The Times

January 2009

A journal of transport timetable history and analysis

King Coal
Railways' reason for being

Inside: How coal made the railways
Bradshaw on Bradshaw

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The Times

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—Contents—

On the front cover

Sight of sights! Sound of sounds! We are at Montgomery Tunnel near Christianburg, Virginia., in 1955 on the Norfolk and Western Railway. Ace photographer O Winston Link has grabbed a pair of locals to pose for one of his renowned night-time shots of the N&W. The train is a coal train headed by one of N&W's hulking Y-class 2-8-8-2 compound engines, capable of over 6,000 horsepower, with probably another pushing in the rear. Every one of those 12,000 horses was needed on the steep grades of the N&W as it ascended the Blue Ridge. The train is carrying coal of course– probably 4,500 tons of it. Coal was the life blood of the N&W- there is even a pile of coal on the ground for the tower operator's stove. N&W eschewed the diesel locomotive in favour of locomotives which burned the product which sustained it. There was a nice symmetry about that. Twenty of these trains ascended the Blue Ridge every day.

The AATTC has just completed its 25th year of existence and, in March, The Times odometer will tick over to issue No. 300. To mark these events, President Victor Isaacs has begun work on a short history of the organisation, its people and its magazines and other productions. In the course of his research many long-forgotten gems have been unearthed. Many of our members have been with us for all of that quarter-century and probably know of many more such gems. If you have something you would like to see written into this history, (including photos of AATTC events and personalities) please contact Victor by e-mail at abvi@webone.com.au, or send a letter to him at 43 Lowanna Street BRADDON ACT 2612.

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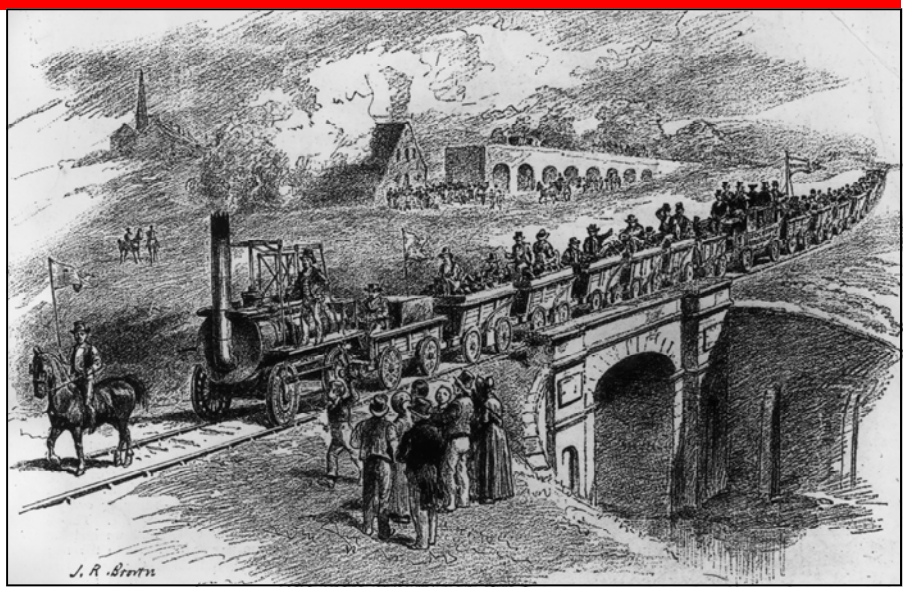
Coal train timetables

GEOFF LAMBERT *looks at timetables for coal trains– the first and continuing rationale for the existence of rail ways.*

Were it not for coal, we would not have railways. Were it not for railways, it would have been impossible to make coal mining an economic proposition. Two-thirds of the world's rail traffic is coal. Were coal were to be banned on account of the greenhouse gases it pours into the atmosphere, most of the freight railway systems of the world would immediately become uneconomic. In Queensland, 90% of the freight task is devoted to coal. In NSW it is 87%- even 100 years ago, it was over two-thirds of the NSW freight task.

Humans currently dig some 5.5 billion tonnes of black coal out of the ground every year and a very large proportion of this moves at least a short distance by rail. This is particularly true for export coal (about 1 billion tonnes per year), which moves by rail at both its origin and its destination. Of this 5.5 billion tonnes, some 13% is used in the steel industry; most of the remainder is used for electricity production- 41% of which depends on coal (in Australia, nearly 100%). About three-quarters of a trillion tonnes remain in the ground… it sounds like a lot, but it will last barely a century.

In this article I take a look at the timetables of some of the world's and Australia's



significant coal railways. There are many more places around the world which could have been used to illustrate the dominance of coal– in the Ruhr, in Poland, in South Africa, modern China (which accounts for half the world's coal production) and Indonesia (second only to Australia as an exporter)– but these here will suffice for a glimpse. Australia is the world's largest exporter of coal, sending some 250 million tonnes to (mostly) India, China and Japan.

Because coal railways were, and are, often "coal only" and practically a part of the coal mining machinery, formal detailed timetables did not always exist. Trains just ran "as needed"—but they were needed often and thus the service was usually intense. On page 5 is a short table summarizing the extent to which coal traffic dominated the traffic of the railways which

DARLINGTON and STOCKTON to SALTBURN—Weekdays

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		EXPRESS PASSENGER	Empty Train	Empty Train	Light Engine	EXPRESS PASSENGER	Goods	Goods	Goods	Goods	Goods	Goods	Goods	Goods	Goods			Goods	No. 2 Express Goods	Goods	Goods			Goods	No. 2 Express Goods		Goods		PASSENGER	
Distance from Darlington	Departs from					Newcastle 11.20 p.m. p.316	Park Lane 9.55 p.m. p.324		Thirsk 11.0 p.m. p.314	WestHartlepool 2.5 a.m. p.316	Starbeck 11.25 p.m. p.309		York 12.55 a.m. p.309	Dringhouses 12.45 a.m. p.309	Heaton 11.45 p.m. p.324			York 1.30 a.m. p.309	York 1.30 a.m. p.309	York 2.0 a.m. p.308	Forth 12.30 a.m. p.316			Heaton 2.20 a.m. p.324	York 2.53 a.m. p.309		Dringhouses 2.15 a.m. p.309			
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we examine.

Although it was the *r'aison d'être* of railways, coal was not always welcome on them. Early railways took their cue from the Stockton & Darlington, but refused to countenance its coal. Capt. W. Bruyeres, a dour martinet from the London and North Western Railway, expostulated, "*What! Carry coal by railway?... They will be asking us to carry dung next.*" To which George Stephenson reportedly retorted, "*Tell 'B' when we carry him by railway, we* ***do*** *carry dung*". Bruyeres eventually relented, but insisted that no more than 3 trucks be carried at a time and that the coal be covered with tarpaulins to avoid embarrassment. Nemesis dealt squarely with that policy and eventually the L&NWR was not above carrying dung, either.

Stockton and Darlington

Although the Stockton and Darlington did not dream up the idea of carrying coal by railway, it was nevertheless an icon, being the first public steam-powered railway to emerge from the extensive network of coal-carrying tramroads scattered throughout England and Wales. It was here that the Stephensons made their mark with the introduction of steam engines like "Locomotion". When it began in 1825 (picture, page 3), the coal won from the Yorkshire seams was carried to the coast and shipped to London for domestic and industrial purposes.

An experimental passenger service was established, initially a horse-drawn coach with horse provided by the driver. While passenger carrying was contracted out, locomotive coal trains were either paid by the ton, contractors providing their own fuel-which meant they tended to use the cargo (coal)-or by fixed wages.

The organisation of the S&DR bore little relation to that of most modern railways and was run in the traditional manner of the wagonways of the time. The S&DR merely owned the tracks and did not operate trains; anyone who paid the S&DR could operate steam trains or horse-drawn wagonloads on the line. This separation of track from trains resembled the canals, where canal companies were often forbidden from operating any boats. There was no timetable or other form of central organisation. Trains ran whenever they wanted, and fights often broke out when rival operators came into conflict over right-of-way on the tracks.

This chaotic situation was tolerable on completely horse-drawn traffic wagonways, but with faster steam trains it soon became unworkable. New operating methods had to be developed.

By 1833, the S&DR had become entirely steam-operated, and it gradually began to resemble a modern railway. The S&DR became the sole train operator on the line, double tracks were built for trains travelling in opposite directions, timetables came into being and a crude signaling system was established. These methods of operation became standard on railways across the world.

The S&DR was absorbed into the North Eastern Railway in 1863, which merged into the London and North Eastern Railway (LNER) in 1923. Much but not all of the original S&DR line is still operating today

Our timetable (page 3) is from the LNER-a WTT for its North Eastern area dated 4-Jul-1933, a book of some 523 pages. Most of the "Goods" trains here were probably coal trains. In this area, a considerable number of collieries had their own lines which fed the LNER.

Tonnage Ratings and Weather Reductions for Locomotives

BLUEFIELD OR RADFORD TO ROANOKE—Without Pusher

CLASS OF ENGINES	Class of Service	Rating A Normal	Rating B 31° to 24° 5% red.	Rating C 23° to 16° 10% red.	Rating D 15° to 8° 15% red.	Rating E 7° to Zero 20% red.	Rating F Zero to 8° Below 25% red.
Y-5 or Y-6	Slow	4650	4418	4185	3953	3720	3488
	Time	4200	3990	3780	3570	3360	3150
A, Y-2, Y-3 or Y-4	Slow	4300	4085	3870	3655	3440	3225
	Time	3500	3325	3150	2975	2800	2625
Z	Slow	2850	2707	2565	2422	2280	2137
	Time	2300	2185	2070	1955	1840	1725
K	Slow	2350	2232	2115	1997	1880	1762
	Time	1900	1805	1710	1615	1520	1425
M-2	Slow	1950	1852	1755	1657	1560	1462
	Time	1600	1520	1440	1360	1280	1200
M or W	Slow	1500	1425	1350	1275	1200	1125
	Time	1200	1140	1080	1020	960	900

BLUEFIELD OR RADFORD TO ROANOKE—With Pusher

Y-5 or Y-6 with Y-5 or Y-6 Pusher	Slow	9300	8835	8370	7905	7440	6975
	Time	*6000	5700	5400	5100	4800	4500
Y-5 or Y-6 with Y-3 or Y-4 Pusher	Slow	9000	8550	8100	7650	7200	6750
	Time	6000	5700	5400	5100	4800	4500
A, Y-2, Y-3 or Y-4, with Y-3, Y-4, Y-5 or Y-6 Pusher	Slow	8600	8170	7740	7310	6880	6450
	Time	5500	5225	4950	4675	4400	4125

*Maximum tonnage for Train 86—5,000 tons.

SPECIAL RATINGS

BLUEFIELD TO RADFORD—Short Run

Y-5 or Y-6	Slow	7300	6935	6570	6205	5840	5475
Y-3 or Y-4	Slow	6500	6175	5850	5525	5200	4875
Z	Slow	4500	4275	4050	3825	3600	3375

ROANOKE TO BLUEFIELD OR BRISTOL—Without Pusher

Y-5 or Y-6	Slow or Time	*2800	2660	2520	2380	2240	2100
A, Y-2, Y-3 or Y-4	Slow or Time	2300	2185	2070	1955	1840	1725
Z	Slow or Time	1500	1425	1350	1275	1200	1125
K	Slow or Time	1250	1188	1125	1093	1000	938
M-2	Slow or Time	1050	998	945	893	840	788
M or W	Slow or Time	800	760	720	680	640	600

When sections of Train 99 leave Roanoke 30 minutes or more late tonnage rating will be reduced five (5) per cent, also making necessary reductions for weather.

*Tonnage for Train 85 limited to 2500 tons, except this train may be given up to the regular time freight rating when it is known it will depart from Roanoke on time or ahead in order to move a few loads that would otherwise be left.

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BRISTOL TO PULASKI

CLASS OF ENGINES	Class of Service	Rating A Normal	Rating B 31° to 24° 5% red.	Rating C 23° to 16° 10% red.	Rating D 15° to 8° 15% red.	Rating F 7° to Zero 20% red.	Rating G Zero to 8° Below 25% red.
Y-5 or Y-6	Slow or Time	3100	2945	2790	2635	2480	2325
A, Y-3 or Y-4	Slow or Time	2500	2375	2250	2125	2000	1875
Z	Slow or Time	1650	1567	1485	1402	1320	1237
K	Slow or Time	1350	1283	1215	1148	1080	1013
M-2	Slow or Time	1150	1092	1035	977	920	863
M or W	Slow or Time	850	808	765	723	680	638

PULASKI TO RADFORD

Y-5 or Y-6	Slow or Time	3400	3230	3060	2890	2720	2550
A, Y-3 or Y-4	Slow or Time	2800	2660	2520	2380	2140	2000
Z	Slow	1850	1757	1665	1572	1480	1387
K	Slow	1350	1283	1215	1148	1080	1013

ABINGDON BRANCH

BETWEEN DISTRICTS	Class "W" and "M" Engines	Rating A Normal	Rating B 31° to 24° 5% red.	Rating C 23° to 16° 10% red.	Rating D 15° to 8° 15% red.	Rating F 7° to Zero 20% red.	Rating G Zero to 8° Below 25% red.
Abingdon and Damascus	North	750	712	675	638	600	562
	South	900	855	810	765	720	675
Damascus and Taylor's Valley	North	1200	1140	1080	1020	960	900
	South	450	427	405	380	360	337
Taylor's Valley and Whitetop xx(Nella)	North	1200	1140	1080	1020	960	900
	South	325	309	293	276	260	244
Whitetop and West Jefferson xx(W. Jeff.)	North	350	333	315	298	280	268
	South	1000	950	900	850	800	750

xxIndicates basing point.

Class "G" engine's tonnage one-third less than "W."

Coal Traffic vs The Rest

		Coal tonnage	Total tonnaged	%age coal	
Great Britain	1889	212	298	71%	
Great Britain	1935	169	266	64%	
N&W	1951	***62***	70	89%	***estimate***
BNSF	2007	***440***	***1070***	41%	***estimate***
VIC	1958	2.5	8.9	28%	
QLD	2006	162	183	88%	
NSW	1964	13	26	52%	
NSW	1996	70	81	87%	
World	**1999**	**5000**	**7793**	**64%**	

Thunder on Blue Ridge- Norfolk and Western

In 1885, several small mining companies representing about 400,000 acres of bituminous coal reserves in Virginia grouped together to form the Flat-Top Coal Land Association. Norfolk and Western Railway bought the Association and reorganized it as the Pocahontas Coal and Coke Co.

As the availability and fame of high-quality Pocahontas bituminous coal increased, coal demand swelled. The countryside was soon sprinkled with tipples, coke ovens, houses for workers, company stores and churches and towns. These coal towns flourished. The small community of Bramwell, West Virginia, boasted the highest *per capita* concentration of millionaires in the country.

In 1886, the N&W tracks were extended directly to coal piers at Lambert's Point (page 4, upper left– I like that name!), just north of the City of Norfolk on the Elizabeth River, where one of the busiest coal export facilities in the world was built to reach Hampton Roads shipping.

The opening of the coalfields made N&W prosperous and Pocahontas coal world-famous. By 1900, Norfolk was the leading coal exporting port on the East Coast. Transported by the N&W, and later the neighboring Virginian Railway, it fueled half the world's navies. Today it stokes steel mills and power plants all over the globe. Total freight traffic carried by the N&W reached 70 million (short) tons in the early 1950s. Most of it was coal.

Norfolk & Western was especially famous for one thing– it used the product which it carried to fuel its locomotives, long after other roads had shifted to diesel power. The demands of the traffic and N&W's infatuation with the steam locomotive led to the development of some of the world's most powerful engines, including a massive steam turbine electric locomotive, the *Jawn Henry*.

As with most U.S. roads, N&W dispensed with *timetabled* coal services before the middle of the 20th century, all trains running when needed and sent over the line not by timetable but by flexible dispatching methods. The Employe Time Table (ETT) did however contain tables of the coal loads that could be hauled by the various locomotives. On our page 4 is one such table from the Radford Division ETT of 25-Apr-1948. This covered the steepest part of the line, where "pusher" locomotives were required. Most of the traffic was handled by Y-class lcocomtives of varying stages of development. All of these engines were true Mallet locomotives– that is 4-cylinder compound expansion engines. N&W stuck with compounding to the end in 1961, long after other roads had abandoned it as a bad idea. Engines like this could exert some 156,000 of tractive effort.

There are tables here for loads for "Time" freight (non-coal) and for "Slow" freight (coal); for trains with and without a pusher. The notes at the foot of the table regarding trains 99 and 85 refer to Time Freights, rather than coal trains. The times of Time Freights and passenger trains did appear in the timetable section of the ETT, but those of the coal trains did not.

N&W's successor Norfolk Southern hauled 50 million tons of coal in the third quarter of 2008, an all-time quarterly high driven by strong export demand and more shipments of domestic metallurgical coal. Export coal tonnage was up 55 percent over the same period in 2007, to 6.26 million tons from 4.05 million tons, the majority of it used to make coke for steel production.

In the valley of the Powder River

One hundred trains, each grossing some 10,000 tons, set out every day from Wyoming's Powder River basin for points up to 1,500 miles to the east. This is the heaviest, most intense and longest-haul of coal in railroad history, anywhere in the world. The traffic is new and is the consequence of U.S. anti-pollution legislation designed to reduce atmospheric levels of sulphur dioxide. The biggest source of low-sulphur coal is in the Powder River basin, where some 150 billion tons of it lie under the rolling landscape.

These trains are run by the U.S.A.'s two biggest railways the Union Pacific (40 trains) and the Burlington Northern (60 trains). Track capacity is increasing at an dizzying pace, with lines being doubled, tripled and even quadrupled continuously.

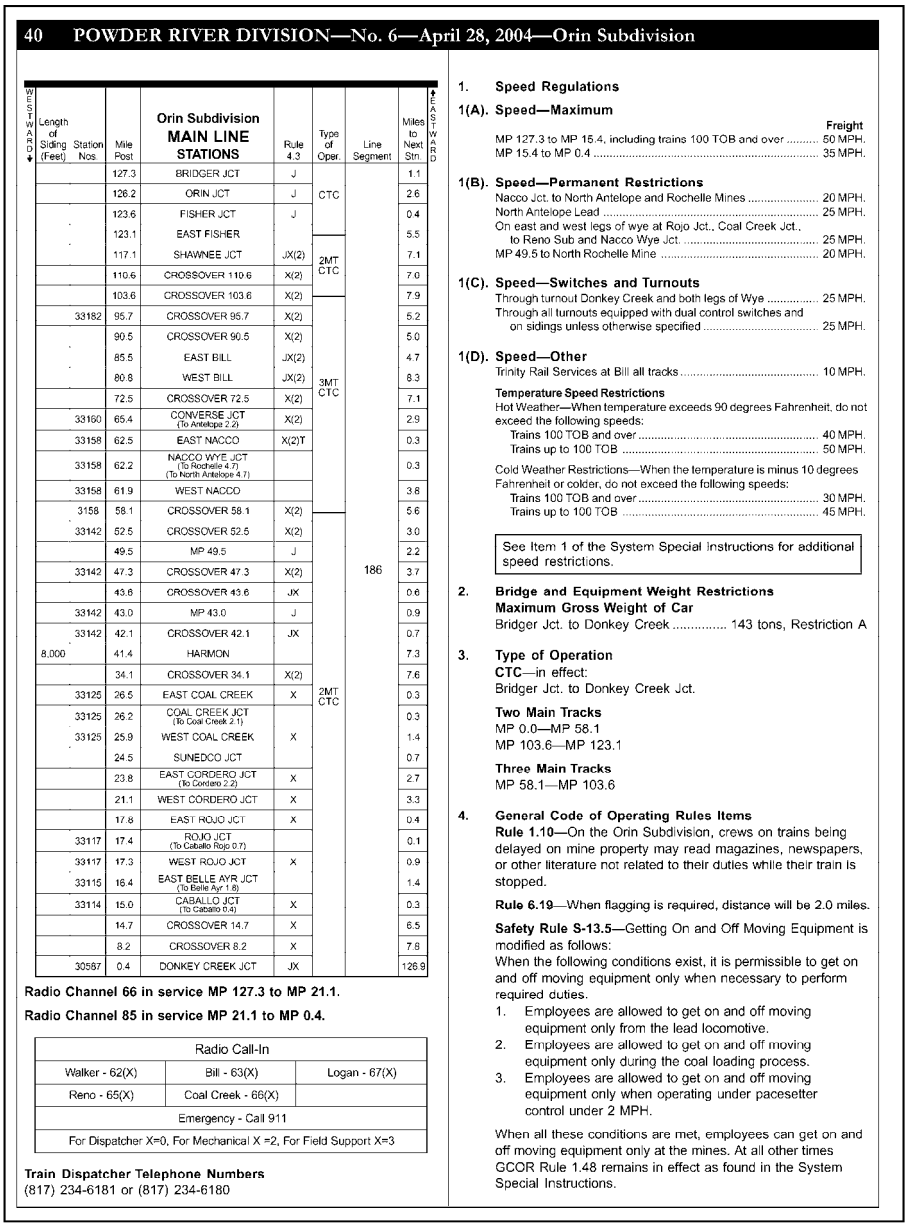
On our page 6 is a page from BNSF's Powder River ETT of 28-Apr-2004, the last to appear on the BNSF's web-site before the Department of Homeland Security banned their publication. The ETT, which covers most of Colorado also, has some 66 pages, not one of which contains a train time. We can see how intensively the line must be used however, through the listing of the number of tracks required to handle it… a good proportion is triple track (3ML- Main Lines), all of them CTC-signaled for bi-directional running and with crossovers every few miles.

Victorian Railways– Lignite and Briquettes

Victoria has no black coal to speak of, though there are small deposits at Wonthaggi which were used to fuel VR engines at various times and others at Korumburra. VR felt this lack particularly because it had to rely on interstate coal to fuel its engines. It was the political imperative of making VR independent of coal miners' union action in NSW which lead the Victorian Government to set up its "State Mine" at Wonthaggi.

