

The Times

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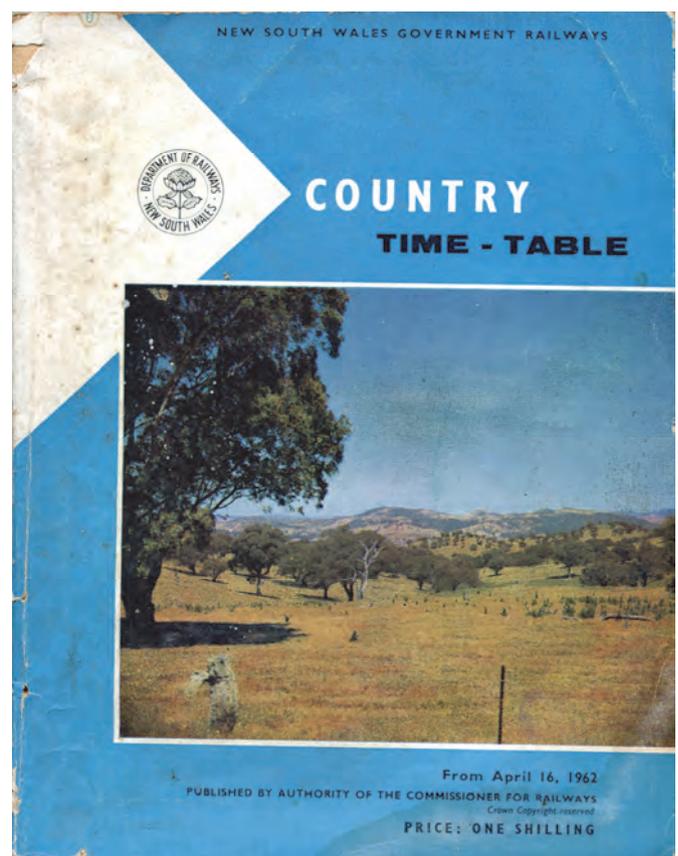
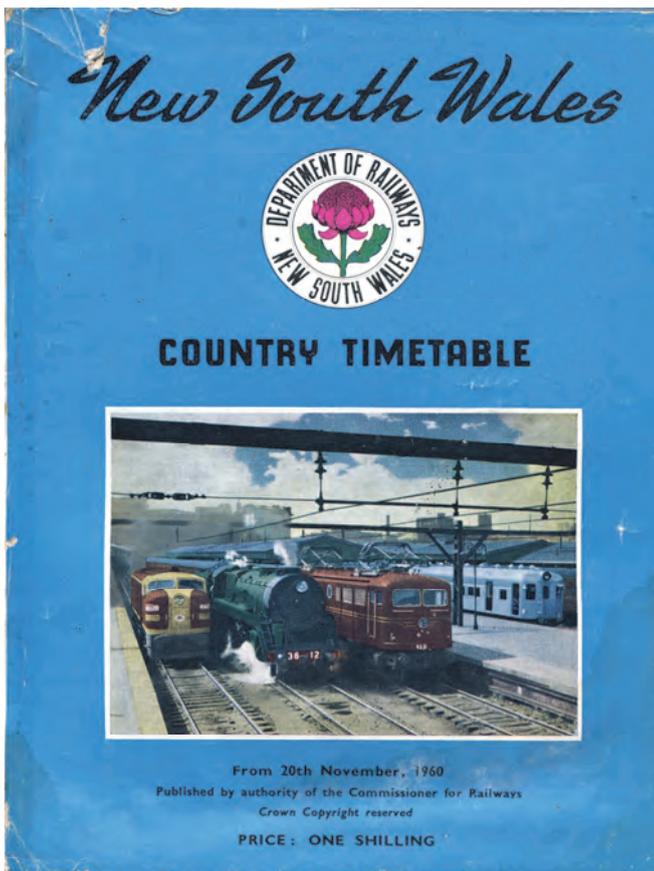
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Cover: The wheel of fortune

Dial up your favourite station on this 1950s wheel (distributed at the Royal Show?) to discover population, weather statistics, mileage from Sydney and whether you can bulk-load your produce. No timetables like those above though!

Thanks to Bob Brown for this piece of memorabilia

“Read all about it!”- timetables in Australian newspapers

By **STEVEN HABY**

As a primary source of information, the newspaper whether it is the local giveaway or a national masthead provides a fascinating snapshot of a point in time of a area’s socio-economic, cultural and geo-political landscape.

The National Library of Australia’s Trove (www.nla.gov.au/trove) database is a repository of content including newspapers, maps, photographs, recordings, official documents and other material aggregated from libraries, archives and private collections from across Australia.

Recently whilst searching the newspaper archives on Trove for material for another article I came across some advertising in the *Advocate* (Burnie’s local newspaper) for Tasmanian Government Railways’ *Tasman Limited* train and I decided to delve further.

Railways in Victoria

Perhaps a useful point to start would be with *The Argus* on Saturday 9 September 1854 (Figure 1 and the advertisement published on page 8 from the Melbourne and Hobson’s Bay Railway Company announcing the forthcoming official opening of the line on Wednesday 13 September and the timetable that would be operated henceforth.

At this time there were no intermediate

stations between Flinders Street and Sandridge (Port Melbourne) and a one way journey took about 10 minutes. Note that no trains operated on Sunday between 1015 and 1330 and to ensure punctuality the ticket office would be closed five minutes prior to the train’s departure. Intending passengers could also obtain printed timetables from the station which would also include the Company’s bylaws, rules and regulations.

Next we move to Geelong and an advertisement published on page 1 of the *Geelong Advertiser* on Wednesday 19 January 1859 (see Figure 2) for the Geelong and Melbourne Railway Company’s new timetable with three trains each way each day (although this is not made clear in the advertisement). A one way trip took two hours.

The Geelong and Melbourne Railway Company later became part of the Victorian Railways and on 18 August 1891 the *Geelong Advertiser* published the timetable for all services radiating from Geelong and nearby branches. Interestingly the frequency of the Ballarat to Geelong service was almost as good as the service to Melbourne. An extract of this timetable appears below (Figure 3) The VR (and later V/Line) would use the *Geelong Advertiser* on a regular basis to publish summary timetables for Geelong services.

