State Rail
OLYMPIC
CHALLENGE

SYDNEY 2000
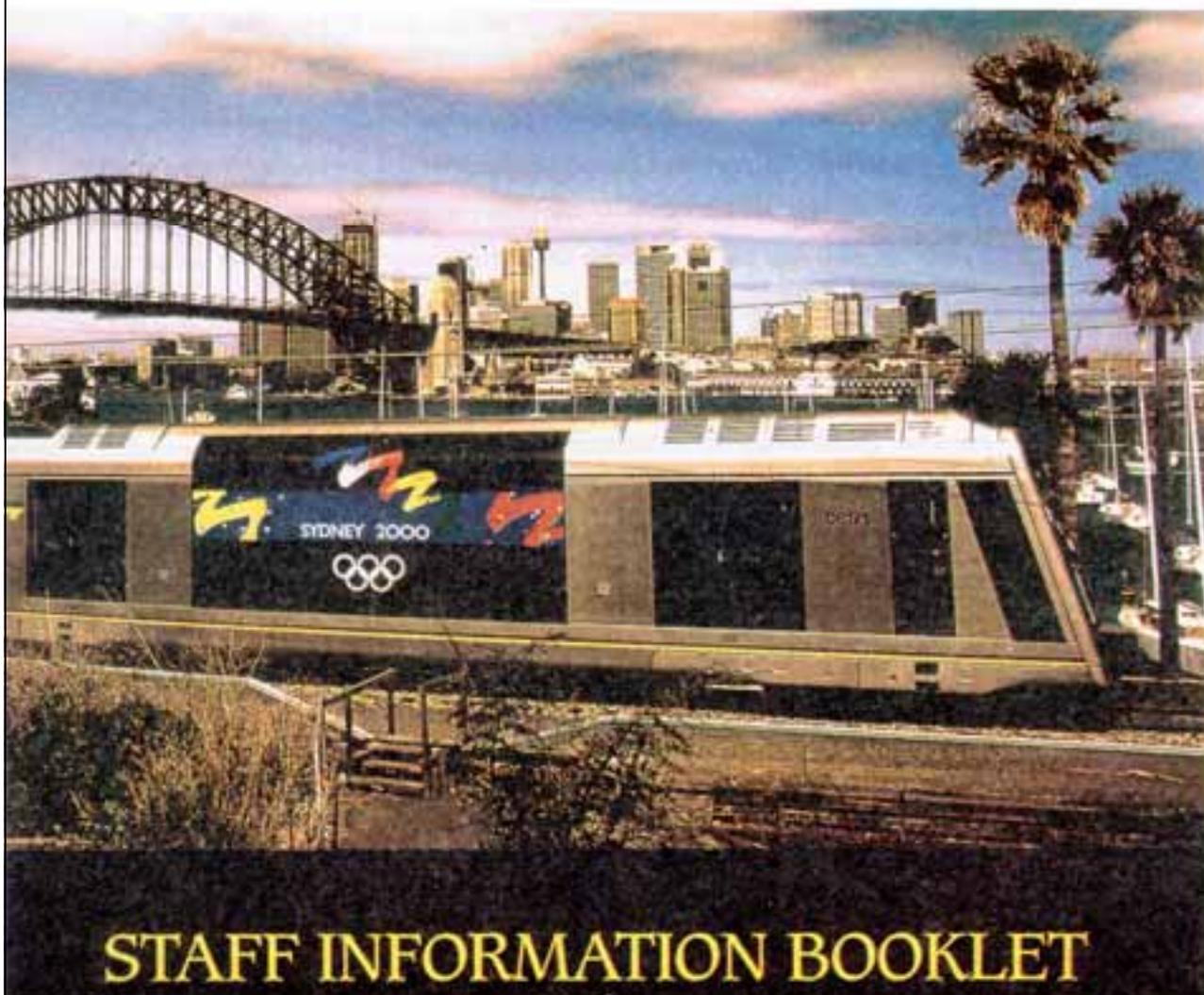
STAFF INFORMATION BOOKLET

Inside: Planning for the Olympic timetable
 The mysteries of RMSP 64
 Route 606 to Fishermen's Bend
 When Bradshaw played Cupid

RRP $2.95
Incl. GST

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On the front cover
Meeting the Olympic Challenge

Transport has been the bane of Olympic cities– remember the shambles that was Atlanta? The bid organisers for the Sydney 2000 Olympics were painfully aware of the potential problems they had bought into, through their successful bid. In order to ensure that transport would be a highlight rather than a lowlight of the games, planning began well before the bid succeeded– they needed to convince the IOC that things would not fall apart. The first big test came in 1998 when the Easter Show moved to Olympic Park, where CityRail was to slated provide 60% of the transport task. In this issue, we look at how the Olympic Roads and Traffic Authority and CityRail planned for the Show and the Olympics which followed it 2 years down the track. Next month, we shall examine whether it all paid off.

President	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	
		G.Lambert@unsw.edu.au	(02) 9949 3521
Secretary	Steven Haby	P O Box 1072 NEWPORT VIC 3015	aattc@telstra.com
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

Meeting the Olympic Challenge

How Sydney and CityRail prepared for the 2000 Olympics, by GEOFF LAMBERT, *with material from the* SYDNEY OLYMPIC ARCHIVE

*A*nd the winner is....
Y!...SYDEN....NE

When John Fahey returned to earth, and he was asked what he regarded as the most challenging and uncertain aspect in delivering the Games, the Premier of NSW stated '*Transport and Transport*'.

Sydney's Olympic Bid was supported by more than 25 claims and pledges relating to transport. They ranged from sound strategic and operational directions to undertakings that ultimately could not be achieved.

These transport commitments were considered necessary to assure the IOC that Sydney could stage the Games, and inevitably were reviewed as planning unfolded and organisers grappled with the realities. The promised 30-minute athlete travel time limit from Village to venue, for example, proved unsustainable in some cases when the location of some venues was finalised.

The most unrealistic aspect related to cost, with a planned Olympic transport budget of A$25 million. Estimates had been based on a deficient understanding of the magnitude of the task, particularly for spectator transport, and more realistic planning and scoping quickly led to the estimate being revised. The final Olympic transport cost would be more than A$370 million.

The Bid commitments were reviewed in 1994 to produce an initial transport strategic plan. The Olympic Transport Working Committee, convened by the NSW Department of Transport (DoT), was formed in 1995 to assist THE Sydney Organising Committee for the Olympic Games (SOCOG) and DoT with the development of transport plans. Its role was advisory. During 1994 SOCOG had appointed a *Program Manager Transport* and DoT had appointed a *Director Olympic Transport*.

The Beginning

The Premier of NSW Bob Carr, the Minister for the Olympics Michael Knight, and the Director-General of the Olympic Co-ordination Authority (OCA) David Richmond attended the Atlanta Games and directly experienced some of the transport problems that occurred there. This was fundamental to Sydney's understanding of the transport challenge and the mechanism developed to manage it. It was obvious to the observers that the people who owned the transport problem did not have the power to solve it.

For Sydney, the organisation with the power to address the problem was the NSW Government. During the Atlanta Games, David Richmond suggested Sydney create a separate entity for Olympic transport. Consequently the observers proposed the creation of a special government agency to bear the Olympic transport responsibility and hold the authority necessary to coordinate the state's existing transport providers. To ensure the primacy of the Olympic task and facilitate the coordination necessary across government, the new agency should be made responsible to the Minister for the Olympics.

