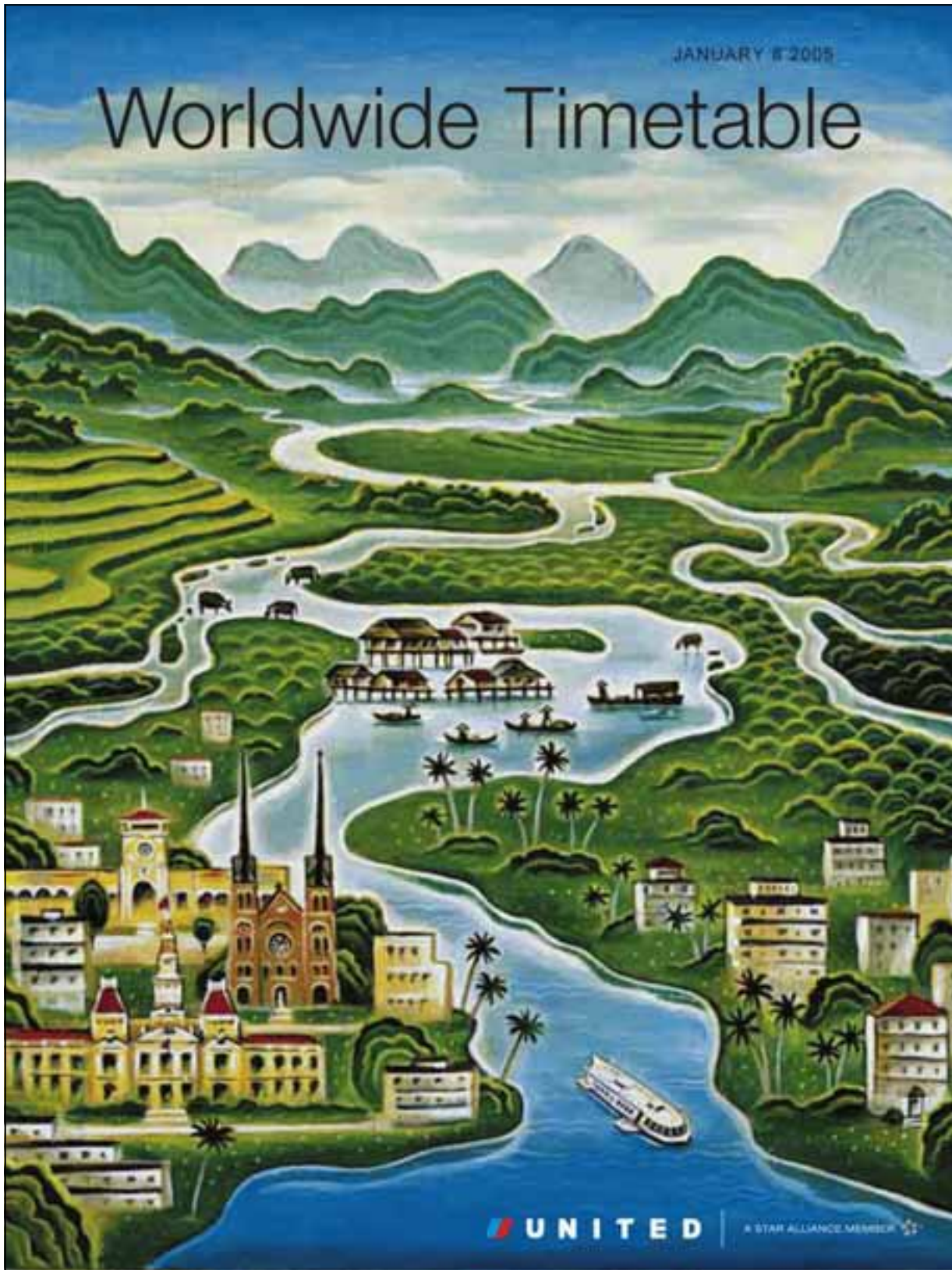




The Times

August 2005

A journal of transport timetable history and analysis



**Inside: Hobart, with Moore's in your pocket
To Adelaide by Daylight
The West Lindfield buses**

**RRP \$2.95
Incl. GST**

The Times

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On the front cover

These days, it's hard to find any type of printed timetables for airlines; our sister publication in the US, *The First Edition*, regularly reports upon airlines that have decided to do away with them. One airline resisting the trend—at least at the start of 2005—was United. The cover of their 2005 International timetable appears here, ironically downloaded as a PDF version from the airline's web site.

The September issue of *Trains* magazine arrived in my letter box on the day of the London bombings. Its editorial reported on an incident in the US where police arrested a rail-fan photographer, telling him that new anti-terrorism legislation had over-ruled the U.S. Constitution and banned such activities. On the Saturday following the bombings, Australia's newspapers were full of stories forecasting a major clamp-down on transport security. You may well find that hanging around a bus depot to collect a timetable becomes an arrestable offence. Probably most affected will be our access to internal documents such as Working Timetables. In the 1980s, public access to British WTTs was banned on the basis that local Councils were acquiring them and using them to determine when to mount protests against trains carrying nuclear waste flasks. Expect to see more of this in Australia in the coming months.

For those of you hanging out for the final (Australian) installment of *Timetable Revolution*, originally promised for this issue—keep hanging. The task has proved bigger than I imagined and the goal posts keep changing as well. It should be in the September issue.—**Geoff Lambert**

Contributors	Geoff Lambert, Victor Isaacs, Duncan MacAuslan, Jim O'Neil, Jim Stokes.		
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The Times on-line	AATTC's home page: http://www.aatc.org.au has colour PDF versions of The Times		
President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094 G.Lambert@unsw.edu.au	(02) 9949-3521
Secretary	Stephen Ward	12/1219 Centre Road SOUTH OAKLEIGH VIC 3167	(03) 9540 0320
Editor, The Times	Geoff Lambert	See above	
Editor, Table Talk	Duncan MacAuslan	19 Ellen St ROZELLE NSW 2039	(02) 9555 2667
Membership Officer	Dennis McLean	P.O.Box 24 NUNDAH QLD 4012	(07) 3266 8515
Webmaster	Lourie Smit	2/82-84 Elouera Rd CRONULLA NSW 2230 lsmit@ozemail.com.au	(02) 9527-6636
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	(08) 8331 9043
Canberra Convenor	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354-2140
Melbourne Convenor	Vacant		
Sydney Convenor	Chris London	P.O.Box 6592 PARRAMATTA NSW 2150 toongabbie5808@aol.com	

Exploring Tasmania with Moore's Guide in 1953

Part 1 Tram and Trolleybus

The mummified school-bag of JIM STOKES has yielded up a tattered remnant of Moore's Guide, a privately produced timetable from Hobart.

INTRODUCTION

Moore's Guide was a small pocketbook timetable published by the Hobart printing firm of J Walch and Sons. Walch also published the annual Tasmanian Almanac (known as the Red Book), which included full train timetables until 1951 and in some years also municipal tram and bus timetables. Moore's Guide was originally Moore's Monthly Guide, but by the time I started using it in the early 1950s publication was less frequent. It finally ceased publication in the mid 1970s (my last issue is September 1976), by which time passenger trains had virtually disappeared and bus services were dominated by the Metropolitan Transport Trust (MTT), which published the first edition of its own Hobart timetable in January 1978.

Moore's Guide published train, tram, trolleybus and bus timetables for southern Tasmania, covering government, municipal and private operators. It also included longer distance train and bus services from Hobart to other parts of the state. It did not generally include urban and regional services in the northern half of the state and the West Coast. Moore's managed to cram a lot of information into a small space, but by modern standards it was not very user friendly. It listed departure times from termini, but was not very informative about intermediate times and stopping points. It did not include route maps, although it did publish fares and sections for all Hobart Municipal Tramways (HMT, from 1955 MTT) services. In those days however the great majority of travellers were people who used the same route day after day. They had the additional resource of the large scale Hobart street atlas published by the Lands Department from 1948 onwards. The atlas showed (and distinguished between) tram, trolleybus and motor bus routes, including individual stop locations and numbers.

The (?) December 1953 Moore's Guide

The guide reproduced here is the

Time Tables	
GLENORCHY LINE	
Destination Lights: Glenorchy, 2 Red; Derwent Park Road and Springfield, 1 Red, 1 White; Moonah, 2 White.	
Times marked M to Moonah only; m from Moonah	
MONDAYS TO FRIDAYS—DEPART G.P.O.	
for GLENORCHY— <i>a.m.</i> : 6.30, 6.40, 6.50, 7.0, 7.10, 7.20, 7.30, 7.40, 7.50, 8.0, 8.10, 8.20, 8.30, 8.40, 8.50, 9.0, 9.10, 9.20, 9.30, 9.40, 9.50, 10.0, 10.10, 10.20, 10.30, 10.40, 10.50, 11.0, 11.10, 11.20, 11.30, 11.40, 11.50, noon; <i>p.m.</i> : 12.10, then every 10 minutes until 6.0, 6.12, 6.24, 6.36, 6.48, 7.0, 7.12, 7.24, 7.36, 7.48, 8.0, 8.12, 8.24, 8.36, 8.48, 9.0, 9.12, 9.24, 9.36, 9.48, 10.0, 10.12, 10.24, 10.36, 10.48, 11.0, 11.12, 11.24, 11.36, 11.48, 12 midnight.	
DEPART GLENORCHY for G.P.O.— <i>a.m.</i> : 6.30, 6.50, 7.0, 7.10, 7.20, 7.30, 7.40, 7.50, 8.0, 8.10, 8.20, 8.30, 8.40, 8.50, 9.0, 9.10, 9.20, 9.30, 9.40, 9.50, 10.0, 10.10, 10.20, 10.30, 10.40, 10.50, 11.0, 11.10, 11.20, 11.30, 11.40, 11.50, 12 noon; <i>p.m.</i> : 12.10, then every 10 minutes until 6.0, 6.12, 6.30, 6.42, 6.54, 7.6, 7.18, 7.30, 7.42, 7.54, 8.6, 8.18, 8.30, 8.42, 8.54, 9.6, 9.18, 9.30, 9.42, 9.54, 10.6, 10.18, 10.30, 10.42, 10.54, 11.6, 11.18, 11.30, 11.42, 11.54, M12.6, M12.18, M12.30.	
SATURDAYS—DEPART G.P.O. for GLENORCHY— <i>a.m.</i> : 6.36, 6.48, 7.0, 7.12, 7.24, 7.36, 7.48, 8.0, 8.12, 8.24, 8.36, 8.48, 9.0, 9.12, 9.24, 9.36, 9.48, 10.0, 10.12, 10.24, 10.36, 10.48, 11.0, 11.12, 11.24, 11.36, 11.48, 12 noon; <i>p.m.</i> : 12.12, 12.24, 12.36, 12.48, 1.0, 1.12, 1.24, 1.36, 1.48, 2.0, 2.12, 2.24, 2.36, 2.48, 3.0, 3.12, 3.24, 3.36, 3.48, 4.0, 4.12, 4.24, 4.36, 4.48, 5.0, 5.12, 5.24, 5.36, 5.48, 6.0, then as on Monday to Fridays.	
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12.15, 12.20, 12.25, 12.30, 12.35, 12.40, 12.45, 12.50, 12.55, 1.0, 1.05, 1.10, 1.15, 1.20, 1.25, 1.30, 1.35, 1.40, 1.45, 1.50, 1.55, 2.0, 2.05, 2.10, 2.15, 2.20, 2.25, 2.30, 2.35, 2.40, 2.45, 2.50, 2.55, 3.0, 3.05, 3.10, 3.15, 3.20, 3.25, 3.30, 3.35, 3.40, 3.45, 3.50, 4.0, 4.05, 4.10, 4.15, 4.20, 4.25, 4.30, 4.35, 4.40, 4.45, 4.50, 4.55, 5.0, 5.05, 5.10, 5.15, 5.20, 5.25, 5.30, 5.35, 5.40, 5.45, 5.50, 5.55, 6.0, 6.05, 6.10, 6.15, 6.20, 6.25, 6.30, 6.35, 6.40, 6.45, 6.50, 6.55, 7.0, 7.05, 7.10, 7.15, 7.20, 7.25, 7.30, 7.35, 7.40, 7.45, 7.50, 7.55, 8.0, 8.05, 8.10, 8.15, 8.20, 8.25, 8.30, 8.35, 8.40, 8.45, 8.50, 8.55, 9.0, 9.05, 9.10, 9.15, 9.20, 9.25, 9.30, 9.35, 9.40, 9.45, 9.50, 9.55, 10.0, 10.05, 10.10, 10.15, 10.20, 10.25, 10.30, 10.35, 10.40, 10.45, 10.50, 10.55, 11.0, 11.05, 11.10, 11.15, 11.20, 11.25, 11.30, 11.35, 11.40, 11.45, 11.50, 11.55, 12.00, 12.05, 12.10, 12.15, 12.20, 12.25, 12.30, 12.35, 12.40, 12.45, 12.50, 12.55, 1.0, 1.05, 1.10, 1.15, 1.20, 1.25, 1.30, 1.35, 1.40, 1.45, 1.50, 1.55, 2.0, 2.05, 2.10, 2.15, 2.20, 2.25, 2.30, 2.35, 2.40, 2.45, 2.50, 2.55, 3.0, 3.05, 3.10, 3.15, 3.20, 3.25, 3.30, 3.35, 3.40, 3.45, 3.50, 4.0, 4.05, 4.10, 4.15, 4.20, 4.25, 4.30, 4.35, 4.40, 4.45, 4.50, 4.55, 5.0, 5.05, 5.10, 5.15, 5.20, 5.25, 5.30, 5.35, 5.40, 5.45, 5.50, 5.55, 6.0, 6.05, 6.10, 6.15, 6.20, 6.25, 6.30, 6.35, 6.40, 6.45, 6.50, 6.55, 7.0, 7.05, 7.10, 7.15, 7.20, 7.25, 7.30, 7.35, 7.40, 7.45, 7.50, 7.55, 8.0, 8.05, 8.10, 8.15, 8.20, 8.25, 8.30, 8.35, 8.40, 8.45, 8.50, 8.55, 9.0, 9.05, 9.10, 9.15, 9.20, 9.25, 9.30, 9.35, 9.40, 9.45, 9.50, 9.55, 10.0, 10.05, 10.10, 10.15, 10.20, 10.25, 10.30, 10.35, 10.40, 10.45, 10.50, 10.55, 11.0, 11.05, 11.10, 11.15, 11.20, 11.25, 11.30, 11.35, 11.40, 11.45, 11.50, 11.55, 12.00, 12.05, 12.10, 12.15, 12.20, 12.25, 12.30, 12.35, 12.40, 12.45, 12.50, 12.55, 1.0, 1.05, 1.10, 1.15, 1.20, 1.25, 1.30, 1.35, 1.40, 1.45, 1.50, 1.55, 2.0, 2.05, 2.10, 2.15, 2.20, 2.25, 2.30, 2.35, 2.40, 2.45, 2.50, 2.55, 3.0, 3.05, 3.10, 3.15, 3.20, 3.25, 3.30, 3.35, 3.40, 3.45, 3.50, 4.0, 4.



man Limited services by the Tasmanian Government Railways (TGR) on 5 April 1954. It includes new timetables for Connolly's Swansea and East Coast Motor Coy advertised in the Hobart Mercury of 5 December 1953, but it does not include changes to Pioneer Road Services' Huon Valley buses advertised on 12 December 1953 or AD Gray's Bellerive Ferry feeder bus services to Warrane and Howrah advertised on 30 January 1954.

