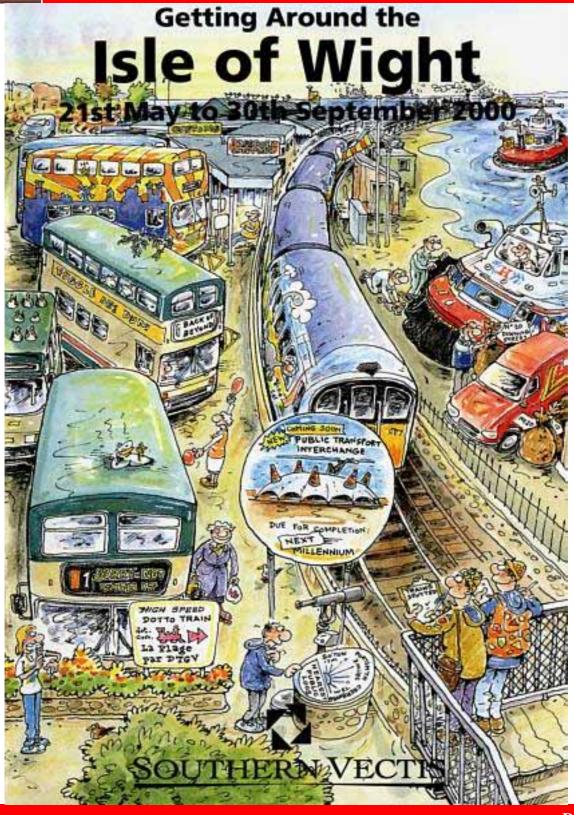


# The Times

February 2005

A journal of transport timetable history and analysis



Inside: From Fairfield to Fairfield, via Fairfield

RRP \$2.95 Incl. GST

24 hours in a day Lane Cove Buses The Big Loop

The dog ate my timetable

# The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

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

#### February 2005

Issue No. 251 Vol 22 No. 2

# Look Ma! No Hands! Metropolitan stations with common names How to tell the time Buses south of Lane Cove The Big Loop 14 Graphic Insight #83 16 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.

with at least 500 dpl resolution on disk of via e-main

**Reproduction** Material appearing in The Times or *Table Talk* may be reproduced in other publications,

if acknowledgment is made.

**Disclaimer** Opinions expressed in The Times are not necessarily those of the Association or its mem-

bers. We welcome a broad range of views on timetabling matters.

The Times on-line AATTC's home page: http://www.aattc.org.au has colour PDF versions of The Times

President	Steven Haby	PO Box 18049 Collins St East MELBOURNE VIC 8003	(03) 9207-9682 0402 732278
Secretary Editor, The Times	Stephen Ward Geoff Lambert	12/1219 Centre Road SOUTH OAKLEIGH VIC 3167 179 Sydney Rd FAIRLIGHT NSW 2094	(03) 9540 0320
Luitoi, The Times	Geon Lambert	G.Lambert@unsw.edu.au	(02) 9949-3521
<b>Editor, Table Talk</b>	Duncan MacAuslan	n 19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
<b>Membership Office</b> r	Dennis McLean	53 Bargo St ARANA HILLS Qld 4054	(07) 3351-6496
Webmaster	Lourie Smit	2/82-84 Elouera Rd CRONULLA NSW 2230	
		lsmit@ozemail.com.au	(02) 9527-6636
<b>Adelaide Convenor</b>	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	
<b>Canberra Convenor</b>	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
<b>Brisbane Convenor</b>	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354-2140
<b>Melbourne Convenor</b>	Albert Isaacs	5/22 Burwood Rd HAWTHORN VIC 3122	(03) 9819-5080
Sydney Convenor	Chris London	P.O.Box 6592 PARRAMATTA NSW 2150 toongabbie5808@aol.com	

### 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

he 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 Goornong- 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
Armadale
Ashfield
Auburn
Bayswater
Bellevue
Belmont
Botanical Gardens

Bridgewater Brighton

Broadmeadows
Burwood
Camden
Canterbury
Central
Cheltenham

Claremont Clyde Croydon

Domestic Airport/Airport Do-

mestic

East Richmond Epping

Fairfield
Flemington
Golf Links

Goodwood Guildford Hawthorn

International Airport/Airport In-

ternational Killara Mitcham Museum National Park Newmarket Newtown

North Richmond Richmond

St Leonards Salisbury Sunshine Sydenham Victoria Park Windsor Sydney, Brisbane, Adelaide, Hobart

Melbourne, Perth Sydney, Perth Sydney, Melbourne Melbourne, Perth Perth, Hobart Brisbane, Perth Melbourne, Hobart Adelaide, Hobart

Melbourne, Adelaide, Hobart

Melbourne, Adelaide Sydney, Melbourne Sydney, Adelaide Sydney, Melbourne Sydney, Brisbane

Sydney, Melbourne, Adelaide

Perth, Hobart Sydney, Melbourne

Sydney, Melbourne, Adelaide

Sydney, Brisbane

Sydney, Melbourne Sydney, Melbourne

Sydney, Melbourne, Brisbane

Sydney, Melbourne

Melbourne, Brisbane, Adelaide

Adelaide, Perth Sydney, Perth Melbourne, Adelaide

Sydney, Brisbane

Sydney, Melbourne Melbourne, Adelaide Sydney, Melbourne Sydney, Adelaide, Perth Melbourne, Brisbane Sydney, Hobart Sydney, Melbourne

Sydney, Melbourne, Adelaide

Sydney, Adelaide Brisbane, Adelaide Melbourne, Brisbane Sydney, Melbourne Melbourne, Perth

Sydney, Melbourne, Brisbane

#### How to tell the time

**VICTOR ISAACS** has been musing over The Times— the times he finds in timetables. His musings lead to some scratching around in the archives, uncovering the following on the instigation of the 24-hour clock.

t has sometimes been claimed (for example in the Cook's Continental Timetable Centenary Edition of 1973, and by me in the *Times*) that the first use of the 24-clock in railway timetables was by the Italians in 1898.

I have now discovered that is not so. As early as 1865 the London and North Western Railway produced internally an experimental timetable showing trains in 24-hour clock. However, the idea was not considered acceptable and it was not proceeded with.

The first use of 24-hour clock to proceed to publication was by the Canadian Pacific Railway. This occurred at least as early as 1889 in their Public timetables. The CPR's use, however, was peculiar in that, within the same timetable, it was not used for lines in eastern Canada, but only for their lines in the west. The dividing point was Port Arthur, now known as Thunder Bay. (The first Canadian transcontinental train ran in 1886).

