

The Times

MARCH 2015

A journal of transport timetable history and analysis



*Fly British
across the
world*

QANTAS EMPIRE AIRWAYS

IN ASSOCIATION WITH IMPERIAL AIRWAYS

The Times

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Editor, The Times Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW G.Lambert_AT_iinet.com.au
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Famous Timetable collectors—*Letter*

Editor
Times
Dear Geoff

From time to time *The Times* has featured articles about famous people who were interested in timetables. We should now add another name. Michael Portillo was a Member of the British Parliament from 1984 to 1997 and again from 1999 until 2005. He was Chief Secretary to the Treasury 1992-1994, Employment Minister 1994-1995 and Defence Minister 1995-1997. In this period he was sometimes touted as an alternative to John Major as Prime Minister. In 2001 he unsuccessfully stood for Leadership of the Conservative Party.

Michael Portillo is the presenter of the television series *Great Continental Railway Journeys* currently showing on SBS. This series is predicated on recreating the travels outlined in a 1913 edition of *Bradshaw's Continental Timetable*. This physical timetable features prominently throughout the series. A follow-up is *Great British Railway Journeys* based upon travels using a *Bradshaw British Timetable*. This has had two seasons of programs. The British travels have not yet been shown on Australian TV.

Regards, Victor Isaacs



The State Railway Muddle in Australia

by EDWIN A. PRATT

THE CONDITIONS OF THE passenger services on Australian railways are to be looked at from two points of view.

On certain of the inter-State lines it is possible to travel with some approach to luxury, comfort, and express speed—subject to change of carriage on arrival at the border and to occasional detention owing to blocks of traffic on the single line. [see illustration at bottom of page 4] The Victorian State Railways could take credit in the official Report for 1910-1911 for having five dining cars on inter-State service, and the New South Wales system added nine sleeping-cars to its rolling stock in the same year.

Apart from inter-State travel, and notably in the case of up-country journeys, the conditions are very different; and this may explain why the impressions of British travellers who mainly use the trunk lines, and report favourably of them when they return home, may differ from the daily experiences of Australians who are well acquainted with the country and suburban lines in addition. The *Pastoralists' Review* for March 15, 1912, sums up the general position by saying: "Only a small proportion of the country is served, the travelling is slow, the jolting is awful ... and the first-class passenger accommodation, excepting on the one show line, Sydney to Adelaide, is worse than the third-class in Great Britain."

The slowness of the ordinary train service in Victoria is a matter to which *The Age* (Melbourne) has been calling the attention both of its readers and of the State authorities for many years. It started on this self-imposed mission as far back as 1892, and its latest denunciations were indulged in on March 6, 1912; but in this period of twenty years it appears to have shared the experiences of the farmer with the claret, and to have got "no forrader". The slow speed of the country trains, said *The Age* on the last-mentioned date, remains as a legacy from the pioneer days of railway enterprise in Victoria. "Certain speeds were established forty years ago as the average that could be accomplished by the Department, having regard to the exigencies of traffic and the combination of goods and passengers in the same train," and these speeds "as well as the 'mixed trains' still represent the conditions of travel to-day. There have been 'frequent and fervent promises of reform', but nothing, *The Age* declares, is ever done. "So far from trains travelling at a faster pace, instances could be given in which the times to-day are even slower than they were a quarter of a century

ago." Some vague hope existed in the Railway Department that faster trains would be put on when the summer was over, and engines then engaged in wheat haulage could be set free for other work; but, the journal proceeded: "No faith can be placed in any anticipation formed by the Commissioners, nor will the public believe that any serious attempt is being made to grapple with the nuisance of slow trains until the system of mixed traffic is abolished. The worst delays occur on trains that carry both passengers and goods." *Our trains are among the slowest in the world, and they continue so because the railway authorities have not the cupidity of initiative to make them any faster.*"

As regards the vehicles in which Victorians may have to travel when they go by rail, an editorial in the issue of the *Pastoralists' Review* of January 15, 1912, in reference to the shortage in trucks required for wheat transport in Victoria, says:

The shortage of trucks is stated to be due to the transference of 450 from goods to passenger traffic for the Christmas and New Year holidays. It is hardly a good advertisement for Government ownership of railways when, on their own showing, the Government have to carry passengers in trucks, especially when it is considered that the use of these trucks out of their proper sphere is having a detrimental effect on the wheat trade."

In respect to the railway refreshment rooms "which are of material importance for travellers on long journeys who depend on them for their meals" the complaints are especially bitter.

Writing on this subject to the *Pastoralists' Review* of August 15, 1911, from Walgett, New South Wales, a correspondent who signs himself "Warrigal" declares that "the old order of filth, vile food and vile service, and general neglect is allowed to continue from year to year." There are a few places, he admits, where clean, good food and fair service can be got; but in nearly every case these are at small, out-of-the-way stations, while his experience in regard to the refreshment rooms at most of the big junctions and important towns is that "the conditions are generally vile in the extreme."

Going into some very unsavoury details he continues: *I have had personal experience of soup served full of blowflies, bread with cockroaches carved upon it, cockroaches running over the food on the tables, stale meats and fish, tea and coffee that have had leaves and grounds reboiled many times and of the lowest quality. If a sixpen-*

ny eating house in the city were to serve its patrons as badly it would fail, for it would lose its custom and patronage; but the lessees of these railway refreshment rooms are so kindly protected by the Department from any opposition that the traveling public must accept what is offered, or go hungry."

Even for such food as this there may be a scramble in which the women passengers are at a special disadvantage. On the arrival at a refreshment room station of any train one may travel by there can be seen, he says, "women waiting behind a crowd of men, who get to the counter first, and the women are kept standing at the back, unable to force their way through." As a typical example of what happens, he says that the night train from Sydney to Inverell arrives at Moree at 7.10 a.m., "the passengers for stations beyond Moree all wanting food. At the railway station, however, there is no refreshment room, and neither food nor drink is obtainable." A few men race over to an hotel some distance away, and scramble through a meal with a fear of missing their train, but the women and children must remain on the station and starve until Warialda is reached at 10.55 a.m., "which place", he adds, "is one of the few and pleasant exceptions to the matter of this letter." The train from Inverell to Sydney reaches Moree at 2.15 p.m., making a further demand for a refreshment room; yet though the need for such room has been felt for years, none has yet been provided.

Concerning Queensland, "A.W.P." writes in the *Pastoralists' Review* for October 16, 1911:

"The railway train from the border is now greatly improved, but the refreshment arrangements are just as bad as ever they were. After having struggled at Glen Innes for breakfast (on the New South Wales side), and seeing more than half the passengers hopelessly shut out, one naturally looks for something at luncheon time; but no, if you don't take what is offered you at 11 a.m. at the border, you get little else until you reach Toowoomba, about 5 p.m. Stanthorpe should have the luncheon but Queensland railways are hopeless in respect of decent feeding arrangements. From end to end of the system they are absolutely scandalous. Why do the people put up with it? Is it because the majority know nothing better?"

Without dwelling on the arrangements made by English railway companies for supplying third as well as first-class passengers with breakfasts, luncheons, and

dinners *en route* it might be suggested to the Australian Railway Departments that they should study "and imitate" the admirable methods adopted on the Swedish State railways for supplying long-distance passengers with meals or refreshments at appointed places where stoppages are made, and that, too, at convenient times. The food is abundant in quantity, appetising in quality, reasonable in price, and so distributed "together with plates, knives and forks, cups and saucers, etc" over a number of different tables between which the passengers can wander freely, helping themselves, that everyone can obtain what he or she requires, and that, too, without the slightest rush or confusion.

Of the suburban service at Melbourne the correspondent in that city of the *Pastoralists Review* wrote on October 12, 1911, that "the suburban trains are a scandal. It is rarely one can obtain a seat during the busy hours of the day." But crowded trains are not unknown in London, and Melbourne has, besides, the advantage of a cable tramway on which one can travel with reasonable hope of arriving safely at one's destination. The sister metropolis of Sydney would

thus appear to be an easy first in the matter of suburban transport deficiencies.

The suburban railway service at Sydney [page 5, bottom] is not only slow but hopelessly inadequate. The "Central" station is situated about a mile and a half from the real centre of the city, so that business men in Sydney have to supplement their suburban journey on the State railway by an urban journey on Sydney's State electric tramway, and the open, single-deck tram-cars, with a footboard on each side, get so densely packed with struggling humanity that in the "rush hours" of the day it would appear to be dangerous to life even to attempt to ride on them at all. Accidents are more especially caused through persons falling from the footboards when trying either to enter or to alight from a moving car, or by their being swept off it when riding on the footboards because of the car being already so overcrowded that no more passengers can possibly squeeze in. According to the *Sydney Sun* which has been carrying on an especially active campaign *Juggernauts of Sydney*, the tram-caused death rate of the city is nearly one a fortnight "without counting the large number

of passengers injured. There are regulations against overcrowding of the cars, but to attempt to enforce against them would, it is said, cause a riot".

There has been much vigorous writing on this subject in the *Sydney Press*, but for a sober statement of facts and a calm review of the situation by an acknowledged authority I cannot do better than quote the following, from a communication addressed to the *Sydney Morning Herald* of March 7, 1912, by Sir Joseph Carruthers, K.C.M.G.:

The state of the traffic on the streets of Sydney has become a problem that must be faced in a determined fashion. Every day the danger is becoming intensified, and, apparently, the control is diminished. At certain hours of the day tram-riding can only be attained after a desperate scramble for a seat, or even for a footing on the platform or steps. The risk to human life thereby is far too serious to be ignored by the authorities. The loss of fares alone must represent a good annual sum, which, if capitalised, would cover a large outlay. It is not more cars that we require, since

Down		NORTH-WESTERN LINE--continued.											
Height above Sea, feet	Miles	STATIONS.	13	14	15	16	17	18	19	19a	20	21	22
						Goods. †	Express on days on which No. 19a runs.	Express on days No. 19 runs	2nd Div. Express on mail days See footnote re Mail days, page 68.	2nd Div. Express other than mail days.		Pass.	Pass. Sundays
			P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	A.M.
16	—	Melb. (Flinders-st.) dep.	...	...	...	...	4 30	4 30	5 6	5 6	...	7 9	11 10
30	—	Melb. (Spencer-st.) dep.	...	...	...	...	...	4 30	...	...	...	...	11 15
		W C	...	...	...	...	...	...	...	...	...	...	...
18	1	North Melbourne ...	...	...	...	...	...	...	...	...	...	7 14	11 19
22	2	South Kensington ...	...	...	...	...	...	...	...	...	...	*	11 22
53	3	Footscray ...	...	...	...	...	...	...	5 13*	6 13*	...	*	11 25
80	4	Middle Footscray ...	...	...	...	...	...	...	...	...	...	*	11 27
80	4	West Footscray ...	...	...	...	...	...	...	...	...	...	*	11 31
101	6	Tottenham N C ...	...	...	...	...	...	...	...	...	...	*	11 35
124	7	Sunshine ...	...	...	...	...	...	...	...	...	...	...	...
		ES	...	...	...	...	4 45*	4 45*	5 21*	5 21*	...	7 30	11 40
151	10	Federal Mansions Siding N C	...	...	...	...	...	...	...	...	...	...	...
184	11	Deer Park ...	...	...	...	...	4 51*	4 51*	...	...	...	7 38	11 49
		ES	...	...	...	...	...	...	...	...	...	...	P.M.
365	19	Rockbank ...	...	...	...	...	5 6*	5 6*	T.S.	T.S.	...	7 55	12 7
		ES	...	...	...	...	5 19	...	...	...	...	...	...
393	23	Melton ...	...	...	...	...	...	...	...	...	...	...	...
		ES	...	...	...	...	5 14	5 12*	5 46	5 48	...	8 8	12 18
403	26	Staughton's Siding N C	...	...	...	...	...	...	...	...	...	...	...
		ES	...	...	...	...	...	...	...	...	...	...	...
464	29	Parwan ...	...	...	...	...	...	...	...	...	...	...	...
		ES	...	...	...	...	5 24*	5 21*	5 56*	6 0*	...	8 20	12 33
		ES	...	...	...	...	5 31	...	6 6	6 8	...	8 28	12 39
943	31	Bacchus Marsh W	...	...	...	...	...	...	...	...	...	...	...
		ES	...	...	...	...	...	...	...	...	...	...	...
626	34	Rowley ...	...	...	...	...	5 41	5 27*	6 11	6 20	...	8 56	...
		ES	...	...	...	...	...	...	...	...	...	...	...
1513	45	Ingliston ...	...	...	...	...	...	...	...	...	...	...	...
		ES	...	...	...	...	8 20*	8 7*	6 46*	8 55*	...	9 43	...
		ES	...	...	...	...	6 31	6 17	...	...	...	...	...
1666	49	Ballan W	...	...	...	...	6 33	6 22	6 58	7 5	...	9 54	...
		ES	...	...	...	...	...	...	...	...	...	...	...
1674	52	Bradshaw ...	...	...	...	...	...	...	...	...	...	...	...
1690	53	Llandelo N C	...	...	...	...	...	...	...	...	...	...	...
		ES	...	...	...	...	...	...	...	...	...	...	...
		Ballan	...	...	...	...	7-20	7-8	7-51	8-8	...	10-58	...

