



# The Times

October 2005

A journal of transport timetable history and analysis

## By train around Hobart Moore's Guide takes to the rails



**By train to the footy—  
when the Mayblooms  
played the Same Olds**

**Inside: Moore's Guide, to Tasmanian rail, 1953  
Via Wattle Park— 3 decades of buses  
When the big men fly  
Repeated repeated repeated names**

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# The Times

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### On the front cover

**(Top)** In Hobart, as in Launceston, trains ran over a 100 metre long single line staff section between the station platform and the yard entry point. Here we see the time honoured staff delivery taking place for a Hobart suburban rail-car. The times for these trains appeared in *Moore's Guide*, a description of which is concluded in this issue

**(Bottom)** And in Melbourne, in 2005 the "Victorian Railways" were still running football trains like these to matches between teams with names like the "Shinboners" and the "Mayblooms" Don't believe it?— turn to page 18.

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## Moore's Guide, part 3

*Jim Stokes rounds out his story of Moore's Guide, with a description of how it handled train services in Hobart and the rest of the state.*

Moore's coverage of Hobart suburban trains was fairly cryptic, although the TGR did display full timetables at stations. The pocketbook format was too small for tables, so Moore's listed departures for the main suburban destinations only. The other stations (except for Botanical Gardens and Chigwell) were listed in the fare table, but there was no information about journey times.

In earlier days most 'inner' suburban services terminated at Glenorchy, but between the wars the opening of Cadburys chocolate factory on a short spur from Claremont and the gradual spread of housing had resulted in the majority of trains being extended to Claremont or Cadburys.

By 1953 Glenorchy had only 4 terminating services on Mondays – Fridays, compared with 17 to Claremont/Cadburys. Most services were run by 2 car diesel railcar sets, but the 7.15 am and 3.45 pm services were big locomotive-hauled trains for the Cadburys day workforce. The 11.00 Mixed and 5.12 pm Passenger were also locomotive-hauled. The 11.30 pm railcar continued to Austins Ferry and was extended to Brighton on Fridays.

The Risdon branch diverged at Derwent Park and essentially served the very large workforce at the Electrolytic Zinc refinery. The 7.10 am, 3.10 pm and 11.15 pm trains covered changes of shift. The 7.10 am was a very big double-headed train conveying both day and day shift workers. In the afternoon there was a separate train at 3.35 pm for the day workers. The 8.30 am and 4.35 pm trains were for office workers.

Beyond Claremont the service was much sparser and most trains ran for specific purposes. The 5.15 am and 6.15 am Brighton trains returned respectively with Zinc workers and with students and commuters. Brighton and Risdon trains exchanged passengers at Sunderland St. The students and Zinc workers returned home on the 4.30 pm Brighton. Commuters returned to Brighton on the 5.25 pm

### TRANSPORT DEPARTMENT RAILWAY BRANCH

#### MAIN LINE, SUBURBAN

##### TRAINS LEAVE HOBART (Subject to Alteration)

\*Non-stop Cornelian Bay. †Non-stop Sunderland St.  
‡Non-stop Claremont. ¶Risdon. cCadbury's.

##### For DERWENT PARK and Intermediate Stations

Monday to Friday—**a.m.:** 5.15, 5.55, 6.15, \*¶7.10, 7.15, 7.23, 8.15, 8.30, 9.5, 9.50, 10.30, 11.0; **p.m.:** 12.8, 1.0, 1.10, 1.25, 2.5, ¶3.10, 3.20, ¶3.35, 3.45, 4.30, \*†¶4.35, 4.45, 5.12, 5.30, 5.55, 6.20, 7.32, 8.32, 10.0, 10.35, 11.5, 11.15, 11.30.

Saturday—**a.m.:** 5.55, 6.15, 6.35, \*¶7.10, \*7.15, †8.15, 9.50, 10.30, 11.0, 11.45; **p.m.:** 12.15, 1.0, 2.5, ¶3.10, 4.0, 4.30, 5.12, 5.40, 6.20, 7.32, 8.32, 10.35, 11.5, 11.15, 11.30.

Sunday—**a.m.:** 7.10; **p.m.:** 1.0, 1.35, 3.0, ¶3.10, ¶11.15.

##### For GLENORCHY and Intermediate Stations

Monday to Friday—**a.m.:** 5.15, 5.55, 6.15, \*7.15, 7.23, \*8.15, 9.5, 9.50, 10.30, 11.0; **p.m.:** 12.8, 1.0, 1.10, 1.25, 2.5, 3.20, 3.45, 4.30, 4.45, 5.12, 5.30, 5.55, 6.20, 7.32, 8.32, 10.0, 10.35, 11.5, 11.30.

Saturday—**a.m.:** 5.55, 6.15, 6.35, \*7.15, \*8.15, 9.50, 10.30, 11.0, 11.45; **p.m.:** 12.15, 1.0, 2.5, 4.0, 4.30, 5.12, 5.40, 6.20, 7.32, 8.32, 10.35, 11.5, 11.30.

Sunday—**p.m.:** 1.0, 1.35, 3.0.

##### For CLAREMONT and Intermediate Stations

Monday to Friday—**a.m.:** 5.15, c5.55, 6.15, \*†c7.15, ‡c8.15, c9.5, 9.50, c10.30, c11.0; **p.m.:** 12.8, 1.0, c2.5, c3.20, c3.45, 4.30, c5.12, 5.30, c5.55, 6.20, 7.32, c8.32, 10.0, c10.35, c11.5, 11.30.

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Parattah railcar and to Bridgewater and intermediate stations on the 5.30 pm train. Brighton was also served by the 9.00 am Launceston train and a railcar at 1.00 pm. Bridgewater had additional terminating services at 9.50 am, 5.30 pm, 6.20 pm and 10.00 pm, plus the New Norfolk railcars (which mainly carried workers to Australian Newsprint Mills to Boyer) at 6.05 am and 2.20 pm.

##### TGR country trains

The Main line between Hobart and

Launceston had morning and evening services. The morning service was either a diesel-hauled train or articulated railcars and on busy days the railcars ran a limited stop first division. The evening service was a diesel-hauled fast mixed including several express freight vans. The morning service had refreshments, but in the evening passengers had to make do with the hotel at Parattah station. A railcar ran a service from Parattah to Hobart and return for shoppers, stopping at numerous farm gates



**Saturday**—a.m.: c5.55, 6.15, 6.35, \*†c7.15, c8.15, 9.50, c10.30, c11.0, 11.45; p.m.: 12.15, 1.0, c2.5, c4.0, 4.30, 5.12, c5.40, 6.20, 7.32, c8.32, c10.35, c11.5, 11.30.

**Sunday**—p.m.: 1.0, 1.35, 3.0.

**For BRIDGEWATER and Intermediate Stations**

**Monday to Friday**—a.m.: 5.15, 6.5, 6.15, 9.30, 1.0, 2.20, 4.30, 5.30, 6.20, 10.0, 11.30 (Fri. only).

**Saturday**—a.m.: 6.5, 6.15, 9.50, 11.45; p.m.: 2.20, 4.30, 6.20, 7.32, 11.30.

**Sunday**—a.m.: 9.0; p.m.: 1.0, 1.35, 3.0, 5.35.

**For BRIGHTON and Intermediate Stations**

**Monday to Friday**—a.m.: 5.15, 6.15, 9.0; p.m.: 1.0, 4.30, 5.25, 11.30 (Fri. to Austin's Ferry only).

**Saturday**—a.m.: 6.15, 11.45; p.m.: 5.30, 11.30.

**Sunday**—p.m.: 12.30, 3.0.

**From BRIGHTON to Hobart**

**Monday to Friday**—a.m.: 6.38, 7.45, 9.44; p.m.: 1.50, 3.50, 6.15, 9.40.

**Saturday**—a.m.: 12.30, 7.45, 9.44; p.m.: 12.50, 3.50, 9.40.

**Sunday**—p.m.: 2.5, 7.20.

**From BRIDGEWATER (and Granton) to Hobart**

**Monday to Friday**—a.m.: 6.49, 7.56, 8.9, 10.40; p.m.: 2.0, 4.4, 4.33, 6.26, 7.15, 8.49, 10.42.

**Saturday**—a.m.: 12.40, 7.56, 8.9, 10.40; p.m.: 1.0, 4.4, 6.26, 7.15, 8.49.

**Sunday**—a.m.: 12.15; p.m.: 2.14, 4.15, 5.39, 7.29.

**From CLAREMONT to Hobart**

**Monday to Friday**—a.m.: 12.4 (exc. Mon.), 6.43, 7.7, 8.3, 8.12, 8.25, 8.50, 9.59, 10.54, 11.20; p.m.: 12.34, 1.2, 2.13, 3.11, 4.15, 4.45, 5.58, 6.39, 6.59, 7.29, 8.2, 9.11, 10.55, 11.27, 11.41.

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**Saturday**—a.m.: 12.52, 6.43, 7.10, 8.3, 8.12, 8.25, 8.50, 10.54, 11.20; p.m.: 12.13, 12.45, 1.15, 1.45, 3.11, 4.17, 4.34, 6.25, 6.39, 6.59, 7.29, 8.29, 9.11, 11.27, 11.41.

**Sunday**—a.m.: 12.27; p.m.: 2.30, 4.29, 5.54.

**From CADBURY'S to Hobart**

**Monday to Friday**—a.m.: 6.40, \*\*8.0, 8.46, 9.55, 11.16; p.m.: 12.58, 3.8, 4.12, 5.30, 5.55, 6.55, 9.8, 11.23, 11.38.

**Saturday**—a.m.: 6.40, \*\*8.0, 8.46, 11.16; p.m.: 12.10, 3.8, 4.30, 6.55, 9.8, 11.23, 11.38.

\*\*Does not run when Cadbury's Factory closed.

**From GLENORCHY to Hobart**

**Monday to Friday**—a.m.: 12.12 (exc. Mon.), 6.53, 7.19, 7.40, 8.16, 8.23, 8.36, 9.0, 10.9, 11.4, 11.30; p.m.: 12.44, 1.13, 1.38, 1.53, 2.24, 3.21, 4.26, 4.27, 4.54, 5.2, 5.44, 6.9, 6.51, 7.9, 7.39, 8.12, 9.21, 11.3, 11.37, 11.51.

**Saturday**—a.m.: 1.0, 6.53, 7.21, 8.16, 8.23, 8.36, 9.0, 11.4, 11.30, 12.24, 12.55, 1.25, 1.56, 3.21, 4.27, 4.44, 6.36, 6.51, 7.9, 7.39, 8.39, 9.21, 11.37, 11.51.

**Sunday**—a.m.: 12.34; p.m.: 2.40, 4.39, 6.3.

**From DERWENT PARK to Hobart**

**Monday to Friday**—a.m.: 12.3, 12.14, 6.55, 7.22, 7.42, ††8.8, 8.18, 8.25, 8.41, 9.2, 10.11, 11.6, 11.32; p.m.: 12.46, 1.15, 1.40, 1.55, 2.26, 3.23, ††4.3, 4.28, 4.40, 5.4, 5.23, 5.46, 6.11, 6.54, 7.12, 7.41, 8.14, 9.23, 11.5, 11.39, 11.53.

**Saturday**—a.m.: 12.3, 1.2, 6.55, 7.23, 8.8, ††8.18, 8.25, 8.41, 9.2, 11.6, 11.32; p.m.: 12.26, 12.57, 1.27, 1.58, 3.23, ††4.3, 4.29, 4.46, 6.38, 6.54, 7.12, 7.41, 8.14, 8.41, 9.23, 11.39, 11.53.

**Sunday**—a.m.: ††12.3, 12.36, ††8.8; p.m.: 2.42, ††4.3, 4.41, 6.5.

††Does not run if Zinc Works closed. ††Stops after leaving Claremont only to set down passengers.

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and level crossings en route.

On the Western line railcar sets ran between Launceston and Smithton, omitting some of the minor stations. The eastbound service connected at Western Jct with the evening train to Hobart. The R-class Pacifics worked a slow all-stations service leaving Wynyard at 6.45 am and Launceston at 1.25 pm, connecting with Hobart trains at Western Jct. On days that the Bass Strait ferry Taroon called at Devonport or Burnie an additional service was timetabled from Launceston to the relevant port, connecting with the morning train from Hobart. However this service had in fact ceased early in 1953. The 5.10 am Launceston - Wynyard train was a fast goods. Moore's did not include the steam-worked local trains from Devonport

to Burnie and Railton.

