



The Times

August 2004

A journal of transport timetable history and analysis

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LIGNES AERIENNES AUSTRALIENNES

4/52

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horaire**

1979c v/1 11. Juli 81 / Valable à partir de 11. Juillet 81. (The Day 11th July 81)

2003/3/30 - 2003/10/25

Timetable
時刻表 (日本-オーストラリア)
カンタス航空

QANTAS

EFFECTIVE 1st DECEMBER, 1954

QANTAS

**TIMETABLE
AND FARES**

FLY QANTAS
to **5** CONTINENTS

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AUSTRALIAN OVERSEAS AIRLINE

**Inside: Air timetables from Australia's Golden Age
Sydenham to Dulwich Hill
Sugar tram timetable**

**RRP \$2.95
Incl. GST**

The Times

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On the front cover

A selection of the covers of Qantas public timetables, from the very early period through to one of the most recent. The large timetable at top dates from the 1930s and is typical of the Art Deco style used by many transport operators for their timetables in this period. A web site devoted to the artistic style of transport ephemera of the 1920s and 1930s can be found at <http://www.travelbrochuregraphics.com>. This issue reproduces the covers of many such Australian airlines of this period and many Qantas timetables in succeeding decades.

About 23% of AATTC members are interested in airline timetables or have indicated that they are interested in 'all modes' of timetables. In last year's survey, members commented on a lack of attention paid in AATTC's journals to air timetables, with comments such as '*A key issue seems to be mode. I am interested in all timetables and an underdone area appears to be airlines which potentially could attract a wider audience*'. In 1999 (issue 185), we published the family trees of Australian airline history. We hope that, with this issue, we again partially redress this relative lack. In compiling this article it became clear that in the world outside AATTC, airline timetable collecting was more popular than collecting for other modes— at least if the number of web-sites is any indication. In the U.S., for instance, there seem to be almost monthly conventions on the topic of airline ephemera collectables. Do readers know of a similar but hidden world in this country?

Editorial Team Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

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

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

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

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Airline Timetables from Australia's Golden Age

A compendium of words and images, compiled by GEOFF LAMBERT

We all know about Qantas and we all take pains to point out what the letters stand for to our international colleagues—even in the National Association of Time Table Collectors—who are wont to spell it 'Quantas'.

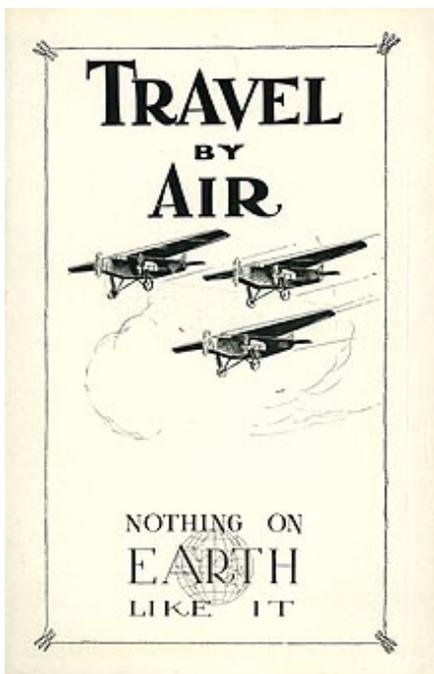
But Qantas was only one of several Australian airlines flying in the middle third of the twentieth century. Between the wars, airlines grew like bus companies did after the second World War—anyone who could fly and could borrow money to buy a plane could set themselves up as a regional, or even a national airline.

In this article, we review briefly the timetables of a few of these airlines. Or, more correctly, we illustrate the covers of some of them.

Most of the images here come from two airline timetable websites run by individuals in the U.S and Europe, totally independently of the likes of AATTC and NAOTC; the collections they represent are extensive and they contain literally thousands of images of some of the most exotic airlines and timetables one could imagine.

The first, *Airline Timetable Images* on the web at <http://www.timetableimages.com/index.htm> is run by Björn Larsson & David Zekria.

The second, *AirTimes - A Source*



for *Airline History*, on the web at <http://www.airtimes.com/index.htm> is put together by Perry Sloan.

In the short time this article was being compiled several other like-minded sites popped up on the internet, including:

The Airline Timetable Collection:

<http://www.airlinetimetables.com/nf-home.htm>

Timetables and other Airline Collectibles:

<http://thepenster.com/pmc/air/flugplan/index.html>

AeroTransport Data Bank Operators Index:

http://www.aertransport.org/spoiled/atdb_operators_96.html

The descriptions of some of the Australian airlines whose timetables are illustrated here have been drawn from yet another web-site:

Australian Regional Airlines Index at

<http://users.chariot.net.au/~theburfs/regionalindex.html>

The timetable to the right is of **British Commonwealth Pacific Airlines of 13-Sep-1948 CPA, of which I currently know nothing.**

AUSTRALIAN NATIONAL AIRWAYS LTD. An airline with this name and the acronym ANA existed in various guises over the years. The 1930 timetable illustrated at bottom left on this page is from the first incarnation: a New South Wales service formed in October 1928 by Charles Kingsford Smith and Charles Ulm, operating Avro Ten aircraft between 1 January, 1930 and 26 June 1931.

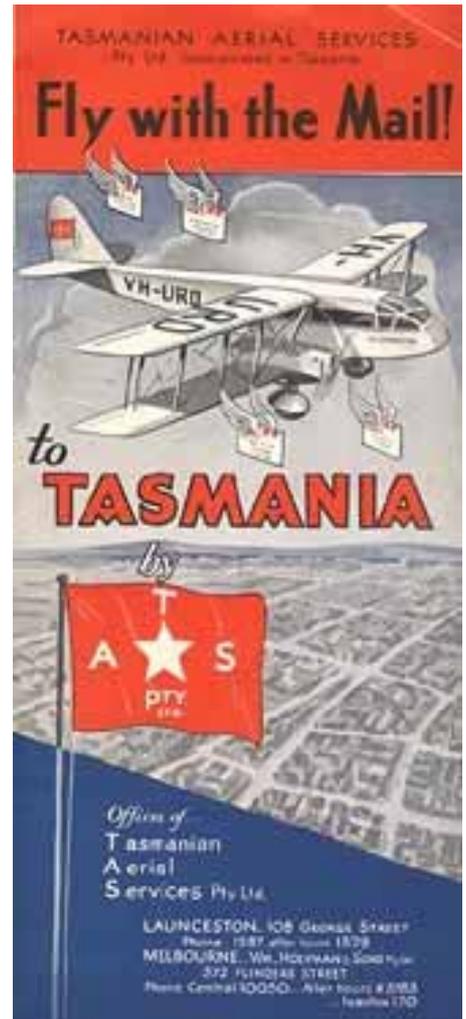
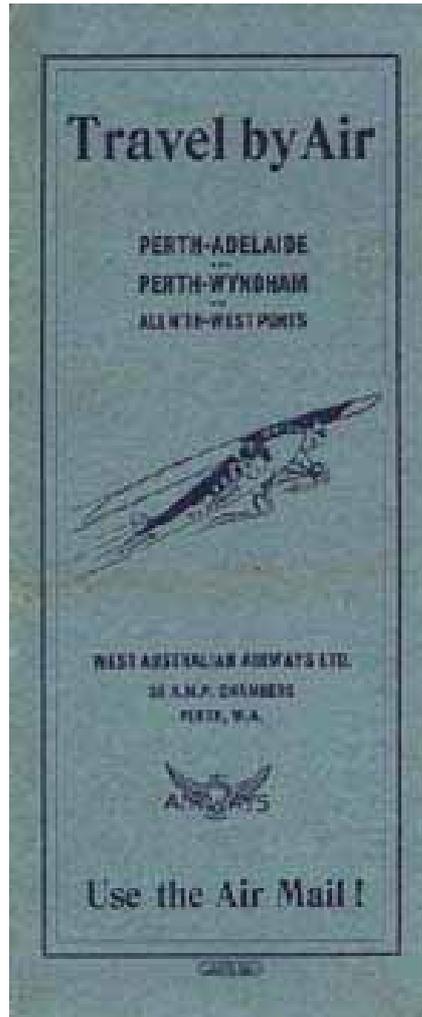
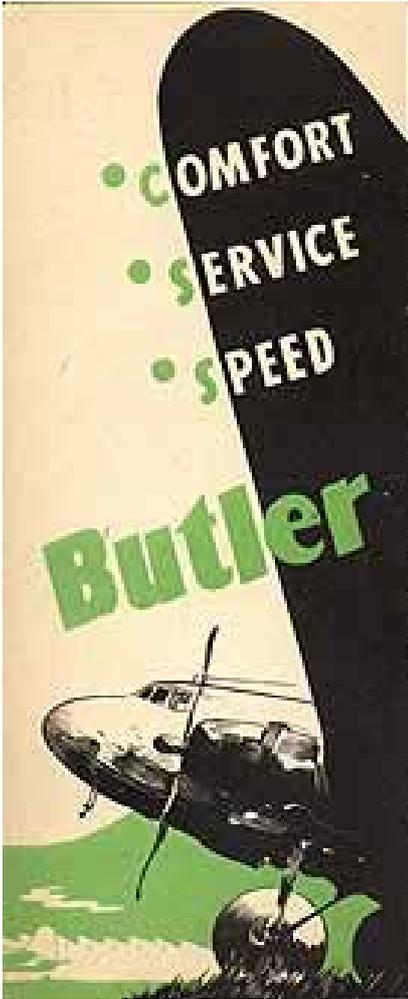
The timetable at the upper left on page 4 comes from **BUTLER AIR TRANSPORT**. Formed to operate the air mail contract between Cootamundra (NSW) and Charleville (Qld.) in 1935 by C.A. Butler. It became Butler Air Transport Pty. Ltd. (a public company) in February 1946. Butler acquired Aircrafts Pty. Ltd. in February 1946. Following a February 1958 court decision, Ansett Transport Industries gained control of Butler Air Transport, operating it from 19 Dec. 1959 as Airlines of New South Wales. A Butler Convair is illustrated at the bottom of page 4. Those who flew on one of these planes will probably have fond