The first illustration (right) shows a condensed timetable of the journey in 1892. It is intriguing that the method of reckoning the time changes in the middle of the timetable at Port Arthur. As the trains in both directions were scheduled to pass through Port Arthur in the afternoon, the change from 12 to 24-hour clock is very apparent. The second illustration (next page) is from 1898 and shows a detailed schedule of the journey. As the transcontinental trains now passed through Port Arthur in the early morning, the change is not so apparent. However, on this page it is clear that the 24-hour method was also used on branch lines in the west.

The second peculiarity was that CPR later dropped their use of the 24-hour clock. It is in CPR timetables that I have sighted of 1889, 1892, 1898 and 1909. The next CPR Public timetable I have been able to sight is 1932. This is entirely in 12-hour clock. So sometime between these dates, the CPR went over completely to 12-hour clock. This is ironic as during this period many people would have been got used to the 24-hour clock in the military during the Great War.

It is probable that the Canadian Pacific's use of the 24-hour clock was due to the influence of Sir Sandford Fleming, the great Canadian surveyor. Fleming, after making the first survey of the CPR, became their engineer-in-chief, then a Director. Sir Sandford recognised that the spread of railways required reform of timekeeping and he invented the idea of Standard Time. After much persuasion on his part, it was adopted in North America and worldwide. I would not be surprised if he also advocated the use of 24-hour time.

However, nowadays most North American transport operators, sadly like most Australasian operators, seem to think that people cannot cope with the 24-hour clock.

Control   Cont	GANADIAN	PI	ACIF	IC	R	A	ľ	W	A	Y
Sew York   Var Montrees   Let   6 Magne   Salt   Nu   We   Th   Fr   Salt   Nu   Th   We   Th   Fr   Salt   S	W & Toraclo, the Occal	444.1	l Rou	to						1
Manual Res.   S.   S.     S.   Napan   Pri   Sac   Mr.   To   Wr.   Zir   John   S.   Wr.   To   Wr.   Zir			Paterior.		-					
Manuface   No.		MATERIA Alter III	6 25 pm 10 30 km 7 9 00 ***	≓et Po Het	Su (2 Mar) Mar)	en Po Fu	Tu We We	從	th Fri Fri	F'rl
1		". ;;	95.1) ANI 1 Wilpin	je.	9 <b>4</b> ()	·ΓΛ	Ţu	уўг	.ii	÷
Specific	: P ' 2 P R I		1 (3)66	::	Mon	1.4	'nΓ	1.P	J 12	:151
Tarcelle	HITTAM 4	:		 Su	Maji	1-:	i. Vice	 Ti	 Erl	 441
Taroniste  Gather beautiff  Gather beautiff  Gather beautiff  For a Aprilian  For A History (12)   Ar	i krioged destination Histography (1917) i destruita		1 20 pm	3441 3441	řů:	d o	Τ".	řři	12.	
R. MIT. Warfley   Lip   Mr   Lip   Mr   Mr   Mr   Mr   Mr   Mr   Mr   M	Corpe Horset —		1 .9 pm	Μv	"	A 11		••••	>q1	
Post Washing 19 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	m. wir. Warle 'C. C.		Trivati kim	E.	i	12.			Ÿ,	
PROTA REPUBLIES 1 P. 10 1 P. 10 P. 1			. M' julio	GE A	í	г			Mo	
Posity of a files and a file of the property of a file of the property of the	12 1 1 Page 1									
The Principles of the Market Comments of the	Part Archite C P. R.		0.12	:.		••	••	••	••	
When the control of t	SLAT POULL WAR		5.00	•	PH.	••	:."		••	
In a content   In a	Whateress	$\alpha_{0}$	10.00		Firt :		-77	Mor		ŵ
Migrouph Tex.  **Special State ** **Special State **Special St	Three ends				٠.	١.				••
Appropriate 12 of	HAR DIEFF		20.55				••	•	••	_:
SMIPT I PROTEST DESIGNED 19.45 Manner SS [127 Manner Manner SS [127 Manner	Migratio (## Markhare# 100	•	1 14.	• •		•••	••	••		11
Discussion of Mannetts   12 do   54 do   50 Mar (fc We ] h Fr (12 do   12 do   54 do	TOTAL		1- 1"						•	٠.
Sacreta Signature Signatur	Disamore Menicles Dat · · ·	. :	25, 43	.1	••			••	:	F
Harry [For Societies   G.45   S.   D.   G.45   D.   G.	C ALMENTS	. ::	7 90 5 33		::		::	:	;;	
The circle Horses 1 11.75 12.25 12.	DAMER HOT SERVICE		6 45 × 10				••	••		:
Accept (Notes 1	Pigns /									
The well 13 AM 12 Oct.  Scan 1			11, 75 15, 67						••	:
Schilling Street	CLASSITIONS		e 15 %					÷	• •	:
Mineral Court description of the	South Bree.	.: ::	1.47		<b>M</b> ,≥,	∵.	W	т.,	•	ها: :
Sign: William or, in C. & C.	Mineral Street		27 34			:				
PARTICLE  TARGET SET TO SET THE PROPERTY OF TH	and the second second second second	1100.51 115.4	13 (A) 13 (A)			:		·		
New W. of a   Martin. At   2 M   Pu 3 n   1; We Th Fri sh U 2 second with   At   12 M   Pu 3 n   1; We Th Fri sh U 2 second with   At   12 M   Pu 3 n   1; We Th Fri sh U 2 second with   At   12 M   Pu 3 n   1; We Th Fri sh U 2 second with   At   12 M   Pu 3 n   1; We Th Fri sh U 2 second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   At   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   Pu 3 n   1; We The Second with   12 M   1; We The Second with   1; We The Se		Ar	5 30 old	71		•				"
** A SOCIAL ** A T	NEW ACCULANTANTON	At	12.10							de.
Asteriki interted 12 point in 15 p.m. Pendag these is released to 15 p.m. Pendag these is released to 15 p.m. Pendag residence. In the large of the pendag to 15 p.m. Pendag residence. It is the large of the large of the pendag to 15 p.m. Pendag Pendag to 1	Victoria		14 00		٠,	•-				٠. "
Experience of the control of the second of t	Augustläß fütte forf ib gen grauf zegelnen, a Thiolig	.∷ è.∙U!! • Niver deles	kp.m. Poo Jos Cere li Cere vo	olay I AUSA Basa	ande 11 en 30 o emilio	E' 14	un ga ej ga Diban	m. of Te	e (00) em   1	1941 1971
Wisdominator Lourding, Process roo only on days and only an elementary service "days," when Mondays, Marine (non-rotting to the New York States in low statement on the Principle states brings as the Order of States in low statement on the Principle states brings as the William.  Tipl 2.—3: Dogs Tiple to state by it britished service. These changes rose became a report of the States and the Principle state States and the St	specially medianed to come a	re nobi	miro elev Cencore	cal 18	16 TV 13	deri cons	lal a	of Eg	at pil	*
ornit Fort Arthor, ceiling has a Fort William. The f de-boar lives to in the Fort Arthor and mast. Time changes one for a period arthor, Prenden and Lagraid. Comparitions are made a) Manufacture Pario, for all Pariod Sections.	Transplant Joseffer, 7740 "dark" - 125 Modera History Tickeria same bears as 65 0	MIP IN	eo: y en di Henecklon i Aya, Wi	4	HAT	*	ow I	CHT,		~
Councelines and made at Municipality Paris, for all Paris South	ornit Mart Arthur, reliting all Tiple E.—Striburg Time to tell	DATE OF THE PERSON NAMED IN COLUMN TWO IN CO	e Malliani Maribur e	4 70	<b>w.</b> 1	(crue	4 b w	4	-	box
I Warrier and At This water and This was in the Article Contains	Consections are made		on Hagelo	4.7	udo, fo	7	ij,	8		7

