



The Times

May 2019

A journal of transport timetable history and analysis



**Inside: Stawell to Maryborough via Avoca
NSW PTs Part 2
No 747s wanted here**

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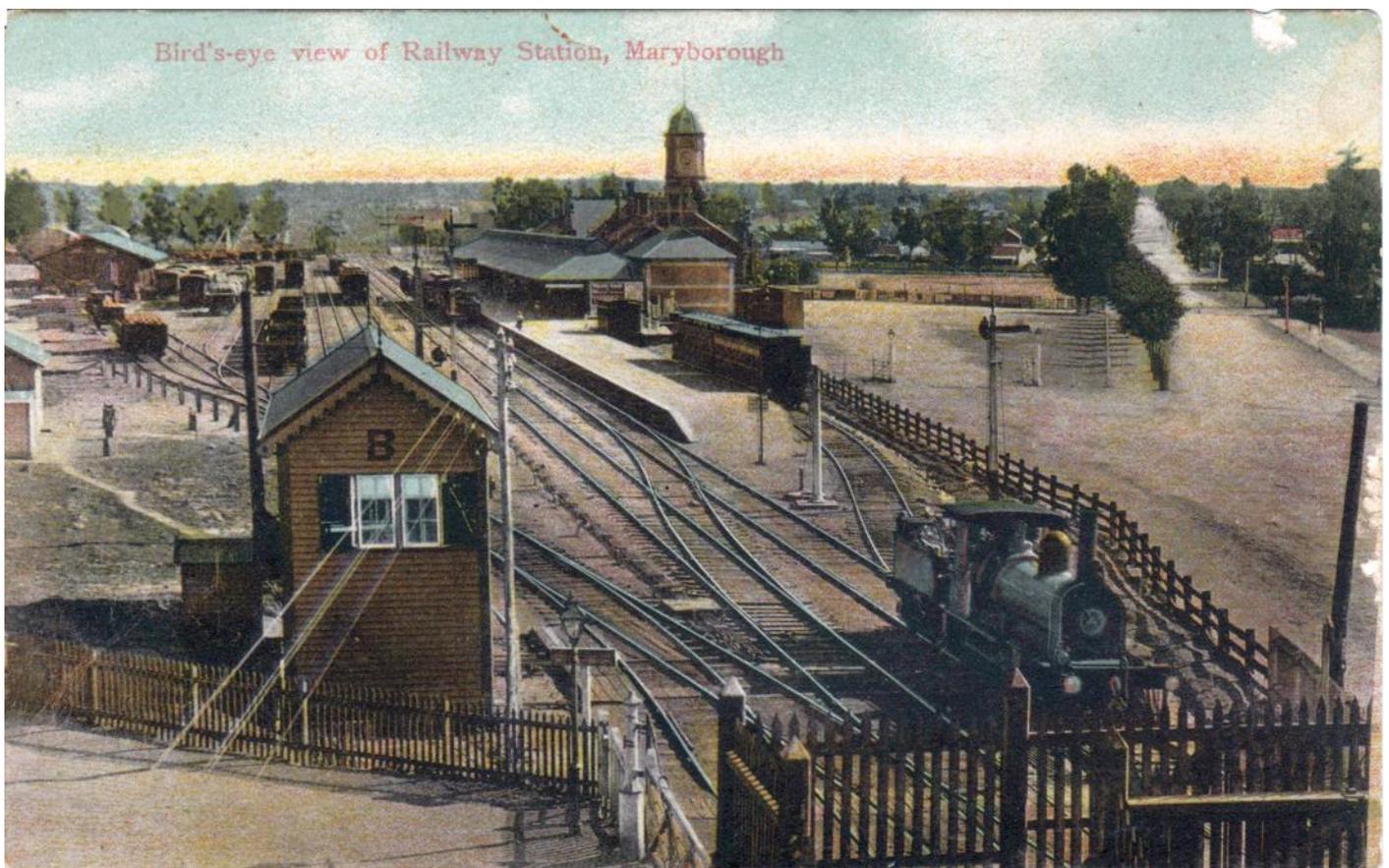
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Stawell to Maryborough via Avoca

DAVID HENNELL

Sometimes inspiration comes out of the blue (or, in this case, grey). The genesis of this article is the Edmondson ticket shown on the cover.

Victoria's scenically interesting Maryborough – Avoca – Ararat line has a very complex history:-

- Maryborough to Avoca broad gauge opened 21st October 1876
- Avoca to Ararat broad gauge opened 18th November 1890
- mixed trains replaced by a combination of passenger mail motor and AEC rail motor late 1936
- 102 hp Walker DRC introduced about 1950
- Maryborough to Ararat passenger service withdrawn 6th May 1957 (despite it being shown in the Northern & Midland WTT reissue of that date) – last day of operation being Saturday 4th May 1957
- Avoca to Ararat closed 9th July 1959
- Avoca to Ararat reopened 31st October 1966
- Maryborough to Ararat closed for gauge conversion 14th April 1995
- Ararat to Maryborough reopened as standard gauge 28th April 1996 (with dual gauge from Maryborough to Dunolly) but little used other than for wagon storage
- Ararat to Maryborough booked out 21st January 2005
- whole line rebuilt as part of the Murray Basin Rail Project and reopened 29th January 2018

Interesting though it is, the Ben Nevis – Navarre branch line (12th May 1914 – 24th February 1954, with its passenger service being withdrawn on 15th June 1931) isn't relevant here.

Now, let's look at the VR (29th) November 1954 Country PTT. Although no precise cover date is given, we know that it's the Monday 29th because the Wakool – Echuca fortnightly shoppers' Walker railcar last ran on Fri/Sat 26th/27th November 1954 and it doesn't appear in this timetable.

**TABLE 23—MARYBOROUGH,
AVOCA, ARARAT**

	Tue., Thur.	Mon., Wed., Fri., Sat.		Mon.	Tue. to Sat.
MELBOURNE R (Spencer-st.) ... dep.	a.m. 8 15	a.m. 8 40	ARARAT R ... dep. R.M. Stop. Pl., No. 46 Warra-Yadin ... Dunneworthy ... Ben Nevis ... Eversley ... R.M. Stop. Pl., No. 45 Elmhurst ... R.M. Stop. Pl., No. 44 R.M. Stop. Pl., No. 43 Amphitheatre ... R.M. Stop. Pl., No. 42 R.M. Stop. Pl., No. 76 R.M. Stop. Pl., No. 41 Avoca ... Homebush ... Bung Bong ... Adelaide Lead ... MARYBORO' R (See table 11) ... dep.	a.m. 6 50M	a.m. 7 50M
(See table 11)	Via	Via		\$	\$
(See table 10)	Castle- maine	Ballarat		7 1	8 1
	Noon	p.m. 1 20C		7 12	8 12
MARYBORO' R {	arr.	12 0C		7 18	8 18
Adelaide Lead ... dep.	Mon. to Sat.			7 25	8 25
Bung Bong ...	p.m. 1 40M			\$	\$
Homebush ...	1 48			7 36	8 36
Avoca ...	1 57			\$	\$
R.M. Stop. Pl., No. 41 ...	2 6			7 54	8 54
R.M. Stop. Pl., No. 76 ...	2 14			\$	\$
R.M. Stop. Pl., No. 42 ...	2 29			8 10	9 10
Amphitheatre ...	2 38		8 17	9 17	
R.M. Stop. Pl., No. 43 ...	2 48		8 26	9 26	
R.M. Stop. Pl., No. 44 ...	2 58		8 35	9 35	
Elmhurst ...	3 4		arr.	8 50C	
R.M. Stop. Pl., No. 45 ...	3 10		10 39M	Via Ballarat	
Eversley ...	3 23		dep.		
Ben Nevis ...	3 30				
Dunneworthy ...	3 38				
Warra-Yadin ...	3 40C				
R.M. Stop. Pl., No. 46 ...	4 20				
ARARAT R ... dep.	4 20				
MELBOURNE R (Spencer-st.) ... arr.	8 20				
				p.m. 1 58	

The Maryborough – Ararat service consisted of a Monday to Saturday Walker diesel railcar departing Ararat in the morning for Maryborough and returning early afternoon. Most direct connections to/from Melbourne at Maryborough were quite good – 20 min or 49 min – although the Tuesday and Thursday connection from Melbourne via Castlemaine (100 min) or to Melbourne via Ballarat on Monday (109 min) were longish but made somewhat less painful by the existence of a glorious railway refreshment room in a spectacular station building. And in the 21st century, one can visit this architectural gem from Ballarat and Melbourne in a sleek Vlocity railcar, much more comfortably and faster than was a Walker. Shoppers and those with appointments were also catered for by the generous time available in Maryborough. With 17 passenger locations in a 54½ mile journey, prospective passengers were well served by the Victorian Railways. It's a pity that VR wasn't so well served by the passengers.

The illustrated ticket is for the direct route from Stawell to Maryborough via Avoca. But one could also travel between Stawell and Maryborough via Ballarat.