memories of it (NOT!).

Next, top middle on page 4, is a rather dull image (considering it came from the Art Deco era) of the cover of the timetable of **WEST AUSTRALIAN AIR SERVICE** which was formed by Major Norman Brearley at Geraldton, in 1921. The undated timetable (top, middle, page 4) is thought to date from the early 1930s.

TASMANIAN AERIAL SERVICES was an airline formed by the well-known Holyman Brothers 1932. The Holymans had been in the Bass Strait shipping business for generations and the brothers Ivor and Victor, had been to sea and obtained their Master Mariner's certificates, but with the outbreak of the First World War, Victor Holyman joined the Royal Flying Corps. Post war he became a keen supporter of aviation in Tasmania. The first passenger aircraft in Australia to be fitted with wireless communi-



cations was the Tasmanian Aerial Services DH84 Dragon VH-URD *Miss Launceston*, in 1934, shown in the illustration of the TAS 1934 timetable on page 4 (top right)

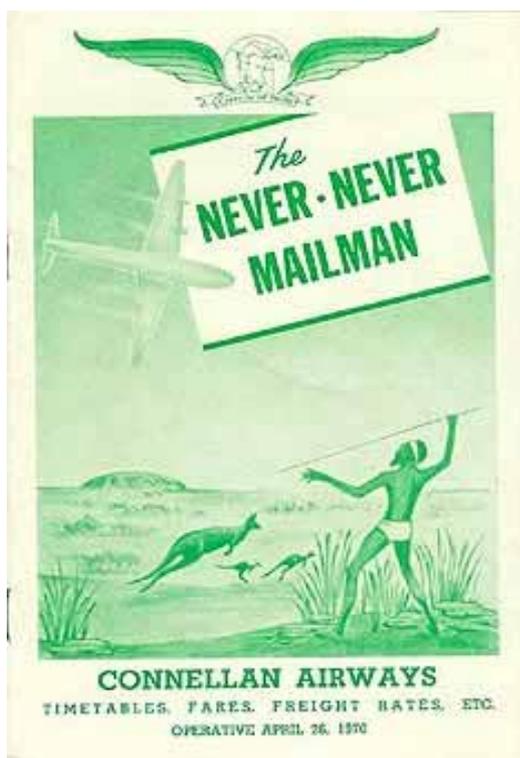
CONNELLAN AIRWAYS/CONNAIR
Edward Connellan, with private financial backing, undertook two aerial surveys of the Northern Territory in 1938, the results of which encouraged him to develop an air

service in the Territory. In 1939 he obtained a subsidy from the Commonwealth Government to operate a mail service between Alice Springs and Wyndham, WA. Known at first as Survey and Inland Transport, it became Connellan Airways in 1943, and Connair in 1970. It served the Northern Territory and the northern portion of Western Australia, and sup-

ported the flying Doctor Service. Facing financial problems, Connair was bought out in 1980 by East-West Airlines, but shortly afterwards went into liquidation. A Connellan Airways TT of 1970 is illustrated top left, page 5.

QUEENSLAND AIRLINES P/L
started out as **Aircrafts Australia P/L**. Aircrafts, founded by R.J.S. Adair, was registered on 24 March





1928. In late 1929 it began services between Brisbane and Toowoomba, Qld., eventually extending routes northwards as far as Maryborough and south into northern New South Wales. It became Queensland Airlines Pty. Ltd. in January 1949, after Butler Air Transport bought a majority interest. QAL was acquired by Ansett in 1958. A timetable for this line, dated April 1963 appears at top middle on page 5.

QANTAS needs no introduction, and it dominates our illustrations, with 4 on our own cover and the TT cover, its famous Flying Boat service at top right on our page 5, three more on page 6, 1 on page 7 and finally 3 on page 8.



AUSTRALIAN AERIAL SERVICES was a subsidiary of Larkin Aircraft Supply Co. (LASCo), a company with a complicated history. Before World War I, Herbert Joseph Larkin had worked as a clerk to the Union Steamship Co. in Melbourne, Vic. During the war he enlisted in the A.I.F. as a sapper and rose to sergeant. Wounded at Gallipoli, he transferred to the Royal Flying Corps. He brought down a total of 11 German aircraft, and received decorations from both France and Britain, including a D.F.C. After the war, Larkin formed the Larkin-Sopwith Aviation Co. of Australasia Ltd. A 1930 timetable of this line appears on page 7, lower left.



NEW ENGLAND AIRWAYS (1931) New England Airways Ltd. was created on 1 January 1931 by K.A. Virtue (Virtue's Air Travel) and G.A. Robinson. Routes were Lismore to Brisbane, and Brisbane to Sydney. It purchased the assets of Queensland Air Navigation Co. Ltd. late in 1931. A 51% interest in New England was purchased by British Pacific Trust, and the company became Airlines of Australia on 4 October 1935. An impressive 1931 TT, showing on of their aircraft (with the wing falling off?) over what appears to be a fictitious coastline based on Nelson Bay appears on page 7, bottom right.

Classification of Airline Timetables

The following extensive list is the classification system used by one of the timetable sites referred to in the previous story.

CLASS 1 - SYSTEM TIMETABLE

System Timetables include a carrier's complete schedules.

1A. Primary System.

Carrier's main timetable. Due to language or alphabet restrictions this may not be the nominal edition distributed in the carrier's home country.

1B. Regional System.

Designed for regional distribution elsewhere than the carrier's home country. In quick reference editions a regional system often only includes extra-regional services on a direct or non-stop basis. Often a regional is differentiated from Class 1A on only small points. Its value relation to class 1A will vary by carrier.

1C. Home System. Corresponds to category 1A. Usually used when 1A not practical due to language or other marketing consideration.

