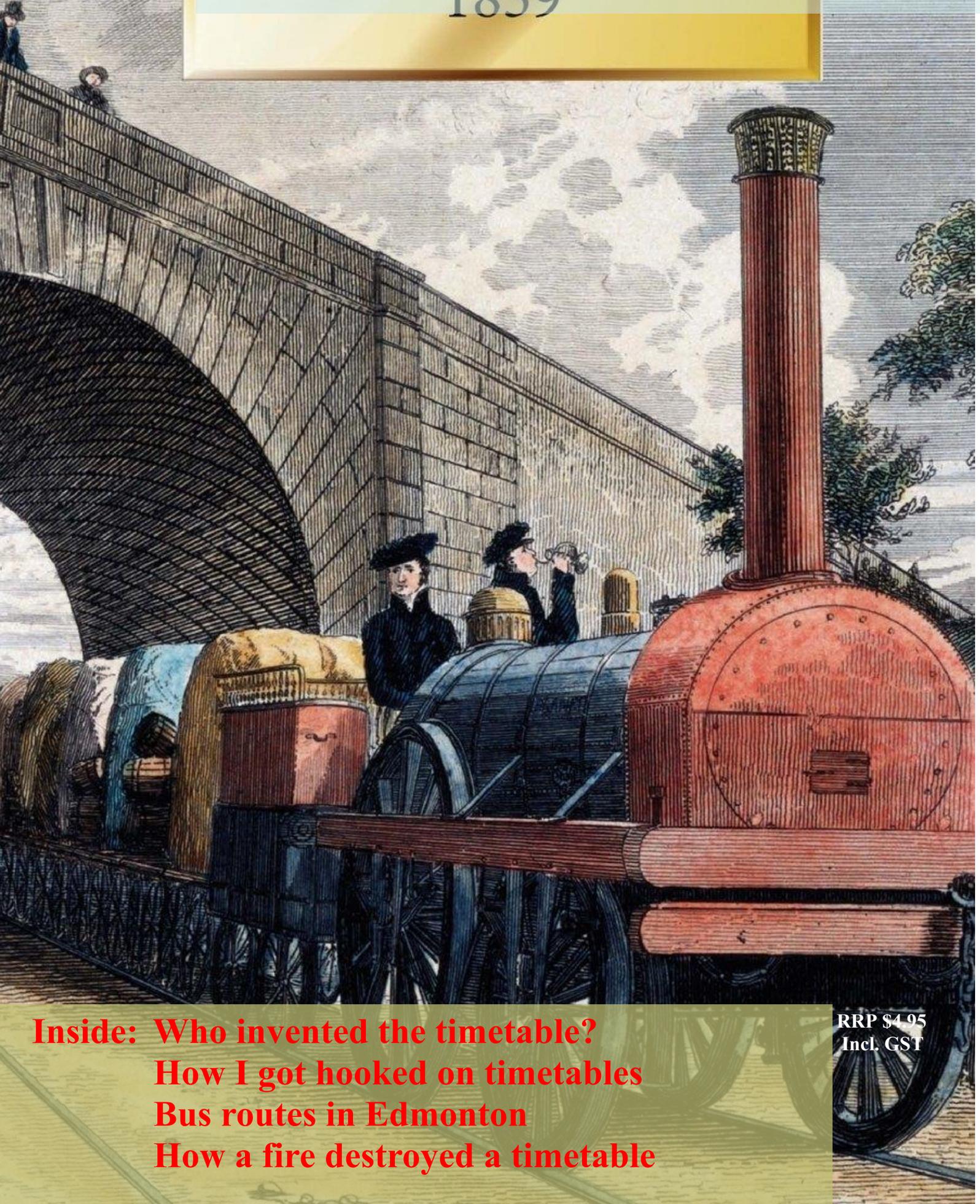


BRADSHAW'S  
**The Times**  
RAILWAY COMPANION  
A journal of transport timetable history and analysis  
1839

July 2021



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How I got hooked on timetables  
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# The Times

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The answer to Question 5 of [Tanya's Second Quiz](#)

# A Question of Originality

## CONRAD SMITH—*Whose idea was it for the first railway timetable? (Part 1)*

**T**HERE ARE SEVERAL POSSIBLE candidates:

- George Bradshaw himself [right];
- Bradshaw's first printer, Robert Diggles Kay;
- John Gadsby, whose guide was merged with that of Bradshaw;
- James Drake, a Birmingham publisher; and
- Joseph Bridgen, of Wolverhampton.

In 1874, there appeared a heated exchange of letters in the pages of the press between John Gadsby, who claimed to have had the original idea from which was derived Bradshaw's timetables, and Bradshaw's own timetable editor, Robert Diggles Kay, who asserted that he himself had first suggested the idea to George Bradshaw. Certainly Bradshaw engaged the services of Kay expressly to start a letterpress department to complement and expand Bradshaw's map business. Printing from inked raised characters is a very different technique from that of taking prints from engraved plates, where the ink lies in hollows made on the surface, and Bradshaw was highly skilled only in the latter process; Kay edited Bradshaw's timetables from 1839 until his retirement in 1880.

It was reported in the *Manchester Courier*:

### THE ORIGINATOR OF RAILWAY GUIDES

Writing to the *Printing Times* Mr. John Gadsby says:- 'It is generally supposed that "Bradshaw's Railway Guide" was originated by a Mr. Bradshaw of Manchester, but this is a mistake. I forward to you copies of three letters, the originals of which I still have in my possession, to prove that useful work was originated by me. Many, indeed, are living now who well remember "Gadsby's Railway Guide". I continued it for some time; but when I became printer and publisher of the *Anti-Corn-Law League* I had so much to do that I could not attend to the "Guide" so



allowed Bradshaw quietly to take it. This was a mistake of mine beyond doubt, and perhaps the greatest commercial one I ever made. Mr. F. J. Ainsworth, overseer at the office of the *Manchester Examiner and Times*, who was apprentice with me at the time, can corroborate what I herein state. My business was in Newhall's Buildings, Manchester, lately pulled down for the *Manchester Exchange*. Only think what a giant the infant has become!' The letters referred to are addressed to Mr. John Gadsby, Newhall's Buildings, Manchester, and are as follows:-

Grand Junction Railway, Liverpool,

Aug. 10th, 1839.

Sir,—In reply to your letter of the 8th, addressed to the directors, I am requested to state that they have no objection to furnish the particulars of the departures of the trains of this company, &c. for such a publication as you describe, and that the particulars in question will be furnished to you on application at the company's office in Manchester, where the customary advertising bills are to be had, and where any change that may take place in the departures is notified to the agent. If, therefore, after having obtained this information you will regularly inquire, before any new

number of the published list is to be printed, whether the departures have been altered or not, you will obtain from Mr. Baker, the company's agent at Manchester, such information as will ensure the accuracy of the successive numbers. As the directors cannot undertake the inspection of your papers, they must decline giving their content to its being described as published under their inspection; but they will not object to your stating that it is issued with the approval of the directors of the Grand Junction Company.—I am, your obedient servant, J. M. Chorley.

Manchester and Leeds Railway, Secretary's Office, Clowes' Buildings, Hunt's Bank, Manchester, August 12th, 1839.

Sir,—I am requested to state that your letter of the 8th inst. has been laid before the board of Directors; and they are of opinion that such a list as you propose to publish, would, if well conducted, be exceedingly useful to the public. The Board will, therefore, order the returns to be supplied to you when your arrangements have been completed. —I am, sir, your obedient servant, John Jellicorsm, Sec.

Liverpool and Manchester Railway, Lime-street Station, Liverpool, 15th August, 1839.

Sir.—I have to acknowledge the receipt of your communication of the 8th inst., suggesting that it might prove a public accommodation if lists of the times of departure were regularly and correctly published in Manchester, and sold at a reasonable price. The directors are disposed to agree with you in this conclusion, and accordingly consent (on trial at least) to your publishing and selling the lists of departures for the trains of this company; the same to be published 'under the sanction of the directors'. It is to be understood, however, that you take care that the lists are correct; the company undertaking to give you correct information as often as you may think it desirable to apply for it. Perhaps once a week would be sufficient; as changes of any importance seldom take place without a week's notice. I enclose you a list of our present departures under date the 20th ult., from which your list as far as

relates to the Liverpool and Manchester trains can be prepared.

