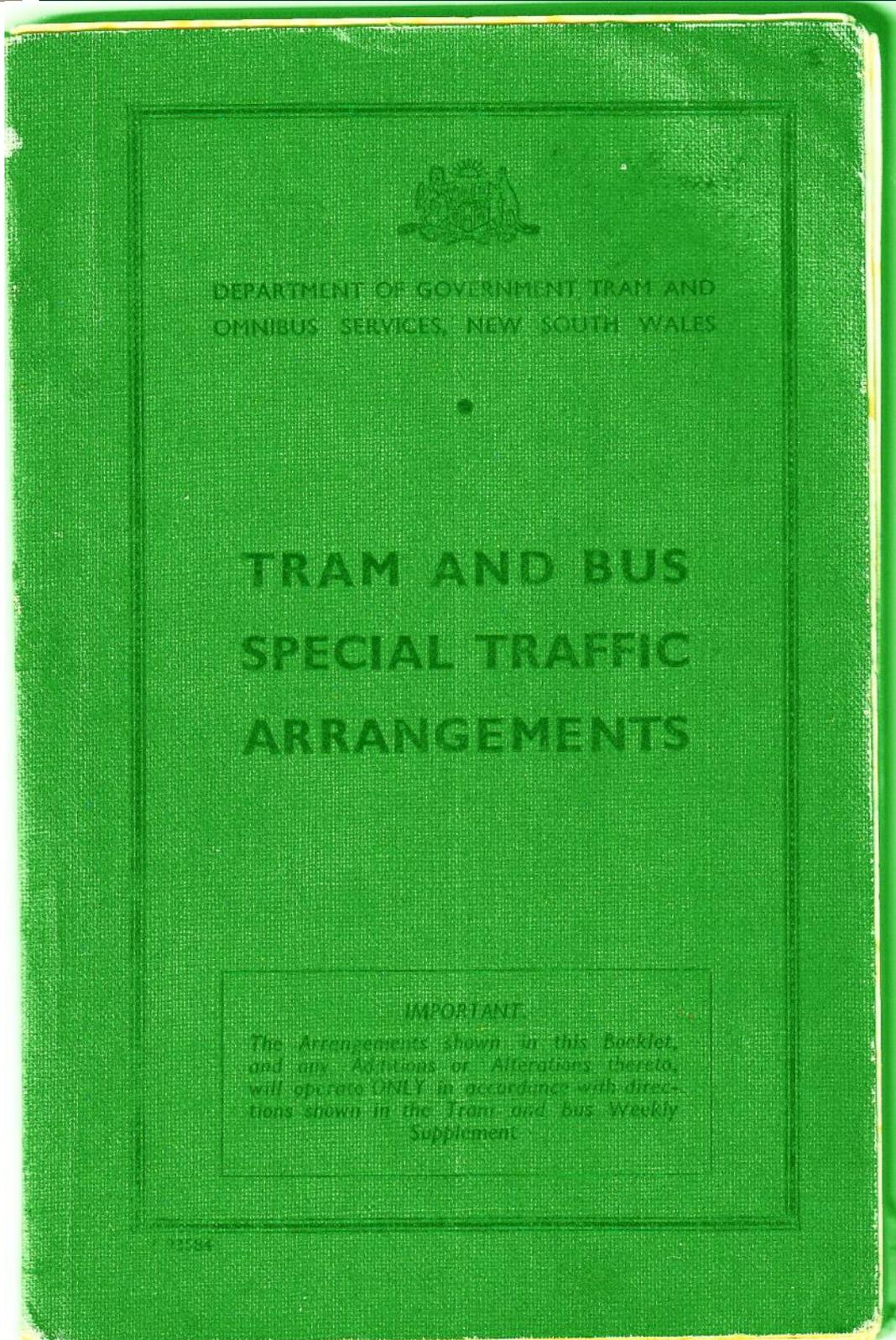




# The Times

October 2022

A journal of transport timetable history and analysis



Inside: Going to the Dogs—by tram  
Forgetful Drivers??

RRP \$4.95  
Incl. GST

# The Times

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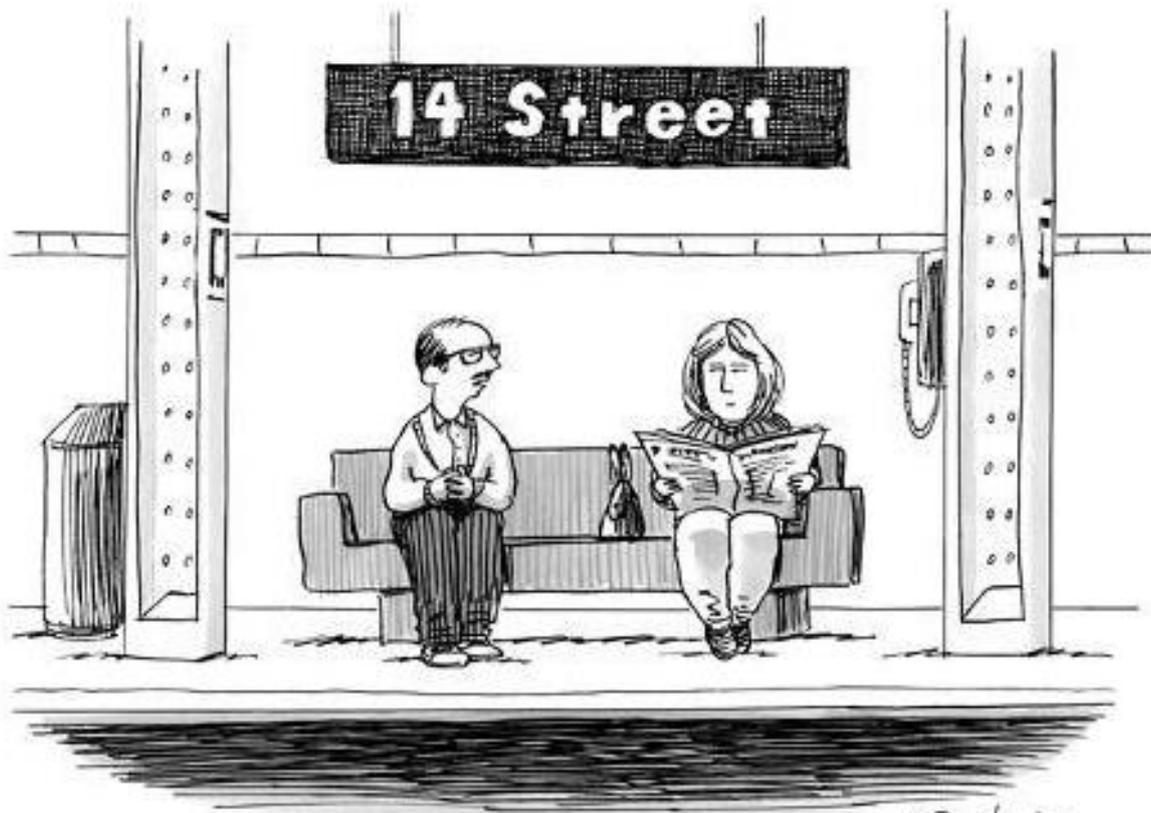
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J Dator

*"Does the No. 1 stop here and does that go to Penn Station and can I get a train there to Philadelphia and then how do I get to Walnut Street?"*

**Note to recipients of the paper edition of the September issue of The Times.** There were quite a number of typographical errors in the Karrakatta article, especially in the spelling of the name. The errors were not present in the Digital version. This was all the editor's fault. Should you wish to receive a copy with the errors corrected, please email me at [G.Lambert@inet.net.au](mailto:G.Lambert@inet.net.au) and I shall arrange for you to receive one.

Yours sincerely, Geoff Lambert.

# The Paperwork 3

## DUNCAN MACAUSLAN

AS MENTIONED IN THE FIRST of this series of articles, in 1952 someone had a great idea, and a new 'booklet' was added to the traffic staff's library, the Tram and Bus Special Traffic Arrangements (the Book). The DRTT had been renamed the Department of Government Tram and Omnibus Services (DGTOS) on 17 April 1952 and was to be renamed the Department of Government Transport (DGT) on 13 October 1952. The Booklet itself doesn't carry a date, other than that the Government Printer, A H Pettifer, printed it in 1952.