A Premier's Post Atlanta Transport Summit was held on 11 September 1996. It included representatives of OCA, the Roads and Traffic Authority (RTA), DoT, the NSW Police Service, the Bus and Coach Association of NSW (BCA), and SOCOG.

As a result of the summit, OCA's Director-General convened a working group including SOCOG, RTA and DoT to identify options for an Olympic Transport body. The result was the establishment of the Olympic Roads and Transport Authority (ORTA) in March 1997 as a body combining government authority and Olympic accountability.

ORTA was a unique body – a transport agency not reporting to the Minister for Transport. Its creation reflected an appreciation of the extraordinary demands of Olympic transport, the importance of transport to international judgments about the Games and the inseparable links between transport and wider Games planning, including venue and competition planning, security, accommodation and accreditation.

As a single body to coordinate transport for the Olympic and Paralympic Games, ORTA would be able to pull the many

different elements of transport for and during the Games together into a single, coherent operation. It was required to oversee transport services for two clients:

- for the State Government, transport for spectators and Sydney's continuing daily activity; and

- for SOCOG, transport obligations under the Host City Contract, covering athletes, officials, accredited media, sponsors and workforce.

ORTA's establishment included reassurance about the direction of Olympic transport planning and a blunt admission of the difficulty of the task. The single line of command with the resources and authority to solve problems as they arose also helped with security arrangements for the Games.

The task of running ORTA was given to Mr Ron Christie, Sydney's most experienced public transport executive. For most of 1997, ORTA comprised only a handful of people under CEO Ron Christie and General Manager Geoff Amos, who had the primary responsibility of pulling the organisation together. ORTA's priorities were recruiting key staff, putting in place essential planning processes and laying the framework for the first Olympic transport test event, the 1998 Royal Easter Show in the new Sydney Showground at Homebush Bay, part of Sydney Olympic Park. An ORTA Board with an advisory role was established with representation from OCA, SOCOG, ORTA, DoT, the NSW RTA and NSW Police, and chaired by the Director-General OCA, David Richmond.

On 28 January 1998, ORTA released the first version of the Sydney 2000 Olympic and Paralympic Games Transport Strategic Plan. This document was both a major advance on plans by ORTA's predecessors and a long way short of the comprehensive strategy that would eventually be required. The release of the 55-page document was essentially ORTA's public debut. It an-

nounced the first formal mission and objectives of Olympic transport and displayed for the first time ORTA's corporate logo. The strategy included statements that:

- up to 500 000 people would travel to Sydney Olympic Park and a further 100 000 to Darling Harbour on the busiest days of the Games – a total of 1.2 million trips a day

- initiatives would include Olympic transit lanes, removal of parking from Olympic routes and restrictions on certain vehicle types within Sydney Olympic Park, Darling Harbour and Sydney CBD precincts, including changed times for deliveries

- a range of measures, including car pooling, changed work hours and working from home, would be encouraged to change Sydney's daily travel patterns during the Olympic period

- the CityRail network would have to

handle at least 80 per cent more people a day than usual, while at least 50 per cent more than usual would travel by bus.

The First Test

A key part of ORTA's responsibilities flowed from the Government's realisation that Olympic transport was unlikely to succeed if it operated for the first time only when the Games began. ORTA was thus given a series of test events aimed at enabling it to trial and progressively improve the Olympic transport system. Over the course of almost two and a half years, 3.9 million people travelled to Sydney Olympic Park in Olympic transport test events. While nothing could come close to the size of the Olympic Games, the events were to be extremely valuable in the development of transport arrangements for Olympic and Paralympic spectators.

The 1998 Royal Easter Show, held for the first time at the main Olympic site at Homebush Bay, was a major test of not
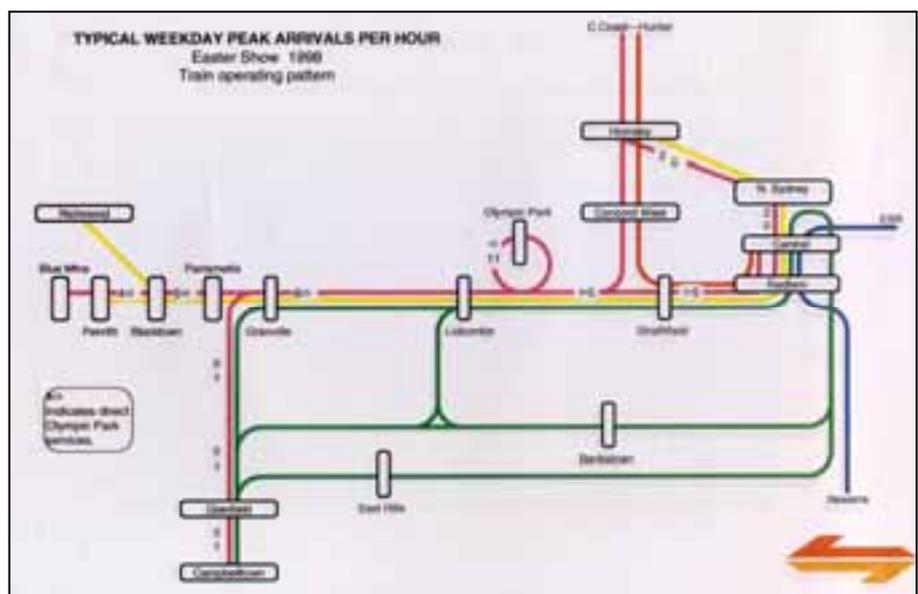
only transport but the new facilities, pedestrian movement, signage and way finding and public communications strategies. The event included the first sustained operation of the two key elements of the Olympic spectator transport system – the Olympic Park rail loop and station, and the Sydney Olympic Park bus routes – and was the first test of large-scale spectator movements at Sydney Olympic Park. The latter was managed by OCA, led by its Assistant Director-General, Mick O'Brien. In previous years only about 40 per cent of Show visitors used public transport. With no public car parking to be available at Sydney Olympic Park during the Games, ORTA needed to quickly establish a culture of travel by public transport to the site. The carrot and the stick were both used. The 'carrot' was a ShowLink ticket providing return public transport and Show entry at a discount rate, the first trial of the scheme ORTA wanted to use during the Olympic Games. The 'stick' was a hefty A$25 fee for car parking and a scheme requiring people to book their parking space.

Olympic Park railway station is connected to Sydney's main western rail line by a 5.3 km loop of track. The key piece of transport infrastructure built specifically for the Games, it was opened by OCA less than four weeks before the 1998 Royal Easter Show.

The rail service for the Show was a very large and challenging one, but still far short of what was likely to be required during the Olympic Games. Similarly, the first operation of the eight Sydney Olympic Park bus routes was a major undertaking, but fell well short of the 13 routes which would eventually operate for the Games.

ORTA estimated about 3350 buses would be required for the Olympic Games, with the biggest component being 1700 for spectators. The previous biggest fleet for a single event in Sydney had been 900 when the Pope visited in 1995.

What CityRail did

Perhaps feeling the hot breath of ORTA on its neck, CityRail went to unprecedented

lengths to ensure that the 1998 Easter Show train services ran to perfection. CityRail was acutely aware that its timetabling reputation was on the skids, having just weathered the 1996 "timetable debacle", which resulted in David Hill being returned as Chief Executive to sort things out (see The Times for October 2005)

It had been three-quarters of a century since the organisation had had to organise its own Show timetable– and that was really for trams, not trains. There was a long tradition however of operating "Special" timetables for major holidays and for events like the 1988 and 1995 visits of the Pope to Sydney. These events usually required the complete recasting of the regular Working Timetable and the issuing of massive replacement volumes. For the 1998 Show, a WTT was issued in 2 volumes, one covering weekends (over 600 pages) and the other weekdays. In subsequent years, it decided to issue **three** WTTs to cover the Show– treating each of the two weekends as separate tasks.