—I am sir, your very obedient, Hy. Booth (1).

The very next day Gadsby's claim was challenged by Robert Diggles Kay:

THE ORIGINATOR OF RAILWAY GUIDES

*To the Editor of the Manchester Courier.*

Sir—In your paper of to-day I notice claims put forth by Mr. John Gadsby as being the originator of railway guides. Allow me to say that 'Bradshaw's Railway Companion', from which Mr. Gadsby borrowed the idea appeared in 1838, whilst his guide did not appear until the end of 1839.

—Yours, &c., ROBT. D. KAY, Athol Place, May 5, 1874 (2).

Gadsby pressed his claim thus:

THE ORIGINATOR OF RAILWAY GUIDES

*To the Editor of the Manchester Courier.*

Sir,—I have just, and only just, been favoured with a sight of your paper of the 6th instant, containing a letter upon the above subject from Mr. R. H. Kay and a copy of my letters to the editor of the Printing Times. Will you kindly allow me a word in reply? If Mr. Bradshaw had a railway guide or companion worthy of notice, is it not strange that the directors of the railway companies, whose letters I have given, never heard of it, not even those of the Leeds and Manchester? For it is clear they never had, or they would not have expressed themselves in the way they did. To wit: 'They are of opinion that such a list as you propose to publish would, if well conducted, be exceedingly useful to the public', &c., &c. See the letters throughout; for I need not take up your space by quoting. I certainly did not, as Mr. Kay says I did, take my idea from 'Bradshaw's Railway Companion', even presuming that such a work existed. But what I contend for is that I originated the monthly guide, and I think the letters of the directors prove this. I knew Mr. Bradshaw and his son-in-law, Mr. Blacklock, well. Neither of them ever attempted to dispute what

I herein assert. I remember once saying to the latter, 'I ought to have copyrighted the guide'. He smiled and said, 'It is too late now; and besides,' he added, 'see what opposition we have.' 'Oh,' I responded, 'you have now the field, and no one can beat you off'; and assuredly no one ever can.—Yours, &c.,

JNO. GADSBY. Lancaster House, Finchley New-road, Hampstead, London, N.W., May 14, 1874 (3).

Robert Diggles Kay was not slow to counter-claim:

THE ORIGINATOR OF RAILWAY GUIDES

*To the Editor of the Manchester Courier.*

Sir,—Allow me once more to call your attention to a letter on the above subject in your Saturday's paper. It is not a little singular that in spite of dates Mr. Gadsby should still persist in claiming to be the originator of railway guides. The only fact the letters referred to go to establish is that Mr. Gadsby contemplated publishing a Guide at the end of 1839, and to that end solicited the patronage of certain railway companies, but it by no means follows as a natural sequence that the latter in their replies should make a reference to 'Bradshaw's Railway Companion', at that time so very young. Again, Mr. Gadsby's professed ignorance of the existence of such a work in no wise alters the real facts of the case, nevertheless it reveals a singular coincidence, viz., that he should publish a book exactly similar in size of page and design as that of the 'Bradshaw' of 1838, the only difference being that the leaves of the 'Companion' were pasted together and folded in half size, for the sake of portability. Mr. Gadsby's, however, was got up on much cheaper principles, and might possibly have become a successful competitor, had he not at once adopted measures calculated to check the influence of this our first rival—the short-lived history of which is still so fresh in my memory (4).

Mr. Gadsby's information as to the relationship existing between Messrs. Bradshaw and Blacklock is equally

unfortunate, none having ever existed between them beyond that of a commercial character.

—Yours, &c., ROBERT D. KAY.  
Athol Place, Higher Broughton, May  
18, 1874 (4).

Two days later, there appeared some support for Gadsby:

**THE ORIGINATOR OF RAILWAY GUIDES**  
*To the Editor of the Manchester  
Courier.*

Sir,—Whatever may be said by others to the contrary, Mr. John Gadsby is correct when he says that he was the originator of railway guides. He produced the first, and I am one of the compositors who, under his practical management, assisted in putting it in type, and afterwards month by month sided in making the necessary alterations from the various company's time tables, which were regularly sent for his (Mr. Gadsby's) use and guidance. Bradshaw's guide was not in existence then, but I well remember that when it did appear Gadsby's was soon outtrivalled and given up. Notwithstanding these facts, John Gadsby was the first to edit, compile, print, and publish a comprehensive railway guide at an almost nominal price, and on which Bradshaw's was little or no improvement, being very similar in style and form to that of Gadsby's original. Of this there can be no question.

—Yours, &c., J. P. W., Manchester,  
May 19, 1874 (5).

Kay soon countered:

**THE ORIGINATOR OF RAILWAY GUIDES**  
*To the Editor of the Manchester  
Courier.*

Sir,—Your correspondent 'J. P. W.' says Bradshaw's Guide was not in existence when Mr. Gadsby published his Guide in 1839. In my former letters I explained that 'Bradshaw's Railway Companion' was published in 1838. Does 'J. P. W.' deny that there was such a publication as the 'Railway Companion' in 1838? If he do not, then his assertion of Mr. Gadsby's priority falls to the ground. The same type was used for the 'Guide' as the

'Companion', the only change being in the binding of the book and a new title.

That Mr. G. Gadsby was the first to produce a Railway Guide in a cheaper form I am quite willing to admit, but that he was the 'originator of Railway Guides' the facts and the dates I have already supplied abundantly refute.

—Yours &c., ROBERT D. KAY.  
Athol-place, Higher Broughton,  
May 20, 1874 (6).

Sensing at least partial victory, Gadsby persisted:

**THE ORIGINATOR OF RAILWAY GUIDES**  
*To the Editor of the Manchester  
Courier.*

Sir,—I will not trouble you with many more words. I have just received your paper of the 19th, containing another letter from Mr. Kay, denying that I was the originator of Railway Guides. If you or Mr. Kay will refer to my previous letter you or he will see that I claim to be the originator of the 'Monthly Railway Guide'; and if Mr. Kay can produce a copy of any other Monthly Railway Guide prior to mine, I will give £5 to the Manchester Infirmary. But Mr. Kay overlooks what I said in my letter. I repeat that if Mr. Bradshaw had a 'Railway Companion', it must have been an obscure publication and certainly not a periodical one. I have no doubt there are many persons still living in Manchester who remember Gadsby's Monthly Railway Guide, before Bradshaw's was ever heard of.

—Yours, &c., J. GADSBY.  
Lancaster House, 115, Finchley-road,  
Hampstead, N. W.,  
London, May 21, 1874 (7).

Kay countered yet again:

*To the Editor of the Manchester  
Courier.*

Sir,—This question has evidently assumed needless proportions. If Mr. Gadsby, as it would now appear, merely wished to claim to 'be the originator of the Monthly Railway Guide,' as thus designated by its title, there could have been no objection, as,

Mr. Gadsby was the projector of the first guide bearing such a title; but to claim to be the 'Originator of Railway Guides' is a very different thing, since, in spite of 'its obscurity', Bradshaw's Companion had been in existence quite 12 months before the appearance of 'Gadsby's Monthly'. When 'Bradshaw's Companion' appeared in 1838 railway companies were in the habit of making changes in their train arrangements, at all times rendering it quite impossible to print off a month's stock without fatal consequences. The guarantee of accuracy was quite out of the question for more than three or four days at a time, and the expression of public feeling became so serious in consequence of the delinquencies of 'Bradshaw' that we were compelled to put forth efforts to remedy the evil. The idea at once occurred to us that a meeting of railway officers was convened once a month at Normanton. Mr. Bradshaw attended one of these and suggested that alterations of trains should only be made monthly, so as to come into operation on the first of each month. The suggestion was at once conceded, and from that moment the 'Companion' became a monthly, but the title of the work remained unchanged. If the minutes of these meetings were registered and duly passed, as they would now be, they would bear undeniable testimony to the above facts, and establish the validity of Bradshaw's claims to be 'The Originator of Railway Guides'—

—Yours &c., ROBERT D. KAY.  
Athol-place, Higher Broughton,  
May 25, 1874 (8).

