



# The Times

April 2006

A journal of transport timetable history and analysis



## RailCorp

# Standard Working Timetable

## PASSENGER SERVICES

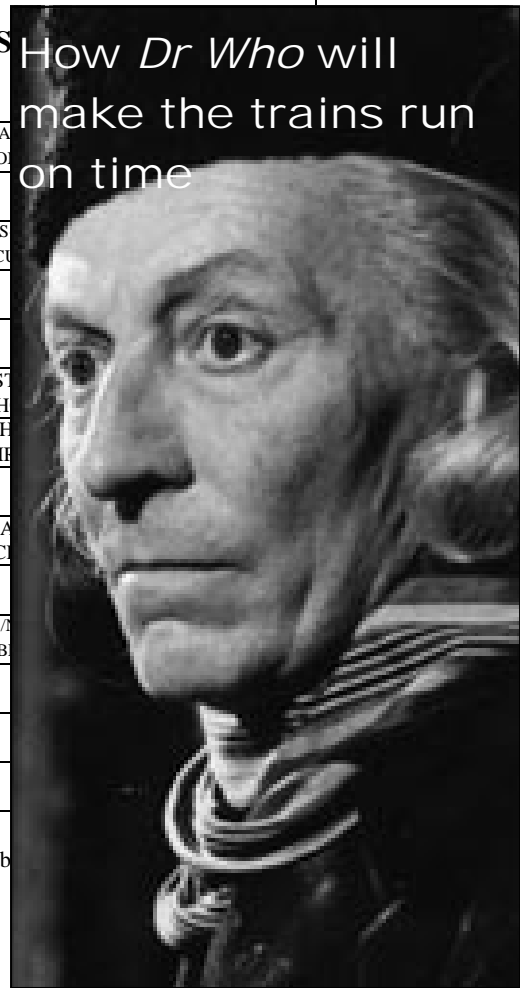


From Monday 29 July 2041

**BOOK 1**

### MONDAYS TO FRIDAYS

SECTION	PAGE	TABLE OF CONTENTS
1	1 26	BONDI BEACH/SYDNEY TO CRONULLA, WATERFALL-WOLLONGONG-PORT KEMBLA VINCENTIA, PORT KEMBLA-WOLLONGONG-WATERFALL, CRONULLA TO SYDNEY/BO
2	51 66	DEE WHY-WYNYARD-CRONULLA CRONULLA-WYNYARD-DEE WHY
3	81 121	BONDI BEACH/CIRCULAR QUAY TO AIRPORT/BANKSTOWN-LIVERPOOL/EAST HILLS BRINGELLY/MACARTHUR-EAST HILLS/LIVERPOOL-BANKSTOWN/AIRPORT TO CIRC
4	161 173	PARRAMATTA/BALMAIN-WYNYARD-UNSW/SYDENHAM SYDENHAM/UNSW-WYNYARD-BALMAIN/PARA.ATTA
5	185 200	SYDNEY/CIRCULAR QUAY—GRANVILLE-GLENFIELD/BRINGELLY BRINGELLY/GLENFIELD-GRANVILLE-CIRCULAR QUAY/SYDNEY
6	215 248	WYONG-HORNSBY-NORTH SYDNEY-SYDNEY-STRATHFIELD-EPPING-CAS CASTLE-CASTLE HILL-EPPING-STRATHFIELD-SYDNEY-NORTH SYDNEY-H
7	283 307	NEWCASTLE-WOY WOY-CHATSWOOD (DIRECT)-CIRCULAY QUAY-EAST H MACARTHUR-EAST HILLS-CIRCULAR QUAY-CHATSWOOD-WOY WOY (DI
8	325 345	HILLS CIVIC CENTRE-PARRAMATTA-HOXTON PARK HOXTON PARK-PARRAMATTA-HILLS CIVIC CENTRE
9	366 414	NORTH RICHMOND-EPPING-VICTORIA CROSS-SYDNEY-EAST HILLS/MACA MACARTHUR/EAST HILLS-SYDNEY-VICTORIA CROSS-EPPING-NORTH RIC
10	462 485	CASTLEREAGH-PARRAMATTA-MACARTHUR MACARTHUR-PARRAMATTA-CASTLEREAGH
11	510 570	PARRAMATTA/EPPING/BLACKTOWN-MARTIN PLACE/CENTRAL-EMU PLAINS/HILLS/ CASTLERAGH/NORTH RICHMOND/HILLS/EMU PLAINS - CENTRAL/MARTIN PLACE- B
12	629 635	SYDNEY-LITHGOW LITHGOW-SYDNEY
13	641 651	BROADMEADOW TO MAITLAND/DUNGOG/SCONE SCONE/DUNGOG/MAITLAND-BROADMEADOW
14	662 668	SYDNEY-MACARTHUR-GOULBURN-CANBERRA CANBERRA-GOULBURN-MACARTHUR-SYDNEY



These pages cancel the CityRail Working Timetable (Book 1) dated 23 May 2039 and all sub

**D. Cheng**  
Director, Train Planning

**Inside:** Tasmania 1957—what was  
Sydney 2041—what might have been  
On the road to *Wrestlemania*  
Hey-day of the Brighton buses

RRP \$2.95  
Incl. GST

# The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

April 2006

Spot the hoax Issue—No. 265 Vol 23 No. 04

## —Contents—

Tasmanian Country Trains 1957	3
Sydney Suburban Trains 2041	6
Buses to Brighton Beach	9
Bicycle Rules OK?	14
CityRail Performance Update	15
On the road to Wrestlemania	16

### On the front cover

During his brief appointment as NSW Coordinator General of Rail, Ron Christie presented the Government with a secret report, *Long-term strategic plan for rail*, which set out his vision for what the Sydney rail system should look like in 40 years. The report sank without trace until the Sydney Morning Herald flushed out it and its successor in mid-2005. In this issue, we speculate on how the timetables of Ron Christie's railway might have looked— or is that “will look”?



On the opposite page is a wonderful image of what the meal and drinks service on the TGR's Tasman Limited was meant to look like. At left, taken from TCT Cooley's book on Tasmanian railways, is the closer-to-home reality of the buffet bar. Lovely people (probably relatives of mine), beautiful ambience, but not quite so swish as the publicity would have it.

#### **Contributors** The Times

Victor Isaacs, Geoff Mann, Killer Kowalski, Dr Who, Geoff Lambert  
welcomes articles and letters Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

#### **Reproduction** **Disclaimer**

Material appearing in The Times or *Table Talk* may be reproduced in other publications, if acknowledgment is made. 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.

#### **The Times on-line**

AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of The Times

#### **President**

Geoff Lambert

179 Sydney Rd FAIRLIGHT NSW 2094

G.Lambert@unsw.edu.au

(02) 9949 3521

P O Box 1072 NEWPORT VIC 3015

aatc@telstra.com

#### **Secretary**

Steven Haby

#### **Editor, The Times**

Geoff Lambert

#### **Editor, Table Talk**

Steven Haby

#### **Membership Officer**

Dennis McLean

P.O.Box 24 NUNDAH QLD 4012

(07) 3266 8515

#### **Webmaster**

Lourie Smit

lsmit@ozemail.com.au

(02) 9527 6636

#### **Adelaide Convenor**

Roger Wheaton

2C Bakewell Street, TUSMORE SA 5065

(08) 8331 9043

#### **Canberra Convenor**

Ian Cooper

GPO Box 1533 CANBERRA ACT 2601

(02) 6254 2431

#### **Brisbane Convenor**

Brian Webber

8 Coachwood St KEPERA Qld 4054

(07) 3354 2140

#### **Melbourne Convenor**

Stephen Ward

12/1219 Centre Rd SOUTH OAKLEIGH VIC 3167

(03) 9540 0320

#### **Sydney Convenor**

Ian Abottsmith

74 West Street BALGOWLAH NSW 2093

(02) 9948 3324

# Tasmanian country trains 1957

VICTOR ISAACS presents the second in a series of three articles on railway public timetables of the first half of the twentieth century.

The illustrations are of the complete Tasmanian Government Railways timetable of country trains, dated November 1957. This consisted of a folded pamphlet printed both sides on a thick paper card – quite a contrast to the elaborate TGR timetable books of the 1920s and 30s. Hobart suburban services appeared in a separate pamphlet, but there is no mention of this or indeed that they existed at all.

The timetable focuses on the Tasman Limited train. This was introduced as Rail Cars on 5 April 1954 and as a loco-hauled train from 15 December 1955. It ran over the majority of the TGR passenger network. Each day, Mondays to Saturdays, it ran from Hobart to Western Junction, then to the north-west towns of Deloraine, Devonport, Burnie and Wynyard - and vice versa. The up and down services crossed at Western Junction. A train formed by

articulated Rail Cars provided a vital connection from Launceston to Western Junction and return. Thus, at lunchtime, there were three passenger trains at Western Junction.

The only other important trains for passengers were the Mondays to Fridays evening trains (actually Fast Mixed) and Sunday afternoon trains in each direction between Hobart and Launceston.

The first train of the day from Launceston to Hobart did not leave the northern city until 12.30 pm! (and even later on Sundays). A late departure from Launceston of the first train of the day for Hobart was a TGR tradition.

As usual, in studying railway timetables, it is the odd little trains and branch line services that attract attention. There was a morning train from Parattah to Hobart and evening return. This served the villages

some distance from any main road. This had an odd effect, in that in the evening there were two departures only twenty-five minutes apart from Hobart for Parattah.

Their were local trains between Devonport and Burnie for workers. These were passenger trains. The timetable notes that this "Connects at Burnie with E.B.R. Service to Zeehan". This note is the only indication in the brochure of the existence of the service along the Emu Bay Railway.

The timetable also shows an afternoon train from Devonport to Railton which is unbalanced. Actually there were morning and afternoon services in both directions between Devonport and Railton. Only one of these four trains is shown, possibly because there just happened to be one spare column available.

Most intriguing, in my opinion, is the section headed "Branch Line Services". The


## BRANCH LINE SERVICES

**Derwent Valley Line:**  
 Depart Hobart 6.15 a.m., 2.15 p.m. (Mon. to Sat.); 1.35 p.m. (Sunday).  
 Depart New Norfolk 7.38 a.m. (Mon. to Sat.); 5.5 p.m. (Mon. to Fri.); 3.30 p.m. (Sat.); 5.5 p.m. (Sun.).