<u></u>					
CANADIAN	PACIFIC R	YTrans	Continent	tal Route and B	co and South Shore Lines.
				ien ef refeermit markt an. Dant is, ifot - 2 - 11	d Standard Time, the force 311  107 1 Min Dune by 1813. 2
' ' ' ' ' ' ' ' ' ' '	ma <u>yazı, aşı.</u> Lekalı İspansa -			LEAVE) (ASSIVE A. H.	TOTAL STATE OF SAME AND
10) 1900 1120 15+1	Vegron I Perand (1.20) I	130 110	22 22	Carba Cake 1985	
# # 1.H.	I MAYNI İNGAZIPSIYA	. н. ч. н		Heins Lay	eg ro jogg Runt labe rang
743 831 6 4 534	Mea Toron ( 5 0 1 1)		716 000	Post Colderell, Lan	134 1011 Waldet 1187
*100 Ber	Hallfan IA C (3)	(6) 155	455, 647 913 356	Jeck Fire 745 Schreiber 1750	15 to 142 to 150 to 16 to 17th Currents 11 ag
16 jin	(BANA] [ - 10 mm v Bt. John (C. 20 m	radii	\$ L.", 15a	Rom Port . Ass	150: 1010 Carrinhas! 911
4 15 15 15 15 15 15 15 15 15 15 15 15 15	Grande.	135 145 0 p	12,7 0,5	Nepigon 1 485 Wall Kirks 1 485	ry ar sone;
에 50 (1996) <u>그 191</u> 2. 50 (1995) - 1913	r. Morrisal 41.4		1741 05.	Pagel Kover 1 615	Burk mayor   Points   7 mg   18 mg mayor   18 mg mg mg mg mg mg mg mg mg mg mg mg mg
P3 (55.4); yo 11300. Name of the Name of the Control	au (Claudier Str. 4)		***	LAURI BATOLI NAS	( 150 me)
46,60,45,00,18,00,48,40	Les Wittambl "	a in a as now 7 <b>50</b> .	4448 At 30 Apg	Fredelium (	The Manager
	eşő. Elrackvillé *: (mang) jázotes a		13.4", 975 1473	.Kamin digina, 1535 nur. Beatir 1138 611	50 15 80;3' N/4 1
. —	Las Presentt "		17  \$ 687 1074 1606   447 1024		26 (d 2005) [ angenia (d 27) 20 (0 20)[] [ Vi rg
A'81 8193' 8183 1133	IMAYN!   NELIK	r. 4. • •	11 52 36- 1084	Carltind (a) 45 4 51	24 44 2447
15 151 4 449	.B¢ Thomas	117 1155	1,45 621	Kuglick Reibe ar 20 g. e. Martin wand gur	744: 77 Clatehan 144
사람 : 현목 6000 (1.885 전 원	LEAD   LANGE	-:::::::::	14.35 424.1445 21.11 24.1445		r (
1.050 °5 m (135 €\$6 1.65 5.15	Traiditta. - Chelelanie	125 635 100	may bet berge	Xx c 25 150 in:	paraget Configure eags
p. m. r. m. n. T. A. M.				Production of the con-	and the second of the second o
TENER TO THE	ut Gari+lündn	ero duncara 820	1 43. 6233 73%	18120-06 684 55 11 11	2 44 412Kasarakki 22 51
£22 447	164 Petentan	. toi 14: ≸\$	ing op valege age of type was produ Martin en ek teken	Margarit 14 Killing Mar Pomage 14 Killing	M. C.
784 \$31 (46) 100 \$65 \$44 (40)	igg. Specificati	*** 313 313 <b>43</b>	24971 0 (4) 322 (4) 0 104	A474200 . '[11	2 = 2 to all 1   1   1   1   1   1   2   2   2   2
183 111 12 140	to Marine	6 LS # JA 513	34: *4 *1 1111	Kalmar, girriaye Jagail, nassing	Cost's Mondan, Cost's
726 0000 4 30			1 6 19 19 10 114 ( 1 5 16 19 5 115)	Whitehall Committee	- T A - P . > 4 : C ; ← Note; her ~ : 3 a b :
12 13 14 1 15 12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	rx Indice rr. Pemilrose ru (Ghe's River) (	M ,	. 4 11 .e je 1141	Planettel Olivery Service Class	· 불림 스스티워 본다는 사람들이 나를 받았다
1581 Dar Ballin.	the Madage	- i/ - i	. 400 0131 402	figs e (Argain)	1 P
1111 64 85 64	eg: Machenia di eggi Novah de, di		250	All Takey van gearliff	The page of the Control of the Control
額 點 製作。	ra Beste	10 <b></b> 58	Tripolis irri Karingeringi	(Y. ) 77 47, 110 mags.	
		123 646 9 3 🗆	Try to a large	Brown - 11 mars	gang malagis Bung (Dodgla). 🛚 🚊 sair i
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ing Rocking and	171 111 11 11	4 5 1 15 1 , 1454	. Margnette Cibarga	<ul> <li>P. Parkinghage of Regulation and Profit</li> </ul>
	172 44 1		61-12-12-2	Probabilitation	i jūgo (400 m. βllegalle aute) — o ξin
. 🖁 🖫 145	nea Keaseage	1411163 15		Before Berte geberen. Der berteiten ber bei gestellt.	A togging A bed Conyon con La togging Twin Belie . Say