Still in Geelong and 64 years later *The Argus* (Figure 4) published an advertisement from the Victorian Railways announcing a new ‘suburban’ service in Geelong between South Geelong and Corio stations. The service which commenced on

Monday 20 June 1955 supplemented the existing trains between Spencer Street and Geelong and I believe ran with a set of ‘PL’ carriages. Deemed a total failure it was withdrawn two days later. Given that the VR had been advertising in *The Argus* at the time improved services using Walker railcars it remains a mystery to me as to why this service did not take advantage of them particularly in terms of operating costs and comfort for the intending passenger. Interestingly there was no further advertising or notification by the VR in re-

New Advertisements.

MELBOURNE AND HOBSON'S BAY RAILWAY.
 -The Company intend to open the line to the public on Wednesday, the 13th day of September inst., for the conveyance of Passengers and their Luggage between Flinders-street and Sandridge, at the following hours, viz. :-

From Flinders-street at		From Sandridge Station at	
H. M.	H. M.	H. M.	H. M.
8 45 A.M.	3 15 P.M.	8 30 A.M.	3 0 P.M.
9 15	3 45	9 0	3 30
9 45	4 15	9 30	4 0
10 15	4 45	10 0	4 30
10 45	5 15	10 30	5 0
11 15	5 45	11 0	5 30
11 45	6 15	11 30	6 0
12 15 P.M.	6 45	12 0	6 30
1 15	7 15	1 30 P.M.	7 0
3 15	7 45	3 0	7 30
3 45	8 15	2 30	8 0

On Sunday no trains will run between 10 15 a.m. and 1 30 p.m.

The fare for every adult passenger will be one shilling and sixpence each way. Children, 3 years of age and under 10 years, travel at half price, and under 3 years free.

Every exertion will be made to obtain right punctuality in the time of departure of each train. The door of the booking office will be closed five minutes before the hour named for starting, and no person can then be admitted until that train has left.

Printed time tables will be exhibited in the booking office, and copies can be had on application there, containing the hours of starting, the fares to be paid, and the bye-laws, rules, and regulations under which the traffic will be conducted, and which will be strictly enforced.

By order of the Directors,
J. B. WATSON, Manager.
 General Office, 8th September, 1854. 35 sep 13

1

Geelong.

GEELONG and MELBOURNE RAILWAY.

NEW TIME TABLE

Trains through to Melbourne leave Geelong, at 7.15 a.m., 12.15, and 4.15 p.m.—Arriving in Melbourne, at 9.35 a.m., 2.35, and 6.35 p.m.

Trains leave Melbourne, at 7.45 a.m., 12.45, and 4.45 p.m.—Arriving in Geelong, at 9.45 a.m., 2.45, and 6.45 p.m.

SINGLE FARES:
 1st class—12s 6d. 2nd class—10s. 3rd class—8s.

Excursion tickets at the above fares, will be issued between the 11th and 25th current, available for return up to the latter date.

Passengers booked at the Melbourne Station, Spencer-street, Botman's Hill.

(Signal) **MARTIN SHOLL, Secretary.**

2

RAILWAY TIME TABLE

VICTORIAN RAILWAY TIME TABLE.

MELBOURNE TO GEELONG.

Leaves Melbourne—	Arrives at Geelong—
6.30 a.m.	8.5 a.m.
11.10 a.m.	12.50 p.m.
4.5 p.m. (express)	6.30 p.m.
4.35 p.m.	6 p.m.
7.30 p.m.	8.50 p.m.

GEELONG TO MELBOURNE.

Leaves Geelong—	Arrives at Melbourne—
8.15 a.m.	9.45 a.m.
10.45 a.m. (express)	12.5 noon.
1.25 p.m.	3 p.m.
6.30 p.m.	8 p.m.
9.30 p.m.	10.55 p.m.

GEELONG TO BALLARAT.

Leaves Geelong—	Arrives at Ballarat—
8.25 a.m.	10.40 a.m.
1.15 p.m.	3.38 p.m.
6.30 p.m.	9.5 p.m.
9.35 p.m.	12 midnight.

BALLARAT TO GEELONG.

Leaves Ballarat—	Arrives at Geelong—
5.50 a.m.	7.50 a.m.
10.45 a.m.	12.50 p.m.
3.30 p.m.	5.30 p.m.
7 p.m.	9.5 p.m.

GEELONG TO QUEENSLIFF.

Leaves Geelong—	Arrives at Queenscliff—
8.30 a.m.	9.55 a.m.
1.30 p.m.	2.31 p.m.
6.35 p.m.	7.30 p.m.

QUEENSLIFF TO GEELONG.

Leaves Queenscliff—	Arrives at Geelong—
6.57 a.m.	7.47 a.m.
12 noon.	1.5 p.m.
5 p.m.	6 p.m.

GEELONG TO WENSLEYDALE

Leaves Geelong—	Arrives at Wensleydale—
8.40 a.m.	10.10 a.m.

3

RAILWAYS

SOUTH GEELONG - GEELONG - CORIO LOCAL SERVICE.
 The South Geelong-Geelong-Corio Local Passenger Train Service, commencing on Monday, June 20, 1955, will now operate Mon. to Fri. incl., to following timetable:

Leave SOUTH GEELONG	7.5am.
GEELONG	7.10am.
NORTH SHORE	7.18am, arrive CORIO 7.25am.
Leave CORIO	8.0am.
NORTH SHORE	8.8am, arrive GEELONG 8.13am.
Leave GEELONG	3.50pm.
NORTH SHORE	3.58pm, arrive CORIO 4.3pm.
Leave CORIO	4.25pm.
NORTH SHORE	4.30pm, GEELONG 4.40 pm, arrive SOUTH GEELONG 4.45pm.

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Hobart Municipal Tramways
PRINCIPAL SHOW DAYS,
OCTOBER 27 AND 28, 1954.
ORDINARY WEEKDAY TRAM AND BUS SERVICES, EXCEPT AS FOLLOWS:—
BATTERY POINT BUS SERVICE—WEDNESDAY ONLY:
 Service suspended between 3.0 p.m. at City, and 4.0 p.m. at City. Then 4.30, 5.0, 5.30, 6.0, 6.30, then as per ordinary timetable. Leave Battery Point 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, then as per ordinary timetable.
MT. STUART BUS SERVICE—WEDNESDAY ONLY:
 Ordinary timetable until 3.30 p.m. at City; 2.45 at Mt. Stuart. Then leave City 4.0, 4.30, 5.0, 5.30, 6.0, 7.5, 11.5. Leave Mt. Stuart 4.15, 4.45, 5.15, 5.45, 6.15, 12.5, 11.25.
GLONORCHY TRAM SERVICE—WEDNESDAY AND THURSDAY, OCTOBER 27 AND 28.
 Augmented service will run to Broadground and Glenorchy as required.
SPRINGFIELD TRAM SERVICE—WEDNESDAY AND THURSDAY, OCTOBER 27 AND 28.
 Ordinary service suspended between 9.30 a.m. and 6.0 p.m. Feeder service will connect with Glenorchy trams at Main Road during these hours.
WEDNESDAY, OCTOBER 27, 1954:
 Holiday Fares will be charged on all trams and buses leaving all termini at and after 12.0 noon.