HMT trams

The Macquarie St tram routes to Cascades, Proctor's Road (Dylnnyrne) and Sandy Bay had been replaced by trolleybuses between 1942 and 1952. However the heavily trafficked Elizabeth St routes from the GPO northwards to Lenah Valley, Moonah, Derwent Park Jct, Springfield and Glenorchy were still intact. The last of the old 4 wheel trams cut down from double deckers in the late 1940s had been taken out of regular use after the Sandy Bay closure in December 1952 and services were run by the 42 single deck bogie cars built between 1928 and 1952. In those distant days most people used public transport regularly and in peak hours trams were packed to the bottom steps, with adult and student passengers hanging on by fingers and toes.

The published timetables do not fully reflect the frequency of peak hour tram services. The 10-minute services to Springfield and Glenorchy would each be run by 2 cars, with a single car to Moonah Depot or Derwent Park in between. The Lenah Valley line was single track

beyond the junction with the Glenorchy line at Augusta Rd and the second (Montagu St) and third (Giblin St) loops could only accommodate a single bogie car. For this reason a Giblin St service was provided half way between each Lenah Valley service at peak hours, instead of the more usual Hobart practice of duplicating each service to the terminus. The Mercury of 25 May 1951 reported that 132 trams left the GPO on the Elizabeth St routes each weekday between 4.00 pm and 6.12 pm.

The West Hobart tram route commenced at the Railway and ran along Liverpool St through the city centre before making a tortuous climb up one of the foothills of Mt Wellington. It was mainly double

track to Warwick St, apart from 2 sections where sharp curves and narrow streets required single track. In peak hours 2 cars were provided on each scheduled service and at times of very heavy traffic a third car ran to Warwick St. The West Hobart line crossed the Elizabeth St line on the level, but its only connection to the rest of the system was a single line in Park and Lower Macquarie Sts.

HMT trolleybuses

HMT trolleybus services commenced in 1935 with the Huon Rd route, which followed the Cascades tram route up Macquarie St as far as Darcy St and then continued to a terminus where the main road to the Huon Valley left the built up area and began a long climb over the side of Mt Wellington. The trolleybuses were extended to Cascades in 1942, although peak hour tram working continued for several years. The Proctors Rd tram route was replaced in 1945, with a short extension to a new terminus called Dynnryne. The Cascades route was extended to Strickland Avenue in 1948, mainly through bushland, although most services continued to terminate at the turning circle at the Cascade Brewery.

Northwards from the city centre trolleybuses were extended to New Town Station and on to Cornelian Bay cemetery in 1937. The New Town route mainly followed the tram route from the Railway to a terminus at the corner of Letitia and Ryde Sts known as North

LENAH VALLEY and AUGUSTA ROAD

Destination Lights: Lenah Valley, 2 Green; Giblin Street, 1 Red, 1 Green.

Times marked x Giblin Street only.

MONDAYS TO FRIDAYS—DEPART G.P.O. for LENAH VALLEY.—a.m.: 6.17, 6.37, 6.47, 6.57, 7.7, 7.17, 7.37, 7.57, 7.47, 7.57, 8.7, 8.17, 8.27, 8.37, 8.57, 9.17, 9.37, 9.57, 10.17, 10.37, 10.57, 11.17, 11.27, 11.37, 11.47, 11.57; **p.m.:** 12.7, 12.17, 12.27, 12.37, 12.47, 12.57, 1.0, 1.7, 1.17, 1.27, 1.37, 1.47, 1.57, 2.7, 2.17, 2.27, 2.37, 2.47, 2.57, 3.7, 3.17, 3.27, 3.37, 3.47, 3.57, 4.7, 4.17, 4.27, 4.37, 4.42, 4.47, 4.52, 4.57, 5.2, 5.7, 5.12, 5.17, 5.22, 5.27, 5.32, 5.37, 5.42, 5.47, 5.52, 5.57, 6.2, 6.8, 6.20, 6.32, 6.44, 6.56, 7.8, 7.20, 7.32, 7.44, 7.56, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.17, 10.37, 10.57, 11.17, 11.37, 12 midnight.

DEPART LENAH VALLEY for G.P.O.—a.m.: 6.37, 6.57, 7.17, 7.27, 7.37, 7.47, 7.57, 8.7, 8.17, 8.27, 8.37, 8.47, 8.57, 9.17, 9.27, 9.57, 10.17, 10.37, 10.57, 11.17, 11.37, 11.47, 11.57; **p.m.:** 12.7, 12.17, 12.27, 12.37, 12.47, 12.57, 1.7, 1.17, 1.27, 1.37, 1.42, 1.47, 1.57, 2.7, 2.17, 2.27, 2.37, 2.47, 2.57, 3.7, 3.17, 3.27, 3.37, 3.47, 3.57, 4.7, 4.17, 4.27, 4.37, 4.47, 4.57, 5.7, 5.17, 5.27, 5.37, 5.47, 5.57, 6.17, 6.37, 6.18, 6.32, 6.44, 6.56, 7.8, 7.20, 7.32, 7.44, 7.56, 8.8, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.17, 10.37, 10.57, 11.17, 11.37, 11.57; **a.m.:** 12.17.

SATURDAYS—DEPART G.P.O. for LENAH VALLEY.—a.m.: 6.37, 6.57, 7.17, 7.37, 7.57, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.17, 10.37, 10.57, 11.17, 11.37, 11.57; **p.m.:** 12.17, 12.37, 12.57, 1.17, 1.37, 1.57, 2.17, 2.37, 2.57, 3.17, 3.37, 3.57, 4.17, 4.37, 4.47, 4.57, 5.7, 5.17, 5.27, 5.37, 5.47, 5.57, 6.7, 6.17, 6.27, 6.37, 6.47, 6.57, 7.7, 7.17, 7.37, 7.57, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.17, 10.37, 10.57, 11.17, 11.37, 12.0 midnight.

12

DEPART LENAH VALLEY for G.P.O.—a.m.: 6.57, 7.17, 7.37, 7.57, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.17, 10.37, 10.57, 11.17, 11.37, 11.57; **p.m.:** 12.17, 12.37, 12.57, 1.17, 1.37, 1.57, 2.17, 2.37, 2.57, 3.17, 3.37, 3.57, 4.17, 4.37, 4.57, 5.7, 5.17, 5.37, 5.57, 6.17, 6.37, 6.57, 7.17, 7.37, 7.57, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.17, 10.37, 10.57, 11.17, 11.37, 11.57; **a.m.:** 12.17.

SUNDAYS—DEPART G.P.O. for LENAH VALLEY.—a.m.: 9.15, 10.15, 10.57, 12.17, 12.37, 12.57, 1.17, 1.37, 1.57, 2.17, 2.37, 2.57, 3.17, 3.37, 3.57, 4.17, 4.37, 4.57, 5.17, 5.37, 5.57, 6.17, 6.37, 6.57, 7.17, 7.37, 7.57, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.15, 10.57.

DEPART LENAH VALLEY for G.P.O.—a.m.: 9.33, 10.33, 11.17; **p.m.:** 12.37, 12.57, 1.17, 1.37, 1.57, 2.17, 2.37, 2.57, 3.17, 3.37, 3.57, 4.17, 4.37, 4.57, 5.17, 5.37, 5.57, 6.17, 6.37, 6.57, 7.17, 7.37, 7.57, 8.17, 8.37, 8.57, 9.17, 9.37, 9.57, 10.15, 10.30, 10.48.

WEST HOBART

Destination Lights: West Hobart, 2 Green; Warwick Street, 2 White.

MONDAYS TO FRIDAYS—DEPART RAILWAY for WEST HOBART.—a.m.: 6.12, 6.24, 6.36, 6.48, 7.0, 7.12, 7.24, 7.36, 7.48, 8.0, 8.12, 8.24, 8.36, 8.48, 9.0, 9.12, 9.24, 9.36, 9.48, 10.0, 10.12, 10.24, 10.36, 10.48, 11.0, 11.12, 11.24, 11.36, 11.48, 12 noon; **p.m.:** 12.12, 12.24, 12.36, 12.48, 1.0, 1.12, 1.24, 1.36, 1.48, 2.0, 2.12, 2.24, 2.36, 2.48, 3.0, 3.12, 3.24, 3.36, 3.48, 4.0, 4.12, 4.24, 4.36, 4.48, 5.0, 5.12, 5.24, 5.36, 5.48, 6.0, 6.12, 6.24, 6.36, 6.48, 7.0, 7.12, 7.24, 7.36, 7.48, 8.0, 8.12, 8.36, 8.54, 9.12, 9.30, 9.48, 10.6, 10.24, 10.42, 11.0, 11.18, 11.36, 12 midnight.

13



Hobart. However heavy traffic from Hobart High School and North Hobart Oval kept the trams running until the end of 1950.

In December 1952 the major tram route from the Town Hall to Sandy Bay was taken over by trolleybuses after reconstruction of much of the roadway. An intermediate turning circle was provided at Queenborough, adjacent to Wrest Point Hotel, the Sandy Bay football ground and the former Lambert Ave intermediate tram terminus. However in 1953 all timetabled services ran through to Sandy Bay.

In 1953 trolleybuses were Hobart's preferred transport and it was expected that they would gradually replace the remaining trams. The 36 BUT trolleybuses which entered service between 1950 and 1952 were arguably the finest public service vehicles that Hobart has ever seen. The 27 HMT-bodied Leylands built between 1935 and 1946 were rather more Spartan, but they were mainly used on peak hour services and some were stored. In 1956-58 most of the stored Leylands were either disposed of or returned to peak hour service to

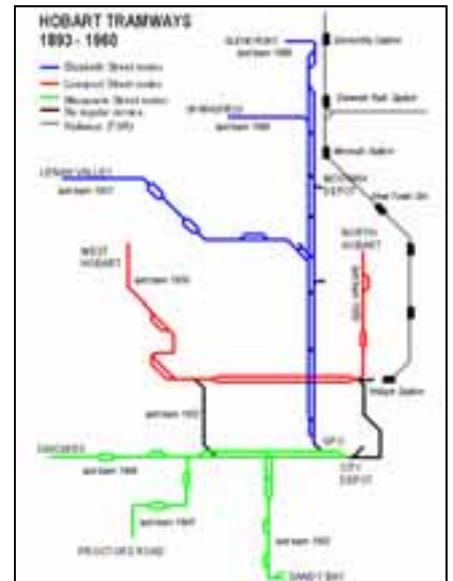
release BUTs for the conversion of the West Hobart tram route to trolleybuses in February 1958.

Trolleybus services were almost as good as the trams. Sandy Bay had a 7/8 minute frequency on weekdays between 6.30 am and 7.30 pm. Dynnryne, Huon Rd, Cascades and New Town generally had 5/10 minute peak frequencies and 10/20 minutes off-peak. Strickland Avenue and Cornelian Bay had much less frequent services. There was extensive through running between the New Town and upper Macquarie St routes, but Sandy Bay operated separately.

HMT destination lights

HMT trams and trolleybuses carried combinations of coloured lights to indicate their destination. The trams had 2 fixed white lights above the destination box on the cab, with red and green lights on brackets that could be moved manually over the white lights as required. The trolleybuses had miniature 3 aspect traffic lights on the roof with red, green and yellow options worked from the dashboard.

Destination information was not one of the HMT's stronger points. Vehicles had only single line front (and in the case of trams rear) destination rolls without route numbers. Until the early 1950s trams and buses also carried removable wooden destination boards in slots



adjacent to the door(s). The BUT trolleybuses were built with side destination rolls and the bogie trams were fitted with them in the early 1950s, but the Leyland trolleybuses and older motor buses retained the boards. Departure time lists were displayed at termini, but there was no published route map. Departure points were scattered round the inner city, the main ones being the GPO (Elizabeth St trams), Town Hall (Sandy Bay trolleybuses), Franklin Square (western suburbs buses and trolleybuses), Argyle St (New Town trolleybuses and Mt Stuart and Moonah buses) and the railway station (West Hobart trams).

To be continued.

DEPART WEST HOBART (Mellifont St.) for RAILWAY.—a.m.: 6.30, 6.42, 6.54, 7.6, 7.18, 7.30, 7.42, 7.54, 8.6, 8.18, 8.36, 8.42, 8.54, 9.6, 9.18, 9.30, 9.42, 9.54, 10.6, 10.18, 10.30, 10.42, 10.54, 11.6, 11.18, 11.30, 11.42, 11.54; p.m.: 12.6, 12.18, 12.30, 12.42, 12.54, 1.6, 1.18, 1.30, 1.42, 1.54, 2.6, 2.18, 2.30, 2.42, 2.54, 3.6, 3.18, 3.30, 3.42, 3.54, 4.6, 4.18, 4.30, 4.42, 4.54, 5.6, 5.18, 5.30, 5.42, 5.54, 6.6, 6.18, 6.30, 6.42, 6.54, 7.6, 7.18, 7.30, 7.42, 7.54, 8.6, 8.18, 8.36, 8.54, 9.12, 9.30, 9.48, 10.6, 10.24, 10.42, 11.0, 11.18, 11.36, 11.54, 12.18 a.m.	
SATURDAYS—DEPART RAILWAY for WEST HOBART.—a.m.: 6.30, 6.48, 7.6, 7.24, 7.42, 8.0, 8.18, 8.36, 8.54, 9.12, 9.30, 9.48, 10.6, 10.24, 10.42, 11.0, 11.18, 11.36, 11.54; p.m.: 12.12, 12.30, 12.48, 1.6, 1.24, 1.42, 2.0, 2.18, 2.36, 2.54, 3.12, 3.30, 3.48, 4.6, 4.24, 4.42, 5.0, 5.18, 5.36, 5.54, 6.12, 6.30, 6.48, 7.6, 7.24, 7.42, 8.0, 8.18, 8.36, 8.54, 9.12, 9.30, 9.48, 10.6, 10.24, 10.42, 11.0, 11.18, 11.36, 12.0 midnight.	
DEPART WEST HOBART (Mellifont St.) for RAILWAY.—a.m.: 6.48, 7.6, 7.24, 7.42, 8.0, 8.18, 8.36, 8.54, 9.12, 9.36, 9.48, 10.6, 10.24, 10.42, 11.0, 11.18, 11.36, 11.54; p.m.: 12.12, 12.30, 12.48, 1.6, 1.24, 1.42, 2.0, 2.18, 2.36, 2.54, 3.12, 3.48, 4.6, 4.24, 4.42, 5.0, 5.18, 5.36, 5.54, 6.12, 6.30, 6.48, 7.6, 7.24, 7.42, 8.0, 8.18, 8.36, 8.54, 9.12, 9.30, 9.48, 10.6, 10.24, 10.42, 11.0, 11.18, 11.36, 11.54; a.m.: 12.18.	
SUNDAYS—DEPART RAILWAY for WEST HOBART.—a.m.: 8.55, 9.25, 10.15; p.m.: 12.24, 12.42, 1.0, 1.18, 1.36, 1.54, 2.12, 2.30, 2.48, 3.6, 3.24, 3.42, 4.0, 4.18, 4.36, 4.54, 5.12, 5.30, 5.48, 6.6, 6.24, 6.42, 7.0, 7.18, 7.36, 7.54, 8.12, 8.30, 8.48, 9.6, 9.24, 10.0, 10.30.	
DEPART WEST HOBART (Mellifont St.) for RAILWAY.—a.m.: 9.9, 9.39, 10.32; p.m.: 12.42, 1.0, 1.18, 1.36, 1.54, 2.12, 2.30, 2.48, 3.6, 3.24, 3.42, 4.0, 4.18, 4.36, 4.54, 5.12, 5.30, 5.48, 6.6, 6.24, 6.42, 7.0, 7.18, 7.36, 7.54, 8.12, 8.30, 8.48, 9.6, 9.24, 9.42, 10.0, 10.14, 10.48.	