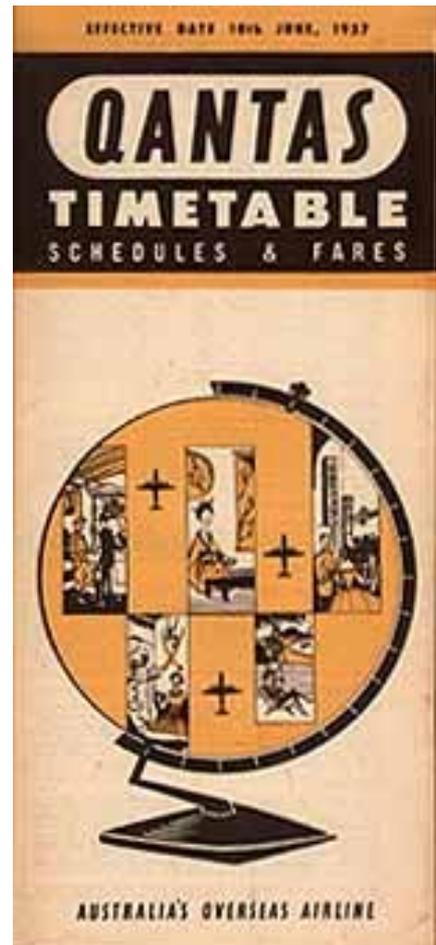
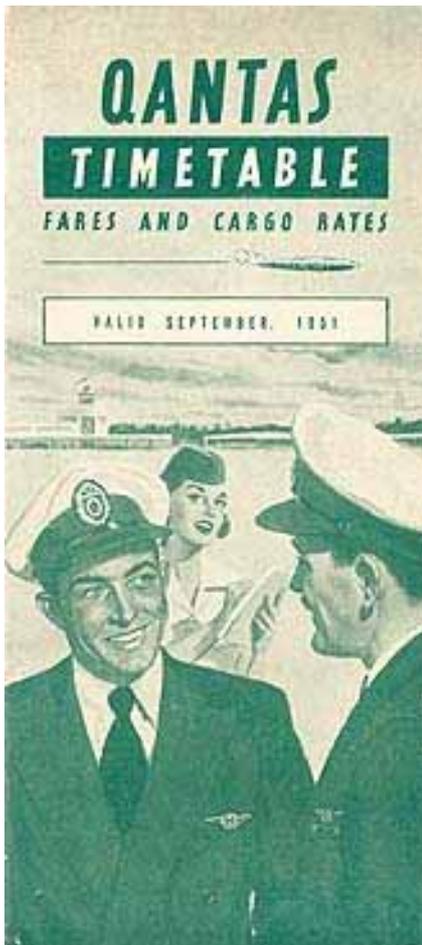
1D. Component System.

System schedules separated in multiple concurrent editions.

CLASS 2 - REGIONAL TIMETABLE

Regional Timetables do not include 'extra-regional' services. This distinguishes a Class 2 timetable from a Primary System. For example, American's Mexico regional timetable features a variety of trans-border services but is not a full listing of American's flights.

2A. Standard Regional. Chronological continuity exits.



2B. Non-Standard Regional.

Similar to type chronological continuity. It should not be uncommon to re-classify 2B to 2A status as new timetables are added to a collection.

2C. Joint Regional.

2D. Abridged.

Includes full system routes, but not all flights included.

2E. Overseas Abridged.

Same as 2D, but intended for foreign market distribution.

CLASS 3 - LOCAL TIMETABLE

Local Timetables include schedules for a single city. See also Class 6, USA City Quick Reference.

3A. Standard Local.

Format and size may vary. Chronological continuity exists.

3B. Non-Standard Local.

Format and size may vary. No chronological continuity.

3C Limited Local

Lists partial schedules for a single city.

3D Joint Local

Combined services timetable of two or more carriers to/from a single point. 3D schedules are filed under issuing or dominant airline.

CLASS 4 - ADVANCE TIMETABLE

Advance Timetables are intended for use prior to its effective date. Customarily, this issue is replaced by a Class 1, 2 or 3 timetable with corresponding service areas.

4A. System.

or market orientation for regional distribution.

4B. Regional/Local

CLASS 5 - DOMESTIC TIMETABLE

Many carriers, Japan Air Lines, for example, print both domestic and international timetables. Often, an International edition will include connecting domestic flights, but for full domestic services, customers are referred to the *Domestic Timetable*.

5A. Domestic Market.

Available in the carrier's home country.

5B. Foreign Market.

Distributed in other countries.

CLASS 6 - USA CITY QUICK REF-

ERENCE

City Quick Reference timetables are distinct from Regional or Local issues because of their distinct lateral commonality. Like 2A or 3A issues, this series is distinguished by chronological continuity. In addition, each issue bears a lateral format continuity with other issues. For example, the basic size and format for Eastern's Louisville and Atlanta class 6A issues dated 07- 02-74 are the same. This distinguishes this category from 2A and 3A issues which have inconsistent lateral formatting.

6A. Standard.

Complete listing.

6B. Incomplete.

Omits some services.

CLASS 7 - SINGLE ROUTE

Single Route Timetables are most often issued in a 'card' or 'pocket' format.

7A. Standard.

Chronological continuity exists.

7B. Non-Standard.

No-chronological continuity.

CLASS 8 - USA ROUTE CARD

Prior to City Quick Reference timetables, U.S. carriers often issued wallet-sized cards for specific routes. The relationship between Classes 7 and 8 is the same as between Class 6 and Classes 2 and 3.

8A. Standard.

Chronological continuity

8B. Non-Standard.

No-chronological continuity.

CLASS 9 - CONSOLIDATED CITY TIMETABLE

Consolidated City Timetables include combined schedules of all carriers serving a specific city(s) or airport(s). Usually issued by local civic or airport authorities; also issued by European and Asian airport owners.

CLASS 10 - MISCELLANEOUS

10A. Special Services.

Timetable printed in conjunction with special event affecting flight schedules. For example, issues related to the Hanover or Leipzig trade fares are Class 10A timeta-

bles.

10B. New Service.

Printed on a 'one-time, first time' basis.

10C. Marketing Initiatives

Promoting target markets - American's *Aircoach* and Eastern's *Moonlight Special*, for example.

10D. Miscellaneous

Fits no other criterion.

10E. Supplements

distributed as an insert for an existing timetable publication.

CLASS 11 - AIR FREIGHT

CLASS 12 - TRAVEL AGENT/EMPLOYEE TIMETABLE

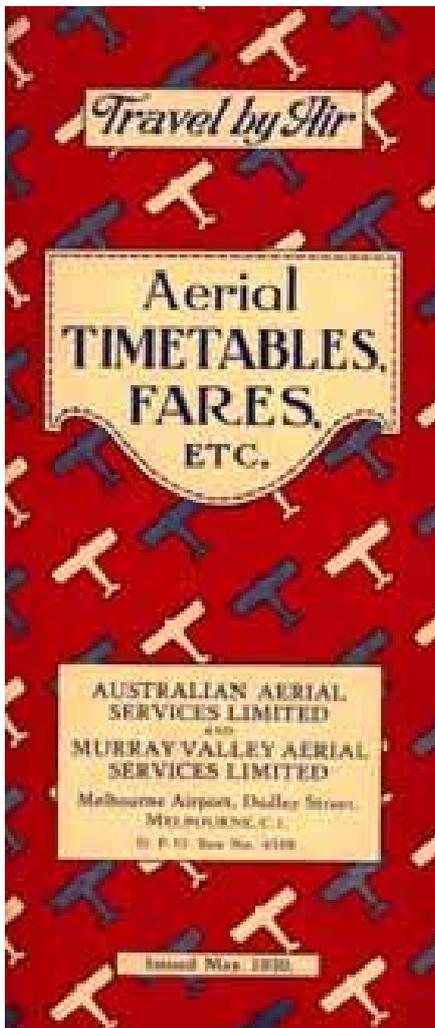
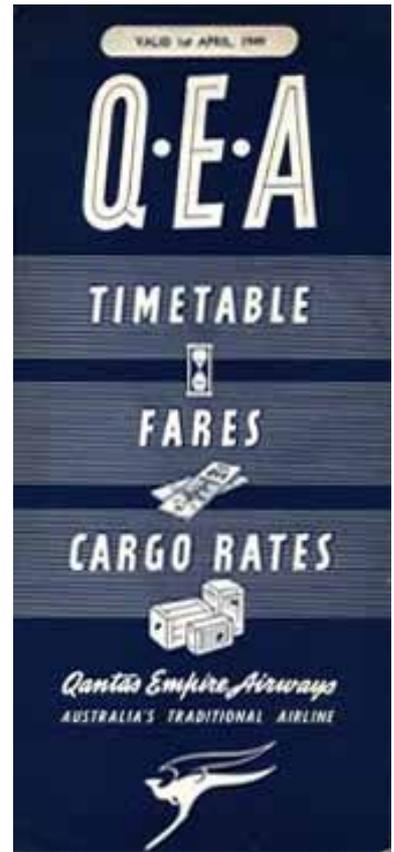
Travel Agent/Employee timetables are not intended for public distribution.