**Fingal Line:**  
 2.10 p.m. (Mon. to Fri.), to St. Mary's. This Train connects with Tasman Ltd. Services

**North-Eastern Line:**  
 Launceston to Herrick 7.30 a.m. (Mon. to Fri.).  
 Launceston to Scottsdale 7.30 a.m. (Sat. only).  
 Scottsdale to Launceston 4.50 p.m. (Mon. to Fri.).  
 Herrick to Launceston 2.10 p.m. (Mon. to Fri.).  
 Scottsdale to Launceston 11.35 a.m. (Sat. only).


385.2209946  
T2M1



**Tasmania's Luxury Train**  
with the new  
**Articulated Saloon Coaches**

For—  
**RELAXED TRAVEL AND SERVICE**  
TAKE  
**"THE TASMAN LIMITED"**

## TASMANIAN RAILWAY PASSENGER SERVICES



**FOR COMFORT & SERVICE**

### CO-ORDINATED BUS SERVICES WITH THE TASMAN LIMITED

<p><b>SMITHTON - WYNYARD</b> (Circular Head Motors Pty. Ltd.)</p> <p>Leaves Smithton . . . . . 6.45 a.m.          Arrives Wynyard . . . . . 8.10 a.m.          Leaves Wynyard . . . . . 6.40 p.m.          Arrives Smithton . . . . . 8.30 p.m.</p>	<p><b>SCOTTSDALE - LILYDALE - L'TON</b> (Fry's Motor Service)</p> <p>Leaves Scottsdale . . . . . 9.20 a.m.          Arrives Launceston . . . . . 11.00 a.m.          Leaves Launceston . . . . . 4.00 p.m.          Arrives Scottsdale . . . . . 5.45 p.m.</p>
---	--

<b>ST. MARYS - AVOCA - FINGAL - LAUNCESTON SERVICE (A. Brown, Bus Service)</b>				
		Mon.-Fri.	Saturday	Sunday
Depart	St. Marys . . . . .	8.30 a.m.	8.30 a.m.	4.30 p.m.
	Fingal . . . . .	9.00	9.00	—
	Avoca . . . . .	9.50	9.50	—
Arrive	Launceston . . . . .	11.30 a.m.	11.30 a.m.	6.45 p.m.
Depart	Launceston . . . . .	6.00 p.m.	6.30 p.m.	7.00 p.m.
	Avoca . . . . .	7.45	8.15	—
	Fingal . . . . .	8.25	8.55	—
Arrive	St. Marys . . . . .	9.00 p.m.	9.30 p.m.	9.15 p.m.

<b>RAILTON - SHEFFIELD - ROLAND (R. Rowe)</b>				
Depart	Railton . . . . .	8.00	8.00	p.m.
	Sheffield, arrive	9.00	9.15	8.5
	Sheffield, depart	7.50	11.35	3.25
	Roland . . . . .	8.5	—	3.30*
Depart	Roland . . . . .	8.10	p.m.	3.50*
	Sheffield, arrive	8.25	—	4.00*
	Sheffield, depart	8.30	10.20	4.15*
	Railton . . . . .	8.45	10.45	—

\*Saturdays excepted.

NOVEMBER, 1957 62095

# HOBART - LAUNCESTON - DEVONPORT - ULVERSTONE - BURNIE - WYNYARD

Miles	Station	TASMAN LTD.		Mon. to Fri.	Mon. to Fri.	Sat. Only	Sun. Only
		Mon. to Sat.					
	<b>Hobart</b> . . . . .	a.m.		p.m.	p.m.	p.m.	p.m.
3	New Town . . . . .	8.35		5.0	5.25	5.30	2.35
3½	Moonah . . . . .	—		5.7	5.32	5.37	2.42
4½	Derwent Park . . . . .	—		5.9	5.34	5.39	2.44
5½	Glenorchy . . . . .	8.47		5.12	5.36	5.42	2.46
8½	Claremont . . . . .	—		5.15	5.40	5.45	2.50
12½	Granton . . . . .	—		5.22	5.48	5.53	2.57
13½	Bridgewater . . . . .	9.2		—	—	—	—
17½	Brighton . . . . .	—		5.33	6.0	6.5	3.8
17½	<b>Brighton</b> . . . . .	9.16		5.42	6.10	6.14	3.18
27½	<b>Campania</b> . . . . .	9.38		6.8	6.43	6.40	3.44
39	<b>Colebrook</b> . . . . .	10.9		6.39	7.16	7.11	4.15
55	<b>Parattah</b> . . . . .	10.46		(R) 7.18	8.5	7.52	4.54
	arr. dep.	—		7.31	—	—	5.7
68	Antill Ponds . . . . .	—		8.6	—	—	5.39
74	Tunbridge . . . . .	—		8.17	—	—	5.50
83½	Ross . . . . .	—		8.34	—	—	6.7
90½	<b>Campbell Town</b> . . . . .	12.0 Noon		8.48	—	—	6.21
		p.m.		—	—	—	6.34
98	<b>Conara Junction</b> . . . . .	12.14		9.2	—	—	6.47
105	Epping . . . . .	—		9.15	—	—	7.19
121½	<b>Western Junction</b> . . . . .	12.57		9.45	—	—	7.19
133	<b>Launceston</b> . . . . .	arr. 1.28		10.10	—	—	7.42
	dep.	12.30		a.m.	—	—	—
	<b>Western Junction</b> . . . . .	1.8		—	—	—	—
128½	<b>Longford</b> . . . . .	1.22		—	—	—	—
135½	Bishopsbourne . . . . .	—		—	—	—	—
142	Hagley . . . . .	—		—	—	—	—
145½	<b>Westbury</b> . . . . .	1.55		—	—	—	—
155½	<b>Deloraine</b> . . . . .	arr. 2.15		—	—	—	—
	dep.	2.15		—	—	—	—
158½	Lemana Junction . . . . .	—		—	—	—	—
163½	<b>Dunorlan</b> . . . . .	2.32		—	—	—	—
171½	<b>Kimberley</b> . . . . .	2.46		—	—	—	—
177½	<b>Railton Junction</b> . . . . .	3.0		—	—	—	—
185½	<b>Latrobe</b> . . . . .	3.18		—	—	—	—
192½	<b>Devonport</b> . . . . .	arr. 3.33		6.20	—	—	—
	dep.	3.33		—	—	—	—
199½	<b>Leith</b> . . . . .	3.48		—	—	—	—
204½	<b>Ulverstone</b> . . . . .	3.57		6.48	—	—	—
212	<b>Penguin</b> . . . . .	4.17		7.9	—	—	—
223	<b>Burnie</b> . . . . .	4.45		7.47	—	—	—
227½	<b>Somerset</b> . . . . .	4.59		—	—	—	—
235	<b>Wynyard</b> . . . . .	5.15		—	—	—	—

**BUS SERVICES**  
Co-ordinating with "The Tasman Limited"  
(see rear page)

**BOOK EARLY  
FOR TRAVEL**

By The  
**"TASMAN LIMITED"**

**WYNYARD-SMITHTON, Monday to Friday, depart Wynyard 1.40 p.m., Wiltshire 3.25 p.m.; arrive Smithton 4.40 p.m.**

**8.35 a.m. (Tasman Service) from Hobart arrives Launceston 1.28. Passengers to Launceston on this service change at Western Junction.**

**"R" Refreshments available at Parattah.**

information given here is sparse in the extreme. The only times given are those of trains at their originating stations. So, for example, on the North-Eastern Line, no indication of train time on Mondays to Fridays is provided for Scottsdale, the biggest town on the line. The trains on the Fingal and North-Eastern lines were

designated "Mixed" in the Working timetable.

Although there is no indication of the fact, the only passenger trains in this section of the brochure are those on the Derwent Valley Line to New Norfolk. These were run by railcars (morning) and passenger train (afternoon).

The strangest "timetable" is that for the Fingal Line. It states that "This train connects with Tasman Limited Service". It doesn't say where this connection is made. One just had to somehow know that the connection was at Conara Junction. Even stranger is that the Fingal Line service is only shown in one direction.



# By train to Castlereagh– Sydney in 2041

*The Time Lords gave DR WHO a copy of the July 2041 Sydney SWTT, for publishing in The Times.*

Fellow travellers, I have here in this envelope the results of the 2045 NSW State Election. I am not at liberty to reveal to you the results, but I can say that victory went to the woman who promised to make the trains run on time.

“Thus, some things never change– but at least, for a while, we were not able to say that of the rail system itself. When I look back at the Sydney rail system, to those long ago days of 2041, I am struck by the fact that it doesn’t look very different from what I know in my time. To compare it with 50 years previously though, it is remarkably transformed.

But “50 years ago” was in the *Twentieth Century*—a term that has now taken over the mantle of *antiquated* .... surely very few of you will remember the days when it meant “*futuristic*” instead?

“It all began with Ron Christie—the man whose statue has displaced Queen Victoria from the QVB—back before the turn of the century. His seemingly far-fetched Network Map (right) was scoffed at by the wise, but it gradually came into being in the 2010-2030 period. The last line to be finished was the monumentally expensive Wyong-City-Cronulla line, totally isolated from the rest of the system, underground all the way, and thus with the first trains in NSW history entirely without windows. The plasma entertainment screens which replaced them, by all accounts, offer a far greater variety of scenery than Mullet Creek ever did.

“The timetable of today (*your* “today”, I hasten to add) is nearly twice the size of that from those antiquated times— just look at the SWTT cover on the cover of this magazine and the sample page which ap-

pears opposite. Although CityRail has wisely kept the same format for tradition’s sake, note how the train frequency, the train variety, the routes on offer and the rolling stock have been radically enhanced.

“Pride of place must surely go to your Premier Service, *The Stockbroker* from the enclave of the share-market dealers in the Hills District, express via the new Balmain line, to the Martin Place station, directly under the Stock Exchange. Hauled by a vintage 46-class electric locomotive and with parlour cars especially built last century for the *Great South Pacific Express*, this train was an initiative of the controversial Peter Garrett ALP NSW Government of 2020. How many of the waist-coated brokers, smoking their Havana cigars and using the antique brass spittoons, realise that their luxury train was provided for

them by a former arch-enemy of capitalism?