The implementation date can be determined by the first of a new series of Weekly Notices (WN) and the start of a new series of documents, the Tram and Bus Weekly Supplement (WS).

### Tram and Bus Special Traffic Arrangements

The green cloth-covered 80-page book's foreword outlined its purpose and that it was issued to supervisory staff only and advised that starters, signalmen and traffic officers were expected to 'carry a copy at all times when on duty'. The museum's copy has a very neat, but water damaged and almost illegible signature 'K Lamb'. Several blank pages were included for changes and notes, but no notes have been added to this copy.

The contents covered tramway and omnibus arrangements for ten locations:

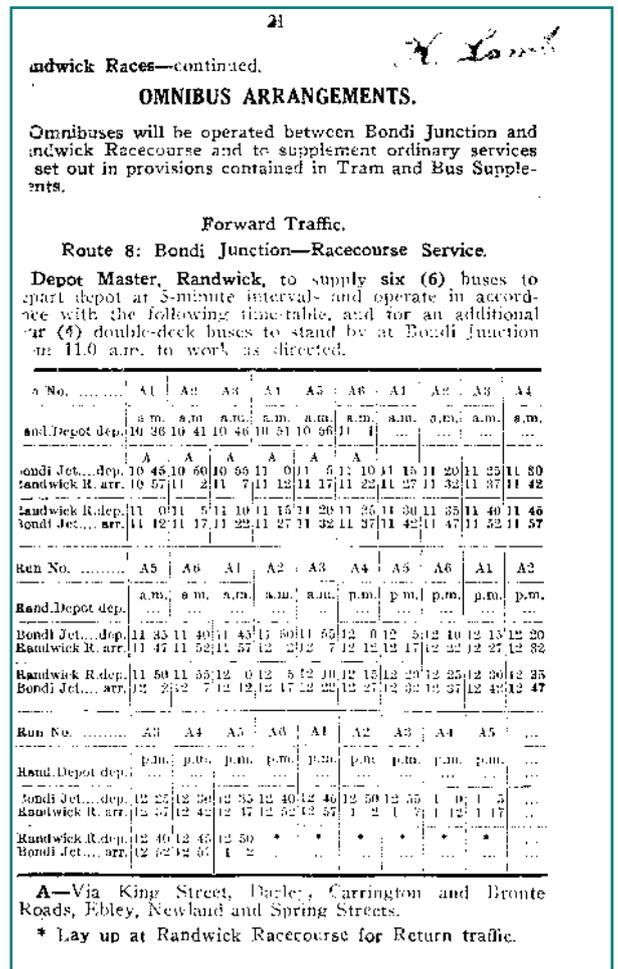
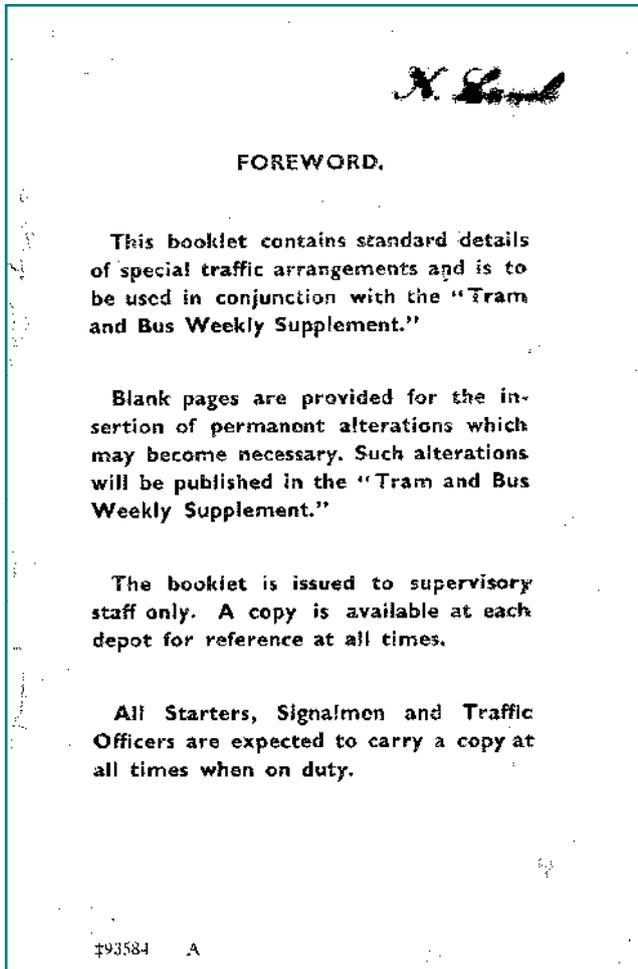
- Randwick Races
- Fixtures in the Cricket Ground Area
- Harold Park Fixtures
- Wentworth Park Dogs (track map page 14)
- Canterbury races
- Rosehill and Warwick Farm Races
- Rushcutters Bay Stadium –

Note from the editor: Apart from the Wentworth Park map (which appears on the rear cover), the illustrations for Duncan's article are arranged in the same order as his descriptions.

### Boxing

- Leichhardt Stadium
- Rushcutters Bay – Wrestling
- Speedway Racing.

For Randwick Races, the Book contained the forward and return routes from Circular Quay and Railway Square and returning to depots. The actual number of cars required from each depot was contained in the Weekly Supplement and was usually in the order of 150 cars. The Book detailed the fares to be charged and tickets to be used, destination signs, running times, platforms at Randwick yard, additional staff (clerks, starters, signalmen, pointsmen, flagmen, 'experienced men', telephone and hot water attendants) to be provided at various locations for ordinary (total 69 men) and 'big' (73) meetings. When added



Randwick Races—continued.

TRAMWAY ARRANGEMENTS—continued.

Additional Staff—Ordinary Meetings.

Schedule A.

(Back traffic open for Return traffic only.)

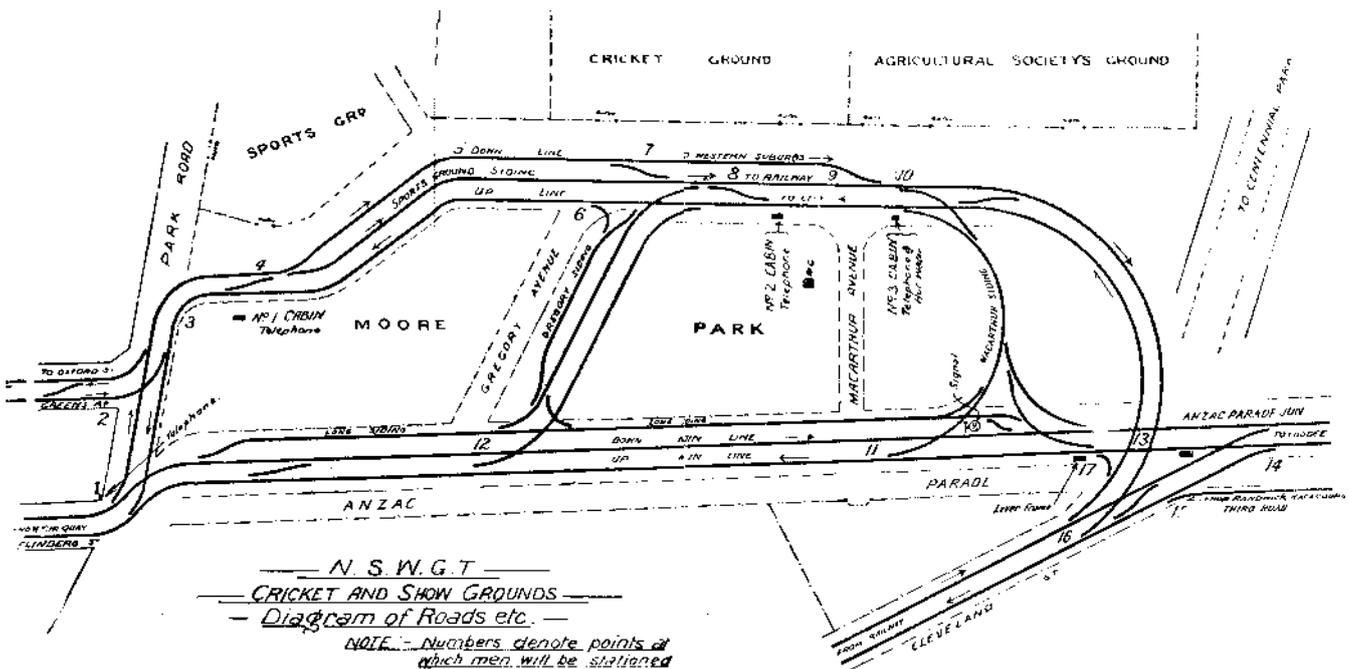
The following staff to be provided. Where staff is already provided their hours are to be increased to include the period shown below:—