CityRail planned for the 1998 Royal Easter Show as though it was the D-Day Landing- the only feature missing was the *Man Who Never Was*. In November 1997, it issued an *Olympic Challenge* booklet to staff (our cover), setting out the requirements for servicing the show, in the context of it being a trial event for the Olympics. The book appears to have been the print version of a PowerPoint presentation made for a travelling road show that toured the system late in 1997. Colour was used extensively to show more clearly the required pattern of operations (our page 4, lower right).

CityRail followed this up in March 1998 with a 200 page *Operating plan for Royal Easter Show 1998*. This black and white document contained :

- **A summary of services,** in the form of arrival and departure times at various stations (left).

Copyright: © Olympic Co-ordination Authority
Photo: Bob Peters

- **Estimates** in graphical and tabular form of the number of passengers expected (page 8)

- **Coordination** details, such as CityRail's role in ORTA's Homebush Bay Operations Centre; Incident management, Homebush Bay emergency bus plan (page 7, top).; Infrastructure Maintenance and Support

- **Station Management**, including instructions for all station staff

- **Interchange Station Operations**, which focussed especially on how passengers were to be directed to change services.

- **Fleet Maintenance**, which detailed how cleaning and maintenance were to be handled at night– with the incentive of generous penalty pay rates

- **Performance reports**. Everything that happened—routine or emergency—was to be reported and there were to be mandatory debriefings– there were even forms for this.

The Timetable

The train timetable for the 1998 Royal Easter Show provided a high frequency of rail services for Show patrons. Trains were scheduled to meet estimated crowd demands, assuming 55% of the Show patrons would travel by train and their arrival and departure would be influenced by the Royal Agricultural Society's program of events.

The timetable was the largest operated by CityRail over a 16 day period. Particularly during weekends and public holidays, the timetable offered a very high frequency of trains to Olympic Park Station.

Weekend and public holiday timetable

It was expected that the largest Show crowds will attend at weekends and public

holidays, with record attendances on Good Friday—unless it rained.

The weekend and public holiday timetable operated on the following days:
- Saturday, 4 April
- Sunday, 5 April
- Friday, 10 April (Good Friday)
- Saturday, 11 April (Easter Saturday)
- Sunday, 12 April (Easter Sunday)
- Monday, 13 April (Easter Monday)

- Saturday, 18 April.

The first train arrived at Olympic Park at 0533 hours on weekends and public holidays. A limited service was provided until 0857 hours when the frequency increased significantly to services at 3 minute intervals. The frequency reduced late at night after the Show program finished and the last train departed Olympic Park at 2334 hours. The trains ran directly to Olympic

Olympic Park

Overall to Olympic Park

Day & Time	1st weekend	1st week	Good Friday	Easter Saturday	Easter Sunday	Easter Monday	2nd week
6:00	40	150	70	60	40	50	230
7:00	750	180	1,280	1,120	700	890	270
8:00	4,130	2,070	7,020	6,150	3,860	4,870	3,190
9:00	9,660	5,000	16,450	14,390	9,050	11,410	7,710
10:00	11,360	6,320	19,340	16,920	10,640	13,420	9,740
11:00	10,200	5,380	17,370	15,200	9,550	12,050	8,300
12:00	6,420	2,730	10,930	9,560	6,010	7,580	4,210
13:00	3,700	1,770	6,300	5,520	3,470	4,370	2,730
14:00	2,750	1,400	4,670	4,090	2,570	3,240	2,150
15:00	1,700	510	2,900	2,540	1,600	2,010	790
16:00	370	400	630	550	340	430	620
17:00	110	160	180	160	100	130	240
18:00	10	100	10	10	10	10	150
19:00	0	10	0	0	0	0	10
20:00	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0
TOTAL	51,200	26,180	87,150	76,270	47,940	60,460	40,340

ROYAL EASTER SHOW 1998: 03 APRIL 1998 TO 18 APRIL 1998
INCIDENT RESPONSE RESOURCES
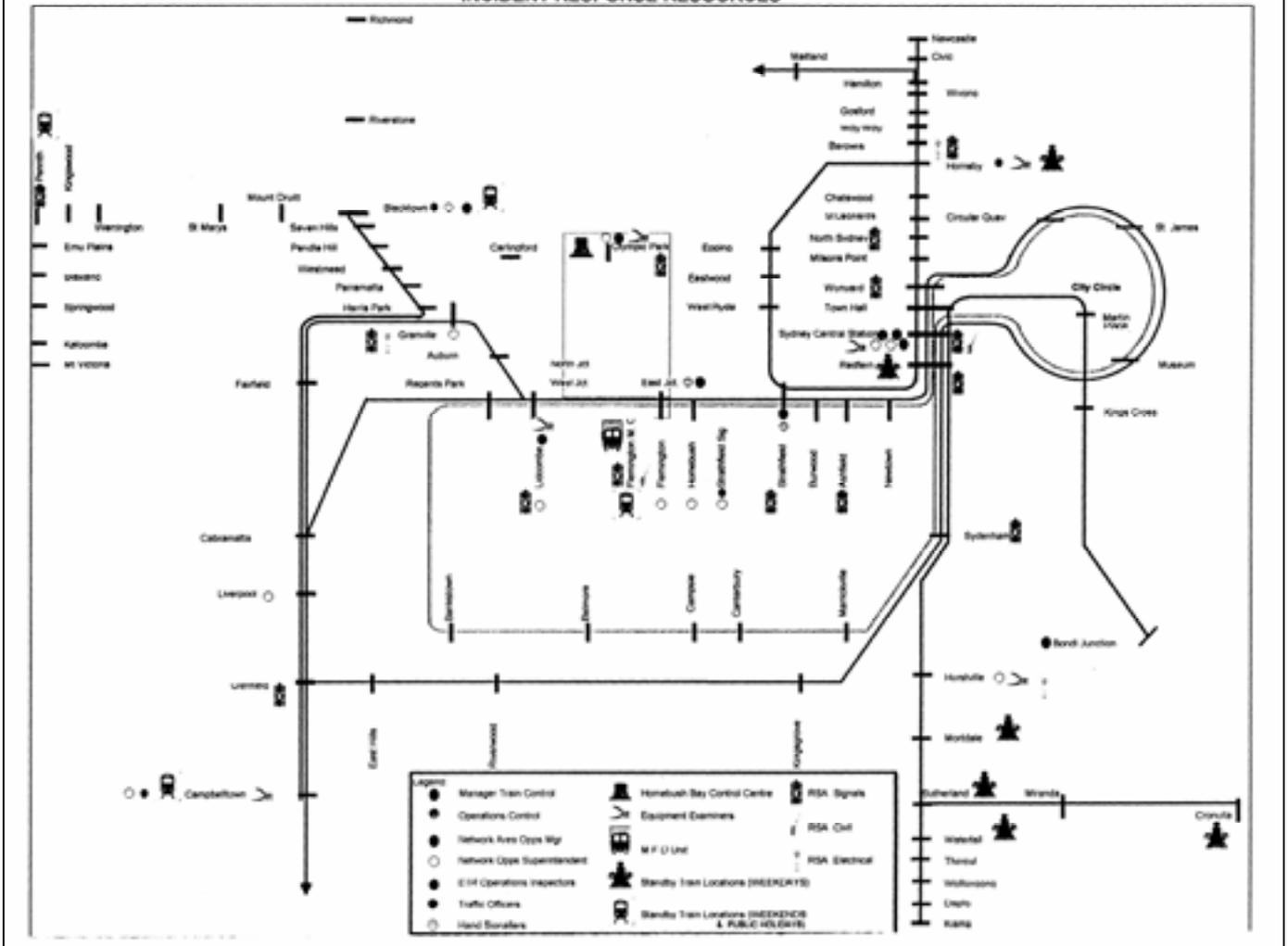
Park station from Central station and from stations on the following lines:

- West
- South
- North Shore.