111 2 2 111	11.2 Vet 1	1888 - JE	10 24 95 45 1455	Pager - France	; Ele ig it a sir Joo. Movelatoka in time a
- c	441 er. Budburg +		ाव पुर व्याका पहुंचा । विकास क्षेत्र हिंदुक्त	Ander Librar	BT reporting Withthe Water 672
e 1965 - 49	447 in Budburger	50 8/11	11 30 44 41 . 51-	. Melourre Linds	
	474 Name 1.50 .		10 40 77 00 05 15	Carberry woulder	i kiji nga kiya ili j <b>ahuawaa</b> ili ili kata
a a a	ALC: 14	出手辞部	197197412542	Changian 187 ing r	YE IS TO BE THE THE MANAGED AND THE
	yezCalar		10 2545	Jacobin in joherit F≣renden in 12	A spidoleffe Cherry Cices rand - Z , aldy Pronou again
		的经过汽	To polação Televação ogéa	Dog M. C. State of the Transport of the Control o	
Se 30 7 7 14	(j) "Taeral s (a) " Sydo-	門路線器	A promposition toggamentijbe	. "Alfrysoder, van gro	<ul> <li>Contract and the configuration of the contract of</li></ul>
물리 되는 물리 없는	617 Conden Kiner :	នាន់ក្រុមដូច្រើនដូ ពេលភាពីស្ថិកស្តី	. 445,44,17,146;	. Otali lives, uggs pogu	#å digapie €Kejtrin. Giges
	Non Mare in 1 to 1	Pa 94 C.	1233 1 10 1601 (121   202 (61)	V. GPE. 141115;	4 3 Pariato, 5 4 #Valet. 6 4 1202
医复数分类型形式	(East Steel) ( Const. (See.)		Tage and the	Flerond . 11/1/10/25	3" 1. J. 3 2 R. N. Stark 45 Cast
Name of the last	Sey + Sea E Tables of the Speak Periods Speak Periods in	iei Pa a a a	14 101 1 16.5	Wagella , inche 📆	「皇帝」、Sandas 高麗 Meaning 、 監要 1956
More leaver leaver leaver leaver le l'internation le l'in	gag wie fin bie fin ber bie		it you a so real	I Brandview i er yezit e	# 3 (V to 1050)
					「 no jų redo ji art. Muntan Jene tart. ji riage (一覧 trigo sēja art Muntangdon Tukspille Meth
Single Control of the	rest ar. Bt. Paul., c			. Widnesen inter-	, 🚅 ig Steine Sumine Olty, bie, teat
	nte: Minapapalia" Annies (j. 1.11.43)	v: v= - 3	77,174	i sjurktjara isaj	「 董俊 Tras elector ( Mare Analysis) (ve. 140)
	(D.S.S.&A. Rei ) (Salar   Margar Mair	•.7.27 55 46	6 ad 192. 1891-1931		1541 1 Cent. Spohomisn be 1945
## 12 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1 m 1	In Republic.	Mr Riffer (	ં ધ્યમ .	マ. <b>都町 所名</b> いしょう 16.00	El njúrisonni
23.3 . 2 . 6 . 18	Seattle (1 BACE 1 613 ar. Hosakon (4	419 G		. Porth! . High	b 17 c. , ib. z.r Portland ive 17 ic
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		*** * * * * * *	1741 _ 175	at Pangually Mis.	The state of the s
12	ant in Bud hurs at	1946	Traglescribe	(* <b>Равси</b> а илизак Н <b>исово Ја</b> нгиус	En mat abereit Monterrenger ber 415.
300 ∰⇔ ⊈12	gen Chempfele.	1515.50	10 (2.15%)	our Daron ou 1991 Gar Pask segitue 1.19	· 董考 (1990 adg) (vr. Wasterinstee van 1919 · · · · · · · · · · · · · · · · · · ·
100 mg/s	438 Listeier	144711 4	•E UI.	ROW LAKE BAANSH 15	THE TAILS INCOME. FOR MODELY SERVICE.
237 E 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ess Straight Lake.	iñ <i>54 1</i>	Chan & he	.Parelatoka sir iby:	22 1915 1990 Vlargeta. #. C . 1.41
	gyp Rive-tan og .			Affordation inc. 1.513 (1892): 4 L. (1865): 10 - 2	A STORE TO STORE
4 20 4 5 5 5	ges Walle River	143 - 1 113 - 1 115 - 1	14142400	e Nolean . azı ikai	A VENGOUSERANG PORTEAN DONE.  USV 15 STAIDUNS, EAR
14 A	Sac I Chapterell	115 0 8	· — · · · ·		TOTAL TOTAL CONTRACTOR OF THE SAME AND THE S
183	64 Dilter . 633 - Minapatis	188 1		rr Blogan City.i-a -::0: JAUSP & SLOCAN BE	g co, lest Westernander.com 1055
111 2 7 1	787 Amyru 747 JWEsja kitell	1350 gg 4	*1136 g ke	Nakkap an	1113 1930 Bumna Olty 14W
	eti Premiri	2.786	13 50 18 .	Haletony Breneg Curan Silves	esa 1721 Senttie Son Les este Teacoma, (49
<u>r.×.</u> _2 . 2	The same of the same of	<u> </u>	1635 41 275	fandonc.	This regularity. Portland for 1790