'BUS SERVICES SANDY BAY SERVICE

Destination Lights: 1 Green.

MONDAYS TO FRIDAYS—DEPART TOWN HALL.—a.m.: 6.15, 6.30, 6.37, 6.45, 6.52, 7.0, 7.7, 7.15, 7.22, 7.30, 7.37, 7.45, 7.52, 8.0, 8.7, 8.15, 8.22, 8.30, 8.37, 8.45, 8.52, 9.0, 9.7, 9.15, 9.22, 9.30, 9.37, 9.45, 9.52, 10.0, 10.7, 10.15, 10.22, 10.30, 10.37, 10.45, 10.52, 11.0, 11.7, 11.15, 11.22, 11.30, 11.37, 11.45, 11.52, 12 noon; p.m.: 12.7, 12.15, 12.22, 12.30, 12.37, 12.45, 12.52, 1.0, 1.7, 1.15, 1.22, 1.30, 1.37, 1.45, 1.52, 2.0, 2.7, 2.15, 2.22, 2.30, 2.37, 2.45, 2.52, 3.0, 3.7, 3.15, 3.22, 3.30, 3.37, 3.45, 3.52, 4.0, 4.7, 4.15, 4.22, 4.30, 4.37, 4.45, 4.52, 5.0, 5.7, 5.15, 5.22, 5.30, 5.37, 5.45, 5.52, 6.0, 6.7, 6.15, 6.22, 6.30, 6.37, 6.45, 6.52, 7.0, 7.7, 7.15, 7.22, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.15, 11.30, 12 midnight.	
DEPART SANDY BAY.—a.m.: 6.37, 6.53, 6.59, 7.7, 7.14, 7.22, 7.29, 7.37, 7.44, 7.52, 7.59, 8.7, 8.14, 8.18, 8.23, 8.27, 8.33, 8.37, 8.44, 8.52, 8.59, 9.7, 9.14, 9.22, 9.29, 9.37, 9.44, 9.52, 9.59, 10.7, 10.14, 10.22, 10.29, 10.37, 10.44, 10.52, 10.59, 11.7, 11.14, 11.22, 11.29, 11.37, 11.44, 11.52, 11.59; p.m.: 12.7, 12.14, 12.22, 11.29, 11.37, 11.44, 11.52, 11.59, 1.7, 1.14, 1.22, 1.29, 1.37, 1.44, 1.52, 1.59, 2.7, 2.14, 2.22, 2.29, 2.37, 2.44, 2.52, 2.59, 3.7, 3.14, 3.22, 3.29, 3.37, 3.44, 3.52, 3.59, 4.7, 4.14, 4.22, 4.29, 4.37, 4.44, 4.52, 4.59, 5.7, 5.14, 5.22, 5.29, 5.37, 5.44, 5.52, 5.59, 6.7, 6.14, 6.22, 6.29, 6.37, 6.44, 6.52, 6.59, 7.7, 7.14, 7.22, 7.29, 7.37, 7.44, 7.52, 8.7, 8.22, 8.37, 8.52, 9.7, 9.22, 9.37, 9.52, 10.7, 10.22, 10.37, 10.52, 11.7, 11.22, 11.37, 11.51; a.m.: 12.19.	
SATURDAYS—DEPART TOWN HALL.—a.m.: 6.15 and every 15 minutes until 11.30, then 11.37, 11.45, 11.52, 12 noon; p.m.: 12.7, 12.15, 12.22, 12.30, 12.37, 12.45, 12.52, 1.0, 1.7, 1.15, 1.22,	



1.30, 1.37, 1.45, and every 15 minutes until 4.15, then 4.22, 4.30, 4.37, 4.45, 4.52, 5.0, 5.7, 5.15, 5.22, 5.30, 5.37, 5.45, 5.52, 6.0, 6.7, 6.15, 6.22, 6.30, 6.37, 6.45, 6.52, 7.0, 7.7, 7.15, 7.22, 7.30, then every 15 minutes until 11.30, then 12 midnight.

DEPART SANDY BAY.—a.m.: 6.37 and every 15 minutes until 11.52, then 11.59; p.m.: 12.7, 12.14, 12.22, 12.29, 12.37, 12.44, 12.52, 12.59, 1.7, 1.14, 1.22, 1.29, 1.37, 1.44, 1.52, 1.59, 2.7, 2.22, and every 15 minutes until 4.37, then 4.44, 4.52, 4.59, 5.7, 5.14, 5.22, 5.29, 5.37, 5.44, 5.52, 5.59, 6.7, 6.14, 6.22, 6.29, 6.37, 6.44, 6.52, 6.59, 7.7, 7.14, 7.22, 7.29, 7.37, 7.44, 7.52, then every 15 minutes until 11.52; a.m.: 12.19.

SUNDAYS—DEPART TOWN HALL.—a.m.: 9.5, 10.0, 11.0, 11.30, 12 noon; p.m.: 12.20, 12.30, then every 15 minutes until 10.30.

DEPART SANDY BAY.—a.m.: 9.25, 10.25, 11.30, 11.53; p.m.: 12.23, then every 15 minutes (at 8, 23, 38 and 53 past each hour) until 10.38, then 10.49.

NEW TOWN STATION SERVICE

(Red and Green)

Times marked with c to Cascades, h to Huon Road, D to Dynnryne

* Does not run on Saturdays

DEPART MACQUARIE & ARGYLE STS.—a.m.: 6.40, *6.50, 6.55, 7.15, 7.30, *7.37, 7.45, 8.0, *8.10, 8.15, 8.20, 8.30, 8.40, 8.50, *9.0, 9.15, 9.30, *9.35, 9.50, 10.10, 10.20, 10.30, 10.50, 11.10, 11.30, 11.45, 11.55, 12 noon; p.m.: 12.15, *12.25, 12.30, *12.40, 12.45, 12.55, 1.0, 1.15, 1.20, 1.30, 1.35, 1.45, 1.50, 2.0, *2.5, 2.15, 2.30, 2.45, *2.55, 3.0, 3.15, *3.25, 3.30, 3.45, *3.55, 4.0, 4.15, 4.20, 4.30, 4.35, 4.45, 4.50, 4.55, 5.0, 5.10, 5.15, 5.20, 5.25, 5.30, 5.35, 5.40, 5.45, 5.50, 5.55, 6.0, 6.5, 6.10, 6.15, 6.20, 6.30, 6.45, 6.50, 6.55, 7.0, 7.15, 7.25, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0,

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9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45, 11.0, 11.5, 11.15, 11.30, 12.0 midnight.

DEPART NEW TN. STN.—a.m.: c6.55, h7.10, *7.20, h7.30, c7.45, *7.55, c8.5, h8.15, *c8.25, c8.30, 8.35, 8.45, c8.55, c9.10, *9.20, 9.35, *9.50, c9.55, c10.10, c10.30, h10.45, c10.55, h11.10, c11.30, h11.55; p.m.: c12.5, c12.15, *h12.20, 12.30, *12.40, 12.45, h1.0, h1.10, 1.20, 1.25, h1.30, 1.35, 1.40, 1.45, c1.50, 2.5, h2.10, *h2.20, c2.25, h2.30, h2.45, c2.55, h3.0, *3.10, c3.25, h3.30, *3.40, c3.55, c4.0, *4.10, c4.25, h4.30, 4.45, h4.49, h4.55, c5.0, h5.5, c5.15, h5.25, 5.30, h5.35, h5.40, h5.45, 5.50, d5.55, h6.0, c6.5, h6.15, c6.20, h6.25, 6.30, c6.35, 6.40, c6.45, h7.0, h7.10, c7.15, c7.23, h7.30, 7.40, h7.45, h8.0, c8.15, d8.30, h8.45, d9.0, c9.15, d9.30, h9.45, d10.0, c10.15, d10.30, h10.45, c11.0, c11.15, 11.30, h11.45; a.m.: 12.15.

SUNDAYS.—DEP. MACQUARIE & ARGYLE STREETS.—a.m.: 9.0, 9.45, 10.10, 10.30; p.m.: 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.10, 2.20, 2.30, 2.40, 2.50, 3.0, 3.10, 3.20, 3.30, 3.40, 3.50, 4.0, 4.10, 4.20, 4.30, 4.40, 4.50, 5.0, 5.10, 5.20, 5.30, 5.40, 5.50, 6.5, 6.20, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30.

DEPART NEW TOWN STATION.—a.m.: h9.25, d10.10, 10.35, 10.45; p.m.: 12.45, 1.5, 1.15, c1.40, h1.55, h2.15, c2.25, h2.35, c2.45, h2.55, c3.5, h3.15, c3.25, h3.35, c3.45, h3.55, c4.5, h4.15, c4.25, h4.35, c4.45, h4.55, c5.5, h5.15, c5.25, h5.30, c5.40, h5.50, c6.0, h6.10, c6.20, c6.35, h6.45, d7.0, c7.15, d7.30, h7.45, d8.0, c8.15, d8.30, h8.45, d9.0, c9.15, d9.30, c9.45, 10.0, 10.15, 10.30, 10.45

CORNELIAN BAY SERVICE

(Red and Yellow)

Times marked with c to Cascades, h to Huon Road, d to Dynnryne. * Does not run on Saturdays.

DEPART MACQUARIE & ARGYLE STS.—a.m.: *6.50, *8.10, 9.30, 10.30, 11.30, 11.55; p.m.:

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1.0, 1.45, 2.0, 2.30, 3.0, 3.30, 4.0, 4.20, 4.30, 5.0, 5.55, 6.5, 6.15, 6.55, 11.5.

DEPT. CORNELIAN BAY.—a.m.: *7.15, *8.35, c9.50, c10.50, h11.50; p.m.: h12.20, 1.20, h2.5, c2.20, c2.50, c3.20, c3.50, c4.20, 4.40, c4.50, c5.20, c6.15, 6.25, 6.35, c7.18, 11.25.

SUNDAYS.—DEP. MACQUARIE & ARGYLE STREETS.—a.m.: 9.0, 9.45, 10.10; p.m.: 1.45, 2.0, 2.10, 2.20, 2.30, 2.40, 2.50, 3.0, 3.10, 3.20, 3.30, 3.40, 3.50, 4.0, 4.10, 4.20, 4.30, 4.40, 4.50, 5.0.

DEPART CORNELIAN BAY.—a.m.: h9.20, d10.5, 10.30; p.m.: h2.10, c2.20, h2.30, c2.40, h2.50, c3.0, h3.10, c3.20, h3.30, c3.40, h3.50, c4.0, h4.10, c4.20, h4.30, c4.40, h4.50, c5.0, h5.10, c5.20.

CASCADES SERVICE

(Red and Yellow)

Times marked with n to New Town Station, b to Cornelian Bay. * Does not run on Saturdays.

DEPART CITY (Franklin Square)—a.m.: 6.15, 6.40, 7.0, 7.10, *7.13, 7.28, *7.40, 7.50, *7.55, 8.0, *8.10, 8.20, 8.28, *8.40, 8.50, 9.0, 9.10, 9.30, 9.50, 10.0, 10.10, 10.30, 10.50, 11.10, 11.30, 11.50, *11.57; p.m.: 12.2, *12.8, 12.20, 12.30, 12.40, 12.50, 12.55, 1.0, 1.10, 1.20, 1.30, 1.40, 1.55, 2.10, 2.20, 2.25, 2.40, 2.50, 3.10, 3.20, *3.35, 3.40, 3.50, *4.5, 4.10, 4.20, *4.35, 4.40, 4.50, 4.58, 5.5, 5.10, 5.15, 5.25, 5.35, 5.45, 5.50, *5.58, *6.3, 6.10, 6.20, 6.40, 6.50, 6.55, 7.0, 7.10, 7.20, 7.30, 7.40, 7.50, 8.10, 8.30, 8.50, 9.10, 9.30, 9.50, 10.0, 10.10, 10.30, 10.50, 11.0, 11.5, 11.15, 11.30, 12.0.

DEPART CASCADES—a.m.: n6.38, n7.0, 7.15, 7.33, 7.43, *n7.55, n8.5, *8.13, n8.23, *8.25, n8.35, 8.43, *8.55, 9.5, 9.25, 9.33, 9.45, n10.5, 10.23, 10.25, 10.45, 11.5, n11.25, n11.45; p.m.: 12.5, *12.10, 12.25, *12.28, n12.35, 12.50, 1.3, 1.5, *1.10, 1.15, 1.25, 1.35, *1.38, 1.45, 1.55, n2.10, 2.18, 2.25, 2.35, 2.48, 2.55, 3.5, 3.25, 3.43, *3.50, 3.55, 4.5, *4.20, 4.25, 4.35, 4.43, *4.50, 4.55, 5.5, 5.13, n5.20, 5.30, 5.36, n5.40, 5.50,

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n6.0, 6.11, 6.20, 6.35, 6.55, 7.5, n7.15, 7.18, 7.25, 7.35, n7.45, 7.55, 8.13, 8.25, 8.45, 9.5, 9.33, 9.45, 10.5, 10.25, 10.33, n10.45, n11.5, 11.15, 11.30, 11.33, 11.45; a.m.: 12.23.

SUNDAYS, CASCADES SERVICE.—Depart CITY.—a.m.: 9.5, 9.30, 10.10; p.m.: 12.30, 1.0, 1.30, 1.40, 1.45, 2.0, 2.20, 2.25, 2.40, 3.0, 3.5, 3.20, 3.40, 3.45, 4.0, 4.20, 4.25, 4.40, 5.0, 5.5, 5.20, 5.45, 6.0, 6.15, 6.40, 6.50, 7.10, 7.30, 7.50, 8.10, 8.30, 8.50, 9.10, 9.30, 9.50, 10.0, 10.15, 10.30.

DEPART CASCADES.—a.m.: 9.28, 9.45, 10.33; p.m.: 12.53, n1.15, b1.45, 2.3, b2.15, b2.35, 2.48, b2.55, b3.15, 3.28, b3.35, b3.55, 4.8, b4.15, b4.35, 4.48, n4.55, n5.15, 5.28, n5.35, 6.3, n6.15, 6.38, 6.55, 7.5, 7.25, n7.45, 8.5, 8.25, 8.53, 9.5, 9.25, 9.53, 10.5, 10.15, 10.30, 10.53.

