

The Times

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“The Express” on the express

At the bottom of Gisborne Road in Bacchus Marsh, you can see an old colonial building, age about 150 years, beautifully restored. If you look in the window, you can spot an almost equally old printing press, also restored. On this press and in that building in 1890, in celebration of Bacchus Marsh's new railway, Crisp & Lane (right), the proprietors of the *Bacchus Marsh Express* produced their “*Railway Guide Book and Time Table for Melbourne, Ballarat, Adelaide ¼*”, which I, **GEOFF LAMBERT**, am now going to review.



The flat monotony of the extensive lava plains of western Victoria is interrupted in various places by outcrops and hills, but perhaps few are as noticeable and abrupt as that of the Rowsley Fault. Here, about 8 million years ago, the land westward of this north-south line was upthrust above the surrounding plains. Through this escarpment, the Werribee River has cut a gorge and, spreading out on the plains below, has further eroded a section of land so that in places the fault has an effective height of nearly 300 metres. This geological feature presents a barrier to transport and is a contributing factor in making one section of the Victorian railway system both scenically and operationally fascinating.

For the past century the Sunshine-Warrenheip line, has provided an alternative to the longer but more easily graded route to Ballarat through Geelong. The latter line was opened as early as 1862 to serve the burgeoning gold-field of Ballarat and was constructed to the prevailing English standards of its time. The Geelong-Ballararat section in particular was a well-graded and well-laid double-track main trunk railway and offered an admirable transport facility for goods flowing in either direction. The Melbourne-Geelong section, though also easily graded, was only single track.

In the last quarter of the nineteenth century, the agricultural wealth of the rich lava soil of Western Victoria was at last being fully realised. Like a great golden stain, fields of grain spread out around the already-established mining centres. The railways provided the only practicable means of transport and this agricultural expansion engendered a large amount of railway traffic. This increase

Railway Guide Book

AND

TIME TABLE

FOR

MELBOURNE, BALLARAT, ADELAIDE

AND ALL INTERMEDIATE STATIONS,

ALSO

Gazette for Bacchus Marsh, Ballan, Melton, &c.,

AND

ALMANAC FOR 1891.

ON SALE AT THE PRINCIPAL STATIONS ON THE OVERLAND LINE
BETWEEN MELBOURNE AND ADELAIDE.

ALSO PROCURABLE FROM THE PRINCIPAL BOOKSELLERS.

PRINTED AND PUBLISHED BY

CRISP & LANE,

“EXPRESS” OFFICE, BACCHUS MARSH.

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TRAINS.—(Daily, Sunday excepted). DOWN.—Melbourne to Adelaide (S.A.)

Table with columns: Height above the sea, Miles from Melbourne, NAME OF STATION, TIME TABLE (Mixed, Passenger, EXP/RESS, Su. ex. only), FARES (SINGLE, RETURN, HOLIDAY EXCURSION). Rows include Melbourne dep., North Melbourne, Middle Footscray, Footscray West, Braybrook Junction, Deer Park, Rockbank, Melton, Parwan, Bacchus Marsh, Rowsley, Ingliston, Ballan, Bradshaw's Creek, Gordons, Millbrook, Wallace.

Will stop to pick up or set down passengers. Passengers desiring to alight give notice at preceding Station. This Train is temporarily discontinued. Will stop to pick up passengers.

Table with columns: feet, mls., NAME OF STATION, TIME TABLE (Mxd, Exp. Sa & Su. ex., Mxd), FARES (s. d.). Rows include Bungaree, Dumastown, Warrenheip, Ballarat East, Ballarat, Dowling Forest, Windermere, Burrumbeet, Trawalla, Beaufort, Middle Creek, Buangor, Dobies, Ararat, Armstrongs, Great Western, Stawell, Deep Lead, Glenorchy, Walwal.

* This Train from Stawell to Dimboola is cancelled at present.

Table with columns: feet, mls., NAME OF STATION, TIME TABLE (a.m., p.m., Su. ex.), FARES (s. d.). Rows include Lubeck, Hopefield, Murtoa, Jung Jung, Dooon, Horsham, Pimpinio, Wail, Dimboola, Gerang Gerung, Kiata, Salisbury, Nhill, Tarranginnie, Diapur, Miram Piram, Kaniva, Lillimur, Leeor, Serviceton, Adelaide time.

* Adelaide time. § Will stop to pick up or set down passengers. Passengers give notice at preceding station.

Table with columns: NAME OF STATION, TIME TABLE (Su. ex. p.m., next day), FARES (s. d.). Rows include Serviceton, Wolsley, Bordertown, Coonalpyn, Murray Bridge, Mount Barker Junction, Aldgate, Adelaide.

* Adelaide time. † Change at Wolsley for Kingston and Mount Gambier lines. ‡ Change at Mt. Barker Junction for Mt. Barker line.

TRAINS.—(Daily, Sunday excepted). UP.—Adelaide (S.A.) to Melbourne.

Height above the sea.	Miles from Adelaide.	NAME OF STATION. Express stops at Stations <i>italicised</i> .	TIME TABLE.								FARES.			
			Mixed.		Passenger.		Mixed.		Passenger.		SINGLE.		RETURN.	
			a.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.
100	—	ADELAIDE dep.	—	3 30	—	—	—	—	6 50	—	—	—	—	
1392	21½	<i>Aldgate</i> ...	{ d. —	4 29	—	—	—	—	7 56	—	—	—	—	
1319	31½	<i>Mount Barker Junction</i> ...	{ d. —	4 32	—	—	—	—	7 59	—	—	—	—	
			{ d. —	4 58	—	—	—	—	8 35	—	—	—	—	
53	60½	<i>Murray Bridge</i> ...	{ a. —	5 0	—	—	—	—	8 38	—	—	—	—	
			{ d. —	6 5	—	—	—	—	10 0	—	—	—	—	
			{ d. —	6 5	—	—	—	—	10 15	—	—	—	—	
72	114½	<i>Coonalpyn</i> ...	{ a. —	7 54	—	—	—	—	12 5	—	—	—	—	
			{ d. —	7 57	—	—	—	—	12 9	—	—	—	—	
			{ d. —	—	—	—	—	—	p.m.	—	—	—	—	
269	183	<i>Bordertown</i> ...	{ a. —	9 43	—	—	—	—	2 33	—	—	—	—	
			{ d. —	9 46	—	—	—	—	2 37	—	—	—	—	
—	191½	<i>Wolsley</i> ...	{ a. —	—	—	—	—	—	3 5	—	—	—	—	
398	196½	<i>Serviceton</i> ...	{ a. —	10 9*	—	—	—	—	3 16	—	—	—	—	
		Melbourne time	{ a. —	10 34†	—	—	—	—	3 41	—	—	—	—	
			{ a. —	—	—	—	—	—	Mxd.	—	—	—	—	
			{ d. —	—	—	—	—	—	a.m.	—	—	—	—	
—	—	<i>Serviceton</i> ...	{ d. —	10 44	—	—	—	—	7 0	1 0	—	—	—	
401	3½	<i>Leeor</i> ...	{ a. —	—	—	—	—	—	7 8	1 10	—	—	—	
407	8	<i>Lillimur</i> ...	{ a. —	—	—	—	—	—	7 22	1 25	—	—	—	
470	14½	<i>Kaniva</i> ...	{ a. —	11 13	—	—	—	—	7 42	1 45	—	—	—	
513	20½	<i>Miram Piram</i> ...	{ a. —	—	—	—	—	—	7 58	—	—	—	—	
			{ d. —	—	—	—	—	—	8 10	2 5	—	—	—	

* Adelaide time. † Melbourne time.