... and appearing just above that written by Kay, another letter related:

**THE ORIGINATOR OF RAILWAY GUIDES**  
*To the Editor of the Manchester  
Courier.*

Sir,—I have a 'Bradshaw's Railway Time Table', dated 10th month, 25th, 1839, and in the address it says, 'The next edition of this work will be published on the 1st of 1st month, 1840; and succeeding editions will appear every three months, with such

alterations as have been made in the interval.' It is bound in cloth, price one shilling, and contains several excellent maps.

—Yours, &c., J. HARTLEY.  
Bury-lane, Leigh, May 23, 1874 (9)

Gadsby then had much to say:

THE ORIGINATOR OF RAILWAY GUIDES

*To the Editor of the Manchester Courier.*

Sir,—Two or three weeks ago I got sight of your paper for 26th May, containing a letter from Mr. Hartley, of Leigh, stating that he had a copy of 'Bradshaw's Railway Time Table' for October 25th, 1839. I wrote to Mr. H., asking him to favour me with a sight of it. This he did last week, and I now beg for a little space in your paper.

In my letter to you, May 14th, I said: 'Is it not strange, if Mr. Bradshaw had a railway companion or guide worthy of notice, that the directors of the railway companies, whose letters I have given, should not have heard of it, not even of the Leeds in Manchester. For it is clear they never had, or they would not have expressed themselves in the way they did—to wit: "They are of opinion that such a list as you propose to publish would, if well conducted, be exceedingly useful to the public, &c." I certainly did not, as Mr. Kay says I did, take my idea from "Bradshaw's Railway Companion", even presuming such a work existed. What I contend for is that I originated the monthly guide, and I think the letters of the directors prove this.'

In reply to this Mr. Kay said: 'Mr. Gadsby's professed ignorance of the existence of such a work in no wise alters the real facts of the case, nevertheless it reveals a singular coincidence, viz, that he should publish a book exactly similar in size of page and design as that of the 'Bradshaw' of 1838, the only difference being that the leaves of the 'Companion' were pasted together and folded in half size, for the sake of portability.' A few days after reading this a second time, for I am much from home, I wrote to Mr. F. J. Ainsworth, overseer of the Manchester Examiner

and Times, asking him if he remembered what size my guide was in the first instance, as he was in my employ at the time. In reply he writes: 'As to the original size, I feel sure it was crown 4to., consisting of four pages only; though afterwards you made it half the size, with double the number of pages.' Now, for the benefit of the unlearned, I may state that a crown 4to. page measures 10in. by 7½in, and what size is Bradshaw's, of which I have just spoken? Just 3in. by 2¼in., or 6in. by 4½in. when opened to two pages. So much for Mr. Kay's 'singular coincidence' as to size.

Then as to 'design'. I find Bradshaw did not give any one table full. Even in the Manchester and Birmingham, and Manchester to Liverpool, he only gave the main stations. And as to the others, even Manchester to Leeds, he only gave the times of starting, and these run on in ordinary paragraphs, while mine gave every table in full, every station, &c. So much for Mr. Kay's 'singular coincidence' as to design.

I again assert that I had never seen Bradshaw's when I published mine.

Now the fact is here. The 4to. size was good for the counting house, but not for travelling. Hence I reduced the size; and subsequently I reduced it still further to about a royal 16mo., as Mr. Ainsworth remembers. And herein Mr. Bradshaw copied me. No sooner did he see that my guide was a success than he came into the field.

And more than that, I was at the time a commissioner for No. 9 Ward, and on the Hackney Coach Committee. It struck me one night that the Manchester Cab Fares would be a good addition to my guide, so I had them copied and gave them at once. At our next meeting Mr. Samuel Bury, who was our chairman, stated that Mr. Bradshaw had called upon him and complained of 'favouritism', inasmuch as I had been allowed to publish the said list of fares. 'But,' said Mr. B., 'I told him there was no favouritism. The books were open to him or anyone else, if he or they chose to copy them.' The next month the list appeared in Bradshaw's. And herein also he copied me. But I never complained. The world was large enough for us both. He is not the only man who has got a

good living out of my brains.

As I said in my first letter to you, when I became connected with the Anti-Corn-Law League I had so much to do that I gave up the guide entirely to Mr. Bradshaw, and perhaps never in my life made a greater mistake. I ought to have copyrighted it.

Now Mr. Bradshaw was the originator of the 'Continental Guide', and no doubt it was tolerably accurate while he lived; but a more misleading guide than it now is and for a long time has been can hardly be issued. I was out in the East last winter for the tenth time, one part and another; and I could point out errors which have existed in that precious work for seven years. 'Then,' say you, 'why not point them out to the publishers?' I will tell you why. Ten years ago, being at Mount Sinai, in the Holy Land, &c., I sent a sheet of emendations and corrections, which were adopted with thanks. The account of Mount Sinai as it now stands was as corrected by me. I subsequently wrote to the proprietors and asked them to send me a guinea for the Orphan Working School, London. 'And didn't they?' No; they didn't. So I have never sent to them since, though I never travel without seeing many errors.

I again assert that I was the originator of the Monthly Railway Guide, that the idea was entirely my own, that Bradshaw copied from me, and that I might have copyrighted the work had I pleased. Mr. Ainsworth, in his letter, says he wishes he had £1,000 depending upon it, he should have no fear as to the result. 'Well do I remember,' says he, 'the first few copies being sent out, beginning with poor Bentham, in the Market-place. If he were here there would soon be a settlement of the controversy.' And I may add Mr. Whitmore, top of Market-street.

But as Mr. Kay, the Bradshaw advocate, admits this in his last letter, I need say no more, but beg to forward you a cheque for £5, to give to any charity you please. It is worth all the

money to have such an admission from so redoubtable a champion.

—Yours respectfully, JOHN GADSBY. 115, Finchley-road, Hampstead, July 15, 1874 (10).

This forceful exchange was continued by Kay:

THE ORIGINATOR OF RAILWAY GUIDES

*To the Editor of the Manchester Courier.*

Sir,—My attention has again been drawn to a long letter from Mr. Gadsby in the *Courier* of July 17. It contains so much irrelevant and scurrilous matter altogether outside the question at issue, that I fear it will be unintelligible to the readers of previous correspondence on the above subject. As the heading of this letter would imply, the question is simply as to whether Mr. Gadsby published the first railway guide or Mr. Bradshaw. Unfortunately for Mr. Gadsby, he establishes his claim to priority upon certain letters in which he seeks the patronage of two or three railway companies, those letters bearing the date of August, 1839. Succeeding in this, he brings out his guide in due course, say in September or October, 1839. not possibly earlier, nor does he seek to claim any thing earlier.

In his letter, Mr. Gadsby refers to a copy of 'Bradshaw' for October, 1839, now in the possession of Mr. Hartley of Leigh, Lancashire. This copy he has seen, and so have I, and if Mr. Gadsby had done me justice, he would have testified as to the merits of the work. He would find it illustrated with sectional maps of railways, as well as plans of London, Birmingham, Liverpool, Manchester, and Leeds, at once revealing a condition of maturity and thoughtful consideration which would require many months to develop. The guide in question is No. 3, and would therefore fix the first number of 'Bradshaw' as a monthly publication in August, 1839, or, the month before Mr. Gadsby solicits the companies' patronage. Prior to this, however, several of the first editions of 'Bradshaw' from 1838 appeared without any number, its publication being regulated entirely by the demands of the travelling public. In

fact, the discipline in railway management in those days was such as to render a periodical appearance of the work utterly impossible, and would have remained so if Mr. Bradshaw had not laid the difficulties of our case before a meeting of railway officers at Normanton about June or July, 1839, from which period the numbering of 'Bradshaw' commenced. How Mr. Gadsby therefore can presume to lay claim to such celebrity as he aims at is certainly more than common reason can justify.

Mr. Gadsby's assertion that I admit that he was the originator of the *Monthly Railway Guide* is calculated to mislead. What I did say was—'If Mr. Gadsby merely wished to claim to be the originator of the "Monthly Railway Guide", as thus designated by its title, there would have been no objection, as Mr. Gadsby was the projector of a guide bearing such a title; but to claim to be the originator of railway guides is a very different thing.' I have yet to learn that size, shape, or title of a book possess any very intrinsic merits.