12A. System.

12B. Regional

12C. Local

CLASS 13 - ELECTRONIC TIMETABLE



Sydenham to Dulwich Hill

A short history of routes 222 and 448 by **DUNCAN MACAUSLAN**. Photos courtesy **CHRIS LONDON**.

Mr T. Brien commenced Sydenham — Central Railway via Stanmore in 1929. It ceased as competitive on 31 Oct 1931 but was relicensed on the following day as a feeder from Sydenham to Fiveways, Dulwich Hill, operated by Mrs P. Brien. It was extended in June 1933 to the Dulwich Hill tram terminus; and in the mid 1930s Mrs Brien re-married to become Mrs P. Warren.

The circa 1948 Gregory's street guide contained a list of bus routes and for route 222 gives two variants:

Sydenham Station to Dulwich Hill Tram Terminus: -

via Livingstone Road, Lewisham and Petersham: Railway Parade., Sydenham and Livingstone Roads., Gordon St., Railway Terrace, Hunter St., Denison Rd., Toothill St., Old Canterbury, Windsor, Constitution and New Canterbury Roads, Dulwich St.

via Stanmore, Petersham and Lewisham Stations: Railway Parade., Sydenham, Fitzroy, Edinburgh, Edgeware and Stanmore Roads., Merchant, Cambridge and Holt Sts., Stanmore Rd., Crystal, Fisher, Regent, Trafalgar and Palace Sts., New Canterbury Rd, Gordon St., Railway Terrace, Hunter St.

Mrs Warren commenced route 227 Sydenham to Stanmore Fire Station in 1953 and sold it to Appleby & Nelson (Tempe Bus Service) on 8 Apr 1965. They combined it with route 120 and 129 to become the final 129 between Rockdale and Rozelle on 6 December 1965.

The first timetable available is printed in October 1966, black ink on blue card, 127mm by 159mm (5ins by 6 1/4ins), illustrated to the immediate right. By this time only the Livingstone Road service operated as a seven day a week service requiring three buses, one of which ran a peak hour short working between Lewisham and Sydenham Stations. The service operated from 0620 until 2100 weekdays, 0700 until 1800 Saturdays and 0915 until 1700 Sundays.

The October 1966 timetable was amended (by handwriting) in two stages - unfortunately neither was dated.

The first amendments weekdays deleted the weekday evening service:

Dulwich Hill to Sydenham Station: 1915, 2015, 2115;

Lewisham Station to Sydenham Station: 1922 2022 2122;

Sydenham Station to Dulwich Hill: 1900 2000 2100;

Lewisham Station to Dulwich Hill: 1908 2008 2108.

The second amendment deleted

the Sunday service - implemented in 'texta' by writing 'No' in front of the word Sundays and crossing the times out.

Mrs Warren died on 4 November 1967 and the service was then run by her estate. The run passed to Marrickville Bus Lines operated by Barry Barton in January, 1969. MBL was transferred to Max Holman in 1974, at some time later to Bob Wood; and to Ben Rachwel, the current owner, by early 1979.

The next timetable, black on yellow card, is undated and is interesting in that it shows the 'Bus no' - in fact the shift number. Oddly

BUS TIME TABLE

2c Each

Mrs. P. Warren, 151 Victoria Road, Marrickville—56 8241

✱

ROUTE 222

DULWICH HILL — SYDENHAM STATION

✱

MONDAY TO FRIDAY

Depart Dulwich Hill for Sydenham

6.19	6.40	7.00	7.25	7.40	7.55	8.10	8.25	8.35	8.55
9.15	9.45	10.15	10.45	11.45	12.15	12.45	1.15	1.45	2.15
2.45	3.15	3.30	3.45	4.45	5.15	5.30	5.45	6.00	6.15
6.30	6.45								

Depart Lewisham Station for Sydenham

6.28	6.40	6.49	7.05	7.09	7.34	7.49	8.04	8.19	8.34
8.44	9.04	9.22	9.52	10.22	10.52	11.52	12.22	12.52	1.22
1.52	2.22	2.52	3.24	3.39	3.54	4.40	4.54	5.24	5.39
5.52	6.07	6.22	6.37	6.52					

Depart Sydenham Station for Dulwich Hill

6.19	L6.30	6.45	L6.52	7.05	7.20	7.30	M7.38	7.45	8.00
F8.15	F8.30	9.00	9.30	10.00	10.30	11.30	12.00	12.30	1.00
1.30	2.00	2.30	3.00	3.10	3.25	L3.55	M4.23	4.25	4.40
4.55	5.10	5.25	5.40	6.00	6.15	6.30			

Depart Lewisham for Dulwich Hill

6.30	6.51	7.16	7.31	7.41	7.56	8.11	8.26	8.41	9.08
9.38	10.08	10.38	11.38	12.08	12.38	1.08	1.38	2.08	2.38
3.08	3.21	3.36	4.36	4.51	5.06	5.21	5.36	5.51	6.08
6.23	6.38								

L—Denotes to LEWISHAM STATION ONLY.

M—Denotes to MARION ST., LEICHHARDT, via Lewisham.

F—Denotes via FARR ST., SCHOOL DAYS ONLY.

SATURDAY

Depart Dulwich Hill for Sydenham Station

7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45
12.15	12.45	1.45	2.15	3.15	4.15	5.15	6.15		

Depart Lewisham Station for Sydenham Station

7.22	7.52	8.22	8.52	9.22	9.52	10.22	10.52	11.22	11.52
12.22	12.52	1.52	2.22	3.22	4.22	5.22	6.22		

Depart Sydenham for Dulwich Hill

7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30
12.00	12.30	1.30	2.00	3.00	4.00	5.00	6.00		

Depart Lewisham Station for Dulwich Hill

7.08	7.38	8.08	8.38	9.08	9.38	10.08	10.38	11.08	11.38
12.08	12.38	1.38	2.08	3.08	4.08	5.08	6.08		

SUNDAYS

Depart Dulwich Hill for Sydenham Station

9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15
------	-------	-------	-------	------	------	------	------	------

Depart Lewisham Station for Sydenham Station

9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22
------	-------	-------	-------	------	------	------	------	------

Depart Sydenham Station for Dulwich Hill

10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
-------	-------	-------	------	------	------	------	------

Depart Lewisham Station for Dulwich Hill

10.08	11.08	12.08	1.08	2.08	3.08	4.08	5.08
-------	-------	-------	------	------	------	------	------

THIS TIME TABLE STARTS ON

E.A. & S.—10/66

the morning peak requires only three buses whilst the evening peak requires four. Also of interest is that there are morning short workings from Lewisham to and from Sydenham, and Dulwich Hill to Lewisham whilst in the evenings

only one Lewisham to Sydenham and two Dulwich Hill to Lewisham are provided. Whilst the timetable advises buses are for charter there is neither an address nor a contact phone number.