SPECIAL SHOW TRAIN
FROM DERWENT VALLEY
TOMORROW
 Special train, stopping all Derwent Valley Line stations, leaves Maydena 8.15 a.m., National Park 8.44, Macquarie Plains 9.25, New Norfolk 9.52, Boyer 10.02, arriving Olegorphy 10.44, Hobart 11.02. Return train leaves Hobart 5.30 p.m., for Maydena.
DAY-TRIP RETURN FARES.
 Maydena 17/1, National Park 14/6, Westarway 12/7, Macquarie Plains 11/8, Plenty 10/2, Hayes 8/2. Children under 14, half fare.

Latrobe Valley Bus Lines
TIME-TABLE
(Operative 31st July)
Morwell Town Service
ROUTE 1
 Bus Stand, Princes Highway, Vincent Road, Coman's Street, Barfo's Street, Princes Highway, Churchhill Road, Donald, Maryvale Road, Princes Highway, Overhead Bridge.
ROUTE 2
 Bus Stand, Princes Highway, Vincent Road, Vasey Street, Tobruk Street, Alameda Street, Huul Street, Dunbar Avenue, Vasey Street, Churchhill Road, Vincent Road, Princes Highway, Overhead Bridge, Bus Stand.
MONDAY—FRIDAY

ROUTE 1		ROUTE 2	
*8.30 a.m.	1.30 p.m.	9.00 a.m.	1.15 p.m.
9.15 a.m.	2.00 p.m.	9.30 a.m.	1.45 p.m.
9.45 a.m.	2.30 p.m.	10.00 a.m.	2.15 p.m.
10.15 a.m.	3.00 p.m.	10.30 a.m.	2.45 p.m.
10.45 a.m.	3.30 p.m.	11.00 a.m.	3.15 p.m.
11.15 a.m.	4.00 p.m.	11.30 a.m.	3.45 p.m.
11.45 a.m.	4.30 p.m.	*12.00 noon	*3.30 p.m.
*12.00 noon	5.00 p.m.	12.30 p.m.	4.00 p.m.
12.30 p.m.	*5.30 p.m.	*NON Pusher Buses	
1.00 p.m.	*6.00 p.m.	1 This Bus operates on Route 2.	

10 WEDGE MOTORS
Sunday Bus Service to Melbourne

TIME TABLE

Depart	Depart
Cobden 7.30 a.m.	Melbourne 5.30 p.m.
Camperdown 8.0 a.m.	Geelong 7.10 p.m.
Colac 9.0 a.m.	Colac 8.30 p.m.
Geelong 10.40 a.m.	Camperdown 9.20 p.m.
Arr Melbourne 12 noon	Arr. Cobden 9.45 p.m.

DON'T BE TRAFFIC-JAMMED !!
GO TO THE SHOW BY TRAIN
 ON WEDNESDAY trains leave Hobart Railway Station at frequent intervals from 3.30 a.m.
RETURN FARE: Adults 1/8 from Hobart, 1/ from New Town and Mosman. Children under 14, 5d. and 6d.
AMPLE CAR PARKING SPACE AVAILABLE IN PROXIMITY TO STATION.

gards to the cancellation of this service.
 Back in Melbourne *The Age* on 13 December 1861 (Figure 5) had a number of advertisements from the Melbourne and Hobson's Bay company and the Victorian Railways for their services published on page 3. Looking at the Geelong line there are several stations that have since been renamed, e.g. Duck Ponds is now known as Lara and West Geelong is known now as North Geelong (although this station did not open until 1 August 1883 according to some reports).
 Tasmania
 Not to be outdone by the mainland rail-

ways, the little Tasmanian Government Railways published some impressive advertisements in various papers in the 1950s. Burnie's *Advocate* on 4 December 1954 (Figure 6) included an advertisement for the new *Tasman Limited* that was to commence two days later. An attractive representation of TGR's new 'DP' class railcars is shown and the copy stated that there would be a 'continuous Refreshment Service' between Wynyard and Hobart and passengers beyond Launceston would no longer need to change at Western Junction.
 The second TGR advertisement published 20 days later in the *Advocate* (Figure 7) refers to 'ordinary' passenger services along the west coast, Launceston and Hobart (as distinct from the *Tasman Limited*) and includes the pre-December 6 timetable for the Wynyard service as well as services beyond to Smithton. Two X class diesels with a string of what appear to be 1930s Commonwealth Engineering passenger

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GUINEA AIRWAYS LTD.
TIMETABLE
Adelaide—Renmark—Broken Hill Service
 Kindly note that the timetable to be operated on the above service on and after Sunday, 15th March, is as follows:—

ADELAIDE—RENMARK			
	MON.	WED.-FRI.	SAT.
Parafield, Depart	1320	1320	1430
Renmark, Arrive	1320	1320	1500
Renmark, Depart	1340	1340	1500
Parafield, Arrive	1440	1440	1515

ADELAIDE — RENMARK — BROKEN HILL			
	MON.	WED.-FRI.	SAT.
Parafield, Depart	0725	0725	1430
Broken Hill, Arrive	0825	0825	1600
Broken Hill, Depart	0945	0945	1715
Parafield, Arrive	1220	1145	1915

All passengers conveyed to and from Renmark and Broken Hill. For all information, ring or write:—
RENMARK AGENT—J. M. O. Thompson, Box 26, Phone 261.
BERRI AGENT—H. E. Hall & Co., Box 21, Phone 14.
 All passengers conveyed to and from Renmark. For all information ring or write:—
RENMARK AGENT—J. M. O. Thompson, Box 26, Phone 261.
BERRI AGENT—H. E. Hall & Co., Box 21, Phone 14.