Express and Local compared. The Melbourne-Ballarat line in 1912. The "Express" is what later became known as The Overland. The various Divisions of this train took an hour to reach Bacchus Marsh - where it no longer stopped for refreshments because Dining Cars had been added to the train. The Sunday Excursion train, however, took 1½ hours and stopped at all passenger stations except Staughton's Siding. Even Tottenham was out in the country in those days. The hand-writing is that of Jack McLean.

more of them would add to the congestion of the traffic. Double-deckers are unpopular and unsightly, and Sydney has done well not to tolerate them. The time has come when we must have railways underground, overhead, or on the level, I care not which, to carry the vast and increasing volume of traffic now forced on the streets."

Referring to the fact that the government were considering the question of completing the Sydney central railway station, "at a huge cost," Sir Joseph proceeded:

"I have never hesitated to express my opinion that the fixing of our suburban railways at Redfern has been a colossal blunder. It means that we turn out scores of thousands of people from commodious railway trains, and expect a few cars on our tram-line to carry them through our main streets to their places of work or to their business. Far better will it be for the Government to hold their hand in regard to spending more money on the central station, and to devote their attention to completing the railway through the city.

No tram system can be devised to carry the traffic on our streets. Only a railway system will meet the case. No railways in Australia will pay so well as those which are advocated for Sydney and its suburbs. If private capital were invited to undertake the work there would be an immediate rush for the concession to build these railways, and take the risk of profit or loss.

Is the State ownership of railways to be always handicapped by the want of sufficient capital to construct safety and convenience of over half a million of people?"

In commenting upon this letter, the Sydney Herald declares that "The only practicable solution of the transport problem in Sydney will be found in the construction of an underground circular railway, tapping a wide suburban area, and communicating directly with the city.

In London, New York, or any other capital where private enterprise has the chance of showing what it can do, the trouble now being experienced in Sydney would be speedily overcome; but in Sydney it is State enterprise that controls the situation, and the suburban residents suffer accordingly."

This text was extracted from a book of the same name, published by Murray in 1912. The book is available at the "Forgotten Books" web-site—www.forgottenbooks.com.

MONDAY, 6th AUGUST, TO FRIDAY, 10th AUGUST, INCLUSIVE.

Starting Time	Destination	Platform No.	Starting Time	Destination	Platform No.	Starting Time	Destination	Platform No.
4 30	Abbury	14	5 30	Homebush	11	7 10	Homebush	5
4 35	Carlisleford, Blacktown, Liverpool, Hornsby, and Milson's Point	3	5 35	Homebush	11	7 15	Homebush	5
5 0	Belmore	14	5 40	Homebush	11	7 20	Homebush	5
5 05	Sutherland	12	5 45	Homebush	11	7 25	Homebush	5
5 10	Homebush	11	5 50	Homebush	11	7 30	Homebush	5
5 15	Wentworth	11	5 55	Homebush	11	7 35	Homebush	5
5 20	Belmore	13	6 00	Homebush	11	7 40	Homebush	5
5 25	Carlisleford, Parramatta, and Liverpool	5	6 05	Homebush	11	7 45	Homebush	5
5 30	Homebush, Hornsby, and Milson's Point	11	6 10	Homebush	11	7 50	Homebush	5
5 35	Homebush	11	6 15	Homebush	11	7 55	Homebush	5
5 40	Homebush	11	6 20	Homebush	11	8 00	Homebush	5
5 45	Homebush	11	6 25	Homebush	11	8 05	Homebush	5
5 50	Homebush	11	6 30	Homebush	11	8 10	Homebush	5
5 55	Homebush	11	6 35	Homebush	11	8 15	Homebush	5
6 00	Homebush	11	6 40	Homebush	11	8 20	Homebush	5
6 05	Homebush	11	6 45	Homebush	11	8 25	Homebush	5
6 10	Homebush	11	6 50	Homebush	11	8 30	Homebush	5
6 15	Homebush	11	6 55	Homebush	11	8 35	Homebush	5
6 20	Homebush	11	7 00	Homebush	11	8 40	Homebush	5
6 25	Homebush	11	7 05	Homebush	11	8 45	Homebush	5
6 30	Homebush	11	7 10	Homebush	11	8 50	Homebush	5
6 35	Homebush	11	7 15	Homebush	11	8 55	Homebush	5
6 40	Homebush	11	7 20	Homebush	11	9 00	Homebush	5
6 45	Homebush	11	7 25	Homebush	11	9 05	Homebush	5
6 50	Homebush	11	7 30	Homebush	11	9 10	Homebush	5
6 55	Homebush	11	7 35	Homebush	11	9 15	Homebush	5
7 00	Homebush	11	7 40	Homebush	11	9 20	Homebush	5
7 05	Homebush	11	7 45	Homebush	11	9 25	Homebush	5
7 10	Homebush	11	7 50	Homebush	11	9 30	Homebush	5
7 15	Homebush	11	7 55	Homebush	11	9 35	Homebush	5
7 20	Homebush	11	8 00	Homebush	11	9 40	Homebush	5
7 25	Homebush	11	8 05	Homebush	11	9 45	Homebush	5
7 30	Homebush	11	8 10	Homebush	11	9 50	Homebush	5
7 35	Homebush	11	8 15	Homebush	11	9 55	Homebush	5
7 40	Homebush	11	8 20	Homebush	11	10 00	Homebush	5
7 45	Homebush	11	8 25	Homebush	11	10 05	Homebush	5
7 50	Homebush	11	8 30	Homebush	11	10 10	Homebush	5
7 55	Homebush	11	8 35	Homebush	11	10 15	Homebush	5
8 00	Homebush	11	8 40	Homebush	11	10 20	Homebush	5
8 05	Homebush	11	8 45	Homebush	11	10 25	Homebush	5
8 10	Homebush	11	8 50	Homebush	11	10 30	Homebush	5
8 15	Homebush	11	8 55	Homebush	11	10 35	Homebush	5
8 20	Homebush	11	9 00	Homebush	11	10 40	Homebush	5
8 25	Homebush	11	9 05	Homebush	11	10 45	Homebush	5
8 30	Homebush	11	9 10	Homebush	11	10 50	Homebush	5
8 35	Homebush	11	9 15	Homebush	11	10 55	Homebush	5
8 40	Homebush	11	9 20	Homebush	11	11 00	Homebush	5
8 45	Homebush	11	9 25	Homebush	11	11 05	Homebush	5
8 50	Homebush	11	9 30	Homebush	11	11 10	Homebush	5
8 55	Homebush	11	9 35	Homebush	11	11 15	Homebush	5
9 00	Homebush	11	9 40	Homebush	11	11 20	Homebush	5
9 05	Homebush	11	9 45	Homebush	11	11 25	Homebush	5
9 10	Homebush	11	9 50	Homebush	11	11 30	Homebush	5
9 15	Homebush	11	9 55	Homebush	11	11 35	Homebush	5
9 20	Homebush	11	10 00	Homebush	11	11 40	Homebush	5
9 25	Homebush	11	10 05	Homebush	11	11 45	Homebush	5
9 30	Homebush	11	10 10	Homebush	11	11 50	Homebush	5
9 35	Homebush	11	10 15	Homebush	11	11 55	Homebush	5
9 40	Homebush	11	10 20	Homebush	11	12 00	Homebush	5
9 45	Homebush	11	10 25	Homebush	11	12 05	Homebush	5
9 50	Homebush	11	10 30	Homebush	11	12 10	Homebush	5
9 55	Homebush	11	10 35	Homebush	11	12 15	Homebush	5
10 00	Homebush	11	10 40	Homebush	11	12 20	Homebush	5
10 05	Homebush	11	10 45	Homebush	11	12 25	Homebush	5
10 10	Homebush	11	10 50	Homebush	11	12 30	Homebush	5
10 15	Homebush	11	10 55	Homebush	11	12 35	Homebush	5
10 20	Homebush	11	11 00	Homebush	11	12 40	Homebush	5
10 25	Homebush	11	11 05	Homebush	11	12 45	Homebush	5
10 30	Homebush	11	11 10	Homebush	11	12 50	Homebush	5
10 35	Homebush	11	11 15	Homebush	11	12 55	Homebush	5
10 40	Homebush	11	11 20	Homebush	11	1 00	Homebush	5
10 45	Homebush	11	11 25	Homebush	11	1 05	Homebush	5
10 50	Homebush	11	11 30	Homebush	11	1 10	Homebush	5
10 55	Homebush	11	11 35	Homebush	11	1 15	Homebush	5
11 00	Homebush	11	11 40	Homebush	11	1 20	Homebush	5
11 05	Homebush	11	11 45	Homebush	11	1 25	Homebush	5
11 10	Homebush	11	11 50	Homebush	11	1 30	Homebush	5
11 15	Homebush	11	11 55	Homebush	11	1 35	Homebush	5
11 20	Homebush	11	12 00	Homebush	11	1 40	Homebush	5
11 25	Homebush	11	12 05	Homebush	11	1 45	Homebush	5
11 30	Homebush	11	12 10	Homebush	11	1 50	Homebush	5
11 35	Homebush	11	12 15	Homebush	11	1 55	Homebush	5
11 40	Homebush	11	12 20	Homebush	11	2 00	Homebush	5
11 45	Homebush	11	12 25	Homebush	11	2 05	Homebush	5
11 50	Homebush	11	12 30	Homebush	11	2 10	Homebush	5
11 55	Homebush	11	12 35	Homebush	11	2 15	Homebush	5
12 00	Homebush	11	12 40	Homebush	11	2 20	Homebush	5
12 05	Homebush	11	12 45	Homebush	11	2 25	Homebush	5
12 10	Homebush	11	12 50	Homebush	11	2 30	Homebush	5
12 15	Homebush	11	12 55	Homebush	11	2 35	Homebush	5
12 20	Homebush	11	1 00	Homebush	11	2 40	Homebush	5
12 25	Homebush	11	1 05	Homebush	11	2 45	Homebush	5
12 30	Homebush	11	1 10	Homebush	11	2 50	Homebush	5

* Martenary Station, Regent-street.

For additional arrangements on Monday, 6th August (Bank Holiday), see separate handbill.

Sydney: William Applegate Gullick, Government Printer, 1906.

Departures from Sydney Central in 1906, the first year of operation.



Let's get this straight!!