And now as to the character of the work. If Mr. Gadsby had been wise, he would have been silent on such a subject since the merits of the two guides were very soon settled at the time by a discerning public, and it is hardly a mark of sound commercial policy for a man to give up a really good thing on account of other engagements. Such an one would rather grapple with his difficulties by enlarging his powers of action.

Again, Mr. Gadsby displays a sad want of professional guide knowledge when he talks about copying companies' time-tables. To do that now he would have an unintelligible volume about the size of 'Encyclopaedia Britannica'. Indeed Mr. Kay has always prided himself with making such a condensation of the companies' time bills as was consistent with travelling requirements. If Mr. Gadsby would take the pains to compare 'Bradshaw' with the official documents of the companies, he would be unable to identify the source from whence the information was gleaned, and yet every station in the kingdom appears in its proper place. What more than

this would Mr. Gadsby's superior wisdom suggest? Mr. Kay is not too proud to learn even at the close of his 36 years' experience.

The *Continental Guide* was originally got up by me. I edited the first four numbers of it, and then handed it over to others who had more time at their disposal, in the year 1848. With regard to its accuracy, Mr. Gadsby's patience may have been tested, but that is no reason why the book should be condemned—a work of such magnitude could not possibly be kept entirely free from error. After all, the long-standing appreciation of the public affords the best testimonial of its worth.

—I remain, sir, yours, &c., ROBERT D. KAY. Athol-place, Higher Broughton, July 20, 1874 (11).

Gadsby was not finished yet:

THE ORIGINATOR OF RAILWAY GUIDES

*To the Editor of the Manchester Courier.*

Sir,—I hope this will be the last letter with which I shall have to trouble you upon this subject.

Some one, I know not who, has kindly sent me a copy of your paper of the 21st ult, containing a letter from Mr. Kay, in reply to mine of the 17th. Mr. Kay says my letter contained much irrelevant and scurrilous matter. That some part was the former I admit, but it was written only with the hope that the managers of the *Continental Guide* would be induced thereby to mend their ways. That it was the latter I cannot admit, unless it be scurrilous to say that errors had existed in a work for seven years while professing to be a guide; or that the proprietors of that work had refused to give a guinea to a charitable institution in return for, say, ten guinea worth of information. When I was in Italy some years ago, I heard several persons say they would sue Bradshaw for damages for expenses incurred through incorrect information; but I told them the good man was out of their reach. Enough of this.

Replying to my remark that when I issued my guide, I had never seen the one referred to by Mr. Kay, Mr. Kay

said it was a ‘singular coincidence’ that the size and design were the same. Of course that was not scurrilous. But never mind that. Mr. Kay in his letter of the 20th ult., wisely makes no allusion to the wreck I made of his assertion.

Mr. Kay next complains that I did not do him the justice of testifying to the merits of the little book Mr. Hartley has in his possession. This was hardly necessary, as Mr. H. had given the particulars already, and my letter was quite long enough. The work certainly contains some nice maps; but I must say that, in comparison with mine, it was no railway guide.

Mr. Kay, referring to the little book Mr. Hartley has, next says:—

‘The guide in question is No. 3, and would therefore fix the first number of “Bradshaw” as a monthly publication in August, 1839, or the month before Mr. Gadsby solicits the companies’ patronage. Prior to this, however, several of the first editions of “Bradshaw” from 1838 appeared without any number, its publication being regulated entirely by the demands of the travelling public. In fact, the discipline in railway management in those days was such as to render a periodical appearance of the work utterly impossible, and would have remained so if Mr. Bradshaw had not laid the difficulties of our case before a meeting of railway officers at Normanton about June or July, 1839, from which period the numbering of “Bradshaw” commenced.’

This is incorrect from first to last. Instead of Mr. Hartley’s copy, No. 3, being a monthly one, it is stated therein distinctly that another would (d.v.) be published in three months, and instead of the monthly arrangement by the respective companies being made in 1839 (See also Mr. Kay’s letter of May 26), I declare it was not made earlier than 1841 or 1842. I cannot call to mind when I gave up the guide to Mr. Bradshaw, but I am positive no such arrangement had been made then for I had frequently to issue a supplementary number in consequence of alterations made in the middle of the month. I challenge Mr. Kay to produce a monthly copy of Bradshaw before 1840 – I think I may go so far as to say before the end of that year – and I will take it as an act of courtesy on his part if he will show me a copy of what he terms ‘some of the first editions’ (never mind the grammar here) which ‘appeared without number, being regulated entirely by the demands of the travelling public.’

The remainder of Mr. Kay’s letter is sheer nonsense, so far as the question before us is concerned. ‘Bradshaw’ is now a wonderful production. I have sent several copies to America, and asked the sendees if they can produce anything like it for its mass of figures, though their ‘Appleton’ is an excellent work, with local maps, lacking, however, a general map. But what has that to do with 1839-40? I again assert that I was not only the originator of the Monthly Guide, but that I had it in my own hands for some months; and I gave it up to Mr. B. not because it was

inferior to his, as Mr. Kay implies, for it was nothing of the kind, but because I had so much to do for the Anti-Corn Law League, that I had no time to attend to it. I commenced mine in 1839. Let Mr. Kay produce a monthly ‘Bradshaw’ for that year, or for several months afterwards.

I have just seen in your paper of May 20 a letter signed ‘J. P. W.’ who says he was one of my compositors when I commenced the guide, and that Mr. Bradshaw’s was not then in existence. Why has not Mr. Kay noticed this or Mr. Ainsworth’s evidence?

—Yours, &c., J. GADSBY. 115,  
Finchley-road, Hampstead, N.W. 3rd  
Aug., 1874 (12).

#### Endnotes

1. Manchester Courier, 5 May 1874, p. 7.
2. Manchester Courier, 6 May 1874, p. 7.
3. Manchester Courier, 16 May 1874, p. 7.
4. Manchester Courier, 19 May 1874, p. 7.
5. Manchester Courier, 20 May 1874, p. 7.
6. Manchester Courier, 22 May 1874, p. 7.
7. Manchester Courier, 23 May 1874, p. 7.
8. Manchester Courier, 26 May 1874, p. 7.
9. Ibid.
10. Manchester Courier, 17 July 1874, p. 7.
11. Manchester Courier, 21 July 1874, p. 7.
12. Manchester Courier, 7 August 1874, p. 7.

To be continued in  
The Times, August 2021

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#### *Manchester Courier*—From Wikipedia, the free encyclopedia

The *Manchester Courier* was a daily newspaper founded in Manchester, England, by Thomas Sowler; the first edition was published on 1 January 1825. [Alaric Alexander Watts](#) was the paper's first editor, but remained in that position for only a year. The newspaper had a wide circulation in Lancashire, Cheshire, Yorkshire, Shropshire, Cumberland, Staffordshire, and North Wales. An advocate of commerce and agriculture and a supporter of the Church of England, the paper's initial agenda was to act as a counterpoint to the reforms being advocated by the *Manchester Guardian*, and in particular to proposals for the emancipation of Catholics. It provided Hugh Stowell, rector of St Stephen's Church in Salford, with a platform to "wage war" on any group dissenting from the orthodox views of the Anglican Church, notably Catholics and Jews, but also including Unitarians, whom Stowell doubted even had the right to call themselves Christians. The daily *Manchester Evening Mail*, established by [Thomas Sowler](#) junior in 1874 [the year of much of the correspondence appearing here although other sources say this paper was established in 1876 – Ed] and closed in 1902, was a companion publication and one of several newspapers which began around that time with the intention of providing a less highbrow alternative to their longer-established stablemates. The introduction of the *Mail* coincided with the *Courier* becoming a weekly newspaper. In 1905, [Lord Northcliffe](#) purchased the *Manchester Courier* and installed [James Nicol Dunn](#) as editor "with a big fanfare of trumpets and a large ceremonial lunch". Northcliffe's adventures in northern newspapers was ultimately unsuccessful: Dunn served as editor from 1905 and 1910, and in 1916 the newspaper ceased publication.