12 A. T. MANION
BUS SERVICE, KILMORE
New Sunday Night Timetable
 Kilmore Bus Services have now secured the sole rights for the Broadford-Melbourne Sunday night run, and the new timetable is as follows:—
 Depart Kilmore 7.15 p.m., arriving Broadford 7.40 p.m.; depart Broadford 7.40 p.m., arrive Kilmore 8 p.m.; depart Kilmore 8.5 p.m., arrive Wallan 8.20 p.m.; depart Wallan 8.20 p.m., arrive Melbourne 9.30 p.m.
 Depart from Melbourne on return trip at 9.45 p.m.
ALL SEATS MUST BE BOOKED.
 Tickets Obtainable from Agents:—
KILMORE.—Holt's Newsagency, Phone Kilmore 100.
MELBOURNE.—Wright's Tourist Bureau, Flinders Street.
 Wallan Passengers May Book Seats by Ringing Kilmore 100.
Bus Service, Kilmore. Phone 50.

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For Comfort with Economy

 For Comfort with Reliability

MURRAY VALLEY COACHES SCHEDULE
 WESTWARD to ADELAIDE EASTWARD via MELBOURNE.
 MON. WED. FRI. SAT. MON. TUE. THUR. SAT.
 Leave Mildura 8.00 a.m. Leave Adelaide 7.20 a.m.
 Leave Renmark 12.05 p.m. Leave Melbourne 7.35 p.m.
 Arriving Adelaide 7.00 p.m.
 CIVILIANS may use this service to Walkerville and Blanchetown only.
 FROM MELBOURNE—Mondays only.
 SERVICEMEN may travel to Adelaide at SPECIAL COMMISSION FARES.
 To reach HIL, Koonara, Albany, Cooberook and Corryong.
SINGLE 15/- RETURN 25/-
 Permits are needed for journeys beyond Mildura.
BOOK YOUR SEAT AND MAKE ALL ENQUIRIES FROM
RENMARK R. F. James & Co. Telephone 27
BERRI Mr. Howe, Newsagent
BALMERIA Mr. R. O. Bishop's Cafe. Telephone 178
WALKERIE Mr. L. Mack's Cafe. Telephone 312

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STEAMER KOOKABURRA.

TIME TABLE.

MORGAN — Depart every alternate Monday, tying up Monday night at Cadell.

TUESDAY NIGHT—Cross Roads.
WEDNESDAY NIGHT—Boggy Flat.
THURSDAY NIGHT—Murray View.
FRIDAY (all day)—Taylorville.
SATURDAY NIGHT—Cadell.

Not calling down trip unless hailed.

15 E. DIENER.

cars complete the advertisement.

Somewhat of a more prosaic nature is some column advertising for Russell's Motors and their bus timetable on show days and Australian National Airways' and their 'Skyliner' service between Melbourne and Wynyard and Launceston to Flinders Island. Interestingly the timetable shown does not include the times of return services (Figure 8)

Further south in the state's capital the Hobart Show attracted large crowds to justify TGR to provide special trains to the Showgrounds and the Hobart Municipal Tramways (HMT) to also re-arrange some of their bus and tram services.

A series of advertisements featured in the Tuesday 26 October 1954 edition of *The Mercury* from the HMT (Figure 9a) and the TGR (Figure 9b). Passengers off the Derwent Valley additional train travelled all the way into Hobart and then would have travelled back out again to the Showgrounds on one of the special trains. A more practical alternative would have been for passengers to change trains at say Derwent Park Junction and connect with the show trains in this author's opinion.

Victorian buses

Back on the mainland and Wedge Motors from Cobden were a well-established Victorian country operator based and for some years ran a Sundays only service between Cobden and Melbourne (given that there

ARNOLD'S LINE OF RIVER STEAMERS, LIMITED.

Regular Goods and Passenger Service between Murray Bridge and Renmark.

TIME TABLE.

Murray Bridge (Depart) ...	10 a.m., Tuesday
Morgan ..	7 p.m., Wednesday
Loxton ..	7 p.m., Thursday
Renmark (Arrives) ...	8 a.m., Friday
" (Depart) ...	2 p.m., "
Loxton ..	7 p.m., "
Morgan ..	3 p.m., Saturday
Murray Bridge (Arrives) ...	3 p.m., Sunday

Extra Steamers will be put on at any time when trade requires.

EQUIPMENT FOR HANDLING EVERY CLASS OF FREIGHT.

ADELAIDE AGENTS:

JAS. BELL & CO.

MURRAY BRIDGE AGENTS:

KING, TAPP & CO.

RENMARK AGENTS:

R. P. JAMES & CO.

MORGAN AGENTS:

KING, TAPP & CO.

Head Office, Main Street, Mannum.

For further particulars apply.

Arnold's Line of River Steamers, Ltd.,
M A N N U M.

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were no Sunday long distance trains in Victoria for some years after World War 2.

An advertisement for this service appeared in the 10 July 1953 issue of the *Camperdown Chronicle* (Figure 10)

On the other side of the state Latrobe Valley Bus Lines advertised frequently in the *Morwell Advertiser* and an extract from such an advertisement is shown from Thursday 27 May 1954 (Figure 11) promoting their new Morwell town service that was to commence from 31 July later that year! Latrobe Valley BL still use the local newspaper to this day although it is known as the *Latrobe Valley Express* (or simply 'The Express' to the locals)

Kilmore bus operator A. T. Manion advertised in the *Kilmore Free Press* on 16 November 1950 (Figure 12) that they had secured the sole operating rights for the Kilmore - Melbourne Sunday evening return service and published their timetable for intending passengers.

South Australia

Unlike the full page advertising of Qantas

THE NEW SYDNEY-MELBOURNE DAYLIGHT

See where you go in armchair ease

RENEWABLE AND CHARGED

DEPART SYDNEY	DEPART MELBOURNE	1st Class	2nd Class
Monday 7.45 a.m.	Tuesday 7.45 a.m.	£12.00	£8.00
Tuesday 7.45 a.m.	Wednesday 7.45 a.m.	£12.00	£8.00
Wednesday 7.45 a.m.	Thursday 7.45 a.m.	£12.00	£8.00
Thursday 7.45 a.m.	Friday 7.45 a.m.	£12.00	£8.00
Friday 7.45 a.m.	Saturday 7.45 a.m.	£12.00	£8.00

Bookings are now open and may be made in accordance with conditions of service.

THE RAIL WAY IS THE SAFE WAY

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and others in today's newspapers complete with subtle imagery and contrasting colours, airline advertising in years gone past was somewhat more practical. Guinea Airways provided flights between Adelaide and Broken Hill via Renmark in 1946 departing from the Parafield airport. The *Murray Pioneer* on 4 April 1946 (Figure 13) included their timetable. Guinea Airways was purchased by Ansett in 1959 and later was known as Airlines of South Australia.

