



North-Eastern District.

December, 1909.

**TOOLAMBA AND ECHUCA LINE.**

**Down. TOOLAMBA TO ECHUCA.**

Height above Sea.	Miles.	STATIONS.		1 Goods. ‡	2 Goods. ‡	3 Pass	4 Goods. ‡	5	6 Expa.
feet				A.M.	A.M.				P.M.
30	—	MELBOURNE W G	dep.	...	...	6 15 *	...	...	4 1
						Ltd Thr			Ltd Tr
						Mixed.			Mixed
			arr.	...	...	10 52	...	...	7 30
384	103½	Toolamba † W	dep.	8 20	10 40	Mixed.	12 45	...	Mixed
377	110	Tatura †	...	...	11 0	11 42	1 5	...	8 30
368	113	Byrneside	...	...	...	11 53	...	...	8 54
						P.M.			
356	117½	Merrigum †	...	...	...	12 13	...	...	8 5
347	124	Kyabram † W	arr. / dep.	9 0	11 40	...	...	...	9 1
						12 50	1 45	...	9 1
332	130½	Tongala †	...	...	...	...	2 15	...	9 2
324	135	Koyuga	...	...	...	1 28	...	...	9 4
324	141½	Echuca Race-course N C	...	...	...	...	...	...	...
315	145	ECHUCA † W G	arr.	...	1 0	2 0	2 45	...	10 3

\* On Mondays passengers for this line leave Melbourne at 7.5 a.m.

**Up. ECHUCA TO TOOLAMBA.**

Height above Sea.	Miles.	STATIONS.		1 Mons. Ltd. Thr. Mixed.	2 Goods ‡	3 Goods. ‡	4 Goods. ‡	5 Mons.
feet				A.M.	A.M.			P.M.
315	—	ECHUCA † W G	dep.	5 20	...	...	...	2 5
324	3½	Echuca Race-course N C	...	...	...	...	...	...
324	10	Koyuga	...	5 41	...	...	...	3 2
332	14½	Tongala †	...	5 54	...	...	...	3 4
347	21	Kyabram † W	arr. / dep.	6 15	9 35	...	...	4 2
356	27½	Merrigum †	...	6 29	...	...	...	4 2
368	32	Byrneside	...	6 41	...	...	...	5 7
377	35	Tatura †	arr. / dep.	6 50	...	...	...	5 1
			arr.	7 10	10 35	...	...	6 4
384	41½	Toolamba † W	arr. / dep.	Ltd. Thr. Mixed.	...	...	...	Ltd Tr
			arr.	7 33	...	...	...	Mixed
			dep.	9 15	...	...	...	8 2
464	83½	SEYMOUR W	arr. / dep.	Thru. Mxd.	...	...	...	Pass
			dep.	9 55	...	...	...	8 5
30	145	MELBOURNE W G	arr.	12 16	...	...	...	11 5

All stations on the Tatura and Echuca line to wire Echuca by 2 p.m. the number of loaded trucks on hand to be picked up by No. 5 Up train.

At Tatura, Kyabram, and Merrigum vehicles are allowed to stand in No. 2 Road under the conditions set out in the General Appendix, page 102.

See General Notes, pages 2, 3, and 4. For references, see page 3.

**Inside: From Narrow Neck to Wentworth Falls  
Looping the Loop in Victoria**

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# The Times

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### On the front cover

In 1909, according to rule 8(b), nearly every Victorian Railways employee must be supplied with and have with him when on duty, a copy of the Current Working Time-table book, or section of the book, the General Appendix to the book of Rules and Regulations and to the Working Time-table, and any Signalling, Permanent-way or Special Train Notices. He also needed to have the book of Rules and Regulation within reach. As the first two of these were each octavo-sized volumes of some 500 and 600 pages, this was no light load. Furthermore, he (they didn't give these things to women) had to sign a receipt for these documents (the WTT was released monthly for many years) and had to promise not to appropriate to his own use any of them. The books remained the property of the Victorian Railways Commissioners and had to be returned when expired or when the employee left the service. In 1909 the VR employed 14,507 people and many of them would have been supplied with these books. We rubber-neckers of the future can be thankful that not all of those employees obeyed the final injunction to return them. How else would we be able to study WTTs such as the one described in this issue? The 1909 WTT described here comes from the collection of Jack McLean and is one of only two known copies still in existence. The other is in the Victorian Public Records Office.

In an article for *The Impact of the Railway on Society in Britain*, John Gough said of Working Timetables *It can be safely asserted that for anyone wanting to discover how the railway operated on a day-to-day basis, how it delivered transport services to its customers, how intensively its assets were exploited, there is no substitute for the study of the working documentation. Only there can the intertwining of passenger and goods services, of fast and slow services, the use of single and multiple lines, the management of junctions, the detail of the infrastructure facilities provided and the maintenance of these facilities, and many other aspects of the way in which the decisions taken at Board and Committee level or by the Officers were daily implemented on the ground can be clearly followed.*

Quite so— John Gough has set out clearly why we must have timetable collectors. Come with us, in this issue, through the pages of a relic from the collection of our founder and discover how we may use the information therein to construct—or reconstruct?—how a traveler of 1909 might organize a week or more of pleasant circular day-trips from Melbourne.

**Contributors** Jim O'Neil, Geoff Lambert  
**The Times** 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.

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# From Narrow Neck to Wentworth Falls

**JIM O'NEIL** takes us on a tour of the many euphoniously named places which crown along the ridge in the Blue Mountains

As I learnt in primary school, the secret to crossing the Blue Mountains was to go along the tops of the ridges. The towns along the western highway have cliffs on all sides, with sudden drops overlooking the valleys below, often with high waterfalls. Many of the bus routes starting from Katoomba ended at such waterfalls. I looked at the timetables for Govett's Leap, a waterfall (not as they tell gullible tourists, the site of a jump over the cliffs) in the September 2007 Times. This month the timetables include the timing points of Katoomba Falls, Leura Falls and Wentworth Falls, though in the last case the buses go to the town near the railway station, not the falls themselves. Other buses from Katoomba went to Gordon Falls, south of Leura, and Minnehaha Falls, north of Katoomba. Indeed the name Katoomba itself comes from an aboriginal word meaning "the waters fall down".

In addition to the waterfalls used as destination points, we find other places created by cliffs, such as Narrow Neck, where the cliffs have eroded away all but a short stretch of the high land linking an outlying plateau with the one south of Katoomba, and Evan's Lookout, to the south-east of Blackheath overlooking the upper Grose Valley.

My first timetable was effective on the 13th February 1961, and included both the Govett's Leap bus and the Katoomba to Woodford one (see this page and those following). The Woodford timetable took up five pages, as against one for the Govett's Leap timetable, not because there was more frequent service to Woodford, but because there were more timing points shown on it and the Saturday, Sunday and Public Holiday timetables were all listed separately. The main run, to Woodford, took over 40 minutes to complete and the bus ran from Katoomba at approximately every hour and a half. This gave little leeway in the timetable: the 9.25 from Katoomba arrived in Woodford at 10.06, left again at 10.07, arriving back at Katoomba 10.50 and leaving again for Woodford at the very same time.

In addition to the through buses, there were short workings to Wentworth Falls. These ran via Valley of the Waters, south of the town and then north of it in a loop passing the Golf Links and Hend (short for Henderson) Road. The 8.55 departure from Katoomba to the Falls returned at 9.50 and promptly left again for the Falls. This timing of an hour or less meant that the short workings could run more often than the

through buses: we may note that there are two departures for the Falls, at 12.35 and 1.35, between the successive departures to Woodford at 12.20 and 2.10. The short workings did not operate after five on weekdays, on Saturday afternoons or at any time of Sundays or holidays. At these times Valley of the Waters was served by diverting the Woodford buses.

East of Napier Corner there were two routes, via the main road, marked m, north of the railway line, and via Scott Ave to the south, marked s. Buses diverting via Valley of the Waters generally ran along the main road and others via Scott Ave, though there are exceptions, such as the 5.15 to Woodford and the 5.35 to Hazelbrook on weekdays. On Saturday evenings

only there was a picture bus at 10.45, with no timings given after the departure from Katoomba. The Public Holiday timetable has the same timings as the Sunday one, although the buses ran via Scott Avenue rather than the main road, which may explain why the two timetables were typed separately. There is greater spacing between the columns on the Holiday timetable than for the others, as there is no need for the timing points north of Wentworth Falls. There is also an extra service from Katoomba at 5.30 for Woodford, returning at 6.05 with no intermediate timing points shown.

My next timetable (see page 6) was issued by the Blue Bus Service. There is no indication of how you could contact the Blue