Stations.	Clerks.	Starters.	Signalmen.	Pointsmen.	Flagmen.	Experienced Men.	Telephone Attendants.	Hot Water Attendants.	Depot to Supply.
Randwick Racecourse ...				2*	4*	1h	1w	1g	Waverley.
" " " " " " " "				1i	3t	1i	1kk		Waverley.
" " " " " " " "				1*		2f			Ultimo.
" " " " " " " "				1t					Ultimo.
" " " " " " " "				1t					Dowling-st.
" " " " " " " "				1t		1h			F. McQuarie.
Darley-rd. (R'wick Yd.)†		1g		1t					Dowling-st.
Darley-rd. (.....)		1*		1*	1*				Dowling-st.
" " " " " " " "				1t	1t				Dowling-st.
Bent and Phillip sts. ....				1p					F. McQuarie.
Loftus and Alfred sts. ....				1p	1p				F. McQuarie.
St. James rd. and Elizabeth-st.†						1*			McIntatters B.
Campbell & Flinders sts. ....				1t	1t				Waverley.
Anzac-pde. Jct. ....				1dt	1u				Dowling-st.
Robertson-rd. ....					1*	2c			Dowling-st.
Dacey-ave. & Anzac-pde. Jct.					2*				Dowling-st.
Kensington Platform ....					1y				Dowling-st.
Rawson Place & Pitt-st. ....							1gg		Ultimo.
Eddy-ave.†				1*	1t				Bozelle.
B'way Sq. Waiting Rm. ....				1aa					Ultimo.
Third rd.-Lee Bridge†					1x	1*			Ultimo.
Railway Square Loop ...						2t			Ultimo.
Meagher and Regent sts.†				1t					Newtown.
Cleveland & Regent sts.†				2n	1t				Dowling-st.
Cleveland-st. & City-rd.†				2m					Newtown.
Cleveland & Crown sts.†				1u*					Dowling-st.
Redfern & Regent sts. ....				2t					Dowling-st.
Jct.†									Dowling-st.
Redfern & Castlereagh sts.†				1t					Dowling-st.
Redfern & Elizabeth sts.†				1t					Dowling-st.
Phillip & Elizabeth sts.†				1t					Dowling-st.
Phillip & Baptist sts.†				1*					Dowling-st.
Dowling-st. & Dacey-ave.†				2*					Dowling-st.
Park & Elizabeth sts. ....		1s							Waverley.
Queens Square (.....)			1*						McIntatters B.

to the drivers, conductors and inspectors this was a large number of men for the roster clerks to arrange on fairly short notice.

Also included was the Randwick Racecourse Diagram of Roads as used in the WNs. Bus arrangements included the working timetable for route 8's six buses from Bondi Junction, routes for the return buses to Central and Circular Quay, supervision by sub-inspectors, starters, fares and tickets.

Similar — but less specific — details were provided for the Cricket Ground area, where event times and expected crowds were much more varied and events could be held at either the Cricket, Show or Sports Grounds. The requirements were to be specified in the WS and only operating details in the Book. Curiously, when events were held at both, trams from Circular Quay were to show 'Cricket Ground' front and rear and 'Sports Ground' on sides; trams from Railway Square the opposite. The Diagram of Roads for the Cricket and Show Grounds was included. Staff requirements were listed in schedule A when events were only at the Cricket Ground (22 staff) and Schedule B for events adding the Sports ground (23 staff). Omnibus arrangements were mainly supplementary services, requiring fourteen buses from Randwick Depot on routes to 302-3 to Mascot and,



†93584

Fixtures in Cricket Ground Area—continued.

### OMNIBUS ARRANGEMENTS.

Provision of Supplementary Services on Routes 302-3, 333, 360, 374 and 399.

**Mascot, Dolls Point, Coogee and Maroubra—Routes 302-3, 374 and 399—Depot Master, Randwick, to provide fourteen (14) buses to be at Anzac Parade, between Gregory and Macarthur Avenues for Return traffic to work as required on Routes 302-3, 374 and 399.**

**South Head Cemetery and Dover Heights—Routes 333 and 360—Depot Master, Randwick, to provide eight (8) double-deck buses to be at the corner of Moore Park Road and Regent Street for Return traffic to work as required on Routes 333 and 360.**

#### Supervision.

**Gregory and Macarthur Avenues—A Sub-Inspector for Return Special or Sports traffic.**

**Moore Park Road and Regent Street—A Sub-Inspector for Return Special or Sports traffic.**

**Reports on suitability of arrangements to be submitted.**

Dolls Point, 374 Coogee and 399 Maroubra, eight on routes 33 to South Head Cemetery and 360 to Dover Heights.

Harold Park had the advantage of being adjacent to Rozelle Tram Depot which supplied the seven trams for forward traffic. They were to depart from Orient Wharf two minutes before Balmain, Birchgrove and Lilyfield trams showing temporary "Harold Park" destination signs

Six buses from Burwood depot were to be at Circular Quay and were to operate at 18:15 and 19:15 showing route number 3, showing destination "Harold Park." The eleven additional trams required for return traffic from Newtown, Ultimo, Fort Macquarie and Tempe depots were to be at Rozelle by 22:00. All trams used on the Harold Park services then operated on late night journeys on normal services, including the Marlborough Picture Show special from Norton Street.

Wentworth Park, having no tram connections mainly used buses. Six buses on route 6, destination "Wentworth Park", were operated from Circular Quay and ten for the return journey. Two additional

services were provided to operate "as directed" on route 459 towards Burwood. Three trams were supplied to operate "as required" from City Road Junction, a ten-minute walk from Wentworth Park, on the Newtown lines. One additional Ultimo Depot tram was operated from Christchurch crossover in George Street via Forest Lodge to Balmain, Darling Street Wharf. A map showed the various routes, including a 'Grace Brothers loop' not mentioned in the text.

For Canterbury races, the main bus service was route 5 from Ashfield Station, on which five double-deck buses from Burwood started running 90 minutes before the first race. For the return, sixteen buses were provided by Randwick Depot. Conductors were provided, with the smaller 'Sports' cases and only the 1s6d return fare was available on forward journeys. Extra journeys were provided on routes 420, 421, 472, and 487. Additional trams operated a supplementary timetable from Darling Street Wharf to

Canterbury and an additional 18 coupled sets operated every two minutes from Canterbury Station.

Rosehill and Warwick Farm racecourses were well out of the DGTOS operating area, and the only arrangement was to provide three trams at Eddy Avenue to assist in carrying rail passengers, "as directed", on southern lines.

Boxing at Rushcutters Bay Stadium was covered by schedules A for Small fight Nights, B for Medium and C for Big. Each schedule detailed additional runs on the Watsons Bay line between Queens Square and Beach Road before (except A) and after the event. Additional buses, four for small fights, schedule D, and ten for a big one, schedule E, were waiting in Nield Avenue after the event to take passengers to Central station. The schedule to be used was advised in the Weekly Supplement.