TABLE 16—HORSHAM, SERVICETON, ADELAIDE				TABLE 17—LINTON					
	Mon. to Sat.	Mon. to Sat.	"The Overland" Daily, Sun. Incl.		"The Overland" Daily, Sun. Incl.	Mon.	Mon. to Sat.		Mon. to Fri.
MELBOURNE— (Spencer-st.) ... dep.	a.m. 8 40	p.m. 1 40	p.m. 8 0A	ADELAIDE R (S.A. Time) ... dep.	p.m. 7 0	a.m. ...	a.m. ...	MELBOURNE R (Spencer-st.) ... dep.	p.m. 1 40
(See table 14)				SERVICETON (S.A. Time) ... arr.	a.m. ...			BALLARAT R ...	arr. 3 40C
BALLARAT ...	arr. 11 2	3 40	9 52A	(Vic. Time) ... arr.	1 25			Wendouree ... dep.	4 25M
North Ballarat ...	dep. 11 18	3 55	10 12	(Vic. Time) ... dep.	1 55			Linton Junction ...	4 34H
Wendouree ...		*	*	Lillimur ...	*			Cardigan ...	
Wimmerera ...		4 9	*	Kaniva ...	2 22			R.M. Stop. Pl. No. 47 ...	
Burrumbec ...		4 14	*	Miram ...	*			Kopke ...	
								Haddon ...	
Trawalla ...		4 27	*	Diapur ...	*			Smythesdale ...	
Beaufort ...		4 36	*	Tarranginnie ...	*			R.M. Stop. Pl. No. 48 ...	
Middle Creek ...		4 50	*	Nhill ...	2 53			R.M. Stop. Pl. No. 49 ...	
Buangor ...		4 57	*	Salisbury ...	*			R.M. Stop. Pl. No. 50 ...	
Dobie ...		*	*	K'ata ...	*			R.M. Stop. Pl. No. 51 ...	
ARARAT R ...	arr. 12 35	5 17	11 18	Gerang Gerung ...	*			R.M. Stop. Pl. No. 52 ...	
Armstrong ...	dep. 12 55	5 30	11 29	DIMBOOLA ...	arr. 3 24	7 35	1 5	Newtown ...	5 17
Great Western ...		*	*	Wail ...	*		1 10	Happy Valley ...	
STAWELL ...	1 27	5 59	11 44	Pimpino ...	*		1 30J	R.M. Stop. Pl. No. 53 ...	5 35
Deep Lead ...		1 34	*	HORSHAM R ...		8 2	1 45C	LINTON ...	arr. 5 35
Glenorchy ...		1 45	*	Dooen ...	dep. 3 53	8 5	2 0		
Wai Wai ...		1 55	*	Jung ...	*	8 43	Y		
Lubek ...		2 4	*	MURTOA ...	arr. 4 16	8 31	2 26		
				Lubek ...	*	8 38	2 34		
MURTOA ...	2 30	6 47	12 24	Wai Wai ...	*	8 51	Y		
Jung ...	2 41	*	*	Glenorchy ...	*	9 0	Y		
Dooen ...	2 50	*	*	Deep Lead ...	*	9 10	Y		
HORSHAM R ...	arr. 3 10C	7 20		STAWELL ...	4 56	9 30	3 25		
Pimpino ...	dep. 3 25M	7 22	12 48	Great Western ...	*	9 41	Y		
Wail ...	3 40J	*	*	Armstrong ...	*	9 50	Y		
DIMBOOLA ...	arr. 4 0	7 50		ARARAT R ...	arr. 5 25	10 3	4 0		
Gerang Gerung ...	dep. 4 5		1 15	Dobie ...	*	10 18	4 20		
K'ata ...	4 20	*	*	Buangor ...	*	10 36	Y		
Salisbury ...	4 30	*	*	Middle Creek ...	*	10 43	Y		
Nhill ...	4 49	*	1 46	Beaufort ...	6 2	10 58	4 58		
Tarranginnie ...	5 1K	*	*	Trawalla ...	*	11 6	Y		
Diapur ...	5 7J	*	*	Burrumbec ...	*	11 20	Y		
Miram ...	5 21	*	*	Wimmerera ...	*	11 26	Y		
Kaniva ...	5 33	2 23	*	Wendouree ...	*	*	*		
Lillimur ...	5 44	*	*	North Ballarat ...	*	*	*		
SERVICETON (Vic. Time) ... arr.	6 0	2 55		BALLARAT R (See table 14) ... dep.	6 55B	11 50	5 50		
(S.A. Time) ... arr.	5 30	2 25		MELBOURNE R (Spencer-st.) ... arr.	7 15	12 5	6 10		
(S.A. Time) ... dep.			2 40		9 0	1 58	8 20		
ADELAIDE R (S.A. Time) ... arr.			9 0						

* Does not stop to pick up or set down passengers.
 § Stops only if required to pick up or set down passengers.
 A Passengers for Ballarat are not permitted to travel by "The Overland."
 B Passengers are not permitted to join "The Overland" at Ballarat.
 C Change trains.
 J Stops Mon., Wed., Fri. only.
 K Stops Tue., Thur., Sat. only.
 M Rail motor.
 N Stops Tue., Wed., Thur., Fri., Sat. only.
 Q May stop if required, to pick up passengers only or stations beyond Ararat, except Great Western, Stawell, Glenorchy, Murtoa and Horsham.
 R Refreshment room.
 Y May stop if required, to set down passengers only from stations beyond Horsham.

TABLE II—MARYBOROUGH via BALLARAT

	Mon. to Fri.	Sat.	Mon., Wed., Sat.	Fri.	Tue., Thur.	Sat.	Sun. to Fri. Incl.		Mon. to Sat.	Mon. to Sat.	Fri.	Mon., Tue., Wed., Thur.	Fri.
MELBOURNE R (Spencer-st.)	dep. a.m. ...	a.m. ...	a.m. 8 40	p.m. ...	p.m. 1 40	p.m. 1 40	p.m. 9 0						
BALLARAT R	arr. ...	... 11 2C	... 11 2C	... 3 10M	... 4 15M	... 4 15	... 11 12						
Waubra Junct.	dep. 7 5	7 5	12 10M	*	*	*	*						
Sulky	...	...	*	*	*	*	*				
Bald Hills	...	...	*	*	*	*	*				
Creswick	7 33	7 42	12 30	3 31	4 36	4 35	11 30						
North Creswick	7 36§	7 45§	12 32§	*	4 38§	4 38§	*						
Tourello	...	...	*	*	*	*	*				
Clunes	8 1	8 12	12 47	3 48	4 54	5 7	11 49						
Talbot	8 20	8 34	1 3	4 4	5 10	5 28	12 5						
Daisy Hill	8 45	9 5	1 20	4 20	5 25	6 0	12 27						
MARYBORO' R	dep. ...	... 1 30	... 1 30	... 5 30	... 12 32	... 12 32	... 12 32						

MARYBORO' R dep. a.m. 3 49, a.m. 10 39M, p.m. 12 40M, p.m. 4 10, p.m. 4 25
 Talbot ... 4 5, 10 55, 12 59, 4 29, 4 44
 Clunes ... 4 24, 11 12, 1 24, 4 50, 5 4
 Tourello ... *
 North Creswick ... *
 Creswick ... 4 42, 11 32, 1 46, 5 15, 5 29
 Bald Hills ... *
 Sulky ... *
 Waubra Junct. ... 2 1, 2 20C, 6 5, 6 10

BALLARAT R (See table 14) dep. 5 17, p.m. 12 5, 3 20A
MELBOURNE R (Spencer-st.) arr. 7 5, 1 58, 6 5

* Does not stop to pick up or set down passengers.
 § Stops only if required to pick up or set down passengers.
 A Via Geelong. (See table 24)
 C Change trains.
 M Rail Motor.
 R Refreshment room.

TABLE 10—MARYBOROUGH via CASTLEMAINE

	Mon. to Sat.	Mon. to Fri.	Sat.		Mon. to Sat.	Sat.	Mon. to Fri.
MELBOURNE R (Spencer-st.)	dep. a.m. 8 15	p.m. 5 45	p.m. 5 55	MARYBORO' R dep. a.m. 6 20M	p.m. 3 40M	p.m. 4 40M	
CASTLEMainer	arr. 10 27C	8 1C	8 23C	Carlislebrook ... 6 27	3 47	4 47	
Campbell	10 45M	8 10M	8 35M	Moolort ... 6 40	4 0	5 0	
Guildford	...	8 27	8 52	Joyce's Creek ... 6 56	4 14	5 14	
Strangway	...	8 42	9 7	Newstead ... 7 12	4 30	5 30	
Newstead	...	...	...	Strangway ... 7 12	4 30	5 30	
Joyce's Creek	...	...	...	Guildford ... 7 12	4 30	5 30	
Moolort	11 31	8 58	9 23	Campbell ... 7 35C	4 55C	5 55C	
Carlislebrook	11 45	9 12	9 37	CASTLEMainer (See table 1)	dep. 7 40	5 5	6 3
MARYBORO' R	arr. Noon 12 0	9 25	9 50	MELBOURNE R (Spencer-st.)	arr. 9 50	7 20	8 27

* Does not stop to pick up or set down passengers.
 § Stops only if required to pick up or set down passengers.
 C Change trains.
 M Rail Motor.
 R Refreshment room
 Z Buffet Car attached

It's interesting to note that the Ballarat to Maryborough service (Table 11) has been very variable in terms of the days of the week for many, many years – it still is to some extent in 2019 – whereas the Castlemaine to Maryborough service (Table 10) has been straightforward for a similarly extended period (and also still is). [This interesting situation was also the case for Bendigo – Echuca and Toolamba – Echuca at the time.]

