

The Times

January 2021

A journal of transport timetable history and analysis



Ticketing and
Service Information



Sydney Buses Timetable
East Lindfield & Northbridge
to City & Milsons Point



► Effective 11 October 2009

202 207
203 208
204 209
205 210
206



Routes 202, 203, 204,
205, 206, 207, 208,
209, 210

Services between East Lindfield,
East Roseville, East Willoughby, Northbridge,



Lost Property

Please take all items with you before you leave the bus. If you find an item left on the bus, please notify the driver.

Please keep your bus ticket to help identify the bus involved.

Lost property enquiries can be made by telephoning Transport Info on 131500.

Inside: Over the Northbridge bridge
Stonington & Providence 1853 ETT
Cowra—every which way

RRP \$4.95
Incl. GST

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Letter from Derek Scrafton

Congratulations to you and the authors for a superb December 2020 edition. Permit me to make a few comments.

On James Wells' Broken Hill article:

The comparatively short-lived ANR passenger service to and from Adelaide was one attempt by AN to determine whether use could be found for the ex-CR Budd cars; another was a service between Adelaide and Whyalla. As to the interstate bus service, James is correct in saying that Section 92 of the Australian Constitution means passengers from Broken Hill could be dropped off anywhere *en route* (or picked up for Broken Hill) should the carrier wish to encourage such traffic. Also, there is no reason for a SA regulator to protect any section of route for carriage of intrastate business if there are no other services on the days that the Broken Hill bus is operating, e.g. between Adelaide and the Peterborough turn-off.

On bus route numbering in SA:

I would just like to clarify a point on Adelaide's public transport in President Hilaire's article: The 'public discontent' concerned far more than just the removal of bus stops mentioned in the article, though that plan was bad enough. The main opposition was to route changes required to create the proposed new network; they could not be described as user-friendly. Many routes were altered and some were discontinued completely – it was current passengers on these routes in particular who expressed their strong opposition to the plan. Certainly the proposed new numbering system might be user-friendly, but the network and services would not be, except for those users who live along or close to major corridor bus routes.

Reply from Hilaire Fraser

Many thanks to Derek Scrafton for his clarification on the proposed new Adelaide Bus Network. I agree with Derek that the proposed network was not user friendly, even though the route numbering might have been easier to understand.

By Bus to the City

JAMES T WELLS *and article notes*

Daddy. There's no bus at 8 o'clock. What will I do?"
 Father "That can't be right, it's the height of the peak hour. Show me."

Here tis (below):

True, no bus between 6:50 and 9:03.

Father: "Go and look at trip planner".

"Thank you. Yes, there is one at 8:02 but it says the route number is the 206. There's an earlier one at 7:37 which means a change from the 209 to the 205. Don't want that!"

Let's look at the geography. The 200 series buses, the 207 being the prime off peak service, connects the City of Sydney with Cammeray, Northbridge, Castlecrag, East Roseville and East Lindfield, suburbs to the east of the North Shore railway. To the east of the area is Middle Harbour Creek.

The journey is an interesting one because both the Sydney Harbour Bridge and the Long Gully (Northbridge Suspension) Bridge are crossed; the latter's unofficial name stemming from how it was originally built. Subsequently it became a massive concrete structure.

The journey is far from continuous on one main road. Inbound from the East Lindfield Community Centre, there are about sixteen 90 degree turns that need to be made.

No	From	To	Via
202	N'br - CPk	City	
203	C'crag	Mil. Pt.	
204	N'br - CPk	City	F'way
205	E. W'by	City	F'way
206	E. L'field	City	F'way
209	E. L'field	Mil. Pt.	

The inbound services are the only ones, apart from the 263, that use the Cahill Expressway to access the City. There used to be a stop on the Expressway; there isn't one now.

The M-F inter-peak pattern is as follows, both half hourly:

202 Northbridge Clive Park via North Sydney.

207 East Lindfield via North Sydney.

In railway terms, the 202 would be a 'branch' service. Clive Park is about 2 km from the junction.

A noteworthy variation on this, is that the early morning and late night services are combined to run as the 208; i.e. passengers travelling through Northbridge have to endure the out and back of going to Clive Park.

Another 'branch' service is that to

Castlecrag, provided by the 203. This operates only M-F peak hours and runs to North Sydney and Milsons Pt., not the City. The 'branch' is about 1.5 km long. The area is also served by the 275 to Chatswood: 4 trips M-F, 5 on Saturday.

The peak hour is best summarised in the Table above.

There are various imbalances between inbound and outbound services with these routes and some short working. For example, the 204 has more starters at Abbott St. at Cammeray than starters at Northbridge. These Abbott St. starters pick up at only one stop on their journeys. I wonder how crowded they are!

In the evening, there are no terminations at Abbott St., but there are three at Bellambi St. in Northbridge.

207 East Lindfield to City Bridge St via North Sydney							
Monday to Friday							
Ulmara Pl after Wellington Rd, East Lindfield	-	-	-	-	-	-	09:20
East Lindfield Community Hall, Crana Ave, East Lindfield	-	05:46	06:20	06:50	09:03	09:24	09:54
Addison Ave at Babbage Rd, Roseville	-	05:53	06:27	06:58	09:10	09:31	10:01
Eastern Valley Way opp McClelland St, Middle Cove	05:28	05:58	06:32	07:03	09:19	09:38	10:08
Strathallen Ave after Sailors Bay Rd, Northbridge	05:33	06:03	06:37	07:09	09:25	09:45	10:15
Miller St opp Abbott St, Cammeray	05:36	06:07	06:41	07:13	09:29	09:49	10:19
Miller St at Falcon St, North Sydney	05:38	06:10	06:44	07:16	09:32	09:52	10:22
Miller St at Pacific Hwy, North Sydney	05:41	06:14	06:48	07:21	09:37	09:57	10:27
Bridge St at Gresham St, Sydney	05:49	06:22	06:56	07:31	09:47	10:07	10:37

2min ▶ B 209 ▶ 205 ▶ 3min
 07:37 - 08:30 53min

2min ▶ B 206 ▶ 3min
 07:47 - 08:38 51min

2min ▶ B 206 ▶ 3min
 08:02 - 08:52 50min

209

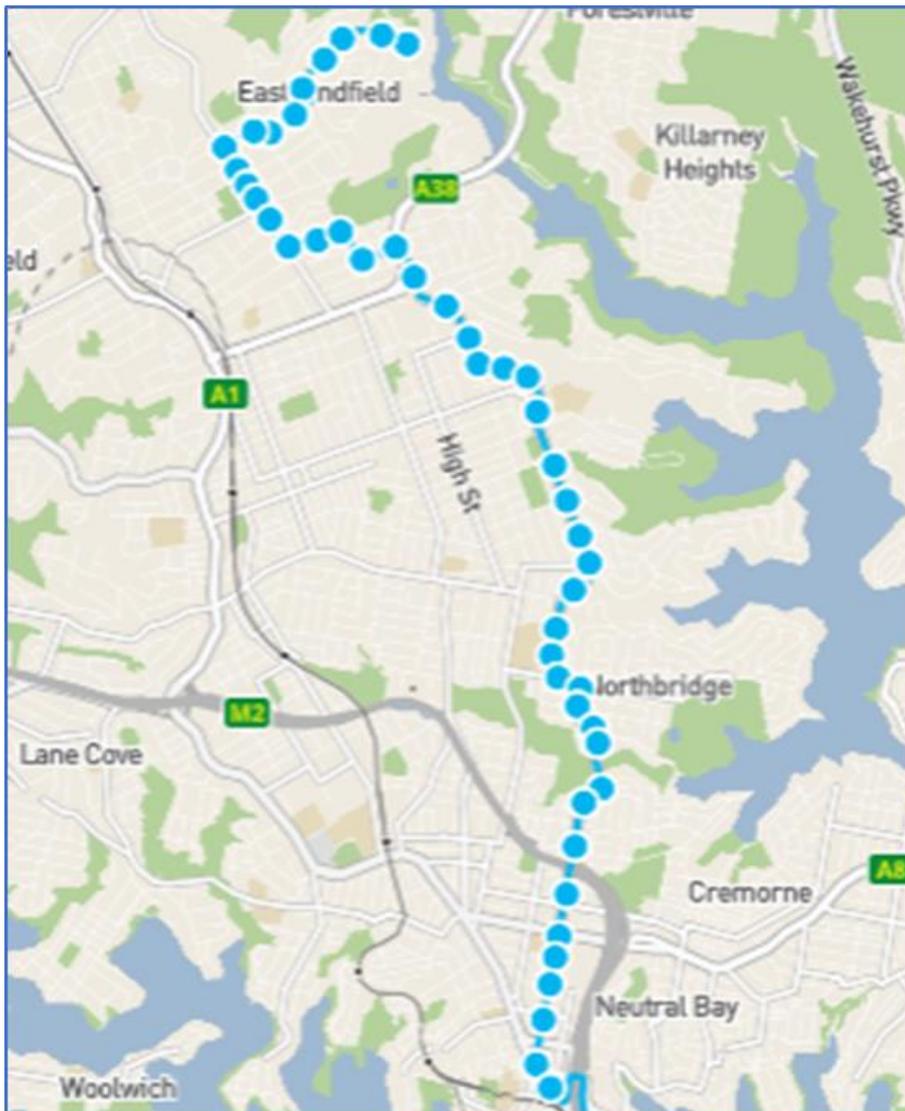
East Lindfield to Milsons Point North Sydney