feet.	mils.	NAME OF STATION.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.
493	27½	<i>Diapur</i> ...	—	—	—	—	8 31	2 30	4 8	3 1	7 0	4 9
506	31½	<i>Tarranginnie</i> ...	—	—	—	—	8 43	2 40	5 2	3 5	7 9	5 3
			—	—	—	—	—	—	—	—	—	—
431	38½	<i>Nhill</i> ...	—	—	—	—	9 4	3 30	6 6	4 3	9 9	6 6
475	44½	<i>Salisbury</i> ...	—	—	—	—	9 22	3 49	7 6	5 0	11 3	7 6
481	46½	<i>Kiata</i> ...	{ a. —	12 18	—	—	9 28	—	7 9	5 3	11 9	8 0
			{ d. —	12 23	—	—	9 33	3 55	—	—	—	—
446	51½	<i>Gerang Gerang</i> ...	—	—	—	—	9 48	4 10	8 9	5 9	13 3	8 9
364	62	<i>Dimboola</i> ...	{ a. —	12 55	—	—	10 20	4 40	10 2	7 0	15 6	10 6
			{ d. —	1 0	—	—	10 35	5 0	—	—	—	—
443	67½	<i>Wail</i> ...	—	—	—	6 55	10 35	5 0	—	—	—	—
447	73½	<i>Pimpinio</i> ...	—	—	—	7 10	10 50	5 15	11 3	7 6	17 0	11 3
434	83	<i>Horsham</i> ...	{ a. —	1 45	—	—	7 25	11 10	12 3	8 3	18 6	12 6
			{ d. —	—	—	—	7 45	11 45	6 10	9 3	20 9	14 0
			{ d. —	1 50	—	—	—	Noon	—	—	—	—
435	88½	<i>Dooen</i> ...	—	—	—	8 0	12 0	6 30	—	—	—	—
498	94½	<i>Jung Jung</i> ...	—	—	—	8 15	12 15	6 45	14 9	9 9	22 3	14 9
460	101	<i>Murtoa</i> ...	—	—	—	8 37	12 39	7 6	15 9	10 6	23 9	15 9
465	106½	<i>Hopefield</i> ...	—	2 23	—	9 0	12 59	7 26	16 9	11 3	25 3	17 0
488	111½	<i>Lubeck</i> ...	—	—	—	—	—	—	—	—	—	—
526	117½	<i>Walwal</i> ...	—	—	—	9 30	1 30	7 57	18 9	12 6	28 3	18 9
567	124	<i>Glenorchy</i> ...	—	—	—	—	—	8 15	19 9	13 3	29 9	20 0
748	132	<i>Deep Lead</i> ...	—	—	—	10 15	2 15	8 40	20 9	13 9	31 3	20 9
759	136½	<i>Stawell</i> ...	{ a. —	3 30	—	—	10 33	2 38	22 0	14 9	33 0	22 3
			{ d. —	3 40	—	—	10 53	2 50	22 9	15 3	34 3	23 0
783	144½	<i>Great Western</i> ...	—	—	6 45	11 8	3 3	9 30	—	—	—	—
955	150	<i>Armstrongs</i> ...	—	—	7 7	11 30	3 24	9 55	24 3	16 3	36 6	24 6
1028	155½	<i>Ararat</i> ...	{ a. —	—	—	7 23	11 46	3 38	25 0	16 9	37 6	25 3
			{ d. —	—	—	7 39	12 2	3 54	26 0	17 3	39 0	26 0
			{ d. —	4 15	—	7 49	12 17	4 9	—	—	—	—

This Train is discontinued at present.

feet.	mils.	NAME OF STATION.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.
1026	160½	<i>Dobies</i> ...	—	—	8 0	12 32	4 20	10 50	26 9	18 0	40 3	27 0
1110	169½	<i>Buangor</i> ...	—	—	8 25	12 52	4 45	11 13	28 3	19 0	42 6	28 6
1157	173½	<i>Middle Creek</i> ...	—	—	8 36	1 3	4 56	—	29 0	19 3	43 6	29 0
1272	184	<i>Beaufort</i> ...	{ a. —	5 11	—	1 35	—	—	30 9	20 6	46 3	30 9
			{ d. —	5 16	—	—	—	—	—	—	—	—
1218	189	<i>Trawalla</i> ...	—	—	9 2	1 41	5 25	12 5	—	—	—	—
1315	199½	<i>Burrumbet</i> ...	—	—	9 16	1 57	5 40	—	31 6	21 0	47 3	31 6
1330	202½	<i>Windermere</i> ...	—	—	9 43	2 27	6 7	—	33 3	22 3	50 0	33 6
1408	206	<i>Dowling Forest</i> ...	—	—	9 54	2 38	6 18	—	33 9	22 6	50 9	33 9
			{ a. —	6 13	—	10 5	—	—	34 3	23 0	51 6	34 6
			{ d. —	6 13	—	10 21	3 10	6 48	35 6	23 9	53 3	35 9
1415	212½	<i>Ballarat</i> ...	—	—	—	—	—	—	—	—	—	—
			{ a. —	5 20	—	7 35	11 0	4 45	—	—	—	—
			{ d. —	6 25	—	7 37	11 3	4 48	9 13	35 6	23 9	53 3
1413	213	<i>Ballarat East</i> ...	{ a. —	5 24	—	7 52	11 17	5 2	9 26	36 3	24 3	54 6
1725	216½	<i>Warrenheip</i> ...	{ a. —	5 39	—	7 58	11 23	5 8	9 34	36 6	24 6	54 9
1739	219	<i>Dunnstown</i> ...	{ a. —	6 1	—	8 8	11 33	5 18	9 53	37 3	24 9	56 0
1845	222½	<i>Bungaree</i> ...	{ a. —	6 14	—	8 15	11 40	5 25	10 2	37 6	25 0	56 3
1840	225	<i>Wallace</i> ...	{ a. —	6 14	—	—	—	—	—	—	—	—
1854	227½	<i>Millbrook</i> ...	{ a. —	6 31	—	—	—	—	—	—	—	—
1879	229½	<i>Gordons</i> ...	{ a. —	6 31	—	8 27	11 52	5 37	38 0	25 3	57 0	38 0
1874	234½	<i>Bradshaw's Creek</i> ...	{ a. —	6 53	—	—	—	—	10 17	38 3	25 6	57 6
			{ d. —	—	—	—	—	—	—	—	—	—
1666	237	<i>Ballan</i> ...	{ a. —	7 9	—	—	—	—	—	—	—	—
			{ d. —	—	—	—	—	—	—	—	—	—
1513	241½	<i>Ingliston</i> ...	{ a. —	7 12	—	8 47	12 12	6 0	—	—	—	—
526	252½	<i>Rowlesley</i> ...	{ a. —	—	—	8 57	12 22	6 10	40 3	27 0	60 6	40 6
393	254½	<i>Bacchus Marsh</i> ...	{ a. —	7 47	—	9 39	12 59	6 46	42 0	28 0	63 0	42 0
			{ d. —	—	—	9 45	1 5	6 52	42 6	28 3	63 9	42 6
			{ d. —	7 57	—	9 50	1 10	6 57	—	—	—	—

§ Will stop when required. Passengers desiring to alight must give notice at preceding Station.

464	257½	<i>Parwan</i> ...	—	—	9 56	1 16	7 3	9 26	42 9	28 6	64 3	42 9
393	263½	<i>Melton</i> ...	—	—	10 9	1 29	7 15	9 39	44 0	29 3	66 0	44 0
365	268	<i>Rockbank</i> ...	—	—	10 19	1 39	7 30	9 49	44 9	29 9	67 3	44 9
184	275½	<i>Deer Park</i> ...	—	—	10 36	1 56	7 59	10 6	46 0	30 9	69 0	46 3
124	279	<i>Braybrook Junction</i> ...	—	—	10 45	2 5	—	10 15	46 6	31 0	69 9	46 6
80	282	<i>Footscray West</i> ...	—	—	—	—	—	—	—	—	—	—
50	282½	<i>Middle Footscray</i> ...	—	—	—	—	—	—	—	—	—	—
18	285½	<i>North Melbourne</i> ...	—	—	8 49	11 1	2 21	8 15	—	—	—	—
32	286½	<i>Melbourne</i> ...	—	—	8 55	11 5	2 25	8 19	47 9	32 0	71 9	48 0

† Will stop to set down passengers. § Will stop to pick up or set down passengers. Passengers desiring to alight at Stations marked † or § must give notice at the preceding Station.

was further augmented by the commencement of inter-colonial traffic which followed the opening of the through railway to South Australia in 1887.

Supplies and produce to and from Ballarat were funnelled into the Geelong-Ballararat line, a considerable amount of it being through traffic to Melbourne. Although the railway was well able to cope with this traffic, it suffered from the dual drawbacks of its roundabout route and the bottle-neck of the Melbourne-Geelong line. It was logical that any railway that could climb up from the plains in a more direct route would offer considerable savings in time and money. Pleas for a direct route began to be heard from about 1870 and were periodically revived by press and politicians in the succeeding 20 years.

By the mid-1880s, the back-bone for such a railway already existed although appearances suggest that it was never conceived to be part of a through route. A railway line from Ballarat already meandered through agricultural areas in the east to reach Gordons and Ballan. The line was of branch-line standard and followed a rather indirect route, probably to better serve the agricultural centres of Dunnstown, Bungaree and Wallace. This section was operated by a shuttle service of 3 or 4 mixed trains per day. A second line had been progressively extended westward from Braybrook Junction (Sunshine) first to Melton, then to Parwan and finally to Bacchus Marsh in 1887. This line served a similar purpose to that of the Ballan line but, because of the poor nature of the country through which it passed, drew most of its traffic from its terminus and saw only two mixed trains per day, although a conditional goods was also scheduled.

It was not for another two years that the connecting line between Ballan and Bacchus Marsh was constructed and it is a wonder the building of it did not take much longer. Although, by and large, the other sections of the line were over easy country, this 17-mile link had to negotiate the Rowsley fault and then run along a ridge separating the deeply-dissected valleys of the Parwan Creek and the Werribee River. Over one section of six miles, a million and a half cubic yards of earth had to be shifted to form extensive embankments and cuttings, the most notable of the former being at Dog Trap Gully where the embankment was made to serve also as a water storage dam for engine purposes.

This was to lead to trouble. Partly by design and partly by force of political circumstance, the Bacchus Marsh station was built on the floor of the valley worn by the activity of three rivers. Thus, before the line could even begin the ascent of the Ingliston Bank proper, it had to fight its way up out of the valley to regain the height it had lost descending from the surrounding plains at Parwan. A more direct route which had been surveyed between Parwan and Rowsley would have eliminated the drop and the subsequent climb, but would have necessitated extensive bridgework over the Parwan Creek, besides saving only 24 chains and leaving Bacchus Marsh at the end of a stub line- a politically unpopular move. Crisp & Lane spent 3 pages of the Guide arguing in favour of this *fait accompli*.