Wrestling at Rushcutters Bay Stadium was obviously not as popular as boxing, because only return traffic was catered for with three trams to Queens Square and five buses.

Wrestling at Leichhardt Stadium only

#### RACING AT HAROLD PARK (NIGHT).

##### TRAMWAY ARRANGEMENTS.

###### Saturdays.

###### Forward Traffic.

**Depot Master, Rozelle, to arrange for seven (7) Specials provided in Cricket Ground or Race traffic to carry "Red" discs with "White" bar and proceed to Fort Macquarie after Return Cricket Ground or Race traffic, then operate in Forward Harold Park traffic.**

**Depot Sub-Inspector, Fort Macquarie, to despatch these trams to Rozelle Depot at 6.20, 6.28, 6.35, 6.38, 6.43, 6.49 and 6.57 p.m. or otherwise as directed by Traffic Inspector. These trams will provide a two-minute "Head-off" to Balmain, Birchgrove and Lilyfield trams which depart from Orient Wharf.**

The above Specials, on trips from Fort Macquarie, are to show "Rozelle Depot" or "Forest Lodge" signs, also temporary destination signs "Harold Park," and charge ordinary fares.

###### Return Traffic.

Cars to be supplied by the undermentioned Depots to be at Rozelle Depot at 10.0 p.m.:-

Rozelle (Includes No. 326 and Picture Special)	7
Newtown	4
Ultimo (Nos. 256 and 226)	3
Fort Macquarie (Nos. 131, 49 and 50)	3
Tempe	1

No. 131 (R car) to be marshalled for Return traffic at 10.0 p.m., and despatched to George Street North as required, but not later than 10.37 p.m. This tram, on arrival at George Street North, to depart at 10.59 p.m. for Glebe Point.

Nos. 49 and 50 (R cars), and No. 226 (coupled cars) to be marshalled for Return traffic at 10.0 p.m., and to be despatched to Fort Macquarie when required, but not later than 10.34, 10.39 and 10.25 p.m., respectively. These trams on arrival at Fort Macquarie are to depart as tabled on Bellevue Hill or Drummoyle lines.

For Employees only.

Sydney.  
18th September, 1952.

DEPARTMENT OF GOVERNMENT TRAM AND OMNIBUS SERVICES.  
NEW SOUTH WALES.

TRAFFIC BRANCH.

**TRAM AND BUS WEEKLY SUPPLEMENT No. 2.**

(To be used in conjunction with Tram and Bus Special Traffic Arrangement Booklet.)

SATURDAY, SEPTEMBER 20, to FRIDAY, SEPTEMBER 25, 1952.

Each Officer connected with the working of the tramway, trolley bus and omnibus services must obtain a copy of the Tram and Bus Supplement not later than Friday in each week, if practicable, and, in any case, before commencing his first day of duty during the currency of the Supplement, and carry it at all times when on duty until the Supplement expires. Absence of prior notice to the contrary will be regarded as sufficient proof of receipt by the required time.

Officers must carefully study the Supplement, especially items relating to the particular duties on which they are engaged.

Any reference in the Notice to Conductors shall apply also to Conductresses, unless indicated otherwise.

SPORTING AND SPECIAL FIXTURES.

**Saturday, September 20.**

Rosehill Races (Sydney Turf Club Meeting).  
Rugby League Football (Grand Finals) at Sydney Cricket Ground.  
Rugby Union Football (Grand Finals) at Royal Agricultural Show Ground.  
Soccer (Championship Finals) at Sydney Sports Ground.  
Highland Gathering at Balmoral Park.  
Trotting at Harold Park (Spring Carnival).  
Wrestling at Leibhardt Stadium.

**Sunday, September 21.**

Wistaria Display at Vaucluse House.

**Monday, September 22.**

Boxing at Rushcutters Bay Stadium (Night).

**Thursday, September 25.**

Wrestling at Rushcutters Bay Stadium.

Special services will be operated to fixtures as shown in the following pages.

198800 A

required three trams to be in the William Street siding at 21:50, to operate as directed by the inspector.

Speedway Racing was held at the Sports Ground on Fridays and the Showground on Saturdays. On Fridays, six Randwick buses provided a five-minute service on route 1 from Eddy Avenue while, on Saturdays, 8 were required. An additional four buses were provided for return services on Fridays. Trams on services from Circular Quay to Coogee,

Clovelly, Maroubra, and La Perouse between 18:50 and 20:00 were diverted by the Sports Ground and Macarthur sidings. Inbound trams arriving at Anzac Parade Junction after 22:00 were also diverted. All diverted trams exhibited a supplementary 'via Sportsground' sign. Drivers were instructed to run at a reduced speed to enable conductors to collect fares. Additional trams, four on Fridays and six on Saturdays, from Dowling Street depot were to provide extra services to

Circular Quay.

**Weekly Notice – new series**

Weekly Notice, New Series No 1, undated, carried an introduction by Commissioner Shoebridge titled 'Historic Change'. He noted that the first Tramway Weekly Notice had been issued in the 1890s and had 'continued without change in style and size until last week' and it was felt it was no longer extensively read. The new series, as it was hoped, would 'see a gradual improvement in the content of the tabloid and to include news which will appeal to the traffic staff'.

Most of the content was made up of reports from the Joint Consultative Committees, which enabled traffic and other staff to recommend new ideas in services and conditions of work. These suggestions would, he promised, receive immediate and serious consideration by himself and Mr Carter, the Chief Traffic Manager. Amongst the items covered in the first issue were the conditions in meal rooms, clearance extensions at bus stops, poor perforations in cash fare tickets, and the salon doors on O type trams.

Announcements of job vacancies, sports events, [smoke concerts](#), rules for annual leave and details of the annual wages traffic staff picnic followed. Finally, there were Special Instructions covering awning clearances in Norton Street, various ticketing arrangements and traveling restrictions. All this appeared over WL Carter's name, with the date, 11 September 1952.

**Tram and Bus Weekly Supplement (WS)**

The Museum doesn't have the first issue, but does have No 2, issued 18 September 1952. This covered the period Saturday 20 to Friday 25 September; pages were numbered 21 to 38. As with the old WN, the document starts with obligations on obtaining and studying the WS and notes that reference to "Conductor" applies to Conductresses, unless indicated otherwise.

The first events covered were rugby league, rugby union, and soccer matches at the SCG, Showground and

Sports Ground. As mentioned above, on 20 September all three occurred and finished between 16:10 and 16:55. The WS shows ten extra trams required for forward journeys from Young Street, ten from Railway Square, and five from Eddy Avenue, providing a frequent service as often as every three minutes, to the Cricket Ground from 11:00 until 14:50. All trams were to carry a yellow disc. For the return service another 110 trams were supplied by every depot, including 26 from both Waverley and Rozelle. Reference was made to Booklet's pages 31 to 35 and Schedule B. Inspector A Kentwell was assisted in managing this complex movement by Inspector Sly.

Bus arrangements for this event were as in the Booklet's page 35 but with seventeen buses for return traffic. Four Kingsgrove buses were to provide forward and return services on routes 302-3. Four additional trams were to be provided from Wynyard to the north shore.

Harold Park's Spring Carnival on 20 September was a bigger event than usual and seventeen coupled sets were provided from Rozelle, Ultimo, Newtown and Tempe depots, displaying red with white bar discs to provide the head-off service referred to on page 41 of the Book. The Balmain, Birchgrove and Lilyfield lines passed the west side of Harold Park and coupled O class sets were to operate on services between 5pm and 7.30pm. R class cars were not to be operated.

The wrestling at Leichardt Stadium on 20 September required only a reference to page 73 of the Booklet. The events at Rushcutters Bay stadium also only referenced the Booklet.

#### Other events not covered in the Book

(1) A Highland Gathering at Balmoral Park, where additional O class cars were to operate an 'as directed' service. Cars from Wynyard were to show a 'Balmoral Highland Gathering' supplementary sign.

(2) A Wisteria Display at Vacluse House, requiring three R class cars from Waverley; three double deck buses from Randwick to be available.