#### **Buses south of Lane Cove**

#### JIM O'NEIL

hen 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 offpeak. 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

CONGUEVALLE — CHATSWOOD  LONGUEVALLE — WITHTARD  TREATTHEFT ALL RES  LANGUEVALLE FOR COMPANIE.	
на и теметаци ка	
на и теметаци ка	
JACKETON IN THE TOTAL OF THE COLOR	
PILICE: 18	
<ul> <li>A Section of an experience</li> </ul>	
Professional Professional Com-	
A Service March 4 and 4	
(X.Tuba)	R. INI
LONGUEVRIE — CHAYSWOOD	
<b>-</b>	
SCHOOL DOLLAR SATISFAN	
1.507 0 1 1.4 4 10	2.5
	*: v-
-n	r
	11
7.61 7.67 9.00	P = -
	. 4.
A 10 The 1	: 5.
14년 20년 시 1.1년 14년 - 12년	
	900
Print Inter	7
	: • ·
· · · · · · · · · · · · · · · · · · ·	
12 111	
1800 d 90 1160 5 260	
150 210	
170	
110 79 97 20-	
190 417	
4.00	
4 16 4 56 4 50 4 55	

		TOMOUEAHTE	— WYNYA	<b>U</b> ith
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  Branch Street eldlaners, Sydney  One S.V. 12 or 12	30.500	$\tau \in \mathrm{Con}(AY)$	> 0	:: 10:-14-
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  Branch Street eldinners, Sydney  One S.V. 12 or 12	Li.	West and	1.5	
### ### #### #########################		•		
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  Bright Street elitances, Sydney  One S.V. and -2 prot. Northern Politics	147			
While waiting for the Bus  ST. ANDSEW'S TEA BOOMS  Bright Street elitances, Sydney  One S.V. 19 of 19	: 4.			
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  Bright Street elitances, Sydnsy  One S.V. and -2 prot. Not have to Police.				::
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  Branch Street collanger, Sydny  One S.V. 19 - 2 pro. Northern Politics  One S.V. 19 - 2 pro. Northern Politics		2425		/;;·
### ### ##############################				
### ### ##############################	i	1.5	<b>i</b> )	
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  Wagnard Peter Stringe  Lersund Their, Assembly Hall  Margard Street collanger, Sydney  One S.V. and -2 prot. Not have to Police.		- 1:		
### ### #### #########################	<u>::</u>	1;		170
### ### ##############################	4.55			
While waiting for the bus  ST. ANDERW'S TEA BOOMS  Brand Thory, Assembly Hall  Margaret Servet stollarses, Sydney  One SW non-2 pers Well-way 1904.	• •	3.	11-	420AYA
While waiting for the bus  \$1. ANDEN'S TEA BOOMS  Bright Street stillnesses, Sydney  One S.V. and -2 proc. Northwest. Follows.	1.1		140	
While waiting for the bus  ST. ANDEW'S TEA BOOMS  Broad Thor. Assembly Itali  Margaret Servet stillnesses, Sydney  One S.V. and -2 perc. Northway 1 Follows		713		10.13
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  Brand Thor. Assembly Itali  Margaret Street eldlaneer, Sydney  One SW non-2 per SW of hear 1 Follows	- 15	9.5		
While waiting for the bus  ST. ANDEW'S TEA BOOMS  BY STREET STREET  LETURAL THE STREET		1213	···	.!.:
While waiting for the bus  ST. ANDEW'S TEA BOOMS  BY ST. ANDEW'S TEA BOOMS  BY ST. ANDEW ST. ANDEW ST. ANDER ST. ANDER ST. ST. ST. ST. ST. ST. ST. ST. ST. ST.				118
While waiting for the bus  ST. ANDEW'S TEA BOOMS  BY Street  Leround Theor, Assembly Hall  Margaret Street stellances, Sydney  One S.V. and -2 perc. Northwest. Follows			240	111
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  are of your Sarrige  Lectured Theor. Assembly 18:11  Margaret Screet eldlances, Sydney  One S.V. and -2 perc. Northead of Police			1.15	5.15
While waiting for the Bus  ST. ANDERW'S TEA BOOMS  are of your Sarridg  Leround Theor, Assembly Hall  Margaret Street eldlances, Sydney  One S.W. and -2 perc. Med base of 10 days.			7 IV	6.3
While waiting for the bus  ST. ANDREW'S TEA HOOMS  BY BY SAME SAME  Laround Theor, Assembly Hall  Stargard Servet stallances, Sydney  One S.W. and -2 perc. Monthly 10 days.			11:	9.55
ST. ARDERW'S TEA BOOMS  THE OF YORK SAMPLE  Laround Thiur, Assembly [Ball Margaret Servet endances, Sydney One S.W. non-2 perc. Non-level of Polices.				1117
The of your Sarrice  Lecture 17 or, Assembly Rall  Margaret Servet eldinese, Sydney  One S.M. and -2 perc. Months at 19 days		While waiting	for the t	bus
The of your Sarrice  Lecture 17 or, Assembly Rall  Margaret Servet eldinese, Sydney  One S.M. and -2 perc. Months at 19 days		ST. ANDESWY	TEA BOOK	MS
Margaret Street enlances, Sydney One of Street editions (Northwest Politics)		are of you	e Service	
One SW and diper Medicals, Police				
				,
Principle of the contract of the warest	«·•··			
		T**** : : : : : : : : : : : : : : : : :	Searche Wi	KP431

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 depar-

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

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

	For Tambourine Bay Rd , Hamilton 5t	Lane Cove	North- wood	ine Lane Cove	Bay	Deport Garage
·		A.M. 9.30 9.57	7.42 8.15 8.55 10.05 11.05	6.55 7.29 6.02 9.13 10.10 11.10	6.18 6.50 7.25 8.00 8.47 9.16	615 645 720 755 842 9.12
BB A.J. Hailes: undated, c mid sixties Route 169 Lan Mars Road Route 224 Northwood - Wi (and Tambourine Bay)	10.40 11.17 11.43 11.58 P.M. 12.18 2.18 2.42 3.20 3.58	10.37 11.15 11.40 11.55 P.M. 12.16 2.15 2.40 3.35 3.55	P.M 12.12 3.95 3.44	P.M. 12:08 3:02 3:35		
	4.18 4.28 5.05 7.08	4 15 4 25 5.03	4,10 4,55 5,55	4 06 5 15 7.i 2		
<u> </u>	8.50 9.20 10.00 10.40 11.15 11.42 12.10	9,17 9,57 10,67 11,12 11,40 12,09	8 50 9.50 10.50 17.00 P M	8.55 9.55 10.55 11.55	URDAYS	ŞAŢ
NO SERVICE HOLIDAYS	<del></del>	7.51 6.10	СН, СН		PAY	5UN

ACUTE	169	ROUTE N	to. Tha
NA75 ROAD	SHOPPING CANTRA	NORTHWOOD T	O WYNYARD
AM	NAME COVE	Dřžvkij NO⊀TNV/60D	DEPART WYNYAWD
7.16 7.13 8.33 70	6+0 710 710	7.50 7.70	A M
5 (5 vio 18 5 (5 vio 18 9 (6 Cultanis)	9 00 9 00	3.5 <u>°</u>	7.24 47.3•
10.27 11.05	950 va T9 1015	3 10 8 25	8 55 9 664
	10 % 11 %0 star (6	9   §   19   5   11   7	9.45* 10.45* 11.45*
2 M	F.M.	P.M	P M
12 23 Culien St 7 26 4 12	'216 TB 315 TB	12.22 3.20	1,45
3 41 Shi asin. 4 62 Warn Stri	3 03 3 30 3 15	2 15 5 15	7 13* 5 45* 4 17*
4.45 W/A 51A	4.76 wa TB	4 (g 4 90 Upper Citil 5 20 Bil Cr	5.01
SATUR	DAY	5.35 6.15	5 25* 5 52 6 25*
Ж	XW	715	6 45 • 5 C5 •
9 00 9 40 Cullen St	8 95 9 35 10 15	SATURD	AYS
10.70 Cullen \$1 13.03	10 55 11.40	A M 6 00' -	·
	12 07	9 00 10.00	∳30 16.30
SERVICE		P.M.	1135* 1230
IDAYS, HOLIDAYS		1 &	1 50 •
—-···		NO SERVICE SUNDA	YE HALIDAYE