A limited direct service was available from the Blue Mountains and Newcastle/Central Coast during the weekends and public holidays only. Passengers from the Northern, East Hills, Bankstown, Illawarra, Eastern Suburbs, Carlingford and Richmond lines changed at interchange stations.

Weekday services

The weekday services to Olympic Park station during the Royal Easter Show were integrated with regular commuter services. The first train to Olympic Park arrived at 0549 hours and the last train departed at 2334 hours. The frequency of trains allowed for large flows of passengers from 0900 hours until the start of the commuter evening peak. From 1500 hours there was some reduction in train frequency at Olympic Park station. However trains to Olympic Park station never dropped below seven trains per hour.

The weekday timetable operated on the following days:

- Friday, 3 April (school term)
- Monday, 6 April (school term)
- Tuesday, 7 April (school term)
- Wednesday, 8 April (school term)
- Thursday, 9 April (school term)
- Tuesday, 14 April (school holidays)
- Wednesday, 15 April (school holidays)
- Thursday, 16 April (school holidays)
- Friday, 17 April (school holidays)

During weekdays there were no direct services from the Blue Mountains and Hunter/Central Coast.

Public Information

A massive communication campaign was undertaken to support the Show transport operation and begin the long process of educating the community about a new transport system to a site most were still unfamiliar with. In addition to the advertising, brochures providing localised maps and bus timetables were delivered to 900 000 Sydney homes and rail timetables to 850 000 homes [page 7, lower left] .

Minister for the Olympics Michael Knight launched the Show communications campaign on 18 March 1998, which included a

Timetables

Interchange stations will receive **Easter Show Timetables**

There are two types of timetables that will be produced. These will be distributed to stations from 23 March. Timetables will be letterbox dropped within a specified radius of the station during the week commencing 23 March.

- Station specific timetable—for stations that receive frequent direct services a station specific timetable will be available.

- Interchange timetable—these timetables list services departing the interchange station. For instance, stations on the Northern line will receive the Strathfield timetable.

Easter Timetable Comparison

Planned Services verses Actual Services

	Services Scheduled	Actual Services Delivered	% Delivered
Weekdays	1,368	1,500	109.6
Weekends	1,687	1,803	106.9
Total	3,055	3,303	108.1

bus trip for the media. He set a target of 70 per cent of Show visitors arriving on public transport, and urged people to be part of history by taking part in the first major use of the new Olympic transport facilities.

The public accepted the message and public transport arrivals grew daily, to a massive 175 500 on Easter Monday [Page 6]. The total was to remain the highest single day public transport total for more than two years, broken only by the Olympic Games.

Twenty-four Hours and Free

In conjunction with the first use of the Olympic transport system during the 1998 Royal Easter Show, much work was taking place behind the scenes on the policy framework for its operation during the Games. ORTA had been strongly advocating that spectators should receive a travel entitlement as part of event tickets. Requir-

ing the 3.5 million people who eventually caught trains to Sydney Olympic Park during the Games to queue for rail tickets would have been unworkable.

After the SOCOG Board meeting of 22 May 1998, SOCOG President Michael Knight announced travel would be included in every spectator ticket in Sydney, although SOCOG had been concerned that ticket prices were already high and would not sell well if a transport levy were added. ORTA's view that integrated ticketing was operationally essential prevailed.

The resulting free spectator travel applied not only in the Sydney metropolitan area but extended to outer points of the CityRail network – the towns of Dungog and Scone to the north, Bathurst to the west, Goulburn to the south-west and Nowra to the south. Travel was free on all Olympic buses, but not on normal Sydney route service buses. Also excluded were ferries

and the private Monorail and Sydney Light Rail services.

In mid-1998, Minister Knight had found himself caught among one million people on the streets of Paris after public transport stopped at midnight during the finals of the World Cup Soccer Championship. The experience convinced him of the need for transport services 24 hours a day in Sydney during the Olympic Games. ORTA had already been exploring the issue, and on 26 July the Minister said that "what happened in Paris simply crystallised for me and for ORTA the necessity for going forward with a scheme".

CityRail follow-up

A total of 1.16 million people, more than 85 per cent of Show visitors, used public transport over the 16 days of the Show – 911 000 travelling on trains and 249 000 on buses.

In May 1998, CityRail reported back to staff on how it had all worked with another travelling road show and associated glossy publication *"Meeting the Challenge"* A notable feature of the 1998 Show was that the traffic task turned out to be bigger than expected by about 10% (above). This was perhaps a function of the novelty of the new arrangements—it was the first year that the Show had been held in its new location, and the first time the public had had a chance to look at the nearly completed Olympic venue. This high level of patronage has not been maintained in recent years, possibly because the new RAS site turned out to be not as cosy or user-friendly as the old one in Moore Park.

There were two more Show "test events" before the Games themselves, but by then the system was running smoothly and a "D-Day approach was deemed unnecessary.

With all the hoo-ha over the recent introduction of an early train from Melbourne to Ballarat ("the first train to arrive in Ballarat before 9 am"), it is timely to record that there once was a train arriving in Ballarat before 9 am, albeit from Ballan and not from Melbourne. It was a school and shoppers train, running also on Saturdays. It stopped at up to eight intermediate stations, all of which are now closed.

It is shown in the Victorian Railways Country Timetable of November 1954, the first public timetable book to be published for some years.

Whilst the services shown on the Ballarat

TABLE 14—BALLAN, BALLARAT

(continued on next page)

