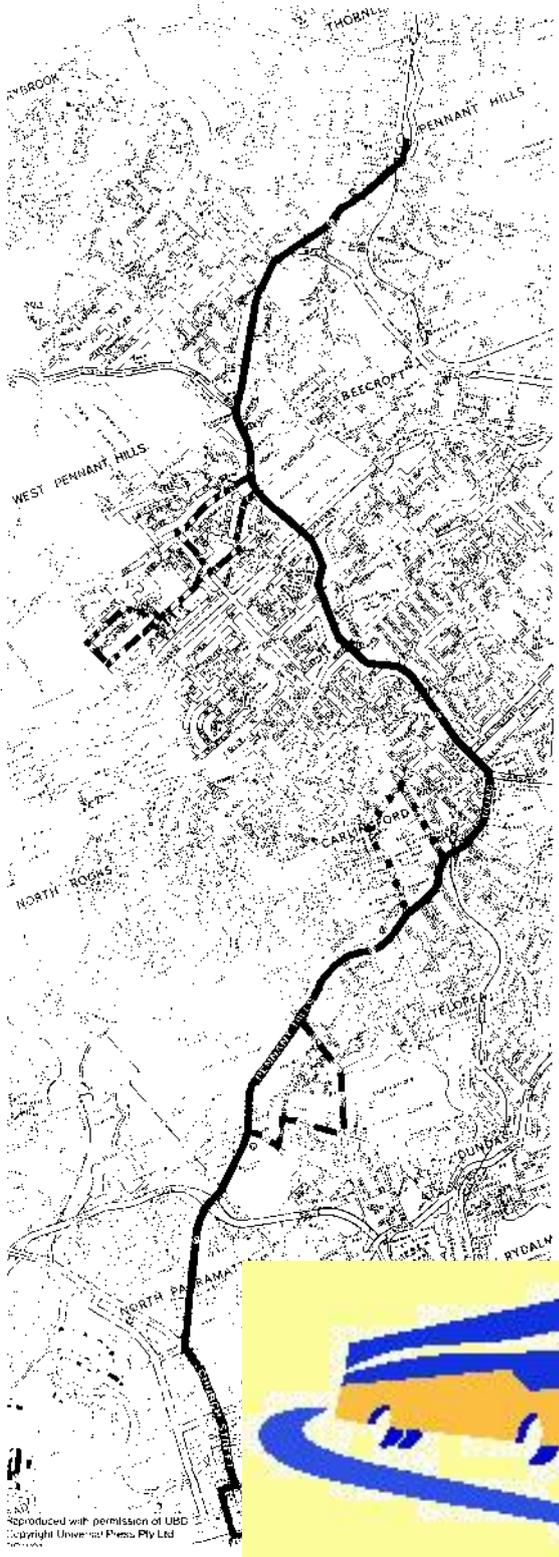




The Times

December 2004

A journal of transport timetable history and analysis



KEY TO ROUTE MAP

- NORMAL ROUTE
- - - - - PRINDLE STREET DIVERSION. TRIPS MARKED "P" OPERATE THIS DIVERSION.
- BAKER STREET DIVERSION. TRIPS MARKED "B" OPERATE THIS DIVERSION.
- EATON ROAD DIVERSION. TRIPS MARKED "E" OPERATE THIS DIVERSION.

SERVING OTHERS IS OUR BUSINESS



STRIVING FOR EXCELLENCE

PROUD TO BE THE INAUGURAL 1991 WINNER OF THE PARRAMATTA AWARDS FOR BUSINESS EXCELLENCE (CATEGORY 7: SERVICE)

HARRIS PARK TRANSPORT COMPANY PTY. LTD.
 2A ADA STREET, HARRIS PARK 2150.
 PO BOX 410, PARRAMATTA 2124.
 Office Hours : 8am to 5pm Mondays to Fridays.
 Phone : 633 2181 or 689 2242

GENERAL INFORMATION

- Assistance :** Bus passengers are asked to assist by making the seats in the front rows available for elderly or disabled travellers
 - Fares:** Please tender the correct fare and be ready to pay on entry in order to avoid unnecessary delays. Children 15 years and over are required to pay adult fare unless travelling to and from school. Proof of age may be required.
 - Concession Fares:** Concession fare passes must be shown to the driver or full fare will be charged. Children travelling at half fare or on school passes must not occupy a seat whilst adults are standing.
 - Tickets:** Tickets are issued for all fares paid. Please retain tickets until the end of the trip to avoid being asked to pay another fare by an inspector.
 - School Passes:** To obtain a school bus pass, apply at your school. Mutilated or lost passes can be renewed by applying in our office at the depot.
 - Food:** Food and refreshments (including chewing gum) should not be consumed on the bus.
 - Smoking:** Smoking is not permitted on buses under the Transport regulations.
 - Guide Dogs:** When accompanying blind or deaf people, guide dogs may travel on all buses.
 - Lost Property:** Enquiries can be made at our depot during office hours only.
 - Your Ideas:** Your ideas and suggestions about our bus services can assist us with further improvements. You can ring or write to us at our depot.
 - Compliments/Complaints:** If you would care to pass on any information to us concerning the service provided by our staff, please communicate directly with us. Quoting the driver's number which you will find displayed on the ticket you receive upon boarding the bus.
- BUSES DEPART PRINDLE STREET FOR PARRAMATTA AS FOLLOWS:**
Monday to Friday :
 7:20am, 8:7:30am, 8:23am, 9:01am, 9:43am, 10:34am, 11:38am, 12:36pm, 3:16pm
Saturday :
 8:07am, 9:40am, 11:20am, 12:40pm, 2:10pm, 5:00pm



Inside: Parramatta to Pennant Hills

Timetable for a road

86 years of Bradshaw's Victorian Railway Guide

RRP \$2.95
Incl. GST

The Times

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

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Issue No. 249 Vol 21 No. 12

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On the front cover

Have you ever felt like abusing your bus driver, but have never been quite sure how to go about it? This Harris Park Transport Services timetable from 1992, lays down the correct procedure for both brickbats and bouquets. Our author, Jim O'Neil, found the company a little mystifying at first, because it operated no services in Harris Park itself— the suburb was merely the location of its depot and Registered Office. In this issue, he traces 40 years of history of one of those non-Harris Park, Harris Park services— from Parramatta to Pennant Hills.



Celebrating 150 years of Australian Railways in stamps

Editorial Team Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

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From Parramatta to Pennant Hills

A bus company that didn't serve its namesake suburb piqued JIM O'NEIL's interest. Tiptoeing quietly into the depot, he found the why and wherefore of this peculiar anomaly—and they gave him a threepenny timetable for free into the bargain. Photos by DEREK CHENG

When I first discovered the Harris Park Transport Co., running buses from Parramatta northwards to Epping and Pennant Hills, I was puzzled by the name, since Harris Park is one station south of Parramatta. Everything became clear once I discovered the depot (photo, page 4) so I could ask for a timetable. They didn't run there, they were based there. 2a Ada Street was also the registered office for the Moorebank and the Hammondville Bus Companies, according to the



notice at the depot, but I never saw a bus (or a timetable) for those services at Ada St.

The first timetable discussed here (below and on pages 4, 5 and 6) was issued on Monday 29th February 1960. It was printed on white

HOLIDAYS

Buses depart Parramatta Station for Epping Station—A.M.: H7.27, 8.27, 9.27, 10.27, 11.27, P.M.: 1.27, 2.27, 3.27, 4.27, 5.27, 6.27, 7.27, 8.27, H9.27, H11.00.

H denotes operates on all public holidays except Christmas Day and Good Friday.

T denotes terminates Tintern Avenue.

Q denotes termination picture programme at Roxy Theatre.

Buses depart Carlingford for Epping Station—A.M.: H7.45, 8.45, 9.45, 10.45, 11.45, P.M.: 1.45, 2.45, 3.45, 4.45, 5.45, 6.45, 8.45, H9.45, H11.18.

H denotes operates on all public holidays except Christmas Day and Good Friday.

Buses depart Parramatta for Pennant Hills Station—A.M.: 8.00, 9.05, 10.11, 11.15, P.M.: 3.0, 4.06, 5.06, 6.20. No service Christmas Day or Good Friday.

Buses depart Carlingford for Pennant Hills Station—A.M.: 8.18, 9.23, 10.28, 11.31, P.M.: 3.18, 4.22, 5.22, 6.38. No service Christmas Day or Good Friday.

Buses depart Thompson's Corner for Pennant Hills Station—A.M.: 8.28, 9.33, 10.38, 11.41, P.M.: 3.28, 4.29, 5.29, 6.48. No service Christmas Day or Good Friday.

Buses depart Epping Station for Parramatta Station—A.M.: H7.57, 8.57, 9.57, 10.57, 11.57, P.M.: 1.57, 2.57, 3.57, 4.57, 5.57, 6.57, 8.57, H9.57, H11.35. H denotes operates all public holidays except Christmas Day and Good Friday.

Buses depart Carlingford for Parramatta Station—A.M.: H8.07, H8.49, 9.07, H9.52, 10.07, H10.57, 11.07, P.M.: H12.00, 12.07, 2.07, 3.07, H3.49, 4.07, H4.48, 5.07, H5.48, 6.07, H7.07, 7.45, 9.07, H10.07, H11.40. H denotes operates on all public holidays except Christmas Day and Good Friday.

Buses depart Pennant Hills Station for Parramatta Station—A.M.: 8.35, 9.38, 10.43, 11.46, P.M.: 3.35, 4.34, 5.34, 6.53. No service Christmas Day or Good Friday.

Buses depart Thompson's Corner for Parramatta Station—A.M.: 8.39, 9.42, 10.47, 11.50, P.M.: 3.39, 4.38, 5.38, 6.57. No service Christmas Day or Good Friday.

BUS TIME-TABLES COMBINED

**PARRAMATTA STATION TO
EPPING STATION**

Route No. 165

**PARRAMATTA STATION TO
PENNANT HILLS STATION**

Route No. 101

**PARRAMATTA TO TELEPEA
STATION**

**EPPING STATION TO
CARLINGFORD**

(via Carlingford Road) Route No. 90

**Harris Park Transport Co.
Pty. Ltd.**

2a Ada Street, Harris Park — YL 8632

3d.

**Commencing Monday, 29th February, 1960
All previous Time-tables cancelled**



MONDAY to FRIDAY

Buses Depart Parramatta Station for Epping—A.M.: 5.45, 6.15, 6.35, 7.12, FD7.17, T7.49, 8.16, D8.52, 9.05, F9.30, 10.05, F10.30, 11.05, F11.30. P.M.: 12.05, F12.30, 1.05, F1.30, 2.05, F2.30, FPA2.45, 3.05, C3.15, 3.25, 3.55, PT4.04, 4.20, 4.40, 4.59, P5.17, 5.27, 5.40, 6.13, 6.45, 7.28, 8.05, 9.05, X11.00.