The direct line was opened throughout on 4th December 1889. For more than three months after opening of the line, all through trains continued to run via Geelong until the rest of the line was brought up to mainline standard. In the meantime, a shuttle service operated between Bacchus Marsh and Ballan, connecting with the branch line trains already timetabled. The old Geelong to Warrenheip line was progressively converted to single track several years after the opening of "the Straight". Between 1890 and 1995, "the Straight" potentially formed a major link on the interstate railway, but operating constraints limited its usefulness until the middle of the next century.

Crisp & Lane's Guide Book and Time Table celebrated many aspects of the interstate line, but more particularly the section around Bacchus Marsh, describing it as "*one of the loveliest to be met on any railway journey in any part of the world. ¼ a picture of great beauty for its vastness of scope and variety of feature*".

The booklet spent 33 pages in all describing the line and the sequence of places encountered by a traveller from Melbourne to Adelaide. But it also has 22 pages of timetable and associated information. Rather unusually for a book for public consumption, it contains also the timetables for a number of local goods trains and more unusually still, the schedules for two relief mail trains from Adelaide to Melbourne. And it is not content with Bacchus Marsh alone, it contains

a complete list of the many daily departures from Ballarat station.

Our first two illustrations (pp 4-5) show the passenger service in each direction between Melbourne and Adelaide. In the years before the opening of the through line, both Bacchus Marsh and Ballan had terminating services originating in Melbourne and Ballarat. In this 1891 timetable, perhaps surprisingly, Ballan has retained its local service, while Bacchus Marsh is served only by through trains. This was later to change- indeed by the time of the April 1891 Bradshaw, within the period covered by the Guide, it already *had* changed and Bacchus Marsh became the dominant terminal station, although a Ballarat-Ballan service continued to run until the 1960s. In neither this timetable, nor in the ones that preceded it, when Ballan was the terminus of a branch line, did trains linger in the town, certainly not overnight. Most of the passenger traffic would have been toward Ballarat in the morning and back again at night. Thus, the early morning Ballan-Ballararat train was formed by a probably empty one that left Ballarat at 5.20 a.m.. On Saturday nights, the Ballarat-Ballan theatre train (in reality probably the drinker's train) returned to Ballarat, arriving there early on Sunday morning. Who would have travelled by it? Probably no-one.

Goods traffic was rather local in nature and was to remain so for many decades. The Working Timetable of March 1891 shows basically the same goods train service, except that it also shows a conditional goods Ballarat-Ballan and Ballan-Melbourne. Crisp & Lane therefore showed nearly all of the goods trains in their timetable and we reproduce them on this page and the next. You will notice that the publishers used the terms "Down" and "Up" to describe these trains. Although the use of these terms in public railway timetables had a long history, it was rather uncommon by the end of the nineteenth century.

Whereas whatever local passenger trains there were terminated at Ballan, all the local goods trains terminated at Bacchus Marsh. There were not many of them. A daily return goods train came down from Ballarat and another came from Melbourne, with an extra from Melbourne on Sunday only. Only one through goods train ran each way each day and it was a very slow "roadside" goods, taking 7¼ hours on the down and 9½ hours on the up journey. The Down journey was really

MELBOURNE TO BALLARAT (DOWN).
GOODS AND MILK TRAINS.

STATIONS.	Goods & Milk.	Goods.	Goods.	Goods & Milk, Sunday.
	a.m.	a.m.	a.m.	p.m.
MELBOURNE ... <i>dep.</i>	5 25	—	11 50	3 50
North Melbourne ...	—	—	—	—
Middle Footscray ...	—	—	—	—
			Noon.	
Braybrook Junction ...	5 50	—	12 10	4 10
Deer Park ...	6 5	—	12 30	4 30
Rockbank ...	6 33	—	1 0	5 0
Melton ...	6 55	—	1 30	5 20
Parwan ...	7 20	—	1 55	5 45
Bacchus Marsh ... { <i>arr.</i>	7 30	—	2 5	5 55
Rowsley ... { <i>dep.</i>	—	11 0	2 20	—
Ingliston ...	—	11 6	2 32	—
	—	12 0	3 26	—
Ballan ... { <i>arr.</i>	—	0 0	3 40	—
Bradshaw's Creek ... { <i>dep.</i>	—	12 25	4 0	—
Gordons ...	—	—	—	—
Millbrook ...	—	12 50	4 30	—
Wallace ...	—	—	—	—
Bungaree ...	—	1 15	5 25	—
Dunnstown ...	—	—	—	—
Warrenheip ...	—	1 30	6 15	—
Buninyong Junction ...	—	1 45	6 30	—
Ballarat East ...	—	—	6 43	—
Ballarat ... <i>arr.</i>	—	—	—	—
		1 57	6 5	—

Goods Trains (except those consisting exclusively of live stock) may be stopped to pick up or set down passengers at any station outside the suburban Residential Area.

were a horse travelling on your own. That is, unless, you were an *entire* horse, for which a 50% surcharge applied. There was no surcharge for either passengers or corpses in this condition, a state of affairs that was probably comforting for all.

In August 1891, during the Guide's almanac year, the much-ballyhooed Dog Trap Gully dam/embankment gave way during heavy rain. A brand-new working timetable, which had at last scheduled a greater number of through trains was invalidated before it even came into force and the service had to revert to its old local form while the embankment was rebuilt and a tunnel to carry the water drilled through it. Through running was suspended for 3 months.

The early 1890s were a time of severe economic depression and, in common with railways everywhere, the situation on the line remained very moribund. Six months after restoration of through service, as the recession really began to bite, the Adelaide express was again diverted to run via Geelong, being combined with the Port Fairy train in an attempt to save engine mileage. This state of affairs lasted until May 1897. The bulk of the train service on the line continued to be provided by trains which terminated at or started from either Ballan or Bacchus Marsh. The two conditional mail trains vanished from the timetable, as did three through passenger trains. Local goods traffic did not suffer unduly and, towards the end of the decade there was even a slight, though temporary, increase.

At this time, the timetables was so arranged that nearly all trains ran in the morning or early evening and the rest of the day was almost devoid of activity. The morning rush at Bacchus Marsh must have been quite a sight, with 4 trains in the yard and with the refreshment rooms serving breakfasts to passengers off the Adelaide Express and the Ballarat passenger train.

During the 1890s the practice of banking of express and passenger trains from Bacchus Marsh to Ingliston commenced. The timetable of March 1890 stated that a banking engine was to be stationed at Bacchus Marsh for this purpose, but it is not clear whether such an event really occurred. A simple coal-stage and an engine shed was provided at Bacchus Marsh, from early in 1891, presumably to cover the servicing of these engines. In 1893, a turntable

probably considerably longer than 7¼ hours because the table published in the Guide appears to contain errors, typographical and logical. The hour that elapses in each of the two sections Gordons-Wallace-Warrenheip is probably real enough because the train handled milk and chaff traffic en route. But the Ballarat arrival is shown as 6.5 p.m. after having passed Buninyong Junction at 6.43 p.m. Probably 7.5 p.m. was intended. Buninyong Junction itself soon disappeared and a third line was run between there and Ballarat East, which was itself, for all practical purposes, the Up end of the Ballarat goods yard.

As well as the daily Adelaide Express, the railways allowed for a special mail train to make onward connections from steamers arriving in Adelaide. Rather like the Great Western Railway's bid to shorten transatlantic times by meeting ships at Fishguard, this service shortened the London-Melbourne transit

time from about 60 days to 58. Passengers were carried, but it was principally a mail train. Two schedules were allowed for, although whether the alternatives were allowed as a concession to variable shipping arrival times, or for railway purposes is not clear. At any rate, Crisp & Lane's booklet showed them both (p9, top left), although with typesetters' errors. Neither train appeared in the Victorian Railway public timetable, nor are they easy to find in VR working time tables. Leaving Adelaide 3h20m or 6h30m behind the express, they arrived in Melbourne 4 or 7 hours behind it, so they were nearly as fast as the prestige train.

This page of Crisp and Lane's timetable contains also a selection of the usual supplementary information to be found in the official timetables. It was obviously much more expensive to travel between Adelaide and Melbourne if you were dead, or if you

ble was provided at Ballan, possibly also for these engines. It is possible that, instead of having a locallybased engine, bank engines were requisitioned off trains which were passing through Bacchus Marsh. Certainly this was true by the turn of the century, the first time such movement appeared in the working time table. In some later timetables, an engine was borrowed off a train at Ballan, ran back to Bacchus Marsh and assisted the train from there, returning to its own train later. The Adelaide Express was routinely banked out of Bacchus Marsh and our photo (front cover, bottom) reprints a popular photo of this working crossing Collie's Bridge near Rowsley early in the last century. As comprehensive as Crisp & Lane's timetable was and as keen as they were to show the milk train service, they did not show the light engine movements associated with the banking of the trains.