		Mon. to Fri.	Sat.	Mon. to Sat.	Mon. to Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Sun. to Fri.	Sundays	
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
MELBOURNE R (Spencer-st.) ... ... dep.		...	...	8 40 *	1 40 *	4 23M *	5 25 *	6 23 *	9 0	9 5 *	7 10 *
North Melbourne		...	...		*		*	*	*		*
Footscray		...	...	8 49F	*	4 31F	5 34F	6 31F	*	9 13F	7 18F
Sunshine		...	...	8 58F	*	4 42F	5 42F	6 40F	*	9 21F	7 26F
Ardeer		...	...	*	*	§	*	*	*	*	*
Deer Park		...	...	9 5	*	§	5 48	6 46	*	*	*
R.M. Stop. Place No. 64		...	...		...	††D	...	...	...	...	...
Rockbank		...	...	9 16	B	5 6	5 58	6 56	*	*	*
R.M. Stop. Place No. 65		...	...			*					
Melton		...	...	9 24	B	5 17	6 5	7 3	*	9 41	7 48
Staughton's Siding		...	...			††			*	*	*
Parwan		...	...	9 33§	B	5 29	6 14	7 12	*	...	...
Bacchus Marsh ... ... { arr.		...	...			5 37					
{ dep.		...	...	9 40	2 28	...	6 21	7 19	*	9 54	8 0
Rowsley		...	...	G	*	...	*	*	*	*	*
Ingliston		...	...	10 7§	*	...	*	*	*	*	*
BALLAN		7 52M	7 55M	10 16	3 4	...	6 56	7 54	*	10 31	8 38
Bradshaw		§	§	*	*	...	*	*	*	*	*
Gordan		8 11	8 11	10 28	*	...	7 7	8 5	*	*	*
Millbrook		8 16	8 15	§	*	...	§	§	*	*	*
Wallace		8 23	8 21	§	*	...	§	§	*	*	*
Bungaree		8 27	8 25	10 40	*	...	7 21	8 19	*	10 50	8 56
Dunnstown		8 32	8 30	10 45	*	...	§	§	*	*	*
Warrenheip		8 37	8 35	*	*	...	7 37	8 35	*	*	*
Ballarat East		8 43	8 40	10 55	*	...	7 45	8 45	10 52	11 20	9 20
BALLARAT R ... { arr.		8 55	8 50	11 2	3 40	...					
{ dep.		...	...	11 18 To Serviceton (See table 16)	3 55 To Horsham (See table 16)	...	...	...	p.m. 11 12 To Mildura (See tables 11, 12)	...	...

* Does not stop to pick up or set down passengers.
§ Stops only if required to pick up or set down passengers.
†† Stops only if required to set down passengers.
B May stop on Saturdays only, if required, to set down passengers.
D Steam trains, when substituted for Rail Motor, will not stop at this location.
F Stops definitely to pick up only.
G May stop Saturday only.
M Rail Motor.
R Refreshment room.

Page thirty-two

line were fairly typical for Victoria during this period (morning, midday and evening long distance trains and minimal commuter services), there were a few interesting aspects for potential patrons. The 0840 train from Melbourne stopped at Rowsley if required on Saturdays only, but no train stopped on the return. Perhaps that is why nobody lives there now – they caught the train out and could not get back. Or did that Saturday train stop for bushwalkers, who hiked back to Bacchus Marsh? If they walked to Ingliston (a potentially scenic hike), they would be in trouble. That 0840 train also stopped at Ingliston if required to pick up or set down, but the evening up train only stopped to set down passengers from beyond Ballarat and no other train stopped!

And what of the passengers at R.M. Stopping Place No 64. The timetable states that Steam Train, when substituted for Rail Motor, does not stop at this location. The 0714 train from Bacchus Marsh is shown as being a Steam train on Mondays, so presumably did not stop. Yet the same footnote did not apply to R.M. Stopping Place No 65. What was the difference between these Stopping Places? Whilst the 0714 up ran Mon to Sat, there was no local down on Saturdays, so presumably there was an unadvertised empty working somewhere. Incidentally, this train became regularly steam hauled (often D3 639) by the 1960s. Note also the separately tabled local service to Deer Park for the munitions factory workers. Travelling was different then!

TABLE 14 (cont.)—BALLAN, BALLARAT

		Mon. to Sat.	Mon. to Sat.	Mon. to Sat.	Mon. to Sat.	Sat.	Mon. to Fri.	Mon. to Sat.	Sundays	
		From Mildura (See tables 11, 12)			From Horsham (See table 16)			From Serviceton (See table 16)		
		a.m.	a.m.	a.m.	p m	p.m.	p.m.	p.m.	a.m.	p.m.
BALLARAT R ... ... dep.		5 17	...	7 40	12 5	12 20M	4 30M	6 10	8 50	6 15
Ballarat East		*	...	§	*	12 22	4 32	*	*	*
Warrenheip		*	...	*	*	12 33	4 46	D	*	*
Dunnstown		*	...	§	*	12 38	4 51	D	*	*
Bungaree		*	...	8 0	*	12 45	5 0	6 29	9 7	6 32
Wallace		*	...	§	*	12 50	5 6	D	*	*
Millbrook		*	...	§	*	12 56	5 13	D	*	*
Gordon		*	...	8 15	*	1 0	5 17	6 41	*	*
Bradshaw		*	...	§	*	...	...	*	*	*
BALLAN ... ... { arr.		...	...	...	...	1 15	5 45	...	...	...
{ dep.		5 50††	...	8 25	12 39	...	...	6 51	9 25	6 50
Ingliston		*	...	*	*	...	...	D	*	*
Rowsley		*	...	*	*	...	...	*	*	*
Bacchus Marsh ... { arr.		...	...	...	...	...	...	...	...	...
{ dep.		6 11††	7 14B	8 49	1 2	...	...	7 15	9 49	7 13
Parwan		*	7 23	§	*	...	...	D	*	*
Staughton's Siding		...	¶	...	...	...	...	...	...	...
Melton		*	7 34	9 5	§	...	...	D	10 4	7 27
R.M. Stopping Place No. 65 ...		...	¶	...	...	...	...	...	*	...
Rockbank		*	7 42	9 12	*	...	...	D	*	*
R.M. Stopping Place No. 64 ...		...	¶F	...	...	...	...	*	*	...
Deer Park		*	7 53	*	*	...	...	*	*	*
Ardeer		*	*	*	*	...	...	*	*	*
Sunshine		*	8 4g	9 35g	*	...	...	8 0g	10 36g	8 0g
Footscray		*	8 14g	9 42g	*	...	...	8 10g	10 45g	8 9g
North Melbourne		*	8 19g	*	*	...	...	*	*	*
MELBOURNE R (Spencer-st.) ... arr.		7 5	8 24	9 55	1 58	...	...	8 20	11 0	8 23

TABLE 15—

SUNSHINE, DEER PARK

(Local Service)

		Mon. to Fri. Electric
		a.m.
MELBOURNE R (Flinders-st.) ... dep.		6 47
(Spencer-st.)		*
North Melbourne ...		6 52
SUNSHINE ... { arr.		7 8C
{ dep.		7 10
Ardeer		7 16
DEER PARK ... arr.		7 18

		Mon. to Fri.
		p.m.
DEER PARK ... dep.		4 15
Ardeer		4 17
SUNSHINE ... { arr.		4 24C Electric
{ dep.		4 30
MELBOURNE R (Spencer-st.)		4 50
(Flinders-st.) ... arr.		4 54

* Does not stop to pick up or set down passengers.
¶ Stops only if required to pick up passengers.
§ Stops only if required to pick up or set down passengers
†† Stops only if required to set down passengers.
B Steam train Mondays, Rail Motor Tuesdays to Saturdays.
C Change trains.
D May stop if required to set down passengers from beyond Ballarat.
F Steam train, when substituted for Rail Motor, does not stop at this location.
g Stops definitely to set down only.
M Rail motor.
R Refreshment room

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Obscure and unusual bus routes of Melbourne. St Kilda to the river– route 606 Fishermen's Bend

STEVEN HABY *recounts the history of a Melbourne bayside service*

Introduction

One of my interests has been researching Melbourne's more obscure, unusual or long-forgotten bus routes. These routes have always held a fascination for me probably because it is difficult to track down any timetables compared to their more well known and famous counterparts. This article is the first in a series that examines some of these bus routes across Melbourne that have struck the author's fascination and interest over the years.