In summary (but omitting ridiculous connections involving the *Overland* or Mildura overnight trains), in 1954 we have:-

		A	B	C	D	E	F
		Mon - Fri	Sat	Mon	Tue - Sat	Mon, Wed, Fri, Sat	Tue, Thu
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Stawell	d	4 56	4 56	4 56	4 56	9 30	9 30
Ararat	a	5 22	5 22	5 22x	5 22x	10 03	10 03
	d	5 25	5 25	6 50	7 50	10 18	10 18
Avoca		..	..	8 10	9 10	..	..
Ballararat	a	6 55x	6 55x			11 50x	11 50x
						p.m.	p.m.
	d	7 05	7 05	..	..	12 10	4 15
Maryborough	a	8 45	9 05	8 50	9 50	1 20	5 25

		G	H	I
		Mon - Thu, Sat	Fri	Mon - Sat
		a.m.	p.m.	p.m.
Maryborough	d	10 39	12 40	1 40
Ballarat	a	11 55x	2 20x	
	d	p.m. 3 55	p.m. 3 55	..
Avoca		..	..	2 14
Ararat	a	5 17	5 17	3 40x
	d	5 30	5 30	5 30
Stawell	a	5 59	5 59	5 59

Note that the *Overland's* 5 22 arrival at Ararat isn't shown in the PTT but is taken from nearby WTTs.

The quickest – but least reliable – journey from Stawell is Monday to Friday via Ballarat departing on the *Overland* at 4 56 a.m. (column **A**). Saturday's (**B**) was just as bad as well as being 20 min longer. The *Overland* was noted for its somewhat cavalier attitude towards timekeeping so the 10 min connection at Ballarat was definitely not guaranteed. The 9 30 a.m. from Stawell was the morning passenger from Horsham (Dimboola on Monday) which was definitely more reliable and the 20 min connection (**E**) to the Woomelang Walker railcar was probably OK but I would feel safer having notified the guard in advance. The Tuesday and Thursday Ballarat connection (**F**) allowed plenty of time in Ballarat to visit the renowned gardens by electric tram and have a leisurely picnic lunch beside attractive Lake Wendouree.

The journey to Maryborough via Avoca (columns **C & D**) was definitely the best option as the *Overland* would have had to be very late for even Monday's connection at Ararat to not work. Despite there being a railway refreshment room at Ararat, it is very doubtful that it would have been open around 5 30 a.m. or even 7 30 a.m. There may have been difficulties when a second division of the *Overland* was running as it ran behind the first division but I'm sure that the pleasant station staff at Stawell wouldn't have been too worried about you making a very short first division journey for your connecting train so early on a Monday morning.

Travelling via Avoca (column **I**) is the only realistic way when returning to Stawell. One arrives there at the same time if travelling via Ballarat, the Friday service that way (**H**) is nevertheless better than on the other days (**G**). 110 min at Ararat (**I**) is ample time to enjoy delicious VR milk coffee, one of the delights of rail travel now long gone. [Aside: when buying our cuppa, we would be a genuine customer but we'd be a passenger when booking our ticket or boarding our train. And, as we were voters, we did own all the trains in those days as we all had shares in the government railway.]

And what would a second class single journey from Stawell to Maryborough have cost our intrepid passenger in 1954?:- see below.

route	distance	2nd single (s/d) ♦	2nd single (£/s/d)	1966 decimal equivalent (\$)
Via Avoca	74 mi, 119 km	17/10	17/10	1.78
Via Ballarat	119 mi, 192 km	28/7	1/8/7	2.86

♦ The PTT fare table lists fares in this format.

The distance via Ballarat is 61% more than that via Avoca and the fare is 60% higher. (For the younger readers, '£/s/d' is read as 'pounds, shillings and pence'. Also, remember that 20/- = £1 and 12d = 1/-. This is a part of our heritage that is being severely downplayed nowadays, especially with regards to the pound unit symbols '£' (money) and 'lb' (mass).)

Some stations between Maryborough and Ararat were converted to rail motor stopping places during 1955 and 1956, so the next issue of the country timetable (October 1956) is given hereunder for comparison although the Maryborough – Ararat times are unchanged. However, the gremlins had been at work as the Avoca table says to travel from Melbourne to Maryborough via Ballarat on Monday, Wednesday and Saturday and via Castlemaine on Tuesday, Thursday and Friday whereas the Ballarat to Maryborough table shows Monday, Wednesday, Thursday and Saturday for a journey that way. So it appears that it was only necessary to travel via Castlemaine on Tuesday and Friday although one still could do so on other days if you felt so inclined. Having been converted to RMSPs, the former stations were no longer compulsory stops. The conversions were:-

Station	RMSP Number	Date of conversion
Adelaide Lead	36	10th October 1955
Bung Bong	35	1st September 1956
Homebush	31	27th August 1956
Eversley	13	15th October 1956 ♦

♦ This date confirms that the October 1956 PTT was issued in the second half of the month.

TABLE 23—MARYBOROUGH, AVOCA, ARARAT

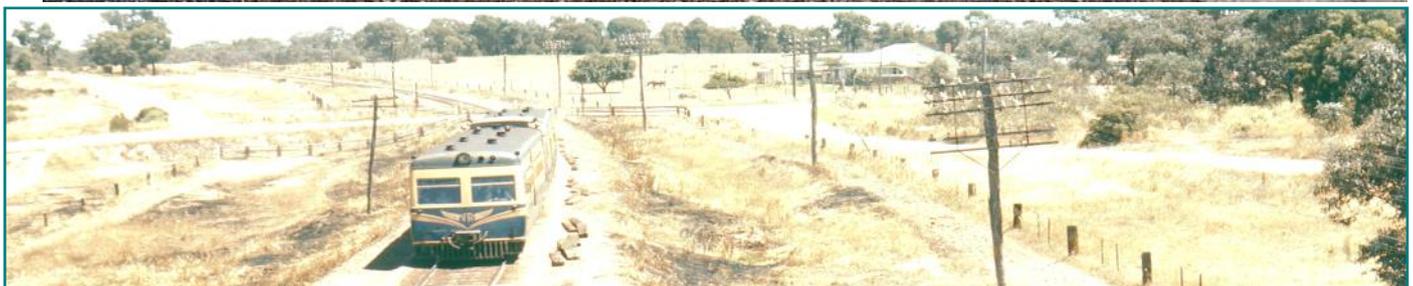
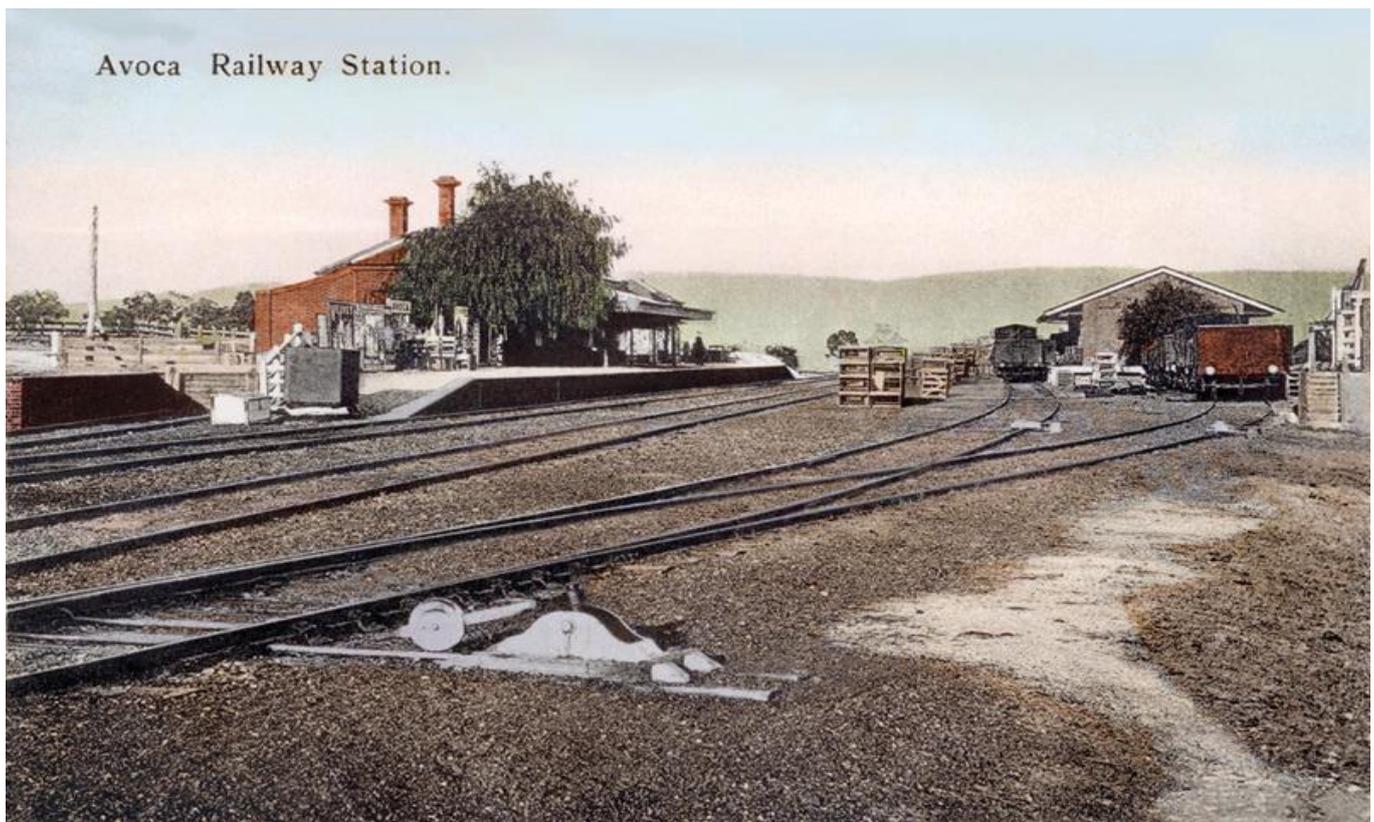
	Tue., Thur., Fri.	Mon., Wed., Sat.		Mon.	Tue. to Sat.
MELBOURNE R (Spencer-st.) ... dep.	a.m. 8 20	a.m. 8 40	ARARAT R ... dep.	a.m. 6 50M	a.m. 7 50M
(See table 11)	Via Castle- maine	Via Ballarat	R.M. Stop. Pl., No. 46 ...	\$	\$
(See table 10)	Noon	p.m. 1 20C	Warra Yadin ...	7 1	8 1
MARYBORO' R {	Mon. to Sat.		Dunneworthy ...	7 12	8 12
dep.	p.m. 1 40M		Ben Nevis ...	7 18	8 18
R.M. Stop. Pl., No. 36 ...	\$	\$	R.M. Stop. Pl. No. 13 ...	\$	\$
R.M. Stop. Pl., No. 35 ...	\$	\$	R.M. Stop. Pl., No. 45 ...	\$	\$
R.M. Stop. Pl., No. 31 ...	\$	\$	Elmhurst ...	7 36	8 36
Avoca ...	2 14	\$	R.M. Stop. Pl., No. 44 ...	\$	\$
R.M. Stop. Pl., No. 41 ...	\$	\$	R.M. Stop. Pl., No. 43 ...	\$	\$
R.M. Stop. Pl., No. 76 ...	\$	\$	Amphitheatre ...	7 54	8 54
R.M. Stop. Pl., No. 42 ...	\$	\$	R.M. Stop. Pl., No. 42 ...	\$	\$
Amphitheatre ...	2 29	\$	R.M. Stop. Pl., No. 76 ...	\$	\$
R.M. Stop. Pl., No. 43 ...	\$	\$	R.M. Stop. Pl., No. 41 ...	\$	\$
R.M. Stop. Pl., No. 44 ...	\$	\$	Avoca ...	8 10	9 10
Elmhurst ...	2 48	\$	R.M. Stop. Pl., No. 31 ...	\$	\$
R.M. Stop. Pl., No. 45 ...	\$	\$	R.M. Stop. Pl., No. 35 ...	\$	\$
R.M. Stop. Pl., No. 12 ...	\$	\$	R.M. Stop. Pl., No. 36 ...	\$	\$
Ben Nevis ...	3 4	\$	MARYBORO' R {	arr. 8 50C	9 50C
Dunneworthy ...	3 10	\$	(See table 11)	dep.	10 39M
Warra Yadin ...	3 23	\$		Via Ballarat	
R.M. Stop. Pl., No. 46 ...	\$	\$	MELBOURNE R	p.m. 1 58	
ARARAT R ... {	3 40C	\$	(Spencer-st.) ... arr.		
dep.	4 20	\$			
MELBOURNE R		\$			
(Spencer-st.) ... arr.	8 20	\$			