KATOOMBA-LEURA-WENTWORTH FALLS-BULLABURRA-LAWSON-HAZELBROOK-WOODFORD									
Kat'mba Station	Napier Corner	V. of Waters	W. Falls Town	Golf Links	Hend Road	Bulla-burra	Lawson Station	H'brook Station	Wood'fd Station
<u>Monday to Friday</u>									
66.35	m6.40	-	6.45	-	-	6.52	6.55	7.00	-
7.30	s7.35	-	7.40	-	-	7.47	7.50	7.55	8.00
7.50	s8.00	-	8.10	-	-	8.17	8.21	8.26	8.31
-	m8.05	8.10	8.15	8.20	8.25	-	-	-	-
8.50	s9.00	-	9.10	-	-	9.17	9.21	9.26	9.31
8.55	m9.05	9.10	9.15	9.20	9.25	-	-	-	-
9.25	s9.35	-	9.45	-	-	9.52	9.56	10.01	10.06
9.55	m10.05	10.15	10.20	10.25	10.30	-	-	-	-
10.50	s11.00	-	11.10	-	-	11.17	11.21	11.26	11.31
11.30	m11.40	11.50	11.55	12.00	12.05	-	-	-	-
12.20	s12.30	-	12.40	-	-	12.47	12.51	12.56	1.01
12.35	m12.45	12.55	1.00	1.05	1.10	-	-	-	-
1.35	m1.45	1.55	2.00	2.05	2.10	-	-	-	-
2.10	s2.20	-	2.30	-	-	2.37	2.41	2.46	2.51
2.40	m2.50	3.00	3.05	3.10	3.15	-	-	-	-
2.45	s2.55	-	3.05	-	-	3.12	3.16	3.21	3.26
3.50	s4.00	-	4.10	-	-	4.17	4.21	4.26	4.31
4.10	m4.20	4.30	4.35	4.40	4.45	-	-	-	-
5.15	s5.25	5.35	5.40	-	-	5.47	5.51	5.56	6.01
5.35	s5.45	5.50	5.55	-	-	6.02	6.05	6.10	-
<u>Saturday</u>									
67.30	s7.35	-	7.40	-	-	7.47	7.50	7.55	8.00
7.50	s8.00	-	8.10	-	-	8.17	8.21	8.26	8.31
-	m8.05	8.10	8.15	8.20	8.25	-	-	-	-
8.50	s9.00	-	9.10	-	-	9.17	9.21	9.26	9.31
8.55	m9.05	9.10	9.15	9.20	9.25	-	-	-	-
9.25	s9.35	-	9.45	-	-	9.52	9.56	10.01	10.06
9.55	m10.05	10.15	10.20	10.25	10.30	-	-	-	-
10.50	s11.00	-	11.10	-	-	11.17	11.21	11.26	11.31
11.30	m11.40	11.50	11.55	12.00	12.05	-	-	-	-
12.20	s12.30	-	12.40	-	-	12.47	12.51	12.56	1.01
12.45	s12.55	1.05	1.10	-	-	1.17	1.21	1.26	1.31
2.15	m2.25	2.35	2.40	-	-	2.47	2.51	2.56	3.01
3.50	m4.00	4.08	4.13	-	-	4.20	4.24	4.29	4.34
5.20	s5.30	5.40	5.45	-	-	5.52	5.55	6.00	6.05
10.45	will await termination of Pics. and run via Valley Rd to Woodford. G - from Gearins Hotel. m - Main Rd. s - Scott Ave.								
<u>Sunday</u>									
8.35	m8.45	-	8.55	-	-	9.02	9.06	9.11	9.16
10.10	m10.20	10.30	10.35	-	-	10.42	10.46	10.51	10.56
12.45	m12.55	1.05	1.10	-	-	1.17	1.21	1.26	1.31
2.20	m2.30	2.40	2.45	-	-	2.52	2.56	3.01	3.06
4.00	m4.10	4.20	4.25	-	-	4.32	4.36	4.41	4.46
FOR PUBLIC HOLIDAY TIME TABLE SEE BACK COVER									

WOODFORD-HAZELBROOK-LAWSON-BULLAHURST-GOLF LINKS-HEAD-Road-Falls-Falls N. of Napier-Katoomba									
Woodford Station	Hazelbrook Station	Lawson Station	Bullahurst Station	Golf Links	Head Road	Falls Falls Town	Falls N. of Waters	Napier Corner	Katoomba Station
Monday to Friday									
-	7.05	7.30	7.15	-	-	7.25	-	m7.35	7.40
8.10	8.15	8.20	8.25	8.20	8.25	8.30	8.35	m8.45	8.50
8.35	8.45	8.55	9.00	-	-	9.10	-	m9.20	9.25
-	-	-	-	9.20	9.25	9.30	9.35	m9.45	9.50
9.32	9.39	9.46	9.50	-	-	10.00	-	m10.10	10.15
10.07	10.14	10.21	10.25	10.25	10.30	10.35	-	-	-
-	-	-	-	-	-	10.35	-	s10.45	10.50
11.32	11.39	11.46	11.50	-	-	11.05	11.10	m11.20	11.25
-	-	-	-	-	-	11.00	-	s12.15	12.15
-	-	-	-	12.00	12.05	12.10	12.15	m12.25	12.30
-	-	-	-	1.05	1.10	1.15	1.20	m1.30	1.35
1.02	1.09	1.16	1.20	-	-	1.30	-	s1.40	1.45
-	-	-	-	2.05	2.10	2.15	2.20	m2.30	2.35
2.55	3.05	3.15	3.20	3.10	3.15	3.20	3.25	m3.35	3.40
3.42	3.49	3.56	4.00	-	-	3.30	-	s3.40	3.45
-	-	-	-	-	-	4.10	-	m4.20	4.25
4.52	5.00	5.06	5.10	4.40	4.45	4.50	4.55	m5.05	5.10
6.01	6.06	6.09	6.11	-	-	5.20	-	s5.30	5.35
-	-	-	-	-	-	6.20	-	m6.30	6.35
Saturday									
8.10	8.15	8.20	8.25	8.20	8.25	8.30	8.35	m8.45	8.50
8.35	8.45	8.55	9.00	-	-	9.10	-	m9.20	9.25
-	-	-	-	9.20	9.25	9.30	9.35	m9.45	9.50
9.32	9.39	9.46	9.50	-	-	10.00	-	s10.10	10.15
10.07	10.14	10.21	10.25	10.25	10.30	10.35	-	-	-
-	-	-	-	-	-	10.35	-	s10.45	10.50
11.32	11.39	11.46	11.50	-	-	11.05	11.10	m11.20	11.25
-	-	-	-	-	-	11.00	-	s12.15	12.15
12.02	1.09	1.16	1.20	12.00	12.05	12.10	12.15	m12.25	12.30
1.32	1.39	1.44	1.48	-	-	1.30	1.35	s1.45	1.50
3.01	3.08	3.15	3.19	-	-	1.57	2.02	m2.10	2.15
4.35	4.42	4.49	4.53	-	-	3.25	3.30	m3.41	3.46
6.52	6.59	7.06	7.10	-	-	5.02	5.07	m5.15	5.20
-	-	-	-	-	-	7.20	7.25	m7.35	7.40
Sunday									
9.17	9.24	9.31	9.35	-	-	9.45	9.50	m10.00	10.05
10.57	11.04	11.11	11.15	-	-	11.25	11.30	m11.40	11.45
1.32	1.39	1.46	1.50	-	-	2.00	2.05	m2.15	2.20
3.07	3.14	3.21	3.25	-	-	3.35	3.40	m3.50	3.55
4.47	4.54	5.01	5.05	-	-	5.15	5.20	m5.30	5.35
m - via Main Road. s - via Scott Avenue.									

FOR PUBLIC HOLIDAY TIME TABLE SEE BACK COVER

Bus Service or when the timetable came into force. I obtained this timetable at an AATTC auction a few years ago, and I believe it was in force sometime in the 1960s, although my records from 1962 show the Blue Bus Service running only to Narrow Neck and the Green Bus Service to Yosemite Valley and Minnehaha Falls also running to Leura Baths. Which came first? On the front page is a timetable for Katoomba Falls and Golf Links. The list of places served shows Narrow Neck beyond the Golf Links, and a higher fare was charged, 1d. for singles and 3d. for return journeys. And yet no times are shown for Narrow Neck. I believe the buses went to the Narrow Neck lookout on their way to the Golf Links. If you have a map of Katoomba you can see this is feasible. There were fifteen journeys on this timetable, starting after 9 a.m. and with a break between one and two o'clock. Five of these journeys, marked K, ran only as far as the Katoomba Falls Kiosk. One bus can operate all these journeys. There is no indication on the timetable which days of the week the buses ran.

On the next page, inside the timetable when it is folded, is the timetable for Leura Falls and Baths. There are fourteen runs on this timetable, seven running only to Leura Falls Kiosk (marked K - K clearly stands for Kiosk in this timetable) and one being a school days only bus at 8.50 from Merriwa and Emily Sts. This marks the end of the built up area and no children going to school would have come from further out. Except for the school days bus, the service starts later, after 10 o'clock, and has a slightly longer lunch break, from about 12.30 until 1.50. A second bus is needed to run the Leura Falls service, though the similar departure times from Katoomba on both routes would make it possible for the two buses to change from one route to the other at various times.

The third page shows buses to the Grand Canyon. The buses ran via the Great Western Road, but the list of places served and the fares given, show they did not pick up or set down on the highway, which was the monopoly of the Mt. Victoria buses. There are only four runs, needing forty minutes or more from Katoomba to Evan's Look-

out. A third bus was needed to operate these services.

On the back page we find a white printed sheet with alterations and new services pasted onto the blue cardboard timetable. This also gives no indication of when it commenced. A new service was provided to the Golf Links via Bathurst Road (south of the railway line, while the Highway was on the north side) Shell Corner and Cliff Drive. The original route, along Katoomba Street, ran through a more highly developed area and continued to provide more services.

The first change was the addition of an 8.30 bus to the Golf Links via Bathurst Road, running on school days only. I presume it continued on from the Golf Links to Katoomba High and or the Primary School, both lying to the west of Katoomba Street. It is just possible this bus then ran the 8.50 from Merriwa and Emily Streets to the station, but this would have required tight timing. On Sundays only the early bus ran to the Golf Links at 8.40 via the original route. This shows that early golfers were to be accommodated, as well as school children, and suggests that the Blue Buses ran every day of the week - but you think they'd have said so.

The next change was that the 9.55 bus via Katoomba Street (9.54 on the front page) now ran via Bathurst Road. The 12.5 to Katoomba Falls was cancelled and replaced by a 12.0 bus to the Golf Links via Bathurst Rd. This left the Golf Links at 12.10 and took up the existing service from Katoomba Falls at 12.15. A new service ran to the Golf Links at 1.30 via Katoomba Street and returned at 1.45 via the new route. (Did this mean the lunch break for the driver on the Golf Links bus was reduced to half an hour, or did the drivers of the Leura Falls and Golf Links buses change services, giving both drivers an hour for lunch?) The 4.0 p.m. bus from Katoomba now ran to the Golf Links via Bathurst Road instead of Katoomba Street.