# Finding gems in unusual places - how my interest in timetables started

RICHARD MAY

**I**N A RECENT TIMES ARTICLE on Maddingley, Victoria, Geoff Lambert highlighted that a chance discovery of a Victorian working timetable beside the railway line initiated a lifelong interest in timetables. This prompted me to reflect on how my interest came about.

I can trace my interest back to the age of eight, which according to my son, must be from the dark ages! As my parents grew up in South Australia, we would often holiday in Adelaide. My grandfather owned a house in the Adelaide Hills at Glenalta. This was an exciting holiday destination as the house backed onto the main railway to Melbourne which at this point was double track. Glenalta had a basic station and was located 19.3 kilometres from Adelaide at an elevation of approximately 270 metres above sea level. There seemed to be a never-ending parade of trains trundling past the back door to keep a budding young train enthusiast enthralled. These included the Redhen suburban railcars, the smart looking Bluebird railcars on their way to unknown country destinations and long and noisy goods trains which sometimes barely seemed capable of making it up the steep grade. At night, on hearing the distant growl of a diesel engine, we would jump out of bed, fling open the curtains and watch as the searing headlight from the engine appeared in the distance and lit up all the surrounding trees. The interruptions to sleep were a small price to pay for such excitement.

Pride of place however was The Overland on its nightly run to Melbourne. The two 930 class engines in their maroon and silver livery were matched by the long string of carriages which followed. It had the appearance of a very important and special train. The Overland was also an important part of the nightly family ritual. In the late 1960s, The Overland departed Adelaide station at 7pm and took just over 30 minutes to reach Glenalta.

Following dinner we would adjourn to the lounge room where we would watch the 7pm ABC news on the black and white television. As the weather forecast concluded and the closing music commenced, we would migrate to the back verandah. In the distance we could now hear an approaching train as it passed through Blackwood and continued up the grade to Glenalta. Within minutes The Overland would appear, with us kids carefully counting the many carriages as it slowly made its way toward Melbourne. My memory suggests that punctuality of the train in the evening was excellent and we seldom missed viewing the train. In the morning however, it was a different story with The Overland from Melbourne turning up at varying times such that on many occasions we would already be out for the day before it passed by the back door.

One day in January 1969 during an extended stay at Glenalta I made an interesting discovery in the magazine rack. This magazine was much more exciting than the usual items found in the rack such as The Advertiser newspaper and The Australian Woman's Weekly. The item that had attracted my interest actually had a colour photo of a Bluebird railcar taken somewhere in the Adelaide Hills. Inside, there were more photographs and information regarding South Australia's railways to excite me. Then there were all the tables showing the times of passenger trains throughout South Australia. All this was studied intently over the next few days [our rear cover].

I soon realised that I now had a tool that told me when I should look out for passing trains rather than just waiting patiently for them to appear, or worse, missing one completely because I was otherwise engaged. The suburban railcars to Belair and Bridgewater were straight forward as Table 5 showed that during the day they passed by roughly every half hour

in each direction. Interestingly, 52 years later, the frequency of suburban trains to Belair is still only 30 minutes during the day. Bridgewater is no longer a destination for the suburban railcars having lost its service in 1987.

The trains in Table 7 that went to or came from country destinations were less frequent and so I recall constructing a guide similar to the table below to help in my desire to never miss a train.

0700 From Mount Gambier Tues, Thurs, Sat  
0830 To Mount Gambier Mon-Sat  
0830 From Melbourne, The Overland Daily  
0930 To Victor Harbour Sat  
1010 From Victor Harbour Mon-Fri  
1020 From Victor Harbour Sat  
1055 From Tailem Bend Mon-Sat  
1325 To Victor Harbour Sat  
1610 From Mount Gambier Mon-Fri  
1625 From Mount Gambier Sat  
1650 To Tailem Bend Mon-Thurs  
1705 To Tailem Bend Sun  
1815 To Victor Harbour Mon-Fri  
1840 To Victor Harbour Sun  
1845 To Tailem Bend Fri  
1905 To Tailem Bend Sat  
1925 From Victor Harbour Sun  
1930 To Melbourne, The Overland Daily  
1950 From Victor Harbour Sat  
2005 From Tailem Bend Sun  
2120 To Mount Gambier Sun, Tues, Thurs

Goodness only knows what my grandparents or other family members thought when I proudly came in to inform them that the train from Victor Harbour was 20 minutes late or when I said that we couldn't go out because I was expecting the train from Tailem Bend!

In addition to the passenger services that I could follow using the public timetable, there were many goods trains that also passed by the back door. These trains were always interesting to watch with their varied wagons and often multiple engines.

**TABLE 5.**  
ADELAIDE TO BRIDGEWATER.—Mondays to Fridays inclusive.

Miles	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Adelaide	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55	13.05	13.15	13.25	13.35	13.45	13.55	14.05	14.15	14.25	14.35	14.45	14.55	15.05	15.15	15.25	15.35	15.45	15.55	16.05	16.15	16.25	16.35	16.45	16.55	17.05	17.15	17.25	17.35	17.45	17.55	18.05	18.15	18.25	18.35	18.45	18.55	19.05	19.15	19.25	19.35	19.45	19.55	20.05	20.15	20.25	20.35	20.45	20.55	21.05	21.15	21.25	21.35	21.45	21.55	22.05	22.15	22.25	22.35	22.45	22.55	23.05	23.15	23.25	23.35	23.45	23.55	24.05	24.15	24.25	24.35	24.45	24.55	25.05	25.15	25.25	25.35	25.45	25.55	26.05	26.15	26.25	26.35	26.45	26.55	27.05	27.15	27.25	27.35	27.45	27.55	28.05	28.15	28.25	28.35	28.45	28.55	29.05	29.15	29.25	29.35	29.45	29.55	30.05	30.15	30.25	30.35	30.45	30.55	31.05	31.15	31.25	31.35	31.45	31.55	32.05	32.15	32.25	32.35	32.45	32.55	33.05	33.15	33.25	33.35	33.45	33.55	34.05	34.15	34.25	34.35	34.45	34.55	35.05	35.15	35.25	35.35	35.45	35.55	36.05	36.15	36.25	36.35	36.45	36.55	37.05	37.15	37.25	37.35	37.45	37.55	38.05	38.15	38.25	38.35	38.45	38.55	39.05	39.15	39.25	39.35	39.45	39.55	40.05	40.15	40.25	40.35	40.45	40.55	41.05	41.15	41.25	41.35	41.45	41.55	42.05	42.15	42.25	42.35	42.45	42.55	43.05	43.15	43.25	43.35	43.45	43.55	44.05	44.15	44.25	44.35	44.45	44.55	45.05	45.15	45.25	45.35	45.45	45.55	46.05	46.15	46.25	46.35	46.45	46.55	47.05	47.15	47.25	47.35	47.45	47.55	48.05	48.15	48.25	48.35	48.45	48.55	49.05	49.15	49.25	49.35	49.45	49.55	50.05	50.15	50.25	50.35	50.45	50.55	51.05	51.15	51.25	51.35	51.45	51.55	52.05	52.15	52.25	52.35	52.45	52.55	53.05	53.15	53.25	53.35	53.45	53.55	54.05	54.15	54.25	54.35	54.45	54.55	55.05	55.15	55.25	55.35	55.45	55.55	56.05	56.15	56.25	56.35	56.45	56.55	57.05	57.15	57.25	57.35	57.45	57.55	58.05	58.15	58.25	58.35	58.45	58.55	59.05	59.15	59.25	59.35	59.45	59.55	60.05	60.15	60.25	60.35	60.45	60.55	61.05	61.15	61.25	61.35	61.45	61.55	62.05	62.15	62.25	62.35	62.45	62.55	63.05	63.15	63.25	63.35	63.45	63.55	64.05	64.15	64.25	64.35	64.45	64.55	65.05	65.15	65.25	65.35	65.45	65.55	66.05	66.15	66.25	66.35	66.45	66.55	67.05	67.15	67.25	67.35	67.45	67.55	68.05	68.15	68.25	68.35	68.45	68.55	69.05	69.15	69.25	69.35	69.45	69.55	70.05	70.15	70.25	70.35	70.45	70.55	71.05	71.15	71.25	71.35	71.45	71.55	72.05	72.15	72.25	72.35	72.45	72.55	73.05	73.15	73.25	73.35	73.45	73.55	74.05	74.15	74.25	74.35	74.45	74.55	75.05	75.15	75.25	75.35	75.45	75.55	76.05	76.15	76.25	76.35	76.45	76.55	77.05	77.15	77.25	77.35	77.45	77.55	78.05	78.15	78.25	78.35	78.45	78.55	79.05	79.15	79.25	79.35	79.45	79.55	80.05	80.15	80.25	80.35	80.45	80.55	81.05	81.15	81.25	81.35	81.45	81.55	82.05	82.15	82.25	82.35	82.45	82.55	83.05	83.15	83.25	83.35	83.45	83.55	84.05	84.15	84.25	84.35	84.45	84.55	85.05	85.15	85.25	85.35	85.45	85.55	86.05	86.15	86.25	86.35	86.45	86.55	87.05	87.15	87.25	87.35	87.45	87.55	88.05	88.15	88.25	88.35	88.45	88.55	89.05	89.15	89.25	89.35	89.45	89.55	90.05	90.15	90.25	90.35	90.45	90.55	91.05	91.15	91.25	91.35	91.45	91.55	92.05	92.15	92.25	92.35	92.45	92.55	93.05	93.15	93.25	93.35	93.45	93.55	94.05	94.15	94.25	94.35	94.45	94.55	95.05	95.15	95.25	95.35	95.45	95.55	96.05	96.15	96.25	96.35	96.45	96.55	97.05	97.15	97.25	97.35	97.45	97.55	98.05	98.15	98.25	98.35	98.45	98.55	99.05	99.15	99.25	99.35	99.45	99.55	100.05	100.15	100.25	100.35	100.45	100.55