The (315th) October 1956 country timetable was the last one to feature rail travel via Avoca as the DRC was withdrawn on 6th May 1957. Also, Warra-Yadin was closed on 22nd April 1957, a mere fortnight prior to the withdrawal of the passenger service. Why not delay its demise for a few extra days?

A note about the Edmondson ticket:-

VR's country ticket practice changed dramatically on 1st January 1939 with the introduction of directional colours. Prior to this date, VR used forward and return colours, viz: Blue forward and Violet return for second class irrespective of direction. The new second class directional colours were Blue down and Grey up. Thus the existing Maryborough to Stawell via Avoca second single (Blue) would have remained on issue (unless it was one of the relatively few on Pink card) with its continuing numbers but a reprint on Grey card was required for Stawell to Maryborough via Avoca (this being an entirely up journey at the time) and the numbers would have started again at 0000, hence the very low number on the ticket illustrated. From 1939, a second single Stawell to/from Maryborough via Ballarat (if it existed) would have been printed on Blue with White circle card as the journey was both up and down. A ticket via Ballarat would probably have stated 'Via Beaufort & Talbot' (or vice versa) as these were the usual routeing stations used in the Ballarat – Ararat and Ballarat – Maryborough sections. [Note that I've adopted the late Keith Atkinson's convention that card colour takes a capital first letter whereas text colour has a lower case letter. Our ticket, then, is black text on Grey card. Keith was the author of a series of excellent books on Australian railway tickets and, hence, railway and social history.]

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An Editorial survey of Railway Public Timetables of Australasia (Part 2:—NSW 1935-1984)

VICTOR ISAACS

THE LAST COMPLETE SYSTEM timetable was 25 October 1925. By now, the NSWGR system was large. From 30 May 1926, there were two NSW Public Timetables, one for Suburban and one for Country. They retained the small page size. From either 1933 or 1934 both the

Country and the Suburban timetables were completely re-designed. The small page size was replaced by a large size, 7 x 9.5 inches. The appearance was substantially improved. However, the content was not. Indeed content was removed. Most information, except the timetables and fares was deleted. That

is, advertisements, conditions of travel, and connecting road services were deleted. The re-design may have been because of the prevailing depression or may have been to give a more modern appearance – probably for both reasons. For some years after the separation, the Suburban Public TT book included Newcastle as well

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3-Nov-1935

TABLE 4—continued. MELBOURNE—ALBURY—SYDNEY.

	Tues. Thurs. & Sats.	Mondays to Saturdays.		Tues. Thurs. & Sats.	Mondays.	Tues. to Sats.	Mondays to Saturdays.	
MELBOURNE dep.	a m	a m	a m	a m	a m	a m	p m	a m
(See Table 4a.)	7 45
ALBURY R { dep.	Mixed.	Mixed.	...	7 45
Albury Racecourse	9 20	9 35	...	8 10
Eftamogh	a	a	...	3 25
Table Top	a	a	...	10 40
Geogery	Mixed.	Mixed.	9 45	9 58	...	11 0
CULCAIRN R { dep.	10 10	10 29	...	4 15
Henty	10 40	11 5	...	4 15
Verong Creek	Mixed.	...	...	...	9 0	10 55	...	4 21
Kubura	11 25	11 47	...	4 37
The Rock	11 54	12 16	...	4 51
Hon Accord	12 4 8	12 30	...	5 1
Uranquity	p m	...	...	5 10
WAGGA WAGGA R { dep.	To Rand.	12 29	12 50	...	5 10
Bomen	...	7 25	...	...	a	a	...	5 27
Shepherds'	...	7 34	...	...	12 55	1 17	...	5 58
Harefield	1 56	2 15	...	6 8
JUNEE JCT. R { arr.	2a11	2a34	...	6 28
Marinna	3 6	3 a 0	...	7 40
Illabo	...	8 35	8 55	...	...	...	...	7 40
Bethunga	...	8 44	9 12	...	...	...	...	7 42
Frampton	...	8 57	9 48	...	...	...	...	7 42
COOTAMUNDRA R { dep.	...	9 23	10 55	...	...	...	...	8 a 0
Jindalee	...	9 33	12 5	...	...	...	...	8 23
Morrison's Hill	...	a	12 22	...	...	...	...	8 27
Walendbeen	...	a	12 39	...	...	...	...	8 27
Nabba	...	9 59	12 57	...	...	...	...	8 28
Demondrille Jct.	...	10 7	1 10	...	...	...	...	8 32
Murrumburrh.	...	10 17	1 28	...	...	...	...	8 43
HARDEN R { arr.	...	10 22	1 40	...	...	...	...	8 48
Cunningar	4 15	10 26	...	...	...	...	...	8 53
Yass Ponds	4 25	10 32	...	...	...	...	...	9 39
Galong	5 0	10 38	...	...	...	...	...	9 7
Binalong	...	10 45	...	...	...	...	...	9 14
Illalong Creek	...	10 57	...	...	...	...	...	9 40
Goondah	...	11 13	...	...	...	...	...	9 54
Downing	...	a	...	...	...	...	...	10 38
Yass Towns dep.	...	11 32	...	...	...	...	...	10 37
YASS JCT. R { dep.	...	11 33	...	...	...	...	...	10 10
Coolalie	To Bourou.	11 53	...	...	...	...	...	10 41
Jerrawa	...	p m	...	...	...	...	...	11 27
Colong	...	12 a 9	...	...	...	...	...	11 33
Gunning	...	12 33	...	...	...	...	...	...
Fish River	...	12 45	...	...	...	...	...	...
Cullerin	...	12 53	...	...	...	...	...	...
Breadalbane	...	a	...	...	...	...	...	...
Yarra	...	1 19	...	...	...	...	...	...
COULBURN R { dep.	...	1 31	...	...	...	...	...	...
MOSS VALE R { arr.	...	1 41	...	...	...	...	...	...
Bowers	...	2 5	...	...	...	...	...	...
Mittagong	...	3 16	...	...	...	...	...	...
Lidcombe	...	3 29	...	...	...	...	...	...
Strathfield
SYDNEY (Central).....arr.	...	5 30	...	...	...	...	...	...
	...	5 45	...	...	...	...	...	...