D denotes operates via Dundas Valley.

F denotes operates via Carlingford Road.

P denotes operates via Prindle Street.

A denotes operates via Adderton Road.

X denotes operates Wed'days, Fridays and Sat'days only.

C denotes terminates Carlingford.

T denotes terminates Tintern Avenue.

Buses Depart Carlingford for Epping Station via Carlingford Road—A.M.: 6.20, 7.23, 7.44, 7.54, 8.25, 9.48, P.M.: 3.20, 3.47, 4.33, 5.48, 6.10.

Buses Depart Carlingford for Epping Station via Willoughby Street—A.M.: 5.58, 6.32, 6.52, 7.30, 8.33, 9.23, 10.23, 11.23, P.M.: 12.23, 1.23, 2.23, 3.23, 3.45, 4.18, 4.43, 4.58, 5.15, 5.45, 5.58, 6.31, 7.04, 7.46, 8.23, 9.23, X11.18.

X denotes operates Wednesdays, Fridays and Saturdays only.

Buses Depart Ryde Street for Epping Station via Boronia Avenue—A.M. 6.04, 6.33, 6.56, 7.09, 7.36, 7.50, 8.00, 8.39, 9.29, 10.29, 11.29. P.M.: 12.29, 1.29, 2.29, 3.29, 3.54, 4.24, 4.52, 5.04, 5.21, 5.51, 5.55, 6.03, 6.36, 7.09, 7.51, 8.28, 9.28, X11.22.

X denotes operates Wed'days, Fridays and Sat'days only.

Buses Depart Pennant Parade for Epping Station via Boronia Avenue—A.M. and P.M. buses depart three (3) minutes prior to Ryde Street departure times.

Buses depart Epping Station for Parramatta Station via Willoughby Street—A.M.: 6.15, 6.25, 6.40, 7.20, 7.50, 8.10, 8.57, 9.35, 10.35, 11.35, P.M.: 12.35, 1.35, 2.35, 3.40, 4.02, 4.30, 4.58, 5.10, 5.30, 6.15, 6.25, 6.50, 7.16, 8.02, 8.32, 9.32, X11.26.

X denotes operates Wed'days, Fridays and Sat'days only.

MONDAY TO FRIDAY (Continued)

Buses depart Epping Station for Parramatta Station via Carlingford Road—A.M.: 8.40, P9.45, 10.00, 11.00, P.M.: 12.00, 1.00, 2.00, 3.00, 6.37.

P denotes operates via Prindle Street.

Buses depart Carlingford for Parramatta Station—A.M.: 6.23, 6.45, 7.19, 7.22, 7.30, P/O8.07, 8.20, P8.27, 8.37, D8.38, 8.50, 9.07, P/O9.40, 9.51, 10.10, 10.24, 10.45, 11.10, 11.30, 11.45, P.M.: 12.10, P/O12.30, 12.45, 1.10, 1.37, 1.45, 2.10, P/O2.40, 2.45, 3.10, 3.20, 3.32, 3.50, 4.12, 4.22, P/O4.34, 4.40, 4.50, 5.08, 5.11, 5.20, 5.42, 6.10, 6.16, 6.21, 6.25, 6.35, 6.37, 6.48, 6.54, P/O7.21, 7.26, 8.12, 8.42, 9.42, X11.36.

X denotes operates Wednesdays, Fridays and Saturdays only.

P/O denotes operates via Post Office Road.

D denotes operates via Dundas Valley.

P denotes operates via Prindle Street.

Buses depart Parramatta Station for Telopea Station and Dundas Valley—A.M.: F7.17, F8.52, 10.35, 11.35, X12.35, 1.10, 2.35, 3.40, 4.35,

X denotes operates via Prindle, Tintern and Adderton (not via Dundas Valley)

F denotes operates via Carlingford Road to and from Epping.

Buses depart Dundas Valley for Parramatta Station—A.M.: 6.49, 8.47, P10.00, P11.00, P.M.: P12.00, TA12.53, 1.34, 3.00, 4.06, 5.55.

P denotes operates via Prindle Street and Gollan Ave.

TA denotes operates via Tintern Avenue and Adderton Road (not via Dundas Valley).

Buses depart Tintern Avenue for Carlingford Primary School via Robert Road and Adderton Road—A.M.: 8.15.

Buses depart Parramatta Station for Prindle Street, Dundas—P.M.: 12.35, 2.45, 4.04, 5.17.

Buses depart Prindle Street for Parramatta Station—A.M.: 5.47, 7.39, 8.03, 8.36, 9.02, 10.15, 11.15, P.M.: 12.15.

MONDAY TO FRIDAY (Continued)

Buses depart Bettington Road and Pennant Hills Road for Parramatta Station—A.M.: 6.28, 6.55, 7.02, 7.25, 7.34, 7.8.00, 8.16, 8.26, P8.33, 8.45, 8.56, P9.00, 9.13, 9.49, 9.57, P10.13, 10.31, 10.51, P11.13, 11.34, 11.51, P.M.: P12.13, 12.38, 12.51, 12.59, 1.16, 1.41, 1.51, 2.16, 2.46, 2.51, 3.14, 3.16, 3.38, 4.18, 4.39, 4.40, 4.46, 5.14, 5.17, 5.26, 5.46, 6.29, 6.31, 6.39, 6.41, 6.53, 7.00, 7.29, 7.31, 8.18, 8.48, 9.48. X11.44.
P denotes operates via Prindle Street.
X denotes operates Wednesdays, Fridays and Saturdays only.
T denotes departs Tintern Avenue.

Buses depart Parramatta Station for Pennant Hills Station—A.M.: 6.40, 7.15, 7.38, G7.53, C8.15, P/O8.38, 9.40, P/O10.41, 11.46, P.M.: P/O12.51, 1.55, 2.36, P/O3.00, Y3.40, P/O4.52, 5.36, V6.05, 6.36.
P/O denotes operates via Post Office Road and Baker St.
V denotes terminates at Vista Street.
G denotes operates to Gallan Avenue and terminates.
Y denotes first stop Tintern Avenue.
C denotes terminates Carlingford.

Buses depart Carlingford for Pennant Hills Station—A.M.: 6.53, 7.33, 7.56, 8.58, 9.57, P/O11.02, P.M.: 12.03, P/O1.10, 2.11, 2.50, P/O3.21, 3.58, 4.10, P/O5.13, 5.54, P/O6.57.
P/O denotes operates via Post Office Road.

Buses depart Thompson's Corner for Pennant Hills Station—A.M.: 7.00, 7.40, 8.08, 9.04, 10.05, 11.11, P.M.: 12.11, 1.19, 2.19, 3.01, 3.31, 4.10, 4.12, 4.20, 5.24, 6.04, 7.07.

Buses depart Pennant Hills Station for Parramatta Station—A.M.: 7.04, P/O7.54, 8.23, P/O9.25, 10.10, 11.16, P.M.: P/O12.16, 1.24, P/O2.26, 3.06, C3.35, 4.20, 4.57, P/O5.30, 6.09, P/O7.11.
C denotes terminates Carlingford.
P/O denotes operates via Post Office Road and Baker Street.

MONDAY TO FRIDAY (Continued)

Buses Depart Epping Station for Ryde Street via Carlingford Road—A.M.: 6.35, 6.58, 7.14, 7.35, 7.55, 8.05, P8.10, P8.40, P9.45, P10.00, P11.00, P.M.: P12.00, P1.00, P2.00, P3.00, 3.35, X4.01, 4.20, X4.50, X5.05, 5.25, 5.47, 6.00, 6.06, 6.20, P6.37.
P denotes buses depart for Parramatta.

Buses depart Epping Station for Pennant Parade via Carlingford Road—A.M.: 6.35, 6.58, 7.14, 7.35, 7.55, 8.05, P8.10, 8.40, P9.45, P10.00, P11.00, P.M.: P12.00, P1.00, P2.00, P3.00, 3.35, X4.01, 4.20, X4.50, X5.05, 5.25, 5.47, X6.00, P6.06, X6.20, P6.37.
P denotes buses depart for Parramatta.
X denotes operate via Dent Street.

Buses depart Epping Station for corner Carlingford Road and Pennant Hills Road, via Carlingford Road—A.M.: 7.14, 7.35, 8.05, 8.10, 8.40, P9.45, P.M.: 3.35, 4.20, P6.06, P6.37.
P denotes buses depart for Parramatta.

Buses depart corner Carlingford Road and Pennant Hills Road via Carlingford for Epping Station—A.M.: 6.20, 7.23, 7.44, 7.54, 8.25, 9.48, P.M.: 3.20, 3.47, 4.33, 5.48, 6.10.

Buses depart Pennant Parade for Epping Station via Carlingford Road—A.M.: 6.23, X6.42, X7.05, 7.26, X7.47, 7.57, X8.01, 8.28, 9.51, 10.51, 11.51, P.M.: 12.51, 1.51, 2.51, 3.23, 3.50, 4.10, 4.36, 5.15, 5.35, 5.54, 6.10, 6.30.
X denotes operates via Dent Street.

Buses depart Ryde Street for Epping Station via Carlingford Road—A.M.: 6.26, 6.45, 7.08, 7.29, 7.36, 7.50, 8.00, 8.04, 8.31, 9.54, 10.54, 11.54 P.M.: 12.54, 1.54, 2.54, 3.26, 3.53, 4.13, 4.39, 5.18, 5.38, 5.56, 6.13, 6.33.

Buses depart Parramatta (Lancer Barracks) for Camelia Industrial Area—A.M.: 6.15, 6.45, 6.58, 7.13, 8.32, P.M. 2.08, 10.10.

Buses depart Clyde Station for—Aust. Aluminium Co. Ltd.: A.M.: 6.20, 6.50, 8.52.
Wunderlich Ltd.: A.M.: 7.00.

On pages 3, 4, 5 & 6, we show all services for the Harris Park Transport Co. Ltd., as issued in their 8-page timetable of Monday 29th February 1960. It would set you back threepence— but if you asked sweetly, they would give it away.

cardboard, with two sheets of cardboard, folded in the middle and stapled to make eight pages. It cost 3d., but they gave it to me for free (as usually happened in those days). Three different routes are included in the timetable, the 165 to Epping (via Willoughby Street), the 101 to Pennant Hills and the 90, from Carlingford (just before the 165 and 101 separate) to Epping via Carlingford Road (only two short blocks to the north of Willoughby St.) Except for the front cover, there is no indication of what services are on which route.

The timetable is set out in paragraph format, the more common way as late as 1960. Even though the three routes have common sections, they are set out completely separately. Buses depart Parramatta to Epping at the top of the sec-

ond page; we must go to the second paragraph on the fourth page for those to Pennant Hills. The two routes follow the same roads past Carlingford Station, but there is no paragraph for buses from Parramatta to Carlingford. You've just got to look at both the 165 and 101. Why the 6.05 to Vista Street (part way to Carlingford) is listed under Pennant Hills rather than Epping is not clear to me, unless it is because there were fewer buses to Pennant Hills.

