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COOGEE

On MARCH 10th and 11th, 1928

SPECIAL TRAINS

Saturday—Ex Perth, 9.10 and 10.5 a.m., Specials, and 1.5 p.m., Ordinary. Passengers Clackline to Sv View to travel by No. 104 or No. 8 (returning by No. 27 or No. 133 to Chidlow and No. 27 Wooroloo Cl line). Ex Pinjarra by No. 14 and 18 via Jandakot (returning by No. 15, 11.30 p.m., ex Perth. Ret trains leave Coogee at 5.40 p.m. and 6.20 p.m. to Perth.

Sunday—Ex Midland Junction 8.45 a.m. Ex Perth 9.17, 9.40, 9.50 a.m. Specials, and 12.40 p.m. Ord. Returning at 4.35 p.m. to Perth, 5.50 to Midland Junction and at 6.15 and 6.40 to Perth. No. 86 will connect with 10.20 a.m. train to Coogee at Perth. South-West passengers to return by No. 23, 8.10 p.m. Perth. Passengers Midland Junction to Clackline to return by 159, 9.50 p.m. ex Perth.

SPORTS PROGRAMME

2 p.m.—BOYS' RACE, 12 to 16 years

2.45—OLD BUFFERS' RACE, over 55 years

2.15 p.m.—GIRLS' RACE, 12 to 15 years

3 p.m.—SINGLE LADIES' RACE

2.30 p.m.—MARRIED LADIES' RACE

3.15 p.m.—MARRIED MENS' RACE

3.30 p.m.—RAILWAY HANDICAP

The Railway Handicap (£5 5s.) will be run on Sunday, March 11, and nominations in writing, showing age and last 3 performers of the competitor, must be in the hands of Secretary not later than March 7th. Open to Employees embraced by this picnic or Nomination Fee, 2s.

Children's Races during the Afternoon
STEPPING COMPETITION (Open) 100 Yards Entrance Fee 6d.
Dancing Floor Swinging Boats Ocean Wave
Dressing Rooms For Bathers (Both Sex) Provided Free
Lollies, Fruit and Soft Drinks free to Children
Children's Races during the Afternoon
GUESSING COMPETITION, Bottle Peas, e Entrance Fee 6d. Will close at 4.30 p.m., Sund
Children's Races both da
Hot Water Free at all Hot
No Intoxicating drinks provid

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FAMILY TICKET 2/6 (Available for Day of Issue ONLY)

SINGLE TICKET 1/

Girls over 18 and Boys over 16 years of age must be in possession of a ticket.

J. EDWARDS, Chairman
A. YELDON, Hon. Secy

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Inside: Riding the Shanghai
Sixsmith's timetable
Babes in Fairyland

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On the front cover

Reproduced at actual size is what is possibly the smallest transport timetable ever published, printed on the back of a bus ticket. The timetable comes from the collection of AATTC member John Young, who writes:

"You may wish to run a bit on possibly the worlds smallest t/t. A t/t on the back of a bus ticket belonging to the Benfleet & District Motor Services, Ltd of the UK. The tickets are 2 and 1/2 inches long by 1 inch wide and made of a very light cardboard. Being a bit of a t/t and ticket collector I was doubly pleased when I turned the ticket over to find the company's t/t. I find this such a great way of getting the message across to the customer and no doubt there may be others around like the Benfleet example - just a very nice find.

Alan Mortimer adds:

"That ticket would have been inserted into a ticket machine and printed by turning a handle, probably a Setright machine. As far as I can find out, Benfleet & District Motor Services Ltd (near Southend on Sea, Essex) was taken over by a larger company, Eastern National in 1934. EN was nationalised in 1948 along with many other bus companies. Can you see any full date on this ticket? I can't see it properly on the scan. The source of this, talks about Benfleet and District being taken over by the British Transport Commission in 1934, but this was not formed until 1948 under the big nationalisation of bus services. I will ask a friend who lives in that area for confirmation."

Contributors

The Times

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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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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.aattc.org.au> has colour PDF versions of *The Times*

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Riding the Shanghai

By MARGARET HOWIE of Castlemaine

I spent my first 17 years of life in Ballan; the population of the entire Shire was about 1000. I attended the Ballan State School, a three teacher school with about 100 pupils. Graduating on to Secondary School was a massive change for us country students and entailed a lot of travelling by train to school. Ballan had its own 'school train', a service which was introduced in 1927, on which the majority of the town's secondary students travelled. It was called the 'Shanghai' by the older generation!

Each morning we rode our bikes or walked to the Railway Station, then we had to travel 23 miles to Ballarat. 'Our' train was a rail motor (RM22) and trailer. Two carriages to us! The girls travelled in one and the boys in the other. The driver kept an eye on the girls and the guard watched over the boys. The Education Department reimbursed us for our train fare each term.

The train was supposed to leave Ballan at 7.40am, which rarely happened as we had to wait for the Overland train, travelling from Adelaide to Melbourne, to pass through, and it was notoriously late.

Train travel was pleasurable in summer but absolutely freezing in winter. Our train was 'parked' overnight, on the disused turntable, and on extremely frosty nights, the train would be white. The high louvre windows along the top of the main windows rarely stayed closed and as the train travelled along, the ice would blow off the windows and inside onto us passengers.

Our scheduled time of arrival at Ballarat Station was 8.40am. We then had to catch a bus to our various schools. If our train was late the bus would leave without us and we would have to catch a tram or walk the three miles back to Ballarat East. The School Principal became very concerned at our late arrivals, occasionally as late as 10am. As a result, negotiations were made to have the train stop just near Caledonian Bridge, Ballarat East, at the foot of the steep descent from Warrenheip, where we

had to jump, or climb, down from the train. This was not easy when carrying a heavy book laden bag! Many a bag, and many a student, often went for a slide down the embankment, which was daily entertainment for the remaining passengers. However we did arrive at school much earlier!

We travelled by bus into Ballarat after school. Our train left for Ballan at 4.30pm and never a minute later! We were supposed to arrive at Ballan at 5.25pm but it was more likely to be much later, again depending on another passing train, a very long goods train from Melbourne (No 59 Fast Goods). On a few occasions, during the six years I travelled on the train (1956-1961), it actually 'broke down' and we had to be taken home by bus from wherever we happened to be, and this made us very late.

On one occasion when we were travelling on our return journey between Wallace and Millbrook, the motor began to 'play up' and the driver left some of us girls to drive while he went up the back to the 'engine room' to check out the motor. It was only a matter of holding down a lever and pulling the cord to sound the horn as we approached each crossing! The driver managed to return before the next station.

The train service was eventually terminated in 1968 and replaced by buses. Railmotor RM22 spent several years after retirement at the ARHS (Vic Division) Railway Museum in Williamstown before being transferred and meticulously restored by the volunteers of the Yarra Valley Railway.

'Our' train comes to life once again!

Editor's Note:

This article was prepared by Margaret for Yarra Valley Railway Museum. Margaret contacted me in order to determine where the name "Shanghai" originated. It proved impossible to determine this— perhaps our Ballan members (we have two!) may know. I did recall that Jack McLean had written that one of the few places where

the hapless steam motor #3 (below) had operated was on this service. Perhaps the name originated with this car. But the service was also operated at various times by AEC cars and by PERMs. Margaret's story about having to help drive the DRC was paralleled by an experience I had with a DERM, a few miles south at Parwan. In that instance, the dead-man's pedal in the rear cab blew a gasket. So, while the driver knelt down on the floor and depressed the valve with the ball of his ball-peen hammer, I drove it backwards down the hill into Bacchus Marsh. These were truly the happy-go-lucky days of railways!

Down.		MELBOURNE-BALLARAT	
Miles	STATIONS	15 Empty Cars Mon.	22 Diesel Rail Car (153 h.p.) and Trailer Sat. Exc.
			21 Diesel Rail Car (153 h.p.) Sat.
46	Ingliston O ES ...	arr. ...	...
		dep. ...	...
49½	BALLAN ES W ...	arr. ...	10
		dep. 7 55	7 52
53½	Rail Mtr. Stop. Pl. No. 77 NC	...	Z
56½	GORDON O ES ...	arr. 8 10	8 10-21
		dep. 8 17	8 17
56½	GORDON O ES ...	dep. 8 17	8 17
58½	Millbrook ...	arr. 8 21	8 22
61½	Wallace O ...	arr. 8 27	8 29
		dep. ...	...
64	Bungaree ES ...	arr. 8 31	8 33
		dep. 8 36	8 38
67½	Dunstown ...	arr. 8 41	8 43
69½	Warrenheip ES ...	arr. ...	...
		dep. 8 46	8 40
73½	Ballarat East O ...	arr. 8 50	8 55
		dep. ...	12DL
73½	BALLARAT W G ...	arr. ...	...
		dep. ...	...
74½	North Ballarat N C ...	arr. ...	...
76	Wendouree N C ...	arr. ...	...
76½	Linton Junction ES ...	arr. ...	...
		dep. ...	...
83½	Windermere O ES ...	arr. ...	...
		dep. ...	...
86½	Burrumbet O ES ...	arr. ...	...
		dep. ...	...
97½	Traralgon O ES ...	arr. ...	...
		dep. ...	...
102½	Beaufort ES W ...	arr. ...	...
		dep. ...	...
112½	Middle Creek O ES ...	arr. ...	...
	(See note page 11)	dep. ...	...
116½	Buanga O ES ...	arr. ...	...
		dep. ...	...
125½	Dobie NC (See note page 11)	arr. ...	...
		dep. ...	...
131	ARARAT ES W ...	arr. ...	...
		dep. ...	...
	Continued on ...		
		21	23



Early Sydney Timetables (4) – The Regulators

DUNCAN MACAUSLAN

One of the reasons why there are so few early bus timetables may be that times were set by regulation.