The Wynyard trains were nice for railfans who enjoyed leisurely journeys behind locomotives burning Tasmanian coal, but they were not so attractive to the general public. On 5 April 1954 the articulated railcars introduced the Tasman Limited limited-stop services between Hobart, Launceston and Wynyard and between 1956 and 1958 all other passenger trains on the Main and Western lines were withdrawn apart from the Hobart - Launceston weekday evening and Sunday services, the Parattah railcar and the Devonport - Burnie local workers' service.

On the Fingal line a railcar ran from St Marys to Launceston and return and there was an afternoon service (consisting of a string of empty coal wagons and a brake

composite) to give passengers off the morning Main line trains a connection to St Marys. On the North-Eastern line a railcar ran from Scottsdale to Launceston and return, the Monday morning trip running earlier to get people back to work in Launceston and the Saturday afternoon return trip running later to give people an afternoon at the football or races. There was also a Mixed from Launceston to Herrick and return. The Roland branch had an unusually good railcar service for a minor TGR branch, in order to serve school traffic and the town of Sheffield. Services were arranged to connect as far as possible with Western line trains in both directions. The St Marys, Scottsdale and Roland railcars were all withdrawn in 1956-57.

## HOBART TO LAUNCESTON

(Subject to alteration)

Fares from Hobart

	a.m.	p.m.	p.m.	Sgle.	Ret.	Exc.
Hobart	9.0	5.0	2.35	—	—	—
Bridgewater	9.35	5.53	3.8	2/1	3/2	—
Parattah	11.22	7.26	4.51	10/1	—	16/10
Conara	12.50	8.48	6.27	18/-	—	30/-
Launceston	2.2	9.55	7.32	24/5	—	40/8

\*Sundays.

†Saturdays, leaves Hobart 5.30 p.m., Bridgewater 6.5 p.m., Parattah 7.52 p.m., Conara 9.23 p.m., arr. Launceston 10.30 p.m.

Refreshments on 9.0 a.m. train from Hobart.

Miles.—Hobart to Bridgewater, 13½; Parattah, 55; Conara, 98; Launceston, 133.

## LAUNCESTON TO HOBART

(Subject to alteration)

Fares from Launceston

	a.m.	p.m.	p.m.	Sgle.	Exc.
Launceston	11.30	5.25	3.0	—	—
Conara	12.44	6.37	4.11	6/8	11/1
Parattah	2.21	8.16	5.40	14/4	23/11
Bridgewater	C	9.49	A	22/-	36/8
Hobart	4.38	10.22	8.2	24/5	40/8

\*Sundays.

A—Stops to pick up or set down passengers when required.

C—Stops to put down passengers.

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A train leaves Parattah daily at 8.5 a.m., arriving Hobart 10.35 a.m.; leaves Hobart on return, Mondays to Fridays, inclusive, at 5.25 p.m.

On Saturdays train leaves Hobart at 5.30 p.m., due Parattah 7.52 p.m.

Refreshments on 11.30 a.m. train from Launceston.

Miles.—Launceston to Conara, 34½; Parattah, 78; Bridgewater, 119½; Hobart, 133.

Stonor is the highest point on the line, 1,460 ft.; Parattah, 1,427 ft.; Conara, 690 ft.

## WESTERN LINE—

### LAUNCESTON TO SMITHTON

(Subject to alteration)

	Fast		Fares from		
	§	Pass.	*	Laun-	ceston
Launceston	p.m. 12.50	a.m. 5.10	a.m. 9.30	p.m. 1.25	—
Western Jcn.	1.40	5.42	9.55	1.53	1/10
Deloraine	2.51	7.50	11.14	3.25	7/6
Devonport	4.27	10.40	12.48	5.22	13/10
Ulverstone	5.6	11.35	1.23	6.0	15/8
Burnie	6.5	1.0	2.17	7.3	18/10
Wynyard	7.10	2.20	2.47	7.35	20/10
Stanley	—	—	4.40	—	28/-
Smithton	—	—	5.35	—	29/10

\*Connects with train from Hobart at Western Jn. §Runs on Steamer Days (Tuesdays only) as required, but suspended until further notice.

Western Junction, Deloraine and Devonport are refreshment stations.

Miles.—Western Junction, 11; Deloraine, 45; Devonport, 82½; Ulverstone, 93½; Burnie, 112½; Wynyard, 124½; Stanley, 167½; Smithton, 178½.

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## SMITHTON TO LAUNCESTON

(Subject to alteration)

Fares from Stanley

	a.m.	a.m.	Single
Smithton	—	9.40	4/6
Stanley	—	10.38	—
Burnie	6.45	p.m. 1.4	10/1
Ulverstone	7.51	2.10	13/7
Devonport	8.21	2.35	15/9
Launceston	p.m. 12.20	6.19	28/-

Miles.—Smithton to Stanley, 11; Burnie, 66; Ulverstone, 84½; Devonport, 96½; Launceston, 179½.

## DERWENT VALLEY LINE—

### HOBART TO NEW NORFOLK

(Subject to alteration)

Fares from Hobart

	a.m.	p.m.	p.m.	Sgle.	Ret.	Exc.
Hobart	6.5	2.20	2.20	—	—	—
Bridgewater	6.47	2.55	2.55	2/1	3/2	—
New Norfolk	7.23	3.25	3.25	3/3	5/-*	6/6

\*Tickets at these fares only available for return until following day.

§Including Saturday.

On Sundays train leaves Hobart at 1.35 p.m., and leaves New Norfolk for Hobart at 5.10 p.m.

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# Scottish Union & National Insurance Company

Will clients please note:  
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at



**"Scottish Union House"**

(Late Albany Building)

**152 Macquarie Street, Hobart**

'Phone, B5841

G.P.O. Box 312B

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## NEW NORFOLK TO HOBART

(Subject to alteration)

	Fares to Hobart					
	a.m.	p.m.	p.m.	Sgle.	Ret.	Exc.
New Norfolk	7.38	3.35	4.5	—	—	—
Bridgewater	8.9	4.4	4.33	2/1	3/2	—
Hobart	8.55	4.42	5.10	3/3	5/-*	6/6

\*Tickets at these fares only available for return until following day. †Saturday only. ‡Saturday excepted. §Including Saturday.

On Sundays train leaves Hobart at 1.35 p.m., and leaves New Norfolk for Hobart at 5.10 p.m.

## PARATTAH-HOBART RAIL MOTOR SERVICE

Rail motor leaves Parattah for Hobart daily at 8.5 a.m., passing Rhyndaston 8.27, Colebrook 8.47, Campania 9.19, due Hobart 10.35 a.m. Rail motor will only stop to set down passengers after leaving Brighton Junction. Leaves Hobart on return, Mondays to Fridays inclusive, 5.25 p.m., and will stop at Suburban stations only to pick up passengers for Brighton Junction and stations north thereof. On Saturdays train leaves Hobart at 5.30 p.m., due Parattah 7.52 p.m., and will stop where required between Hobart and Bridgewater to pick up passengers for north thereof, and then stops where required to set down and pick up passengers.

## NORTH-EASTERN LINE

(Subject to Alteration)

Train leaves Launceston daily 7.45 a.m., due Scottsdale 11.1 a.m., due Herrick (84½ miles) 1.30 p.m. Train leaves Launceston for Scottsdale at 4.55 p.m. Mondays to Fridays (inclusive), due Scottsdale

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7.11 p.m. Saturdays leave Launceston 5.45 p.m., due Scottsdale 8 p.m. Fares from Launceston to Scottsdale: Single, 8/8; to Herrick: Single, 15/7. Train leaves Herrick daily at 2.20 p.m., Scottsdale 4.58 p.m., due Launceston 7.57 p.m. Leaves Scottsdale 6.25 a.m. on Mondays, due Launceston 8.30 a.m., and 9.10 a.m. on Tuesdays to Saturdays (inclusive), due Launceston 11.18 a.m.

## FINGAL LINE

Trains leave Hobart 9.0 a.m. and Launceston 11.30 a.m. daily, connecting with branch train leaving Conara Junction at 1.25 p.m. and passing Avoca 2.5 p.m., Fingal 2.45, due St. Marys 3.25 p.m. Train leaves St. Marys for Launceston daily at 9 a.m., passing Fingal 9.32 a.m., Avoca 10.11 a.m., Conara Junction 10.50 a.m., due Launceston 12.4 p.m. Train leaves Launceston for St. Marys, Monday to Friday, at 5.40 p.m., passing Conara Junction 7.6, Avoca 7.40, Fingal 8.24, due St. Marys 8.55 p.m. On Sundays train leaves Launceston at 5.15 p.m., passing Conara 6.30, Avoca 7.10, Fingal 7.45, due St. Marys 8.16 p.m. Fares, Hobart to St. Marys (144½ miles): Single, 26/7.

## SHEFFIELD LINE (Railton to Roland)

Rail motors leave Railton at 9.20 a.m., and 12.25, 3.30 and 4.45 p.m. (Sat. only), 5.25 p.m. (Sat. exc.), arriving at Sheffield at 9.55 a.m. and 1.0, 4.8, 5.20 (Sat. only) and 6.0 p.m. (Sat. exc.), and at Roland at 10.20 a.m. and 1.30, 5.45 (Sat. only) and 6.25 p.m. (Saturday exc.). Depart from Roland at 8.20 and 11.20 a.m. and 2.30 p.m., and Sheffield at 8.40 and 11.40 a.m. and 2.50 and 4.10 p.m., arriving at Railton at 9.5 a.m. and 12.5, 3.15 and 4.35 p.m. Distance, 14 miles. Roland is 1.225 feet above sea level.

Fares from Launceston to Roland: Single, 13/6.

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Melbourne-Adelaide Air Service.—Closes Monday to Friday, 5 a.m. and 2.30 p.m.; Saturday, 5 a.m. and noon; Sunday, 8 a.m.

Perth, W.A.—Closes Monday to Friday, 5 a.m.; Saturday, 5 a.m. and noon.

Postal Articles for Air Mail beyond Melbourne should bear the Departmental blue Air Mail Label. The fee for Australian services, in addition to ordinary postage, is 3d. per ½ oz.

## RISDON FERRY

Monday to Friday (Inclusive)

Leaves HOBART SIDE.—a.m.: 7.30, 8.30, 9.30, 10.30, 11.30; p.m.: 1.0, 2.0, 3.0, 4.0, 4.35, 5.30.

Leaves EAST RISDON SIDE.—a.m.: 7.10, 8.0, 9.0, 10.0, 11.0, 11.45; p.m.: 1.30, 2.30, 3.30, 4.20, 5.0.

Saturdays, Sundays and Public Holidays

Leaves HOBART SIDE.—a.m.: 8.0, 9.0, 10.0, 11.0; p.m.: 1.0, 2.0, 4.0, 5.0.

Leaves EAST RISDON SIDE.—a.m.: 8.30, 9.30, 10.30, 11.30; p.m.: 1.30, 3.0, 4.30, 5.30.

## CLAREMONT 'BUS SERVICE

SUNDAYS ONLY

Leaves HOBART.—5.35 p.m., 8.45 p.m.

Leaves CLAREMONT.—6.15 p.m., 9.15 p.m.

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# Via Wattle Park

A brief look at the bus routes that have operated via Wattle Park in Melbourne, by STEVEN HABY

Wattle Park is perhaps most well known for the large tract of bushland adjoining the suburbs of Box Hill and Burwood in Melbourne that is served by the route 70 tram from the city. The tract of land was for many years managed by the Melbourne & Metropolitan Tramways Board, later The Met, and featured performances by the Transit Band during summer months. Wattle Park is also the name given to the small strip shopping centre at the tram terminus that has been and still is served by a number of bus routes from Box Hill station. As a side note Wattle Park shops are well known for having an excellent cake shop and Indian restaurant.

This article will focus on a brief history of a number of bus routes (using timetables drawn from the author's collection) that service the area and is written at a time when there have been a number of changes made to bus routes in Box Hill.

## Route 735 Box Hill – Blackburn South

This route, operated by Ventura Bus Lines, commenced on 10 August 1987 however the route number and part of the route was in existence long before this time. Previously 735 was allocated to the Box Hill to Upper Ferntree Gully route which ran along a section of this route prior to August 1987.

Following a reorganisation of routes the Upper Ferntree Gully route was given the number 732 (which previously was for the route from Box Hill to Burwood terminating at the corner of Warrigul Road and Burwood Highway) and 735 was given to the Blackburn South service.

