



The Times

July 2013

A journal of transport timetable history and analysis



Inside: Sydney Steam Tram Timetable
The Nepean Nippers
Your choice— Birmingham to London

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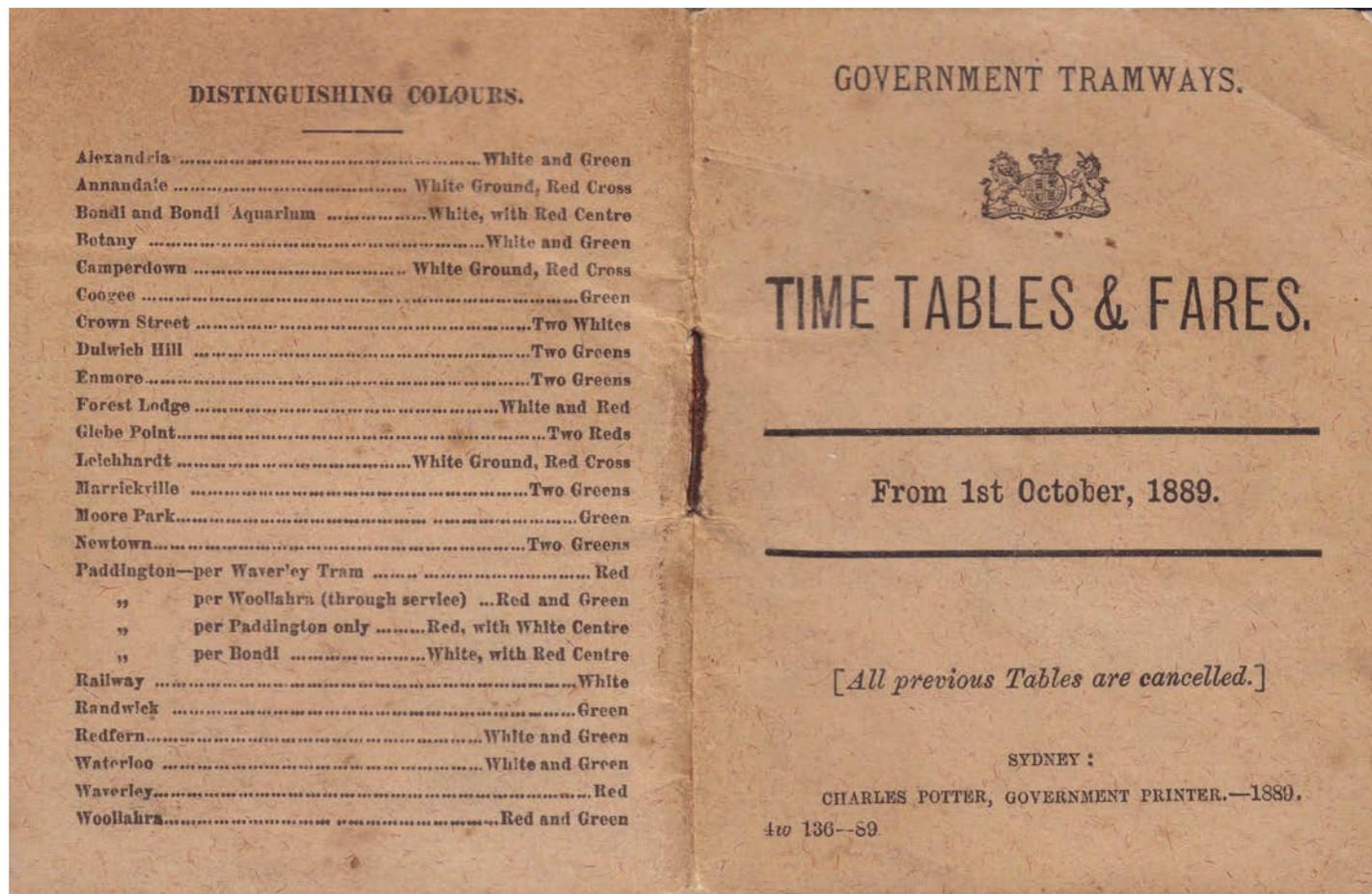
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Editor, The Times Geoff Lambert, 179 Sydney Rd FAIRLIGHT 2094 NSW, G.Lambert@iinet.com.au
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Front cover: Sydney in the steam tram era.



Leichhardt Line Through Trams

DUNCAN MACAUSLAN

Until the late 1930s the NSW Government Tramways frequently published all –line timetable books. The tradition started in the steam tram days and details of the new timetables were advertised in the Sydney Morning Herald, usually on page 2 along with other railway and government matters.

Every so often a bunch of papers yields a surprise and so it was when I was going through some old postcards at the Sydney Bus Museum's archive. A small book, 2½ inches (7cm) wide by 3½ inches (9cm) high fell on the table (opposite page). A one hundred and twenty four year old timetable! The new timetable—for October 1889— was advertised in the SMH (above right).

The cover is beige card with title and date, on the back a list of the lines and their 'distinguishing colours'. Here we can see the genesis of the red and green lines with Glebe Point as two red symbols and Newtown as two greens. Inside is the index for the 32 pages (our page 9, upper right).

Page 1 repeats the cover and timetables follow in the sequence in which the lines were opened: Railway, Randwick and Coogee, Paddington, Waverley, Bondi, Woollahra, Crown Street, Randwick to Waverly extension, Waterloo and Botany, Glebe Point, Forest Lodge, Newtown, Enmore, and Marrickville, Leichhardt and last the North Shore cable line. The Dulwich Hill extension, opened in August 1889, doesn't appear in the index but is in the timetable. The next extension would be to Five Dock in October 1890.

The **Railway** timetable (tt pages 2-5, Times page 5) shows the tram departures from Bridge Street yard and the trains which the trip connects with. Interestingly there is no tram for the first two trains and no train connection from the first tram. 'i' indicates an Illawarra line train but the † and ‡ symbols are not explained. Whilst not given the trip time must have been around 13 minutes as the shortest time between a departure and its connecting train is 18 minutes.

An interesting feature of the book is that each timetable is dated; most are 1st October 1889, but Coogee, Woollahra, Glebe Point and the North Shore are dated 15th August. All Sunday timetables have the 'church hour' with no services from 10:30 until midday.

The **Coogee** via Moore Park and Randwick line appears on tt pages 4 and 5. It illustrates the low frequencies operated by steam trams when compared with horse buses. In the morning trams to Randwick

GOVERNMENT TRAMWAYS.
ISSUE OF AMENDED TIMETABLES.
Amended Timetables for the various Lines will be issued on **TUESDAY NEXT, the 1st OCTOBER.**
Copies may be obtained on application at the Ticket Office, Bridge-street, and the Bookstall, King-street.
The Public are informed that on the **LEICHHARDT LINE THROUGH TRAMS** will be timed to depart—Leichhardt at 8.15 a.m., and Bridge-street at 5.12 p.m.
JAMES ROBERTS,
Manager.
Manager's Office,
Sydney, 26th September, 1889.

ran at the odd times of 5 and 25 or 27 past the hour usually with the 27 past continuing to Coogee Aquarium at Coogee Beach. Trams from Coogee didn't start till 8.16, no workmen's trams, illustrating the light traffic expected. On Sundays all trams except the last ran to Coogee but certainly not at a memory timetable.

The **Paddington** line, tt pages 8 and 9, is in fact three lines combined as far as Queen Street: Waverley (pp 10 & 11), Bondi (pp 12 & 13) and Woollahra (p14). Some trams are marked t or k; these are the 'through' trams, non-stop from Liverpool Street to Taylor Square and then to Queen Street, which allegedly gave rise to the phrase 'Shooting through like a Bondi tram'. Ironically most are in fact Waverley trams. Note the cancelled 08:18 trip, it is explained below.

cancelled 08:18 trip, it is explained below.

The **Waverley** timetable includes the combined timetable for Bondi Junction whilst the Bondi timetable only shows trips to Bondi and the 1887 extension to Bondi Aquarium; the latter only served from 09:10 outward and 08:06 inwards.

The **Woollahra** timetable has an alteration delaying the 08:05 trip until 08:12 thus explaining the cancelled 08:18 Paddington trip. But since there are no altered trips the 08:20 from Paddington must have originally started there. Note also the attempt at cost savings by making Woollahra passengers change at Paddington in the late mornings and early afternoon. Outward bound connections were with both Waverley and Bondi journeys, ex-



cept the 12:30 trip which appears to connect with a trip terminating at Paddington which would make the change seem nonsensical. As well as being forced to change trams, passengers were also charged an extra penny despite the inconvenience.

The **Waverley and Randwick** extension (t p16) is quite odd in that a passenger using this line to get to Coogee would need to change trams twice. This line, opened in June 1887, was really operated as a shuttle which connected with Waverley and Coogee trams along a single track. Consequently several trips do not connect at Waverley and others don't connect at Randwick. However on Sundays several trips run from Waverley through to Coogee. Just over a year later, in November 1890, this line was to be experimentally electrified.

Pages 18 and 19 cover the long service to **Botany**. Trips terminated at Waterloo

with hourly journeys extending past the Kerosene Works, Gardener's Lane Road (the header says Lane but the stopping place is both), the 'Sir Joseph Banks' hotel and zoo arriving at Botany some 27 minutes later. Most stops beyond Epsom Road were 'when required' reflecting the sparse population in the area.

Red lines to **Glebe Point** and Forest Lodge then green to Dulwich Hill follow before the timetable that caused the new issue appears on page 24. There is a discrepancy in that the advert shows the outbound tram at 5:12 whilst the timetable shows 5:13. It also highlights a terminology change: these days a 'through' service is one with no changes required (as in the Woollahra timetable); in today's terms it would be a limited stop or express service.

