

# The Times

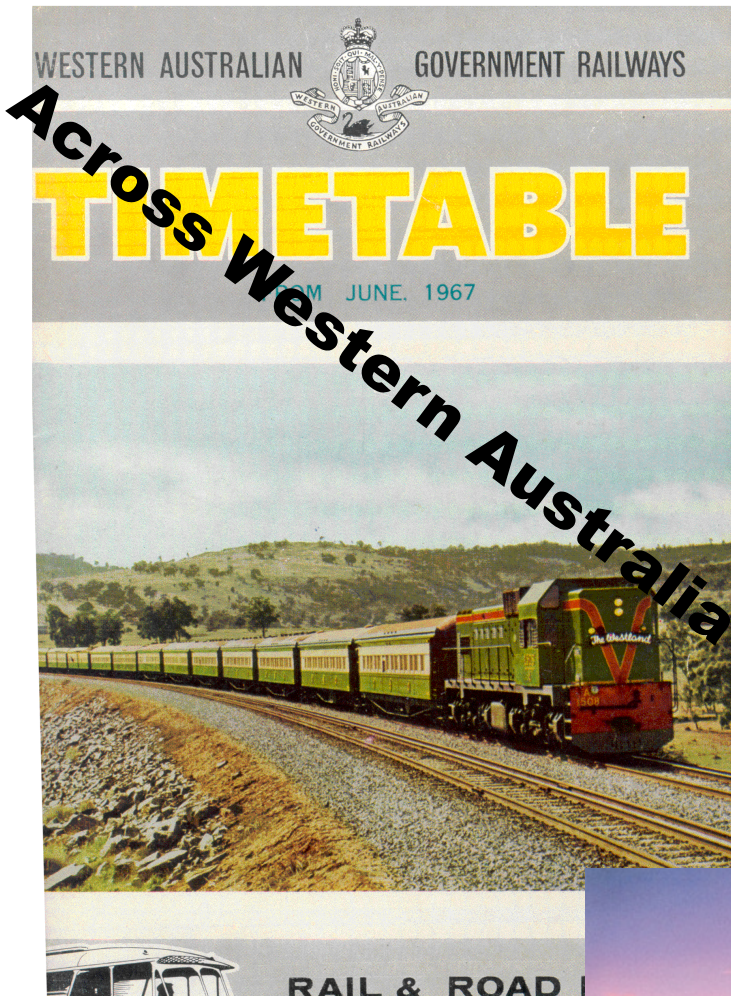
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In this month's *Graphic Insight*, on page 16, we compare the travel times and frequencies of trains of the past with those of today. From Kalgoorlie to Perth, you can get there in half the time as you could 60 years ago.



# The Times

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## About The Times

The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, *Table Talk*.

## The Times on-line

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Opinions expressed in The Times are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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## Where did the Expresses cross that night?

Jack McLean turns his crystal ball towards the Horsham-Hamilton lie

Most of us know that Express Trains have been running between Melbourne and Adelaide (in both directions) since 1897. The route, the rolling stock, the tracks, the signals and safeworking have been changed now and then but the Expresses are still running. The stories about them are still being told including this one about the night the Expresses were diverted via Hamilton.

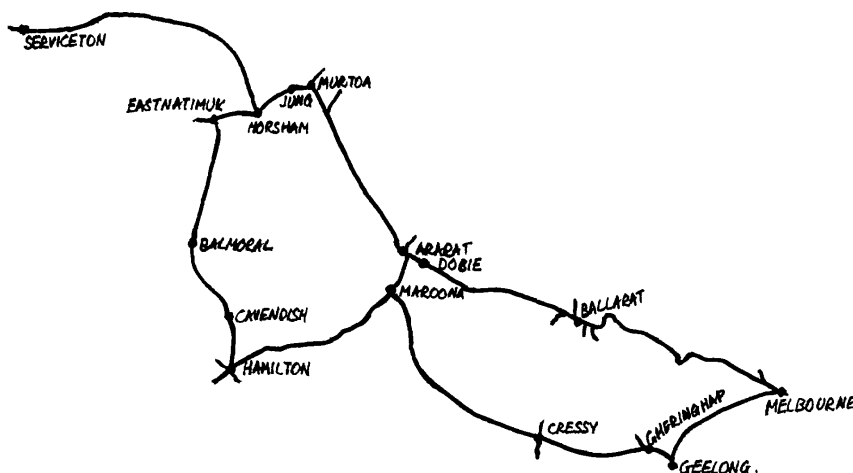
In about 1938, I heard the story first hand from the late J.C.M. Rolland a well known old-timer railway enthusiast. I heard many of these stories in his railway den in Trafalgar Road, Camberwell. My story was published in the June 1985 issue of the Australian Railway Enthusiast magazine.

Mr Rolland's story started off as a sort of complaint; one which I suppose we have all voiced at some time or other. Why didn't our friend the Stationmaster ring us and tell us that something interesting had happened at his station or was about to happen there.

Mr Rolland's complaint was specific: Why didn't the Stationmaster at Willaura ring to tell him that the Adelaide Expresses were going to pass through his station? Mr Rolland seems to have been so annoyed by the stationmaster's neglect that he forgot to tell me the date of the event.

But I had not forgotten the story because I was curious to find answers to other questions such as 'Where did the Expresses cross that night?'

I didn't really look for details until some time in the nineteen eighties, when my wife borrowed a book



from the Box Hill Library, entitled *The Train never ran on Sunday*.

It was written by Ted Schurmann of Ringwood, who described his schooldays in some unnamed town in the Wimmera. The late Sir Robert Menzies bought a dozen copies of the book because he thought it was about Jeparit, his birthplace. I was certain that it was NOT about Jeparit because Ted later in the book referred to the night "the Adelaide Expresses came through our town". There seemed no point in diverting the Expresses through Jeparit because it was on a line that went nowhere. I concluded that the town through which the Expresses passed and therefore the town described in the book was Natimuk.

Ted lived in nearby Ringwood, I found his telephone number in the directory and Ted promptly confirmed that the town he described was Natimuk, on the perimeter of which was the railway station East Natimuk. Ted admitted that he was not in Natimuk the night the Expresses were diverted because he was at school in Adelaide between 1930 and 1933. This information limited

my search for the date of the event.

The State Library not only had copies of the Argus Newspaper but they also had copies of the Index to the Argus, and in the latter I found that the diversion had taken place on the night of Wednesday 26th / Thursday 27th July 1933. The Argus and other newspapers in the State Library consequently made interesting reading.

My collection of time tables, which I now looked through, includes photocopies of parts of the Western and South Western working time table dated 7 November 1932 which seems to have been current in July 1933. In maybe a hundred years of time tables of these Expresses, more often than not, the meeting point of the eastbound and westbound Expresses had taken place between Dimboola and Serviceton. In the 1932 time table the meeting point was shown at Nhill.

No 29 the Melbourne- Adelaide Express left Spencer Street on Saturdays-Excepted, Sundays-Included at 4.30 pm. It stopped at Ararat from 9.13 to 9.23 pm, Horsham from 11.21 to 11.31 pm., arrived at the platform at Nhill at 12.53, from which it was set back and drew into the loop (to cross No 10), it left from the loop at 1.01 am

and arrived at Serviceton at 2.30 am Melbourne Time and continued on to Adelaide.

The Adelaide- Melbourne Express left Adelaide at 4.30 pm on Mondays Wednesdays, Thursdays and Saturdays and on arrival at Serviceton formed No 10 which left for Melbourne at 11.55 pm Melbourne Time. Five minutes later, the days of the week on which No 10 ran, changed to Tuesdays, Thursdays, Fridays and Sundays. No 10 stopped at Nhill between 1.00 and 1.02 am and crossed No 29, It stopped again at Horsham from 2.25 to 2.31am, at Ararat from 4.40 to 4.50 am and arrived in Melbourne at 9.15am.

You will note that No 10 didn't run every day Instead No 16 Adelaide Melbourne Express ran on Wednesdays and Saturdays and so was not involved in the diversion. It was called the Overland because of its connection from Perth and ran about 2 hours later than No 10.

In the absence of criticism (in the Argus anyway) it seems that on the night in question the two Expresses ran more or less on time - No 29 as far as Ararat and No 10 as far as Horsham.

However at 8.20 pm on Wednesday 26 July, 8 trucks on what I suppose was the 2.15 pm Dimboola- Ararat mixed (running a bit late?) became derailed between Jung and Murtoa. The nine passengers travelling in the guards van (which may have been an XYZ) were uninjured.

At 8 pm, the eastbound express should have been somewhere between Tailem Bend and Tintinara in South Australia on its way to Serviceton, and No 29 the westbound Express should have been somewhere near Beaufort in Victoria also on its way to Serviceton.

These days in similar circumstances the eastbound train would be terminated at Horsham and the westbound train terminated at Mur-

Down.		HORSHAM—BALMORAL—HAMILTON.									
Height above Sea.	Miles.	STATIONS.	1	3	5	7	9	11	13	15	
			"The Overland," Daily, Sun. Inc.		Passenger Daily, Sun. Exc.			Goods, Fri. †	Postal Motor, Wed.	Postal Motor, Thurs. Fri.	
feet.	30	MELBOURNE W	P.M. 7 0		A.M. 9 5			A.M.	A.M.	P.M.	
	460	MURTOA W ..	arr. ..		P.M. 3 9			..	..	..	
	480		dep. 12 3		3 19			..	..	..	
	484	HORSHAM CX W	arr. 12 26		3 48			..	..	..	
	80	East Natimuk X N C	Pass. Mail Mtr. Mon. Wed.	Mixed Tues.	Car, Goods, Mon.	Pass. Mail Mtr. Wed. Sat.	Mixed, Thurs., Fri.	..	From Natimuk.	From Natimuk.	
	80		A.M. 7 0	A.M. 10 0	P.M. 4 15	P.M. 4 15	P.M. 4 35	..	..	..	
	80		arr. 7 31	..	4 50	..	5 10	..	7 27	5 7	
	482	Noradjuha X ..	dep. 7 33		10 55			5 55	4 43	5 15	
	530	Jallumba ..	arr. 7 33		10 55			5 55	4 43	5 15	
	560	Tooolondo X ..	dep. 7 33		10 55			5 55	4 43	5 15	
	566	Jeffries N C ..	arr. 7 33		10 55			5 55	4 43	5 15	
	588	Kanagulk X ..	dep. 7 33		10 55			5 55	4 43	5 15	
	634	BALMORAL CX W	arr. 7 33		10 55			5 55	4 43	5 15	
	792	Englefield N C	dep. 7 33		10 55			5 55	4 43	5 15	
	850	Vasey X ..	arr. 7 33		10 55			5 55	4 43	5 15	
	809	Gatum N C ..	dep. 7 33		10 55			5 55	4 43	5 15	
	756	Urangara N C ..	arr. 7 33		10 55			5 55	4 43	5 15	
	673	Cavendish X ..	dep. 7 33		10 55			5 55	4 43	5 15	
	721	Kyup N C ..	arr. 7 33		10 55			5 55	4 43	5 15	
	791	Kanawalla N C	dep. 7 33		10 55			5 55	4 43	5 15	
	576	HAMILTON CX W	arr. 7 33		10 55			5 55	4 43	5 15	
	1028	ARARAT E S W	dep. 7 33		10 55			5 55	4 43	5 15	
	30	MELBOURNE W	arr. 7 33		10 55			5 55	4 43	5 15	