A network of lines to Scarsdale, Daylesford, Buninyong, Ballan and Waubra spread out around Ballarat. Ballarat was therefore an important railway centre with workshops, a large locomotive depot and the famous Phoenix Foundry which built so many of the State's locomotives. When the 1891 Guide was published, the population of Ballarat was about 50,000. Its railways served a regional population of over 100,000 and they appear to have been well-patronised, in 1891, everybody in Ballarat who travelled, travelled by train, and the train service was impressive. Crisp and Lane list 31 Saturday departures from Ballarat on 8 lines, in addition to the 14 found in the main line tables. These trains, shown in the table at top, right, would mostly be miners' trains- the areas they served (Creswick, Linton and Buninyong in particular) were peppered with working gold mines. As well, there could have been about 35 regular and conditional goods, firewood and powder train departures (10 on the western line towards Ararat, 5 towards Daylesford, 7 towards Maryborough and 13 on the Geelong line); 80 departures in all.

Nearly all of the passenger and mixed trains and a good number of the lines they ran on disappeared over the years. By the mid 1960s, Ballarat had only 11 or 12 departures per weekday on 5 lines. Now, even with the "new deal for passengers", only 10 trains a day pull out of Ballarat station. They are all headed for Melbourne, and they all travel via Bacchus Marsh. But even

BALLARAT TO MELBOURNE (UP).				
GOODS AND MILK TRAINS.				
STATIONS.	Goods.	Goods & Milk.	Goods.	Goods & Milk, Sunday.
	a.m.	a.m.	Noon.	p.m.
BALLARAT ... dep.	6 50	—	12 0	—
Ballarat East ...	—	—	—	—
Buninyong Junction ...	—	—	—	—
Warrenheip ...	7 7	—	12 17	—
Dunnstown ...	7 20	—	12 30	—
Bungaree ...	—	—	—	—
Wallace ...	8 20	—	1 15	—
Millbrook ...	—	—	—	—
Gordons ...	8 40	—	1 35	—
Bradshaw's Creek ...	—	—	—	—
Ballan ... { arr.	—	—	2 5	—
Ballan ... { dep.	9 20	—	4 30	—
Ingliston ...	9 39	—	4 50	—
Rowsley ...	10 16	—	5 40	—
Bacchus Marsh ... { arr.	10 21	—	5 45	—
Bacchus Marsh ... { dep.	—	‡8 55	7 15	6 30
Parwan ...	—	9 5	7 53	6 40
Melton ...	—	9 30	8 15	7 5
Rockbank ...	—	9 50	8 35	7 25
Deer Park ...	—	10 45	9 0	7 55
Braybrook Junction ...	—	11 5	9 15	8 15
Footscray West ...	—	—	—	—
Middle Footscray ...	—	—	—	—
North Melbourne ...	—	—	—	—
MELBOURNE ... arr.	—	11 30	9 35	8 35

Passengers are not to be carried in either Goods or Milk Trains on Sundays without a special order from the Traffic Manager's Office. Nor at any time without complying with the conditions stated on page 25.

‡ This Train also carries passengers.

when Crisp & Lane published their booklet, all was not well with the trains - for there was a coal strike and many trains were "temporarily" cancelled as a result. You can see some of these cancellations in nearly each of the tables reproduced here. Some of these trains never returned.

This table refers to trains on the Dunkeld-Penshurst line, an exceptionally short-lived railway in the Western District. It was opened in August 1890, but the last train ran only 7 months later on 24 March 1891. It was formally closed forever in February 1898. Crisp & Lane's Guidebook is therefore one of the very few ever published to show the existence of trains on this line. Possibly the only other is the August 1890 VR public timetable.

The remainder of the booklet is devoted to a calendar of religious holidays, two pages of mathematical puzzles (none of them involving railway timetables), jokes, proverbs and advertisements.

The Crisp family continued to publish the Bacchus Marsh Express and to carry out local printing jobs for almost another 100 years, but it seems that their guidebook for 1891 was a "once-off" effort- there is no record of any others at any rate. We wave farewell our western line passengers, as they prepare to flag down the train from a platform edged with Ballarat bluestone.

Victorian Railways' yellow card timetable 208 mm x 126 mm with 2 folds

This timetable (*this page and over-*

Mail Specials from Adelaide to Melbourne.

When necessary a Special Train will leave Adelaide either at 6.50 p.m. or 9 p.m., with mails *ex* incoming steamers, and reach Serviceton at 2.5 a.m. or 4.26 a.m. (Melbourne time) respectively. The trains will leave Serviceton at 2.40 a.m. and 4.45 a.m. respectively, and are timed as follows for the stations named:—Lillimur, 2.59 a.m., —; Dimboola, 4.52 a.m., 6.55 a.m.; Horsham, 5.38 a.m., 8.0 a.m.; Jung Jung, 5.59 a.m., —; Lubeck, 6.30 a.m., —; Stawell, 7.25 a.m., 10.15 a.m.; Armstrongs, 7.55 a.m., —; Ararat, 8.7 a.m., 10.58 a.m.; Buangor, 8.32 a.m., 11.29 a.m.; Beaufort, 9.5 a.m., 12 noon; Burrumbeet, 9.35 a.m., —; Windermere, 9.51 a.m., —; Ballarat, 10.10 a.m., 1.15 p.m.; Warrenheip, 10.20 a.m., 1.25 p.m.; Ballan, 11.5 a.m., 2.7 p.m.; Ingleston, 11.13 a.m., 2.47 p.m.; Rockbank, 12.22 p.m., 3.27 p.m.; Deerpark, 12.35 Rowsley, 11.35 a.m., —; Bacchus Marsh, 11.45 a.m., 2.47 p.m., —; Braybrook Junction, 12.41 p.m., 3.46 p.m.; Melbourne, 1 p.m., 4.3 p.m.

A passenger carriage or carriages are attached at Adelaide for any passengers who may wish to travel by this special. Usual Steamship fares are charged.

Through Booking between Adelaide and Sydney or Brisbane.

Passengers are booked through between Adelaide and Sydney or Brisbane, or vice-versa, at rates detailed on pages 226 and 227 of Victorian Railways Book Time tables. Special facilities as to fares and breaking journey are afforded to passengers by steamers.

Horses between Melbourne and Adelaide.

One horse, 6d. per mile, and each additional horse in the same box for the same owner, 1½d. per mile. One Entire to be charged 9d. per mile.

CORPSES to Adelaide from Melbourne, or *vice versa*, £ 16 19s. 6d.

DOGS between Melbourne and Adelaide, 10s. each.

TRAINS ON BRANCH LINES FROM THE MAIN LINE.

Trains leave Ballarat for Buninyong Line at 5.15 a.m.*, 7.5 a.m., 8.40 a.m.*, 9.55 a.m., 11.25 a.m., 1.10 p.m.*, 2.40 p.m., 4.40 p.m., 6.20 p.m.*, 8 p.m., (11 p.m. Saturdays only.)

Trains leave Ballarat for Scarsdale and Linton Line at 9.40 a.m., 4.20 p.m., (10.40 p.m. Saturdays only.)

Trains leave Ballarat for Geelong Line at 5.50 a.m., 10.45 a.m., 3.30 p.m.*, 7 p.m.

Trains leave Ballarat for Creswick and Daylesford Line at 4.40 a.m., 8.20 a.m., 1.30 p.m., 5 p.m., and (11.10 p.m. Saturdays only, as far as Allendale only*.)

Trains leave Ballarat for Maryborough Line at 7.45 a.m., 12.25 p.m., 3.35 p.m., and 10.55 p.m.

Trains leave Ballarat for Waubra Line at 6.20 a.m., 11.30 a.m.*, 4 p.m., (10.10 p.m. Saturdays only.)

Trains leave Ararat for Ararat, Avoca, and Maryborough Line at 7.15 a.m. and 2 p.m.

Trains leave Ararat for Portland Line at 1.30 a.m. and 1.50 p.m.

Trains leave Branxholme (on Portland Line) for Casterton Line at 5.25 a.m. and 12* noon, (and on Saturdays at 6.35 p.m.*)

Trains leave Hamilton (on Portland Line) Coleraine Line at 4.45 a.m.*, and 4.40 p.m.

Train leaves Hamilton (on Portland Line) for Koroit Line at 10.25 a.m.

Train leaves Dunkeld (on Portland Line) for Peushurst Line at 3.45 p.m.

Trains leave Lubeck for Rupanyup Line at 12.5 p.m.*, 4.45 p.m., 8.15 p.m.*.

Trains Leave Murtoa for Warracknabeal Line at 9.10 a.m.*, and 5.25 p.m.

Trains leave Horsham for Noradjuha Line at 8.25 a.m.*, 1.45 p.m.*, 6.40 p.m.

Trains marked thus * are now cancelled through the coal strike

leaf) shows the full passenger service between Melbourne, Werribee and Geelong during the early part of World War II. It provides an interesting insight into Victoria's busiest country line at a time of very heavy passenger traffic. The service shown consists of 65 down and 72 up Geelong each week, as well as 6 Aircraft Platform and 11 Werribee locals each way.

Although express timings compare favourably with those of 1998, stopping trains are very slow, the longest journey time being 100 min. The track was mostly single beyond Newport South Junction with automatic signalling and crossing loops so there were often delays in crossing other trains. The acceleration of steam locomotives can't match that of diesel locomotives and railcars either.