Not all lines were steam trams; the **North Shore** line (photo below) on page 25 is a cable tram service. Only one trip on a Sun-

day doesn't connect with the frequent ferry service.

Then follow six pages of by-laws are over the name of railway commissioner Charles Goodchap. The collection of fares is worth an article in itself because it led to massive fraud in 1888 resulting in a Royal Commission.

Inside the back cover is an inscription 'In remember of First & Last W. Kemp F. Kent'. Most likely in memory of a drinking session at the now demolished hotel of that name rather than of the first and last trams!

This timetable was to have a short life; a new issue with changes to Botany and Leichhardt services, including the new outward through tram, came into effect on Friday 1 November.



RAILWAY STATION.

Colour—WHITE.

Week-days.

Times of Departure of Trams from Bridge-street, with Times of Departure of Trains with which they connect.

Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.
a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—†	{ 7 0	10 3	{	1 45	{ 2 5		{ 5 23	7 45	{ 8 5
6 44	{ 7 5	10 11	{		{ 2 7	5 5	{ 5 25	7 50	{ 8 10
6 51	{ 7 10	10 30	{		{ 2 10		{ 5 27	8 10	{ 8 30
7 10	{ 7 30	10 46	{	2 5	{ 2 25		{ 5 30	8 15	{ 8 35
7 16	{ 7 35		{		{ 2 25	5 15	{ 5 35	8 40	{ 9 0
7 36	{ 7 40	11 8	{	2 15	{ 2 30		{ 5 37	8 50	{ 9 5
	{ 7 55		{	2 30	{ 2 35		{ 5 50	9 10	{ 9 10
7 44	{ 8 0	11 22	{	2 45	{ 3 5		{ 5 52	9 20	{ 9 30
	{ 8 5	11 30	{		{ 3 10	5 35	{ 5 55	9 30	{ 9 35
7 53	{ 8 10	11 46	{	3 10	{ 3 30		{ 5 57	†9 30	{ 9 40†
			{	3 15	{ 3 35		{ 6 5	9 45	{ 10 5
8 5	{ 8 25	p.m.	{	3 38	{ 3 40	5 45	{ 6 7		{ 10 10
	{ 8 30	12 6	{		{ 4 0		{ 6 10	10 10	{ 10 30
8 16	{ 8 35		{						

8 25	{ 9 0	12 11	{	12 30	{ 3 45	{ 4 5	5 55	{ 6 15	10 15	{ 10 35
8 41	{ 9 5	12 31	{	12 35	{ 4 8	{ 4 10	6 10	{ 6 17	10 30	{ 10 40
	{ 9 6		{	†12 50		{ 4 30		{ 6 30	10 45	{ 10 50
8 51	{ 9 10	12 45	{	1 5	4 15	{ 4 35	6 15	{ 6 35		{ 11 5
	{ 9 11		{	†1 7		{ 4 36		{ 6 37	11 5	{ 11 25†
9 0			{	†1 10	4 20	{ 4 37	6 30	{ 6 37		{ 11 26†
9 6		12 55	{	†1 17		{ 4 40	6 40	{ 6 50	11 15	{ 11 30
			{	†1 18	4 30	{ 4 50	6 47	{ 6 50	11 40	{ 11 35
9 11	{ 9 30	1 7	{	†1 25†		{ 4 53	7 7	{ 7 2		{ 12 0
	{ 9 33		{	1 30	4 50	{ 4 55	7 15	{ 7 5		
9 21	{ 9 35		{			{ 4 57	7 22	{ 7 10		
9 25	{ 9 40†	1 15	{	1 35	4 57	{ 5 10	7 37	{ 7 30		
9 41	{ 10 0	1 20	{	†1 37		{ 5 15		{ 7 35		
	{ 10 5	1 30	{	†1 40		{ 5 17				
9 46	{ 10 10	1 40	{	†1 50		{ 5 20		8 0		
			{	†2 0						

Depart from Railway Station.

a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
w5 38	7 25	8 40	9 23	11 4	12 40	2 25	4 8	5 28	6 55	8 25	10 27
w5 48	7 33	8 43	9 34	11g 9	12 58	2 35	4 25	5 33	7 3	8 40	10 40
w6 3	7 40	8 47	9 40	11 25	1 8	2 40	4 35	5 43	7 10	8 55	10 55
w6 25	7 45	8 49	9 49	11 40	a1 15	2 55	4 40	5 55	7 25	9 8	11 8
6 33	7 55	9 0	10 9	11 48	1 28	e3 8	4 58	6 3	7 33	9 25	
6 40	8 0	9 3	10 25	p.m.	1 40	3 27	e5 0	6 8	7 40	9 40	
6 55	8 20	9 13	10 41	12 8	1 55	3 40	5 10	6 30	7 55	9 55	
7 10	8 29	9 19	10 58	12 25	2 8	3 55	5 20	6 40	8 10	10 8	

Sundays.

Times of Departure of Trams from Bridge-street, with Times of Departure of Trains with which they connect.

Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.	Tram	Train Departs.
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 38	{ 9 0 9 5 i 9 10	12 40	{ 1 0 1 5 i 1 10	2 50	{ 2 30 3 7 3 15	5 43	{ 6 5 i 6 10	8 45	{ 9 5 9 10 i 9 10
9 12	{ 9 30 9 35	1 15	{ 1 35 2 0	3 25	{ 3 45 4 5	5 50	{ 6 30 6 35	9 0	{ 9 30
9 40	{ 10 0 10 5 i 10 10	1 42	{ 2 5 i 2 10	3 45	{ 4 7 4 30	6 7	{ 6 20 6 27	9 8	{ 9 35
10 5	—	2 5	{ 2 25 2 30	4 7	{ 4 15 4 33	6 42	{ 7 0 i 8 10	9 15	{ 10 0
10 25	—	2 15	{ 2 35 i 2 40	4 15	{ 4 35 5 5	7 50	{ 8 30 8 35	9 26	{ 10 5
p.m.	p.m.	2 37	{ 3 0 3 5	4 45	{ 4 53 i 5 10	8 10	{ 8 30 8 35	9 40	{ 10 0
12 15	12 35			5 10	{ 5 30 5 35			9 50	{ 10 30
								10 10	{ 10 35

Depart from Railway Station.

a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 55	10 35	12 40	2 25	3 25	4 8	5 33	6 8	7 8	9 8	9 55
9 43	10 43	1 25	2 40	3 33	4 25	5 40	6 25	7 25	9 25	10 8
10 8		1 55	2 55	3 40	4 40	5 55	6 40	8 40	9 33	10 28
		2 8	3 8	3 55	5 25	6 0	6 58	8 55	9 43	

a On Saturdays only.

The 8.8 a.m. Leichhardt Tram will carry passengers for the 8.30 a.m. Train on Sundays.

w Workmen's Trams, for Fares see page 28.

g Starts 5 minutes later on Mondays.

e Starts 3 minutes later on Saturdays.

i Illawarra Trains.

STOPPING PLACES:—

Bridge-street, Bent-street, Hunter-street, King-street, Market-street, Park-street, Bathurst-street, Liverpool-street, and Railway Station.

FARES:—By Ticket, 2d.; Cash, 3d.

1st October, 1889.

TRAMWAY TIME TABLES.

TRAMWAY TIME TABLES.

5

MOORE PARK, RANDWICK, COOGEE, AND COOGEE AQUARIUM.

Colour—GREEN.

Week-days.

FROM BRIDGE-STREET.				FOR BRIDGE-STREET.					
For Moore Park and Randwick.		For Coogee.		From Moore Park.		From Randwick.		From Coogee.	
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
6 5	1 18	8 15	7 27	5 9	7 3	10 24	3 11	8 16	5 57
6 30	1 48	8 45	8 29	5 35	7 33	10 24	3 11	8 16	5 57
7 0	2 7	9 15	9 27	5 45	8 3	10 24	3 11	8 16	5 57
7 27	2 27	9 55	10 27	6 15	8 40	10 24	3 11	8 16	5 57
8 0	2 57	10 15	11 5	6 45	9 3	10 24	3 11	8 16	5 57
8 29	3 25	10 57	11 25	7 15	9 42	10 24	3 11	8 16	5 57
9 5	3 52	11 18	p.m.	8 15	9 58	10 24	3 11	8 16	5 57
9 27	4 5		12 5	9 15	10 42	10 24	3 11	8 16	5 57
10 5	4 37		12 25	10 15	11 3	10 24	3 11	8 16	5 57
10 27	5 9		1 18	11 18	11 42	10 24	3 11	8 16	5 57
11 5	5 35				p.m.	8 2	p.m.	8 13	27
11 25	5 45				12 24	8 32	13 8	8 16	3 0
p.m.	6 15				12 54	8 42	12 28	8 26	3 15
12 5	6 45				1 24	9 32	1 8	9 16	3 45
12 25	7 15				1 44	9 52	1 28	9 26	4 15
1 0	7 45				1 57	10 32	1 41	10 16	4 45
					2 34	10 52	2 18	10 36	4 55
					2 32	11 32	2 46	11 16	5 27

Sundays.

For Moore Park, Randwick, and Coogee.			
a.m.	p.m.	a.m.	p.m.
8 20	4 5	9 42	4 22
9 30	4 25	10 24	4 52
10 20	4 45	10 58	5 19
p.m.	5 15	12 57	5 59
12 48	5 45	1 32	6 2
1 18	6 5	2 2	6 32
1 55	6 35	2 19	6 59
2 25	6 55	2 52	7 52
2 40	7 15	3 23	8 23
3 5	10 18	3 42	10 29
3 33		4 2	

* Tuesdays, Thursdays, and Saturdays only. † To Randwick only. ‡ Workmen's Tram; for Fares, see page 28.