A. Arrives 9.5 Saturdays.  
The Postal Motor running between East Natimuk and Kanagulk may be run without Section Order.  
See General Appendix for instructions.  
See C.18/36, C.14/37, W.N.49/37, and General Appendix for instructions governing the operation of Passenger Mail Motors.

toa. Local busses would be called out to ferry passengers and luggage and mail in both directions between the two Expresses

In 1933, when the main line between Murtoa and Jung was blocked (as it turned out until 1 pm the following day), the expression *bussing round the obstruction* had not been added to the railway lexicon. The big problem would have been where in 1933 would the busses have come from?

However alternative routes in Victoria were more numerous in

1933, than they are now. For instance, In 1933, Ararat-Hamilton and Hamilton-Horsham together made an effective alternative for the temporarily unavailable Ararat Horsham main line. The passengers and luggage and mail could stay on the trains on which they started. .

The distance between Ararat and Horsham was about 72 miles whereas the distance between Ararat and Horsham via Hamilton was about 158 miles. The latter two lines had lower speed limits and so the running time via the diversion

Down.		HAMILTON—BALMORAL—HORSHAM.									
Height above Sea.	Miles.	STATIONS.	2a	2	4	6	8	10	12	14	16
			Pass. Mail Motor, Thurs.	Light Engine Thurs., Sat.	Car Goods, Mon.	Goods, Fri. †	Pass., Daily.	—	Postal Motor, Wed.	Postal Motor, Thurs.	Postal Motor, Fri.
feet.			A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.
30	..	MELB. W dep.	..	..	..	..	A.M. 9 5	..	..	..	..
1028	131	ARARAT W arr.	..	..	..	..	P.M. 1 15	..	..	..	..
		W dep.	..	..	..	..	1 40	..	..	..	..
		arr.	..	..	..	..	3 40	..	..	..	..
576	197½	HAMILTON CX W UP. dep.	..	..	..	..	Mixed, Tues., Thurs., Sat. 4 20	..	..	..	..
791	203	Kanawalla N C ..	..	..	..	..	§	..	..	..	..
721	209	Kyup N C ..	..	..	..	..	§	..	..	..	..
673	213½	Cavendish X arr.	..	..	..	..	..	..	..	..	..
756	218	Urangara N C dep.	..	..	..	..	5 35	..	..	..	..
809	223½	Gatum N C ..	..	..	..	..	§	..	..	..	..
850	228	Vasey X arr.	..	..	..	..	..	..	..	..	..
792	233	Engelfield N C dep.	..	..	..	..	6 30 §	..	..	..	..
634	238½	BALMORAL CX W arr.	..	..	..	..	7 25	..	..	..	..
		W dep.	..	8 45	8 20	7 50	..	..	..	..	..
		arr.	..	9 5	..	..	..	..	..	..	..
588	246½	Kanagulk X dep.	..	..	8 50	8 20	..	..	10 0	..	7 55
566	251½	Jeffries N C ..	..	..	§	..	..	..	10 20	..	8 15
560	257½	Toolondo X ..	..	..	9 25	8 55	..	..	10 45	..	8 40
530	261½	Jallumba ..	..	..	§	..	..	..	11 2	..	8 58
482	268½	Noradjuha X arr.	..	..	..	..	..	..	..	..	..
		X dep.	..	..	10 30 §	10 0	..	..	11 32	6 10	9 30
		arr.	..	..	..	10 40	..	..	11 57	6 40	9 55
430	275	East Natimuk X N C dep.	From Goroke 7 29	From Goroke 11 0	A.M. 11 15	P.M. 12 7	Pass. Mail Motor, Mon., Wed., (from Goroke) P.M. 6 35	Pass. Mail Motor, Sat. (from Natimuk) P.M. 7 22	Mixed, Tues. P.M. 12 10	6 43	10 0
		arr.	8 0	P.M. 12 5	P.M. 12 30	12 40	7 5	8 30	..	..	..
434	288½	HORSHAM CX W dep.	Pass. Daily 8 15	Passenger, Daily P.M. 1 38	Express Wed., Sun. A.M. 4 16	Express Wed., Sun. A.M. 4 39	To Natimuk. Connects at East Natimuk with No. 6 ex. Goroke				
460	18	MURTOA W arr.	8 40	2 5	2 11	4 41	To Natimuk				
		W dep.	8 42	2 11	5 48	7 35	To Natimuk				
1416	129½	BALLARAT W arr.	11 45	6 12	7 41	To Natimuk					
30	203½	MELB. W dep.	P.M. 12 5	9 0	9 35	To Natimuk					
		arr.	2 0	(9.5 Sats.)							

The Postal Motor running between East Natimuk and Kanagulk may be run without Section Order. See General Appendix for instructions. See C.18/36, C.14/37, W.N.49/37, and General Appendix for instructions governing the operation of Passenger Mail Motors.

were connected to the Control System on the Portland line and the Serviceton Line. The running of two Expresses on this line could have been done without reports from all manned stations because it seems that the Expresses on this night were planned to cross at Horsham. Balmoral station would not normally have been attended after 9 pm but the Stationmaster there was probably "instructed" to remain on duty to issue the Train Section Orders and to wait until both Expresses had cleared the Section Order areas. The whole diversion was almost certainly planned by Control in Spencer Street and I expect that each attended station reported the passing of the Expresses in the normal way.

Central Control possibly arrived at approximate timings as follows: If No 29 arrived at Ararat on time. it could have been reversed, the dining car detached and the train arranged to leave, with fresh engines at the Melbourne end at say 9. 23 pm

The Ararat and Hamilton track (65\* miles) had a speed limit of 50 mph and so Hamilton could have been reached at 1 am. Here the train had to be reversed again and perhaps two D3 class engines (if they were available) could have left there at 11. 15 pm for he journey to Horsham. The first 70 miles to Noradjuha on 40 mph track could have taken two hours and the remaining 20 miles at 45 mph another two hours. It is likely that another half an hour would have been needed at Cavendish and Balmoral for engine requirements (maybe longer if there were two engines).

On the Hamilton- Horsham track speed limits were usually reduced to 25 mph for double headed trains but on the Ballarat-Colac track, the Ballarat Colac Royal Train on 1 November 1934 was exempted from a similar instruction and so it seems likely that a diverted Ade-

was going to take longer.

Even if it was to be three hours longer, the railway was obliged somehow to enable the passengers (and luggage and mail and van goods) to complete their journeys as soon as possible.

Train Control at Spencer Street had been in use since 1926 and was eventually extended to most of the State's railways. . Spencer Street soon decided that the two Expresses instead of running directly

between Ararat and Horsham would be diverted to run via Maroona, Hamilton, Balmoral, and East Natimuk (and vice versa.)

In 1933, the Melbourne - Serviceton and Ararat- Hamilton lines were "Under Control" and locations of trains in this area could be ascertained promptly. .

The Horsham-Hamilton line was then worked by Train Section Orders (see 1938 WTT extracts pp 4 & 5) and Hamilton and Horsham



laide Express a year or so earlier would have been granted similar latitude.

An arrival time for the Westbound Express at Horsham was therefore likely to be 2 am, and it could probably have left there at 2.30 am which would match the three hours late which was reported in the newspapers.

If the Eastbound Express arrived at Horsham on time at 2.25 am it would have made a rather neat cross with the Westbound Express there. It seems unlikely that the (D class) engines arriving FROM Hamilton would have been made ready in time to take the Eastbound Express back to Hamilton. It is more likely that fresh (D class) engines were prepared and may have been ready to drop on to the rear of the Eastbound Express as soon as it arrived. The Eastbound Express might then have departed at say 3 am and the 2 hours running time to Hamilton might have placed the Eastbound Express at Hamilton at 5.45 am. Here another reversal and a fresh pair of engines, could have taken the Express away at 6 am. About this time, all concerned were probably congratulating themselves that they were now almost out of trouble when a disturbing report came in from Dobie (about 5 miles

from Ararat on the Ballarat side), where two trucks on a Ballarat-Ararat ballast train were off the road. and about forty yards of track were damaged. One newspaper item stated that the derailment occurred at 3.50 am which seems more likely than the 1.50 am given elsewhere

It looks as if the crane train was sent from Stawell to rerail the trucks from the Ararat end. In any case the 7.10 am Down Ballarat-Dimboola mixed was held at Dobie (until the track was repaired) and it arrived at Ararat at 12.40 pm instead of 9.40 am. Its passengers continued their journey on the crane train to which a passenger carriage was attached at Ararat.

So since early that morning, while the Eastbound Express was somewhere near Hamilton, the main line out of Ararat was not available and so the Express had to be diverted again, this time via Cressy. The newspapers (and indeed Mr Rolland) gave the impression that it was "diverted at Maroona" but bearing in mind that it was getting close to breakfast time, (AND that the Dining Car was at Ararat waiting to be attached to the Eastbound Express) it seems more likely that

the Express would have gone into Ararat and reversed there.

If the Eastbound Express had left Hamilton at 6 am it could have arrived at Ararat at about 7.30 am. Breakfast was normally at Ballarat where 20 minutes were allowed. The staff on duty at Ararat would have been smaller in number and so refreshments there could well have taken an hour. and so the Express might have left at 8.30 which was already 3 hours late. Instead of the 60 mph main line, the train had to continue its journey across the Pleurisy Plains where the speed limit as far as Gheringhap was 40 mph.