Some of the stops are strange - *h* and *y* are especially puzzling. Also why did so many trains stop at Manor - treeless paddocks (and a nearby standard gauge loop) are

Better be idle than doing ill.

THE HENPECKED HUSBAND.
HERE was some philosophy in the henpecked husband, who on being asked why he had played himself so completely under government of his wife, answered, "To avoid the worse slavery of being under my own."

AN ECONOMICAL PLAN.
Young Wife: "Oh, Arthur, you know the stationer at the corner is selling off, and I have been thinking seriously of what you said the other day about saving money and things; and so I've got all he had left of this year's Christmas cards at half the price we should have to pay next year, and they'll do just as well to send to my sisters."

THE DROWNING BOY.
A LITTLE boy went one day into a river, and not having learned to swim, had like to have been drowned. Seeing, however, a man at a distance, he called out to him for help. The man, as soon as he saw the lad's distress, began to expostulate with him on the folly of going into a river before he had learned to swim. The boy, instead of answering him, cried out, "Save me, save me, then chide as long as you will."—*From the Persian.*

*Reason's whole pleasure, all the joys of sense,
Lie in three words—
Health, peace, and competence.* POPP.

A GOOD PLAYER.
LITTLE Brother (whose sister is playing cards with a gentleman): "Mr. Smiler, does Minnie play cards well?" *Mr. Smiler:* "Yes, very well indeed." *Little Brother:* "Then you had better look out; mamma said if she played her cards well she would catch you."

STOPPING THE TRAIN.

all that you'll find there today.

Fares (*below*) (shown on the reverse of the card) are wide ranging in their availability - it is a pity that single fares aren't quoted for comparison. [A public timetable issued later that year gives single fares of 7/2 first class and 5/9 second class and ordinary return fares being those quoted. It also states that day return fares were the same as single fares.] Encouragement to use the services of the Victorian Government Tourist Bureau occupies the remaining panel on this side.

After the war, there were more Werribee local services but Geelong trains decreased in frequency and the service did not start to improve until the mid 1960s. The service to Geelong did not reach the 1941 level until the mid 1970s and has continued to improve to the present day.

The Belair line

From **IAN R. HAMMOND**
Editor, Transit Australia

Dear Geoff,

re Chris Brownbill's interesting item on the Belair line, The Times 6/2000.

The text unfortunately overlooks reference to the crossing loop at Sleeps Hill (near a former station of that name), between Lynton and Eden Hills. It will be noted that there are three consecutive crosses there in the morning peak. At off peak times usually train crosses are at loops at Goodwood and Shepherds Hill (between Eden Hills and Coromandel). Keep up the good work on The Times - always of interest!

The Manunkchunk clock

From **JACK MCLEAN**

I (not being a mathematician) assumed that all signal boxes (or towers or cabins or *le boites au signals*) even in USA (where such names as Manunkachunk Junction probably exist) would be connected (to the adjacent *enclanchemento* or *entroncamento*) by morse or block bell code or something but apparently in this case not by telephone. But why could not signalman W at MJ walk to the box at DE and ask the signalman there to give him enough time to walk back to the box at MJ? When the clock at DE ticks over to (the time chosen) the signalmen at DE could give one stroke on the Morse key or the block bell tapper and this would cause the bell in the box at MJ to ring and this would indicate that it was the time chosen, and so the bloke at MJ could set the MJ clock correctly. Or is such an answer too difficult for someone who *is* a mathematician? Or has some skills in logics? [See The Times, Feb. 2000].

Timetable on a post card

From **THE EDITOR**

Some bonuses come with being the editor of a timetable magazine. Recently, I received the postcard on the cover from an old friend who was travelling by foot and train in the European Alps. Said she "it was the only timetable we saw, the staff seemed to be consulting some sort of wiggly graph thingy posted up under the awnings at the station."

To Geelong in wartime, January 1941

The Melbourne-Geelong line has always been one of Victoria's busiest non-suburban lines, whether for passenger or goods trains. In the early 1990s, 38% of all trains running on country lines radiating from Melbourne ran on the Geelong line. In 1941, as **DAVID HENNELL** outlines in this story, the Geelong line was already dominant.

This is a Victorian Railways' yellow card timetable 208 mm × 126 mm with 2 folds

This timetable (*this page and next*) shows the full passenger service between Melbourne, Werribee and Geelong during the early part of World War II. It provides an interesting insight into Victoria's busiest country line at a time of very heavy passenger traffic. The service shown consists of 65 down and 72 up Geelongs each week, as well as 6 Aircraft Platform and 11 Werribee locals each way.

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beyond Newport South Junction with automatic signalling and crossing loops, so there were often delays in crossing other trains. The acceleration of steam locomotives can't match that of diesel locomotives and railcars either.

Some of the stops are strange - *h* and *y* are especially puzzling. Also why did so many trains stop at Manor - treeless paddocks (and a nearby standard gauge loop) are all that you'll find there today.

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5/9 second class and ordinary return fares being those quoted. It also states that day return fares were the same as single fares.] Encouragement to use the services of the Victorian Government Tourist Bureau occupies the remaining panel on this side.

Sunday trains were discontinued in December 1941, after Pearl Harbour. After the war, there were more Werribee local services but Geelong trains decreased in frequency and the service did not start to improve until the mid 1960s. The service to Geelong did not reach the 1941 level until the mid 1970s and has continued to improve to the present day.

CHEAP FARES

To and From Geelong

Tickets at the fares shown below will be on issue at Melbourne and Geelong.

	1st	2nd
	Class	Class
DAY RETURN ...	7/2	5/9

(Issued for travel by any train Mondays to Saturdays inclusive.)

	1st	2nd
	Class	Class
SATURDAYS		
For return on Sunday	8/5	6/9

(Issued for travel by all trains on Saturdays, and available for return by all trains on Sunday.)

	1st	2nd
	Class	Class
SUNDAYS		
Day Return ...	7/-	5/-

(Issued at Melbourne for travel by the 9.2 a.m. and 2.20 p.m. trains to Geelong and at Geelong for travel by the 8.45 a.m. and 2.20 p.m. trains to Melbourne on Sundays.)

	1st	2nd
	Class	Class
SUNDAYS		
For return on Monday	8/5	6/9

(Issued for travel by all trains on Sundays, and available for return by all trains on Monday.)

	1st	2nd
	Class	Class
ORDINARY RETURN	9/7	7/8

(Available for Return for One Month)

PERIODICAL FARES	£	s.	d.
Monthly	3	4	6
	2	8	0

(Issued for travel by any train.)

For all Travel Information

CONSULT the Victorian Government Tourist Bureau, 272 Collins Street, Melbourne. Telephone, F.0404. A staff of travel experts is available between 9 a.m. and 6 p.m. on week days (9 p.m. Fridays), and 9 a.m. and 1 p.m. on Saturdays, to afford tourists advice and help in all matters relating to travel.

A cordial invitation to call at the Bureau is extended to all desirous of obtaining information concerning rail, road, sea, or air services; also regarding hotel and guest-house accommodation at the many charming mountain, river, lake, and seaside resorts throughout Victoria.

Branches of the Victorian Government Tourist Bureau are situated at Spencer Street and Flinders Street Railway Stations, Melbourne; 28 Martin Place, Sydney; 131 King William Street, Adelaide; 204 Adelaide Street, Brisbane; 31-32 Plaza Arcade, Perth; 99 Macquarie Street, Hobart; 72 Deakin Avenue, Mildura; 34 Lydiard Street North, Ballarat; and Charing Cross, Bendigo.

VICTORIAN RAILWAYS

TIME-TABLE

PASSENGER TRAIN SERVICE

between

MELBOURNE, WERRIBEE and GEELONG

Time-tables are subject to alteration at any time, especially at holiday periods.

MELBOURNE-WERRIBEE-GEELONG.

Table with columns for stations (FLINDERS STREET, Spencer Street, North Melbourne, Footscray, Newport, Paisley, C.O.R. Platform, Galvin, Laverton, Aircraft Platform, Werribee, Manor, Little River, Lara, Corio, North Shore, North Geelong, GEELONG) and departure times for various services (Daily, Sat., Sun., SUNDAY).

GEELONG-WERRIBEE-MELBOURNE.

Table with columns for stations (GEELONG, North Geelong, North Shore, Corio, Lara, Little River, Manor, Werribee, Aircraft Platform, Laverton, Galvin, C.O.R. Platform, Paisley, Newport, Footscray, North Melbourne, Spencer Street, FLINDERS STREET) and departure times for various services (Daily, Sat., Sun., SUNDAY).

a-Stops when required. b-Picks up or set down. c-Sets down if required. f-Picks up only. g-Sets down only. h-Stops Mondays to Thursdays, when required, to pick up or set down, and on Fridays when required, to set down only. k-On Saturdays departs from Footscray at 12.14 p.m. and arrives Spencer-st. at 12.23 p.m. v-On Saturdays departs from Flinders Street at 7.12 p.m. w-Stops at Aircraft Platform on Saturdays only. y-Stops at Little River (8.0 p.m.) and Lara (8.6 p.m.) on Fridays only if required, and on Saturdays definitely to pick up or set down passengers. * This train is not available to holders of Special Football Tickets. "Daily" means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown.