STOPPING PLACES:—

Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., College-st., Riley-st. (on trips to Sydney only), Crown-st., Botany-st., Eggleston-st., Dowling-st., Park Road, for the FIRST SECTION. Zoological Gardens, Cricket Ground, Cleveland-st., Racecourse, for the SECOND SECTION. Oxenham's (on trips to Sydney only), Allison-st., Randwick Post-office, for the THIRD SECTION. Cuthill-st., St. Paul-st., Long Bay Road, Byron-st., Dudley-st., Coogee Terminus, for the FOURTH SECTION.

FARES—By Ticket, First Section, 2d.; Cash, 3d.
Second " 1d. " 2d.
Third " 1d. " 2d.
Fourth " 2d.; " 3d.

15th August, 1889.

FRAMWAY TIME TABLES.

FRAMWAY TIME TABLES.

7

PADDINGTON.

Colours:—Per WAVERLEY TRAM, RED.

" WOOLLAHRA (when through Service), RED and GREEN.

" PADDINGTON only, RED, with WHITE CENTRE.

" BONDI, WHITE, with RED CENTRE.

Week-days.

Depart from Bridge-st. for Paddington.				Depart from Paddington or Bridge-st.			
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
6 2	3 50	12 40	2 50	5 35	8 20	9 25	12 40
6 38	10 0	12 57	3 0	5 40	8 30	9 45	12 45
6 55	10 10	1 2	3 10	5 50	8 40	10 0	12 50
7 7	10 18	1 4	3 20	6 0	8 50	10 5	1 0
7 20	10 30	1 8	3 30	6 5	9 0	11 15	1 5
7 33	10 40	1 11	3 40	6 5	9 10	11 25	2 5
7 48	10 50	1 15	3 50	7 0	9 20	11 35	3 0
7 55	11 0	1 18	4 0	7 5	9 30	11 40	3 5
8 5	11 10	1 25	4 10	8 0	9 40	11 50	4 0
8 25	11 20	1 35	4 20	8 5	9 50	12 0	4 5
8 38	11 30	1 45	4 30	9 0	10 0	12 5	5 0
8 42	11 40	1 50	4 35	9 5	10 10	12 10	5 5
8 50	11 50	2 0	4 45	10 0	10 20	12 20	6 0
9 0	p.m.	2 10	4 50	10 5	10 30	12 30	6 5
9 10	12 3	2 20	5 0	11 0	10 40	12 40	7 0
9 20	12 7	2 25	5 5	11 5	10 50	12 50	7 5
9 30	12 15	2 30	5 10	12 0	11 0	1 0	8 0
9 40	12 30	2 40	5 15	12 5	11 10	1 5	8 5
			5 25	13 0	11 20	2 0	9 0

Sundays.

a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
8 35	12 40	3 30	4 20	6 10	9 0	9 10	1 30
9 0	12 45	3 45	4 30	6 20	9 10	9 20	1 40
9 30	12 50	3 50	4 40	6 30	9 20	9 30	1 50
10 0	1 20	4 0	4 50	6 40	9 30	9 40	2 0
10 20	1 30	4 10	5 0	6 50	9 40	9 50	2 10
10 40	1 45	4 20	5 10	7 0	9 50	10 0	2 20
	2 0	4 30	5 20	7 10	10 0	10 10	2 30
	2 10	4 40	5 30	7 20	10 10	10 20	2 40
	2 20	4 50	5 40	7 30	10 20	10 30	2 50
	2 30	5 0	5 50	7 40	10 30	10 40	3 0
	2 40	5 10	6 0	7 50	10 40	10 50	3 10
	2 50	5 20	6 10	8 0	10 50	11 0	3 20
	3 0	5 30	6 20	8 10	11 0	11 10	3 30
	3 10	5 40	6 30	8 20	11 10	11 20	3 40
	3 20	5 50	6 40	8 30	11 20	11 30	3 50
	3 30	6 0	6 50	8 40	11 30	11 40	4 0
	3 40	6 10	7 0	8 50	11 40	11 50	4 10
	3 50	6 20	7 10	9 0	11 50	12 0	4 20
	4 0	6 30	7 20	9 10	12 0	12 10	4 30
	4 10	6 40	7 30	9 20	12 10	12 20	4 40
	4 20	6 50	7 40	9 30	12 20	12 30	4 50
	4 30	7 0	7 50	9 40	12 30	12 40	5 0
	4 40	7 10	8 0	9 50	12 40	12 50	5 10
	4 50	7 20	8 10	10 0	12 50	1 0	5 20
	5 0	7 30	8 20	10 10	1 0	1 10	5 30
	5 10	7 40	8 30	10 20	1 10	1 20	5 40
	5 20	7 50	8 40	10 30	1 20	1 30	5 50
	5 30	8 0	8 50	10 40	1 30	1 40	6 0
	5 40	8 10	9 0	10 50	1 40	1 50	6 10
	5 50	8 20	9 10	11 0	1 50	2 0	6 20
	6 0	8 30	9 20	11 10	2 0	2 10	6 30
	6 10	8 40	9 30	11 20	2 10	2 20	6 40
	6 20	8 50	9 40	11 30	2 20	2 30	6 50
	6 30	9 0	9 50	11 40	2 30	2 40	7 0
	6 40	9 10	10 0	11 50	2 40	2 50	7 10
	6 50	9 20	10 10	12 0	2 50	3 0	7 20
	7 0	9 30	10 20	12 10	3 0	3 10	7 30
	7 10	9 40	10 30	12 20	3 10	3 20	7 40
	7 20	9 50	10 40	12 30	3 20	3 30	7 50
	7 30	10 0	10 50	12 40	3 30	3 40	8 0
	7 40	10 10	11 0	12 50	3 40	3 50	8 10
	7 50	10 20	11 10	1 0	3 50	4 0	8 20
	8 0	10 30	11 20	1 10	4 0	4 10	8 30
	8 10	10 40	11 30	1 20	4 10	4 20	8 40
	8 20	10 50	11 40	1 30	4 20	4 30	8 50
	8 30	11 0	11 50	1 40	4 30	4 40	9 0
	8 40	11 10	12 0	1 50	4 40	4 50	9 10
	8 50	11 20	12 10	2 0	4 50	5 0	9 20
	9 0	11 30	12 20	2 10	5 0	5 10	9 30
	9 10	11 40	12 30	2 20	5 10	5 20	9 40
	9 20	11 50	12 40	2 30	5 20	5 30	9 50
	9 30	12 0	12 50	2 40	5 30	5 40	10 0
	9 40	12 10	1 0	2 50	5 40	5 50	10 10
	9 50	12 20	1 10	3 0	5 50	6 0	10 20
	10 0	12 30	1 20	3 10	6 0	6 10	10 30
	10 10	12 40	1 30	3 20	6 10	6 20	10 40
	10 20	12 50	1 40	3 30	6 20	6 30	10 50
	10 30	1 0	1 50	3 40	6 30	6 40	11 0
	10 40	1 10	2 0	3 50	6 40	6 50	11 10
	10 50	1 20	2 10	4 0	6 50	7 0	11 20
	11 0	1 30	2 20	4 10	7 0	7 10	11 30
	11 10	1 40	2 30	4 20	7 10	7 20	11 40
	11 20	1 50	2 40	4 30	7 20	7 30	11 50
	11 30	2 0	2 50	4 40	7 30	7 40	12 0
	11 40	2 10	3 0	4 50	7 40	7 50	12 10
	11 50	2 20	3 10	5 0	7 50	8 0	12 20
	12 0	2 30	3 20	5 10	8 0	8 10	12 30
	12 10	2 40	3 30	5 20	8 10	8 20	12 40
	12 20	2 50	3 40	5 30	8 20	8 30	12 50
	12 30	3 0	3 50	5 40	8 30	8 40	1 0
	12 40	3 10	4 0	5 50	8 40	8 50	1 10
	12 50	3 20	4 10	6 0	8 50	9 0	1 20
	1 0	3 30	4 20	6 10	9 0	9 10	1 30
	1 10	3 40	4 30	6 20	9 10	9 20	1 40
	1 20	3 50	4 40	6 30	9 20	9 30	1 50
	1 30	4 0	4 50	6 40	9 30	9 40	2 0
	1 40	4 10	5 0	6 50	9 40	9 50	2 10
	1 50	4 20	5 10	7 0	9 50	10 0	2 20
	2 0	4 30	5 20	7 10	10 0	10 10	2 30
	2 10	4 40	5 30	7 20	10 10	10 20	2 40
	2 20	4 50	5 40	7 30	10 20	10 30	2 50
	2 30	5 0	5 50	7 40	10 30	10 40	3 0
	2 40						

WOOLLAHRA.

Per Waverley Tram. Colour RED. (Change at Queen-street Junction.)
Through Trams, colours RED and GREEN.

Depart from Bridge-st. for Woollahra.				Depart from Woollahra for Bridge-st.			
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
7 20	10 40	11 15	0	8 30	11 25	2 30	5 24
7 48	11 10	11 45	5 35	9 0	8 27	11 52	2 50
8 33	11 40	12 20	6 0	9 30	9 9	12 59	3 29
9 0		3 0	6 30	10 0	9 34	1 44	3 44
9 20		3 30	7 0	10 30	10 4	12 42	4 9
9 50	12 7	4 0	7 30	10 55	10 34	12 42	4 39
10 18	12 30	4 30	8 0		10 52	1 27	5 14

Sundays.

a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
10 0	12 40	4 50	9 10	10 39	1 24	5 29	9 49
	2 10	6 0			2 44	6 24	
	3 10	8 30			3 54	9 4	

† Passengers per these trams change cars at Queen-street Junction.

The usual stoppages between Liverpool-street and Darlinghurst, and thence to Queen-street, will not be made by trams marked † Mondays to Fridays.