Brief history and overview

Route 606 commenced in March 1941 as route 37 and in 1943 the operator was a Mrs W. Pring. In February 1950 it was truncated to Port Melbourne and by August 1952 Cartin's Bus Lines, the operator at the time, combined it with his 27A St Kilda Beach – Murrumbeena via Glen Eira Road. This was not successful with the St Kilda to Murrumbeena portion ceasing in May 1955. Later the Port Melbourne – Fishermen's Bend portion of the route was reinstated by September

Figure 1 - St Kilda Bus Service KMS-630, a Ford with bodywork by Superior of Queensland was one of several buses that plied the route. Photo courtesy of Andrew Potts from "Andrew Potts Collection" CD-ROM published by the Bus & Coach Society of Victoria, 2005.

Figure 2 – 31 August 1964 timetable

1957. In 1961 the licence was transferred to All Weather Scenic Coaches still under the ownership of Cartin as he operated under a variety of trading names including Capital Road Lines (stemming from a brief foray into interstate operations). The route was renumbered 606 as part of the Melbourne route renumbering scheme in 1971 and was operating under the name of St Kilda Bus Lines. A variety of interesting vehicles operated on the route whilst under Cartin's stewardship including a pair of AEC Reliance 470 buses from ACTION. Another vehicle operated in the 1970s was a Ford with Superior bodywork – a rare combination in Melbourne (refer Figure 1).

The service provided a convenient "across town" connection between St Kilda and Fishermen's Bend for many years yet not many people seem to know about it, although the fact that it operates in peak hours only may go some way to explain this. Running through the bayside suburbs of Albert Park, Middle Park and Port Melbourne its primary purpose is to serve the various industries located in and around Fishermen's Bend. It is the only direct access to Fishermen's Bend from the southern suburbs and avoids the need to travel into the city and back out again.

NEW FARES AND SECTIONS

ACLAND AND CARLISLE STREETS	Adult	Children 4-15 Yrs.
Acland & Carlisle Streets		
1 Cowderoy & Beaconsfield Pde.	7d.	4d.
2 Page & Armstrong Sts.	10d.	6d.
3 Kerferd Rd. & Richardson St.	1/1	7d.
4 Pickle & Bridge Sts.	1/4	9d.
5 Princess & Graham Sts.	1/7	10d.
6 Williamstown Rd. & Salmon St.	1/10	1/-
7 Lorimer & Salmon Sts.	2/1	1/1
8 G.A.F.	2/1	1/1

ST. KILDA/F'BEND		F'BEND/ST. KILDA	
A.M.	P.M.	A.M.	P.M.
6.25	2.05	7.05	2.35
6.40	2.35	7.15	3.05
6.47	3.05	7.25	3.35
6.55	3.30	7.40	4.00 G.A.F.
7.05	3.40	8.00	4.12 G.M.H.
7.30	4.05	8.20	4.20
7.45	4.40	8.30 Garden City	4.40
8.10	5.05	8.40	5.10
8.30 last bus	5.40	9.05 last bus	5.35
	6.05 last bus		6.05
			6.35 last bus

ROUTE AS FOLLOWS

Cr. Acland & Carlisle Sts., via Acland St., Beaconsfield Pde., Armstrong St., Richardson St., Pickle St., Bridge St., Bay St., Graham St., Williamstown Rd., Salmon St., Lorimer St.

Figure 3 – 31 August 1964 timetable

Throughout its history the route has always paralleled or intersected with a number of tram routes in the area including routes: 1 South Melbourne Beach, 11/12 (later 112) St Kilda, Fitzroy Street which it parallels for some distance; 16 St Kilda (later extended to Kew); 79 St Kilda, Luna Park; 96 St Kilda Beach; and 109 Port Melbourne. Despite the paucity of inner-city bus routes in this area of Melbourne the 606 intersects with a number of routes including the 250/251 Garden City; 235/237 Fishermen's Bend; 238 Port Melbourne and 232 North Altona.

Operations in 1964

The earliest timetable I have in my collection for the 37 dates from 31 August 1964 when the service was trading as Capital Road Lines. Cartin's depot was at 105 Acland Street just a little further down the road. The timetable was printed on a small blue 11 x 10 cm card (refer figure 2 and 3). As is common with many timetables of that period departure but not arrival times are shown. Back then the route ran from the corner of Carlisle and Acland Streets then along Beaconsfield Parade, Armstrong Street, Richardson Street, Pickle Street, Bridge Street, Bay Street, Graham Street, Williamstown Road, Salmon Street and Lorimer Street.

Three buses were required to maintain the service with an intensive frequency from 0640 to 0705 with trips at 0640, 0647, 0655 and 0705. Using later timetables as a guide a one way trip would have taken at

least 25 minutes which means that the first service of the day at 0625 from St Kilda would have arrived at Fishermen's Bend at around 0650. It is assumed that the bus ran empty back to St Kilda to begin another run as the 0640 from St Kilda would have arrived at around 0705 in time for the first departure from Fishermen's Bend.

Clearly the service was aimed at workers in the various industries in Port Melbourne and Fishermen's Bend with the last service departing St Kilda at 0830. In the afternoon services commenced at 1405 from St Kilda and ran around every 25-30 minutes with the exception of two services within 10 minutes of each other. There were three short workings with the 0830 to St Kilda commencing from Garden City and in the afternoon the 1600 from the Government Aircraft Factories (GAF), itself known for building the 'CAC/Comair' bus bodies for many years, and 1612 from the GMH plant.

1980s expansions

The next timetable is an undated double sided A4 sheet issued by St Kilda Bus Lines probably in the early 1980s (refer figure 4). The frequency of service has remained more or less unchanged, apart from some minor timing alterations. The route no longer travelled via Beaconsfield Parade but rather turned right into Fitzroy

ROUTE 606

ST. KILDA – PORT MELBOURNE

Monday – Friday

St.K	Bay	Port		Port	Bay	St.K
AM	AM	AM		AM	AM	AM
6.20	6.35	6.55		7.05	7.20	7.30
6.35	6.50	7.05				7.45
6.45	7.00	7.15		7.15	7.30	7.55
6.55	7.10	7.25		7.25	7.40	8.10
7.03	7.20	7.35		7.40	7.55	8.30
7.30	7.45	8.00		8.00	8.15	8.45
7.45	8.00	8.15		8.15	8.30	9.10
8.10	8.25	8.40		8.40	8.55	9.30
8.30	8.45	9.00		9.05	9.15	

NO SERVICE BETWEEN 8.30AM – 2.05PM

PM	PM	PM		PM	PM	PM
2.05	2.20	2.35		2.35	2.50	3.05
2.35	2.55	3.05		3.05	3.15	3.30
3.05	3.20	3.35		3.35	3.45	4.00
				*4.12	4.30	4.45
3.40	3.55	4.15		4.15	4.30	4.45
4.05	4.20	4.40		4.40	4.55	5.10
4.45	4.55	5.10		5.10	5.25	5.40
5.05	5.20	5.35		5.35	5.50	6.05
5.40	5.50	6.05		6.05	6.20	6.35
6.00	to Bay Street					
6.30	6.40	6.55				

*Bus waits G.M.H. – 4.15pm.

No Service: Saturdays
Sundays
Public Holidays

Figure 4 – Early 1980s timetable

Street and left into Park Street travelling to Armstrong Street then continuing as normal. The portion along Park Street paralleled the 11/12 (later known as 112) tram from Fitzroy Street to Armstrong Street. Return trips travelled via The Esplanade from Fitzroy Street to Carlisle Street to the terminus to avoid the ever increasing traffic on narrow Acland Street and to enable the bus to loop around before commencing its next trip.