“The single deck interurban sets (10-car A sets) in this timetable were also controversial in their time, especially because their wide doors designed by a long-forgotten ex-train driver and failed Transport Minister Michael Costalot. However after a prolonged teething period of a decade or two, they eventually found their niche on the Blue Mountains line. Although beginning to show their age, they are now warmly regarded by their “X-generation” users, who are likewise showing their age.

“I am not at liberty to reveal to you the future of Sydney rail transport—riveting though that may be—but I can assure you, that you will live in interesting times.”



Mondays to Fridays	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Exp	Pass	Pass	Pass	Pass	Pass	Pass	Pass
									Mo to Sa							
Emu Plains.....	8 car	8 car Subn	8 car	8 car	07 46	8 car	07 52	8 car	Loco-	8 car	8 car	8 car Subn	07 58	08 09	8 car Subn	8 car Subn
Penrith.....	arr	Subn M	M	Subn X	07 48	Subn M	07 55	Subn M	hauled	Subn M	Subn X	X	08 00	08 12	M	X
Kingswood.....	.	.	.	.	07 50	.	07 56	.	vintage	.	.	.	08 02	08 13	.	.
UWS.....	.	.	.	.	07 56	.	08 01	.	set	.	.	.	08 08	8 car	.	.
Werrington.....	.	.	.	.	07 58	.	.	.	.	.	.	.	08 10	Subn X	.	.
St Marys.....	.	.	.	.	08 02	.	.	.	.	.	.	.	08 14	.	.	.
Mt Druitt.....	.	.	.	.	08 05	.	.	.	.	.	.	.	08 17	.	.	.
Rooty Hill.....	.	.	.	.	08 06	.	.	.	.	.	.	.	08 18	.	.	.
Fairfield Freight Junction.....	.	.	.	.	08 08	.	.	.	.	.	.	.	08 20	.	.	.
Doonside.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
North Richmond.....	07 19	07 29	.	.	10 car SD	.	12 car W	07 40	.	07 50	.	.	10 car SD	.	.	08 06
Richmond.....	07 21	07 31	.	.	Subn A	.	set	07 42	.	07 52	.	.	Subn A	.	.	08 08
East Richmond.....	07 22	07 32	.	.	.	.	.	07 43	The Stock	07 53	.	.	.	.	.	08 09
Clarendon.....	07 26	07 36	.	.	.	.	.	07 47	broker	07 57	.	.	.	.	.	08 13
Windsor.....	arr	07 29	.	.	.	.	.	07 50	.	.	.	.	.	.	.	08 15
Mulgrave.....	dep	07 31	.	.	.	.	.	07 52	.	08 00	.	.	.	.	.	08 16
Mulgrave.....	07 34	07 42	.	.	.	.	.	07 55	.	08 03	.	.	.	.	.	08 19
Vineyard.....	07 37	07 43	.	.	.	.	.	07 58	.	08 04	.	.	.	.	.	08 20
Riverstone.....	.	07 47	.	.	.	.	.	.	.	08 08	.	.	.	.	.	08 24
Schofields.....	.	07 50	.	.	.	.	.	.	.	08 11	.	.	.	.	.	08 27
Castlereagh.....	.	.	07 48	07 58	.	.	.	.	.	.	08 10	08 28	.	.	.	.
Cranebrook.....	.	.	07 51	08 01	.	.	.	.	08 12	.	08 13	08 31	.	.	.	.
Llandilo.....	.	.	07 54	08 04	.	.	.	.	.	.	08 16	08 34	.	.	.	.
Shanes Park.....	.	.	07 56	08 06	.	.	.	.	.	.	08 18	08 36	.	.	.	.
Bidwill.....	.	.	07 59	08 09	.	.	.	.	.	.	08 21	08 39	.	.	.	.
Dean Park.....	.	.	08 02	08 12	.	.	.	.	.	.	08 24	08 42	.	.	.	.
Quakers Hill.....	.	07 54	08 05	08 15	.	.	.	.	.	08 15	08 27	08 45	.	.	.	.
Kings Park.....	.	.	.	08 19	.	.	.	.	.	.	.	08 49	.	.	.	.
Kings Langley.....	.	.	.	08 22	.	.	.	.	.	.	.	08 52	.	.	.	.
Marayong.....	.	07 58	08 09	.	.	.	.	.	.	08 19	08 31	.	.	.	.	08 35
Blacktown.....	arr	08 01	08 12	.	08 14	.	.	.	.	08 22	08 34	.	08 26	.	.	08 38
Blacktown.....	dep	08 03	08 14	.	08 16	.	08 11	08 27	.	08 24	08 36	.	08 28	08 28	.	08 40
Seven Hills.....	.	08 06	08 17	.	08 19	.	08 13	.	.	08 27	08 39	.	08 31	08 30	.	08 43
Toongabbie.....	.	08 09	08 20	.	08 22	.	.	.	.	08 30	08 42	.	08 34	.	.	08 46
Pendle Hill.....	.	08 11	08 22	.	08 24	.	.	.	.	08 32	08 44	.	08 36	.	.	08 48
Wentworthville.....	.	08 13	08 24	.	08 26	.	.	.	.	08 34	08 46	.	08 38	.	.	08 50
Westmead.....	.	08 16	08 27	.	08 29	.	08 17	.	.	08 37	08 49	.	08 41	08 34	.	08 53
Parramatta.....	arr	08 18	.	.	08 31	.	08 19	.	.	08 39	.	.	08 43	08 36	.	08 55
Parramatta.....	dep	08 19	08 30	.	08 32	.	08 20	08 37	.	08 40	08 52	.	08 44	08 37	.	08 56
Harris Park.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Merrylands.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Macarthur.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Granville.....	arr	08 22	08 33	.	08 35	.	.	.	.	08 43	08 55	.	08 47	08 39	.	08 59
Granville.....	dep	08 23	08 34	.	08 36	.	08 22	.	.	08 44	08 56	.	08 48	.	.	09 00
Clyde.....	.	08 23	08 34	.	08 36	.	08 24	.	.	08 46	08 58	.	08 50	08 41	.	09 02
Auburn.....	.	08 25	08 36	.	08 38	.	.	.	.	08 48	09 00	.	08 53	.	.	09 04
Lidcombe.....	arr	08 27	08 38	.	08 42	.	08 26	.	.	08 48	09 00	.	08 54	08 43	.	09 04
Lidcombe.....	dep	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flemington Freight Jcts.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Olympic Park.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flemington Freight Jcts.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Flemington C.S. Junction.....	.	08 28	08 39	.	08 43	.	08 28	.	.	08 49	09 01	.	08 55	08 45	.	09 05
Flemington.....	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Homebush.....	.	.	.	.	.	.	08 30	.	.	.	.	.	.	08 47	.	.
Strathfield.....	arr	08 31	08 42	.	08 46	.	08 31	.	Via	08 51	09 04	.	08 58	08 48	.	09 08
Strathfield.....	dep	08 32	08 43	.	08 47	.	08 32	Balmain	.	08 52	09 05	.	08 59	08 49	.	09 09
Burwood.....	.	08 34	08 45	.	08 49	.	.	.	.	08 54	09 07	.	09 01	.	.	09 11
Ashfield.....	.	08 36	08 47	.	08 51	.	08 35	.	.	08 57	09 09	.	09 03	08 52	.	09 13
Illawarra Jct.....	.	08 42	08 53	.	08 57	.	08 41	.	.	09 03	09 15	.	09 09	08 58	.	09 19
Redfern.....	.	08 44	08 55	.	08 59	.	08 43	.	.	09 05	09 17	.	09 11	09 00	.	09 21
Box Hill.....	07 30	.	.	.	.	.	.	07 51	.	.	.	.	.	.	.	.
Rouse Hill.....	07 35	.	.	.	.	.	.	07 56	.	.	.	.	.	.	.	.
Mungerie Park.....	07 39	.	.	.	.	.	.	08 00	.	.	.	.	.	.	.	.
Burns Rd.....	07 42	.	.	.	.	.	.	08 03	.	.	.	.	.	.	.	.
Northwest Business Park.....	07 44	.	.	08 25	.	.	.	08 05	.	.	.	08 55	.	.	.	.
Hills Civic Centre.....	07 47	.	08 29	.	08 42	.	08 08	.	.	.	.	08 59	.	.	09 10	.
Castle Hill.....	07 50	.	08 32	.	08 45	.	08 11	.	.	.	.	09 02	.	.	09 13	.
Highs Rd.....	07 53	.	08 34	.	08 47	.	08 14	.	.	.	.	09 04	.	.	.	.
Koala Park.....	07 55	.	08 36	.	Hoxton	.	08 16	.	.	.	.	09 06	.	.	.	.
Cheltenham.....	07 59	.	08 39	.	Park	.	08 20	.	.	.	.	09 09	.	.	Bonnyrigg	.
Epping.....	08 01	.	08 41	.	.	.	08 22	.	.	.	.	09 11	.	.	.	.
Macquarie University.....	08 07	.	.	.	Via North	.	08 28	.	.	.	.	Via North	.	.	.	.
Macquarie Park.....	08 09	.	.	.	Strathfield	.	08 30	.	.	.	.	Strathfield	.	.	.	.
Dehli Rd.....	08 11	.	.	.	.	.	08 32	.	.	.	.	.	.	.	.	.
UTS Kuring-gai.....	08 14	.	.	.	.	.	08 35	.	.	.	.	.	.	.	.	.
Chatswood.....	08 19	.	.	.	.	.	08 40	.	.	.	.	.	.	.	.	.
St Leonards.....	08 24	.	.	.	.	.	08 45	.	.	.	.	.	.	.	.	.
Crows Nest.....	08 27	.	.	.	.	.	08 48	.	.	.	.	.	.	.	.	.
Victoria Cross.....	08 30	.	.	.	.	.	08 51	.	.	.	.	.	.	.	.	.
Circular Quay.....	08 34	.	.	.	.	.	08 55	.	.	.	.	.	.	.	.	.
Martin Place.....	08 36	.	.	.	.	.	08 57	.	.	.	.	.	.	.	.	.
Park St.....	08 38	.	.	.	.	.	08 59	.	.	.	.	.	.	.	.	.
Sydney Terminal.....	.	.	.	.	.	.	08 45	.	.	.	.	.	.	09 00	.	.
Central.....	arr	08 39	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Central.....	dep	08 40	08 47	08 58	09 02	.	.	09 01	.	09 08	09 20	.	09 14	.	.	09 24
Town Hall.....	.	08 50	09 01	09 05	.	.	.	.	.	09 11	09 23	.	09 17	.	.	09 27
Wynyard.....	East Hills	08 53	09 04	09 08	.	.	.	East Hills	09 00	09 14	09 26	.	09 20	.	.	09 30
Milsons Point.....	line	08 56	09 07	09 11	.	.	.	line	Shunt	09 17	09 29	.	09 23	.	.	09 33
North Sydney.....	.	08 58	09 09	09 13	.	.	.	.	.	09 19	09 31	.	09 25	.	.	09 35

Standard Working Timetable Book 1  
Effective from Monday 29 July 2041. Version 3.1 (07 June 2041 14:42:25)

# Melbourne-Brighton hey-day

**GEOFF MANN** recounts the history of the Melbourne Brighton Bus Lines through its timetables from 1966. The first of a series on Melbourne bus timetable history.