The first regulations for Sydney's horse omnibus services were promulgated by the Commissioners who replaced Sydney City Council between October 1853 and April 1857. Their regulations applied from 7 May 1855 and provided minimal timetable information. The seven regulations that applied to times are as shown at right.

The last three regulations allude to the problem of having more buses on a 'line' than are required. Drivers regularly left on time, five minutes after the previous bus but then loitered, or travelled, very slowly hoping to pick up passengers who should have been carried on the next bus. Since the next bus was not allowed overtake the dawdling bus it too slowed down to walking speed and so on all day.

These ten regulations were merged with the omnibus relevant regulations from the Hackney Carriage regulations to become the Omnibus By-laws approved on 21 December 1855 and published in the Government Gazette on 22 January 1856. There were now 55 by-laws affecting omnibus operation.

In January 1856 omnibus owner R Douglas was one of the first to register and applied to Sydney Council for permission to run from the Circular Quay Hotel through Pitt Street to Glebe. By 1859 five omnibus proprietors were based in Glebe; this grew to 19 by 1869.

On 19 January 1859, well after Sydney's Council was reinstated, another set of hackney cab and omnibus by-laws were published. The 54 regulations were signed by John Williams as Mayor, Chas. H. Woolcott, Town Clerk, and approved by William Denison the Governor General.

Finding these was a story in itself. So far no mention of them has been found in the *Sydney Morning Herald* other than subsequent prosecutions referring to the sections. A search of the Sydney City Council's archives found nothing and for a while it seemed they weren't to be found. Then an email arrived from Brian Weedon who whilst looking at the State Library of Victoria's catalogue found an online copy of them - <http://www.slv.vic.gov.au/statensw/inter/1275861.shtml>.

Whilst these regulations covered aspects such as license fees and fares very little attention was paid to the services. Of the

- I. PUBLIC STANDS-the places specified in the schedule A hereto annexed are hereby appointed public stands for omnibuses so plying for hire; provided that the Commissioners may, from time to time, by any regulation published by them in the New South Wales Government Gazette, alter the situation and number of the stands.
- II. ORDER OF DRAWING UP -Every omnibus, on its arrival at any such public stand, shall be driven to the end of, and be the last of the rank of, any omnibuses that may then be on such stand, and at every such public stand omnibuses shall be arranged only in single rank.
- III. ORDER OF STARTING -The first omnibus that arrives at any such public stand shall be the first to start therefrom, and the others in due rotation, in the order in which they arrive at such stand.
- IV. INTERVAL BETWEEN STARTS.-There shall be an interval of at least five minutes between the starting of every two omnibuses on any stand; and if after the expiration of five minutes from the starting of the last omnibus, the one next in succession then occupying the first place in the line be not prepared to start, it shall be driven to the last place on such stand, and so on with each succeeding omnibus in their order, to make way for the one which is then prepared to start.
- V. LOITERING IN THE STREETS.-No omnibus shall remain or loiter in any part of the city, other than at a public stand, to invite passengers, nor except to take up or put down passengers, or change horses, or regulate the harness or vehicle, or for some other necessary purpose.
- VI. PACE REGULATED.-No omnibus shall be driven through any part of the city at a walking pace, nor at a pace faster than that of a trot.
- VII. PASSING AHEAD OF EACH OTHER.-No omnibus shall pass any other omnibus in the city, if the latter be at the time proceeding on its journey, and both be moving in the same direction.

64 regulations only six governed timetables.

The minimum frequency of all services, but the Railway one, was now at least 10 minutes; half of that in 1855. The exemption for the Railway service allowed for occasions where more than a full load presented at the stand. The overtaking rule has been relaxed but whose walking speed was the standard?

The regulations applied for an 8 mile radius around Sydney and other councils were subjected to them; having to apply to Sydney for permission to move stands and deal with complaints, of which there were plenty.

Writers to the paper complained of dirty buses, timekeeping, buses racing when full, buses loitering waiting a full load; dirty conductors, rude drivers; poorly maintained vehicles, overworked horses etc. And at the same time the courts saw a succession of drivers and owners fined for infringements such as shouting on a Sun-

day, driving furiously, using unlicensed buses, not wearing uniforms and so on.

There were disputes between operators as well. The owners and drivers of the Paddington buses complained about the Waverley (Bondi Junction) buses. The Paddington buses operated every 10 minutes from the same Wynyard stand and at similar times as the Waverley buses which passed through Paddington. At Paddington the buses from Waverley often ran two minutes ahead of them. A similar situation applied to Glebe operators who competed with Newtown, Petersham, and Glebe Point buses. The operators requested co-ordination of the timetables so that the passengers and fare revenue were shared appropriately. In doing so they highlighted another problem of bus licensing. The Paddington operators mentioned waiting two hours at Paddington before it was their turn for the 25 minute journey; there were at least 12 buses idle at any one time on a line that only required six for the ten minute frequency. The Council licensed any

- XXXII. The first Omnibus or Car that arrives at any public stand shall be the first to start therefrom, and the others in due rotation in the order in which they arrive at each stand.
- XXXIII. Each Omnibus or Car that starts from one of its stands must complete its journey to its other stand in reasonable time, without turning round or leaving the proper line of road from one stand to the other.
- XXXV. Railway Omnibuses shall be permitted to leave their appointed stands for their journeys without waiting the lapse of ten minutes between the starting of two Omnibuses, the first on the stand leading, and the others following in due succession.
- XLI. There shall be an interval of at least ten minutes between the starting of every two omnibuses plying from any stand to the same place, except on the railway stands; and if, after the expiration of ten minutes from the starting of the previous one, the next in succession occupying the first place in the line, be not prepared to start, it shall be drawn to the last place on the such stand, and so on with each succeeding Omnibus in their order, to make way for the one which is then prepared to start.
- XLVII. No vehicle shall be driven through any part of the City, or of the suburbs thereof, at a walking pace, nor at a pace faster than that of a trot.
- XLVIII. No Omnibus shall pass any other Omnibus in the City or suburbs thereof, proceeding in the same direction, if the latter be proceeding on its journey at a pace faster than a walk.

Omnibuses to start in rotation.

44. The time of starting shall be according to the tables in schedule J. The first omnibus to start on one day shall be last on the next, and the others in their order starting earlier by the interval appointed between any two omnibuses on such stand; and each owner shall furnish an omnibus to perform the journeys in every turn that falls to him, so as to keep a continuous rotation daily: Provided that at such stands as do not appear under schedule J, there shall be an interval of ten minutes between the starting of every two omnibuses plying from any stand to the same place, except on the railway stand or such other special cases as the Commissioners may see fit by resolution to direct.

Line of road and time to be kept.

45. Every omnibus shall on each line of road start from its stand, and complete its journey and the parts thereof, to its other stand, if any, for such road in the times shown in said schedule J, without turning round or leaving the proper line of road from one stand to the other, as shown in the license for such omnibus.

'qualified' bus without regard to the line's journey time or frequency; there was little concern for resting the horses. To them 18 buses were 18 licence fees.

After the Tunks review mentioned in part 3 of this series the Metropolitan Transit Commissioners replaced the Council.

The Commission's first By-laws were published in the Government Gazette on Thursday 17 July 1873 being the whole of issue 177, pages 1973 to 1986. By-Laws 44 and 45 defined the timetables (left, middle). By-law 44's intent was to ensure that where a line had multiple operators each got a fair amount of patronage.

Schedule G (below) defined the departure stand, route and destination stand. The order of destinations was seemingly random. The first and fourth lines did not actually name the suburbs of Glebe and Woollloomooloo.

One interesting route was the Darlinghurst Circle operated at first by the Reform Bus company (top, page 6).

Schedule I (2nd from top, page 6) was interesting in that it listed which buses were not to be used on alternate Sundays so as to reduce the frequency. However the Schedule was not mentioned in any of the By-laws.

Which line was Queen's Wharf? Perhaps Glebe which as will be seen required 15 buses but if so was the Sunday timetable different every weekend since a different number of buses were withdrawn? A check will show that many numbers don't get a mention, but then so too neither were all the lines.

Then a complete surprise in schedule J! Detailed tabulated timetables but with a few anomalies.

The Glebe timetable shows an intense 4 minute frequency but does it continue all day; for that matter when are the last buses? The note about 15 buses hints at

SCHEDULE G.
Showing the Omnibus Stands, with the lines of road to and from the same.