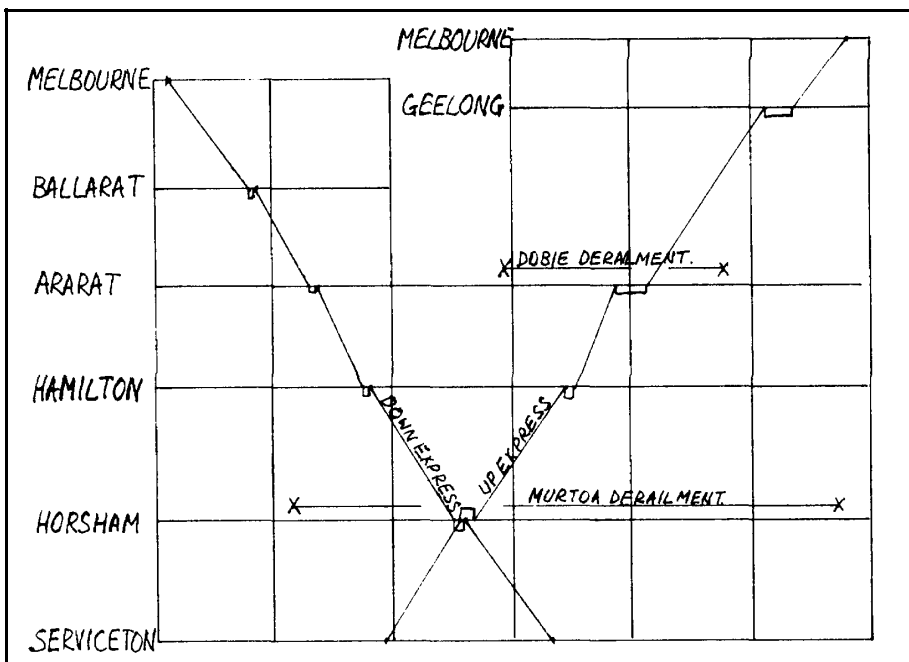
The 123 mile journey at an average speed of say 35 mph would have taken about 3 hours. Engine requirements at Derrinallum and Cressy would have brought the arrival time at Geelong to about 12.30 pm and another meal stop was indicated. It might have taken an hour. until 1.30 pm.

The 45 miles journey of the Express to Spencer Street had still to be covered and the newspapers reported the arrival of the Express at 3.15 pm. instead of 9.15 am

Perhaps the reversal of the train at Geelong was made to rearrange the consist of the Express so that it was ready for departure for Adelaide at 4.30 pm.

My calculations (and I am not a mathematician!) show that the Expresses crossed at Horsham (left) but I still think that East Natimuk would have been a more interesting exercise at least to a railway enthusiast spectator.

The neglect of the Willaura Stationmaster to inform Mr Rolland has been noted for another reason in that it resulted in an absence of photographs of a well known train a long way from its normal stamping ground.



# In Victoria, it's quicker the long way round!

ALBERT ISAACS *back-tracks over ground already covered by Jack MacLean and the Overland, to return us to the Western District of Victoria.*

**E**ven prior to the standardisation of Victoria's Western line and its branches, the most direct railway route from Melbourne to Hamilton was actually via Cressy. However, regular services (passenger and goods) never operated this way and the

route via Ballarat, Beaufort and Ararat was considered to be the main line to Hamilton (either via Meredith or via Bacchus Marsh). Until the line closures of the 1970s there were a number of other, indirect ways of getting from Melbourne to Hamilton

(including numerous other permutations of the possible routes via Cressy). However, after those direct routes already mentioned, the fourth most direct route was via Warranambool, Koroit and Pen-shurst.

The Hamilton-Koroit line opened

Table 49

ARARAT—PORTLAND.

READ DOWN.		ARARAT—PORTLAND.		READ UP.	
	a.m.	Melbourne		p.m.	a.m.
8 0		Ar. Ballarat R 3, 5, 25, 27, 28, 29, 40, 41	Ar.	8 42	9 55
11 0		Ar. Ararat R 11, 12, 25, 42	Ar.	5 45	7 40
11 25			Ar.	5 25	12 35
	p.m.				a.m.
	1 24			3 25	9 5
a.m.					
7 30	2 5	Ar. Langi Logan	Ar.	3 15	8 56
7 33	a	Ar. Maroona 42	Ar.	2 54	8 35
7 50	2 38	Ar. Culvert	Ar.	2 40	8 18
a	a	Ar. Wulaura	Ar.	2 14	a
8 13	2 58	Ar. Stavely	Ar.	2 14	7 56
8 29	a	Ar. Glen Thompson	Ar.	a	7 39
8 43	3 23	Ar. Dunkeld	Ar.	1 50	7 29
9 3	3 43	Ar. Moutajup	Ar.	1 30	7 5
a	a	Ar. Strathkellar	Ar.	a	6 50
9 20	a			a	a
a	a				
9 58	4 30	Ar. Hamilton R 32, 50, 51	Ar.	12 50	6 22
10 15	4 45	Ar. Brankholme 52	Ar.	11 50	6 2
10 47	5 17		Ar.	11 55	5 22
10 53	5 25		Ar.	10 55	5 0
11 30	5 50		Ar.	10 35	4 35
a	a		Ar.	10 14	4 18
a	a		Ar.	10 5	4 7
12 15	6 45				
a	a				
a	a				
1 40	7 50				
1 5					
p.m.	p.m.				

A. Wednesday morning. G. Goods train with car attached to Ballarat.

Table 50

WARRNAMBOOL—HAMILTON.

READ DOWN.		WARRNAMBOOL—HAMILTON.		READ UP.	
	a.m.	Melbourne		p.m.	
8 20		Ar. Warrnambool R 39	Ar.	9 20	
1 47		Ar. Dennington	Ar.	3 15	
1 57		Ar. Illowa	Ar.	2 58	
2 11		Ar. Koroit 39	Ar.	2 42	
2 23			Ar.	2 35	
				2 18	
2 30	2 40	Ar. Warrong	Ar.	2 10	
2 39	a	Ar. Woolsthorpe	Ar.	a	
2 54	a	Ar. Rukwedale	Ar.	a	
3 6	3 35	Ar. Stopping Place No. 11	Ar.	1 30	
a	a	Ar. Minhamite	Ar.	a	
3 23	a	Ar. Purdeet	Ar.	1 14	
3 37	a	Ar. Penhurst	Ar.	1 1	
a	4 50	Ar. Stopping Place No. 7	Ar.	12 44	
3 57	a	Ar. Stopping Place No. 19	Ar.	a	
a	a	Ar. Tabor	Ar.	a	
4 12	a	Ar. Patchaw	Ar.	12 26	
4 26	a			12 13	
	6 0			11 55	
4 44		Ar. Hamilton R 32, 49, 51	Ar.	9 55	
6 22		Ar. Ararat R 11, 12, 25, 42, 49	Ar.	7 30	
8 56				a.m.	
9 5				9 13	
9 10		Ar. Ballarat R 3, 5, 25, 27, 28, 29, 40, 41	Ar.	7 35	
9 35				7 10	
9 55		Ar. Melbourne (Spencer-street R)	Ar.	4 30	
a.m.				p.m.	

COMMONLY USEFUL INFORMATION—continued

(See Index on pages 17 and 18.)  
 If under four years, and in charge of grown-ups, children are carried free; if four or over but under fourteen years half fare is charged.  
 At intermediate stations you are sold a ticket subject to there being room for you on the train.  
 If you cannot produce your Periodical Ticket you must pay ordinary fare.  
 Change cannot always be provided. Tender as near the correct fare as possible.  
 Mistakes made at the booking window are difficult to adjust if not immediately rectified. Ask clearly for your ticket, stating destination, class, and whether a single or return ticket is desired. Examine your change and ticket before leaving the window.  
 Concession Fares are granted in great variety. Make full inquiries at your local station.

USEFUL NOTES FOR TRAVELLERS ON THE SYDNEY AND ADELAIDE EXPRESSES.  
 A Dining Car is attached to "The Sydney Limited" 5.30 p.m. from Spencer-street to Albury and "The Sydney Limited" 7.30 a.m. from Albury to Melbourne, daily. Dining reservations free of charge may be made when booking reserved seats at Tourist Bureau. Reservations may also be made with Steward on Dining Car while train is standing at platform before departure. Dinner 5s.; Breakfast 3s. An Observation Car is also attached to the 5.30 p.m. and 7.30 a.m. trains. The charge for a seat in this car is Six Shillings in addition to one first class fare. The reservation of seats in the other Cars is compulsory on the 5.30 p.m. and optional on the 7.30 a.m. (compulsory on Sundays) and is also compulsory on the 4.30 p.m. Adelaide on Sundays, when seats or sleeping berths must be booked on these trains. Seat booking on 4.30 p.m. Adelaide Express is optional on week days. The charge for either a first or second class seat reservation is 1/3.

(Continued page 61.)