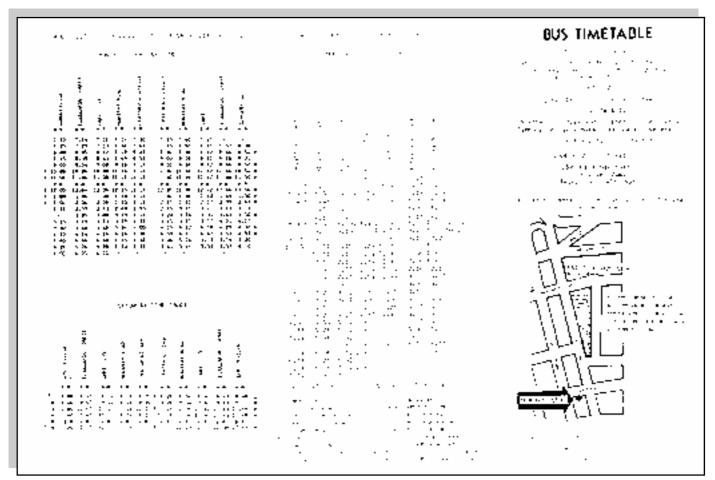
#### **BUS TIMETABLES** Combined Wynyard Service Mars Rood (Lano Cose West), Tambourine Bay, Lane Gove. Blastande Cosner, Longueville and Northwood to Wyryard. Longueville - Lang Core - Chalawood. Routes 224 & 169 Konthacod - Blostands Corner - Lane Cove - Tambourine Bay Mars Road (Lane Cove West). BUSES AND FOURIST COACHES AVAILABLE FOR GHARTER Deanes Coaches Ply. Ltd. Longueville Bus Co. Ply. Ltd. 159 Surns Bay Soud, Unnel Cover 2066 42 3629 Office Floors 9 00 a m/4 00 p.m. Mon,-Ph Processor - Consequences (1974)

	Longuerrile			E X
	Bississon Comer	: 2   Edding	1 10155 1 10155 1 10155	6 Ç
8	COME .	. 20000047454 F 2007930454		::
CHATSWOOD FRIDAY	Morrors Poed	fåsstatibet fåbetaklike i		17.5
1 CHA	Challenger	* 1000000000000000000000000000000000000	* * * * * * * * * * * * * * * * * * *	: 2 2
	Arine Challedood Moreless	222303000000000000000000000000000000000	192750 . 19255	1
LONGUEVILLE	Miyeles Post	terreprete Fargerines	* *****	
Ŝ	Lare Core	- 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1		4.5
	Blazzanen Corres			• è
	Corpore III			28

Deane's Coaches: 1st September 1974 Routes 127, 169 and 224.

MORTHWEIGO LAME DO	TYR FRA	BO. HMI	84T WA-	% MOA7						
li ji	ij	;; [		1						
		100,00								
The first of the f										
	<b>.:</b>									

No. 1 This could be the could be the could be compared to the country of the coun	
	entripo
	in dist
三雄 化双子链 医角膜丛部 人名英格兰	
	•
	7
	- ::: :-
1、 2、 2、 2、 2、 2、 3、 3、 3、 3、 3、 3、 3、 3、 3、 3、 3、 3、 3、	_ :: :: ::
	,
	- '- '-
	4
	1
	-
guillague y arrenning Miller and Miller and	
	(f 1 i)
	'! :
	=== ''"
- 4 22 25 4 4 7 14 14 14 15 16 16 16 16 16	15 't' 17
	4 :
	.,
1. 1	1- 11
- '!	



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 Wynyard 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. Tambourine Bay is not covered, but the Chatswood-Riverview service, the 264, shown in grey on the map, but not included in this timetable, 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.

							.149	4		.: 1	1.0	٠.,										٠.							
																						. : .							
						-							-		:									•					
	2		_	÷		_			:	٠,			-					÷		• •	:								
	Ę	•	7			-		4	•		- ;					:													
	•		:	5	i	,	1		:			•	:	,	>			•		٠,	٠,		:						
	ş.	ş	4	3	÷	:	:	-	•	:.	:	:	- ;	•	4		š	5	3		-				٠.				
_				-				ί.			΄.			ί,	î-	•			΄.	•	•						•		
•	•.•		••	• '1				. :	4.7	٠.	٠,						i .	-	· ·		٠.								
							1 1			:::	. :		:.		1.4		÷.,-	•			v:	٠.	٠.						
_			1.11	! !!		: !	: 9					٠.	: :::			:						. :		٠.					
•			1.2		*. **	.1.			1.31	~		٠. ٠	• .		4, 4					- 3.7	: :	: :	٠.	٠(	. *	-	٠ :		
	•	•					12						15				•		٠.	:		. :		• _					- 5
	:		• • • • • • • • • • • • • • • • • • • •				111			**: ::										- 23	Ξ.	: :		:		,			- 3
•			8.00	4.27		1	1.56	F. 15	4 17				-					•	•				. ::	٠					Ė
		<b></b>					4.31			2.01						16 16	٠			- : ;	7.77	. :		:.· i			٠,	•	
							3.71									:: •			: .:-										- 7
0.3	<b>11.0</b> 0	17. H	48.5						-									٠. ١.	: .:-			-:		: · :		÷			
			17.30		10		:1 11	1 1	:1 .1	1.2	· · · ·			11.3	1 3	11				7.5	.:	, :·	•		•			-	
		*:			•		14	٠.•		3.2	•	1.5	1.1	1:•	• •	1.7	25.	41.	:::3.	. :	. :	. :						٠,	
							:: 11			::.w	12.13	.:	1111	. ::.::			: .4		/ *		-::	: :	1	: .	J				
		17.b:					1.11					1 4	1 1-1		1.50	7.00	7.4		٠.	- 63	1		: ;	. : !					
		1.4		1.6	7.00	7 -		2.51	1.0	1.8	Æ,	:.0			: '1	100	: ::	4.4		٠.	•	٠.	•	: : <b>-</b>	-				
							1:5												:		٠.						٠ ٠		
	3.87	1.00		1.11		1.21	.  -	1.15		1.45	1.50	: **	9.70	:	9.00		• :				:	. :		· · ·					
		1.7	10	. (m		4 "	133	F.: 1	4. 5.	7. 7.	L. I	7.13	E-1	1.7		1.0	. :.						٠.	: '	:	٠ -:	٠.		
	1,75			2.00			2:1:			7.17								_				:							
		7.1		4.40		7 11	1.11	1.33	5.mm	5 1-	3.5				5 15						٠.,	. :			-	٠	٠.		
				1.4	-	1.4.		116	5 F.	2.10	1.4		1.00		5 .3	1.				• • •									
			.,	5.45		1:1	3.0	:	3.4"												٠:٠		٠÷	:::	:				
			,	5 (6		5.41		٠٠.	1. W	L.11		1 1-			1.7			:				•••		:					
									1.75	1.1	4 .	1.5			1.00			٠.		· .		:	- "			٠			
				: .:			10			1:1:	1 ;	111	- : : :		٠	٠.			:	•			. :						
			· ·				12			111	: :		:		; .:	1:				Α.		:	٠:.		. :				

