Fairfield to Fairfield via Fairfield, but is doubtful whether anyone has ever had the nerve to try. Certainly no pre-printed tickets for this would have existed, but it probably would have been possible to make up a paper ticket from blank stock. Imagine rolling up at Melbourne's pokey little Fairfield ticket office and asking for "Pensioner Concession Second Single to Fairfield (Qld) via Fairfield (NSW), please.

Additions and corrections to this list will be most welcome.. Was there any station name shared by 4 or more places?

Abattoir/s	Sydney, Brisbane, Adelaide, Hobart
Armadale	Melbourne, Perth
Ashfield	Sydney, Perth
Auburn	Sydney, Melbourne
Bayswater	Melbourne, Perth
Bellevue	Perth, Hobart
Belmont	Brisbane, Perth
Botanical Gardens	Melbourne, Hobart
Bridgewater	Adelaide, Hobart
Brighton	Melbourne, Adelaide, Hobart
Broadmeadows	Melbourne, Adelaide
Burwood	Sydney, Melbourne
Camden	Sydney, Adelaide
Canterbury	Sydney, Melbourne
Central	Sydney, Brisbane
Cheltenham	Sydney, Melbourne, Adelaide
Claremont	Perth, Hobart
Clyde	Sydney, Melbourne
Croydon	Sydney, Melbourne, Adelaide
Domestic Airport/Airport Domestic	Sydney, Brisbane
East Richmond	Sydney, Melbourne
Epping	Sydney, Melbourne
Fairfield	Sydney, Melbourne, Brisbane
Flemington	Sydney, Melbourne
Golf Links	Melbourne, Brisbane, Adelaide
Goodwood	Adelaide, Perth
Guildford	Sydney, Perth
Hawthorn	Melbourne, Adelaide
International Airport/Airport International	Sydney, Brisbane
Killara	Sydney, Melbourne
Mitcham	Melbourne, Adelaide
Museum	Sydney, Melbourne
National Park	Sydney, Adelaide, Perth
Newmarket	Melbourne, Brisbane
Newtown	Sydney, Hobart
North Richmond	Sydney, Melbourne
Richmond	Sydney, Melbourne, Adelaide
St Leonards	Sydney, Adelaide
Salisbury	Brisbane, Adelaide
Sunshine	Melbourne, Brisbane
Sydenham	Sydney, Melbourne
Victoria Park	Melbourne, Perth
Windsor	Sydney, Melbourne, Brisbane

CANADIAN PACIFIC RY. - Trans-Continental Route and Soo and South Shore Lines.
For Particulars, Regulations and Through Connections, See "Notes" and Explanation of Symbols, Marks and Standard Time, on page 217.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

Winnipeg Branch - Train leaves Winnipeg for St. Paul, Minn., at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **St. Paul Branch** - Train leaves St. Paul, Minn., for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Brandon Branch** - Train leaves Brandon for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Regina Branch** - Train leaves Regina for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Saskatoon Branch** - Train leaves Saskatoon for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Swift Current Branch** - Train leaves Swift Current for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Yorkton Branch** - Train leaves Yorkton for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **North Battleford Branch** - Train leaves North Battleford for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Estevan Branch** - Train leaves Estevan for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Delisle Branch** - Train leaves Delisle for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Carleton Place Branch** - Train leaves Carleton Place for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **St. Catharines Branch** - Train leaves St. Catharines for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Niagara Falls Branch** - Train leaves Niagara Falls for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Buffalo Branch** - Train leaves Buffalo for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Rochester Branch** - Train leaves Rochester for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Syracuse Branch** - Train leaves Syracuse for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Albany Branch** - Train leaves Albany for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Schenectady Branch** - Train leaves Schenectady for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Watkins Branch** - Train leaves Watkins for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Utica Branch** - Train leaves Utica for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Plattsburgh Branch** - Train leaves Plattsburgh for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Port Jervis Branch** - Train leaves Port Jervis for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Kingston Branch** - Train leaves Kingston for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Montreal Branch** - Train leaves Montreal for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Ottawa Branch** - Train leaves Ottawa for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Quebec Branch** - Train leaves Quebec for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Halifax Branch** - Train leaves Halifax for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **St. John's Branch** - Train leaves St. John's for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **London Branch** - Train leaves London for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Edinburgh Branch** - Train leaves Edinburgh for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Glasgow Branch** - Train leaves Glasgow for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Belfast Branch** - Train leaves Belfast for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Liverpool Branch** - Train leaves Liverpool for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Manchester Branch** - Train leaves Manchester for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Birmingham Branch** - Train leaves Birmingham for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Cardiff Branch** - Train leaves Cardiff for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **London Branch** - Train leaves London for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Edinburgh Branch** - Train leaves Edinburgh for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Glasgow Branch** - Train leaves Glasgow for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Belfast Branch** - Train leaves Belfast for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Liverpool Branch** - Train leaves Liverpool for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Manchester Branch** - Train leaves Manchester for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Birmingham Branch** - Train leaves Birmingham for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily. **Cardiff Branch** - Train leaves Cardiff for Winnipeg at 10:00 a.m. daily. Returns at 10:00 p.m. daily.