But this was never enough and VR forever remained beholden to NSW and a 700 mile haul to obtain its coal. Worse yet, the coal had to be transshipped by back-breaking manual shovel work from one gauge to another at Albury. It was positively Dickensian. Carrying its own locomotive coal from Albury was the predominant coal traffic task of the VR. When engine coal consumption peaked at 0.7 million tons per annum in the 1930s, VR was carrying a mere 0.2 million tons of other peoples' coal.

But, Victoria has plenty of Lignite or brown coal. This stuff, generally regarded as young black coal yet to be properly matured by geological processes, occurs in rather large fields in Victoria, but it is an inferior fuel in many ways. Chief among these are its low heat content and its high water content. These mean that power stations must burn more of it to release the same amount of energy and that much of this energy is wasted because the temperature of combustion is so much lower. One method of overcoming these difficulties is to powder the coal, dry it and then compress it into hard dry dense "briquettes". After such processing brown coal is almost the equal of black coal for heating and steam-raising purposes. Briquettes were also easier to transport and did not disintegrate like lignite. Briquetting was not only suitable for brown coal, but could be used for other low-energy fuels and even stuff that wasn't ever meant to be a fuel– cement for instance.



40 POWDER RIVER DIVISION—No. 6—April 28, 2004—Orin Subdivision

WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Orin Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | ↑ EASTWARD

Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		127.3	BRIDGER JCT	J			1.1
		126.2	ORIN JCT	J	CTC		2.6
		123.6	FISHER JCT	J			0.4
		123.1	EAST FISHER				5.5
		117.1	SHAWNEE JCT	JX(2)	2MT CTC		7.1
		110.6	CROSSOVER 110.6	X(2)			7.0
		103.6	CROSSOVER 103.6	X(2)			7.9
	33182	95.7	CROSSOVER 95.7	X(2)			5.2
		90.5	CROSSOVER 90.5	X(2)			5.0
		85.5	EAST BILL	JX(2)			4.7
		80.8	WEST BILL	JX(2)	3MT CTC		8.3
		72.5	CROSSOVER 72.5	X(2)			7.1
	33160	65.4	CONVERSE JCT (To Antelope 2.2)	X(2)			2.9
	33158	62.5	EAST NACCO	X(2)T			0.3
	33158	62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)				0.3
	33158	61.9	WEST NACCO				3.8
	3158	58.1	CROSSOVER 58.1	X(2)			5.6
	33142	52.5	CROSSOVER 52.5	X(2)			3.0
		49.5	MP 49.5	J			2.2
	33142	47.3	CROSSOVER 47.3	X(2)		186	3.7
		43.6	CROSSOVER 43.6	JX			0.6
	33142	43.0	MP 43.0	J			0.9
	33142	42.1	CROSSOVER 42.1	JX			0.7
8,000		41.4	HARMON				7.3
		34.1	CROSSOVER 34.1	X(2)			7.6
	33125	26.5	EAST COAL CREEK	X	2MT CTC		0.3
	33125	26.2	COAL CREEK JCT (To Coal Creek 2.1)				0.3
	33125	25.9	WEST COAL CREEK	X			1.4
		24.5	SUNEDCO JCT				0.7
		23.8	EAST CORDERO JCT (To Cordero 2.2)	X			2.7
		21.1	WEST CORDERO JCT	X			3.3
		17.8	EAST ROJO JCT	X			0.4
	33117	17.4	ROJO JCT (To Caballo Rojo 0.7)				0.1
	33117	17.3	WEST ROJO JCT	X			0.9
	33116	16.4	EAST BELLE AYR JCT (To Belle Ayr 1.8)				1.4
	33114	15.0	CABALLO JCT (To Caballo 0.4)	X			0.3
		14.7	CROSSOVER 14.7	X			6.5
		8.2	CROSSOVER 8.2	X			7.8
	30567	0.4	DONKEY CREEK JCT	JX			126.9

Radio Channel 66 in service MP 127.3 to MP 21.1.

Radio Channel 85 in service MP 21.1 to MP 0.4.

Radio Call-In		
Walker - 62(X)	Bill - 63(X)	Logan - 67(X)
Reno - 65(X)	Coal Creek - 66(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6181 or (817) 234-6180

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 127.3 to MP 15.4, including trains 100 TOB and over	50 MPH.
MP 15.4 to MP 0.4	35 MPH.

1(B). Speed—Permanent Restrictions

Nacco Jct. to North Antelope and Rochelle Mines	20 MPH.
North Antelope Lead	25 MPH.
On east and west legs of wye at Rojo Jct., Coal Creek Jct., to Reno Sub and Nacco Wye Jct.	25 MPH.
MP 49.5 to North Rochelle Mine	20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout Donkey Creek and both legs of Wye	25 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Trinity Rail Services at Bill all tracks ..... 10 MPH.

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 MPH.

Cold Weather Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	30 MPH.
Trains up to 100 TOB	45 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Bridger Jct. to Donkey Creek ..... 143 tons, Restriction A

3. Type of Operation
CTC—in effect:
Bridger Jct. to Donkey Creek Jct.

Two Main Tracks
MP 0.0—MP 58.1
MP 103.6—MP 123.1

Three Main Tracks
MP 58.1—MP 103.6

4. General Code of Operating Rules Items
Rule 1.10—On the Orin Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:
When the following conditions exist, it is permissible to get on and off moving equipment only when necessary to perform required duties.

1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

Briquettes had first been produced experimentally at Morwell in the 1890s, but the technology could not be perfected and was abandoned for another 60 years. It is not something that Victorians liked to think about much, but the briquetting process really came from Germany, as did the other processes which Victoria adopted to handle the vexatious problem of lignite– the Lurgi gasification process and the Stugg process for firing locomotives. It was the briquette which, at long last, gave the VR something it could call “coal” to carry on its trains for its customers. The first briquettes started to flow from the Morwell Briquette Plant in the 1950s. “Coal” traffic rose to over 2 million tons– a trifling amount by the standards of this story, but still a 900% increase on what had gone before and a 25% boost to overall traffic levels. That was something worth having.

Commissioner Harold Clapp saw a great future for the traffic and convinced the Government to approve electrification of the line to Traralgon to accommodate it. As well as electrification, a considerable program of regarding took place between Drouin and Warragul more than halving the grade to 1 in 110 and a completely new line was constructed through the Haunted Hills between Herne’s Oak and Morwell. It was all part of *Operation Phoenix* designed to raise the VR from the ashes of war.

Electrification was a mistake, as indeed it was in NSW where the Lithgow line was electrified on a similar unfulfilled promise of massive coal traffic.

Brown coal was also carried from other places in Victoria, most notably from Bacchus Marsh, where 3 trains per day (300,000 tons per year) of the stuff was railed to Melbourne. Lignite was also transported by rail in the Latrobe Valley mines of course– millions of tons of it– but this does not quite fit the category of coal transport by rail– “common carrier” rail, anyway.

In the 1958 WTT shown on page 7, there is a paucity of trains by the standards of other railways, but listed are both briquette trains (from Morwell) and brown coal trains (from Yallourn). The right-hand columns are for Sunday trains, when the briquette traffic dominated.

Queensland Railways Central Coal Lines

Queensland’s first steam train (to Ipswich) was powered by local coal (from Ipswich). This conjunction seems eminently logical. For most of the time that QR ran steam trains, Ipswich is where it got its coal. Railway and domestic demand ate all the coal, none went to export. This was true even when its great rival in coal, NSW, was already establishing a coal export industry. Apart from the timetables for the Bundamba field near Ipswich, coal traffic did not warrant anything called a "coal train”.

We probably have Joh to thank for the emergence of the coal export industry and the consequent coal railway network in Queensland. He was apparently very fond of the stuff (there was some under his peanut farm). Railways would have been the natural choice to haul the coal anyway, but as a good agrarian socialist, he leapt upon the idea of having ***his*** railway do the job. Queensland quickly grew to be the biggest coal exporter in the world and Joh’s bucolic little railway grew to be one of the biggest and slickest coal transporters in the world too. The coal comes from the Bowen Basin one of Australia’s huge coal deposits

Despite being ostensibly an Open Access regime, an iron curtain of timetable secrecy has rung down across the QR system and it has proved impossible to uncover a timetable for this very busy railway. This was not so in the last century, where QR went so far as to publish a separate volume of the WTT devoted entirely to Coal Train Services in its Central Division. On page 8, I show a page from the 1990 edition, when coal traffic was barely one-third of its current level.

The two main ports for coal from the Central Division were Hay Point (near Mackay) and Gladstone. A good deal of the line from Coppabela to Hay Point was double track by this time and considerable sections of the Blackwater-Gladstone line had also been doubled. All of these lines were electrified.

Compared with many of the “timetables” we have examined so far, this page is bewilderingly intense with times– there are some 420 of them. About 45 of this 52-page booklet looked like this. An arrival and departure time is given for each location, probably at each end of a loop. The loops on the single line were generally about 1800 metres long and the trains moved at about 60 km per hour. Where a

(E) **TRARALGON** ES W ... ... *dep.*	5 10–**36**	...	6 50–**119**	7 10	10 10 **E**–53, 121A	12 10–**203**	...	...	...	...	...
Maryvale ES NC (See note, page 9) *arr.*	5 22 –**119**	...	...	...	...	...	...	...	...	...	..
Maryvale ES NC (See note, page 9) *dep.*	6 15	...	...			...	...	...	...	...	...
Morwell Briquette Siding ... *arr.*	...	...	...	...	...	...	8 45	...	4 45	6 55	...
Morwell E S W... ... ... *arr.*	... –**133**	...	7 5 –**133**	7 25	... –**203**	... –**243**	...	...	...	...	...
Morwell E S W... ... ... *dep.*	6 25	...	7 30	9 15 121A, 53,41	10 25	12 25	8 55	...	4 55	7 5	...
Herne's Oak ES NC (See note, page 9)	...	...	...	...	...	...	...	...	...	...	...
YALLOURN E S ... ... *dep.*	...	7 40–**193**	...	...	...	...	...	3 30–**229**	...	...	...
Moe ES W ... ... *arr.*	6 42	...	7 49 –**139**	9 34 –**203**	... –**243**	...	9 15	...	5 12	7 22	...
Moe ES W ... ... *dep.*	7 15	7 58	8 15	10 8	10 42	12 42	9 35	3 48	5 32	7 42	...
Trafalgar ... ... *arr.* (See note, page 9)	...	...	...	...	...	...	...	...	...	...	...
Trafalgar ... ... *dep.* (See note, page 9)	7 28	8 9	8 28	10 21	10 53	12 53	9 48	3 59	5 45	7 55	...
Yarragon ... ... *arr.*	...	...	...	...	...	...	...	...	...	...	...
Yarragon ... ... *dep.*	7 38	8 19	8 38	10 31	11 1	1 1	9 58	4 9	5 55	8 5	...
Darnum ○ ... ... *dep.* (See note, page 9)	7 45	8 26	8 45	10 38	11 7	1 7 225, 239, 61, 13, 227	...	...	...	...	...
WARRAGUL W ... ... *arr.*	8 0 –53A, **205**	...	9 5 –**205**	10 55 –**215** Tue. to Sat A.M.	11 30 –**223, 110**	1 25	10 15	4 30	6 10	...	...
WARRAGUL W ... ... *dep.*	9 0	8 45	9 55	12 5 –**124, 223**	11 45	3 0	10 29	4 59	6 20	8 20	...
	78	**122**	**90**	**110**	**124**	**130**	**98**	**152**	**100**	**102**	

E.—Authorised load **No. 124** Traralgon–Melbourne Fast Goods 700 Tons.

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greater time between arrival and departure is shown, a cross with an opposing train probably occurred but the timetable, frustratingly, does not show these crosses in the old-fashioned way. I have a feeling these times are only notional anyway and have been generated by a simple-minded computer program (like a spreadsheet), rather than by proper train planning program. If one casts them into graphical form, the timetable becomes full of single line collisions.

At this time the Gladstone-Bluff section (now part of the "Blackwater System") carried some 12 trains per day each way, pretty evenly-spaced throughout the 24 hours.

NSW Hunter Valley

One of Australia's first "railways" was built at Newcastle in 1829 for coal traffic– a short skip road down to a wharf . "Real" railways came to Newcastle in the 1850s and were also mainly for coal. Carrying coals to Newcastle had become a big industry by the end of the nineteenth century. Most of the mines were in a belt around the city and many operated their own private railways to connect with the Government system. One notable private line became a common carrier- the South Maitland Railways and had its own passenger service for many years. Its coal trains were handed over to the New South Railways at East Greta Junction, just outside Maitland. From here the NSWGR hauled them forward Port Waratah, developed in the late 1800s.

Traffic over the lines from Maitland to Port Waratah was very intense, but relatively slow because the trains were composed of 4-wheel unbraked hoppers. They got in the way of faster passenger and goods trains and so, by 1913-1914, the already double-tracked line was quadruplicated. After this, the shambling coal trains trod their own path, although they still crossed the "Main" line at an inconvenient crossing near Hanbury Junction. After a flyover was built here , the separation was complete.

Largely at the initiative of local area managers, the NSWGR produced a special WTT covering the Newcastle area only, in the early 1960s. It focused on coal trains, but as an added bonus, had several pages SMR passenger trains. At this time the SMR operated its own diesel rail cars. Neither of these tables appeared in the "normal" Northern District WTT of the day, although the coal trains appeared in other periods. These tables originally covered also the coal lines which ran to the south of Newcastle, but these seem to have disappeared some time early in the 20th Century. Until the 1950s the coal tables had also included trains which ran on the coal lines for only a short distance before diverting to another private network radiating from Wallsend– but there were not many of them. In the Newcastle-only WTTs, there were also separate tables for coal trains running on the line beyond Maitland to Muswellbrook. Such a table never appeared in the North book.

I have a couple of these Newcastle "specials" and , on our page 9 appears a page from the April 1962 edition for the East Greta-Waratah coal traffic. There are 6 pages like this one and a total of over 1,360 trains per week are listed. Trains numbered in the 1000 series are all coal trains running mainly on the coal lines between Port Waratah and either East Greta Junction or Hexham, where there was an exchange with another private railway, that of J&A Brown. The latter are referred to as "Brown's Coal" in the table. A few trains ran to Bloomfield– where there was another short private line. Trains with numbers under 10000 run further afield, mostly to the Main North line, but also in later years to collieries developed on the North Coast line.

It was all steam of course. In 1962 Port Waratah loco housed 48 steam locos and Broadmeadow an astonishing 140. Many an hour have I spent standing in the Hexham swamp photographing them as they came and went along the coal lines, with the traffic so heavy at times that one had to pass up every second train in order to properly photograph the first.

Many of the Main North trains were hauled by 60-class Garratt locomotives, but the great bulk of the shuffling coal trains were drawn by Standard Goods engines of the 50– and 53–class. A small number of 19-class 0-6-0 engines, already 90 years old, in the 1960s were retained at both Port Waratah and Broadmeadow to shunt the coal trains within the yards.

9

BLUFF TO GLADSTONE:COAL TRAIN SERVICE—MONDAYS to FRIDAYS

LOADED RUNNING Stations		EK63	E465	E567	EK69	E471	E573	EL75	
		xx							
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	. .
Bluff	arr	. .	12 35	4 29	5 39	6 36	10 49	12 12	. .
Ditto—CTC	dep	**12 05**	**12 50**	**4 40**	**5 50**	**7 15**	**11 05**	**12 25**	. .
Walton	arr	12 14	12 59	4 49	5 59	7 24	11 14	12 34	. .
Ditto—CTC††	dep	12 22	1 02	4 51	6 01	7 26	11 16	12 36	. .
Parnabal	arr	12 27	1 07	4 56	6 06	7 31	11 21	12 41	. .
Ditto—CTC††	dep	12 29	1 09	4 58	6 08	7 33	11 23	12 43	. .
Umolo	arr	12 34	1 14	5 03	6 13	7 38	11 28	12 48	. .
Ditto—CTC††	dep	12 40	1 16	5 22	6 15	7 40	11 30	12 52	. .
Dingo	arr	12 46	1 22	5 28	6 21	7 46	11 36	12 58	. .
Ditto—CTC†	dep	12 48	1 24	5 30	6 27	7 48	11 38	1 00	. .
Duaringa	arr	1 00	1 36	5 42	6 39	8 00	11 50	1 12	. .
Ditto—CTC††	dep	1 02	1 38	5 44	6 41	8 18	11 52	1 14	. .
Wallaroo	arr	1 14	1 50	5 56	6 53	8 30	12 06	1 26	. .
Ditto—CTC††	dep	1 16	1 52	5 58	6 55	8 32	12 08	1 28	. .
Tryphinia	arr	1 29	2 05	6 11	7 08	8 45	12 21	1 41	. .
Ditto—CTC†	dep	1 31	2 07	6 13	7 10	8 47	12 23	1 43	. .
Aroona	arr	1 40	2 16	6 22	7 19	8 56	12 32	1 52	. .
Ditto—CTC††	dep	1 42	2 18	6 24	7 21	8 58	12 34	1 54	. .
Edungalba	arr	1 52	2 28	6 34	7 31	9 08	12 44	2 04	. .
Ditto—CTC††	dep	1 54	2 30	6 36	7 33	9 10	12 46	2 06	. .
Tunnel	arr	2 06	2 42	6 48	7 45	9 22	12 58	2 18	. .
Ditto—CTC††	dep	2 08	3 00	6 53	7 47	9 24	1 00	2 30	. .
Grantleigh	arr	2 15	3 07	7 00	7 54	9 31	1 07	2 37	. .
Ditto—CTC††	dep	2 17	3 09	7 02	7 56	9 33	1 09	2 39	. .
Windah	arr	2 28	3 20	7 13	8 07	9 44	1 20	2 50	. .
Ditto—CTC††	dep	2 30	3 22	7 15	8 09	9 46	1 22	2 52	. .
Westwood	arr	2 41	3 33	7 26	8 20	9 57	1 33	3 03	. .
Ditto—CTC††	dep	2 43	3 35	7 28	8 22	9 59	1 35	3 05	. .
Wycarbah	arr	2 51	3 43	7 36	8 30	10 07	1 43	3 13	. .
Ditto—CTC††	dep	2 53	3 45	7 38	8 32	10 09	1 50	3 15	. .
Stanwell	arr	3 05	3 57	7 50	8 44	10 21	2 02	3 27	. .
Ditto—CTC††	dep	3 07	3 59	7 52	8 46	10 23	2 04	3 29	. .
Kabra	arr	3 15	4 07	8 00	8 54	10 31	2 12	3 37	. .
Ditto—CTC††	dep	3 19	4 09	8 02	8 56	10 33	2 14	3 39	. .
Gracemere	arr	3 27	4 17	8 10	9 04	10 41	2 22	3 47	. .
Ditto—CTC†	dep	3 50	4 43	8 38	9 33	11 05	2 45	4 12	. .
Rocklands CTC††	arr	3 57	4 50	8 45	9 40	11 12	2 52	4 19	. .
Thence As No.	..	**EF14**	**EF16**	**EF18**	**EF20**	**EF22**	**EF24**	**EF26**	. .
Rocklands—CTC††	d	3 59	5 07	8 47	9 43	11 14	2 54	4 21	. .
Midgee	arr	4 06	5 14	8 54	9 50	11 21	3 01	4 28	. .
Ditto—CTC††	dep	4 44	5 32	9 02	9 52	11 23	3 08	4 44	. .
Archer	arr	4 51	5 39	9 09	9 59	11 30	3 15	4 51	. .
Ditto—CTC††	dep	4 53	5 41	9 19	10 01	11 32	3 17	4 53	. .
Bajool	arr	5 05	5 53	9 31	10 13	11 44	3 29	5 05	. .
Ditto—CTC†	dep	5 08	5 56	9 34	10 16	11 47	3 32	5 08	. .
Marmor	arr	5 15	6 03	9 41	10 23	11 54	3 39	5 15	. .
Ditto—CTC††	dep	5 18	6 06	9 44	10 26	11 57	3 42	5 18	. .
Raglan	arr	5 28	6 16	9 54	10 36	12 07	3 52	5 28	. .
Ditto—CTC††	dep	5 30	6 32	10 08	11 00	12 39	3 58	5 30	. .
Epala	arr	5 37	6 39	10 15	11 07	12 46	4 05	5 37	. .
Ditto—CTC††	dep	5 39	6 45	10 17	11 09	12 48	4 07	5 39	. .
Ambrose	arr	5 44	6 50	10 22	11 14	12 53	4 12	5 43	. .
Ditto—CTC††	dep	5 46	6 52	10 24	11 16	12 55	4 14	5 45	. .
Mount Larcom	arr	5 50	6 56	10 28	11 20	12 59	4 18	5 49	. .
Ditto—CTC†	dep	5 52	6 58	10 30	11 22	1 01	4 20	5 51	. .
Aldoga	arr	6 02	7 08	10 40	11 32	1 11	4 30	6 01	. .
Ditto—CTC††	dep	6 04	7 10	10 42	11 34	1 13	4 56	6 03	. .
Yarwun	arr	6 11	7 17	10 49	11 41	1 20	5 03	6 10	. .
Ditto—CTC†	dep	6 14	7 20	10 52	11 44	1 25	5 06	6 13	. .
Mount Miller	arr	6 18	7 24	10 56	11 48	1 29	5 10	6 17	. .
Ditto—CTC††	dep	6 21	7 26	11 11	12 01	1 31	5 21	6 21	
Callemondah	arr	**6 30**	**7 35**	**11 20**	**12 10**	**1 40**	**5 30**	**6 30**	
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	. .

xx EK63 Arrives Bluff at 11.55 pm Sun to Thursday.

Steam haulage of coal trains on the Government system ceased in 1973, but persisted into the 1980s on the private lines. Coal coming off the private lines also gradually dwindled as the small mines they served became uneconomic or worked out. Traffic from Hexham disappeared many years ago, but coal trains continued on the SMR with Government diesels until they too finally disappeared.