**Table 24** MELBOURNE—BACCHUS MARSH—BALLARAT.—SUNDAYS.

READ DOWN.				READ UP.				
Express a.m.	a.m.	Express p.m.	p.m.		a.m.	p.m.	p.m.	p.m.
9 20	9 30	4 30	7 15	<b>Melbourne</b>				
..	9f34	..	..	Lv... (Flinders-street) R .. Ar.	9 15	12 35	8 40	9 30
..	..	..	..	Lv... (Spencer-street) R .. Ar.	..	12g30	8g35	9g26
..	9f40	..	7f23	.. North Melbourne ..	..	..	8g27	9g22
..	..	..	..	.. South Kensington ..	..	..	..	..
..	..	..	..	.. Footscray ..	..	12g21	8g21	9g14
..	..	..	..	.. Middle Footscray ..	..	..	..	..
..	..	..	..	.. West Footscray ..	..	..	..	a
..	9f49	..	7f33	.. Tottenham ..	..	..	..	..
..	9 55	..	a	.. Sunshine ..	..	12g12	..	8g 5
..	10 5	..	7 53	.. Deer Park ..	..	a	..	8 45
..	10 10	..	8 1	.. Rockbank ..	..	11 50	..	8 35
..	10 20	..	8 10	.. Melton ..	..	11 45	..	8 25
..	..	..	..	.. Parwan ..	..	11 30	..	8 15
..	..	..	..	Ar... Bacchus Marsh .. Lv.	..	11 25	..	8 7
..	10 30	..	8 21	Lv..... " .. Ar.	..	..	..	..
..	a	..	a	.. Rowsley ..	..	a	..	a
..	11 10	..	8a56	.. Ingleston ..	..	11 5	..	7a46
..	..	..	..	Ar..... Ballan .. Lv.	J	10 50	..	7 40
..	11a20	..	9a 7	Lv..... " .. Ar.	..	..	..	..
..	a	..	a	.. Bradshaw ..	..	a	..	a
..	11a35	..	9a20	.. Gordon ..	..	10 40	..	7 29
..	a	..	a	.. Millbrook ..	..	a	..	a
..	a	..	a	.. Wallace ..	..	a	..	a
..	11a48	..	9a33	.. Bunzaree ..	..	10 25	..	7 14
..	a	..	a	.. Dunnstown ..	..	a	..	a
..	12a 0	..	9a42	.. Warrenheip ..	..	10 12	..	7a 5
11 45	12 10	..	a	.. Ballarat East ..	..	10 f3	..	6f53
11 55	12 15	7 10	10 5	Ar.... Ballarat R .. Lv.	7H 0	10 0	6 25	6 50
a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.

See special note on page 32.

See special note on page 32.

on 22nd August 1890; passenger services ceased on 15th July 1935; but the line did not close for goods traffic until 12th September 1977. Hamilton was 367 km from Melbourne via Koroit and only 318 km via Ararat—a difference of some 49 km.

Despite the differences in distance between these two routes, the service that operated during the last decades of the passenger operations showed a quicker journey via the longer route. Tables 49 & 50 (page 7) from Country Lines Services Passenger Time Tables, the public T.T. effective from 23rd October 1933, is typical of this.

A passenger train for Hamilton and Portland connected with the Western main line service at Ararat on Monday-Saturday and an AEC rail motor for Hamilton coordinated with the South-Western main line service at Koroit on Tuesdays and Thursdays. The Western line train left Spencer Street at 8.00am while that on the South-Western line departed 20 minutes later, at 8.20am.

However, the service via Ararat arrived at Hamilton at 4.30pm, with the Koroit rail motor just 14 minutes behind at 4.44pm. This means that despite the extra 49 km, the journey via Peshurst actually took six minutes less. The obvious question is: why?

Using the 1933 Public T.T., the first thing I checked were the number of servicing stops of over a minute on each route. Surprisingly, there were six such stops via Koroit [Geelong, Colac, Camperdown, Terang, Warrambol and Koroit] (see Tables 38 & 39, our page 10) but only two via Ararat [Ballarat and Ararat (Tables 24 & 25, this page and next). Even so, the latter were extraordinarily long breaks of 25 and 41 minutes respectively - a total of 65 minutes - whereas the journey via Koroit saw a total of only 54 minutes at the six stops (including the longest stop of 18 minutes at Camperdown, presumably for lunch). That 11 minutes, therefore, gives us part of

the answer. Via Ararat had a total of 27 compulsory and 11 conditional stops, compared with 25 compulsory and 12 conditional stops via Koroit - surprisingly similar! Therefore, it must have been the express running over the longer spaces between the stops on the South-Western line that also made a difference.

Nevertheless, the Up journey showed the sort of pattern that one would expect, with the Koroit rail motor leaving Hamilton 55 minutes before the train via Ararat and the former arriving 32 minutes after the latter. This 87 minute difference in favour of the shorter journey is what one would have anticipated given the 49 km difference.

The extra train shown on Table 49 on Thursdays between Branxholme and Hamilton is explained by Table 52 (see our page 11) where we see that this is actually the final part of a Casterton-Ararat service. However, Table 52 also shows us that the Branxholme-Hamilton table as published in Table 49 is not



quite complete as there is also a Wednesdays only Casterton-Hamilton train which departs Branhholme at 12.25pm.

Tables 49 and 52 also highlight an interesting feature of most pre-War country Victorian timetables. That is, that Up services usually have a more complicated pattern than their away-from Melbourne counterparts.

It may also be interesting to have a brief look at the main line Western and South-Western services (Tables 2 and 3, respectively, not shown here). In both cases we see services that were yet to have the benefit of express running as introduced by Chief Commissioner Harold Clapp in the late 1930s. In 1933, main line services were not that much different to what they had been 30

or even 40 years previously. The pattern on the main Western line is: one overnight express service through to Adelaide, six days per week. Then there was a slow, full day service from Melbourne through to the small village of Serviceton, where the only feature that ever made the settlement more than a mere dot on the map was its mag-

(Continued on page 11)

TABLES 24-25.

Table 25 For Local Deer Park Service see Table 23. MELBOURNE—BALLARAT—SERVICETON. For Sunday Trains see Table 24. READ DOWN. READ UP. Includes station names like Melbourne, Ballarat, Serviceton and various train times.

D. Stops at Parwan on Tuesdays and Fridays. G. Goods train with car attached. H. Picks up passengers on Sundays only for Melbourne. J. Stops at Ballan if required to set down passengers on Sundays, Tuesdays, Thursdays and Fridays from stations beyond Ballarat. K. Stops at Melton if required on Sundays to set down passengers from stations beyond Ballarat only. L. Departs Horsham 2.30 p.m. Saturdays.



**Table 52**

**BRANXHOLME—CASTERTON.**

READ DOWN.			READ UP.				
a.m.	DAILY.	<b>Melbourne</b>	p.m.	p.m.	THURS.	a.m.	a.m.
8 0		<i>Lv.</i> (Spencer-street) R <i>Ar.</i>	8 42	8 42	} 9 55	} 9 55	} 9 55
11 0		<i>Ar.</i> .....Ballarat R..... <i>Lv.</i>	5 45	5 45			
11 25	} 12 35	<i>Lv.</i> 3, 5, 25, 27, 28, 29, 40 <i>Ar.</i>	5 25	5 25	12 35	12 35	12 35
p.m.		41			a.m.	a.m.	a.m.
1c24	} 9G 5	<i>Ar.</i> .....Ararat R..... <i>Lv.</i>	3 25	3 25	9G 5	9G 5	9G 5
		11, 12, 25, 42, 49					
2 5	} 8c56	<i>Lv.</i> .....,,..... <i>Ar.</i>	3c15	3c15	8c56	8c56	8c56
4 30		Ar..... Hamilton R..... <i>Lv.</i>	12 50	12 50	6 22	6 22	6 22
	} 6 22	32, 49, 50, 51					
4 45		<i>Lv.</i> .....,,..... <i>Ar.</i>	11 50	11 50	1c 5	6 2	6 2
5c17	} 5 22	<i>Ar.</i> ... Branxholme 49 .. <i>Lv.</i>	11 15	11 5	12 25	5 22	5 22
5 30		<i>Lv.</i> .....,,..... <i>Ar.</i>	10c50	10c50	12 0	4 50	4 50
a	} 4 15	..... Miakite .....	a	a	a	a	a
5 55		..... Grassdale.....	10 7	10 7	11 25	4 15	4 15
	} 3 45	..... Merino.....	9 37	9 37	10 55	3 45	3 45
6 25		..... Henty .....	9 11	9 11	10 28	3 25	3 25
a	} 3 8	..... Sandford.....	8 53	8 53	10 9	3 8	3 8
a		<i>Ar.</i> ..... Casterton..... <i>Lv.</i>	8 45	8 45	10 0	3 0	3 0
7 35	} 3 0		a.m.	a.m.	a.m.	p.m.	
p.m.							

**g.** Goods train with car attached to Ballarat.

nificent railway station and the accompanying yards, built simply because it was the change-over point between the Victorian and South Australian railways (three days a week, this service was truncated at Murtoa) - two train sets, one in each direction were required to operate the service.

Of course, when the T.T. talks about "daily", it must be remembered that in the railway jargon of the time, this really meant Monday to Saturday - practically the only trains operating in Victoria on Sundays were suburban trains, the *Sydney Limited* and a few to Geelong, Ballarat, Bendigo and Daylesford. The Adelaide and Mildura trains that ran overnight and made part of their journey on Sunday can't really

be counted as Sunday trains.

The second service to Dimboola was a slow one that went to/from Ballarat only and, once again, two sets were required for its operation. A few extras also ran between Ballarat and Ararat and once a week there was an extra to Stawell. These services were unbalanced over the week, with some of the rolling stock being returned on goods trains.

On the Up side of Ballarat, we see as few as two extra daily services to/from Ballarat and only seven extra Bacchus Marsh services per week. There was also the Ballan-Ballarat commuter service which actually lasted into the 1970s.

The Geelong-Port Fairy table shows two through services per day to either Warranambool or Port Fairy. Although the Geelong local service of nine or ten trains a day was a great improvement on the service of only a decade or so earlier, it was a far cry from the commuter level service we see today. Surprisingly, Werribee got only two or three locals per day, most involving a change at Newport, although there were two through trains per week from Spencer Street in both directions.

This 1933 Public T.T. contains many other delights that have not yet been looked at. There is certainly potential for one or two other articles on this T.T. in the future.

# The route 800

By **JIM O'NEIL**

In late 1982, I picked up from Transport House, near Wynyard, a timetable for a private bus route which was not only new to me, but had a much higher number than any existing private one, the 800. Unlike the Red Arrow services, with numbers in the 300s, which had been being introduced for several years, this was over twice the next highest private number. It was also not a limited stops service, like the Red Arrows, though it did run between more distant suburbs - part of the creation of cross-suburban routes which continues to the present.

The route 800 was run by Bosnjak's, and combined two existing runs, the

167 Parramatta to Smithfield and one half of the 45, Cabramatta Station westwards. My earliest timetable for the 167 is the May 1978, (see AA), published by Western Road, who had sold it to Bosnjak's some time before 1982. The buses took just under the hour to complete their run from Parramatta and back, which means that the half-hourly off-peak service required two buses. The morning peak needed four and the evening three. The location of the far terminal is uninformative: just Smithfield. My Collins Sydney Street Directory from the early 1960s shows the 167 ran down Liverpool Road (Warren Road by 1978) as far as

The Horsley Drive. An alternative terminus is listed as simply Bruce (one bus, the 7.00 from Parramatta, went to both.) This is Bruce Road, on the north side of the Water Supply Pipeline. Woodpark Road was on the south side. Notice that it takes five minutes from Woodpark and Warren to reach both the more distant Smithfield and the fairly close Bruce Road.