Stands.	Line of Road.	Stands.
Lower Fort-street and east side of George-street.	George and Parramatta Streets	Parramatta Road, south side, 30 yards from Newtown Road.
George-street on the east side opposite "Bath's Hotel."	George-street	Sydney Railway Terminus.
Circular Quay, east side of Pitt-street.	Pitt-street	Sydney Railway Terminus.
Clarence-street, west side, north of King-street.	King College, Boomerang and William Streets ...	Victoria-street, east side from William-street northwards.
Macquarie-place, east side at Bridge-street.	Pitt, Bathurst, Elizabeth, and Liverpool Streets, South Head Road, Piper and Ocean Streets, and Point Piper Road.	Woollahra, Point Piper Road, from the Council Chambers gate to Trellawney-street.
Macquarie-place, east side at Bridge-street.	Pitt, Bathurst, Elizabeth, and Liverpool Streets, South Head Road, and Cowper-street.	Waverley, junction of Randwick and Coogee Roads, opposite "Robin Hood Inn."
Macquarie-place, east side at Bridge-street.	Pitt, Bathurst, Elizabeth, and Liverpool Streets, South Head Road, and Waverley-street.	Bondi, north side of Waverley-street, 20 yards from Denham-street.

Burton-street and Darlinghurst Road	Darlinghurst Road, William, Boomerang, College, King, George, Hunter, Pitt Streets, Circular Quay, Pitt, Bathurst, Elizabeth, Liverpool Streets, South Head Road, and Darlinghurst Road.	Circular Quay, east side of Pitt street.
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SCHEDULE I.

OMNIBUSES to be withdrawn, one-half off each line of road in the following order:—

Withdrawn on

Line of Road.	First Sunday.	Second Sunday.
Queen's Wharf	33, 34, 35, 36, 37, 38, 39, 40	41, 42, 43, 44, 45, 46, 47.
Glebe Point	21, 22, 23, 24	25, 26, 27, 28.
Forest Lodge	20, 30	31.
Railway	49, 50	51.
Strawberry Hills	52	18.
Redfern	58, 60, 62, 65	67, 70, 71, 162.
Waterloo	59, 61, 63, 64	66, 68, 69, 72.
Petersham	74, 75	76, 77.
Double Bay	14, 15	16, 17.
Woolloomooloo	163, 166, 167, 168, 169, 170	171, 180, 181, 183, 184, 187.
Coogee	185, 186	188.
Surry Hills	1, 2, 3, 4, 5, 6	7, 8, 9, 10, 11.
Cook's River	81, 82, 84, 86	87, 88, 94, 103.
Newtown	83, 89, 90, 91, 92, 93, 95	97, 100, 101, 102, 104, 106, 109.
Arncliffe	98	105.
Marrickville	107	108.
Botany	111, 112	113, 114.
Enfield	117, 118	119.
Burwood	121, 122	123, 124.
Bondi	127	129.
Waverley	128, 133, 134, 137, 138, 143	147, 148, 149, 150, 151, 153.
Woollahra	130, 131, 132, 136, 169	140, 141, 142, 144, 159.

Schedule I's Queen's Wharf line but the line now commences from Lower Fort Street; Queen's Wharf was where First Fleet Park now is.

The next timetable is for Woolloomooloo (page 7, top), again a 4 minute frequency, but this time the verbose note beneath it tells us the last bus times. It would appear that there was no standing time allowed in Clarence Street. Schedule I indicates 12 buses were licensed on the route so the

layover in Victoria Street was 12 minutes.

The Woollahra service (page 7 middle) was less frequent at 8 minute headways. In this case the note shows a reduced evening frequency and later buses on a Saturday night. The Woollahra route followed the ridge of South Head Road, now Oxford Street, before turning north along Piper Street (Queen) to its terminus near Trelawney Street.

The amount of detail varies for each time-

table, most only show the first two hours and then detail repetition. The Bondi service (page 7, bottom) is hourly and so all journeys for the day are shown but times are not given for the Saturday and Monday after Theatre services. Tea Gardens is the old name for Bondi Junction and the Bondi terminus was on Waverley Street, now Bondi Road, at Denham Street. Horse buses didn't like hills.

The Botany timetable (page 8) was the

SCHEDULE J.

TIME-TABLE for Omnibuses plying to and from the Glebe and Fort-street.

In.

Places.	A.M.															
Parramatta Road ...	7:40	7:44	7:48	7:52	7:56	8:0	8:4	8:8	8:12	8:16	8:20	8:24	8:28	8:32	8:36	8:40
Railway	7:45	7:49	7:53	7:57	8:1	8:5	8:9	8:13	8:17	8:21	8:25	8:29	8:33	8:37	8:41	8:45
Liverpool-street	7:50	7:54	7:58	8:2	8:6	8:10	8:14	8:18	8:22	8:26	8:30	8:34	8:38	8:42	8:46	8:50
Royal Hotel	7:55	7:59	8:3	8:7	8:11	8:15	8:19	8:23	8:27	8:31	8:35	8:39	8:43	8:47	8:51	8:55
Essex-street	8:0	8:4	8:8	8:12	8:16	8:20	8:24	8:28	8:32	8:36	8:40	8:44	8:48	8:52	8:56	9:0
Fort-street	8:5	8:9	8:13	8:17	8:21	8:25	8:29	8:33	8:37	8:41	8:45	8:49	8:53	8:57	9:1	9:5

Out.

Fort-street	8:5	8:9	8:13	8:17	8:21	8:25	8:29	8:33	8:37	8:41	8:45	8:49	8:53	8:57	9:1	9:5
Essex-street	8:10	8:14	8:18	8:22	8:26	8:30	8:34	8:38	8:42	8:46	8:50	8:54	8:58	9:2	9:6	9:10
Royal Hotel	8:15	8:19	8:23	8:27	8:31	8:35	8:39	8:43	8:47	8:51	8:55	8:59	9:3	9:7	9:11	9:15
Liverpool-street	8:20	8:24	8:28	8:32	8:36	8:40	8:44	8:48	8:52	8:56	9:0	9:4	9:8	9:12	9:16	9:20
Railway	8:25	8:29	8:33	8:37	8:41	8:45	8:49	8:53	8:57	9:1	9:5	9:9	9:13	9:17	9:21	9:25
Parramatta Road ...	8:30	8:34	8:38	8:42	8:46	8:50	8:54	8:58	9:2	9:6	9:10	9:14	9:18	9:22	9:26	9:30

This will give fifteen omnibuses on the road with 10 minutes for changing horses at the Glebe.

most complete of all with separate tables for Saturday and Sunday. In all other tables Saturday was considered a weekday but on the Botany line two extra journeys were made on Saturdays whilst on Sundays there were long gaps in the service. The morning break dictated by the 'church'

hour whilst the afternoon gap encouraged an extended stay at the Sir Joseph Banks Hotel. As mentioned in part 1 of this series there were pleasure gardens including the first zoo at the hotel. The present hotel has been on the corner of Botany and Waratah Roads since 1920 but the destination hotel

in 1873 was the much more imposing building two streets closer to the bay on the corner of Anniversary Street. However the bus terminus was described as 'Botany Road, south side, 10 yards east of east gate at Sir Joseph Banks Hotel' so the new streets must occupy the old hotel's garden.

TIME-TABLE for Omnibuses plying to and from Woolloomooloo and Clarence-street

In.

Places.	A.M.															
Victoria-street	8:5	8:9	8:13	8:17	8:21	8:25	8:29	8:33	8:37	8:41	8:45	8:47	8:53	9:0	9:1	9:5
Yurong-street	8:10	8:14	8:18	8:22	8:26	8:30	8:34	8:38	8:42	8:46	8:50	8:54	8:58	9:3	9:6	9:10
Elizabeth-street.....	8:15	8:19	8:23	8:27	8:31	8:35	8:39	8:43	8:47	8:51	8:55	8:59	9:3	9:7	9:11	9:15
Clarence-street	8:20	8:24	8:28	8:32	8:36	8:40	8:44	8:48	8:52	8:56	9:0	9:4	9:8	9:12	9:16	9:20

Out.

Clarence-street	8:20	8:24	8:28	8:32	8:36	8:40	8:44	8:48	8:52	8:56	9:0	9:4	9:8	9:12	9:16	9:20
Elizabeth-street.....	8:25	8:29	8:33	8:37	8:41	8:45	8:49	8:53	8:57	9:1	9:5	9:9	9:13	9:17	9:21	9:25
Yurong-street	8:30	8:34	8:38	8:42	8:46	8:50	8:54	8:58	9:2	9:6	9:10	9:14	9:18	9:22	9:26	9:30
Victoria-street	8:35	8:39	8:43	8:47	8:51	8:55	8:59	9:3	9:7	9:11	9:15	9:19	9:23	9:27	9:31	9:35

An Omnibus to be at the same places in each succeeding hour throughout the day until 9 P.M. In, and 9:20 P.M. Out.

TIME-TABLE for Omnibuses to and from Woollahra and Macquarie-place.

In.

Places.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Woollahra Stand	8:0	8:8	8:16	8:24	8:32	8:40	8:48	8:56	9:4	9:12	9:20
Piper-street, South Head Road	8:15	8:23	8:31	8:39	8:47	8:55	9:3	9:11	9:19	9:27	9:35
Crown-street	8:25	8:33	8:41	8:49	8:57	9:5	9:13	9:21	9:29	9:37	9:45
Market-street	8:30	8:38	8:46	8:54	9:2	9:10	9:18	9:26	9:34	9:42	9:50
Macquarie-place.....	8:35	8:43	8:51	8:59	9:7	9:15	9:23	9:31	9:39	9:47	9:55

Every 8 minutes up to 8:20 P.M.; then 15 minutes till 9 P.M.; Saturday till 9:30 P.M.

Out.