There is a paragraph for buses back from Carlingford to Parramatta, (second paragraph on the third page), as well as one for buses from Bettington Road and Pennant Hills Road, about half way back to Parramatta - but not quite to Vista Street. There are paragraphs for buses from Parramatta to Prindle

Street Dundas and back at the foot of the third page, even though all these buses are marked P in the Parramatta to Epping list, so a special paragraph for buses to Prindle St. might seem unnecessary.

The same distinction applies to the two routes from Carlingford to Epping, there is no combined list of times for buses departing Carlingford, though this would be helpful only for those catching the bus at the station or the first few blocks east before the routes separate and run a short distance apart. There are more services on the through route via Willoughby Street than on the short working along Carlingford Road. I've never known why two different routes so close together were actually needed.

At the foot of the fifth page, the end of the Monday to Friday section we

find the industrial buses. These have no connection with any of the three numbered routes, since they run to the Camellia industrial area. Those from the Lancer Barracks (why not Parramatta Station, where other Harris Park buses started?) run at five times in the morning and once each in the early afternoon and the late evening. Some factory was clearly operating on three eight-hour shifts. The buses from Clyde ran only in the mornings and to specific factories. I would have thought they would have competed with the Sandown electric trains. There are no times given for return journeys, presumably they ran shortly after knock-off time, and anyone with a reason to catch them knew when that was. The Clyde buses had van-

ished from the next timetable I have (26th June 1961) but the Lancer's Barracks continued. I've no idea when they ceased operating.

On Saturdays there is also a wide range of services operated, though not the Industrials or the buses to Prindle Street. We do find buses to Telopea Station on Saturdays. Sundays have only service on the route 165, while Holidays, on the back page, also give service on the route 101 and show a few extra timing points.

My next timetable (on pages 7 and 8) has no date of issue, no contact telephone number or even the operator's name. I collected it in 1981. It is on a single sheet of

plain white paper and roneoed from a typewritten stencil. The 165 and the 101 are on opposite pages. (You need another timetable altogether if you want to catch the 90). Once again, there are more buses on the 165 than the 101. The explanation of signs and the buses to and from Prindle Street are put on the same page as the 101, even though Prindle Street is a diversion of the 165, still marked P. Apart from the Prindle St paragraphs, the timetables are presented in read across format, by then the usual way of presenting a timetable.

You still need to look at both routes to find out the next bus from Parramatta to Carlingford and now also if you're going the other way. Short workings to Vista St.

SATURDAY

Buses depart Parramatta Station for Epping Station—A.M.: 6.20, 7.00, 7.16, 8.00, 8.19, 8.40, 8.53, 9.25, 9.40, 9.57, 10.25, 10.40, 10.57, 11.27, 11.57, P.M.: 12.21, 12.37, 1.27, 2.27, 3.27, 4.05, 4.27, 5.20, 6.00, 6.47, 11.00.

F denotes operates via Carlingford Road.

Q denotes operates at termination of picture programme Roxy Theatre.

Buses depart Carlingford for Epping Station—A.M.: 6.38, 7.18, 7.34, 8.15, 8.37, 8.58, 9.11, 9.43, 9.58, 10.13, 10.43, 10.58, 11.13, 11.44, P.M.: 12.13, 12.39, 12.55, 1.44, 2.44, 3.44, 4.23, 4.44, 5.08, 5.38, 6.18, 7.05, 11.18.

F denotes operates via Carlingford Road.

Buses depart Parramatta Station for Pennant Hills Station—A.M.: 6.45, 7.40, P/O8.40, 9.50, P/O11.30, 12.10, P.M.: P/O12.45, 2.00, P/O3.10, P/O4.50, P/O6.10. P/O denotes operates via Post Office Road.

Buses depart Thompson's Corner for Pennant Hills—A.M.: 7.04, 8.05, 9.06, 10.16, 11.58, P.M.: 12.36, 1.10, 2.22, 3.36, 5.15, 6.35.

Buses depart Parramatta for Telopea Station—A.M.: 7.00, 7.40, 8.32, 9.25, 10.20, 11.15, P.M.: 12.08, 1.00, 4.55, 5.56.

Buses depart Epping Station for Parramatta Station—A.M.: 6.48, 7.27, 7.50, 8.25, 8.54, 9.10, 9.27, 9.55, 10.10, 10.27, 10.57, 11.10, 11.27, 11.58, P.M.: 12.25, 12.57, 1.26, 1.57, 2.57, 3.57, 4.40, 4.57, 5.27, 5.57, 6.40, 7.13, 11.35.

F denotes operates via Carlingford Road.

C denotes terminates at Carlingford.

Buses depart Carlingford for Parramatta Station—A.M.: 6.58, 7.21, 7.36, 8.00, 8.21, 8.33, 9.04, 9.20, 9.29, 9.37, 10.04, 10.15, 10.35, 10.37, 11.07, 11.20, 11.38, P.M.: 12.08, 12.15, 12.29, 12.35, 1.07, 1.35, 1.36, 2.07, 2.49, 3.07, 3.59, 4.07, 4.50, 5.37, 5.44, 6.07, 6.50, 7.01, 7.22, 11.45.

SATURDAY (Continued)

Buses depart Pennant Hills for Parramatta Station—A.M.: 7.09, P/O8.10, P/O9.15, 10.21, P.M.: P/O12.13, P/O1.20, 2.35, P/O3.45, P/O5.30, P/O6.47.

Buses depart Thompson's Corner for Parramatta Station—A.M.: 7.15, 8.14, 9.19, 10.25, P.M.: 12.19, 1.25, 2.39, 3.49, 5.34, 6.51.

Buses depart Telopea Station for Parramatta Station—A.M.: 7.11, 8.03, 8.56, 9.47, 10.44, 11.39, P.M.: 12.33, 1.24, 5.25, 6.08.

Buses depart Corner Carlingford Road and Pennant Hills Road via Carlingford Road for Epping Station—A.M.: 8.58, 9.58, 10.58, P.M.: 12.13.

Buses depart Pennant Parade for Epping Station via Carlingford Road—A.M.: 9.01, 10.01, 11.01, P.M.: 12.16.

Buses depart Ryde Street for Epping Station via Carlingford Road—A.M.: 9.04, 10.04, 11.04, P.M.: 12.19.

Buses depart Epping Station for Carlingford Post Office and Parramatta via Carlingford Road—A.M.: 9.10, 10.10, 11.10, P.M.: 12.25.

Buses depart Ryde Street for Carlingford Post Office and Parramatta via Carlingford Road—A.M.: 9.14, 10.14, 11.14, P.M.: 12.29.

Buses depart Pennant Parade for Carlingford Post Office and Parramatta via Carlingford Road—A.M.: 9.17, 10.17, 11.17, P.M.: 12.33.

SUNDAYS

Buses depart Parramatta Station for Epping Station—A.M.: 7.30, 9.08, 10.08, 11.08, P.M.: 1.08, 2.08, 3.08, 4.08, 5.08, 6.08, 7.08, 8.25, 9.17.

Buses depart Carlingford for Epping Station—A.M.: 7.48, 8.12, 9.26, 10.26, 11.26, P.M.: 1.26, 2.26, 3.26, 4.26, 5.26, 6.26, 7.26, 8.41, 9.33.

Buses depart Epping Station for Parramatta Station—A.M.: 8.00, 8.35, 9.38, 10.38, 11.38, P.M.: 1.38, 2.38, 3.38, 4.38, 5.38, 6.38, 7.38, 8.55, 9.41. C denotes terminates at Carlingford.

Buses depart Carlingford for Parramatta Station—A.M.: 8.43, 9.48, 10.47, 11.47, P.M.: 1.47, 2.47, 3.47, 4.47, 5.47, 6.47, 7.47, 9.03, 9.50.

Next two pages: This timetable has no date of issue, no contact telephone number nor even the operator's name. It is on a single sheet of plain white paper and roneoed from a typewritten stencil. It was collected in 1981 and, twenty years newer, has now changed from paragraph to tabular style.

ROUTE 101

PARRAMATTA TO PENNANT HILLS STATION

PENNANT HILLS TO PARRAMATTA STATION

Monday to Friday					Monday to Friday				
Dep	Arr&Dep	Arr&Dep	Arr&Dep	Arr	Dep	Arr&Dep	Arr&Dep	Arr&Dep	Arr
Pmta	Beetl.	C/Ford	Thmn's	Penn	Penn	Thmn's	C/Ford	Beetl.	Pmta
Stn	Rd	Stn	Stn	Stn	Stn	Stn	Stn	Rd	Stn
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.20	6.35	6.40	6.43	6.50	6.53	6.57	7.00	P6.05	6.17
6.45	7.00	7.04	7.10	7.12	7.15	7.20	7.30	P7.35	7.55
7.07	7.24	7.30	7.37	7.41	7.46	7.55	8.06	8.15	8.28
7.32	7.50	7.55	8.05	8.10	8.15	8.20	8.30	P8.36	8.50
8.00	8.18	8.25	8.33	8.38	8.43	8.50	8.57	9.00	9.18
8.30	8.44	8.50	9.00	9.10	9.15	E9.20	9.28	9.33	9.48
8.53	9.08	9.17	9.21	9.25	9.30	9.34	9.42	9.46	10.00
9.20	9.40	9.43	9.55	9.58	B10.00	10.05	10.15	10.20	10.38
B10.05	10.25	10.30	10.40	10.43	B10.45	E10.50	11.00	11.05	11.23
B10.40	11.00	11.05	11.15	11.18	B11.20	11.25	11.35	11.40	11.55
B11.30	11.46	11.55	12.03	12.08	B12.10	12.15	12.25	12.30	12.48
B12.50	1.06	1.15	E1.25	1.30	1.35	1.40	1.48	1.53	2.08
1.30	1.46	1.50	E2.00	2.05	2.10	2.15	2.25	2.30	2.50
2.10	2.25	2.30	2.40	2.45	2.50	*	3.10	3.15	3.28
2.55	3.15	3.20	3.30	3.35	3.40	3.55	4.05	4.10	4.25
NS3.30	3.50	3.55	4.05	4.08	4.10	4.14	4.20	4.24	4.38
SP3.35	4.00	4.05	4.15	4.20	S4.25	4.30	4.35	4.40	4.58
PA.40	4.30	4.34	4.42	4.46	4.50	4.55	5.02	5.08	5.25
PA.50	4.50	4.55	5.07	5.10	5.20	5.25	5.34	5.38	5.47
B5.02	5.23	5.35	5.43	5.48	6.00	6.05	6.12	6.15	6.28
PS.35	5.55	6.00	6.10	6.15	6.20	6.24 Via Epping	6.55	6.55	7.05
6.30	6.45	6.48	6.54	6.58	7.00	7.03	7.09	7.12	7.25
<u>Saturday</u>					<u>Saturday</u>				
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
7.15	7.30	7.35	7.40	7.42	7.45	7.50	8.00	8.05	8.20
8.25	8.40	8.44	8.50	8.55	9.00	9.05	9.12	9.17	9.40
9.30	9.45	9.50	9.55	10.00	10.05	10.10	10.20	10.25	10.40
9.50	10.05	10.10	10.20	10.25	10.30	10.35	10.40	10.45	11.00
10.30	11.05	11.10	11.20	11.25	11.30	11.35	11.45	11.50	12.05
11.40	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.50
12.10	12.25	12.30	12.35	12.40	12.45	12.50	12.55	1.00	1.15