A small bus route in Sydney's St. George area.

JIM O'NEIL

Route 113 was an unusual bus route in the St. George area, operating on both sides of the Illawarra line, which it crossed at Allawah station. It ran from Peakhurst, to the northwest of Hurstville to Ramsgate Beach, to the southeast. The first timetable I have (page 13) was issued by Saints on the 1st September 1963. There is a quarter-hourly service for most of the day, with alternate buses running via Gloucester Road and Carrington Avenue - one block apart, with some peak-hour services commencing at Carrington Avenue, instead of Peakhurst. This is a very good frequency, especially when we consider that the route 112 ran two blocks further east, and the 34 three blocks west. Three other services (routes 28, 29 & 33 of the Punchbowl Bus Co.) crossed the 113 on Stoney Creek Road before the Peakhurst terminal at Baumanns Road. All these services ran into Hurstville.

We may note that no time of arrival is given at Ramsgate (nor at Hurstville for buses terminating there). Af-

ter 6 p.m., all buses run via Gloucester Road and, after 8 p.m., none run to Ramsgate. In fact these last four buses run on to Lugarno and are route 108 buses, diverting via the 113 instead of proceeding directly to Peakhurst via Forest Road.

In the 1990s it became difficult for small operations like the 113 to provide the new minimum service levels being required. The same problem applied to Foley's route 32, from Gannon Ave & Malua St, Doll's Point to Kogarah Stn, which crossed the 113 on Chuter Ave, two blocks before the 113's Ramsgate terminal and one block before Florence St.

Foley's timetable of 1st July 1989 is on page 14 (top). Note that there are no times given after leaving Kogarah, and times of arrival there are approximate - and shown only on weekdays. There is a basic half-hourly service (including Saturday mornings), increased to twenty minutes on weekday peaks, plus a

school bus from Ramsgate RSL.

From the mid 1990s comes this undated timetable (p 14, bottom) for the combined route issued by the Peakhurst Bus Company (another name used by Saints). The extended route needs four buses to mount a half-hourly service, and all buses run via Gloucester Road. Alternative buses (marked Y) run north to Junction Road to return via Baumanns Road to the starting point. Since it is unlikely that other buses did a U-turn in the busy intersection of Forest, Stoney Creek and Baumanns Roads, they probably turned in Saints' depot, in Holley St, a block short of the terminus. On Saturday afternoons and Sundays, only the 113 was operated, and not the 32. The same pattern applied early on Saturday morning and for late night shopping.

In 1997 the combined route was re-numbered 947, but on 21 December 1998 it was sold. The section Hurstville-Ramsgate-Kogarah went to Southtrans, whose new timetable (mislabelled 948, another Southtrans

route) is on page 15. Off-peak service is still approximately half-hourly, but no longer on a clock-face basis. Ko-

garah now receives full service, and some additional runs in the morning peak. The Peakhurst end was

sold to Punchbowl Bus Co. That is a story for another time.

Route 113

PEAKHURST • BEVERLY HILLS •, HURSTVILLE RAMSGATE

AS FROM 1st SEPTEMBER, 1963

Bus No.	Depart Baurmans Road	Depart Gloucester Road	Depart Carrington Avenue	Depart Hurstville For Ramsgate Beach	Depart Ramsgate Beach	Depart Hurstville	Arrive Carrington Avenue	Arrive Gloucester Road	Arrive Baurmans Road
MONDAYS TO FRIDAYS									
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
1	5.50	5.55	—	6.00	6.20	6.37	—	6.42	6.47
2	6.07	6.13	—	6.20	6.35	6.55	—	7.02	7.07
4	6.27	6.33	—	6.40	6.55	7.15	—	7.20	7.25
3	6.37	—	6.43	—	—	6.53	7.00	—	—
1	6.47	6.53	—	7.00	7.15	7.35	—	7.42	7.47
3	—	—	7.00	—	—	7.12	7.19	—	—
2	7.07	7.13	—	7.20	7.35	7.55	—	8.00	8.05
3	—	—	7.20	—	—	7.28	7.33	—	7.38
4	7.25	7.31	—	7.38	7.53	8.10	—	8.15	8.20
3	7.38	—	7.46	7.53	8.08	8.25	8.30	—	8.35
1	7.48	7.56	—	8.03	8.20	8.40	—	8.45	8.50
2	8.05	—	8.11	8.18	8.35	8.55	9.00	—	9.05
4	8.20	8.26	—	8.33	8.50	9.10	—	9.15	9.20
3	8.35	—	8.41	8.48	9.05	9.25	9.30	—	9.35
1	8.50	8.56	—	9.03	9.20	9.40	—	9.45	9.50
2	9.05	—	9.11	9.18	9.35	9.55	10.00	—	10.05
4	9.20	9.26	—	9.33	9.50	10.10	—	10.15	10.20
3	9.35	—	9.41	9.48	10.05	10.25	10.30	—	10.35
1	9.50	9.56	—	10.03	10.20	10.37	—	10.44	10.50
2	10.05	—	10.11	10.18	10.35	10.52	10.59	—	11.05
4	10.20	10.26	—	10.33	10.50	11.07	—	11.14	11.20
3	10.35	—	10.41	10.48	11.05	11.22	11.29	—	11.35
1	10.50	10.56	—	11.03	11.20	11.37	—	11.44	11.50
2	11.05	—	11.11	11.18	11.35	11.52	11.59	—	12.05
4	11.20	11.26	—	11.33	11.50	12.07	—	12.14	12.20
3	11.35	—	11.41	11.48	12.05	12.22	12.29	—	12.35
1	11.50	11.56	—	12.03	12.20	12.37	—	12.44	12.50
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2	12.05	—	12.11	12.18	12.35	12.52	12.59	—	1.05
4	12.20	12.26	—	12.33	12.50	1.07	—	1.14	1.20
3	12.35	—	12.41	12.48	1.05	1.22	1.29	—	1.35
1	12.50	12.56	—	1.03	1.20	1.37	—	1.44	1.50
2	1.05	—	1.11	1.18	1.35	1.52	1.59	—	2.05
4	1.20	1.26	—	1.33	1.50	2.07	—	2.14	2.20
3	1.35	—	1.41	1.48	2.05	2.22	2.29	—	2.35
1	1.50	1.56	—	2.03	2.20	2.37	—	2.44	2.50
2	2.05	—	2.11	2.18	2.35	2.52	2.59	—	3.05
4	2.20	2.26	—	2.33	2.50	3.07	—	3.14	3.20
3	2.35	—	2.41	2.48	3.05	3.22	3.30	—	3.37
1	2.50	2.56	—	3.03	3.20	3.40	—	3.48	3.55
2	3.05	—	3.11	3.18	3.37	3.57	4.04	—	4.10
4	3.27	3.35	—	3.40	3.55	4.15	—	4.23	4.30
3	3.40	—	3.46	3.53	4.10	4.30	4.38	—	4.45
1	3.55	4.01	—	4.08	4.25	4.45	—	4.53	5.00
3	—	—	—	—	—	4.54	5.01	—	—
2	4.10	—	4.16	4.23	4.40	5.00	—	5.08	5.15
3	—	—	5.01	—	—	5.09	5.16	—	—
5	4.25	4.31	—	4.38	4.55	5.15	—	5.23	5.30
3	—	—	5.16	—	—	5.24	5.31	—	—
4	4.45	4.51	—	4.58	5.15	5.32	—	5.38	5.45
3	—	—	5.31	—	—	5.39	5.46	—	—
1	5.00	5.05	—	5.10	5.27	5.45	—	5.53	6.00
3	—	—	5.46	—	—	5.55	6.02	—	6.08
2	5.15	5.20	—	5.25	5.45	6.05	—	6.12	6.18
5	5.30	5.35	—	5.40	6.00	6.17	—	6.24	6.30
4	5.45	5.51	—	5.58	6.15	6.32	—	6.39	6.45
1	6.00	6.06	—	6.13	6.30	6.47	—	6.54	7.00
5	6.30	6.36	—	6.43	7.00	7.17	—	7.24	7.30
1	7.00	7.06	—	7.13	7.30	7.47	—	7.54	8.00
5	7.30	7.36	—	—	—	8.32	—	8.37	8.42K
5	9.03	9.08	—	—	—	9.15	—	9.20	9.25K
5	9.46	9.51	—	—	—	10.00	—	10.05	10.10K
5	10.30	10.35	—	—	—	10.45TP	—	10.50	10.55K

K—Denotes runs to Lime Kiln Road, Lugarno.

TP—Denotes runs at end of Theatre programmes: Fridays, Saturdays and Holidays.