STOPPING PLACES:—

Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., College-st., Riley-st. (on trips to Sydney only), Crown-st., Botany-st., Dowling-st., between Hoppelwell-st. and Glenmore Road, Begg-st., Regent-st., Elizabeth-st., Queen-st. Junction, for the FIRST SECTION. Eliza-st., Moncur-st., Ocean-st., Wellington-st., and Terminus, for the SECOND SECTION.

FARES—Per Through Trams—By Ticket, 2d.; by Cash, 3d.
When Branch Service is used—By Ticket, 1st Section, 2d.; 2nd Section, 1d.
15th August, 1889. By Cash, " 3d. " 2d. " 2d.

CROWN-STREET.

Colour—TWO WHITES.

Week-days.

Depart from Bridge-st. for Crown-st.				Depart from Cleveland-st. for Bridge-st.			
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
7 5	10 36	12 12	3 14	6 2	9 3	10 23	12 17
7 55	10 53	12 33	3 34	6 23	9 33	7 11	10 42
8 2	11 18	12 43	3 54	6 43	9 53	7 35	10 59
8 32	11 33	1 14	4 14	7 3	10 23	8 7	11 19
9 7	11 53	1 37	4 36	7 23	10 43	8 39	11 38
9 13		1 54	4 47	7 43	11 16	8 59	11 58
9 25		2 14	5 8	8 2		9 33	
9 58		2 35	5 32	8 33		9 28	
10 17		2 54	5 38	8 43		9 58	

Sundays.

a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
8 14	12 43	2 35	4 27	6 15	10 30	8 40	1 12
9 5	1 11	3 3	4 52	6 43	9 32	1 40	3 31
10 10	1 42	3 31	5 18	8 39	10 39	2 8	4 2
		3 58	5 48	9 35		2 33	4 23

to Workmen's Tram; for Fares, see page 28.

STOPPING PLACES:—

Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., College-st., Riley-st. (on trips to Sydney only), Crown-st. Junction, Campbell-st., Gipps-st., Albion-st., Foreau-st., Collins-st., Arthur-st., Devonshire-st., and Terminus.

FARES—By Ticket, 2d.; Cash, 3d.

1st October, 1889.

WAVERLEY and RANDWICK EXTENSION.

(Via WAVERLEY.)

Week-days.

FOR RANDWICK AND COOGEE. (Change at Waverley & Randwick.)
FOR WAVERLEY. (Change Randwick and Waverley.)

Depart Bridge-st.			Depart Waverley.			Depart Coogee.			Depart Randwick.		
a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
*7 7	*2 40	*8 10	*7 47	*1 20	6 50	8 16	10 17	7 5	7 10	12 10	6 10
8 5	3 40	8 40	*8 17	1 52	*7 50	9 18	12 7	8 5	8 5	12 40	6 35
9 30	4 10	*9 10	8 48	*2 50	8 29	10 18	3 0	9 5	8 32	5 12	7 17
11 0	4 34	*10 10	*9 15	*3 25	*8 57	11 18	3 24	10 5	9 0	6 20	8 17
11 30	5 15		10 10	4 23	9 28	11 57	4 15		9 30	3 13	8 45
p.m.	5 40		10 48	4 52	*10 0	12 27	4 55		10 32	3 58	9 17
12 40	6 10		11 45	5 20	10 50		5 27		11 32	4 25	9 47
1 15	7 10			5 58			5 57			5 8	10 17
2 10	7 40			6 22			6 22			5 40	

Sundays.

a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.
*8 53	12 45	*5 50	9 17	4 0	8 55	*9 15	11 40	7 5	9 5	12 44	6 10
	1 20	*6 20	10 5	5 44	9 25	10 30	12 28	8 28	9 56	1 50	6 45
	2 20	8 45	10 53	6 30	10 0		1 20	6 5	10 40	2 45	6 51
	3 20	*9 20		6 0			1 55	6 52		3 50	9 10
	4 20			1 26	6 30		2 25	7 23		4 50	9 40
	5 20			2 26	6 58		3 25	9 23		5 50	10 20

‡ The usual stoppages between Liverpool-street and Darlinghurst, and thence to Queen-street, will not be made by this tram. § Do not connect with Waverley Tram.

STOPPING PLACES:—

Bridge-street, Bent-street, Hunter-street, King-street, Market-street, Park-street, Bathurst-street, Liverpool-street, College-street, Riley-street, Crown-street, Begg-street, Dowling-street, between Hoppelwell-street and Glenmore Road, Begg-street, Regent-street, Elizabeth-street, and Queen-street Junction, for the FIRST SECTION. Ocean-street, Moncur-street, Nelson-street, Denison-street, Newland-street, and Bond Junction, for the SECOND SECTION. Ebley-street, Birrell-street, Church-street, Charing-cross, and Albion-street, for the THIRD SECTION. Alcock-street, Carrington-road, St. Mark's Terrace, Avoca-street, Allison-road, and Randwick Bay Road, Byron-street, Dudley-street, and Coogee Terminus, for the FIFTH SECTION.

FARES—By Ticket, First Section, 2d.; By Cash, 3d.

Second " 1d.; " 2d.

Third " 1d.; " 2d.

Fourth " 1d.; " 2d.

Fifth " 2d.; " 3d.

1st October, 1889.

REDFERN, ALEXANDRIA, WATERLOO, AND BOTANY.

Colours—WHITE & GREEN.

WEEK-DAYS.

FROM BRIDGE-STREET.				FOR BRIDGE-STREET.			
For Redfern, Alexandria, and Waterloo.		For Gardener's Lane.		From Waterloo.		From Botany.	
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
8 35	12 6	5 24	5 35	12 6	5 35	10 13	6 43
6 45	12 37	5 39	6 45	1 21	6 45	10 23	6 53
7 11	12 58	6 6	7 11	2 13	7 11	7 16	1 35
7 26	1 16	6 25	8 6	3 6	8 6	7 40	1 52
7 48	1 21	6 44	9 6	4 6	9 6	8 18	1 65
8 6	1 28	6 58	10 6	5 6	10 6	8 24	2 15
8 30	1 51	7 6	11 6	5 39	11 6	8 35	2 29
8 52	2 13	7 28		6 6	p.m.	8 59	3 4
9 6	2 24	7 51		7 6	12 6	9 13	3 6
9 28	2 37	8 6		8 6	12 13	9 28	3 15
9 45	2 53	8 26		9 6	12 13	9 39	3 29
10 6	3 6	8 48		10 6	3 6	10 9	3 59
10 37	3 24	9 6		11 8	4 6	10 23	4 8
10 47	3 48	9 25			5 6	10 59	4 25
11 6	3 53	9 48			6 6	11 13	4 42
11 27	4 6	10 6			7 6	11 27	4 59
11 58	4 25	10 26			8 6	11 59	5 17
	4 47	10 58			9 6	p.m.	5 35
	5 6	11 8			10 6	12 15	5 59
					11 8	12 40	6 19

Saturdays only.

Sundays.

a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
8 37	2 40	9 45	8 37	8 46	*8 37	8 47	3 38
9 25	2 59	10 30	10 20	9 45	10 20	9 20	3 58
10 20					10 30	10 30	4 18
					12 30		4 33
					5 0		5 0
					2 20		5 13
					2 40		5 46
					3 20		6 23
					4 0		6 29
					4 53		6 42
					5 11		6 53
					6 11		7 25
					6 46		7 36
					7 11		8 3
					8 46		8 34
					9 45		9 3

* Change at Waterloo; other Trams on Sundays through to Botany. † Sat. only. ‡ To Workmen's Trams; for Fares, see page 28. § To Railway Steps only.

STOPPING PLACES:—

Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., Belmore Park, Gipps-st., George-st., Railway Steps (on trips from Waterloo only), Castlereagh-st., Cleveland-st., Redfern-st., Pitt-st., George-st., corner of Redfern-st. and Botany-st., for the FIRST SECTION. Boundary-st., Bagin-st., Buckland-st., John-st., McEvoy-st., Waterloo Terminus, for the SECOND SECTION. Epson Road, Collins-st., Keroseene Works, Hayes Road, Gardener's-lane Road, for the THIRD SECTION. Hickety-st., King-st., Lord's Road, Waterworks, Bay-st. Loop, for the FOURTH SECTION. † Hastings Road, ‡ Edgell Road, ‡ Corry's, ‡ Sir Joseph Banks, ‡ Stephens Road, ‡ Pier, ‡ Floodvale, ‡ Springvale, Terminus, for the FIFTH SECTION. † Will pick up or set down when required only.

FARES—First Section—By Ticket, 2d.; Cash, 3d. Second, Third, Fourth, and Fifth Sections—By Ticket, 1d. each; Cash, 2d. each.

1st October, 1889.

GLEBE POINT.

Colour—TWO REDS.

Week-days.

Depart from Bridge-st. for Glebe Point.						Depart from Glebe Point for Bridge-st.					
a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
7 22	9 55	12 26	3 29	6 4	8 30	8 30	9 31	12 13	3 29	6 2	8 21
7 37	10 22	12 59	4 4	6 29	9 1	7 30	10 6	12 59	4 2	6 38	8 58
8 18	11 4	1 43	4 31	6 54	9 31	8 0	10 30	1 36	4 39	7 5	9 38
8 52	11 32	2 20	5 9	7 18	10 12	8 30	10 59	2 14	5 8	7 25	10 8
						9 0	11 40	2 58	5 42	7 48	10 45
											11 19

Sundays.

a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 40	1 23	3 16	4 24	5 31	8 41	9 24	1 58	3 27	4 36	5 41	8 43
10 3	2 2	3 35	4 46	6 9	9 16	10 36	3 36	4 48	5 57	6 3	9 21
											9 58
											1 26

to Workmen's Tram.