not publicised in the public timetable that I had access to and so was an unexpected bonus when it ran.

How exciting it would be I remember thinking if I could actually travel on The Overland. So, over the next few years, I badgered my parents to consider taking the train to Adelaide when going on holiday instead of driving. Eventually, about 4 years later, it was decided that us kids would visit our grandparents for the September holidays and as my parents needed to work, we would travel by train. The anticipation of my first trip on The Overland was almost unbearable. The evening finally arrived and the three of us found our seats in the AJ first class sitting carriage. I was suitably armed with a copy of the 1973 Winter Victorian Railways public timetable and a notebook to record our trip. There was a problem however. While I was considered old enough at age 13 to supervise my two younger siblings on the overnight train, I was not old enough to own a watch. These days it is hard to conceive of three children aged 13, 11 and 7 being sent off

Based on my recollections of interrupted sleep on many nights some services clearly ran overnight. I also recall seeing many goods trains during the day however I had no way of knowing when they would appear. I grappled with this uncertainty and in my innocence decided that goods trains didn't have a schedule and ran whenever they wanted to - I just had to be ready at all times to dash outside and observe the passing parade!

On reflection, the country train service at the time was fairly sparse with daily trains to and from Tailem Bend and Victor Harbour supplemented by an additional train to Victor Harbour on Saturday, returning on Sunday. A service during the day ran to and from Mount Gambier six days a week with an additional overnight train running three days per week in each direction. Finally, there was the daily overnight service to and from Melbourne, which to my young mind, was the most important and exciting train to watch. On occasions a second division of The Overland ran but of course this was

**TABLE 7.**  
ADELAIDE, HALHANNAH, MOUNT BARKER JUNCTION AND TAILEM BEND.  
DOWN.

Miles	Station	Mon. Ev.	Tue. M.	Wed. Tu.	Thu. W.	Fri. Th.	Sat. F.	Sun. S.	Mon. M.	Tue. Tu.	Wed. W.	Thu. Th.	Fri. F.	Sat. S.	Sun. Su.	Mon. M.	Tue. Tu.	Wed. W.	Thu. Th.	Fri. F.	Sat. S.	Sun. Su.	Mon. M.	Tue. Tu.	Wed. W.	Thu. Th.	Fri. F.	Sat. S.	Sun. Su.	Mon. M.	Tue. Tu.	Wed. W.	Thu. Th.	Fri. F.	Sat. S.	Sun. Su.																																																																																																																																																																																																																																																																																																																																																																																						
0	Adelaide	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55	13.05	13.15	13.25	13.35	13.45	13.55	14.05	14.15	14.25	14.35	14.45	14.55	15.05	15.15	15.25	15.35	15.45	15.55	16.05	16.15	16.25	16.35	16.45	16.55	17.05	17.15	17.25	17.35	17.45	17.55	18.05	18.15	18.25	18.35	18.45	18.55	19.05	19.15	19.25	19.35	19.45	19.55	20.05	20.15	20.25	20.35	20.45	20.55	21.05	21.15	21.25	21.35	21.45	21.55	22.05	22.15	22.25	22.35	22.45	22.55	23.05	23.15	23.25	23.35	23.45	23.55	24.05	24.15	24.25	24.35	24.45	24.55	25.05	25.15	25.25	25.35	25.45	25.55	26.05	26.15	26.25	26.35	26.45	26.55	27.05	27.15	27.25	27.35	27.45	27.55	28.05	28.15	28.25	28.35	28.45	28.55	29.05	29.15	29.25	29.35	29.45	29.55	30.05	30.15	30.25	30.35	30.45	30.55	31.05	31.15	31.25	31.35	31.45	31.55	32.05	32.15	32.25	32.35	32.45	32.55	33.05	33.15	33.25	33.35	33.45	33.55	34.05	34.15	34.25	34.35	34.45	34.55	35.05	35.15	35.25	35.35	35.45	35.55	36.05	36.15	36.25	36.35	36.45	36.55	37.05	37.15	37.25	37.35	37.45	37.55	38.05	38.15	38.25	38.35	38.45	38.55	39.05	39.15	39.25	39.35	39.45	39.55	40.05	40.15	40.25	40.35	40.45	40.55	41.05	41.15	41.25	41.35	41.45	41.55	42.05	42.15	42.25	42.35	42.45	42.55	43.05	43.15	43.25	43.35	43.45	43.55	44.05	44.15	44.25	44.35	44.45	44.55	45.05	45.15	45.25	45.35	45.45	45.55	46.05	46.15	46.25	46.35	46.45	46.55	47.05	47.15	47.25	47.35	47.45	47.55	48.05	48.15	48.25	48.35	48.45	48.55	49.05	49.15	49.25	49.35	49.45	49.55	50.05	50.15	50.25	50.35	50.45	50.55	51.05	51.15	51.25	51.35	51.45	51.55	52.05	52.15	52.25	52.35	52.45	52.55	53.05	53.15	53.25	53.35	53.45	53.55	54.05	54.15	54.25	54.35	54.45	54.55	55.05	55.15	55.25	55.35	55.45	55.55	56.05	56.15	56.25	56.35	56.45	56.55	57.05	57.15	57.25	57.35	57.45	57.55	58.05	58.15	58.25	58.35	58.45	58.55	59.05	59.15	59.25	59.35	59.45	59.55	60.05	60.15	60.25	60.35	60.45	60.55	61.05	61.15	61.25	61.35	61.45	61.55	62.05	62.15	62.25	62.35	62.45	62.55	63.05	63.15	63.25	63.35	63.45	63.55	64.05	64.15	64.25	64.35	64.45	64.55	65.05	65.15	65.25	65.35	65.45	65.55	66.05	66.15	66.25	66.35	66.45	66.55	67.05	67.15	67.25	67.35	67.45	67.55	68.05	68.15	68.25	68.35	68.45	68.55	69.05	69.15	69.25	69.35	69.45	69.55	70.05	70.15	70.25	70.35	70.45	70.55	71.05	71.15	71.25	71.35	71.45	71.55	72.05	72.15	72.25	72.35	72.45	72.55	73.05	73.15	73.25	73.35	73.45	73.55	74.05	74.15	74.25	74.35	74.45	74.55	75.05	75.15	75.25	75.35	75.45	75.55	76.05	76.15	76.25	76.35	76.45	76.55	77.05	77.15	77.25	77.35	77.45	77.55	78.05	78.15



# New Bus Networks in Edmonton, Canada and Adelaide

**HILAIRE FRASER**

**M**Y GOOGLE NEWSFEED alerted me to the fact that Edmonton Transit introduced a new bus network on 25 April 2021. This was of interest to me because I had visited Edmonton in 1989 and the new network reminded me of that proposed for Adelaide in 2020.