Macquarie-place.....	8:35	8:43	8:51	8:59	9:7	9:15	9:23	9:31	9:39	9:47	9:55
Market-street	8:42	8:50	8:58	9:6	9:14	9:22	9:30	9:38	9:46	9:54	10:2
Crown-street	8:50	8:58	9:6	9:14	9:22	9:30	9:38	9:46	9:54	10:2	10:10
Piper-street.....	9:0	9:8	9:16	9:24	9:32	9:40	9:48	9:56	10:4	10:12	10:20
Woollahra Stand	9:10	9:18	9:26	9:34	9:42	9:50	9:58	10:6	10:14	10:22	10:30

Every 8 minutes up to 9 P.M.; then 15 minutes till 10 P.M.; Saturday till 10:30 P.M.

TIME-TABLE for Omnibuses plying to and from Bondi and Macquarie-place.

In.

Places.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Bondi.....	8:0	9:0	10:0	11:0	12:0	1:0	2:0	3:0	4:0	5:0	6:0	7:0
Tea Gardens, Waverley	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20
Piper-street, Woollahra	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30
Crown-street, Sydney	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42
Market-street	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50
Macquarie-place	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56

Out.

Macquarie-place	9:0	10:0	11:0	12:0	1:0	2:0	3:0	4:0	5:0	6:0	7:0	8:0
Market-street	9:8	10:8	11:8	12:8	1:8	2:8	3:8	4:8	5:8	6:8	7:8	8:8
Crown-street	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	8:18
Piper-street	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30
Tea Gardens, Waverley	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40	8:40
Bondi.....	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56	8:56

Bondi Omnibuses attend Theatre on Saturday and Monday nights.

TIME-TABLE for Omnibuses plying to and from Botany Bay and Erskine-street.

In.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Sir Joseph Banks Hotel, Botany	8-0	8-30	9-30	11-15	12-0	12-45	2-15	3-30	5-0	6-30
Raglan-street, Waterloo.....	8-32	9-2	10-2	11-47	12-32	1-17	2-47	4-2	5-32	7-2
Cleveland-street	8-42	9-12	10-12	11-57	12-42	1-27	2-57	4-12	5-42	7-12
				P.M.						
Railway Station	8-47	9-17	10-17	12-2	12-47	1-32	3-2	4-17	5-47	7-17
Liverpool-street	8-52	9-22	10-22	12-7	12-52	1-37	3-7	4-22	5-52	7-22
Royal Hotel.....	8-57	9-27	10-27	12-12	12-57	1-42	3-12	4-27	5-57	7-27
Erskine-street	9-0	9-30	10-30	12-15	1-0	1-45	3-15	4-30	6-0	7-30

Out.

Erskine-street	9-40	10-5	11-15	12-45	1-30	2-15	P.M.	4-15	5-0	6-15	9-15
Royal Hotel.....	9-43	10-8	11-18	12-48	1-33	2-18	4-18	5-3	6-18	9-18	
Liverpool-street	9-48	10-13	11-23	12-53	1-38	2-23	4-23	5-8	6-23	9-23	
Railway Station	9-53	10-18	11-28	12-58	1-43	2-28	4-28	5-13	6-28	9-28	
Cleveland-street	9-58	10-23	11-33	1-3	1-48	2-33	4-33	5-18	6-33	9-33	
Raglan-street, Waterloo.....	10-8	10-33	11-43	1-13	1-58	2-43	4-43	5-28	6-43	9-43	
			P.M.								
Sir Joseph Banks Hotel, Botany	10-40	11-5	12-15	1-45	2-30	3-15	5-15	6-0	7-15	10-15	

An Omnibus shall be at the places and time above-mentioned each day, excepting Saturday and Sunday, when they shall be as shown in the following Tables :—

Saturday.

In.

Places.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Sir Joseph Banks Hotel.....	8-0	8-30	9-30	11-15	12-0	1-0	2-30	3-30	5-30	6-0	6-30	7-0
Raglan-street, Waterloo.....	8-32	9-2	10-2	11-47	12-32	1-32	3-2	4-2	6-2	6-32	7-2	7-32
Cleveland-street	8-42	9-12	10-12	11-57	12-42	1-42	3-12	4-12	6-12	6-42	7-12	7-42
				P.M.								
Railway Station	8-47	9-17	10-17	12-2	12-47	1-47	3-17	4-17	6-17	6-47	7-17	7-47
Liverpool-street	8-52	9-22	10-22	12-7	12-52	1-52	3-22	4-22	6-22	6-52	7-22	7-52
Royal Hotel.....	8-57	9-27	10-27	12-12	12-57	1-57	3-27	4-27	6-27	6-57	7-27	7-57
Erskine-street	9-0	9-30	10-30	12-15	1-0	2-0	3-30	4-30	6-30	7-0	7-30	8-0

Out.

Erskine-street .....	...	9-40	10-0	11-15	1-0	1-30	2-15	4-30	5-5	8-0	9-0	10-0
Royal Hotel .....	...	9-43	10-3	11-18	1-3	1-33	2-18	4-33	5-8	8-3	9-3	10-3
Liverpool-street .....	...	9-48	10-8	11-23	1-8	1-38	2-23	4-38	5-18	8-8	9-8	10-8
Railway Station .....	...	9-53	10-13	11-28	1-13	1-43	2-8	4-43	5-18	8-13	9-13	10-13
Cleveland-street .....	...	9-58	10-18	11-33	1-18	1-48	2-33	4-48	5-23	8-18	9-18	10-18
Raglan-street, Waterloo .....	...	10-8	10-28	11-43	1-28	1-58	2-43	4-58	5-33	8-28	9-28	10-28
				P.M.								
Sir Joseph Banks Hotel, Botany .....	...	10-40	11-0	12-15	2-0	2-30	3-15	5-30	6-6	9-0	10-0	11-0

Sunday.

In.

Places.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Sir Joseph Banks Hotel	8-0	8-30	9-30	12-30	1-0	1-30	5-0	5-30	6-0	6-30
Raglan-street, Waterloo	8-32	9-2	10-2	1-2	1-32	2-2	5-32	6-2	6-32	7-2
Cleveland-street	8-42	9-12	10-12	1-12	1-42	2-12	5-42	6-12	6-42	7-12
Railway Station	8-47	9-17	10-17	1-17	1-47	2-17	5-47	6-17	6-47	7-17
Liverpool-street	8-52	9-22	10-22	1-22	1-52	2-22	5-52	6-22	6-52	7-22
Royal Hotel	8-57	9-27	10-27	1-27	1-57	2-27	5-57	6-27	6-57	7-27
Erskine-street	9-0	9-30	10-30	1-30	2-0	2-30	6-0	6-30	7-0	7-30

Out.

Erskine-street	9-0	9-40	10-10	11-15	2-0	2-20	2-40	6-10	7-0	8-0	9-0
Royal Hotel	9-3	9-43	10-13	11-18	2-3	2-23	2-43	6-13	7-3	8-3	9-3
Liverpool-street	9-8	9-48	10-18	11-23	2-8	2-28	2-48	6-18	7-8	8-8	9-8
Railway Station	9-13	9-53	10-23	11-28	2-13	2-33	2-53	6-23	7-13	8-13	9-13
Cleveland-street.....	9-18	9-58	10-28	11-33	2-18	2-38	2-58	6-28	7-18	8-18	9-18
Raglan-street, Waterloo	9-23	10-8	10-38	11-43	2-28	2-48	3-8	6-38	7-28	8-28	9-28
				P.M.							
Sir Joseph Banks Hotel	10-0	10-40	11-10	12-15	3-0	3-20	3-40	7-10	8-0	9-0	10-0

TIME-TABLE for Omnibuses plying to and from Milson's Point to Miller-street at Ridge-street.

In.				Out.			
Places.	1st.	2nd.	3rd.	Places.	1st.	2nd.	3rd.
	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.
Miller-street at Ridge-street	8·0	8·30	9·0	Milson's Point	7·45	8·15	8·45
Mount-street	8·5	8·35	9·5	Mount-street.....	7·50	8·20	8·50
Milson's Point	8·10	8·40	9·10	Miller-street, at Ridge-street	8·0	8·25	8·55

An omnibus to be at each of the above-named places at the like minute in each succeeding hour throughout each day until 9 p.m.

TIME-TABLE for Omnibuses plying to and from Milson's Point to Lane Cove Road.

In.				Out.			
Places.	1st.	2nd.	3rd.	Places.	1st.	2nd.	3rd.
	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.
Lane Cove Road, at Berry's gate	8·15	8·45	9·15	Milson's Point	8·0	8·30	9·0
Mount-street, at Miller-street	8·20	8·50	9·20	Mount-street at Miller-street	8·5	8·35	9·5
Milson's Point	8·25	8·55	9·25	Lane Cove Road, at Berry's Gate	8·10	8·40	9·10

An Omnibus to be at each of the abovenamed places at the like minute in each succeeding hour throughout each day until 9 p.m.

The trip time was an hour and consequently a considerable time was allowed at Erskine Street, north side at York Street. The Saturday timetable provided more services in the afternoon but where you'd expect late journeys from Botany the opposite is the case. On Sundays there are two breaks in service, one for church and the other in mid-afternoon.

Finally, lest I be accused of south shore bias, there were two timetables for the north shore. Neither are listed in schedule G. Both ran from Milson's Point, at Campbell Street (now Kirribilli Road) up Alfred and Mount Streets then one along Miller Street to Ridge Street and the other along Lane Cove Road (Pacific Highway) to Berry's Gate which may have been a the

junction of Crow's Nest Road. Each operated every half hour and must have exhausted several sets of horses a day dragging the bus up the steep hills (above).