MORNING TEA.
will be provided FREE OF CHARGE by the Conductor to passengers occupying sleeping berths travelling in the Limited Express Train between Albury and Sydney.

For Notes a, b, d, and R, see page 1. z Change trains.

* Stops at stations marked "a," and also at stations between Campbelltown and Liverpool, where required, to set down passengers from Cootamundra and beyond. Notice must be given to the Guard.

† Stops at stations marked "r"; also at stations between Campbelltown and Liverpool where required to set down passengers from beyond Goulburn. Notice must be given to the Guard.

‡ Stops at stations so marked when required to set down passengers from Yarra and south thereof. Notice must be given to the guard.

§ Stops, when required, to set down passengers and to pick up passengers for Sydney only. Passengers wishing to alight must give notice to the Guard.

¶ On Sunday mornings also conveys passengers from places so marked and stops at Mittagong at 8.15 a.m. to pick up and set down passengers. Junction at Culcairn for Holbrook and Corowa Lines; at Henty for the Rand Line; at The Rock for Oaklands and Westby Lines; at Uranquity for Kywong Line; at Wagga Wagga for Tumbarumba Line; at Junee Junction for the Hay, Yanco-Griffith-Hillston-Roto and Tocumwal Lines; at Cootamundra for Tumut, Belloo, Stockinbingal-Ferbes, Lake Gargello, Ten-ora-Griffith, Rankin's Springs, Engle and Waradhan Lines; at Harden for Harden-Blayney, Grenfell and Eugowra Lines; at Galong for the Bourou Line; at Yass Junction for Yass Town; at Goulburn for Bombala, Canberra, Crookwell, and Taralga Lines; at Moss Vale for Line to Unanderra; at Mittagong for Mittagong-Picton Loop Line; and at Campbelltown for the Camden Line.

TABLE 21. NARRANDERA—TUCUMWAL.

Height	Distance.		Mons. to Fris. and Sundays.		Mons. to Thurs. and Fris.	Mondays to Sats.
Feet. 67	m. c.	SYDNEY (Central) dep. (See Table 4.)	Mail, 10 20 Mondays to Sats. 11 20	TUCUMWAL dep. 7 5	Mixed, a.m. 12 40	
685	399 41	JUNEE JCT. R { arr. 7 44 (See Table 19.)	7 44	FINLEY arr. 7 35	2 5	
576	350 29	NARRANDERA R { dep. 8 20 arr. 10 27	8 20	Langunya arr. 7 45	2 5	
541	373 6	Corobimilla R { dep. 11 26 arr. 11 26	11 26	BERRIGAN arr. 8 42	2 35	
432	376 69	New Park R { dep. 11 26 arr. 11 26	11 26	Green Swamp Rd. arr. 8 54	3 42	
421	380 37	Morundah R { dep. 11 26 arr. 11 26	11 26	Marrimby arr. 9 0	4 0	
408	390 18	Widgiewa R { dep. 12 29 arr. 12 29	12 29	Stn. Wunnamura arr. 9 0	4 0	
395	397 40	Coonong R { dep. 12 45 arr. 12 45	12 45	Wunnamura arr. 9 0	4 0	
384	394 33	Bundare R { dep. 12 58 arr. 12 58	12 58	JERILDERIE R { arr. 10 11 dep. 10 34	3 32	
371	312 40	North Yathong R { dep. 1 40 arr. 1 40	1 40	North Yathong dep. 10 34	4 34	
364	425 43	JERILDERIE R { dep. 1 50 arr. 1 50	1 50	Bundare arr. 11 55	4 34	
364	429 49	Wunnamura R { dep. 1 50 arr. 1 50	1 50	Coonong arr. 12 28	4 55	
364	430 59	Stn. Wunnamura R { dep. 2 11 arr. 2 11	2 11	Widgiewa arr. 12 28	4 55	
371	435 53	Marrimby R { dep. 2 11 arr. 2 11	2 11	Morundah dep. 1 30	5 13	
378	440 11	Green Swamp Rd. R { dep. 2 30 arr. 2 30	2 30	New Park arr. 2 55	6 8	
390	447 30	BERRIGAN R { dep. 2 59 arr. 2 59	2 59	NARRANDERA R { arr. 2 55 dep. 3 10	6 8	
377	452 38	Wait-a-While R { dep. 3 10 arr. 3 10	3 10	(See Table 19.)	6 18	
372	454 70	Leniston R { dep. 3 12 arr. 3 12	3 12	JUNEE JCT. R { dep. 7 5 arr. 7 5	6 18	
369	457 31	Curraghmohr R { dep. 3 10 arr. 3 10	3 10	Langunya arr. 7 5	6 18	
362	460 77	FINLEY R { dep. 3 12 arr. 3 12	3 12	TUCUMWAL arr. 7 5	6 18	
363	466 64	Langunya R { dep. 3 12 arr. 3 12	3 12	SYDNEY (Central) arr. 5 55	6 18	
364	472 46	TUCUMWAL arr. 3 37	3 37		6 18	

M Connecting train leaves Tucumwal for Melbourne at 4.5 p.m. on Mondays to Saturdays, due Melbourne at 10.12 p.m.
 N Connecting train leaves Melbourne at 7.45 a.m. on Mondays to Saturdays, arriving at Tucumwal at 12.25 p.m.
 Passengers for Broken Hill leaving Melbourne at 7.45 a.m. on Wednesdays, via Tucumwal, stay overnight at Narrandera or Griffith and so forward by 10.47 a.m. train from Narrandera (Griffith 11.15 p.m.) on Thursdays, connecting with Express train leaving Roto at 11.47 p.m. on same day; due Broken Hill at 7.30 a.m. on Fridays (7.0 a.m. Broken Hill time). See Tables 20 and 21.

TABLE 23. URANQUINTY—KYWONG.

Height	Distance.		Fridays.		Saturdays.
Feet. 67	m. c.	SYDNEY (Central) dep. (See Table 4.)	Mail, 10 20 Saturdays, a.m. 10 20	KYWONG dep. 2 25	Mixed, p.m. 2 25
661	330 53	URANQUINTY R { arr. 9 25 dep. 9 25	9 25	Galore arr. 2 40	2 40
660	337 33	Collingulle R { arr. 9 45 dep. 9 45	9 45	Arrojuel arr. 2 40	2 40
591	343 5	Belfrayden R { arr. 10 12 dep. 10 12	10 12	Bulgaray arr. 2 40	2 40
553	349 43	Arrojuel R { arr. 10 12 dep. 10 12	10 12	Belfrayden arr. 4 0	4 0
537	354 14	Galore R { arr. 10 29 dep. 10 29	10 29	Collingulle arr. 4 0	4 0
530	359 14	KYWONG R { arr. 12 3 dep. 12 3	12 3	URANQUINTY R { arr. 5 1 dep. 5 27	5 1
527	364 11	KYWONG arr. 12 3	12 3	SYDNEY (Central) arr. 6 20	6 20

For notes a and R, see page 1.

TABLE 22. WAGGA WAGGA—TUMBARUMBA.

Height	Distance.		Mondays and Thursdays.		Mondays and Saturdays.
Feet. 67	m. c.	SYDNEY (Central) dep. (See Table 4.)	Mail, 10 20 Tues. & Fris. a.m. 10 20	TUMBARUMBA dep. 11 15	Mixed, a.m. 11 15
610	321 48	WAGGA WAGGA R { arr. 9 15 dep. 9 15	9 15	Glenroy arr. 11 29	11 29
701	327 39	Forest Hill R { arr. 9 32 dep. 9 32	9 32	Wolsley Park arr. 12 4	12 4
686	333 26	Ladysmith R { arr. 9 59 dep. 9 59	9 59	Rosewood arr. 12 4	12 4
1017	338 59	Tamboolba R { arr. 10 5 dep. 10 5	10 5	Humula arr. 1 10	1 10
760	343 00	Corcubob R { arr. 11 17 dep. 11 17	11 17	Umbango Creek dep. 1 25	1 25
728	347 4	Dorambola R { arr. 11 17 dep. 11 17	11 17	Glenroy arr. 1 25	1 25
760	356 34	Tarcutta R { arr. 12 13 dep. 12 13	12 13	Tarcutta arr. 2 21	2 21
841	364 73	Umbango Creek R { arr. 12 51 dep. 12 51	12 51	Borambla arr. 2 36	2 36
920	373 25	Humula R { arr. 1 21 dep. 1 21	1 21	Corcubob arr. 3 10	3 10
1028	380 13	Rosewood R { arr. 1 50 dep. 1 50	1 50	Tamboolba arr. 4 20	4 20
1058	392 04	Wolsley Park R { arr. 2 58 dep. 2 58	2 58	Ladysmith arr. 4 32	4 32
1020	396 62	Glenroy R { arr. 3 44 dep. 3 44	3 44	Forest Hill arr. 4 57	4 57
2276	401 74	TUMBARUMBA arr. 4 15	4 15	SYDNEY (Central) arr. 5 55	5 55

TABLE 24. THE ROCK—OAKLANDS.