But bigger things were afoot. There had for many years been mines further up the Hunter Valley, as far as Singleton. Some of these were developed to feed Government power stations, but many produced coal for domestic consumption and for export. The early mines strung out along this railway were small underground mines run by small companies and the line in many ways resembled that closer to Newcastle. Later mines were much larger developments and were mainly for export traffic. Several were open cut mines. The coal basin here is one of the largest on the planet and extends all the way north and west to Gunnedah and Ulan respectively. Mine development at the latter led to the re-awakening after 30 years of the never-completed Sandy Hollow line and coal trains now flow along it from Ulan to Port Waratah. Coal traffic from Gunnedah is now exceptionally heavy. On the line between Maitland and Muswellbrook literally dozens of mines opened (see map, page 9, courtesy of "*Australian Railway Routes*") and fleets of trains of an intensity to rival those from East Greta Junction in the old days now rumble down the line. But these trains are different from those of 40 years ago. A typical train can stretch to 1,500 metres and trains grossing up to 10,000 tonnes have been run as a trial. Such a train carries more coal than a week's worth of trains which came off the SMR. These trains run to Kooragang Island, adjacent to Port Waratah.

The line is choked with trains and the inability to move them exacerbates problems already existing at the ports. A massive program of duplication, triplication and extension of crossing loops is taking place on the Muswellbrook line. A flyover like that at Hanbury Junction has been built at Sandgate to remove a flat crossing of the Coal Lines with the Main Lines. There is even talk of eliminating the onerous crossing of the Liverpool Range by a major tunnel underneath it. Under current ARTC plans, it is hoped to more than double annual export of coal traffic to 200 million tonnes– if the Enhanced Greenhouse Effect doesn't kill the idea first.

The coal basin extends also some distance up the North Coast line and, at Stratford, more major coal mines have been developed. Coal trains to Stratford are the focus of our next coal train timetable. In contrast to all the other timetables here, this is a graphical timetable. Although timetables like this have been around since 1843 and are the standard method of representing train paths by modern timetabling software, they rarely make it into the public arena. This is an exception. It has been produced by the people who manage ARTC's NSW lease (the ARTC National people have had such a TT for some years) and still shows signs of teething problems– or at least signs of a roundabout production process.

These are not graphical timetables in the form that a purist would prefer because the vertical axis is not distance-based and so the speed of trains is often distorted. But, with a little bit of tweaking, we have made something visually comprehensible out of it. For some reason not explained, ARTC-NSW does not publish a graphical WTT for its Main North coal lines, but this North Coast version is a good second choice for displaying how coal traffic still dominates railways in the 21st century.

The chart covers the whole line from Islington Junction to Acacia Ridge. Thus it covers all coal trains out to Maitland and the coal trains to Stratford, but they are all dreadfully scrunched up in the Maitland region. Beyond Stratford there are vast tracts of white space on the page, even though this is a busy line by Australian standards and already at capacity.

The southern section has been unscrunched in an enlargement below the main chart, enabling us to see that, even in the wee small hours of Thursday morning, 4 to 6 trains per hour make their way across the Hexham swamp. Those that appear or disappear in the region of Sandgate are the coal trains, some are clearly coming off the lines to the south, but the majority come and go from the north.

The future for coal railways

All of the above sounds pretty exciting to a railway administration and even to railway aficionados. But what if it goes pear shaped? What if the global financial crisis and an emissions trading scheme mean the demise of coal? What will happen to the railroads; what will happen to the towns and societies that depend on both? Many railways will go down the gurgler. Will the towns also die when coal dies? Perhaps not. Gilfach Goch didn't.

Gilfach Goch

Gilfach Goch's main claim to fame is that it is the childhood home of Richard Llewellyn, the author of the classic "How green was my valley", written at the end of the Depression, about life in his Welsh coal-mining town 40 years before (picture left bottom, page 10). Gilfach was served by a single line branch off a single line branch from the Ely Valley branch of the Great Western Railway when *How green was my valley* was written. The line had been opened in 1864 as a broad gauge line. It was worked under electric staff conditions, plus an extension to the terminus worked under train staff and ticket. In typical Welsh fashion, there had been up to a dozen collieries clustered around the railway in this valley, but at the time Llewellyn wrote his book, the major colliery was the Britannic Extended, which used its own engine to bring coal to the sidings, from where the GWR trains took over. There were no passenger trains (though there had been in the 1890s and there were to be again after the Depression had lifted), but the line was served by "mineral" trains– i.e. coal trains. The GWR WTT of the time didn't show tables for mineral trains, but it did display a summary table of what coal "trip train" services were worked from certain depots. From this, we can see that a shuttle service of 3 coal trains ran during daylight hours, working for a total of 32 hours per day. They delivered coal to the junction at Llantrisant on the South Wales Main Line, a distance of just over 7 miles, so we can surmise that the service would have been nearly continuous. This was only a minute fraction of the coal services then running in Wales. It was estimated that some 300 trains per

Time-tables for Coal Trains East Greta Exchange Sidings to Port Waratah

WEEK-DAYS

UP	1174	1170	678	1172	1176	674	1008	1004	1006	1010	1012
	ME	ME	ME	ME	ME	ME					
	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
East Greta Exch. Sdgs.		12 31	N	1 0	1 26	M		1 55	2 21	2 41	2 56
Maitland	Brown's Coal.	12 35	12 42 12 52	1 4	1 30	2 2 2 12	Brown's Coal.	1 59	2 25	2 45	3 0
Metford		12 47		1 16	1 42			2 11	2 37	2 57	3 12
Thornton											
Hexham	12 50	1 9	1 18	1 38	2 4	2 39	2 25	2 33	2 59	3 19	3 34
Hanbury Jct.	1 7	1 24	1 33	1 53	2 19	2 54	2 42	2 48	3 14	3 34	3 49
Scholey St.											
Pt. Waratah (lever W)	1 37	1 54	2 3	2 23	2 49	3 24	3 12	3 18	3 44	4 4	4 19
Formed by..	1173	1169	667	1171	1175	...	1007	1003	1005	1009	1011

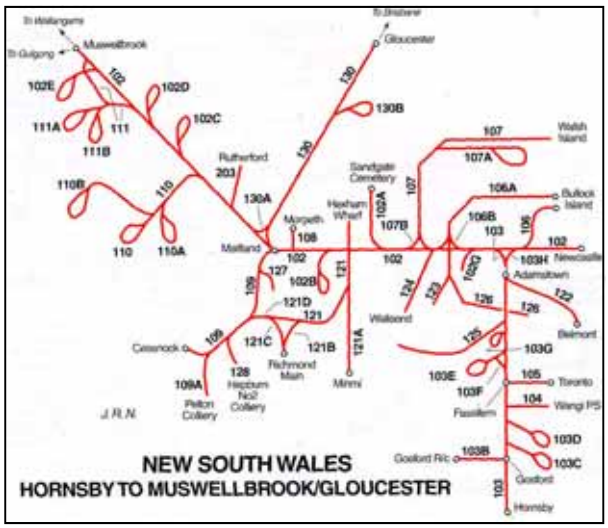
UP	278	1014	1016	1024	1018	1020	676	1026	642	1032	1028
	ME						ME				
	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
East Greta Exch. Sdgs.	N	3 21	3 31		4 21	4 36	..	5 11	N		5 35
Maitland	3 11 3 16	3 25	3 35	Brown's Coal.	4 25	4 40	4 51	5 15	5 21	Browns Coal	5 39
Metford	...	3 37	3 47		4 37	4 52	...	5 27	...		5 51
Thornton											
Hexham	3 42	3 59	4 8	4 40	4 59	5 14	5 24	5 49	5 56	6 5	6 13
Hanbury Jct.	3 57	4 14	4 24	4 57	5 17	5 29	5 39	6 4	6 11	6 22	6 30
Scholey St.											
Pt. Waratah (lever W)	4 27	4 44	4 54	5 27	5 47	5 59	6 9	6 34	6 41	6 52	7 0
Formed by...	299	1013	1015	1023	1017	1019	675	1025	641	1031	1027

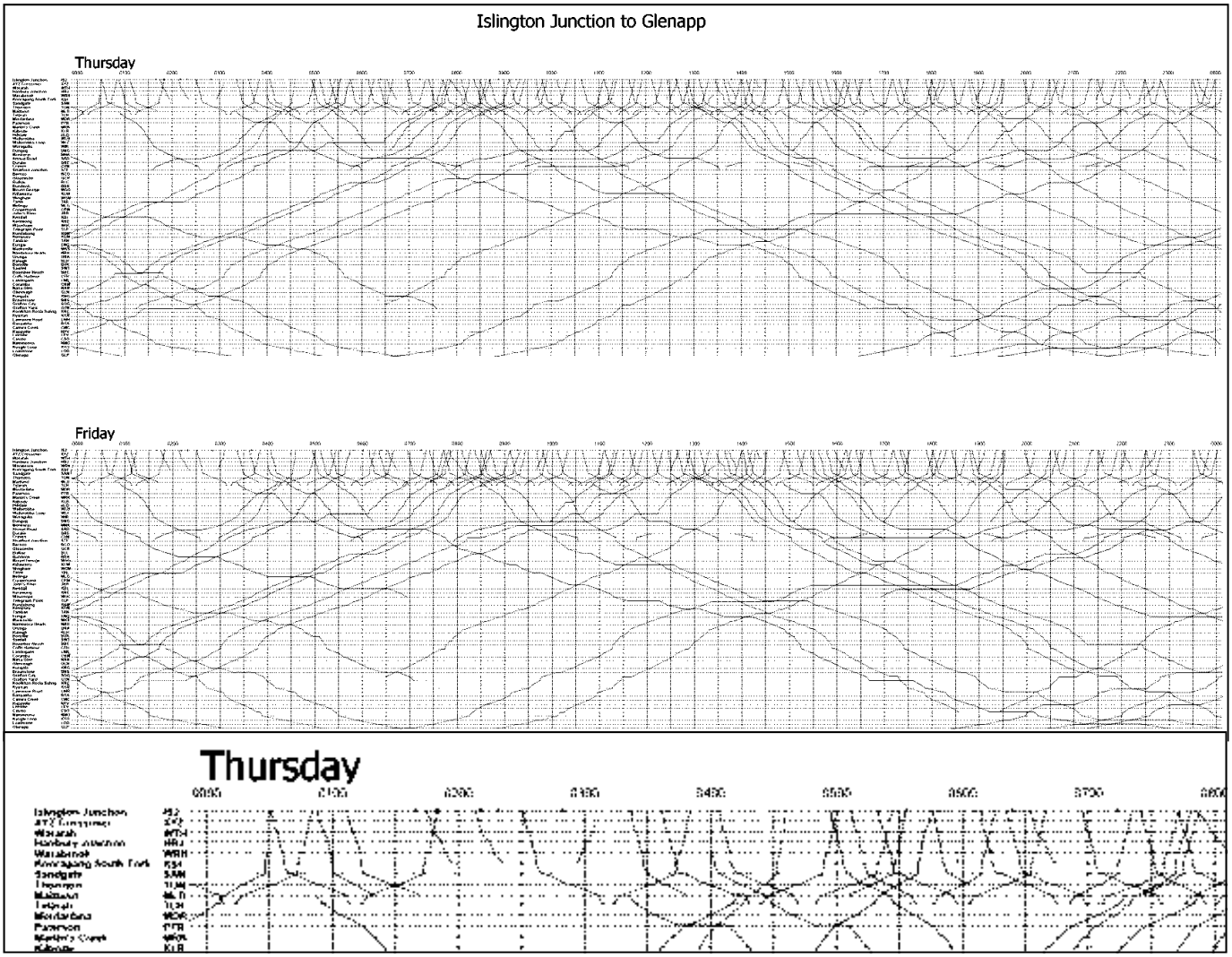
UP	1030	1034	1034a	1040	974	1036	978	1038	1040a	1044	1046
	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
East Greta Exch. Sdgs.	5 58	6 29	From Bloom-field Colliery.	Brown's Coal.	From Old Lambton Colliery, at 7.9 a.m.	7 36	From Waratah Exchange Sidings, at 8.22 a.m.	7 45	¶	8 20	8 31
Maitland	6 2	6 33				7 40		7 49		8 24	8 35
Metford	6 14	6 45				7 52		8 1	8 26	8 36	8 47
Thornton											
Hexham	6 36	7 7	7 5 7 18	7 30		8 14		8 23	8 48	8 58	9 9
Hanbury Jct.	6 51	7 22	7 33	7 47		8 29		8 38	9 3	9 13	9 24
Scholey St.					8 1		8 24				
Pt. Waratah (lever W)	7 21	7 52	8 3	8 17	8 23	8 59	8 46	9 8	9 33	9 43	9 54
Formed by...	1029	1033	1032a	1039	973	1035	977	1037	1039a	1043	1045

UP	1048	1050a	1050	1058	1052	982	984	1054	162	644	1060
	a m										
	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
East Greta Exch. Sdgs.	8 46	From Bloom-field	9 6	Brown's Coal.	9 31	Purified Coke works at 9.58 a.m.	From Old Lambton Colliery, at 10.27 a.m.	9 50	A	N	From Bloom-field Colliery.
Maitland	8 50	9 10	9 10		9 35			9 54	9 38 9 43	10 11	
Metford	9 2	9 22	9 22		9 47			10 6	9 55	...	
Thornton	...	9 20									10 30
Hexham	9 24	9 32	9 44	9 52	10 9	10 18		10 28	10 17	10 37	10 43
Hanbury Jct.	9 39	9 48	9 59	10 9	10 24	...		10 43	10 32	10 52	10 58
Scholey St.							10 46				
Pt. Waratah (lever W)	10 9	10 18	10 29	10 39	10 54	10 48	11 18	11 13	11 2	11 22	11 28
Formed by...	1047	1049a	1049	1057	1051	981	983	1053	191	643	1059

A—From Ayrfield Colliery.
N—From Newdell.
M—From Muswellbrook.

For times north of Maitland, see page 106.





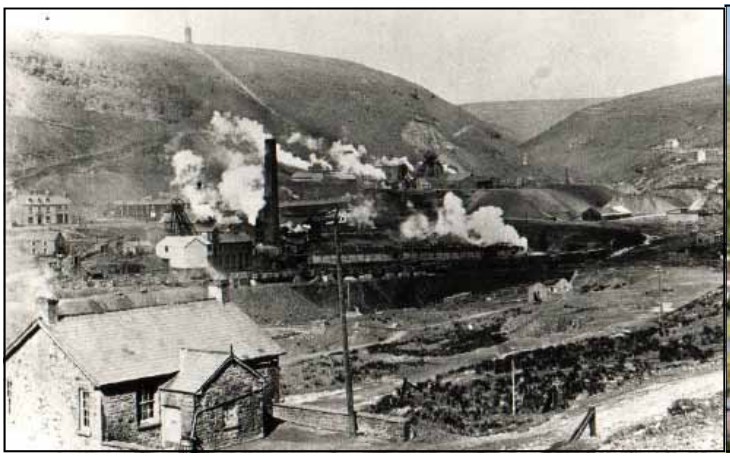
day passed through the bottleneck at the Pontypridd junctions near Cardiff.

Now the coal is gone; the trains are gone; the railway is gone. But Gilfach Goch is still there. The coal railways and power stations which so blighted the landscape have been replaced by wind turbines strung out in serried ranks above the valley (below right).

How green is my valley now.

LOCAL GOODS AND MINERAL TRAINS.

			LLANTRISANT DEPOT.	
Z.1 ..	a.m. 6 30	Llantrisant	Glydach Vale and Trips	(16 hours.)
Z.4 ..	7 20	,, ...	Gilfach and Trips ..	(16 hours.)
Z.6 ..	8 40	,, ...	Cilely and Trips ..	(8 hours.)
Z.8 ..	5 50	,, ...	Cowbridge Branch ..	
	Noon.			
Z.10 ..	12 0	,, ...	Gilfach and Trips ..	(8 hours.)
	p.m.			
Z.6 R ..	4 15	,, ...	Penygraig and Trips ..	(8 hours.)
Z.11 ..	5 40	,, ...	Pontypridd	
Z.12 ..	6 15	,, ...	Gilfach and Trips ..	(8 hours.)



A Bradshaw for Bradshaw

By Victor Isaacs mounts his own defence for an indefensible oversight in the timetable world.

Prosecutor: Victor Mark Isaacs, you are charged that on or about the years 1983 to 2008 you were grossly derelict of duty, to wit, as a contributor of articles about railway timetables to the *Times*, the highly esteemed journal of an Association of Timetable Collectors, you overlooked an obvious subject, to wit, an item about timetables to the station of Bradshaw.

The Defendant: In my defence, m'lud, I plead that Bradshaw was a nothing place – no town, no siding, no Electric Staff instruments, no signals; just a tiny platform on the windswept plains, inhabited mainly by rabbits and kamikaze magpies. Further, Your Honour, I will provide evidence that no trains ever started or terminated at Bradshaw. Such an article therefore would, in fact, mainly be a history of local trains on the line.

The evidence: Bradshaw was located between Ballan and Gordon, on Victorian Railways' main Western line. Originally named Bradshaw's Creek, it was one of many places to have its name cut in its prime during the great VR name-shortening mania of the 1900s. It is 52 miles (84 km) from Melbourne. The creek was named after an early resident (so says ex-Police Commissioner O'Callaghan in *Names of Victorian Railway Stations* published by the VR in 1918 and reprinted in 2003).

The line from Ballarat to Gordon was extended past Bradshaw to Ballan on summer solstice day, 22 December 1886. However, this did not become a mainline until 4 December 1889 when the line between Bacchus March and Ballan opened.

Clearly in this case, the greatest weight will be placed on evidence from *Bradshaw's Guide to Victoria*. *Bradshaw* for October 1890 (below) showed that Bradshaw received a service never again to be equalled. It was graced by five trains daily (Monday to Saturday). Of course, no train ran to profane the Sabbath. Four trains were ex Melbourne to Ballarat (6.50 am, 11.40 am, 2.45 pm, and 6.50 pm), as well as a local train departing Ballan at 7.30 am for Ballarat. In the opposite direction, there were also five trains daily, with the Ballarat-Ballan local departing the Golden City at 5.20 am! There was also a Saturday only local to Ballan to take the drunks home, departing at 9.10 pm. Only the Intercolonial Express to/from Adelaide swept majestically past Bradshaw. Strangely *Bradshaw* used different symbols in the up and down tables to show that trains stopped at Bradshaw only if required. This was typical of the messiness of *Bradshaw*.

His Honour: I will not allow any disrespect to *Bradshaw* in this Court! We all know that it was a typographical nightmare, but it gave good service to the travellers of Victoria from 1854 until it fell off its perch in 1942.

(See "Bradshaw's Guide to Victoria – a

Bradshaw Oct 1890

12 **MELBOURNE to BALLARAT and DIMBOOLA**

M	Single 1st.	Single 2nd.	Return 1st.	Return 2nd.	DOWN.	a.m.	a.m.	a.m.	a.m.		p.m.	p.m. Express
	Suburban	Radius,	see pages	74, 75, 76.	MELB. dep.	..	..	6.50	11.40	..	2.45	4.40
1			..	..	North Melb.	..	..	6.53	11.43	..	2.49	
3			..	..	Mid. Footscray	..	..	†	†	..	†	
4			..	..	Footscray West	..	..	†	†	..	†	
7			..	..	Braybrook Junc.	..	..	7.8	11.58	..	3.3	
11	1 4	0 11	2 0	1 5	Deer Park	..		7.16	12.6	..	3.11	
18	3 2	2 1	4 9	3 3	Rockbank	..	..	7.32	12.22	..	3.27	
23	3 10	2 7	5 9	4 0	Melton	..	..	7.43	12.38	..	3.38	
29	4 10	3 3	7 3	5 0	Parwan	..	..	7.56	12.46	..	3.51	
31	5 4	3 7	8 0	5 6	Bacchus Marsh a.	..		8.7	12.58	..	3.58	5.40
					d.	..	..	8.12	1.5	..	4.3	5.45
34	5 8	3 9	8 6	5 9	Rowsley	..	..	8.18	1.11	..	4.9	
45	7 6	5 0	11 3	7 6	Ingliston	..	..	9.2	1.55	..	4.53	
49	8 3	5 6	12 6	8 3	BALLAN a.	..		9.14	2.7	..	5.5	6.33
					d.	..	7.30	9.17	2.10	..	5.8	6.35
52	8 9	5 9	13 3	8 9	Bradshaw's Ck.	..	†	†	†	..	†	
56	9 6	6 3	14 3	9 6	Gordons ..	..	7.51	9.37	2.30	..	5.28	
59	9 9	6 6	14 9	9 9	Millbrook	..	†	†	†	..	†	
61	10 3	7 6	15 6	10 6	Wallace ..	..	8.6	9.49	2.42	..	5.49	
64	10 9	7 3	16 3	11 0	Bungaree Junc.	..	[illegible]	9.56	2.49	..	5.56	
67	11 3	7 6	17 0	11 3	Dunnstown	..	[illegible]	10.8	2.59	..	6.6	
69	11 9	7 9	17 0	11 9	Warrenheip	..	8.11	[illegible]	[illegible]	..	6.13	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Ballarat East	..	[illegible]	[illegible]	[illegible]	..	6.22	7.11
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	BALLARAT a.	..	[illegible]	[illegible]	[illegible]	..	6.27	7.15
					d.	[illegible]		10.50	[illegible]			7.40
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Dowling Forest	[illegible]		†	†			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Windermere	[illegible]		[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Burrumbeet	[illegible]		[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Trawalla	[illegible]		[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Beaufort	[illegible]		[illegible]	[illegible]			8.34
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Middle Creek	[illegible]		[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Buangor	[illegible]		[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Dobies	[illegible]		[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	ARARAT a.	[illegible]		[illegible]	[illegible]			9.33
					d.	[illegible]	..	[illegible]	[illegible]			9.38
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Armstrongs	[illegible]	..	2.0	[illegible]			
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Great Western	9 50	..	2.15	[illegible]	..		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	STAWELL a.	10.12	..	2.10	7.55	..	..	10.17
					d.	10.25	..	3.15	..	..	..	10.32
154 25	6 17	3 38	9 26	0	Deep Lead	10.58	..	3.31	..	..	..	
162 27	3 18	3 41	0 27	6	Glenorchy	11.7	..	3.55	..	..	..	
169 28	3 18	9 42	6 28	3	Wal Wal	†	..	†	..	..	..	
175 29	3 19	6 44	0 29	3	LUBECK	11 50	..	4.35	..	..	..	
180 30	0 20	0 45	0 30	0	Hopefield	†	..	†	..	..	..	
185 31	0 20	9 46	6 31	3	Murtoa	12.19	..	5.4	..	..	..	11.40
191 32	0 21	3 48	0 32	0	Jung Jung	12.39	..	5.24	..	..	..	
198 33	0 22	0 49	6 33	0	Dooen	12.58	..	5.43	..	..	..	a.m.
203 34	0 22	9 51	0 34	3	HORSHAM a.	1.15	..	6.0	..	..	..	12.15
					d.	1.30	..	6.16	..	..	..	12.30
213 35	6 23	9 53	3 35	9	Pimpinio	2.0	..	6.45	..	..	..	
219 36	6 24	3 54	9 36	6	Wail ..	2.20	..	7.5	..	..	..	
224 37	6 25	0 56	3 37	0	DIMBOOLA arr.	2.35	..	7.20	..	..	..	12.55

Adelaide, see p. 14.