Making sure the wall-sheet timetables were neat and orderly. Weekly Notice extract of 1947, material supplied by ROSS WILLSON

NUMEROUS ALTERATIONS have been made in the time-tables to come into force on Sunday, 30th November, 1947. Station-masters and all others concerned must carefully peruse the time-tables immediately on receipt, so as to become conversant with the changes, and report at once to "Tables," Sydney, anything they observe which in their opinion requires attention.

In all cases where the departure times of Passenger and Mixed trains are altered Station-masters must take care to exhibit notices at their stations directing attention to the altered times, and take every means of informing the public; they must also see that each member of their staff, Guards, Gatekeepers and others under their control who are employed in the working of trains, are supplied with a copy of the Working Time-table, and receipt obtained.

All out-of-date Sheet Time-tables must be removed, and the boards thoroughly cleaned before the new Sheet Time-tables are placed on them.

After the Sheet Time-table is pasted on the board, and time allowed for it to dry, a red ink line, one-sixteenth of an inch wide, is to be neatly and distinctly drawn immediately below the row of figures showing the times of departure of trains from the station.

Time-tables and public notices must be affixed to the boards in a careful manner, otherwise they will present a very untidy appearance and soon become mutilated. Station-masters controlling unattended platforms must arrange for Sheet Time-tables to be exhibited at such places at due time.

Sheet Time-tables are to be exhibited in accordance with instructions contained in Regulation 43, clause (a), of the General Appendix, Part I, respecting "Control and Working of Stations."

List of Time-tables to be Issued.

Working Time-tables

Main
Suburban.
Local Services.
Illawarra.
South.
West.
North.

Sheet Time-tables

Main Suburban

1. North Sydney to Parramatta-Mondays to Fridays.
2. Parramatta to North Sydney- Mondays to Fridays,
3. North Sydney to Parramatta- Saturdays
4. Parramatta to North Sydney- -Saturdays.
5. North Sydney to Parramatta-Sundays.
6. Parramatta to North Sydney-Sundays.
7. Clyde-Carlingford, Sandown and Abattoirs lines.
8. Bankstown--Lidcombe Local Service.

Illawarra Line

9. Sydney to Nowra (including Port Kembla and Unanderra-Moss Vale lines).
10. Nowra to Sydney (including Port Kembla and Unanderra-Moss Vale lines).
11. St. James to Waterfall-- Mondays to Fridays.
12. Waterfall to St. James--Mondays to Fridays.
13. St. James-Waterfall-Saturdays.
14. St. James-Waterfall-Sundays.
15. St. James--Cronulla.
16. St. James-East Hills.
17. Wynyard to Bankstown.
18. Bankstown to Wynyard.

South

19. Wynyard to Campbelltown.
20. Campbelltown to Wynyard.
21. Campbelltown-Camden.
22. Sydney--Albury-Melbourne, also Yass Town, Boorowa and Harden-Blayney, Tumut and Batlow lines.
23. Sydney-Goulburn Services, Picton-Mittagong Loop line, and Bombala, Captain's Flat, Canberra, Crookwell and Taralga Branches.
24. Branch lines beyond Cootamundra (except Tumut and Batlow lines).

West

25. Wynyard-Penrith.
26. Blacktown-Kurradjong.
27. Western Line Services to and from stations west of Lithgow.
28. Sydney-Parkes-Broken Hill, and Forbes line.
29. Sydney-Lithgow.
30. Western Branches.

North

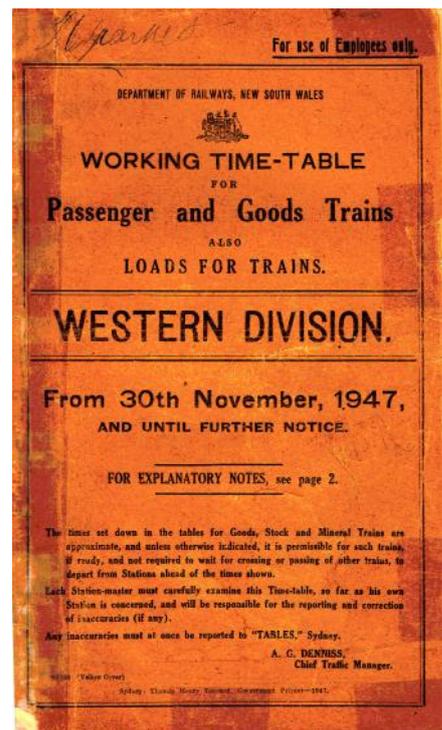
31. Wynyard to Hawkesbury River.
32. Hawkesbury River to Wynyard.
33. Central to Hornsby via North Sydney.
34. Hornsby to Central via North Sydney.

35. Sydney to Newcastle.
36. Newcastle to Sydney.
37. Sydney-Wallan-garra-Brisbane and Branches.
38. Sydney-Grafton-South Brisbane; also Dorrigo and Murwillumbah Branches
39. Newcastle-Toronto-Belmont.
40. Newcastle-West Maitland-Singleton (also Morpeth Branch and South Maitland line).
41. Singleton-West Maitland-Newcastle (also Morpeth Branch and South Maitland line).

Official Time-table Folders

Sydney Suburban Services.
Country Services.

Station-masters and others concerned to see that supply of necessary sheet timetables is to hand, and in the event of non-receipt a telegram to that effect must be sent as follows:-Sydney District to "Despatch," Sydney; other districts to respective Traffic Superintendents. Under this arrangement, absence of advice to the contrary will be regarded as sufficient proof of receipt. (W.N. 46-1947.)



Hobart's Turn Up and Go

by HILAIRE FRASER

THE MARCH 2012 ISSUE OF "The Times" featured an article on the Hobart-Glenorchy Corridor. From 3rd November 2013 this corridor was recast as Hobart's "Turn Up and Go" where routes 28, 31, 32, 34, 36, 37, 38, 39, 40, 42, 100, 110, 111, 117, 118, 119, 120, 121, 122 and 126 combine to operate approximately 10 minutes Monday-Friday, 20 minutes Saturday and 30 minutes Evenings and Sundays along the Hobart-Glenorchy corridor. Twelve months later this initiative had resulted in an 8% increase in patronage and a steady improvement in passenger satisfaction ratings, thus declared a success.

Prior to 3rd November 2013 the Hobart-Glenorchy high frequency service was provided by six routes combining to make a ten minute service in the Monday to Friday off-peak. These routes are 28 TOLOSA ST operating every 30 minutes, 31/32 JACKSON ST operating as 31 clockwise or 32 anti-clockwise every 60 minutes, 34 ROSETTA every 60 minutes, 39 CADBURY FACTORY every 120 minutes, 42 AUSTINS FERRY every 60 minutes and 100 GLENORCHY every 120 minutes.

From 3rd November 2013 details of services from Hobart in the middle of the day Monday to Friday is as follows:-

<u>Route & Destination</u>	<u>Depart Hobart</u>	<u>Depart Glenorchy</u>
39 Cadbury Factory	10.06	10.37
42 Austins Ferry	10.16	10.47

42 Austins Ferry service departing Hobart at 10.16 connects at Glenorchy with 31 Jackson St feeder service departing Glenorchy at 10.55

28 Tolosa St	10.26	10.57
39 Cadbury Factory	10.36	11.07
34 Rosetta	10.46	11.17

34 Rosetta service departing Hobart at 10.46 connects at Glenorchy with 31 Jackson St feeder service departing Glenorchy at 11.25

28 Tolosa St	10.56	11.27
39 Cadbury Factory	11.06	11.37

Compared with the earlier timetable 31 Jackson St now operates as a feeder with morning frequency increased to half-hourly. Earlier the 39 Cadbury Factory service operated as a feeder service from Glenorchy operating every 40 minutes with every third service operating through from Hobart. Now the 39 operates half-hourly through from Hobart. As before the 35 Glenorchy-Claremont Doorstopper Local Service operates every 80 minutes

serving parts of Chigwell not served by the more regular route 39. The Jackson St service changes from 31 clockwise to 32 anti-clockwise from the 11.55 trip departing Glenorchy. This means that the majority of the route is served by the inward trip in the morning and the outward trip in the afternoon.

Prior to 3rd November the Monday to Friday departures southbound from Glenorchy to Hobart were not organised as a "memory" timetable. The combined timetable on journeys between Glenorchy and Hobart had headways varying between 1, 3, 5, 7, 8, 12, 13 and 17 minutes with an average off-peak headway of 8.25 minutes. From 3rd November 2013 southbound services had a regular 10 minute frequency with the following pattern:-

Route & Starting Point	Depart	Arrive Glenorchy	Arrive Hobart
39 Cadbury Factory	10.42	11.13	

31 service departing Jackson St at 10.34 arriving Glenorchy at 10.52 & 34 service departing Rosetta at 10.36 arriving Glenorchy at 10.51 connect with the 10.52 or more realistically the 11.02 Hobart service

42 Austins Ferry	10.52	11.23
28 Tolosa St	11.02	11.33
39 Cadbury Factory	11.12	11.43

34 service departing Rosetta at 11.06 arriving Glenorchy at 11.21 connect with the 11.22 or more realistically the 11.32 Hobart service. This trip does not have a corresponding outward trip.

31 Jackson St	11.22	11.53
28 Tolosa St	11.32	11.53
39 Cadbury Factory	11.42	12.03

Peak Hour Services from Hobart from 5.02 pm to 6.10pm are provided as follows

<u>Route & Destination</u>	<u>Depart Hobart</u>	<u>Depart Glenorchy</u>
32 Jackson St	5.02	5.33

32 Jackson St service departing Hobart at 5.02 connects at Glenorchy with 42 Austins Ferry feeder service departing Glenorchy at 5.41

37 Claremont	5.10	5.41
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37 Claremont service departing Hobart at 5.10 connects at Glenorchy with 28 Tolosa St feeder service departing Glenorchy at 5.50

100 Glenorchy	5.17	5.48
34 Rosetta	5.24	5.55
42 Austins Ferry	5.32	6.03

42 Austins Ferry service departing Hobart at 5.32 connects at Glenorchy with 32 Jackson St feeder service departing Glenorchy 6.09

36 Claremont	5.42	6.13
100 Glenorchy	5.50	6.21
100 Glenorchy	6.00	6.31
28 Tolosa St	6.10	6.37

This means that on average the frequency at this time is every seven/eight minutes. Notice that Chigwell and Claremont are now served by the more direct routes 36 and 37 which omit Marys Hope Rd served in the peak by X4 Hobart-Granton Express every 30 minutes. Another peak hour service is provided along Main Rd between Hobart and Springfield Av by route 24 Hobart to Glenorchy via Springfield. In the off-peak Hobart to Springfield to Glenorchy is served by 180 via West New Town and 190 via East New Town. Jointly 180/190 provide an average 50 minute off-peak service through Springfield. In the peak Tolosa St and part of the Jackson St route are served by X6 Hobart-Glenorchy via Lenah Valley Express.

Monday to Friday Evening Services are provided as follows:-

<u>Route & Destination</u>	<u>Depart Hobart</u>	<u>Depart Glenorchy</u>
117 Gagebrook	7.10	7.37
42 Austins Ferry	7.40	8.02
117 Gagebrook	8.10	8.32
42 Austins Ferry	8.40	9.02
117 Gagebrook	9.10	9.32
42 Austins Ferry	9.40	10.02
119 Gagebrook	10.10	10.32
42 Austins Ferry	10.40	11.02
117 Gagebrook	11.10	11.32
38 Claremont	11.40	12.02 (Fridays only)
117 Gagebrook	12.10	12.42 (Fridays only)
100 Glenorchy	12.40	1.02 (Fridays only)

28 Tolosa St services depart Glenorchy at 8.03, 9.03, 10.03 and 11.03

32 Jackson St services depart Glenorchy at 7.33, 8.33 and 6.33

38 Claremont via Rosetta services depart Glenorchy at 8.05, 9.05, 10.05 and 11.05

Prior to 3rd November 2013 90 minute services had operated to Gagebrook, Austins Ferry, Claremont and Tolosa St whilst Jackson St only had services on Friday nights. Previously a 20 minute service had operated on Friday nights up to 9.10pm. Normally Gagebrook, further north, is served by express services operating by Brooker Av rather than Main Road, or from Glenorchy via the Bowen Bridge.