No Service Sundays or Public Holidays

Buses depart Prindle Street for Parramatta as follows: (Monday to Friday Only)
6.05, 7.10, 7.36, 7.47, 8.36, 10.25, 10.30, 11.25, 12.30

Buses depart Parramatta for Prindle Street as follows: (Monday to Friday Only)
8.10, 11.06, 11.43, 2.45, 3.33, 4.10, 4.30, 5.35, 6.00, 6.20

Explanation of Abbreviations Used in Timetable:

- A Denotes departs Carlingford Station and operates via Adderton Rd to Parramatta.
- B Denotes operates via Baker and Jenkins Roads.
- NS Picks up all stops but no set downs before Carlingford Court.
- E Denotes operates via Dent St, Epping.
- C Denotes operates via Carlingford Road.
- S Denotes operates school terms only.
- P Denotes operates via Prindle Street.
- G Denotes operates via Park and Dunlop Streets, Epping.
- H Denotes operates via Aiken, Range and Eaton Roads.
- * Bus operates via Pennant Hills, Cardinal, Church, Castle Hill Roads. Picks up West Penn Hills School during school term - does not pick up from West Penn Hills bus stop. Thence Pennant Hills Rd, Eaton, Cokes, Murray Farm and Pennant Hills Road to Parramatta Station.

ROUTE 165

PARRAMATTA TO SPRING STATION
Monday to Friday

SPRING TO PARRAMATTA STATION
Monday to Friday

Dep Parr Sta	Arr&Dep Parr Rd	Arr&Dep Spring Stn	Arr&Dep Parr Rd	Arr Spring Stn	Dep Spring Stn	Arr&Dep Parr Rd	Arr&Dep Spring Stn	Arr&Dep Parr Rd	Arr Parr Stn
6:28	6:30	6:33	6:36	6:40	6:40	6:44	6:46	6:50	6:55
6:53	6:55	6:58	7:01	7:05	7:05	7:09	7:11	7:15	7:20
7:15	7:17	7:20	7:23	7:27	7:27	7:31	7:33	7:37	7:42
7:32	7:34	7:37	7:40	7:44	7:44	7:48	7:50	7:54	7:59
7:48	7:50	7:53	7:56	8:00	8:00	8:04	8:06	8:10	8:15
8:15	8:17	8:20	8:23	8:27	8:27	8:31	8:33	8:37	8:42
8:32	8:34	8:37	8:40	8:44	8:44	8:48	8:50	8:54	8:59
8:50	8:52	8:55	8:58	9:02	9:02	9:06	9:08	9:12	9:17
9:08	9:10	9:13	9:16	9:20	9:20	9:24	9:26	9:30	9:35
9:25	9:27	9:30	9:33	9:37	9:37	9:41	9:43	9:47	9:52
9:42	9:44	9:47	9:50	9:54	9:54	9:58	10:00	10:04	10:09
10:00	10:02	10:05	10:08	10:12	10:12	10:16	10:18	10:22	10:27
10:18	10:20	10:23	10:26	10:30	10:30	10:34	10:36	10:40	10:45
10:35	10:37	10:40	10:43	10:47	10:47	10:51	10:53	10:57	11:02
10:52	10:54	10:57	11:00	11:04	11:04	11:08	11:10	11:14	11:19
11:00	11:02	11:05	11:08	11:12	11:12	11:16	11:18	11:22	11:27
11:15	11:17	11:20	11:23	11:27	11:27	11:31	11:33	11:37	11:42
11:30	11:32	11:35	11:38	11:42	11:42	11:46	11:48	11:52	11:57
11:45	11:47	11:50	11:53	11:57	11:57	12:01	12:03	12:07	12:12
12:00	12:02	12:05	12:08	12:12	12:12	12:16	12:18	12:22	12:27
12:05	12:07	12:10	12:13	12:17	12:17	12:21	12:23	12:27	12:32
12:10	12:12	12:15	12:18	12:22	12:22	12:26	12:28	12:32	12:37
12:15	12:17	12:20	12:23	12:27	12:27	12:31	12:33	12:37	12:42
12:20	12:22	12:25	12:28	12:32	12:32	12:36	12:38	12:42	12:47
12:25	12:27	12:30	12:33	12:37	12:37	12:41	12:43	12:47	12:52
12:30	12:32	12:35	12:38	12:42	12:42	12:46	12:48	12:52	12:57
12:35	12:37	12:40	12:43	12:47	12:47	12:51	12:53	12:57	13:02
12:40	12:42	12:45	12:48	12:52	12:52	12:56	12:58	13:02	13:07
12:45	12:47	12:50	12:53	12:57	12:57	13:01	13:03	13:07	13:12
12:50	12:52	12:55	12:58	13:02	13:02	13:06	13:08	13:12	13:17
12:55	12:57	13:00	13:03	13:07	13:07	13:11	13:13	13:17	13:22
13:00	13:02	13:05	13:08	13:12	13:12	13:16	13:18	13:22	13:27
13:05	13:07	13:10	13:13	13:17	13:17	13:21	13:23	13:27	13:32
13:10	13:12	13:15	13:18	13:22	13:22	13:26	13:28	13:32	13:37
13:15	13:17	13:20	13:23	13:27	13:27	13:31	13:33	13:37	13:42
13:20	13:22	13:25	13:28	13:32	13:32	13:36	13:38	13:42	13:47
13:25	13:27	13:30	13:33	13:37	13:37	13:41	13:43	13:47	13:52
13:30	13:32	13:35	13:38	13:42	13:42	13:46	13:48	13:52	13:57
13:35	13:37	13:40	13:43	13:47	13:47	13:51	13:53	13:57	14:02
13:40	13:42	13:45	13:48	13:52	13:52	13:56	13:58	14:02	14:07
13:45	13:47	13:50	13:53	13:57	13:57	14:01	14:03	14:07	14:12
13:50	13:52	13:55	13:58	14:02	14:02	14:06	14:08	14:12	14:17
13:55	13:57	14:00	14:03	14:07	14:07	14:11	14:13	14:17	14:22
14:00	14:02	14:05	14:08	14:12	14:12	14:16	14:18	14:22	14:27
14:05	14:07	14:10	14:13	14:17	14:17	14:21	14:23	14:27	14:32
14:10	14:12	14:15	14:18	14:22	14:22	14:26	14:28	14:32	14:37
14:15	14:17	14:20	14:23	14:27	14:27	14:31	14:33	14:37	14:42
14:20	14:22	14:25	14:28	14:32	14:32	14:36	14:38	14:42	14:47
14:25	14:27	14:30	14:33	14:37	14:37	14:41	14:43	14:47	14:52
14:30	14:32	14:35	14:38	14:42	14:42	14:46	14:48	14:52	14:57
14:35	14:37	14:40	14:43	14:47	14:47	14:51	14:53	14:57	15:02
14:40	14:42	14:45	14:48	14:52	14:52	14:56	14:58	15:02	15:07
14:45	14:47	14:50	14:53	14:57	14:57	15:01	15:03	15:07	15:12
14:50	14:52	14:55	14:58	15:02	15:02	15:06	15:08	15:12	15:17
14:55	14:57	15:00	15:03	15:07	15:07	15:11	15:13	15:17	15:22
15:00	15:02	15:05	15:08	15:12	15:12	15:16	15:18	15:22	15:27
15:05	15:07	15:10	15:13	15:17	15:17	15:21	15:23	15:27	15:32
15:10	15:12	15:15	15:18	15:22	15:22	15:26	15:28	15:32	15:37
15:15	15:17	15:20	15:23	15:27	15:27	15:31	15:33	15:37	15:42
15:20	15:22	15:25	15:28	15:32	15:32	15:36	15:38	15:42	15:47
15:25	15:27	15:30	15:33	15:37	15:37	15:41	15:43	15:47	15:52
15:30	15:32	15:35	15:38	15:42	15:42	15:46	15:48	15:52	15:57
15:35	15:37	15:40	15:43	15:47	15:47	15:51	15:53	15:57	16:02
15:40	15:42	15:45	15:48	15:52	15:52	15:56	15:58	16:02	16:07
15:45	15:47	15:50	15:53	15:57	15:57	16:01	16:03	16:07	16:12
15:50	15:52	15:55	15:58	16:02	16:02	16:06	16:08	16:12	16:17
15:55	15:57	16:00	16:03	16:07	16:07	16:11	16:13	16:17	16:22
16:00	16:02	16:05	16:08	16:12	16:12	16:16	16:18	16:22	16:27
16:05	16:07	16:10	16:13	16:17	16:17	16:21	16:23	16:27	16:32
16:10	16:12	16:15	16:18	16:22	16:22	16:26	16:28	16:32	16:37
16:15	16:17	16:20	16:23	16:27	16:27	16:31	16:33	16:37	16:42
16:20	16:22	16:25	16:28	16:32	16:32	16:36	16:38	16:42	16:47
16:25	16:27	16:30	16:33	16:37	16:37	16:41	16:43	16:47	16:52
16:30	16:32	16:35	16:38	16:42	16:42	16:46	16:48	16:52	16:57
16:35	16:37	16:40	16:43	16:47	16:47	16:51	16:53	16:57	17:02
16:40	16:42	16:45	16:48	16:52	16:52	16:56	16:58	17:02	17:07
16:45	16:47	16:50	16:53	16:57	16:57	17:01	17:03	17:07	17:12
16:50	16:52	16:55	16:58	17:02	17:02	17:06	17:08	17:12	17:17
16:55	16:57	17:00	17:03	17:07	17:07	17:11	17:13	17:17	17:22
17:00	17:02	17:05	17:08	17:12	17:12	17:16	17:18	17:22	17:27
17:05	17:07	17:10	17:13	17:17	17:17	17:21	17:23	17:27	17:32
17:10	17:12	17:15	17:18	17:22	17:22	17:26	17:28	17:32	17:37
17:15	17:17	17:20	17:23	17:27	17:27	17:31	17:33	17:37	17:42
17:20	17:22	17:25	17:28	17:32	17:32	17:36	17:38	17:42	17:47
17:25	17:27	17:30	17:33	17:37	17:37	17:41	17:43	17:47	17:52
17:30	17:32	17:35	17:38	17:42	17:42	17:46	17:48	17:52	17:57
17:35	17:37	17:40	17:43	17:47	17:47	17:51	17:53	17:57	18:02
17:40	17:42	17:45	17:48	17:52	17:52	17:56	17:58	18:02	18:07
17:45	17:47	17:50	17:53	17:57	17:57	18:01	18:03	18:07	18:12
17:50	17:52	17:55	17:58	18:02	18:02	18:06	18:08	18:12	18:17
17:55	17:57	18:00	18:03	18:07	18:07	18:11	18:13	18:17	18:22
18:00	18:02	18:05	18:08	18:12	18:12	18:16	18:18	18:22	18:27
18:05	18:07	18:10	18:13	18:17	18:17	18:21	18:23	18:27	18:32
18:10	18:12	18:15	18:18	18:22	18:22	18:26	18:28	18:32	18:37
18:15	18:17	18:20	18:23	18:27	18:27	18:31	18:33	18:37	18:42
18:20	18:22	18:25	18:28	18:32	18:32	18:36	18:38	18:42	18:47
18:25	18:27	18:30	18:33	18:37	18:37	18:41	18:43	18:47	18:52
18:30	18:32	18:35	18:38	18:42	18:42	18:46	18:48	18:52	18:57
18:35	18:37	18:40	18:43	18:47	18:47	18:51	18:53	18:57	19:02
18:40	18:42	18:45	18:48	18:52	18:52	18:56	18:58	19:02	19:07
18:45	18:47	18:50	18:53	18:57	18:57	19:01	19:03	19:07	19:12
18:50	18:52	18:55	18:58	19:02	19:02	19:06	19:08	19:12	19:17
18:55	18:57	19:00	19:03	19:07	19:07	19:11	19:13	19:17	19:22
19:00	19:02	19:05	19:08						