The next timetable, now foolscap,

BUSES FOR HIRE from

Marrickville Bus Lines

TIMETABLE

Dulwich Hill - Lewisham - Petersham - Sydenham

MONDAY to FRIDAY

Bus No.	Depart Dulwich Hill	Arr. & Dep. Lewisham Station	Arrive Sydenham	Depart Sydenham	Arr. & Dep. Lewisham Station	Arrive Dulwich Hill
1	5.55	6.04	6.16	6.20	6.28	6.39
2	6.05	6.15	6.25	6.30	6.38	—
3	6.20	6.30	6.38	6.40	6.48	6.56
2	—	6.40	6.49	6.50	6.58	—
1	6.40	6.50	6.58	7.05	7.09	7.19
2	—	7.03	7.15	—	—	—
3	7.05	7.15	7.23	7.25	7.34	7.40
2	—	—	—	7.36	7.45	—
1	7.20	7.30	7.40	7.50	7.58	8.08
3	7.45	7.53	8.03	8.05	8.15	8.25
2	—	7.57	8.10	8.20	8.30	8.38
1	8.10	8.20	8.30	8.35	8.45	8.53
3	8.30	8.40	—	—	—	—
2	8.40	8.46	8.55 (4)	8.55	9.05	9.14
1	8.55	9.00	—	—	—	—
4	9.20	9.27	9.38	9.40	9.49	9.58
4	10.00	10.09	10.16	10.20	10.29	10.38
4	10.40	10.48	10.56	11.00	11.09	11.18
4	11.20	11.28	11.36	11.40	11.49	11.58
4	12.00	12.08	12.16	12.30	12.39	12.48
4	12.50	12.57	1.06	1.10	1.19	1.28
4	1.30	1.38	1.46	1.50	1.59	2.08
4	2.10	2.18	2.28	2.30	2.39	2.45
2	—	—	—	2.55	3.04	3.12
4	2.50	2.57	3.06	3.10	3.18	3.26
5	—	—	—	3.25	3.38	3.45
2	3.15	3.25	3.35	—	—	—
4	3.30	3.42	3.52	4.05	4.15	4.23
5	3.45	3.55	4.03	—	—	—
2	4.00	4.10	4.17	4.25	4.35	4.45
6	—	—	—	4.40	4.52	5.00
4	4.25	4.33	4.40	4.52	5.05	5.15
5	—	4.55	5.05	5.05	5.17	5.24
2	4.48	4.58	5.08	5.20	5.33	5.40
6	5.02	5.10	5.20	5.35	5.45	5.53
4	5.20	5.28	5.37	5.50	6.00	6.08
5	5.28	5.35	—	—	—	—
2	5.40	5.47	5.55	6.05	6.15	6.22
6	5.55	6.02	—	—	—	—
4	6.08	6.15	6.22	6.25	6.33	6.40
4	6.40	6.46	—	—	—	—

SATURDAY

1	7.20	7.27	7.34	7.35	7.44	7.49
1	7.50	7.57	8.04	8.05	8.14	8.19
1	8.20	8.27	8.34	8.35	8.44	8.49
1	8.50	8.57	9.04	9.05	9.14	9.19
1	9.20	9.28	9.36	9.40	9.48	9.56
1	10.00	10.09	10.16	10.20	10.29	10.38
1	10.40	10.48	10.56	11.00	11.09	11.18
1	11.20	11.28	11.36	11.40	11.49	11.58
2	12.00	12.08	12.16	12.20	12.28	12.36
2	12.40	12.48	12.56	1.00	1.08	1.16
2	1.20	1.28	1.36	2.00	2.08	2.16
2	2.20	2.28	2.36	3.00	3.08	3.16
2	3.20	3.28	3.36	4.00	4.08	4.16
2	4.20	4.28	4.35	—	—	—

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Commencing 22nd January 1979

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Via Windsor Road - Old Canterbury Road - Toohill Street - Denison Road - Gordon Street - Railway Terrace - Livingstone Road - Sydenham Station

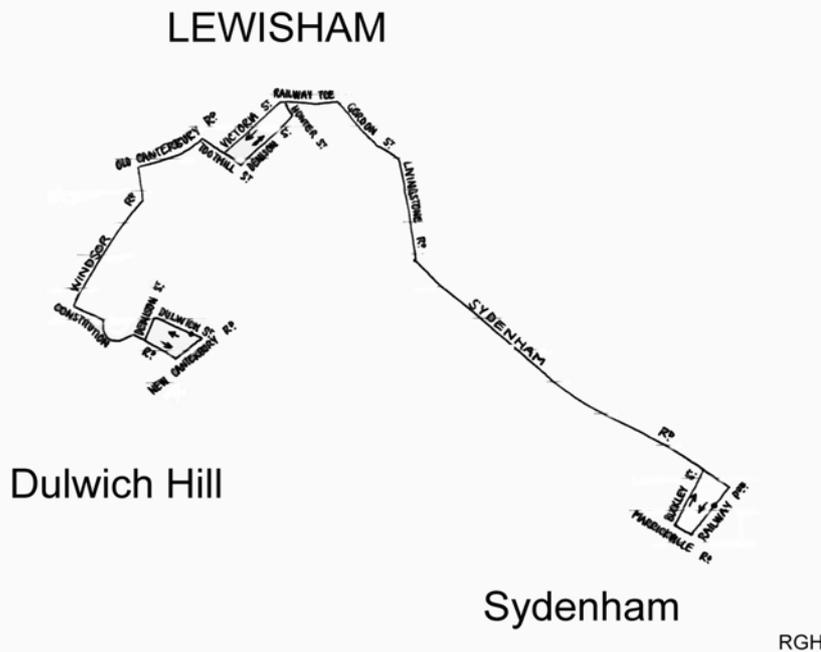
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MARRICKVILLE BUS LINES

MONDAYS TO FRIDAYS					
DULWICH HILL	LEWISHAM STATION	SYDENHAM STATION	LEWISHAM STATION	DULWICH HILL	
6.00 a.m.	6.10	6.20	6.30	6.37	
6.20 a.m.	6.30	6.40	6.50	6.57	
6.40 a.m.	6.50	7.00	7.10	7.17	
7.00 a.m.	7.10	7.20	7.30	7.37	
7.20 a.m.	7.30	7.40	7.50	7.57	
7.40 a.m.	7.50	8.00	8.10	8.17	
8.00 a.m.	8.10	8.20	8.30	8.37	
8.20 a.m.	8.30	8.40	8.50	8.57	
8.40 a.m.	8.50	9.00	9.10	9.17	
9.45 a.m.	9.52	10.00	10.08	10.15	
10.45 a.m.	10.52	—	10.30	10.38	
11.45 a.m.	11.52	11.00	11.08	11.15	
12.20 a.m.	12.27	12.00	11.30	11.38	
—	—	12.35	12.08	12.15	
—	—	—	—	—	
3.40 p.m.	3.50	—	3.30	3.38	To Sydenham
—	—	—	4.00	4.10	4.38
—	—	—	4.20	4.30	4.40
4.20 p.m.	4.30	4.40	4.40	4.58	
4.40 p.m.	4.50	5.00	5.10	5.18	
5.00 p.m.	5.10	5.20	5.30	5.40	
5.20 p.m.	5.30	5.40	5.50	6.00	

Route 222
1968



the Saturday service had ceased and the weekday service operated from 0600 until 1235 then resumed again at 1500. This timetable was manually altered to delete short workings from Dulwich Hill at 1020 and 1120. It is reported that standing loads from Sydenham were a regular occurrence before the Stamina Woollen Mills in Park Road closed down.

By January 1983 another timetable showed school journeys which were to become MBL's speciality. There are no short workings but there is an evening route alteration at Lewisham.

The service in October 1985 had been further reduced to operate only from 0600 until 0950 and resumed again from 1550 until 1740. One bus could cover the normal service with a second operating on school days.