Murray Valley Coaches was a famous

Travel by AIR

BUTLER AIR TRANSPORT LTD.

BOURKE to SYDNEY

Tuesday	10.05 a.m.
Thurs. & Sunday	3.12 a.m.
Thursday	1.20 p.m.
Sunday	2.10 p.m.

FARE : £8 14 -

Services also to Cunnamulla, Charleville, Nyngan, Warren, Brewarrina, Coonamble.

Agents : McNEILL'S GARAGE BOURKE Phone 3

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coach operator that provided a range of services between Adelaide, border towns along the Murray, Melbourne and Sydney. Known for their semi-trailer coaches and Foden 'camelback' coaches the company lasted until the 1960s. This advertisement appeared in the *Murray Pioneer* on 28 October 1943 (Figure 14) and given the war the company had a number of restrictions for the general public. Military personnel were able to travel on special concession fares.

Until the late 1940s it was still very much possible to travel along the Murray River by paddle steamer on regularly scheduled services. PS *Kookaburra* was plying her trade along the river in 1923 as shown in an advertisement from the *Murray Pioneer and Australian River Record* (Figure 15) from Renmark. Note the complete absence of departure or arrival times en route of the journey from Morgan to Cadell. Presumably one "E. Diener" was the person concerned to contact about such details.

Meanwhile ten years earlier in 1913 Arnold's Line of River Steamers Ltd comprehensively informative advertisement in the same newspaper is somewhat of a comparison. Note that extra steamers could be placed in service when trade dictates (Figure 16)

New South Wales

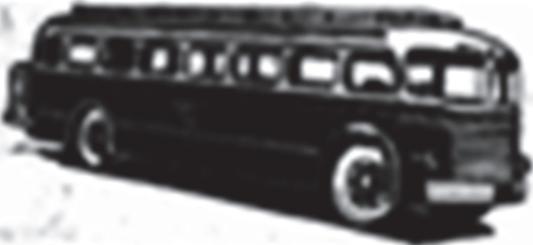
The *Nepean Times* on Thursday 31 May 1958 (Figure 17) published an advertisement from the NSWGR promoting the then new Sydney to Melbourne *Daylight* express which at this time only ran three times a week in either direction and of course necessitated a change at Albury. The drawing of a 42 class diesel complete with buffers at the head of a set of air-conditioned cars is quite eye-catching.

Butler Air Transport was a successful airline in NSW servicing many regional centres before eventually being absorbed into Ansett Transport Industries and later renamed Airlines of New South Wales. A typical advertisement of the time was published in the *Western Herald* on 2 March 1955 (Figure 18) promoting their Bourke to Sydney service. Note the odd times for some of their services, e.g. the Tuesday departure is at 1008. Why not at the more easily remembered time of 1000? Not mentioned are the arrival times in Sydney or even the return services to Bourke.

Figure 18 – Advertising in the *Western Herald* 2 March 1955(18)

Competitor Australian National Airways provided a Melbourne – Tocumwal – Sydney service in 1955 which was advertised in the *Jerilderie Herald and Urana Advertiser* on 24 November 1955 (Figure 20) and included return trip times as well.

Figure 19 – Australian National Airways



TURNER'S

LISMORE-BALLINA MOTOR SERVICE

WOMBA, MURRAY, MURRAY, MURRAY, MURRAY, MURRAY, MURRAY, MURRAY,
MURRAY, MURRAY, MURRAY, MURRAY, MURRAY, MURRAY, MURRAY, MURRAY

XMAS TIMETABLE

WEDNESDAY, 24th DECEMBER, 1952

<p>DEPART LISMORE:</p> <p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>	<p>DEPART BALLINA:</p> <p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>
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THURSDAY, 25th DECEMBER (Xmas Day).

<p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>	<p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>
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FRIDAY, 26th DECEMBER (Boxing Day).

<p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>	<p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>
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SATURDAY, 27th DECEMBER.

<p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>	<p>7:30 a.m. 8:30 a.m. 9:30 a.m. 10:30 a.m. 11:30 a.m. 12:30 p.m. 1:30 p.m. 2:30 p.m. 3:30 p.m. 4:30 p.m. 5:30 p.m. 6:30 p.m. 7:30 p.m.</p>
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**SUNDAY, 28th DECEMBER,
USUAL TIMETABLE.**

THE MANAGEMENT and STAFF of Turner's
Lismore-Ballina Motor Service would like to
take this opportunity of **SINCERELY THANK-**
ING their many Clients and wishing them
THE COMPLIMENTS OF THE SEASON.
Patrol: Lismore 40 and 48, Alburyville 311,
Ballina 146 and 21.

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LUXURY SKYLINER SERVICE



Wing Your
Way With



TIMETABLES

TOCUMWAL TO MELBOURNE
Monday and Friday: Depart Toc. 4.50 p.m. Arrive Melb. 6.00 p.m.
Wednesday: Depart Toc. 5.35 p.m. Arrive Melb. 6.45 p.m.

MELBOURNE TO TOCUMWAL
Monday, Wednesday and Friday: Depart Melb. 7.00 a.m. Arrive Toc. 8.15 a.m.

TOCUMWAL TO SYDNEY
Monday and Friday: Depart Toc. 8.30 a.m. Arrive Sydney 11.50 a.m.
Wednesday: Depart Toc. 8.30 a.m. Arrive Sydney 12.30 p.m.

SYDNEY TO TOCUMWAL
Monday and Friday: Depart Sydney 1.05 p.m. Arrive Toc. 4.35 p.m.
Wednesday: Depart Sydney 1.05 p.m. Arrive Toc. 5.20 p.m.

BOOKING AGENTS:
ELDER, SMITH & CO., LTD.

JERILDERIE ————— PHONE 42

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advertising(19)

Finally to complete our review, a nice looking coach (probably with legendary Syd Wood bodywork) forms part of the advertisement for the Lismore – Ballina service operated by Turner’s Motor Service (Figure 19). Clarrie Turner, the proprietor, operated a frequent service between Lismore and Ballina even on Christmas day and Boxing Day. This advertisement appeared in the *Northern Star* on 19 December 1952.

The web address for the Trove website and the treasures accessible is www.nla.gov.au/trove. It is a rewarding experience to take some time out and remember when life was perhaps a little slower.

List of references

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Can a Timetable be Improved?

By JIM WELLS

There's a very welcome new feature on the NSW TrainLink timetable shown on page 11; this is the inclusion of the trip destination as part of the column header.

One can ascertain more quickly what the service is. Without this information one has to look towards the bottom of the timetable to find it.