STOPPING PLACES:—

Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., Belmore Park, Gipps-st., George-st., Regent-st., Darling-st., Newtown Road, Glebe Road, Cowper-st., Mitchell-st., St. John's Road, Lyndhurst-st., Ferry Road, Forsyth-st., and Terminus.

FARES—By Ticket, 2d.; Cash, 3d.

15th August, 1889.

FOREST LODGE.

Colours—WHITE & RED.

Week-days.

Depart from Bridge-street for Forest Lodge.						Depart from Forest Lodge for Bridge-street.					
a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
7 3	10 12										

NEWTOWN, ENMORE, MARRICKVILLE, AND DULWICH HILL.

Colour—TWO GREENS.

Week-days.

FROM BRIDGE-STREET.				FOR BRIDGE-STREET.			
For Newtown and Enmore.		For Marrickville and Dulwich Hill.		From Enmore.		From Dulwich Hill.	
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
5 57	11 8	2 55	6 22	7 10	10 55	3 2	7 11
6 46	11 26	3 8	6 33	7 20	11 15	3 28	7 22
7 35	11 35	3 22	6 42	7 30	11 22	3 49	7 35
7 44	11 45	3 33	6 55	7 40	11 28	4 3	7 40
7 50	11 55	3 55	7 8	7 50	11 40	4 10	7 50
8 10	12 8	4 8	7 21	8 15	11 48	4 19	8 15
8 10	12 8	4 16	7 38	8 25	11 58	4 28	8 25
8 33	12 30	4 32	7 49	8 38	12 8	4 39	8 38
8 58	12 35	4 36	8 8	8 45	12 10	4 50	8 50
9 8	12 50	4 43	8 22	8 55	12 15	5 11	9 0
9 15	12 58	4 55	8 35	9 0	12 22	5 22	9 15
9 25	1 5	5 2	8 51	10 33	11 10	5 28	9 28
9 32	1 8	5 5	9 11	10 40	11 18	5 39	9 35
9 48	1 32	5 11	9 22	10 48	11 26	5 48	9 45
9 59	1 33	5 22	9 35	10 55	11 33	5 59	9 55
10 8	1 55	5 32	9 51	11 2	11 41	6 10	10 2
10 25	2 1	5 36	10 8	11 10	11 49	6 21	10 10
10 32	2 6	5 49	10 23	11 18	11 57	6 32	10 18
10 38	2 8	6 10	10 35	11 26	12 5	6 43	10 26
10 43	2 22	6 7	10 51	11 33	12 12	6 54	10 33
10 58	2 33	6 11	11 10	11 41	12 20	7 5	10 41

SATURDAYS after 8.8 p.m. SATURDAYS after 9.9 p.m.

8 27	9 8	9 55	10 45	8 33	11 10	9 15	10 52	11 33	9 46
8 33	9 22	10 10	10 55	9 15	10 22	9 15	10 52	11 33	10 11
8 43	9 33	10 21	11 6	9 23	10 30	9 40	10 28	11 15	10 35
8 55	9 43	10 25	11 10	10 22	11 24	10 30	10 41	11 24	11 11

Sundays.

8 0	2 32	5 6	9 9	8 0	6 16	8 17	2 45	5 0	9 8
8 50	2 44	5 19	9 21	9 5	6 32	9 15	2 55	5 15	9 25
9 5	3 0	5 36	9 33	9 55	6 39	9 42	3 1	5 25	10 1
9 55	3 11	5 51	9 45	10 20	6 47	10 18	3 11	5 37	10 33
10 4	3 24	6 10	10 5	10 28	6 55	10 26	3 25	5 59	10 33
12 44	3 42	6 16	10 20	1 30	7 12	10 30	3 30	6 16	10 5
12 49	3 50	6 25	10 28	1 37	7 20	10 38	3 37	6 25	10 13
1 8	4 6	6 34	10 36	1 44	7 28	10 46	3 44	6 34	10 21
1 18	4 16	6 44	10 46	1 54	7 38	10 56	3 54	6 44	10 31
2 12	4 25	6 53	10 55	2 8	7 48	11 6	4 4	6 53	10 40
2 22	4 35	7 3	11 5	2 18	7 58	11 16	4 14	7 3	10 50
2 32	4 50	7 18	11 20	2 28	8 8	11 26	4 24	7 18	11 0

* To Newtown Bridge, and on Saturdays only, a Saturdays only. c Mon. to Fri. only. d To Railway Station only. The usual stoppages between George-street and Newtown Road, and thence to Enmore, will not be made by Trams marked f Mondays to Fridays, & Mondays to Saturdays. w Workmen's Trams; for Fares, see page 28.

STOPPING PLACES:—Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., Belmore Park, Glipps-st., George-st., Regent-st., Darling-st., Reserve, Ross-st. (Cleveland-st.), for the FIRST SECTION; Coleridge-st., Forbes-st., Missenden Road, Hordern-st., Erskineville Road, Newtown Bridge, Station-st., Simmons-st., Cambridge-st., Enmore, for the SECOND SECTION; Emily-st., Addison-rd., Edinburgh-rd., Chapel-st., Sydney-rd., Weeks-rd., Garner's Avenue, Hlavars-rd., for the THIRD SECTION; Livingstone-rd., Robert-st., Wardell-rd., Fairfowl-st., Terminus, for the FOURTH SECTION.

FARES:—By Ticket, First Section, 2d.; other Sections, 1d. 1st October, 1889. Cash " 2d.; " 2d.; " 2d.

TRAMWAY TIME TABLES.

TRAMWAY TIME TABLES.

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CAMPERDOWN, ANNANDALE & LEICHHARDT.

Colour—WHITE GROUND, RED CROSS.

Week-days.

Depart from Bridge-st. for Leichhardt.				Depart from Leichhardt for Bridge-st.			
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
5 56	10 19	1 1	3 57	6 30	8 5	6 5	8 49
6 50	10 41	1 13	4 13	6 36	8 13	6 13	8 49
7 18	11 1	1 25	4 24	6 41	9 54	6 19	8 49
7 34	11 15	1 46	4 38	6 53	10 1	6 45	9 35
8 11	11 41	2 11	4 52	7 10	10 19	7 8	10 34
8 32	12 2	2 32	5 13	7 23	10 24	7 29	10 34
9 2	12 10	2 49	5 13	7 56	10 35	7 41	10 49
9 17	12 15	3 13	5 26	8 24	10 46	7 56	11 0
9 37	12 32	3 26	5 46	8 44	11 12	8 15	11 24
9 56	12 45	3 41	5 51	9 13	11 18	8 19	11 51

Bridge-st. for Leichhardt. Sundays. Leichhardt for Bridge-st.

8 12	3 39	3 32	4 16	5 55	9 1	9 3	3 32	4 16	5 55
9 18	4 21	4 14	4 18	6 3	9 33	10 21	3 32	4 16	5 55
10 30	5 50	5 29	5 16	6 29	10 22	11 31	3 55	5 38	6 28
11 3	6 54	6 33	6 54	7 36	10 36	12 31	4 20	6 12	6 38

The usual stoppages between George-st. and Newtown Road, thence to Johnston-st., will not be made by trams marked f Mondays to Fridays, & Mondays to Saturdays.

STOPPING PLACES:—Bridge-st., Bent-st., Hunter-st., King-st., Market-st., Park-st., Bathurst-st., Liverpool-st., Belmore Park, Glipps-st., Regent-st., Darling-st., Newtown Road, for the FIRST SECTION; Derwent-st., Ross-st., Missenden Road, Church-st., Australia-st., Nelson-st., Trafigar-st., Johnson-st., for the SECOND SECTION; Young-st., Macquarie-st., Abchurch Road, Bathurst Road, Norton-st., Ridge-st., Marlborough-st. (Waiting-room), Allen-st., William-st., for the THIRD SECTION.

FARES:—By Ticket, 1st Section, 2d.; Cash, 3d. 1st October, 1889. 2nd " 1d.; " 2d. 3rd " 1d.; " 2d.

TRAMWAY TIME TABLES.

TRAMWAY TIME TABLES.

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NORTH SHORE TRAMWAY.

Depart Wilson's Point for The Reserve.				Depart the Reserve for Wilson's Point.			
a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
7 26	10 7	12 52	3 52	6 17	9 7	7 10	9 41
7 47	10 22	1 7	4 7	6 27	9 22	7 29	9 56
8 7	10 37	1 22	4 22	6 37	9 37	7 42	10 11
8 27	10 52	1 37	4 37	6 52	9 52	7 50	10 26
8 37	11 7	1 52	4 52	7 10	10 7	8 14	10 41
8 47	11 22	2 7	5 7	7 22	10 22	8 24	10 56
8 57	11 37	2 22	5 17	7 37	10 37	8 34	11 11
9 7	11 52	2 37	5 27	7 52	10 52	8 44	11 26
9 17	12 7	2 52	5 37	8 11	11 7	8 54	11 41
9 27	12 17	3 7	5 47	8 22	11 22	9 4	11 56
9 37	12 27	3 22	5 57	8 37	11 37	9 14	12 6
9 52	12 37	3 37	6 7	8 52	11 47	9 26	12 16

SATURDAYS, between 5.7 and 6.37 p.m. SATURDAYS, between 4.44 and 6.26 p.m.

5 22	5 37	5 52	6 7	6 22	6 37	4 59	5 14	5 29	5 44	5 59	6 11
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Sundays.