STRICKLAND AVENUE SERVICE

(Red and Yellow) Buses leave Franklin Square
Times marked with n to New Town Station, b to Cornelian Bay

* Does not run on Saturdays. † Saturdays only.

Mondays to Saturdays—Depart CITY.—a.m.: 6.15, 6.40, 7.10, 8.0, 9.0, *10.0, †10.10, 11.10; p.m.: 12.2, 12.40, 12.55, 1.55, 2.25, 3.20, *3.35, 4.10, 4.20, 4.58, 5.10, 5.35, 5.50, *6.10, 6.55, 7.50, 9.10, 10.0, 11.5, 12 midnight.

DEPART STRICKLAND AVENUE.—a.m.: n6.35, 6.58, 7.30, n8.22, 9.30, *10.20, †10.35, 11.28; p.m.: 12.22, 1.0, 1.35, 2.15, 2.45, 3.40, *3.55, 4.30, 4.40, 5.20, 5.33, 5.55, 6.8, *6.28, 7.15, 8.10, 9.30, 10.30, 11.30; a.m.: 12.20.

Sundays—Depart CITY.—a.m.: 9.5, 10.10; p.m.: 12.30, 1.40, 2.25, 3.5, 3.45, 4.25, 5.5, 5.45, 6.15, 8.30, 9.30, 10.30.

DEPART STRICKLAND AVENUE.—a.m.: b9.25, 10.30; p.m.: 12.50, 2.0, 2.45, 3.25, 4.5, 4.45, 5.25, 6.5, 6.35, 8.50, 9.50, 10.50.

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HUON ROAD SERVICE

(Green and Yellow)

Times marked with n to New Town Station, b to Cornelian Bay. * Does not run on Saturdays.

Buses leave from Franklin Square

DEPART CITY (Franklin Square)—a.m.: *6.25, 6.45, 6.58, 7.10, 7.25, 7.45, 8.0, 8.10, *8.20, 8.30, 8.45, 9.0, 9.20, 9.40, 10.0, 10.20, 10.40, 11.0, 11.20, 11.40, 12 noon; p.m.: 12.10, 12.25, *12.35, 12.45, 12.55, 1.0, 1.15, 1.20, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, *4.55, 5.0, *5.5, 5.10, 5.20, 5.30, *5.37, 5.40, 5.50, 5.55, 6.0, *6.8, 6.15, 6.30, 6.45, 6.55, 7.5, 7.15, 7.25, 7.45, 8.0, 8.20, 8.40, 9.0, 9.20, 9.40, 10.0, 10.20, 10.40, 11.0, 11.20, 12.0mdt.

DEP. HUON RD. (Congress St.)—a.m.: *6.38, 7.0, n7.13, n7.28, 7.43, n8.0, n8.15, 8.25, *8.35, 8.45, 9.0, b9.15, 9.35, n9.55, b10.15, n10.35, 10.55, b11.15, 11.35, n11.55; p.m.: n12.15, n12.25, n12.45, *12.50, n1.0, 1.15, b1.25, 1.30, 1.40, 1.45, 2.0, 2.15, 2.30, 2.45, n3.0, b3.15, n3.30, 3.45, n4.0, 4.15, 4.30, b4.45, n5.0, *5.10, 5.15, *5.20, 5.25, 5.35, 5.45, 5.50, n5.55, n6.5, 6.10, n6.15, *6.23, n6.30, n6.45, n7.0, 7.10, 7.20, n7.30, 7.43, 8.0, n8.15, 8.35, 8.55, n9.15, 9.35, 9.55, n10.15, 10.35, n10.55, 11.15, 11.35; a.m.: 12.15.

SUNDAYS, HUON ROAD SERVICE.—DEP. CITY.—a.m.: 8.55, 9.40, 10.0; p.m.: 12.25, 12.45, 1.15, 1.35, 1.50, 2.10, 2.30, 2.50, 3.10, 3.30, 3.50, 4.10, 4.30, 4.50, 5.10, 5.30, 5.50, 6.10, 6.30, 7.0, 7.20, 7.40, 8.0, 8.20, 8.40, 9.0, 9.20, 9.40, 10.0, 10.30.

DEP. HUON RD.—a.m.: 9.10, b9.55, n10.15; n.m.: 12.40, n1.0, b1.30, b1.50, b2.5, b2.25, b2.45, b3.5, b3.25, b3.45, b4.5, b4.25, b4.45, n5.5, 5.25, n5.45, n6.5, n6.25, n6.45, n7.15, 7.35, 7.55, n8.15, 8.35, 8.55, n9.15, 9.35, 9.55, 10.15, 10.45.

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DYNNYRNE SERVICE

(Red and Green) Buses leave Franklin Square

Times marked with n to New Town Station, b to Cornelian Bay.

MONDAYS TO FRIDAYS

DEP. CITY.—a.m.: 6.20, 6.35, 6.55, 7.10, 7.20, 7.30, 7.40, 7.50, 8.0, 8.10, 8.15, 8.20, 8.35, 8.40, 8.55, 9.12, 9.25, 9.42, 9.55, 10.12, 10.25, 10.42, 10.55, 11.12, 11.25, 11.42, 11.52, 12 noon; p.m.: 12.12, 12.22, 12.32, 12.40, 12.50, 12.55, 1.0, 1.12, 1.20, 1.30, 1.42, 1.50, 2.0, 2.12, 2.22, 2.32, 2.42, 2.52, 3.2, 3.12, 3.22, 3.32, 3.42, 3.52, 4.2, 4.12, 4.22, 4.35, 4.40, 4.45, 4.50, 4.55, 5.0, 5.5, 5.10, 5.15, 5.20, 5.25, 5.30, 5.35, 5.40, 5.45, 5.50, 5.55, 6.0, 6.5, 6.10, 6.20, 6.32, 6.45, 7.2, 7.15, 7.32, 7.45, 8.2, 8.15, 8.32, 8.45, 9.2, 9.15, 9.32, 9.45, 10.2, 10.15, 10.32, 10.45, 11.2, 11.15, 11.32, 12 midnight.

DEPART DYNMYRNE.—a.m.: 6.35, 6.50, 7.10, 7.25, 7.35, 7.45, 7.55, 8.5, 8.15, 8.25, 8.30, 8.35, 8.45, 8.55, 9.10, 9.25, 9.40, 9.55, 10.10, 10.25, 10.40, 10.55, 11.10, 11.25, 11.40, 11.55; p.m.: 12.5, 12.15, 12.25, 12.35, 12.45, 12.55, 1.5, 1.15, 1.25, 1.35, 1.45, 1.55, 2.5, 2.15, 2.25, 2.35, 2.45, 2.55, 3.5, 3.15, 3.25, 3.35, 3.45, 3.55, 4.5, 4.15, 4.25, 4.35, 4.50, 4.55, 5.0, 5.5, 5.10, 5.15, 5.20, 5.25, 5.30, 5.35, 5.40, 5.45, 5.50, 5.55, 6.0, 6.5, 6.10, 6.15, 6.25, 6.35, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, n8.30, 8.45, n9.0, 9.15, n9.30, 9.45, n10.0, 10.15, n10.30, 10.45, 11.0, 11.15, 11.30, 11.45; a.m.: 12.15.

SATURDAYS.—DEPART CITY —a.m.: 6.32, 6.47, 7.2, 7.17, then every 15 minutes until 11.32 p.m., then 12 midnight.

DEPART DYNMYRNE.—a.m.: 6.45, 7.0, 7.15, 7.30, then every 15 minutes until 11.45 p.m., then 12.15 a.m.

SUNDAYS, DYNMYRNE SERVICE.—DEPART CITY.—a.m.: 9.25, 10.25; p.m.: 12.20, 12.32, 12.45, 1.2, 1.15, 1.32, 1.45, 2.2, 2.15, 2.32,

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More famous timetable collectors VICTOR ISAACS *knows where the skeletons are*

Letter

I know of the following famous collectors of railway timetables or related material:

King Frederick IX of Denmark (near right), King 1947 to 1972, father of the present Queen Margrethe, grandfather of the present Crown Prince Frederick) was well-known as a railway enthusiast. According to Queen Margrethe on a recent SBS TV program, he used to collect railway timetables from all over, study them at great length and construct imaginary journeys. A steam locomotive was recommissioned to haul the train bearing his body following his funeral.

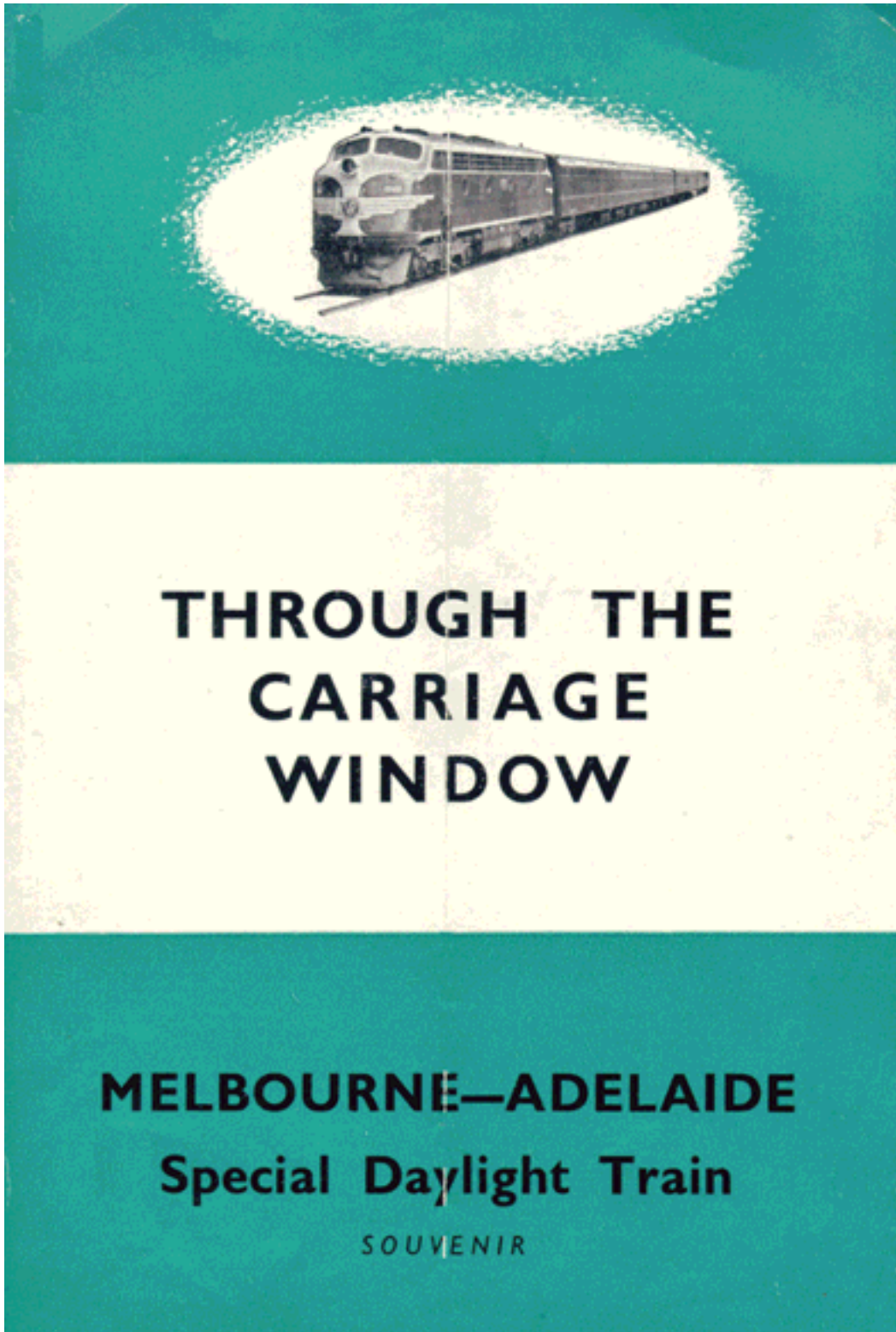
General Vernon Walters (far right) was a senior diplomat and intelligence official under Presidents Eisenhower, Nixon and Reagan. This involved a very great deal of world travel. After his official business, he would not leave a city before

sampling local transport, but at the very least obtaining a local public transport map. US diplomatic staff usually knew to expect this on his visits.



Through the carriage window

Once upon a time, train travel was such an adventures that operators of long distance services provided their patrons with line-side guides, so you understood what you saw out the window. Melbourne-Adelaide did not normally rate because the trip was done at night— save for this example, produced as a one-off for the Good Friday daylight service.



GOOD MORNING! The Victorian Railways welcome you to the Daylight Special to Adelaide.

Incidentally, have you had Breakfast? It is now being served in the dining car.

8.10 a.m.

MELBOURNE. You are now leaving Spencer Street station, the terminal for interstate and most of Victoria's country trains. As you leave the city of Melbourne, where the 1956 Olympic Games were held, you get a glimpse of the busy dockland and the Victorian Railways' locomotive depot, workshops and other installations at North Melbourne. Spencer Street—from which the station takes its name—was named after Earl Spencer, formerly Lord Althorp. Melbourne itself was named after a British Prime Minister—Lord Melbourne—whose title was derived from a little town in Derbyshire, England.

8.18 a.m.

FOOTSCRAY, 3½ miles. You are now passing through one of Melbourne's biggest and most prosperous industrial areas. Footscray was named after Foots Cray, Kent, England. Nearby suburbs of Newport and Williamstown also have many thriving industries. Williamstown, one of Melbourne's oldest ports, is the scene of great activity when grain and other primary products are being shipped overseas. At Newport, the Victorian Railways have their biggest workshops—one of the largest in the southern hemisphere. There, also, is the power station which supplies current for the running of Melbourne's suburban electric trains, and for industrial use.

8.27 a.m.

SUNSHINE, 7¼ miles. A rapidly expanding industrial area, it is the junction of the Ballarat-Bendigo railway lines. In the district are the works of Massey-Ferguson (Aust.) Ltd., large-scale manufacturers of agricultural implements.

8.32 a.m.

DEER PARK, 11 miles. Adjoining the railway line are the works of Imperial Chemical Industries.

8.40 a.m.

ROCKBANK, 18½ miles. Prosperous farming area so called because of rocky slopes nearby. The overseas radio beam tower is a landmark.

8.47 a.m.

MELTON, 23¼ miles. Farming township and pastoral district on Toolern Creek, named after Melton Mowbray, Leicestershire, England.

8.54 a.m.

PARWAN, 29½ miles. District of prosperous farms. Parwan is the native name for magpie.

9.0 a.m.

BACCHUS MARSH, 31½ miles. Important pastoral and dairying centre situated on the Werribee River. It has open-cut brown-coal mines. Interesting features are the Werribee and Lerderg Gorges. Maddingly Park is a popular place for trade picnics. Town named after Captain W. H. Bacchus, who settled in the district in 1838.