† Stops when required. ‡ Sun. excepted, and from Ballarat to Dimboola and Adelaide Sat. and [illegible]
Return tickets to Deer Park available for three days excluding Sundays, and journey [illegible]

RAILWAYS. 13

DIMBOOLA and BALLARAT to MELBOURNE.

Return 1st.	Return 2nd.	UP.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
		DIMBOOLA d.	..	†1.0	..	..	..	6.55	10.35	5.0	..
1 6	0 0	Wail ..	..	..	..	..	..	7.10	10.50	5.15	..
3 0	2 0	Pimpinio	..	..	..	..	..	7.25	11 10	5.35	..
5 3	3 6	HORSHAM a.	..	1.45	..	..	..	7.50	11.45	6.10	..
		d.	..	1.50	..	..	..	8.0	12.0	6.30	..
6 9	4 3	Dooen ..	..	..	..	..	..	8.15	12.15	6.45	..
8 3	5 3	Jung Jung	..	..	..	..	..	8.37	12.39	7.6	..
9 9	6 6	Murtoa	..	2.23	..	..	..	9.0	12.59	7.26	..
11 3	7 6	Hopefield	..	..	..	..	..	§	§	§	..
12 9	8 3	LUBECK	..	..	..	..	..	9.30	1.30	7.57	..
14 3	9 6	Wal Wal	..	..	..	..	..	§	§	8.15	..
15 9	10 3	Glenorchy	..	..	..	..	..	10.15	2.15	8.40	..
17 6	11 9	Deep Lead	..	..	..	..	..	10.33	2.38	8.59	..
18 9	12 6	STAWELL a.	..	3.30	..	..	..	10 53	2.50	9.15	..
		d.	..	3.40	..	..	6.46	11.8	3.3	9.30	..
21 0	14 0	Great Western	..	..	..	..	7.7	11.30	3.24	9.55	..
22 0	14 9	Armstrongs	..	..	..	..	7.23	11.46	3.38	10.15	..
23 6	15 6	ARARAT a.	..	..	..	..	7.39	12.2	3.54	10.30	..
		d.	..	4.15	..	..	7.49	12.17	4 9	10.35	..
24 9	16 0	Dobies ..	..	..	..	..	8.0	12.32	4.20	10.50	..
27 0	18 0	Buangor	..	..	..	..	8.26	12.52	4.45	11.13	..
28 0	18 0	Middle Creek	..	..	..	..	8.30	1.3	4.56	§	..
30 9	20 3	Beaufort a.	..	5.11	..	..	..	1.35	..	a.m.	..
		d.	..	5.16	..	..	9.2	1.41	6 25	12.5	..
31 9	21 0	Trawalla	..	..	..	..	9.10	1.57	6.40	§	..
34 6	23 0	Burrumbeet		..	..	..	9.43	2.27	6.7	§	..
35 3	23 3	Windermere	..	..	..	..	9.54	2.38	6.18	§	..
36 9	24 0	Dowling Forest					10.6	§	§	§	Sat only
37 9	25 3	BALLARAT a.		[illegible]			10.21	3.10	6.15	1.28	
		d.	[illegible]	[illegible]	[illegible]		11.0	4.15	7.10	..	[illegible]
37 9	25 3	Ballarat East ..	[illegible]	[illegible]	[illegible]	..	[illegible]	[illegible]	[illegible]	..	[illegible]
38 0	26 0	Warrenheip	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	..	[illegible]
40 0	26 0	Dunnstown	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	..	[illegible]
40 6	26 0	Bungaree June.	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	..	[illegible]
40 0	27 0	Wallace	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	..	[illegible]
41 6	27 6	Millbrook	§		§			§	§	..	§
42 6	27 0	Gordons ..	[illegible]		[illegible]		[illegible]	[illegible]	[illegible]	..	[illegible]
43 6	29 0	Bradshaw's Ck.	§		§	..		§	§	..	§
43 8	29 0	BALLAN a.	[illegible]	7 9				[illegible]	[illegible]	..	[illegible]
		d.	..	7 12	[illegible]	..	[illegible]	[illegible]	[illegible]	..	..
45 0	30 0	Ingliston	..	..	[illegible]	..	[illegible]	6.10	[illegible]	..	..
47 0	31 6	Rowsley	..	..	9.39	..	12.50	[illegible]	9 9	..	..
48 3	32 0	Bacchus Marsh a.	..		9.45	..	[illegible]	6.59	[illegible]	..	..
		d.	..	7.47	9.50	..	1.10	[illegible]	[illegible]	..	..
48 6	32 9	Parwan	..	7.52	9.56	..	1.16	7.10	[illegible]	..	..
50 3	33 6	Melton ..	..	..	10.9	..	1.29	7.23	9.39	..	..
51 9	34 3	Rockbank	..	..	10.19	..	1.39	7.33	9.49	..	..
53 9	35 6	Deer Park	..	..	10.36	..	1.56	7.50	10 6	..	..
54 0	36 3	Braybrook Junc.	..	..	10.45	..	2.5	7.59	10.15	..	..
..	..	Footscray West	..	..	§	..	§	§	§	..	..
..	..	Mid. Footscray	..	..	§	..	§	§	§	..	..
..	..	North Melb.	..	8.49	11.1	..	2.21	8.15	10.31	..	..
56 0	37 6	MELB. arr.	...	8.55	11.5	..	2.25	8.19	10.35	..	..

[illegible] and Mon. excepted, and from Ballarat to Melbourne Sun. excepted only. § Stops when required
Trains stop at Ballarat, Ararat, Stawell, Horsham, and Serviceton for refreshments.

brief history" in the *Times* December 2004, no. 249).

Evidence (continued): This good service of 1890 is confirmed in *Railway Guide Book and Time Tables for Melbourne, Ballarat, Adelaide and all Intermediate Stations also Gazette for Bacchus Marsh, Ballan, Melton, &c., and Almanac for 1891* published by Crisp & Lane of the "Express" office in Bacchus Marsh. This also shows a return working of the Saturday night train departing Ballan for Ballarat at 10.55 pm. Perhaps only the elves were around to travel on that. This worthy publication perhaps never raised its head again after 1890.

The good times soon disappeared as the great depression of the 1890s took hold. *Bradshaw* for April 1897 showed a mere two trains daily on the direct line from Melbourne to Ballarat. Among the drastic cutbacks, even the Intercolonial Express had returned to travelling via Geelong. The two survivors departed Spencer St station at 7.12 am and 6.50 pm. In addition the Ballan-Ballarat local also ran, now 7.5 am ex Ballan and 7.30 pm ex Ballarat.

In 1905 *Bradshaw's Guide*, however, there was no longer Ballan-Ballarat and v.v. trains – only the two Melbourne-Ballarat trains. These would stop at Bradshaw if required. They departed Melbourne Spencer St at 7.40 am and 6.10 pm (7.15 pm on Saturdays). No times were provided for the request stop for down trains, but were given for up trains. The Adelaide Express was back via the direct line, but of course ignored Bradshaw.

Bradshaw for April 1921 showed things were getting better for Bradshaw. There were now three Melbourne-Ballarat trains, 7.40 am, 5.6 pm and 7.0 pm, plus 8.0 am on Mondays only. Of these, the 7.40 am, 8.0 am MO and 7.0 pm would stop at Bradshaw if required. And, all praise to the Highest (the VR Commissioners), the Ballan-Ballarat local train had been reinstated. The VR Official Timetable for this period said this train was a "Steam Car" [This was the unique Kerr-Stuart car, illustrated on our page 16. It did not last long– it "oscillated" too much– Ed]. It departed at 6.55 am from Ballan and 4.45 pm from Ballarat. This suggests it was fulfilling the function it retained for the rest of its life, mainly conveying schoolchildren. And, it even stopped definitely, rather than on request, at Bradshaw!

The Mondays only extra disappeared. Otherwise times changed slightly, but services basically remained the same through the 20s and 30s. The Ballan local became a Rail Motor, but, not surprisingly, the stop at Bradshaw reverted to being conditional.

A new station, Llandeilo, opened between Bradshaw and Gordon. This was an even lowlier place than Bradshaw! The only train that recognised Llandeilo's existence and would stop there, if required, were the Ballan locals.

By 1 April 1937, there were even trains, morning and evening each way on Sundays! They would even stop (only if required, of course) at Bradshaw! (Additional sentence for the perfectionists: They departed Spencer St at 9.25 am and 7.25 pm, Ballarat at 10 am and 7 pm).

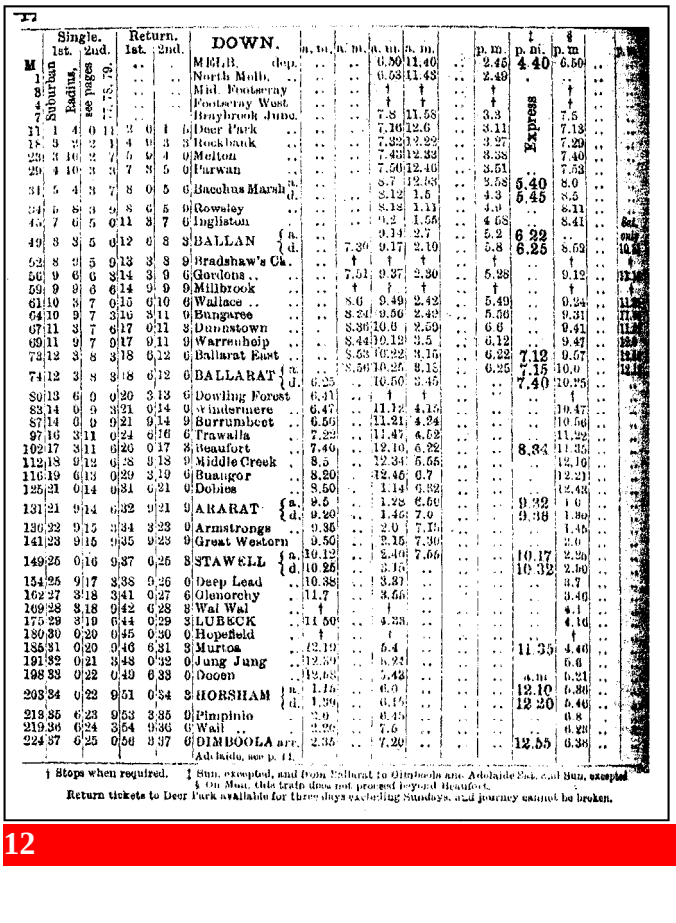
After the last, final and ultimate *Bradshaw* timetable of August 1942, we simultaneously enter the long, long drought from 1941 to 1954 of VR Official Public Timetables brought on by the War.

Turning therefore to Working Timetables, we see that for the "Restricted Train Service" of 2 October 1944, the 7.55 am ex Melbourne only ran on Mon, Wed, Fri and Sat and would, if required, stop at Bradshaw. The 5.30 pm ex Melbourne ran only on Mon, Tue, Thur and Sat and would also take us – if required – to Bradshaw. Our old friend, the Ballan-Ballarat AEC Rail Motor (on Monday to Saturday) would also do likewise.

In the timetable of 2 December 1945 both the morning and evening Melbourne-Ballarat trains are restored to Daily. "Daily", of course, being a word which meant "Mondays to Saturdays". Never on Sundays.

In the timetable of 13 April 1953 the only trains which would now deign to stop at Bradshaw were the Ballan–Ballarat Rail Motors at 7.52 am ex Ballan (7.55 am on Sat) and 4.30 pm Mon-Fri, 12.20 pm Sat ex Ballarat. These trains were notorious for their unreliable timekeeping, the morning down being affected by the frequently late-running "Overland" express from Adelaide which was crossed at Ballan immediately before the local's departure and the afternoon return by other trains on this single

Bradshaw Apr 1891

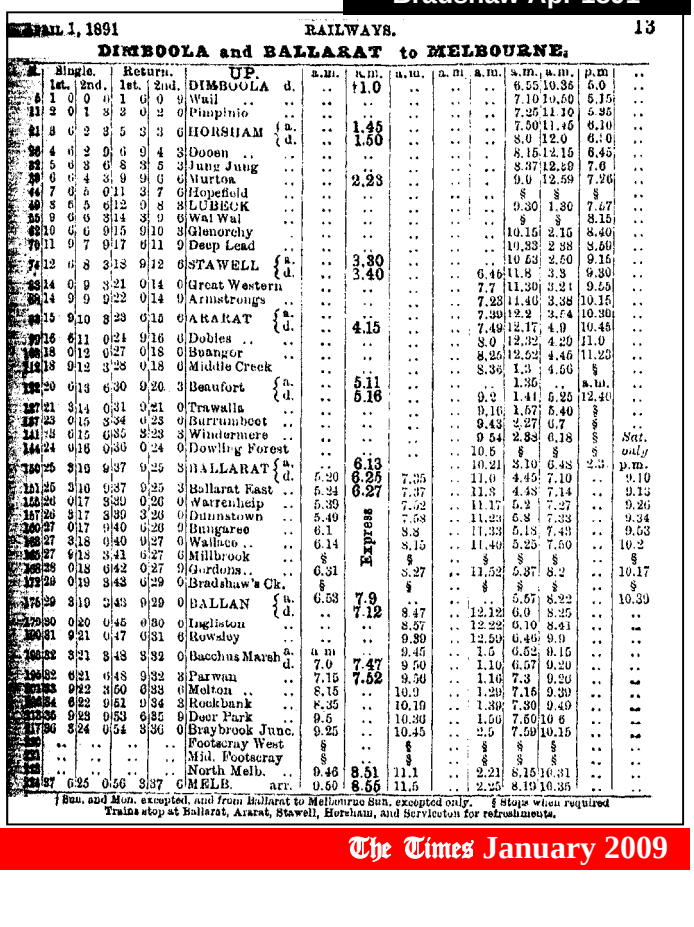


DOWN.

	Single. 1st.	Single. 2nd.	Return. 1st.	Return. 2nd.		a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	
M					MELB. dep.	..	..	6.50	11.40	..	2.45	4.40	6.50	..
1					North Melb. ..	..	..	6.53	11.43	..	2.49	..	..	..
3					Mid. Footscray	..	..	†	†	..	†	..	†	..
4					Footscray West	..	..	†	†	..	†	Express	†	..
7					Braybrook Junc.	..	..	7.8	11.58	..	3.3		7.5	..
11	1	4	0	11	3 0 1 5 Deer Park ..	..	..	7.16	12.6	..	3.11		7.13	..
18	3	2	1	4	0 3 3 Rockbank ..	..	..	7.32	12.22	..	3.27		7.29	..
23	3	10	2	7	5 0 4 0 Melton ..	..	..	7.43	12.33	..	3.38		7.40	..
29	4	10	3	7	8 5 0 Parwan ..	..	..	7.50	12.40	..	3.51	..	7.53	..
31	5	4	3	7	8 0 5 6 Bacchus Marsh { a. / d.	..	..	8.7	12.53	..	3.58	5.40	8.0	..
						..	..	8.12	1.5	..	4.3	5.45	8.5	..
34	6	8	3	9	8 6 5 0 Rowsley ..	..	..	8.18	1.11	..	4.9	..	8.11	..
43	7	6	5	0	11 8 7 6 Ingliston ..	..	..	8.2	1.55	..	4.48	..	8.41	..
49	8	3	5	6	12 6 8 3 BALLAN { a. / d.	..	..	9.14	2.7	..	5.2	6.22		
						..	7.30	9.17	2.10	..	5.8	6.25	8.52	
52	8	3	5	9	13 3 8 9 Bradshaw's Ck. ..	..	†	†	†	..	†	..	†	..
56	9	6	6	3	14 3 9 6 Gordons	..	7.51	9.37	2.30	..	5.28	..	9.12	..
59	9	9	6	6	14 9 9 9 Millbrook	..	†	†	†	..	†	..	†	..
61	10	3	7	0	15 6 10 6 Wallace	..	8.6	9.49	2.42	..	5.49	..	9.24	..
64	10	9	7	3	16 3 11 9 Bungaree	..	8.24	9.56	2.49	..	5.56	..	9.31	..
67	11	3	7	6	17 0 11 3 Dunnstown	..	8.36	10.6	2.59	..	6.6	..	9.41	..
69	11	9	7	9	17 9 11 9 Warrenheip	..	8.44	10.12	3.5	..	6.12	..	9.47	..
73	12	3	8	3	18 6 12 6 Ballarat East	..	8.53	10.22	3.15	..	6.22	7.12	9.57	..
						..	8.56	10.25	3.18	..	6.25	7.15	10.0	..
74	12	3	8	3	18 6 12 6 BALLARAT { a. / d.	..	6.25	10.50	3.45	..	..	7.40	10.25	..
80	13	6	9	0	20 3 13 6 Dowling Forest ..	..	6.41	†	†	..	..	..	†	..
83	14	0	9	3	21 0 14 0 Windermere ..	..	6.47	11.12	4.15	..	..	..	10.47	..
87	14	6	9	9	21 9 14 9 Burrumbeet ..	..	6.56	11.21	4.24	..	..	..	10.56	..
97	16	3	11	0	24 0 16 6 Trawalla ..	..	7.22	11.47	4.52	..	..	..	11.22	..
102	17	3	11	6	26 0 17 3 Beaufort ..	..	7.46	12.10	5.22	..	..	8.34	11.35	..
112	18	9	12	6	28 9 18 9 Middle Creek ..	..	8.5	12.34	5.55	..	..	..	12.10	..
116	19	6	13	0	29 3 19 6 Buangor ..	..	8.20	12.46	6.7	..	..	..	12.21	..
125	21	0	14	9	31 6 21 0 Dobies ..	..	8.50	1.14	6.32	..	..	..	12.43	..
131	21	9	14	6	32 9 21 9 ARARAT { a. / d.	..	9.5	1.23	6.50	..	..	9.32	1.0	..
						..	9.20	1.46	7.0	..	..	9.36	1.39	..
136	22	9	15	3	34 3 23 0 Armstrongs ..	..	9.35	2.0	7.15	..	..	..	1.45	..
141	23	9	15	9	35 3 23 9 Great Western ..	..	9.50	2.15	7.30	..	..	..	2.0	..
149	25	0	16	9	37 6 25 3 STAWELL { a. / d.	..	10.12	2.40	7.56	..	..	10.17	2.25	..
						..	10.25	2.45	..	..	..	10.32	2.50	..
154	25	9	17	3	38 9 26 0 Deep Lead ..	..	10.38	3.31	..	..	..	..	3.7	..
162	27	3	18	3	41 0 27 6 Glenorchy ..	..	11.7	3.56	..	..	..	..	3.46	..
169	28	3	18	9	42 6 28 3 Wal Wal ..	..	†	†	..	..	..	..	4.1	..
175	29	3	19	6	44 0 29 3 LUBECK ..	..	11 50	4.33	..	..	..	..	4.16	..
180	30	0	20	0	45 0 30 0 Hopefield ..	..	†	†	..	..	..	..	†	..
185	31	0	20	9	46 6 31 3 Murtoa ..	..	12.19	5.4	..	..	..	11.35	4.46	..
191	32	0	21	3	48 0 32 0 Jung Jung ..	..	12.30	5.21	..	..	..	..	5.6	..
198	33	0	22	0	49 6 33 0 Dooen ..	..	12.48	5.43	..	..	a.m.	..	5.21	..
203	34	0	22	9	51 0 34 0 HORSHAM { a. / d.	..	1.15	6.0	..	..	12.10	..	5.36	..
						..	1.30	6.15	..	..	12 20	..	5.46	..
218	35	6	23	9	53 3 35 0 Pimpinio ..	..	2.0	6.45	..	..	..	..	6.8	..
219	36	0	24	3	54 0 36 0 Wail	..	2.26	7.6	..	..	..	..	6.29	..
224	37	6	25	0	56 9 37 6 DIMBOOLA arr.	..	2.35	7.20	..	..	12.55	..	6.38	..
					Adelaide, see p. 11.									

† Stops when required. ‡ Sun. excepted, and from Ballarat to Dimboola and Adelaide Sat. and Sun. excepted § On Mon. this train does not proceed beyond Beaufort.

Return tickets to Deer Park available for three days excluding Sundays, and journey cannot be broken.