This timetable then incorporated an extension to Garden City shopping centre and a deviation via Danks Street, rather than Park Street to Armstrong Street thence the normal route. Unfortunately both of these alterations to the route are not shown on the timetable so passengers have no way knowing which trips travel via the deviation or extend to Garden City shopping centre.

In the late 1980s the business was considerably expanded and new coaches were purchased. The charter business was named New Wrights and it seemed that further changes were to occur. However on 29 June 1990 New Wrights/St Kilda Bus Lines effectively ceased due to financial difficulty and the former St Kilda Bus

Lines operation was transferred to the old Sinclair's bus depot in North Road, Gardenvale. Later the route was sold to Kefford with the service initially operating under the name St Kilda Bus Lines then later transferred to Westrans Werribee – one of the Kefford operations. Why Kefford's purchased this route remains a mystery to the author given the amount of dead running to and from St Kilda and the Altona depot.

Mid-1990s - service reductions

The 18 July 1994 timetable was published in the then-standard "The Met" style (which was to remain in vogue for the next decade). Interestingly the cover (see figure 5) states the route as running to Port Melbourne rather than Fishermen's Bend (a mere technicality as Fishermen's Bend is within the boundary of Port Melbourne). The most significant change was a reduction of around 50% of services (see figure 6) which now only required one bus to maintain the headway Of further interest is that certain trips are shown on the timetable as connecting with Driver's route 623 bus to/from Glen Waverley although the opportunity to indicate this on the map

Figure 7 (below) – 19 November 2000 timetable

Figure 6 – 18 July 1994 timetable

Monday to Friday

St. Kilda to Port Melbourne:

St. Kilda	Bay Street	Port Melbourne
AM SERVICE		
6.10	6.20	6.30
6.55	7.05	7.15
7.40	7.50	8.00
8.30D	8.40	8.50
PM SERVICE		
2.10D	2.20	2.30
2.55	3.05	3.15
3.45D	3.55	4.05
4.35	4.45	4.55
5.25D	5.35	5.45

Port Melbourne to St. Kilda:

Port Melbourne	Bay Street	St. Kilda
AM SERVICE		
6.35	6.45	6.50D
7.18	7.28	7.38
8.03W	8.15	8.25D
8.53	9.03	9.13A
PM SERVICE		
2.30	2.40	2.50D
3.20	3.30	3.40D
4.10	4.20	4.30
5.00	5.10	5.20D
5.50	6.00	6.10AD

Description of route

From St. Kilda to Port Melbourne:
Departs from the terminus at the corner of Acland and Fawkner Streets and runs via Acland Street, Fitzroy Street, Park Street, Patterson Street, Armstrong Street, Richardson Street, Liardet Street, Bay Street, Bridge Street, Williamstown Road, Salmon and Lorimer Streets, Todd and Wharf Roads to the terminus in the car park at the Aerospace Technologies of Australia Factory.

From Port Melbourne to St Kilda:
Departs from the terminus in the car park at the Aerospace Technologies of Australia Factory and runs via the reverse of the route described above to Fitzroy Street, then via Fitzroy Street, the Upper Esplanade, Carlisle and Acland Streets to the terminus at the corner of Acland and Fawkner Streets.

Customers please note

* There is no service on Saturdays, Sundays or Public Holidays.
* There is no service between 8.30 a.m. and 2.10 p.m.
* Times may be subject to alteration without notice.
* Times marked "A" mean arrival only.
* Times marked "W" mean this trip runs from terminal to Wharf Road via Todd Road and Williamstown Road, then resumes normal route.
* Times marked "D" mean bus connects with bus on Route 623 at St. Kilda.
* Met fares apply.

Time points

❶ St. Kilda – Corner of Acland and Fawkner Streets.

❷ Bay Street – Corner of Bay and Liardet Streets.

❸ Port Melbourne – Car park of the Aerospace Technologies of Australia Factory.

Route 606 is a service operated by Westrans–Altona Ph: 9398 2712 or Internet: www.kefford.com.au

For additional information on train, tram and bus timetables please contact: **The Met Information Centre on 131 638** (or on T.T.Y. facility – 9619 2727 for persons with a speech/hearing impairment).

Information on Bus Route 606 is also available via the Internet:
www.kefford.com.au or www.victrip.com.au

Figure 8 – 19 November 2000

Figure 9 – Current style of map from the Metlink website.

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was not taken. There was only one deviation with the 0803 from Fishermen's Bend commencing from the terminal in Wharf Road travelling via Todd and Williamstown Roads then the normal route to St Kilda (again this was not shown on the map) and the Garden City shopping centre extension was dropped. The service was also speeded up with 20 minutes rather than 25 minutes allowed for a one way trip.

The current timetable is dated 19 November 2000 and published in the later simplified (and cheaper) style of bus timetables issued by The Met. Essentially the timetable remains the same as that issued on 18 July 1994 (See figure 8 and 9).

Despite its low key nature the 606 does attract a regular number of passengers – the same driver and bus is rostered for the morning and afternoon runs and there is such a 'community' feel about this bus route that there are Christmas get-togethers with the passengers and drivers! What other bus route can claim that!

From St. Kilda to Fisherman's Bend

MONDAY TO FRIDAY

St. Kilda	Bay Street	Fisherman's Bend
AM SERVICE		
6.10	6.20	6.30
6.55	7.05	7.15
7.40	7.50	8.00
8.30 D	8.40	8.50
PM SERVICE		
2.10 D	2.20	2.30
2.55	3.05	3.15
3.45 D	3.55	4.05
4.35	4.45	4.55
5.25 D	5.35	5.45

MONDAY TO FRIDAY

Fisherman's Bend	Bay Street	St. Kilda
AM SERVICE		
6.35	6.45	6.55 D
7.18	7.28	7.38
8.03 W	8.15	8.25 D
8.53	9.03	9.13 A
PM SERVICE		
2.30	2.40	2.50 D
3.20	3.30	3.40 D
4.10	4.20	4.30
5.00	5.10	5.20 D
5.50	6.00	6.10 AD

Westrans
BUS SERVICE

EXPORTS.

Vessels cleared from the 4th to the 11th Instant, inclusive.

Elizabeth (ship) 365 tons, FOWLER master, for New Zealand, stores.

Prince of Denmark (schooner) JACK master, for New Zealand, 4 kegs tobacco, 10 casks gunpowder, 3 cases muskets, 50 axes, 5 cwt. lead, 1 bale blankets, and stores.

Thistle (schooner) 58 tons, JAMES master, for Swan River, 15 bags flour, 63 bags biscuit, 3 sofas, 4 hhds. beer, 13 casks bottled ale, 1 box pipes, 1 box cheese, 1 cask lard, 4 tons potatoes, 10,000 shingles, 12 boxes fruit, 1 horse, all colonial—4 hhds. brandy. 1 puncheon rum, 7 cases rum shrub, 23 hogsheads porter, 14 casks pork, 6 casks beef, 4 casks tongues, 1 cask fish, 2 cases earthenware, 2 boxes pickles, 2 boxes confectionary, 29 bags sugar, 4 cases wine, 1 case nankeens, 8 kegs cocoanut oil, 28 bags ginger, 40 packages tea, 1 box fans.

Vessels entered outwards, from the 4th to the 11th.

6—HENRY, 33 tons, Edward Byers agent, Launceston.