9.30 a.m.

INGLISTON, 45 miles. About one mile past Rowsley we begin to climb Ingliston Bank, where the line turns round in a wide loop. There is a grade of 1 in 48 for about 10 miles to Ingliston Bank—1,513 ft. above sea level. From the top of the hill glimpses are obtained of Bacchus Marsh and its fertile valley. Ingliston takes its name from the estate of the late Peter Inglis.

9.37 a.m.

BALLAN, 49½ miles. Agricultural township and pastoral district on the Werribee River. It has a sprinkling of secondary industries. Mineral springs with a high medicinal character attract tourists. Six miles away is the beam wireless station and 12 miles north the Great Dividing Range.

9.47 a.m.

GORDON, 56¾ miles. Between Gordon and Millbrook, the line reaches its highest point—about 1,890 ft. above sea level. Gordon is an old mining township, now mostly agricultural, on the Moorabool River, with alluvial and quartz workings. It was named after the Duke of Gordon.

9.55 a.m.

BUNGAREE, 64 miles. We are now passing through the heart of Victoria's rich potato growing country. Other crops grown are barley and oats. Bungaree is native for hut or tent.

10.2 a.m.

WARRENHEIP, 69¾ miles. Potatoes, barley and oats come from this district. The line junctions here to Geelong. It is named from Warrengeep—emu feathers, trees on summit.

Arr. 10.10 a.m. Dep. 10.12 a.m.

BALLARAT, 73¾ miles. In 1854, Ballarat was the scene of the Eureka Stockade. Miners, objecting to the extortionate licence fee for the right to dig gold, erected a stockade and fought a pitched battle with military and police. Today, it is the largest inland city in Victoria, with many fine buildings, attractive gardens and imposing statuary. Each year, its Begonia Festival draws flower lovers from all parts of Australia. The famous South Street competitions for music, art, physical culture, etc., have been the means of discovering singers whose voices have won international fame. Ballarat is proud of Lake Wendouree, where the rowing and canoeing events were staged during the Olympic Games. A large manufacturing and commercial centre, its economy is strengthened by the rich agricultural district by which it is surrounded. At Ballarat North are extensive railway workshops.

10.18 a.m.

LINTON JUNCTION, 76½ miles. Junction of the line to Linton and Skipton.

10.25 a.m.

WINDERMERE, 83½ miles. Centre of large farming area, mostly grazing. It is named after a parish and a small town on the eastern shore of Lake Windermere, Westmoreland, England.

10.29 a.m.

BURRUMBEET, 86½ miles. Agricultural and pastoral district on Lake Burrumbeet (1,319 ft. above sea level). It derives its name from the native word Bormbeet.

10.40 a.m.

TRAWALLA, 97½ miles. Some of Australia's finest quality Merino wool is grown in this district.

10.45 a.m.

BEAUFORT, 102½ miles. Rich grazing district named after Admiral Sir F. Beaufort. Tourist attractions are waterfalls and caverns on Mt. Cole.

Arr. 10.56 a.m. Dep. 11.2 a.m.

MIDDLE CREEK, 112½ miles. Railways were unheard of when bullock drivers named this place after the local creek.

11.8 a.m.

BUANGOR, 116½ miles. Its name came from a pastoral station, owned by the late Mr. Colin Campbell, on Fiery Creek. Called Bwanger by the aborigines.

Arr. 11.30 a.m. Dep. 12.5 p.m. Refreshments.

ARARAT, 131 miles. Near the Hopkins River, almost in a direct line between Mt. Cole (2,130 ft.) and Mt. William (5,000 ft.), Ararat lies three miles south of the Great Dividing Range, and is about half way between Serviceton on the South Australian border and Melbourne. It has direct contact by rail and road with Geelong, Portland, western, north-western and central Victoria. Some of the best Merino clips in Australia are produced in the district. Secondary industries include textile mills.

12.12 p.m.

ARMSTRONG, 136½ miles. Known at one time as Armstrong's Diggings, it is an agricultural and mining township.

12.18 p.m.

GREAT WESTERN, 141½ miles. An agricultural and wine (champagne, particularly) producing centre on Concongella Creek. Much of the district's wine is stored in big underground cellars.

12.28 p.m.

STAWELL, 150 miles. Once a rich gold mining centre, it now has a more stable economy—secondary industry, agriculture, and grazing. It provides a good example of the benefits to be derived from decentralization of industry. The district has woollen, cotton, flour, and saw mills, a butter factory, tanneries and a brick works. Lake Lonsdale (7,000 acres) supplies Victoria's Mallee. Stawell is the "springboard" to The Grampians, whose magnificent wildflowers and fantastic rock formations make it one of the State's most popular tourist resorts. You can get a magnificent view of The Grampians (on the left) as the train travels between Stawell and Horsham. Stawell is the scene every Easter of the world's most famous professional footrunning event—the Stawell Gift. The town was named after Sir William Stawell, a Chief Justice of Victoria. At one time it was known as Pleasant Creek. The natives knew it as Yerip—ironbark gum tree. Lunch is now being served in the Dining Car.

1.6 p.m.

MURTOA, 185½ miles. On the shores of Marma Lake, Murtoa has a big bulk wheat storage.

Arr. 1.35 p.m. Dep. 1.37 p.m.

HORSHAM, 203½ miles. Founded more than 100 years ago, Horsham on the Wimmera River, is now the hub of the wheat growing and wool producing Wimmera.

Arr. 2.15 p.m. Dep. 2.17 p.m.

DIMBOOLA, 224½ miles. An agricultural township on the Wimmera River it is the "half way house" between Melbourne and Adelaide. The district produces wheat, oats, barley and fruit. The line junctions here to Jeparit and Rainbow.

2.44 p.m.

NHILL, 248½ miles. Western Highway township and an important wheat centre. It has a small number of secondary industries.

3.16 p.m.

KANIVA, 272½ miles. Farming township, 17 miles from the South Australian border. "The Overland" trains to and from Adelaide usually pass each other here.

Arr. 3.35 p.m. Dep. 3.20 p.m. (S.A. time)

It is necessary for you to put your watch back 30 minutes.

SERVICETON, 287 miles. The Victorian section of your journey ends here. The V.R. diesel-electric locomotive that has hauled your train from Melbourne is replaced by a South Australian Railways' diesel-electric locomotive which will take the train to its destination—Adelaide.

3.29 p.m.

WOLSELEY, 291½ miles. We have crossed the border and are in South Australia. Wolseley is the junction station for the line to Mt. Gambier. The line, which serves a rich pastoral area in the south-eastern section of South Australia, has been converted from 3 ft. 6 in. to 5 ft. 3 in. gauge.

3.43 p.m.

BORDERTOWN, 300½ miles. As its name implies, the town is close to the border. It is a prosperous wheat and wool centre.

4.16 p.m.

KEITH, 328½ miles. We are now in the heart of what was known for many years as the Ninety Mile Desert. Today, however, due to the spectacular work of the C.S.I.R.O. on mineral deficiencies in soil, this area is rapidly being converted to rich wheat and pastoral land. The discovery that the lands in this region needed only minute quantities of the so-called trace elements, cobalt and copper, to bring them into full production, has brought about this new prosperity. At Brecon, a well known insurance company is developing a £1 million project to settle selected applicants on properties which are being part developed before settlement. In this area, too, many Adelaide businessmen are developing properties, encouraged by the fact that money so used is non-taxable. The railhead for virtually all the production from this area is Coonalpyn, but much of it also is railed from Tintinara, Ki Ki and Coomandook, through which you pass on the way to Taillem Bend.

Arr. 5.56 p.m. Dep. 6.0 p.m.

TAILEM BEND, 408 miles. Up to this stage the Western Highway has followed the rail line, but it ends here and becomes the Princes Highway. Tailem Bend marks a sharp turn in the River Murray where cattle were "tailed" in the overlanding days, hence its name. An important road and rail junction, it is here that Princes Highway diverges to Mount Gambier, via the Coorong, and the rail branches to the famous irrigated area of the Murray at Renmark, Berri, Barmera, Loxton and Waikerie. There is an important rail depot also at Tailem Bend.

Arr. 6.23 p.m. Dep. 6.48 p.m.

MURRAY BRIDGE, 422½ miles. We see the Murray frequently on the run to Murray Bridge, where the twin bridges take the main line and the road traffic. The road bridge formerly carried both road and rail tracks. The centre of a prosperous dairying industry, and with some notable cream, cheese, and butter factories and flour mills, it is one of South Australia's largest and most modern country towns. As we cross the bridge we get a good indication of the richness of the irrigated lands which have brought prosperity to the dairying industry here.

7.15 p.m.

CALLINGTON, 438 miles. Once the scene of some rich copper deposits, Callington is now a dairying and wheat district with some very fine show properties. It is here that we start the climb over the Mount Lofty Ranges beyond which lies Adelaide.

7.40 p.m.

NAIRNE, 448½ miles. Named after his wife, by Matthew Smilie who took up most of the land here in 1839, Nairne district today is generally given over to pig raising and dairying. The town has been given a tremendous lift by the vast Nairne pyrites project, a £1 million concern which is mining the ore pyrites for treatment and eventual chemical change into sulphuric acid for superphosphates.

7.49 p.m.

MT. BARKER JUNCTION, 451½ miles. Here the branch line to Goolwa and Victor Harbour leaves the main line. The town is the centre of a valuable pig raising district.

7.53 p.m.

BALHANNAH, 454½ miles. This town was named by James Thompson in 1840 after the names of his wife Hannah and his mother, Belle, the name having been corrupted to the present day one. A dairying district, its main claim to fame is that around here Hans Heysen, Australia's famous landscape artist, painted many of his pictures. The station is the junction for a branch line to Onkaparinga racecourse, scene every Easter of the nationally famous Great Eastern Steeplechase.

7.57 p.m.

AMBLESIDE, 455½ miles. A delightful town with many fine old gum trees, it signals our introduction to the six tunnels through the Mount Lofty Ranges.

8.8 p.m.

BRIDGEWATER, 459½ miles. Continuing our climb through the Mount Lofty Ranges and passing many apple orchards, we are coming into what is virtually Adelaide's suburban area. This is the terminal point of the suburban railway system.

8.21 p.m.

MOUNT LOFTY, 463½ miles. Noted for its beautiful panoramic views, Mount Lofty has magnificent gardens and summer homes, some of which are noticed on the left after leaving the station. This is the summit of the ranges and the station, 1,610 feet above sea level, is the highest in the State. **FIRST GLIMPSE OF ADELAIDE.** We pass through several small stations, such as Upper Sturt, Long Gully, National Park—all serving the well known 2,000 acre National Park. Through two more tunnels and we come to the attractive suburbs of Belair and Blackwood. Emerging from the Eden Hills tunnel (8.22 p.m.) about 8½ miles from Adelaide, we should get our first good glimpse of the breathtaking fairyland scene which the lights of Adelaide present. Built on a plain from which the warm air rises, Adelaide's lights appear to twinkle in the evening and are worth coming the long journey to see. Far on the left can be seen the tall screens of many drive-in theatres.

9.5 p.m.

ADELAIDE, 482½ miles. After passing through the last of the tunnels and the longest at Sleeps Hill, we get the full impact of the city lights which continue to twinkle for the rest of our journey down the slopes of the Ranges into Adelaide. The train glides into Adelaide station. It's journey's end. We hope you have enjoyed your daylight train trip from Melbourne, and the snippets of information we have given you about the countryside through which you have passed. We trust your journey will whet your appetite for more rail travel and that you will recommend it to your friends—it's so relaxing and comfortable.

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INTERMEDIATE STATION TIMES ARE APPROXIMATE.

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Sydney and Adelaide.*

Published, December 1961, by the Victorian Railways

V.R. Print.

2703—61

Buses on the west side of Lindfield

This month, we deal with buses right outside JIM O'NEIL'S front door

Lindfield is on the North Shore Line, two stations north of Chatswood which was (and is) my home base. The first timetable shown (below and next page) was one of the first I ever picked up, in 1955 - in this case, literally off the ground at Chatswood where somebody had dropped it. It doesn't give a date of commencement or tell you who runs the bus service or what is the route number. I believe the route number was 221 and the proprietor was A.J. Wagg. But I don't think it was current when I picked it up, because by

that date (as Robert Henderson said in the January edition of *The Times*), A.J. Wagg had sold the Roseville section of the route 221 to another operator and it then acquired the route number 124.

All the same, it is possible that Wagg and Berglund were putting out a common timetable, just as Wagg continued to include the 124 in his timetable when it was owned by R. Glass. If you look carefully at the Roseville timetable, which takes up as much space as the Bradfield one, in spite of far fewer

services, by giving arrival as well as departure time and leaving a lot of white space, you will see that this section can be operated by a single bus and there are no obvious points where buses change over to and from the Bradfield run. The Roseville service takes eighteen minutes from departure to arrival. It starts relatively late, at 7.35 a.m. from Lindfield. The West Roseville people don't seem to have included factory workers. It arrives at Roseville at 7.53, leaves again at 7.56, arrives at Lindfield at 8.14, leaves again at 8.16 and so on. In the off-peak the standing times are longer, and between 11.56 a.m. and 1.00 p.m. the driver is taking his lunch break at Lindfield (or did he go back to Wagg's depot on the Pacific Highway north of Fidden's Wharf Road?) The bus then continues in service until 6.35 p.m. at Lindfield. There was no late evening or weekend service to Roseville.

The Roseville services are both listed on the inside of the folded timetable and are the same way up. The Weekday service to Bradfield is on the outside, and printed the other way up to the ads and the identification of the service, which is on the front when it's fully folded. (below, top page 13—the Editor has swivelled the latter by 180 degrees) The Bradfield service was much more frequent than the Roseville one. Fifteen minutes are



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WEEK DAYS

DEPART A.S.
LINDFIELD

A.M.—
8.02, 17, 27, 42, 52
7.07, 17, 32, 42, 55
8.07, 22.5, 32, 57
9.07, 32
10.02
Half Hourly Service to
3.02 p.m.

P.M.—

Kilera School Special
3.00 Highfield Road
3.32, 42, 59
4.12, 28, 42, 58
5.12, 28, 42, 58
6.12, 28, 39*
7.10, 39
8.12, 42
Half Hourly Service to
11.42 p.m.

DEPART A.S.
BRADFIELD

A.M.—
5.45
6.02, 12, 27, 37, 52
7.02, 17, 27, 42, 52
8.07, 17, 42, 52*
9.07, 18, 45
10.18

P.M.—

3.18, 44, 57
4.13, 27, 41, 57
5.13, 27, 41, 57
6.13, 28, 41, 52
7.20, 52
8.27

Half Hourly Service to
11.27 p.m.

* Moore Avenue.