Edmonton has a population of 1 million, Adelaide has a population of 1.3 million, both medium sized cities, so a comparison is relevant. Topologically, Adelaide is flat between the Mt Lofty Ranges and St Vincent's Gulf. Edmonton, situated on the Canadian prairie, is flat except for the gorge cut by the North Saskatchewan River south of its CBD.

In 1989, I was able to ride Edmonton's Light Rail Transit- then comprising one route from Corona in the CBD to Clareview in the north east. Also, in 1989, I was able to ride one of the routes in Edmonton's trolleybus network. Edmonton's trolleybus network ceased operation in 2009.

In 2021, the LRT Network comprises the Capital Line from Century Park to Clareview and the Metro Line from Century Park to NAIT (North Alberta Institute of Technology). Both lines have at least a twenty-minute frequency, seven days a week with a ten-minute service on the common section between Century Park and Churchill Station. These two lines have high floor vehicles and require high level platforms. The new Valley Line which will eventually link Mill Woods in the south east to Lewis Farms in the west will have low floor vehicles, similar to LRT vehicles found in Australian cities. The LRT Map accompanying this article shows the current network, the Mill Woods



1-9	Frequent Routes
51-56	Crosstown Routes
101-128	North Edmonton Local Routes
501-525	South East Edmonton Local Routes
701-716	South West Local Routes
901-925	West Edmonton Local Routes
110X 120X 130X 140X 150X	Northern Rapid Routes
500X 510X	South East Rapid Routes
700X	South West Local Routes
900X 910X 920X 930X 940X	Western Rapid Routes

section of the Valley Line and future lines. Test runs have already taken place on the Mill Woods section and it is due to open this year.

The new bus network has routes numbered as in the Table at left.

Five Rapid routes are full time, eight are peak-period routes.

510X Downtown-Mill Woods and 900X Downtown-Lewis Farms are forerunners of new light rail routes. 700X Century Park-Heritage Valley is a forerunner of a light rail extension.

200 series, 400 series and 540-589 are

used for regional routes to counties surrounding Edmonton and remain unchanged. 600 series routes are used for school services.

The “Edmonton Journal” reports that the new network has had mixed reviews. Some appreciated more frequent services, others reported longer commutes and longer walks to bus stops. Similar longer commutes and longer walks to bus stops led to plans for the new Adelaide network being dropped by the South Australian Government.

The link to the new network map is:

[https://www.edmonton.ca/documents/PDF/ETS\\_Day\\_Map\\_ETS.pdf](https://www.edmonton.ca/documents/PDF/ETS_Day_Map_ETS.pdf). More information can be found at [www.edmonton.ca](http://www.edmonton.ca)

In a similar manner to Edmonton, the proposed new Adelaide network had route numbers as follows:

- 1-5 Frequent O Bahn Routes
- 10-82 Frequent Routes (23 in total)
- 300-333 Cross Suburban Routes
- 401-451 Outer North Local Routes
- 510-522 Outer North East Local Routes

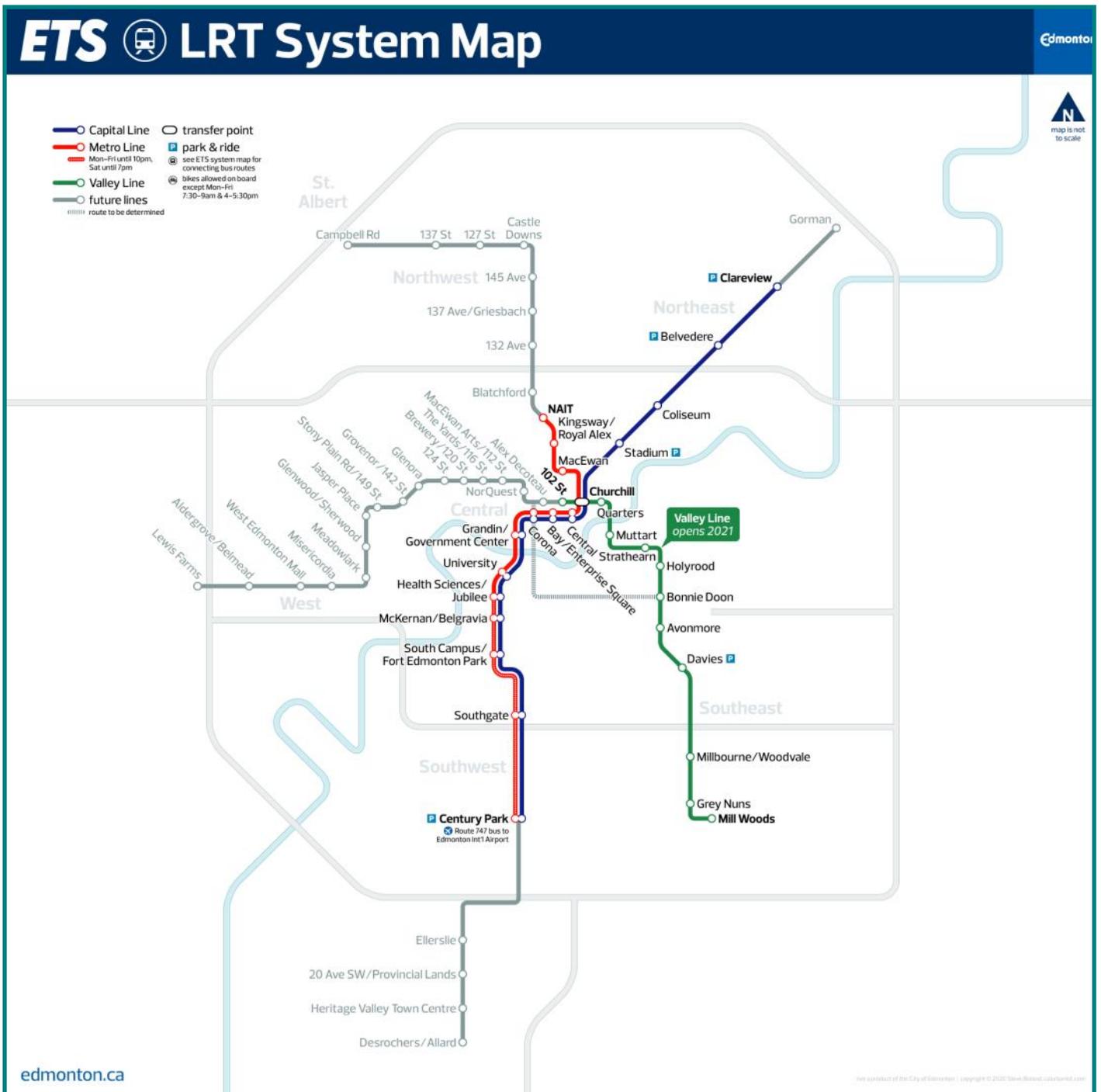
- 710-743 Outer South Local Routes
- 810-844 Hills Local Routes

Adelaide’s equivalents to Edmonton’s Rapid Routes were express services X23, X72, X73 and X82 and limited stops services T72, T73 and T81.

School services were numbered in the 100 and 200 series.

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# The strange history of the 161 bus timetable

**GEOFF LAMBERT** examines how an articulated bus came to do a backwards three-point turn on a narrow road.

**T**HE ROUTE 161 BUS FROM Manly to North Head was introduced on 20-Dec-2020 to replace the old route 135 bus (which ran from Warringah Mall to North Head). The 135, based on a very old service, was described in “The Times” of January 2011 (Geoff Lambert) and July 2020 (Hilaire Fraser). A general discussion of the complications of the route 135 at North Head can be found at Bus Australia—[here](#).

During “Business Hours” (in this case, 9AM to 4PM) the southern terminus and turn-around point was at the Fairfax Lookout area, where there was a one-way, single-lane loop road. Out of hours, the southern terminus was the Quarantine Station entrance, where there was a roundabout, which facilitated the return working. For the 135, “out-of-hours” working saw the northern terminus being the Manly Wharf.