Monday to Friday

	♿	♿		
East Lindfield Community Hall, Crana Ave, East Lindfield	-	-	07:17	-
Addison Ave at Babbage Rd, Roseville	07:09	07:19	07:24	-
Stan St opp Willoughby Bus Depot, Willoughby East	-	-	-	07:33
Eastern Valley Way opp McClelland St, Middle Cove	07:14	07:27	07:32	07:37
Strathallen Ave after Sailors Bay Rd, Northbridge	07:20	07:33	07:38	07:43
Miller St opp Abbott St, Cammeray	07:24	07:37	07:42	07:47
Miller St at Falcon St, North Sydney	07:26	07:39	07:44	07:49
Miller St before Pacific Hwy, North Sydney	07:32	07:45	07:50	07:55
Olympic Dr before Alfred St, Milson's Point	07:42	-	08:02	08:08

Not included here—but perhaps it should be—is the recently-introduced Forest Coach Lines direct service from St Ives to the City- the 194 and 194X.

These parallel the 207, etc. from Archbold Rd., East Lindfield, all the way to Cammeray. Access to Sydney QVB is then via the freeway. There is



also the two services a day 594 from North Turramurra.

The 194 provides a far superior service. The 202 off peak, as far as Cammeray, is six buses an hour versus two (four after Northbridge) via the freeway routing (which saves about seven minutes), and direct access to the heart of the City at the QVB.

I have two questions about all of this. The first is whether this structure should be rationalized. The second is about information for the customers.

There would be a strong case to number 205 services (East Willoughby) as 206. This would make it compatible with the 209 which does feature starters from East Willoughby, as well as those from East Lindfield.

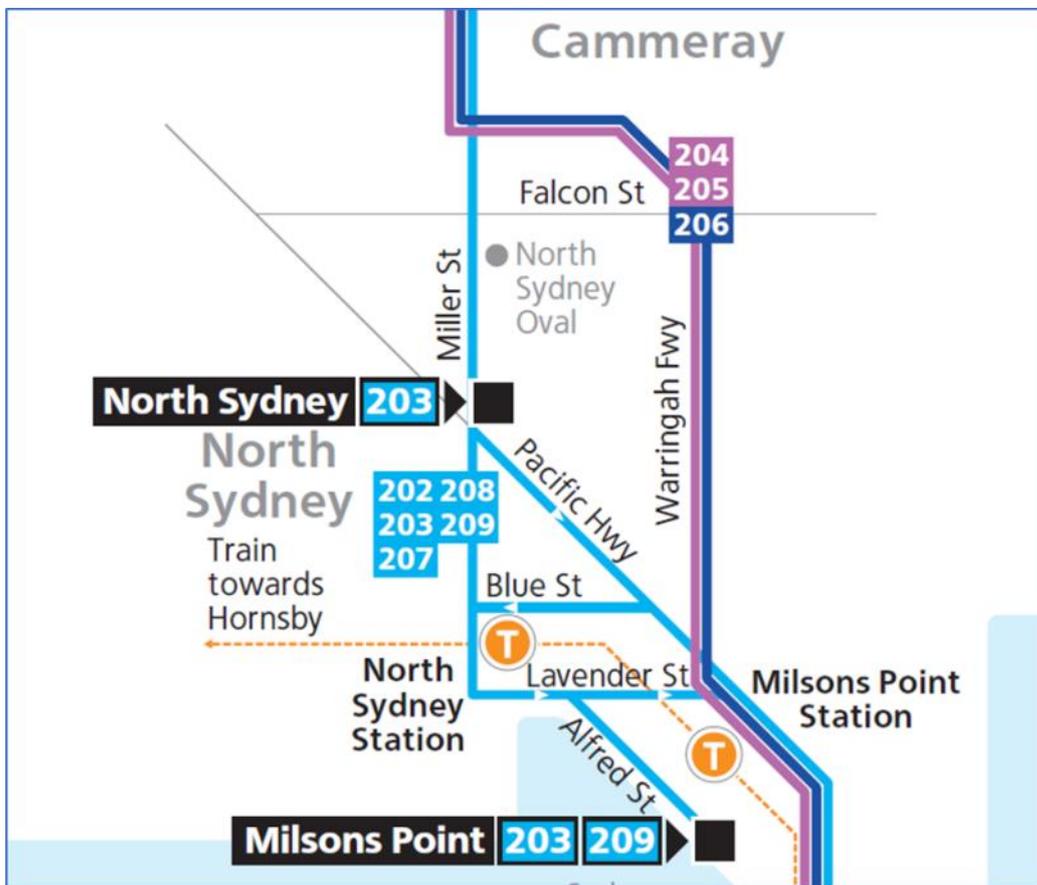
Is there a need for the 209? Perhaps these services could be numbered 202? The only difference with the 202s would be terminating / starting at Milsons Pt.

With the availability of Trip Planner, the information situation has now changed dramatically. Prior practice with published timetables would have been to include all the 200 series routes in the one timetable. Some would prefer this today, but it's not unreasonable to keep the PDFs to one route and keep them simple.

What is needed is some cross-referencing. The 202 timetable should indicate on the front page that it is not full time, i.e. not daily from about 5 am until midnight, and it should make reference to other timetables as appropriate.

A word about maps. Some, but not all, PDFs have a very diagrammatic "weedy" map, e.g. the map at left. It is difficult to get an overview with these even if zooming helps with the detail.

There is a useful on-line map showing all the stops [<https://transportnsw.info/routes/details/sydney-buses-network/202/26202>]. This is for the 202. Stops are listed on the left hand side. [bottom map, page 5]



Route map

Northbridge to City Bridge St via North Sydney Today (Tue)

Stops

- Clive Park, Sailors Bay Rd
Northbridge (Stop ID 206323)
- Sailors Bay Rd at Bourmac Ave
Northbridge (Stop ID 206324)
- Sailors Bay Rd at Aubrey Rd
Northbridge (Stop ID 206325)
- Sailors Bay Rd opp Weetawaa Rd
Northbridge (Stop ID 206326)
- Northbridge War Memorial, Sailors Bay Rd
Northbridge (Stop ID 206328)
- Northbridge Golf Club, Sailors Bay Rd
Northbridge (Stop ID 206329)
- Northbridge Public School, Sailors Bay Rd
Northbridge (Stop ID 206330)
- Sailors Bay Rd opp Tunks St
Northbridge (Stop ID 206331)

mapbox © Map copyright | © Mapbox © OpenStreetMap Improve this map

Please Note: At various times of the day, the route may divert or have a different stop sequence. This route shows all variations throughout the day. Use the [Trip Planner](#) to view the stop sequence and accessibility information.

The Stonington and Providence Railroad—*ante* Standard Code of Rules by KENT HANNAH

These two towns indicated by the red stars in the map on page 11

Recently, I picked up a water-stained copy of a Stonington and Providence Railroad Employee Timetable (below) which was evidently from a scrap book, judging from the remains of the paste on the back. It was on eBay and had no other bidders. I actually had put in a rather high bid for it because I wanted to read the notes under the train columns, which were not legible from the online image.

Timetable No. 17 of April 25 1853, would appear to the reader to be from the first series. However, this is an example of a timetable that raises many more questions than there are easy answers—especially when

dealing with a 167-year old employee timetable. As a backgrounder, I have written an article on the Inland and Shore Line routes between New York and Boston [see following article]. The Stonington & Providence eventually became a segment of the “Shore Line” although, in 1853, tracks did not extend west of Stonington, CT.