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WEEK DAYS

DEPART A.S.
LINDFIELD STATION

A.M.	P.M.
7.35	1.00
8.16	2.12
8.57	3.00
9.37	3.39
10.17	4.58
11.12	5.18
	5.59

ARRIVE A.S.
ROSEVILLE STATION

A.M.	P.M.
7.53	1.18
8.34	2.30
9.15	3.18
9.55	3.57
10.35	4.55
11.20	5.25
	6.14



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SATURDAYS

DEPART A.S. LINDFIELD

A.M.—
6.23, 53
7.20, 45
8.00, 30, 42, 57
9.12, 27, 42, 57
10.12

Quarter Hourly Service to

P.M.—
12.27
1.07, 41
2.11

Half Hourly Service to

5.41
6.08, 33, 58
7.23, 48
8.12, 41
9.11

Half Hourly Service to

11.41 p.m.

DEPART A.S. BRADFIELD

A.M.—
6.58, 38
7.05, 31, 57
8.15, 42, 57
9.12, 27, 42, 57
10.12

Quarter Hourly Service to

P.M.—
12.12, 22, 42, 47
1.12, 17, 53
2.23

Half Hourly Service to

5.53
6.18, 43
7.08, 33, 58
8.25, 53
9.11

Half Hourly Service to

11.53 p.m.

SUNDAYS AND HOLIDAYS

DEPART A.S. LINDFIELD

A.M.—
7.02, 32
8.12, 42
Half Hourly Service to
11.42 p.m.

DEPART A.S. BRADFIELD

A.M.—
8.45
7.15, 45
8.24, 54
Half Hourly Service to
11.24 p.m.

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3 BALFOUR STREET — LINDFIELD

WEEK DAYS

DEPART A.S.
ROSEVILLE STATION

A.M.	P.M.
7.56	1.29
8.37	2.29
9.17	3.20
9.57	4.09
10.39	4.58
11.29	5.40
	6.18

ARRIVE A.S.
LINDFIELD STATION

A.M.	P.M.
8.14	1.56
8.55	2.56
9.35	3.37
10.15	4.26
10.56	5.15
11.56	5.57
	6.35



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Page 12 and above: Route 221, A.J. Wagg proprietor, acquired in 1955 - no date, route number or proprietor's name on the timetable. Need a cocker spaniel? Feel like chucking a pie at a copper? Mr Wagg's timetables told you where to get your supplies.

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TIMETABLE

ROUTE 124

J. C. & R. J. SMITH

Proprietors. JJ2641

LINDFIELD STN.—CHATSWOOD STN.

via
ROSEVILLE STN.

allowed when travelling loaded in the peak hour and ten in the other direction, before a bus starts back from the other terminal. The first bus leaves Bradfield at 5.45 a.m., departs Lindfield at 6.02 and is back at Bradfield at 6.12. Meanwhile a second bus has started out from Bradfield at 6.02, the same time the first bus leaves Lindfield. Bradfield Park (as they called it on the desto, but not in this timetable) was the site of a Migrant Hostel and clearly there were quite a few people working factory hours on the Bradfield leg of the 221. The 8.55 from Bradfield is marked * (from Moore Avenue) - some blocks closer to Lindfield than the normal terminal and there is no corresponding bus from Lindfield at 8.42. I presume that the kids from the Migrant Hostel were supposed to catch the 8.42 bus - or did they walk to Moore Ave? The morning services are on a rapid turn around, with five buses an hour between six and seven and again between seven and eight. The second bus stops with a run from Bradfield at 9.07 and the first appears to continue until 3.02 in the

Above & Below: Route 124, J.C. & R.J. Smith props. In force early 1960s. Printed on pink cardboard, it was very generous with white space— or is that “pink space”? The last bus retired for the night as soon as the last passenger had done likewise.

TIMETABLE — ROUTE No. 124

FROM LINDFIELD STATION TO CHATSWOOD STATION VIA ROSEVILLE STATION

MONDAYS TO FRIDAYS

Depart Lindfield Station	Ortona and Grosvenor	Roseville Station	Findlay Avenue	Arrive Chatswood Station	Depart Chatswood Station	Findlay Avenue	Depart Roseville Station	Ortona and Grosvenor	Arrive Lindfield Station
A.M.					A.M.				
—	6.58	7.8	7.11	—	—	7.11	7.14	7.22	7.28
7.30	7.37	7.50	7.53	—	—	7.53	7.56	8.5	8.14
8.18	8.26	8.35	8.38	—	—	8.38	8.43	8.53	9.0
9.3	9.9	9.20	9.23	—	—	9.23	9.28	9.36	9.42
9.45	9.50	10.0	10.4	10.8	10.40	10.45	10.50	10.58	11.4
11.7	11.13	11.22	11.26	11.30	11.40	11.45	11.50	11.58	12.4
P.M.					P.M.				
12.7	12.13	12.22	12.26	12.30	12.40	12.45	12.50	12.58	1.4
2.5	2.12	2.22	2.26	2.30	2.37	2.42	2.47	2.55	3.2
3.5	3.11	3.17	3.20	—	—	3.20	3.27 P	—	—
3.50	3.57	4.7	4.10	—	—	4.10	4.15	4.23	4.29
4.30	4.39	4.47	—	4.54	4.58	5.3	5.13	5.21	5.27
5.30	5.35	5.45	5.48	—	—	5.48	6.00	To Last Passenger	
—	—	6.10	6.13	—	—	6.13	6.25	To Last Passenger	

P denotes via Pacific Highway to Lindfield School as special, and will only convey children from Roseville School.

Weekend charter trips for sports, picnics, etc, at reasonable rates. JJ2641

afternoon, but I think the second driver had an early lunch and took over some time in the morning.

The Killara School Special at 3.00 p.m. from Highfield Road (Killara P.S. is on the corner of the Highway and Highfield Road) is listed after the 3.02 from Lindfield, but the latter bus must have run five minutes or so behind the School Special. In the afternoon peak, there are only four buses an hour (against the five in the morning). A second bus starts at Lindfield at 3.42 and apparently runs continuously until 11.42. I think it more likely that the driver of the bus which commenced at 3.00 from Killara P.S. and finished with a run from Bradfield at 6.43 (giving more buses from Bradfield than to it between six and seven) took a dinner break and then took over the evening service.

The Bradfield leg also has weekend service. On Saturdays service starts a little later, at 6.08 a.m. from Bradfield, with one bus on quite tight timing and a second bus starting from Lindfield at 8.42 and running through the Saturday morning shopping period. After twelve o'clock only one bus is operating, but again with tight timing between six and eight. Only one bus, but presumably two drivers, is required on Sundays and Holidays. The last bus from Lindfield is at 11.42 p.m. on Weekdays and Sundays, and a minute earlier on Saturdays. But on Saturdays it also does a run back from Bradfield at 11.53.

We may note the Testro Timetable, produced in Melbourne, with more pages of ads than of timetable. Note the old two letter and four number phone numbers - JA is Chatswood and JM Lindfield. Testro's own phone number is a Melbourne one, and it has a four letter prefix - CENT for Central perhaps? Note also that the original owner has changed the name of 'The Roseville Taxi Truck Service' to 'Chatswood-Roseville'. Did he use Taxi Trucks a lot? Or just think he might need one sometime?

The next timetable (page 14) is also undated, but gives the route number, 124 and the names of the proprietors. Since Smith took over from Glass at the end of the fifties, and letter prefixes for phone numbers disappeared in the mid-sixties, it must be dated in that period. It is in fact printed on pink

cardboard. There are fewer services than on the first timetable, since the route had been extended south from at least R. Glass' time. In peak hours it was extended to Findlay Avenue, just one block south of Boundary Road and only four south of Roseville station. I think it went down Findlay Avenue to turn at Alexander Pde, as it did later, but even so the extension wasn't more than half a mile long. During the off-peak and also just before 5.00 p.m., the bus was extended to Chatswood Station. Inbound at 4.47, the bus gives Findlay Avenue a miss, which supports the idea that that timing wasn't on the Highway. Once again there is an hour's break for lunch, but now between 1.4 p.m.

and 2.5. The last two buses from Roseville run 'To Last Passenger', saving the bus from going all the way to Lindfield. Note the proprietor's ads for hiring his bus, at the foot of the timetable and on the back page. You can hire his bus at weekends. He had the one bus, so it wasn't available for hire on weekdays.

The next timetable (below and on page 16, top) was issued by Barnes Coaches on 26th July 1967. J.D. Barnes was based at 159 Burns Bay Road, Lane Cove, the depot of A.J. Hailes on the 224 Wynyard to Northwood and Tambourine Bay. Barnes took over a number of lower north shore bus routes in the mid-sixties, starting with the 224, then adding A.J Wagg's routes (54

This page and page 16 (top):Route 221. Barnes Coaches commenced 26th June 1967 with some amendments already made, including dropping services to the new Macquarie University.

ROUTE No. 221		LINDFIELD STATION TO WEST LINDFIELD AND WEST KILLARA	
BARNES COACHES, J. D. Barnes, Prop., 159 Burns Bay Road, Lane Cove		PHONE: 42-3629	
This Timetable commences on 26th June, 1967 and remains in force until superseded or cancelled.			
ALL PREVIOUS TIMETABLES ARE CANCELLED			
EXPLANATION OF ABBREVIATIONS AND SYMBOLS USED IN TIMETABLE			
Arr	denotes Arrive	C	Omnibus Operates to Chatswood Station
Dep.	denotes Depart	S	School Days Only
NO SERVICE Good Friday, Xmas Day, Sundays or Public Holidays			
MONDAYS TO FRIDAYS			
Depart Lindfield Station	Arrive Manning & Beaumont Roads	Depart Manning & Beaumont Roads	Arrive Lindfield Station
A.M.	A.M.	A.M.	A.M.
6.15	6.23	5.58	6.10
6.42	6.50	6.25	6.37
6.52	7.00	6.35	6.47
7.07	7.15	6.50	7.02
7.17	7.25	7.00	7.12
7.32	7.42	7.15	7.27
7.42	7.52	7.25	7.40
7.54	8.05	7.35	7.52
7.58	8.05	7.43	7.58
8.10	8.18	7.52	8.10
8.24	8.35	8.05	8.22
8.33	8.47	8.22 Moore Ave for C'wood	8.30
8.50	9.00	8.15	8.50
9.00 To Macq. Uni.	9.16 Arr. Uni.	8.35	9.00
9.25	9.37	9.00	9.12
9.55	10.07	9.10	9.22
10.25	10.38	9.40	9.52
11.00	11.12	10.10	10.23
11.30	11.42	10.42	10.55
		11.13	11.25
		11.43	11.55
P.M.	P.M.	P.M.	P.M.
12.00	12.12	12.13	12.25
12.30	12.42	12.43	12.55
1.00	1.12	1.13	1.25
1.30	1.42	1.43	1.55
2.00	2.12	2.13	2.25
2.30	2.42	2.43	2.55
3.00	3.14	3.15	3.27
		3.175	3.35
3.30	3.42	3.42	3.55
3.43	3.55	4.00	4.10
3.50 to Macq. Uni.	4.02 Arr. Macq. Uni.	4.08	4.25
4.00	4.12	4.13	4.25
4.15	4.27	4.30	4.40
4.30	4.42	4.42	4.57
4.45	4.57	5.00	5.10
5.00	5.12	5.13	5.24
5.15	5.27	5.28	5.40
5.30	5.42	5.43	5.54
5.45	5.57	5.58	6.10
6.00	6.12		
6.15	6.27	6.30	6.42
6.45	6.57		

ROUTE No. 221			
LINDFIELD STATION TO WEST LINDFIELD AND WEST KILLARA			
SATURDAYS			
Depart Lindfield Station	Arrive Manning & Beaumont Roads	Depart Manning & Beaumont Roads	Arrive Lindfield Station
A.M.	A.M.	A.M.	A.M.
7.20	7.30	7.05	7.18
7.45	7.55	7.31	7.44
8.12	8.22	7.57	8.10
8.38	8.48	8.24	8.36
9.04	9.14	8.50	9.02
9.30	9.40	9.16	9.28
9.56	10.06	9.42	9.54
10.22	10.30	10.08	10.20
10.46	10.56	10.32	10.44
11.12	11.22	10.58	11.10
11.38	11.50	11.24	11.36
		11.52	12.04
P.M.	P.M.	P.M.	P.M.
12.06	12.18	12.20	12.32
12.34	12.46	12.48	1.00
1.07	1.15	1.17	1.30
Depart Lindfield Station	Arrive Moore Avenue & Bradfield Road	Depart Moore Avenue & Bradfield Road	Arrive Lindfield Station
P.M.	P.M.	P.M.	P.M.
1.41	1.46C	2.29	2.34
2.41	2.46C	3.29	3.34
3.41	3.46C	4.29	4.34
4.41	4.46C	5.29	5.34
5.41	5.46C	6.29	6.34
6.41	6.46C		

ROUTE 54 — CHATSWOOD — BRADFIELD PARK			
WEEKDAYS			
Depart Chatswood	Arrive Bradfield	Depart Bradfield	Arrive Chatswood
A.M.	A.M.	A.M.	A.M.
---	---	7.30	7.45
---	---	8.22	8.32
---	---	9.25	9.40
10.06	10.17	10.20	10.33
10.35*	11.04	11.04	11.27
11.30*	12.05	12.05	12.15
P.M.	P.M.	P.M.	P.M.
1.25*	1.55	1.55	2.10
2.30*	3.00	3.00	3.15
4.15	4.30	4.30	4.42
4.45	5.00	5.00	5.12
5.00	5.20	5.20	5.35
5.40	5.55	5.55	6.07

SATURDAY			
A.M.	A.M.	A.M.	A.M.
9.15	9.28	9.30	9.45
10.32	10.44	10.46	11.00
P.M.	P.M.	P.M.	P.M.
12.10*	12.35	12.35	12.48
12.50*	1.10	1.10	1.25

C denotes omnibus operates to Chatswood Station * Via Northern Suburbs Cemetery to Bradfield

and 221) and going on to the 136 and the 124. This was his first timetable on the 221 and I obtained a copy within the next year. Already he had made changes. The services to and from Macquarie University which Wagg had commenced were soon dropped. The 8.22 bus from Moore Avenue to Chatswood (over the route 54) was also inherited from Wagg, though he listed it only in the 54 timetables. Barnes moved it forward five minutes to 8.17. Presumably the 8.10 from Lindfield now stopped at Moore Avenue and did not go to Manning and Beaumont Roads at all. This terminus is the area identified as West Killara and, once again Wagg had started the service to it. The bus still ran past the old Migrant Hostel, but this had now been closed, and the National Measurement Laboratory is located on the site. There are no timings for the old terminal, but it is the area identified in the heading as West Lindfield.

Three buses are required in the morning peak, but only one in shopping hours. Originally three were also needed in the afternoon, but with the cancellation of the Macquarie services, two suffice. There was no late evening service, or on Sundays and Holidays. Turn over the page and we find the Saturday service on the 221 and also the timetable for the 54 from Chatswood to Bradfield Park (the old name was still in use from Chatswood). There were many more buses on the 54 to other terminals, but if you wanted them, you got a 54 timetable. One bus can operate the 221 on Saturdays, but with very little recovery time allowed. No doubt a driver change was also required at some point. After 1.30 the terminal changes from West Killara and we find Moore Avenue and Bradfield Road, which is the same as the Bradfield Park terminal on the 54, but north of that of the 221. All Saturday buses from Lindfield after 1.41 are marked C and operate to Chatswood over the 54. But the timetable runs out of space for these runs to be included in the 54 timetable. The two routes were combined to save a bus and a driver on

Left, p17, map p18: East West Bus Lines, Route 565 5th April 1990. The operator was East West, but the publisher was the Dept of Transport.