8—LORD RODNEY, 165 tons, Edward Byers agent, South Seas.

9—ARGO, 169 tons, Dawes, Gore, and Co. agents, New Zealand.

PROJECTED DEPARTURES.

Liverpool—JANET IZAT, 229 tons, James King agent, 13th April.

London—SOVEREIGN, 328 tons. G. Bunn agent, 23rd April.

NORVAL, 694 tons, Maclaren and Co. agents, 13th April.

New Zealand—SYDNEY PACKET, 83 tons, P. Cavenagh agent, 17th April.

Sandwich Island—DENMARK HILL, 252 tons, T. H. James agent, indefinite.

Hobart Town—CELIA, 211 tons, Dawes, Gore, and Co. agents, 13th April.

Launceston—HENRY, 33 tons, Edward Byers agent, this day.

New Zealand—SAMUEL, 66 tons, Edward Byers agent, 17th April.

London—CRAIGIEVAR, 262 tons, George Bunn agent, 25th April.

Spirits and Tobacco.

Stock on hand 2d instant, B. P. rum, 35,844 gallons, ; brandy, 61,007¼ gallons ; gin, 20,786½ gallons ; other spirits, 9,385¾ gallons ; tobacco, 106,764 lbs.

Received during the week, (nil).

Delivered for home consumption, B. P. rum 1949 gallons ; brandy, 495 gallons ; gin, 244½ gallons ; tobacco, 2696 lbs.

Delivered for exportation, B. P. rum, 568 gallons ; brandy, 139 gallons ; gin, 62 gallons ; tobacco, 4421 lbs.

Stock on hand 9th instant, B. P. rum, 33,327 gallons ; brandy, 60,373½ gallons ; gin, 20,536 gallons ; other spirits, 9,385¾ gallons ; tobacco, 99,647 lbs.

April 11, 1831.

Shipping Intelligence.

—o—

ARRIVALS.

On Friday, 8th instant, the ship York, put back in consequence of contrary winds. On Saturday 9th, the barque Warren, from Swan River on the 15th March ; the schooner New Zealander, from New Zealand 2d instant. On Tuesday 12th, the schooner Currency Lass, from New Zealand the 1st instant. On Wednesday 13th, the cutter Lambton, from Port Stephens. On Friday 15th, the cutter Fairy, from Newcastle. Yesterday, the 17th, the brig *Queen Charlotte*, from New Zealand. Lading, 800 seal skins, and flax ; the Elizabeth, from Hobart Town. Last Night the *Jane*, Captain Church, with merchandize. She was detained 6 weeks after quitting London by adverse winds, but ultimately sailed from Plymouth on the 25th November.

DEPARTURES.

On Friday, 8th instant, the cutter Sarah, for Port Macquarie. On Sunday 10th, the ship Elizabeth, for the New Zealand fishery ; the schooner Prince of Denmark, for New Zealand. On Thursday 14th, the barque Janet Izat, for Liverpool ; the schooner Henry, for Launceston. Yesterday the Waterloo, for New Zealand.

The *York* and *Thistle* put back to port yesterday, on account of the boisterous weather. The *Norval* drifted yesterday morning, but sustained no damage.

REMAINING IN THE HARBOUR.

SHIPS—Denmark Hill, Vittoria, Albion, Sovereign, Australian, Lady Harewood, Nelson, Kains, Warren, and Hashmy. BRIGS—Norval, Lord Rodney, Celia, Mary Elizabeth, Juno, Craigievar, Argo, and Earl of Liverpool. SCHOONERS—Thistle, Sydney Packet, Waterloo, Samuel, Active, Caroline, New Zealander, and Currency Lass. CUTTERS—Lætitia Bingham, Lord Liverpool, Fairy, Monitor, Pandora, Lambton, and Carabeen.

Bradshaw's Guide

By FRED ALBERT & HENRY S. LEIGH, *1876*

Bradshaw as Matchmaker is not something that occurs to us when we try to justify our interest in timetables. And, given Bradshaw's Quaker upbringing, and the sauciness of the lyrics hereunder, neither was it something that would have pleased him very much.

RAILWAY PASSENGERS IN 1848

as portrayed in "The Comic Bradshaw, or Bubbles from the Boiler," by Angus R. Reach, illustrated by H. G. Hine, and published by E. Bogue

The First-Class Passenger
"He hath an infinity of luggage, and no end of cloaks, wrappers, plaids, and pilot-coats. He is particular about a brass-bound dressing case and he deposits one of his outer garments in a compartment of the carriage, so as to take possession"

The Second-Class Passenger
"Sometimes he walks to the station baggageless—at others, he comes in company with a carpet-bag on the top of the omnibus. When he wears a pair of gloves, he sticks his ticket into one of them"

The Third-Class Passenger
"If his luggage does not consist of a bundle tied up in a blue spotted cotton handkerchief, it is sure to be comprised in a ponderous wooden chest. He sticks his ticket in the band of his hat, as a visible sign that he has paid his fare"

I had to make a journey a little while ago,
Somewhere down the Midland Counties, you must know;
A charming little creature was seated by my side,
Who asked if I would lend her my Bradshaw's Guide.
This lady she was troubled with absence of mind,
The ticket for a journey she had left it far behind,
She could not recollect the town to which she wish'd to ride.
So begg'd that I would lend her my Bradshaw's Guide.

SPOKEN. -Yes, she had actually forgotten the name of the town that she wished to travel to.- could only remember that the word contained the letter R. M. or W. -So I began to run thro' a list of towns whose names contain that letter, such as-

CHORUS. *Birmingham and Sandringham, Ulverton and Wolverton,*
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.

Then I produced my Bradshaw, and said to her, fair Miss,
Perhaps the place you're wanting you may find it out in this;
She took the volume from my hand, and eagerly she tried
To find the town she wanted in my Bradshaw's Guide.
She searched o'er ev'ry leaf, and turn'd o'er ev'ry page,
Until at last the lady, she got in quite a rage;
She soon turned round to me, and bitterly she cried,-
Dear sir, I cannot find it in your Bradshaw's Guide.

SPOKEN. -Although she said she had read all through-

CHORUS.
Birmingham and Sandringham, Ulverton and Wolverton,
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.

I reached my destination, and was going to alight,
When she placed her hand upon my arm, and said, with much affright-
Oh, dear Sir, don't leave me, all alone to ride,
What shall I do without you, and my Bradshaw's Guide?
Said I, then come along with me down to my Hotel,
Perhaps the place you're wanting, you may happen there to tell,
So she linked her arm in mine and I escorted her with pride,
Said I, I'll be your friend, Miss, and your Bradshaw's Guide.

SPOKEN. -And said I, we will soon discover whether it is-

CHORUS.
Birmingham and Sandringham, Ulverton and Wolverton,
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.

I hired a conveyance and quickly off we rode,
I took her to my quarters, where she took up her abode;
And all the livelong day, then both of us, we tried
To find the town she wanted in my Bradshaw's Guide.
And while we both were searching, I squeezed her little glove,
And suddenly discovered that I was deep in love,
I proposed and was accepted, and now she is my bride,
And together we amuse ourselves with Bradshaw's Guide.

SPOKEN. -And of course, you know, she doesn't care anything now, about-

CHORUS.
Birmingham and Sandringham, Ulverton and Wolverton,
Dorchester and Porchester, Rochester and Ryde;
Arlington and Darlington, Torrington and Warrington
She said she'd sure to find it in my Bradshaw's Guide.