The New York & Stonington Railroad was chartered in Connecticut in May 1832 and the New York, Providence and Boston Railroad was chartered in June 1832 in Rhode Island. On July 1 1833, the two companies were merged to form a second New York, Providence & Boston Railroad Co. Today, Wikipedia states that the subsidiary Providence & Stonington

Railroad (note incorrect name) broke ground at Stonington on August 14, 1833 and completed the line to a pier in South Providence, Rhode Island on July 29, 1844. Only the first 5½ miles of the road was in Connecticut and the balance was in the Rhode Island Plantation. On May 1 1848, it is referenced that the New York Providence & Boston opened an extension into Providence Union Station. I should add that the traditional historical source-book for New England Railroads, *The Formation of the New England Railroad Systems-A study of Railroad Combination in the Nineteenth Century*, by George Pierce Baker in 1937, did not list the Stonington &

No. 17.

Stonington and Providence Railroad

TIME TABLE.

Monday, April 25th, 1853.

No Train will be allowed to leave a Station before the time specified in this Table, as regulated by Clock at Providence Station.

FROM STONINGTON.				April 25th, 1853.		FROM PROVIDENCE.				
MAIL TRAIN.	FREIGHT TRAIN.	Accommodation Train.	Accommodation Train.	MILES.	LEAVE.	Accommodation Train.	FREIGHT TRAIN.	Accommodation Train.	MAIL TRAIN.	BOSTON Extra Freight
Stonington to Providence in 1½ hours, keeping out of the way of all other Trains.	Stonington to Providence in 2½ hours, keeping out of the way of all other Trains.	A. M.	P. M.		Stonington,	9.15	4.40	6.30	8.45	When on the Road will leave Providence at 4 P. M., or on the arrival of Train from Boston if all the Trains due are in; will pass the regular Train from Stonington on the accommodations time, and will in no instance run more than 15 minutes in advance of the Accommodation Train Time, and if following the Accommodation will keep out of the way of all other Trains.
		7.00	3.45		Westerly,	9.00	4.22	6.12	8.34	
		7.13	3.57		Charlestown,	8.47	*4.07	5.58	8.24	
		7.24	*4.07		Richmond S.	8.37	3.28	5.48	8.18	
		7.32	4.15		Carolina,	8.32	3.20	5.43	8.12	
		7.40	4.20		Kingston,	*8.15	3.00	5.25	8.00	
		*8.10	4.40		Wickford,	7.56	2.25	*5.00	7.42	
		8.30	*5.00		Greenwich,	7.42	2.05	4.45	7.30	
		8.45	5.15		Warwick,	7.28	1.45	4.30	7.15	
		9.00	5.30		Junction,	7.23	1.40	4.25	7.10	
9.05	5.35		Providence,	7.15	1.30	4.15	7.00			
9.15	5.45									

*Trains meet at these stations.

Afternoon Trains from Providence not passing the afternoon Trains from Stonington at the usual place of meeting, will move round curves low and with a good lookout for signals.
Extra or Work Trains will always calculate for the Boston Extra Freight.

SUPERINTENDENT.

55. NEW YORK, PROVIDENCE AND BOSTON RAILWAY.

A. D. BABCOCK, President. HENRY MORGAN, Treasurer, New York. A. S. MATHEWS, Gen. Supt., Stonington, Ct.
 F. B. NOYES, Secretary and Gen. Ticket Agent, J. L. PROUTZ, Gen. Freight Agent, Stonington, Ct.
 THOMAS NIXON, Gen. Freight Agent, Providence, R. I.

Trains Leave.										Trains Arrive.											
May, 1868.										May, 1868.											
M. S.	M. S.	ACC.	EXP.	EXP.	EXP.	ACC.	EXP.	EXP.	EXP.	M. S.	M. S.	ACC.	EXP.	EXP.	EXP.	ACC.	EXP.	EXP.	EXP.	M. S.	
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
STATIONS										STATIONS											
10 00	7 37	4 00		12 35	7 25					0	..	Providence ..	62		7 33	4 04			9 35	5 10	4 16
	7 47	4 10			7 35					5	.....	Junction	57			3 48			9 25	5 00	
	7 54	4 17			7 44					9	.....	Hill's Grove	53			3 40			9 18	4 53	
10 25	8 06	4 30		12 57	7 57					14	.....	Greenwich	48		7 10	3 29			9 03	4 44	3 43
	8 16	4 44			8 10					20	.....	Wickford	42			3 16			8 47	4 33	
10 54	8 35	5 03		1 24	8 30					27	.....	Kingston	35		6 45	3 00			8 30	4 20	3 14
	8 45	5 17			8 45					33	.....	Carolina	29			2 40			8 09	4 01	
	8 49	5 22			8 52					34	.....	Richmond Switch	26			2 35			8 03	3 56	
	8 56	5 30			9 01					40	.....	Charlestown	23			2 26			7 54	3 49	
11 28	9 06	5 40		1 54	9 13					44	.....	Westerly	18		6 11	2 16			7 42	3 41	2 35
11 39	9 20	5 57	4 00	2 05	9 27	6 45				50	.....	Stonington	12	8 12	6 00	2 05	12 07	7 25	3 30	2 22	
		6 15	4 15	2 14	9 36	6 06				53	.....	Mystic	9	8 02	6 49	1 51	11 58	7 03		2 14	
		6 18	4 18		9 40	6 09				54	.....	West Mystic	8	7 55		1 48	11 53	6 58			
		6 33	4 30		9 49	6 25				59	.....	Poquonock S.	3	7 58		1 37	11 40	6 45			
12 05		6 43	4 38	2 30	9 57	6 32				62	.....	Groton	0	7 30	5 30	1 30	11 32	6 35		1 55	
12 20		6 53	4 60	2 45	10 10	6 45					.....	New London		7 15	5 15	1 15	11 20	6 20		1 40	
A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	ARRIVE		LEAVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.					

Sunday Night Mail leaves Providence at 8 00 p. m. Returning, leaves New London at 10 00 p. m.

Providence Railroad. There is no reference to the Stonington & Providence in the early Henry V. Poor railroad manuals, either. I suspect that the Stonington & Providence Railroad was more of an advertising identifier, because the actual company did not serve New York or Boston. When the New Haven leased the property in 1899, they leased the NYP&B. So the timetable on page 6 is probably the second series with the first series started under the NYP&B name until sometime in the late 1840s when it was decided that the Stonington & Providence was a more logical name. (I think this may be before interline ticketing was in general use, so it was possible for someone to walk up and demand to purchase a railroad ticket to New York or Boston—something the agent could not sell.)

What interested me in the timetable was the lack of standard rules. There are only 3 general rules:

No Train will be allowed to leave a Station before the time specified in this Table, as regulated by the clock at Providence Station.

Afternoon Trains from Providence not passing the afternoon Trains from Stonington at the usual places of meeting, will move round curves slow with a good lookout for signals.

Extra or Work Trains will always calculate for the Boston Extra Freight.

Now, these are a sparse number of general rules. In fact they are too sparse, so I assume that there was a separate rule book for employees in force. These early rule books were quite small and the rules not standardized. One would be correct in assuming that they are very hard to find. I still kick myself for not buying an 1851 Erie Railroad rulebook that had a rule requiring trainmen and conductors to wear shoes. (It was beyond my budget at the time).

Now ... the fine print in the train columns is quite interesting. First off, I suspect you cannot read the print above [it helps to turn the page sideways—Ed]. Well, I needed a magnifying glass and I wonder if this timetable was an eye test for employees with its tiny print. I will reproduce the notations below, starting from the left side Mail Train. The trains were not numbered in this timetable.

MAIL TRAIN: *Stonington to Providence in 1 3/4 hours, keeping out of the way of all other trains.* Note: There are no departure or arrival times, because the mail train depended

upon the boat connection.

FREIGHT TRAIN: *Stonington to Providence in 2 1/2 hours, keeping out of the way of all other trains.* Note: Again, no times are shown due to the steamboat connection.

ACCOMMODATION TRAIN: Departed Stonington at 7 00 AM arrived Providence 10 15 AM

ACCOMMODATION TRAIN: Departed Stonington at 3 45 PM arrived Providence 5 45 PM

ACCOMMODATION TRAIN: Departed Providence at 7 15 AM arrived Stonington 9 15 AM

FREIGHT TRAIN: Departed Providence at 1 30 PM arrived Stonington 4 40 PM. *If the Accommodation Train from Stonington has not arrived on time, you will wait 15 minutes and then proceed, keeping 15 minutes behind table time until it is passed.*

ACCOMMODATION TRAIN: Departed Providence 4 15 PM arrived Stonington 6 30 PM. *If the Accommodation Train from Stonington has not arrived on time, you will wait 15 minutes and then proceed, keeping 15 minutes behind table time until it is passed.*

NEW HAVEN, NEW LONDON AND STONINGTON RAILWAY.—Shore Line.