The 735 commenced from the Box Hill Central shopping centre interchange and followed the 700 route to Mordialloc (as far as Mont Albert Road) via Carrington Road, Station Street, Cambridge Street, Thurston Street, Carrington Road to Elgar Road. The route turned left at Elgar Road and continued to Riversdale Road at Wattle Park shops

<div style="text-align: center;"> <h2>ROUTE 735</h2> <h3>Monday to Friday</h3> <p>From Box Hill to South Blackburn</p> </div>						
Box Hill 1	Canterbury Road 2	Wattle Park 3	Station Street 4	Eley Road 5	Holland Road 6	South Blackburn 7
am	am	am	am	am	am	am
7.00	7.05	7.08	7.11	7.16	7.21	7.28
8.00\$	8.05\$	8.10	8.13	8.18	8.23	8.28
9.00	9.05	9.08	9.11	9.16	9.21	9.28
10.00	10.05	10.08	10.11	10.16	10.21	10.28
11.00	11.05	11.08	11.11	11.16	11.21	11.28
pm	pm	pm	pm	pm	pm	pm
1.00	1.05	1.08	1.11	1.16	1.21	1.28
2.00	2.05	2.08	2.11	2.16	2.21	2.28
3.00	3.05	3.08	3.11	3.16	3.21	3.28
4.00\$	4.05\$	4.08	4.11	4.16	4.21	4.28
5.00	5.05	5.08	5.11	5.16	5.21	5.28
6.00	6.05	6.08	6.11	6.16	6.21	6.28
7.00	7.05	7.08	7.11	7.16	7.21	7.28

<div style="text-align: center;"> <h3>From South Blackburn to Box Hill:</h3> </div>						
South Blackburn 7	Holland Road 6	Eley Road 5	Station Street 4	Wattle Park .3	Canterbury Road 2	Box Hill 1
am	am	am	am	am	am	am
6.30	6.37	6.42	6.47	6.50	6.53	6.58
7.30A	7.37A	7.42A	7.47A	7.50A	7.55	8.00
8.30	8.37	8.42	8.47	8.50	8.53	8.58
9.30	9.37	9.42	9.47	9.50	9.53	9.58
10.30	10.37	10.42	10.47	10.50	10.53	10.58
pm	pm	pm	pm	pm	pm	pm
12.30	12.37	12.42	12.47	12.50	12.53	12.58
1.30	1.37	1.42	1.47	1.50	1.53	1.58
2.30	2.37	2.42	2.47	2.50	2.53	2.58
3.30A	3.37A	3.42A	3.47A	3.50A	3.53	4.00
4.30	4.37	4.42	4.47	4.50	4.53	4.58
5.30	5.37	5.42	5.47	5.50	5.53	5.58
6.30	6.37	6.42	6.47	6.50	6.53	6.58

where it turned right (joining the 767 route from Box Hill to Chadstone and Southland). From here it travelled up a very steep hill to Station Street where it turned right and travelled along Station Street to Eley Road (following the 732 to Upper Ferntree Gully). At Eley Road it turned left and travelled to Middleborough Road where it turned left again joining the 733 bus from Oakleigh and Monash University. Heading north along Middleborough Road it turned right at Fulton Road, then travelled along Holland Road, Grange Road, rejoined Eley Road, travelled along Royton Street then left into Burwood Highway where it rejoined the

732. The route then terminated at the corner of Burwood Highway and Blackburn Road. This location is notable for the fact that the first "K-Mart" shopping centre in Australia was built here (and still operates albeit on a much larger site) and was until recently the terminus of the route 75 East Burwood tram.

The first timetable [see Figure 1] provided an hourly service from 0630 when the first bus departed Blackburn South until 1900 with the last departure from Box Hill. There was a 2 hour gap from 1100 to 1300 presumably for the bus driver to take a lunch break or for



# ROUTE 735

②

## Box Hill - South Blackburn

### Description of route.

#### Route 735 from Box Hill to South Blackburn:

Departs from the terminus at Box Hill Transport Centre and runs via Carrington Road, Station Street, Cambridge Street, Thurston Street, Carrington Road, Elgar Road, Riversdale Road, Station Street, Eley Road, Middleborough Road, Fulton Road, Holland Road, Grange Road, Eley Road, Royton Street and Burwood Highway to the terminus at the corner of Burwood Highway and Blackburn Road.

#### Route 735 from South Blackburn to Box Hill:

Departs from the terminus at the corner of Burwood Highway and Blackburn Road and runs via the reverse of the route described above to Carrington Road then via Carrington Road to the terminus at Box Hill Transport Centre.

### Passengers please note:

- ° Times marked "A" indicate bus runs via Elgar Road, Piedmont Street (Kingswood College), Gibson Street, Canterbury Road then via normal route. School days only.
- ° Times marked "S" indicate bus runs via Canterbury Road, Gibson Street (Kingswood College), Piedmont Street, Elgar Road then via normal route. School days only.
- ° There is no service on Saturdays, Sundays or Public Holidays.
- ° Times may be subject to alteration without notice.

### Time points.

- 1 **Box Hill** - Box Hill Transport Centre.
- 2 **Canterbury Road** - Corner of Canterbury and Elgar Roads.
- 3 **Wattle Park** - Corner of Elgar and Riversdale Roads.
- 4 **Station Street** - Corner of Riversdale Road and Station Street.
- 5 **Eley Road** - Corner of Eley and Middleborough Roads.
- 6 **Holland Road** - Corner of Holland and Fulton Roads.
- 7 **South Blackburn** - Corner of Burwood Highway and Blackburn Road.

Route 735 is a service operated by Ventura Motors Pty Ltd for the Metropolitan Transit Authority.

EFFECTIVE DATE MONDAY, 10 AUGUST, 1987



The Met.  
METROPOLITAN TRANSIT AUTHORITY

For further information please contact: Met Customer Services 617 0900

a shift change to occur. One bus was needed for the service with a one way trip taking 28 minutes allowing for a two minute recovery time at the terminus. Four services each day operated via Kingswood College, a major P-12 school in Box Hill. The 0800 and 1600 services from Box Hill deviated down Canterbury Road from Elgar Road, right into Gibson Street, then right again into Piedmont Street to Kingswood College then continuing up Piedmont Street to rejoin the route at Elgar Road. These services were marked "A" in the timetable. The 0730 and 1530 services from Blackburn South ran the reverse of the above deviation and were marked "S" in the timetable. No services ran on weekends. This timetable was issued in the mid-1980s Met plain style A4 sheet with no maps and very basic information [See figure 2]

Throughout its life 735 has never really attracted significant patronage. However it did provide people wishing to travel to Wattle Park shops or the tram an additional option from Box Hill (as it took 8 minutes compared to around 10 minutes of the 767 route to Southland covered later in this article). It

### Other Bus Routes in the area are:

#### 700 Box Hill to Mordialloc

Catch this bus at Box Hill Terminus ① for Holmesglen TAFE and Railway Station, Chadstone Shopping Centre, Oakleigh and Mentone Railway Stations and Mentone Beach.

#### 703 Blackburn to Middle Brighton

Catch this bus at Kmart ② (Blackburn Road) for Forest Hill Shopping Centre, Syndal Railway Station, Monash University, Monash Medical Centre and Bentleigh Railway Station.

#### 732 Box Hill to Upper Ferntree Gully

Catch this bus at Box Hill Terminus ① or Kmart ② for Deakin University, Vermont South and Knox City Shopping Centre.

#### 733 Box Hill to Oakleigh

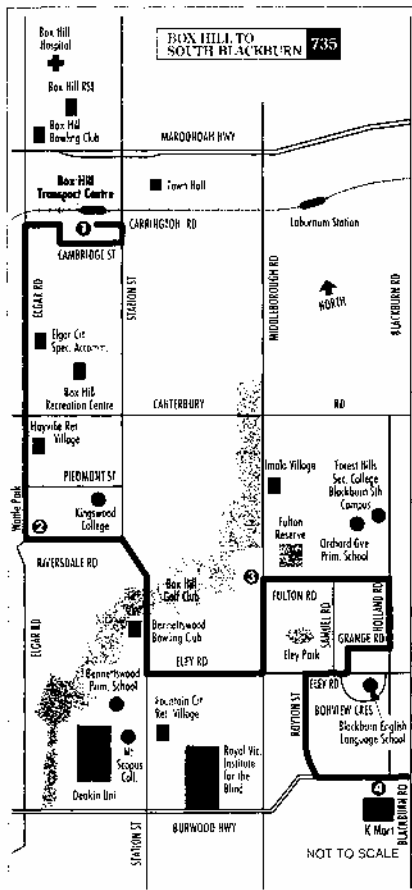
Catch this bus at Box Hill Terminus ① for Mt Waverley Railway Station, Monash University, Monash Medical Centre and Clayton Shopping Centre.

#### 736 Blackburn to Miteham

Catch this bus at Kmart ② for Forest Hill Shopping Centre, The Glen Shopping Centre, Glen Waverley Railway Station and Vermont South Shopping Centre.

#### 767 Box Hill to Southland

Catch this bus at Box Hill Terminus ① for Deakin University, Chadstone Shopping Centre and Bentleigh East.



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**ROUTE 735**  
BOX HILL  
TO  
SOUTH BLACKBURN (K MART)

Via Wattle Park



EFFECTIVE AS FROM  
1 FEBRUARY 1999

③

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**Description of route**

**Route 735 Box Hill to South Blackburn:**

Departs from the terminus at Box Hill Transport Centre and runs via Carrington Road, Station Street, Cambridge Street, Thurston Street, Carrington Road, Elgar Road, Riversdale Road, Station Street, Eley Road, Middleborough Road, Fulton Road, Holland Road, Grange Road, Eley Road, Royton Street and Burwood Highway to the terminus at the corner of Burwood Highway and Blackburn Road.

**Route 735 South Blackburn to Box Hill:**

Departs from the terminus in Burwood Highway outside K-Mart and travels via Burwood Highway, Royton Street, Eley Road, Grange Road, Holland Road, Fulton Road, Middleborough Road, Eley Road, Station Street, Riversdale Road, Elgar Road, Carrington Road and Station Street to the terminus at Box Hill Transport Centre.

**Customers please note**

- Times marked "B" indicate buses deviate via Bonview Crescent, to Blackburn Language School on school days only.
- Times marked "LF" indicate bus used is a low floor bus, depending on availability.
- There is no service on Weekends and Public Holidays, except Show Day when a normal weekday service will operate.
- Normal service operates during the Christmas / January holiday period with the exception of school trips.
- Times may be subject to alteration without notice.

**Time points**

- ① Box Hill - Box Hill Transport Centre.
- ② Wattle Park - Corner of Elgar and Riversdale Roads.
- ③ Fulton Road - Corner of Fulton and Middleborough Roads.
- ④ South Blackburn - Burwood Highway, Burwood East, outside K-Mart.

Route 735 is a service operated by Ventura Bus Lines Pty Ltd  
 Phone: 9764 2676 (Knoxfield Depot) and 9579 4811 (Oakleigh Depot).  
 Met fares apply.

For additional information on train/tram & bus timetables please contact: The Met Information Centre on 131 638 (or on TTY, Facility 9619 2323 for persons with a speech/hearing impairment).

Information is also available via the Internet/Victrip.  
[www.victrip.vic.gov.au](http://www.victrip.vic.gov.au)



**Monday to Friday**

**From Box Hill to South Blackburn:**

	Box Hill ①	Wattle Park ②	Fulton Road ③	South Blackburn ④	
<b>AM SERVICE</b>					
	7.00	7.08	7.16	7.25	LF
	7.30	7.38	7.46	7.55	
	8.00 B	8.08 B	8.16 B	8.28	LF
	8.30 B	8.38 B	8.46 B	8.58	LF
	9.00	9.08	9.16	9.25	LF
	9.30	9.38	9.46	9.55	LF
	10.00	10.08	10.16	10.25	LF
	10.30	10.38	10.46	10.55	LF
	11.30	11.38	11.46	11.55	
<b>PM SERVICE</b>					
	12.00	12.08	12.16	12.25	LF
	12.30	12.38	12.46	12.55	LF
	1.00	1.08	1.16	1.25	LF
	1.30	1.38	1.46	1.55	LF
	2.30	2.38	2.46	2.55	LF
	3.00	3.08	3.16	3.25	LF
	3.30	3.38	3.46	3.55	LF
	4.00	4.08	4.16	4.25	LF
	4.30	4.38	4.46	4.55	LF
	5.00	5.08	5.16	5.25	LF
	5.30	5.38	5.46	5.55	LF
	6.00	6.08	6.16	6.25	LF
	6.30	6.38	6.46	6.55	LF
	7.00	7.08	7.16	7.25	LF

**From South Blackburn to Box Hill:**

South Blackburn ④	Fulton Road ③	Wattle Park ②	Box Hill ①	Times to City Depot Burhill
<b>AM SERVICE</b>				
6.30	6.37	6.47	6.55	7.02
7.00	7.07	7.17	7.25	7.32
7.30	7.37	7.47	7.55	8.02
8.00	8.07	8.17	8.25	8.32
8.30	8.37	8.47	8.55	9.02
9.00	9.07	9.17	9.25	9.31
9.30	9.37	9.47	9.55	10.00
10.00	10.07	10.17	10.25	10.40
10.30	10.37	10.47	10.55	11.00
11.00	11.07	11.17	11.25	11.40
<b>PM SERVICE</b>				
12.00	12.07	12.17	12.25	12.40
12.30	12.37	12.47	12.55	1.10
1.00	1.07	1.17	1.25	1.40
1.30	1.37	1.47	1.55	2.10
2.00	2.07	2.17	2.25	2.40
3.00 B	3.07	3.17	3.25	3.40
3.30	3.37	3.47	3.55	4.10
4.00	4.07	4.17	4.25	4.40
4.30	4.37	4.47	4.55	5.00
5.00	5.07	5.17	5.25	5.35
5.30	5.37	5.47	5.55	6.00
6.00	6.07	6.17	6.25	6.45
6.30	6.37	6.47	6.55	7.14

At Ventura we would appreciate it if you could assist the driver by clearly signalling the bus when it is approaching your stop, by giving timely notice when planning to alight.