The green buses of Melbourne – Brighton Bus Lines (MBBL) were a prominent feature as they plied the length of Swanston Street, Melbourne in the 1960s. Of course, buses had been around in Swanston Street for many years. However, in 1954, the various owners of the buses then under multiple operation grouped together and established the MBBL company. It was unusual at that time for a private bus operation to traverse city streets. Others came close, but terminated at the fringes (Eastern Suburbs Omnibus Service to Glenhuntly in Batman Avenue, E.P. Walshe to Footscray in Victoria Parade and not far away, Duncan's Green Bus service to Heidelberg at Smith Street).

The Melbourne – Brighton fleet was also unusual for Melbourne. Most private fleets had settled upon the ubiquitous Bedford by the 1950s and 60s. But the MBBL fleet at that time comprised heavier chassis vehicles, the majority being AEC Reliances. There were also two unusual (for Melbourne) Daimlers and a rare Tilling-Stevens. Leyland Royal Tiger Cubs began arriving in the 1960s.

The Company operated two routes to and from the city; North Road (Route 1, with night identification – amber lights) and Middle Brighton (Route 2, with night identification – green lights). They shared the same path along Swanston Street, St Kilda Road and Commercial Road before Route 2 headed south along Williams Road. Route 1 continued east along Malvern Road then also turned south, using Orrong Road. Much of the catchment area was deep in the heart of MMTB tram territory. The buses paralleled tram routes until turning south then crossed the extensive network of east – west tram routes. Despite this, and pick-up/set down restrictions where in direct competition, the buses thrived. Let's look at the 1960s – the hey-day?

My earliest timetables date from April 1961. The weekday service on each route provided an almost regular 10 minute frequency during the day as well as peak periods before dropping to 15 minutes in the evenings. Saturday mornings justified levels similar to weekdays but eased to 12 minute frequencies after the shops shut around midday. Sunday services were

traditional; quiet in the morning (30 minute) but 15 minutes in the afternoon and 20 minutes in the evening appears very respectable from today's viewpoint. As was often the case, Public Holiday times were given in summary form only.

My next timetable dates from June 1966. There was an introduction to the timetable headed "For the information of passengers". This advised that increased frequencies would be introduced during both the morning and afternoon peak periods commencing on 16 June 1966. "For the greater convenience of passengers wishing to travel from points in St Kilda Road during the evening peak period, additional buses will commence from a bus stand in Dodds Street, South Melbourne, near the corner of Nolan Street (at the south end of what is now the Arts Centre) and then travel via Nolan Street into St Kilda Road, departing on Route 1 at 5.07 pm and Route 2 at 5.12 pm." In October of that year, two additional 'head off' trips were added, with departures from Dodds Street now 4.57pm and 5.09pm for Route 1 and 4.52pm and 5.14pm for Route 2.





By this time, express running had been introduced in peak periods along Swanston Street by restricting the number of stops. A note in the timetables also advised that passengers boarding buses travelling north in Swanston Street for destinations on the return trip (presumably so they would get a seat!), would be charged the maximum fare (then 18c).

The April 1967 timetable showed 8 depar-

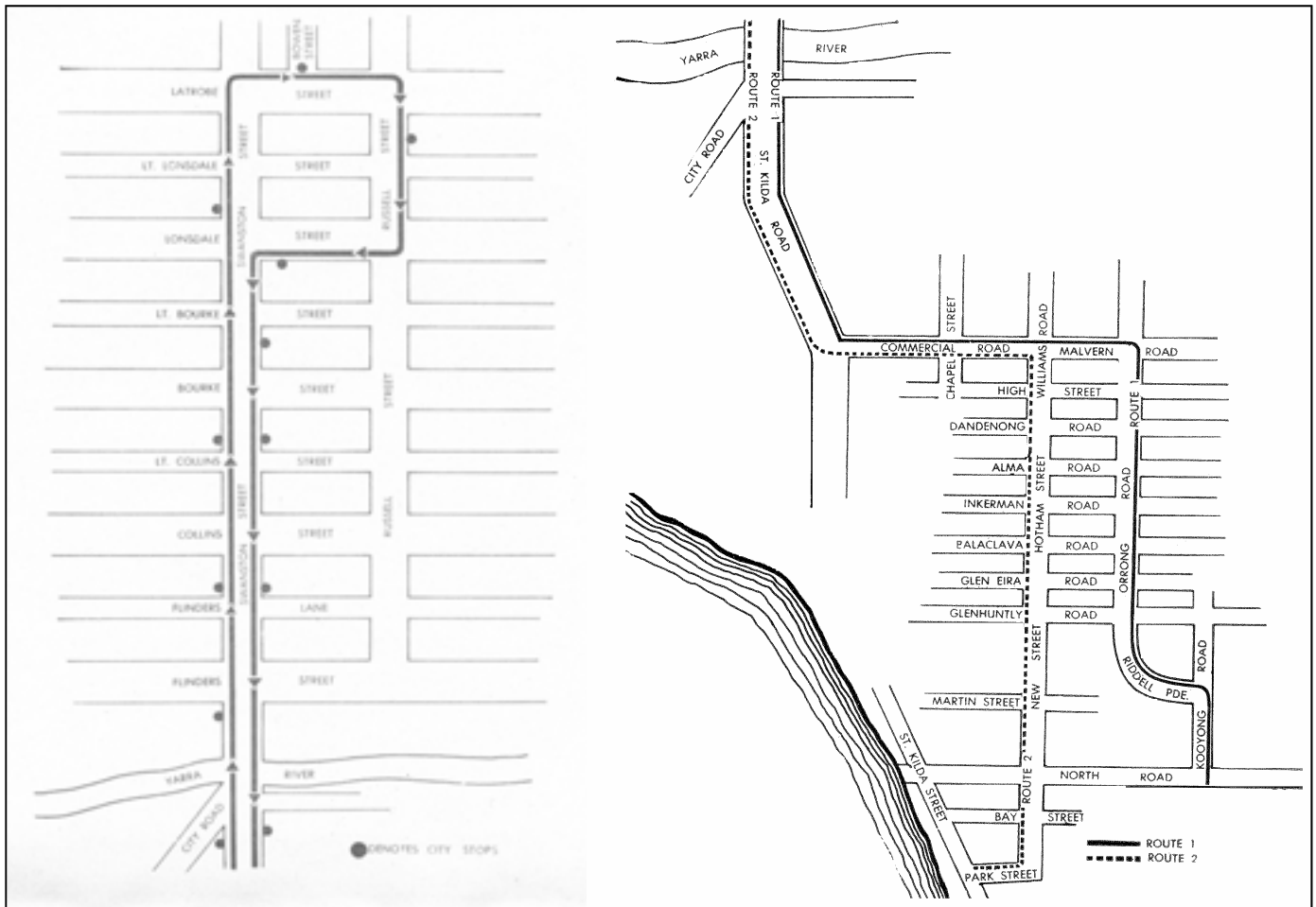
tures from each of the suburban termini between 7am and 8am. Including the 'head off' buses, there were about 18 trips from the City in the hour after 4.52pm. As a sign of things to come, however, the Saturday afternoon frequencies were now 15 minutes and most evening and Sunday afternoon frequencies were extended to 16 and 18 minutes.

The end for MBBL came on the 14 April

1985 when the route services passed to the Metropolitan Transit Authority (The Met) and the end of route buses in Swanston Street came on 29 October 1989 when Routes 601 and 602 (as 1 and 2 had become) were diverted to Queen Street. Operation is now in the hands of Melbourne Bus Link.