Daytime services also operate a twenty minute service on Saturdays as shown by the following representative services:-

Route & Destination	Depart Hobart	Depart Glenorchy
31 Jackson St	11.10	11.41
38 Claremont	11.30	12.01
42 Austins Ferry	11.50	12.21

31 Jackson St departing Hobart at 11.10 connects at Glenorchy with 28 Tolosa St feeder service departing Glenorchy at 11.43

This pattern is followed throughout the day except from the 12.10 Jackson St trip the service is provided by 32 anti-clockwise. The 1.30 and 3.30 Claremont trips are provided by 40 Claremont via Marys Hope Rd, however, Rosetta is still served by additional route 38 trips departing Hobart at 2.00, 3.10 and 4.10. Route 29 Springfield Metro-Tolosa St via Springfield & Glenorchy which had operated on Friday evenings and Saturdays has been discontinued being replaced by 60 minute services on 28 Glenorchy-Tolosa St and 90 minute services on 26 Springfield Metro-Springfield. Route 26 now operates Monday to Friday evenings.

Saturday Evening Services are provided as follows:-

Route & Destination	Depart Hobart	Depart Glenorchy
117 Gagebrook	7.10	7.32
42 Austins Ferry	7.40	8.02
117 Gagebrook	8.10	8.32
42 Austins Ferry	8.40	9.02
117 Gagebrook	9.10	9.32
42 Austins Ferry	9.40	10.02
119 Gagebrook	10.10	10.32
42 Austins Ferry	10.40	11.02
122 Gagebrook	11.10	11.32
100 Claremont	11.40	12.02
122 Gagebrook	12.10	12.42
100 Glenorchy	12.40	1.02

A 28 Tolosa St services depart Glenorchy at 8.34

38 Claremont via Rosetta services depart Glenorchy at 8.05, 10.05 and 11.05

Daytime services also operate a thirty minute service on Sundays as shown by the following representative services:-

Route & Destination	Depart Hobart	Depart Glenorchy
117 Gagebrook	11.10	11.35

117 Gagebrook service departing Hobart at 11.10 connects at Glenorchy with 28 Tolosa St feeder service departing Glenorchy at

11.35

42 Austins Ferry	11.40	12.05
117 Gagebrook	12.10	12.35
38 Claremont	12.40	1.05

31 Jackson St services depart Glenorchy at 9.03 and 11.05

32 Jackson St services depart Glenorchy at 1.05, 3.05 and 4.35

Sunday Evening Services are provided as follows:-

Route & Destination	Depart Hobart	Depart Glenorchy
122 Gagebrook	7.10	7.32
42 Austins Ferry	7.40	8.02
122 Gagebrook	8.10	8.32
100 Glenorchy	8.40	9.02
122 Gagebrook	9.10	9.32

In addition to the Main Rd Corridor there is an Express Corridor between Hobart and Glenorchy via Brooker Av with journey times of twenty minutes. During the Monday to Friday off-peak a 30 minute service is provided by X1 Hobart-Bridgewater. On Saturdays a 40 minute service is provided by X7 Hobart-Gagebrook via Bridgewater. A Monday-Friday 5 to 10 minute peak service frequency is provided by X1 in conjunction with X3 Hobart-Gagebrook via East Derwent Hwy, X4 Hobart-Granton and X9 Hobart-Brighton via East Derwent Hwy & Gagebrook. At other times the Brooker Av Corridor is also served by X8 Hobart-Brighton via Bridgewater, and X10 Ten Mile Hill-Hobart (inwards only). In the 3 November 2013 timetables X5 Hobart-Glenorchy has been discontinued.

Times in this article come from the following timetable leaflets, available from www.metrotas.com.au effective 3 November 2013:-

28 to 126 Glenorchy (all stops)
X1, X3, X4, X7, X8, X9 Glenorchy (express)
27, 28, X6 Glenorchy (Tolosa St)
31, 32, X6 Glenorchy (Jackson St)
34 Rosetta
35 to 40 Claremont & Chigwell
42, X4, X10 Austins Ferry

The map accompanying this article shows the Hobart to Glenorchy corridor. Route 10 City-Lenah Valley via Pottery Rd & Ruth Dr shown on this map has been discontinued and replaced by extra trips on route 9

City-Lenah Valley via Giblin St & Ruth Dr. Details of routes north of Glenorchy can be seen on the map published with the previous article entitled "By Bus to Bridgewater"

In June 2014 Metro released details of the Northern Suburbs network review. Under these proposals new services will be as follows:-

All Stops Services:-

500 Hobart-Glenorchy via Main Rd
501 Hobart-Cadbury Estate via Marys Hope Rd
502 Hobart-Claremont Plaza via Abbotsfield
503 Hobart-Grantham via Allunga Rd
510 Hobart-Tolosa St
511 Hobart-Tolosa St & Wariga Rd
512 Hobart-Jackson St
520 Hobart- Bridgewater via Claremont
521 Hobart- Brighton via Claremont
522 Hobart- Gagebrook via Claremont
530 Hobart-Bridgewater via Old Beach
540 Hobart-West Hobart
541Hobart-Springfield via Florence Heights
542 Hobart-Glenorchy via Springfield
550 Hobart-Glenorchy via Lenah Valley
551 Hobart-Lenah Valley via Mt Stuart
560 Hobart-Glenorchy via Moonah East
561 Hobart-Glenorchy via Lutana & Goodwood

Peak Hour Express Services:-

X02 Hobart-Grantham via Abbotsfield
X03 Hobart-Claremont Plaza via Allunga Rd

(Note X02 and X03 swap termini with 502 and 503 to provide a faster peak service to Abbotsfield and Grantham)

X11 Hobart-Tolosa St & Wariga Rd
X12 Hobart-Jackson St
X20 Hobart- Bridgewater via Claremont
X21 Hobart- Brighton via Claremont
X30 Hobart-Bridgewater via Old Beach
X50 Hobart-Glenorchy via Lenah Valley

Off-peak express services would no longer operate. These proposals were to be implemented in November 2014 but their commencement has been delayed until funds are available. It is anticipated that later there will be a Southern Suburbs review and southern routes will be renumbered in the 400 series. In 2009 Eastern Shore routes were renumbered in the 600 series.

NSWPTC Ferry Timetables, 1975

Supplied by ROSS WILLSON



PUBLIC TRANSPORT COMMISSION OF NEW SOUTH WALES

NEUTRAL BAY SERVICE

Depart Quay	K'billi	High St.	Hayes St	Kurraiba	K'billi	Arr Quay
MONDAY TO FRIDAY						
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5.55	6.02	6.05	6.10	6.13	6.17	6.25
6.25	6.32	6.35	6.40	6.43	6.47	6.55
6.55	7.02	7.05	7.10	7.13	7.17	7.25
7.30	7.37	7.40	7.48	7.51	7.55	8.03
—	—	8.00	8.08	8.11	8.15	8.24
8.05	8.12	8.15	8.28	8.31	8.35	8.44
8.30	8.37	8.40	8.48	8.51	8.55	9.04
8.50	8.57	9.00	9.08	9.11	9.15	9.23
9.25	9.32	9.35	9.38	9.41	9.45	9.54
9.50	9.57	10.00	10.05	10.08	10.12	10.20
10.20	10.27	10.30	10.35	10.38	10.42	10.50
Then every 30 minutes until						
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
3.50	3.57	4.00	4.05	4.08	4.12	4.20
4.25	4.32	4.35	4.41	4.44	4.48	4.56
4.45	4.52	4.55	5.01	5.04	5.08	5.16
5.05	5.12	5.15	5.21	5.24	5.28	5.36
5.25	5.32	5.35	5.41	5.44	5.48	5.56
5.42	5.49	5.52	5.58	6.01	6.05	6.13
6.02	6.09	6.12	6.18	6.21	6.25	6.33
6.22	6.29	6.32	6.38	6.41	6.45	6.53
6.52	6.59	7.02	7.08	7.11	7.15	7.23
7.20	7.27	7.30	7.35	7.38	7.42	7.50
Then every 30 minutes until						
9.50	9.57	10.00	10.05	10.08	10.12	10.20
10.35	10.42	10.45	10.50	10.53	10.57	11.05
11.20	11.27	11.30	11.35	11.38	11.42	11.50
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
11.52	11.59	12.02	12.06	12.09	12.13	12.20
SATURDAYS AND PUBLIC HOLIDAYS						
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.20	6.27	6.30	6.35	6.38	6.42	6.50
6.50	6.57	7.00	7.05	7.08	7.12	7.20
Then every 30 minutes until						
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
7.20	7.27	7.30	7.35	7.38	7.42	7.50
7.55	8.02	8.05	8.10	8.13	8.17	8.25
8.40	8.47	8.50	8.55	8.58	9.02	9.10
9.25	9.32	9.35	9.40	9.43	9.47	9.55
10.10	10.17	10.20	10.25	10.28	10.32	10.40
10.55	11.02	11.05	11.10	11.13	11.17	11.25
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
11.35	11.42	11.45	11.50	11.53	11.57	12.05

TARONGA ZOO

Dep. Quay	Dep. Zoo
MONDAYS TO FRIDAYS	
a.m.	a.m.
6.10	6.25
6.40	6.55
7.10	7.25
7.40	7.55
7.55	8.13 *
8.10	8.30 **
8.33	8.48
8.55	9.10
9.25	9.40
9.45	10.00
10.15	10.30
Then every 30 mins. to	
p.m.	p.m.
3.15	3.30
3.40	3.55
4.10	4.25
4.40	4.55
5.10	5.25
5.40	5.55
6.10	6.25
6.45	7.00
SATURDAYS	
a.m.	a.m.
6.15	6.30
6.45	7.00
Then every 30 mins. to	
p.m.	p.m.
6.45	7.00
HOLIDAYS	
a.m.	a.m.
6.45	7.00
7.30	7.45
8.15	8.30
9.00	9.15
9.45	10.00
10.00	10.15
10.20	10.35
10.40	10.55
Then every 20 mins. to	
p.m.	p.m.
6.00	6.15
6.45	7.00