W. SCRANTON, President, Supt. and Pur. Agt. New York. J. J. KELLOGG, Gen. Freight Agent, New Haven, Ct. S. B. CHITTENDEN, Vice-President, New York.
 W. BARTLETT, Treasurer and Secretary, New Haven, Ct. H. A. LINCOLN, Master Mechanic, " " C. F. PLATT, Master of Car Repairs, New Haven, Ct.
 S. G. JOHNSON, Gen. Ticket Agent, " " General Offices—New Haven, Ct.

Trains Leave.										Trains Arrive.									
Mail					Acc.					Exs.					Mail				
P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	
7 00	8 00	3 00	12 15	8 00						12 50	5 05	7 20	11 20	5 30					
7 50	11 15	6 00	3 15	10 55	6 40	7 6				9 25	1 43	4 25	7 25	2 30					
		6 00			6 48	2				9 17	1 33		7 17						
		6 25		11 14	7 01	8				9 03	1 18		7 03						
		6 36		11 22	7 10	11				8 53	1 08		6 53						
		6 44	3 50	11 33	7 19	16				8 44	12 57	3 50	6 44						
		7 02		11 43	7 30	20				8 30	12 44		6 36						
		7 09		11 52	7 39	23				8 20	12 34		6 28						
		7 20		12 02	7 49	28				8 09	12 27		6 19						
		7 30		12 10	7 59	31				7 59	12 17		6 10						
		7 35		12 17	8 25	33				7 52	12 05		6 05						
		12 35	7 45	4 30	12 27	34				7 42	11 55	3 05	5 55	1 14					
		7 57			8 35	38				7 27	11 43		5 41						
		12 55	8 05		12 45	43				7 18	11 33		5 33						
		8 15			9 05	47				7 08	11 23		5 24						
		11 50	1 15	5 00	1 00	50				7 00	11 15	2 35	5 15	12 40					
		4 20		7 35	4 10	112						7 20	12 35	10 30					
		5 40		9 05	6 10	155							11 10	9 00					

Steamers.—The first-class steamer *Continental* leaves Pier 25, East River, daily at 3 15 p.m., and *Elm City* leaves at 11 00 p.m. (Sundays excepted,) arriving in time for all morning trains. Returning, leave at 10 15 a.m. and 11 00 p.m.

¹ Connects with New York and New Haven Railway.
¹ Junction of New Haven, Hart. and Spring. R'way.
¹ Junction of New Haven and North Hamp. R'way.
² Connects with New London Northern Railway.
² Connects with Stonington and Providence Railway.

MAIL TRAIN: Departed Providence 700PM arrived Stonington 845PM. *To run by table time until it passes all Trains due.* Note: This sounds like verbal authority to break rule 1, if they had met all trains then could then proceed as fast as they wanted to? Although 105 minutes for 50 miles was not too shabby in 1857, they must have been able to make up time if needed.

BOSTON EXTRA FREIGHT:
When on the road will leave Providence at 4 P. M. or on the arrival of the train from Boston if all trains are due in; will pass the regular Train from Stonington on the accommodations time, and will in no instance run more than 15 minutes in advance of the Accommodation Trains Time, and if following the Accommodation will keep out of the way of all other trains.

Telegraphic train dispatching was not developed until 1851 (on the Erie Railroad). From the above notations on the timetable, the Stonington & Providence Railroad had not yet adopted train dispatching. One wonders how often the accommodation train arriving Providence at 1015AM delayed the 415PM accommodation departure from Providence. (i.e. 5 hours 45 minutes late). From a grammatical standpoint, the railroad used "passed" instead of "meet". Also quite interesting are the instructions for the extra train or work train to *calculate* for the Boston Extra Freight. That is certainly something that the Conductor

and Engineer had to do, calculate the potential arrival time of opposing or following trains. However, the rather accurate term fell out of use and this is the first time that I have seen "calculate" in a timetable. The single word appears to have been replaced by "keep out of the way" or "clear the time of". There also was no formal superiority of trains by direction. Another early usage of a very common American term, "Extra train" appears here. I think if one were lucky enough to access employee timetables dated 1853 from 50 different railroads, the words "Wild Train" would have been the predominate name for an extra train. For instance, very early train orders would instruct Conductor Jones and Engineer Smith "run wild from Bombay to Baroda". Then a light bulb went off and the following helpful term was added: *Engine No. 9 Conductor Smith and Engineer Smith run wild from Bombay to Baroda.* Of course, in these very early days the numbering of engines was not practiced. The early engines were named after people, animals and places.

Another notable feature of this timetable is that there were crew balancing issues as early as 1853. They ran four trains out of Stonington and, if the freight train from Boston appeared, they would run five trains out of Providence. The Superintendent (and later General Superintendent) of the road was located in Stonington, CT. I suspect the train crews very well may have lived in Stonington.

However, the Master Mechanic was in Providence, which meant that all the repairs were done there and I suspect all the engineers lived in Providence. Providence did not become a major locomotive manufacturing centre until after the American Civil War, so that would have no bearing on making Providence the mechanical centre of the road. How did the extra locomotive return to Providence? (probably double headed, but it was not scheduled.) How were the extra train crew handled? We never shall know.

The earliest reference to equipment of the New York, Providence & Boston was from 1868 Poor's Manual, which has been reprinted and copies of the reprint are around. The road had, in 1867, 16 locomotives, 17 passenger cars, 5 baggage cars, 110 freight cars and 18 "steamboat crates". I deduce that a steamboat crate is an early form of container, but I wonder how they really worked and how large were the crates. The crate had to be some sort of less-than-car-load contraption to hold smaller miscellaneous packages which could be moved from the boat to the freight car to expedite the transfer and loading of the freight. Was the NYP&B the first road to develop an intermodal container? The Boston & Providence and the Old Colony and Newport, the other two major steamship rail connections, did not list steamship crates.

To give you some idea of the frequency of name changes, the NYP&B Official Guide entry on the

prior page was dated May 1868 and the Stonington & Providence is dated Dec 20, 1869.

The Stonington & Providence (whatever its real corporate name was) has long disappeared. However, its original location has had some impact on today's Northeast Corridor. There are 3 grade crossings on the Northeast

Corridor (between Washington, DC and Boston, MA) at MP 136.4, MP 136.7 and MP 140.6 all between Stonington and the Rhode Island state line. Stonington does not appear as a station in the Amtrak Employee timetable. Parts of the S&P were in a straight line. Today between MP 154.3 and MP 171.7 (south of Kingston), RI to south of Packard, RI the speed limit

is 150 MPH for Acela equipment. This spot and two other locations on the former Boston and Providence are good for 150 MPH. These are the only three spots with this speed limit. One can get a cheap thrill at the Kingston, RI or Attleboro, MA station (which is closed) when you are on the platform and a train zips by at 150 mph (Rear cover).

Background—the Land Route versus the Shore Route

A long-forgotten competitive route between New York City, NY and Boston, MA is today overshadowed by the winner being part of the “Northeast Corridor” with its Acela service. Although the present day reader thinks of the New Haven Railroad as the dominant route with its “Shore Route”, historically this was not the case. Early American railroads were very much locally-backed affairs.

The first “longest railroad” in the United States was the *Western Railway of Massachusetts*—a section of the “Land Route” which opened a line between Worcester, MA and Greenbrush, NY (across the Hudson River from Albany, NY), 166 miles, in 1842. Considering how geographically small Massachusetts is, it is ironic that the State had the first “Longest Railway”. The Western Railway connected with the *Boston & Worcester*. The latter road opened its line between Boston and Worcester in 1835 (44 miles). Although the B&W was a financial supporter of the Western, the two roads were separate companies and at times pursued opposing policies. The B&W was an early enough railroad that they had a monopoly clause in their charter for passenger and freight traffic between Worcester and Boston. This meant that the B&W could charge higher prices due to the lack of competition and that they strove mightily to protect their monopoly. That monopoly was so unpopular with the locals that the Western was able to obtain state approval to build a parallel line to Boston around 1866 and break the monopoly. That threat forced a merger between the Western and the B&W on Sept. 4, 1867. The new company, *The Boston & Albany*, soon completed a

double track line between Boston and Albany with the City of Springfield, MA, 98 miles from Boston, becoming the terminal and also the connecting point of the land route to New York City.