I acknowledge material in Australian Bus Panorama published by The Bus and

WEEK DAYS		SUNDAYS	
<p><b>LEAVE NORTH ROAD FOR CITY</b></p> <p>A.M.— 4.15, 30, 45 7.00, 10, 20, 30, 40, 47, 55 8.05, 15, 25, 35, 45, 55 9.10, 20, 30, 40, 50 10.00, 10, 20, 30, 45 11.00, 10, 20, 30, 40, 50</p> <p>P.M.— 12.00, 10, 20, 30, 40, 50 1.05, 15, 25, 35, 45, 55 2.05, 15, 25, 35, 45, 55 3.05, 15, 25, 35, 45, 55 4.05, 15, 25, 35, 45, 55 5.05, 15, 25, 35, 45, 55 6.00, 15, 30, 45 7.00, 15, 30, 45 8.00, 15, 30, 45 9.00, 15, 30, 45 10.00, 15, 30, 45 11.00, 15</p>	<p><b>LEAVE MELBOURNE PUBLIC LIBRARY</b></p> <p>A.M.— 7.00, 15, 30, 45, 55 8.05, 15, 25, 35, 45, 55 9.05, 15, 25, 35, 45, 55 10.05, 15, 25, 35, 45, 55 11.05, 15, 30, 45, 55</p> <p>P.M.— 12.05, 15, 25, 35, 45, 55 1.05, 15, 25, 35, 45, 55 2.05, 15, 25, 35, 45, 55 3.05, 15, 25, 35, 45, 55 4.05, 15, 25, 35, 45, 55 5.05, 15, 25, 35, 45, 55 6.05, 15, 30, 45 7.00, 15, 30, 45 8.00, 15, 30, 45 9.00, 15, 30, 45 10.00, 15, 30, 45 11.00, 15, 30, 45 12.00 M.M.</p>	<p><b>LEAVE NORTH ROAD FOR CITY</b></p> <p>A.M.— 8.30 9.00, 30 10.00, 30 11.00, 30</p> <p>P.M.— 12.00, 30 1.00, 15, 30, 45 2.00, 15, 30, 45 3.00, 15, 30, 45 4.00, 15, 30, 45 5.00, 15, 30, 45 6.00, 20, 40 7.00, 20, 40 8.00, 20, 40 9.00, 20, 40 10.00, 15, 30</p>	<p><b>LEAVE MELBOURNE PUBLIC LIBRARY</b></p> <p>A.M.— 9.15, 45 10.15, 45 11.15, 45</p> <p>P.M.— 12.15, 45 1.15, 45 2.00, 15, 30, 45 3.00, 15, 30, 45 4.00, 15, 30, 45 5.00, 15, 30, 45 6.00, 15, 30, 50 7.10, 30, 50 8.10, 30, 50 9.10, 30, 50 10.10, 30, 45 11.00, 15</p>
SATURDAYS		<p><b>PUBLIC HOLIDAYS</b></p> <p>20 min. service to 12.00 noon. Then 15 min. service to last bus. First Bus North Road 6.30 a.m. Last Bus City 12.00 Midnight</p> <p><b>CHILDREN'S PUSHERS</b> Will Be Carried Between WEEK DAYS: 9.30 a.m. and 3.30 p.m. and 6.30 p.m. to Last Bus SATURDAYS: After 1.30 p.m. SUNDAYS: All Day.</p> <p>Provided they are folded. Space permitting.</p> <p><b>OUR MOTTO:</b> Safety, Courtesy and Prompt Service. For Comfort, Travel Between 9 a.m. and 4 p.m., when possible.</p>	
WEEK DAYS		SUNDAYS	
<p><b>LEAVE PARK STREET FOR CITY</b></p> <p>A.M.— 6.20, 35, 50 7.05, 15, 25, 35, 45, 55 8.00, 10, 20, 30, 40, 50 9.00, 15, 25, 35, 45, 55 10.05, 15, 25, 35, 45, 55 11.05, 15, 25, 35, 45, 55</p> <p>P.M.— 12.05, 15, 25, 35, 45, 55 1.10, 20, 30, 40, 50 2.00, 10, 20, 30, 40, 50 3.00, 10, 20, 30, 40, 50 4.00, 10, 20, 30, 40, 50 5.00, 10, 20, 35, 50 6.05, 20, 35, 50 7.05, 20, 35, 50 8.05, 20, 35, 50 9.05, 20, 35, 50 10.05, 20, 35, 50 11.10</p>	<p><b>LEAVE MELBOURNE PUBLIC LIBRARY</b></p> <p>A.M.— 7.05, 20, 35, 50 8.00, 10, 20, 30, 40, 50 9.00, 10, 20, 30, 40, 50 10.00, 10, 20, 30, 40, 50 11.00, 10, 20, 35, 50</p> <p>P.M.— 12.00, 10, 20, 30, 40, 50 1.00, 10, 20, 30, 40, 55 2.10, 20, 30, 40, 50 3.00, 10, 20, 30, 40, 50 4.00, 10, 20, 30, 40, 50 5.00, 10, 20, 30, 40, 50 6.00, 08, 20, 35, 50 7.05, 20, 35, 50 8.05, 20, 35, 50 9.05, 20, 35, 50 10.05, 20, 35, 50 11.05, 20, 35, 55</p>	<p><b>LEAVE PARK STREET FOR CITY</b></p> <p>A.M.— 8.45 9.15, 45 10.15, 45 11.15, 45</p> <p>P.M.— 12.15, 45 1.05, 20, 35, 50 2.05, 20, 35, 50 3.05, 20, 35, 50 4.05, 20, 35, 50 5.05, 20, 35, 50 6.10, 30, 50 7.10, 30, 50 8.10, 30, 50 9.10, 30, 50 10.10, 25, 40</p>	<p><b>LEAVE MELBOURNE PUBLIC LIBRARY</b></p> <p>A.M.— 9.30 10.00, 30 11.00, 30</p> <p>P.M.— 12.00, 30 1.00, 30, 50 2.05, 20, 35, 50 3.05, 20, 35, 50 4.05, 20, 35, 50 5.05, 20, 35, 50 6.05, 20, 40 7.00, 20, 40 8.00, 20, 40 9.00, 20, 40 10.00, 20, 40, 55 11.10, 25</p>
SATURDAYS		<p><b>CHILDREN'S PUSHERS</b> Will Be Carried Between WEEK DAYS: 9.30 a.m. and 3.30 p.m. and 6.30 p.m. to Last Bus SATURDAYS: After 1.30 p.m. SUNDAYS: All Day.</p> <p>Provided they are folded. Space permitting.</p> <p><b>PUBLIC HOLIDAYS</b></p> <p>20 min. service to 12.00 noon then 15 min. service 12.00 noon to last bus. First bus Middle Brighton 6.40 a.m. Last bus City 11.55 p.m.</p> <p><b>OUR MOTTO:</b> Safety, Courtesy and Prompt Service. For Comfort, Travel Between 9 a.m. and 4 p.m., when possible.</p>	
<p><b>LEAVE PARK STREET FOR CITY</b></p> <p>A.M.— 6.35, 50 7.05, 20, 35, 50 8.05, 15, 25, 35, 45, 55 9.05, 15, 25, 35, 45, 55 10.05, 15, 25, 35, 45, 55 11.05, 15, 25, 35, 45, 55</p> <p>P.M.— 12.05, 15, 25, 35, 45, 55 1.12, 24, 36, 48 2.00, 12, 24, 36, 48 3.00, 12, 24, 36, 48 4.00, 12, 24, 36, 48 5.00, 12, 24, 36, 50</p> <p>Then as per Week Days</p>	<p><b>LEAVE MELBOURNE PUBLIC LIBRARY</b></p> <p>A.M.— 7.20, 35, 50 8.05, 15, 33, 50 9.05, 10, 20, 30, 40, 50 10.00, 10, 20, 30, 40, 50 11.00, 10, 20, 30, 40, 50</p> <p>P.M.— 12.00, 10, 20, 30, 40, 50 1.00, 10, 20, 30, 40, 54 2.00, 18, 30, 42, 54 3.00, 18, 30, 42, 54 4.00, 18, 30, 42, 54 5.00, 18, 30, 42, 54 6.00</p> <p>Then as per Week Days</p>		



## ROUTE No. 2 Weekdays

From Middle Brighton

A.M.  
6.20, 35, 45, 55  
7.05, 15, 25, 32, 40, 48, 56  
8.05, 15, 25, 35, 45, 55  
9.05, 15, 25, 35, 45, 55  
10.05, 15, 25, 35, 45, 55  
11.05, 15, 25, 35, 45, 55

From City

A.M.  
7.05, 20, 30, 40, 50  
8.00, 10, 20, 29, 36, 45, 55  
9.05, 15, 25, 35, 45, 55  
10.02, 10, 20, 30, 40, 50  
11.00, 10, 20, 30, 40, 50

P.M.

12.05, 15, 25, 35, 45, 55  
1.05, 15, 25, 35, 45, 55  
2.05, 15, 25, 35, 45, 52  
3.00, 10, 20, 30, 40, 50  
4.00, 10, 20, 30, 40, 50  
5.00, 10, 20, 35, 50  
6.05, 20, 35, 50  
7.05, 20, 40, 59  
8.17, 37, 54  
9.12, 30, 48  
10.06, 26, 48  
11.10.

P.M.

12.00, 10, 20, 30, 40, 50  
1.00, 10, 20, 30, 40, 50  
2.00, 10, 20, 30, 40, 50  
3.00, 10, 20, 30, 40, 50  
4.00, 10, 20, 30, 40, 50  
5.00, 10, 12\*, 20, 30, 40, 50  
6.00, 10, 20, 35, 50  
7.05, 20, 35, 50  
8.05, 25, 44  
9.02, 22, 39, 57  
10.15, 33, 51  
11.11, 31, 55

\* 5.12 p.m. from Nolan Street only.

## Saturdays

A.M.

6.35, 50  
7.05, 20, 35, 50  
8.05, 15, 25, 35, 45, 55  
9.05, 15, 25, 35, 45, 55  
10.05, 15, 25, 35, 45, 55  
11.05, 15, 25, 35, 45, 55

A.M.

7.20, 35, 50  
8.05, 15, 35, 50  
9.00, 10, 20, 30, 40, 50  
10.00, 10, 20, 30, 40, 50  
11.00, 10, 20, 30, 40, 50

P.M.

12.05, 15, 25, 35, 45  
1.00, 15, 30, 45  
2.00, 15, 30, 45  
3.00, 15, 30, 45  
4.00, 15, 30, 45  
5.00, 15, 30, 45  
6.00, 15, 30, 45  
7.00, 15, 30, 45  
8.05, 26, 40  
9.00, 15, 35, 53  
10.10, 30, 48  
11.10.

P.M.

12.00, 10, 20, 30, 40, 50  
1.00, 10, 20, 30, 45  
2.00, 10, 20, 30, 45  
3.00, 15, 30, 45  
4.00, 15, 30, 45  
5.00, 15, 30, 45  
6.00, 15, 30, 45  
7.00, 12, 30, 45  
8.00, 15, 30, 50  
9.08, 25, 45  
10.00, 20, 38, 55  
11.15, 30, 55.

## ROUTE No. 2 Sundays

From Middle Brighton

A.M.  
8.45  
9.15, 45  
10.15, 45  
11.15, 45

From City

A.M.  
9.30  
10.00, 30  
11.00, 30

P.M.

12.15, 45  
1.09, 27, 45  
2.03, 21, 39, 57  
3.15, 33, 51  
4.09, 27, 45  
5.03, 21, 40  
6.00, 20, 40  
7.00, 20, 40  
8.00, 20, 40  
9.00, 20, 40  
10.00, 20, 40

P.M.