The Blue Bus service ran through limited catchment areas, since even in the well built up area south of Katoomba Station, the Katoomba-Leura bus to Echo Point, running along Lurline Street, one block east of Katoomba Street, was better placed to pick up more passengers. By the time of my next timetables the Blue Bus service had been broken up. The Narrow Neck route had had been combined with the Katoomba-Woodford run. Buses to Leura Falls had ceased, although the daytime only shopping service to South Katoomba (three times a day on weekdays only in 2000) passed outwards along Waratah and Emily Streets, and the tram-bus does now stop at Leura Falls on its loop for tourists. There are no more buses terminating at Evan's Lookout, though the Blackheath buses to Govett's Leap now do divert to both the Golf Links and Evan's Head.





there are four buses through to Woodford, as against six to Henderson Road loop and seven to the Skyway or beyond. On Sundays there are no buses to Woodford, two

in the morning to Henderson Street, plus three in the afternoon to Wentworth Falls Village only, in contrast to nine to the Skyway. The suburban service in Wen-

town Falls has become more important than the through route to Woodford, but the tourist destination at the Skyway is receiving the most frequent service of all.

## Leura Falls & Baths

**KATOOMBA STATION — LEURA FALLS**  
Leura Cascades — Swimming Baths  
Via Waratah and Emily Streets

LEAVE KAT. STATION	LEAVE LEURA BATHS	LEAVE LEURA FALLS
10.10 a.m. K		8.50 a.m. S.D.
10.35		10.20 K
11.10 K	10.45 a.m.	10.50
11.35		11.20 K
12.5 p.m.	11.45	11.50
	12.15 p.m.	12.20 p.m.
		1.50 K—N.S.
2.10 K		2.20 K
2.35	2.45	2.50
3.10 K		3.20 K
3.35	3.45	3.50
4.10 K		4.20 K
4.35	4.45	4.50
5.5 K		5.15 K

K—Denotes trips marked K will terminate and commence from Leura Falls Kiosk.

S.D.—Bus will leave at 8.50 a.m. from Merrivale and Emily Sts. on School Days.

N.S.—Not Sundays.

FARES: Emily and Waratah Streets, 1d.  
Leura Falls Kiosk, 4d.

Swimming Baths: Single, 5d.; Return, 9d.  
Children, 3d.; Return, 4d.

## Grand Canyon

**Katoomba Station to Blackheath Golf Links, Neate's Glen, Grand Canyon, Rodriguez Pass, Evan's Lookout.**  
And a Wonderful View of GROSE VALLEY.  
Via Great Western Rd. & Grand Canyon Rd.

### TIME TABLE

From Katoomba	From Evan's Lookout
9.50 a.m.	10.30 a.m.
11.15 „	12.0 p.m.
2.15 p.m.	3.0 „
3.40 „	4.30 „

FARES: Golf Links Road, 1/-

Neate's Glen, 1/3.

Grand Canyon and Evan's Lookout, 1/6.

Children—12 years and under, Half Fare.

## Alterations of Time-Table and New Services

**TO KATOOMBA FALLS, KATOOMBA GOLF LINKS and NARROW NECK.**

The following Additional Trips will run:

8.30 a.m. to Golf Links via Bathurst Road and Cliff Drive (School Days only).

8.45 a.m. to Golf Links via Katoomba Street and Cliff Drive and Bathurst Road.

10.30 noon to Golf Links via Bathurst Road and Cliff Drive.

12.10 p.m. from Golf Links to Katoomba Station via Katoomba Falls.

1.15 p.m. to Golf Links via Katoomba Street and Katoomba Falls.

1.45 p.m. from Golf Links via Cliff Drive and Bathurst Road.

4.0 p.m. to Golf Links via Bathurst Road and Cliff Drive.

The following Trips will be discontinued:

8.30 a.m. from Golf Links to Katoomba via Katoomba Falls.

12.5 p.m. to Katoomba Falls via Katoomba Street.

4.0 p.m. to Golf Links via Katoomba Street and Katoomba Falls.

### NEW SERVICE

Katoomba Station to Katoomba Golf Links via Bathurst Road, Cliff Drive and Cliff Drive and return.

Leave Katoomba Golf Links: Leave Kat. Station 9.50 a.m. 12.10 noon

1.0 p.m. 4.0 p.m.

Fares: Bathurst Road, 4d; Bathurst Rd., 6d.

Golf Links: Single, 8d; Return, 1/-

## BLUE BUS SERVICES

### KATOOMBA FALLS AND GOLF LINKS

**KATOOMBA STATION TO KATOOMBA FALLS, SCENIC RAILWAY, KATOOMBA GOLF LINKS, NARROW NECK.**  
Via Katoomba Street

Leave Katoomba	Leave Golf Links	Leave Katoomba Falls
9.10 a.m.	9.24 a.m.	9.29 a.m.
9.40	9.54	9.59
10.10 K		10.19 K
10.30	10.44	10.54
11.5 K		11.15 K
11.30	11.45	11.50
12.5 K p.m.		12.15 K p.m.
12.30	12.45 p.m.	12.50
2.5	2.20	2.25
2.35	2.50	2.54
3.5	3.19	3.29
3.40 K		3.49 K
4.0	4.15	4.29
4.40 K		5.0 K
5.15	5.30	5.35

K—Denotes trips marked K will terminate and commence from Katoomba Falls Kiosk.

Fares—Katoomba Falls, Single, 5d; Ret., 9d.

Golf Links, Single, 8d; Return, 1/-

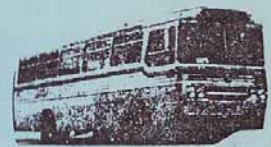
Narrow Neck: Single, 9d; Return, 1/3



WOODFORD—HAZELBROOK—LAWSON—BULLABURRA—WENTWORTH FALLS—LEURA—KATOOMBA

OAKLANDS ROAD & HALL FDE	WOODFORD	HAZEL-BROOK	LAWSON	BULLA-BURRA	WENTWORTH FALLS G-LINKS	HENDERSON ROAD	WENTWORTH FALLS TOWN	VALLEY OF WATERS	LEURA Napier Corner	B.M.HOSPITAL	KATOOMBA STATION	GOYDER AVENUE	SKYWAY SCENIC RAILWAY	KATOOMBA GOLF LINKS
<b>MONDAY TO FRIDAY</b>														
	7.00	7.05	7.10	7.15			7.25	7.28	7.35	7.37	7.40	7.43		
	8.05	8.12	8.20	8.25	8.00	8.05	8.10M	8.13	8.20	8.23	8.30	8.33		8.40
8.30	8.53	8.58	9.03	9.08			8.35		8.45	8.47	8.50	8.53		
					9.25	9.30	9.15	9.43	9.25	9.27	9.35	9.38	9.41	9.45
9.30	9.43	9.48	9.53	9.57			9.40M		9.50	9.52	9.55			
	10.43	10.48	10.53	10.57			10.06	11.09	10.15	10.17	10.20			
	11.32	11.37	11.42	11.46			11.06		11.15	11.17	11.25	11.28	11.31	
					12.05	12.10	11.55		12.05	12.07	12.10			
	1.02	1.07	1.12	1.16			12.20M	12.23	12.30	12.32	12.35			
					2.00	2.05	1.25		1.35	1.37	1.40	1.43	1.47	1.50
1.49	2.02	2.07	2.12	2.16			2.10	2.13	2.20	2.23	2.25	2.42	2.49	
					3.10 (2.50)		2.25		2.35	2.37	2.40			
	2.45V	2.50V	2.55V	3.00V			3.20M	3.25	3.33	3.35	3.38	3.45	3.50	3.55
	3.40	3.50	4.00	4.05			3.10V		3.20V	3.23V	3.25V			
					4.35	4.40	4.12	4.48	4.22	4.25	4.30	4.35	4.38	4.40
4.35	4.47	4.52	4.57	5.01			4.45		4.55	4.57	5.00			
	5.45	5.50	5.55	5.58			5.08		5.16	5.18	5.20			
							6.05		6.10					
<b>SATURDAY</b>														
	8.05	8.10	8.15	8.20			8.27	8.30	8.37	8.39	8.42			
	9.20	9.25	9.30	9.35			9.42	9.45	9.52	9.55	10.00	10.04	10.6	10.10
	11.07	11.12	11.17	11.21			11.30	11.33	11.40	11.42	11.50	11.54	11.56	12.00
	12.52	12.57	1.02	1.06			1.13	1.16	1.23	1.25	1.28			
	3.02	3.07	3.12	3.15			3.24	3.27	3.34	3.36	2.10	2.12	2.15	
	4.32	4.37	4.42	4.45			4.54	4.57	5.04	5.06	3.38	3.40	3.43	
							5.08		5.16	5.18	5.08	5.10	5.13	
<b>SUNDAY (No Service on Holidays)</b>														
	9.37	9.42	9.47	9.51			9.58	10.00	10.07	10.10	10.15	10.18	10.21	
							10.55	10.58	11.05	11.08	11.11	11.14	11.18	
							11.55	11.57	12.02	12.04	12.06			
							2.03	2.05	2.11	2.14	2.17	2.20	2.23	
							2.55	2.58	3.04	3.07	3.10	3.13	3.18	

KATOOMBA-WOODFORD BUS COMPANY  
Phone: 82-4213



**TIMETABLES**  
**January 1989**

**Katoomba-B.M. Hospital-Leura**  
**Wentworth Falls**  
**(Valley Road, Town, Links, Henderson Road)**  
**Bullaburra-Lawson**  
**Hazelbrook-Woodford**  
**Katoomba Falls**  
**Scenic Railway-Skyway**  
**Narrowneck**