Customers should be aware that road works, accidents and the like could cause unforeseen delays to services. You can be assured that in these instances every effort will be made to regain normal timetable running as soon as possible.

also gave people living between Station Street and Elgar Road an additional bus service to choose from to get to Box Hill.

Significant improvements were made with the 23 August 1993 timetable when services were doubled to a half-hour frequency right across the day. The exception was late morning to just after lunch when an hourly service operated. This service pattern with the exception of a few minor deviations and timing changes has remained the same every since. The Kingswood College deviation was reduced to one trip - the 0805 from Box Hill - with no deviation from Blackburn South. Furthermore presumably to ease delays due to traffic the deviation ran via Station Street then Piedmont Street back to Elgar Road.

The timetable issued on 30 January 1995 introduced a new deviation serving the Blackburn Language School with the 0830 trip from Box Hill and the 1500 trip ex Blackburn South scheduled to service the school. Trips were marked

23 FEB 1995

**ROUTE MAP**

**ROUTE**  
 From Station Street, then via Riversdale Road, Elgar Road, Burwood Road, Central Avenue, Louden Road, Warrigal Road to Burwood Tram Terminus.

**OFFICIAL TIMETABLE**  
 Issued by  
**F. H. RENNIE & SON**  
 PTY. LTD.  
*Registered Office*  
 285 STATION STREET, BOX HILL  
 Phone: 288 3255

**ROUTE NO. 767**  
**BOX HILL**  
**BURWOOD**

- BOX HILL
- WATTLE PARK
- ELGAR ROAD
- BURWOOD TRAM TERMINUS

EFFECTIVE DATE: MAY, 1997

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 METROPOLITAN SERVICES - Phone 653 3611  
 COUNTRY SERVICES - Phone 653 3533  
 TRANSPORT INFORMATION CENTRE  
 277 COLLINS STREET MELBOURNE

"B" on timetables.

Timetables remained static for many years apart from design changes to the paper timetable with the most significant change with the timetable issued on 1 February 1999 [See Figure 3]. This timetable featured a new cover with the Ventura logo and a photograph of a low floor bus representing the new vehicles being delivered at the time. The Kingswood College deviation was dropped and an additional deviation was made to the Blackburn Language School. Every second trip was marked "LF" indicating that a low floor bus was rostered on [See Figure 4].

The 2 April 2001 timetable did away with the traditional "memory" timetable (with departures at 00 and 30 past the hour) and times were adjusted to suit traffic conditions. The adjustment of timetables away from the memory style of timings has been a feature of other services operated by Ventura in recent times. This timetable remained more or less the same until a further reorganisation of bus routes occurred in July 2005 which will covered later in this article.

**Route 767 Box Hill - Chadstone - Southland**

Route 767 has undergone a number of iterations in its history and has had three operators. The first

timetable I have in my collection dates from May 1979 when the route acted as a feeder to the route 70 tram to Wattle Park and the 74 Burwood tram which terminated at the corner of Toorak and Warrigal Roads.

At this time the service was operated by F. H. Rennie & Son (the original operator of the route), which also traded as Rennie's Bus Lines. Rennie's was a relatively small but well-known bus company in Box Hill with an interesting fleet of buses comprised of lightweight Albions through to the heavier models such as Leyland Leopards. They were also well known for their Leyland Worldmesters that originated from the MTT in Adelaide. Rennie's buses were painted in an attractive livery of cream with green bands with grey and red lining.

Route 767 commenced from Box Hill station and ran via Station Street to Riversdale Road then along Riversdale Road to Wattle Park tram terminus and shops. From here it travelled via Elgar Road passing alongside Wattle Park and housing built soon after World War Two. At Burwood Highway the route turned right and headed towards Burwood along Burwood Highway before turning into Central Avenue then Loudon Road then Warrigal Road before terminating at the corner of Toorak

Road and Warrigal Road.

Apart from the two tram routes the route served a number of nearby schools including Wattle Park High School and the prestigious Presbyterian Ladies College (PLC). A deviation was also made on certain trips to the Burwood Teachers College to the east of PLC.

The May 1979 timetable was published to the then standard design issued by the Ministry of Transport and Bus Proprietors' Association. One such feature of these timetables was the hand drawn maps [see Figure 5].

The first weekday service commenced with the 0630 from Wattle Park to Box Hill which then presumably formed the 0645 to Burwood (Rennie's also operated route 768 which ran from Box Hill to Chadstone but the author does not know if buses were through routed between services at this time). A very intensive service operated from 0730 to 0850 with a bus every 10 minutes from Box Hill with most travelling via Burwood Teachers College indicated by "T" on the timetable. A similar number of trips operated from Burwood. Off peak services ran every 20 minutes requiring two buses. The afternoon peak had trips running every 15 minutes with the last through service at 1833 ex Box Hill and 1850 ex Burwood. The last two runs at 1850 went as far as Wattle Park

WEEK DAYS				WEEK DAYS				SATURDAYS			
BOX HILL TO BURWOOD		BURWOOD TO BOX HILL		BOX HILL TO BURWOOD		BURWOOD TO BOX HILL		BOX HILL TO BURWOOD		BURWOOD TO BOX HILL	
DEPART A.M.	ARRIVE A.M.	DEPART A.M.	ARRIVE A.M.	DEPART P.M.	ARRIVE P.M.	DEPART P.M.	ARRIVE P.M.	DEPART A.M.	ARRIVE A.M.	DEPART A.M.	ARRIVE A.M.
-	6.45	6.52	6.55	4.15	4.25	4.32	4.35	7.00	7.07	7.14	7.22
6.45	6.50	7.00	7.05	4.30	4.40	4.42	4.50	7.30	7.36	7.44	7.45
7.00	7.10	7.17	7.20	4.45	4.55	5.02	5.05	8.00	8.08	8.15	8.20
7.15	7.25	7.32	7.35	5.00	5.10	5.17	5.20	8.20	8.28	8.36	8.40
-	7.37	7.44	7.47	5.15	5.25	5.32	5.35	8.40	8.48	8.55	9.00
7.30	7.40	7.52	7.55	5.30	5.40	5.47	5.50	9.00	9.08	9.16	9.20
T 7.40	7.48	8.00	8.05	5.45	5.55	6.02	6.05	9.20	9.28	9.35	9.40
7.50S	8.00S	8.10S	8.15S	6.00	6.10	6.17	6.20	9.40	9.48	9.55	10.00
T 8.00	8.10	8.22	8.25	6.15	6.22	6.29	6.30	10.00	10.08	10.16	10.20
T 8.10	8.20	8.32	8.35	6.30	6.40	6.47	6.50	10.20	10.28	10.35	10.40
T 8.20	8.30	8.42	8.45	6.45	6.55	-	-	10.40	10.48	10.55	11.00
T 8.30	8.40	8.52	8.55	6.50	7.00	-	-	11.00	11.08	11.16	11.20
T 8.40S	8.45S	-	-	WP 6.50	6.58	-	-	11.20	11.28	11.35	11.40
8.50	8.58	9.05	9.10	-	-	-	-	11.40	11.48	11.55	12.00
9.10	9.18	9.25	9.25	-	-	-	-	12.00	12.08	12.15	12.20
9.25	9.32	9.39	9.40	-	-	-	-	12.15	12.22	12.29	12.30
9.40	9.48	9.55	10.00	-	-	-	-	12.45	12.52	12.59	13.00
10.00	10.08	10.15	10.20	-	-	-	-	1.45	1.51	1.58	2.00
10.20	10.28	10.35	10.40	-	-	-	-	2.15	2.21	2.29	2.30
10.40	10.48	10.55	11.00	-	-	-	-	2.45	2.51	2.58	3.00
11.00	11.08	11.15	11.20	-	-	-	-	3.15	3.21	3.28	3.30
11.20	11.28	11.35	11.40	-	-	-	-	3.45	3.51	3.59	4.00
11.40	11.48	11.55	12.00	-	-	-	-	4.15	4.21	4.28	4.30
12.00	12.08	12.15	12.20	-	-	-	-	4.45	4.51	4.58	5.00
12.20	12.28	12.35	12.40	-	-	-	-	5.15	5.21	5.29	5.30
12.40	12.48	12.55	1.00	-	-	-	-	WP 5.45	5.51	-	-
1.00	1.08	1.15	1.20	-	-	-	-	-	-	-	-
1.20	1.28	1.35	1.40	-	-	-	-	-	-	-	-
1.40	1.48	1.55	2.00	-	-	-	-	-	-	-	-
2.00	2.08	2.15	2.20	-	-	-	-	-	-	-	-
2.20	2.28	2.35	2.40	-	-	-	-	-	-	-	-
2.40	2.48	2.55	3.00	-	-	-	-	-	-	-	-
3.00	3.07	3.14	3.15	-	-	-	-	-	-	-	-
-	-	-	3.35	-	-	-	-	-	-	-	-
3.25	3.38	3.45	3.50	-	-	-	-	-	-	-	-
3.45	3.55	4.02	4.05	-	-	-	-	-	-	-	-
4.00	4.10	4.17	4.20	-	-	-	-	-	-	-	-

**TRAIN, TRAM AND BUS CONNECTIONS**

CONNECTS WITH TRAINS  
At Box Hill Station

CONNECTS WITH TRAMS  
At Wattle Park Tram Terminus and Burwood Tram Terminus.

CONNECTS WITH BUSES  
At Box Hill Station for Surrey Hills, Burwood, Ashwood, Chadstone, Oakleigh, Mentone, Mordialloc - East Burwood, Ferntree Gully - East Burwood, Burwood - East Burwood, Mt Waverley, Clayton, Oakleigh - Glen Waverley, Oakleigh, Chadstone - Mont Albert, North Balwyn - Surrey Hills, Camberwell - Heidelberg - East Kew - East Doncaster, Mitcham - North Blackburn - Bennettswood, Jordenville, Chadstone.

At Burwood Tram Terminus for Ashwood, Holmesglen, Chadstone, Oakleigh, Mentone, Mordialloc - East Burwood.

**LEGEND**

WP - To Wattle Park then Depot

T - Buses detour to Burwood Teachers College from the corner of Burwood and Elgar Roads on schooldays only.

S - All times followed by 'S' operate on schooldays only.

D - To Depot

RENNIE'S BUS LINES

285, Station Street, Box Hill. Telephone: 288 3255

ROUTE NO. 767, BOX HILL - WATTLE PARK - BENNETTSWOOD - CHADSTONE

REVISED ROUTE AND TIMETABLE COMMENCING MONDAY, 2nd, MARCH, 1981

Route: From Box Hill Station via Station St, Riversdale Rd, Elgar Rd, Burwood Highway, Station St, Highbury Rd, Huntingdale Rd then express from the corner of Waverley and Huntingdale Roads to Chadstone Shopping Centre.

MONDAYS TO FRIDAYS						
DEPART BOX HILL STATION	WATTLE PARK	BENNETTSWOOD	JORDANVILLE STATION	CORNER OF HUNTINGDALE & WAVERLEY RDS	ARRIVE CHADSTONE	
*6.33	6.41	6.48	6.53	6.57	....	
*7.00	7.08	7.12x	....	....	....	
*7.15	7.23	7.27x	....	....	....	
*7.30	7.38	7.42x	....	....	....	
*7.45	7.53	7.57x	....	....	....	
8.00	8.08	8.12x	....	....	....	
8.15	8.23	8.27x	....	....	....	
8.30	8.38	8.42T	....	....	....	
9.00	9.08	9.15	9.23	9.27	9.35	
9.40	9.48	9.55	10.03	10.07	10.15	
10.20	10.28	10.35	10.43	10.47	10.55	
11.00	11.08	11.15	11.23	11.27	11.35	
11.40	11.48	11.55	12.03	12.07	12.15	
12.20	12.28	12.35	12.43	12.47	12.55	
1.00	1.08	1.15	1.23	1.27	1.35	
1.40	1.48	1.55	2.03	2.07	2.15	
2.20	2.28	2.35	2.43	2.47	2.55	
3.00	3.08	3.15	3.23	3.27	3.35	
3.35	3.43	3.50	3.58	4.02	4.10	
4.05	4.13	4.20	4.28	4.32	4.40	
4.35	4.43	4.50	4.58	5.02	5.10	
5.05	5.13	5.20	5.28	5.32	5.40	
5.35	5.43	5.50	5.58	6.02T	....	
#6.00	6.10	6.15T	....	....	....	
6.10	6.18	6.23	6.30	6.34T	....	
#6.30	6.40	6.45T	....	....	....	
#7.00	7.10T	....	....	....	....	