Height	Distance.		Tuesdays and Thursdays.		Sundays.		Tuesdays
Feet. 67	m. c.	SYDNEY (Central) dep. (See Table 4.)	Mail, 10 20 Weds. and Fris. a.m. 10 20	OAKLANDS dep. 10 45	Mail, 10 45		Mixed, a.m. 11 30
711	339 58	THE ROCK R { arr. 9 26 dep. 9 26	9 26	Coorabbin arr. 11 46	11 46		11 30
615	346 65	Tootool R { arr. 10 0 dep. 10 0	10 0	Uranangong arr. 12 2	12 2		12 2
613	351 41	French Park R { arr. 10 50 dep. 10 50	10 50	Utana arr. 12 16	12 16		12 16
691	356 27	Milbrulong R { arr. 11 23 dep. 11 23	11 23	Boree Creek arr. 12 25	12 25		12 25
585	360 22	Napier R { arr. 11 52 dep. 11 52	11 52	Yuluma arr. 12 49	12 49		12 49
518	363 63	Lookhart R { arr. 12 32 dep. 12 32	12 32	Boree Creek arr. 12 58	12 58		12 58
564	371 17	Long Park R { arr. 1 18 dep. 1 18	1 18	French Park arr. 1 49	1 49		1 49
491	374 62	Boree Creek R { arr. 1 48 dep. 1 48	1 48	Tootool arr. 2 23	2 23		2 23
455	382 45	Yuluma R { arr. 2 23 dep. 2 23	2 23	THE ROCK arr. 3 14	3 14		3 14
442	392 21	Cullivel R { arr. 2 56 dep. 2 56	2 56	SYDNEY (Central) arr. 5 55	5 55		5 55
395	400 14	Urana R { arr. 3 41 dep. 3 41	3 41				
405	405 64	Uranangong R { arr. 3 41 dep. 3 41	3 41				
439	412 6	Coorabbin R { arr. 3 41 dep. 3 41	3 41				
480	410 76	OAKLANDS R { arr. 3 41 dep. 3 41	3 41				

For notes a and R, see page 1.
 * Arrives Sydney at 6.20 a.m. on Sundays.

28-May-1944

Table 3—continued.

Waterfall, The National Park, Cronulla and Sutherland to St. James.

Table 3—continued.

Waterfall.	Heathcote.	Engadine.	The National Park.	Loftus.	Cronulla.	Woolooware.	Catlingbah.	Miranda.	Gymea.	Kirrawee.	Sutherland.	Janmarr.	Como.	Outback.	Mortdale.	Penrith.	Horsville.	Alawah.	Carlton.	Kogarah.	Rockdale.	Banksia.	Arncliffe.	Tempe.	Sydenham.	St. Peters.	Engle-ville.	Reefers.	Central.	Museum.	St. James.			
MONDAYS TO FRIDAYS—continued.																																		
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		
...		
Mondays and Fridays.																																		
5 39	5 45	5 49	...	5 54	...	...	...	...	...	...	5 57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mondays to Fridays.																																		
...	
Fridays only.																																		
...	
Mondays to Fridays.																																		
...
Mondays to Thursdays.																																		
...
Mondays to Fridays.																																		
...
Mondays to Thursdays.																																		
...

Arrives at Sydney Steam Station.

For notes b and d, see page 1.

as Sydney suburban services, and also the mainline between the two cities. Both Country and Suburban PTTs continued to be published during World War II. The covers of

representative timetables appear on our rear cover; some sample interior pages appear on our pages 9&10.

In 1983 the suburban timetable books moved to a larger page size, 20 x 27

cm, redesigned, modern appearance and glossy paper – all giving a pleasant appearance. These editions lasted until 1992. These books included timetables from Sydney to

FORBES—PARKES —ORANGE—BATHURST—WALLERAWANG—SYDNEY												
1-Nov-1970												
56	TABLE 25		DUBBO—WELLINGTON		ORANGE		BATHURST		WALLERAWANG		SYDNEY	
Train No.	Mons to Sats	2 Weds Suns	Suns only	22 Mons Weds Fris	36 Tues Thurs Sats	Tues Thurs Sats	12 Suns only	20 Suns only	60 Tues Weds Fris Sats	60 Thurs	58 Mons to Sats	
DUBBO R.... A/V lv	..	..	..	..	..	Rail Motor a.m.	..	..	..	..	..
Wongarbon .....	..	..	..	11 25	11 42	..	..	7 48	..	..	7 48
Geurie .....	..	..	..	11 56	12 7	..	..	8 22	..	..	8 8
Mary Vale .....	..	..	..	12 19	12 32	..	..	8 35	..	..	8 22
WELLINGTON .....	..	..	..	12 47	1 2	..	..	8 49	..	..	8 35
Dripstone .....	..	..	..	a	a	..	..	9 4	..	..	8 49
Mumbil .....	..	..	..	1 23	1 54	..	..	9 22	..	..	9 6
Stuart Town .....	..	..	..	a	a	..	..	9 39	..	..	9 24
Farnham .....	..	..	..	a	a	..	..	a	..	..	a
Store Creek .....	..	..	..	1 23	1 54	..	..	a	..	..	a
Euchareena .....	..	..	..	a	a	..	..	10 6	..	..	10 8
Kerr's Creek .....	..	..	..	a	a	..	..	10 45	..	..	10 47
Mullion Creek .....	..	..	..	a	a	..	..	..	..	..	a
Clergate .....	..	..	..	a	a	..	..	..	..	..	a
FORBES .....	..	..	..	..	..	10 59	7 0	..	5 55	5 55	..
Daroolbalgie .....	..	..	..	..	..	a	a	..	a	a	..
Tichborne .....	..	..	..	..	..	a	a	..	a	a	..
PARKES R ..A/V } ar	..	7d22	..	..	..	11 42	7 39	..	6 35	6 35	..
Mugincoble .....	..	7 32	..	..	11 50	12 30	7 54	..	7 10	7 5	..
Cookamidgera .....	..	..	..	..	12 3	..	a	..	7 26	7 21	..
Mandagery .....	..	..	..	..	12 32	..	8 9	..	8 11	8 6	..
Bumberry .....	..	..	..	..	..	..	a	..	a	a	..
Jeerabung .....	..	..	..	..	..	..	8 45	..	8 39	8 34	..
Meranburn .....	..	..	..	..	12 57	..	9 12	..	..	..	..
Manildra .....	..	..	..	..	..	..	..	..	..	..	..
Gregra .....	..	..	..	..	..	..	a	..	a	a	..
Pinecliffe .....	..	..	..	..	..	..	a	..	a	a	..
MOLONG .....	..	..	..	..	1 24	..	9 49	..	9 19	9 14	..
Amaroo .....	..	..	..	..	1 48	..	a	..	10 6	10 9	..
Borenore .....	..	..	..	..	..	..	10 25	..	10 6	10 9	..
ORANGE R ar	Diezel Train	..	Diezel Train	2x13	2x 8	..	10 51	11 6	10 32	10 35	11 8	
Train No. 86	Mons to Sats	..	78	28	28	..	20	..	60	..	58	
ORANGE R lv	7 10	..	Suns only	Exp * a	Exp * a	..	Sundays only	..	Mons to Sats	..	Mons to Sats	
Bloomfield	a	..	p.m.	2 15	2 26	..	p.m.	11 18	10 47	..	11 17	
Huntley	a	..	a	a	a	..	..	..	..	..	..
Spring Hill	7 25	..	w	a	b	..	..	..	..	..	..
Millthorpe	7 31	..	2 30	2 36	2a48	..	11a36	..	11a 5	..	11w34	
BLAYNEY	7 43	..	2 36	..	..	..	11a44	..	11a13	..	11w41
Newbridge	8 3	..	2 47	..	3 4	..	11 58	..	11 27	..	11 54	
Gresham	8 3	..	3 5	..	3a26	..	12 8	..	11 29	..	12 5	
Wimbledon	8 14	..	3 16	..	w	..	Mons a.m.	..	12a29	..	a.m.	
George's Plains	8 26	..	3 16	..	w	..	12a44	..	12a 5	..	12w39	
Perthville	a	..	3 28	..	w	..	12a59	..	12a20	..	..
BATHURST	8 39	..	3 41	..	a	..	..	..	12 34	..	1 7
Kelso	8 46	..	3 44	..	4 4	..	..	..	12 42	..	1 14
Raglan	a	..	a	..	4 8	..	..	..	..	..	..
Brewongle	9 4	..	a	..	w	..	..	..	..	..	..
Wambool	a	..	a	..	w	..	..	..	..	..	..
Locksley	9 17	..	4 2	..	w	..	..	..	..	..	..
Gemalla	a	..	4 15	..	w	..	..	..	..	..	..
Tarana Quarry	a	..	a	..	..	..	..	..	..	..	..
TARANA	9 34	..	4 32	..	4 a54	..	..	..	1 30	..	2w 3
Sodwalls	a	..	a	..	w	..	..	..	..	..	..
Rydal	9 52	..	4 50	..	w	..	..	..	2 4	..	..
WALLERAWANG	10 3	..	5 0	..	w	..	..	..	2 39	..	2 36
WANG	10 3	..	5 1	..	5y25	..	..	..	2 41	..	3 38
LITHGOW R	10x19	..	5x19	..	5y41	..	..	..	2 58	..	2 58
Penrith	10 30	..	5 30	..	5 49	..	..	..	3 6	..	3 6
Parramatta R	Mons to Sats	..	Suns only	..	Mons to Sats	..	..	..	Mons only	..	..
Strathfield R	12 20	..	p.m.	..	7k35	..	..	..	a.m.	..	a.m.
SYDNEY.. R	12d45	..	7 41	..	7d57	..	..	..	4d56	..	5d10
	12d59	..	8d 6	..	8d 9	..	..	..	4d40	..	5d38
	11d14	3 50	8 32	..	8 22	..	..	..	5d 6	5d19p	5d25
									5d23	5d38	5d43	
									5 40	5 52	6 0	

* Reserved seats only, see page 14. † Refreshments available on train. §§ See page 66 for explanation.
 For other explanatory notes, see page 60. ‡ Sleeping car attached, see page 16. ▽ Reservation of seats optional, see page 14.