1. Route 113 timetable of 1st September 1963, Monday—Friday

Dep. Comer Gannon Ave. Malua St.	Dep. Comer Florence St. Chuter Ave.	Dep. Comer O'Connell St. President Ave.	Approx Arr. Kogarah Station	Departs Kogarah Station	Dep. Comer Gannon Ave. Malua St.	Dep. Comer Florence St. Chuter Ave.	Dep. Comer O'Connell St. President Ave.	Departs Kogarah Station	
MONDAYS TO FRIDAYS					SATURDAYS				
6.10	6.14	6.18	6.23	6.30	8.45	8.50	8.55	9.00	
6.30	6.34	6.40	6.45	6.50	9.15	9.20	9.25	9.30	
6.50	6.54	6.58	7.03	7.10	9.45	9.50	9.55	10.00	
7.10	7.14	7.18	7.23	7.30	10.15	10.20	10.25	10.30	
7.30	7.35	7.40	7.45	7.50	10.45	10.50	10.55	11.00	
7.50	7.54	7.58	8.03	8.10	11.15	11.20	11.25	11.30	
8.05 (S)	8.12 (S)	8.17 (S)	8.25	8.30	11.45	11.50	11.55	12.00 PM	
8.10	8.15	8.20	8.25	8.30	12.15 PM	12.20 PM	12.25 PM	12.30 PM	
8.30	8.35	8.40	8.45	8.50	Return to depot via Chuter Avenue. Until last passenger.				
8.50	8:55	9.00	9.05	—					
9.15	9.20	9.25	9.28	9.30					
9.40	9.45	9.54	9.58	10.00					
10.15	10.20	10.24	10.28	10.30					
10.45	10.50	10.54	10.58	11.00					
11.15	11.20	11.24	11.28	11.30					
11.45	11.50	11.54	11.58	12.00 PM					
12.15 PM	12.20 PM	12.24 PM	12.28 PM	12.30					
12.45	12.50	12.54	12.58	1.00					
1.15	1.20	1.24	1.28	1.30					
1.45	1.50	1.54	1.58	2.00					
2.15	2.20	2.24	2.28	2.30					
2.45	2.50	2.54	2.58	3.00					
3.05	3.10	3.13	3.18	3.20					
3.20	3.24	3.28	3.35	3.40					
3.40	3.44	3.48	3.55	4.00					
4.00	4.04	4.08	4.15	4.20					
4.20	4.24	4.28	4.35	4.40					
4.40	4.44	4.48	4.55	5.00					
5.00	5.04	5.08	5.15	5.20					
5.20	5.24	5.28	5.35	5.40					
5.40	5.44	5.48	5.55	6.00					
6.08	6.13	6.17	6.22	6.25					
6.45	6.49	6.53	6.58	7.00					
7.15	Bus returns to Depot via Chuter Ave.								

NO SERVICE ON SUNDAYS OR PUBLIC HOLIDAYS

TRAIN AND TRAFFIC DELAYS MAY CAUSE MINOR VARIATIONS

P.N. Additional school bus departs Ramsgate R.S.L. 8.25 a.m.

Chapman-Bryant Printing 529-2022

2. Route 32 1st July, 1989. Foley's timetable

PEAKHURST BUS COMPANY
716 FOREST ROAD
PEAKHURST 2210
PH: 584-9655

Routes 32 and 113

Bus no.	Dep. Baumann Rd for Hville and Ramsgate	Dep. Cur Warwick St & Gloucester Rd	Dep. Hville for Ramsgate Dells Pt & Kogarah	Dep. Malua St Dells Pt for Kogarah Station	Dep. Cur Florence St. & Chuter Ave for Kogarah	Arr. Kogarah Station	Dep. Kogarah Station for Dells Pt. & Hville	Dep. Dells Pt. for Hville	Dep. Ramsgate for Hville	Dep. Prince Hwy & Park Rd for Hville	Dep. Hunsville for Baumann Rd. Peakhurst	Arrive Baumann Rd Peakhurst
MONDAY TO FRIDAY TIMETABLE												
1 AM	6.00	6.04	6.09	6.15	6.20	6.30	6.30	6.43	6.45	6.52	7.00Y	7.10Y
2	6.25Y	6.30	6.35	6.45	6.50	7.00	7.00	7.13	7.15	7.22	7.35Y	7.46Y
4	6.50	6.55	7.03	7.15	7.20	7.30	7.30	7.43	7.45	7.52	8.05	8.10
5	-	-	-	7.35	7.40	7.50	7.50	7.59	8.05	8.12HS	8.25Y	8.36Y
2	7.10Y	7.17	7.25	7.50	7.55	8.05	8.05	8.18	8.20	8.27	8.40	8.50
3	7.30	7.37	7.43	8.05JC	8.10	8.25	8.25	8.38	8.40	8.47HS	8.58	9.10
4	7.50Y	7.57	8.05	8.25JC	8.30	8.40	8.40	8.55	9.00	9.07	9.18Y	9.30Y
1	8.15	8.22	8.30	8.50	8.55	9.05	9.10	9.25	9.30	9.37	9.48	10.00
5	8.40Y	8.47	8.55	9.15	9.20	9.30	9.40	9.55	10.00	10.07	10.18Y	10.30Y
3	9.10	9.16	9.25	9.45	9.50	10.00	10.10	10.25	10.30	10.37	10.48	11.00
4	9.40Y	9.46	9.55	10.15	10.20	10.30	10.40	10.55	11.00	11.07	11.18Y	11.30Y
1	10.10	10.16	10.25	10.45	10.50	11.00	11.10	11.25	11.30	11.37	11.48	12.00noon
5	10.40Y	10.46	10.55	11.15	11.20	11.30	11.40	11.55	12.00	12.07	12.18Y	12.30Y
3	11.10	11.16	11.25	11.45	11.50	12.00	PM 12.10	12.25	12.30	12.37	12.48	1.00
4	11.40Y	11.46	11.55	12.15	12.20	12.30	12.40	12.55	1.00	1.07	1.18*	1.30
1	PM 12.10	12.16	12.25	12.45	12.50	1.00	1.10	1.25	1.30	1.37	1.48	2.00
5	12.40Y	12.46	12.55	1.15	1.20	1.30	1.40	1.55	2.00	2.07	2.18Y	2.30Y
3	1.10	1.16	1.25	1.45	1.50	2.00	2.10	2.25	2.30	2.37	2.48	3.00
4	1.40Y	1.46	1.55	2.15	2.20	2.30	2.40	2.55	3.00	3.07	3.18Y	3.30Y
6	-	-	-	-	-	-	3.15JC	3.30	-	-	-	-
1	2.10	2.16	2.25	2.45	2.50	3.00	3.10	3.25	3.30	3.37	3.48	4.00
5	2.35Y	2.41	2.50	3.10	3.15	3.25	3.35	3.50	3.55	4.02	4.15Y	4.30Y
3	3.00	3.06	3.15	3.35	3.40	3.50	4.00	4.15	4.20	4.27	4.40	4.55
2	3.18D	3.25	3.33HS	3.55	4.00	4.10	4.20	4.35	4.40	4.47	5.00Y	5.10Y
4	3.40Y	3.46	3.55	4.15	4.20	4.30	4.40	4.55	5.00	5.07	5.15	5.25
1	4.00	4.06	4.15	4.35	4.40	4.50	5.00	5.15	5.20	5.27	5.35Y	5.50Y
5	4.30Y	4.36	4.45	5.05	5.10	5.20	5.30	5.45	5.50	5.57	6.05	6.20
3	5.00	5.06	5.15	5.35	5.40	5.50	6.00	6.15	6.18	6.23	6.35	6.45
4	5.30	5.36	5.45	6.05	6.10	6.20	6.30	Bus runs until last passenger				
1	6.00	6.06	6.15	6.35	6.40	6.50	7.00	Bus runs until last passenger				
5	6.26	6.30	6.36R	-	-	-	-	6.50	6.55	7.08	7.18	-
4	7.20T	7.25T	7.30R.T.	-	-	-	-	7.45T	7.50	8.02T	8.10T	-

Bus no.	Dep. Baumann Rd for Hville and Ramsgate	Dep. Cur Warwick St & Gloucester Rd	Dep. Hville for Ramsgate Dells Pt & Kogarah	Dep. Malua St Dells Pt for Kogarah Station	Dep. Cur Florence St. & Chuter Ave for Kogarah	Arr. Kogarah Station	Dep. Kogarah Station for Dells Pt. & Hville	Dep. Dells Pt. for Hville	Dep. Ramsgate for Hville	Dep. Prince Hwy & Park Rd for Hville	Dep. Hunsville for Baumann Rd. Peakhurst	Arrive Baumann Rd Peakhurst
SATURDAY TIMETABLE												
1 AM	7.00	7.06	7.12R	-	-	-	-	-	7.30	7.37	7.48	7.51
2	7.30	7.36	7.42R	-	-	-	-	-	8.00	8.07	8.18Y	8.21
1	8.00	8.06	8.12R	-	-	-	-	-	8.20	8.27	8.48	8.58
3	-	-	-	-	-	-	-	-	9.00	9.09	9.20Y	9.30
2	Y 8.30	8.36	8.42	9.00	9.05	9.13	8.45	9.00	9.03	9.09	9.20Y	9.30
1	9.00	9.06	9.12	9.30	9.35	9.43	9.15	9.30	9.33	9.39	9.50	10.0
3	Y 9.30	9.36	9.42	10.00	10.05	10.13	9.45	10.00	10.03	10.09	10.20Y	10.2
2	10.00	10.06	10.12	10.30	10.35	10.43	10.15	10.30	10.33	10.39	10.50Y	11.0
1	Y 10.30	10.36	10.42	11.00	11.05	11.13	10.45	11.00	11.03	11.09	11.20Y	11.3
3	11.00	11.06	11.12	11.30	11.35	11.43	11.15	11.30	11.33	11.39	11.50Y	12.0
2	Y 11.30	11.36	11.42	12.00	12.05	12.13	11.45	12.00	12.03	12.09	12.20Y	12.3
1	PM 12.00	12.06	12.12R	-	-	-	12.15	12.30	12.33	12.39	12.50Y	1.00
2	1.00	1.06	1.12R	-	-	-	-	-	1.33	-	1.50	2.00
2	2.00	2.06	2.12R	-	-	-	-	-	2.33	-	2.50	3.00
2	3.00	3.06	3.12R	-	-	-	-	-	3.33	-	3.50	4.00
2	4.00	4.06	4.12R	-	-	-	-	-	4.33	-	4.50	5.00
2	5.00	5.06	5.12R	-	-	-	-	-	5.33	-	5.50	6.00
2	6.00	6.06	6.12R	-	-	-	-	-	6.33	-	6.50	7.00