SATURDAYS						
am	am	am	am	am	am	am
....	B7.58	8.02	8.10	8.13T	....	
....	B8.38	8.41	8.49	8.52	8.59	
9.10	9.17	9.21	9.29	9.32	9.39	
9.50	9.57	10.01	10.09	10.12	10.19	
10.30	10.37	10.41	10.49	10.52	10.59	
11.10	11.17	11.21	11.29	11.32	11.39	
11.50	11.57	12.01	12.09	12.12	12.19	
#12.30	12.40	12.44T	....	....	....	
#1.00	1.10	1.14T	....	....	....	

Route on SUNDAYS OR ON PUBLIC HOLIDAYS

Legend:

- \* - Diverts via Burwood Highway, Millicent St, McIntyre St and Burwood Highway.
- x - Through bus to Box Hill via Route No. 768 - see overleaf.
- T - Terminates at this point.
- # - Diverts via Canterbury Rd, Haig St and Foch St.
- A - Diverts via Foch St, Haig St and Canterbury Rd.
- D - To Depot via Station St.
- B - From Depot at 7.55am and 8.35am respectively.



then back to the depot and at 1905 which ran only as far as the depot. Interestingly Rennie's depot was at 285 Station Street that is just south of Devon Street on the map. Perhaps passengers knew where the depot was and could determine if they could travel on these last services accordingly [See Figure 6].

On Saturdays services commenced at 0700 from Box Hill and from 0800 a 20 minute service operated until 1200 then 1215; 1245 and 1345 then every 30 minutes until 1745. Saturday afternoon bus services were quite rare in the eastern suburbs at this time although as the route served two tram routes there was probably sufficient patronage to justify the service. One bus was required for the afternoon service on a Saturday that accord-

ing to the timetable may have been a different bus to those that operated in the afternoon. The 1220 and 1300 services ex Burwood both terminated at the Depot after travelling via Wattle Park. Presumably the 1345 bus from Box Hill ran empty from the depot to Box Hill to commence the afternoon shift.

**Combination with 768**

On 2 March 1981 to coincide with the recent extension of the former Burwood tram to East Burwood, Middleborough Road the 767 was re-routed to follow the 768 from Bennetswood to Chadstone Shopping Centre. The 767 still served Wattle Park shops and the tram but at Burwood Highway the route turned left and headed down the highway to Bennetswood shops at

Station Street where it turned right and ran alongside the 768 to Chadstone.

A new timetable [See figure 7] was introduced which saw 767 and 768 buses through routed particularly during peak services. 767 services in the morning peak terminated at Bennetswood shops and returned to Box Hill as route 768 presumably to avoid making a difficult U turn at Burwood Highway and Station Street. 767 buses on Box Hill bound services commenced in the morning peak from the 768 intermediate terminus at the corner of Waverley and Huntingdale Roads. The first through service to Chadstone on the 767 was the 0900 from Box Hill.

Services on each route during the peak ran approximately every 15 minutes in the morning and 30 minutes in the afternoon. Off peak services were every 40 minutes allowing for a twenty minute service to Chadstone. Unfortunately, as a result, the service to Wattle Park was reduced by half during the off peak. Early evening services were combined with the last service for the day which departed around 1900 from Box Hill and traditionally had terminated at Wattle Park now ran as a combined service with the 768 running via Canterbury Road, Haig and Foch Streets.

On Saturdays services basically ran every 40 minutes in the morning with no Saturday afternoon service. The last two trips on the 767 combined with a portion of the 768 whereby the 1230 and 1300 ex Box Hill ran via the 768 route described in the previous paragraph before rejoining the 767 and terminating at Bennetswood shops.

**Reform**

In 1986 the Victorian Government was keen to reform Melbourne's private bus industry. This reform included the consolidation of a number of smaller operators. In June 1986 Hawthorn Bus Service acquired the services of Rennie's Bus Lines and Willis Bus Service, which operated the 765 Mitcham to Nunawading service. Soon the attractive cream and green livery was being replaced by the equally attractive livery of light blue and red of the Hawthorn Bus Service fleet.

The bus industry was not the only industry undergoing reform at the time - the retail trading laws in Victoria were changed to allow for



Saturday afternoon trading in Melbourne. A result of this was a number of bus routes had their routes extended to operate Saturday afternoons. One of these was the 767. The timetable dated 20 June 1988 showed Saturday afternoon services running every hour from 1300 to 1500 then 1630 with the last service being the 1730 ex Box Hill to Bennetswood. Oddly enough the 1210 ex Box Hill which terminated at Bennetswood did not continue on to Chadstone nor did the 1220 from Chadstone which terminated at Wattle Park extend onwards to Box Hill.

In December 1987 Ventura Bus Lines acquired all the routes operated by Hawthorn Bus Service and set about reorganising a number of services. The 768 and 768 were combined into one service with the 767 number retained. The Canterbury Road, Haig and Foch Street portion of the 768 was retained as a deviation but the section along Station Street from Riversdale Road to Burwood Highway was dropped. Furthermore the former 636 route from Chadstone to Southland via Chadstone [See Figure 8]. A number of short workings such as to Wattle Park were withdrawn as the timetable was streamlined.

The 23 August 1993 timetable [See Figure 9] shows peak hour services operating every 20 minutes and off peak services every 30 minutes. Interestingly the Haig and Foch Street deviation is serviced with buses from Box Hill from 0900 whereas most Box Hill bound buses from the first service run via Foch and Haig Street. This is reversed in the afternoon peak. Of further interest is that the 1430 service from Southland runs via Kingswood College but it is not indicated whether the bus runs via Piedmont Street. Late night services operate Friday evening only from Southland to Chadstone only. Saturday services ran every 30 minutes in the morning and 40 minutes in the afternoon. Every second trip ran via Haig and Foch Streets.

Over the years the services have remained relatively static with minor changes here and there to reflect changed train connections or traffic conditions. The timetable dated 14 February 2005 is typical of many services operated by Ven-

tura as the traditional memory timetable has been replaced with times that reflect travelling times at certain times of the day.

### Major reorganisation

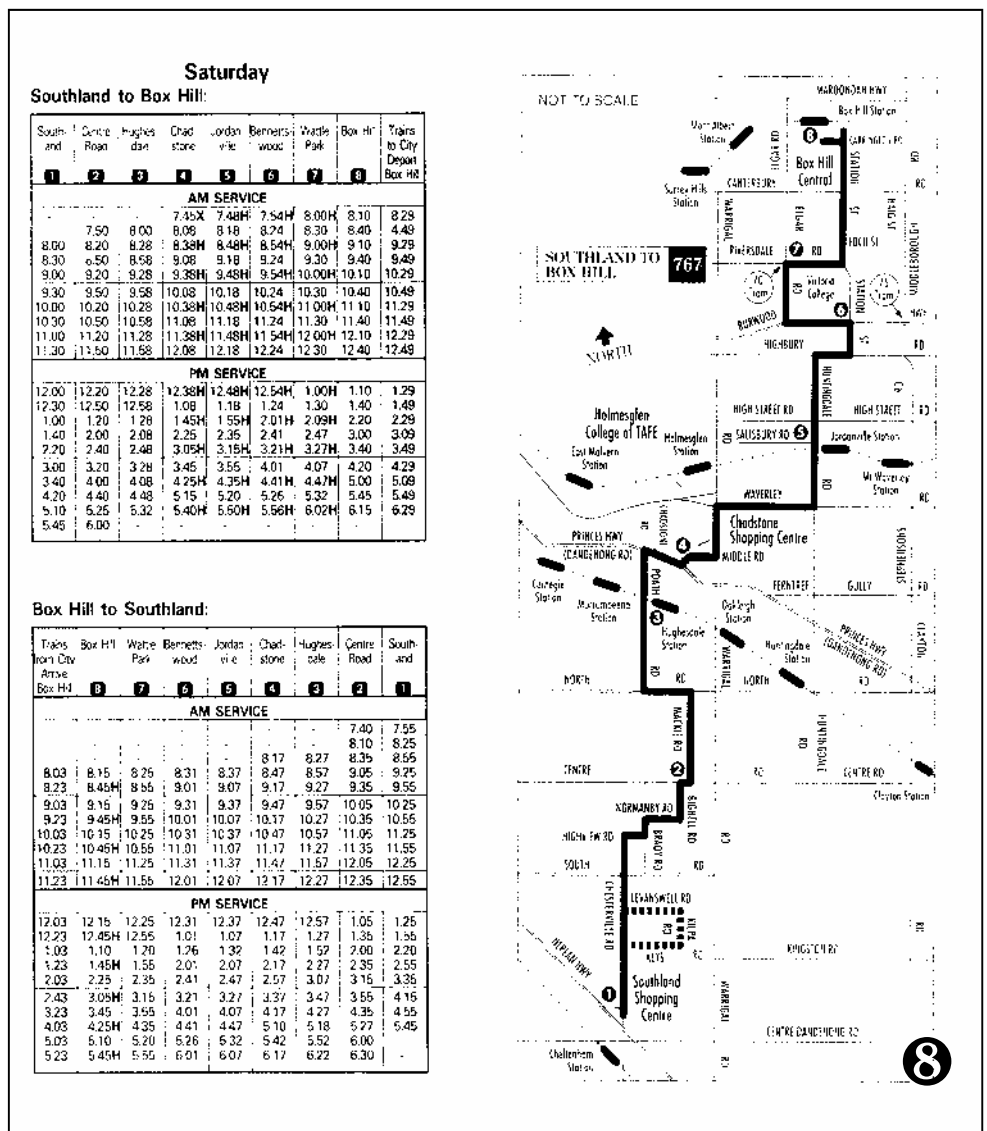
In July 2005 a major reorganisation of several Ventura bus routes from Box Hill occurred with coincided with the recent introduction of the SmartBus concept for route 700 and the extension of the East Burwood tram to Vermont South. Routes 767 and 735 were not immune to these changes which involved basically swapping the Box Hill to Wattle Park portions over between the 735 and 767. That is, the 767 now travels via Elgar Road to Wattle Park then continues along the original route to Burwood Highway. The 735 conversely now follows the old 767 along Station

Street including the old 768 route via Haig and Foch Streets and bypasses Wattle Park altogether [See Figures 10 and 11]

One result of these changes is the loss of a Saturday service to Haig and Foch Streets as the 735 does not operate on weekends. The other result is that Wattle Park gains the route 700 SmartBus from Box Hill to Mordialloc which is now rerouted to omit travelling via Surrey Hills and Mont Albert stations.

The improvements to route 700 services now makes it possible to travel to Wattle Park via bus 7 days a week from early to late in the evening.

Happily it is still possible to travel via the 767 which faithfully serves the community of Wattle Park.