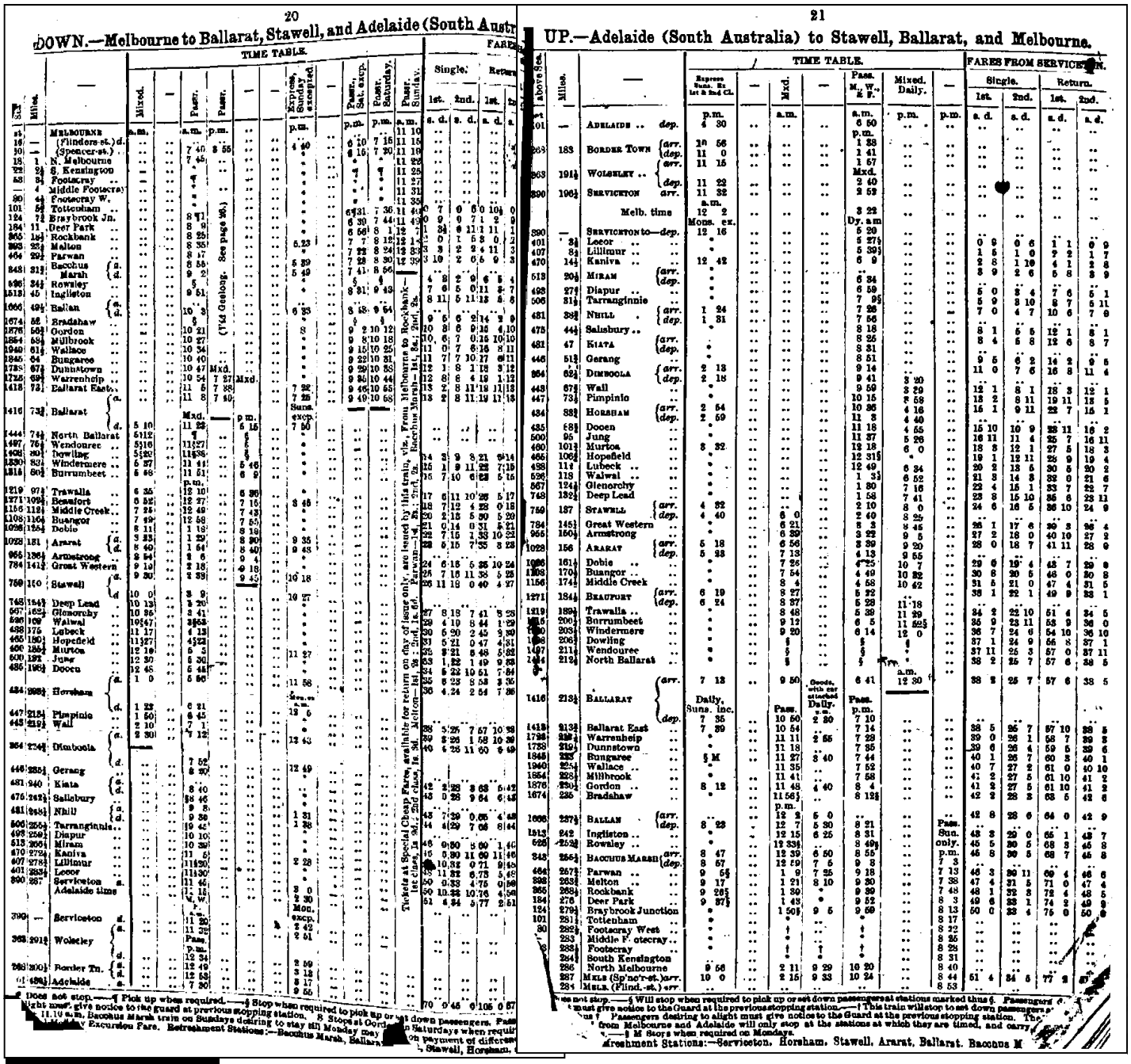
JAIL 1, 1891 RAILWAYS. 13

DIMBOOLA and BALLARAT to MELBOURNE.

	Single. 1st.	Single. 2nd.	Return. 1st.	Return. 2nd.	UP.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	
					DIMBOOLA d.	..	†1.0	..	..	..	6.55	10.35	5.0
5	1	0	0	1	0 0 0 1 Wail ..	..	..	..	..	..	7.10	10.50	5.15
11	2	0	1	3	2 0 2 0 Pimpinio ..	..	..	..	..	..	7.25	11.10	5.35
21	3	0	2	3	5 3 3 0 HORSHAM { a. / d.	..	1.45	..	..	..	7.50	11.45	6.10
						..	1.50	..	..	..	8.0	12.0	6.10
28	4	0	2	9	6 9 4 3 Dooen	..	..	..	..	..	8.15	12.15	6.45
32	5	0	3	6	8 3 5 3 Jung Jung ..	..	..	..	..	..	8.37	12.29	7.6
39	6	0	4	3	9 9 6 0 Murtoa ..	..	2.23	..	..	..	9.0	12.59	7.26
44	7	0	5	0	11 3 7 6 Hopefield ..	..	..	..	..	..	§	§	§
49	8	0	5	6	12 0 8 3 LUBECK ..	..	..	..	..	..	9.30	1.30	7.47
55	9	0	6	3	14 3 9 6 Wal Wal ..	..	..	..	..	..	§	§	8.15
62	10	0	6	9	15 9 10 3 Glenorchy ..	..	..	..	..	..	10.15	2.15	8.40
70	11	9	7	9	17 6 11 9 Deep Lead ..	..	..	..	..	..	10.33	2 38	8.59
74	12	0	8	3	18 9 12 6 STAWELL { a. / d.	..	3.30	..	..	..	10 53	2.50	9.15
						..	3.40	..	..	6.46	11.8	3.3	9.30
83	14	0	9	3	21 0 14 0 Great Western ..	..	..	..	..	7.7	11.30	3.21	9.55
89	14	9	9	9	22 0 14 9 Armstrongs ..	..	..	..	..	7.23	11.46	3.38	10.15
99	15	9	10	3	24 0 15 6 ARARAT { a. / d.	..	4.15	..	..	7.39	12.2	3.54	10.30
						..		..	..	7.49	12.17	4.9	10.46
107	16	6	11	0	24 9 16 0 Dobies ..	..	..	..	..	8.0	12.32	4.20	11.0
113	18	0	12	0	27 0 18 0 Buangor ..	..	..	..	..	8.25	12.52	4.45	11.23
118	18	9	12	3	28 0 18 6 Middle Creek ..	..	..	..	..	8.36	1.3	4.56	§
132	20	0	13	6	30 9 20 3 Beaufort { a. / d.	..	5.11	..	..	..	1.36	..	a.m.
						..	5.16	..	..	9.2	1.41	5.25	12.40
137	21	3	14	0	31 9 21 0 Trawalla ..	..	..	..	..	9.16	1.57	5.40	§
137	23	0	15	3	34 6 23 0 Burrumbeet ..	..	..	..	..	9.43	2.27	6.7	§
141	23	6	15	6	35 3 23 3 Windermere ..	..	..	..	..	9 54	2.38	6.18	§
144	24	0	16	0	36 0 24 0 Dowling Forest ..	..	..	..	..	10.5	§	§	§
150	25	3	16	9	37 9 25 3 BALLARAT { a. / d.	..	6.13	..	..	10.21	3.10	6.48	2.5
						..	6.25	7.35	..	11.0	4.42	7.10	..
151	25	3	16	9	37 9 25 3 Ballarat East ..	..	5.24	6.27	7.37	11.8	4.48	7.14	..
155	26	0	17	3	39 0 26 0 Warrenheip ..	..	5.39	..	7.52	11.17	5.2	7.27	..
157	26	3	17	3	39 3 26 0 Dunnstown ..	..	5.49	..	7.58	11.23	5.8	7.33	..
160	27	0	17	9	40 0 26 9 Bungaree ..	..	6.1	..	8.8	11.33	5.18	7.43	..
168	27	3	18	0	40 9 27 0 Wallace ..	..	6.14	..	8.15	11.40	5.25	7.50	..
165	27	9	18	3	41 6 27 6 Millbrook ..	..	§	..	§	§	§	§	..
168	28	0	18	6	42 0 27 9 Gordons ..	..	6.31	..	8.27	11.52	5.37	8.2	..
172	29	0	19	3	43 6 29 0 Bradshaw's Ck.	..	§	..	§	§	§	§	..
175	29	3	19	3	43 9 29 0 BALLAN { a. / d.	..	6.53	7.9	..	..	5.57	8.22	..
						..	..	7.12	8 47	..	12.12	6.0	8.25
179	30	0	20	0	45 0 30 0 Ingliston ..	..	..	..	8.57	..	12.22	6.10	8.41
180	31	9	21	0	47 0 31 6 Rowsley ..	..	..	..	9.39	..	12.59	6.46	9.0
188	32	3	21	3	48 3 32 0 Bacchus Marsh { a. / d.	a m	..	..	9.45	..	1.5	6.52	9.15
						7.0	7.47	9 50	..	1.10	6.57	9.20	..
198	32	6	21	6	48 3 32 3 Parwan ..	..	7.15	7.52	9.56	..	1.16	7.3	9.26
203	33	9	22	3	50 0 33 0 Melton ..	..	8.15	..	10.9	..	1.29	7.16	9.39
204	34	0	22	9	51 0 34 3 Rockbank ..	..	8.35	..	10.19	..	1.38	7.30	9.49
212	35	9	23	9	53 3 35 9 Deer Park ..	..	9.5	..	10.30	..	1.56	7.50	10 6
217	36	3	24	0	54 3 36 0 Braybrook Junc.	..	9.25	..	10.45	..	2.5	7.59	10.15
220	..	..	..	..	Footscray West	..	§	..	§	..	§	§	§
223	..	..	..	..	Mid. Footscray	..	§	..	§	..	§	§	§
225	..	..	..	..	North Melb. ..	9.46	8.51	11.1	..	2.21	8.15	10.31	..
224	37	6.25	0.56	3	37 6 MELB. arr.	9.50	8.55	11.5	..	2.25	8.19	10.35	..

‡ Sun. and Mon. excepted, and from Ballarat to Melbourne Sun. excepted only. § Stops when required

Trains stop at Ballarat, Ararat, Stawell, Horsham, and Serviceton for refreshments.



20

DOWN.—Melbourne to Ballarat, Stawell, and Adelaide (South Austr

TIME TABLE.

21

UP.—Adelaide (South Australia) to Stawell, Ballarat, and Melbourne.

TIME TABLE.

Bradshaw 1905

track line. But Bradshaw was better off then its neighbour, Llandeilo, which now disappeared off the face of the earth.

With Bradshaw now served only by the local Rail Motors, a better name had to be found. Therefore, between the timetables of 16 August 1954 and 13 August 1956, some railway genius renamed it with the far more beautiful and melodious name of Rail Motor Stopping Place No. 77. The Ballan-Ballarat Rail Motor, while mainly for schoolchildren, also ran on Saturdays (7.55 am ex Ballan, 12.20 pm ex Ballarat) – but not however stopping at RMSP 77.

Sometime between the timetables of 6 November 1967 and 4 May 1970 – the relevant timetable not being available to the Crown Prosecuting Service - the burghers of towns to the east of Ballarat finally had their darling offspring transported to school by new-fangled buses instead of being transported. The local Ballan-Ballarat Rail Motor disappeared down the gurgle hole of history, and took with it Rail Motor Stopping Place No. 77.

His Honour: Manifestly, the defendant should be found guilty! But the case is dismissed merely because not even 12 residents of Bradshaw can be found to constitute a jury.

Bring on the next case about the measuring of distances from Miles, Queensland.

Bradshaw Apr 1921

14 **Ballarat and Dimboola**

M.	DOWN.		a.m.	a.m.	a.m.	Mon	A	p.m.	p.m.	a.m.
	SPENCER-ST.				7.40	8.6	4.30	5.6	7.0	11.18
1	North Melb.	..			7.45	8.11	–	–	7.14	11.19
8	Footscray	..			†	†	..	–	†	11.28
	Sunshine	..			†	†	..	–	†	11.46
11	Deer Park	..			8.?	8.20	..	.	7.38	11.49
18	Rockbank	..			8.25	8.34	..	8	7.55	12 7
23	Melton	..			8.41	8.52	5.13	5.48	8.6	12.24
29	Parwan	..			8.56	9.2	..	.	8.20	12.39
32	Bacchus Marsh	a.			9.2	9.16	5.31	6.8	8.26	12.45
		d.			9.11	9.22	5.37	6.20	8.59	
34	Rowsley	..			†	9.30	..	–	†	
45	Ingliston	..		a.m.	9.51	†	..	..	9.46	
50	Ballan	..		6.55	10.5	10.15	6.28	7.5	9.57	
52	Bradshaw	..		7.2	†	10.26	..		†	This train leaves Flinders-st. at 11.10 a.m.
57	Gordon	..		7.26	10.22	†	..	8	10.15	
59	Millbrook	..		7.22	10.28	10.43	..	..	10.21	
62	Wallace	..		7.41	10.35	10.40	–	..	10.28	
64	Bungaree	..		8.8	10.41	10.50	–	†	10.34	
68	Dunnstown	..		8.17	10.48	11.2	..	..	10.41	
70	Warrenheip	..		8.28	10.55	11.16	..	..	10.47	
73½	Ballarat East	..		8.33	11.5	11.20	..	8.6	10.57	
74	BALLARAT	a.	a.m.	8.40	11.8	11.29	7.20	8.9	11.0	
		d.	6.40		11.23	6.50	7.40	..		
75	North Ballarat	..	†		†	†	..	–		
78	Wendouree	..	†		†	†	..			
80	Dowling	..	†		†	†	..			
84	Windermere	..	6.?7		11.4?	6.43	..			
87	Burrumbeet	..	6.4		11.55	6.?	..			
93	Trawalla	..	6.5?		12.15	6.?	..			
103	Beaufort	..	7.9		12.27	6.5?	8.85	9.22		
113	Middle Creek	..	7.32		12.40	7.9	..	..		
117	Buangor	..	7.51		12.57	7.18	..	..		
12?	Dobie	..	8.10		1.17	7.38	..	..		
131	ARARAT	a.	8.21		1.27	7.50	9.25	10.11		
		d.	8.3?		1.52	8.10	9.37	10.20		
137	Armstrong	..	8.45		2.5	8.23	..	..		
14?	Great Western	..	9.?		2.15	8.38	..	–		
14?	STAWELL	a.	9.25		2.33	9.10	10.18	10.56		
		d.	9.55		2.48		10.28	11.3		
155	Deep Lead	..	10.?		2.59		..	.		
163	Glenorchy	..	10.25		3.13		–	..		
169	Walwal	..	10.40		3.25		–	..		
175	LUBECK	..	10.57		3.43		–	..		
180	Ashens	–	11.10		†		..	..		
185	MURTOA	..	11.8		4.20		11.22	11.59		
192	Jung	..	12.8		4.33		..	..		
198	Dooen	..	12.33		4.53		..	..		
203	HORSHAM	a.	12.45		5.5			12.30		
		d.	1.7		5.?0			12.36		
214	Pimpinio	..	1.35		5.3?		..	..		
219	Wail	..	1.55		5.50		..	..		
225	DIMBOOLA arr.		2.15		6.?		2.40	1.1		

Continued on p. 15

† Stops when required. Stops on Sats. only. Refreshment Stations—Bacchus Marsh, Ballarat, Ararat, Stawell, Horsham.
A Mondays, Wednesdays, and Fridays the 4.30 p.m. Train only takes passengers for Adelaide. Seats must be booked.

VR PTT Dec 1931

TABLES 24-25.

Table 25 For Local Deer Park Service see Table 23. MELBOURNE—BALLARAT—SERVICETON. For Sunday Trains see Table 24

READ DOWN. READ UP.

Stations
Melbourne.
Lv. (Flinders-st.) R Ar.
Lv. (Spencer-st.) R Ar.
N. Melbourne
S. Kensington
Footscray
Middle Footscray
West Footscray
Tottenham
Sunshine
Ardeer
Deer Park
Rockbank
Melton
Staughtons Siding
Parwan
Ar Bacchus M'rsh .. Lv
Lv. „ Ar.
Rowsley
Ingliston
Ar. Ballan Lv.
Lv. „ Ar.
Bradshaw
Gordon
Millbrook
Wallace
Bungaree
Dunnstown
Warrenheip
Ballarat East
Ar. Ballarat R .. Lv. 3, 5, 28, 40, 29, 41
Lv. „ Ar.
North Ballarat
Wendouree
Dowling
Windermere
Burrumbeet
Trawalla
Beaufort
Middle Creek
Buangor
Doble
Ar Ararat R 11, 12, 42, Lv 49
Lv. „ Ar.
Armstrong
Great Western
Ar. Stawell .. Lv.
Lv. „ Ar.
Deep Lead
Glenorchy
Wal Wal
Lubeck 33
Ashens
Ar. Murtoa R 30. Lv.
Lv. „ Ar.
Jung
Dooen
Ar. Horsham R 31 Lv.
Lv. „ Ar.
Pimpinio
Wail
Ar. Dimboola 34 Lv.
Lv. „ Ar.
Gerang Gerung
Kiata
Salisbury
Ar Nhill Lv.
Lv. „ Ar.
Tarranginnie
Diapur
Miram
Kaniva
Lillimur
Ar Serviceton R Lv.

For Sunday Trains see Table 24

For trains to Ballarat via Geelong see Table 40

D. Stops at Parwan on Tuesdays and Fridays. G. Goods train with car attached. H. Picks up passengers on Sundays only for Melbourne. J. Stops at Ballan if required to set down passengers on Sundays, Tuesdays and Fridays from stations ...

Bradshaw Aug 1940

Ballarat and Dimboola

Miles	Single 1st s d	Single 2nd s d	Return 1st s d	Return 2nd s d	DOWN.		a.m	a.m	Sat	Sat	St ex	St ex	Sat	A	St ex	St ex	Sat	Sat	a.m
					SPENCER-ST.		8 25	9 5	1 26	1 45	2 30	5 0	5 45	7.0	6 14	7.40	7.40	11 25	9 5
			..	..	North Melb.	—	..	..	.	1 49	..		..	—		..	..		
3	Suburban	Radio	see pages 126–180.	—	Footscray	—	8 34	..	..	1 55	..				6 23	..	..	11 34	
7			..	..	Sunshine	—	8 42	..	..	2 6	..	5 16	6 1	..	6.33	..	..	11 44	
11			..	—	Deer Park	—	8 48	..	..	a	..	5 22	6 7	.	a	..	8 1	a	
18			..	..	Rockbank	..	9 2	..	..	2 29	..	5 31	6 16	..	6 56	..	8 13	12 7	
23	2 5	1 10	3 2	2 5	Melton	—	9 9	..		2 38	..	5 38	6 22		7.6	..	8.22	12 16	
29	3 2	2 5	4 1	3 8	Parwan	—	9 24	..	..	2 50	..	5 47	6 30		7.16	..	8 32	12 28	
32	3 10	3 1	5 1	4 1	Bacchus Marsh	a.	..	..	..	2 58	..	..	..		7.22	..	..	12 37	
						d.	9 35	..	2 19	—	3 20	5 54	6 37		—	..	8 39		
34	4 5	3 6	5 10	4 8	Rowsley	—	9 40	..	..		..	a	a			..	..		
45	7 2	5 9	9 7	7 8	Ingliston		10 6	..	..	a m	..	6 20	7 9			..	..		
50	8 7	6 10	11 4	9 1	Ballan	—	10 16	..	3 6	7 28	4 6	6 34	7 23			9.18	9 31		
52	8 9	7 0	11 8	9 4	Bradshaw	..	a	..	..	a	..	a	a			..	..		
57	9 6	7 7	12 7	10 1	Gordon ..	—	10 28	..	3 18	a	..	6 51	7 36			a	9.44		
59	9 11	7 11	13 3	10 7	Millbrook	—	10 31	..	..	a	..	a	a			..	..		
62	10 8	8 6	14 2	11 4	Wallace ..	..	10 36	..	3 24	a	..	7 4	7 42			..	..		
64	10 10	8 8	14 6	11 7	Bungaree	—	10 42	..	a	8 0	..	7 12	7 50			a	9 57		
68	11 4	9 1	15 1	12 1	Dunnstown	—	10 46	..	..	a	..	a	a			..	..		
70	11 7	9 3	15 5	12 4	Warrenheip	..	10 52	..	..	8 16	..	7 22	8 0			..	..		
73½	12 2	9 9	16 3	13 0	Ballarat East	..	10 59	..	3 44	8 26	..	7 28	8 7			..	a		11 12
74	12 5	9 11	16 7	13 3	BALLARAT	a.	11 6	11 24	3 50	8 30	4 45	7 32	8 12	9.18		10.0	10.15		11 20
						d.	Daily a.m. 6.38	11.40	4 0		4 50			9.20					Sun
75	12 5	9 11	16 7	13 3	North Ballarat	..	a	a	..		..			..					
76	12 9	10 2	17 0	13 7	Wendouree	—	a	a	..		..			..					
84	14 3	11 5	19 1	15 8	Windermere	..	7.2	11.57	a		a			—					
87	14 6	11 7	19 3	15 5	Burrumbeet	..	7.19	12 3	a		a			—					
98	16 3	13 0	21 8	17 4	Trawalla	..	7.39	12.17	a		a			—					
103	17 4	13 10	23 0	18 5	Beaufort	—	7 54	12.26	4 48		5 42			9.57					
113	18 8	14 11	24 11	19 11	Middle Creek	..	8.16	12.41	5 4		a			—					
117	19 5	15 6	25 10	20 8	Buangor	..	8 25	12.48	a		6 5			..					
120	20 11	16 9	27 11	22 4	Dobie	..	a	a	a		a			..					
131	21 8	17 4	28 10	28 1	ARARAT	a.	9.5	1.17	5 45		6 30			10.38					
						d.	9.30	1.42	5 57		6 42			10.53					
137	22 9	18 2	30 4	24 3	Armstrong	..	9.44	1.51	a		a			—					
142	23 7	18 10	31 4	25 1	Great Western		10. 5	1.59	a		a			..					
150	24 6	19 7	32 7	26 1	STAWELL	a.	10.20	2.11	6 28		7 13			..					
						d.	10.35	2.14	6 30		7 15			11.20					
155	25 8	20 6	34 2	27 4	Deep Lead		a	2.22	a		a			—					
163	27 1	21 8	36 2	28 11	Glenorchy	—	11.1	2.33	6 49		a			—					
169	27 11	22 4	37 2	29 9	Walwal	..	11.14	2.42	a		a			—					
175	28 10	23 1	38 5	30 9	LUBECK	—	11.26	2.52	7 0		7 51			—					
185	29 8	23 9	39 7	31 8	Ashens	—	a	a	..		..			—					
180	30 5	24 4	40 6	32 5	MURTOA	..	12.10	3.19	7 23		8 8			12.3					
192	31 9	25 5	42 5	33 11	Jung	—	12.24	3 29	a		a			..					
198	32 6	26 0	43 4	34 8	Dooen	..	12.38	3 38	a		a			..					
203	33 7	26 10	44 8	30 9	HORSHAM	a.	12 56	3.48	7 52		8 36			12.26					
						d.	1 10	4.0	..		—			12.31					
214	35 4	28 3	47 1	37 8	Pimpinio		1.56	4 14	..		..			—					
219	36 2	28 11	48 8	38 7	Wail ..	..	a	a	..		..			..					
223	37 2	29 9	49 7	39 8	DIMBOOLA arr.		2 45	4 40	..		..			1.0					

The "A" (7.0) column is headed "The Overland"; the last a.m. column is headed "EXPRESS".

a Stops when required. A The 7.0 p.m. "Overland" runs daily, Sundays included, and only takes passengers for stopping stations beyond Ballarat.