This high standard of timetable display was not to last.



Horsedrawn carriage which was used as the bus from Gordon to Milson's Point

Picnics at Coogee

DAVID WHITEFORD

For decades the W.A. Government Railways supported annual employees' picnics and each district throughout the state could arrange its own picnic day at either a regular or changing locality. The organising of these events usually included extensive train operations with many special trains run and regular services altered to convey employees from all stations and sidings in the district to the favoured locale.

For Perth metropolitan area staff a likely destination was Coogee, [about 5] miles south of Fremantle on a spur off the Fremantle - Jandakot - Armadale railway. Coogee was also frequented by many other large parties who'd arrive by special train. Indeed the ARHS (WA Division) used to run a popular summer "Twilighter" tour to Coogee in the 1960s and 1970s with time

for swimming and picnics before the return to Perth.

For this study I have chosen 1921, 1939 and 1959, picnic trains continuing well into the 1960s, although by then few of the country districts arranged such events.

1921 (details contained in Weekly Notice #9; below & top page 11).

Over the weekend 19 & 20 March the Central District Employees' Picnic was held. All employees of all Branches (Locomotive Workshops excepted), Fremantle to Mokine (Eastern Railway) and Piawaning (then terminus of the line north of Clackline and Toodyay) inclusive, and Fremantle to Pinjarra and Dwarda and all branch lines could obtain tickets. Employees, wives and families were conveyed free on production of picnic tickets, single

men being allowed to take one lady friend.

On Saturday 19 March two trains left Perth for Coogee, 9.15 and 9.50am, and one from Fremantle at 1.45pm connecting with a suburban train from Perth. The first train returned empty at 10.40am to Fremantle and although not stated it is likely that the consist was used for the 1.45 train. The second train was extended as a passenger train from Coogee to Naval Base returning as an 11.40am passenger Naval Base to Fremantle. These trains took the place of the scheduled 191 and 192 Naval Base trains and were available for regular passenger use. The third also returned empty to Fremantle. Two trains brought the picnickers home at 5.40 and 6.25pm, both running to Perth.

On the Sunday there were again three

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No. 246, 9.55 a.m. Bellevue to Perth, to leave Bellevue at 10.0 a.m. and run 5 minutes later to Perth.
 No. 113 Goods, if running, to leave Midland Junction at 8.15 a.m., Parkerville cross No. 86, thence as tabled.
 Loco. Department to provide Relief engine at Perth from 6.0 p.m. to 8.0 p.m. to run Specials if necessary; Station-master, Perth, to supply coaches and Guard.
 No. 86 Express must run strictly to altered table.

Central District Employees' Picnic.—The above Picnic will be held at Coogee on Saturday and Sunday, March 19 and 20.
 This Picnic includes employees of all Branches (Locomotive Workshops excepted), Fremantle to Mokine and Piawaning inclusive, Fremantle to Pinjarra and Dwarda, and also Branch Lines.
 Employees and their wives and families will be conveyed free on production of picnic ticket as per specimen appended. Single men will be allowed to take one lady friend.
 The colour of tickets for Saturday will be Pink, and Green for Sunday.

[Specimen.]
 CENTRAL DISTRICT
 RAILWAY EMPLOYEES'
 ANNUAL PICNIC.
 To be held at COOGEE,
 Saturday, 19th March, 1921.

A. A. HALL, *Chairman*,
 Arch. YELDON, *Hon Sec.*

Family Ticket, 2/6.
 Available for day of issue only.

[Back.]

<p style="text-align: center;">WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.</p> <p>Number..... Name..... Occupation..... Address..... To COOGEE and RETURN. ON SATURDAY, MARCH 19, 1921. Special Picnic Train, Subject to conditions hereon. Not Transferable. H. POPE, Commissioner of Railways.</p>	<p style="text-align: center;">CONDITIONS UPON WHICH THIS FREE PASS IS GRANTED.</p> <p>This FREE PASS is granted by the Commissioner of Railways, Western Australia, on the express condition that it is to be used only by the person in whose favour it is issued, and that the use of it shall be taken as evidence of an agreement with the Commissioner that the holder is relieved from all pecuniary and other responsibility to the holder for personal injury, or for delay, or loss of or damage to property, however caused, that may be sustained by such person while using this pass.</p>
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The cards are to be carefully examined and on return journey they are to be collected, cancelled, and forwarded to the Audit Office, in ordinary form.

The sale of Picnic cards is to be strictly limited to Railway employees, and the Committee must assure themselves that no abuse is permitted.

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Special Trains—Perth-Coogee, Saturday, March 19—

Stations.	P2, Pass.	P4, Pass.	P6, Pass.	P8, Empty.	P10, Empty.
Perth dep.	a.m. 9 15	a.m. 9 50	p.m. Connects with No. 266	p.m. ...	p.m. ...
Fremantle arr.	9 55	10 30	1 45	4 50	5 30
Do. dep.	10 0	10 35	...	...	...
Robb's Jetty arr.	...	10 50	...	...	...
Do. dep.	...	10 55	...	...	...
Coogee arr.	10 25	11 5	2 10	5 20	6 00
Naval Base arr.	...	11 14	...	...	...

Stations.	P1, Empty.	P3, Pass.	P5, Empty.	P7, Pass.	P9, Pass.
Naval Base dep.	a.m. ...	a.m. 11 40	p.m. ...	p.m. ...	p.m. ...
Coogee dep.	10 40	a	2 30	5 40	6 25
Robb's Jetty arr.	10 47	a	...	...	...
Do. dep.	10 52	...	...	...	...
Fremantle arr.	11 10	12 10	3 0	6 5	6 50
Do. dep.	...	...	...	6 7	6 52
Perth arr.	...	...	...	6 45	7 30

Sunday, March 20—Special Trains Midland Junction-Perth-Coogee—

Stations.	P12, Pass.	P14, Pass.	P16, Pass.	P18, E'ty.	P20, E'ty.
Midland Junction ... dep.	a.m. 8 40	a.m. ...	p.m. ...	p.m. ...	p.m. ...
Perth arr.	9 15	9 40	...	...	...
Do. dep.	9 55	10 20	...	...	...
Fremantle arr.	10 0	10 25	12 57	4 50	5 30
Do. dep.	...	10 40	...	...	...
Robb's Jetty arr.	...	10 40	...	...	...
Do. dep.	...	10 45	...	...	...
Coogee arr.	10 25	10 52	1 22	5 20	6 50

Stations.	P11, E'ty.	P13, E'ty.	P15, E'ty.	P17, Pass.	P19, Pass.
Coogee dep.	a.m. 10 35	a.m. 11 5	p.m. 1 35	p.m. 5 50	p.m. 6 25
Robb's Jetty arr.	10 42	...	...	...	...
Do. dep.	10 45	...	...	...	...
Fremantle arr.	11 0	11 35	2 0	6 15	6 50
Do. dep.	...	...	...	6 18	6 52
Perth arr.	...	...	...	6 58	7 32
Do. dep.	...	...	...	7 3	...
Midland Junction ... arr.	...	...	...	7 35	...

Trains stop at intermediate stations. Loco. to supply engine power. P2 and P4 to consist of ten coaches. Signal Cabins to cut in as required. Nos. 191 and 192, Saturday, will not run between Fremantle and Naval Base. Passengers to travel on P3 ex Naval Base, and that train is to stop to set down en route.

No. 188 Goods, Saturday, to return to Fremantle after completion of work.

Two extra coaches to be attached to No. 14 ex Armadale via Jandakot, Saturday, March 19.

Passengers from stations Mokine to Swan View to travel by Nos. 74 or 8 and return by No. 91, Saturday. Both trains to be strengthened accordingly.

Station-master, Robb's Jetty, to be on duty for the working of these trains on Sunday, March 20.

Coaches to be attached to No. 97 Goods, Midland Junction to Northam, Sunday, March 20, and that train to stop to set down passengers where required.

It is desired that as many of the Staff as can be conveniently spared be allowed off duty on one of these days for the purpose of attending the Picnic.

Those of the employees who attend the Picnic on Saturday, March 19, may have the day debited against their annual leave if they so desire.

Narrogin Races, March 19 (Guaranteed Special):—

Stations.	R1, Pass.	Stations.	R2, Pass.
Narrogin dep.	p.m. 1 15	Boundain dep.	p.m. 5 45
Raeocourse "	1 23	Raeocourse "	6 10
Boundain arr.	1 39	Narrogin arr.	6 16

Loco. Department to supply engine; Station-master, Narrogin, coaches and Guard.

Return of bookings to be furnished promptly. If necessary, District Traffic Superintendent, Narrogin, will arrange for engine of R1 to return to Narrogin and for an engine to run out to work R2.

Toodyay Races (Guaranteed Specials), Wednesday, March 23, 1921.—Special train with empty horse boxes and Z van will leave Perth at 6.25 a.m., Belmont arr. 6.45 a.m., load horse boxes and return 7.5 a.m., Bayswater arr. 7.14 a.m., thence engine and van to Perth.

Engine and van to leave Perth at 10.10 p.m., Bayswater arr. 10.20 p.m., pick up horse boxes off T6, thence to Belmont, unload horses and return to Perth with empty horse boxes immediately.