**Monday to Friday**

**Southland to Box Hill:**

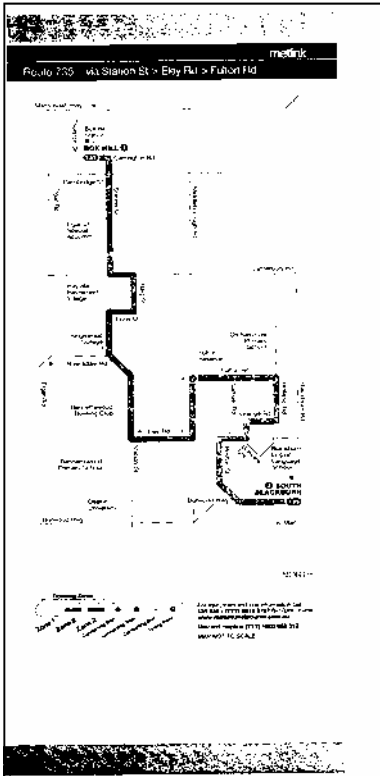
Southland	Centre Road	Hughesdale	Unionsstone	Jordanville	Bennettswood	Wattle Park	Box Hill	Trains to City Depart Box Hill
1	2	3	4	5	6	7	8	
<b>AM SERVICE</b>								
				6.20W	6.28	6.35	6.25	6.37
				6.40W	6.48	6.55	6.45	6.50
	6.30	6.38	6.48H	7.00H	7.08H	7.15H	7.25	7.32
	6.50	6.56	7.03H	7.15H	7.23H	7.30H	7.45	7.53
6.50	7.10	7.16	7.23H	7.35H	7.43H	7.50H	8.05	8.10
7.10K	7.30	7.38	7.48H	8.00H	8.08H	8.15H	8.25	8.35
7.30K	7.50	7.58	8.08H	8.20H	8.28H	8.35H	8.45	8.53
7.50K	8.10	8.18	8.28	8.40	8.48	8.55	9.05	9.09
8.10	8.30	8.38	8.48H	9.00H	9.08H	9.15H	9.25	9.31
8.30	8.50	8.58	9.08	9.18	9.24	9.30	9.40	9.46
9.00	9.20	9.28	9.38H	9.48H	9.54H	10.00H	10.10	10.25
9.30	9.50	9.58	10.08	10.18	10.24	10.30	10.40	10.55
10.00	10.20	10.28	10.38H	10.48H	10.54H	11.00H	11.10	11.25
10.30	10.50	10.58	11.08	11.18	11.24	11.30	11.40	11.55
11.00	11.20	11.28	11.38H	11.48H	11.54H	12.00H	12.10	12.25
11.30	11.50	11.58	12.08	12.18	12.24	12.30	12.40	12.55
<b>PM SERVICE</b>								
12.00	12.20	12.28	12.38H	12.48H	12.54H	1.00H	1.10	1.25
12.30	12.50	12.58	1.08	1.18	1.24	1.30	1.40	1.55
1.00	1.20	1.28	1.38H	1.48H	1.54H	2.00H	2.10	2.25
1.30	1.50	1.58	2.08	2.18	2.24	2.30	2.40	2.55
2.00	2.20	2.28	2.38H	2.48H	2.54H	3.00H	3.10	3.25
2.30	2.50	2.58	3.08	3.18	3.24	3.30A	3.40	3.55
			3.15D	3.25D	3.31D		3.45	4.05
3.10	3.30	3.38	3.48	4.00	4.08	4.15	4.25	4.40
3.30	3.50	3.58	4.08	4.20	4.28	4.35	4.45	4.51
3.50	4.10	4.18	4.28	4.40	4.48	4.55	5.05	5.13
4.10	4.30	4.38	4.48	5.00	5.08	5.15	5.25	5.35
4.30	4.50	4.58	5.08	5.20	5.28	5.35	5.45	5.56
4.50	5.10	5.18	5.28	5.40	5.48	5.55	6.05	6.18
5.10	5.30	5.38	5.48	6.00	6.08	6.15	6.25	6.44
5.30	5.50	5.58	6.08	6.20	6.28	6.35	6.45	7.13
5.50	6.10	6.18	6.28					
6.10	6.30	6.38	6.48					
7.10F	7.30F	7.38F	7.48F					
7.50F	8.10F	8.18F	8.28F					
8.30F	8.40F	8.48F	8.58F					
9.15F	9.35F	9.43F	9.50F					

**9**

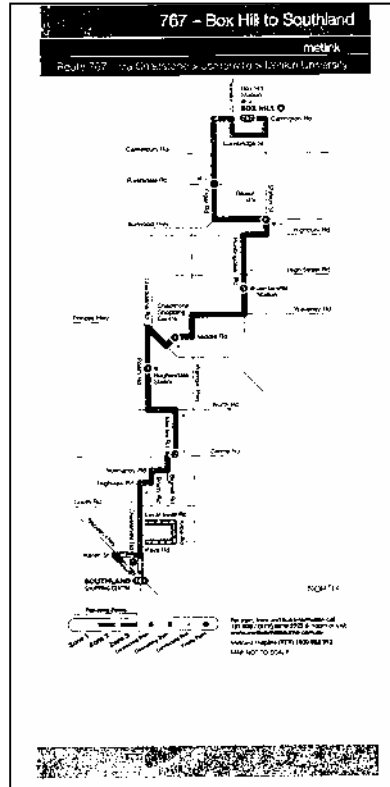
**Monday to Friday**

**Box Hill to Southland:**

Trains from City Arrive Box Hill	Box Hill	Wattle Park	Bennettswood	Jordanville	Chadstone	Hughesdale	Centre Road	Southland
	8	7	6	5	4	3	2	1
<b>AM SERVICE</b>								
							6.30	6.45
							7.10	7.05
							7.10	7.25
5.53	6.30	6.40	6.47	6.55	7.07	7.17	7.25	7.45
6.45	6.50	7.00	7.07	7.15	7.27	7.37	7.45	8.05
7.13	7.10	7.20	7.27	7.35	7.47	7.57	8.05	8.25
7.40	7.30	7.40	7.47	7.55	8.07	8.17	8.25	8.45
8.05	7.50	8.00	8.07	8.15	8.27	8.37	8.45	9.00
8.22	8.10	8.20	8.27	8.35	8.47	8.57	9.05	9.25
	8.30	8.40	8.47	8.55	9.07	9.17	9.25	9.45
8.54	9.00H	9.10	9.16	9.22	9.32	9.42	9.50	10.10
9.24	9.30	9.40	9.46	9.52	10.02	10.12	10.20	10.40
9.40	9.45H	9.55	10.01	10.07	10.17	10.27	10.35	10.55
10.03	10.15	10.25	10.31	10.37	10.47	10.57	11.05	11.25
10.31	10.45H	10.55	11.01	11.07	11.17	11.27	11.35	11.55
11.01	11.15	11.25	11.31	11.37	11.47	11.57	12.05	12.25
11.31	11.45H	11.55	12.01	12.07	12.17	12.27	12.35	12.55
<b>PM SERVICE</b>								
12.01	12.15	12.25	12.31	12.37	12.47	12.57	1.05	1.25
12.31	12.45H	12.55	1.01	1.07	1.17	1.27	1.35	1.55
1.01	1.15	1.25	1.31	1.37	1.47	1.57	2.05	2.25
1.31	1.45H	1.55	2.01	2.07	2.17	2.27	2.35	2.55
2.01	2.15	2.25	2.31	2.37	2.47	2.57	3.05	3.25
2.46	2.50H	3.00	3.07	3.15	3.27	3.37	3.45	4.05
2.59	3.10	3.20	3.27	3.35	3.47	3.57	4.05K	4.25
3.14	3.30H	3.40	3.47	3.55	4.07	4.17	4.25	4.45
3.42	3.50H	4.00	4.07	4.15	4.27	4.37	4.45	5.05
4.04	4.10H	4.20	4.27	4.35	4.47	4.57	5.05	5.25
4.23	4.30H	4.40	4.47	4.55	5.07	5.17	5.25	5.45
4.37	4.50H	5.00	5.07	5.15	5.27	5.37	5.45	6.05
5.05	5.10H	5.20	5.27	5.35	5.47	5.57	6.05	6.25
5.22	5.30H	5.40	5.47	5.55	6.07	6.17	6.25	-
5.44	5.50H	6.00	6.06	6.15	6.27	6.30	6.35	6.50
						6.47	6.57	7.05F
5.57	6.10H	6.20	6.27	6.35	6.47	6.57	7.05F	7.25F
6.16	6.30H	6.40	6.47	6.55W	-	-	-	-
6.50	7.00H	7.10	7.16	7.22W	-	-	-	-
					7.10F	7.20F	7.28F	7.48F
					8.30F	8.40F	8.48F	9.08F
					9.15F	9.25F	9.33F	9.50F



**10**



# The Times they are, uh, a'changing

*Well, we seem to have heard that line from CityRail but, as PATRICK MCGEEHAN explains, the same thing is happening in "Joisey".*

For more than 20 years, commuters in New Jersey have been carrying the same train schedules around in their pockets and purses like letters from old friends. Really old friends. Friends who scrawl an ancient code that causes readers to hunch over and squint.

New Jersey Transit is making a break with its cryptic past and distributing timetables that have been redesigned for the first time since the early 1980's. The revised schedules take effect on July 3, two days after fares are to go up an average 11.5 percent.

For a switch, the railroad turned to outside consultants who said they had the mind-set of riders, not engineers or train buffs. The result was a standardized set of schedules for all eight of the state's main commuter lines that are more colourful and less verbose.

In a radical departure from old black-and-white tradition, they are printed in navy blue type and shaded in varying hues. The focus changed from individual trains to the places people want to depart from and reach.

"The railroad cares about trains, so the old-fashioned timetables were about trains," said Jim Redeker, an assistant executive director of New Jersey Transit. "But people want to know about stations."

Waiting at the Broad Street station in Newark for a train to New York

yesterday morning, John Cherian, a Bloomfield resident, took one glance at a new schedule and gave his immediate approval.

"This makes much more sense," he said. "The font is good. The letters are good. It's much more readable."

By comparison, said Mr. Cherian, 36, an electronic-messaging engineer, the old schedules - with rows and columns of data that look "all the same" - were puzzling. He said he might even try to decipher the fine print now because it was not as intimidating.

Dense blocks of black words spelling out rules and regulations have been condensed and rewritten in a conversational tone. Gone are phrases like "Only rail passes and tickets imprinted with 'SEC-NY' as a junction point or 'via' include the transfer."

Mr. Redeker acknowledged that the railroad had gone too far in its desire to publish a comprehensive guide that would answer all questions and head off most disputes.

"We listed all the trains but also tried to get across every single rule, every single policy and every single fare," he said. "It got out of control, frankly."

For help, New Jersey Transit turned to Two Twelve Associates, a design firm in Manhattan that specializes in conveying complicated information. (It created the city's 600-page bid book for the 2012 Olympic Games.)

Brian Sisco of Two Twelve, who oversaw the redesign, said the new timetables looked more like those used in Europe and Australia. One goal, he said, was to shrink them "because they had become very big."

Indeed, the old schedule for the Morris and Essex lines covered 16 sheets of paper that, unlike most other train schedules, had to be folded and stapled together as a booklet. The Northeast Corridor line was rapidly approaching the threshold of requiring staples, Mr. Redeker said.

The new editions of those schedules now fit onto a single 27-inch-wide sheet of recycled paper, whose 18 panels fold like an accordion to fit into a breast pocket. Having found a way to eliminate the staples, and the consequent need to send schedules to outside printers, saved New Jersey Transit at least \$150,000 a year, Mr. Redeker said.

Asked to evaluate the redesign, Michael Bierut, a partner in Pentagram Design in Manhattan, said that mixing the blue ink with the signature color of each line - yellow for the Bergen line, orange for Raritan Valley - was a neat trick.

"They're really getting a stupendous amount of mileage out of these two colours," said Mr. Bierut. Still, he said, "these are really big, daunting pieces of paper" that contain "everything you need to know to go to Penn Station and direct the





trains yourself."

Mr. Bierut said he thought "having everything on one surface is better than turning pages." But he added that he could predict "with metaphysical certainty" that some commuters would complain about the type having been squeezed to fit.

Right on cue, Erin Fitzpatrick, 20,

a receptionist at the Morris County Department of Transportation Management in Morristown, did just that.

"I like the old style better, even though it is bulky," said Ms. Fitzpatrick, who picked up a new timetable on the train she has been riding to work from Dover for more than a year. "It's easy to flip open,

and it's actually easier to read."

She worried that she would not have enough elbow room to unfold the new edition. "If you want to look up something in the new one, you won't be able to do it in the one-seater or two-seater, you'll have to sit in the three-seater."

## What's in a train name?

*Ever wondered how trains get their names? A peek into railway timetables provides some interesting insights. Thanks to TONY BAILEY for unearthing this rather exotic piece by PANKAJ SEKHSARIA*

Recently I was checking the railway timetable for a Pune-Chennai trip. There were three trains to choose from — train no 6011 Mumbai-Chennai Express, 1063 Dadar-Chennai Express and 6009 Mumbai-Chennai Mail, all passing through Pune. Though this was not the first time I was travelling on this route, something about the train names caught my attention. They appeared rather uninspiring, even unexciting — actually these were not names at all! Particularly so, as my other most-recent journey was from Delhi to Pune on the Jhelum Express.

Ever wondered how trains are named? And why? I spent an interesting half-day scanning *Trains At a Glance*, that Bible of all train travellers in India.