**RUGBY LEAGUE FOOTBALL MATCH (GRAND FINAL—WESTERN SUBURBS v. SOUTH SYDNEY) AT SYDNEY CRICKET GROUND; RUGBY UNION FOOTBALL MATCH (GRAND FINAL MANLY v. GORDON) AT ROYAL AGRICULTURAL SHOW GROUND AND SOCCER (CHAMPIONSHIP FINAL) AT SPORTS GROUND.**

(Scheduled finishing times—4.10 p.m. at Sports Ground, 4.30 p.m. at Show Ground and 4.55 p.m. at Cricket Ground.)

Saturday, September 20.

#### TRAM ARRANGEMENTS.

##### FORWARD TRAFFIC.

**Ex Circular Quay (via Oxford, Flinders Streets and Moore Park Road).**

Depot Master, Dowling Street, to supply five (5) coupled set Specials to leave Depot at 8 minutes intervals from 10.33 a.m.

Depot Master, Fort Macquarie, to provide five (5) "R" car Specials to depart Depot at 8 minutes intervals from 11.31 a.m.

Starter, Young Street, to arrange for an 8 minute service from 11.0 a.m. to 11.32 a.m., then a 3 and 5 minutes service to approximately 2.50 p.m. with coupled cars operating 3 minutes in advance of "R" cars.

**Ex Railway Square Loop (via Cleveland Street).**

Depot Master, Waverley, to supply three (3) coupled set Specials to leave Depot at 10.38, 10.48 and 10.58 a.m.

\*Depot Master, Rozelle, to supply six (6) coupled set Specials to leave Depot at 11.0 a.m., 12 noon, 12.10, 12.21, 12.27 and 12.36 p.m., via Cleveland and Regent Streets.

Depot Master, Ultimo, to supply one (1) coupled set Special to depart Depot at 12.30 p.m.

Inspector Jones will be in charge at Railway Square Loop and is to arrange a 10 minutes service from 11.0 a.m. to 12 noon, 3 minutes to 12.30 p.m., then every 3 minutes or as required.

**Ex Eddy Avenue (via Cleveland Street).**

The following cars to be provided in Eddy Avenue at times stated:—

10.30 a.m.—Two (2) coupled sets—Newtown to supply. Operate from Depot via  
11.0 a.m.—Two (2) coupled sets—Tempe to supply. (Roundway and Pitt Street.  
11.30 a.m.—One (1) "R" car—Fort Macquarie to supply.

All above Specials to carry "Yellow" discs unless shown otherwise.

Meal Relief to be provided at Cricket Ground.

##### RETURN TRAFFIC.

In addition to Specials supplied for Outward traffic, the following single or coupled cars are to leave the undermentioned Depots at 3-minute intervals in time for all cars to arrive at Cricket Ground by 3.45 p.m.:—

Waverley	26
Dowling Street	12
Rozelle	26
Ultimo	8*
Newtown	8*
Fort Macquarie (R cars)	8
Rushcutters Bay (R cars)	8
Tempe	14*

Newtown Depot cars to run via Cleveland Street, Rozelle, Ultimo, Fort Macquarie and Rushcutters Bay cars via Elizabeth and Flinders Streets and Moore Park Road.

The above trams to carry "Yellow" discs unless shown otherwise.

##### Vehicles in Cricket Ground Service.

Outward—ex Circular Quay	15
ex Railway	20
ex Eddy Avenue	9
	44
Return—(additional)	110
	154
ex Long Siding	12
ex Greens Road	4
	170
Grand Total	170

Pages 29 to 38 of the WS described timetable alterations for trams and buses. The pages highlight the number of changes continually being made to tram and bus schedules. For trams, the most common cause for change was economy, such as reducing some runs from coupled sets to single cars, thus saving a conductor.

Most of the bus timetable changes in this issue were a consequence of the Port Jackson and Manly Steam Ship Company (PJMSS) altering peak-hour Manly ferry times. This gave rise to four dense pages of changes to Manly Depot runs. These are shown in order of (mostly) time of change rather than run number. Without access to the relevant WTT these are quite cryptic,

showing only the run number and changed times but rarely the line. Changes to eastern and western buses were shown by route number and — in the case of route 488 — was converted to one-man operation on 22 September (1952?), the WS referred to new WTTs.

#### Telling the passenger

Most of the changes referred to in the WS needed to be advised to the public. This done by handbills and tram notices which will be covered in the next episode of "The Paperwork".

Comment on this article – [Letter to the Editor](#)

[Return to Contents Page](#)

Saturday—continued.

**FOOTBALL MATCHES AT SYDNEY CRICKET, SPORTS AND SHOW GROUNDS.**

**TRAM ARRANGEMENTS—continued.**

**RETURN TRAFFIC—continued.**

"Ruzelle, six (6) coupled sets. Ultimo, three (3) coupled sets. Newtown, four (4) coupled sets and Temple, four (4) coupled sets to carry "Red" and "White" bar cabs and be operated in return. Football traffic for cricket to time to take away from Fort Macquarie in Dorrill Park service.

**Additional Supplementary Services.**

Depot Master, Dowling Street, to supply six (6) Specials (coupled cars) to be in Lane Stairs, by 3.45 p.m. to be operated as directed by Sub-Inspector Mahon.

Depot Master, Waverley, to supply two (2) Specials (coupled cars) to be in Green St. at 3.45 p.m. to be operated as directed by Sub-Inspector Hughes.

Depot Master, Dowling Street, to arrange for "O" type cars to be operated on Circular Quay and Manouba lines during football traffic period.

**Coupling of Cars.**

No coupling of cars is to be carried out at Macquarie in Lane Stairs, between 3.30 and 3.45 p.m. Coupling to be arranged before 3.30 p.m. Depot Master, Dowling Street, to arrange accordingly.

**"A" Series of Return Tickets will be in use.**

For operating details see pages 31 to 35 of "Tram and Bus Special Traffic Arrangement Booklet," Schedule "B" and additional points on at Green Road for Return traffic—Waverley to apply.

Inspector A. Kentwell will be in charge at Cricket Ground assisted by Inspector Sly for return traffic.

**BUS ARRANGEMENTS.**

Special Traffic Arrangement Booklet, page 55, with the number of buses provided at Anne Parade by 3.30 a.m. for return traffic, altered to 17.

Depot Master, Randwick, to supply fourteen (14) and Depot Master, Pagewood, three (3).

Depot Master, Kingsgrove, to supply four (4) double-deck buses at 10.30 a.m. to work as directed on Routes 302-3 for forward and return traffic.

Sub-Inspector Dick, at Gregory Avenue.

Sub-Inspector Kunn, at Regent Street.

**ASSISTANT CONDUCTORS TO BE PROVIDED.**

Saturday, September 20.

Point.	From.	To.	No. of Men.	Depot to Supply.
<b>FORWARD TRAFFIC.</b>				
			a.m.	
Randall and Doronshire Streets	11 0	2 0	4	Dowling Street.
George and Hunter Streets	10 30	1 30	4	Dowling Street.
Pitt and Hunter Streets	10 30	1 30	4	Dowling Street.
Park and Elizabeth Streets	11 0	2 0	4	Dowling Street.
<b>RETURN TRAFFIC.</b>				
			p.m.	
Cricket Ground	3 45	finch.	4	Dowling Street.
Anne Parade Junction	3 45	finch.	12	Dowling Street.

90885-11

**Time-table Alterations.**

**TRAMS.**

**DOWLING STREET DEPOT LINES—MONDAYS TO FRIDAYS.**

Since Monday, September 1.

The following runs have been reduced to single cars at White Corner at the times shown:—

- No. 606 at 5.31 p.m.
- No. 618 at 5.24 p.m.
- No. 626 at 5.49 p.m.

**CIRCULAR QUAY—COOGEE—CLOVELLY LINES—SATURDAYS.**

Since Saturday, August 9.

No. 697 has consisted of a single car on Saturdays.

**NEWTOWN LINES—MONDAYS TO FRIDAYS.**

Since Thursday, September 11.