8 27	12 22	2 7	3 52	5 37	8 52	8 6	10 26	1 11	2 56	4 41	6 26
8 47	12 37	2 22	4 7	5 52	9 7	8 26	10 41	1 26	3 11	4 56	6 41
9 17	12 52	2 37	4 22	6 7	9 22	8 36	10 56	1 41	3 26	5 11	6 56
9 37	1 7	2 52	4 37	6 22	9 37	8 54	11 16	1 56	3 41	5 26	7 11
10 7	1 22	3 7	4 52	6 37	9 52	9 26	12 26	2 11	3 56	5 41	7 26
10 27	1 37	3 22	5 7	6 52	10 7	9 36	12 41	2 26	4 11	5 56	7 41
10 37	1 52	3 37	5 22	6 37	10 17	10 11	12 56	2 41	4 26	6 11	7 56
10 52	2 7	3 52	5 37	6 52	10 27	10 21	1 11	2 56	4 41	6 26	8 11

* Do not connect with the Steamers.

STOPPING PLACES:—Pittwater-st., Willoughby-st., Alfred-st., Walker-st., Miers-st., Mount-st., for the FIRST SECTION; Derwent-st., Ridge-st., Terminus, for the SECOND SECTION. FARES:—Wilson's Point to Mount-st., by ticket, 2d.; cash, 3d. Mount-st. to Terminus, by ticket, 1d.; cash, 2d. 15th August, 1889.

*In Remembrance
of the First
& Last—
W. Kemp
F. Kent*



What's in a name? Named Sydney private bus routes (6) Nepean Nippers

ROBERT HENDERSON

In the early 1990s, bus operator Westbus, run by the Bosnjak family, was the largest operator of private buses in Sydney. After starting off in 1955 with a small handful of buses in Edensor Park, their empire had grown to the extent that they owned over 300 buses and coaches by 1990, with routes covering a large part of western Sydney. One of the businesses taken over in the course of their expansion programme was WJS (Bill) Bale's Penrith District Bus Service, which the Bosnjaks acquired on 17 April 1974. During the 1980s their services in Penrith and the surrounding suburbs increased in line with the area's population. The fact that the Bosnjaks were the bus operator in Penrith and other western suburbs of Sydney contributed to the renaming of their entire operation as "Westbus" in October 1984.

Around 1992 the Bosnjaks decided on a bold plan to introduce minibuses on most bus routes in Penrith. The concept was based on a somewhat similar network of routes in the English city of Oxford, run by entrepreneur Harry Blundred. Harry later took over route bus operations in several Queensland regional centres, using similar vehicles, trading under the name of Sunbus. The Bosnjaks believed that Penrith would be a similarly suitable locale for an intensive minibus service because of the evenness of patronage throughout the day. Penrith's location 55 km from the City

meant that such commuter peak period as existed did not coincide with that of children travelling to and from school.

The name "Nepean Nippers" was chosen by the Bosnjaks to characterize their new style of bus operation in Penrith. The name Nepean was taken from the river that flows past the city of Penrith. To run the service were 26 Mercedes Benz LO812 model buses, each seating 26 passengers. The new service was inaugurated on 12 February 1993 in a ceremony at Penrith railway station and a parade of the new vehicles, followed by a celebratory lunch at the local Panthers football club. Regular minibus services commenced the following day.

At the time, I was employed by Roger Graham, who had written the timetables for the Nepean Nippers on behalf of the Bosnjaks. I was fortunate enough to receive an invitation to the launch. It was a lavish affair, with hundreds of people in attendance, including politicians, local dignitaries and other bus operators.

In the timetables that Roger Graham had devised, the frequencies on most routes were doubled to compensate for the reduced capacity of each bus. It was expected that the increased frequencies would dramatically boost patronage. In another move to augment the attractiveness of the service, the Nepean Nippers ran under the "hail and ride" principle other

than in the CBD of Penrith.

Use of the name Nepean Nippers on public timetables continued for about five years. Timetables that specifically mentioned that name appeared as follow, with commencing dates:

- 13 February 1993
- 26 April 1994
- 27 February 1995
- 7 April 1997
- 8 December 1997

Sample covers for one typical route (782) are illustrated below, to show the different designs (the 1994 and 1995 covers were almost identical).

Routes run by Nepean Nipper minibuses, together with the route variations that occurred during the five-year period mentioned above were:

Route 780: 1993, 1994 & 1995 timetables: Penrith-St Marys via Highway (weekdays only). Then incorporated into 790.

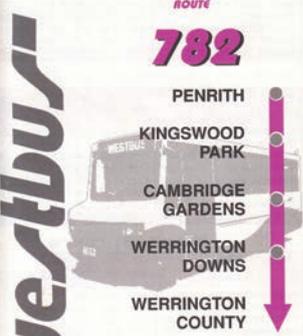
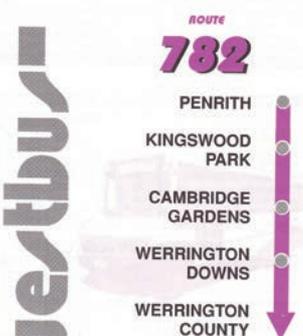
Route 781: 1993, 1994 & 1995 timetables: St Marys-Orchard Hills (very limited service).

Route 782

1993 timetable: Penrith-Werrington via Werrington Country.

1994 & 1995 timetables: Extended from

	
WERRINGTON COUNTY BUS TIMETABLE Route 782	WERRINGTON COUNTY BUS TIMETABLE Route 782
LINKING PENRITH WITH: <ul style="list-style-type: none"> • CAMBRIDGE GARDENS • GREENBANK DRIVE • WERRINGTON COUNTY • WERRINGTON 	LINKING PENRITH WITH: <ul style="list-style-type: none"> • CAMBRIDGE GARDENS • GREENBANK DRIVE • WERRINGTON COUNTY • WERRINGTON • ST. MARYS
<small>See separate timetable booklet for Route 784 (Penrith - St. Marys via Rugby Street)</small>	<small>NOW EXTENDED TO ST. MARYS</small>
From 13 February, 1993	From 26th April, 1994
<small>WESTBUS Pty Ltd Mulgoa Road Penrith 2750 Phone: (047) 32 3133</small>	<small>WESTBUS Pty Ltd Mulgoa Road Penrith 2750 WESTBUS-INFO-LINE (02) 890 0000 (24 Hours)</small>

	
ROUTE 782	ROUTE 782
	
<small>Please note: See separate Route 784 timetable booklet for service between Werrington County and Werrington Station</small>	<small>See separate Route 784 timetable booklet for service between Werrington County and Werrington Station</small>
FROM 7TH APRIL 1997	FROM 8TH DECEMBER 1997
24 HOUR CUSTOMER INFORMATION (02) 9890 0000	24 HOUR CUSTOMER SERVICE LINE (02) 9890 0000

Route 782: PENRITH to WERRINGTON																		Weekdays	
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	
	am																		
PENRITH Train arrives	..	..	..	..	6.07	..	6.31	..	6.57	7.29	..	8.03	8.17	8.23	8.44	8.53	9.15	9.36
PENRITH Station	..	..	..	..	6.20	..	6.49	..	7.20	7.43	..	8.10	8.21	8.42	8.56	9.10	9.25	9.40
Cooper Street & The Northern Road	5.05	5.35	5.58	6.15	6.28	6.45	6.57	7.14	7.28	7.51	8.02	8.18	8.29	8.50	9.05	9.20	9.35	9.50	
WERRINGTON CTY (Pasturegate Ave)	5.08	5.38	6.01	6.18	6.31	6.48	7.00	7.17	7.32	7.55	8.06	8.22	8.33	8.53	9.08	9.23	9.38	9.53	
Henry Lawson & Singleton Avenues	5.11	5.41	6.05	6.22	6.35	6.52	7.04	7.21	7.36	7.59	8.10	8.26	8.37	8.57	9.12	9.27	9.42	9.57	
WERRINGTON Station	5.19	5.49	6.13	6.30	6.43	7.00	7.13	7.30	7.45	8.08	8.19	8.35	8.46	9.05	9.20	9.35	9.50	10.05	
WERRINGTON Train to City	5.26	5.56	6.20	6.37	6.50	7.07	7.22	7.37	7.52	8.15	8.26	8.45	8.57	9.27	9.27	9.57	9.57	10.27	

Weekdays (cont.)																		
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782
	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
PENRITH Train arrives	9.49	10.05	..	10.35	10.49	11.05	..	11.35	11.49	12.05	..	12.35	12.49	1.05	1.17	1.35	1.49	2.05
PENRITH Station	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10
Cooper Street & The Northern Road	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20
WERRINGTON CTY (Pasturegate Ave)	10.08	10.23	10.38	10.53	11.08	11.23	11.38	11.53	12.08	12.23	12.38	12.53	1.08	1.23	1.38	1.53	2.08	2.23
Henry Lawson & Singleton Avenues	10.12	10.27	10.42	10.57	11.12	11.27	11.42	11.57	12.12	12.27	12.42	12.57	1.12	1.27	1.42	1.57	2.12	2.27
WERRINGTON Station	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.35
WERRINGTON Train to City	10.27	10.57	10.57	11.27	11.27	11.57	11.57	12.27	12.27	12.57	12.57	1.27	1.27	1.57	1.57	2.27	2.27	2.57

Weekdays (cont.)																			
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	
	pm																		
PENRITH Train arrives	..	2.35	..	3.05	3.17	3.35	3.56	4.16	4.36	4.53	5.10	5.36	5.55	6.25	7.05	7.35	8.05	8.35	9.05
PENRITH Station	2.25	2.40	3.00	3.20	3.35	3.50	4.05	4.25	4.45	5.05	5.20	5.40	6.00	6.30	7.10	7.40	8.10	8.40	9.10
Cooper Street & The Northern Road	2.35	2.50	3.11	3.31	3.46	4.01	4.16	4.36	4.56	5.16	5.31	5.50	6.08	6.38	7.17	7.47	8.17	8.47	9.17
WERRINGTON CTY (Pasturegate Ave)	2.38	2.53	3.15	3.35	3.50	4.05	4.20	4.40	5.00	5.20	5.35	5.54	6.11	6.41	7.20	7.50	8.20	8.50	9.20
Henry Lawson & Singleton Avenues	2.42	2.57	3.19	3.39	3.54	4.09	4.24	4.44	5.04	5.24	5.39	5.58	6.14	6.44	7.23	7.53	8.23	8.53	9.23
WERRINGTON Station	2.50	3.05	3.27	3.47	4.02	4.17	4.32	4.52	5.12	5.32	5.47	6.06	6.22	6.52	7.30	8.00	8.30	9.00	9.30
WERRINGTON Train to City	2.57	3.12	3.45	3.54	4.09	4.35	5.00	5.00	5.27	5.45	6.02	6.25	6.48	6.57	7.57	8.27	8.57	9.11	9.41

Werrington to St Marys.