EAST WEST BUS LINES
 3 Henry Street,
 Gordon 2072
 Phone: (02) 418 1222

KILLARA & LINDFIELD DISTRICTS
BUS TIMETABLE
 Routes 565, 566, 557, 558

• WEST LINDFIELD - LINDFIELD - CHATSWOOD	565
via West Roseville UTS Kuringgai Campus	
• CHATSWOOD - LINDFIELD - WEST LINDFIELD	565
and Macquarie Park via West Lindfield	
• KILLARA - EAST KILLARA & LINDFIELD	556
• LINDFIELD - EAST LINDFIELD - ROSEVILLE	557
• CHATSWOOD - GORDON	558
Combined Routes 556, 557 through service	

LINKING:

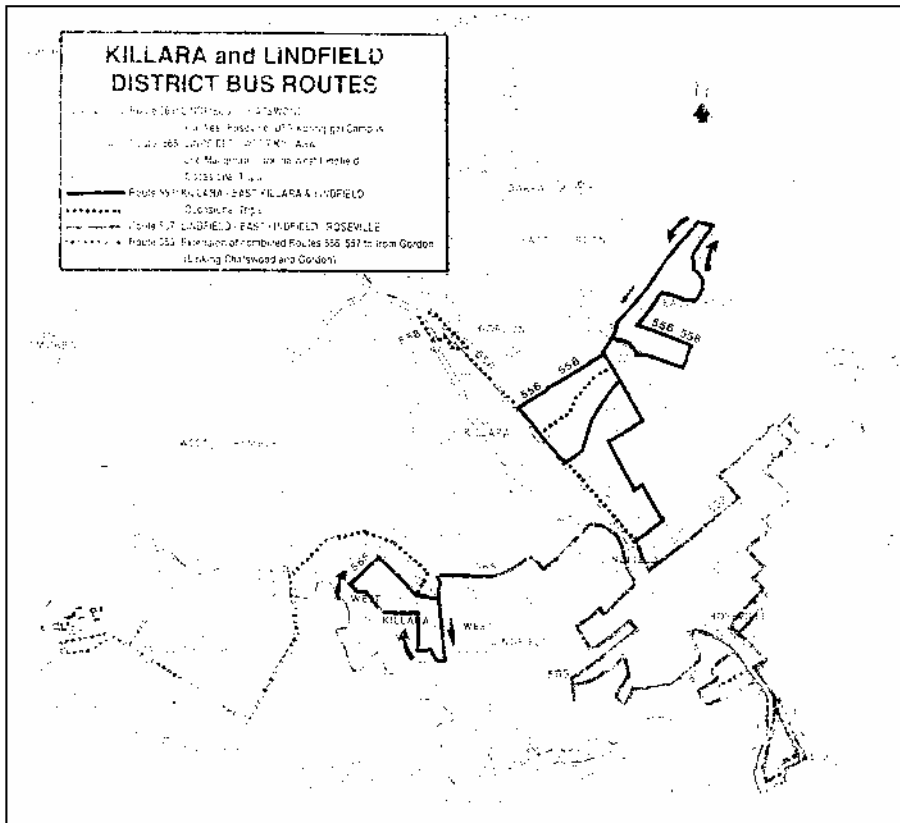
- ROSEVILLE
- EAST LINDFIELD
- LINDFIELD
- EAST KILLARA
- GORDON

From 5th April, 1990

Published by
Department of Transport

Head Office: 3 Henry Street, Gordon 2072
Postal Address: P. O. Box 8, Killara 2071
Operating Hours: 8.30am to 5.00pm weekdays
Telephone: (02) 418 1222

Route 555: CHATSWOOD - LINDFIELD TO LINDFIELD - CHATSWOOD Via West Roseville & UTS Kuring-gai Campus															
CHATSWOOD		WEST LINDFIELD		LINDFIELD		WEST ROSEVILLE			ROSEVILLE		CHATSWOOD				
Chatswood S/n Railway Street	Chatswood S/n Railway Street	Bradfield Road & Carramar Road	Manning Road & Beaumont Road	Lindfield Station West Side	Lindfield Station East Side	Train departs for City	Train arrives from City	Lindfield Station West Side	Grosvenor Road & Ontario Road	Kuring-gai UTS (College Term)	Eton Road & Abingdon Road	Roseville Station West Side	Train departs for City	Alexander Parade & Friday Avenue	Chatswood S/n Railway Street
WEEKDAYS - MORNINGS															
		7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10
		7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20
		7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30
		7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40
		7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50
		7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00
		8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10
		8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:20
		8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:20	10:30
		8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:20	10:30	10:40
		8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:20	10:30	10:40	10:50
		8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00
		9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10
		9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20
		9:20	9:30	9:40	9:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30
		9:30	9:40	9:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40
		9:40	9:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50
		9:50	10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00
		10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10
		10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20
		10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30
		10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40
		10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50
		10:50	11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00
		11:00	11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00	1:10
		11:10	11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00	1:10	1:20
		11:20	11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00	1:10	1:20	1:30
		11:30	11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00	1:10	1:20	1:30	1:40
		11:40	11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00	1:10	1:20	1:30	1:40	1:50
		11:50	12:00	12:10	12:20	12:30	12:40	12:50	1:00	1:10	1:20	1:30	1:40	1:50	2:00
		12:00	12:10	12:20	12:30	12:40	12:50	1:00	1:10	1:20	1:30	1:40	1:50	2:00	2:10
		12:10	12:20	12:30	12:40	12:50	1:00	1:10	1:20	1:30	1:40	1:50	2:00	2:10	2:20
		12:20	12:30	12:40	12:50	1:00	1:10	1:20	1:30	1:40	1:50	2:00	2:10	2:20	2:30
		12:30	12:40	12:50	1:00	1:10	1:20	1:30	1:40	1:50	2:00	2:10	2:20	2:30	2:40
		12:40	12:50	1:00	1:10	1:20	1:30	1:40	1:50	2:00	2:10	2:20	2:30	2:40	2:50
		12:50	1:00	1:10	1:20	1:30	1:40	1:50	2:00	2:10	2:20	2:30	2:40	2:50	3:00
		1:00	1:10	1:20	1:30	1:40	1:50	2:00	2:10	2:20	2:30	2:40	2:50	3:00	3:10
		1:10	1:20	1:30	1:40	1:50	2:00	2:10	2:20	2:30	2:40	2:50	3:00	3:10	3:20
		1:20	1:30	1:40	1:50	2:00	2:10	2:20	2:30	2:40	2:50	3:00	3:10	3:20	3:30
		1:30	1:40	1:50	2:00	2:10	2:20	2:30	2:40	2:50	3:00	3:10	3:20	3:30	3:40
		1:40	1:50	2:00	2:10	2:20	2:30	2:40	2:50	3:00	3:10	3:20	3:30	3:40	3:50
		1:50	2:00	2:10	2:20	2:30	2:40	2:50	3:00	3:10	3:20	3:30	3:40	3:50	4:00
		2:00	2:10	2:20	2:30	2:40	2:50	3:00	3:10	3:20	3:30	3:40	3:50	4:00	4:10
		2:10	2:20	2:30	2:40	2:50	3:00	3:10	3:20	3:30	3:40	3:50	4:00	4:10	4:20
		2:20	2:30	2:40	2:50	3:00	3:10	3:20	3:30	3:40	3:50	4:00	4:10	4:20	4:30
		2:30	2:40	2:50	3:00	3:10	3:20	3:30	3:40	3:50	4:00	4:10	4:20	4:30	4:40
		2:40	2:50	3:00	3:10	3:20	3:30	3:40	3:50	4:00	4:10	4:20	4:30	4:40	4:50
		2:50	3:00	3:10	3:20	3:30	3:40	3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00
		3:00	3:10	3:20	3:30	3:40	3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10
		3:10	3:20	3:30	3:40	3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20
		3:20	3:30	3:40	3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30
		3:30	3:40	3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40
		3:40	3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50
		3:50	4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00
		4:00	4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10
		4:10	4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20
		4:20	4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30
		4:30	4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40
		4:40	4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50
		4:50	5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00
		5:00	5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10
		5:10	5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20
		5:20	5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30
		5:30	5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40
		5:40	5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50
		5:50	6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00
		6:00	6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10
		6:10	6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20
		6:20	6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30
		6:30	6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40
		6:40	6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50
		6:50	7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00
		7:00	7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10
		7:10	7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20
		7:20	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:4					



EAST WEST BUS LINES
 3 Henry Street,
 Gordon 2072
 Phone: (02) 418 1222

UNIVERSITY OF TECHNOLOGY, SYDNEY
 (Kuring-Gai Campus)
BUS TIMETABLE
 Route 565: CHATSWOOD - LINDFIELD
 via West Roseville

LINKING:

- CHATSWOOD STATION
- ROSEVILLE STATION
- LINDFIELD STATION

Shows connecting train times at Chatswood, Roseville and Lindfield Stations.

NOTE: Buses operate to the gates of Kuring-gai Campus during University terms. At other times the nearest stopping place is at the corner of Abingdon and Eton Roads.

From 5th April, 1990

Published by
Department of Transport

Route 565: CHATSWOOD & ROSEVILLE to UTS KURING-GAI KURING-GAI UTS to LINDFIELD									
CHATSWOOD			ROSEVILLE			LINDFIELD			
Train departs Wynyard	Train Arrives Chatswood	Chatswood Stn Railway Street	Train arrives from Hornsby	Train arrives from City	Roseville Station West Side	UTS Kuring-gai	Lindfield Station West Side	Train departs for City	
WEEKDAYS - MORNINGS									
7:44	8:00	8:05	6:40	6:57	7:05	7:10 A	7:17	7:29	
8:17	8:35	8:45	7:31	7:29	7:35	7:40 A	7:47	7:52	
9:03	9:21	9:28	8:13	8:10	8:18	8:25	8:33	8:47	
9:50	10:06	10:13	8:49	8:52	8:58	9:05	9:13	9:19	
10:20	10:35	10:45	9:32	9:33	9:38	9:45	9:53	10:00	
11:23	11:41	11:45	10:06	10:13	10:18	10:25	10:33	10:44	
12:23	12:41	12:45	10:51	10:49	10:58	11:05	11:13	11:19	
1:23	1:41	1:45	11:51	11:43	11:58	12:05	12:13	12:19	
2:03	2:18	2:30	AFTERNOONS						12:30
3:23	3:38	3:45	12:43	12:43	12:58	1:05	1:13	1:19	
4:03	4:18	4:25	1:51	1:43	1:58	2:05	2:13	2:21	
4:39	4:55	5:05	2:34	2:28	2:43	G 2:50	2:58	3:08	
5:23	5:38	5:45	3:48	3:48	3:58	4:05	4:13	4:18	
						\$4.25 G	4:33	4:38	
			4:33	4:16	4:38	4:45 G	4:53	5:00	
			4:51	4:52	4:58	5:05 G	5:13	5:21	
			5:13	5:18	5:18	5:25 G	5:33	5:38	
			5:46	5:49	5:58	6:05	6:18	6:30	
			6:32	6:29	6:38	6:43 A	6:48	7:04	
7:59	8:17	8:30	SATURDAYS - MORNINGS						7:23
8:38	8:26	8:35	8:21	8:28	8:35	8:40 A	8:47	9:04	
9:38	9:26	9:35	9:36	9:43	9:50	9:55 A	10:02	10:19	
10:38	10:56	11:03	11:06	11:13	11:20	11:25 A	11:32	11:44	
11:53	12:11	12:20	12:21	12:23	12:30	12:35 A	12:42	12:49	

Route 565: LINDFIELD to KURING-GAI UTS KURING-GAI UTS to ROSEVILLE & CHATSWOOD								
LINDFIELD			ROSEVILLE			CHATSWOOD		
Train arrives from Hornsby	Train arrives from City	Lindfield Station West Side	UTS Kuring-gai	Roseville Station West Side	Train departs for City	Train departs for Hornsby	Chatswood Stn Railway Street	Train departs for City
WEEKDAYS - MORNINGS								
6:38	6:33	G 6:43	6:48 A	6:55	7:08	7:07		
7:06	7:09	G 7:13	7:18 A	7:25	7:31	7:29		
7:37	7:34	G 7:43	7:48 A	7:55	8:00	8:10	8:03	8:09
8:07	8:03	8:15	8:23	8:33	8:49	8:43	8:43	8:52
8:56	8:54	9:02	9:10	9:20	9:32	9:27	9:26	9:35
9:30	9:35	9:45	9:53	10:00	10:06	10:13	10:12	10:24
10:34	10:39	10:45	10:53	11:00	11:06	11:13	11:08	11:24
11:34	11:30	11:45	11:53	12:00	12:06	12:13	12:08	12:24
AFTERNOONS								
12:34	12:30	12:45	12:53	1:00	1:06	1:13	1:12	1:24
1:34	1:30	1:45	1:53	2:00	2:06	2:13	2:08	2:20
2:58	2:56	3:05	3:13	3:25	3:30	3:34	3:40	3:50
3:48	3:37	3:55	4:03	4:15	4:20	4:34	4:23	4:36
4:06	4:08	SG 4:15	4:23					
4:21	4:22	4:30	4:38	4:50	4:55	5:03	4:58	5:05
5:07	5:16	G 5:20	5:25	5:35	5:40	5:40	5:43	5:49
6:02	6:00	6:15	6:22	6:30	6:36	6:37		
SATURDAYS - MORNINGS								
7:49	8:00	8:10	8:17 A	8:22	8:36	8:28	8:28	8:39
9:04	9:00	9:13	9:20 A	9:25	9:36	9:43	9:32	9:39
10:19	10:15	10:28	10:35 A	10:40	10:51	10:43	10:48	10:54
11:49	11:45	11:58	12:05 A	12:10	12:21	12:13	12:18	12:24

EXPLANATIONS:
 A - Bus arrives/departs corner of Abingdon Road and Eton Road.
 S - Operates School Days Only.
 G - Operates via Pacific Highway & Grosvenor Road or vice versa in lieu of Bent Street.

Top right, bottom: East West Bus Lines: Route 565 Service to UTS 5th April 1990. This timetable was issued mainly for the benefit of students attending the University of Technology's Kuring-gai campus.