We may also notice the buses running to Sphinx Engineering - Smithfield has long been an industrial area. Early morning buses started from Parramatta Station (marked STN), and presumably the previous runs terminated there also - Parramatta

PARRAMATTA		ROUTE 167				SMITHFIELD			ROUTE 167				PARRAMATTA	
PARRAMATTA PARK	RAILWAY & BOUNDARY	HILLTOP	MERRYLANDS WEST	WOODPARK & WARREN	SMITHFIELD	BRUCE	WOODPARK & WARREN	SHERWOOD	HILLTOP	RAILWAY & BOUNDARY	PARRAMATTA PARK			
---	---	---	5.40	---	---	---	---	5.45	5.49	5.54	6.00			
---	---	---	6.00	---	---	---	---	6.05	6.09	6.14	6.20			
---	---	---	6.20	---	---	---	---	6.25	6.29	6.34	6.40			
STN 6.00	6.08	6.13	6.18	6.23	6.28	---	6.34	6.39	6.43	6.45	6.58			
STN 6.20	6.28	VIA M'LANDS STN TO SPHINX ENGINEERING				6.43	6.48	---	6.54	6.59	7.03	7.18		
STN 6.40	6.48	6.53	6.58	7.03	7.09	---	7.15	7.20	7.25	7.31	7.38			
STN 7.00	7.08	7.13	7.18	7.23	7.30	---	7.34	7.39	7.43	7.49	7.58			
7.20	7.28	7.33	7.38	7.43	7.43	VIA LONG COOPER	7.54	---	7.59	8.03	8.18			
7.40	7.48	7.53	7.59	8.04	8.10	---	8.16	8.21	8.28	8.35	8.42			
---	---	---	8.35	8.40	VIA PERCIVAL	---	8.44	---	8.48	8.52	9.03			
8.20	8.30	8.36	8.42	8.48	8.55	---	9.02	9.08	9.14	9.20	9.30			
8.45	8.56	9.02	9.08	9.14	9.22	---	9.30	9.36	9.43	9.49	10.00			
9.40	9.50	9.57	10.02	10.08	---	10.13	---	10.18	10.23	10.28	10.38			
10.10	10.19	10.24	10.29	10.34	10.39	---	10.45	10.50	10.55	11.00	11.10			
10.40	10.50	10.56	11.02	11.08	---	11.13	---	11.18	11.23	11.28	11.38			
11.10	11.18	11.23	11.28	11.33	---	11.38	---	11.43	11.49	11.54	12.08			
11.40	11.49	11.54	11.59	12.04	12.09	---	12.15	12.20	12.25	12.30	12.38			
12.10	12.20	12.26	12.31	12.36	---	12.40	---	12.43	12.49	12.54	1.04			
12.40	12.50	12.55	1.00	1.05	---	1.09	---	1.12	1.18	1.23	1.32			
1.10	1.18	1.23	1.28	1.33	---	1.38	---	1.43	1.49	1.54	2.08			
1.40	1.50	1.55	2.00	2.05	---	2.09	---	2.12	2.18	2.23	2.33			
2.10	2.20	2.26	2.31	2.36	---	2.40	---	2.43	2.49	2.54	3.04			
2.40	2.48	2.53	2.58	3.03	3.08	---	3.14	3.19	3.24	3.29	3.38			
3.10	3.20	3.26	3.31	3.36	---	3.40	---	3.43	3.49	3.54	4.04			
3.40	3.50	3.57	4.02	4.07	---	4.11	---	4.15	4.21	4.26	4.36			
4.10	4.20	4.26	4.31	4.36	4.41	---	4.47	4.52	4.57	5.02	5.12			
4.40	4.50	4.55	5.00	5.05	---	5.09	---	5.12	5.18	5.23	5.32			
5.00	5.10	5.16	5.21	5.26	---	5.30	---	5.33	5.38	5.44	5.54			
5.20	5.30	5.36	5.41	5.47	5.53	---	6.00	---	---	---	---			
5.40	5.48	5.53	5.58	6.03	---	6.07	---	6.10	6.16	6.21	6.30			
6.00	6.08	6.14	6.20	6.25	6.30	---	6.35	6.40	6.45	6.50	7.00			
6.30	6.40	6.45	6.50	6.55	---	---	---	---	---	---	---			
---	---	---	---	---	LATE NIGHT SHOPPING	---	---	---	---	---	---			
7.10	7.20	7.26	7.31	7.36	---	7.39	---	7.42	7.47	7.52	8.03			
8.10	8.20	8.26	8.31	8.36	---	8.39	---	8.42	8.47	8.52	9.03			
9.10	9.20	9.26	9.31	9.36	---	---	---	---	---	---	---			

Route 167 timetable, May 1978, issued by Western Road. This is a typical Western Road timetable of the 1970s on a single foolscap sheet (this one is on yellow paper) The Saturday services, the date of issue and the owner's name are on the reverse side.

Park is on the north side of the shopping center, opposite to Smithfield to the south west of Parramatta. Notice also that the 6.00p.m. from Parramatta returns to depot from Woodpark at 6.35 "except for late night shopping then as per below". Drop down three lines and you can follow the times on. Did anyone travel from Smithfield to Woodpark Road, or from either to the depot in Rawson St on other nights?

The second component was the route 45. This consisted of two routes, one via St. John's Road and the other, to the north via Canley Vale Road. My earliest timetable for the latter was issued by Bosnjak's in May 1980 (see BB). Buses started earlier on the 45, at 5.00 rather than 5.45. There were three different routes out of Cabramatta: C went direct via Canley Vale Road, H turned north

at Avoca Road (the second timing point out of Canley Vale Rd), ran as far as Humphries Road, then back to Canley Vale Road, while P turned north at Cambridge Road (the first timing point) then west via Parklea Pde and Foxlow St. to Avoca Road. Here buses either turned south again to Canley Vale Road, or north to end up at Richards Road.

Most buses ended up at Bibby's Road (just short of the present day Smithfield Road - that part of Bibby's Road is now Brisbane Road). Service from Bibby's Road was much more frequent in the morning peak, there was no bus from Richard's Road before 6.32a.m., after eight buses had already left Bibby's Road. Yet in the off-peak hours, both termini received roughly the same service. Richards Road was also on the route 76 from Fairfield (see page 13 August 2001 Times), and that would give a shorter journey in to the metropolitan area. But for mid-day shopping Cabramatta would have been as good as Fairfield. All Richards Road buses ran via Parklea Pde. and no inbound buses from Bibby's Road did so. But the 10.10 from Cabramatta did run to Bibby's Rd via Parklea Pde. Not all buses ran between Canley Vale Station and Cabramatta, but all the early morning peak runs did so. The pattern of buses not going to Cabramatta makes no sense to me today.

The route 800 was extended further along the main road running southwest from Parramatta from the old terminal of the 167, at Horsley Drive to the northern terminus of the 45 at Richards Road, as can be seen from the map from the October 1982 timetable (see CC). Apart from the area around Richards Road, served by both Bosnjak's and Calabro's this area was already a Bosnjak service area. The routes 80 and 78 crossed Smithfield Road westbound from Fairfield in the part over which the 800 was extended. The 800 was also extended to Edensor Park, an area previously covered by the St. John's Road branch of the 45.

March, 1980 **BOSNJAK'S BUS SERVICE** Tel: 604-5624  
**CANLEY VALE** Monday to Friday From: **CANLEY VALE**