Destination is a critical point of information about a train or coach trip where there is less emphasis on the number of the trip. In olden days when flying one always knew the flight number. Nowadays one probably prefers destination/departure time as if one is travelling by train.

I had a recent experience in the UK to emphasise the point. I booked a journey from Edinburgh to Litchfield Trent Valley involving changes at Crewe and Stafford. On alighting at Crewe I realised I didn't know the destination of the next train I was due to catch. This made it difficult to use the on platform display information. It got sorted but a lesson was learnt.

In Trainlink's case, the provision of header destination information is of more value in the timetables for Down journeys; particularly where there are several coach trips connecting off the one train, as happens at Casino each afternoon.

Looking through the timetable as displayed there are a number of suggestions worth making.

First, the header should include Gloucester as the service via that point, No 136, goes nowhere near Forster. It is a quite separate service to the other three. Arguably, it should have a separate timetable.

The symbols T and C are quite clear in distinguishing between Train and Coach but look closely and you'll see there are two T symbols distinguished only by background colour. One

stands for Trainlink Regional which used to be called Countrylink; the other for Trainlink Intercity. Intercity services were operated by CityRail until 30th June 2013.

It would be better to change the symbols to Tr and Ti; by all means keep the differential colouring.

The distinction between these two is referred to on page 1 of the booklet but only in general terms. Regional services are long distance ones with compulsory seat booking and having the conveniences of luggage booking and on board refreshments. If you want it, First class is available. Intercity services are shorter distance ones but generally offer a far more frequent service. Fares are much lower.

The timetable has a lot of white space. It's not all that easy to see what time service 134 stops at Tiona Park. Is it at 15:40, 15:50 or 15:55? The occasional horizontal line across the table would be a great help.

Turning now to the content of the table it's not clear why Regional Train 034 ex Casino is included at all. The other Regional trains that stop at Taree (09:52 ex Grafton and 14:41 ex Brisbane) are not shown. The down timetable has no Regional trains to Taree shown.

There is an apparent case for showing the 14:41 as it transits Taree only nine minutes before the departure of service 134. This would be a useful connection but TrainLink has a sixty minute connection policy for transfers. Not even using an earlier train is bookable online.

Three coach services are shown as running either daily or Mon-Fri Taree to Broadmeadow via Forster; yet in the down direction there are only two. One wonders about service 130, the 07:00 ex Taree as this is constantly shown on line as being 'sold out'. For some reason this is the only service

displayed on a Taree to Forster search.

All the coach services except 132 are shown as connecting to Intercity services at Broadmeadow. These services should not be marked with a "d" at intermediate stops to Sydney. The "d" means "Stops to set down booked customers only" and is only applicable to Regional trains.

Passengers using service 132 to travel south of Broadmeadow get a bad deal if they book per this timetable. The economy fare from Forster to Sydney (economy) is \$48.02 and is the only such fare offered.

They have a wait of 1 hour 4 minutes at Broadmeadow to connect with the Regional train from Moree/Armidale. While waiting (M-F) they'll see the 13:29 (fast) and 13:39 (slow) InterCity trains go through. The fare from Forster would be only \$34.08 if they went InterCity.

TrainLink should offer an InterCity connection off this Coach service as well as the Regional one.

Maybe it would be in Trainlink's interests not to offer Regional train connections at all for Taree coaches or, for that matter, the coaches that operate from Lithgow in the Western Region.

If this were done one possibility for service 132 would be for it to run 55 minutes later to provide a 14:10 to 14:26 connection at Broadmeadow and the return down service 133 a 15:54 to 16:10 connection. Sydney departure would be 13:15 instead of 11:41. An issue here is the layover time at Newcastle which would increase from 1 hour 5 min to 1 hour 30 min with implications for crew rostering. Does the coach really need to go to Newcastle?

A side benefit would be that the Taree connection time with Regional service 036 from Grafton with 132 would now be 1 hour 4 min so it could be advertised.

**Taree – Newcastle –
Broadmeadow – Sydney (Central)**

	T	C	T	T	C	T	T	C	T	C	T
Destination	Sydney	Broadmeadow	Sydney	Sydney	Newcastle	Sydney	Sydney	Newcastle	Sydney	Newcastle	Sydney
Days of Operation	Daily	Mon-Fri	Mon-Fri	Pub Hol	Daily#	Mon-Fri	Wends & Pub Hol	Daily	Daily	Mon-Fri	Mon-Fri
Service No.	034	136	2138	2138	130	2142	2142	132	224	134	2144
Taree	01:31	06:00			07:00			09:30		14:50	
Wingham	a01:44	...			...			...		...
Wingham Town	...	06:12			...			...		...
Mount George turnoff	...	06:19			...			...		...
Burrell Creek	...	06:25			...			...		...
Krambach	...	06:37			...			...		...
Belbora	...	06:42			...			...		...
Gloucester	a02:33	...			...			...		...
Gloucester Town	...	07:07			...			...		...
Stratford	...	07:17			...			...		...
Craven	...	07:22			...			...		...
Wards River	...	07:27			...			...		...
Stroud Road	...	07:37			...			...		...
Stroud	...	07:47			...			...		...
Booral	...	07:52			...			...		...
Allworth	...	07:57			...			...		...
Limeburners Creek	...	08:02			...			...		...
Hallidays Point turnoff	...	...			07:20			09:50		15:10	
Tuncurry	...	...			07:35			10:05		15:20	
Forster	...	...			07:45			10:15		15:30	
Forster Keys	...	...			07:50			10:20		15:35	
Tiona Park	...	...			07:55			10:25		15:40	
Pacific Palms	...	...			08:05			10:35		15:50	
Smiths Lake turnoff	...	...			08:10			10:40		15:55	
Bungwahl	...	...			08:15			10:50		16:00	
Bulahdelah	...	...			08:45			11:20		16:30	
Nerong	...	...			...			a11:40		a16:40	
Hawks Nest	...	...			...			11:55		17:00	
Tea Gardens	...	...			...			12:00		17:05	
Tea Gardens turnoff	...	...			09:05			...		...
Karuah	...	...			09:15			12:20		17:25	
Raymond Terrace	...	d08:27			09:40			12:45		17:50	
Broadmeadow arr	04:33	09:07			10:10			13:15		18:20	
Connection	...				...			...		...
Newcastle	...				10:25			13:30		18:35	
Broadmeadow dep	...		09:29	09:33		10:29	10:43		14:19		18:39
Fassifern	d04:52		d09:47	d09:57		d10:47	d11:01		d14:38		d19:02
Wyong	d05:22		d10:18	d10:33		d11:18	d11:33		d15:06		d19:38
Gosford	d05:38		d10:35	d10:50		d11:35	d11:50		d15:21		d19:59
Hornsby	d06:22		d11:19	d11:33		d12:19	d12:33		d16:03		d20:49
Strathfield	d06:44		d11:42	d11:56		d12:42	d12:56		d16:23		d21:12
Sydney (Central)	06:59		11:56	12:10		12:56	13:10		16:38		21:26

Daily except Christmas Day



Is your wait short enough?