Harris Park Transport Co. Pty. Ltd. — Phone : 633 2181

A.C.N. 000 252 586

COMMENCING 13TH JANUARY, 1992

ROUTE 101 TIMETABLE

PARRAMATTA STATION TO PENNANT HILLS STATION

PENNANT HILLS STATION TO PARRAMATTA STATION

MONDAYS TO FRIDAYS

Depart Parramatta Station	Arr/Dep Bethington Road	Arr/Dep C'Ford Station	Arr/Dep Thompsons Corner	Arrive Pennant Hills Station	Depart Pennant Hills Station	Arr/Dep Thompsons Corner	Arr/Dep C'Ford Station	Arr/Dep Bethington Road	Arrive Parramatta Station
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
P 6.53	6.05	6.09	6.19	6.24	6.30	6.36	6.46	6.52	7.08
6.15	6.30	6.34	6.44	6.50	P 6.55	7.01	7.14	7.19	7.39
S 6.35	S 6.50	S 6.54	S 7.04	S 7.10	SP 7.15	S 7.21	S 7.33	S 7.37	S 7.58
	7.02	7.18	7.23	7.34	7.40	S 7.27	S 7.35	S 7.45	School Special
	7.15	7.31	7.35	7.48	7.53		+ 7.25	+ 7.38	+ 7.40
	7.44	8.04	8.10	8.22	8.29		+ 7.42	+ 7.54	+ 7.58
	8.36	8.52	8.57	9.07	9.13		7.45	8.06	8.12
	9.05	9.20	9.24	9.34	9.40	P 7.58	8.04	8.16	8.22
	9.30	9.45	9.49	9.58	10.04	P 8.36	8.43	8.56	9.00
	B 10.30	10.45	10.55	11.05	11.11	SB 9.03	S 9.09	S 9.20	S 9.30
	P 11.30	11.50	11.54	12.04	12.10	P 9.27	9.28	9.39	9.42
	B 12.30	12.45	12.55	1.05	1.11	B 8.45	8.51	10.01	10.10
	P 1.30	1.50	1.54	2.04	2.11	E 10.10	10.16	10.35	10.40
	+ 1.47	+ 2.02	+ 2.06	+ 2.16	+ 2.22	P 11.15	11.21	11.32	11.37
PBE 2.00	2.21	2.32	2.49	2.55	P 12.15	12.21	12.31	12.37	12.56
2.55	3.11	3.20	3.33	3.40	1.15	1.21	1.31	1.35	1.51
# 3.30	3.49	3.55	4.07	4.15	2.15	2.21	2.31	2.35	2.51
SP 3.50	S 4.11	S 4.16	S 4.28	S 4.34	2.58	3.04	3.15	3.20	3.45
4.20	4.38	4.42	4.54	5.00	3.47	3.55	4.06	4.15	4.27
P 4.32	4.52	4.57	5.10	5.18	4.20	4.28	4.38	4.44	5.00
B 5.05	5.23	5.34	5.46	5.54	S 4.39	S 4.45	S 4.55	S 4.59	S 5.15
+ 5.15	+ 5.30	+ 5.34	+ 5.44		- 5.09	5.15	5.25	5.29	5.45
5.50	6.06	6.10	6.21	6.27	5.24	5.30	5.40	5.44	5.58
6.34	6.49	6.53	7.03	7.10	6.01	6.07	6.18	6.23	6.39
					6.31	6.37	6.47	6.51	7.06
					7.12	7.17	7.26	7.30	7.44

SATURDAYS

Depart Parramatta Station	Arr/Dep Bethington Road	Arr/Dep C'Ford Station	Arr/Dep Thompsons Corner	Arrive Pennant Hills Station	Depart Pennant Hills Station	Arr/Dep Thompsons Corner	Arr/Dep C'Ford Station	Arr/Dep Bethington Road	Arrive Parramatta Station
6.50	7.04	7.08	7.17	7.21	P 7.48	7.54	8.02	8.06	8.24
8.26	8.41	8.45	8.54	8.58	P 9.30	9.35	9.44	9.48	10.06
10.10	10.25	10.29	10.39	10.44	P 11.14	11.19	11.28	11.32	11.50
P 11.20	11.36	11.42	11.52	11.56	P 12.25	12.29	12.38	12.42	12.59
P 12.25	12.43	12.47	12.56	1.00	1.30	1.34	1.43	1.47	2.01
1.00	1.15	1.19	1.28	1.32	P 2.02	2.06	2.14	2.18	2.36
P 3.10	3.26	3.32	3.42	3.46	4.15	4.19	4.28	4.32	4.47
P 4.50	5.05	5.09	5.18	5.22	P 5.49	5.54	6.03	6.07	6.22

NO SERVICES SUNDAY OR PUBLIC HOLIDAYS

ABBREVIATIONS USED IN THIS TIMETABLE :

- B Bus operates via Baker Street and Jenkins Road
- Z Bus operates via Aikens, Clakes and Eaton Roads
- P Bus operates via Prindle Street, Dundas.
- S Bus operates during School Terms Only.
- + k, Sunday Holidays the 3.30pm bus ex Parramatta operates via Prindle Street
- Bus 91 buses operate between Parramatta and Dural via Pennant Hills Road. Route 91 bus route is identical to bus 101 between Parramatta and Thompsons Corner.



peak departure from Parramatta at half past the hour, with a consequent small reduction in the number of runs made. The last bus from Parramatta on Weekdays still runs about 6.30, while Saturday service now runs until 4.50 in the afternoon, instead of stopping at 12.30.

Diversions via Baker St continue, though at a lower frequency to allow for those via Prindle St, and we have a new diversion via Easton Street, with one bus each way: 10.10 from Pennant Hills and 2.00 back from Parramatta. This runs into the territory of the route 181 Parramatta to Beecroft, now also operated by Harris Park, but at earlier times it wasn't Harris Park territory.

The map shows us the route from Parramatta to Pennant Hills, with the three diversions marked with different types of broken lines. Vista Street is one block east of where the Prindle St buses turn south (the name can't be seen on the map). Carlingford Road, where the 165 and the 90 part company with the 101, two blocks on the right from where Pennant Hills Road turns north at Carlingford. Keen eyes may just make it out, but Epping Station is too far east to be included on this map.

The final timetable (see page 10, downloaded as a PDF file from the Web) was issued on 19 March 2001. We now have a read down format, and the new route number scheme has been applied - it is now the route 624. There are far fewer buses running. At first sight there seem to be more back from Pennant Hills than there are out-bound. But this is because 627 buses from Cherrybrook and 623 buses from Kingsdene Estate are included inbound to Parramatta, but not outbound. Saturday service has been reduced to one every two hours, but we now have Sunday service. There is no Sunday service on the 625 to Carlingford, you have to look on the 624 Epping timetable for that. The three buses a day on Sundays run out from Parramatta on the 623 (formerly the 181) as far as Pennant Hills Rd and then turn north on the 625 to Pennant Hills, instead of east to Beecroft. Note that they are 623s north-bound and 625s southbound in the timetable.

Editor's note: Harris Park Transport ceases operation this month.

Into the nineties. The full week's timetable on what is now a completely separated route 101 can be fitted onto a single side of paper. It comes with a map and a plethora of information about food, guide dogs and congratulating the driver (cover).

and buses to Telopea have vanished. The intervals at which buses leave on the two runs are not anything like a clock face timetable. Sometimes there is a good interval between departures on the two routes, but not always. In the morning from Parramatta, there is a 6.40 to Epping, followed by a 6.43 to Pennant Hills. At 7.32 buses leave on both routes, but the 165 gets to Carlingford two minutes before the 101. There is still no Sunday service on the 101, and Holiday service has vanished

as well.

My next timetable was issued on 13th January 1992 (above, with the map page shown on our own cover). It is printed on good white paper in dark blue ink. The 101 is now completely separate from the 165, since both timetables have a map on the reverse side. However, the two routes are now even more closely connected, since diversions via Prindle St can now be found on the 101, and on Saturdays as well. (They still continue on the 165 as well.) There is a more regular off-

Top: Harris Park Transport Group, Route 625, Parramatta - Pennant Hills, 19 March 2001 timetable- now present (and downloaded from) Harris Park's website at <http://www.harrisparibus.com.au/>.

Bottom: Buses lurking in Harris Park Transport's Ada St depot, the same place where Jim O'Neil had to lurk to collect his first timetable for the Pennant Hills service.