The following alteration has been introduced:—  
No. 402 to change over "R" for an "O" type car at 6.55 a.m., Newtown Bridge and again change over "O" for an "R" type car at 8.21 a.m., Newtown Bridge.

**WATSONS BAY LINE—MONDAYS TO FRIDAYS.**

Since Monday, September 15.

The following reductions have been introduced:—  
No. 8—Depot dep. 5.57 a.m., Queens Square arr. 6.9 a.m. as tabled.  
No. 9—Depot dep. 5.45 a.m., Queens Square arr. 6.2 a.m. as tabled.  
No. 11—Depot dep. 6.14 a.m., Queens Square dep. 6.24 a.m. as tabled.  
No. 12—Depot dep. 6.30 a.m., Queens Square dep. 6.39 a.m. as tabled.

**CIRCULAR QUAY—WEST KENSINGTON LINE—MONDAYS TO FRIDAYS.**

Commencing Monday, September 22.

The following alteration will be introduced:—  
No. 738—West Kensington arr. 11.54 p.m. dep. 11.56 p.m. Junction arr. 11.59 p.m.

**DOWLING STREET DEPOT LINES—MONDAYS TO FRIDAYS.**

Since Monday, September 1.

The following runs have been reduced to single cars when passing Whites Corner at the times shown:—

- No. 624 at 8.24 a.m.
- No. 632 at 8.45 a.m.
- No. 707 at 8.15 a.m.

**Time-table Alterations.**

**BUSES.**

**MANLY-WARRINGAH DISTRICT—MONDAYS TO FRIDAYS.**

Commencing Monday, September 22.

Consequent to the introduction of altered ferry services during the A.M. and P.M. Peak Periods on Mondays to Fridays, the following time-table alterations will be introduced:

Run M130—Depot dep. 4.52 a.m., thence as tabled for Run M103 to Manly Wharf arr. 6.0 dep. 6.9 Harbord arr. 7.25 dep. 7.38 Manly Wharf arr. 6.43 dep. 6.51 Harbord arr. 7.7 dep. 7.15 Manly Wharf arr. 7.38 dep. 7.53 a.m. thence as tabled.

Run M118—Depot dep. 5.58 a.m., thence as tabled for Run M104 to Manly Wharf arr. 5.45 dep. 5.45 (via Route 163) Dee Why West arr. 6.27 dep. 6.32 a.m., thence as tabled.

Run M135—Depot dep. 5.25 a.m., thence as tabled for Run M108 to North Narrabeen arr. 6.57 dep. 6.59 (via Route 155), Manly Wharf arr. 7.00 dep. 7.47 Kentwell and Pittwater Roads arr. 7.52 dep. 7.56 a.m., thence as tabled.

Run M109—Depot dep. 5.31 a.m., (via Route 142), North Narrabeen arr. 6.2 dep. 6.3 (via Route 155), Manly Wharf arr. 6.45 dep. 6.52 a.m., thence as tabled.

Run M110—Depot dep. 5.40 a.m., Frenchs Forest Post Office arr. 6.9 dep. 6.11, Manly Wharf arr. 6.13 dep. 6.50 (via Route 149), North Curl Curl arr. 7.10 dep. 7.18 (via Route 149), Manly Wharf arr. 7.38 dep. 7.50 (via Route 142)—1st set down Dee Why Parade, 7.40, Finch arr. 8.48 dep. 8.54 a.m., thence as tabled.

Run M108—Depot dep. 6.3 a.m., thence as tabled for Run M112 to Manly Wharf arr. 7.13 dep. 7.17 Frenchs Forest arr. 7.38 dep. 7.58 Manly Wharf arr. 7.53 dep. 7.55 Frenchs Forest Post Office arr. 8.30 dep. 8.42 Manly Wharf arr. 9.01 dep. 9.25 a.m., thence as tabled.

Run M104—Depot dep. 5.50 a.m., (operating "Special"), Howard Avenue arr. 6.0 dep. 6.11 (via Route 136), Manly Wharf arr. 6.43 dep. 6.53 a.m., thence as tabled.

Run M125—Depot dep. 5.14 a.m., (operating "Special"), West arr. 6.17 (via Route 162), Manly Wharf arr. 6.44 dep. 6.55 (via Route 162), Dee Why West arr. 7.20 dep. 7.26 (via Route 162), Manly Wharf arr. 7.53 dep. 8.01 a.m., thence as tabled.

Run M143—Depot dep. 6.0 a.m., North Curl Curl arr. 6.21 dep. 6.23 (via Route 149), Manly Wharf arr. 6.43 dep. 6.53 (via Route 144), The Spit arr. 7.13 dep. 7.21 (via Route 144), Manly Wharf arr. 7.40 dep. 7.51 (via Route 144), thence as tabled for Run M114 to North Sydney Station dep. 8.35 Manly Depot arr. 9.2 a.m.

Run M112—Depot dep. 6.41 a.m., (via Route 142), North Narrabeen arr. 7.12 dep. 7.15 (via Route 155), Manly Wharf arr. 7.55 dep. 7.1 a.m., (operating "Special"), Harbord dep. 8.23 a.m., thence as tabled.

Run M116—Depot dep. 6.28 a.m., Wyanda Avenue dep. 6.20 Manly Wharf arr. 6.43 dep. 6.50 North Curl Curl arr. 7.10 dep. 7.18 Manly Wharf arr. 7.38 dep. 7.40 a.m., thence as tabled.

Run M115—Depot dep. 6.54 a.m., (operating "Special"), Howard Avenue arr. 7.5 dep. 7.7 (via Route 136), Manly Wharf arr. 7.30 dep. 7.48 a.m., thence as tabled.

Run M130—Depot dep. 6.49 a.m., Frenchs Forest Post Office arr. 7.18 dep. 7.20 Manly Wharf arr. 7.52 dep. 8.3 a.m., thence as tabled.

Run M131—Depot dep. 7.1 a.m., Clendon arr. 7.25 dep. 7.27 Manly Wharf arr. 7.55 dep. 8.5 a.m., thence as tabled.

Run M141—Depot dep. 7.20 a.m., North Curl Curl arr. 7.53 (via Route 149), Manly Wharf arr. 7.53 dep. 7.55 (via Route 144), St. Leonards arr. 8.40 dep. 8.49 a.m., thence as tabled.

Run M122—Depot dep. 7.23 a.m., South Curl Curl dep. 7.31 Manly Wharf arr. 7.54 dep. 8.10 a.m., thence as tabled.

Run M113—Depot dep. 7.13 a.m., Wyanda Avenue dep. 7.25 Manly Wharf arr. 7.38 dep. 7.40 (via Route 155), Clendon arr. 8.8 dep. 8.12 a.m., thence as tabled.

Run M111—Frenchs Forest Post Office arr. 7.0 a.m., dep. 7.7 Manly Wharf arr. 7.30 dep. 7.41 Wyanda Avenue arr. 7.54 dep. 7.56 a.m., thence as tabled.

Run M126—Depot dep. 7.28 a.m., North Curl Curl dep. 7.36 (via Route 136), Manly Wharf arr. 7.51 dep. 7.55 a.m., thence as tabled.

Run M107—Howard Avenue arr. 7.7 a.m., dep. 7.23 (via Route 136), Manly Wharf arr. 7.54 dep. 7.57 a.m., thence as tabled.

**ROUTE 465: CAMPSIE STATION—CENTRAL RAILWAY—MONDAYS, TUESDAYS AND FRIDAYS.**

Since Monday, September 15.

The following alteration will be introduced:—  
Run R11—British Depot dep. 7.00 p.m., (operating "Special"), Sydney Street dep. 8.27 (via Route 465), Campbelltown arr. 1.50 p.m., (operating "Special"), via Routes 450, 486 and 420; Burwood Road arr. 4.7 a.m., thence as tabled (via Route 465).

**ROUTE 487: CANTERBURY STATION—CHAPEL ROAD, BANKSTOWN—MONDAYS TO FRIDAYS.**

Commencing Monday, September 22.