NO. 1 - PACIFIC EXPRESS - Leaves Montreal daily, except Sundays, for Winnipeg, Winnipeg daily, except Sundays, for Vancouver. **NO. 2 - ATLANTIC EXPRESS** - Leaves Vancouver daily for Winnipeg, Winnipeg daily for Montreal.

ARROW LAKE BRANCH - 16
 1. Arrow Lake
 2. Revelstoke
 3. Sparrowhawk
 4. Kamloops
 5. Kelowna
 6. Vernon
 7. Merritt
 8. Hazelton
 9. Bulkley
 10. Terrace
 11. Fort St. John
 12. Ft. St. James
 13. Ft. Chipewyan
 14. Ft. McMurray
 15. Ft. McMurray
 16. Ft. McMurray

NAKUSP & SLOCAN BRANCH - 3
 1. Nakusp
 2. Hazelton
 3. Hazelton

VANCOUVER BRANCH - 2
 1. Vancouver
 2. Seattle

SEA LIONS - 2
 1. Vancouver
 2. Seattle

Mission City - 2
 1. Mission City
 2. Mission City

Burns City - 2
 1. Burns City
 2. Burns City

Seattle - 2
 1. Seattle
 2. Seattle

Portland - 2
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 2. Portland

Westminster - 2
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Buses south of Lane Cove

JIM O'NEIL

When I first became interested in bus services and their timetables, there were only three private bus routes which ran into the city, and two of them were close to my own home territory. These were the route 127 from Longueville and the 224 from Northwood, the suburb just to the east. Both ran down River Road to Crows Nest and then non-stop to Wynyard. I later learnt from Leon Manny's *"Terminus" Please* that they had been given permission to run into the city when the Lane Cove River ferries stopped running. The two companies printed separate timetables for their Wynyard services, but a close look shows they were coordinated. The basic service left Longueville at a quarter to the hour, and Northwood at a quarter past. Additional services were largely close to that operator's basic time, rather than to the other company's time. So the first bus left Longueville at 6.42, then a Northwood on 15 minutes before the regular time, at 7.00, another Longueville at 7.15 (on the Northwood time which wasn't being used), then a late Northwood at 7.35. Next we find the regular Longueville at 7.45, followed by another at 7.55, then two Northwoods straddling the quarter hour at 8.10 and 8.25, then two Longuevilles at 8.45 and 9.00.

The Longueville timetable was issued in October 1961 (right, above), printed on yellow paper, and it tells you where the buses ran and that it was issued by the Longueville Bus Company. But it doesn't tell you how to contact them (the only phone number is for the printer). The Wynyard service is shown on the reverse, and ran Mondays to Saturdays and Holidays, but there is no Sunday service. On the front is the Chatswood service, which ran every forty minutes in the off-peak. It runs Mondays to Saturdays, but not Holidays. A second bus ran in the peak hours, but not to anything like a clock-face timetable. In the morning several buses ran only on Schooldays only. The 8.50 and 9.05 from Chatswood were replaced in School Vacations by a single bus at 9.00. The Longueville Bus Company required two buses for each of its runs in

LONGUEVILLE — CHATSWOOD
LONGUEVILLE — WYNYARD
118 & 119 TAMBOURINE BAY
Longueville Bus Company

PUBLIC: 10

LONGUEVILLE — CHATSWOOD

MONDAY TO FRIDAY	SATURDAY	SUNDAY	HOLIDAYS
6:42	6:45	6:48	6:51
7:00	7:05	7:10	7:15
7:15	7:20	7:25	7:30
7:35	7:40	7:45	7:50
7:45	7:50	7:55	8:00
7:55	8:00	8:05	8:10
8:10	8:15	8:20	8:25
8:25	8:30	8:35	8:40
8:45	8:50	8:55	9:00
9:00	9:05	9:10	9:15
9:30	9:35	9:40	9:45
10:00	10:05	10:10	10:15
10:30	10:35	10:40	10:45
11:00	11:05	11:10	11:15
11:30	11:35	11:40	11:45
12:00	12:05	12:10	12:15
12:30	12:35	12:40	12:45
1:00	1:05	1:10	1:15
1:30	1:35	1:40	1:45
2:00	2:05	2:10	2:15
2:30	2:35	2:40	2:45
3:00	3:05	3:10	3:15
3:30	3:35	3:40	3:45
4:00	4:05	4:10	4:15
4:30	4:35	4:40	4:45
5:00	5:05	5:10	5:15
5:30	5:35	5:40	5:45
6:00	6:05	6:10	6:15
6:30	6:35	6:40	6:45