Parramatta to Pennant Hills via Carlingford

Showing Route Number

	Weekdays	Parramatta										Pennant Hills												
		625	625	625	625	625	625	625	625	625	625	625	624	625	625	627	625	625	625	627	625	625		
		P	S	EO				PB			P	pm	P	P	BL	K	D	SP	P	B	KD	K		
PARRAMATTA Station		6:00	6:15	6:37	7:06	7:15	7:38	8:36	9:35	10:30	11:30	12:30	1:35	1:45	2:50	3:25	3:35	4:00	4:23	4:35	5:00	5:15	5:45	6:34
Pennant Hills & Bettington Rd		6:12	6:30	6:50	7:15	7:31	7:55	8:52	9:47	10:46	11:50	12:43	1:50	2:00	3:05	3:48	3:58	4:14	4:38	4:55	5:14	5:33	5:57	6:49
CARLINGFORD Station		6:17	6:34	6:54	7:23	7:35	8:03	8:57	9:52	10:53	11:54	12:50	1:54	2:05			3:56	4:19	4:43	5:03	5:25		6:02	
Thompson's Corner		6:28	6:44	7:04	7:34	7:46	8:38	9:07	10:03	11:04	12:04	1:01	2:04	2:31	3:27	4:09	4:27	4:29	4:54	5:11	5:37	5:42	6:13	7:05
PENNANT HILLS Station		6:34	6:50	7:10	7:40	7:53	8:45	9:13	10:09	11:10	12:10	1:07	2:11	2:37	3:34	4:16		4:35	5:00	5:18	5:45		6:18	7:12

Showing Route Number

	Saturdays	625			625			625			Sundays & Public Holidays		
		am	pm	pm	am	pm	pm	am	pm	pm			
PARRAMATTA Station		6:52	6:57	10:52	1:52	2:58	4:52				6:30	11:12	2:25
Pennant Hills & Bettington Rd		7:05	9:05	11:05	1:05	3:14	5:05						
CARLINGFORD Station		7:11	9:11	11:11	1:11	3:17	5:11						
Thompson's Corner		7:19	9:19	11:19	1:19	3:25	5:19				9:58	11:40	2:53
PENNANT HILLS Station		7:25	9:25	11:25	1:25	3:31	5:25				10:04	11:46	2:59

ROUTE 625 From Parramatta Station in Darcy Street via Argyle, Marsden, George, Church and Pennant Hills Roads to Pennant Hills Station

PARRAMATTA to PENNANT HILLS via CARLINGFORD



Route 625

From 19 March 2001

Customer Information: 9689 1066
 Available Information: 131 500

Explanation of Codes

- B Operates via Baker Street and Jenkins Road, Carlingford
- C Via Cumberland HS in Dunmore Ave on school days
- D Route 627 joins Pennant Hills Rd at Castle Hill Rd
- E Via Eaton, Stanton, Range, Eaton, Oakes, Aiken Roads
- K Operates in or from Kingsdene Estate via Staham, Bettington and Pennant Hills Roads
- L Operates via Massey Street, left into Pennant Hills Road
- N Operates via North Roads Road to Pennant Hills Road
- O Operates via Aiken Road and Oatnass Avenue
- P Operates via Wyming, Prindle, Charles and Bettington Road, Oatlands
- S Operates on school days only

Pennant Hills to Parramatta via Carlingford

Showing Route Number

	Weekdays	Pennant Hills										Parramatta																	
		625	625	627	625	627	625	627	623	625	625	625	625	625	625	625	625	625	625	625	625	625	625						
		P	D	SKP	D	D	SKP	B	P	E	K	PB	P	TE	SK	E	S	DK	K										
PENNANT HILLS Station		6:35	6:52		7:10		7:45		8:50	9:15	10:10		11:10	12:15	1:10	2:15	2:50		3:37	4:20	4:36		5:05	5:24		6:16	6:20	7:12	
Thompson's Corner		6:41	6:58	7:13	7:16	7:38	7:51	8:27	8:56	9:21	10:16		11:16	12:21	1:16	2:21	3:04		3:47	4:28	4:42	4:48	5:11	5:30		6:22	6:26	7:17	
CARLINGFORD Station		6:52	7:10	7:28		7:49	8:06	8:40	9:07	9:32	10:35		11:27	12:31	1:26	2:21	3:33		4:07	4:38	4:53		5:22	5:40		6:37	6:28	7:29	
Bettington & Pennant Hills Rd		6:57	7:15	7:32	7:32	7:55	8:12	8:46	9:11	9:15	9:37	10:40	11:37	12:37	1:30	2:35	3:38	4:08	4:16	4:44	4:58	5:00	5:27	5:44	6:12		6:42	7:30	
PARRAMATTA Station		7:12	7:34	7:45	7:47	8:12	8:27	9:01	9:26	9:28	9:51	10:53	10:58	11:53	12:53	1:45	2:48	4:00	4:23	4:30	4:57	5:10	5:13	5:40	5:58	6:25		6:54	7:44

Showing Route Number

	Saturdays	625			625			625			Sundays & Public Holidays		
		am	pm	pm	am	pm	pm	am	pm	pm			
PENNANT HILLS Station		7:25	9:25	11:25	1:25	3:31	5:25				10:35	1:51	3:32
Thompson's Corner		7:31	9:31	11:31	1:31	3:37	5:31				10:41	1:57	3:38
CARLINGFORD Station		7:39	9:39	11:39	1:39	3:45	5:39						
Bettington & Pennant Hills Rd		7:45	9:45	11:45	1:45	3:51	5:45						
PARRAMATTA Station		7:58	9:58	11:58	1:58	4:04	5:58				11:09	2:25	4:06

ROUTE 625 From Pennant Hills Station via Pennant Hills Road, Church, George, Smith Streets to Parramatta Station.



Timetable for a road

STEVEN HABY reports on an unusual timetable which he found while idly trawling the Internet.

While searching on the Picture Australia website (www.pictureaustralia.org) website recently I came across a most unusual photograph of an interesting "timetable" – for a road.

The road from Springbrook to Mudgeeraba in the Gold Coast hinterlands when first built twisted and turned up the Wunburra range. Due to the nature of the terrain it was only possible to operate the road as a single lane. In order to facilitate the movement of traffic a timetable was devised

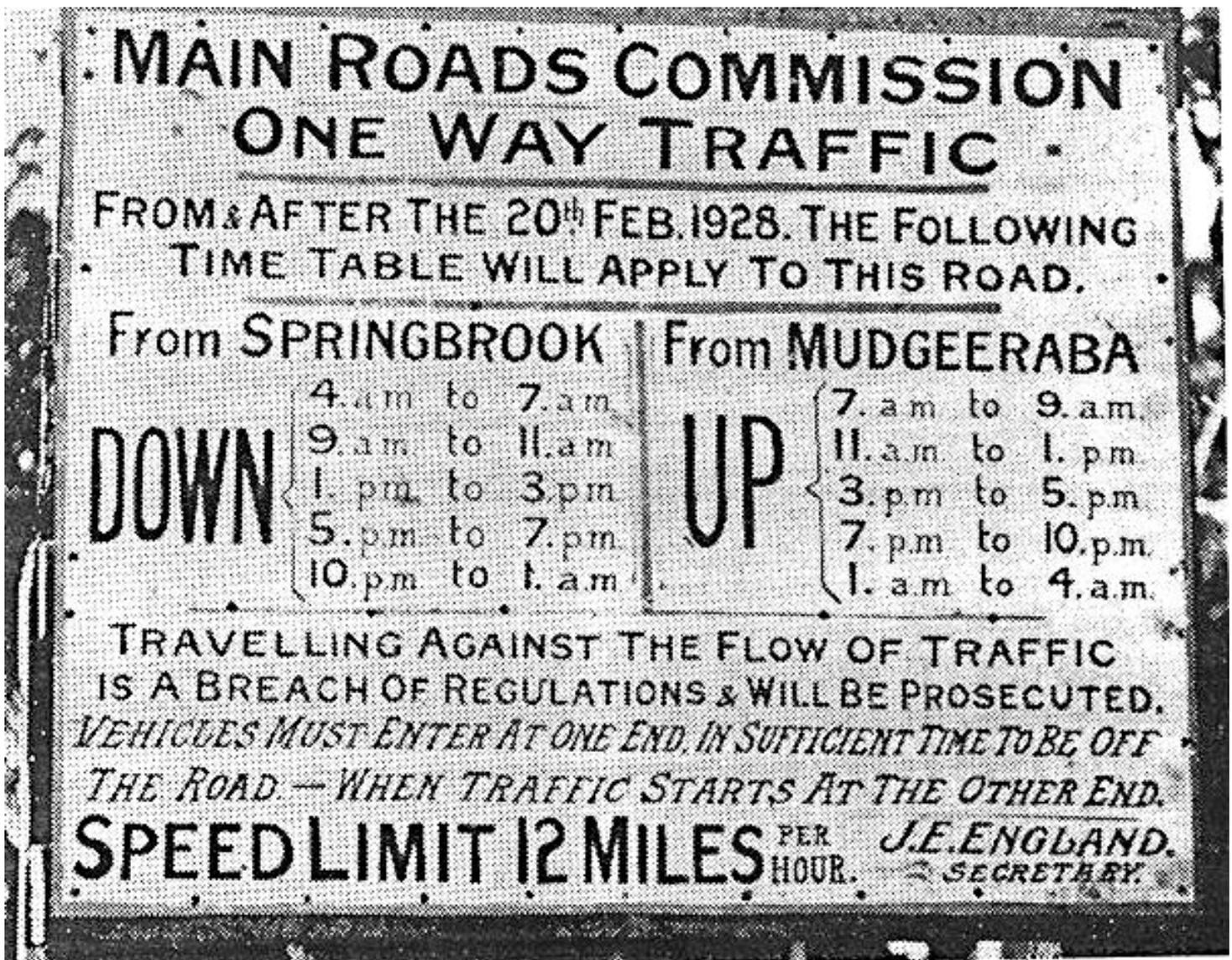
which regulated the flow of traffic up and down the Wunburra Range.

The following image, sourced from the Gold Coast City Council Library's "Picture Gold Coast" collection illustrates the sign as erected in 1928. If one worked in Springbrook and resided in Mudgeeraba then one had somewhat civilised hours between 0700 and 0900 to travel to Springbrook and return home again.

It would be interesting to note if there are other examples of such a

sign regulating traffic anywhere else in Australia.

[The Editor can't help noticing the application of the words "Up" and "Down" to this timetable, terms normally applied to railway timetables and which usually have nothing to do with the "Upness" or "Downness" of the traffic. Not so here, however... "Up" really *does* mean "Up". ?]