* Calls at Crem.Pt 8.21 am
** Calls at Crem.Pt 8.36 am

CREMORNE & MOSMAN SERVICE

Dep. Quay	Crem. Pt.	Mos. St.	Old Crem	Dep. Mosman	Old Crem	Mos. St.	Crem. Pt.	Arr. Quay
MONDAY TO FRIDAY								
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5.30	5.41	5.46	—	5.54	5.56	5.59	6.06	6.18
6.00	6.11	6.16	—	6.21	6.23	6.26	6.33	6.45
6.20	6.31	6.36	—	6.41	6.43	6.46	6.53	7.05
6.50	7.01	7.06	—	7.11	7.13	7.16	7.23	7.35
7.15	—	7.32	—	7.38	7.40	7.44	7.51	8.03
—	—	—	—	7.55	7.57	8.01	8.08	8.20
7.35	7.53	7.58	—	8.10	8.12	8.16	—	8.33
—	—	—	—	—	—	—	8.21	8.33
8.03	8.14	8.19	—	8.25	8.27	8.31	—	8.45
—	—	—	—	—	—	—	8.36	8.48
8.20	—	8.35	—	8.40	8.42	8.45	8.52	9.04
8.36	8.47	8.52	—	8.58	9.00	9.03	9.10	9.22
8.50	9.01	9.06	—	9.13	9.15	9.18	9.25	9.37
9.05	9.16	9.21	9.24	9.30	9.32	9.35	9.42	9.54
9.25	9.36	9.41	9.44	9.48	9.50	9.53	10.00	10.12
9.55	10.06	10.11	10.14	10.18	10.20	10.23	10.30	10.42
Then every 30 minutes until								
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
4.20	4.31	4.36	4.39	4.43	—	4.47	4.54	5.06
4.40	4.51	4.56	4.59	5.03	—	5.06	5.13	5.25
5.00	5.11	5.16	5.19	5.23	—	—	—	5.41
5.10	5.21	5.26	5.29	5.36	—	—	5.45	5.57
5.20	5.31	5.36	5.39	5.43	—	5.46	5.53	6.05
5.35	5.47	5.52	5.55	6.00	—	—	—	6.15
5.45	5.56	6.01	6.04	6.08	—	—	6.16	6.28
6.00	6.11	6.16	6.19	6.23	—	6.26	6.33	6.45
6.20	6.31	6.36	6.39	6.45	6.47	6.49	6.56	7.07
6.40	6.51	6.56	6.59	7.05	7.07	7.09	7.16	7.27
7.00	7.11	7.16	7.19	7.25	7.27	7.29	7.36	7.47
Then every 30 minutes until								
10.30	10.41	10.46	10.49	10.53	10.55	10.57	11.04	11.15
11.15	11.26	11.31	11.34	11.38	11.40	11.42	11.49	12.00
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
12.00	12.11	12.16	12.19	12.21	—	12.24	12.30	12.40
SATURDAYS AND PUBLIC HOLIDAYS								
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
5.55	6.06	6.11	6.14	6.18	6.20	6.23	6.30	6.42
6.25	6.36	6.41	6.44	6.48	6.50	6.53	7.00	7.12
6.55	7.06	7.11	7.14	7.18	7.20	7.23	7.30	7.42
Then every 30 minutes until								
11.25	11.36	11.41	11.44	11.48	11.50	11.53	p.m.	p.m.
—	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	12.00	12.12
11.55	12.06	12.11	12.14	12.18	12.20	12.23	12.30	12.42
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.25	12.36	12.41	12.44	12.48	12.50	12.53	1.00	1.12
12.55	1.06	1.11	1.14	1.18	1.20	1.23	1.30	1.42
Then every 30 minutes until								
6.25	6.36	6.41	6.44	6.48	6.50	6.53	7.00	7.12
7.00	7.11	7.16	7.19	7.23	7.25	7.28	7.35	7.47
7.45	7.56	8.01	8.04	8.13	8.15	8.18	8.25	8.37
8.30	8.41	8.46	8.49	8.58	9.00	9.03	9.10	9.22
9.15	9.26	9.31	9.34	9.43	9.45	9.48	9.55	10.07
10.00	10.11	10.16	10.19	10.28	10.30	10.33	10.40	10.52
10.45	10.56	11.01	11.04	11.08	—	11.11	11.17	11.28
—	—	—	—	—	—	—	a.m.	a.m.
11.30	11.41	11.46	11.49	11.53	—	11.56	12.02	12.13
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
12.05	12.16	12.21	12.24	12.26	—	—	12.34	12.45

SUNDAYS—COMBINED ZOO, CREMORNE & MOSMAN SERVICE

Dep. Quay	TARONGA ZOO	CREMORNE	MOSMAN	Arr. Quay
a.m.	a.m.	a.m.	a.m.	a.m.
9.00	9.12	9.15	—	9.25
9.25	9.37	9.40	9.46	9.48
9.50	10.02	10.06	10.12	10.14
10.05	10.17	10.20	—	10.30
10.30	10.42	10.45	10.51	10.53
10.55	11.07	11.11	11.17	11.19
11.10	11.22	11.25	—	11.35
11.35	11.47	11.50	11.56	11.58
p.m.	p.m.	p.m.	p.m.	p.m.
12.00	12.12	12.16	12.22	12.24
12.15	12.27	12.30	—	12.40
12.40	12.52	12.55	1.01	1.03
1.05	1.17	1.21	1.27	1.29
1.40	1.52	1.55	—	1.45

Ferry Information Ph. 27 9251
Customer Service Bureau Ph. 290 2988

HUNTER'S HILL — DARLING ST — COCKATOO ISLAND

Dep. Quay	Darl. St.	L'nose Pt.	G'wich Is.	C'too Is.	Valentia St.	C'too Is.	G'wich Is.	L'nose Pt.	Darl. St.	Arr. Quay
MONDAY TO FRIDAY										
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.00	—	—	—	6.20	—	6.23	6.26	6.35	6.47	—
6.30	—	6.42	6.45	6.50	Then Bridge Rd.	Then Bridge Rd.	Elliott St.	to Camber Whf.	—	—
6.45	6.57	—	—	—	—	—	—	7.00	7.12	—
6.50	—	7.02	7.10	7.15	7.25	—	7.28	7.31	—	7.48
7.15	7.27	—	—	—	—	—	—	—	7.30	7.42
Huntley's Pt. 7.40 Wolseley St. Drummoyne 7.48										
7.40	—	7.52	7.55	8.05	8.05	—	8.08	8.11	—	8.25
—	—	—	—	—	—	—	8.15	—	8.25	8.37
—	—	—	—	—	—	—	8.52	8.55	9.02	9.15

MANLY, HYDROFOIL AND FERRY SERVICES

Hydrofoil Timetable

MONDAY TO FRIDAY		SATURDAY		SUNDAY	
From Sydney	From Manly	From Sydney	From Manly	From Sydney	From Manly
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.20	6.45	7.00	7.25	8.15	8.40
6.40	7.00	7.25	7.50	8.40	9.05
6.55	7.15	7.50	8.20	9.05	9.30
7.05	7.25	8.15	8.40	9.30	9.55
7.20	7.40	8.40	9.05	9.55	10.20
7.35	7.55	9.05	9.30	10.20	10.45
7.45	8.05	9.30	9.55	10.30	10.55
8.00	8.20	9.55	10.20	10.45	11.10
8.15	8.35	10.20	10.45	11.10	11.35
8.25	8.45	10.45	11.10	11.20	11.45
8.40	9.00	11.10	11.30	11.35	12.00
8.55	9.20	11.25	11.55	12.00	p.m.
9.10	9.40	11.45	p.m.	p.m.	12.25
9.35	10.00	p.m.	12.10	12.10	12.35
9.55	10.20	12.05	12.30	12.40	1.05
10.15	10.35	12.20	12.45	1.00	1.25
10.25	10.50	12.35	1.00	1.10	1.35
10.45	11.10	12.55	1.20	1.30	1.55
11.15	11.40	1.10	1.35	1.50	2.15
11.35	12.00	1.25	1.50	2.00	2.25
11.50	p.m.	1.45	2.10	2.20	2.45
p.m.	12.15	2.00	2.25	2.50	3.15
12.05	12.30	2.15	2.40	3.00	3.25
12.25	12.50	2.35	3.00	3.10	3.35
12.40	1.05	2.50	3.15	3.40	4.05
12.55	1.20	3.05	3.30	3.50	4.15
1.15	1.45	3.25	3.50	4.10	4.35
1.30	1.55	3.40	4.10	4.40	5.05
1.55	2.20	4.05	4.30	4.45	5.10
2.10	2.35	4.25	4.55	5.00	5.30
2.20	2.55	4.40	5.05	5.30	5.55
2.45	3.15	4.55	5.20	5.55	6.20
3.10	3.30	5.20	5.45		
3.30	3.50	5.45	6.10		
3.50	4.10	6.10	6.35		
4.00	4.20				
4.15	4.35				
4.30	4.50				
4.45	5.05				
5.00	5.20				
5.15	5.35				
5.30	5.55				
5.45	6.05				
6.00	6.20				
6.15	6.35				
6.30	6.50				
6.45	7.05				
7.00	7.20				

Ferry Timetable

MONDAY TO FRIDAY		SATURDAY		SUNDAY	
From Sydney	From Manly	From Sydney	From Manly	From Sydney	From Manly
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
—	6.00	—	6.30	—	7.15
6.10	6.50	6.30	7.15	7.15	8.00
6.50	7.40	7.15	8.00	8.00	8.45
7.30	8.10	8.00	8.45	8.45	9.30
8.15	8.55	8.45	9.30	9.30	10.15
8.50	9.30	9.30	10.15	10.15	11.00
9.35	10.15	10.15	11.00	11.00	11.45
10.15	11.00	11.00	11.45	11.45	12.30
11.00	11.45	11.45	12.30	12.30	1.15
11.45	12.30	12.30	1.15	1.15	2.00
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
12.30	1.15	1.15	2.00	2.00	2.45
1.15	2.00	2.00	2.45	2.45	3.30
2.00	2.40	2.45	3.30	3.30	4.15
2.40	3.20	3.30	4.15	4.15	5.00
3.20	4.00	4.15	5.00	5.00	5.45
4.00	4.35	5.00	5.45	5.45	6.30
4.40	5.15	5.45	6.30	6.30	7.15
5.15	6.00	6.30	7.15	7.15	8.00
5.55	6.50	7.15	8.00	8.00	8.45
6.45	7.30	8.00	8.45	8.45	9.30
7.30	8.10	8.45	9.30	9.30	10.15
8.10	8.50	9.30	10.15	10.15	11.00
8.50	9.30	10.15	11.00	11.00	—
9.30	10.10	11.00	11.45	—	—
10.10	10.50	11.45	—	—	—
10.50	11.30	—	—	—	—
11.30	—	—	—	—	—

A HARBOUR CRUISE OR A TRIP TO MANLY BY FERRY OR HYDROFOIL.

Discover the wonders of the world's most picturesque harbour. Give the family a treat, take them for a ride around the harbour. Or to Manly, on a ferry or hydrofoil. And it's a low cost outing without any parking problems. *Just catch a train or bus to Circular Quay and you're off on an adventure trip.*

SYDNEY HARBOUR FERRY CRUISE every Wednesday at 2.00pm, returning approx 4.15pm and every Saturday, Sunday and Public Holiday at 2.30pm, returning approx 5.00pm. Adults \$1.50. Children 75c. Enquiries phone 275276.

LANE COVE AND PARRAMATTA RIVER FERRY CRUISE every Sunday and Public Holiday. Departs No. 5 Jetty, Circular Quay at 2.00pm, returning approx 4.30pm. Adults \$1.50. Children 75c. Enquiries phone 275276.

FERRY TRIPS TO MANLY: Trips to Manly depart No. 3 Jetty, Circular Quay, every 45 minutes. Adults 50c. Children 25c. Enquiries phone 279251.

HYDROFOIL TRIPS TO MANLY: Trips to Manly depart No. 2 Jetty, Circular Quay every 15-20 minutes. Adults 80c. Children 80c. Enquiries phone 27 9251.