LONGUEVILLE — WYNYARD

MONDAY TO FRIDAY	SATURDAY	SUNDAY	HOLIDAYS
6:42	6:45	6:48	6:51
7:00	7:05	7:10	7:15
7:15	7:20	7:25	7:30
7:35	7:40	7:45	7:50
7:45	7:50	7:55	8:00
7:55	8:00	8:05	8:10
8:10	8:15	8:20	8:25
8:25	8:30	8:35	8:40
8:45	8:50	8:55	9:00
9:00	9:05	9:10	9:15
9:30	9:35	9:40	9:45
10:00	10:05	10:10	10:15
10:30	10:35	10:40	10:45
11:00	11:05	11:10	11:15
11:30	11:35	11:40	11:45
12:00	12:05	12:10	12:15
12:30	12:35	12:40	12:45
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2:00	2:05	2:10	2:15
2:30	2:35	2:40	2:45
3:00	3:05	3:10	3:15
3:30	3:35	3:40	3:45
4:00	4:05	4:10	4:15
4:30	4:35	4:40	4:45
5:00	5:05	5:10	5:15
5:30	5:35	5:40	5:45
6:00	6:05	6:10	6:15
6:30	6:35	6:40	6:45

While waiting for the bus
ST. ANDREW'S TEA ROOMS
one of your Service
around 17.00, Assembly Hall
Margaret Street, Sydney
Phone 33 44 44 (2 lines) 33 44 44

Longueville Bus Co.: October 1961. Printed on yellow paper and a modicum of useful information— including how to contact the printer.

peak hours, and by 1961, it owned only four. Consequently you sometimes saw other companies' buses operating for them if they had a problem.

The Northwood timetable (see the two timetables on page 7, opposite) is printed on red cardboard and folded in two. It is also undated (I got it in the middle sixties) and doesn't tell you who runs the services. That was A.J. Hailes, of 159 Burns Bay Road. Route numbers are given for the two timetables on the outside, the 169 to Mars Road and the 224 Northwood to Wynyard. The one in the centre, Northwood - Lane Cove - Tambourine Bay was also 224. The layout of the Tambourine Bay timetable is confusing. You cannot read along a horizontal line and find the same bus. The 6.15 from the Garage then left Tambourine Bay at 6.18. But it didn't take thirty seven minutes to reach Lane Cove. The 6.55 depart-

ture continues the run of the 6.45 from the Garage, which continues on as the 7.00 from Northwood to Wynyard. Similarly, the 12.08 from Lane Cove could have returned from Northwood at 12.12, but in fact left at 12.22 for Wynyard. The 11.45 from Wynyard left Northwood for Lane Cove at 12.12, arrived at 12.16 and left again at 12.18 for Tambourine Bay. It is also shown on the Mars Road timetable, leaving Lane Cove at 12.16 for TB, and the from Cullen St. at 12.25 back to Lane Cove. It then returned special to the depot. There were no Holiday services on the 169 or the 224, but there was a Sunday Church bus on the Tambourine Bay timetable. It doesn't say which church it ran to. Hailes worked his three runs with three buses and had a fourth in reserve.

The next timetable was issued by Deane's Coaches, also trading as Longueville Bus Company, on the