That connection was the *Hartford & New Haven*, which opened a 36 mile line between the two Connecticut cities in 1839. The H&NH, in turn, organized the *Hartford and Springfield*, which opened a 26 mile line on Dec. 9 1841 and operated the combined lines as the *New Haven, Hartford & Springfield Railway* (62 miles). Evidently that name was used mainly to inform passengers where the road operated because the surviving corporation name was still the “New Haven and Hartford.” The New York and New Haven reached New Haven and made a connection with the Hartford & New Haven in January 1849 ... thus was created the “inland route”, *via* Springfield, MA.

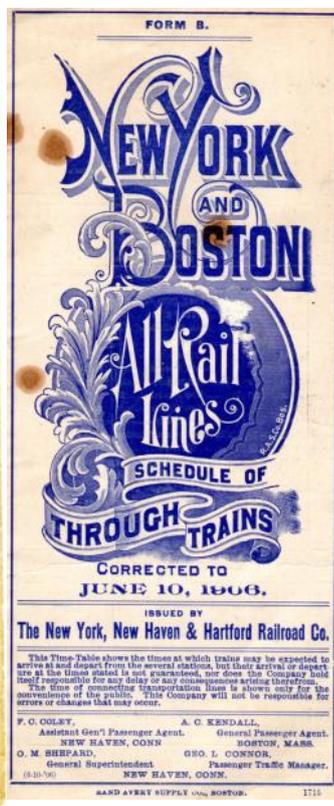
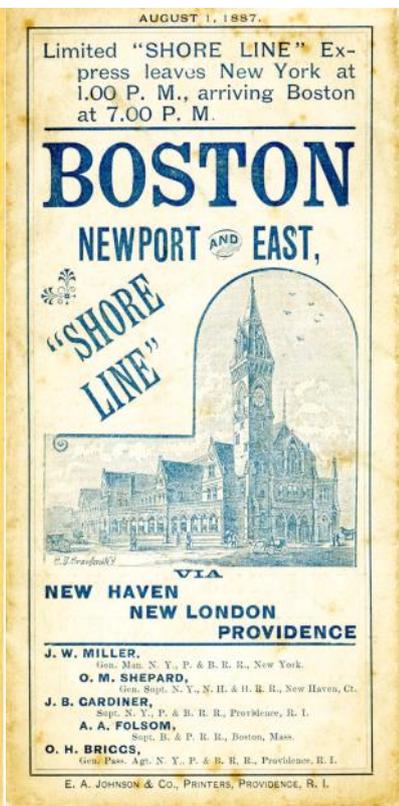
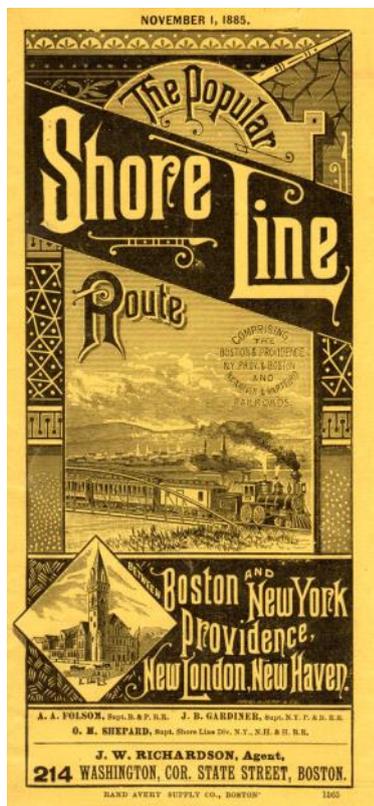
There was a lot of competition for rail at the time in the form of Long Island Sound steamboats. The “Land Route” was an alternative to the various steamboats to various shoreline railroad connections that operated south from Boston to Atlantic or Long Island Sound piers. Although there were through New York to Boston sailings, these were not popular because the boats had to navigate around Cape Cod, which took much longer and exposed much of the voyage to the open seas. “Vomit comets” were just as unpopular in 1850 as they are in 2020.

The NY & NH and H&NE finally merged on August 6, 1873 to form the *New York, New Haven & Hartford*. From that time on, the NYNH&H was a very aggressive purchaser of other connecting railroads to protect and dominate entry into New York City.

An 1873 map of the “**Land Route**” from a September 1873 Rand McNally Railroad Guide appears at the top left of page 11. This route was 234 miles long. This may be the first published map of NYNH&H.

The “**Shore Line**”, as a through rail route, was slower in materializing. The steamships on Long Island Sound could still provide effective and more comfortable competition as late as 1937 on parts of the route. Fall River, MA and Providence, RI were only an hour and half or so from Boston by rail. Stonington, CT was another major port which was a longer rail trip which had the advantage that it was sheltered completely by Long Island from rough seas. Once a boat passed Point Judith, RI, they were exposed to the open sea.

The New Haven, before its downfall, purchased competing railroads, interurban trolley operations, and established the dominant steamboat company to protect its monopoly in Southern New England. The early disadvantages to the Shore Line route, when completed as a rail route, were the three separate ferry operations required to make the trip between Boston and New York. One in Providence, RI from India Point of a mile across Providence River to West Providence, another across the Thames River at New London, CT



and a last across the Connecticut River east of Old Saybrook, CT.

A trip along the “Shoreline Route” from Boston to New York [map upper right, page 11] would involve five segments and a historically complex mélange of railroads:

1. Boston—Providence
2. Providence—Stonington
3. Stonington—New London
4. New London—New Haven
5. New Haven—New York

The *Boston & Providence Railroad* organized in 1831 and completed a 40 mile line between Boston, MA and Providence, RI at Fox Point on July 28 1835. The Canton Viaduct (still used by Amtrak) held up the completion of the road. The B&P later built the *India Point Railroad*, to reach the India Point Dock. After the *New York, Providence and Boston* built their terminal in South Providence in 1837, a ferry operation between the two roads began. This later turned into a railroad car ferry operation. A railroad that still exists, the *Providence and Worcester*, opened a line from downtown Providence to Worcester, MA in 1847. The Boston & Providence built a branch to reach the P&W at Central Falls RI, and started using the joint station in Providence. The New York, Providence & Boston extended their line to this station from the simply named “Junction” in 1848 to establish a through rail route to

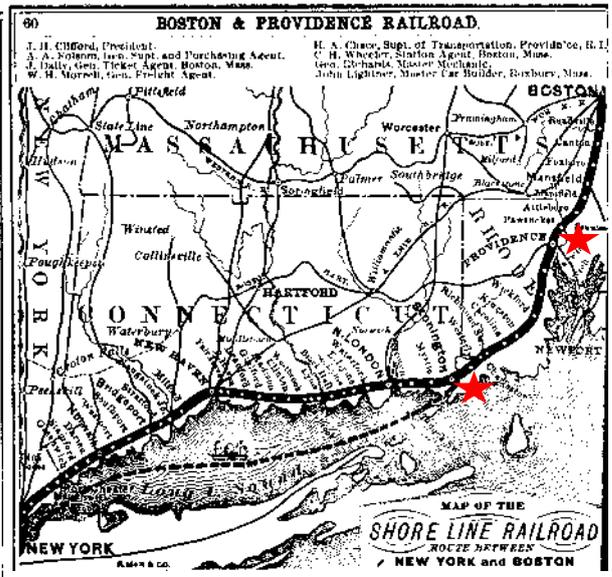
Stonington, CT.

The New York, Providence & Boston was chartered in Rhode Island in **June 1832** and the *New York and Stonington* was chartered in Connecticut in **May 1832**. It should be noted that for many years a railroad had to obtain a charter for each state in which it operated. On July 1 1833 the two companies merged and, on August 14 1833, construction started at Stonington CT. The line to South Providence RI (where they constructed a dock) was opened Nov. 17 1837. Steamships to Stonington avoided going around Cape Judith, RI. The first boat connections at Stonington went directly to New York and, in July 1844, a steamboat service was established between Stonington and Greenport, NY, at the tip of Long Island to a connection with the newly-arrived *Long Island Railroad*. On May 1 1848 the NYP&B opened a mile long connection to the new Union Station in Providence.