12.00, 30  
1.00, 30, 54  
2.12, 30, 48  
3.06, 24, 42  
4.00, 18, 36, 54  
5.12, 30, 48  
6.06, 25, 42  
7.00, 20, 40  
8.00, 20, 40  
9.00, 20, 40  
10.00, 20, 40  
11.00, 20.

## SECTION AND FARES

	Park St.	Bay St.	Martin St.	Glenhuntly Rd.	Balclava Rd.	Dandenong Rd.	Malvern Rd.	Chapel St.
Bay Street	6c							
Martin Street	8c	6c						
Glenhuntly Road	10c	8c	6c					
Balclava Road	11c	10c	8c	6c				
Dandenong Road	12c	11c	10c	8c	6c			
Malvern Road	13c	12c	11c	10c	8c	6c		
Chapel Street	14c	14c	13c	11c	10c	8c	6c	
City	18c	18c	18c	17c	16c	15c	14c	14c

Children: First Section 6c, then half fare to nearest higher cent.

Passengers boarding buses travelling north in Swanston Street for destinations on return trip — Minimum Fare 18c.

### PUBLIC HOLIDAYS

20 minutes service to 11.40 a.m., then 18 minutes service to last bus.

First bus from Middle Brighton 6.40 a.m.

Last bus from City 11.35 p.m.



## IMPORTANT

Change of Timetable  
(Experimental Period)

6/66

# FOR THE INFORMATION OF PASSENGERS

To meet additional traffic demands and changing conditions that have become apparent over recent months, arrangements are being made to increase frequencies on Route No. 1 (Melbourne — North Road) and Route No. 2 (Melbourne — Middle Brighton Beach).

These increased frequencies will be introduced during both the Morning and Afternoon peak periods and will commence from 16th June, 1966

For the greater convenience of passengers wishing to travel from points in St. Kilda Road during the evening peak period, Additional Buses will commence from a bus stand in Dodds Street, South Melbourne, near the corner of Nolan Street (at south end of Cultural Centre) and then travel via Nolan Street into St. Kilda Road, departing on:

- Route No. 1 at 5.07 p.m.
- Route No. 2 at 5.12 p.m.

It is hoped this arrangement, which is being introduced as an experiment for a period of from three to six months, will prove to be of assistance to passengers as its continuance or extension will depend on its popularity during that time.

In addition to the above, some adjustments to time tables at other times will be introduced from the same date. Full details of service at all times are set out further over in this leaflet.

Any further information can be obtained from the Company's Head Office, 43 Head Street, Elwood. Telephone 91 1213

## ROUTE No. 1 Weekdays

From North Road	From City
<b>A.M.</b>	<b>A.M.</b>
6.15, 30, 40, 50	7.00, 15, 25, 35, 45, 55
7.00, 10, 20, 28, 36, 44, 52	8.05, 15, 25, 32, 40, 50
8.00, 10, 20, 30, 40, 50	9.00, 10, 20, 30, 40, 50, 58
9.00, 10, 20, 30, 40, 50	10.05, 15, 25, 35, 45, 55
10.00, 10, 20, 30, 40, 50	11.05, 15, 25, 35, 45, 55
11.00, 10, 20, 30, 40, 50	
<b>P.M.</b>	<b>P.M.</b>
12.00, 10, 20, 30, 40, 50	12.05, 15, 25, 35, 45, 55
1.00, 10, 20, 30, 40, 50	1.05, 15, 25, 35, 45, 55
2.00, 10, 20, 30, 40, 47, 55	2.05, 15, 25, 35, 45, 55
3.05, 15, 25, 35, 45, 55	3.05, 15, 25, 35, 45, 55
4.05, 15, 25, 35, 45, 55	4.05, 15, 25, 35, 45, 55
5.05, 15, 30, 45	5.05, 07* 15, 25, 35, 45, 55
6.00, 15, 30, 45	6.05, 15, 30, 45
7.00, 15, 31, 50	7.00, 15, 30, 45
8.07, 27, 45	8.00, 16, 35, 52
9.03, 21, 39, 57	9.12, 30, 48
10.17, 37, 56	10.06, 24, 42
11.15	11.02, 25, 41
	12.00 Noon

\* 5.07 p.m. from Nolan Street only.

## Saturdays

From North Road	From City
<b>A.M.</b>	<b>A.M.</b>
6.30, 45	7.15, 30, 45
7.00, 15, 30, 45	8.00, 10, 30, 45, 55
8.00, 10, 20, 30, 40, 50	9.05, 15, 25, 35, 45, 55
9.00, 10, 20, 30, 40, 50	10.05, 15, 25, 35, 45, 55
10.00, 10, 20, 30, 40, 50	11.05, 15, 25, 35, 45, 55
11.00, 10, 20, 30, 40, 50	
<b>P.M.</b>	<b>P.M.</b>
12.00, 10, 20, 30, 40, 50	12.05, 15, 25, 35, 45, 55
1.08, 23, 38, 53	1.05, 15, 25, 38, 53
2.08, 23, 38, 53	2.08, 23, 38, 53
3.08, 23, 38, 53	3.08, 23, 38, 53
4.08, 23, 38, 53	4.08, 23, 38, 53
5.08, 23, 38, 53	5.08, 23, 38, 53
6.08, 23, 38, 53	6.08, 23, 38, 53
7.08, 23, 38, 56	7.05, 23, 38, 53
8.17, 32, 50	8.08, 23, 41, 59
9.08, 26, 44	9.17, 35, 53
10.02, 20, 38, 56	10.11, 29, 47
11.15	11.05, 23, 41
	12.00 Noon

## ROUTE No. 1 Sundays

From North Road	From City
<b>A.M.</b>	<b>A.M.</b>
8.30	9.15, 45
9.00, 30	10.15, 45
10.00, 30	11.15, 45
11.00, 30	
<b>P.M.</b>	<b>P.M.</b>
12.00, 30	12.15, 45
1.00, 18, 36, 54	1.15, 45
2.12, 30, 48	2.03, 21, 39, 57
3.06, 24, 42	3.15, 33, 51
4.00, 18, 36, 54	4.09, 27, 45
5.12, 30, 50	5.03, 21, 39, 57
6.10, 30, 50	6.15, 32, 50
7.10, 30, 50	7.10, 30, 50
8.10, 30, 50	8.10, 30, 50
9.10, 30, 50	9.10, 30, 50
10.10, 30	10.10, 30, 50
	11.10

## SECTION AND FARES

	North Rd.	Clarence St.	Glenhuntly Rd.	Balaclava Rd.	Dandenong Rd.	Malvern Rd.	Chippel St.
Clarence Street	6c						
Glenhuntly Road		6c					
Balaclava Road			10c	8c	6c		
Dandenong Road				11c	10c	8c	6c
Malvern Road					13c	11c	10c
Chippel Street						14c	13c
City							18c

Children: First Section 4c, then half fare to nearest higher cent.  
 Passengers boarding buses travelling north in Swanston Street for destinations on return trip — Minimum Fare 18c.

### PUBLIC HOLIDAYS

20 minutes service to 11.30 a.m., then 18 minutes service to last bus.

First bus from North Road 6.30 a.m.  
 Last bus from City 12.00 Midnight.



## IMPORTANT

### Change of Timetable

(Experimental Period)

To commence from  
 6th April, 1967

## Route No. 1 MELBOURNE - NORTH ROAD

From North Road	From City
<b>A.M.</b>	<b>A.M.</b>
8.30	9.15 45
9.00 30	10.15 45
10.00 30	11.15 45
11.00 30	
<b>P.M.</b>	<b>P.M.</b>
12.00 30	12.15 45
1.00 18 36 54	1.15 45
2.12 30 48	2.03 21 39 57
3.06 24 42	3.15 33 51
4.00 18 36 54	4.09 27 45
5.12 30 50	5.03 21 39 57
6.10 30 50	6.15 32 50
7.10 30 50	7.10 30 50
8.10 30 50	8.10 30 50
9.10 30 50	9.10 30 50
10.10 30	10.50 30 50
	11.15

### SECTIONS AND FARES

	North Rd.	Clarence St.	Glen St.	Malvern Rd.	Chippel St.	City
City St.	6c					
Chippel Rd.	9c	5c	6c	4c		
Malvern Rd.	11c	6c	7c	6c	6c	
Dandenong Rd.	12c	7c	11c	9c	5c	4c
Malvern Rd.	14c	8c	12c	11c	6c	5c
Chippel St.	15c	8c	14c	12c	11c	6c
City	19c	11c	19c	18c	16c	17c

A — Domestic Adult C — Domestic Child

Passengers boarding buses travelling north in Swanston Street for destinations on the return trip — Minimum Fare 18c (Children 16c).

### PUBLIC HOLIDAYS

20 minutes service to 11.30 a.m., then 18 minutes service to last bus.  
 First bus from North Road 6.30 a.m.  
 Last bus from City 12.00 Midnight.

### IMPORTANT INFORMATION FOR PASSENGERS

Passengers must be ready to board buses ten minutes before the scheduled departure time. The driver is not responsible for the untimely arrival of passengers who do not arrive at the bus stop in time. Buses are not required to wait for passengers who do not arrive at the bus stop in time. Buses are not required to wait for passengers who do not arrive at the bus stop in time.

Passengers must be ready to board buses ten minutes before the scheduled departure time. The driver is not responsible for the untimely arrival of passengers who do not arrive at the bus stop in time. Buses are not required to wait for passengers who do not arrive at the bus stop in time.

The departure times of buses along Dodds Street are as follows:  
 Monday to Friday: 6.15, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00.  
 Saturday: 6.30, 7.15, 8.00, 9.00, 10.00, 11.00, 12.00, 1.00, 2.00, 3.00, 4.00, 5.00, 6.00.

Passengers must be ready to board buses ten minutes before the scheduled departure time. The driver is not responsible for the untimely arrival of passengers who do not arrive at the bus stop in time. Buses are not required to wait for passengers who do not arrive at the bus stop in time.

Passengers must be ready to board buses ten minutes before the scheduled departure time. The driver is not responsible for the untimely arrival of passengers who do not arrive at the bus stop in time. Buses are not required to wait for passengers who do not arrive at the bus stop in time.