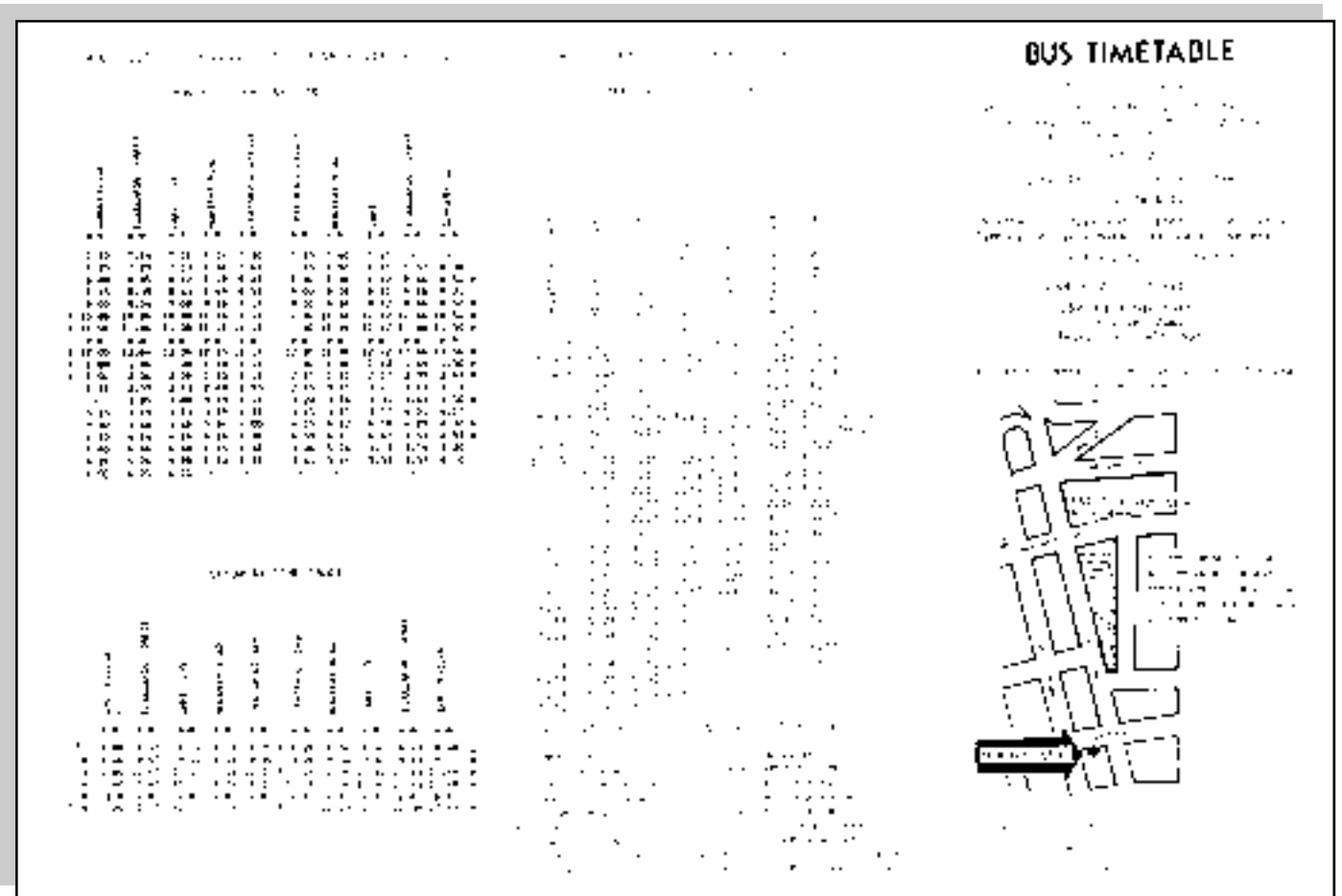
NORTHWOOD VIA TAMBOURINE BAY, LANE COVE SHOPPING CENTRE

Depart Garage	Tambourine Bay	Lane Cove	Northwood	Lane Cove	For Tambourine Bay Rd	Hamilton St
6.15	6.18	6.55				
6.45	6.50	7.29	7.42			
7.20	7.25	8.07	8.15			
7.55	8.00	9.13	8.55			
8.42	8.47	10.10	10.05			
9.12	9.16	11.10	11.05			
				A.M.	A.M.	
				9.30	9.32	
				9.57	10.00	
				10.37	10.40	
				11.15	11.17	
				11.40	11.43	
				11.55	11.58	
				P.M.	P.M.	
				12.08	12.10	
					2.15	
					2.40	
					3.15	
					3.35	
					3.55	
					4.15	
					4.25	
					4.35	
					5.05	
					7.08	
					8.50	
					9.57	
					10.57	
					11.12	
					11.40	
					11.15	
					11.42	
					12.10	
					6.38	
					7.54	
					8.13	
					9.23	
					NO SERVICE HOLIDAYS	

BB A.J. Hailes: undated, current mid sixties Route 169 Lane Cove - Mars Road

Route 224 Northwood - Wynyard (and Tambourine Bay)

ROUTE 169		ROUTE No. 224	
MARS ROAD	SHOPPING CENTRE LANE COVE	NORTHWOOD TO WYNYARD	
A.M.	A.M.	DEPART NORTHWOOD	DEPART WYNYARD
7.16	7.40	7.55	A.M.
7.29	7.55	7.55	7.24
8.15 via TB	8.25	7.55	9.43*
9.05 via TB	9.05	8.10	8.35
9.40 Cullen St	9.35 via TB	8.25	9.00*
10.27	10.15	9.15	9.45*
11.05	11.40 via TB	10.15	10.45*
		11.15	11.45*
P.M.	P.M.	P.M.	P.M.
12.25 Cullen St	12.16 TB	12.22	12.45*
2.26	2.12 TB	1.20	1.45
3.12	3.03	2.15	2.45*
3.41 St. Len.	3.30	3.15	3.45*
4.32 Wyn. 5th	4.15	4.10	4.45*
4.45 Wyn. 5th	4.26 via TB	4.40 Upper Cliff	5.07
		5.20 Bl. Cr.	5.25*
		5.55	5.52
		6.15	6.20*
		7.15	6.45*
			6.55*
SATURDAY		SATURDAYS	
A.M.	A.M.	A.M.	A.M.
	8.50	8.00	8.50
9.00	9.35	9.00	9.30
9.40 Cullen St	10.15	10.00	10.30
10.20 Cullen St	10.55	11.00	11.30*
11.02	11.40	P.M.	12.30
	12.07	12.00	1.30*
		1.00	
NO SERVICE SUNDAYS, HOLIDAYS		NO SERVICE SUNDAYS, HOLIDAYS	



1st September 1974 (see the obverse and reverse of this timetable on page 8, opposite left, and also above). By this time, Deane's had acquired both Longueville and then Barnes' Coaches, the successor to A.J Hailes. The timetable is printed on both sides of a long piece of yellow cardboard, folded in five, to make a size of three and a half inches by five. You can put it in your pocket if you want to. The two services to Wynyard are now printed on the same timetable, but with the exception of the 7.25 and 7.55 a.m. and 7.10 p.m. from Longueville, they go to or from either Longueville or Northwood and Mars Road, but not both. They provide a basic hourly service to each destination, meaning there is a bus every half hour from Blaxland's Corner. There is also an earlier start. There is now a 6.12 bus from Lane Cove, which goes to neither Longueville nor Northwood but straight along River Road to Wynyard. It returns from the city at 6.45, also skipping Longueville and Northwood on its way to Mars Road. It then returns at 7.08, again skipping Northwood. Deanes seem concerned to provide better

service from West Lane Cove to the city and to service workers at the Mars Road industrial estate.