Postal Address:  
P.O. Box 30  
LEURA 2781

Bus Depot  
HIGHLAND STREET  
LEURA  
BLUE MOUNTAINS

KATOOMBA—LEURA—WENTWORTH FALLS—BULLABURRA—LAWSON—HAZELBROOK—WOODFORD

KATOOMBA GOLF LINKS	SKYWAY SCENIC RAILWAY	GOYDER AVENUE	KATOOMBA STATION	B.M.HOSPITAL	LEURA Napier Corner	VALLEY OF WATERS	WENTWORTH FALLS TOWN	WENTWORTH FALLS G-LINKS	HENDERSON ROAD	BULLA-BURRA	LAWSON	HAZEL-BROOK	OAKLANDS ROAD & HALL FDE	WOODFORD
<b>MONDAY TO FRIDAY</b>														
			6.30G	6.33	6.35		6.40			6.47	6.50	6.55		6.59
			7.25G	7.28	7.30		7.35			7.42	7.45	7.50		7.55
		7.45	7.55	7.58	8.00		8.05			8.17	8.21	8.26	8.30	8.42
		8.57	9.00	9.03	9.05		9.10			9.17	9.21	9.26	9.30	9.42
		8.58	9.05	9.08	9.10M	9.17	9.20	9.25	9.35					
		9.51	9.55											
			10.05	10.08	10.10	10.17	10.20			10.27	10.31	10.36		10.42
			10.55	10.58	11.00		11.10			11.17	11.21	11.26		11.31
			11.45	11.48	11.50		12.00	12.05	12.10					
			12.25	12.28	12.30		12.40			12.47	12.51	12.56		1.01
			1.15	1.18	1.20		1.30			1.36	1.40	1.45	1.49	2.02
			1.40	1.43	1.45	1.52	1.55	2.00	2.05					
			2.05	2.08	2.10		2.20			2.26	2.30	2.34		2.38
			2.30	2.33	2.35M	2.42	2.45	2.55	2.50					
			2.58											
			2.50	2.53	2.55		3.05			3.11	3.16	3.21		3.36
			4.00	4.03	4.05		4.15			4.21	4.25	4.30	4.34	4.46
			4.15	4.18	4.20	4.27	4.30	4.35	4.40					
			5.10	5.13	5.15	5.22	5.25			5.31	5.35	5.40		5.45
			5.35	5.38	5.40	5.47	5.50	5.50-to Blaxland Rd if required						
<b>SATURDAY</b>														
			7.30G	7.33	7.35		7.43			7.50	7.55	8.00		8.05
			8.45	8.48	8.50		8.57			9.06	9.10	9.15		9.20
			10.30	10.33	10.35		10.42			10.52	10.56	11.01		11.06
			12.15	12.18	12.20		12.27			12.37	12.41	12.46		12.51
			2.25	2.28	2.30		2.37			2.46	2.51	2.56		3.01
			3.55	3.58	4.00		4.07			4.16	4.21	4.26		4.31
			5.25	5.28	5.30		5.37							
<b>SUNDAY (No Service on Holidays)</b>														
			9.00	9.03	9.05		9.12			9.22	9.26	9.31		9.36
			10.30	10.33	10.35		10.42							
			11.30	11.33	11.35		11.42							
			1.40	1.43	1.45		1.52							
			2.35	2.38	2.40		2.47							
			3.25	3.28	3.40									

**NOTES**

G will commence from Geann's Hotel  
H runs via Railway Parade, Park Road and Western Highway between Woodford and Hazelbrook. All other journey FROM Woodford via Railway Parade.  
M will run via Main Western Highway between Napier Corner and Leura Subway. All other journeys run via Railway Parade and Scott Avenue.  
V will run on School Holidays only.

**OAKLANDS ROAD, HAZELBROOK**  
New service, via Oaklands Road, Brook and Grove Streets, Blue Hills Road, Woodland Avenue, Hall Parade, Crest Street, Red Gum Avenue, Hall Parade, Oaklands Road.







# Looping the loop

Day trips from Melbourne to Melbourne in 1909, by **GEOFF LAMBERT**

There and back in a day? Most railway systems are “networks”, where it is possible to trace out a return route from a “node” on the network with little or no back-tracking. Australian state railway networks were no exception to this property and all except Tasmania had it.

In Victoria, this high level of connectedness was a consequence of the Octopus Act and of the fact that nearly all towns on the “loops” were gold-field towns. Gold occurred in a circum-Melbourne belt, roughly 100 miles from the city— they called it the “Indicator Belt”. Each town became linked to Melbourne and to its neighbour by a railway. This was an ideal set-up to give birth to the possibility of “circular” day trips.

In the December 2006 issue of *The Times*, we imagined a long trip over the Victorian Railways, never visiting the same place twice. This however was not a round trip. While round trips were usually possible, it was less usual to have these possibilities expressly spelled out in a timetable. Such timetables could be found however and there were even some which allowed for non-rail connections between two lines. These were mainly for picnickers and walkers. There were very few of these in country Australia because such trips were really only possible close to the cities.

In this article, I show extracts from the Victorian Railways Working Time Table

of 1909, which allow for at least 8 day trips centred on Melbourne. Most but not all, of these trips can be read from a single table in the book.

The VR began producing Working Time Tables in book form from the 1860s- before that they appeared as wall-sheet timetables. From the 1860s until the 1920s, the WTT was produced as a combined volume for all Districts with a continuous pagination. Administratively, the VR was divided into the following Districts: Midland, Northern, Western, North-Eastern, Eastern, South-Eastern and Suburban.

The 1909 WTT was produced in the following “sections” and was paginated in the following sequence:

- Northern & Midland (pages 1-59)
- Midland & Western (pages 60-153)
- North-Eastern (pages 154-194)
- Eastern & South-Eastern (pages 194-225)
- Suburban (pages 226-460)

So some of these sections were already “combined”- the Midland gets a guernsey in two of these. Later a South-Western District came into existence, and was covered in a Western & South-Western volume. In 1909, all of the Midland District tables appeared in both the 1<sup>st</sup> and 2<sup>nd</sup> sections. Wherever a table bridged two Districts, that table would also appear in each section. The Index to the WTT—later produced as a separate volume and even then

paginated separately—was also incorporated at the start of the combined volume and its index entries always contained a list of the pages upon which one could find tables for the station indexed.

After about 1910, each section could be—and perhaps were—printed also as separate volumes. After the 1920s, the practice of printing a combined volume seemed to fade away (except perhaps for Head Office copies), but the continuous pagination of the separate sections did not disappear until the Second World War.

Because the trains described here were all Mixed or Passenger trains, it is probably true that all of the trips which I illustrate also appeared in contemporaneous Public Time Tables—they certainly did in later years. But the “*Worker*” tended to contain more information about how the services fitted together and other more interesting details. The tables in this WTT were delightfully higgledy-piggledy, with text running in three different directions, sometimes even upside down. What you see here has been scanned from a rather poor photocopy which I made from an original owned by Jack McLean.

## Possible day-trips

The day trips which were possible, listed in the page order in which they first appeared in the WTT and in the article, are shown in the Table below. This shows also the page

Eight Easy Pieces- circumnavigating Victoria by train																	
Trip	WTT Pages	Times page	Total Miles	Total Time	Melb Dep	Change 1		Change 2		Change 3		Change 4		Change 5	Melb arr.	Avg Speed	
(1) Melbourne-Wallan-Bendigo-Melbourne	15-16 180-181	10	203	11:09	6:15	<u>Wallan</u> 7:37	<b>8:10</b>	<u>Bendigo</u> 13:45	15:15						19:27	18	
(2) Melbourne-Daylesford-Ballaarat-Melbourne	29-32 61-64	11	186	9:09	12:05	<u>Daylesford</u> 15:05	<b>15:40</b>	<u>Ballaarat</u> 18:35	19:10						22:24	20	
(3) Melbourne-Castlemaine-Maryborough-Ballaarat-Geelong-Melbourne	35-38 67-68 107	12	273	10:49	6:45	<u>Castlemaine</u> 10:25	<b>10:38</b>	<u>Maryborough</u> 12:32	<b>12:55</b>	<u>Ballaarat</u> 14:47	15:15	<u>Geelong</u> 17:00	17:55		19:33	25	
(4) Melbourne-Castlemaine-Maryborough-Ararat-Melbourne	39-40	13	298	14:48	6:45	<u>Castlemaine</u> 10:25	<b>10:38</b>	<u>Maryborough</u> 12:32	<b>12:47</b>	<u>Avoca</u> 13:30	<b>13:45</b>	<u>Ararat</u> 16:05	16:13		22:24	20	
(5) Melbourne-Bendigo-Inglewood-Dunolly-Maryborough-Melbourne	45-46	14	282	12:55	6:45	<u>Bendigo</u> 11:22	<b>12:15</b>	<u>Inglewood</u> 13:42	<b>14:10</b>	<u>Dunolly</u> 15:50	17:01	<u>Maryborough</u> 17:25	17:45	<u>Castlemaine</u> 19:25	19:48	22:55	22
(6) Melbourne-Geelong-Ballaarat-Melbourne	79-97 105-108*	14	173	6:27	2:00	<u>Geelong</u> 3:45	4:20	<u>Ballaarat</u> 6:35	7:33						10:00	27	
(7) Melbourne-Warranambool-Hamilton-Ararat-Melbourne	117	15	479	17:52	6:30	<u>Warranambool</u> 13:00	<b>13:00</b>	<u>Koroit</u> 13:45	<b>14:55</b>	<u>Hamilton</u> 17:55	<b>18:28</b>	<u>Ararat</u> 21:03	<b>21:55</b>	<u>Ballaarat</u> 0:30	7:33	10:00	27
(8) Melbourne-Seymour-Echuca-Bendigo-Melbourne	170 174	1	300	13:31	6:15	<u>Seymour</u> 8:47	<b>9:20</b>	<u>Toolamba</u> 10:52	<b>11:13</b>	<u>Echuca</u> 14:00	15:50	<u>Bendigo</u> 18:25	18:50		22:55	22	

Mixed trains in ***bold italic***, Goods with car attached in *italic*

number in this issue of *The Times* where one may find the relevant WTT table. These tables are nearly always a "stand-alone" branch line table, but "topped and tailed" with the times of the connecting trains to and from Melbourne, such as in the table to the right. There was, of course, no route by which one was not obliged to change trains at least once- and usually more than once. Connections to make the through trip possible were not necessarily guaranteed in the legal sense, but the WTT advised that Mixed trains should curtail their "Roadsides" work if it appeared that a connection might be put in jeopardy. In at least one instance a through journey seems to contain a "negative connection" in which the onward train was timetabled to leave before the first train arrived. Perhaps these were mistakes? Can you find them?

They were all slow trips by today's standards, averaging about 20 mph and taking up to 17 hours to return one to Spencer St. Five of the eight trips took one through Ballarat and six of them involved at least a portion of the old Main Line- the line to Bendigo.