Horse boxes to be attached and detached to and from T1 and T6 at Bayswater respectively.

trains to Coogee, 8.40am ex Midland Junction; 9.40 ex Perth; and 12.57 ex Fremantle with all returning empty to Fremantle. Again two trains returned the picnickers, 5.50 (to Midland) and 6.25pm (to Perth).

Employees from beyond the Midland – Fremantle suburban line had to make their own way by scheduled services to meet the Coogee specials. Two extra coaches were added to #14 Armadale – Jandakot – Fremantle on Saturday and #97 goods from Midland to Northam on Sunday evening had coaches attached and would set

down passengers as required.

“It is desired that as many of the staff as can be conveniently spared by allowed off duty on one of [the two] days for the purpose of attending the picnic”.

1921 also saw the following staff picnics:

Loco Employees (Workshops), Coogee 5/3; South Western Railway, Bunbury 5/3; Northern Railway Nallan, north of Cue, 4/9; Eastern Goldfields Railway, Coolgardie Racecourse (a short branch line near Coolgardie) 5/10; Eastern Railway,

Metropolitan District Employees' Picnic—continued.

Special Trains—Coogee-Perth-Midland Junction-Bellevue:—

Stations.	P5, Empty.	P7, Empty.	P11, L.E.	P13, L.E.	No. 571, altd. L.E.	No. 583, Empty, altd.
Coogee dep.	a.m. ...	a.m. ...	a.m. 10 28	a.m. 10 52	a.m. 11 19	p.m. ...
Robb's Jetty arr.	... ..	... ..	10 34	10 58	11 25	...
			—P14	—570	—P18	
			—P18	and 504	and 504	
Do. dep.	... ..	... ..	p.m. 12 0	...	p.m. 12 20	12 20
Fremantle arr.	... ..	... ..	12 17	...	12 37	12 37
Do. dep.	... ..	... ..	...	...	...	Attached to No. 571
Perth arr.	... ..	... ..	...	Two engines attached to P11.	Thence attached to P11.	L. Eng. ex Robb's Jetty.
Do. dep.	... ..	8 35	...	...	...	...
Cannington arr.	... ..	8 55	...	...	...	...
Midland Junction dep.	8 15	...	...	...	...	...
Bellevue arr.	8 18	...	...	...	...	...

Cancellation.—No. 571 Pass. (12.25 p.m.), Fremantle to Perth (page 47 Working Time Table).

Stations.	P17, L.E.	P19, Pass.	P21, Pass.	No. 535, Pass. altered.	P23, Pass.	P25, Pass.	P27, Pass.
Coogee ... dep.	a.m. 11 55	p.m. 4 45	p.m. 5 35	...	p.m. 6 50	p.m. 7 10	p.m. 7 35
Robb's Jetty arr.	12 1	...	...	...	Special	...	...
		—P22	—P24	...	—P24	—P30	—P30
		—P24	—P26	...	...	...	...
		—P24	—P30	...	...	...	...
		—528	—528	...	...	...	...
Do. ... dep.	12 40	...	6 2	6 59	7 20	...	...
South Beach "	...	...	6 15	...	...	...	...
Fremantle... arr.	12 57	5 10	5 58	6 27	7 37	7 58	132
		—528	—528	Special	...	...	...
Do. ... dep.	...	...	6 0	7 17	7 40	8 5	...
			T	Through	*	*	...
Perth ... arr.	...	Connects with No. 529, Passenger to Perth	6 30	7 47	8 20	8 45	...
Do. ... dep.	...	...	...	7 55	8 25	...	...
			...	8	8	...	...
Cannington arr.	...	...	...	...	8 50	...	...
Mid. Junct. "	...	...	...	...	8 30	...	...
Do. dep.	...	...	...	...	8 32	...	...
Bellevue ... arr.	...	...	...	...	8 35	...	...

* Stops all stations except Leighton. S. Stops all stations. T. Through.

Additional Signal Cabins.—Cannington, East Guildford, Bayswater, West Leederville, Daglish, Shenton Park, Karrakatta, Swanbourne and Leighton to switch in cabins for Picnic Specials.



Four special, and 1 extended scheduled, trains ran to Coogee: 8.25am ex Bellevue; 9.05 ex Cannington; 10.00 ex Perth (#570 extended from Fremantle); 10.10 ex Perth and 1.10pm ex Fremantle with a connection from Perth. Various express / stopping patterns were used. All coach sets were stowed at Coogee (probably also using the Woodman Point explosives depot sidings) with locomotives returning light to Fremantle or Robbs Jetty. All 5 sets left Coogee as passenger trains: 4.45pm (to Fremantle, connecting to Perth); 5.35 to Perth; 6.50 to Bellevue; 7.10 to Cannington; and 7.35 to Perth.

While consists weren't given in the 1921 notice, in 1939 two trains had "4 large and 4 small" coaches and were worked by D class engines. No. 570 was to have 12 small coaches and also a D class. Employ-

ees from places where train services did not permit them travelling to or from the metropolitan area to connect with the specials on Sunday were allowed to use their picnic tickets to travel on the Saturday and/or Monday.

1939 also saw the following staff picnics:

Southern District, Albany, 5/2; South Western Railway, Busselton, 12/2; Metropolitan gauges (Keane's Point, Mosman Park, 12/2; Workshops & Stores, South Beach, 18/2; Loco Drivers Union, Coogee, 19/2; Yilgarn & Merredin District, Bodallin, 1/10; Eastern District, Beverley, 15/10; and Great Southern, Wagin lake, 26/11.

1959 (Weekly Notice 4)

In 1959 the WAGR only saw two staff picnic train operations. Midland Junction

Loco & Traffic Employees held theirs at Keane's Point on 25 January and the Midland Junction Workshops & Stores Picnic at Coogee on 1 February. Only two trains ran to Coogee, 8.30am ex Bellevue and 9.36 ex Midland with corresponding returns at 5.30pm (to Bellevue) and 6pm (Midland). Coaches were stabled at Coogee and locos returned to Fremantle for the day. Each train consisted of 10 side-door coaches. Employees along the Armadale line were specifically directed to use #104 ex Armadale, and #131 or 133 ex Perth.

Although there were no more WAGR staff picnic trains, that year there was a WA Christian Endeavour Union picnic at Coogee on 28 February using four "large type suburban coaches".

Metropolitan District Employees' Picnic—continued.

Working Notes.—P12 and P14 to have brakevan at each end of train in order to save time in reversing at Coogee.

District Loco. Superintendent, Perth, to supply engine power; Depot Stations, coaches and Guards.

Two first class compartments to be reserved on P12, P14 and P18 for Committee. P5 Empty and P12 Pass. to have four large and four small coaches and to be worked by "D" class engine.

No. 570 Pass. to be made up to twelve (12) small coaches and "D" class engine to be provided.

No. 86 Sunday ex Northam to pick up Picnic passengers Moline to Bellevue, returning from Perth by No. 81.

No. 34 S.W. to follow P12 ex East Perth.

Station-master, Robbs Jetty to be on duty for Special trains.

Regular Suburban trains to have preference over Picnic Specials.

EXCURSION TICKET ARRANGEMENTS.

Stations from :	Station to :	Date of Issue.	Fares.	Tickets to be issued.	Availability.
Diesel Electric Rail Car Excursions, Perth to Bunbury, Saturday Evenings.					
Perth and all Suburban Stations, also Gosnells, Kelmesscott and Armadale	Bunbury ...	Saturdays 7.0 p.m. ex Perth by Diesel Car	16/-	Special Excursion	21 days from date of issue.
Diesel Electric Rail Car Excursions, Perth to Northam, Saturday Nights.					
Perth ...	Northam ...	Saturdays 11.15 p.m. ex Perth by Diesel rail car	8/-	Special excursion	Until Diesel car ex Northam 6.25 p.m. Sundays.

Ordinary fares to be charged where cheaper.

WOMEN AND CHILDREN'S EXCURSIONS—December-March, 1938-1939.—For particulars see "Weekly Notice" No. 44, pages 743, 744 and 745.

SUMMER EXCURSIONS, 1938-1939.—For particulars see "Weekly Notice" No. 45, pages 768, 769 and 770.

SOUTH BEACH (FREMANTLE)—Special Cheap Fares on Sundays and Public Holidays.—For particulars see "Weekly Notice" No. 1, page 3.

SUNDAY EXCURSION TICKETS TO ALBANY.—For particulars see "Weekly Notice" No. 1, page 3.

SUNDAY EXCURSION TICKETS TO PERTH, COTTESLOE, LEIGHTON AND SOUTH BEACH.—For particulars see "Weekly Notice" No. 1, page 3.

TRAIN ALTERATIONS AND TRANSPORTATION ARRANGEMENTS.

Note.—When any alterations are made to Passenger or Mixed trains, Station-masters must see that all sheet and public Time Tables are duly corrected. All alterations must be made in working books, and no excuse will be accepted for any neglect in this respect.

NARROGIN-WIKEPIN-MERREDIN SECTION—Alteration.—No. 43 Goods, Mondays, shown on page 154, Working Time Table, should read:—Stretton arrive 9.15 p.m., depart 9.30 p.m.

Reso Tour—continued.