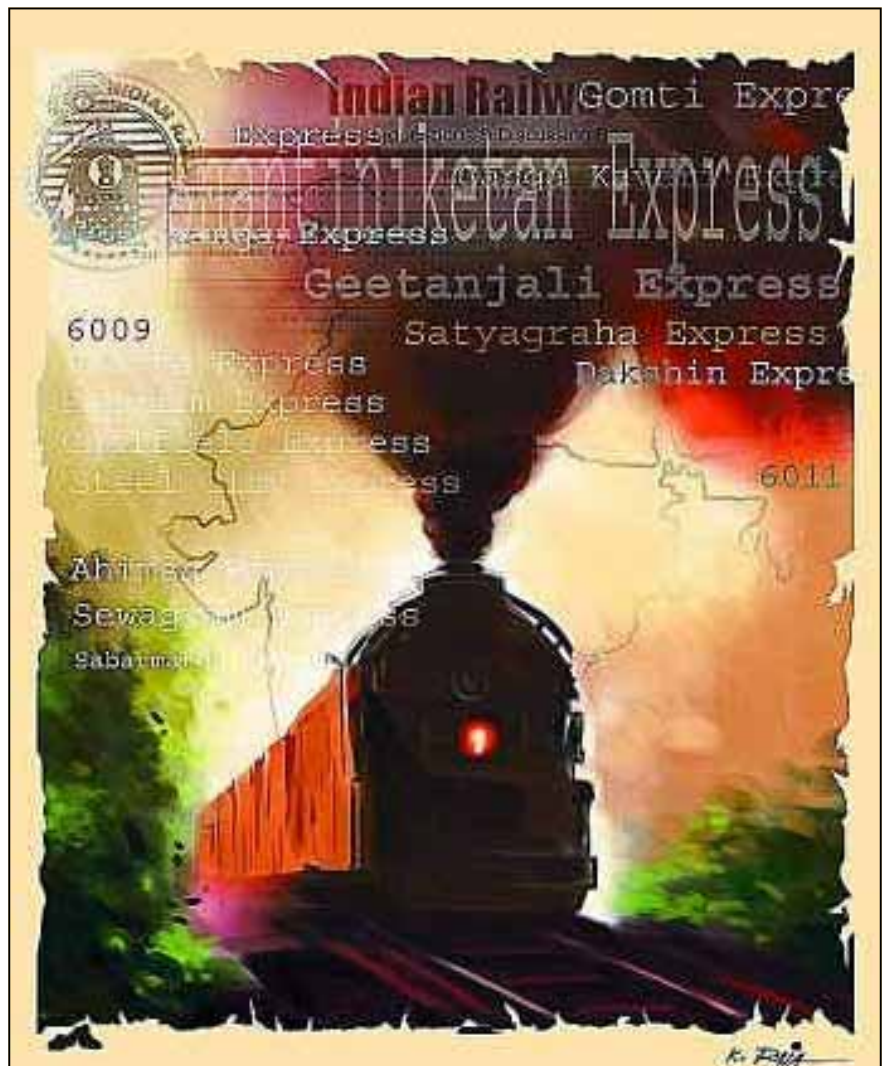
Interesting names popped up, as also categories. Guess which is the category with the most number of trains? Yes, most trains in India are named after the originating station and the destination: so you have 'express' trains like the Mumbai-Chennai Express, Dhanbad-Hatia Express and Bangalore-Gorakhpur Express, and 'mails' like the Mumbai-Howrah Mail, Howrah-Kalka Mail and Chennai-Trivandrum Mail. Nothing more to these names, except of course the unique train number given to each train.

But while a majority of trains have these rather uninteresting names, there are several exceptions too. Do you know which feature of the Indian landscape most trains are named after? Our rivers, of course.

Many Indian rivers — nearly 40 — lend their names to our trains. It's probably an apt usage. Trains crisscrossing the landscape, also crisscrossed by the rivers: the Mandovi Express from Mumbai to Madgaon; Sharavati Express from

Mumbai to Mysore; the Lucknow-Delhi Gomti Express, Bilaspur-Bhopal Mahanadi Express, and the Faizabad-Ahmedabad Sabarmati Express.

Apart from these inter-state trains, there are others within states too:



the Secunderabad-Kurnool Tungabhadra Express, Mumbai-Kolhapur Koyna Express and Pathankot-Amritsar Ravi Express, to name a few.

Interestingly, although there are several train names featuring the Ganga alongside another river name, no train is named Ganga per se. The Dhanbad-Rajendranagar Ganga Damodar Express, Chennai-Varanasi Ganga Kaveri Express; and Surat-Varanasi Tapti Ganga Express, are some examples.

Like the rivers, mountain ranges also find their place of honour in the country's railway network: the Satpuras, Sahyadris, Aravalis, Saptagiris, and Nilgiris... trains have been named after them all them. Though there is no Himalayan Express, we have the Garhwal Express from Delhi to Kotdwara, Kumaun Express between Agra Fort and Lal Kuan, and even a Kanchanjunga Express between Guwahati and Sealdah.

The Indian Railways boasts of several 'queens' too: the Nizamuddin-Kalka Himalayan Queen; the Dec-

can Queen, one of the oldest and most prestigious trains that runs between Pune and Mumbai daily; the Gujarat Queen between Valsad and Ahmedabad, and the Mumbai-Surat Flying Rani. States form another prominent category, though the North East states are largely absent. The only exception is the Arunachal Express that runs from Murkongselek in Arunachal Pradesh to Kamakhya in Assam. Orissa and Rajasthan also do not figure in this group.

With Indian trains chugging in all directions, we have a Dakshin Express (Hyderabad-Nizamuddin), a Poorva Express (Howrah-New Delhi) and also a Paschim Express (Mumbai-Amritsar). No Uttar Express, though; there is however the New Delhi-Guwahati North East Express.

In the other interesting categories, both the islands systems in India have trains named after them. You can travel from Delhi to Ernakulam on the Lakshadweep Express, and then presumably take a ship to the islands. Similarly, the Andaman

Express takes you from Jammu to Chennai on the eastern coast, which is the main gateway to the Andaman and Nicobar Islands.

Trains in the country's mineral heartland — all originating in Howrah and terminating at different cities in the Chotanagpur Plateau — have very descriptive names: the Black Diamond Express and Coalfield Express — both in Dhanbad, the Steel City Express in Tatanagar, the Ispat Express in Sambalpur and the Agniveena Express in Asansol.

And in a country that celebrates its famous sons and daughters, Mahatma Gandhi and Rabindranath Tagore each have three trains honouring their memory. There is the Howrah-Mumbai Geetanjali Express, Howrah-Bolpur Shantini-ketan Express and the Howrah-Nagercoil Gurudev Express.

The Ahimsa Express (Ahmedabad-Pune), Sewagram Express (Dadar-Nagpur), and Satyagraha Express (Delhi-Raxaul) honour the Father of the Nation. The Sabarmati Express could well fit here too.

# Bus times trial result deflates

KATE HAGAN

COMMUTERS have forced a bus company backflip on its decision to remove time-specific timetables from bus stops.

National Bus, which is owned by Ventura, replaced timetables with time guides at bus stops along Punt Rd for its 246 route between Elsternwick and Bundoora.

Ventura business development manager Steve O'callaghan said the company introduced the trial guides about six weeks ago, but would reintroduce timetables following negative feedback from commuters.

The State Opposition and Public Transport Users' Group said the changes had confused commuters.

Timetables at some Stonnington stops were changed, stating buses run every 10, 20, 30 or 40 minutes — but without times.

Opposition transport spokesman Terry Mulder said timetables had been replaced along Punt Rd and commuters could wait up to 39 minutes for the next bus without knowing when it was due.

"(Transport Minister) Peter Batchelor is so ashamed about the constant late running of buses he is

## at a glance

- **WAITING:** New timetables don't state bus arrival times
- **CONCERN:** The Public Transport Users Group fears the new format will become a model for all timetables

allowing proper timetables to be replaced by this useless guide." Mr Mulder said.

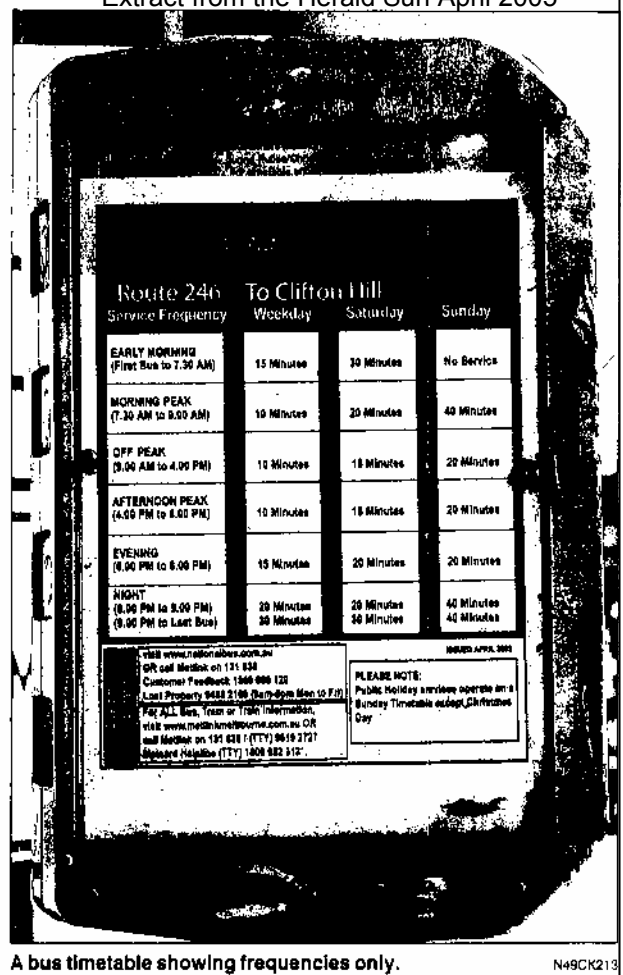
Public Transport Users Association secretary Tony Morton said it was "plain common sense" for commuters to time their arrival at stops just before a bus was due.

"People don't have 20 or 30 minutes to waste . . . at a stop to see if a bus shows up," he said. "A couple of bus operators are trying this on a couple of different routes — we are concerned it may become more widespread."

A spokeswoman for Mr Batchelor, Kate Leonard, said the government had requested bus companies include precise departure times on timetables.

» **What do you think? email** stonnington@dr.newsitd.com.au

Extract from the Herald Sun April 2005



Route 246 To Clifton Hill	Weekday	Saturday	Sunday
<b>EARLY MORNING</b> (First Bus to 7.30 AM)	15 Minutes	30 Minutes	No Service
<b>MORNING PEAK</b> (7.30 AM to 8.30 AM)	10 Minutes	20 Minutes	40 Minutes
<b>OFF PEAK</b> (9.00 AM to 4.00 PM)	10 Minutes	18 Minutes	20 Minutes
<b>AFTERNOON PEAK</b> (4.00 PM to 6.00 PM)	10 Minutes	18 Minutes	20 Minutes
<b>EVENING</b> (6.00 PM to 6.00 PM)	15 Minutes	20 Minutes	20 Minutes
<b>NIGHT</b> (8.00 PM to 9.00 PM) (9.00 PM to Last Bus)	20 Minutes 30 Minutes	20 Minutes 30 Minutes	40 Minutes 40 Minutes

Visit [www.nationalbuses.com.au](http://www.nationalbuses.com.au)  
 or call Metrobus on 131 838  
 Customer Feedback 1800 000 123  
 Local Property 9432 2100 (Mon-Fri 9am-5pm)  
 For ALL Buses, Trams or Trains Information,  
 visit [www.metrobusvictoria.com.au](http://www.metrobusvictoria.com.au) or  
 call Metrobus on 131 838 (TTY) 9432 2121  
 Deafblind Helpline (TTY) 1800 882 312

**PLEASE NOTE:**  
 Public Holiday services operate on a  
 Sunday Timetable except Christmas  
 Day

ISSUED APRIL 2005

A bus timetable showing frequencies only.

N49CK213

# Kyle pulls out all stops in ultimate bus quest



Cheryl  
McGregor

NEWCASTLE has the two rarest buses in NSW. Our new Volvo buses went well at the 2003 Bus Road-*eo*. We're the only city in the whole of Australia, outside the capitals, to be served by government buses.

Those are just three of the things I didn't know before I met 16-year-old Kyle Threlfo. But then, before I met him, a Newcastle bus to me was just a bus.

Now, though, I can't look at them without thinking how much money, planning and history they represent, how many communities are shaped by the simple fact that they're there, what an art it is just to keep our city's buses going.

C'mon, it's supposed to be adults who explain to teenagers how complex and interrelated life is, not the other way around. A matronly type like me isn't supposed to be learning things about her city from a 16-year-old.

So, about this stage I should be saying, "But Kyle is no ordinary 16-year-old".