Newcastle, Nowra, Southern Highlands and the Blue Mountains. See our pages 11-13.

The next period for suburban timetables, continuing until now, has

brought separate booklets for each line.

The corporate mayhem that overtook NSW Railways from the 1970s, with frequent re-organisations, is mirrored

in instability in the design of country public timetables. The Public Transport Commission of NSW took over from the NSW Railways in 1972. So began a period of ruthless cutbacks to branch line and, to a lesser extent,

1-Nov-1970

DUBBO — BOURKE

TABLE 26 57

Height	Dist.	Stations	Weds	Suns, Tues, Thurs	Mons	Fris	Weds	Thurs
Feet	miles							
67	—	SYDNEY R A/V... lv	*● p.m. 9 15 Thurs	*● p.m. 9 15 Mons, Weds, Fris	*● p.m. 9 15 Tues	*● p.m. 9 15 Sats	p.m. ..	* Exp a.m. 8 0 Thurs Diesel Train p.m. 1x56 2 25 4 58
2846	200½	ORANGE R ar	a.m. 3 26	a.m. 3 26	a.m. 3 26	a.m. 3 26	..	..
867	287	Do lv	3 34	3 34	3 34	3 34	..	..
		DUBBO R A/V... ar	6x32	6x32	6x32	6x32	..	..
		Do lv	7 4	7 4	7 22	7 22	..	5 5
936	296	Minore	7 21	7 21	7 39	7 39	..	5 22
811	304½	Webbs	a	a	a	a	..	a
786	309	NARROMINE ar	7 41	7 41	7 59	7 59	..	5 42
		Do lv	7 47	7 47	8 7	8 7	..	5 44
751	319	Mungeribar	a	a	a	a	..	a
718	329½	Trangle	8 12	8 12	8 32	8 32	..	6 9
705	334½	Myall Mundi	a	a	a	a	..	a
683	341	Cathedral	a	a	a	a	..	a
650	350½	NEVERTIRE ar	8 42	8 42	9 2	9 2	..	6 50
		Do lv	8 46	8 46	9 6	9 6	..	6 52
631	358½	Belaringar	a	a	a	a	..	a
600	370	Mullengudgery	a	a	a	a	..	a
586	378	Miowera	a	a	a	a	..	a
581	381½	Warrigal	a	a	a	a	..	a
570	386½	NYNGAN R ar	9 33	9 33	9 53	9 53	..	7 39
		Do lv	9 42	9 42	10 1	10 1	..	..
552	399	Summervale	a	a	a	a	..	..
589	405½	Grahweed	a	a	a	a	..	..
640	414	Girilambone	a	a	10 37	10 37	..	..
735	422½	Wilga Tank	To Cobar	10 18	a	a	..	..
738	433	Coolabah .....	..	10 40	10 59	10 59	..	..
526	450½	Glenariff .....	..	a	a	a	..	..
499	464½	BYROCK ar	..	11 17	11 39	11 39	..	..
		Do lv	..	11 28	11 41	11 41	3 34	..
400	485½	Dwyer's .....	..	a	a	a	..	..
375	491½	Boorindal .....	..	a	a	a	..	..
350	512½	BOURKE ar	..	p.m. 12x37	p.m. 12 40	..	4 34	..

STATIONS	Mons	Fris	Tues, Sats	Thurs	Mons, Weds, Fris
BOURKE lv	a.m. ..	a.m. ..	p.m. ..	p.m. 2 9	p.m. 2 19
Boorindal .....	..	..	..	a	a
Dwyer's .....	..	..	..	a	a
BYROCK ar	Motor	Diesel Train	Mixed 12 39	3 8 3 10	3 18 3 23
Do lv	..	..	..	a	a
Glenariff .....	..	..	..	a	a
Coolabah .....	..	..	1 42	3 47	3 59
Wilga Tank .....	..	..	a	a	..
Girilambone .....	..	..	2 26	4 8	4 21
Grahweed .....	..	..	a	a	a
Summervale .....	..	..	a	a	a
NYNGAN..R ar	..	..	3x29	4x44	4 56
Do lv	7 34	7 44	4 50	5 0	5 0
Warrigal	a	a	a	a	a
Miowera	a	a	a	a	a
Mullengudgery	a	a	a	a	a
Belaringar	a	a	a	a	a
NEVERTIRE ar	8 37	8 37	5 37	5 47	5 47
Do lv	8 53	8 53	5 38	5 48	5 48
Cathedral	a	a	a	a	a
Myall Mundi	a	a	a	a	a
Trangle	9 32	9 24	6 3	6 13	6 13
Mungeribar	a	a	a	a	a
NARROMINE ar	10 10	9 53	6 29	6 39	6 39
Do lv	10 10	9 53	6 31	6 41	6 41
Webbs	10 35	10 12	a	a	a
Minore	10x55	10x30	6 8	6 58	6 58
DUBBO..R A/V ar	..	..	7x 7	7x17	7x17
Do lv	a.m. 11 25	a.m. 11 25	p.m. 7 48	p.m. 7 48	p.m. 7 48
ORANGE R ar	p.m. 2x13	p.m. 2 26	11 8	11 8	11 8
Do lv	* Exp Mons	* Exp Fris	11 17	11 17	11 17
SYDNEY R A/V ... ar	p.m. 8 22	p.m. 8 22	a.m. 6x 0	a.m. 6x 0	a.m. 6 0

For notes a and R, see page 1. x Change trains. A/V Avis Rent-A-Car available, see page 4.
 ● Reservation of seats optional, see page 14.
 ▽ Reservation of seats optional, see page 14.

MELBOURNE - SYDNEY

-9-

	Sat	Mon to Fri	Tues to Sat	Mon to Sat	Sun	Mon to Fri	Mon to Fri Sat
MELBOURNE	AC R 0750	AC R 0754	AC R ..	AC R 0900	AC R 0945	AC R 1235	..
Sunshine	..	..	..	0919u	..	..	..
Broadmeadows	..	..	..	1007u	..	..	..
SEYDOUR	0909	0915	..	1119	1352	..	..
Euroa	0945	0948	..	1155	1425	..	..
Violet Town	0958	..	..	1208	..	..	..
BENALLA	1017	1016	..	1226	1453	..	..
WANGARATTA	1042	1041	..	1251	1518	..	..
Springhurst	1059	1055	..	1308	..	..	..
Chillern	1109	1107	..	1318	..	..	..
Barnawatha	..	..	..	..	..	..	..
WOODONGA	1131	1129	..	1340	1603	..	..
ALBURY	arr dep	1140 1140	0825n	1235A 1243A	1350	1615	1730
Table Top	..	..	..	..	..	..	1748
Georgy	..	..	0845a	..	..	..	1804
Culcairn	..	..	0859a	..	..	..	1818
Henty	..	..	0911a	..	..	..	1833
Yerong Creek	..	..	0922a	..	..	..	1848
The Rock	..	..	0933a	..	..	..	1902
Urquinty	..	..	0943a	..	..	..	1917
MAGGA MAGGA	arr dep	..	..	A	..	..	1934
Bomen	..	..	0957n	1410	..	..	1948
Harefield	..	..	..	..	..	..	1958
Junee	arr	..	1055n	..	..	..	2015
			Mon to Sat AC R	Inter-capital Day Light Express			2026r
	dep	..	1033	1444A	..	..	2100
Illabo	..	..	1046a	..	..	..	2119
Bethunga	..	..	1055a	..	..	..	2132
Cootamundra	..	..	..	..	..	..	2204r
	arr dep	..	1128	1534A	..	..	2225
Wallendbeen	..	..	1146a	..	..	..	2252a
Harden	..	..	1204	1615A	..	..	2327
Galong	..	..	1221a	..	..	..	2353
Binalong	..	..	1230a	..	..	..	0007
Bowling	..	..	1250a	..	..	..	0038a
Yass Junction	..	..	1300	1717A	..	..	0053
Gunning	..	..	1331a	..	..	..	0133
GOULBURN	arr	..	1414	1841A	..	..	0226
	dep	..	1422T	1845A	..	..	Tues to Sat 0232
Campbelltown	..	..	1638b	..	..	..	0512g 0501
Liverpool	..	..	1655d	..	..	..	0527g 0517g
Strathfield	..	..	1721d	2130d	..	..	0555d 0540d
SYDNEY	..	..	1735	2145	..	..	0612 0550

n - Change trains at Junee on Tuesday and Saturday. Train is air-conditioned between Albury and Junee on Thursdays only.
r - Refreshments available at this station.
A - For conditions of travel on Melbourne-Sydney express trains see page 11.
For explanation of symbols not shown above see page 16.