JIM WELLS

2014 HAS BEEN A GOOD YEAR for light rail zealots. The Dulwich Hill extension has opened in Sydney and new lines – Gold Coast in Queensland and Edinburgh in Scotland have commenced operations.

Plans for light rail in George St. Sydney are well advanced and mutterings about light rail for Canberra, Parramatta and Perth can be heard.

The problem is that these lines, together with the established St Kilda Beach (Melbourne) and Glenelg (Adelaide) ones, are generally not offering adequate service in terms of frequency.

Here's a quick survey (November

2014) of Mon – Fri inter peak headways (service intervals).

St Kilda Beach – Route 96 – 8 min. This would seem to be satisfactory but in my experience a lot of overcrowding occurs. A full timetable is provided – see below and next page top).

An issue here is that Route 96 shares the Bourke St. CBD route with Route 86 (Bundoora RMIT, top page 13) which also runs at 8 min., so in total a 4 min service is provided in the CBD. That seems generous but one suspects that with service unreliability bunching takes place and typical waits are longer than the 2 min average. This is not satisfactory for a major route running the length of the CBD.

Also worthy of note is the Port Melbourne

line (109), also a conversion from a railway, which runs at 10 minute intervals.

Glenelg – Oh dear – only 15 minutes. Not good – smacks of a suburban railway which some would argue is what it is. A full timetable is available. (top, page 14) The service runs in two parts with an overlap in the City- so a 7/8 minute headway is offered from South Terrace to West Terrace (page 14, top).

Dulwich Hill. No proper timetable is available. The NSW Transport Info web site states that off peak services run every 15 minutes (very poor) and recommends users access the Trip Planner to ascertain approximate times.

This is worse than the service pre Dulwich Hill which was about eight to ten minutes.



Route 96 St Kilda Beach to East Brunswick

Morning (am) / Afternoon (pm)	Monday to Thursday						
	am	am	am	am	pm	pm	pm
140-Barkly St/Acland St (St Kilda)	11:33	11:41	11:49	11:57	12:05	12:13	12:21
138-Luna Park/The Esplanade (St Kilda)	11:34	11:42	11:50	11:58	12:06	12:14	12:22
134-Park St/Fitzroy St (St Kilda)	11:38	11:46	11:54	12:02	12:10	12:18	12:26
133-Canterbury Rd/Fitzroy St (St Kilda)	11:40	11:48	11:56	12:04	12:12	12:20	12:28
132-St Kilda Station/Light Rail (St Kilda)	11:40	11:48	11:56	12:04	12:12	12:20	12:28
130-Middle Park Station/Light Rail (Middle Park)	11:43	11:51	11:59	12:07	12:15	12:23	12:31
127-South Melbourne Station/Light Rail (South Melbourne)	11:47	11:55	12:03	12:11	12:19	12:27	12:35
125-Clarendon St/Normanby Rd (Southbank)	11:49	11:57	12:05	12:13	12:21	12:29	12:37
124A-Casino/MCEC/Clarendon St (Southbank)	11:51	11:59	12:07	12:15	12:23	12:31	12:39
124-Batman Park/Spencer St (Melbourne City)	11:51	11:59	12:07	12:15	12:23	12:31	12:39
122-Southern Cross Railway Station/Spencer St (Melbourne City)	11:54	12:02	12:10	12:18	12:26	12:34	12:42
1-Spencer St/Bourke St (Melbourne City)	11:56	12:04	12:12	12:20	12:28	12:36	12:44
4-Queen St/Bourke St (Melbourne City)	11:59	12:07	12:15	12:23	12:31	12:39	12:47
6-Swanston St/Bourke St (Melbourne City)	12:02	12:10	12:18	12:26	12:34	12:42	12:50
7-Russell St/Bourke St (Melbourne City)	12:04	12:12	12:20	12:28	12:36	12:44	12:52
9-Spring St/Bourke St (Melbourne City)	12:06	12:14	12:22	12:30	12:38	12:46	12:54
11-Victoria Pde/Nicholson St (East Melbourne)	12:09	12:17	12:25	12:33	12:41	12:49	12:57
12-Melbourne Museum/Nicholson St (Fitzroy)	12:11	12:19	12:27	12:35	12:43	12:51	12:59
15-Elgin St/Nicholson St (Carlton)	12:13	12:21	12:29	12:37	12:45	12:53	1:01
22-Brunswick Rd/Nicholson St (Fitzroy)	12:21	12:29	12:37	12:45	12:53	1:01	1:09
27-Blyth St/Nicholson St (Brunswick East)	12:24	12:32	12:40	12:48	12:56	1:04	1:12

William Street - Stop 3

Route 86 Waterfront City Docklands

Monday - Thursday

AM										
5	56									
6	11	26	41	56						
7	12	24	34	44	53					
8	01	08	15	23	31	39	46	52	59	
9	07	15	22	29	36	43	50	57		
10	05	13	21	29	37	45	53			
11	01	09	16	24	32	40	47	55		
PM										
12	02	10	18	26	34	42	50	58		
1	06	13	20	28	36	44	52			
2	00	08	16	23	30	38	45	52	59	
3	06	14	21	28	35	42	49	56		
4	02	09	16	23	30	37	44	51	57	

There is a strong case for the service to be reorganised so that some services only run to an intermediate turn back as most of the patronage is in the Central – Star City – Fish Market area.

At least Sydney now has indicators showing the wait time for the next service – see photo on page 16.

Gold Coast (G:Link). What is it with these people? No timetable is available on

the web site; how are passengers supposed to ascertain journey times? However, frequency is not bad at 7.5 minutes.

There is no link to a Journey Planner except for a reference to TransLink’s phone no. TransLink does do the Light Rail quite well – see page 14 (bottom) but what a disappointment. Click on PDF and all you get is a map and a frequency guide.

I turn now to **Edinburgh** partly because it’s

new, was built at vast expense, and I rode it in July (top, page 15).