On the other side of the timetable, we find the Chatswood to Longueville timetable, still at forty minute intervals in the off-peak, but with different departure times. There is also a Northwood to Tambourine Bay and Mars Road timetable. This is operated in a loop from Lane Cove, and the buses to and from Northwood are in fact running through to Wynyard. The 10.05 from Northwood in fact left Wynyard at 9.45, and it runs around the loop and terminates at 10.30. It starts again at 10.50, runs around the loop once again, forming the 11.04 from Mars Road to Wynyard in the process. There was no service on Sundays or Public Holidays at all.

Deanes sold these runs to Bernie Best in the 1980s, and he operated as the Lane Cove Bus Co., still based at 159 Burns Bay Road. His first timetable was issued on February 7th 1983 (see timetable on our page 10), printed on pink paper, and off-peak service was halved. Buses now ran from Wyn-

yard only hourly and ran via both Northwood and Longueville. In peak hours most buses ran to either Northwood or Longueville but not both. Buses ran to Mars Road only in factory and shopping hours, so evening buses from Wynyard terminated at Tambourine Bay. To fit in the Saturday timetable to Wynyard, it is printed vertically alongside the horizontal Monday to Friday timetable. On the other side of the sheet we find the Longueville to Chatswood and the Northwood to Tambourine Bay timetables, as well as a map, showing the location of the new terminal at Wynyard, no longer next to Scot's church, but in Barrack Street, no longer needed for government buses, but we don't have a map of the routes as a whole.

By May 1987, Bernie Best had sold out to Windsor Towns, who also bought the route 52. Pages from their timetable was shown in *The Times* No. 233, August 2003, on page 15. The Longueville to Chatswood service was combined with the 52 on Saturdays and on a few runs on Weekdays, but fifteen buses still ran from Longueville to

Chatswood on Mondays to Fridays. Windsor Towns renamed their lower North Shore services Harbour City Coaches, but in 1989 they sold out in their turn to Ken Butt's North and Western.

The first North and Western timetable is a combined reprint of the ones issued on the take over (see pages 11 & 12). The bus routes have been renumbered in the new series, with 261 for Wynyard to Lane Cove, including services to Chatswood or to Mars Road and 530 for a new service extending beyond Lane Cove over North and Western's route 536 to Gladesville and then on to West Ryde Station, thus providing service between the Ryde and Hunter's Hill area and North Sydney. If you look on the map, you will see that buses out from Wynyard were now diverted to pass North Sydney Railway Station, which they'd never done be-

fore. Most buses ran to both Longueville and Northwood, with Northwood being covered before Longueville in both directions. While there was expansion with the new regime, there was also contraction. Buses now ran to Chatswood largely in the peak hour. With the 536 also covering Lane Cove to Chatswood, North and Western didn't need a second service at most times. Mars Road is covered only at factory times. Tamboourine Bay is not covered, but the Chatswood-Riverview service, the 264, shown in grey on the map, would provide an alternative for people going to Lane Cove, as would the government route 254 for those going to the city.

The 530 did not prove a great success. In the last North and Western timetable, that of October 1998 (see page 13) the 530, now renum-

bered the 264, ran in peak hour only, with inbound buses mostly in the morning and three in the evening to position the buses at Wynyard, but through outbound service is found only in the evening. Chatswood service is indeed limited, as it says on the front cover, only in the peak hour, with only one bus there in the morning and two back in the afternoon. Mars Road service continued at factory hours.

Ken Butt sold out in his turn to Sydney Buses in 1999. In the Better Buses reorganisation of bus routes on the 24 June 2001, the Mars Road service from the city was diverted via the Freeway and renumbered 251. The 261 now terminates at Lane Cove, apart from two buses to Chatswood in the morning and another two back in the evening. The 264 has finally disappeared.

Lane Cove Bus Co.: February 7th 1983. Route 127 Longueville and routes 224 & 169 Northwood.

Time	127	224	169	127	224	169	127	224	169	127	224	169
06:30												
06:45												
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Route 261: LANE COVE to WYNYARD and TOWN HALL
 via Longways and River Road

* Also serves limited peak hour service from Chalmers to Longways. At other times travel by Route 536/537 services from Chalmers to Lane Cove and transfer to Route 530 at Lane Cove Post Office or Route 261 opposite Lane Cove Library