Two factors combined to reverse this deteriorating service. Firstly the UTA was given responsibility for enhancing and co-ordinating bus services in Sydney and estab-

ROUTE 222

MARRICKVILLE BUS LINES
MONDAYS TO FRIDAYS

PHONE 521.5063

DULWICH HILL	LEWISHAM	SYDENHAM	LEWISHAM	DULWICH HILL
DEPART		ARRIVE-DEPART		ARRIVE
6.00am.	6.10	6.20	6.25	
6.28	6.33	6.43	6.54	6.58
7.00	7.10	7.20	7.30	7.35
7.20	7.30	7.40	7.50	7.58
7.40	7.50	8.00	8.10	8.18
8.00	8.10	8.20	8.30	8.38
S. S. 8.20	8.30	SCHOOL DAYS ONLY.		
8.40	8.50	9.00	9.10	9.20
9.45	9.53	10.00	10.15	10.20
10.45	10.53	11.00	11.15	11.20
11.45	11.53	12.00pm.	12.15	12.20
12.20	12.28			
		3.32pm.	3.40	3.50
3.52	3.58	4.08*	4.18*	4.26
		4.25*	4.35*	4.43
4.26*	4.32*	4.43*	4.53*	5.01
5.01*	5.08*	5.15*	5.23*	5.30
		5.40	5.48	5.53

*VIA HUNTER ST. LEWISHAM.
SCHOOL SPECIAL: DEPART 8.20am. DULWICH HILL VIA LEWISHAM, ADDISON RD, TO ST. BRIGIDS SCHOOL MARRICKVILLE, FRANCIS ST. MARRICKVILLE VIA ILLAWARRA RD. TO MARRICKVILLE WEST SCHOOL, HILL ST. TO FERNCOURT SCHOOL.
S.S. RETURNS DEPART ST. BRIGIDS SCHOOL 3.15pm. FERNCOURT SCHOOL. 3.30pm. MARRICKVILLE WEST 3.38pm.



lished a Sydney wide route number system. Secondly an old woolen mill complex in Marrickville was opened as Marrickville Metro shopping centre on 16 November 1987.

The 222 was renumbered 448 in this new scheme and was included in a 26 page booklet published by Urban Transit. Effectively there were two routes, the original from Sydenham Station to Dulwich Hill operated only from 0600 until 0830 and 1610 until 1754. The new variant from Dulwich Hill continued down Livingstone Road to Marrickville, Victoria and Sydenham Roads, Fitzroy Street, to a terminus at Marrickville Metro in Murray Street, then returning via Victoria and Edinburgh Roads to Fitzroy Street etc. A half hourly service was provided from 0830 until 1735 extended to 2130 on Thursdays and 1930 on Fridays. A Saturday service was provided; half hourly until 1300 then every 40 minutes until 1623. This required two buses in service most of the day.

Marrickville Metro was not the success that was expected but whilst other operators reduced their services MBL made only minor changes from 16 May 1988. The afternoon services from Sydenham Station were replaced by diverting the 1600 and 1710 services from Marrickville Metro via Sydenham Station looping round Sydenham Road, Railway Parade, Marrickville Road, and Buckley Street back to Sydenham Road.

But by 21 May 1990 the patronage to Marrickville metro had not improved and a six months trial timetable reduced the service to hourly and removed the Thursday and Friday night runs after 1730. The Saturday service was also reduced to hourly in the mornings and 40 minutes after lunch. By February 1994 the service was further reduced with only one trip out of four remaining to Sydenham in the morning – even that not operating all year; an hourly service to Marrickville Metro Mondays to Saturdays and a half hour break introduced at lunchtime.

MBL started trading as Telford's Tours by 2000 and by April that year had increased the service considerably. Traffic to Sydenham Station must have increased as there was now a half hourly morning service from Dulwich Hill between 0600 and 0830 then three afternoon runs looping there in the afternoon. The weekday service to Metro remained unchanged but the Saturday service was reduced to hourly in the mornings. The turning loop at Metro was changed to Edinburgh Road, stopping in Smidmore Street then Murray Street back to Edinburgh Road.

The final Telford Tours timetable was issued by February 2001 (as ever the timetable was undated) and again this deleted all the morning runs to Sydenham Station – the 448 now basically operating a shopping hours service from 0900 until 1630 with all runs diverting via Sydenham Station on

MARRICKVILLE BUS LINES
PH: 59 3659

**Route 222 Sydenham Station -
Dulwich Hill Shops**

Buses and Coaches for Charter

Dulwich Hill Shops Depart	Lewisham Station	Sydenham Station Arrive	Sydenham Station Depart	Lewisham Station	Dulwich Hill Shops Arrive
6.00	6.10	6.18	6.20	6.25	6.29
6.30	6.35	6.44	6.45	6.55	6.59
7.00	7.05	7.14	7.15	7.25	7.29
7.30	7.35	7.44	7.45	7.55	7.59
School Days only			8.00	8.10	8.19
8.00	8.10	8.19	8.20	8.30	8.39
8.20	8.30	School days only			
8.40	8.50	8.59	9.00	9.10	9.19
9.30	9.35			9.40	9.50
			3.30	3.40	3.49
3.50	4.00	4.05			
			4.10	4.20	4.29
4.30	4.35	4.44	4.45	4.50	4.59
5.00	5.05	5.15	5.30	5.35	5.40

their way from Metro. Unusually one trip, 1500 from Metro and 1530 from Dulwich Hill only ran during public school holidays – possibly to use the bus on a school run during term time. The hourly Saturday service now ran via Sydenham Station as well.

By June 1990 Telford tours was the only private operator left in the area, the other routes having ceased or been taken over by State Transit. This situation continued until January 2004 when Telford Tours sold the 448 to State Transit and from 27 January 2004 Sydney Buses operated the service to the existing timetable.

There has been some discussion as to the future of the 448 with talk of it becoming a variant of the 412, possibly route 414, operating from the City to Livingstone Road then Marrickville and 448 to Marrickville Metro. It would appear that this has been delayed until a service review later in 2004.

Thanks to Robert Henderson for access to his timetable and street directory collection and Eddy Heyman for reviewing the article.

Footnotes.

1. Possibly intersection of Constitution/Arlington/Windsor/Union
2. It should be noted that this is a

secondary source and the information may be out of date when printed or even wrong.

3. Max Holman operated route 142 Matraville to Malabar Heights from

January 1972 trading as Matraville Bus Service. His vehicles appear to have operated on both routes.

<u>MARRICKVILLE BUS LINES</u>						
<u>ROUTE 222</u>		<u>TIME TABLE</u>			PHONE: 559-1028	
DE-LUXE COACHES & MODERN BUSES AVAILABLE FOR CHARTER						
TO SYDENHAM:			TO DULWICH HILL:			
Depart Dulwich Hill	Arr. & Depart Lewisham	WEEK-DAYS		Depart Sydenham	Arr. & Depart Lewisham	Arrive Dulwich Hill
		Arrive Sydenham	Depart Sydenham			
5.55	6.03	6.13	6.15	6.25	6.33	
6.05	6.15	6.25	6.30	6.38	6.47	
6.16	6.23	6.35	6.43	6.52	6.59	
6.35	6.45	6.55	6.56	7.05	-	
6.50	6.58	7.08	7.10	7.19	7.27	
7.00	7.08	7.18	-	-	-	
7.10	7.18	7.28	7.30	7.39	7.47	
-	-	-	7.36	7.45	-	
7.30	7.38	7.47	7.50	7.58	8.05	
-	-	-	8.07	8.15	8.24	
7.50	8.00	8.10	8.18	8.26	-	
8.10	8.18	8.28	8.35	8.42	8.50	
8.30	8.38	8.48	8.50	8.58	9.04	
9.05	9.12	9.19	9.20	9.28	9.35	
9.40	9.47	9.54	9.55	10.03	10.11	
10.15	10.22	10.29	10.30	10.37	10.45	
10.55	11.02	11.09	11.10	11.18	11.25	
11.35	11.42	11.49	11.50	11.58	12.05	
12.15	12.22	12.29	12.30	12.38	12.45	
12.55	1.02	1.09	1.10	1.18	1.25	
1.35	1.42	1.49	1.50	1.58	2.05	
2.15	2.22	2.29	2.30	2.38	2.45	
2.50	2.57	3.04	3.05	3.13	3.20	
3.20	3.28	3.35	3.25	3.35	3.42	
3.45	3.53	4.03	3.55	4.07	4.16	
4.00	4.07	4.16	4.25	4.35	4.45	
4.20	4.27	4.35	4.40	4.52	4.59	
-	-	-	4.55	5.08	5.15	
-	-	-	5.10	5.23	5.30	
5.00	5.07	5.15	5.25	5.34	5.40	
5.20	5.27	5.35	5.40	5.48	5.55	
5.30	5.37	5.45	5.55	6.03	6.10	
5.45	5.52	6.00	6.10	6.18	6.25	
6.10	6.16	6.23	6.25	6.33	6.40	
<u>SATURDAY</u>						
7.20	7.27	7.34	7.35	7.44	7.49	
7.50	7.57	8.04	8.05	8.14	8.19	
8.20	8.27	8.34	8.35	8.44	8.49	
8.50	8.57	9.04	9.05	9.14	9.19	
9.20	9.27	9.34	9.35	9.48	9.49	
10.00	10.07	10.14	10.15	10.22	10.29	
10.40	10.47	10.54	10.55	11.02	11.09	
11.20	11.27	11.34	11.35	11.42	11.49	
12.00	12.07	12.16	12.20	12.28	12.36	
12.40	12.48	12.56	1.00	1.08	1.16	
1.20	1.28	1.36	2.00	2.08	2.16	
2.20	2.28	2.36	3.00	3.08	3.16	
3.20	3.28	3.36	4.00	4.08	4.16	
4.15	4.22	4.35				
<u>ROUTE:</u>						
SYDENHAM STATION - SYDENHAM RD - LIVINGSTONE RD - GORDON RD -						
LEWISHAM STATION - VICTORIA ST - TOOTHILL ST - OLD CANTERBURY RD -						
WINDSOR RD - CONSTITUTION RD - DULWICH HILL SHOPPING CENTRE						