At “Fairfax” - aka “North Head Scenic Drive opposite North Head Sanctuary”, there had always been only one stop—best described as being on the “inbound journey” (see route map). There was no outbound stop because there was no room for it, but drivers would usually oblige people by stopping at the “North Fort Gate”. At other times, they would take passengers for a joyride around the loop and drop them off at the “Inbound Stop”. These arrangements came about because the Scenic Drive was entirely inside a National Park and



without so much as a verge for pedestrians.

The 161 is a “Loop Service”, the best definition for which is, in the words of a 161 driver on 20th June, “*We just vroom along from go to ‘O’ and never reverse direction*”. She sure knew what she was talking about—as this fits the formal definition found [here!](#)

On 17-Oct-2020, an escaped “Controlled Burn” on North Head saw flames race southward towards Fairfax Lookouts. As an emergency measure, the Rural Fire Service (who had been called in to assist with this emergency) lit a back-burn at Fairfax, which ultimately consumed all of the bushland and road system there (see image from a Manly Ferry below).

As a result, the Fairfax Loop road was closed to all traffic including Sydney Buses. Because the loop was the only feasible place to turn around a bus, Sydney Buses decided to retract the southern terminus of the 135 to the Quarantine Station roundabout and issued a timetable for this on the Monday after the fire. A PDF of this timetable might still be lurking somewhere.

Thus, when the 161 replaced the 135 on 20-Dec-2020, its southern (temporary) terminus was also the Q Station. Its northern terminus became the Manly Wharf.

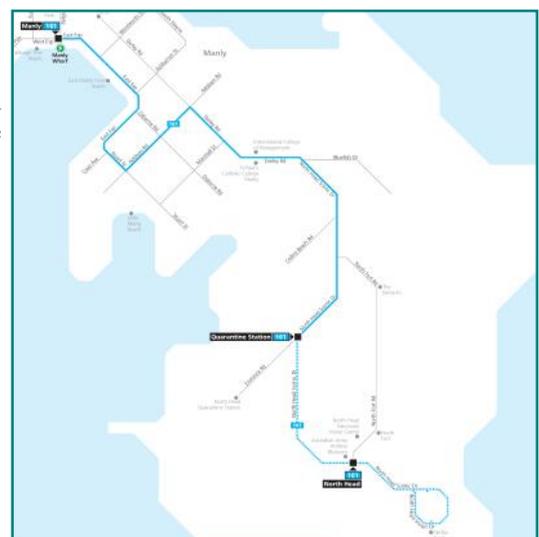
Regardless of the fact that there were no buses running to Fairfax, Hastus pasted up a bus-stop TT at North Fort, showing the departure times for buses that could not possibly run. That timetable is still there and has finally become valid.

On 8-Mar-2021, the driver of an

articulated 161 bus misread his GPS and trundled all the way down to Fairfax, where he came to a stop, hard up against the barrier near the “turn-around loop” [extreme right of the photo at left]. As the driver said, “*I knew I wasn’t supposed to go down there ... but the GPS said I could – so I did*”. Tricky—eh? But imagine trying to it in reverse! It was an interesting thing to watch remotely from the QS Roundabout via the Tripview app, as he backed it 100 metres westward and into the first parking loop. Great entertainment for all and—as the driver admitted—“*a great story to tell the grandkiddies*”. Bendies are the absolute worst for this manoeuvre—they can become irretrievably “locked up”, requiring a tow truck.

On 2-Apr-2021, Sydney Buses issued a replacement timetable, to come into effect on 6-April, in the (mistaken) belief that the Fairfax Loop Road was about to re-open. WRONG!

This timetable was quickly withdrawn and a replacement timetable—to come into effect on 19-Apr-2021—was created and published on 16-Apr-2021. This was just the rebadged timetable that had been proposed to come into effect on 20-Dec-2020. The map associated with the re-issue appears below and allowed for a possible re-opening to Fairfax (dotted line).



10-Oct-20	TfNSW announces replacement of 135 by a shorter 161
17-Oct-20	Fire destroys the southern end of route 161
20-Dec-20	"Truncated" 161 TT replaces 135 TT
20-Dec-20	Hastus posts a (non-truncated) TT at the North Fort stop
6-Apr-21	TfNSW re-posts 20-Dec-2020 TT on the web as a 16-apr-2021 TT
7-Apr-21	Hastus posts a (non-truncated) TT at the Q Station
16-Apr-21	TfNSW re-issues the 20-Dec-2020 TT to take effect from 19-Apr-2021
28-May-21	Buses recommence running to North Fort on the 6-Apr-2021 TT

Then, on 27-May-2021, both the Parks Service and the Sydney Harbour Federation Trust issued the following statement: **Resumption of 161 bus service: STA [note the misnomer!]** *has managed to resume all 161 routes back to the original scheduling arrangement from tomorrow. The route change information may not appear on the website and apps until the next data exchange [it still hasn't].* The use of the words "Data Exchange" is curious ... the STA website associated with that name was replaced with the TfNSW Open Data website about 5 years ago. One user of Data Xchange was Hastus, who are still posting bus-stop timetables inside bus shelters all over Sydney. The one at North Fort dated 20-Dec-2020 has

already been mentioned. There is another outside Quarantine Station dated 7-Apr-2021, the day after the aborted 6-Apr-2021 TfNSW TT was supposed to start. This is the most curious of all because it must have been pasted up in the middle of a "bus-free period" for North Fort. Like its North Fort counterpart, it is now correct.

The 19-Apr-2021 TT is yet to be erased from the TfNSW website, but the 6-Apr-2021 TT has reappeared (still the same old same old PDF and TT). In reality, it should be labelled "to come into effect on 28-May-2021". Everyone is confused:

- The passengers
- The ATA Honchos

- TfNSW
- Hastus
- The Drivers.
- NPWS
- Harbour Trust
- You?
- Me!

At left, are a few key dates for this curious saga.

And why "Fairfax" might you ask? That's also the result of a fire. In 1980 a arsonist-lit fire destroyed the bush and the crude road system at North Head. Lady Fairfax, widow of the late Sir Warwick Fairfax, owner of the Sydney Morning Herald donated a heap of money to turn "North Head" into a tourist destination to honour Sir Warwick. There is a plaque to commemorate him at the "bus stop that isn't a bus stop".

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### TANYA'S QUIZ #3

1. If one boarded an ordinary passenger train at Adelaide for Finmiss, what would be the train's destination? (Although there were many and varied short workings on this line over the years, none of them served Finmiss.)
2. Which section of the VR had, as its complete opening service, a car goods (i.e. a goods train with passenger accommodation, one level below that of a mixed train) running only on the first Thursday of the month?
3. In which railway systems would you have found Laverton and Laverton in, say, 1950?
4. According to 19th December 1892 WTT, it was possible to leave Spencer Street at 0640 Monday to Saturday and return thereat at 1156 in good time for luncheon, having completed your round trip to Lancefield (0900 – 0910). At what stations would you have changed trains? [Note the correct usage of 'round trip' here!]
5. Where in NSW did a modified rail pay bus operate a normal passenger service?
6. Before the Oatlands branch in Tasmania was built, what was the name of its future junction station which became known as Parattah Junction upon the branch's opening and, later, Parattah?

### ANSWERS TO TANYA'S QUIZ #2

(Entries are yet to be received for Quiz #2)

1. Liverpool Street
2. Park Road/Dutton Park, Yeerongpilly, Sherwood/Corinda (usually referred to as Sherwood Loop), Roma Street towards Exhibition, Bowen Hills/Mayne (the Hole-in-the-Wall)
3. Cootamundra is north of an east-west line drawn through Goulburn i.e. Cootamundra is further north than Goulburn despite it being a long way from Sydney on the Main South!
4. Hove
5. The Kerang Shire Council's one class railmotor was built on the chassis of a 5 ton Ford truck and entered traffic in 1943 [photo below – Ed]. It continued in service after the VR takeover in 1952 and was replaced by a two class 102hp Walker diesel railcar in about February 1958.
6. Barker, North Carlton, North Fitzroy, North Port (Kew line, 2 × Inner Circle, Port Melbourne line (now light rail))

# *South Australian Railways*



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