Another company, the *New London & Stonington* was chartered in May 1852 to build the twelve mile stretch between Stonington, CT and Groton, CT on the east bank of the Thames River opposite of New London, CT. The project was a separate company. The New London & Stonington did not open this line until Dec. 30 1858. A railroad ferry operation was established across the Thames to

connect with the *New Haven & New London Railroad*. The New Haven and New London Railroad was an earlier corporation chartered in May 1848 to connect New Haven, CT and the soon-to-arrive *New York and New Haven*. Construction began in 1850 and the line was opened on July 1 1852 between New Haven and the Connecticut River at Old Saybrook. Later that month, the line between Old Lyme and New London was opened, with a train ferry connection across the river. On March 6 1857, the New London & Stonington merged with the New Haven and New London to form the *New Haven, New London & Stonington-* i.e. it took a fresh infusion of money from the merger to finish the NL&S, commonly known as the *Stonington Extension*. The first “Shore Line” passenger service began on Dec. 12, 1859 and the first night trains on Aug. 19, 1861.

Meanwhile, the New York, Providence & Boston leased the New Haven, New London & Stonington on Nov. 1, 1859 which gave it a through route between New Haven, CT and Providence. In 1864 the NYP&B purchased the Stonington Extension and reorganized the New Haven to New London line as the *Shore Line Railway*. The New York and New Haven leased the Shore Line Railway on Nov. 1 1870 and constructed the Connecticut River Bridge. In 1892 the NYNH&H leased the New York Providence and Boston



and merged with it on Feb. 12 1893. The New Haven built the Thames River Bridge which opened in 1889 and in the 1890s double tracked the Shore Line. The Shore Line Railway was merged into the New Haven on March 17 1897.

This gave the New Haven control of the "Shore Line" between New York and Providence, RI. The real goal was Boston, which required obtaining control of the Boston & Providence. In 1888 the *Old Colony Railroad* had leased the B&P. The Old Colony was a 617 mile system mainly in Southeastern Massachusetts. To obtain the B&P, the New Haven leased the Old Colony on March 1, 1893, which brought the "Shore Line" under one ownership for the first time. An 1873 map of the Shore Line Railroad Route between New York and Boston is at upper right.

When the "Shore Line" fell under full control of the New Haven, it became NH's preferred route since the NH had to divide the revenue of the "Inland" route with the Boston & Albany. In the early days, the Inland route was faster and in fact, never fell too far behind the timings on the "Shore Line."

Table 74 (Shore Line) and 75 (Land Route) from the June 1868 Travelers Official Railway Guide appear at the tops of page 8 and the rear cover and illustrate the timings in the days of river crossings and Long Island Sound ferries respectively.

One had a choice, although much reduced in later years, of the two routes between New York and Boston.



37-81. (Cont'd)
PASSENGER TRAIN TYPE "A", "B", "C" & "D" SPEEDS

Between/At	Train Type "A"		Train Type "B"		Train Type "C"		Train Type "D"	
	Track Nos.	Other	Track Nos.	Other	Track Nos.	Other	Track Nos.	Other
Cv MP 144.1 & MP 144.6	85	85	80	80	75	75	75	75
Cv MP 145.1 & MP 145.5	85	85	75	75	70	70	70	70
MP 145.5 & MP 154.3	105	105	90	90	90	90	90	90
Cv MP 147.3 & MP 148.1	95	95	85	85	75	75	75	75
Cv MP 150.8 & MP 151.0	95	95	80	80	80	80	80	80
Cv MP 151.9 & MP 152.5	85	85	80	80	70	70	70	70
Cv MP 154.0 & MP 154.3	90	90	85	85	75	75	75	75
MP 154.3 & MP 171.7	150	150	150	150	110	110	90	90
Cv MP 159.7 & MP 160.5	130	130	120	120	100	100	...	...
Stony Int. No. 3 Trk	...	45	...	45	...	45	...	45
Malcolm Int. No. 4 Trk	...	45	...	45	...	45	...	45
Cv MP 170.5 & MP 170.9	130	130	125	125	105	...	...	...
MP 171.7 & MP 174.5	115	115	115	115	110	110	90	90
Cv MP 171.7 & MP 172.3	110	110	95	95	85	85	85	85
Cv MP 173.0 & MP 173.4	...	...	105	105	90	90	...	...
Cv MP 174.0 & MP 174.5	105	105	100	100	85	85	85	85
MP 174.5 & MP 180.5	150	150	125	125	110	110	90	90
Packard & MP 181.7: No. 3 Trk	...	50	...	50	...	50	...	40
No. 3 Trk: Cvs MP 176.3 & MP 176.6	...	45	...	45	...	45	...	25
Cvs MP 176.6 & MP 176.7	...	25	...	25	...	25	...	...
Cv MP 177.6	...	45	...	45	...	45	...	...
Cvs MP 178.7 & MP 179.1	...	40	...	40	...	40	...	...
Cvs MP 180.1 & MP 180.4	...	45	...	45	...	45	...	...
Cv MP 180.1 & MP 180.2	120	120	105	105	90	90	...	...
Cv MP 180.2 & MP 180.5	110	110	100	100	90	90	...	...
MP 180.5 & MP 181.7	100	100	90	90	80	80	80	80
No. 3 Trk: MP 181.7 & MP 183.1	...	45	...	45	...	45	...	40
MP 183.1 & MP 183.6	...	30	...	30	...	30	...	30
MP 183.6 & East Limits Atwells	...	25	...	25	...	25	...	25
MP 181.7 & Providence	70	70	60	60	60	60	60	60
Atwells & Orms: No. 7 Trk	...	20	...	20	...	20	...	20
Cv MP 181.7 & MP 181.9	55	55	50	50	45	45	45	45
Cv MP 182.3 & MP 182.8	65	65	...	...	50	50	50	50
Cvs MP 184.3 & MP 184.8	60	60	55	55	45	45	45	45
Cv West of Providence	30	30	30	30	30	30	30	30
Providence & MP 190.5	70	70	70	70	70	70	70	70
Station Tracks 3 & 5	...	25	...	25	...	25	...	25
Providence Sta. Platforms	30	30	30	30	20	20	20	20
Cv East of Providence	30	30	25	25	20	20	20	20
Cvs MP 185.4 & MP 186.4	60	60	55	55	50	50	50	50

The advent of Amtrak saw the Inland route connection at Springfield cease as Amtrak put all funding into extending and upgrading the Northeast Corridor of the former PRR to include the former New Haven all the way to Boston.

Today finds the highest speeds in the United States (150 mph) achieved by the Acela equipment on the old Boston & Providence and the Stonington Line.



Every Which Way to Cowra

GEOFF MANN again delves into the NSWGR 1955 Timetable, one of his favourites.

IN THE MID 1950s, Cowra, located in the mid-west of NSW, had a population of about 6,000. Cowra and Young are the largest towns on the currently-moribund cross-country line from Blayney to Harden. This line had a most interesting and rather complex timetable in 1955.

Cowra was best served by trains to and from Sydney via Blayney. The 8:00 am air-conditioned Central West Express from Sydney Mon – Sat arrived at Blayney at 2:10 pm. The connecting train departed 30 minutes later and arrived Cowra at 4:20 pm. An overnight Mail train

from Sydney, six days per week, conveyed a through sleeping carriage plus sitting cars. This train continued to Grenfell. On Sunday mornings, a Mixed train from Blayney provided a connection off the late Saturday night (11:08 pm) service from Sydney.

A similar pattern in the reverse direction provided a Mon-Sat “day service”, plus a daily overnight train with a through sleeping car—except apparently on Sunday nights from Cowra.