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 A member of the John A Gilbert Group ACN 960 016 320
 Office: 33 Beaumont Road Mt Kuring-gai NSW 2080
 Phone: (02) 9457 8888 Fax: (02) 9457 9086
 Postal Address: PO Box 138 Mt Kuring-gai NSW 2080
 Email: shorelink@jagilbert.com.au
 Office Hours: 8:00am - 5:00pm Monday to Friday

SHORELINK

Bus Timetable

Linking

- Macquarie
- West Lindfield
- Lindfield
- UTS
- Chatswood

Effective 29 March, 1999
 Information line:
(02) 9457 8888

Macquarie University - West Lindfield - Lindfield - UTS - Chatswood Route 565												MONDAY TO FRIDAY												
Morning												Afternoon		Evening										
8	MACQUARIE University							9:57	10:07	11:07	12:07	1:07	2:07			3:47	4:27	5:07	5:42					
7	MACQUARIE Centre							9:10	10:10	11:10	12:10	1:10	2:10			3:50	4:30	5:10	5:45					
6	WEST KILLARA - Beaumont Rd	6:19	6:49	7:08	7:26	7:46	8:06	8:48	9:18	10:18	11:18	12:18	1:18	2:18	2:48	3:25	4:05	4:45	5:25	6:00	6:50	7:50	8:50	
5	WEST LINDFIELD - CSIRO	6:29	6:59	7:14	7:33	7:53	8:13	8:54	9:24	10:24	11:24	12:24	1:24	2:24	2:54	3:34	4:11	4:51	5:31	6:06	6:54	7:49	8:49	
4	LINDFIELD Station (Pacific Hwy)	6:37	7:07	7:23	7:45	8:05	8:23	9:03	9:33	10:33	11:33	12:33	1:33	2:33	3:03	3:42	4:20	5:00	5:40	6:15	7:00	7:59	8:24	9:24
3	UTS (Kuring-gai)																							
2	ROSEVILLE Station (Pacific Hwy)	6:44	7:15		7:57		8:37	9:15	9:45	10:45	11:45	12:45	1:45	2:45	3:20	3:54	4:32	5:12	5:52					
1	CHATSWOOD Station (Railway St)	6:51	7:24		8:06		8:47	9:22	9:52	10:52	11:52	12:52	1:52	2:52	3:23	4:02	4:40	5:20	6:00					

West Lindfield - Lindfield - UTS - Chatswood Route 565												SATURDAY												
Morning												Afternoon		Evening										
5	WEST KILLARA - Beaumont Rd	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28														
4	WEST LINDFIELD - CSIRO	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33														
3	LINDFIELD Station (Pacific Hwy)	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42														
2	UTS (Kuring-gai)																							
1	ROSEVILLE Station (Pacific Hwy)																							

West Lindfield - Lindfield - UTS - Chatswood Route 565												SUNDAY											
Morning												Afternoon		Evening									
4	WEST KILLARA - Beaumont Rd	8:28	9:28	11:08	1:08	3:08																	
3	WEST LINDFIELD - CSIRO	8:33	9:33	11:13	1:13	3:13																	
2	LINDFIELD Station (Pacific Hwy)	8:42	9:42	11:22	1:22	3:22																	
1	UTS (Kuring-gai)																						

Chatswood - UTS - Lindfield - West Lindfield - Macquarie University Route 565												MONDAY TO FRIDAY														
Morning												Afternoon		Evening												
1	CHATSWOOD Station (Railway St)	6:57	7:37		8:07		10:10	11:10	12:10	1:10	2:10	2:45			3:47	4:10	4:50	5:30	6:10							
2	ROSEVILLE Station (Pacific Hwy)	7:02	7:42		8:15		10:15	11:15	12:15	1:15	2:15	2:50			3:54	4:15	4:55	5:35	6:15							
3	UTS (Kuring-gai)	7:06	7:46	8:10	8:24	8:21	10:21	11:21	12:21	1:21	2:21	2:56	3:28	4:05	4:21	4:41	5:01	5:21	5:41	6:01	6:21	7:07	7:37	8:37		
4	LINDFIELD Station (Pacific Hwy)	7:15	7:35	7:56	8:17	8:31	10:31	11:31	12:31	1:31	2:31	3:04	3:34	4:05	4:28	4:48	5:08	5:28	5:48	6:08	6:28	6:48	7:13	7:43	8:43	
5	WEST LINDFIELD - CSIRO	7:21	7:41	8:01	8:25	8:38	10:38	11:38	12:38	1:38	2:38	3:04	3:42	4:15	4:36	4:56	5:16	5:36	5:56	6:16	6:35	6:54	7:19	7:49	8:49	
6	WEST KILLARA - Beaumont Rd	7:26	7:46	8:06	8:31	8:47	10:42	11:42	12:42	1:42	2:42	3:20	3:49	4:09	4:23	4:43	5:03	5:23	5:43	6:02	6:22	6:40	6:59	7:24	7:54	8:54
7	MACQUARIE Centre				8:42		10:51	11:51	12:51	1:51					4:12	4:54	5:34									
8	MACQUARIE University				8:46		10:54	11:54	12:54	1:54					4:15	4:57	5:37									

Chatswood - UTS - Lindfield - West Lindfield Route 565												SATURDAY											
Morning												Afternoon		Evening									
1	CHATSWOOD Station (Railway St)				10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10											
2	ROSEVILLE Station (Pacific Hwy)				10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15											
3	UTS (Kuring-gai)				10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21											
4	LINDFIELD Station (Pacific Hwy)	9:22	9:28	10:22	10:28	11:22	11:28	12:22	12:28	1:22	1:28	2:22	2:28	3:22	3:28	4:22	4:28	5:28					
5	WEST LINDFIELD - CSIRO	9:29	9:33	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29												
6	WEST KILLARA - Beaumont Rd	9:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28												

Chatswood - UTS - Lindfield - West Lindfield Route 565												SUNDAY											
Morning												Afternoon		Evening									
1	CHATSWOOD Station (Railway St)				10:10							2:10	4:10										
2	ROSEVILLE Station (Pacific Hwy)				10:15							2:15	4:15										
3	UTS (Kuring-gai)				10:21							2:21	4:21										
4	LINDFIELD Station (Pacific Hwy)	9:22	10:28	11:02	11:02	12:22	12:28	1:02	1:02	2:22	2:28	3:02	3:02	4:28	5:02								
5	WEST LINDFIELD - CSIRO	9:29	10:29	11:03	11:03	12:29	12:29	1:03	1:03	2:29	2:29	3:03	3:03	4:29	5:03								
6	WEST KILLARA - Beaumont Rd	9:28	10:28	11:08	11:08	12:28	12:28	1:08	1:08	2:28	2:28	3:08	3:08	4:28	5:08								

Shorelink; Route 565 29th March 1999. This timetable changes to the "read-down" format. Contractual obligations saw the restoration of previously-withdrawn services to the two university campuses.

(Continued from page 17)

shows as missing the UTS campus are included with the note A. They set down, or pick up, at the corner of Abingdon and Eton Roads. They don't go the block further to the campus gates. A look at the map from the timetable booklet shows this is a small diversion, but one not worth making when few students are travelling, in the morning before lectures start, or on Saturdays. But it's still worth telling those few there is a bus which stops just a block further away.

My final timetable is from Shorelink, issued 29 March 1999 (our page 19). This timetable is in read down format, rather than read across. There are fewer buses in the peak hours, but service to Macquarie University and Centre has been increased and contractual obligations have seen late evening, Saturday afternoon and Sunday service restored. No buses now run down Findlay to Alexander, much less terminate there. Only one bus from West Killara terminates at Lindfield in the morning - the 7.08, while there are quite a few in the evening - including after the peak hour. A second morning bus from West Killara terminates at the UTS, which is also the terminating point for four buses in the evening, three running only from Lindfield. Even more buses start northbound from UTS.

There are even buses terminating and starting at the UTS on Saturdays and Sundays. But these are not to provide service to the University. They allow a break from 12.47 p.m. to 1.21 on Saturdays and from 11.27 a.m. to 12.21 p.m. on Sundays for the drivers' crib breaks. At first it looks as if there are more buses northbound at the weekends than there are southbound. But when we look at the southbound timetable we see the buses run through from West Kil-

ROUTE 565 Effective: 1 September, 2003 www.shorelink.com.au

Macquarie University - West Lindfield - Lindfield - UTS - Chatswood Route 568

MONDAY TO FRIDAY

MORNING

1. MACQUARIE University										8:00	8:05	11:07
2. MACQUARIE Centre										8:10	8:15	11:10
3. WEST KILLARA - Beaman Rd	6:55	6:45	7:08	7:2	7:46	8:06				8:40	8:50	11:18
4. WEST LINDFIELD - CSIRO	6:24	6:35	7:14	7:27	7:51	8:10				8:54	9:04	11:24
5. LINDFIELD Station (Packr. Heald)	6:57	6:50	7:25	7:37	8:05	8:20	8:35	8:50	9:05	9:20	9:35	11:30
6. UTS Runnygall	6:57	6:55	7:08	7:15	7:40	8:08	8:25	8:40	8:55	9:10	9:25	11:30
7. ROSEVILLE Station (Packr. Heald)			7:10	7:30	8:07				9:15	9:40	10:45	11:40
8. CHATSWOOD Station (Packr. Heald)			7:24	8:05	8:47				9:22	9:50	10:52	11:52

Macquarie University - West Lindfield - Lindfield - UTS - Chatswood Route 565

MONDAY TO FRIDAY

AFTERNOON

1. MACQUARIE University	1:00	1:05	1:10	1:15	1:20	1:25	1:30	1:35	1:40			
2. MACQUARIE Centre	1:10	1:15	1:20	1:25	1:30	1:35	1:40	1:45	1:50			
3. WEST KILLARA - Beaman Rd	1:15	1:18	1:24	1:28	1:35	1:42	1:48	1:54	2:00	2:05	2:10	2:15
4. WEST LINDFIELD - CSIRO	1:24	1:28	1:34	1:38	1:44	1:50	1:56	2:02	2:08	2:14	2:19	2:24
5. LINDFIELD Station (Packr. Heald)	1:28	1:29	1:30	1:31	1:32	1:33	1:34	1:35	1:36	1:37	1:38	1:39
6. UTS Runnygall	1:28	1:29	1:30	1:31	1:32	1:33	1:34	1:35	1:36	1:37	1:38	1:39
7. ROSEVILLE Station (Packr. Heald)	1:40	1:45	1:50	1:55	2:00	2:05	2:10	2:15	2:20	2:25	2:30	2:35
8. CHATSWOOD Station (Packr. Heald)	1:40	1:45	1:50	1:55	2:00	2:05	2:10	2:15	2:20	2:25	2:30	2:35

Chatswood - UTS - Lindfield - West Lindfield - Macquarie University Route 565

MONDAY TO FRIDAY

MORNING

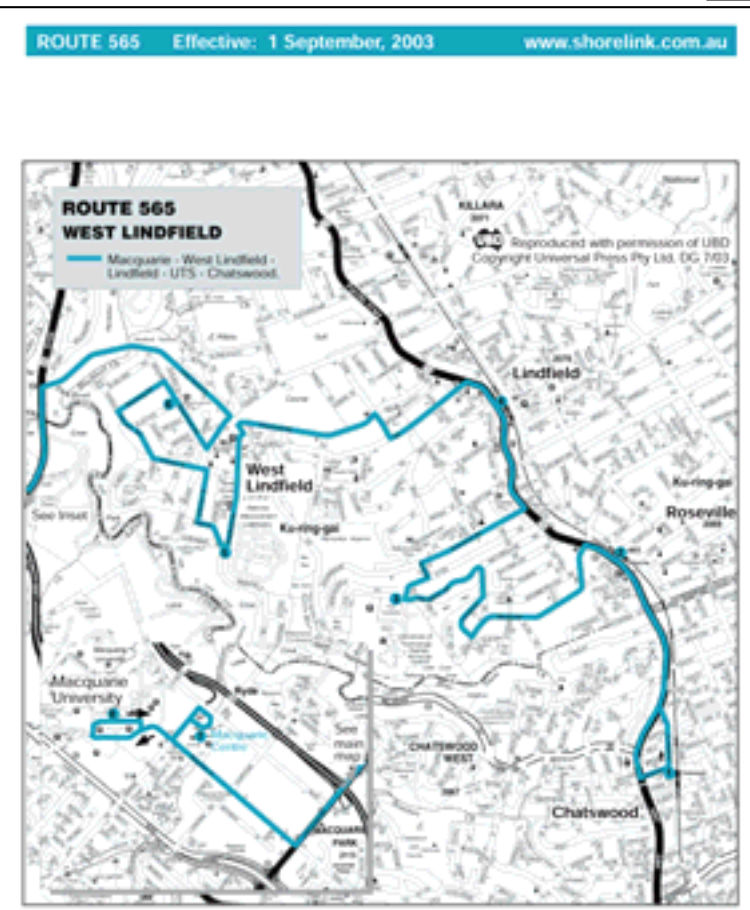
1. CHATSWOOD Station (Packr. Heald)										7:57	8:07	10:15	11:15
2. ROSEVILLE Station (Packr. Heald)										8:12	8:22	10:30	11:30
3. UTS Runnygall	6:40	7:00				7:42	8:10	8:24	8:38	8:52	9:06	11:20	12:20
4. LINDFIELD Station (Packr. Heald)	6:47	7:07	7:30	7:50	8:17	8:31	8:45	9:00	9:15	9:30	9:45	11:25	12:25
5. WEST LINDFIELD - CSIRO			7:11	7:41	8:01	8:25	8:38	8:51	9:04	9:17	9:31	11:41	12:41
6. WEST KILLARA - Beaman Rd			7:18	7:46	8:06	8:31	8:41	8:51	9:01	9:11	9:21	11:41	12:41
7. MACQUARIE Centre										8:42	8:52	10:58	11:58
8. MACQUARIE University										8:45	8:55	10:58	11:58

Chatswood - UTS - Lindfield - West Lindfield - Macquarie University Route 565

MONDAY TO FRIDAY

AFTERNOON

1. CHATSWOOD Station (Packr. Heald)	1:15	1:20	1:25	1:30	1:35	1:40	1:45	1:50	1:55	2:00	2:05	2:10	2:15
2. ROSEVILLE Station (Packr. Heald)	1:25	1:30	1:35	1:40	1:45	1:50	1:55	2:00	2:05	2:10	2:15	2:20	2:25
3. UTS Runnygall	1:25	1:26	1:27	1:28	1:29	1:30	1:31	1:32	1:33	1:34	1:35	1:36	1:37
4. LINDFIELD Station (Packr. Heald)	1:28	1:29	1:30	1:31	1:32	1:33	1:34	1:35	1:36	1:37	1:38	1:39	1:40
5. WEST LINDFIELD - CSIRO	1:27	1:31	1:37	1:43	1:49	1:55	2:01	2:07	2:13	2:19	2:25	2:31	2:37
6. WEST KILLARA - Beaman Rd	1:26	1:31	1:37	1:43	1:49	1:55	2:01	2:07	2:13	2:19	2:25	2:31	2:37
7. MACQUARIE Centre	1:38	1:50								2:10	2:20	2:30	2:40
8. MACQUARIE University	1:38	1:50								2:10	2:20	2:30	2:40



lara, while in the northbound timetable they either start or finish at Lindfield. In fact the buses divert to cover the Lindfield to East Killara service, with one bus doing a circuit every two hours on Sunday and two of them providing an hourly service on Saturdays. East Lindfield is covered by Government bus services and therefore there is no contractual requirement for Shorelink to service it as well on weekends. But the East side services from Lindfield are a story for another time.



This page: The modern Route 565 timetable, from Shorelink's web site, and the 'on the buses' crew at the depot