**ROUTE 45**

Dep. C/Vale & Bibbys Road	Depart Richards Road via Parklea Pde.	Dep C/Vale & Avoca Roads	Depart Cambridge St.	Arrive C/Vale Station	Arrive & Dep. Cabramatta Station	Via	Depart C/Vale Station	Arrive Cambridge St.	Arrive C/Vale & Avoca Roads	Via Parklea Pde	Arrive Richards Road	Arrive C/Vale & Bibbys Rds.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
5.00	-H	5.06	5.10	5.14	5.16		Special	to	Bibbys Road			
5.10	-H	5.16	5.20	5.24	5.26		Special	to	Bibbys Road			
5.24	-H	5.30	5.34	5.38	5.40		Special	to	Bibbys Road			
5.34	-H	5.42	5.46	5.50	5.52		Special	to	Bibbys Road			
5.48	-H	5.58	6.02	6.04	6.07	C		6.14	6.16			6.20
6.06	-H	6.10	6.14	6.18	6.21	P		6.28			6.36	
6.20	-H	6.30	6.34	6.38	6.41			6.48	6.50			6.54
6.30	-C	6.38	6.41	6.46	6.50	P		6.54	6.58		7.06	
	P	6.32		6.48	6.53	C		7.01	7.04			7.08
6.45	-C	6.53	6.57	7.01	7.04	C		7.08	7.12	7.15		7.20
6.54	-H	7.04	7.08	7.12		C		7.14	7.18	7.21		7.25
	P	7.00		7.18	7.23			7.34		7.42		
7.08	-C	7.16	7.19	7.23		C		7.28	7.32	7.35		7.40
7.20	-H	7.30	7.35	7.40	7.44			7.51	7.54			7.59
7.25	-C	7.33	7.36	7.40								
	P	7.36		7.52	7.57			Special	to	Depot		
7.40	-C	7.48	7.52	7.57	8.00S			Special	to	Foxlow Road		
7.59	-H	8.09	8.14	8.18		S		8.03	Westfields High School			
						S		8.18	Canley Vale H/S C/Vale P/S			
Westfields H/S		Cabramatta H/S				S		8.25	Fairvale H/S King Park P/S			
	P	8.00		8.16	8.20			8.24S	Bonnyrigg H/S St. Johns Pk P/S			
8.20	-C	8.28	8.32	8.36				S	8.36	Canley Vale H/S		
		8.36		8.51	8.56	9.00	P	9.05	9.09		9.18	
8.40	-C	8.48	8.51	8.56	9.00	C			9.07	9.10		9.15
9.15	-H	9.05	9.10	9.15	9.20	C		9.30	9.34	9.37		Depot
		9.23	9.27	9.31				Special	to	Bibbys Road		9.40
	P	9.13		9.28	9.32			9.40	9.44		9.54	
9.40	-C	9.48	9.52	9.56	10.00	C		10.06	10.10	10.14		10.20
	P	9.57		10.06	10.08			10.14	10.19	10.22		10.30
10.05	-H	10.12	10.17	10.22	10.27	C		10.40	10.44	10.48		10.53
	P	10.40		10.52	10.57			11.10	11.15		11.25	
10.53	-C	11.05	11.10	11.15		C		11.20	11.25	11.30		11.35
	P	10.55		11.17	11.23			11.40	11.45		11.54	
	P	11.20		11.37	11.42			11.49	11.53	11.56		12.00
11.35	-C	11.45	11.50	11.55	12.00	H		12.10	12.15	12.20		12.30
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.			P.M.	P.M.	P.M.	P.M.	P.M.
	P	11.52		12.07	12.12			12.20	12.24		12.35	
12.00	-C	12.10	12.15	12.20	12.25	H		12.40	12.45	12.50		1.00
12.30	-H	12.40	12.45	12.50		P		12.55	1.00		1.13	
	P	12.36		12.51	12.56			1.10	1.15	1.20		1.25
1.16	-H	1.20	1.25	1.30		P		1.35	1.39		1.48	
	P	1.13	1.22	1.26	1.36			1.41	1.45	1.50		Depot
1.25	-C	1.35	1.40	1.45		C		1.50	1.54	1.57		2.01
	P	1.43		1.58	2.02			2.17	2.22	2.26		2.36
	P	2.25		2.30	2.34			2.46	Canley Vale P/S Fairvale H/S			
2.36S	-C	2.46	2.50	2.55		S		Canley Vale P/S	Canley Vale H/S			
2.50S	King Park P/S	Fairvale H/S										
2.55S	Westfield H/S	Sacred Heart			3.20S	H		3.25	3.30	3.35		3.40
2.55S	Fairvale H/S	St. Johns Pk P/S				S		3.50	3.55		4.05	
	P	3.30		3.45	3.50			4.10	4.15	4.20		4.38
3.50	-C	3.58	4.03	4.08	4.13	P		4.20	4.30		4.40	
4.00	-H	4.08	4.12	4.16	4.20AS			4.35	4.45	4.47		
4.30	-C	4.38	4.42	4.46		H		4.50	4.55	5.00		5.05
		4.47	4.50	4.55		P		5.00	5.05		5.15	
	P	4.35		4.48	4.52		AS	5.06	5.11	5.16		
4.40	-H	4.50	4.55	5.00	5.10	H		5.20	5.25	5.30		5.48
		5.16		5.26		P		5.30	5.35		5.48	
	P	5.10		5.25	5.30			5.40	5.45	5.50		5.55

**Route 45 timetable for Canley Vale Road service, issued by Bosnjak's. Also on a foolscap sheet (this one is on green paper). The evening, Saturday and Sunday service, and the explanation of signs are on the reverse side.**



CABRAMATTA STATION	CANLEY VALE STATION	CAMBRIDGE STREET & CANLEY VALE ROAD	AVOCA & CANLEY VALE ROADS	BRISBANE & MELBOURNE ROADS	EDENSOR PARK & WOODPARK ROADS	BOX ROAD & BULLS ROAD	SMITHFIELD ROAD & RICHARDS ROAD	SMITHFIELD ROAD & POLDING STREET	SMITHFIELD ROAD & HORSLEY DRIVE	WOODPARK & FAIRFIELD ROADS	BRUCE STREET & BETTS ROAD	MERRYLANDS & HOLYOKE ROADS	BOUNDARY & RAILWAY STREETS	MARKET STREET PARRAMATTA
<b>MONDAYS TO FRIDAYS</b>														
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
6:06	6:10	6:15	6:18C	6:19	6:22	6:24	6:26	6:30	6:35	6:40	6:45	6:48	6:52	6:57
6:28	6:32	6:37	6:38C	6:41	6:44	6:46	6:48	6:52	6:57	7:02	7:07	7:10	7:14	7:19
6:58	7:00	7:02	7:02C	7:05	7:08	7:10	7:12	7:16	7:21	7:26	7:31	7:34	7:38	7:43
7:12	7:16	7:21	7:22C	7:25	7:30	7:32	7:34	7:38	7:43	7:48	7:53	7:56	8:00	8:05
7:27	7:32	7:37	7:39C	7:42	7:45	7:47	7:49	7:53	7:58	8:03	8:08	8:13	8:18	8:23
7:47	7:52	7:57	7:59C	8:02	8:05	8:07	8:09	8:13	8:19	8:24	8:29	8:34	8:39	8:44
7:58	8:03	8:08	8:09C	8:12	8:15	8:17	8:19	8:23	8:29	8:34	8:39	8:44	8:49	8:54
8:40	8:45	8:50	8:52C	8:56	8:59	9:01	9:04	9:07	9:12	9:17	9:22	9:27	9:32	9:37
9:05	9:10	9:15	9:17A	9:24	9:30	9:32	9:34	9:38	9:43	9:48	9:53	9:58	10:03	10:08
9:35	9:40	9:45	9:47C	9:51	9:54	9:56	9:59	10:02	10:07	10:12	10:17	10:22	10:27	10:32
10:05	10:10	10:15	10:17A	10:24	10:30	10:32	10:34	10:38	10:43	10:48	10:53	10:58	11:03	11:08
10:35	10:40	10:45	10:47C	10:51	10:54	10:56	10:59	11:02	11:07	11:12	11:17	11:22	11:27	11:32
11:05	11:10	11:15	11:17A	11:24	11:30	11:32	11:34	11:38	11:43	11:48	11:53	11:58	12:03	12:08
11:35	11:40	11:45	11:47C	11:51	11:54	11:56	11:59	12:02	12:07	12:12	12:17	12:22	12:27	12:32
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
12:05	12:10	12:15	12:17A	12:24	12:30	12:32	12:34	12:38	12:43	12:48	12:53	12:58	13:03	13:08
12:35	12:40	12:45	12:47C	12:51	12:54	12:56	12:59	1:02	1:07	1:12	1:17	1:22	1:27	1:32
1:05	1:10	1:15	1:17A	1:24	1:30	1:32	1:34	1:38	1:43	1:48	1:53	1:58	2:03	2:08
1:35	1:40	1:45	1:47C	1:51	1:54	1:56	1:59	2:02	2:07	2:12	2:17	2:22	2:27	2:32
2:05	2:10	2:15	2:17A	2:24	2:30	2:32	2:34	2:38	2:43	2:48	2:53	2:58	3:03	3:08
2:35	2:40	2:45	2:47C	2:51	2:54	2:56	2:59	3:02	3:07	3:12	3:17	3:22	3:27	3:32
2:50	2:55	3:00	3:03A	3:10H	3:15	3:17	3:19	3:23	3:28	3:33	3:38	3:43	3:48	3:53
3:20	3:25	3:30	3:33A	3:40	3:45	3:47	3:49	3:53	3:58	4:03	4:08	4:13	4:18	4:23
3:32	3:40	3:45	3:48C	3:52	3:56	3:58	4:01	4:04	4:08	4:13	4:18	4:23	4:28	4:33
4:03	4:09	4:14	4:17C	4:20	4:23	4:25	4:28	4:31	4:36	4:41	4:46	4:51	4:56	5:01
4:07	4:13	4:19	4:22C	4:26	4:30	4:32	4:34	4:38	4:43	4:48	4:53	4:58	5:03	5:08
4:22	4:28	4:34	4:38A	4:42	4:45	4:47	4:49	4:52	4:57	5:02	5:07	5:12	5:17	5:22
4:42	4:48	4:54	4:58A	5:02	5:05	5:07	5:09	5:12	5:17	5:22	5:27	5:32	5:37	5:42
4:58	5:05	5:11	5:15A	5:19	5:22	5:24	5:26	5:29	5:34	5:38	5:44	5:49	5:54	5:59
5:14	5:20	5:25	5:29A	5:33	5:36	5:38	5:40	5:43	5:48	5:53	5:58	6:03	6:08	6:13
5:28	5:35	5:40	5:44A	5:48	5:51	5:53	5:55	5:58	6:03	6:07	6:13	6:18	6:23	6:28
5:41	5:47	5:52	5:56A	6:00	6:03	6:05	6:07	6:10	6:15	6:20	6:25	6:30	6:35	6:40
5:57	6:02	6:08	6:12A	6:16	6:19	6:21	6:23	6:26	6:31	6:36	6:41	6:46	6:51	6:56
6:00	6:06	6:11	6:13A	6:19	6:22	6:24	6:26	6:29	6:34	6:39	6:44	6:49	6:54	6:59
6:15	6:20	6:25	6:28A	6:32	6:35	6:37	6:39	6:42	6:47	6:52	6:57	7:02	7:07	7:12
6:22	6:28	6:33	6:36A	6:42	6:45	6:47	6:49	6:52	6:57	7:02	7:07	7:12	7:17	7:22
6:58	7:03	7:08	7:12A	7:16	7:19	7:21	7:23	7:26	7:31	7:36	7:41	7:46	7:51	7:56
7:28	7:34	7:39	7:43A	7:47	7:50	7:52	7:54	7:57	8:02	8:07	8:12	8:17	8:22	8:27
8:00	8:06	8:11	8:15A	8:19	8:22	8:24	8:26	8:29	8:34	8:39	8:44	8:49	8:54	8:59
8:30	8:36	8:41	8:45A	8:49	8:52	8:54	8:56	8:59	9:04	9:09	9:14	9:19	9:24	9:29
9:00	9:06	9:11	9:15A	9:19	9:22	9:24	9:26	9:29	9:34	9:39	9:44	9:49	9:54	9:59
<b>LATE NIGHT SHOPPING EXTRA</b>														
6:00	6:06	6:11	6:13A	6:19	6:22	6:24	6:26	6:29	6:34	6:39	6:44	6:49	6:54	6:59
<b>SATURDAYS</b>														
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
6:15	6:19	6:24	6:25C	6:28	6:31	6:33	6:35	6:39	6:44	6:49	6:54	6:59	7:04	7:09
7:03	7:07	7:12	7:13C	7:16	7:19	7:21	7:23	7:26	7:31	7:36	7:41	7:46	7:51	7:56
7:35	7:40	7:45	7:48C	7:49	7:52	7:54	7:56	7:59	8:04	8:09	8:14	8:19	8:24	8:29
8:06	8:11	8:16	8:17C	8:21	8:24	8:26	8:28	8:32	8:37	8:42	8:47	8:52	8:57	9:02
9:05	9:10	9:15	9:17C	9:21	9:24	9:26	9:29	9:32	9:37	9:42	9:47	9:52	9:57	10:02
9:35	9:40	9:45	9:47A	9:54	9:57	9:59	10:01	10:04	10:08	10:13	10:18	10:23	10:28	10:33
10:05	10:10	10:15	10:17C	10:21	10:24	10:26	10:29	10:32	10:37	10:42	10:47	10:52	10:57	11:02
10:35	10:40	10:45	10:47A	10:54	11:00	11:02	11:04	11:07	11:12	11:17	11:22	11:27	11:32	11:37
11:05	11:10	11:15	11:17C	11:21	11:24	11:26	11:29	11:32	11:37	11:42	11:47	11:52	11:57	12:02
11:35	11:40	11:45	11:47A	11:54	11:57	11:59	12:02	12:04	12:09	12:14	12:19	12:24	12:29	12:34
12:05	12:10	12:15	12:17A	12:24	12:30	12:32	12:34	12:38	12:43	12:48	12:53	12:58	13:03	13:08
12:40	12:45	12:50	12:53A	12:59	1:02	1:04	1:06	1:09	1:14	1:19	1:24	1:29	1:34	1:39
1:18	1:24	1:30	1:33A	1:42	1:45	1:47	1:49	1:52	1:57	2:02	2:07	2:12	2:17	2:22
2:00	2:06	2:11	2:12A	2:18	2:21	2:23	2:25	2:28	2:33	2:38	2:43	2:48	2:53	2:58
3:00	3:06	3:11	3:12A	3:18	3:21	3:23	3:25	3:28	3:33	3:38	3:43	3:48	3:53	3:58
4:00	4:06	4:11	4:12A	4:18	4:21	4:23	4:25	4:28	4:33	4:38	4:43	4:48	4:53	4:58
5:00	5:06	5:11	5:12A	5:18	5:23	5:25	5:27	5:30	5:35	5:40	5:45	5:50	5:55	6:00
6:00	6:06	6:11	6:12A	6:18	6:23	6:25	6:27	6:30	6:35	6:40	6:45	6:50	6:55	7:00
<b>SUNDAYS &amp; HOLIDAYS</b>														
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
9:00	9:06	9:11	9:12A	9:18	9:23	9:25	9:27	9:30	9:35	9:40	9:45	9:50	9:55	10:00
10:00	10:06	10:11	10:12A	10:18	10:23	10:25	10:27	10:30	10:35	10:40	10:45	10:50	10:55	11:00
11:00	11:06	11:11	11:12A	11:18	11:23	11:25	11:27	11:30	11:35	11:40	11:45	11:50	11:55	12:00
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1:00	1:06	1:11	1:12A	1:18	1:23	1:25	1:27	1:30	1:35	1:40	1:45	1:50	1:55	2:00
3:00	3:06	3:11	3:12A	3:18	3:23	3:25	3:27	3:30	3:35	3:40	3:45	3:50	3:55	4:00
4:00	4:06	4:11	4:12C	4:18	4:23	4:25	4:27	4:30	4:35	4:40	4:45	4:50	4:55	5:00
4:30	4:36	4:41	4:42A	4:48	4:53	4:55	4:57	5:00	5:05	5:10	5:15	5:20	5:25	5:30
5:00	5:06	5:11	5:12C	5:18	5:23	5:25	5:27	5:30	5:35	5:40	5:45	5:50	5:55	6:00
5:30	5:36	5:41	5:42A	5:48	5:53	5:55	5:57	6:00	6:05	6:10	6:15	6:20	6:25	6:30
6:00	6:06	6:11	6:12A	6:18	6:23	6:25	6:27	6:30	6:35	6:40	6:45	6:50	6:55	7:00