HUNTER'S HILL — DARLING ST — COCKATOO ISLAND

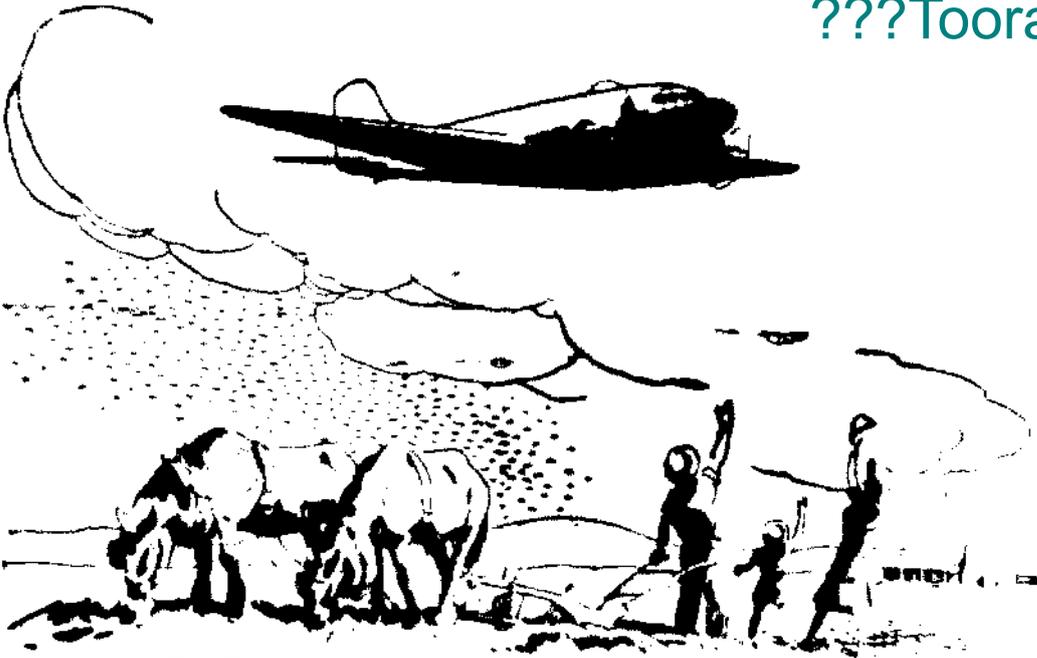
Dep Quay	Darl. St.	L'nose Pt.	G'wich	C'too Is.	Valentia St.	C'too Is.	G'wich	L'nose Pt.	Darl. St.	Arr. Dep.
SATURDAY										
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.10	—	—	—	—	6.30	—	6.33	6.36	6.44	6.55
7.00	7.11	7.19	7.22	7.27	7.32	—	7.35	7.38	7.46	7.57
8.00	8.11	8.19	8.22	8.27	8.32	—	8.35	8.38	8.46	8.57
9.00	9.11	9.19	9.22	—	9.25	—	9.28	9.31	9.39	9.50
Then hourly until										
p.m.	p.m.	p.m.	p.m.	—	p.m.	—	p.m.	p.m.	p.m.	p.m.
12.00	12.11	12.19	12.22	—	12.25	—	12.28	12.31	12.39	12.50
12.30	12.41	12.49	12.52	—	12.55	—	12.58	1.01	1.09	1.20
1.30	1.41	1.49	1.52	—	1.55	—	1.58	2.01	2.09	2.20
2.30	2.41	2.49	2.52	2.56	3.01	—	3.04	3.07	3.15	3.26
3.35	3.46	3.54	3.57	—	4.02	—	4.05	4.08	4.15	4.26
Then hourly until										
6.30	6.41	6.49	6.52	—	6.55	—	6.58	7.01	7.08	7.19

TARONGA ZOO SERVICE

The 8.13 am and 8.30 am services from Taronga Zoo will call at Cremorne Point at 8.21 am and 8.36 am, on Mondays to Fridays.



???Tooraweenah



Fly- TO SYDNEY-

"SERVICE FOR THE COUNTRYMAN..."

**IN 1 hr. 25mins.
TOORAWEEAH -- SYDNEY**

Mon., Tues, Wed, Fri.

Fares :Single £3/11/6, Return £6/16/

.. Freight 4d. per lb

COACH CONNECTION from COONABARABRAN

BOOKING AGENT:--

**H. C DAWSON
John St. -- .Coonabarab ran
Phone 68**

BUTLER

Air Transport Pty. Ltd.

Tooraweenah???

THERE IS SOMETHING INEFFABLY romantic in the ad. on page 12, with its juxtaposition of the horse and plough with the DC3. Are those horseflies I see?

Butler Air Transport was a limited liability company created by Cecil Arthur Butler to operate air transport primarily among New South Wales airports in Australia, from 1934 until 1959.

Arthur Butler OBE (1902-1980) was an English-Australian aviator whose first aviation experience was as a toolmaker and later ground engineer in Sydney then Hay, New South Wales. Butler was engineer to pilot Francis Stewart Briggs who taught Butler to fly at Hay. After getting a pilot's license, he became a barnstormer before in 1934 winning the contract for the Charleville, Queensland to Cootamundra, New South Wales leg of the England-Australia airmail route. The Butler Air Transport Co lost the contract on its expiry in 1938, but went on to operate as a civil airline, serv-

ing country towns in New South Wales and Queensland.

During World War II, Butler continued operating on a limited scale, and also manufactured parts for the Australian war effort on a cost recovery basis. At the end of the war, Butler registered Butler Air Transport Pty Ltd as a public company, that became the most successful airline in New South Wales, operating three Douglas DC-3s, Avro Ansons, De Havilland Herons and three Airspeed Ambassadors. Butler encouraged employee ownership of the company, and in 1947 they owned 51%.

In the 1950s the Government of Australia adopted a "two airline policy" favouring Ansett Airways and Trans Australia Airlines. Arthur Butler fought against the trend, including an intended buy-out in the early 1950s by Australian National Airways Pty Ltd. In 1955 Butler acquired two Vickers Viscounts. Reginald Ansett's Ansett Transport Industries Ltd acquired A.N.A. in 1957, thus acquiring appreciable stock in B.A.T., then acquired more from staff stockholders until he controlled the Butler airline. Despite a legal and boardroom battle to retain or regain control,

Arthur Butler lost. In late 1958, Butler was offered the position of Managing Director but instead left the company, which was effectively absorbed into Ansett as Airlines of New South Wales in 1959, then into Ansett Express.

Local knowledge said that Tooraweenah was the home town of Butler's wife. He made it the hub for the surrounding airports, in a "Hub and Spoke" operation. Early on, a Dragon *Rapide* took passengers from, e.g. Coonamble to Tooraweenah, where they transferred to a DC3 for the rest of the journey to Sydney

From Wikipedia, with additional notes by Geoff Lambert



COMFORT SERVICE SPEED

Butler

Butler AIR TRANSPORT LTD.

The way it was: Sydney to Singapore in 4 days by Qantas flying boat

By DAVID FLYNN

IF YOU'RE SHUTTLING BETWEEN Sydney and Singapore this month, here's something to reflect upon.

August 2013 marks the 75th anniversary of Qantas' original Empire Class flying boat service between Sydney's Rose Bay and Singapore, a trip which used to take four full days (with three overnight stops) instead of today's eight hour jaunt.

But *everything* was different back then – especially the way we travelled.

Forget about the endless concrete of airports: passengers headed to the Rose Bay Flying Boat Base, nestled on the edge of Sydney Harbour to board one of Qantas' magnificent Empire Class flying boats.

The zenith of a golden age of commercial flying between the wars, the flying boats were primarily designed to carry first-class air mail but they quickly embraced a modern spirit of romance and adventure, opening international air routes and strengthening ties within the British Empire.

Qantas flying boats ushered in an era of stately and pleasurable flying – and they were built for comfort and safety rather than speed.

Only 16 passengers could be accommodated during flights with overnight legs, but they enjoyed “the most luxurious saloons ever prepared in an aircraft” spread over a series of tiered cabins including a smoking room and bunk-like sleeping berths.

Hudson Fysh, one of the founding members of Qantas and managing director at

the time, recalled: “Getting up out of his chair, a passenger could walk about and, if he had been seated in the main cabin, stroll along to the smoking cabin for a smoke, stopping on the way at the promenade deck with its high handrail and windows at eye level to gaze at the world of cloud and sky outside.”

There's plenty of romance in that vision, but it came at a price: a Sydney-Singapore return trip was slightly more than the average annual wage of the time, which in today's terms would mean handing over some \$72,800.

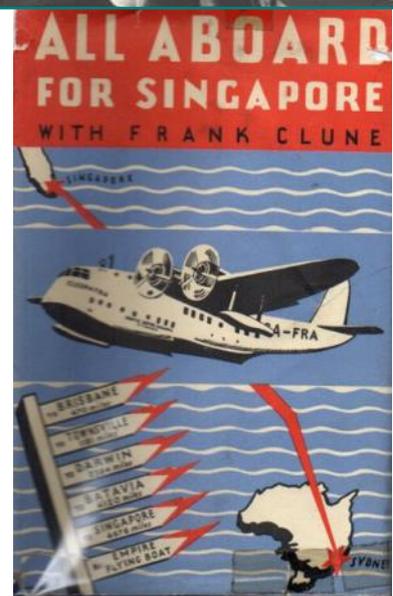
That included three overnight stops *en route* to Singapore – at Townsville, Darwin and Surabaya – spent at sumptuous

hotels while the aircraft lay at moorings in a nearby lake or seaport.

The second leg of what had already been tagged as Kangaroo Route, from Singapore to London, took a further six days.

It was a brief shining moment for the flying boats before the start of World War II saw the aircraft stripped of those wide seats and sleeping bunks, to be replaced by guns and bomb racks.

The short-range Empire Class was replaced in 1943 by the longer range Catalina flying boats, which were retired in the early 1960s but gave their name to the five-star Catalina restaurant adjacent to the site of the old Rose Bay terminal.





Qantas

Empire Airways

WITH B.O.A.C. AND T.E.A.L.

AIR

TIMETABLE

ALL TIMES IN LOCAL 24 HOUR TIME

ISSUED SYDNEY

SUBJECT TO ALTERATION WITHOUT NOTICE

AIR TIMETABLE, No. 45

CANCELLING PREVIOUS ISSUES. DATE EFFECTIVE, 28/1/48.

KANGAROO SERVICES

SYDNEY-LONDON				LONDON-SYDNEY			
HYTHE FLYING BOAT CONSTELLATION				HYTHE FLYING BOAT CONSTELLATION			
SYDNEY	Tue., Thurs., Sat.	Thurs. at Mon.	Sat. at Mon.	LONDON	Sun., Tues., Thurs.	Tues. at Sat.	Thurs. at Sat.
dep. 23.30	—	22.30	21.00	dep. 11.30	—	09.00	—
arr. 06.15	—	—	—	arr. 16.40	—	—	—
WED. FRI. SUN.	—	—	—	MON. WED. FRI.	—	—	—
dep. 07.30	—	—	—	dep. 08.30	—	—	—
DARWIN	arr. 15.30	Fri. at Tues.	Sun. at Tues.	CASSEL BENITO	arr. —	—	18.00
dep. 11.30	—	06.10	05.00	dep. 14.15	—	—	19.00
SOURABAYA	dep. 05.00	—	07.00	AUGUSTA	arr. 13.15	—	—
arr. 11.30	—	—	—	dep. 14.15	—	—	—
SINGAPORE	dep. 12.30	—	14.30	CAIRO	arr. 21.50	Wed. at Sun.	Fri. at Sun.
arr. 18.00	—	—	—	dep. 09.00	—	06.20	02.00
RANGOON	Fr. Sun. Tues.	Sat. at Wed.	Mon. at Wed.	YDDEA	arr. —	—	03.45
dep. 06.30	—	08.00	06.15	dep. 16.35	—	—	—
arr. 09.55	—	—	—	RASRA	arr. 16.35	—	—
CALCUTTA	dep. 06.30	—	14.45	RAHWIN	arr. 17.25	—	—
arr. 19.55	—	—	—	dep. 08.15	—	—	—
KARACHI	dep. 11.15	15.30	15.45	WED. FRI. SUN.	—	—	—
arr. 20.20	21.35	22.30	21.30	KARACHI	arr. 16.15	18.55	16.30
RAHWIN	arr. 07.00	—	—	Thurs. at Sun.	—	—	—
dep. 09.30	—	—	—	dep. 00.01	21.35	Thurs. at Mon.	21.30
BASRA	arr. 11.00	—	—	arr. 03.15	03.15	—	03.30
dep. 09.30	—	—	—	RANGOON	arr. 14.55	—	05.00
YDDEA	arr. —	—	21.00	dep. 08.00	—	—	—
CAIRO	dep. 15.55	17.00	23.00	SINGAPORE	Fr. Sun. Tues.	—	—
arr. 09.45	—	—	—	arr. 17.15	14.35	—	16.00
AUGUSTA	Mon. Wed. Fri.	Mon. at Fri.	—	SOURABAYA	Sat. Mon. Wed.	Fri. at Tues.	Sun. at Tues.
arr. 16.30	—	00.30	—	arr. 15.45	—	—	08.00
CASSEL BENITO	Tue., Thurs. Sat.	—	Wed. at Fri.	DARWIN	Sun., Tues. Thurs.	—	—
arr. 04.30	04.30	06.10	06.00	arr. 17.45	18.45	—	18.00
MARSEILLES	arr. 09.55	—	06.00	dep. 05.00	—	23.45	Mon. at Wed.
LONDON	arr. 14.20	12.00	12.50	BOFEN	arr. 13.30	—	14.30
				SYDNEY	arr. 14.20	Sat. at Wed.	08.00
							15.30