1997 timetables: Curtailed to Penrith-Werrington County.

Route 783: All timetables: Kingswood-Mt Pleasant weekday peak hour service.

Route 784

1993 timetable: Penrith-St Marys via Kingswood, Rugby St & Werrington.

1994 & 1995 timetables: Curtailed to Penrith-Werrington.

1997 timetables: Altered to St Marys-Werrington Downs.

Route 785

1993 timetable: Panthers Club-Penrith-Cambridge Park.

1994 & 1995 timetables: Altered to Penrith-Kingswood via Cambridge St.

1997 timetables: Rerouted as Penrith-Kingswood via Oxford St (combining previous 784 & 785).

Route 786

1993 timetable: Penrith-Mt Pleasant.

1994 & 1995 timetables: Extended as Panthers Club-Penrith-Mt Pleasant.

1997 timetables: Curtailed to Penrith-Mt

Pleasant, but via an altered route.

Route 787

1994 & 1995 timetables: Penrith-Cambridge Park loop, combined 784 & 785 at nights and weekends.

1997 timetables: Penrith-Mt Pleasant-Cranebrook, combined 786 & 788 at nights and Sundays.

Route 788

1993, 1994 & 1995 timetables: Penrith-Cranebrook (some trips extended to Windsor, but not operated by minibuses).

1997 timetables: Penrith-Nth Cranebrook

Route 789: All timetables: Penrith-Luddenham (very limited service).

Route 790

1993 timetable: Penrith-St Marys via Maxwell St, Kingswood & Claremont Meadows.

1994, 1995 & 1997 timetables: Rerouted via Jamison Rd.

Route 791: All timetables: Penrith-South Penrith loop.

Route 792

1997 timetables: Penrith-Jamison town via

Racecourse Rd.

Route 793: 1995 & 1997 timetables: Penrith-Nepean Shores.

Route 794

1993 timetable: Penrith-Glenmore Park via Mulgoa Road.

1994 timetable: Rerouted via Racecourse Rd.

1995 timetable: Extended within Glenmore Park.

1997 timetables: Rerouted via Mulgoa Road.

Route 795: All timetables: Penrith-Warragamba. Included diversions via Nepean Shores in the 1993 & 1994 timetables.

In the 1993 timetable, there were eight full time (seven-day-a-week) routes with regular frequencies. They were 782, 784, 785, 786, 788, 790, 791 and 794. Of these routes the following weekday day-time headways applied:

- 782, 785, 786, 791 – 15 minutes
- 784, 790, 794 – 30 minutes
- 788 – 60 minutes.

On these routes plus 780 (hourly on

weekdays) the number of departures from Penrith station in a typical weekday off-peak hour totaled 24, or at an average of one every two-and-a-half minutes. Saturday services ran either every 30 or 60 minutes, while Sunday frequencies ranged from every 30 minutes to every two hours. In some cases it was the first time that Sunday services had ever been provided.

In the 1994 timetables adjustments were made to reflect actual patronage. The

weekday off-peak frequency on Route 786 (which served the public housing area of Mt Pleasant) was improved to every ten minutes, while that on each of Routes 784 and 785 was reduced to every 30 minutes. I believe that the ten-minute weekday headway on Route 786 would have made it the most frequent off-peak private bus service on an individual route in Sydney since World War II.

In the April 1997 timetable, the routes had

been rearranged such that some routes ran only six days a week, partly supplemented by a night-and-Sunday route. At that stage, the frequencies on most routes were reduced, those during the weekday off-peak being every 20 minutes (782, 786, 788 and 791), every 30 minutes (785, 790 and 794) and every hour (784). These service reductions suggest that the initial forecasts of patronage increases on the Penrith routes had been a little optimistic.

The minibuses with their manual gear-boxes were not popular with drivers or mechanics. So sometime after 1997, the minibuses were gradually withdrawn from services in Penrith and the fleet restored to one of conventional sized vehicles.

Route 782: PENRITH TO WERRINGTON													Saturdays					
Showing Route Number	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782	782
	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
PENRITH Train arrives	..	7.35	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35
PENRITH Station	..	7.55	8.22	8.52	9.20	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.10	3.40
Cooper Street & The Northern Road	7.03	8.03	8.30	9.00	9.30	9.50	10.20	10.50	11.20	11.50	12.20	12.50	1.20	1.50	2.20	2.50	3.20	3.50
WERRINGTON CTY (Pasturegate Ave)	7.06	8.06	8.33	9.03	9.33	9.53	10.23	10.53	11.23	11.53	12.23	12.53	1.23	1.53	2.23	2.53	3.23	3.53
Henry Lawson & Singleton Avenues	7.10	8.10	8.37	9.07	9.37	9.57	10.27	10.57	11.27	11.57	12.27	12.57	1.27	1.57	2.27	2.57	3.27	3.57
WERRINGTON Station	7.18	8.18	8.45	9.15	9.45	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35	4.05
WERRINGTON Train to City	7.27	8.27	8.57	9.27	9.57	10.27	10.57	11.27	11.57	12.27	12.57	1.27	1.57	2.27	2.57	3.27	3.57	4.27

Saturdays (cont.)						
Showing Route Number	782	782	782	782	782	
	pm	pm	pm	pm	pm	
PENRITH Train arrives	4.05	4.35	5.05	6.05	7.05	8.05
PENRITH Station	4.10	4.40	5.10	6.10	7.10	8.10
Cooper Street & The Northern Road	4.20	4.50	5.20	6.18	7.18	8.18
WERRINGTON CTY (Pasturegate Ave)	4.23	4.53	5.23	6.21	7.21	8.21
Henry Lawson & Singleton Avenues	4.27	4.57	5.27	6.24	7.24	8.24
WERRINGTON Station	4.35	5.05	5.35	6.31	7.31	8.31
WERRINGTON Train to City	4.57	5.27	5.57	6.57	7.57	8.57

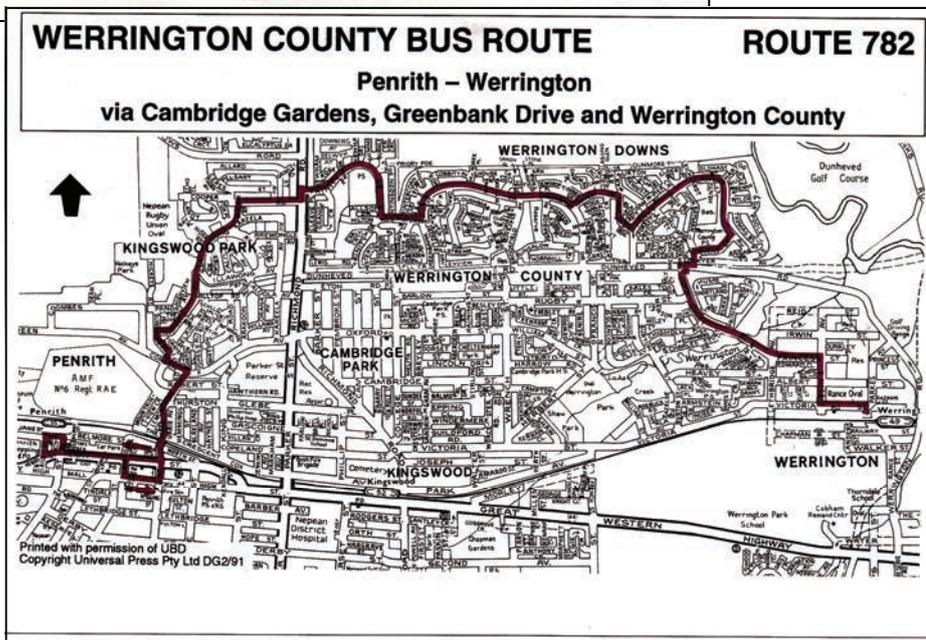
Sundays & Public Holidays											
Showing Route Number	782	782	782	782	782	782	782	782	782		
	am	am	am	am	pm	pm	pm	pm	pm		
PENRITH Train arrives	8.19	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.17
PENRITH Station	8.27	9.22	10.22	11.22	12.22	1.22	2.22	3.22	4.22	5.22	6.22
Cooper Street & The Northern Road	8.35	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.30	6.30
WERRINGTON CTY (Pasturegate Ave)	8.38	9.33	10.33	11.33	12.33	1.33	2.33	3.33	4.33	5.33	6.33
Henry Lawson & Singleton Avenues	8.41	9.36	10.36	11.36	12.36	1.36	2.36	3.36	4.36	5.36	6.36
WERRINGTON Station	8.48	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4.43	5.43	6.43
WERRINGTON Train to City	8.57	9.57	10.57	11.57	12.57	1.57	2.57	3.57	4.57	5.57	6.57

FEATURES OF THE "NEPEAN NIPPER" MINI-BUS SERVICES

- **More Frequent Services**
Generally mini-bus services operate twice as frequently as the previous timetable.
- **New Services**
Mini-buses run to areas where there have been no previous late-night or Sunday services.
- **Hail-and-ride**
Apart from set stops within Penrith shopping centre, mini-buses stop wherever you hail them.
- **User-friendly**
Mini-buses have a low floor height to make them easy to enter and they have storage on board for shopping trolleys and luggage.