The following alteration will be introduced:—  
Run M160—Depot dep. 6.55 a.m., Kingsgrove arr. 7.00 dep. 7.10 (via Route 487), Canterbury Station dep. 7.28 a.m., thence as tabled (via Route 465).

**ROUTE 468: CAMPSIE STATION—CANTERBURY STATION—MONDAYS TO SATURDAYS.**

Commencing Monday, September 22.

The following alteration will be introduced:—  
Run M160—Depot dep. 6.55 a.m., Kingsgrove arr. 7.00 dep. 7.10 (via Route 487), Canterbury Station dep. 7.28 a.m., thence as tabled (via Route 465).

**ROUTE 490: DRUMMOYNE—YORK STREET, CITY—SATURDAYS.**

Commencing Saturday, September 20.

The following alteration will be introduced:—  
Run M69—Depot dep. 6.55 a.m., Kingsgrove arr. 7.00 dep. 7.10 (via Route 490), York Street, City arr. 7.21 dep. 7.27 (via Route 490), Manly Wharf arr. 7.53 dep. 7.55 (via Route 490), thence as tabled (via Route 490).

Depot, Sub-Inspector, Kingsgrove, to contact the Manager of the Sydney District Council, and to advise him of the time of the alteration to the above run.

Chief Traffic Manager's Office,  
Sydney, 18th September, 1942.

W. L. CARTER,  
Chief Traffic Manager.

# So, how often did the drivers forget?

DAVID HENNELL

A STOPPING PATTERN where a particular train serves certain stations on some days of the week and other stations on other days of the week was surprisingly

(frustratingly?) common on many country lines in Victoria in the 1950s and early 1960s. This was done to speed up journeys to the major stations but it resulted in some journeys being

impossible for passengers to make without staying overnight or doubling back. One of VR's worst – and most interesting – examples was the Port Fairy line beyond Geelong as shown in the 1st June 1959 PTT:-

TABLE 27—WARRNAMBOOL, PORT FAIRY

	"The Flier" Mon. to Sat.	Mon. to Fri.	Sat.	
<b>MELBOURNE R</b> (Spencer St.) ... .. dep.	a.m. 8 25●	p.m. 5 10●	p.m. 6 10●	...
<b>GEELONG R</b> ... .. {	arr. 9 20	6 7	7 10	...
South Geelong ... .. {	dep. 9 35	6 22	7 25	...
Moriac ... .. {	9 39	*	*	...
Winchelsea ... .. {	9 59	6 43U	7 48††	...
Birregurra ... .. {	10 23	6 57	8 3	...
<b>COLAC R</b> ... .. {	10 40	7 14	8 21	...
Pirron Yallock ... .. {	arr. 10 59	7 29	8 38	...
Pomborneit ... .. {	dep. 11 4	7 34	8 43	...
Weerite ... .. {	11 15K	7 45U	8 56††	††
<b>CAMPERDOWN R</b> ... .. {	11 27Q	7 56U	9 8††	...
Boorcan ... .. {	arr. 11 33J	*	*	...
Terang ... .. {	11 44	8 9	9 22	...
Garvoc ... .. {	11 59	8 14	9 27	...
Panmure ... .. {	12 9J	*	*	...
Allansford ... .. {	12 20	8 35	9 47	...
<b>WARRNAMBOOL</b> ... .. {	12 28K	*	*	...
Illowa ... .. {	12 37J	*	*	...
Koroit ... .. {	12 49	9 2§	10 14††	...
<b>PORT FAIRY</b> ... .. {	1 5	9 25	10 35	...
Illowa ... .. {	1 15	...	...	...
Koroit ... .. {	1 25J	...	...	...
<b>PORT FAIRY</b> ... .. {	1 33	...	...	...
	1 55	...	...	...

	Mon. to Sat.	Sat.	Mon. to Fri.	
<b>PORT FAIRY</b> ... .. dep.	a.m.	p.m. 2 55●	p.m. 3 5●	...
Koroit ... ..	...	3 13	3 23	...
Illowa ... ..	...	*	3 29J	...
<b>WARRNAMBOOL</b> ... .. {	arr. ...	3 30	3 40	...
Allansford ... .. {	dep. 7 35●	3 40	3 50	...
Panmure ... .. {	7 45§	3 51	4 1	...
Garvoc ... .. {	*	4 11	4 21N	...
Terang ... .. {	8 14	4 22	4 32	...
Boorcan ... .. {	*	*	4 40J	...
<b>CAMPERDOWN R</b> ... .. {	arr. 8 32	4 40	4 50	...
Weerite ... .. {	dep. 8 37	4 55	5 5	...
Pomborneit ... .. {	*	*	5 12J	...
Pirron Yallock ... .. {	8 49	5 7	5 18	...
<b>COLAC R</b> ... .. {	arr. 9 0H	5 19	5 30N	...
Birregurra ... .. {	dep. 9 15	5 35	5 47	...
Winchelsea ... .. {	9 33	5 53	6 5	...
Moriac ... .. {	9 50	6 10	6 22	...
South Geelong ... .. {	10 5F	6 25	*	...
<b>GEELONG R</b> ... .. {	arr. 10 30	6 43	6 57	...
(See table 25) ... .. {	dep. 10 45	6 50	7 15	...
<b>MELBOURNE R</b> (Spencer St.) ... .. arr.	11 45	7 5	7 30	...

● Air-conditioned sitting cars attached. †† Stops only if required to set down passengers.  
 \* Does not stop to pick up or set down passengers. § Stops only if required to pick up or set down passengers. F Stops Mon., Fri., Sat., only. H May stop Mon., Sat., only, if required to pick up passengers. J Stops Mon., Wed., Fri., only.  
 K Stops Tues., Thur., Sat., only. N Stops Tues., Thur., only. Q Stops Tues., Wed., Thur., only. R Refreshment room. U On Mon. and Fri., may stop if required, to set down passengers.

I'll leave it to you to work out just when and how (if?) a passenger could make a convenient journey from Pomborneit to Illowa or from Illowa to Pomborneit. Or Garvoc to Weerite. One of the many peculiarities of this Port Fairy line service is that if you're stopping to set down at some of the smaller country stations, why aren't you allowed to also pick up at those same stations? And why were a few stations' days of service different from the M, W, F or Tu, Th, Sa or M, F, Sa pattern of the majority?



● Air-conditioned sitting cars attached. †† Stops only if required to set down passengers.  
 \* Does not stop to pick up or set down passengers. § Stops only if required to pick up or set down passengers. F Stops Mon., Fri., Sat., only. H May stop Mon., Sat., only, if required to pick up passengers. J Stops Mon., Wed., Fri., only.  
 K Stops Tues., Thur., Sat., only. N Stops Tues., Thur., only. Q Stops Tues., Wed., Thur., only. R Refreshment room. U On Mon. and Fri., may stop if required, to set down passengers.