Reproduction

Do we have your attention now? The recent news that AATTC is about to re-enter the field of reproducing timetables has caused a little musing.

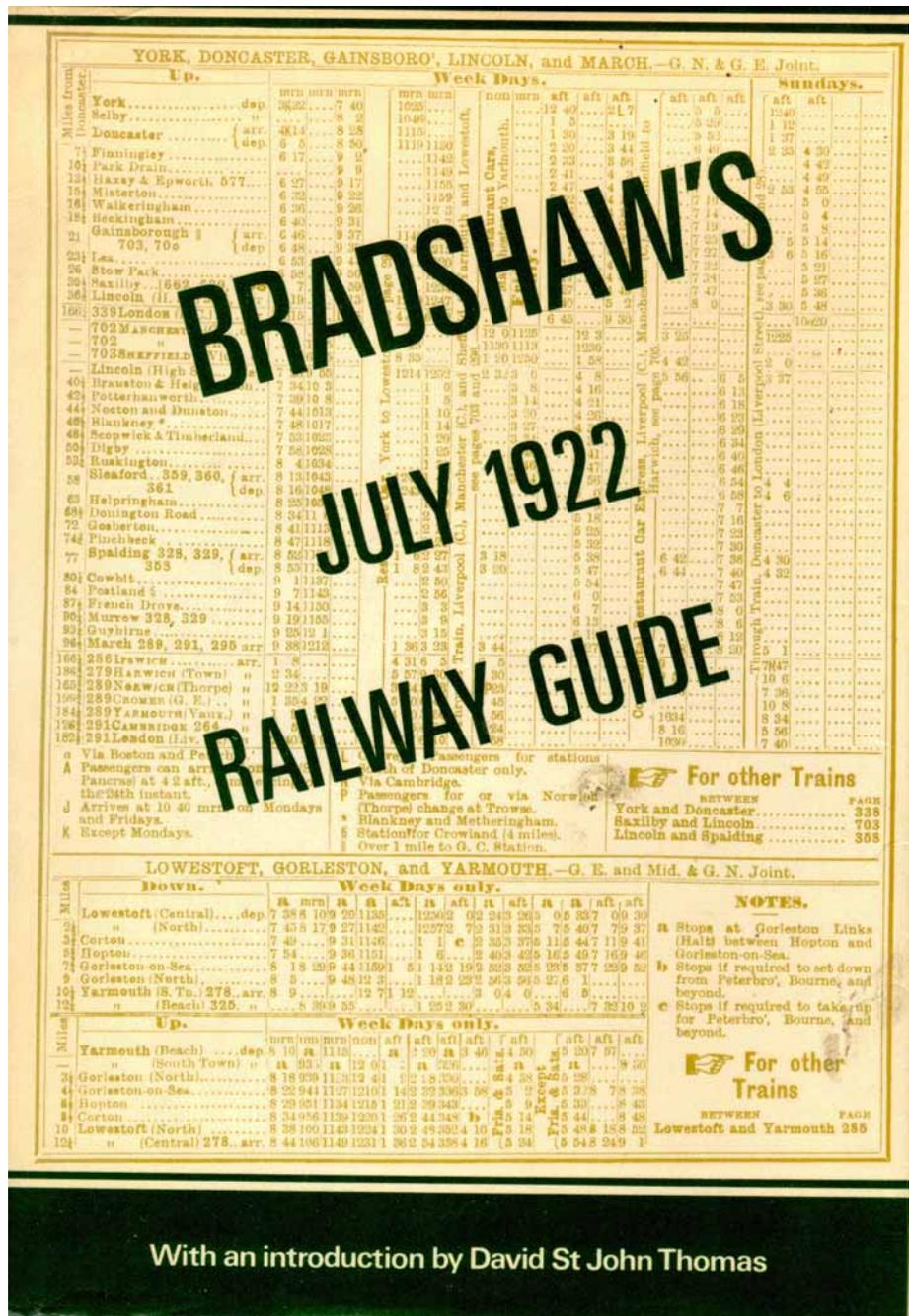
Of all the things I have done in my publishing career, none has been more widely commented upon than the reprinting of old Bradshaws. When David & Charles produced the first (for April 1910) in 1968, it was the signal to many, who had watched the output from our then offices in Newton Abbot railway station with some amazement, that we would not be troubling the book trade much longer! But the title verso of that reprint shows that two impressions had to be run off within a few months.

The sales of the first were greatly helped by publicity. I did around fifty radio and television interviews in a fortnight. Almost all the inter-viewers thought me a prime target at whom to poke fun... wasn't it like painting Union Jacks on chamber pots and other such silly things? I let them have their laugh but each time got in my commercial message with which indeed I began the introduction to the first reprint itself: 'Old copies of Bradshaws are now scarce and expensive. Even copies with tattered pages and missing maps fetch substantial prices. So the main idea of this new edition is to provide a typical issue in a more permanent form. The enlarged type on better-quality white paper, in a conventional binding case, will make far easier reading.'

And so it proved. Our reprints are now if anything more scarce than the originals. My own personal copies show signs of much usage. Almost every railway book and many magazine articles written ever since pay especial attention to the services provided in 1910!

Thus wrote David St John Thomas in the introduction to one of his later Bradshaw reprints (right). The AATTC is about to embark on a similar venture, probably the reprinting of a Sydney steam tram system booklet. It is to be hoped that David and Charles' success will repeat itself with our latest venture. The AATTC has already printed one such timetable— a Victorian Railways system booklet of 1875.

One does not need to look very far, even in Australia, to come across



With an introduction by David St John Thomas

other examples. I have (or had, for I seem to have lost it) in my own collection a vest pocket sized booklet of the Union Steam Ship's ship timetables and the Tasmanian Railways timetables of the early 20th century. The Railway Shop in Brisbane a few years ago published a facsimile edition of the 1885 QR South Western Division Working Time Table and these are now being traded on E-Bay for respectable prices.

The attitude of time table collectors towards these reproductions is somewhat ambivalent. Those who collect timetables to read about and perhaps analyse the past, generally welcome them and are likely to add them to their collection. In all probability, after having acquired one, they would pass up the opportunity to acquire an older original. Price would matter, of course— in recent mail-order catalogues issued by a U.K. railway

bookseller, prices are often 10:1 in favour of the reproduction. The 'jackdaw'-type collector on the other hand is likely to turn up his nose—only an original will do and price would be no object. In the April 2004 AATTC auction, an original NSWGR 1898 Northern Local WTT Appendix sold for \$485. The Times editor took the liberty of assembling a facsimile reproduction of this item before it went onto the market; it would be lucky to fetch \$20 in a repeat auction.

In their book 'The Wonderful World of Railroad timetables', Dick Clover and Tom Coval had this to say about reproductions:

Reprints and reproductions are inevitable. They have been with us since early man drew pictures on the walls of caves. In approaching this subject, keep in mind the natural proclivity for making a representation of something which is of interest, for one reason or another. It may be for the record, or because it is admired, or to illustrate or commemorate, or a combination of some or all of these things.