There’s a Timetable button on the website which displays a one-page document 90 degrees to normal. It’s not much more than a first / last service indicator with a frequency guide – 8 to 10 minutes which isn’t too bad.

The Journey Planner is quite basic. (bottom, page 15)

A feature of all these lines is that they use long high capacity light rail (tram) vehicles. These are built of sections: the outer and some inner ones are four wheel vehicles normally but not necessarily with powered wheel sets. The inner sections are suspended between the first type so the number of sections is always an odd number.

The outer units have driving cabs. The Gold Coast vehicles are seven sections with a length of 43.5m.

No one should begrudge the operators for using vehicles of this size if needed to cater for peak hour or special loadings

(Continued on page 15)



Route	<u>Stop 17 Moseley Square</u>	<u>Stop 16/20 Jetty Rd - North side</u>	<u>Stop 15 Dunbar Tce - Brighton Rd</u>	<u>Stop 14 Glenelg East</u>	<u>Stop 13 Glengowrie</u>
Tram	-	-	-	-	-
Tram	10:15am	10:16am	10:17am	10:19am	10:21am
Tram	-	-	-	-	-
Tram	10:30am	10:31am	10:32am	10:34am	10:36am
Tram	-	-	-	-	-
Tram	10:45am	10:46am	10:47am	10:49am	10:51am
Tram	-	-	-	-	-
Tram	11:00am	11:01am	11:02am	11:04am	11:06am
Tram	-	-	-	-	-
Tram	11:15am	11:16am	11:17am	11:19am	11:21am
Tram	-	-	-	-	-
Tram	11:30am	11:31am	11:32am	11:34am	11:36am
Tram	-	-	-	-	-
Tram	11:45am	11:46am	11:47am	11:49am	11:51am

North		South		PDF timetables		
		< Earlier		Later >		
		Destination				
Stop		<u>Gold Coast University Hospital</u>				
 Broadbeach South station		8.37am	8.45am	8.52am	9.00am	9.07am
 Broadbeach North station		8.39am	8.47am	8.54am	9.02am	9.09am
 Florida Gardens station		8.41am	8.49am	8.56am	9.04am	9.11am
 Northcliffe station		8.43am	8.51am	8.58am	9.06am	9.13am
 Surfers Paradise station		8.44am	8.52am	8.59am	9.07am	9.14am
 Cavill Avenue station		8.47am	8.55am	9.02am	9.10am	9.17am
 Cypress Avenue station		8.49am	8.57am	9.04am	9.12am	9.19am
 Surfers Paradise North station		8.51am	8.59am	9.06am	9.14am	9.21am
 Main Beach station		8.54am	9.02am	9.09am	9.17am	9.24am



Tram		Airport • Ingliston Park & Ride • Edinburgh Park • Saughton • Haymarket • Princes Street • York Place															
Monday to Saturday						Sunday											
Edinburgh Airport	—		—	06:15		22:45		—	—	—	—	—	—	06:15	06:30		22:45
Ingliston P&R	—		—	06:17		22:47		—	—	—	—	—	—	06:17	06:32		22:47
Gogarburn	—		—	06:20		22:50		—	—	—	—	—	—	06:20	06:35		22:50
Gyle Centre	05:00		06:18	06:25		22:54		05:00	05:11	05:30	05:41	05:56	06:11	06:25	06:40		22:54
Edinburgh Park Station	05:03		06:22	06:29		22:58		05:03	05:15	05:33	05:45	06:00	06:15	06:29	06:44		22:58
Saughton	05:07		06:27	06:34		23:03		05:07	05:19	05:37	05:49	06:04	06:19	06:33	06:48		23:03
Haymarket	05:15		06:36	06:43		23:12		05:15	05:29	05:45	05:59	06:14	06:29	06:43	06:58		23:12
Princes Street	05:21		06:42	06:49		23:18		05:21	05:35	05:51	06:05	06:20	06:35	06:49	07:04		23:18
York Place	05:25		06:47	06:54		23:24		05:25	05:40	05:55	06:10	06:25	06:40	06:54	07:09		23:24
York Place • Princes Street • Haymarket • Saughton • Edinburgh Park • Ingliston Park & Ride • Airport																	
Monday to Saturday						Sunday											
York Place	05:29	05:40	05:50	06:00		23:08	23:18	23:28		05:29	05:44	05:59		22:43	22:58	23:13	23:28
Princes Street	05:34	05:45	05:55	06:05		23:13	23:22	23:32		05:34	05:49	06:04		22:48	23:03	23:18	23:33
Haymarket	05:41	05:51	06:02	06:11		23:19	23:27	23:37		05:41	05:55	06:11		22:54	23:09	23:24	23:39
Saughton	05:50	06:01	06:11	06:20		23:28	23:36	23:46		05:50	06:05	06:20		23:03	23:18	23:33	23:48
Edinburgh Park Station	05:55	06:05	06:16	06:25		23:33	23:40	23:50		05:55	06:09	06:25		23:08	23:23	23:38	23:53
Gyle Centre	05:59	06:09	06:20	06:29		23:37	23:44	23:54		05:59	06:13	06:29		23:12	23:27	23:42	23:57
Gogarburn	06:02	06:13	06:24	06:33		23:40	—	—		06:02	06:17	06:32		23:15	23:30	—	—
Ingliston P&R	06:06	06:17	06:27	06:37		23:44	—	—		06:06	06:20	06:36		23:19	23:34	—	—
Edinburgh Airport	06:09	06:20	06:31	06:40		23:47	—	—		06:09	06:23	06:39		23:22	23:37	—	—

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 given their low cost per passenger by virtue of space and crewing. We need to ask about service intervals in the peak because acceptable levels are lower than in the off peak. Workers are less tolerant of wait times than tourists. Gold Coast and Edinburgh operate the same service in the peak as off peak. Peak hour service on the Glenelg route is good (5 minutes) and

Sydney even achieves 10 minutes in the peak. Route 109 St Kilda Beach peak services at 5-6 minutes are only slightly better than off peak.

How's this for a co-incidence? All of our featured light rail lines serve gambling casinos directly. The Edinburgh line terminates in York Place very close to the Genting Casino. Three of the Australian ones go to the Beach, even Sydney's pro-

vides access to the waterfront. So they would all have significant tourist traffic which means that off peak patronage would be relatively high compared to peak.

It's open to debate whether the operators of these lines would offer a more frequent service if they ran smaller vehicles. What is not excusable is the reluctance to provide proper timetables.