Bradshaw's Guide to Victoria— a brief history

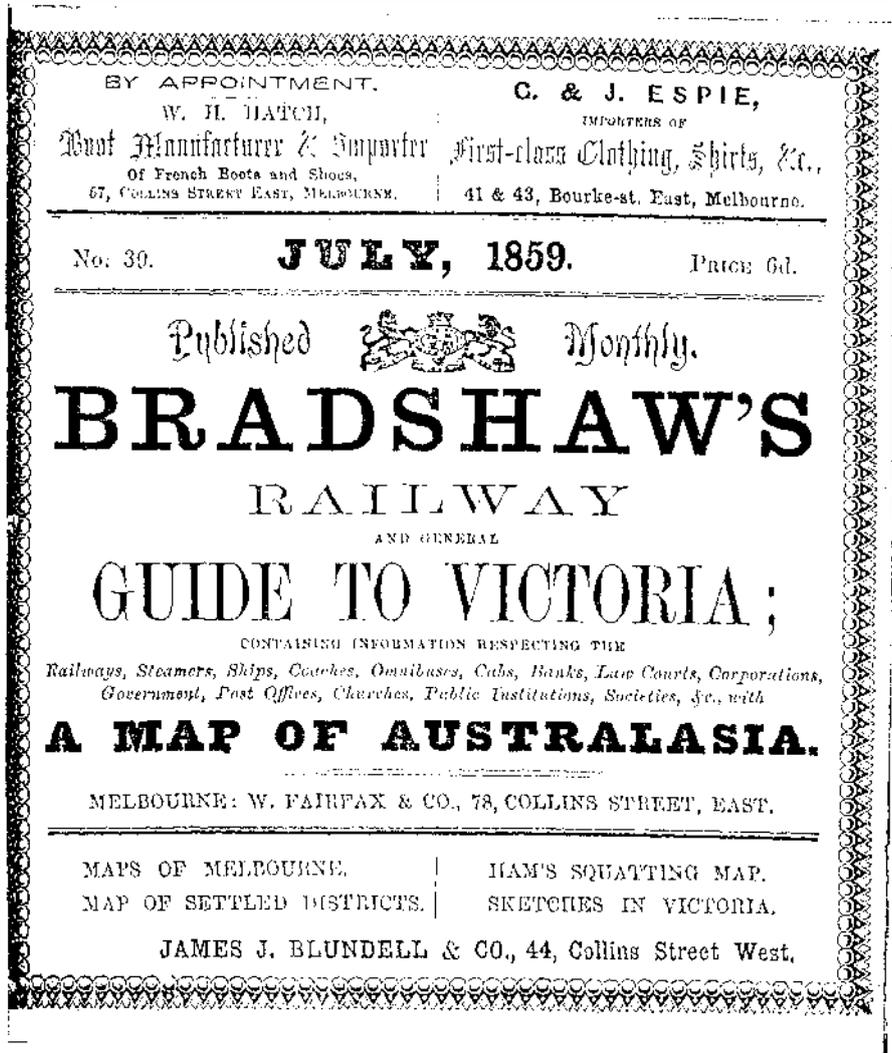
VICTOR ISAACS reveals a treasure trove from his basement.

As well as the officially published railway timetables in Australia, there have from time to time been privately published timetables. These would make a fascinating study, if only we could now track them down. Unfortunately, their nature was ephemeral. They usually concentrated on services in one city or area and, as far as we can now tell, did not last long.

The notable exceptions are the long-lasting Walch's Tasmanian Almanac (see the *Times*, no. 231, June 2003, and no. 232, July 2003) and Bradshaw's Guide to Victoria, which was published for 86 years. Bradshaw's Guide is thus a major source of timetable information. It was published monthly.

The apparently random examples given in this article are from those issues available to me. These are usually photocopies and it is hoped that the interest of the subject matter outweighs the poor quality of the reproductions.

Bradshaw's Railway and General Guide to Victoria was first published in May 1856. It appropriated the name of the famed British Bradshaw's Railway Guide. The first edition that I have available to study is July 1859 (cover, right). Of course, in 1859 there were not many railways in Victoria. Railway information only occupied eight of the 124 pages. The remainder of the Guide provided comprehensive detail of all manner of institutions in the very fast-growing Colony. Information is given about the Parliament, Government, Courts, Municipal Councils, the Electric Telegraph, Banks, Insurance Companies, Churches, Masonic Lodges, Postal charges and arrangements, country localities and advertisements. The printing is of a high standard for the times. The 1859 Railways were Melbourne's very embryonic system, the private Melbourne and Hobson's Bay Railway Co. and Melbourne and Suburban Railway Co. There was also the Geelong and Melbourne Railway Co and just the beginnings of the Victorian Railways, to Williamstown and Sunbury.



An early Bradshaw, No 39, issued in July 1859. There were almost no train timetables in it— because there were almost no trains.

As the Victorian Railways grew, the size of Bradshaw's did not increase. Rather, information other than about Railways and Postal arrangements was dropped. The other striking characteristic of Bradshaw's Guide to Victoria over the years was that, contrary to what one would expect, the quality of the printing and layout did not improve - it deteriorated. By the late nineteenth century, Bradshaw's looked pretty bad.

The next issue of Bradshaw's available to me is 1863. The VR now reaches the major gold towns of Sandhurst (Bendigo) and Ballarat.

In the 1871 edition (top left, page 14) we see the VR's timetable now that it has reached the Murray River port town of Echuca. The layout is quite good.

The 1877 edition's timetable (top right, page 14) shows a number of VR branch lines. These are squeezed into the mainline timetables.

The 1890 example shows the layout of Bradshaw's basically as it remained until it ceased in 1942 (bottom, page 14). By now about 70% of Bradshaw was Railway timetables, about 25% Postal ar-

MELBOURNE AND GEELONG AND BALLAARAT.

FARES.				WEEK DAYS.			SUNDAYS		
Single	Return.			Down.					
1st	2nd	1st	2nd	dep.	a.m.	a.m.	p.m.	a.m.	p.m.
0 6	0 9	0 9	0 6	Melbourne	6 0	11 30	7 0	8 30	4 30
0 6	0 9	0 9	0 6	North Melbourne	6 8	11 38	..	8 38	4 38
0 6	0 9	0 9	0 6	Footscray	6 8	11 38	..	8 40	4 40
0 9	1 6	1 6	0 6	Geelong Junction	6 16	11 46	..	8 50	4 50
4 6	9 6	9 6	9 6	Werribee	6 50	12 20	7 50	9 20	5 20
6 9	13 9	10 3	10 3	Little River	7 16	12 45	..	9 45	5 45
7 6	16 0	11 6	11 6	Duck Ponds	7 30	1 0	..	10 0	6 0
7 6	16 0	11 6	11 6	Cowie's Creek	7 45	1 15	..	10 15	6 15
7 6	16 0	11 6	11 6	West Geelong	7 50	1 20	8 50	10 20	6 20
7 6	16 0	11 6	11 6	Geelong	8 0	1 30	9 0	10 30	6 30
7 6	16 0	11 6	11 6	Geelong	7 40	1 10	8 40	10 10	6 10
11 0	22 6	18 6	18 6	West Geelong	7 55	1 25	8 55	10 25	6 25
14 0	28 9	21 0	21 0	Stegnitz Road	8 7	1 38	9 8	10 38	6 38
16 3	33 9	24 8	24 8	Lethbridge	8 30	2 11	9 41	11 11	7 11
18 3	39 0	28 9	28 9	Meredith	8 57	2 36	10 5	11 35	7 35
19 3	39 0	28 9	28 9	Lal Lal	9 20	3 8	10 38	12 8	8 8
20 0	40 6	30 0	30 0	Buninyong	9 32	3 15	10 45	12 15	8 15
22 0	45 0	33 0	33 0	Ballaarat East	9 58	3 43	11 13	12 43	8 43
23 0	45 0	33 0	33 0	Ballaarat	10 0	3 45	11 15	12 45	8 45

Train, with First and Second Class carriage attached, will leave Melbourne for Geelong daily, Sundays excepted, at 4.50 p.m., stopping at all Stations.

FARES.				WEEK DAYS.			SUNDAYS		
Single	Return.			Up.					
1st	2nd	1st	2nd	dep.	a.m.	noon	p.m.	a.m.	p.m.
0 6	0 9	0 9	0 6	Ballaarat	6 0	11 30	7 0	8 30	4 30
2 9	4 6	3 6	3 6	Ballaarat East	6 2	11 32	7 2	8 32	4 32
3 0	4 6	4 6	3 0	Buninyong	6 28	12 0	7 30	9 0	5 0
3 0	4 6	4 6	3 0	Lal Lal	6 34	12 7	7 37	9 7	5 7
3 0	4 6	4 6	3 0	Meredith	7 2	12 39	8 9	9 39	5 39
3 0	4 6	4 6	3 0	Lethbridge	7 29	1 3	8 33	10 3	6 3
3 0	4 6	4 6	3 0	Stegnitz Road	7 51	1 35	9 5	10 35	6 35
3 0	4 6	4 6	3 0	West Geelong	8 0	1 45	9 15	10 45	6 45
3 0	4 6	4 6	3 0	Geelong	8 10	1 55	9 25	10 55	6 55
3 0	4 6	4 6	3 0	Geelong	7 50	1 35	9 5	10 35	6 35
3 0	4 6	4 6	3 0	West Geelong	8 5	1 30	9 20	10 50	6 50
3 0	4 6	4 6	3 0	Cowie's Creek	8 10	1 55	..	10 55	6 55
3 0	4 6	4 6	3 0	Duck Ponds	8 25	2 10	..	11 10	7 10
3 0	4 6	4 6	3 0	Little River	8 39	2 25	..	11 25	7 25
3 0	4 6	4 6	3 0	Werribee	9 10	2 55	10 15	11 55	7 55
3 0	4 6	4 6	3 0	Geelong Junction	9 40	3 25	..	12 25	8 25
3 0	4 6	4 6	3 0	Footscray	9 50	3 35	10 50	12 39	8 39
3 0	4 6	4 6	3 0	North Melbourne	9 57	3 42	..	12 42	8 42
3 0	4 6	4 6	3 0	Melbourne	10 0	3 45	11 0	12 45	8 45

Train for Geelong and Ballaarat will only stop at North Melbourne and Footscray when to take up passengers.
Train with First and Second Class Carriage attached, will leave Ballaarat, at 2 p.m., daily, Sundays excepted, and Geelong, at 4.10 p.m., stopping at all Stations

By 1863, the railways to Geelong and from Geelong to Ballaarat were open. The Melbourne-Geelong line was an el cheapo colonial single line, but the Geelong-Ballaarat line was built to prevailing English standards and was double-tracked.

rangements, and the balance a miscellaneous collection of sometimes odd information about Victoria. The arrangement of the Railway timetables, unfortunately, is now messy. Generally, mainlines appeared at the beginning. Then logic disappears. Branch lines appeared in random order, with no regard to geography. Country and suburban tables are mixed up. Sometimes the printing went right up to the edge of the page, with some cut off.

The illustrations from the 1921 edition (middle, page 15) show that the layout has ossified. There were now nice maps of the Victorian country and metropolitan railways on a foldout sheet. However, unfortunately, these are not up-to-date.