SATURDAY, FEBRUARY 4—continued.		MONDAY, FEBRUARY 6.	
Pictou Junction ...	arr.	Kirup ...	dep.
Do. ...	dep.	Donnybrook ...	arr.
Dardanup ...	arr.	Do. ...	dep.
Do. ...	dep.	Pictou Junction ...	arr.
Kirup ...	arr.	Do. ...	dep.
Greenbushes ...	arr.	Bunbury ...	arr.
Do. ...	dep.	Do. ...	dep.
Bridgetown ...	arr.	Pictou Junction ...	arr.
Do. ...	dep.	Do. ...	dep.
Yornap ...	arr.	Brunswick Junction ...	arr.
Manjilup ...	arr.	Yarloop ...	arr.
Jardee ...	arr.	Do. ...	dep.
Pemberton ...	arr.	Coolup ...	arr.
Do. ...	dep.	Pinjarra ...	arr.
Brockman ...	arr.	Do. ...	dep.
Do. ...	dep.	Venn ...	arr.
Pemberton ...	arr.	Keysbrook ...	arr.
Do. ...	dep.	Serpentine ...	arr.
Do. ...	dep.	Do. ...	dep.
Do. ...	dep.	Armadale ...	arr.
Do. ...	dep.	Do. ...	dep.
Do. ...	dep.	Perth ...	arr.

Working Notes.—All Goods trains must be worked clear of Special. Train will be marshalled as follows from rear:—1 A.J, 1 A.G.B shower bath car, 2 A.Z sleeping cars, 1 A.Y observation car, 1 A.V dining car, 1 A.Z, 1 A.Q, Z brakevan. Loco. Section to provide engine power; Depot Stations to provide Guard as necessary. District Traffic Superintendent, Bunbury, arrange to balance engine working.

SPECIAL DIESEL ELECTRIC RAIL CAR, BUNBURY TO PEMBERTON AND RETURN—Sunday, 6th February.—For particulars of Train and Ticket Arrangements see Special Train Notice No. 1.

METROPOLITAN DISTRICT EMPLOYEES' PICNIC.—This picnic will be held at Coogee on Sunday, February 5, and includes employees of all Branches (Locomotive Workshops excepted), Fremantle to Moline and Miling inclusive, Fremantle to Pinjarra and Dwarda, and also Branch Lines.

Employees and their wives and families will be conveyed free on production of Picnic ticket. Single men will be allowed to take one lady friend.

Colour of Picnic Ticket—Family, Blue; Single, Buff.

The cards are to be carefully examined, and on return journey they are to be collected, cancelled, and forwarded to Comptroller of Accounts and Audit in the ordinary way.

The sale of picnic cards is to be strictly limited to Railway employees only, and the Committee must assure themselves that no abuse is permitted.

Metropolitan District Employees' Picnic—continued.

Where the train service does not permit employees connecting with the Special Picnic trains on outward and return journey on Sunday, February 5, they may, on production of their Picnic tickets, be allowed to travel on Saturday, February 4, or Monday, February 6.

Special Trains, Bellevue-Midland Junction-Perth-Coogee:—

Stations.	P12, Pass.	P14, Pass.	570, Pass. Extd.	P18, Pass.	No. 504, Pass., alt.	P20, Pass.
Bellevue ... dep.	8 25	...	...	...	...	...
Midland Junction ... arr.	8 28	...	...	Relief	...	...
Do. ... dep.	8 31	...	...	to No.	...	Connects
Cannington ... dep.	through	9 5	...	504, pas-	...	senger.
Perth ... arr.	Mt. Lav. \$ 9 30	Stop all Stations	...	...	...	No. 512 from Perth.
Do. ... dep.	9 10	9 35	10 0	10 10	10 20	...
Fremantle ... arr.	9 48	10 5	10 35	10 50	11 0	...
Do. ... dep.	9 58	10 15	10 45	†	11 10	1 10
South Beach ... arr.	...	...	10 59	...	11 24	...
Robb's Jetty ... arr.	...	10 33	...	Special	11 30	...
Do. ... dep.	...	10 38	11 5	11 35	Special	...
Coogee ... arr.	10 21	10 44	11 11	11 41	...	1 33

T—Through. S—Stops all stations.
 * No. 570 Pass. runs through to Claremont, thence stops all stations.
 † P18 runs attached to No. 504 Altered between Fremantle and Robb's Jetty.
 ‡ P12 Pass. to run through Perth Station via Goods Road. Engine to take water at Midland Junction. Stops all stations West Midland to Mount Lawley, also West Perth to Claremont, inclusive; thence through run.

Ticket Checkers to travel to Fremantle by No. 500 Pass., and Picnic trains must be held at latter station until checking completed.

Stations.	P22, L.E.	P24, L.E.	No. 528, Pass., alt.	P26, L.E.	P30, L.E.	P32, Empty.	P34, Empty.
Bellevue ... dep.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Mid. Junct. ... arr.	...	...	...	...	8 45	...	...
Cannington ... dep.	Two engines attached	...	...	Second engine off P22, Fremantle to Robb's Jetty.	This engine to run	...	8 57
Perth ... arr.	...	...	...	...	...	...	9 17
Do. ... dep.	...	...	...	...	...	...	...
Fremantle ... arr.	...	...	...	...	...	...	...
Do. ... dep.	4 10	4 30	5 13	...	Robb's Jetty.	...	...
South Beach ... arr.	...	...	...	...	...	...	...
Robb's Jetty ... arr.	4 27	4 47	5 32	...	...	...	...
Do. ... dep.	4 55	6 34	...	5 50	7 20	...	...
Coogee ... arr.	5 1	6 40	...	5 56	7 25	...	...

Working Notes.—Two compartments to be reserved on P 2 and P 4 for members of the Committee.
 Station-master, Midland Junction, arrange Guard's working and provide ten (10) side door coaches for P1 and P4.
 Motive Power Section provide suitable power.
 On arrival at Fremantle, crews off P3 L.E. and P5 L.E. to stable engines and return passenger to Midland Junction.
 Shed Foreman, Midland Junction to send two crews to Fremantle by No. 448 Passenger to work P6 (2 light engines).
 Ticket Arrangements.—Holders of Picnic tickets may be permitted to travel on No. 104 Passenger, Armadale to Perth and on Nos. 131 and 133, Perth to Armadale.

SPECIMEN OF TICKETS (Colour Pink)

W.A.G.R. WORKSHOPS AND STORES

ANNUAL PICNIC

To be held at

COOGEE

on SUNDAY, FEBRUARY 1, 1959

FAMILY TICKET

(Picnic Charge 5/-)

D. POWER, Chairman F. H. MOSEY, Hon. Secretary

(Back)

Western Australian Government Railways

Employee's Picnic FAMILY TICKET

Mr. & Mrs.

Designation

Dependants (number)

TO COOGEE AND RETURN
By Special Train

Not Transferable

T. MARSLAND,
Commissioner of Railways

Conditions Under Which This Free Pass Is Granted.
 This Free Pass is granted by the Western Australian Government Railways Commission to an employee and such members of his family entitled to ordinary privilege passes on the express condition that it is to be used only by the person or persons in whose favour it is issued, and that the use of it shall be taken as evidence of an agreement with the Commission that the latter is relieved from all pecuniary and other responsibility to the holder and such members of his family entitled to ordinary privilege passes, for personal injury, or for delay, or loss of or damage to property, however caused, that may be sustained by such person or persons while using this pass.

Issued by

SPECIAL TRAIN AND ROAD BUS ARRANGEMENTS.

PINJARRA RACE MEETING—Wednesday, January 28, 1959.—Special Road Bus Service will run as shown hereunder:—

Perth station dep. 1.30 p.m., Armadale (through) 2.10 p.m., Pinjarra Racecourse arr. 3.15 p.m. Return, Pinjarra Racecourse dep. 7.0 p.m. (or 20 minutes after finish of last race), Armadale (through) 8.0 p.m., Perth Station arr. 8.40 p.m.

Route.—Main road throughout.
 Fare.—1s. 9d. return (day of issue only). No reduction for children.
 Reservation of Seats.—Compulsory, and bookings at Perth Booking Office.
WESTLAND EXPRESSES.—All concerned to note that Nos. 83 and 84 Westland Expresses WILL NOT RUN on Wednesday, June 3, 10, 17, 24, July 1, 8, 15, 22 and 29, 1959.

MIDLAND JUNCTION LOCO AND TRAFFIC EMPLOYEES' PICNIC—Keanes Point, Sunday, January 25, 1959.—For special train arrangements see Weekly Notice No. 3.

AUSTRALIA DAY HOLIDAY WEEK-END, 23/1/59 to 26/1/59.

For special train and road bus arrangements see Weekly Notice No. 3.

MIDLAND JUNCTION WORKSHOPS AND STORES PICNIC—Coogee, Sunday, February 1, 1959.—In connection with the above picnic, the following special train and ticket arrangements will apply:—

Additions.—

Stations.	P2 Pass.	P4 Pass.	P6 2 L.Es.	P8 Ety.
Bellevue ... dep.	a.m. 8 30	a.m. 8 30	p.m. 7 30	p.m. 7 30
Midland Junction ... arr.	8 33	8 36	...	7 33
Do. ... dep.	8 36	8 36	...	...
Perth ... arr.	9 12	10 15	...	...
Do. ... dep.	9 15	10 20	...	...
Fremantle ... arr.	9 55	10 50	...	...
Do. ... dep.	10 0	10 52	4 30	...
Robb's Jetty ... arr.	...	...	...	...
Do. ... dep.	...	11 10	...	...
Coogee ... arr.	10 25	11 16	4 56	...