NEW GUINEA (GN/GS) SERVICE

SYDNEY TO LAE AND RABAU				RABAU AND LAE TO SYDNEY			
SYDNEY	MON. WED. FRI.	Dep. 09.00	—	RABAU	—	—	Dep. 13.30
BRISBANE	MON. WED. FRI. <td>Dep. 12.30</td> <td>— <td>LAE</td> <td>— <td>— <td>Arr. 16.15 </td></td></td></td>	Dep. 12.30	— <td>LAE</td> <td>— <td>— <td>Arr. 16.15 </td></td></td>	LAE	— <td>— <td>Arr. 16.15 </td></td>	— <td>Arr. 16.15 </td>	Arr. 16.15
ROCKHAMPTON	MON. WED. FRI. <td>Dep. 14.40</td> <td>— <td>MORESBY</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Dep. 05.45 </td></td>	Dep. 14.40	— <td>MORESBY</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Dep. 05.45 </td>	MORESBY	WED. SAT. SUN.	—	Dep. 05.45
TOPNSVILLE	MON. WED. FRI. <td>Dep. 15.00</td> <td>— <td>CAIRNS</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Dep. 07.25 </td></td>	Dep. 15.00	— <td>CAIRNS</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Dep. 07.25 </td>	CAIRNS	WED. SAT. SUN.	—	Dep. 07.25
CAIRNS	TUES. THURS. SAT.	Dep. 05.00	— <td>TOPNSVILLE</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Arr. 11.00 </td>	TOPNSVILLE	WED. SAT. SUN.	—	Arr. 11.00
COOKTOWN	TUES. THURS. SAT.	Arr. 07.15	— <td>ROCKHAMPTON</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Arr. 13.00 </td>	ROCKHAMPTON	WED. SAT. SUN.	—	Arr. 13.00
MORESBY	TUES. THURS. SAT.	Arr. 11.00	— <td>BRISBANE</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Arr. 16.00 </td>	BRISBANE	WED. SAT. SUN.	—	Arr. 16.00
LAE	—	Dep. 08.00	— <td>SYDNEY</td> <td>WED. SAT. SUN.</td> <td>—</td> <td>Arr. 18.30 </td>	SYDNEY	WED. SAT. SUN.	—	Arr. 18.30
PINSCHAFEN	—	Arr. 08.30	— <td></td> <td></td> <td></td> <td>Arr. 19.00 </td>				Arr. 19.00
RABAU	—	Arr. 11.00	— <td></td> <td></td> <td></td> <td></td>				

TASMAN (AWB/AEB) SERVICE (T.E.A.L.)

SYDNEY TO AUCKLAND				AUCKLAND TO SYDNEY			
SYDNEY	Mon. & Wed.	Dep. 06.30	—	AUCKLAND	Mon. & Wed.	Dep. 08.00	—
AUCKLAND	Sat. & Tues. <td>Arr. 15.30 <td>— <td>SYDNEY</td> <td>Tue. & Fri. <td>Arr. 15.00 <td>— </td></td></td></td></td>	Arr. 15.30 <td>— <td>SYDNEY</td> <td>Tue. & Fri. <td>Arr. 15.00 <td>— </td></td></td></td>	— <td>SYDNEY</td> <td>Tue. & Fri. <td>Arr. 15.00 <td>— </td></td></td>	SYDNEY	Tue. & Fri. <td>Arr. 15.00 <td>— </td></td>	Arr. 15.00 <td>— </td>	—
							Dep. 07.00

NORFOLK ISLAND (SN/SN) SERVICE

SYDNEY TO NORFOLK ISLAND				NORFOLK ISLAND TO SYDNEY			
SYDNEY	—	Dep. 07.00	—	NORFOLK ISLAND	—	—	Dep. 14.30
NORFOLK ISLAND	—	Arr. 15.00	— <td>SYDNEY</td> <td>— <td>— <td>Arr. 15.30</td> </td></td>	SYDNEY	— <td>— <td>Arr. 15.30</td> </td>	— <td>Arr. 15.30</td>	Arr. 15.30

SUVA (AF/FA) SERVICES

SYDNEY TO NOUMEA AND SUVA				SUVA AND NOUMEA TO SYDNEY			
SYDNEY	Dep. 09.00	NOUMEA	Dep. 05.00	SUVA	Dep. 09.00	NOUMEA	Dep. 05.30
NOUMEA	Arr. 15.30 N.S.	—	—	NOUMEA	Arr. 14.30 N.S.	—	—
				SUVA	—	—	Arr. 14.30

INLAND SERVICES

FROM BRISBANE WESTBOUND				TO BRISBANE EASTBOUND			
BRISBANE	MON. TUES. WED. THURS. SAT. SAT.	Dep. 06.00	06.00	06.00	06.00	06.30	06.30
ROMA	—	—	—	—	—	—	—
CHARLEVILLE	—	—	—	—	—	—	—
LONGREACH	—	—	—	—	—	—	—
WINTON	—	—	—	—	—	—	—
CLONCURRY	—	—	—	—	—	—	—
MOUNT ISA	—	—	—	—	—	—	—
CLONCURRY	—	—	—	—	—	—	—
WINTON	—	—	—	—	—	—	—
LONGREACH	—	—	—	—	—	—	—
CLONCURRY	—	—	—	—	—	—	—
MOUNT ISA	—	—	—	—	—	—	—
CAMOOEAL	—	—	—	—	—	—	—
DAILY WATERS	—	—	—	—	—	—	—
KATHERINE	—	—	—	—	—	—	—
DARWIN	—	—	—	—	—	—	—

INLAND (N/S) SERVICE

CLONCURRY TO NORMANTON				NORMANTON TO CLONCURRY			
CLONCURRY	—	WEDNESDAY	Dep. 06.30	NORMANTON	—	WEDNESDAY	Dep. 16.30
NORMANTON	—	—	Arr. 09.30	CLONCURRY	—	—	Arr. 16.30

AUSTRALIA - ENGLAND FLYING-BOAT SERVICES

Miles from Sydney	STOPPING PLACES	Local Standard Time	Retard Clocks	DAYS OF SERVICE
470	SYDNEY	dep. 07.00	—	Tuesday, Thursday and Saturday
747	Brisbane	arr. 10.20	—	
1181	Gladstone	dep. 11.00	—	
	Queensland	arr. 13.00	—	
	TOWNSVILLE	dep. 13.00	—	
	Queensland	arr. 18.50	—	
1597	Karumba	dep. 07.00	—	Wednesday, Friday and Sunday
1968	Groote Eylandt	arr. 08.50	30 min.	
	N. Australia	dep. 10.30	—	
2384	DARWIN	arr. 12.35	—	
	N. Australia	arr. 18.10	—	
2817	Koepang	dep. 06.30	1 hr. 30 min.	Thursday, Saturday and Monday
3272	Bima	arr. 08.30	—	
	Netherlands Indies	dep. 09.15	—	
3701	SOURABAYA	arr. 12.30	30 min.	
	Netherlands Indies	arr. 15.00	—	
4120	Batavia	dep. 06.00	—	Friday, Sunday and Tuesday
	Netherlands Indies	arr. 08.55	—	
4676	Singapore	dep. 09.35	10 min.	
	Malaya	arr. 15.45	—	
5067	PENANG	arr. 17.40	—	
	Malaya	arr. 17.40	—	
5647	Bangkok	dep. 06.00	—	Saturday, Monday and Wednesday
	Siam	arr. 09.30	20 min.	
6018	Rangoon	dep. 09.30	30 min.	
6339	Akyab	dep. 12.25	—	
6688	CALCUTTA	arr. 17.10	1 hr.	
	India	arr. 17.10	—	
7145	Allahabad	dep. 06.00	—	Sunday, Tuesday and Thursday
	India	arr. 09.20	—	
7391	Gwalior	dep. 09.20	—	
7661	Raj Samand	dep. 11.45	—	
8098	KARACHI	arr. 14.20	—	
	India	arr. 17.40	—	
8838	Dabai	dep. 07.00	1 hr. 40 min.	Monday, Wednesday and Friday
9138	Bahrain	dep. 11.45	30 min.	
9450	BASRA	arr. 14.00	20 min.	
	Off Arabia	arr. 16.30	—	
	Iraq	arr. 16.30	—	
9796	Habbaniyah	dep. 07.00	—	Tuesday, Thursday and Saturday
	Iraq	arr. 10.00	1 hr.	
10282	Tiberias	dep. 10.00	—	
10628	ALEXANDRIA	arr. 15.55	—	
	Egypt	arr. 15.55	—	
11226	Athens	dep. 04.45	1 hr.	Wednesday, Friday and Sunday
11604	Brindisi	dep. 09.45	—	
11624	Roma	dep. 12.10	—	
12003	MARSEILLES	dep. 15.30	1 hr.	
	France	arr. 18.00	—	
12929	Southampton	dep. 08.00	—	Thursday, Saturday and Monday
	England	arr. 12.40	—	
	LONDON (Waterloo)	arr. Aftn.	—	

Passengers are accommodated overnight at the following hotels and rest-houses:— TOWNSVILLE, Queen's Hotel; BRISBANE, Qantas Empire Airways Rest-house; SOURABAYA, Grand Hotel; PENANG, Eastern and Oriental Hotel; CALCUTTA, Great Eastern Hotel; KARACHI, Carlton Hotel; BASRA, Airport Hotel; ALEXANDRIA, Hotel Cecil; MARSEILLES, Hotel Napoléon. Calls will also be made at Rabat Bay, Netherlands Indies; Rosh Samand, Siam; Shiraz, Baluchistan; Mirabelia, Crete; Marse, France; if instrument offers and circumstances permit. In the event of any such calls being made, then the times of arrival at or departure from subsequent stations will be later than those shown above.