The thing is, though, he is ordinary. He hangs out with friends, he spends a fair bit of time on the computer, he plays a bit of sport (tenpin bowling league), he goes to school.

True, at school he's fairly well-known, even outside his year, because he's something of a community resource.

Wherever students want to go, whatever time they want to travel, they just ask Kyle. He can tell anyone what number bus to catch, even plan a scenic route. All straight out of his head.

Not surprising, considering that he has mapped all the old bus routes using software programs, teaching himself to do a job for which State Transit employs sub-contractors.

Even Kyle doesn't know exactly why he finds the subject so interesting - early exposure to the television show *The Magic School Bus*, perhaps, he jokes.

For the past couple of years, with his parents driving, he's been photographing buses all over the city, using the shots to illustrate his



**KEEPING BUS-Y:** Kyle Threlfo (pictured below) seizes every opportunity to photograph buses, including this one outside his school, one of the 180 government buses that carry 10,000 Newcastle students every day.

website (<http://members.optusnet.com.au/~dthrelfo/>).

Now the subject of buses just seems to twine itself through his life.

Studying history? Well, the Government took over buses in Newcastle 69 years ago, starting out with a fleet all painted green and cream, mostly following the old tram lines...

"One of the bus routes they operated is still in operation today. It's the 322 from Newcastle to Belmont via Redhead. It's still the same."

Or is he studying society, how populations develop, that sort of thing? He just has to look at where the earliest buses went: "Mayfield, Port Waratah, the old BHP, and Swansea, Speers Point and Redhead", bringing the workers to the industries.

Shopping centres didn't really bloom until the 1960s. Proof that's when special buses were introduced for them. Now, Kyle points out, Charlestown and Glendale centres have their own bus "interchanges" - a mini-terminus, where the buses drive right into the centre.

As for economics... Kyle recites the figures: Newcastle buses move 10,000 school children every



do when he finishes, though he might use his graphics studies. Everything from the little yellow signs on power poles to entire bus stops is computerised now.

(Naturally, he *would* have a photograph of the last one of the original signs that is still standing.)

If some magic made Kyle Threlfo the Bus Supremo for a while (with unlimited money), Newcastle would soon know it.

There would be real bus lanes, instead of the 100-metre ones near traffic lights. We'd have more express routes, limited stop routes and surveys to find out where people want to go. We'd stick to our new "smooth, quiet, comfortable" Volvo buses, though.

The biggest change would be the return of conductors, so the drivers

morning, with just 180 buses. There are 150 separate school routes and 30 separate passenger routes.

Despite these links, Kyle can't exactly shape his school courses to the "something bus-y" he wants to

be able to concentrate totally on driving the bus, with no distractions.

He'd use rail and ferry connections and special connections for the John Hunter Hospital and the university, to try to overcome what he sees as an increasing attitude of, "I don't want to get in a bus, I'll just get in a taxi".

Maybe those two rare buses could be an attraction. (Air-conditioned and luggage-friendly, they used to operate on Sydney's Airport Express. Only two of this type of Mercedes were ever built in NSW.)

And then, perhaps, we'd finally beat the rest of Australia at the Bus Road-*eo*, where the top buses from each state annually run obstacle courses, drive while being sprayed with water and deal with other such typical bus problems to find the best of the best.

What a picture that would make for the website.

Kyle is searching for old Newcastle bus timetables for a school assignment. He will copy the information and return the originals. Contact him by email at [kgiro@optusnet.com.au](mailto:kgiro@optusnet.com.au).



# When the Mayblooms played the Same-olds

CONNEX got into the spirit of the Vintage Football Weekend in Melbourne this year, when it issued this S-Notice under the imprimatur of the VICTORIAN RAILWAYS

S.2912/05	<u>VICTORIAN RAILWAYS</u>			S.2912/05
STATIONS: Flinders Street to Werribee and Westall. Mordialloc to Frankston. West Tower. Loop Stations. B.101	Manager Timetables Room 315, Flinders Street Station A/c: 57494 TC:70 4 August 2005			
<b>VICTORIAN FOOTBALL LEAGUE ROUND 20</b>				
<b>FRIDAY 12 AUGUST 2005 TO SUNDAY 14 AUGUST 2005.</b>				
<b><u>Friday 12 August 2005</u> - No Football in Melbourne.</b>				
No Build Up.				
<b><u>Saturday 13 August 2005</u> - North Melbourne Shinboners v St. Kilda Saints at Colonial Stadium. - 14 10.</b>				
Collingwood Magpies v Carlton Blues at Melbourne Cricket Ground. - 19 10.				
Burnley/Clifton Hill Groups: C.2003/05 - Saturday Footy Plan will operate.				
See S.2626/05, S.2728/05, S.2741/05 & S.2799/05 for Occupation of Platforms 9 & 10 at Spencer Street.				
Caulfield/Northern Groups: Build Up from first train to last train (except NPT-WIL and UFD).				
See S.2902/05 for Occupation between Dandenong and Pakenham.				
See S.2910/05 for additional traffic for V.F.L. Football.				
<b><u>Sunday 14 August 2005</u> - Hawthorn Mayblooms v Essendon Same olds at Melbourne Cricket Ground. - 14 10.</b>				
Richmond Tigers v Footscray Bulldogs at Colonial Stadium. - 14 10.				
Burnley/Clifton Hill Groups: C.2004/05 - Sunday Footy Plan will operate.				
See S.2626/05, S.2728/05 & S.2741/05 for Occupation of Platforms 9 & 10 at Spencer Street.				
Caulfield/Northern Groups: Build Up from first train to approximately 19 00 (except NPT-WIL and UFD).				
See S.2903/05 for Occupation between Dandenong and Pakenham.				
See S.2911/05 for additional traffic for V.F.L. Football.				
In connection with the above, the following alterations will apply.				
<b><u>Saturday 12 August 2005</u></b>				
<b><u>Macaulay - Flinders Street</u></b>				
05 53 Up MSS (No 5130) ETY, is CANCELLED.				
06 17 Up MSS (No 5132) ETY, is CANCELLED.				
Formed By	OX	OK	ON	
Siding	6	5	3	
Consist	6A	6A	6A	
UP	5140	5142	5144	
	ETY	ETY	ETY	
Macaulay Sidings	dep 05 14	05 40	06 01	
	ES	ES	ES	
North Melbourne	05 17*	05 43*	06 04*	
Spencer Street	05 20*	05 46*	06 07*	
	NV	NV	NV	
Flinders Street	arr 05 24	05 50	06 11	
Platform Number	PL 04	PL 05	PL 05	
	---	---	---	
	6601	6603	6605	
Forms	05 26	05 56	06 16	
	SDM	SDM	SDM	
.../2				

## Times past and Times famous

From out of *The Times*' past, its mistakes come back to haunt it in a letter by **PAUL WESTCOTT**. And **ALBERT ISAACS** has found another famous timetable collector.

## Letters

I've just come across the May 2000 edition of your journal in which Graeme Reynolds introduced his article "A credence of timetable and advertising graphics" with a story about a false map produced to mislead gold rush era travellers to Ballarat.

Now this is clearly a bit late, and may be considered by all except Geelong loyalists as a minor point but, for the record, Graeme got the story completely the wrong way round!

He wrote "during the 1850's gold rushes, the merchants of Geelong, who were ever keen to direct any gold seeker or traveller to pass through Geelong to those fields rather than through Melbourne, published a distorted map, which showed Ballarat only slightly north of Geelong and at an exaggerated distance from Melbourne".

The correct story can be readily revealed by swapping "Melbourne" and "Geelong" wherever they occur, and substituting "west" for "north".

Railway historians would realise better than most that Geelong was in fact the natural disembarkation point for those seeking their fortune at Ballarat in the early 1850's.

They will know that the railway from Geelong to Ballarat was one of the first built in Victoria and opened in 1862, whereas the line from Melbourne to Ballarat was not completed until 1889. The Rowsley Fault and Pentland Hills at Bacchus Marsh have been major impediments to both road travellers and railway engineers.

**Yours etc., Paul Westcott**

Please permit me to have a second bite of the cherry and let me submit yet another name for the list of famous T.T. collectors.

The major annual event of our US sister organisation, the National Association of Timetable Collectors, is the Convention, which includes a Swap Meet (open to the general

public), followed by a dinner and Annual Meeting (both for members only). I recall that, some years ago, The First Edition, the NAOTC's journal, reporting on a Convention in California, mentioned that actor Michael Gross had purchased a number of items at the Swap Meet.

Michael Gross (right) came to public prominence during the 1980s when he played the father to Michael J. Fox et al in the television sitcom *Family Ties*.

So, during the past few months we've discovered that our happy band of TT collectors includes (has included) the following:

His Majesty King Frederick IX of Denmark  
Michael Gross  
Alfred Hitchcock  
John Travolta  
General Vernon Walters

Interestingly, I would be able to compile a list of famous rail enthusiasts that would reach into the dozens without even leaving the

shores of Australia. Surely others can help us add to the admittedly smaller list of TT collectors.

**Yours, ALBERT ISAACS**



**The Times has occasionally run snippets about crew rosters as part of the timetable world. Here is a variation on a theme from the USA timetable world by railroad overalls manufacturer OshKosh B'gosh (we're not making this up!). This was a notebook for trainmen to record their hours of work and-most importantly (because it determined their pay) the number of miles they had run their trains each day. This illustration is taken from a E-Bay web site, where such books are regularly sold for high prices.**

# Repeated repeated repeated words

Writes **DAVID HENNEL**: Some time ago, I prepared the following list of Australasian repeated word station names. There may well be more.

## Traffic Names:

VR(15)

Bet Bet (Mildura line)  
Buln Buln (Noojee line)  
Cope Cope (Mildura line)  
Jung Jung (Western line, later became Jung)  
Kal Kal (loop b/n Burrumbeet and Trawalla on the Western line)  
La La (the loco facilities and goods yard beyond Warburton, also the terminus of the VR bus service)  
Lal Lal (Geelong - Ballarat line, photo bottom right)  
Lang Lang (South Eastern line)  
Nar Nar Goon (Eastern line)  
Nerrin Nerrin (Gheringhap - Maroona line)  
Nowa Nowa (Bairnsdale - Orbost)  
Pura Pura (Gheringhap - Maroona line)  
Tol Tol (Bannerton on the Robinvale line)  
Vite Vite (Gheringhap - Maroona line)  
Wal Wal (Western line)

NSWGR (13 + 2 renames)

Bong Bong (near Berrima Junction, Main South line)  
Elong Elong (Dubbo - Merrygoen)  
Eurie Eurie (Walgett line)  
Grong Grong (Junee - Narrandera)  
Kiel Kiel (Walgett line)  
Kundle Kundle (Taree - Wauchope)

Mooney Mooney renamed Mooni Mooni (Wambidgee on the Tumut line)  
North Wagga Wagga (Bomen) (Main South line)  
South Wagga Wagga renamed Wagga Wagga (Main South line, below)  
Wagga Wagga Showground (Main South line)  
Walla Walla (Corowa line)  
Woy Woy (Short North)  
Yeo Yeo (Cootamundra - Stockinbingal)

QR (6)

Gin Gin (Mount Perry Branch) (written as one word in a few timetables)  
Millaa Millaa (Millaa Millaa Branch)  
O'Bil Bil (Mungar - Monto)  
Ona Ona (Injune Branch)  
Pindi Pindi (first station after Calen on the North Coast Line)  
Wirra Wirra (Etheridge Railway)

WAGR (4)

Bindi Bindi (Miling line)  
Murrin Murrin (Laverton line)  
Wagga Wagga (Wiluna line)  
Wolla Wolla (Wiluna line)

SMR (2 + 1 rename)  
Kurri Kurri (formerly Stanford Merthyr (3rd)) (Stanford Merthyr branch)

North Kurri Kurri renamed Kurri Kurri (Cessnock line)

NZR (2)

Niho Niho (Stratford - Okahukura)  
Toi Toi (Stratford - Okahukura)

SAR (1)  
Ki Ki

CR (nil)

TGR (nil)

Note: Gingin on the Midland Railway is one word.

## Construction Names:

NSWGR: (5)

Bang Bang (Koorawatha, south of Cowra)  
Burn Burn (Yethera on the Tottenham line)  
Gil Gil (Crooble on the Boggabilla line)  
Uee Uee Creek (Wyee on the Short North)  
Woolla Woolla (Kolodong on the North Coast Line)

Note: There may well be construction names in other systems, too.

....[And What About?](#):

SAR(1)

Mount Hill (Buckleboo line on Eyre Peninsula)

[A bluff named after William Hill by the explorer Edward Eyre on 29th September 1840.]

To which proof reader **VICTOR ISAACS** adds the tautologous **CITY** of **TOWNSville**— sorry.