# NORTH & WESTERN

#### PRODUCT VALUE AND SEC

P. S. . 1 1 No. . . . . . .

case to the property of the values and since  $\zeta$  . The vibration of the state of t

w.a hiasiando Lorres, losquevolis, Muribecod, Greenwick, Cenes Mest and Morth System

MINT MINI MINISTER OF TOWN WAS ASSESSED.

eta Spie Ships, Glaceterilo, Maniocs Holl, Lare Luce, Erreneich, Green Arnt and Month Ordony

Moreo & Mestern Fouches Ply Limited 1 Moreo Moreo Bladescribe 4 A M. M. (2011)

\*elections (0.1) 806 2677

Hopey 25. LANE COLLETTS WINK YAPTO and TOWN HALL THE CONTROL THE STATE OF THE FORM OF THE POINT

;₩	***	-,	٠.	, T.	,		·,
13.5	I	10 AN	1	1	7 to 20 to 2	Table To	144 PM
10	14			100 100 100 100 100 100 100 100 100 100	.11	16	18
-				A	.55	*	71
***	- 1		34	18 18 18 18	00 00 00 00 00 00	2	74

Hopking 241 TOWNS Hail, prof BENOMARCH to Lake COTAL and Rever locate and Longuardees.

For home trees, a medicate December 1 cancer from these and trees are reported in the professional and the Cotal and Benoming the professional and the Cotal and Benoming the professional and the Cotal and Benoming the professional and the Cotal and Benoming the professional and the Cotal and the Cotal and C

. 2016			7.	<b>-2</b> -, ·			_
		ייאכיו,	41",	-w.		· <b>-</b>	₩.
Lang coll	1	1	1	15			\$ 1.
		la l		le irrica	<b>∟</b> 1 .``		
		1 4	411		• 4	654	4 4
12	i.w	•	11:		15	6 3 C	176
31.0	. 4	.1 -	-: 1-	- 20	-	241	
11.34	₩.	↔				. ж	261
			W 15	An 1 1 1			
10.00	- ₩	741		****	134	274	136
1.00			•	~	- 54		:3
>76	; 2	1 4	241	752.6	7.4	1 14	: :::
3.6	isa	1 H	341	372.9	724	1.00	177
• •	-	1 11	44.		•=	: 11	FT.
10	2.34	1 4	11:	14.	33	> >0	ts
	METALIH Andrin e	. Pasta	residently	F =4.4-00	N. est :	ж-т рын	++0++

: Atom	-ري ره د	7 <b></b>	e serve	مورا سودار	9.464	o Chackw	oral According	w	SAMPLE A	n Lave Ca	14 M CO	rector; IV	gare to Co	CONTRACTOR	
Months :	SUO YUW						A to Off	40ESVI	LLE.TO	h BASE	aud M€:	STAYO			
. 15	or season		ed, Lene												
. 100					***	i i i qiyara I									
		E-7.140	-SM	9 V	-1.0	·=:		244 6799	. (~1°.	(m):0	vi =.5°.		71 1	****	
			•			•							•		-
	Bulleton The Street	Series Sent Davies Sent	No. 5 Jan. Suns	4	Apple Asset I	7 2 2 3	Forbodi Spoke	ξ,	Cusped Sator Actual Sons	Mary Sept representation	Light Ken	¥.	23	April No. Chies Placing South	
7	191	100	4	2 F	j F	2 E	. 18 . 28.	5		-3	1	Henna Shepa	žē	ं के ब	
. 2±	,0-E.	20_	##.	_žâ	ž È	. 48		55		. 13	.22 .	. łź.	. 25	. Æë	
						70	i I n Dund	IF AND	4.4%						
. 196														M 1 - 1	
· 经现代的 电电子电子	<b>⊊2</b> 0	675	412	44			LP	10		1.92				M 1 - 1	
200	_				* 7%	7.09	7.4	1.4	130					•	
Ο.	39	105	7/3	7:5	138	7.42	15	98	425	/ A					
Ä.		745	7.24	737			14	134	415	1.4					
₹.		: 44	6 X	8.79		134	• 4	174	+44						
- 32	9.07 540	‡3	117	124			45.	122			h dh	100	b :::	• •	
21	1%	4 =0	P1.	P-55	1.75	150	,,	3.1							
560	625	14	2.7	12	13.	BT.	13.	15	131		+5+	.00	9.5		
(a)	2.2	12.71	16.70	470	9.8	(54)		-251			11.54	38		.1.4	
	1		11.39	-: 15	11.54	11.45	P 18				11.78	-1=5	777	1 +	
570 546	2.2	9.53	9.75	13	17.78	1747	12.44	'úú			12.56	10	• • • •	176	
200	795	27	133	20	325	143	7.9	141			7.4	252	200	i *	
75	356 136	140	345	747	172	507	2.5	177	331			***			
770	733	15	200 242				3 75	124	15;		227	937	3+3	550	
æ.		.,	4526	130	175 115	137 1136	10	14i 3403	121	5421					
570	: 312	970 950	32	112			"5	314		2121	314	19	4.1	423	
-	. 17	950 LCC	19	15	451	4.3	4.33	137			424	ندة		415	
1 160		4 '5	4.4	- 4	125	434	137	712		454	121	131	14	439	
44	1.4	475	4.30	4 <u>3</u>	-	_	140	4 16	•	_	434	4.94	124	3.4	
. A1	139	15	190	151		191	- 56 600	114			513	5'4	5.24	5.36	
74.1	44	456	13	124	549	5.74	5.12	12							
. 20	1 1=1	) =	12	2.0		534	322				471	3.34	14		
- XX	:	12	10	174	5.86	234	6.90 5.47	36			18	194	13	1.4	
	: 5%		1=	14	5.49	554	547 55#	13							
- 41	5.04	. 96	18	12	LON	E 74	447				a.L	F.4	1.74	8.98	
· 100	40	1.4	18	0.70	41.	4.75	1 10 7 09				4-+	452	450	75	
, 500 500	148 710	713	175	12	22	765	709	1:1			1-1	1.8	1.9	4	
. 27	1.4	- 63	10	1 A. 4 %	10	770 8 95	12	14			7.44	752	750	(3	