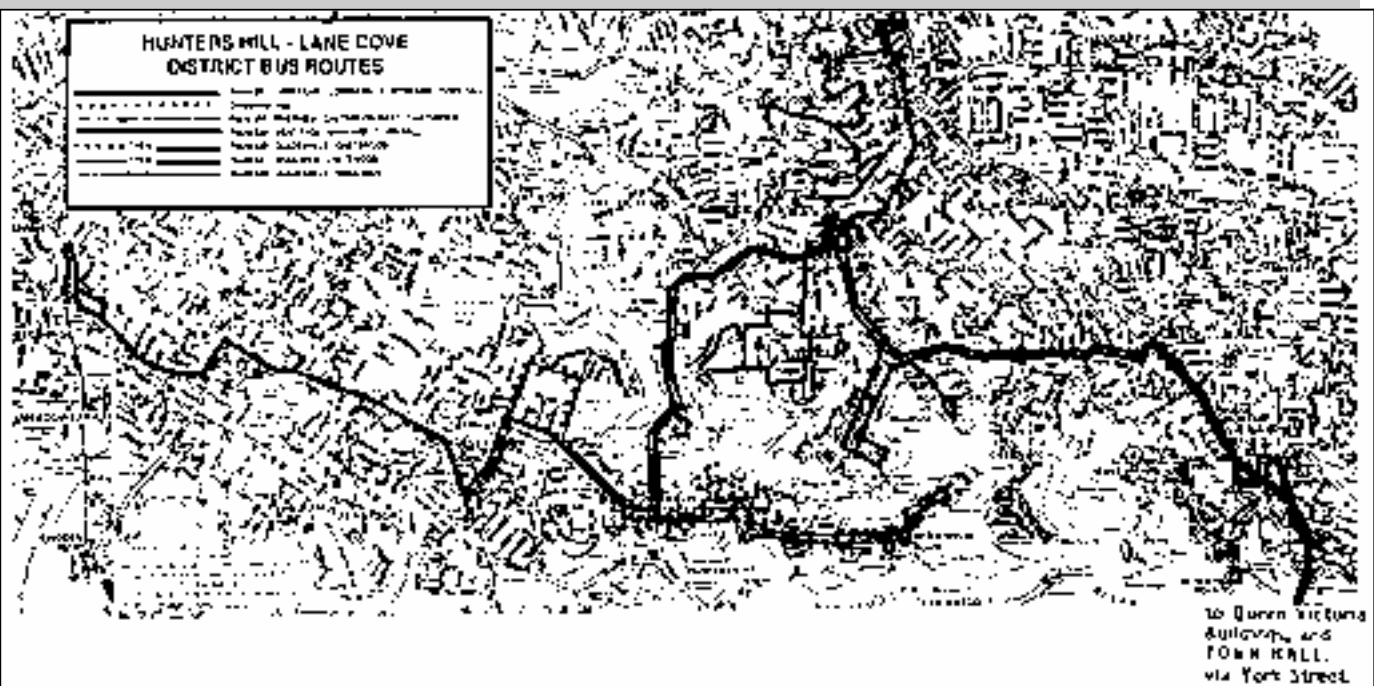
Route 530: WEST RYDE, TOP RYDE and CLAESVILLE to NORTH SYDNEY and TOWN HALL
 via Hunters Hill, Lane Cove and River Road

- During off peak hours route 261 and 530 are combined to operate via Longways

Route Number	West Ryde Station	Opposite Ryde Post Office (Banking Road)	Parsons Road & Yorks Road	Hunters Hill	Longways	Claesville	West Ryde	Top Ryde	Claesville	North Sydney	Hunters Hill	West Ryde	Town Hall
536			5:27	5:48	5:51		5:25		6:01	6:23	6:17	6:15	6:22
537			6:10	6:14	6:20		6:21		6:38	6:59	6:47	6:50	6:58
538	6:07	6:16	6:25	6:32	6:37		6:47		6:58	7:18	6:55	6:58	7:10
539			6:36	6:45	6:58		7:04		7:16	7:35	7:18	7:22	7:39
540			6:44	6:53	7:02		7:01		7:17	7:37	7:27	7:31	7:45
541					57:17	57:29		57:25	57:56	58:05	58:05	58:13	58:26
542	6:57	7:07	7:17	7:27	7:35		7:45		7:54	8:14	7:54	7:58	8:15
543			7:27	7:36	7:56		8:01		8:12	8:31	8:19	8:23	8:40
544			7:52	8:00	8:20		8:25		8:45	9:01	8:50	8:53	9:13
545					9:05		9:05		9:15	9:25	9:25	9:30	9:45
546	8:05	8:09	8:18	8:26	8:30		8:35		8:45	9:05	8:57	9:00	9:18
547					9:25		9:25		9:35	9:45	9:45	9:50	10:05
548	9:45	9:48	9:58	10:06	10:18		10:15		10:25	10:30	10:30	10:32	10:48
549	10:40	10:49	10:58	11:06	11:18		11:15		11:25	11:30	11:30	11:32	11:48
550	11:40	11:49	11:58	12:06	12:18		12:15		12:25	12:30	12:30	12:32	12:48
551							1:15		1:21	1:25	1:26	1:47	1:56
552	12:43	12:49	12:58	1:06	1:18		1:15		1:21	1:25	1:26	1:47	1:56
553	1:40	1:48	1:58	2:06	2:18		2:15		2:21	2:25	2:26	2:47	2:56
554			2:40	2:50	3:00		2:55		3:01	3:05	3:06	3:27	3:36
555							3:55		4:01	4:05	4:06	4:27	4:36
556							4:05		4:11	4:15	4:16	4:37	4:46
557							4:05		4:11	4:15	4:16	4:37	4:46
558							4:05		4:11	4:15	4:16	4:37	4:46
559							4:05		4:11	4:15	4:16	4:37	4:46
560							4:05		4:11	4:15	4:16	4:37	4:46
561	4:15	4:25	4:35	4:43	4:47		4:50		4:56	5:00	5:01	5:22	5:31
562							4:50		4:56	5:00	5:01	5:22	5:31
563	4:45	4:55	5:05	5:13	5:17		5:15		5:21	5:25	5:26	5:47	5:56
564							5:15		5:21	5:25	5:26	5:47	5:56
565	5:45	5:55	6:05	6:13	6:17		6:15		6:21	6:25	6:26	6:47	6:56
566							6:15		6:21	6:25	6:26	6:47	6:56
567							6:15		6:21	6:25	6:26	6:47	6:56
568							6:15		6:21	6:25	6:26	6:47	6:56
569							6:15		6:21	6:25	6:26	6:47	6:56
570							6:15		6:21	6:25	6:26	6:47	6:56
571							6:15		6:21	6:25	6:26	6:47	6:56
572							6:15		6:21	6:25	6:26	6:47	6:56
573							6:15		6:21	6:25	6:26	6:47	6:56
574							6:15		6:21	6:25	6:26	6:47	6:56
575							6:15		6:21	6:25	6:26	6:47	6:56
576							6:15		6:21	6:25	6:26	6:47	6:56
577							6:15		6:21	6:25	6:26	6:47	6:56
578							6:15		6:21	6:25	6:26	6:47	6:56
579							6:15		6:21	6:25	6:26	6:47	6:56
580							6:15		6:21	6:25	6:26	6:47	6:56
581							6:15		6:21	6:25	6:26	6:47	6:56
582							6:15		6:21	6:25	6:26	6:47	6:56
583							6:15		6:21	6:25	6:26	6:47	6:56
584							6:15		6:21	6:25	6:26	6:47	6:56