#### EXTRA BUS RUNNING TIMES in Swanston Street replaced and are as follows:

Between 8.15 a.m. and 9.15 a.m. and between 4.30 p.m. and 5.45 p.m. Monday to Friday. Buses do NOT stop at:

- Isaac Street
- Carlisle Street
- Battle Street
- Clifton Street
- Beauchamp Street
- Clifton Street
- Kingston Street

For additional information see the timetable from the Company's Head Office, 49 Great Street, Ipswich. Telephone: 84 1213

## Route No. 1 MELBOURNE - NORTH ROAD

### WEEKDAYS

From North Road	To City
6.15 30 40 50	7.00 15 25 35 45 55
7.00 10 18 28 38 48 58	8.00 10 20 30 40 50 58
8.00 10 20 30 40 50	10.00 15 25 35 45 55
9.00 10 20 30 40 50	11.00 15 25 35 45 55
10.00 10 20 30 40 50	12.00 15 25 35 45 55
11.00 10 20 30 40 50	1.05 15 25 35 45 55
12.00 10 20 30 40 50	2.05 15 25 35 45 55
1.00 10 20 30 40 50	3.05 15 25 35 45 55
2.00 15 25 35 45 55	4.05 15 25 35 45 55
3.00 14 23 32 41 50	5.07 15 25 35 45 55
4.00 15 24 33 42 51	6.00 15 25 35 45 55

6.00 15 30 45	7.00 15 30 45 55
7.00 15 32 48	8.12 28 44
8.04 20 36 52	9.00 16 34 52
9.08 24 40 56	10.10 30 48
10.15 35 55	11.04 22 40
11.15	12.00 M.N.
	1—4.57 p.m. and 5.09 p.m. from Dodds Street only.

### SATURDAYS

A.M.	P.M.
6.30 45	12.00 15 25 35 45 55
7.00 15 30	1.05 15 25 35 45 55
8.00 10 20 30 40 50	2.05 15 25 35 45 55
9.00 10 20 30 40 50	3.05 15 25 35 45 55
10.00 10 20 30 40 50	4.05 15 25 35 45 55
11.00 10 20 30 40 50	5.07 15 25 35 45 55
12.00 10 20 30 40 55	6.00 15 25 35 45 55
1.05 15 25 35 45 55	7.00 15 30 45
2.05 15 25 35 45 55	8.00 10 20 30 45 55
3.05 15 25 35 45 55	9.00 15 25 35 45 55
4.05 15 25 35 45 55	10.00 15 25 35 45 55
5.07 15 25 35 45 55	11.00 15 25 35 45 55
6.00 15 25 35 45 55	12.00 M.N.

## Route No. 2

### MELBOURNE - MIDDLE BRIGHTON BEACH

#### WEEKDAYS

From Middle Brighton	To City
6.20 35 45 55	7.05 20 30 40 50
7.05 15 23 31 38 43 52 59	8.00 10 20 29 36 43 50 57
8.06 15 25 35 45 55	9.05 15 25 35 45 55
9.05 15 25 35 45 55	10.02 10 20 30 40 50
10.05 15 25 35 45 55	11.00 10 20 30 40 50
11.05 15 25 35 45 55	12.00 10 20 30 40 50
P.M.	1.00 10 20 30 40 50
12.05 15 25 35 45 55	2.00 10 20 30 40 50
1.05 15 25 35 45 55	3.00 10 20 30 40 50
2.05 15 25 35 43 50	4.00 10 20 32 42 52 58
3.00 10 20 30 40 50	5.02 12 114 20 28 36 45 55
4.00 10 19 28 37 47 57	6.05 20 35 50
5.07 20 35 50	7.05 20 35 50
6.05 20 35 50	8.04 20 36 52
7.05 24 40 56	9.08 24 42
8.12 28 44	10.00 20 38 56
9.00 16 33 48	11.12 32 55
10.05 25 47	1—4.52 p.m. and 5.14 p.m. from Dodds Street only.
11.10	

#### SATURDAYS

A.M.	P.M.
6.35 50	12.00 10 20 30 40 50
7.05 20 35 50	1.00 10 20 30 45
8.05 15 25 35 45 55	2.00 15 30 45
9.05 15 25 35 45 55	3.00 15 30 45
10.05 15 25 35 45 55	4.00 15 30 45
11.05 15 25 35 45 55	5.00 15 30 45
P.M.	6.00 15 30 45
12.05 15 25 35 45	7.00 15 30 45
1.00 15 30 45	8.00 10 25 45
2.00 15 30 45	9.05 25 45
3.00 15 30 45	10.05 25 45
4.00 15 30 45	11.07 30 55
5.00 15 30 45	
6.00 15 30 45	
7.00 15 28 45	
8.05 25 45	
9.05 25 45	
10.05 25 47	
11.10	

## Route No. 2

### MELBOURNE - MIDDLE BRIGHTON BEACH

#### SUNDAYS

From Middle Brighton	To City
8.45	9.30
9.15 45	10.00 30
10.15 45	11.00 30
11.15 45	P.M.
12.15 45	12.00 30
1.09 27 45	1.00 30 54
2.03 21 39 57	2.12 30 48
3.15 33 51	3.06 24 42
4.09 27 45	4.00 18 36 54
5.03 21 40	5.12 30 48
6.00 20 40	6.06 24 42
7.00 20 40	7.00 20 40
8.00 20 40	8.00 20 40
9.00 20 40	9.00 20 40
10.00 20 40	10.00 20 40
	11.02 25

#### SECTIONS AND FARES

	Park Street	Bay Street	Martin Street	Glenhumpy Road	Balchuan Road	Chandlers Road	Melburn Road	Chapel Street
A C A C A C A C A C A C A C A C								
Bay St.	6c 4c							
Martin St.	9c 5c 6c 4c							
G'by. Rd.	11c 6c 9c 5c 6c 4c							
Bala. Rd.	12c 7c 11c 6c 9c 5c 6c 4c							
D'vong Rd.	13c 7c 12c 7c 11c 6c 9c 5c 6c 4c							
M'vora Rd.	14c 8c 13c 7c 12c 7c 11c 6c 9c 5c 6c 4c							
Chapel St.	15c 8c 15c 8c 14c 8c 12c 7c 11c 6c 9c 5c 6c 4c							
City	19c 10c 19c 10c 19c 10c 18c 10c 17c 9c 16c 9c 15c 8c 15c 8c							

Passengers boarding buses travelling north in Swanston Street for destinations on the return trip — Minimum fare 15c (Children 10c).

#### PUBLIC HOLIDAYS

20 minutes service to 11.40 a.m., 18 minutes service to 7.25 p.m., then 20 minutes service to last bus. First bus from Middle Brighton 6.40 a.m. Last bus from City 11.55 p.m.

# Beware of bicycles

This here is a page from a LNER General Appendix to the Working Time Table from the between the wars period (naturally). How did this get past the pointy-heads? More timetable whimsy overleaf.

266

General Instructions.—*Continued.*

## CONVEYANCE AND STORAGE OF BICYCLES.

General Rules 170 and 100.

Every care must be exercised by the staff in handling and stowing bicycles so as to reduce the risk of damage whilst the machines are in the charge of the Company, during transit or at the stations. It is not generally practicable for the owners of bicycles to pack them, or otherwise to place them in a "carriageable" condition; and more than ordinary care is consequently needed in dealing with them.

The following instructions must be carefully observed :—

- 1.—Bicycles in charge of the Company *when being wheeled* should be held by the handle-bar and when *being lifted* the head of the machine should be firmly grasped with one hand and the frame immediately under the saddle, by the other.
- 2.—*In loading and unloading* a bicycle, or placing it in or removing it from the holding appliance in storage rooms, the back part of the machine must be slightly raised so as to prevent the pedals revolving and coming into contact with adjacent machines or articles of luggage.
- 3.—Whenever it is necessary to *rest one bicycle against another* the machines must be placed in reverse order, that is to say, the front wheel of one bicycle must be opposite the back wheel of the other, and care must be taken to see that in every case the pedal on the side away from the person handling the machine is lowered to its fullest extent so that it may come beneath the frame of the next machine. On no account whatsoever are male and female bicycles to be so arranged.
- 4.—Bicycles must be carefully *stowed in the vans* well apart from luggage or other articles, so that in the event of any shifting of load upon the journey, no damage may be caused to the bicycles. In no case should luggage be placed against or on the top of bicycles.
- 5.—At stations where cycle holders are provided for the storage of machines they must be made use of in all cases. At other stations bicycles must be stored in such a manner and in such positions as to prevent damage arising; and similar precaution should be taken with bicycles standing at stations awaiting despatch, whether accompanying passengers or not.

## CLEARING OF LUGGAGE COMPARTMENTS AND VANS AT TERMINAL STATIONS.

General Rule 170 (c).

On the arrival of trains at terminal stations, Guards must see that the luggage compartments and vans on their trains have been cleared.



## IMPORTANT INFORMATION FOR COMMUTERS

Due to the successful running of the Sydney 2000 Olympics, Melbourne will be utilising Sydney public transport timetables during the 2006 Commonwealth Games (15-26 March 2006). This while demanding minor concessions from you the customer, will ensure the smooth functioning of our transport system in a time of high stress

### Please read the following important information:

We will be using Sydney Placenames During 15-26 March 2006:

- Flinders Street station will be known as **Central**
- Parliament will be **Martin Place**
- Flagstaff will be **Wynard**
- Melbourne central will be **St James**
- North Melbourne will be **Redfern**

Therefore a trip from Parliament to North Melbourne will be referred to as a trip from **Martin Place to Redfern**. NB It is vital that these new destinations are memorised by all commuters to ensure you reach your intended destination. The system is an exact geographic overlay from Sydney to Melbourne therefore.