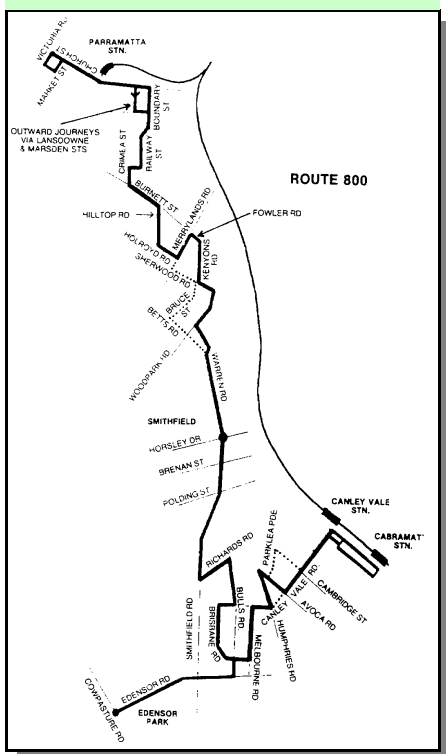
- EXPLANATION OF SIGNS**
- A - Via Avoca Road and Humphries Road (for vice versa).
  - B - Operates to or from corner of Bulls and Canley Vale Roads only.
  - C - Via Canley Vale Road direct.
  - D - Via Merrylands Road and Sherwood Road (for vice versa).
  - E - Via Fowler Road and Keryons Road (for vice versa).
  - F - Via Melbourne Road, Edensor Road, Humphries Road, (IMT, Carmel School), Cabramatta Road, (Bonnyvigg Hghl), Bibbys Road to Edensor Road.
  - G - Via Long Street, Cooper Street Woodpark Road, (for vice versa).
  - H - Operates between Fowler Road and Parramatta via Merrylands Road, Merrylands Station, Pitt, Railway and Boundary Street (for vice versa).
  - I - Diverts from Canley Vale Road via Cambridge, Parklea and Foxlow to Avoca Road.
  - J - Diverts via Boomana, Wexroons, Gwandalan and Swan Roads.
  - K - Parramatta Station, arrive.
  - L - Diverts from Church Street, Parramatta, via Parkes, Station and Darcy Streets.
  - M - Via Woodpark, Warren, Percival, Woodpark to Betts Road.

are no buses to Parramatta, but this run returns to Cabramatta at 7.13. On Sundays, however, the Parramatta half of the 800 does have no service.

By the 14 October 1991 timetable, issued by Westbus, as Bosnjak's had become, (see EE) the logical move of the southern terminus to Liverpool (a larger shopping centre than Cabramatta or Fairfield) has taken place, and the timetable is now set out in vertical columns. The bus now turns south at Cambridge Road and misses Cabramatta altogether, leaving it (and Edensor Park) to the 826. The 800 also diverts to the west of Smithfield Road via the Wetherill Park TAFE. At the northern end most buses now start at Parramatta Station, though a few still come from Market Street. Five south bound buses run via Bruce Road instead of Woodpark Road and the half-hourly service runs all the way from Parramatta to Liverpool.

By the 20 March 2000 Westbus timetable (see FF), the cross-suburban link has been extended further, and the 800 has given place to

**Map of route 800 from Bosnjak's timetable of October 1982. Brown lettering on white.**



**Route 800 timetable of October 1982 Cabramatta to Parramatta. A Joint development of The Urban Transit Authority of N.S.W., The Department of Motor Transport, and Bosnjak's Bus Service Pty. Ltd. Folded in four, with brown lettering on white.**

The October 1982 timetable from Cabramatta west and northeast to Parram

**WEEKDAYS**

Showing Route Number:-	800 am	800 am	800 am	800 am	800 am	800 am	800 am	800 am	800 am	800 am	800 am	800 am	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm
PARRAMATTA (Market St)	5.55	6.25	6.55	7.30	8.05	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40
PARRAMATTA Station (Darcy St)	5.56	6.26	6.56	7.32	8.07	8.42	9.12	9.42	10.12	10.42	11.12	11.42	12.12	12.42	1.12	1.42	2.12	2.42
PARRAMATTA (Opp. Westfield)	6.00	6.30	7.00	7.37	8.13	8.48	9.18	9.48	10.18	10.48	11.18	11.48	12.18	12.48	1.18	1.48	2.18	2.48
Boundary St & Railway St	6.06	6.36	7.06	7.44	8.20	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25	1.55	2.25	2.56
Holroyd Rd & Merrylands Rd																		
Bruce St & Betts Rd													12.30	1.30	2.30			
Woodpark Rd & Fairfield Rd	6.10	6.40C	7.10C	7.50C	8.28	9.00	9.30	10.00	10.30	11.00	11.30	12.00	1.00	2.00	3.00			
SMITHFIELD SHOPS	6.16	6.52	7.24	8.03	8.34	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.09
WETHERILL PARK TAFE	6.19	6.56	7.28	8.09H	8.39	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	1.10	1.40	2.10	2.40	3.14
STOCKLAND MALL	6.23	7.00	7.33	8.18	8.44	9.14	9.44	10.14	10.44	11.14	11.44	12.14	12.44	1.14	1.44	2.14	2.44	3.18
Smithfield Rd & Mimosa Rd	6.29	7.06	7.40	8.26	8.51	9.21	9.51	10.21	10.51	11.21	11.51	12.21	12.51	1.21	1.51	2.21	2.51	3.25
WAKELEY (Richards Rd)	6.31	7.08	7.42	8.28	8.53	9.23	9.53	10.23	10.53	11.23	11.53	12.23	12.53	1.23	1.53	2.23	2.53	3.27
Cambridge St & Canley Vale Rd	6.37	7.14	7.49	8.35	8.59	9.29	9.59	10.29	10.59	11.29	11.59	12.29	12.59	1.29	1.59	2.29	2.59	3.33
LIVERPOOL Station	6.49	7.27	8.03	8.52	9.12	9.42	10.12	10.42	11.12	11.42	12.12	12.42	1.12	1.42	2.12	2.42	3.16	