ENGLAND - AUSTRALIA FLYING-BOAT SERVICES

Miles from Southampton	STOPPING PLACES	Local Standard Time	Advance Clocks	DAYS OF SERVICE
	London (Waterloo)	dep. 19.20	—	Tuesday, Friday and Saturday
	Southampton	arr. 21.28	—	
	England	—	—	
	France	—	—	
624	Marseilles	dep. 05.00	—	Wednesday, Saturday and Sunday
1005	Rome	dep. 10.10	1 hr.	
1225	Brindisi	dep. 13.15	—	
1704	ATHENS	arr. 16.00	1 hr.	
	Italy	arr. 18.20	—	
	Greece	arr. 18.20	—	
2291	Alexandria	dep. 04.30	—	Thursday, Sunday and Monday
2844	Tiberias	dep. 08.30	1 hr.	
3133	Habbaniyah	dep. 17.10	—	
3446	BASRA	arr. 19.30	—	
	Iraq	arr. 19.30	—	
3791	Bahrain	dep. 05.00	20 min.	Friday, Monday and Tuesday
4091	Dabai	dep. 11.15	1 hr. 40 min.	
4831	KARACHI	arr. 18.50	—	
	India	arr. 18.50	—	
5268	Raj Samand	dep. 05.00	—	Saturday, Tuesday and Wednesday
5338	Gwalior	dep. 08.25	—	
5794	Allahabad	dep. 10.50	—	
6241	CALCUTTA	arr. 16.50	—	
	India	arr. 16.50	—	
6590	Akyab	dep. 05.30	1 hr.	Sunday, Thursday and Friday
6911	Rangoon	dep. 09.15	30 min.	
7282	BANGKOK	arr. 13.30	—	
	Siam	arr. 13.30	—	
7882	Penang	dep. 05.30	20 min.	Monday, Thursday and Friday
8203	SINGAPORE	arr. 13.15	—	
	Malaya	arr. 13.15	—	
8809	Batavia	dep. 08.00	10 min.	Tuesday, Friday and Saturday
	Netherlands Indies	arr. 12.30	—	
9228	SOURABAYA	arr. 13.10	—	
	Netherlands Indies	arr. 16.00	—	
9607	Bima	dep. 05.30	30 min.	Wednesday, Saturday and Sunday
	Netherlands Indies	arr. 09.00	—	
10012	Koepang	dep. 09.40	—	
	Netherlands Indies	arr. 12.10	—	
10545	DARWIN	dep. 12.50	1 hr. 30 min.	
	N. Australia	arr. 15.10	—	
10964	Groote Eylandt	dep. 06.00	—	Thursday, Sunday and Monday
	N. Australia	arr. 09.40	30 min.	
11342	Karumba	arr. 12.45	—	
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SERVICE NOTES

SEA/AIR INTERCHANGE. The tickets of Qantas Empire Airways are interchangeable with all the principal steamship companies for return passages, combined through passages, round tours and round the world tours, providing full returns and other discounts. Full particulars on application.

PERSONAL ACCIDENT INSURANCE. At the rate of 1/- per £1,000 per day (with a maximum of £1,000 for any one passenger) is available for passengers travelling by Qantas Empire Airways and/or Imperial Airways only.

BAGGAGE INSURANCE. Arrangements can be made through the Company to insure at moderate rates, passengers' baggage against loss, pilferage, theft, etc., during transit.

INSURANCE OF FREIGHT. For the convenience of shippers, insurance cover can be arranged at moderate premium rates on all consignments of freight.

CURRENCY COUPONS. To provide passengers with small cash for incidental personal expenses on route, Imperial Airways Currency Coupons are on sale at the office of the Company at Sydney, Brisbane, Darwin, Sourabaya, Malacca and Singapore.

PASSPORTS. Each passenger entering or leaving Australia must be in possession of a valid passport carrying endorsements for all countries to be visited and visa for certain countries along the air route. Full particulars regarding passport requirements may be obtained from the Company or its agents.

INCOME TAX CLEARANCE. Any person travelling from Australia to an overseas destination must surrender to the Company before embarkation an income tax clearance certificate. This facility applies to persons in transit through Australia, as well as residents of the Commonwealth.

VACCINATION AND INOCULATION. The Company will gladly furnish details of vaccination and inoculation requirements for overseas travel and intending passengers are advised to obtain the latest possible advice on these requirements.

RADIOGRAMS. The Empire Flying-boats provide facilities for the receipt and dispatch of radio messages by passengers in flight. Full particulars of rates and conditions may be obtained from the Flight Deck.

Sydney—Bangkok—Hong Kong Service

Miles from Sydney	Airport	Local Standard Time	Days of Service
Sydney, Australia			
	dep.	07.00	Tues. & Sat.
3647	Bangkok, Siam	arr.	09.05 Sat. & Wed.
	dep.	09.30	Mon. & Thurs.
6950	Udon, Siam	dep.	08.30 "
8258	Hanoi, Fr. Indo China	dep.	11.25 "
8543	Port Bayard, Fr. Indo China	dep.	14.15 "
8825	Hong Kong, China	arr.	17.25 "

Hong Kong—Bangkok—Sydney Service

Miles from Hong Kong	Airport	Local Standard Time	Days of Service
Hong Kong, China			
	dep.	06.00	Tues. & Fri.
282	Port Bayard, Fr. Indo China	dep.	07.40 "
606	Hanoi, Fr. Indo China	dep.	10.30 "
895	Udon, Siam	dep.	13.35 "
1178	Bangkok, Siam	arr.	16.05 "
	dep.	09.30	Thurs. & Mon.
6825	Sydney, Australia	arr.	18.15 Mon. & Fri.

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QANTAS EMPIRE AIRWAYS LTD.

(Inc. in Queensland)
Traffic Office, Passenger Departure Station and Freight Reception Office.

SHELL HOUSE, MARGARET STREET, SYDNEY
Telephone: EW 4481. Telegrams: "Qantas, Sydney."

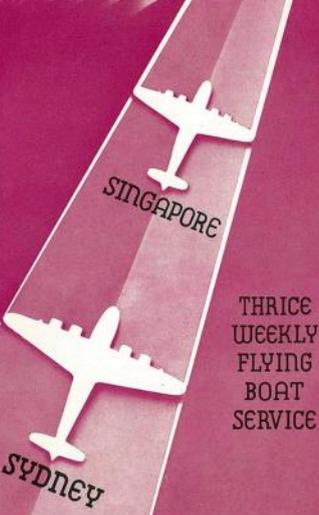
SOME OF THE COMPANY'S AGENTS:

- BRISBANE:** Qantas Empire Airways Ltd., 43 Cook Street. Telephone: B 3488. Telegrams: Qantas, Brisbane.
- GLADSTONE:** Dalgety & Co. Ltd. Telephone: Dalgety, Gladstone.
- TOWNSVILLE:** Burns, Fyfe & Co. Ltd., Flinders Street. Telephone: Burphill, Townsville.
- KARIMBA:** C. F. T. Alexander, Flying Boat Base.
- DARWIN:** Qantas Empire Airways Ltd., South and Renshaw Streets. Telephone: 11. Telegrams: Qantas, Darwin.
- KOEPANG:** N.V. Koninklijke Paketvaart Maatschappij. Telephone: 20. Telegrams: Paketvaart, Koepang.
- BIMA:** N.V. Koninklijke Paketvaart Maatschappij. Telephone: Paketrans, Bima.
- SOERABAYA:** Burns, Fyfe & Co. Ltd., Willemshoofd 2. Telephone: N 206. Telegrams: Qantas, Soerabaja.
- BATAVIA:** W. H. Cotter & Co., Red House West 42. Telephone: 103 Batavia. Telegrams: Cotvill, Batavia.
- SINGAPORE:** Mansfield & Co., Ocean Building. Telephone: 2120-2128. Telegrams: Airways, Singapore.
- MELBOURNE:** Qantas Empire Airways Ltd., Mr. G. Moffat, Traffic Representative, 14 Market Street. Telephone: M 1234. Telegrams: Qantas, Melbourne.
- HOBART:** William Crosby & Co. Pty. Ltd., 119 Cullinan Street. Telephone: 8122 and 3445. Telegrams: Crosby, Hobart.
- ADELAIDE:** Elder Smith & Co. Ltd., 21-23 Currie Street. Telephone: Central 3981. Telegrams: Eldersmith, Adelaide.
- PERTH:** MacRobertson Miller Aviation Co. Ltd., 110 St. George's Terrace. Telephone: B 9068. Telegrams: Avlathson, Perth.
- NEW ZEALAND:** Union Airways of N.Z. Ltd. (Union Steamship Co. Agents, branches throughout New Zealand.)
- LONDON:** Imperial Airways Ltd., Airways Terminus, Victoria Station. Telephone: Victoria 2111. Telegrams: Imperial, London.
- NEW YORK:** Imperial Airways Ltd., British Empire Building, 450 Fifth Avenue.

LOCAL AGENT —

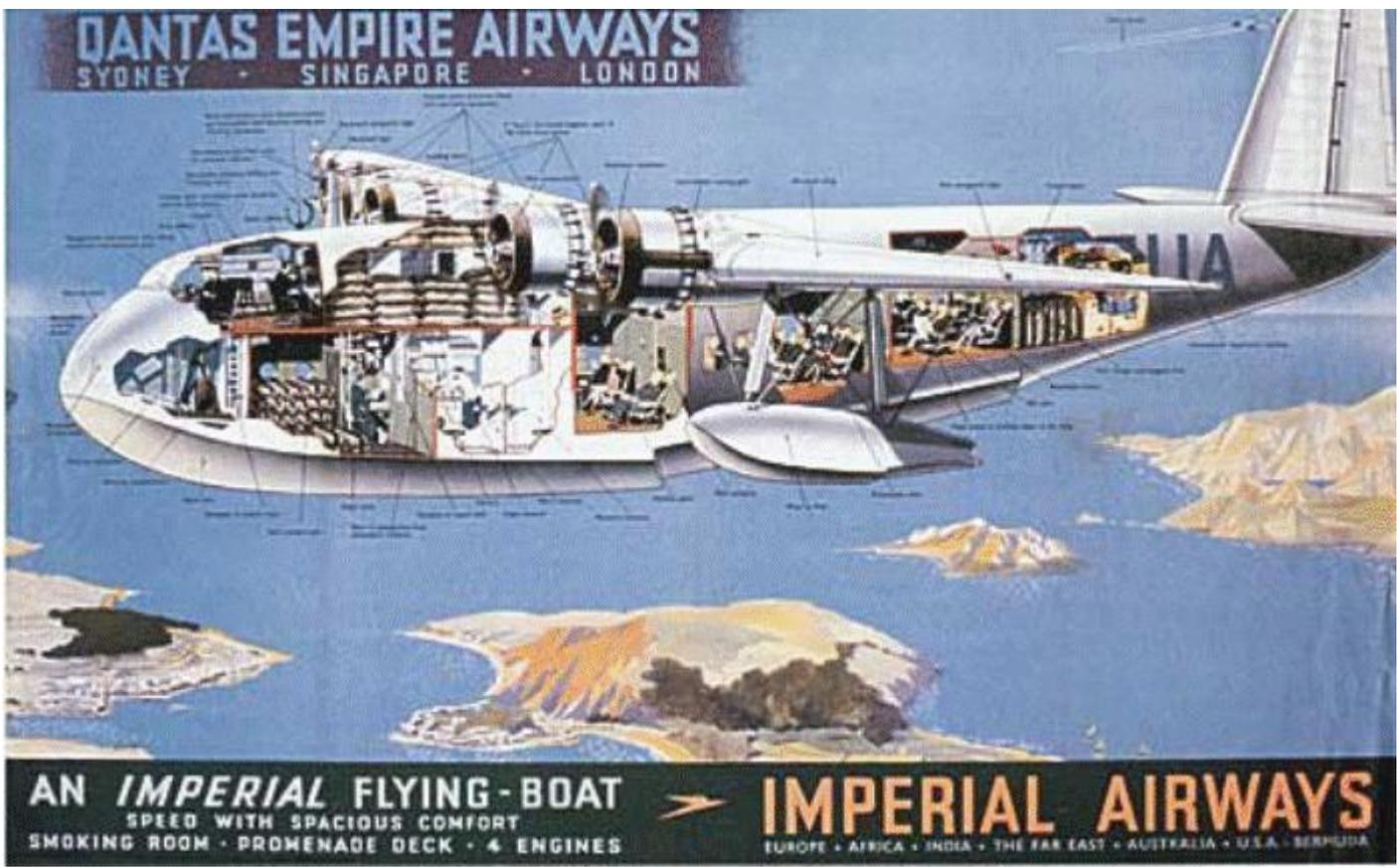
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QANTAS EMPIRE AIRWAYS



THRICE WEEKLY FLYING BOAT SERVICE

INFORMATION BOOKLET
TIMETABLE AND FARES SCHEDULE



AN IMPERIAL FLYING-BOAT
SPEED WITH SPACIOUS COMFORT
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