Most, but not all, of these trips could be taken in either direction in a single day. Where they could not, the WTT shows Melbourne as the terminal only the direction by which a round day trip *could* be taken. Not all round-trips completely avoided back-tracking- the Inglewood-Dunolly trip required the passenger to use the Melbourne-Castlemaine line on both forward and return. Some round trips had alternative forward or return routes to the "far point" (e.g. Melbourne-Ballarat or Melbourne-Geelong-Ballarat). In this article, usually only the branch line service is shown, but the Melbourne-Ballarat and Melbourne Bendigo services common the many of the loops appear on page 15 and 16. A map with the trip numbers appears on our page 10.

**1. Melbourne-Wallan-Bendigo-Melbourne**

It seems anomalous that the first round day trip one comes across in the WTT really belongs with section 3, the North-Eastern District WTT, but appears as early as page 15, in the Northern District section. It could be done either way- a daily counter-clockwise trip that lasted from 6:15 am to 7:27 pm or a Mondays-only clockwise trip which had the virtue of leaving Melbourne after an early lunch (12:15 pm) but the vice of not returning until 11:08 pm. Travel on the Wallan-Bendigo track was by Mixed, but the main-line connections were by fast passenger. The branch portion of this trip is shown on our page 10.

**2. Melbourne-Davlesford-Ballaarat-Melbourne**

This must have been a lovely trip, with interesting scenery all the way. You could

		North-Eastern District.						December, 1909		
		Down. WALLAN TO BENDIGO.								
Height above Sea.	Miles.	STATIONS.	1 Goods. M., Th., Sa. †	2 Pass.	3 Good. Tu., W., F. †	4 Thro. Ltd. Mixed	5 Goods. †	6 Goods. Mons.	†	
feet.		Down.								
30	—	MELBOURNE W C	A.M. dep. 8 30	A.M. 6 15	A.M. ...	P.M. 2 40	A.M. ...	P.M. ...		
980	29½	WALLAN W ...	arr. 10 50	7 37	Mxd. Mons. 8 10	Mxd. Mon. Thur. Sat. 4 30	11 35	...		
1145	33½	Kilmore Junctn. †	dep. 10 45	8 10	11 35	...	...	...		
1320	35½	Leslie ...	arr. ...	8 25	...	4 45 §	...	...		
1411	38½	Bylands ...	...	8 33 §	...	4 58 §	...	...		
1215	42½	Kilmore † W	arr. ...	8 52 §	...	5 11 §	...	...		
1124	45½	Willowmavin N C	dep. 11 53	9 8	P.M. 12 33	5 45	P.M. 12 22	...		
1041	49½	Morandiny ...	...	9 37 §	...	...	...	...		
1021	51½	High Camp ...	arr. ...	9 46 §	...	...	...	...		
815	56½	Pyalong ...	dep. ...	10 0	...	...	...	...		
1031	62½	Tooborac E S † ...	arr. ...	10 15	...	...	...	...		
—	63½	Melvor Timber Siding N C	dep. 1 41	10 55	2 21	7 15 §	1 27	...		
817	71½	South Heathcote	arr. ...	1 45	2 25	...	1 31	...		
787	73½	Heathcote E S † W	arr. ...	11 35	...	7 51	...	...		
664	78½	Derrinal ...	dep. 8 10	11 41	...	...	...	...		
653	83	Knowsley † ...	arr. ...	P.M. 12 1	P.M. 9 45	8 17	...	8 25		
627	86½	Ingham N C ...	dep. ...	12 14	...	...	...	...		
572	88½	Axedale Race-course N C	arr. ...	...	...	...	...	...		
566	89½	Axedale † ...	dep. ...	8 35	12 37	10 20	8 53	7 5		
588	93	Lougha ...	arr. ...	...	...	...	...	...		
708	101½	Cattle Siding †	dep. 9 10	1 0	...	9 15	...	7 40		
758	102½	BENDIGO W C	arr. ...	1 10 §	...	...	...	...		
30	106½	MELBOURNE	dep. 10 0	1 49 †	1 45	10 0	...	8 20		
			arr. ...	Pass. 3 15	7 27	...	...	8 25		

Block system is in force between Cattle Siding Box "D" and Bendigo Box "C" (Williams street) both on Up and Down journey, and between Wallan and Kilmore Junction.  
Roadside work as per A.1545/08.  
See General Notes, pages 2, 3, and 4. For references, see page 3.

only do it on a Saturday and then only in the counter-clockwise direction. It would have been a good trip for a Saturday in those days of half day early closing and knock-off time for many workers at mid-day Saturday, because the connecting train left Melbourne at 12:5 pm. Alternatively, one could have taken it as an add-on to the Melbourne-Geelong-Ballarat-Melbourne trip, after which one had 2 hours to fill in at Spencer St. In order to enjoy the scenery one was advised to take this trip on summer Saturdays, because the Daylesford-Ballarat scenic section was covered be-

tween 3:40 pm and 6:35 pm. The return to Melbourne was by a 7:10 pm train, which was rather short-lived, so that this "cream of the round-trips" could not have been enjoyed for very many years. See our page 11.

**3. Melbourne-Castlemaine-Maryborough-Ballarat-Melbourne**

More than the others, this was truly through the heart of the gold country. Gold mining had moved from the alluvial prospecting of the Gold Rush, to deep lead mining by consolidated companies by the



1870s and began to decline in the 1880s. Yet the train traveller on this trip would have had gold mines in sight nearly all the way from before Castlemaine until after Ballarat. To add interest, one could get to Melbourne via Geelong, using two connecting passenger trains (see page 12).

**4. Melbourne-Castlemaine—Maryborough—Ararat—Ballarat—Melbourne**

The Ararat-Maryborough line was one of those lines where the potential for through traffic was never properly realised. In 1909, there was a service between Ararat and Avoca, but this was an early victim of rationalisation. The Avoca-Maryborough service lasted longer but the entire line was closed in 1959. It was reopened a few years later, converted to standard gauge a few decades later again—but still languished and is now mothballed. At the time of our loop trips, the line had a decidedly unusual service, with three services run by a "Tricycle with mails"—a 2 pm Ararat-Elmhurst service; a 9:40 a.m. Elmhurst-Avoca service (continuation from the night before) and; an Avoca-Ararat service which took more than 10 hours for the 40-mile trip—it was clearly human-powered. It was not, however, necessary to catch one of these bizarre services to make a loop journey. The best way was to catch the 6:45 a.m. out of Melbourne, change at Castlemaine and again to the mixed at Maryborough. This arrived at Ararat at 4:05 p.m., leaving just eight minutes to connect to the Melbourne train. See

**CARLSRUHE AND DAYLESFORD, AND DAYLESFORD AND CRESWICK LINES.**

**WOODEND TO DAYLESFORD, CRESWICK, AND BALLARAT.**

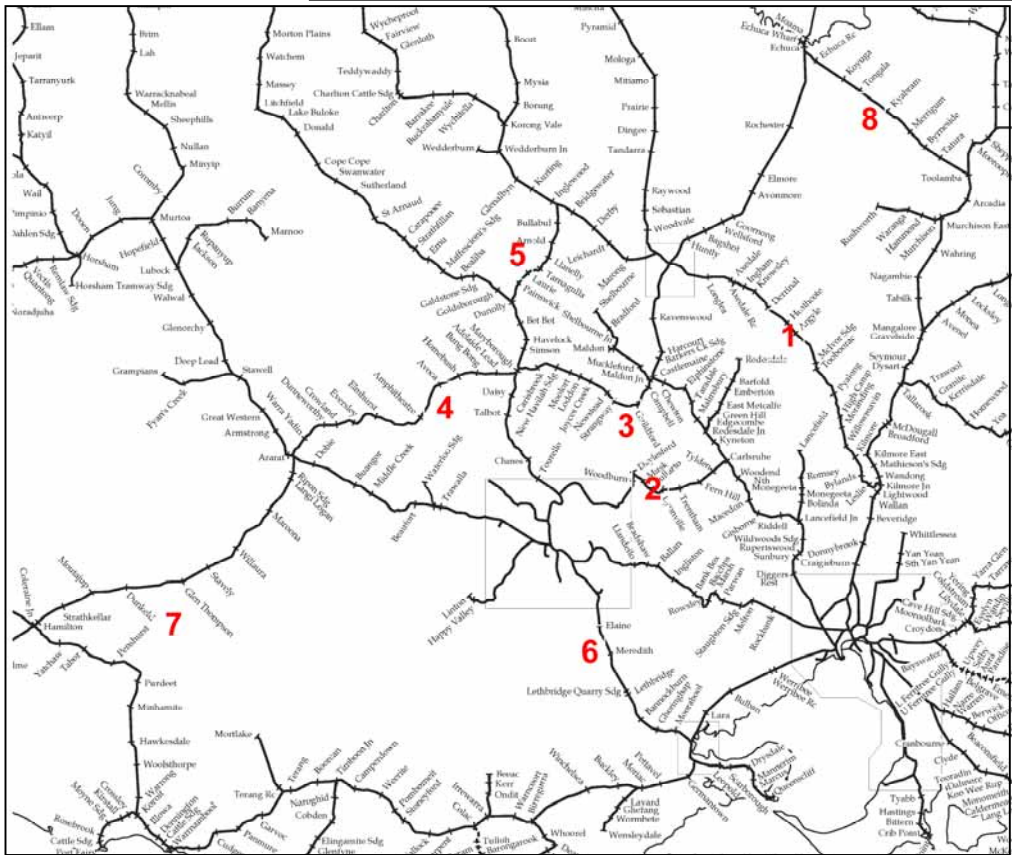
STATIONS.	1	2	3	4	5	6	7	8	9	10
	1	2	3	4	5	6	7	8	9	10
<b>Down.</b>										
30 — MELBOURNE W.C. dep.	...	...	6 45	...	...	12 5	...	...	4 50	4 50
1849 484 WOODEND W.C. arr.	...	...	9 6	...	...	1 50	...	...	6 25	6 25
1849 484 WOODEND W.C. dep.	...	...	9 35	...	...	2 5	...	...	6 45	6 45
1806 53 Carlsruhe E.S. arr.	...	...	9 47	...	...	2 17	...	...	7 8	7 9
1884 563 Tully E.S. arr.	...	...	10 0	...	...	...	...	...	7 8	7 9
2136 591 Fern Hill E.S. arr.	...	...	10 25	...	...	...	...	...	7 25	7 28
2264 631 Trentham E.S. arr.	...	...	10 46	...	...	2 37	...	...	7 42	7 50
2498 674 Lyonsville arr.	...	...	11 8	...	...	2 47	...	...	8 0	8 13
2432 692 Ballarto E.S. arr.	...	...	11 25	...	...	2 53	...	...	8 10	8 31
2291 724 Macl. arr.	...	...	11 37	...	...	...	...	...	8 19	8 49
2041 75 Cattle Yards N.C. arr.	...	...	11 50	...	...	...	...	...	8 39	8 51
2038 756 DAYLESFORD W.E.S. arr.	...	...	...	...	...	...	...	...	...	...
1920 782 Woodbark N.C. dep.	...	...	...	12 15	...	...	...	...	...	...
2087 802 Nullo's Inn arr.	...	...	...	12 45	...	...	...	...	...	...
1900 857 Woodbark E.S. dep.	...	...	...	...	...	...	...	...	...	...
1921 864 Rocky Ford arr.	...	...	...	1 36	...	...	...	...	...	...
1800 869 Newlyn E.S. arr.	...	...	...	1 55	...	...	...	...	...	...
1708 914 Kingston arr.	...	...	...	2 1	...	...	...	...	...	...
1546 953 Altondale E.S. arr.	...	...	...	2 13	...	...	...	...	...	...
1495 97 Breconfield arr.	...	...	...	3 0	...	...	...	...	...	...
1421 993 North Creswick E.S. arr.	...	...	...	3 15	...	...	...	...	...	...
1438 1009 CRESWICK W.E.S. arr.	...	...	...	3 20	...	...	...	...	...	...
1423 1034 Ball Hills arr.	...	...	...	3 25	...	...	...	...	...	...
1310 1074 Sully arr.	...	...	...	...	...	...	...	...	...	...
1568 1064 Waubra Junction E.S. arr.	...	...	...	...	...	...	...	...	...	...
1467 1111 Cargoe's Sidng N.C. arr.	...	...	...	...	...	...	...	...	...	...
1444 1111 North Ballarat E.S. arr.	...	...	...	...	...	...	...	...	...	...
1416 1121 BALLARAT W.C. arr.	...	...	...	...	...	...	...	...	...	...
20 — MELBOURNE W.C. arr.	...	...	...	...	...	...	...	...	...	...