At this point, a definition of timetable reprints is desirable. A useful definition is suggested as follows: Any schedule reproduced by any source for any purpose other than for information concerning existing or projected transportation. This definition automatically excludes any timetable published subsequent to the effective period of the subject timetable, without regard to the means or circumstances of termination. According to this definition, an edition issued after expiration for the edification of rail fans is a reprint or reproduction, but a further printing of a current timetable is simply a 2nd edition. If the above test be applied, it will neatly divide originals from reproductions. The terms 'reproduction' and 'reprint' have been used throughout as synonymous terms.

When it comes to reproducing timetables, (commonly referred to as 'repros') there is nothing new about it. Many historical books and records can be found where timetables are reproduced and used for illustrations, to show prior conditions of transportation or to add color and eye—appeal. The Timetable Collector, monthly publication of the National Association of Timetable Collectors is devoted in great part to the reproduction of scarce or otherwise interesting timetables. This is a great service and a source

of continuing pleasure to collectors and gives valuable information which would not otherwise be available.

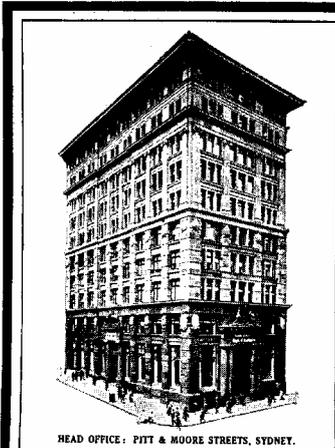
Numerous railroads and individuals have reproduced schedules as a result of the demand for timetables out of date and no longer obtainable through normal sources of distribution. These, too, fill a need of the collector who is willing to accept a reprint where he cannot obtain an original. The price is often a consideration, since modern means of reproduction make it possible to reproduce such items at a small fraction of the cost of an original, which for all practical purposes may be unobtainable.

As Clover and Coval point out, magazines like The Times can be regarded as nothing but facsimile editions or extracts of old timetables. No-one would mistake what appears in The Times for an original timetable—the context would make that clear. As pointed out by Jack McLean in our 20th anniversary issue, it was originally envisaged that all illustrations in The Times would carry a 'watermark' or other indication that they were

facsimiles— but this practice thankfully was soon dropped.

Reproduction timetables (and other railway paper) usually seem to be directed towards the railfan fraternity and, in consequence, are often quite specialised. The Ulster and Delaware Railroad Historical Society (a New York group) recently selected one of 'its' railroad's old Employee Time Tables for reproduction; but it seems it sold only to its group's members. Reproductions of timetables such as Bradshaw's and the USS booklet referred to earlier however, find a market among the 'general public'. The USS timetable for instance, was a product of a network of Tasmanian museums, was on sale at most of its museums (I got mine from Zeehan) and seems to sell well. The attraction for the general public is probably more in the nostalgic aroma arising from the ancillary material in such timetables, rather than the tables themselves.

Below is the wrapper from another Australian effort— an early 'Trans' timetable. It carries no indication that it is a reproduction or of who reproduced it.



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DENISON MILLER,
Governor.

March, 1918.



TRANS—
AUSTRALIAN
RAILWAY.

TIME TABLE

Description of Route
and
General Information

NOTE.—The contents of this folder are subject to alteration, and passengers should therefore make enquiries at the booking office before commencing their journeys, &c.

For further information see Passenger Fares and Coaching Rates Book, which may be obtained at booking offices where Intersystem tickets are on issue, at a charge of Three-pence.

(By Order of the Commonwealth Railways Commissioner.)
J. J. POYNTON,
General Superintendent.

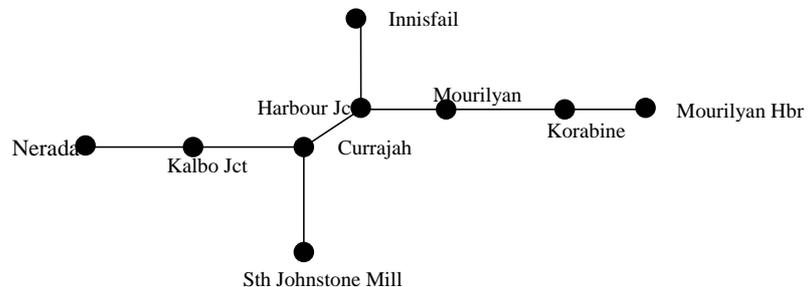
28th March, 1918.
G.1101.

Innisfail Tramway sugar cane tram Time Table

Tattered remains from the EDITOR'S grab-box

When the current editor took up the job, he inherited a small 'grab box' of assorted timetables, the provenance of which remains unknown. One of them (there are more to come) was the roneoed QR Train Notice No. 163, below.

Issued from the office of the General Manager of QR's Northern Division on an unknown date (the top portion was torn away, but it was probably in the 1950s), it schedules a busy shuttle service for several trams on the narrow gauge Innisfail section. This 27-mile network had been purchased by QR from the Johnstone Shire Council in 1914 and was sold after 63 years to the local sugar industry.



The layout was roughly as depicted on the diagrammatic map above, which shows most of the locations. Listed in the TT. Not shown are the other 48 locations where there were points on the lines, junctioning with the privately-owned sugar

cane tramways.

By cross-referencing the two, we can see what a busy life these trams led. Starting at some unidentified time in the morning, they were not back in the little loco shed at Innisfail until 10 at night.

attach 19H empty	10.40	Harbour Junction	6.20
Korabine	10.55 xNo.5	Innisfail	6.35p.m.
Mourilyan	11.10	<hr/>	
detach 19H empty	attach 19H loaded	<u>No.8 Special Taxi Relief Pin Gin Hill</u>	
ex 7 Points		<u>cane runs:-</u>	
Mourilyan	11.35	Innisfail	10.55a.m.
Korabine	11.50	relieve No.2 Special	
Harbour	12.15 detach 19H loaded	Currajah	11.10
attach 19H empty	12.40	Kalbo	11.35
Korabine	12.55	attach 42 Points	
Mourilyan	1.10 Meal	Kalbo	11.50
detach 19H empty	attach 19H loaded	attach 38 & 37 Points	
ex 7 Points		Currajah	12.45 det 1.0 xNo.3
Mourilyan	1.50	Kalbo	1.15 1.30 xNo.4
Korabine	2.5 xNo.5	Pin Gin Hill	1.40 1.50 attach
Harbour	2.25 detach 19H loaded	attach 45 Points	
attach 19H empty	2.50	Kalbo	2.15 attach Kalbo
Korabine	3.5 xNo.5	Junction	meal 2.40 xNo.9
Mourilyan	3.20	Currajah	3.15 att 3.25 xNo.10
detach 19H empty	attach 19H	South Johnstone	3.45 detach cane
loaded ex 7 Points		attach empties	4.5
Mourilyan	3.45 xNo.5	Currajah	4.25 4.35 xNo.6
Korabine	4.0	Kalbo	5.0 5.10 det
Harbour	4.20 detach 19H loaded	Pin Gin Hill	5.25 detach empties
attach 28H empty	4.45	attach cane	5.40
Korabine	5.0	attach 47; 46 & 44 Points	
Mourilyan	5.15 xNo.11	Kalbo	6.25 6.40 meal
Harbour Junction	5.25	Currajah	7.15 7.25 detach
attach 3 & 4 Points and detach	5.50 det 28H	Harbour Junction	7.45 7.55 att 28H
at Mill; attach empties and		Currajah	8.25
detach 2 & 1 Points		South Johnstone	8.35 detach 28H empty
Harbour Junction	7.45	attach 14H loaded	8.50
Innisfail	8.0p.m.	Currajah	9.5 xNo.9
<hr/>		Harbour Junction	9.25 9.35 det 14H
<hr/>		Innisfail	9.50p.m.
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All concerned to note Speed			
Restriction 4M.P.H. are in force from			
4Miles 8Chains to 4Miles 20Chains			
Harbour Junction to Currajah section.			
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GF. TRAIN NOTICE NUMBER 163.			
C.W.HUTCHISON GENERAL MANAGER N.D.			