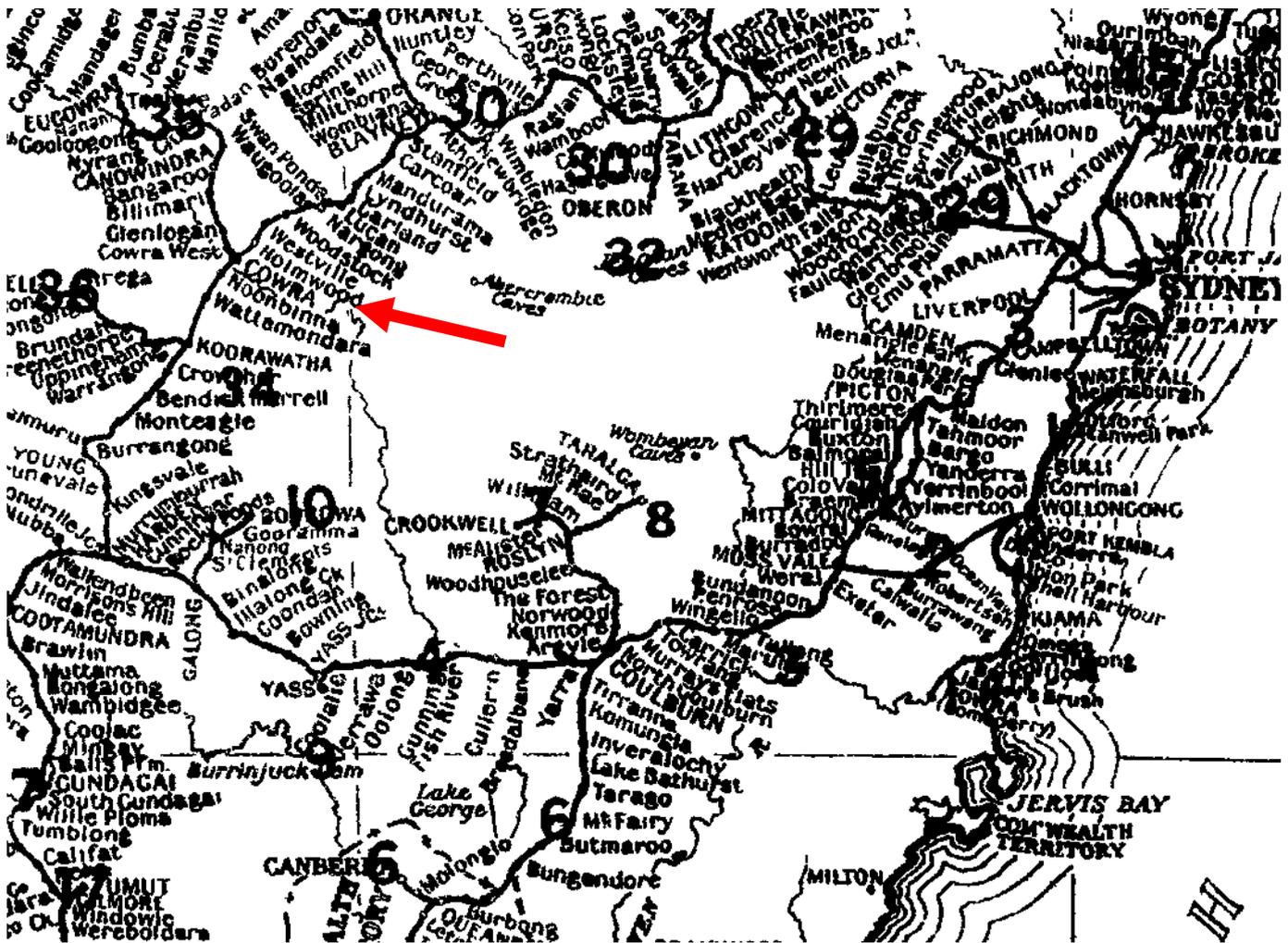
From the southerly direction, there was also an overnight service four days per week departing Sydney at

8:20 pm and arriving Cowra at 8:02 am and a corresponding overnight train to Sydney via Harden that departed Cowra at 5 pm as a Mixed.

There were additional services to and from Young, both daytime and overnight.

All fairly logical and straightforward—although one would need to know what day it was, because there was considerable variation in day to day operations.

But hang on ... a study of the timetable shows mysterious



overnight trains along the line, four nights a week. Northbound, the train that departs Harden at 10:05 pm has a connection shown from Sydney, but there is a wait of over three hours at Harden from 6:55 pm, so not at all appealing.

The south bound train departs Blayney at 11:50 pm Tues., Thurs., Fris. and arrives Cowra at 1:25 am and runs through to Harden arriving 4:17 am. It also runs Saturday nights at 11:45 pm from Blayney and terminates at Cowra at 2:28 am. All very odd. There are no connections shown in the timetable for these trains, apart from the poor connection into the 10:05 pm from Harden. Both overnight locals are passenger trains, not shown as Mixeds. So why run them?

The answer lies in a contemporary account by L. A. Clark published in the Australian Railway Historical Society Bulletin of November 1954.

“On Tuesdays, Thursdays and Fridays at 11.50pm and on Saturdays at 11.45pm, a train leaves Blayney, off the Up Through West Mail (sic) and the Up Forbes Mail, reaching Cowra at the outlandish hours of 1.28 a.m. on Wednesdays, Fridays and Saturdays and at 2.28 a.m. on Sundays, the latter being a “Mixed”. Then, on four days a

week, via the Southern Line, there are two trains to and from Sydney. One of these reaches Cowra at 8.02 a.m. and consists of a through carriage (ACX) off the Temora Mail, with two “box” carriages and van added at Harden. The other leaves Harden at 10.05 p.m. off the 10.05 a.m. from Sydney to Cootamundra. However, as there is an interval of 3 hours 10 minutes between the arrival of the Cootamundra train and the departure of the one for Cowra, this can scarcely be called a connection. The intention is that the Up Temora Mail and the Up Albury Mail which are due at Harden at 8.55 p.m. and 9.54 p.m. respectively, should make a connection.

So there we have it. These trains were intended to facilitate travel from the North–west and Far-west to the South and South-west NSW and vice versa. Perhaps there was sufficient parcels traffic to justify these services if passengers were few? Given the range of travel options that were possible without having to pass through Sydney, perhaps a separate table should have been provided.

So let us look at the possibilities. The Through Mail departed Bourke at 9:43 am on Tues., Thurs., and Sats. as a Mixed, joined a Mixed from Brewarrina at

Byrock, then continuing as a Passenger or Mail. It arrived at Blayney at 11:10 pm. From Cobar, there was a Mixed on Tues., Thurs. and Sats., connecting into the Mail at Nyngan whilst on Fridays a Diesel Train from Cobar connected into the Mail at Dubbo.

The Up Forbes Mail arrived at Blayney at 11:43 pm and allowed a fairly tight connection of 7 minutes into the Cowra and Harden train. The Silver City Comet that departed Broken Hill at 8:55 am Broken Hill time connected into the Forbes Mail at Parkes.

Another possible travel opportunity was from Coonamble on the Mail (through train on Fridays and Saturdays, connection at Dubbo on Tuesdays and Thursdays), which arrived at Blayney at 10:00 pm- but a wait of nearly 2 hours was involved.

Our 11:50 pm passenger catered for travellers from as far afield as Bourke and Broken Hill, heading for Cowra and Young. If staying on board through to Harden and arriving at 4:17 am, there was not long to wait for trains to the South. The first of these was the Temora Mail which arrived at 4:24 am and departed at 4:34 am. At Temora, this train continued as a passenger service to Griffith via Barellan and also became a Mixed to Lake



Table 34. SYDNEY—BLAYNEY—HARDEN—SYDNEY.

Height.	Distance.	STATIONS.	Train No.→	Mon.	Mon.	Sund.	Mondays to Saturdays.				Mon.	Tues.	Saturday.	
				Mixed. a m	Mail. p m	Mail. p m	Pas. a m	Pas. p m	Mixed. p m	Express a m	Mixed. p m	Pas. p m	Mixed. p m	Pas. p m
167	—	SYDNEY	dep.	...	8 30	9 30	...	...	...	...	...	...	...	...
		(See Table 10.)			Tues. Thurs.	Mon. Wed. Fri. Sat.								
214	100 33	BLAYNEY	R arr.	...	3 31	4 51	...	...	...	...	...	...	...	...
		Do	dep.	...	4 5	5 3	...	...	...	...	...	...	...	...
2677	187 48	Stanfield		...	4 27	5 20	...	...	...	...	...	...	...	...
2363	192 42	Carcoar		...	4 45	5 30	...	...	...	...	...	...	...	...
2478	197 36	Mandurama		...	5 0	5 43	...	...	...	...	...	...	...	...
2204	199 42	Lyndhurst		...	5 9	5 50	...	...	...	...	...	...	...	...
2235	202 39	Gerland		...	a	a	...	...	...	...	...	...	...	...
2181	204 62	Lucan		...	a	a	...	...	...	...	...	...	...	...
2070	207 49	Swan Ponds		...	5 35	6 10	...	...	...	...	...	...	...	...
2107	208 29	Nargong		...	a	a	...	...	...	...	...	...	...	...
2017	210 65	Wagoola		...	a	a	...	...	...	...	...	...	...	...
1521	215 18	Woodstock		...	5 58	6 27	...	...	...	...	...	...	...	...
1232	219 65	Westville		...	a	a	...	...	...	...	...	...	...	...
1093	223 18	Holmwood		...	a	a	...	...	...	...	...	...	...	...
979	227 11	COWRA	R arr.	...	6 30	6 54	...	...	...	...	...	...	...	...
		Do	dep.	12 20	...	...	...	7 15	...	...	...	...	...	...
1058	232 70	Neonhills		...	...	...	...	...	...	...	...	...	...	...
1085	236 79	Wattamondra		...	12 50	...	...	7 36	...	...	...	...	...	...
1118	244 45	KOORAWATHA	arr.	...	...	...	...	7 51	...	...	...	...	...	...
		Do	dep.	1 15	...	...	...	7 54	...	...	...	...	...	...
1137	249 43	Crawther		...	a	a	...	...	...	...	...	...	...	...
1243	254 57	Bendick Murrell		...	a	a	...	...	...	...	...	...	...	...
1627	261 30	Montagle		...	2 10	...	...	...	...	...	...	...	...	...
1332	269 1	Halmura		...	a	a	...	...	...	...	...	...	...	...
1240	270 64	Serrancon		...	a	a	...	...	...	...	...	...	...	...
1416	273 35	YOUNG	arr.	...	2 50	...	...	Greenell	...	...	...	...	...	...
		Do	dep.	...	2 55	...	...	...	...	...	...	...	...	...
1222	281 10	Frutesvale		...	a	a	...	...	...	...	...	...	...	...
1732	283 76	King's Vale		...	3 35	...	...	...	...	...	...	...	...	...
1487	290 54	Diamondville		...	4 0	...	...	...	...	...	...	...	...	...
1271	292 40	Murrumburrah		...	a	a	...	...	...	...	...	...	...	...
1354	294 31	HARDEN	R arr.	...	4 26	...	...	...	...	...	...	...	...	...
		Do	dep.	...	...	...	...	...	...	...	...	...	...	...
		(See Table 4.)												
17	531 64	SYDNEY	arr.	...	...	...	...	7 53	...	...	...	...	...	...