EXPLANATIONS: * - Bus commences from Lane Cove West Pylon, Chalmers, on weekdays only, and from via Mer's Road, Wood Street, Parsons Street, Bridge Street, River Road and Tambourine Bay Road to Lane Cove. During school holidays bus starts from Lane Cove
 # - Bus runs on school days only, and commences at North Sydney schools. For more details call our office on 818 2622

North and Western: reprint of 1989 timetables. Route 261 Wynyard - Lane Cove, route 530 Wynyard - West Ryde



BUS TIMETABLE

**TOWN HALL SYDNEY to
LANE COVE**

**TOWN HALL SYDNEY to
WEST RYDE STATION**

- North Sydney Station
- East Hill
- Greenway Hospital
- Northwood
- Longfield
- West Lane Cove
- Mary Ryde Hospital
- Ryde

Reprinted October 1998

TIMETABLE INFORMATION
9808 1000

South & Western Bus Lines
100 Macquarie Street, Sydney NSW 2000
Phone: (02) 9808 1000

Route	Day	Start	Stop 1	Stop 2	Stop 3	Stop 4	Stop 5	Stop 6	Stop 7	Stop 8	Stop 9	Stop 10	Stop 11	Stop 12	Stop 13	Stop 14	Stop 15	Stop 16	Stop 17	Stop 18	Stop 19	Stop 20						
261	M-F	7:00	Town Hall	North Sydney	East Hill	Greenway	Northwood	Longfield	West Lane Cove	Mary Ryde	Ryde	West Ryde	West Ryde Station															
			8:00																									
			9:00																									
			10:00																									
261	M-F	16:00	Town Hall	North Sydney	East Hill	Greenway	Northwood	Longfield	West Lane Cove	Mary Ryde	Ryde	West Ryde	West Ryde Station															
			17:00																									
			18:00																									
			19:00																									

**North and Western: reprinted
October 1998 Routes 261 and
264.**

The Big Loop

On 21st August 2004 at the Sydney division meeting, member **MICHAEL SMITH** gave a speech on his interests in timetables.

Michael mentioned that in his early days as a school boy instead of doing his homework he went for a train ride costing him \$2.50 using a strategic timetable where he could catch a single deck "U" boat from Woy Woy to Hornsby then a single deck red rattler from Hornsby to North Sydney via Epping, then a single deck red rattler from North Sydney to Hornsby via Chatswood, then a single deck "U" boat from Hornsby to Woy Woy. During the same time he also created two timetables for his exercise on his bicycle in which he could not depart the timing points early, one of the routes covered was part of route 56 to Greenhaven drive which has a small hill to test the timetable to its limit! Later in life when employed and getting more money he expanded to going further a field involving private buses which he could not afford in his school days. Currently he is creating timetables for getting from point A to B via the longest route possible. One favourite is getting from Hornsby to Woy Woy via train to Pymble (now Gordon), then Forest bus to Mona Vale, then STA bus to Palm Beach then ferry to Ettalong then Busways to Woy Woy. He also recently filmed the trip from Campbelltown to Penrith via Busways to Camden then Busways to Warragamba then Westbus to Penrith.