House 201. LANG COVE to WYMYARO and TOWN IALL

VID Longuiside and River Road

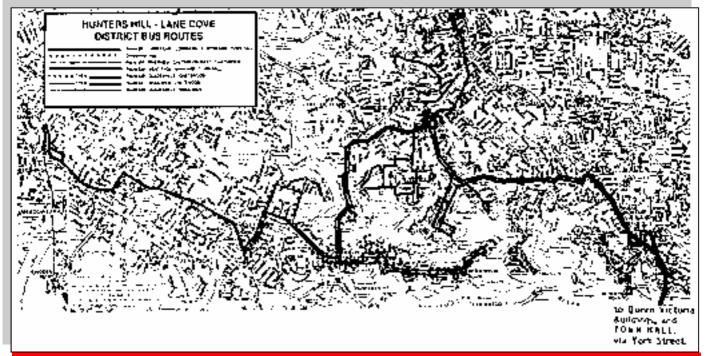
And stores in defined from the cover of the

		HT.7	- Total	GARF4 YER	14,447 B4	(BA) DA	u m. 2-	DIA:S WEEK	GW	2000 T	10-64	'n	EH.WZ	91.044 \$10.44	# <b>****</b>	100mAn makel
i	- <b>1</b> 2 2	Walley in	Opporta Ride Poli Office (Earland Resc)	Premise Road a Year's Road	Hurbynd Sosa	Ayrest Strict & Secret & Secret Strict Street	Mary Raid Education of Aces	Chairmood Salor Veer's Appar	Books Livi Dad	Part Reads New proodfast	Anthony Selection of the Anthony Selection of	deres de Conse	Pacific Report 1 String Rose	Participated Light School	Emith Steil L Opposition	Cuent Vetera Besting (not Street)
-							WLE	KÜWAN 1	aCome ne colo							٠
!	500 500 201	i	-	5.17 6.10	2.4	633			5.55		KA-	4 23	6.7	6 15	8.22	1424
	74	l		E 10	6.4	627			431	831	8.38	:22	5.47	6 70	1.0	271
	500	611	B-16	4.75	B 33	6.37			447	6.45	5.49	::2	å55 734	700	1.0	700
	41	ı	8.36	445	6.50	6.54			764	0.2	0.48	7.04	77	7.72		- 1
	570 260		0.00	4-7	0.54	0.34			201	177	772	577	2.0	557	T 43	- 1
	530	1 [11	6.53	rez	F 7 1	7.19			3 01 3 33			2.76	7.36	r.4g	7.58	- 1
	536 364	ı :-								724	7.79	5176	>44	744	# 65	800
	361	Ι.			SZIT	57.73			5 ( 7) 7 m2	5 / 45	5770	5146	5 8 0%	54'1		
	530	6.57	7 67	7.17	725	7.33			7 mi			rat.	200	7.94	# 15 6 95	621 631
	296.1									744	7.49	7 😘	1 64.	±-54	8.95	E 21
1	570	F 72	7.39	742	7 32	736			<b>*</b> =5			9.00	1.12	22	140	12
!	401									E 09	F 1.0	4.0	36	853	907	913 j
-	530	7 52	8 D3	1 17	B 22	8.29			# 45 175	F4!	846	357	901	965	9'4	124
- 1	C)		-						905	911	918	975		***	9 10	12
-	C <sub>C</sub>	0.66	909	914	9.96	930			*100	<b>y</b>	4.0	7.0	9.29	900	474	:69
-	250	1 480	404	7.4	4.4	4.10			175	941	9.45	150	954	1302	10.73	1015
-	i.e	1 1140	948	9.58	10.54	:0.18			10 15	1027	10.25	15.70	10 14	12 42	iğ Ve	10.55
!	597	12.40	10 49	10.54		17 16			17 15	11.31	ii zi	15.70 11.30	.∵ ∡	11 47	ii se	11.55
•	500	1 1174	49	11 54	12.06	-210		•	1215	1231	11,52	12:30	12.38	12,42	17.50	12.53
			12		• **			44 (1) (1)	MOONS							
	430	12 43	47.49	17.54	* 06	1.10			1.4	721	105	1 10	1.00	1.47	1.50	230
	2.0	1.90	149	154	7 000	7 10			3.5	2.31	125	7 70	7 W	247	2.70	A 50
:	78.1 550 761											33.3 33.3	23.74	5731		i
- 1	500	. 3 40	5+0	250	106	310			713		4	376	334	3.94	104	- 4m
i	C:		-					2,22		2,17	\$2·	34	326	331	145	- 1
- 1	C:						P170	339	349	344	3 52	46	142	354 415	144	- 1
- 1	· (C)						4 05	,	4 15	122		217		420	4.23	
- 1	% %						145	# Q3	213	4.51	4.75	120	:0	141	423	44
- 1	×.							- 41	430	ÃÚ	4 62	144	1 53		300	313
- 1	76.	1					+ 25		448	7.7		177	- 30	125	5.0	- '-
- 1	536	4 15	425	4.35	440	447		-	172	:	•	4.54	4 55 4 59	305	5 17	5.29
- 1	361	1 ''-	723			• • • •	5.08	-	3.15	-	-	3 ÎT	5.75	5.79	542	5.04
- 1	7741 7345	1 400	* 55	5.5	3 13	5 13		-	13	5.76	9 30	331	5 45	34	3.55	4.09
•	261	1 -7	- 24	. ~					5 52	5 50	4 07	407	■ 1\$	6 16	4 3 3 4	4 00 6 86
	3.00	5.45	155	4.05	6 13	117			6.72	1 00 1 00 7 30	402	6 37	646	L 48	155	700 l
	3.00 (A)							_	6 72 7 22	7.26	4 07 4 08 1 23	737	7.45	7 40	744	F-00
- 1	<b>34</b> 1								1#	PJ.	B 25	44		4 50	P04	70.

E EPLANATIONS:

- P. Bus commences from Lype Cove West Prices for hors, on exhancing only scanding the Marie Rose, Wass Street, Pennsier Scient, Bridge Sheet, Rose Rose and Tembourne Bay Bush to Larry Come Chang is head between the state from Larry Come 3. Bus have an exhaul days only and commisse in Horsh Sydney achooks for more deserts as four office on 816 2422

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







1 100 RESERVATIONAL PROPERTY. 100 /(8 San and a second 25000000 Sarding. CHARACTERS CONTRACTOR 18 18 13 12 111 400 sin

To the second of

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

BOTO PITEL OR COLOR IN CREMENT PER COLOR INTERPRETADA DE COLOR INT

TENNET ROTE

- Free Law is North and France Belleman as posts (France Startler France for a filterior transfer transfer.)
- The same of the Command from the control of the Command for th
- the array of the filter films.

  The second filter from the filter of the second second filter are second second second filter are second secon

## The Big Loop

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

ichael 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		
Rellamhi		
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	12.4 5
Stewart Place	8.55	10.55	12.5 5

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'

his could well be CityRail's current excuse when fronting up to the public and pollies 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 ontime 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.