I am fortunate to possess originals of Bradshaw's for 1940, 1941 and 1942. Hence, it is possible to provide a better study of its last years. The overwhelming impression now is of a poor, cheaply produced publication. One of the first items in these editions is a list of Consuls accredited in Victoria. This still listed Consuls for Germany, Japan, Austria, Czechoslovakia and other countries with which we had either been at war for a number of years or which had disappeared even earlier in the lead-up to war! This gives a very poor impression. Indeed, one gets the idea that the publishers really didn't care any more. The arrangement of the timetables is even more higgledy-piggledy than before. They are in no particular order as to geography and country and suburban are still

mixed up together. Some suburban lines have services on different days appearing in different parts of the book. And, some Railway timetables are placed for no apparent reason well away from the rest of the Railway section, after the Postal information.

Nevertheless, a study of the Railway timetables over these three years shows that this section was, in fact, kept up-to-date. The timetables show, in general, a decline in the standard of VR passenger service as war priorities took hold. The example I have chosen is the Swan Hill line. We see a decrease from twelve passenger trains a week in 1940 (top left, p16) to nine in 1941 and six in 1942 (top right, p16). The most notable example of passenger service cutback was the removal of country Sunday trains.

In 1940 the Tramway summary timetables (page 15, bottom) still reflected the separate pre-1920 suburban Tramway Trusts! Surprisingly, between 1940 and 1941, the publisher did take the trouble to redesign the Tramway summary timetables. On the other hand, between 1941 and 1942, the Railway country and metropolitan fold-out maps disappeared. Presumably this was a cost-saving measure.

The non-Railway and non-Postal information that survived to this period was a very odd mixture: Lists of Federal and State Members of Parliament, Consuls in Victoria, Gardening notes (presumably recycled each year), and Victorian Game hunting laws.

The final Bradshaw's Guide to Victoria was published in August 1942 (bottom, page 16). In December 1941, the Victorian Railways had published their last public timetable - there was not another until 1954! So, within nine months Victoria went from having two regular Railway public timetables to none.

The August 1942 edition of Bradshaw's Guide to Victoria was extensively covered and illustrated in the Times no. 59, of February 1989, pages 12 to 20.

What are we to make of Bradshaw's? Despite its disreputable and off-putting appearance it is a valuable source of historical timetable information. My impression is that the Railway information was kept up-to-date, even when the rest of the information was not. For the best information, it is of

course preferable to go the official Victorian Railways timetables. But, Bradshaw's is useful. Firstly, its more frequent publication gave

greater topicality. Secondly, it is more widely available than VR timetables. The State Library of Victoria has an almost complete

run, and odd copies of Bradshaw's Guide to Victoria are often in the collections of other major libraries nationwide.

GUIDE TO VICTORIA. 55

VICTORIAN RAILWAYS

Melbourne Terminus—SPENCER STREET, Opposite Collins-street west.
MARCH, 1871.

TABLE OF CAB FARES.—For Cabs running in connection with Victorian Railways, &c. Ordinary Journey—To or from Victorian Railways and Royal Mail, Bourke-street, &c.; Builders' Arms, Fitzroy, &c.; Double fare from 8 p.m. to 6 a.m. By the hour—First hour 2s.; subsequent 15 minutes, 6d. By Distance—Not exceeding One Mile, one or two persons, 6d.; three or more persons, 8d.; for every half mile beyond the first mile, one half the rate; half fare allowed when over two miles from the Stand.

MELBOURNE TO SANDHURST AND ECRUCA.

Single Return.		Daily, except Sundays.		Excursion	
1st.	2nd.	1st.	2nd.	1st.	2nd.
MELBOURNE	Down.	dep.	arr.	1st.	2nd.
North Melbourne
Footscray
Keilor Road
Diggesons
SUNBURY
Lancefield Road
Riddell's Creek
Osborne
Macolm
Woodend
Tylden and Corriemho
KYNETON
Malmesbury
Traralgon
Ephraimstone
CASTLEMAINE
Harcourt
Ravenswood
Kangaroo Flat
SANDHURST
Goornong
RUNNYMEDE
Blakesley
ECRUCA

Stop for Castlemaine and Sandhurst will only stop at North Melbourne and Footscray when not to take up Passengers. Trains will stop at Kyneton for Refreshments.
Will stop when signalled to pick up or set down passengers, who are required to give notice to the Guard at the previous Station.

GUIDE TO VICTORIA. 56

TRIP TO GEELONG, BALLARAT, CLUNES, MARYBOROUGH, ARARAT, and STAWELL.

DAILY, EXCEPT SUNDAY.

Station	Time	Mail	Pass.	Mail
MELBOURNE	Down.	..	..	..
North Melbourne
Footscray
Willamstown Junction
Werribee
Little River
Lara
GEELONG
GEELONG	Up.	..	..	..
Winchelsea
BIRREGURRA
GEELONG
Moorabool
Leigh Road
Lethbridge
Meredith
Bairne
Lal Lal
Yendon (late Runnyong)
Warrenheip
Ballarat East
BALLARAT
BALLARAT	Up.	..	..	..
Racecourse
Creswick
Tourelle
CLUNES
Talbot
MARYBOROUGH
BALLARAT
Wunderzee
Burrumbet
BEAUFORT
Bushoor
ARARAT
ARARAT	Up.	..	..	..
Marocca
Wickliff's Road
Glen Thompson
DUNKELD
ARARAT
Armstrongs
Grant Western
STAWELL

Stop at Geelong, Ballarat, and Ararat for refreshments.
Between the new and the main lines will require to change carriages at Ballarat.

18 BRADSHAW'S GUIDE TO VICTORIA. 1871

MELBOURNE TO WODONGA & SYDNEY.

Station	Time	Mail	Pass.	Mail
MELBOURNE	Down.	..	..	..
North Melbourne
Footscray
Keilor Road
Diggesons
SUNBURY
Lancefield Road
Riddell's Creek
Osborne
Macolm
Woodend
Tylden and Corriemho
KYNETON
Malmesbury
Traralgon
Ephraimstone
CASTLEMAINE
Harcourt
Ravenswood
Kangaroo Flat
SANDHURST
Goornong
RUNNYMEDE
Blakesley
ECRUCA

Stop at Geelong, Ballarat, and Ararat for refreshments.
Between the new and the main lines will require to change carriages at Ballarat.

19 RAILWAYS. 1871

SYDNEY & WODONGA to MELBOURNE.

Station	Time	Mail	Pass.	Mail
MELBOURNE	Up.	..	..	..
North Melbourne
Footscray
Keilor Road
Diggesons
SUNBURY
Lancefield Road
Riddell's Creek
Osborne
Macolm
Woodend
Tylden and Corriemho
KYNETON
Malmesbury
Traralgon
Ephraimstone
CASTLEMAINE
Harcourt
Ravenswood
Kangaroo Flat
SANDHURST
Goornong
RUNNYMEDE
Blakesley
ECRUCA

Stop at Geelong, Ballarat, and Ararat for refreshments.
Between the new and the main lines will require to change carriages at Ballarat.

BICYCLES
BICYCLES
BICYCLES

Singer & Swift
The RELIABLE "MODELE DE LUXE"
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AUSTRALIAN PRIZE WINES.
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OAKLEY, ADAMS & CO., IMPERIAL CHAMBERS
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Intercolonial Medical Journal
OF AUSTRALASIA.
Published Monthly. Subscription £1 ls. per Annum.
STILLWELL & CO., Printers, 195a Collins-st., Melbourne.

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CENTRIFUGAL PUMPS, MINING TRIGGS, & CHAFF CUTTERS, & ALL KINDS OF

NATIONAL MUTUAL LIFE ASSOCIATION
ESTABLISHED MELBOURNE 1869
OFFICE: CORNER COLLINS & QUEEN STREETS

APRIL 1897.
BRADSHAW'S GUIDE
TO VICTORIA
PRINTED AND PUBLISHED BY
STILLWELL & CO., 195a Collins St., Melbourne.
ADAPTED FOR TRANSMISSION BY WIRE AS A NEWSPAPER

LIVERPOOL & LONDON & GLOBE
INSURANCE COMPANY
BARING CHAMBERS, MARKET STREET.
INVESTED FUNDS PAID UP £9,000,000.

GEO. SWIFT (Pharmaceutical Chemist)
292 COLLINS STREET, MELBOURNE.

STILLWELL & CO. (All kinds of PRINTING) at LOW RATES.
195a COLLINS ST. MELBOURNE.

ALIAN MUTUAL PROVIDENT SOCIETY
For Mutual Life Assurance, &c. ESTABLISHED 1849.
Australian Life Office which DIVIDES PROFITS ANNUALLY.
W. J. WALKER, Resident Secretary.

PEARL'S SOAP
For the Complexion
TANGY'S SAFETY FUSES

Bairarat and Dimboola

Dist.	Stn.	Dist.	Stn.	Dist.	Stn.	Dist.	Stn.	Dist.	Stn.
14	Mt. Pleasant	14	St. Albans						
15	St. Albans	15	St. Albans	15	St. Albans	15	St. Albans	15	St. Albans
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Melbourne and Adelaide

| Dist. | Stn. |
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| 3 | Melbourne |
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| 5 | Melbourne |
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| 27 | Melbourne |
| 28 | Melbourne |

Bendigo to Kerang, Swan Hill and Yungera

Table with columns: Single, Month Return, Down, Up, Yungera, Kerang, Swan Hill, Mitiama, etc. Includes train numbers and times.

* Stops when required

Bendigo to Kerang, Swan Hill and Yungera

Table with columns: Single, Month Return, Down, Up, Yungera, Kerang, Swan Hill, Mitiama, etc. Includes train numbers and times.

* Stops when required

War-time impact. The war ("Is your journey really necessary?") and coal shortages led to drastic reductions in the frequencies of Victorian country train serves. Here we see the Swan Hill line dipping from 12 to 6 trains per week, between 1940 (left) and 1942 (right).

Murtoa, Warracknabeal, Boulton and Hopetoun

Table with columns: Single, Month Return, Down, Up, Warracknabeal, Murtoa, Hopetoun, etc. Includes train numbers and times.

* Stops when required

Camperdown and Timboon

Table with columns: Down, Up, Camperdown, Timboon, etc. Includes train numbers and times.

* Stops when required

Hamilton and Coleraine

Table with columns: Down, Up, Hamilton, Coleraine, etc. Includes train numbers and times.

* Stops when required

Yea, Alexandra and Mansfield

Table with columns: Single, Month Return, Down, Up, Mansfield, Yea, Alexandra, etc. Includes train numbers and times.

* Stops when required

Lancfield and Redesdale Lines

Table with columns: Single, Month Return, Down, Up, Lancfield, Redesdale, etc. Includes train numbers and times.

* Stops when required

A double-pagespread from the very last Bradshaw, showing Bradshaw's usual geographical jumble of lines. Train travel was expensive in 1942 and it is little wonder that the VR was still making an operating profit. The first class return fare to Coleraine of 48 shillings and 8 pence translates to about \$147 in today's currency. In 2004 you can return First Class to Coleraine for only \$80. Bradshaw's Guide itself cost the equivalent of \$1.80 today when it first appeared.