Stations.	P1 Ety.	P3 L.E.	P5 L.E.	P7 Pass.	P9 Pass.
Coogee ... dep.	a.m. 10 50	a.m. 11 45	p.m. 6 30	p.m. 6 0	...
Robb's Jetty ... arr.	10 59	11 51	...	...	...
Do. ... dep.	11 15	11 51	...	...	...
Fremantle ... arr.	11 35	12 10	5 55	6 25	...
Do. ... dep.	...	...	6 0	6 30	...
Perth ... arr.	...	...	6 35	7 10	...
Do. ... dep.	...	...	6 40	7 20	...
Midland Junction ... arr.	...	...	S.	S.	...
Do. ... dep.	...	...	7 12	7 52	...
Bellevue ... arr.	8 8	...	7 15	...	...

S. Stops all stations. T. Through.
 Signal Cabins.—Bellevue to be switched in between 7.45 a.m. and 8.0 a.m. in addition to normal times.
 Daglish and Mosman Park to switch in on Nos. 424 and 463 for minimum shifts.
 East Guildford to switch in on No. 463 for minimum shift.
 Meltham to switch in on No. 424 then work normal shift.

Specimen of Tickets—continued. (Colour Yellow)

W.A.G.R. WORKSHOPS AND STORES

ANNUAL PICNIC

To be held at

COOGEE

on SUNDAY, FEBRUARY 1, 1959

SINGLE TICKET

(Picnic Charge 3/6)

D. POWER, Chairman F. H. MOSEY, Hon. Secretary

(Back)

Western Australian Government Railways

SINGLE Employee's Picnic TICKET

Name

Designation

TO COOGEE AND RETURN
By Special Train

Not Transferable

T. MARSLAND,
Commissioner of Railways

Conditions Under Which This Free Pass Is Granted.
 This Free Pass is granted by the Western Australian Government Railways Commission to an employee and such members of his family entitled to ordinary privilege passes on the express condition that it is to be used only by the person or persons in whose favour it is issued, and that the use of it shall be taken as evidence of an agreement with the Commission that the latter is relieved from all pecuniary and other responsibility to the holder and such members of his family entitled to ordinary privilege passes, for personal injury, or for delay, or loss of or damage to property, however caused, that may be sustained by such person or persons while using this pass.

Issued by

GENERAL INSTRUCTIONS.
VEHICLES REQUIRED FOR ATTENTION.
 If these vehicles are on hand, Transport and Train Electric Light Inspector must be wired immediately and vehicles promptly worked to depot indicated. This instruction must receive special attention.
 *AD 49, 51, 106, 176, 180, 185; Z 48, 39, 103, 112, 113, 121, 127, 129, 145, 222, 224, 451, 456, 461, 462, 463, 465, 468, 469, 473, 476, 478; ZA 159, 161, 174, 176, 177, 182; ZP 440, 441; required at Perth, Kalgoorlie or Geraldton for electric light attention.

Fairyland redux

JIM O'NEIL *responds to* ROBERT HENDERSON

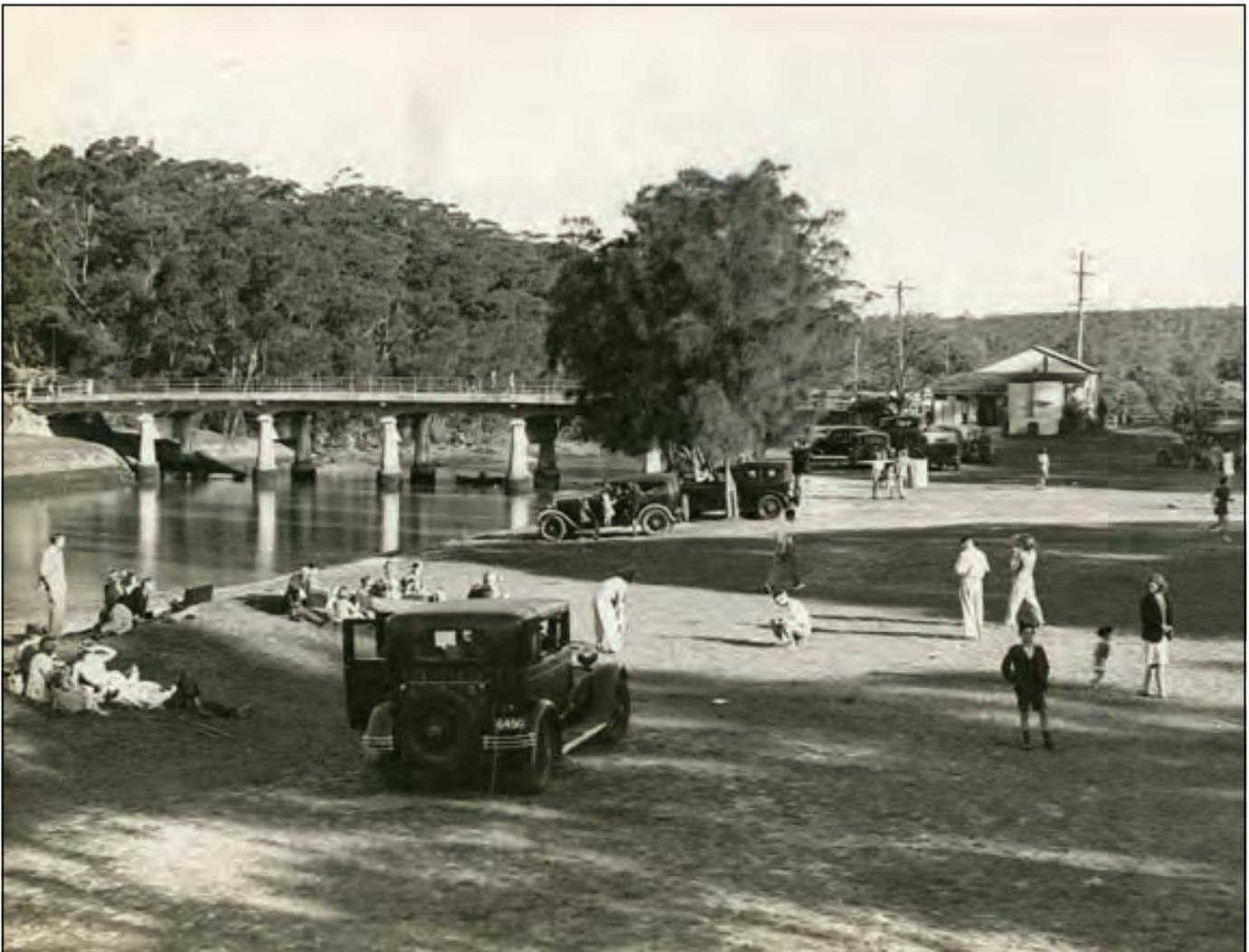
I was interested to read Bob Henderson's comments on the route 54. He's quite right about the two queries he raised on my article. The natural reading of the Saturday timetable from 1955 is that the half hourly services follow the timings of the immediately preceding trip, and so they all went to Northern Suburbs Cemetery. Two earlier Wagg timetables Bob has sent me, from 1947 and from the early fifties show this was the way the route 54 operated on Saturdays at those times. If I'd made the correct interpretation of "Half hourly service" I'd have seen that what deserves comment are the services between 12.36 and 1.18, two going to Hawthorne Ave and one to Fuller's Bridge, and no service to the Cemetery between 12.06 and 1.36. People were still returning from work after the half day on Saturdays in sufficient numbers to stop the Saturday Cemetery service operating at that time.

I can remember seeing a sign in the early fifties saying "Fairyland" at the point Bob mentions and wondering what it was. When I discovered many years later the existence of Fairyland Avenue I thought this meant there was another entrance to Fairyland along the Lane Cove River. I've gone back and looked at various early street directories I have for Sydney, and I find this was not the case.

What is today called Fairyland Avenue was originally the eastern end of Delhi Road, although the main road went on its present route from Fuller's Bridge [below] north of the Crematorium. This road was apparently unnamed, and this state of affairs lasted as late as the eleventh edition of *Gregory's Street Directory* in the early fifties. When the name Delhi Road was transferred to the main road the old eastern section from River Avenue to near the

"Fairyland" entrance was renamed Fairyland Avenue. In theory you could have used it to get to Fairyland the way Bob mentions, but *Gregory's* shows that part of it west of Quebec Avenue was untrafficable. I'm not sure whether Fairyland was still open by the time of the renaming of the road. Does anyone happen to know? [Fairyland closed in the 1970s— Ed.]

Wagg's 1947 timetable for route 54 does advertise service from Chatswood to Fuller's Bridge and Fairyland Pleasure Ground. But you didn't catch a bus down River Avenue to get there, not least because Wagg's buses didn't operate along River Avenue in 1947. So I'll defend my title "To Fullers Bridge and Fairyland" but admit I was mistaken to think the River Avenue service had anything to do with Fairyland.



Sixsmith's timetable, 1855

*A few years ago, AATTC was approached about the existence of the earliest railway timetable for NSW. The timetable appearing on our back cover appears to fit the bill, as it applied for October 1855 and appeared in the **SYDNEY MORNING HERALD** on 26 September, the opening day, when **WILLIAM SIXSMITH** drove the first train (below)*