No. 9 Down to work at Lyonsville only.  
No. 10 Down to work at Trentham, Lyonsville, and Ballarto only.

No. 1 System is in force for all Up and Down trains between Carlsruhe and Woodend; Lyonsville to Ballarto; and North Ballarto to C.

On Mondays 11.0.47 a.m. Down train from Melbourne runs in two divisions of 6.45 a.m. and 6.50 a.m. to Woodend.

See General Notes, page 2, 3, and 4. For references, see page 3.



our page 13.

**5. Melbourne-Bendigo-Inglewood-Dunolly-Maryborough-Melbourne**

Doubtless any person who caught a train that passed through Dunolly would spare a glance for the surroundings. It was near here—at Moliagul in 1869—that miners uncovered the "Welcome Stranger", a nugget of gold weighing 66 kilograms. No one who called themselves a Victorian could be unaware of it and most would boast of it, even if they could not themselves recognise gold if it were poked at them on the end of a fork. To get to this fabulous place on a loop trip, one again left Melbourne at 6:45 a.m. and changed to the Wycheproof Mixed at Bendigo. This was naturally a slow train, but it landed one at Inglewood at about 1:30 pm (it depended on the day). Here one caught a further Mixed to Dunolly and, at this spot, changed to another Mixed to get to Maryborough (the WTT does not show this connection on its Inglewood-Dunolly page), where one changed again to a Limited Through Mixed to Castlemaine. From Castlemaine, one retraced one's steps back to Melbourne, arriving not long before 11 pm. See our page 14 (top).

**6. Melbourne-Geelong-Ballarat-Melbourne**

How soon could one get back to Melbourne on one of these round trips? If you were a Member of Parliament, you could get to Ballarat and back to Melbourne before the Spencer St dining room stopped serving breakfast. This required a 2 a.m. departure on No 1, the Fast Goods (News) which, on Thursdays and Fridays, was also a "Powder"- that is a train conveying explosives. News trains, which generally left Melbourne within an hour or two of midnight, always allowed Members of either Parliament based in Melbourne (Victorian and Federal), to hitch a ride home after a late night sitting. On arrival at Ballarat, an MP could step across the platform onto the Melbourne-bound Up Adelaide Express and be back in town by 10 a.m. If, however, you were one of the hoipoloi, you could still accomplish the feat by early afternoon. A round trip which returned one to Spencer St for a late Dinner was also possible. A clockwise version of this trip was possible twice per day and continued to be possible until the 1970s. See page 14 (bottom) for the "cross-country" portion of this loop.

**7. Melbourne-Warrnambool-Hamilton-Ararat-Melbourne**

This was very much a trip for the stout of heart—and not strictly "doable" in a day, because one had to linger till dawn in Ballarat on the return journey. The forward trip was via a passenger train, changing to

Midland District.				December, 1909.				
				BALLARAT AND				
				CASTLEMAINE (via MARYBOROUGH) TO BALLARAT.				
Height ab. Sea.	Miles.	STATIONS.		1	2	3	4	5
				Goods. † Pwr. Nats.	Goods. ‡	Goods. †	Pass.	Goods. †
feet				A.M.	A.M.	A.M.	A.M.	P.M.
30	—	MELBOURNE	W C	dep. ...	...	...	6 45†	...
919	79	CASTLEMAINE	W C	arr. ...	...	...	10 25	...
			E S	dep. 7 50	8 15	8 45	Thro. Mxd. 10 33	...
		<b>Down.</b>						
918	79	Maldon Junction	E S	...	7 55	8 20	10 43*	...
886	80‡	Campbell	...	...	...	...	10 47§	...
815	84‡	Guildford	E S	arr. ...	8 15	...	11 2	...
755	88‡	Stranraer	...	dep. ...	8	...	§	...
710	92‡	Newstead	E S	arr. ...	...	...	...	...
671	95‡	Joyce's Creek	...	dep. ...	8 40	9 40	11 28	...
847	99‡	Loddon	N C	...	...	...	11 35§	...
770	100‡	Moolort	E S	arr. ...	...	10 52	11 58	...
723	103‡	New Havilah Junction	N C	dep. ...	9 10	...	...	...
634	107‡	Carisbrook	...	arr. ...	...	10 15	...	...
			E S	dep. ...	9 33	10 35	11 39	12 17
			...	arr. ...	9 50	10 55	11 45	12 32
787	112	MARYBOROUGH	W C	Goods. ‡	...	Goods. ‡	Lim. Thro.	...
			E S	dep. 5 0	7 15	10 15	Mixed. 12 55	...
737	4‡	Daisy	N C	arr. ...	...	7 39§	1 5‡	...
818	8‡	Talbot	...	dep. ...	...	10 45	...	...
			E S	arr. ...	5 27	7 50	10 55	1 16
1081	19‡	Clunes	W	dep. ...	6 3	8 46†	11 25	1 43
			E S	arr. ...	...	...	...	...
1196	23‡	Turville	...	dep. ...	6 20	9 35	...	1 53
			...	arr. ...	...	...	...	...
1421	29‡	North Creswick	...	dep. ...	6 40	9 30	12 6	2 9
			E S	arr. ...	...	9 35	...	...
1438	30‡	Creswick	W	dep. ...	6 50	9 40	12 15	2 16
			E S	arr. ...	...	9 49§	...	2 23§
1423	33‡	Bald Hills	...	...	...	9 56§	...	2 28§
1510	35‡	Sully	...	arr. ...	7 57‡	...	12 40	...
1508	36‡	Waubra Junction	...	dep. ...	7 41	10 0	12 55	2 33
			E S	arr. ...	...	...	...	...
1467	41‡	Cargeeg's Siding	N C	dep. ...	...	...	...	...
1444	41‡	North Ballarat	...	arr. ...	...	...	...	...
			E S	dep. ...	7 55	10 12§	1 12	2 43
			...	arr. ...	7 58	10 16	1 15	2 47
1416	42‡	BALLARAT	W C	dep. ...	...	Daily Pass 10 50	3 5	...
			...	arr. ...	...	2 15	7 33	...

All Up trains required to arrive in No. 1 Road, Ballarat, must stop at or start at East end of ...  
 See General Notes, pages 2, 3, and 4. For references, see page 5.  
 † On Mondays the 6.45 a.m. Down from Melbourne runs in two divisions, at 6.37 and 6.54 a.m.  
 to Castlemaine.  
 ‡ Goods. Vehicles are allowed to stand in No. 2 Road. See General Appendix, page 161.

a Mixed at Warrnambool, then a Through Mixed at Hamilton, a Limited Mixed at Ararat and finally an Express at Ballarat. It remained possible to do this trip until at least the Second World War, but latterly only through the use of a VR Road Motor between Warrnambool and Hamilton. The table of the Hamilton-Ararat section appears at the top of our page 16.

**8. Melbourne-Seymour-Echuca-Bendigo-Melbourne**

To me, the Toolamba-Echuca line was one of the more baffling railway construction projects of Victoria. Many of these pork-barrel lines closed after an embarrassingly short time. But the Toolamba-Echuca line was still open for traffic in the 21st century—for rice traffic—but that can hardly have been the reason for its existence in the first place. It has just been rejuvenated. At any rate, it the second-longest of our loop trips, though probably the least scenically interesting. It was necessary to catch the same 6:15 a.m., train as our trip #1—



MARYBOROUGH AND ARARAT LINE.

Down. MARYBOROUGH TO AVOCA AND ARARAT.