Dimboola and Ballarat.

M	Contd. from p. 25		p.m.	a m	a m	a m	a m	a.m	p.m	St.ex	Sundays a m	p m	p m
	DIMBOOLA	d.	—		3.40		—	—	12 50	4.30			
5½	Wail ..	..	—		Sun		..	..	o	..			
11½	Pimpinio	—	..		inc		—	—	1 9	..			
21	HORSHAM	a.	—		4.11		..	—	1 23	..			
		d.	—		4.16		8 10	—	1 38	5.30			
26	Dooen ..	..	—		..		o	...	1 45	..			
33	Jung	..	..		..		o	..	1 54	..			
39	MURTOA	—	..		4.41		8 39	—	2 11	6.40			
45	Ashens	.	—		—		..	..	o	..			
50	LUBECK	..	—		..		8 52	—	2 27	..			
56	Walwal	.	—		...		o	—	2 36	..			
62	Glenorchy		—		..		o	..	2 53	..			
70	Deep Lead	..	—		...		o	—	3 6	..			
75	STAWELL	a.	—				9 27	—	3 13	..			
		d.	—		5.30		9 29	—	3 16	8 20			
83	Great Western		—		..		o	—	3 30	..			
88	Armstrong	..	—				o	..	3 40				
94	ARARAT	a.	—		6.0		10 1	—	3 52	Thur			
		d.	—		6.15		10 11	—	4 8	10.30			
99	Doble ..	..	—		..		o	..	4 16	..			
108	Buangor	..	..		..		o	—	4 31	..			
112	Middle Creek	.	—		..		o	..	4 38	..			
122	Beaufort	a.	—		..		10 53	..	..	..			
		d.	—		6.57		10 56	..	4 55	..			
127	Trawalla	..	—		—		o	—	5 3	..			
138	Burrumbeet	..	..		—		o	—	5 18	..			
141	Windermere	..	—		—		o		5 24	..			
148	Wendouree	—	..		..		o	Sat.	o	..			
149	North Ballarat		Sat				..	Exc.	o	a m			
150½	BALLARAT	a.	p m	a m	7.35	a m	11 48	p.m.	5 48	12.55	a m	p m	p m
		d.	1.15	6 15	7.41	8 6	12 0	4.50	6 12		8 25	6 0	6 35
151	Ballarat East	—	1.17	..	.	8 9	..	4.52	6 15		8 28	6 3	6 38
155	Warrenheip	..	1.32	..	—	8 20	..	5.7	6 26		8 38	6 12	—
157	Dunnstown	..	1.38	..	..	o	..	5.13	6 31		o	o	—
161	Bungaree	..	1.44	..	—	8 29	..	5.28	6 39		8 50	6 24	..
163	Wallace ..	..	1.50	..	—	8 34	..	5.31	6 45		o	o	..
166	Millbrook	.	1.56	..	—	8 38	..	5.38	6 50		o	o	—
168	Gordon ..	—	2.5	..	—	8 42	..	5.43	6 56		9 6	6 41	..
173	Bradshaw	—	o	..		o	..	a	o		o	o	—
175	Ballan	..	2.25	6 57		8 58	12 41	6 0	7 7		9 17	6 52	7 17
180	Ingliston	..	——	..		9 0	..	p m	7 14		9 24	6 59	o
191	Rowsley	—	D'ly	...		o	..	Sat	7 28		9 38	o	..
193	Bacchus Marsh	a	a m	..		..	..	only	..		—	—	—
		d	7.30	7 22		9 20	1 5	5.40	7 38		9 47	7 22	7 43
195	Parwan	.	7.39	..		9 27	..	5.50	7 48		10 5	7 33	..
202	Melton ..	—	7.50	..		9 37	1 21	6.0	8 11		10 16	7 53	—
206	Rockbank	—	7.58	..		9 51	...	6.11	8 26		10 23	8 2	—
214	Deer Park	—	8.10	..	—	10 0	..	6.28	o		o	8 12	..
217	Sunshine	..	8.21	..	..	10 12	..	6.35	8 42		10 40	8 18	—
219	Tottenham	—	..	..	—	..	..	..	..		—		—
220	West Footscray		..	..	—	..	..		b		b	b	.
221	Footscray	—	8.31	..	..	10 18	..	6.44	8 50		10 48	8 26	8 41
222	Sth. Kensington		..	..	..	..	..				—	..	—
223	North Melb.	..	8.36	..		..	..	6.50	8 56		—	8 32	8 47
225	SPENCER-ST.		8.40	8 20	9.35	10 30	2 0	6.54	9 0		11 0	8 38	8 52

The third time column (3.40 a.m.) is headed "The Overland". SUNDAYS To Flinders St.

m Stops on Mondays only. b Sets down only. o Stops when required. Passengers from Ballarat are not permitted to travel by the "Overland"

DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown.

Table 25. MELBOURNE—BALLARAT—SERVICETON—ADELAIDE

For times between Serviceton and Adelaide, see page 67.

READ DOWN (See below for DEER PARK Local Service)

READ DOWN	a.m.	a.m. Via Geelong. See Table 40. DAILY	a.m. DAILY	a.m. Express to Ballarat. DAILY	a.m. Via Geelong. See Table 40. SATURDAY	p.m. SATURDAY … Buffet car attached	p.m. SATURDAY	p.m. SATURDAY EXCEPTED. Buffet car attached
Melbourne R. (Flinders-street) Lv.	..	..	..	..	..	..	..	..
(Spencer-street) Lv.	..	6 25	8 25	9 § 5	11 5	1§25	1M45	2§30
North Melbourne	..	6/30	..	..	..	..	1/49	..
Footscray	..	6/35	8/34	..	..	..	1/55	..
West Footscray	..	..	..	..	..	..	..	..
Sunshine	..		8/42	..	..	..	2/6	U
Ardeer	..		8 45	..	..	..	..	..
Deer Park	..		8 48	..	..	..	2 13	..
Rockbank	..		9 2	..	..	..	2 29	..
Melton	..		9 9	..	..	..	2 38	..
Staughton's Siding	..		..	..	..	..	d	..
Parwan	..		9 24	..	..	..	2 50	..
Bacchus M'sh Ar.	..		..	..	..	..	2 58	..
Bacchus M'sh Lv.	..		9 35	..	..	2 19		3 20
Rowsley	..		9 41	..	..	..	p.m.	..
Ingliston	..		10 7	..	..	..	..	..
Ballan Ar.	..		..	..	..	..	..	..
Ballan Lv.	7§23		10 16	..	..	3 6	..	4 6
Bradshaw	a		a	..	..	..	..	..
Llandeilo	a		..	..	..	..	..	..
Gordon	a		10 29	..	..	3 18	..	..
Millbrook	a	..	10 33	..	..	..	..	..
Wallace	a	..	10 39	..	..	3 24	..	..
Bungaree	8 0	..	10 45	..	..	3a30	..	..
Dunnstown	a	..	10 50	..	..	..	..	..
Warrenheip	8 16	10 6	10 55	..	3 15	..	..	..
Ballarat East	8 26	10 13	11 2	..	3 23	3 44	..	..
Ballarat R Ar.	8 30	10 18	11 10	11 24	3 30	3 50	..	4 45
	a.m.	a.m.			p.m.			
Ballarat R Lv.	..	6 38	..	11 40	..	4 0	..	4 50
North Ballarat	..	a	..	a	..	..	..	..
Wendouree	..	a	..	a	..	..	..	..
Windermere	..	7 2	..	11 57	..	a	..	a
Burrumbeet	..	7 12	..	12 3	..	a	..	5a13
Trawalla	..	7 39	..	12 17	..	a	..	a
Beaufort	..	7 51	..	12 26	..	4 48	..	5 42
Middle Creek	..	8 16	..	12 41	..	5a 4	..	a
Buangor	..	8 25	..	12 48	..	a	..	6 5
Dobie	..	a	..	a	..	a	..	a
Ararat R Ar.	..	9 5	..	1 17	..	5 45	..	6 30
Ararat R Lv.	..	9 30	..	1 42	..	5 57	..	6 42
Armstrong	..	9 44	..	1 51	..	a	..	a
Great Western	..	10 5	..	1 59	..	a	..	a
Stawell Ar.	..	10 30	..	2 11	..	6 28	..	7 13
Stawell Lv.	..	10 35	..	2 14	..	6 30	..	7 15
Deep Lead	..	a	..	2 22	..	a	..	a
Glenorchy	..	11 1	..	2 33	..	a	..	a
Wal Wal	..	11 14	..	2 42	..	a	..	a
Lubeck	..	11 26	..	2 52	..	7 6	..	7 51
Ashens	..	a	..	a	..	..	..	..
Murtoa R Ar.	..	11 55	..	3 9	..	..	..	..
Murtoa R Lv.	..	12 10	..	3 19	..	7 23	..	8 8
Jung	..	12 24	..	3 29	..	a	..	a
Dooen	..	12 38	..	3 38	..	a	..	a
Horsham R Ar.	..	12 55	..	3 48	..	7 52	..	8 36
Horsham R Lv.	..	1 10	..	4 0	..	p.m.	..	p.m.
Pimpinio	..	1 56	..	4 14	..	..	..	..
Wail	..	a	..	a	..	..	..	..
Dimboola Ar.	..	2 45	..	4r40	..	..	..	..
Dimboola Lv.	..	p.m.	..	4M55	..	..	..	..
Gerang Gerung	..	..	..	a	..	..	..	..
Kiata	..	..	..	5 18	..	..	..	..
Salisbury	..	..	..	a	..	..	..	..
Nhill Ar.	..	..	..	..	..	..	..	..
Nhill Lv.	..	..	..	5 37	..	..	..	..
Tarranginnie	..	..	..	a	..	..	..	..
Diapur	..	..	..	5 53	..	..	..	..
Miram	..	..	..	a	..	..	..	..
Kaniva	..	..	..	6 16	..	..	..	..
Lillimur	..	..	..	a	..	..	..	..
Serviceton R Ar.	..	..	p.m.	6 45	..	..	..	..
(S.A. Time) Ar.	..	..	..	6 15	..	..	..	..
Lv.	..	..	12Y32		..	..	..	..
(See page 67). Adelaide R Ar.	..	..	7 43 p.m.	p.m.	..	..	..	..

The 11.40 a.m. from Ballarat is marked DAILY and "Mon., Wed., Fri., Sat." from Dimboola to Serviceton; the 12Y32 from Serviceton is marked DAILY.

READ DOWN	p.m. Via Geelong. See Table 40. DAILY	p.m. SATURDAY EXCEPTED	p.m. SATURDAY	p.m. SAT. EXC.	p.m. "The Overland," DAILY, SUNDAY INCL.	p.m. SATURDAY EXCEPTED	p.m. SATURDAY	p.m. SAT. EXC.
Melbourne R. (Flinders-street) Lv.	..	..	..	..	..	..	..	..
(Spencer-street) Lv.	3 30	5 0	5 45	6M14	7W0	7 40	7 40	11M25
North Melbourne	3/34	..	..	..	..	..	..	..
Footscray	3/40	..	..	6/23	..	..	..	11b34
West Footscray	..	..	..	..	..	..	..	..
Sunshine		5/16	6/1	6/33	..	..	..	11b44
Ardeer		a	a	a	..	..	..	..
Deer Park		5 22	6 7	a	..	..	8 1	a
Rockbank		5 31	6 16	6 56	..	..	8 13	12 7
Melton		5 38	6 22	7 6	..	..	8 22	12 16
Staughton's Siding		..	..	d	..	..	..	d
Parwan		5 47	6 30	7 16	..	..	8 32	12 28
Bacchus M'sh Ar.		..	..	7 22	..	..	..	12 37
Bacchus M'sh Lv.		5 54	6 37		..	..	8 39	
Rowsley		a	a	p.m.	..	..	..	a.m.
Ingliston		6 26	7 9	..	..	..	..	..
Ballan Ar.		..	..	..	..	..	..	..
Ballan Lv.		6 35	7 23	..	..	9 18	9 31	..
Bradshaw		a	a	..	..	..	..	..
Llandeilo		..	..	..	..	..	..	..
Gordon		6 51	7 35	..	..	a	9 44	..
Millbrook	..	a	a	..	..	..	..	..
Wallace	..	7 0	7 45	..	..	..	..	..
Bungaree	..	7 14	7 52	..	..	a	9 57	..
Dunnstown	..	a	a	..	..	..	..	..
Warrenheip	6X51	7 24	8 2	..	..	..	..	..
Ballarat East	a	7 31	8 9	..	..	..	a	..
Ballarat R Ar.	7X0	7 37	8 15	..	9W18	10Z0	10Z15	..
	p.m.	p.m.	p.m.			p.m.	p.m.	
Ballarat R Lv.	..	..	..	..	9 20			
North Ballarat	..	..	..	..	..			
Wendouree	..	..	..	..	..			
Windermere	..	..	..	..	..			
Burrumbeet	..	..	..	..	..			
Trawalla	..	..	..	..	..			
Beaufort	..	..	..	..	9 57			
Middle Creek	..	..	..	..	..			
Buangor	..	..	..	..	..			
Dobie	..	..	..	..	..			
Ararat R Ar.	..	..	..	..	10 38			
Ararat R Lv.	..	..	..	..	10 53			
Armstrong	..	..	..	..	..			
Great Western	..	..	..	..	..			
Stawell Ar.	..	..	..	..	..			
Stawell Lv.	..	..	..	..	11 20			
Deep Lead	..	..	..	..	..			
Glenorchy	..	..	..	..	..			
Wal Wal	..	..	..	..	..			
Lubeck	..	..	..	..	..			
Ashens	..	..	..	..	..			
Murtoa R Ar.	..	..	..	..	a.m.			
Murtoa R Lv.	..	..	..	..	12 3			
Jung	..	..	..	..	..			
Dooen	..	..	..	..	..			
Horsham R Ar.	..	..	..	..	12 26			
Horsham R Lv.	..	..	..	..	12 31			
Pimpinio	..	..	..	..	..			
Wail	..	..	..	..	..			
Dimboola Ar.	..	..	..	..	1 0			
Dimboola Lv.	..	..	..	..	1 5			
Gerang Gerung	..	..	..	..	..			
Kiata	..	..	..	..	..			
Salisbury	..	..	..	..	..			
Nhill Ar.	..	..	..	..	..			
Nhill Lv.	..	..	..	..	1 39			
Tarranginnie	..	..	..	..	..			
Diapur	..	..	..	..	..			
Miram	..	..	..	..	..			
Kaniva	..	..	..	..	2 18			
Lillimur	..	..	..	..	..			
Serviceton R Ar.	..	..	..	..	2 48			
(S.A. Time) Ar.	..	..	..	..	2 18			
Lv.	..	..	..	..	2 27			
(See page 67). Adelaide R Ar.	..	..	..	..	8V55 a.m.			

SUNDAY TRAINS.

READ DOWN	a.m. Express to Ballarat East. SUNDAY	a.m. SUNDAY	a.m. SUNDAY	p.m. SUNDAY
Melbourne R. (Flinders-street) Lv.	..	..	..	..
(Spencer-street) Lv.	9 5	9A25	9 52	7 20
North Melbourne	..	9/29	9/56	..
Footscray	..	9/35	10/2	7/30
West Footscray	..	..	..	..
Sunshine	..	9/43	10/11	7/38
Deer Park		9/50	10 18	7 44
Rockbank		10/1	10 33	7 55
Melton		10/10	10 43	8 12
Parwan		10/25	10 55	8 22
Bacchus M'sh Ar.		..	11 5	..
Bacchus M'sh Lv.		10/32		8 29
Rowsley		10 38	a.m.	8 36
Ingliston		11 4	..	9 8
Ballan Lv.		11 12	..	9 18
Bradshaw		a	..	a
Gordon	..	11 24	..	9 32
Millbrook	..	a	..	9 36
Wallace	..	a	..	9 42
Bungaree	..	11 38	..	9 47
Dunnstown	..	a	..	9 52
Warrenheip	..	11 48	..	9 57
Ballarat East	11 12	11 55	..	10 3
Ballarat R Ar.	11 20	12 0	..	10 7
	a.m.	noon		p.m.

§ Seats may be reserved, see page 17. A The 9.25 a.m. will convey passengers for stations Rowsley to Ballarat inclusive only, but will stop at the intermediate stations shown to Bacchus Marsh only to pick up passengers for beyond that station. ¶ This train is liable to be cancelled on Public Holidays and at other period of the year. U Stops at Sunshine on Thursdays only to pick up. V Arrives Adelaide 9.0 a.m. on Sundays. W Passengers for Ballarat are not permitted to travel by "The Overland." X On Saturdays departs Warrenheip at 7.36 p.m., Ballarat East 7.41 p.m., and arrives Ballarat at 7.45 p.m. Y Engine with second class car attached between Serviceton and Wolseley; passenger train Wolseley to Adelaide. Z Goes to Mildura.—See Table 7. See opposite page for explanation of […] Letters. For Information regarding Sleeping Berths, Reservation of Seats, Buffet Car Service, &c. on "The Overland," see page 66. For co-ordinated Road Motor Service between Adelaide and Mildura, see page 53.

LOCAL SERVICE TO DEER PARK.

In addition to the Through Service shown in Table 25, the following local trains serve stations to Deer Park:—

READ DOWN.		Elec. Daily.	Elec. Sat.	Elec. Sat. exc.	Elec. Sat.
		A.M.	A.M.	p.m.	p.m.
Flinders-street	Lv.	6 49	10 42	4 15	4 18
Spencer-street	..	..	10 45	4 18	4 21
North Melbourne	..	6 54	10 48	4 21	4 24
South Kensington		..	10 51	4 24	4 27
Footscray	..	6 59	10 54	4 27	4 30
Middle Footscray	..	7 1	10 56	4 29	4 32
West Footscray	..	7 3	10 58	4 31	4 34
Tottenham	..	7 6	11 1	4 34	4 37
		Pass.	Pass.	Pass.	Pass.
Sunshine	..	7e12¶	11e20¶	4e42¶	4 43¶
Ardeer	..	7 18	11 26	4 48	4 49
Deer Park	Ar.	7 20	11 28	4 50	4 51

LOCAL SERVICE FROM DEER PARK.

READ DOWN.		Daily.	Sat.	Daily.
		A.M.	A.M.	p.m.
Deer Park ..	Lv.	7 29¶	11 38¶	5 4¶
Ardeer ..	..	7 31	11 40	5 6
		Elec.	Elec.	
Sunshine ..	..	7e41	11e49	5T14
Tottenham	..	7 45	11 53	..
West Footscray	..	7 48	11 56	5 22
Middle Footscray	..	7 50	11 58	..
Footscray ..	..	7 52	12noon	5 27
South Kensington	..	7 55	12 3	5 32
North Melbourne	..	7 58	12 6	5 33
Spencer-street	Ar.	8 1	12 9	5 37
Flinders-street	Ar.	8 4	12 13	..

T On Saturdays, passengers change into electric train at Sunshine; due Flinders-street at 5.41 p.m.
¶ This train is liable to be cancelled on Public Holidays and at other periods of the year.

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DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown. Table 25

Table 25. ADELAIDE—SERVICETON—BALLARAT—MELBOURNE

For times between Adelaide and Serviceton, see page 67.

READ UP — (For DEER PARK Local Service See Opposite Page.)