**WEEKDAYS (CONT'D)**

Showing Route Number:-	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm	800 pm
PARRAMATTA (Market St)	3.22						5.15										
PARRAMATTA Station (Darcy St)	3.10	3.30	3.40	4.10	4.40	5.10	5.25	5.40	6.10	6.45	7.15	8.15	9.10				
PARRAMATTA (Opp. Westfield)	3.12	3.32	3.42	4.12	4.42	5.12	5.27	5.42	6.12	6.47	7.17	8.17	9.12				
Boundary St & Railway St	3.18	3.38	3.48	4.18	4.48	5.18	5.33	5.48	6.18	6.52	7.22	8.22	9.17				
Holroyd Rd & Merrylands Rd	3.26	3.46	3.56	4.26	4.56	5.26	5.41	5.55	6.25	6.59	7.28	8.28	9.23				
Bruce St & Betts Rd			3.52				5.47										
Woodpark Rd & Fairfield Rd	3.32		4.02	4.32	5.02	5.32		6.00	6.30	7.03	7.32	8.32	9.27				
SMITHFIELD SHOPS	3.39		4.09	4.39	5.09	5.39	5.55	6.05	6.35	7.07	7.36	8.36	9.31				
WETHERILL PARK TAFE	3.44		4.14	4.44	5.14	5.44	5.59	6.09	6.39	7.11	7.39	8.39	9.34				
STOCKLAND MALL	3.48		4.18	4.48	5.18	5.48	6.03	6.13	6.42	7.14	7.42		9.37				
Smithfield Rd & Mimosa Rd	3.55		4.25	4.55	5.25	5.55	6.10	6.19	6.48	7.19			9.42				
WAKELEY (Richards Rd)	3.57		4.27	4.57	5.27	5.57											
Cambridge St & Canley Vale Rd	4.03		4.33	5.03	5.33	6.03											
LIVERPOOL Station	4.16		4.46	5.16	5.46	6.16											

C - Journey diverts to Smithfield industrial area via Woodpark Road, Cooper Street and Long Street.  
 H - On school days only, journey diverts via Prainewood High School.

*Route 800 timetable of 14 October 1991, Parramatta to Liverpool Weekdays, issued by Westbus. Folded in six, black letters on white and extra material in orange*

**ROGANS HILL to LIVERPOOL**  
via Castle Hill, Parramatta & Smithfield

Table 1 of 2

Showing Route Number	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am	600 am
ROGANS HILL Oakhill College	5.28	5.57	6.22	6.44	7.06		7.38	8.00	8.34	8.50	9.09	9.34	9.59	10.24	10.49	11.14	11.39	11.64
CASTLE HILL Old Northern Rd	4.57	5.31	6.01	6.27	6.49	7.11	7.29	7.43	8.06	8.40	8.56	9.14	9.29	9.44	10.14	10.29	10.44	11.14
Baulkham Hills TAFE College	5.02	5.36	6.06	6.33	6.55	7.18	7.36	7.50	8.13	8.47	9.02	9.20	9.35	9.50	10.20	10.35	10.50	11.20
BAULKHAM HILLS Junction	5.05	5.40	6.10	6.37	6.59	7.23	7.41	7.55	8.18	8.51	9.06	9.24	9.39	9.54	10.24	10.39	10.54	11.24
Windsor Rd & Junction Rd	5.07	5.42	6.12	6.39	7.01	7.26	7.44	7.58	8.21	8.53	9.08	9.26	9.41	9.56	10.26	10.41	10.56	11.26
NORTH PARRAMATTA Tollgate	5.12	5.47	6.17	6.45	7.09	7.34	7.52	8.06	8.29	9.01	9.15	9.33	9.48	10.03	10.33	10.48	11.03	11.33
PARRAMATTA Station (Darcy St)	5.19	5.55	6.26	6.55	7.20	7.45	8.06	8.18	8.43	9.13	9.24	9.43	9.57	10.13	10.43	10.57	11.13	11.43
PARRAMATTA (Opp. Westfield)	5.56	6.28	6.57	7.22		8.02		8.45	9.15		9.45		10.15	10.45		11.15	11.45	
Boundary St & Railway St	6.00	6.32	7.01	7.27		8.1		8.51	9.21		9.51		10.21	10.51		11.21	11.51	
Holroyd Rd & Merrylands Rd	6.06	6.39	7.09	7.35		8.2		8.57	9.28		9.58		10.28	10.58		11.28	11.58	
Woodpark Rd & Fairfield Rd	6.10	6.44L	7.15L	7.42L		8.30		9.04	9.34		10.04		10.34	11.04		11.34	12.04	
SMITHFIELD SHOPS	6.16	6.56	7.28	7.55		8.38		9.11	9.41		10.11		10.41	11.11		11.41	12.11	
WETHERILL PARK TAFE	6.19	7.00	7.33	8.02H		8.45		9.16	9.46		10.16		10.46	11.16		11.46	12.16	
STOCKLAND MALL	6.23	7.05	7.38	8.11		8.50		9.20	9.50		10.20		10.50	11.20		11.50	12.20	
Smithfield Rd & Mimosa Rd	6.28	7.11	7.44	8.19		8.57		9.26	9.56		10.26		10.56	11.26		11.56	12.26	
BONNYRIGG Plaza Shops	6.32	7.15	7.48	8.24		9.01		9.30	10.00		10.30		11.00	11.30		12.00	12.30	
LIVERPOOL Station	6.46	7.30	8.03	8.41		9.17		9.46	10.16		10.46		11.16	11.46		12.16	12.46	

Table 2 of 2

Showing Route Number	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm	600 pm
ROGANS HILL Oakhill College	11.24		12.24			1.24		2.24		3.09	3.27	3.45	4.02	4.20	4.35			
CASTLE HILL Old Northern Rd	11.29	11.44	12.14	12.29	12.44	1.14	1.29	1.44	2.14	2.29	2.59	3.16	3.34	3.52	4.08	4.26	4.40	
Baulkham Hills TAFE College	11.35	11.50	12.20	12.35	12.50	1.20	1.35	1.50	2.20	2.35	2.45	3.05	3.22	3.40	3.58	4.14	4.32	4.46
BAULKHAM HILLS Junction	11.39	11.54	12.24	12.39	12.54	1.24	1.39	1.54	2.24	2.39	2.49	3.10	3.27	3.45	4.03	4.18	4.36	4.50
Windsor Rd & Junction Rd	11.41	11.56	12.26	12.41	12.56	1.26	1.41	1.56	2.26	2.41	2.51	3.12	3.29	3.47	4.05	4.20	4.38	4.52
NORTH PARRAMATTA Tollgate	11.48	12.03	12.33	12.48	1.03	1.33	1.48	2.03	2.33	2.48	2.58	3.19	3.36	3.54	4.12	4.27	4.45	4.58
PARRAMATTA Station (Darcy St)	11.57	12.13	12.43	12.57	1.13	1.43	1.57	2.13	2.43	2.57	3.08	3.31	3.48	4.06	4.24	4.39	4.57	5.10
PARRAMATTA (Opp. Westfield)	12.15	12.45				1.15	1.45		2.15	2.45		3.11	3.34	3.51	4.09	4.27	4.42	5.00
Boundary St & Railway St	12.21	12.51				1.21	1.51		2.21	2.52		3.17	3.40	3.57	4.15	4.33	4.48	5.07
Holroyd Rd & Merrylands Rd	12.28	12.58				1.28	1.58		2.28	2.59		3.24	3.47	4.04	4.22	4.40	4.55	5.14
Woodpark Rd & Fairfield Rd	12.34	1.04				1.34	2.04		2.34	3.05		3.32	3.53	4.10	4.29	4.47	5.02	5.22
SMITHFIELD SHOPS	12.41	1.11				1.41	2.11		2.41	3.12		3.40	4.01	4.18	4.37	4.55	5.10	5.30
WETHERILL PARK TAFE	12.46	1.16				1.46	2.16		2.46	3.17		3.46	4.07	4.24	4.43	5.01	5.16	5.36
STOCKLAND MALL	12.50	1.20				1.50	2.20		2.50	3.23		3.52	4.13	4.30	4.49	5.07	5.22	5.42
Smithfield Rd & Mimosa Rd	12.56	1.26				1.56	2.26		2.56	3.30H		4.00	4.21	4.38	4.57	5.15	5.30	5.50
BONNYRIGG Plaza Shops	1.00	1.30				2.00	2.30		3.00	3.40		4.04	c	4.42	5.01	5.19	5.34	5.54
LIVERPOOL Station	1.16	1.46				2.16	2.46		3.16	3.56								

# Graphic Insight

By **CHRIS BROWNBILL**

**G**raphic Insight takes a look this month at the evolution of passenger rail services between Perth and Kalgoorlie in Western Australia over the past sixty years or so. The graph below is based upon data taken from the following timetables: "Western Australian Government Railways Time Tables - From 5th May 1941", "Western Australian Government Railways Timetable - From January 1970", Westrail website - in effect 2002, and Great Southern Railway Fares and Timetables Effective from July 2000.

The graph plots the weekly number of scheduled passenger trains from Perth to Kalgoorlie on the horizontal axis against the scheduled transit time in hours on the vertical axis. There are two lines - the uppermost plots the transit time of the slowest scheduled train, and the lower line plots the transit time of the fastest scheduled train. For each To interpret the graph, note that the upper left corner of the graph depicts an infrequent service of slow trains, whilst the bottom right corner depicts a more frequent service of faster trains. In this context you will note that as the years have passed, the service has moved from the upper left to the lower right of the graph, so this shows a steady improvement in both speed and frequency. It is probably true to say however that whilst the increase in frequency is somewhat less than might be observed in other parts of the country, the increase in speed is quite significant - the fastest train of today takes less than half the time of the fastest train in 1941. Of course it is worth noting that today's line is Standard Gauge whereas in 1941 the route was Narrow gauge, and today's railway takes a more southerly route between Southern Cross and Kalgoorlie - a route that is ironically 18 miles longer. Interestingly in 1970, both routes were operating and the traveller could choose whether to travel by Narrow or Standard gauge train - the standard gauge train providing the faster service even though it travelled the longer route. Note that the Indian Pacific has almost identical transit time now compared to thirty years ago, although in 1970 it was the fastest service, whereas today it is the slowest service having been surpassed by "The Prospector", the standard gauge successor to the narrow gauge "Kalgoorlie Passenger" of 1970. Note also how little change there was between the speed of the "Westland Express" in 1941 and the "Kalgoorlie Passenger of 1970", although it should be noted that the Kalgoorlie Passenger served many more intermediate stations.