SUNDAY AND PUBLIC HOLIDAY TIMETABLE

- PEAKHURST VIA HVILLE TO RAMSGATE ONLY

Bus no.	Dep. Baumann Rd for Hville	Dep. Cur Warwick St & Gloucester Rd	Dep. Hville for Ramsgate	Arrive Ramsgate	Dep. Ramsgate for Hville	Dep. Prince Hwy & Park Rd	Dep. Hunsville for Baumann Rd. Peakhurst	Arrive Baumann Rd
1 AM	9.00	9.06	9.12	9.26	9.30	9.35	9.46	9.56
1	10.00	10.06	10.12	10.26	10.30	10.35	10.46	10.56
1	11.00	11.06	11.12	11.26	11.30	11.35	11.46	11.56
AFTERNOON SERVICE								
1 PM	1.00	1.06	1.12	1.26	1.30	1.35	1.46	1.56
1	2.00	2.06	2.12	2.26	2.30	2.35	2.46	2.56
1	3.00	3.06	3.12	3.26	3.30	3.35	3.46	3.56
1	4.00	4.06	4.12	4.26	4.30	4.35	4.46	4.56
1	5.00	5.06	5.12	5.26	5.30	5.35	5.46	5.56

KEY TO ABBREVIATIONS

D - LEAVES DEPOT

T - RUNS THURSDAY NIGHT ONLY

R - TO RAMSGATE ONLY

HS - RUNS VIA HUSTVILLE PUBLIC SCHOOL

JC - RUNS VIA JAMES COOK HIGH

Y - RUNS VIA CENTRAL & JUNCTION & BAUMANS RD

SAINTS' PEAKHURST COACHES
CAN HELP YOU WITH PRIVATE CHARTERS, OR
PERHAPS YOU WOULD LIKE TO JOIN US ON OUR DAYTRIPS.
PLEASE PHONE OUR OFFICE ON 584-9655 FOR MORE INFORMATION

3. Peakhurst Bus Company, undated timetable from the mid-1990s, combined timetable for routes 32 & 113

TO KOGARAH

ROUTE 948: HURSTVILLE - KOGARAH via Ramsgate

Weekdays

Showing Route Number	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 am	947 pm	947 pm	947 pm
HURSTVILLE City Train Arrives	..	6.19	..	6.49	..	7.34	7.51	8.24	8.49	9.19	9.39	10.04	10.34	11.04	11.39	12.19	1.04	1.39
HURSTVILLE Station	..	6.27	..	7.06	..	7.42	8.04	8.30H	8.55H	9.25	9.47	10.10	10.40	11.10	11.50	12.30	1.10	1.50
Park Rd & Princes Hwy	..	6.35	..	7.15	..	7.52	8.14	8.40	9.05	9.34	9.56	10.19	10.49	11.19	11.59	12.39	1.19	1.59
RAMSGATE Grand/Ramsgate	..	6.40	..	7.21	..	7.58	8.20	8.46	9.10	9.39	10.01	10.24	10.54	11.24	12.04	12.44	1.24	2.04
DOLLS POINT Malua St	6.13	6.43	7.05	7.25	7.43	8.02	8.24	8.50	9.13	9.42	10.04	10.27	10.57	11.27	12.07	12.47	1.27	2.07
Florence St & Chuter Ave	6.18	6.48	7.10	7.30	7.48	8.07	8.29J	8.55	9.18	9.47	10.09	10.32	11.02	11.32	12.12	12.52	1.32	2.12
KOGARAH Station	6.27	6.58	7.22	7.44	8.02	8.21	8.43	9.07	9.28	9.56	10.18	10.41	11.11	11.41	12.21	1.01	1.41	2.21
KOGARAH City Train Departs	6.34	7.05	7.28	7.51	8.07	8.28	8.50	9.16	9.36	10.06	10.23	10.46	11.16	11.46	12.36	1.06	1.46	2.36

Weekdays Cont.

Showing Route Number	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm
HURSTVILLE City Train Arrives	2.19	2.39	3.04	3.19	3.49	4.25	4.55	5.25	5.39	6.08	6.37	7.39	8.39
HURSTVILLE Station	2.30	2.50	3.12H	3.33H	4.00	4.30	5.00	5.30	5.47	6.15	6.45	7.45	8.45
Park Rd & Princes Hwy	2.39	3.00	3.23	3.44	4.10	4.40	5.10	5.40	5.57	6.25	6.53	7.53	8.53
RAMSGATE Grand/Ramsgate	2.44	3.06	3.29	3.50	4.16	4.46	5.16	5.46	6.03	6.30	6.58	7.58	8.58
DOLLS POINT Malua St	2.47	3.10	3.33	3.54	4.20	4.50	5.20	5.50	6.06	6.33	7.00	8.00	9.00
Florence St & Chuter Ave	2.52	3.15	3.38	3.59	4.25	4.55	5.25	5.55	6.11	..	7.04	8.04	9.04
KOGARAH Station	3.01	3.25	3.48	4.09	4.35	5.05	5.35	6.05	6.20	..	7.12	8.12	9.12
KOGARAH City Train Departs	3.06	3.36	3.54	4.14	4.39	5.13	5.43	6.15	6.32	..	7.16	8.16	9.16

Saturdays

Showing Route Number	947 am	947 am	947 am	947 am	947 am	947 am	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm	947 pm
HURSTVILLE City Train Arrives	7.54	8.24	9.14	9.49	10.39	11.19	11.49	12.39	1.19	1.49	2.39	3.19	3.49	4.39	5.19	5.49	6.49
HURSTVILLE Station	8.06	8.45	9.25	10.05	10.45	11.25	12.05	12.45	1.25	2.05	2.45	3.25	4.05	4.45	5.25	6.00	7.02
Park Rd & Princes Hwy	8.14	8.54	9.34	10.14	10.54	11.34	12.14	12.54	1.34	2.14	2.54	3.34	4.14	4.54	5.34	6.08	7.10
RAMSGATE Grand/Ramsgate	8.19	8.59	9.39	10.19	10.59	11.39	12.19	12.59	1.39	2.19	2.59	3.39	4.19	4.59	5.39	6.13	7.15
DOLLS POINT Malua St	8.22	9.02	9.42	10.22	11.02	11.42	12.22	1.02	1.42	2.22	3.02	3.42	4.22	5.02	5.42	6.15	7.17
Florence St & Chuter Ave	8.27	9.07	9.47	10.27	11.07	11.47	12.27	1.07	1.47	2.27	3.07	3.47	4.27	5.07	5.47	6.19	..
KOGARAH Station	8.36	9.16	9.56	10.36	11.16	11.56	12.36	1.16	1.56	2.36	3.16	3.56	4.36	5.16	5.56	6.27	..
KOGARAH City Train Departs	8.46	9.23	10.06	10.46	11.23	12.06	12.46	1.23	2.06	2.46	3.23	4.06	4.46	5.23	6.06	6.36	..

Sundays

Showing Route Number	947 am	947 am	947 am	947 am	947 pm	947 pm	947 pm	947 pm	947 pm
HURSTVILLE City Train Arrives	8.24	9.24	10.39	11.39	1.39	2.39	3.39	4.39	5.39
HURSTVILLE Station	8.43	9.43	10.43	11.43	1.43	2.43	3.43	4.43	5.43
Park Rd & Princes Hwy	8.51	9.51	10.51	11.51	1.51	2.51	3.51	4.51	5.51
RAMSGATE Grand/Ramsgate	8.56	9.56	10.56	11.56	1.56	2.56	3.56	4.56	5.56
DOLLS POINT Malua St	8.58	9.58	10.58	11.58	1.58	2.58	3.58	4.58	5.58
Florence St & Chuter Ave	9.02	10.02	11.02	12.02	2.02	3.02	4.02	5.02	..
KOGARAH Station	9.10	10.10	11.10	12.10	2.10	3.10	4.10	5.10	..

EXPLANATIONS

- H - Journey operates via Hurstville Primary School.
- J - Journey operates via James Cook High School.

4.Southtrans route 947 timetable. 21st December 1998 for Kogarah