Height above sea.	Miles.	STATIONS.	1 Mixed, Tues., Thurs., Sats.	2 Goods.†	3 Pass.	4	5
50	—	MELBOURNE W C ...	dep. ...	...	A. M. 6 45 Mixed. P. M. 12 32 Daily. 12 47	...	...
757	112	MARYBOROUGH + W C	{ arr. ... dep. 7 5	...	...	...	...
740	115½	Adelaide Lead N C	... 7 15	...	12 57½	...	...
767	119½	Dung Bong	... 7 25	...	1 9	...	...
805	123½	Hombush	... 7 37 arr. 7 53	...	1 22 1 30	...	...
794	127	AVOCA † ...	...	...	Mon., Wed., Friday. 1 45 1 45	Tricycle with milk. Tues. Thurs. Sats. P. M. 7 30	...
905	135½	Amphitheatre	... 7 53 arr. ...	...	2 13 2 37	3 25 5 15	...
962	144½	Elmhurst W †	... 8 1 dep. ...	...	2 52	7 30	...
992	150	Eversley N C	... 8 1 arr. ...	...	3 7	8 30	...
876	153½	Crowland N C	... 8 1 dep. ...	...	3 26	9 15	...
934	156½	Dunneworthy N C	... 8 1 arr. ...	...	3 32½	...	...
1023	161½	Warra-Yadin N C	... 8 1 arr. ...	...	3 45½	...	...
1028	166½	ARARAT † W C	{ arr. ... dep. ...	...	4 5 Daily. 4 13 Pass. 12 1	...	...
50	131	MELBOURNE (Spencer-street)	arr. ...	...	10 24	...	...

Up. ARARAT AND AVOCA TO MARYBOROUGH.

Height above sea.	Miles.	STATIONS.	1 Mixed, Mon. to Wednesd., Friday.	2 Goods †	3 Mixed.	4	5 Tricycle with Milk, Tuesday, Thursday, Saturday.
50	—	MELBOURNE W C	dep. ...	...	A. M. 6 20 ... P. M. 6 32½ ... 6 45½	...	...
1028	131	ARARAT † W C	{ arr. ... dep. 6 20	...	...	...	2 0
1023	136	Warra-Yadin N C	... 6 32½	...	...	...	...
934	141½	Dunneworthy N C	... 6 45½	...	...	...	...
876	144	Crowland N C	... 6 57 arr. ... dep. 6 55	...	...	...	4 40
892	147½	Eversley N C	... 7 8	...	...	...	5 25
962	152½	Elmhurst W †	... 7 15 arr. ... dep. 7 30	...	...	...	6 40 A. M. 9 50
905	161½	Amphitheatre	... 8 2 arr. ... dep. 8 20	...	...	...	11 35 P. M. 1 15
794	170½	AVOCA † ...	... 8 20 Daily.	...	...	...	...
805	173½	Hombush	... 8 35 arr. ... dep. 8 49	...	Tu. Th. Sats. 4 0 4 9	...	...
767	178	Dung Bong	... 9 3	...	4 19	...	...
740	181½	Adelaide Lead N C	... 9 13½	...	4 29½	...	...
797	185½	MARYBOROUGH † W C	{ arr. 9 30 dep. 10 20	...	4 45 Daily. 5 25	...	...
50	131	MELBOURNE W C	arr. 3 50	...	Pass. 10 55	...	...

Araca.—During the busy season vehicles are allowed to stand in No. 2 Road under the conditions set out in the General Appendix, page 102.

Araca.—During the busy season vehicles are allowed to stand in No. 2 Road under the conditions set out in the General Appendix, page 102.

See General Notes, pages 2, 3, and 4. For references, see page 3.

See General Notes, pages 2, 3, and 4. For references, see page 3.

† On Mondays the 6.45 a.m. Down from Melbourne runs in two divisions, at 6.37 a.m. and 6.54 a.m. to Castlemaine.

but to catch it to Seymour.. One changed at Seymour for Toolamba; at Toolamba for Echuca; at Echuca for Bendigo and; at Bendigo for Melbourne. The weary traveller arrived back in town 14 hours after departure. This cross country route is illustrated on our cover and the return on the Main Line is shown on page 15.

**Trips possible in other years or on the suburban system**

At other times, and in other timetables, the following day-trips also would have been possible:

- Melbourne-Lancefield-Kilmore-Wallan-Melbourne.
- Melbourne-Ballarat-Cressy-Colac-Melbourne.
- Melbourne-Geelong-Cressy-Ararat-Ballarat-Melbourne.

The Lancefield Kilmore line was the most exotic of these. In 1894, it could be done either way, but with radically different timings- just over 5 hours clockwise, but 13 hours counter-clockwise, including a wait of more than 6½ hours at Kilmore.

On at least one occasion, the VR ran an excursion train to from Melbourne to Kilmore via Lancefield but, instead of "looping the loop", it retraced its journey in the afternoon. That was the way the regular service operated too, although it was based firmly at Lancefield Junction.

One could also include "Maffra both ways" in later years, but this seems a little like cheating, as does using the Dunkeld to Penshurst line. Several suburban trips were also possibilities at various times, including such exotic as the Somerton railmotor and the St Kilda - Windsor line, but also the more mundane Outer and Inner Circles. It was also possible, of course, to make circular day trips which did not pass through Melbourne.... what about Hamilton-Dunkeld-Penshurst-Hamilton, for a "quickie"?

If one wanted to "do a Nigel" (see *The Times* December 2006), one could combine 6 of these trips in the order 8, 5, 7, 4, 6 & 2 to perform a giant loop, but it would almost certainly take 6 days. I leave this as an exercise to the reader- there is enough

information present in the tables shown here to construct it

One cannot do a single one of these trips today. One can, however, do a rail-only loop trip not possible in 1909- Melbourne-Geelong-Ararat-Ballarat-Melbourne, by utilising the standard gauge GSR train. The Wallan-Bendigo, Woodend-Creswick and Hamilton-Warrnambool lines are closed. The Ararat-Hamilton, Ararat-Maryborough and Dunolly-Inglewood lines are standard gauge and mothballed. The other loop portions exist, but do not see passenger trains. If one were minded to catch a bus (shudder), some loops are still possible... a few years ago, I caught the WCR steam-hauled service to Geelong, then a bus to Ballarat to visit my mother in hospital, thence an evening train back to Spencer St.

Day trips like this were not easy to do in other states, none of which were as "compact" as Victoria. Sydney-Wollongong-Moss Vale-Sydney was an easy one. You might like to try your hand at compiling a list of loop trips that could be done on the lines north of Adelaide.

MARYBOROUGH AND

INGLEWOOD LINE.

MARYBOROUGH TO INGLEWOOD.

INGLEWOOD TO MARYBOROUGH.

Height above Sea.	Miles.	STATIONS.	1 2 3		
			Goods †	Mixed.	Goods ‡
			A.M.	A.M.	A.M.
<b>Down.</b>					
757	112	MARYBOROUGH W C	arr.	...	...
658	116	Simon N C	dep. 4 20	6 5	...
616	118½	Hawlock	...	6 133	...
580	121	Bet Bet	...	6 183	...
631	125½	DUNOLLY † E.S.	arr.	6 273	...
744	130½	Painswick N C	dep. 5 0	6 32	9 0
642	132½	Laurie N C	arr.	...	...
638	136½	Tarnagulla †	dep.	...	...
583	138½	Llanelly	arr.	...	...
512	142½	Arnold	dep.	...	...
462	147½	Bullabul	arr.	...	...
493	150½	INGLEWOOD † W	arr. 6 15	8 40	10 15
<b>Up.</b>					
758	30½	BENDIGO W C	arr.	11 0	...
30	131	MELBOURNE W C	arr.	3 55	...

Height above Sea.	Miles.	STATIONS.	1 2 3		
			Goods †	Goods ‡	Pass.
			A.M.	A.M.	A.M.
<b>Down.</b>					
30	—	MELBOURNE W C	dep.	...	6 45
758	100½	BENDIGO W C	arr.	...	11 22
493	131	INGLEWOOD † W	dep. 7 0	11 0	2 10
<b>Up.</b>					
462	134½	Bullabul	arr.	...	2 16½
512	139½	Arnold	dep.	...	2 34½
583	143	Llanelly	arr.	...	2 47½
638	145½	Tarnagulla †	dep.	...	3 5
642	148½	Laurie N C	arr.	...	3 14½
744	151½	Painswick N C	dep.	...	3 26½
631	155½	DUNOLLY † E.S.	arr. 8 10	...	3 59 P
580	160½	Bet Bet	dep. 8 15	...	5 11
616	163½	Hawlock	arr.	...	5 22
658	165½	Simon N C	dep.	...	5 28½
787	169½	MARYBOROUGH W E.S.	arr. 9 0	...	5 43
919	—	CASTLEMAINE W C E.S.	dep.	...	Limited Mixed, Daily, 5 25
30	—	MELBOURNE W C	arr.	...	7 25

See General Notice, pages 2, 3, and 4. For references, see page 3.

Passengers from Tarnagulla, Llanelly, or Arnold to Melbourne and Maryborough can return via Bendigo and vice versa without extra payment.

P Passengers change into 2.10 p.m. train from St. Arnold. Should the 2.10 p.m. Up be late at any time and have passengers for stations beyond Maryborough, roadside work must be curtailed sufficiently to enable train in all cases to form connection at Dunolly with the Up train (No. 6, page 44) from St. Arnold.  
 † On Mondays the 6.15 a.m. Down from Melbourne runs in two divisions, at 6.57 a.m. and 6.54 a.m. to Bendigo, and on Mondays, Wednesdays, and Fridays this train runs to Highwood at 1.50 p.m.

See General Notes, pages 2, 3, and 4. For references, see page 3.

BALLARAT LINE.

Western District.

December, 1909.

Down.

GEELONG TO BALLARAT.