HARDEN - YOUNG - COWRA
BLAYNEY - COWRA

	Sun Tues Thurs	Mon Wed Fri	Tues Thurs Sat	Mon Wed Fri	Mon Wed Fri	Tues Thurs
SYDNEY	2230	AC R 0800	AC R 0800	AC R 0808	..	1405
Harden	0539x Mon Wed Fri	1324x	1324x	..	..	..
HARDEN	0600	1337	1337	..	..	..
YOUNG	0640	1415	1415	..	..	..
Bendick Murrell	..	1442a	..	..	..	..
Koorawatha	..	1501	..	..	..	..
Lithgow	arr	..	..	1026	..	1706x
	dep	..	..	1028	..	1720
BLAYNEY	arr	..	..	1224x	..	1931
	dep	..	..	1235	1745	1933
Carcoar	..	..	..	1253	1803	1951
Lyndhurst	..	..	..	1308	1818	2006
Woodstock	..	..	..	1333	1843	2031
COWRA	..	1530	..	1357	1907	2055

	Wed Fri	Tues Thurs Sat	Mon Wed Fri	Mon Wed Fri	Mon Wed Fri
COWRA	0625	1000	..	1050	1605
Woods stock	0643	..	..	1110	1625
Lyndhurst	0711	..	..	1138	1653
Carcoar	0726	..	..	1153	1708
BLAYNEY	0749	..	..	1214	1729x AC R
					1736
Lithgow	0751	..	..	..	1937
	1003x	..	..	..	1939
	1015	..	..	..	..
Koorawatha	..	1027	..	..	..
Bendick Murrell	..	1047a	..	..	..
YOUNG	..	1115	1115	..	..
HARDEN	arr	1155x	1155x	..	..
					2156
Harden	1313	..	..	1204	..
SYDNEY	..	..	..	1735	..

For explanation of symbols see page 16.

31-May-1982

A new style PTT appeared dated 4 June 1984. The front cover was more drab and the paper quality poor. It is oblong shape - 11 x 24 cm. From 15 December 1986 what was now called State Rail changed to individual

pamphlet PTTs for each region - Northern, Western, Southern. The page size was the same, but paper quality was improved to glossy.

End of Part 2 - NSW section continued

in June 2019

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Brisbane - No More 747's Here

JAMES T WELLS

THE VENERABLE BOEING 747 Jumbo Jet first entered service in 1969, fifty years ago.

They are gradually being withdrawn from service. [Our list](#) of Brisbane Airport international departures for a Monday in March shows not one B747 flight.

This source is comprehensive, with arrivals also available. No code share info is shown but it's great to have aircraft type included. Does any other Australian airport provide this? Brisbane does not provide it for domestic flights.

Not all services shown would run daily.

Qantas still has ten B747s in service but uses the far more modern Boeing 787 twin

engine Dreamliner for flights to Los Angeles from Brisbane. Airbus A330s also feature on the Qantas list for services to Narita, Hong Kong and Singapore and one flight to Auckland.

No decoding has been supplied for aircraft types in the list. Just remember that all the codes beginning with 7 are Boeings and all the ones with 3 are Airbus. The exceptions are "100" for the Fokker F100 and "140Y" for BAe 146 Freighter (-200QT & QC). More on these later.

A feature of aviation in recent years is the preponderance of narrow body types even for long over water flights. All flights to New Zealand apart from the one Qantas service and the China one.

Destinations look as one would expect but no direct service to India is available despite the large Indian population now in Australia. Manila does get Philippine Airline services on other days. Jakarta should be easily reached via Denpasar, Singapore or Kuala Lumpur.

If travelling to Honiara in the Solomon Islands be aware that the Solomon Airlines fleet has only five aircraft; one being the Airbus A320 rostered for IE701 at 10 am. Any delay is likely to be extensive.

Three other near Pacific destinations are flown to from Brisbane - Port Moresby with three flights but close together around 10 am. Air NG's flight uses an ancient Boeing B767, a type long withdrawn from Australian service.

Virgin's Fokker F100 for the Port Moresby flight is owned by Alliance Airlines, a Brisbane based charter operation.

North America is well served from

Brisbane with flights to Honolulu, Vancouver and Los Angeles. Not everyone likes transiting LAX Los Angeles for onward connections in the USA so Hawaiian which serves a number of mainland destinations as far afield as Boston may be a suitable airline for mainland access.

Jetstar has only one international departure on this day - to Denpasar (Bali). This compares poorly with services out of Sydney.

An airline you may not have heard of is Malindo (code OD). This is a recently formed Indonesian full service airline operating out of Malaysia. Its service to Denpasar and Kuala Lumpur departs at the distinctly unsociable time of 0700. Jetstar to Denpasar is only 20 minutes later. Malindo also flies into Melbourne and Perth.

Qantas customers will be pleased to know that there is a one stop option to London. But it does mean a six hour layover in Singapore to connect with QF1.

Maybe Emirates would be a better option. Leave at 2045 and arrive London 1140 with only a 2hr 20min layover in Dubai. The 2045 flight will be operated by an Airbus A380 which is generally popular with passengers. There are of course many other possibilities.

It's strange that three domestic freight flights are included; two to Sydney and one to Melbourne. Virgin's VA9582 operates with a BAe 146-200 four engine high wing aircraft owned by Pionair, a Sydney-based charter operator. These aircraft are over 30 years old.

The other two flights, prefixed by TFR, are a mystery to Flightradar24.

The list shows 19 airlines which is less — than half the number of international airlines that service Sydney. If one really wants to fly Scoot to Singapore or AirAsia to Kuala Lumpur then Gold Coast Airport at Coolangatta isn't all that far away — about 100km. Nor is Sunshine Coast Airport to the north, which has flights to Auckland operated by Air NZ on a seasonal basis.

Brisbane West Airport (Wellcamp) near Toowoomba does not yet have international passenger services but does have freight — Cathay Pacific to Hong Kong.

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BRISBANE AIRPORT INTERNATIONAL DEPARTURES Monday March 11					
Time	Flight	Airline	Destination	Via	A'craft
0:40	CX156	Cathay Pacific	Hong Kong		359
2:35	EK433	Emirates	Dubai	Singapore	77W
6:10	VA151	Virgin Aust	Auckland		73H
7:00	OD158	Malindo	Kuala Lumpur	Denpasar	738
7:00	QF135	Qantas	Christchurch		73H
7:20	JQ57	Jetstar	Denpasar		788
8:15	QF119	Qantas	Auckland		333
8:30	VA125	Virgin Aust	Christchurch		73H
8:35	NZ732	Air NZ	Auckland		320
8:50	KE124	Korean	Seoul		789
9:10	QF57	Qantas	Port Moresby		73H
9:10	SQ256	Singapore	Singapore		359
9:15	VA175	Virgin Aust	Nandi		73H
9:20	QF61	Qantas	Narita		333
9:30	QF97	Qantas	Hong Kong		333
9:30	VA153	Virgin Aust	Auckland		73H
9:35	VA39	Virgin Aust	Port Moresby		100
10:00	IE701	Solomon	Honiara		320
10:10	CZ382	China Sthn	Guangzhou		333
10:10	VA43	Virgin Aust	Denpasar		73H
10:15	VA59	Virgin Aust	Port Vila		73H
10:20	QF15	Qantas	Los Angeles		789
10:35	CX150	Cathay Pacific	Hong Kong		333
10:40	PX4	Air NG	Port Moresby		763
11:05	AC36	Air Canada	Vancouver		788
11:15	NZ136	Air NZ	Auckland		77W
11:30	HU412	Hainan	Shenzhen		332
11:50	QF51	Qantas	Singapore		333
13:00	CI53	China	Auckland		359
14:00	TG474	Thai	Bangkok		772
14:45	SQ236	Singapore	Singapore		359
17:20	QF125	Qantas	Auckland		73H
17:25	QF55	Qantas	Los Angeles		789
17:40	NZ804	Air NZ	Christchurch		320
17:50	NZ734	Air NZ	Auckland		32Q
17:55	VA105	Virgin Aust	Wellington		73H
18:10	SQ266	Singapore	Singapore		772
18:40	VA159	Virgin Aust	Auckland		73H
18:50	TFR21	Freight	Sydney		73F
20:30	VA9582	Virgin Aust	Sydney		14Y
20:45	EK435	Emirates	Dubai		388
21:45	HA444	Hawaiian	Honolulu		332
22:25	EK431	Emirates	Dubai		77W
22:25	EY485	Etihad	Abu Dhabi		789
23:05	CI54	China	Taipei		359
23:20	MH134	Malaysia	Kuala Lumpur		333
23:25	SQ246	Singapore	Singapore		359
23:30	TFR42	Freight	Melbourne		73F

FROM 3rd NOVEMBER, 1935.

FROM 3rd NOVEMBER, 1935.

TIME TABLE

DEPARTMENT OF RAILWAYS
NEW SOUTH WALES

COUNTRY SERVICES

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EFFECTIVE 6TH DECEMBER, 1981
(Revised to 31st May, 1982)

STATE RAIL AUTHORITY OF NEW SOUTH WALES

No. 90



The new NSW Rail XPT train near Menangle, NSW. Photo courtesy of National Archives of Australia NAA: A8746, KN29/3/83/39

FROM 28th MAY, 1944.

FROM 28th MAY, 1944.

TIME TABLE

DEPARTMENT OF RAILWAYS
NEW SOUTH WALES

SYDNEY AND NEWCASTLE SUBURBAN SERVICES

TIME TABLE

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