- Essendon will become **Wiley Park**
- Thornbury will become **Beverly North**
- Brunswick will become **Burwood**
- Burwood will become **Bondi beach**
- Caulfield will become **Kings Cross**
- etc etc

Please note while this may be initially confusing all that is required is a sound knowledge of Sydney's transport system and a good sense of direction

We would like to thank all commuters in advance for their understanding in this situation and look forward to our respective roles in enabling Melbourne 2006 to be the best Commonwealth games ever! As always our friendly staff will be on hand to assist you

**UNITED BY THE MOMENT!  
 UNITED IN OUR MOVEMENT!**

MASTER COPY

**SUBURBAN ROSTERS**

**EASTER 2000 TIMETABLE**

**WEEKENDS & PUBLIC HOLIDAYS**

**SATURDAY 15<sup>TH</sup> & SUNDAY 16<sup>TH</sup> APRIL,**

**FRIDAY 21<sup>ST</sup> TO TUESDAY 25<sup>TH</sup> APRIL,**

**SATURDAY 29<sup>TH</sup> APRIL, 2000**



# CityRail Performance— did they fix it?

GEOFF LAMBERT *thinks they did. The SMH is not so sure.*

I make my daily living examining tea leaves and the entrails of goats, looking for meaning among them (aka medical research, with a bit of psephology thrown in on the side). Over 30 or 40 years I have learned how to spot a trend hidden in the noise— and I see one here.

The graph below is a plot of performance (%age of trains on time) against the timetable for CityRail's peak hour train service, plotted on a monthly basis from 1999 to the present. You don't have to be a medical researcher or a psephologist to spot that something went horribly wrong in the second half of 2003 and that it was somehow corrected in the last quarter of 2005. What and what?

As detailed here previously, the AATTC supplied a lot of information to, and did a lot of performance analyses for, the *Sydney Morning Herald* in 2004. We said to the SMH then that we doubted whether anyone knew why timetable performance had suddenly collapsed— because all of the reasons given by CityRail could be shown to have been in existence long before the collapse.

But there was one item that slipped past our attention— or at least was discounted as highly unlikely— the advent of data loggers, as a result of the McNerney enquiries into the Glenbrook and Waterfall smashes. Anecdotal evidence had it that the data loggers made drivers more cautious and less likely to speed. It was said that the Working Timetables required over speeding as a matter of course— but this does not appear to have been true. Rather the speeding occurred during out of course or late running as drivers attempted to make up time. After the data-loggers, they stopped doing this. All of the timetable defects were present before the data-loggers, but drivers had the freedom to negate their impact on performance by making up time— so the general level of performance was usually acceptable. After the data-loggers the faults were laid bare because they couldn't be compensated for by speeding. The famous memo, at right, is another indicator of how bad performance could be compensated for before the data loggers arrived.

It will come as no surprise to you then, that the arrow in the graph is placed at the time when the data-loggers were introduced. The original graph, from a consultants' report shows several other changes that occurred in the 1999-2003 period, none of them having an impact on timetable performance.

I'm convinced— are you?

What then accounts for the improvement? The new timetable of course. So what was it about the new timetable that removed the need for compensatory speeding? I still think nobody knows for sure, but it was probably a number of things. These include:

- Lower train frequency
- Longer dwell times
- Longer journey times
- Fewer cross-sector runs
- Less variability of stopping patterns.

All of these features contribute to timetable stability and the lack of them in the past has led to some woeful disasters— most notably those of 1975 and 1996.

The *Sydney Morning Herald*, however, is yet to be convinced, asserting (more than a little contradictorily): *Six months after it introduced a new timetable to fix massive delays on the rail network, CityRail is still battling to run trains on time. More than half of the weekday peak hour trains were late in November, December and February.*

*The aim of the timetable was to have 92% of trains arriving at their destination*

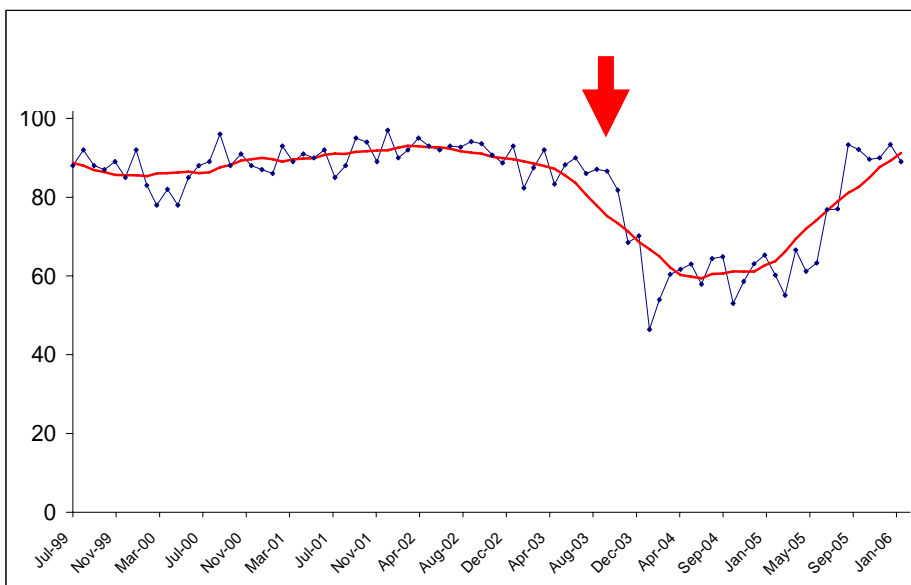
*within five minutes of the scheduled time. To do this CityRail cut services to improve efficiency, slowed travel times and extended the definition of "on time running" by more than a minute.*

*However, CityRail did not meet that target during November and December, or on more than two thirds of the weekdays between February 1 and yesterday. Afternoon peak hour is the worst, with one in 10 trains late this month [That's 90% isn't it?]. Over the entire week, just 82.3% of peak hour trains were on time.*

*In the four months to the end of December, 91.5% of trains were on time compared to 61.7% in 2004. Mr Watkins has asked RailCorp to increase its focus on the afternoon peak hour.*

*"CityRail's new timetables are not a cure-all for reliability because they do not prevent incidents impacting on train services - from police operations to signal failures, electrical storms to sick passengers," he said.*

Judge for yourself from the graph.



# Timetable Oddity # 10

*They don't make them like this anymore? I don't think they ever did—  
quote attributed to KILLER KOWALSKI.*

For the information of employees and not for publication. Instructions to all concerned.



**RailCorp**

RAIL CORPORATION NEW SOUTH WALES

## SPECIAL TRAIN NOTICE NO. 0633 - 2006

• Indicates Additional, Altered Timing, Composition and Balancing of Suburban Electric Trains.

### SPECIAL EVENT

### **WWE SMACK DOWN – ROAD TO WRESTLEMANIA 22 TOUR**

### **SYDNEY SUPERDOME - OLYMPIC PARK**

FRIDAY NIGHT / SATURDAY MORNING, MARCH 3 / 4

#### TRAIN ARRANGEMENTS

Commencing from **Run 59AA** 0630 hours Flemington Car Sidings to Flemington Markets and its subsequent trips, up to and including **Run 59AZ** 0106 hours Fairfield to Flemington Car Sidings **will now** consist of 8DDL/S or a suitable eight car suburban set as arranged by the Senior Supervisor - Flemington Maintenance Centre.

Commencing from 1730 hours (**Friday night**) until 0100 hours (**Saturday morning**), Additional Train services have been provided between Olympic Park and Lidcombe as shown elsewhere herein.

- **Run 55-N** Pass., 1829 hours Glenfield to Flemington Car Sidings (via Granville) due 1916 hours **will not stable, instead** form 2013 hours **Run 55XP**.
  - **Run 55XP** Additional Empty (8DDS) will depart Flemington Car Sidings 2013 hours, pass Flemington Car Sidings Junction 2015, **XM**, Homebush 2017, **XNM**, Strathfield arrive 2019 hours, forms 2025 hours **Run 55XR**.
  - **Run 55XR** Additional Empty (8DDS) will depart Strathfield (Platform 1) 2025 hours, **XM**, pass Homebush 2027, **XOP**, Flemington Car Sidings Junction 2029, Flemington Goods Junction 2030, Olympic Park (Platform 1) arrive 2033 hours, standby, fully-crewed, ready for departure, as arranged by the RMC Train Control Sydney. On completion of standby duties, forms 0102 hours **Run 55XS**.
  - **Run 55XS** Additional Empty (8DDS) will depart Olympic Park (Platform 1) 0102 hours, **XG**, pass Flemington Goods Junction 0105, Flemington Car Sidings Junction 0106, Flemington Markets arrive 0108 hours, forms 0113 hours **Run 55XT**.
  - **Run 55XT** Additional Empty (8DDS) will depart Flemington Markets 0113 hours, pass Flemington Car Sidings Junction 0115, Flemington Car Sidings arrive 0117 hours, stable.
  - **Run L12A** Additional Empty (8DDS) will start from Flemington Car Sidings depart 1715 hours, pass Flemington Car Sidings Junction 1717 **G**, Flemington Markets arrive 1719, forms 1729 hours **Run L12B**.
  - **Run L12B** Additional Empty (8DDS) will depart Flemington Markets 1729 hours **G**, pass Flemington Goods Junction 1731 **XT**, Lidcombe arrive 1735, forms 1740 hours **Run L10A**.
  - **Run L13A** Additional Pass. (8DDS) will Lidcombe depart 0100 hours **T XOP**, pass Flemington Goods Junction 0102, Olympic Park arrive 0105, depart 0115, pass Flemington Goods Junction 0118, Flemington Car Sidings Junction 0119 **M**, Homebush 0121 **XNM**, Strathfield arrive 0122, forms 0130 hours **Run L13B**.
  - **Run L13B** Additional Empty (8DDS) will depart Strathfield 0130 hours **NM XM**, pass Homebush 0132, Flemington Car Sidings Junction 0135, Flemington Car Sidings arrive 0137 hours, stable.
- NN78** Conditional Exchange Cars, 1755 hours Broadmeadow to Sydney Terminal will run as tabled to pass Concord West 2012, North Strathfield Junction 2017, **XM**, Strathfield 2022, Ashfield 2025, Illawarra Junction 2031, Sydney Terminal arrive 2035 hours, forms 2052 hours **HN83**.

If **Smack-Down** and **Wrestlemania** are not familiar terms to you, then you didn't grow up in the 1950s with the likes of Jack Little, Killer ("call me Walter") Kowalski and Mario Milano. It is recorded that as long ago as 1910, Victorian Railways would put on special trains for boxing matches at Festival Hall, where John Wren reigned supreme (and the Wren family still does). Wrestling, however, is another matter and this is the first wrestling STN I have seen. Has anyone got a special train notice for John Wren's pony races, or a Special Tram Notice for the Maroubra Speedway?