Height above Sea.	Miles.	STATIONS.	1 2 3 4 5 6 6a 7 8 9 11 12 13 14 15 16 17 18																		
			Fast Goods (W.C., Th.L.)	Goods Daily	Goods †	Pass.	Goods ‡	Thru. Mixed, No. 10, except	Thru. Mixed, No. 11, except	Goods †	Goods ‡	Goods †	Limited Mixed.	Goods †	Goods ‡	Goods †	Goods ‡	Goods †	Goods ‡		
			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
20	—	MELBOURNE W C	dep.	2 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
56	43½	North Geelong	arr.	3 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
57	45	GEELONG W C	dep.	4 20	5 15	...	8 30	9 15	12 55	2 5	11 0	...	2 45	5 25	6 20	8 0	10 35	11 30	12 0	1 15	2 20
56	46½	North Geelong E.S.	arr.	...	5 20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
260	51½	Moorabool	dep.	...	5 30	...	8 34	9 25	1 0	2 10	11 5	...	2 55	5 30	6 25	8 5	10 40	11 35	12 5	1 20	
250	54	Gheringhap E.S.	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
394	58	Bannockburn E.S.	dep.	...	6 0	...	8 55	10 5	1 19	2 29	11 47	...	3 20	5 48	6 55	8 35	11 10	12 10	12 30	1 50	
547	64	Lethbridge W	arr.	...	6 15	...	9 5	10 37	1 29	2 39	12 2	...	3 35	5 58	7 10	9 0	...	...	...	...	
600	65	Quarry Siding N C	dep.	...	5 6	...	9 19	11 30	1 43	2 53	...	...	...	...	...	...	...	...	...	...	
1126	74	Meredith	arr.	...	...	...	9 42	...	2 7	3 17	...	...	...	...	...	...	...	...	...	...	
1270	79	Elaine	dep.	...	...	...	9 53	...	2 20	3 30	...	...	...	...	...	...	...	...	...	...	
1534	86	Lignite Siding N C	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
1537	—	Lal Lal Race-course	arr.	...	...	...	10 10	2 10	...	...	...	...	...	...	...	...	...	...	...	...	
1531	86	Lal Lal W	dep.	6 50	10 24	...	10 12	2 50	2 38	3 48	...	...	...	...	...	...	...	...	...	...	
1600	90	Yendon	arr.	...	...	...	10 19	...	2 46	3 56	...	...	...	...	...	...	...	...	...	...	
1640	93	Navigator	dep.	...	...	...	10 26	...	2 53	4 3	...	...	...	...	...	...	...	...	...	...	
1723	95	Warrenheip	arr.	...	...	...	10 32	...	3 1	4 11	4 15	...	...	...	...	...	...	...	...	...	
1413	99	Ballarat East	dep.	...	...	...	10 43	...	3 12	4 22	...	...	...	...	...	...	...	...	...	...	
1416	99	BALLARAT W C	arr.	6 35	11 25	...	10 45	4 0	3 15	4 25	4 30	...	...	...	...	...	...	...	...	...	





KOROIT AND HAMILTON LINE.

WARRNAMBOOL TO HAMILTON.

HAMILTON TO WARRNAMBOOL.

Western District.

December, 1909.

Dist. Above Sea.	Miles.	STATIONS.	WARRNAMBOOL TO HAMILTON.			Dist. Above Sea.	Miles.	STATIONS.	HAMILTON TO WARRNAMBOOL.				
			1 Mixed Fri.	2 Pass.	3 Pass.				1 Mixed Wed.	2 Mixed Mondays.	3 Mixed Tuess.	4 Pass.	
feet		<b>Down.</b>		A.M.	A.M.	feet		<b>Down.</b>	A.M.	A.M.	A.M.	A.M.	
30	—	MELBOURNE W C	dep. ...	6 30	6 30	30	—	MELBOURNE	dep. ...	...	...	7 40	
			arr. ...	1 57	1 57	1410	73½	BALLARAT	arr. ...	...	...	11 5	
33	166	WARRNAMBOOL W C	dep. ...	Mixed Mon, Sat	Mixed Wed. only				dep. ...	...	...	11 23	
		E S	arr. ...	7 30	1 0				arr. ...	...	...	...	
56	167	Cattle Siding N C		...	...				arr. ...	...	...	P.M. 4 25	
38	169	Dennington N C		7 36½	1 23½					...	...	Thurs. & Fridays only.	
82	172	Illowa E S		7 45	1 35½	576	197½	HAMILTON + W C		...	...	6 40	
			arr. ...	8 0	1 35½			Up.		...	...	6 43*	
212	175½	KOROIT + W E S	dep. ...	M. Tu, F, Sa, Su.	5 31				dep. ...	6 10	8 25	10 30	10 33*
			arr. ...	8 15	2 55	592	4	Coleraine Junction +	arr. ...	6 13*	8 28*	10 33*	10 33*
276	179	Warrong N C		8 25½	3 58	659	7	Yatchaw N C		...	...	...	...
438	185	Woolsthorpe N C		8 42	3 22½	674	12½	Tabor N C		...	...	...	...
507	189½	Hawksdale		9 2	3 50	721	19	Penshurst + W	arr. ...	7 2	9 19	11 24	7 33
560	196½	Minhamite N C		9 20	4 8	721	19			...	...	...	...
670	201½	Purdett N C		9 35½	4 23	670	26	Purdett N C	dep. ...	7 17	9 34	11 30	7 48
721	208½	Penshurst	arr. ...	10 2	4 49	566	31½	Minhamite N C		...	...	...	...
			dep. ...	10 17	5 4	507	38	Hawksdale		...	...	...	...
674	215	Tabor N C		10 31½	5 18½	438	42½	Woolsthorpe N C		8 11	10 31	12 36	8 41
659	220½	Yatchaw N C		10 42	5 29½	276	48½	Warrong N C	arr. ...	8 47	11 6	1 11	9 16
392	226½	Coleraine Junction +	arr. ...	11 15	5 55	212	52	KOROIT + W E S	dep. ...	9 14	11 27	2 16	9 41
			dep. ...	12 10	6 28	82	55½	Illowa E S		9 27	11 44	2 35	9 52
1028	—	Ararat	arr. ...	3 20	9 3	56	60½	Dennington N C		...	...	...	...
			dep. ...	4 13	9 55	33	61½	Cattle Siding N C	arr. ...	10 10	12 15	2 57	10 25
1416	—	BALLARAT W	arr. ...	6 41	12 30			WARRNAMBOOL W C ES	dep. ...	3 15	3 15	3 15	...
			dep. ...	7 10	7 31				arr. ...	10 43	10 43	10 43	...
30	—	MELBOURNE	arr. ...	10 24	10 0	30	227½	MELBOURNE W C	arr. ...	10 43	10 43	10 43	...

ARARAT W C	ES	dep.	5 28	5 58	5 58	7 11	8 46	10 40	11 53	12 10	1 40	...
20161½	Dobie	ES	dep.	5 37	...	7 24	9 0	10 54	12 25	12 50	1 55	...
1108	170½	Buangor	ES	dep.	5 56*	...	7 53	9 30	11 24	1 5	2 25	...
1156	174½	Middle Creek	ES	dep.	6 3*	...	8 4	9 42	11 40	1 17	2 40	...
1271	184½	Beaufort W	ES	arr.	6 24	6 50	8 27	10 17	12 15	1 52	3 15	...
1219	189½	Trawalla	ES	dep.	6 29	6 55	8 37	10 30	12 30	2 25	3 40	...
1815	200½	Burrumbet	ES	dep.	6 55*	...	9 12	11 55	1 12	3 15	5 0	...
—	201½	Burrumbet R C Jct.	N C	arr.	...	...	...	...	...	...	...	...
1330	203½	Windermere	ES	dep.	7 0*	...	9 20	...	1 25	3 30	...	...
1408	206½	Dowling N C (Closed)		arr.	...	...	...	...	...	...	...	...
1492	210½	Linton Junction	ES	dep.	7 12*	7 45*	9 37	12 34	1 46	3 50	5 25	...
1448	219	Ballaratt Cattle Siding	N C	arr.	7 18	7 53	9 30	12 47	1 56	4 0	6 25	...
1416	213½	BALLARAT W C		Daily, Sundays included	7 33	8 30	9 30	10 50	1 56	4 0	6 25	8 1

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Dist. Above Sea.	Miles.	STATIONS.	NORTH WESTERN LINE—continued.												
			1	1a	1b	2	3	4	5	6	7	8	9	9a	10
464	25½	Parwan E S	arr.	A.M. 9 4	P.M. 7 15	A.M. 9 4	...	...	...	...	...	...	...	...	...
403	206½	Staughton's Siding N C	dep.	9 7	...	...	1 9	...	...	...	6 50	7 25	8 18	7 13	...
385	263	Melton E S	arr.	9 16	...	...	...	...	...	...	7 40	8 10	9 50	7 38	...
365	268½	Rockbank	arr.	9 18	...	...	8 26	1 20	...	...	7 2	8 10	9 50	7 38	...
			arr.	9 26	...	...	...	1 30	...	...	7 11	...	9 30	7 48	...
			arr.	9 27½	...	...	...	...	...	...	...	...	...	...	...
184	276	Deer Park	arr.	9 37	...	...	...	...	...	...	...	...	...	...	...
			arr.	9 38½	...	...	...	43	...	...	7 24	...	9 52	8 3	...
151	277	Federal Mount Siding N C	arr.	9 38½	...	...	...	...	...	...	...	...	...	...	...
124	279½	Sun-linc E S	arr.	9 44*	10 53*	10 57*	9 5	1 50½	...	...	7 31	9 5	9 50	8 12	...
101	281½	Tottenham N C	arr.	...	...	...	...	...	...	...	7 40	...	...	8 17	...
90	282½	Footscray West	arr.	...	...	...	...	...	...	...	7 43	...	...	8 22	...
69	283	Middle Footscray	arr.	...	...	...	...	...	...	...	7 46	...	...	8 25	...
53	283½	Footscray	arr.	...	...	...	...	...	...	...	7 48	...	...	8 28	...
22	284½	South Kensington	arr.	...	...	...	...	...	...	...	7 49	...	...	8 31	...
18	286	North Melbourne	arr.	9 56S	...	...	...	...	...	...	7 53	9 29	10 20	8 34	...
30	287	MELBOURNE, Spencer-st.	arr.	10 0	11 12	10 20	9 25	2 15	...	...	7 57	9 33	10 24	8 43	...
16	288	MELBOURNE (Flinders-st.)	arr.	...	...	...	...	...	...	...	...	...	...	8 49	...

Western District.

Dec