For notes a and R, see page 4. * Change trains. † Arrives Sydney at 5.35 a.m. on Saturdays and 4.5 a.m. on Sundays.
 † Seats may be reserved by passengers joining at Sydney, Strathfield and Parramatta (only) for stations Stanfield to Greenfell, inclusive.
 * Sleeping car attached, see page 21.
 † Seats may be reserved by passengers joining at stations specified on page 21.
 Junction at Cowra for Eugowra Line, and at Koorowatha for Greenfell Line.

Cargelligo on Wednesdays and Fridays. The South-West Mail departed Harden at 5:32 am and arrived at Griffith via Narranderra at 1:00 pm.

Hot on the heels of the South-West Mail, was the Albury Mail at 5:56 am. It arrived in Albury at 12:11 pm and connected with the afternoon train to Melbourne. It also connected into various

southern NSW branch lines on certain days.

In the reverse (northbound) direction, fewer travel opportunities were available, because the Up South-West Mail arrived at Harden long after the Cowra and Blayney train departed at 10:05 pm. Arrival at Cowra was a more civilised 12:30 am and it continued to Blayney on Tues.,

Thurs., Sats.

However, if heading further north, the arrival into Blayney at 2:47 am would not be pleasant—particularly on a winters night. Let's hope the fire was alight in the waiting room. But, in less than 20 minutes, the Coonamble Mail was due to arrive at 3:05 am and depart at 3:14 am, followed not long after by the Forbes Mail, due to depart

SYDNEY—HARDEN—BLAYNEY—SYDNEY.

Table 34—continued.

Distance.	STATIONS. Train No. >	Sun.,	Mon.,	Mon.	Sun.,	Mondays to	Tues.	Mon.,	Mon.,	Sundays.	
		Tues., Thurs., Fris.	to Sats.		Tues., Wed., Thurs., Fris., Sats.	Saturdays.	Thurs.	Wed., Fris., Sats. 56	Wed., Fris., Sats.	Mixed.	Mixed.
m.		Mail.		Mail.	Mail.	Express.	Mixed.	Mail.			
—	SYDNEY .....dep.	8 30	1 m	10 5	10 30	8 15	...	...	10 5	...	...
	(See Table 4)										
137	HARDEN .....R arr.	4 24	...	Tues. 5a30	Sats. 5a16	2a45	...	...	6a55	...	...
	Do .....dep.	5 10	...	6 45	2 54	...	...	...	10 5	...	...
239	Murrumburrah .....dep.	5a15	...	6 50	3a 1	...	...	...	10a13	...	...
241	Demondrille .....dep.	5 22	...	7 4	3a 9	...	...	...	10 17	...	...
247	King's Vale .....dep.	5 39	...	7 34	3a28	...	...	...	10 32	...	...
250	Proserpine .....dep.	a	...	a	a	...	...	...	10 52	...	...
258	YOUNG .....arr.	6 0	...	8 26	3 55	...	...	...	10 57	...	...
	Do .....dep.	6 13	...	...	...	...	...	...	a	...	...
261	Burrangong .....dep.	a	...	...	...	...	...	...	a	...	...
262	Maimura .....dep.	a	...	...	...	...	...	...	a	...	...
270	Monzeagle .....dep.	6 30	...	...	...	...	...	...	11 21	...	...
277	Bendick Murrell .....dep.	a	...	...	...	...	...	...	a	...	...
282	Crowther .....dep.	a	...	...	...	...	...	...	a	...	...
287	KOORAWATHA ... arr.	7 14	...	...	...	5 40	...	...	...	...	...
	Do .....dep.	7 20	...	...	...	5 44	...	...	11 53	...	...
294	Wakamondara .....dep.	7 34	...	...	...	6 0	...	...	12a10	...	...
298	Noonbina .....dep.	a	...	...	...	a	...	...	a	...	...
304	COWRA .....R arr.	8 2	...	...	...	6 23	...	...	12 30	...	...
	Do .....dep.	...	8 40	...	...	...	7 0	7 15	12 44	8 25	11 37
303	Holmwood .....dep.	...	a	...	...	...	a	a	a	a	a
311	Westville .....dep.	...	a	...	...	...	a	a	a	a	a
316	Woodstock .....dep.	...	9 5	...	...	...	7 36	7 45	1 0	8 56	12 11
320	Wangoola .....dep.	...	a	...	...	...	a	a	a	a	a
323	Nargong .....dep.	...	a	...	...	...	a	a	a	a	a
324	Swan Ponds .....dep.	...	9 31	...	...	...	8 9	8 13	1 41	9 33	12 52
327	Lucan .....dep.	...	a	...	...	...	a	a	a	a	a
329	Garland .....dep.	...	a	...	...	...	a	a	a	a	a
332	Lyndhurst .....dep.	...	9 55	...	...	...	8 42	8 37	2 1	10 0	1 35
334	Mandurama .....dep.	...	10 2	...	...	...	a	8 46	2 7	10 7	1 45
339	Carcoar .....dep.	...	10 12	...	...	...	9 5	8 58	2 13	10 23	2 3
344	Scanfield .....dep.	...	10 24	...	...	...	9 26	9 13	2 29	10 46	2 33
354	BLAYNEY .....R arr.	...	10a43	...	...	...	9 53	9 33	2 47	11 12	3 0
	Do .....dep.	...	10 59	...	...	...	Mail. 10 5	9 45	...	Post. 11 40	...
	(See Table 30.)	...	p m	...	...	...	a m	a m	...	Mon. a m	...
531	SYDNEY .....arr.	...	4a13	...	...	...	5 19	4a55**	...	7 12	...

For notes c and R, see page 4. Change trains. Arrives Sydney at 5.23 a.m. on Sundays.
 ** Arrives Sydney 6-15 p.m. on Saturdays.
 * Sleeping car attached see page 19.
 † Seats may be reserved by passengers joining at stations specified on page 23.
 ‡ Reservation of seats optional. See page 23.
 ** On Sunday mornings (arriving Sydney) stops where required between Parramatta and Sydney (except Rookwood) to set down passengers from beyond Parramatta. Notice must be given to the guard.
 † Junction at Koorawatha for Grenfell Line, and at Cowra for Eugowra Line.

at 3:43 am. If travelling to Bourke, a connection was available at Dubbo off the Coonamble Mail, but on Saturdays a passenger could wait for the Through Mail at 4:24 am for a better connection at

Dubbo. A return to Broken Hill or Brewarrina would require an overnight stay *en route*.

I wonder how many passengers did travel from Lake Cargelligo to Dubbo or vice versa by using the

cross-country Blayney – Harden line? These days the journey can still be made on a Trainlink Coach, with a change at Cootamundra, but not via Cowra in the middle of the night.