	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.
Melbourne R (Flinders-st.) Ar.	..	..	..	..	..	..	2 0	3 57	..	6 5	6 54	9 0	9 8
(Spencer-st.) Ar.	8 24	8 30	9w35	10 37	10 37	10 30	..	..	..	..	6g50	8g56	9 g 3
North Melbourne ..	8g19	..	..	..	..	10g20	..	g	..	..	6g44	8g50	8g56
Footscray ..	8g14	..	..	..	..	..	..	3g47	..	..	d	d	d
West Footscray ..	d	..	..	..	..	10d12	..	..	..	..	6d35	8g42	8g48
Sunshine ..	8g 4	..	..	..	..	..	..	..	..	..	..	..	..
Ardeer	..	..	..	..	..	10 0	..	..	..	..	6 22	a	a
Deer Park ..	7 53	..	..	..	..	9 51	..	..	..	..	6 11	8 26	8 32
Rockbank	7 42	..	..	..	..	9 37	1 21	..	..	..	6 0	8 11	8 11
Melton .. Lv.	7 34	..	..	..	..	..	..	..	..	..	..	..	..
Melton .. Ar.	..	..	..	..	..	..	..	..	..	..	..	8 10	..
Staughton's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Parwan	7 23	..	..	..	..	9 27	..	..	..	..	5 50	7 48	..
Bacchus M'sh Lv.	7M14	7 30	..	..	..	9 20	1 5	..	..	..	5M40	7 38	..
Bacchus M'sh Ar.	..	..	..	..	..	..	..	..	..	..	..	..	..
Rowsley	a.m.	..	..	..	..	a	..	..	..	..	p.m.	7 28	..
Ingliston	..	..	..	..	..	9 0	..	..	..	..	..	7 14	..
Ballan .. Lv.	..	7 10	..	..	..	8 53	12 41	..	..	..	..	7 7	..
Ballan .. Ar.	..	..	..	..	..	..	p.m.	..	2 25	..	6 0	..	..
Bradshaw	..	..	..	..	..	b	..	..	a	..	a	a	..
Llandeilo	..	..	..	..	..	..	..	..	a	..	a	..	..
Gordon	..	..	..	..	..	8 42	..	..	2 5	..	5 43	6 53	..
Millbrook	..	..	..	..	..	8 38	..	..	1 56	..	5 38	6 50	..
Wallace	..	..	..	..	..	8 34	..	..	1 50	..	5 31	6 45	..
Bungaree	..	..	..	..	..	8 29	..	..	1 44	..	5 23	6 39	..
Dunnstown	..	..	..	..	..	a	..	..	1 38	..	5 13	6 31	..
Warrenheip	..	..	..	6 48	7 13	8 20	..	12 32	1 32	3 28	5 7	6 26	..
Ballarat East ..	..	..	..	6 38	7 3	8 9	..	12 23	1 17	3 18	4 52	6 15	..
Ballarat R Lv.	..	6 25	7W41	6 35	7 0	8 6	12 0 noon	12 20	1N15 ¶	3 15	4N50 ¶	6 12	..
Ballarat R Ar.	..	a.m.	7 35	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	5 48	..
North Ballarat ..	..	..	..	..	..	..	11 48	..	..	..	..	a	..
Wendouree	..	..	..	..	..	..	..	a	..	..	..	a	..
Windermere	..	..	..	..	..	..	a	a	..	..	..	5 24	..
Burrumbeet	..	..	..	..	..	..	11a18	..	..	..	..	5 18	..
Trawalla	..	..	..	..	..	..	a	..	..	..	..	5 3	..
Beaufort	..	..	6 57	..	..	..	10 56	..	..	..	..	4 55	..
Middle Creek ..	..	..	..	..	..	..	a	..	..	..	..	4 38	..
Buangor	..	..	..	..	..	..	a	..	..	..	..	4 31	..
Dobie	..	..	..	..	..	..	a	..	..	..	..	4 16	..
Ararat R Lv.	..	..	6 15	..	..	..	10 11	..	..	..	..	4 8	..
Ararat R Ar.	..	..	6 0	..	..	..	10 1	..	..	..	..	3 52	9 2
Armstrong	..	..	..	..	..	..	a	..	..	..	..	3 40	..
Great Western ..	..	..	..	..	..	..	a	..	..	..	..	3 30	..
Stawell .. Lv.	..	..	5 30	..	..	..	9 29	..	..	..	..	3 16	8 20
Stawell .. Ar.	..	..	..	..	..	..	9 27	..	..	..	..	3 13	..
Deep Lead	..	..	..	..	..	..	a	..	..	..	..	3a 6	..
Glenorchy	..	..	..	..	..	..	a	..	..	..	..	2 53	..
Wal Wal	..	..	..	..	..	..	a	..	..	..	..	2 36	..
Lubeck	..	..	..	..	..	..	8 52	..	..	..	..	2 27	..
Ashens	..	..	..	..	..	..	..	..	..	..	..	a	..
Murtoa R Lv.	..	..	4 41	..	..	..	8 39	..	..	..	..	2 11	6 40
Murtoa R Ar.	..	..	..	..	..	..	8 35	..	..	..	..	2 5	..
Jung	..	..	..	..	..	..	a	..	..	..	..	1 54	Z
Dooen	..	..	..	..	..	..	a	..	..	..	..	1 45	..
Horsham R Lv.	..	..	4 16	..	..	..	8 10	..	..	..	..	1 38	5 30
Horsham R Ar.	..	..	4 11	..	..	..	..	..	..	..	..	1 23	..
Pimpinio	..	..	..	..	..	..	a.m.	..	..	..	..	1 9	..
Wail	..	..	..	..	..	..	..	..	..	..	..	a	..
Dimboola Lv.	..	..	3 40	..	..	..	..	..	..	..	..	12 50	4 30
Dimboola Ar.	..	..	3 32	..	..	..	..	..	..	..	..	12c40	..
Gerang Gerang ..	..	..	..	..	..	..	..	..	..	..	..	a	p.m.
Klata	..	..	..	..	..	..	..	..	..	..	..	12 12	Goods
Salisbury	..	..	..	..	..	..	..	..	..	..	..	a	train†
Nhill .. Lv.	..	..	3 0	..	..	..	..	..	..	..	..	11 57	..
Nhill .. Ar.	..	..	..	..	..	..	..	..	..	..	..	..	..
Tarranginnie ..	..	..	..	..	..	..	..	..	..	..	..	v	..
Diapur	..	..	..	..	..	..	..	..	..	..	..	11 41	..
Miram	..	..	..	..	..	..	..	..	..	..	..	a	..
Kaniva	..	..	2 25	..	..	..	..	..	..	..	..	11 21	..
Lillimur	..	..	..	..	..	..	..	..	..	..	..	a	..
Serviceton R Lv.	..	..	2 4	..	..	..	..	..	..	..	..	11M 0	..
Serviceton R (Vic. Time) Ar.	p.m. 2 45	..	1 55	..	..	..	..	..	..	..	..	a.m.	..
Serviceton R Ar. (See page 67).	2 15 p.m.	..	1 25 a.m.	..	..	..	..	..	..	..	..	..	..
Adelaide R Lv.	7X15 a.m.	..	7 35 p.m.	..	..	..	..	..	..	..	..	..	..

Mon. Tue. Thur. Sat. — DAILY — SAT. EXC. — SAT.

SUNDAY TRAINS.

a.m.	p.m.	p.m.	p.m.
11 15	..	8 43	8 56
11 g 9	7 30	8g38	8g52
..	7g18	8g32	8g47
10g59	..	8g26	8g41
a	..	d	..
10g51	..	8g18	..
..	..	..	..
a	..	8 12	..
10 34	..	8 2	..
10 15	..	7 53	..
..	..	..	..
10 5	..	7 33	..
9 47	6 25	7 22	..
..	..	..	..
9g38	p.m.	a	..
9 24	..	6 59	..
9 17	..	6 52	7 17
..	..	..	..
a	..	a	..
9 6	..	6 41	..
a	..	a	..
a	..	a	..
8 50	..	6 24	..
a	..	a	..
8 38	..	6 12	..
8f28	..	6 f 3	6/38
8 25	..	6 0	CA35
a.m.	..	p.m.	p.m.

Explanation of Standard Reference Letters.

a Stops as required to pick up or set down.
b Stops as required to pick up only.
c Change trains.
d Stops as required to set down only.
f Stops definitely to pick up only
g Stops definitely to set down only.
G Goods train with car attached.
M Rail Motor.
N Rail Motor (second class only).
R Refreshment Station. T Tea Stall.

SERVICES FOR MEN AT SPENCER STREET STATION.

Situated in a brick building close to the entrance to the country platforms at the south end of the station.

- **HOT AND COLD SHOWERS**—The charge is 1s. 3d., including bath and face towels, soap, hair-brush, and comb. Also, wash basins, with towels, soap, hair brush, and comb at a nominal fee. (Open Mondays to Saturdays, 6.15 a.m. to 10.20 p.m., and during certain hours on Sundays.)
- **HAIRDRESSING SALOON**—Special attention given to the sterilization of equipment, and the maintenance of the highest standard of hygiene. (Open Mondays to Thursdays, 8.30 a.m. to 6 p.m.; on Fridays until 8 p.m.; on Saturdays until 1 p.m.)
- **WAITING ROOM** — Including an amplifier for train announcements from the Man-in-Grey. (Open Mondays to Saturdays, 6.15 a.m. to 10.20 p.m., and during certain hours on Sundays.)
- **LAVATORY ACCOMMODATION**—Up-to-date conveniences which replace those previously on the Main Concourse of the station (Open at all times.)

SLEEPING ACCOMMODATION AT SERVICETON STATION.

Three bedrooms (each containing two beds) and a bath-room are available at Serviceton railway station buildings. The charge for a bed is 3/- per night.

Meals are obtainable at the Refreshment Room on the station.

Application for the reservation of accommodation should be made to the Manager of the Serviceton Refreshment Room, or to the Victorian Government Tourist Bureau, 272 Collins Street, Melbourne.

† This train, which has a car attached for the convenience of passengers, is liable to be cancelled on Public Holidays and at other periods of the year.

A. When required a Division of the 6.35 p.m. Sundays will leave Ballarat at 6.50 p.m. (via North Geelong Loop) and arrive Spencer-street at 8.55 p.m. For full particulars inquire from Victorian Government Tourist Bureau or Railway Stations.

¶ This train is liable to be cancelled on Public Holidays and at other periods of the year. W Passengers from Ballarat are not permitted to join this train on [illegible] with second class car attached Wokelee to Serviceton. Z Stops at Jung on Fridays only to set down passengers.

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BRADSHAW'S GUIDE TO VICTORIA.

Ballarat and Dimboola

Miles	Single 1st	Single 2nd	Return 1st	Return 2nd	DOWN.	a.m.	a.m.	Sat p.m.	Sat p.m.	St ex p.m.	M W F Sat p.m.	A p.m.	St ex p.m.	St ex p.m.	Sat p.m.	Sat p.m.
					SPENCER-ST.	8 12	9 5	2 25	1 47	2 25	5 30	7.0	6.14	7.40	7.40	11
					North Melb.	..			1 51	..	..		—	..	..	
3	Suburban	Suburban	see pages	126–130	Footscray	8 21	—	..	1 58	..	..		6 23	..	..	11
7					Sunshine	8 30	..	..	2 7	..	5 40	..	6.33	..	..	11
11					Deer Park	8 39		..	2 11	..	5 55	..	a	..	—	
18					Rockbank	8 51			2 25	..	6 7	..	6.56	..	—	12
23	2 5	1 10	3 2	2 6	Melton	8.59			2 33	..	6 15	..	7.6	..	—	12
29	3 2	2 5	4 1	3 3	Parwan	9.9	..	..	2 41	..	6 25		7.16	..	..	12
32	3 10	3 1	5 1	4 1	Bacchus M'sh a.	..			2 50	..	..		7.22		..	12
					Bacchus M'sh d.	9.34	..	3 19	——	[illegible]	6 33	The Overland	——	..	..	
34	4 5	3 6	5 10	4 8	Rowsley	9.41	..	..		..	a			..	..	
45	7 2	5 9	9 7	7 8	Ingliston	10 11	..	..	[illegible]	..	7 19			..	..	
50	8 7	6 10	11 4	9 1	Ballan	10.21		4 10	7 15	4 8	7 29			9 23	9 30	
52	8 9	7 0	11 8	9 4	Bradshaw	a			a	..	a					
57	9 6	7 7	12 7	10 1	Gordon	10 35		4 21	7 30	..	7 44			a	9 44	
59	9 11	7 11	13 3	10 7	Millbrook	10.40	..		[illegible]	..	a					
62	10 5	8 6	14 2	11 4	Wallace	10.47	..	4 30	7 40	..	7 59			..	..	
64	10 10	8 8	14 6	11 7	Bungaree	10 53	..	4 37	7 50	..	8 2	—		a	9 58	
68	11 4	9 1	15 1	12 1	Dunnstown	10 58	..	..	8 3	..	8 7	..		..	..	
70	11 7	9 3	15 5	12 4	Warrenheip	11.4	..	..	8 9	..	8 13	..		..	..	
73	12 2	9 9	16 3	13 0	Ballarat East	11.10	..	4 52	8 19	..	8 20	—		..	a	
74	12 5	9 11	16 7	13 3	BALLARAT (arr.)	11.16	11 28	5 3	8 29	4 56	8 25	9.18		10 13	10.17	

Miles	Single 1st	Single 2nd	Return 1st	Return 2nd	DOWN.	Daily a.m.				The Overland
74	12 5	9 11	16 7	13 3	BALLARAT (dep.)	7.0	11.43	5 27	5 2	9.38
75	12 5	9 11	16 7	13 3	North Ballarat	a	a	..	..	..
76	12 9	10 2	17 0	13 7	Wendouree	a	a	..	..	..
84	14 3	11 5	19 1	15 3	Windermere	7.24	12 0	a	5 18	—
87	14 6	11 7	19 3	15 6	Burrumbeet	7.33	12.6	a	a	—
98	16 3	13 0	21 8	17 4	Trawalla	7 54	12.20	a	a	—
103	17 4	13 10	23 0	18 5	Beaufort	8.10	12.29	6 12	5 54	—
113	18 8	14 11	24 11	19 11	Middle Creek	8 32	12.44	a	a	—
117	19 5	15 6	25 10	20 8	Buangor	8 41	12.51	a	6 17	..
120	20 11	16 9	27 11	22 4	Doble	a	a	a	a	..
131	21 8	17 4	28 10	23 1	ARARAT a.	9.31	1.17	6 59	6 42	10.51
					ARARAT d.	9.45	1.42	7 9	7 0	11.1
137	22 9	18 2	30 4	24 3	Armstrong	10.10	1.51	a	a	..
142	23 7	18 10	31 4	25 1	Great Western	10 33	1.59	a	a	..
150	24 6	19 7	32 7	26 1	STAWELL a.	10.58	2.11	7 39	7 30	..
					STAWELL d.	11.5	2.14	7 42	[illegible]	11.28
155	25 8	20 6	34 2	27 4	Deep Lead	a	2.22	a	a	—
163	27 1	21 8	36 2	28 11	Glenorchy	11.31	2 33	8 1	a	—
169	27 11	22 4	37 2	29 9	Walwal	11.44	2 42	a	a	—
175	28 10	23 1	38 5	30 9	LUBECK	11.56	2 52	8 18	8 9	—
185	29 8	23 9	39 7	31 8	Ashens	a	a	..	..	..
189	30 5	24 4	40 6	32 5	MURTOA	12.13	3.19	8 36	8 27	12.10
192	31 9	25 5	42 5	33 11	Jung	12.55	3.28	a	a	..
198	32 6	26 0	43 4	34 8	Dooen	1.9	3 38	a	a	..
203	33 7	26 10	44 8	35 9	HORSHAM a.	1 27	3.48	9 10	8 56	12.33
					HORSHAM d.	2 0	4.0	..	..	12.38
214	35 4	28 3	47 1	37	Pimpinio	2.21	4 14	..	..	..
219	36 2	28 11	48 3	38 7	Wail	a	a	..	..	..
223	37 2	29 9	49 7	39 8	DIMBOOLA	3.0	4 40	..	..	1.7

a Stops when required. **A** The 7.0 p.m. "Overland" runs daily, Sundays included, and only takes passengers for stopping stations beyond Ballarat.

6 BRADSHAW'S GUIDE TO VICTORIA.

Dimboola and Ballarat.

Miles	Contd. from p. 25	p.m.	a m	a.m.	a m	a m	a.m	p m	St.ex
M	DIMBOOLA d.	—		3.12		—	—	12 50	4.30
5½	Wail	—		Sun		..	..	1 9	..
11¾	Pimpinio	..		inc		—	—	1 23	..
21	HORSHAM a.	—		3.43			—		
	HORSHAM d.	—		3.48		8 5	—	1 38	5.30
26	Dooen	—		..		o	...	1 45	..
33	Jung	..		..		o	..	1 54	..
39	MURTOA	..		4.12		8 36	..	2 11	6.40
46	Ashens	—		—		..	..	2 27	..
50	LUBECK	—		..		8 49	..	2 36	..
56	Walwal	—		..		o	—	2 53	..
62	Glenorchy	..		..		o	..	3 6	..
70	Deep Lead	—				o	...		..
75	STAWELL a.	—				9 25	...	3 13	..
	STAWELL d.	—		5.0		9 28		3 16	8.20
83	Great Western	—		..		o	—	3 30	..
88	Armstrong	—		..		o	..	3 40	..
94	ARARAT a.	—		5.32		10 3	—	3 52	Thur
	ARARAT d.	—		5.42		10 18	—	4 8	10.30
99	Doble	—		..		o	..	4 16	..
108	Buangor	..		.		o	..	4 31	..
112	Middle Creek	—		..		o	..	4 38	..
122	Beaufort a.	—		..		11 0	..	..	..
	Beaufort d.	—		6.24		11 3	..	4 55	..
127	Trawalla	—		—		o	—	5 3	..
138	Burrumbeet	..		—	Mon	o	—	5 18	..
141	Windermere	—		—	Wed	o		5 24	..
148	Wendouree	..		..	Fri	o	Sat.	o	..
149	North Ballarat	Sat			Sat	..	Exc.	o	a m
150½	BALLARAT a.	p m	a m	7.10	a m	11 55	p.m.	5 48	12.55
	BALLARAT d.	1.15	6 20	7.35	7 57	12 15	4.50	6 11	
151	Ballarat East	1.17	..	.	8 0	..	4.52	6 17	
155	Warrenheip	1.32	..	..	8 10	..	5.7	6 28	
157	Dunnstown	1.38	..	.	o	..	5.15	6 33	
161	Bungaree	1.44	..	—	8 20	..	5.23	6 41	
163	Wallace	1.50	..	—	8 27	..	5.31	6 47	
166	Millbrook	1.56	..	—	8 32	..	5.38	6 52	
168	Gordon	2.5	..	The Overland	8 37	..	5.43	6 58	
173	Bradshaw	o	..		o	..	a	o	
175	Ballan	2.25	7 8		8 48	1 4	6.0	7 10	
180	Ingliston	——	..		8 55	..	p m	7 17	
191	Rowsley	D'ly	..		o	..	Sat	7 31	
193	Bacchus Marsh a.	a m	..		..	..	only	7 38	
	Bacchus Marsh d.	7.14	7 33		9 17	1 28	5.40	7 39	
195	Parwan	7.23	..		9 25	..	5.47	7 48	
202	Melton	7.34	..		9 35	1 45	5.55	8 11	
206	Rockbank	7.42	..		9 51	..	6.9	8 27	
214	Deer Park	7.53	..		10 0	..	6.19	o	
217	Sunshine	8.4	..	..	10 10	..	6.27	8 44	
219	Tottenham	.	..	—	..	..	..	..	
220	West Footscray	b	..	..	..	..		b	
221	Footscray	8.14	..	..	10 20	..	6.38	8 52	
222	Sth. Kensington	..	..		..	..			
223	North Melb.	8.19	..		..	..	6.44	8 59	
225	SPENCER-ST.	8.24	8 30	9.30	10 30	2 25	6.50	9 5	

m Stops on Mondays only. b Sets down only. o Stops when required. …ers from Ballarat are not permitted to travel by the "Overland"

Bradshaw Aug 1942

MELBOURNE–BALLARAT–SERVICETON.

Passenger Service (Continued on pages 43, 44).

For Deer Park local service see page 44.

Miles	DOWN.		23 Rail Motor (A.E.C.) Daily	27 Pass. Mon., Wed., Fri., Sat.	41 Pass. Sat.	55 Express Daily ‡		57 Pass. Mn., Tu., Thur., Sat.	65 Rail Mtr. (P.E.) Sat. Exc.	69 " The Overland " Daily, Sun. inc.	73 Pass. Mon., Wed., Fri.	75 Pass. Sat.	91 Rail Motor (P.E.) Sat.
			a.m.	a.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	**MELB'RNE** (Spn. St.)	Dep.	...	7 55	1 50	2 50	...	5 30	5 44	7 0**A**	7 40	7 40	11 25
1	North Melbourne ...	"	...	*	1 54	*	...	*	*	*	*	*	11 28*
3½	Footscray	"	...	8 5	2 1	2 58*	...	5 38*	5 53	*	*	*	11 34¶
7¼	Sunshine E S	"	...	8 14	2 10	3 8*	...	5 46	6 3	7 15*	7 55*	7 55*	11 44¶
10	Ardeer ...	"	...	8 18	*	*	...	*E	§	*	*	*	*
11	Deer Park	"	...	8 24	2 17	*	...	5 53*E	§	*	*	*	
15¾	R.M. Stopping Place ...	"	...	...	...	...	...	...	...	...	...	...	§
18½	Rockbank E S	Arr.	...	...	...	...	...	—66	...	—28	—28	...	†† a.m. Sun
	" ...	Dep.	...	8 38–80	2 28	3 28*	...	6 5*E	6 27	7 29*	8 11*	8 11*	12 7
21½	R.M. Stopping Place ...	"	...	...	...	...	...	...	††	...	...	...	††
23¼	Melton E S	Arr.	...	8 48–10	...	...	...	...	—28	...	—34	—34	...
	" ...	Dep.	...	8 58 ●	2 36	3 38*	...	6 13	6 38	7 35*	8 17*	8 17*	12 16
26½	Staughton's Siding	...	...	...	...	...	...	...	††	...	...	...	††
29¼	Parwan E S	"	...	9 12	2 44	3 50*	...	6 23*E	6 50	7 43*	8 27*	8 27*	12 28
31¾	Bacchus Marsh E S ...	Arr.	...	9 22–22	2 55	4 0–28	...	...	6 58	—34	...	...	12 37
	"	Dep.	...	9 33 ●	——	4 5*	...	6 30	——	7 48*	8 33*	8 34	——
34¼	Rowsley ...	"	...	9 42 ●	...	*	...	§	...	*	*	*	...
45	Ingliston E S	Arr.	...	...	...	...	...	7 11–34	...	...	...	...	...
	"	Dep.	...	10 21 ●	...	5 5*	...	7 18 ●	...	8 27*	9 13*	9 16*	...
49½	Ballan E S	Arr.	...	...	...	5D25-60	...	...	...	8 36**D**	9 23	9 26	...
	" ...	Dep.	7 40	10 36–12	...	5 37	...	7 28	...	8 42	9 27	9 30	...
52	Bradshaw	"	§	§	...	*	...	§	...	*	*	*	...
53½	Llandeilo ...	"	Z	...	...	...	...	...	...	...	...	...	...
56¾	Gordon E S	Arr.	7 55–10	...	...	...	...	...	...	...	...	...	...
	" ...	Dep.	8 6 ●	10 53	...	5 53* (34, 33)	...	7 43*	...	8 53*	9 41§	9 44§	...
58½	Millbrook ...	"	8 11 ●	10 58	...	*	...	7 49	...	*	*	*	...
61½	Wallace ...	"	8 16 ●	11 5	...	*	...	7 58	...	*	*	*	...
64	Bungaree E S	Arr.	8 24–22	——4	...	6D10	...	...	...	...	...	...	...
	" ...	Dep.	8 29 ●	11 13	...	6 23	...	8 2	...	9 3*	9 55§	9 58§	...
67½	Dunnstown	"	8 36 ●	11 19	...	*	...	8 7	...	*	*	*	...
69¾	Warrenheip E S	"	8 42 ●–4	11 28	...	6 33*	...	8 13	...	9 10*	10 3*	10 6*	...
73¼	Ballarat East	"	8 52 ●	11 38	...	*	...	8 22	...	*	*	§	...
73¾	**BALLARAT**	Arr.	8 55	11 50	...	6 45	...	8 35	...	9 18**A**	10 13	10 17	...