The largest loop one could do was also mentioned where you can use timetables to do a great big circle covering over 300 km.

Here is the timetable for you to attempt yourself. Timetables copied from CityRail and 131500 web sites, and modified to reflect relevant information. Service Nowra to Moss Vale runs weekdays only.

Fig 1 (right) shows the 9.38am departure from Sydney.

Fig 2 (Opposite, left) shows the connecting bus from Bomaderry to Nowra (Nowra coaches TT)

Fig 3 (Opposite, right) shows the bus from Nowra to Moss Vale (Kennedys)

Fig 4 (Opposite, lower) shows the train From Moss Vale to Sydney.

Station		
Central	9.38	----
Redfern	----	----
Hurstville	9.56	----
Sutherland	10.06	----
Waterfall	----	----
Helensburgh	10.27	----
Otford	----	----
Stanwell Park	----	----
Coalcliff	----	----
Scarborough	----	----
Wombarra	----	----
Coledale	----	----
Austinmer	----	----
Thirroul	10.53	----
Bulli	----	----
Woonona	----	----
Bellambi	----	----
Corrimal	----	----
Towradgi	----	----
Fairy Meadow	----	----
North Wollon-	11.01	----
Wollongong	11.05	----
Coniston	11.07	----
Lysaghts	----	----
Cringila	----	----
Port Kembla	----	----
Port Kembla	----	----
Unanderra	11.12	----
Kembla	----	----
Dapto	11.20	----
Albion Park	11.26	----
Oak Flats	11.29	----
Dunmore	11.33	----
Minnamurra	11.36	----
Bombo	11.45	----
Kiama arr	11.48	----
Kiama dep	----	12.01
Gerringong	----	12.10
Berry	----	12.19
Bomaderry	----	12.29

Bomaderry Rail	8.45	10.45	12.45
Stewart Place	8.55	10.55	12.55

Nowra Fair Shopping Centre	13:30 *
Stewart Place, Nowra	14:00
Gladioli Estate Loop	14:07 *
Cambewarra Village (Old School)	14:15
Cambewarra Mountain (Top)	14:25
Kangaroo Valley Post Office	14:35
Kangaroo Valley Post Office	14:40
Barrengarry Store	14:45
Bunkers Hill Road	14:50
Barrengarry Mountain (Cedar Vale)	14:55
Fitzroy Falls Shell Shop	15:00
Moss Vale Court House	15:20

Moss Vale	3.49	----	----	5.32	----
Burradoo	3.54	----	----	5.37	----
Bowral	3.57	----	----	5.40	----
Mittagong	4.01	via	via	5.44	via
Yerrinbool	4.14	Airport	South	5.57	Airport
Bargo	4.25	and	Line	6.08	and
Tahmoor	4.32	East	----	6.15	East
Picton	4.40	Hills	----	6.23	Hills
Douglas Park	4.49	Line	----	6.32	Line
Menangle	4.55	----	----	6.38	----
Menangle Park	4.57	----	----	6.42	----
Macarthur	5.04	5.09	----	6.50	6.53
Campbelltown arr	5.07	5.11	----	6.53	6.55
Campbelltown dep	----	5.12	5.24	----	6.56
Glenfield	----	5.26	5.38	----	7.05
Liverpool	----	----	5.45	----	----
Strathfield	----	----	6.19	----	----
Central	----	6.06	6.32	----	7.39

Graphic Insight, #83 : 'The dog ate my timetable'

This could well be CityRail's current excuse when fronting up to the public and polities but, in looking for the real reason, the Sydney Morning Herald engaged the services of AATTC to determine whether it had always been thus. We know from anecdotal reports in the Australian Railway Historical Society Bulletin that rapid growth of the Sydney system had led to severe congestion and a decline of on-time running in the Roaring Twenties.



The analysis we did generally supported the suspicion that Sydney's timetable woes were not the result of growing pains- neither the patronage nor the number of services have jumped in very recent times. Indeed, in this century the number of train services has generally declined at a time when services were performing increasingly poorly- and will decline further later this year (as the graph shows).

The chart shows the number of weekday trains passing certain points in one direction in a 24 hour period. Included are some of the busiest lines and those which currently attract the most complaints. It is notable that the number of trains on the Parramatta line has only increased by 40% in over a century- a period when the population it served went up by some 1000%.

The most startling chart is that for St James, originally one of the busiest double-track "stub terminals" in the world. Trains through this station began to decline almost as soon as it was opened and continued to do so for fifty years, reaching a nadir after the Eastern Suburbs Railway robbed it of many of its Illawarra line services. And then, mysteriously, it began to climb back. Some of this recovery was due to the opening of the Airport Line in 2000, but the rest of it appears to have come by stealth from a number of other lines. It is interesting that CityRail recently trialled a service which took Inner West trains off the City Circle and into "Sydney Steam Station" as it used to be called. Despite this, the number of trains trundling through St James is due to rise again this year when the new timetable comes into force.