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From Birmingham to London- *via* Rugby or Banbury?

JIM WELLS

Competition among railways for passengers has been common over the years. Think of the choice that Chicago passengers used to have for travel in many directions.

Even in Australia some passengers get choice. NSW has CountryLink and CityRail services to Goulburn, Bathurst and towns in the Hunter region.

In Britain today there are many competitive situations. Some involve two or more train operating companies on the same route or on different routes.

The situation is well illustrated by Birmingham (Britain's second largest city) to London – a distance of about 185km.

Our exhibit is a snapshot of the off-peak weekday timetable off the National Rail website taken on April 19th.

First of all we should comment on the

First Class Anytime
from £127.00

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fares. These look low, even reasonable by NSW standards. Do not be fooled. They are advance purchase fares. Very few passengers would book these one month out.

There's a button for "More Fares". What comes up for the Virgin 11:10 fast train is shown at left. But it gets worse for First Class passenger. Open up the last item and we get the box above. The last offering is a special business package.

A quick look at fares for stations a similar distance away from London out, but served by only one operator suggests that Birmingham's fares do benefit from the competition.

We now turn to the stations that are available for our journey. Birmingham New Street is one of the busiest stations in Britain; indeed it has sometimes been called the cross roads of the network because it is

used by the cross country South West – North east trains.

But Moor Street station is not far away – about 200m and the walk is largely under-cover so even if one's journey origin involves arriving at New Street, trains from Moor Street need not be disregarded for the London leg.

Snow Hill is a lot further away to the North but there's a real quirk here in the way in which National Rail shows trains starting from here. All trains from Snow Hill to the south also stop at Moor Street. National Rail really should show these trains twice or in some other way to indicate this.

In London all trains from New Street arrive at Euston which is well served by London Transport's rail services although access to the Circle line means a short walk to Euston Square.

Marylebone is the arrival station for services *ex*-Moor Street and only has a station on the Bakerloo line for London Transport. It's not that far from Euston. Marylebone was the London terminus for the Great Central Railway but the journey from Birmingham is almost entirely on *ex*-Great Western Railway metals.

Paddington also enters our story but we'll talk about that later.

Clearly the most attractive service to London is Virgin's every twenty minutes fast (about 1:22 or 1:24 hours) for a fare per our exhibit of £11. The route is the classic London and North Western one beautifully

£11.00 [Buy now](#)

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£39.00 [First Class](#)
[Advance](#)

£48.00 [Off-Peak](#)

£79.00 [Anytime](#)

£127.00 [First Class](#)
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+ [Advance from £11.00](#)

+ [Off-Peak from £48.00](#)

+ [Anytime from £79.00](#)

+ [First Class Advance from £39.00](#)

+ [First Class Anytime from £127.00](#)



Marylebone forecourt. Source: Google view



engineered in the 1830s and now electrified at 25kv AC. There will be a buffet take away service on board; indeed First Class passengers have a restaurant car.

Not everyone likes the *Pendolino* tilt trains used for this service with their cramped and claustrophobic seating in standard class, some without windows as the above picture shows (source: Google images).

Do not expect much tilting to occur – the line is quite straight. *Pendolinos* are also used on the curvy west coast route to Scotland.

Tourists might well be tempted to use Lon-

don Midland Trains much slower but just as frequent stopping services. They are slower because of the number of stops including extended dwells at Rugby and Northampton (bottom left).

Trains used now are Class 350 Siemens emus which are allowed 110 mph (180 kph) so the running is quite fast. Milton Keynes to Watford Junction in 23 min start to start is very good for 51 km. Interiors (top right, page 15) seem to be a lot airier than the *Pendolino*'s (Source: Wikipedia).

Incidentally could someone please explain the use of the name Watford. The town of

that name is a long way from the geographical feature known as the Watford Gap which is near Rugby 100 km away.

We now turn to the Chiltern Railways services from Moor Street (Snow Hill) to Marylebone.

It helps to have a summarised list based on Moor Street as all trains serve this station (next page, middle left).

The service interval is, by Australian standards, a very good half hourly one and the faster trains at 1:39 aren't too much slower than the Virgin Pendolino's ex New Street. The Chiltern fast trains make four intermediate stops; the slower ones eight. These originate from Snow Hill. Trolley service catering is provided.

The 11:16 train is not shown on our master list and one wonders how it got onto this list. The detail is provided on our page 15 middle, right. Is this the only use ever of a walk symbol in a rail timetable? It is common in journey planners.

It is understood that most of the Birmingham services are operated as diesel loco hauled ones. This is now something of a rarity in Britain. The locos used are Class 67 GM Bo-Bos of 1,864kw power at the rail (page 15, lower- Wikipedia) and driving trailers are used to facilitate reversals. Passenger cars are refurbished Mark3s.

So which service should one use? Fares are obviously a consideration with Chiltern Railways being a bit cheaper than Virgin's but not as cheap as those of London Midland.

The scenery is nothing special except through the Chiltern hills. On the London and North Western (L & NW) route (Virgin and London Midland) the line cuts through the hills with a massive cutting at Tring so you don't see much. One suspects that the Chiltern Railways route is the better from this perspective.

Incidentally the Chiltern route crosses over the L and NW in the London suburbs to cross back just a few kms north of Marylebone. The major negative for Chiltern is the use this terminal which, incidentally, is the only one in London now solely served by diesel trains.

In years gone by Birmingham Snow Hill rivaled New Street as a major station as the Great Western railway and then the Western region of British Railways ran significant services to Birmingham and beyond out of London Paddington using the route now used by Chiltern Railways.

Snow Hill was closed from 1968 to 1987. The original station buildings were demolished.

One does come across oddities in old timetables. In the 1980s British Railways ran a train from Paddington (0650) to Hull

11:33	Birmingham New Street [BHM]	3A	>	London Euston [EUS]	13:45
Calling points		Arrives		Departs	
	Marston Green [MGN]	11:42		11:42	
	Birmingham International [BHI]	11:45		11:45	
	Hampton-in-Arden [HIA]	11:48		11:48	
	Tile Hill [THL]	11:54		11:55	
	Coventry [COV]	12:00		12:00	
	Rugby [RUG]	12:11		12:18	
	Long Buckby [LBK]	12:27		12:27	
	Northampton [NMP]	12:44		12:50	
	Milton Keynes Central [MKC]	13:04		13:06	
	Watford Junction [WFJ]	13:29		13:30	
London Midland service from Birmingham New Street to London Euston					

(1245) via Birmingham and Sheffield. A bit like NSW Countrylink going to Wagga via Parkes. There was no corresponding train in the reverse direction but the set may have formed the 1322 Hull to Brighton.

The author thanks Ian Brady for his help.



Outward Thu 16 May

Earlier trains

Dep.	From	To	Arr.	Dur.
10:55	Birmingham Moor Street [BMO] Platform 4	London Marylebone [MYB] Platform 1	12:34	1h 39m
11:15	Birmingham Moor Street [BMO] Platform 1	London Marylebone [MYB] Platform 5	13:08	1h 53m
11:16	Birmingham Moor Street [BMO]	London Marylebone [MYB] Platform 3	13:33	2h 17m
11:55	Birmingham Moor Street [BMO] Platform 3	London Marylebone [MYB] Platform 1	13:34	1h 39m
12:15	Birmingham Moor Street [BMO] Platform 1	London Marylebone [MYB] Platform 6	14:08	1h 53m

National Rail Enquiries

Your personal journey from Birmingham Moor Street to Leamington Spa
Valid from Thursday 16 May 2013 to Thursday 23 May 2013

Monday to Friday always runs

Outward via Birmingham New Street and Leamington Spa

		XC	CH
Birmingham Moor Street	dep.	11:16	
Birmingham New Street	arr.	11:21	
Birmingham New Street	dep.	11:33	
Leamington Spa	arr.	11:50	
Leamington Spa	dep.		12:07
London Marylebone	arr.		13:33

Duration			2:17
Changes			2
Seating Class			[S]
Catering			[C]



Outward Thu 16 May							🔔 Set up journey alerts	Other cheap fares
⬆ Earlier trains							Single from £6.00	
Dep.	From	To	Arr.	Dur.	Chg.	Status	Based on 1 adult	
10:50	Birmingham New Street [BHM] Platform 1	London Euston [EUS] Platform 7	12:14	1h 24m	0	Details ✓	£11.00	Buy now
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10:54	Birmingham New Street [BHM] Platform 5A	London Euston [EUS] Platform 11	13:17	2h 23m	0	Details ✓	£6.00	Buy now
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10:55	Birmingham Moor Street [BMO] Platform 4	London Marylebone [MYB] Platform 1	12:34	1h 39m	0	Details ✓	£9.00	Buy now
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11:10	Birmingham New Street [BHM] Platform 1	London Euston [EUS] Platform 4	12:32	1h 22m	0	Details ✓	£11.00	Buy now
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11:12	Birmingham Snow Hill [BSW] Platform 2	London Marylebone [MYB] Platform 5	13:08	1h 56m	0	Details ✓	£6.00	Buy now
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11:14	Birmingham New Street [BHM] Platform 3A	London Euston [EUS] Platform 8	13:27	2h 13m	0	Details ✓	£6.00	Buy now
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11:30	Birmingham New Street [BHM] Platform 2	London Euston [EUS] Platform 5	12:54	1h 24m	0	Details ✓	£11.00	Buy now
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11:33	Birmingham New Street [BHM] Platform 3A	London Euston [EUS] Platform 12	13:45	2h 12m	0	Details ✓	£6.00	Buy now
							Advance	More fares ▾