### MONDAYS TO FRIDAYS (INCLUSIVE).

	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
<b>SYDNEY.....dep.</b>	8 10	8 15	8 17	8 20	...	8 25	8 27	8 30	8 30	8 36	8 52	8 56	9 0
Redfern .....	...	...	...	...	...	8 29	...	8 33	8 33	8 40	...	...	9 3
M' Donald Town.....	...	...	...	...	...	8 32	...	...	...	8 43	...	...	...
Newtown .....	...	...	...	...	...	8 35	...	...	...	8 46	...	...	...
Stanmore .....	South,	North.	North.:	West.	...	8 39	West.	North.:	...	8 49	South.	...	...
Petersham .....	...	...	...	...	...	8 42	...	...	...	8 52	...	...	...
Lewisham .....	South,	North.	North.	...	...	8 44	...	North.	...	8 54	South.	...	...
Summer Hill .....	...	...	...	...	...	8 47	...	...	...	8 57	...	...	...
Ashfield .....	...	...	...	...	...	8 50	...	...	...	9 0	...	...	...
Croydon .....	...	...	...	...	...	8 52	...	...	...	9 3	...	...	...
Burwood .....	...	...	...	...	...	8 55	...	8 45	8 46	9 6	...	...	...
Strathfield .....	8 25	8/30	8 33	8f35	...	8 57	8 44	8 49	8 49	9 9	9 7	9 12	9 17
Homebush .....	8 28	...	...	...	...	9 0	...	...	8 52	9 11	...	...	9 20
Flemington.....	8 31	...	...	...	...	...	...	...	8 56	...	...	...	9 23
Rookwood .....	...	...	...	...	...	...	...	...	h	...	...	...	9 26
(Necropolis).													
Lidcombe .....	8 35	...	...	...	8 45	...	8 51	...	9 1	...	...	...	9 28
Cemetery { No. 1	...	...	...	...	...	...	...	...	...	...	...	...	...
{ No. 2	...	...	...	...	...	...	...	...	...	...	...	...	...
Stations { No. 3	...	...	...	...	...	...	...	...	...	...	...	...	...
{ No. 4	...	...	...	...	...	...	...	...	...	...	...	...	...
Auburn .....	...	...	...	...	8 49	...	8 55	...	9 5	...	...	...	9 32
Clyde Jct.....	...	...	...	...	...	...	...	...	9 9	...	...	...	9 36
Granville.....	...	...	...	8f49	8 54	...	9 1	...	9 12	...	9 22	9 25	9 39
Harris Park .....	...	...	...	...	...	...	...	...	9 15	...	...	...	9 42
<b>PARRAMATTA arr.</b>	...	...	...	8f52	8 57	...	9 5	...	9 17	...	...	9 29	9 44

h Calls at Rookwood on the first Tuesday in each month to set down passengers.  
 For note f, see page 19.

#### NSWGR TT 30th May 1926

This strange arrangement didn't occur in suburban areas. But Sydney had an interesting, albeit slightly different, example.

Consider the following trains, as shown in PTTs:-  
 30th May 1926 – 8 30 a.m. Sydney to Parramatta (47 min, steam hauled)  
 25th May 1930 – 8 30 a.m. Sydney to Parramatta (33 min, electric multiple unit, with the same stops)  
 20th November 1960 – 8 20 a.m. Sydney to Liverpool via Granville  
 Their stop at Rookwood (Necropolis) is unusual, to say the least. And why

has the symbol for that stop changed from h to g? (In all 3 timetables, the last standard symbol is f.)

The Rookwood Necropolis is managed by a number of mostly denominational cemetery trusts which are overseen by, contribute financially to and with membership of a joint committee to govern the common property. The joint committee was established 1925 to ensure that the requirements of the various Crown Lands and Necropolis Acts of the NSW government are followed. Perhaps there was a less

formal overseeing body in existence in earlier days. [This information about the organisation and management of the Rookwood Necropolis is taken from Oakes, John (2008), Sydney's Forgotten Park and Rural Railways, ARHS NSW Division, Redfern. Oakes' series on 'forgotten' Sydney railways makes a fascinating read. (Given that he's written about them, then they're clearly not forgotten!)]

So it appears that the morning of the first Tuesday of the month was the day of the monthly committee meeting

SYDNEY—PARRAMATTA—continued.

MONDAYS TO FRIDAYS (INCLUSIVE).

	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
SYDNEY.....dep.	8 7	8 10	8 15	8 17	8 18	8 20	8 20	8 22	8 24	8 30	8 30
Redfern .....	...	8 12	...	...	8 20	...	...	...	...	8 32	8 32
Macdonaldtown.....	...	...	...	...	8 22	...	...	...	...	...	8 34
Newtown .....	...	...	...	...	8 24	...	...	...	...	...	8 36
Stanmore .....	South.	...	North.	West.	8 26	...	North.	South.	...	...	8 38
Petersham .....	...	...	...	...	8 28	...	...	...	...	...	8 40
Lewisham .....	South.	...	North.	West.	8 30	...	North.	South.	...	...	8 42
Summer Hill .....	...	...	...	...	8 31	...	...	...	...	...	8 43
Ashfield .....	...	...	...	...	8 34	...	...	...	...	...	8 46
Croydon .....	...	...	...	...	8 36	...	...	...	...	...	8 48
Burwood .....	...	8 22	...	...	8 38	8 30	...	...	...	8 42	8 50
STRATHFIELD.....	8 19	8 24	8 f 29	8 f 31	8 40	8 32	8 f 35	8 36	8 36	8 44	8 52
Homebush .....	8 20	8 25	...	...	8 42	...	...	8 37	8 37	8 45	8 54
Flemington.....	8 23	8 28	...	...	...	...	...	8 40	8 40	8 48	...
Rookwood .....	...	...	...	...	...	...	...	...	...	h	...
(Necropolis).	...	...	...	...	...	...	...	...	...	...	...
LIDCOMBE.....	8 27	8 31	...	...	...	...	...	8 43	8 43	8 51	...
Rookwood Cemetery (No. 4 Station) ..	...	...	...	...	...	...	...	...	...	...	...
Auburn .....	8 30	8 34	...	...	...	...	...	...	...	8 54	...
Clyde Jct.....	8 33	8 37	...	...	...	...	...	...	...	8 57	...
GRANVILLE.....	8 35	8 39	...	8 f 43	...	...	...	...	...	8 59	...
Harris Park .....	...	8 41	...	...	...	...	...	...	...	9 1	...
PARRAMATTA arr	...	8 43	...	8 f 46	...	...	...	...	...	9 3	...

MONDAYS TO FRIDAYS (INCLUSIVE).

	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
SYDNEY .....	8 40	8 40	8 42	8 50	8 54	8 56	9 0	9 5	9 12	9 20	9 20	9 25
Redfern.....	...	8 42	8 44	8 52	8 56	...	...	9 7	9 14	...	9 22	...
Macdonaldtown .....	...	...	8 46	...	8 58	...	...	9 9	...	...	9 24	...
Newtown .....	...	...	8 48	...	9 0	...	...	9 11	...	...	9 26	...
Stanmore .....	N.C.L. North. Express.	North.	8 50	...	9 2	For Richmond Lane.	North.	9 13	...	North Coast	9 28	North.
Petersham .....	...	...	8 52	...	9 4	...	...	9 15	...	...	9 30	...
Lewisham .....	...	...	8 54	...	9 6	...	...	9 17	...	...	9 32	...
Summer Hill .....	...	...	8 55	...	9 7	...	...	9 18	...	...	9 33	...
Ashfield.....	...	...	8 58	...	9 10	...	...	9 21	...	...	9 36	...
Croydon .....	...	...	9 0	...	9 12	...	...	9 23	...	...	9 38	...
Burwood.....	...	8 51	9 2	9 2	9 14	9 10	9 10	9 25	9 24	...	9 40	...
STRATHFIELD.....	8 f 52	8 53	9 5	9 4	9 16	9 11	9 12	9 27	9 26	9 f 36	9 42	9 f 39
Homebush.....	...	...	9 7	9 5	9 18	...	...	9 29	9 27	...	9 44	...
Flemington .....	...	...	...	9 8	...	...	...	...	9 30	...	...	...
Rookwood .....	...	...	...	...	...	...	...	...	9 32	...	...	...
(Necropolis).	...	...	...	...	...	...	...	...	...	...	...	...
LIDCOMBE.....	...	...	...	9 11	...	...	...	...	9 34	...	...	...
Rookwood Cemetery (No. 4 Station) ..	...	...	...	...	...	...	...	...	...	...	...	...
Auburn .....	...	...	...	9 14	...	...	...	...	9 37	...	...	...
Clyde Jct.....	...	...	...	9 17	...	...	...	...	9 40	...	...	...
GRANVILLE.....	...	...	...	9 19	9 22	...	...	...	9 42	...	...	...
Harris Park .....	...	...	...	9 21	...	...	...	...	9 44	...	...	...
PARRAMATTA arr.	...	...	...	9 23	9 26	...	...	...	9 46	...	...	...

For note f, see page 27.

h Calls at Rookwood (Necropolis) on first Tuesday in each month to set down passengers.

Protect our Wild Flowers and Wild Birds.

NSWGR TT 30th May 1926