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VR WTT Oct 1944

SERVICETON—BALLARAT—MELBOURNE. **Passenger Service**—Continued from pages 48 and 49.

Miles from S'ton.	UP.		18 Rail Mtr. (P.E.) Daily.	80 Pass. Mon. Tues., Thur., Sat.	10 'Overland' Daily, Sun. Incl.	22 Pass. Mon. Tu. Th., Sat.	12 Sat. Exc. Sun. Incl. ‡	12 Sat. ‡	46 Rail Mtr. (A.E.C.) Sat.	60 Rail Mtr. (A.E.C.) Sat. Exc.	66 Pass. Sat.	34 Pass. Mon. Wed, Fri. Sat.
			a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
213¼	**BALLARAT**	Arr.	...	6 15	7 10	...	9 5 **B**	9 25	...	...	...	5 20
	,, ...	Dep.	...	6 40	7 35 **A**	7 57	9 20	9 40	1 15	4 25	...	5 45
213¾	Ballarat East	,,	...	6 43*	*	8 0	*	*	1 17	4 27	...	5 49
217¼	Warrenheip ES	,,	...	6 55*	7 45*	8 13	9 36*	9 56*	1 32	4 42	...	6 2
219½	Dunnstown ...	,,	...	*	*	8 18§	*	*	1 38	4 47	...	6 8
222½	R.M. Stop Place	,,	...	...	...	...	...	...	Z	Z	...	...
223	Bungaree ES	,,	...	7 7*	7 54*–23	8 27–23	9 48*–4	10 8*	1 44	4 58–33	...	6 17–55
225½	Wallace ...	,,	...	*	*	8 34	*	*	1 50	5 6	...	6 23
228½	Millbrook ...	,,	...	*	*	8 39	*	*	1 56	5 13	...	6 30
229	R.M. Stop Place	,,	...	...	...	...	...	...	Z	Z	...	...
229¾	R.M. Stop Place	,,	...	...	...	...	...	...	Z	Z	...	...
230½	Gordon ES ...	,,	...	7 19*–23	8 4*	8 45	10 0*	10 20*	2 5	5 18	...	6 37
233½	Llandeilo ...	,,	...	...	...	...	...	...	Z	Z	...	...
235	Bradshaw ...	,,	...	*	*	¶	*	*	§	§	...	§
236¼	R.M. Stop Place	,,	...	...	...	...	...	...	Z	Z	...	...
237½	Ballan ES ...	Arr.	...	...	...	...	...	10 30 **E**	2 25	5 35	...	...
	,, ...	Dep.	...	7 29	8 12*	8 57	10 10*	10 40–27	———	——55	...	6 50
242	Ingliston ES	Arr.	...	...	...	...	10 17–27	...	...	———	...	7 3–57
	,, ...	Dep.	...	7 36*	8 17*	9 5	10 25*	10 47*	...	...	...	7 13 ●
252¾	Rowsley	,,	...	*	*	§	*	*	...	...	...	7 31 ●
255¼	Bacchus M. ES	Arr.	...	...	...	9 25–27	...	...	...	...	...	7 38–69
	,,	Dep.	7 14	7 55	8 37*	9 28	10 45*	11 7*	...	...	5 30	7 50 ●
257¾	Parwan ES	,,	7 23	8 4*	8 44*	9 36	10 53*	11 15*	...	...	5 40	7 59
263¾	Melton ES	Arr.	...	...	...	...	...	...	...	...	...	8 10
	,, ...	Dep.	7 34	8 13*	8 52*–27	9 47	11 2*	11 24*	...	...	5 49	8 20 ●
265¼	R.M. Stop Place	,,	¶	...	...	...	...	...	...	...	...	...
268½	Rockbank ES	Arr.	...	8 22–27	...	...	—31	...	...	...	6 0–57	——28
	,, ...	Dep.	7 42	8 40 **D**	8 58*	9 55	11 10*	11 37*	...	...	6 9 ●	8 29
271¼	R.M. Stop Place	,,	¶	...	...	...	...	...	...	...	...	...
276	Deer Park ...	,,	7 53	8 50*–20	* —20	10 5	11 22*	11 49*	...	...	6 19 ●	§
277	Ardeer ...	,,	*	*	*	*	*	*	...	...	*	*
279½	Sunshine ES ...	,,	8 4	8 57*	9 12*	10 13††–31	11 30*–37	11 57*	...	...	6 27††	8 46
282½	West Footscray	,,	††	*	*	*	*	*	...	...	*	††
283½	Footscray	,,	8 14	9 8*	9 20*	10 22	11 38*	12 5*p.m.	...	...	6 38	8 55
286	North Melbourne	,,	8 19	*	*	*	*	*	...	...	6 44	9 2
287	**MFLB.** (Spen. St.)	Arr.	8 24	9 20	9 30	10 35	11 50	12 15 ,,	...	...	6 50	9 10

● **No. 66** may depart Rockbank at 6.1 p.m., Deer Park 6.11 p.m. **No. 34** may depart Ingliston 7. 4p.m., Rowsley 7.26 p.m., Bacchus Marsh 7.39 p.m., Melton 8.11 p.m. **A**—Passengers are not permitted to join "The Overland" at Ballarat. **B**—Arrives Ballarat 8.22 a.m. Sunday. **D** Stops Rockbank for Departmental purposes only and may depart at 8.23 a.m. **E**—Stops for Departmental purposes only.

Ex Mildura (pages 33, 36, 37)

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WESTERN AND SOUTH WESTERN DISTRICTS.

MELBOURNE–BALLARAT.

(Continued on Page 23).

DOWN.	23A Empty Cars Mon.	23 Diesel Rail Car (153 H.P.) and Trailer Sat. Exc.	25 PASS. DAILY	49 PASS. DAILY	53 Rail Motor (Diesel Elec.) Sat. Exc.
	A.M.	A.M.	A.M.	P.M.	P.M.
MELBOURNE (Spencer Street) dep.	5 15	...	8 40	1 40	4 23
North Melbourne	*	...	*	*	*
Footscray	*	...	8 49	*	4 31
Sunshine	5 32*	...	8 58	1 55*	4 42
Ardeer	*	...	*	*	§
Deer Park	*	...	9 5	*	†† F
Rail Motor Stopping Place ...	...	...	...	...	...
Rockbank	5 45*	...	9 18—22	2 9*B	5 6
Rail Motor Stopping Place ...	...	...	...	...	††
Melton	5 56*	...	9 26	2 14*B	5 17
Staughton's Siding	...	...	...	...	††
Parwan ... ... arr.	6 3* —60	...	9 35*P	2 22*B	5 29
dep.	6 29	...			5 37
Bacchus Marsh ... arr.	6 28	...	9 41	2 23	...
dep.	23A Diesel Rail Car (153 H.P.) Sat.	...	*G	*	...
Rowsley		...	10 11*P	2 56*	...
Ingliston	A.M.	...	...	...	...
Ballan ... ... arr.	7 55—10	7 52—10	10 21	3 4	...
dep.	§	§	*	*	...
Bradshaw	...	...	...	...	...
Llandeilo	8 10—22	8 10—22	...	...	...
Gordon ... ... arr.	8 17 ●	8 17 ●	10 34	3 14*	...
dep.	8 21 ●	8 22 ●	*P	*	...
Millbrook	8 27 ●	8 29 ●	*P	*	...
Wallace	8 31 ●	8 33 ●	10 49	3 24*	...
Bungaree	8 36 ●	8 38 ●	*	*	...
Dunnstown	8 41 ●	8 43 ●	10 54	3 31*— 38DL	...
Warrenheip	8 46 ●	8 49 ●	10 59*— 24GDL	*	...
Ballarat East	8 50	8 55	11 4	3 40	...
BALLARAT ... ... arr.			11 12		
dep.	...	...	11 30	3 55	...
			To S'ricton (Page 24)	To H'sham (Page 24)	

BALLARAT–MELBOURNE.

(Continued from Page 26).

UP.	24 PASS. (From Horsham) DAILY	46 Diesel Rail Car (153 H.P.) Sat.	60 Diesel Rail Car (153 H.P.) and Trailer Sat. Exc.	34 PASS. (From Serviceton) SAT. EXC.	34 PASS. (From Serviceton) SAT.
	A.M.	P.M.	P.M.	P.M.	P.M.
BALLARAT ... arr.	11 50	...	...	5 25	5 25
dep.	P.M. 12 5	12 20	4 30	5 45	5 45
Ballarat East	*	12 22	4 32	5 48	5 48
Warrenheip	12 14*	12 33	4 46	5 58§	5 58*
Dunnstown	*	12 38	4 51	6 2§	6 2*P
Rail Motor Stopping Place ...	...	...	...	...	...
Bungaree ... arr.	...	...	4 59—77	...	...
dep.	12 21*	12 45	5 10 ●	6 8	6 8
Wallace	*	12 50	5 16 ●	6 13§	6 13*P
Millbrook	*	12 56	5 23 ●	6 18§	6 18*P
Gordon	12 31*	1 0	5 27 ●	6 23	6 23
Llandeilo	...	...	...	...	...
Bradshaw	*	§	§	*	*
Ballan ... ... arr.	...	1 15	5 45	...	...
dep.	12 39			6 34	6 34
Ingliston ... arr.	...	...	...	6 40*P—57	...
dep.	12 45*	...	...	6 50	6 41*P
Rowsley	*	...	...	*	6 54*P
Bacchus Marsh ... arr.	...	...	...	...	6 59—57A
dep.	1 2	...	...	7 8 ●	7 8 ●
Parwan	1 8*	...	...	7 15*P ●	7 15*P ●
Melton	1 16*P	...	...	7 25 ●	7 25 ●
Rockbank ... arr.	...	...	...	...	...
dep.	1 23*	...	...	7 34 ●	7 34 ●
Deer Park	*	...	...	*	*
Ardeer	*	...	...	*	*
Sunshine	1 39*	...	...	7 49	7 49
Footscray	1 48*	...	...	7 58	7 58
North Melbourne	*	...	...	*	*
MELBOURNE ... ... arr. (Spencer Street)	1 58	...	...	8 10	8 10

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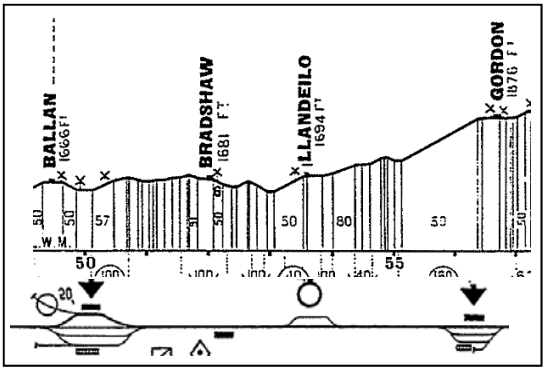

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TABLE 14—BALLAN, BALLARAT

(continued on next page)

	Mon. to Fri.	Sat.	Mon. to Sat.	Mon. to Fri.	Sat.	Mon. to Fri.	Mon. to Fri.	Sat.	Sun. to Fri.	Sundays	
MELBOURNE R (Spencer-st.) ... ... dep.	a.m. ...	a.m. ...	a.m. 8 40	p.m. 1 40T	p.m. 1 40T	p.m. 4 23M	p.m. 5 25	p.m. 6 23	p.m. 9 0	a.m. 9 5	p.m. 7
North Melbourne	...	...	*	*	*	*	*	*	*	*	*
Footscray	...	...	8 49F	*	*	4 31F	5 34F	6 31F	*	9 13F	7
Sunshine	...	...	8 58F	*	*	4 42F	5 42F	6 40F	*	9 21F	7
Ardeer	...	...	*	*	*	§	*	*	*	*	*
Deer Park	...	...	9 5	*	*	§	5 48	6 46	*	*	*
R.M. Stop. Place No. 64 ...	...	...	...	...	...	††D	...	...	...	...	...
Rockbank	...	...	9 16	*	††	5 6	5 58	6 56	*	*	*
R.M. Stop. Place No. 65 ...	...	...	...	...	...	††	...	...	...	...	...
Melton	...	...	9 24	*	††	5 17	6 5	7 3	*	9 41	7
Parwan	...	...	9 33§	*	††	5 29	6 14	7 12	*	*	*
Bacchus Marsh ... ... arr.	...	...	...	...	...	5 37	...	...	...	...	...
dep.	...	...	9 40	2 28	2 31	...	6 21	7 19	*	9 54	8
Ingliston	...	...	10 7§	*	*	...	*	*	*	*	*
BALLAN	7 52M	7 55M	10 16	3 4	3 7	...	6 56	7 54	*	10 31	8
R.M. Stopping Place No. 77 ...	§	*	...	...	...	...	...	...	...	...	...
Gordon	8 11	8 11	10 28	*	*	..	7 7	8 5	*	*	*
Millbrook	8 16	8 15	§	*	*	...	§	8 9§	*	*	*
Wallace	8 23	8 21	§	*	*	..	§	8 14§	*	*	*
Bungaree	8 27	8 25	10 40	*	*	...	7 21	8 19	*	10 50	8
Dunnstown	8 32	8 30	10 45	*	*	...	§	8 25§	*	*	*
Warrenheip	8 37	8 35	*	*	*	...	*	*	*	*	*
Ballarat East	8 43	8 40	10 55	*	*	...	7 37	8 35	*	*	*
arr.	8 55	8 50	11 2	3 40	3 45	...	7 45	8 45	10 50	11 20	9
BALLARAT R											
dep.	...	...	11 18 To Serviceton (See table 16)	3 55 To Horsham (See table 16)	3 55 To Dimboola (See table 16)	...	...	...	11 10 To Mildura (See tables 11, 12)	...	...

Express to Ballarat

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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 Service-ton (See table 16)		
BALLARAT R ... ... dep.	a.m. 5 20	a.m. ...	a.m. 7 40	p.m. 12 5T	p.m. 12 20M	p.m. 4 30M	p.m. 6 10	a.m. 8 50	p.m. 6 15
Ballarat East	*	...	7 43§	*	12 22	4 32	*	*	*
Warrenheip	*	...	*	*	12 33	4 46	*	*	*
Dunnstown	*	...	7 56§	*	12 38	4 51	*	*	*
Bungaree	*	...	8 0	*	12 45	5 0	6 27	9 7	6 32
Wallace	*	...	8 5§	*	12 50	5 6	*	*	*
Millbrook	*	...	8 9§	*	12 56	5 13	*	*	*
Gordon	*	...	8 15	*	1 0	5 17	6 39	*	*
R.M. Stopping Place No. 77 ...	...	...	...	...	*	§	...	...	...
BALLAN ... ... arr.	...	...	...	...	1 15	5 45	...	...	...
dep.	5 53††	...	8 25	12 39	...	...	6 49	9 25	6 50
Ingliston	*	...	*	*	...	...	*	*	*
Bacchus Marsh ... ... arr.	...	...	...	...	...	...	...	...	...
dep.	6 14††	7 14B	8 49	1 2	...	...	7 13	9 49	7 13
Parwan	*	7 23	8 56§	*	...	...	*	*	*
Melton	*	7 34	9 5	1 16§	...	...	*	10 4	7 27
R.M. Stopping Place No. 65 ...	...	¶	...	...	...	...	...	...	...
Rockbank	*	7 42	9 12	*	...	...	*	*	*
R.M. Stopping Place No. 64 ...	...	¶F	...	...	...	...	...	...	...
Deer Park	*	7 53	*	*	...	...	*	*	*
Ardeer	*	*	*	*	...	...	*	*	*
Sunshine	*	8 4g	9 36g	*	...	...	8 0g	10 36g	8 0g
Footscray	*	8 14g	9 45g	*	...	...	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

* 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.
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.
T Restaurant Car attached.

TABLE 14 (cont.)—BALLAN, BALLARAT

VR PTT 1959

	Mon., Sat.	Mon. to Sat.	Mon. to Sat.	Mon. to Sat.	Mon. to Sat.	Sat.
	From Mildura (See tables 11, 12)				From Horsham (See table 16)	
BALLARAT R ... dep.	a.m. 5 20●	a.m. ...	a.m. 7 40	a.m. 7 0	p.m. 12 5●	p.m. 12 20M
Ballarat East	*	...	7 43§	7 2	*	12 22
Warrenheip	*	...	*	7 10	*	12 33
Dunnstown	*	...	§	...	*	12 38
Bungaree	*	...	8 0	...	*	12 45
Wallace	*	...	§	...	*	12 50
Millbrook	*	...	§	...	*	12 56
Gordon	*	...	8 14	...	*	1 0
R.M. Stopping Pl. No. 77 arr.	...	...	...	...	...	1 15
BALLAN ... dep.	5 53††	...	8 24	...	12 39	...
Inglis ton ... arr.	*	...	*	...	*	...
	...	...	...	...	...	...
Bacchus Marsh ... dep.	6 14††	7 14B	8 48	...	1 2	...
Parwan	*	7 23	8 55§	... Via Geelong (See table 24)	*	...
Melton	*	7 34	9 4	...	1 16§	...
R.M. Stop. Place No. 65 ...	*	¶D 7 42	9 12	...	*	...
Rockbank	...	¶D 7 53	...	...	...	...
R.M. Stop. Place No. 64 ...	*	8 4g	9 36g	...	*	...
Deer Park	*	8 14g	9 45g	...	*	...
Sunshine	*	8 19g	*	...	*	...
Footscray	*			...	*	...
North Melbourne ...	*			...	*	...
MELBOURNE R (Spencer St.) arr.	7 5	8 24	9 55	10 40	1 58	...

	Mon to Sat.	Mn. to Fri.	"Mildura Sunlight" Tues., Wed., Thur.	Sat.	Mon to Fri.	Sundays	
			From Mildura (See tables 11, 12)	From Serviceton (See table 16)	From Serviceton (See table 16)		
BALLARAT R ... dep.	p.m. 3 20M	p.m. 4 30M	p.m. 5 22●	p.m. 5 35●	p.m. 6 10●	a.m. 8 50	p.m. 6 15
Ballarat East	3 23	4 32	*	*	*	*	*
Warrenheip	3 33	4 46	*	*	*	*	*
Dunnstown	...	4 51	*	*	*	*	*
Bungaree	...	5 0	*	5 52	6 27	9 7	6 32
Wallace	...	5 6	*	*	*	*	*
Millbrook	...	5 13	*	*	*	*	*
Gordon	...	5 17	*	6 2	6 37	*	*
R.M. Stopping Pl. No. 77 arr.	...	§	*	...	...	...	...
BALLAN ... dep.	...	5 45	...	6 12	6 49	9 25	6 50
Inglis ton ... ... arr.	...	...	*	*	*	*	*
	...	...	...	...	...	...	...
Bacchus Marsh ... dep.	...	...	*	6 36	7 10	9 49	7 13
Parwan	...	...	*	*	*	10 4	7 27
Melton	...	...	*	...	...	...	...
R.M. Stopping Pl. No.65 ...	...	...	...	*	*	*	*
Rockbank	...	...	*	...	...	...	...
R.M. Stopping Pl. No. 64	...	...	*	*	*	*	*
Deer Park	...	...	*	7 24g	7 51g	10 36g	8 0g
Sunshine	...	...	*	7 33g	8 0g	10 45g	8 9g
Footscray	...	...	*	*	*	*	*
North Melbourne ...	...	...	*	*	*	*	*
MELBOURNE R (Spencer St.) arr.	6 5	...	7 10	7 42	8 10	11 0	8 23

* 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. ‡ Stops definitely to pick up only. g Stops definitely to set down only. B Steam train Mondays. Rail Motor Tuesdays to Saturdays. D Steam trains, when substituted for Rail Motor, will not stop at this location.

M Rail Motor. R Refreshment room. ● Air-conditioned sitting carriages attached.

TABLE 14—BALLAN, BALLARAT

(continued on next page)

	Mon. to Fri.	Sat.	"Mildura Sunlight" Tues., Wed., Thur.	Mon. to Sat.	Mon. to Fri.	Sat.
MELBOURNE R (Spencer St.) ... dep.	a.m. ...	a.m. ...	a.m. 7 50●	a.m. 8 40●	p.m. 1 40●	p.m. 1 40●
North Melbourne	...	...	*	*	*	*
Footscray	...	...	...	8 49f	*	*
Sunshine	...	...	...	8 58f	*	*
Deer Park	...	...	...	9 5	*	*
R.M. Stop. Place No. 64	...	...	...	...	...	...
Rockbank	...	...	...	9 16	*	††
R.M. Stop. Place No. 65	...	...	...	...	...	...
Melton	...	...	...	9 23	*	††
Parwan	...	...	...	§	*	††
Bacchus Marsh ... arr.	...	...	...	...	...	...
dep.	...	...	...	9 39	2 28	2 32
Ingliston	...	...	...	*	*	*
BALLAN	7 52M	7 55M	...	10 15	3 4	3 9
R.M. Stop. Place No. 77 ...	§	§	...	...	...	...
Gordon	8 11	8 11	...	10 27	*	*
Millbrook	8 16	8 15	...	§	*	*
Wallace	8 23	8 21	...	*	*	*
Bungaree	8 27	8 25	...	10 39	*	*
Dunnstown	8 32	8 30	...	10 44	*	*
Warrenheip	8 37	8 35	...	*	*	*
Ballarat East	8 43	8 40	...	10 55	*	*
BALLARAT R ... arr.	8 55	8 50	10 7	11 2	3 40	3 45
dep.	...	...	10 17 To Mildura (See tables 11, 12)	11 18 To Serviceton (See table 16)	3 55 To Horsham (See table 16)	3 55 To Dimboola (See table 16)

	Mon. to Fri.	Mon. to Fri.	Sat.	Sun., Fri.	Sundays	
MELBOURNE R (Spencer St.) ... dep.	p.m. 4 23M	p.m. 5 25	p.m. 6 15	p.m. 9 0●	a.m. 9 5	p.m. 7 10
North Melbourne	*	*	*	*	*	*
Footscray	4 31f	5 34f	6 23f	*	9 13f	7 18f
Sunshine	4 42f	5 42f	6 32f	*	9 21f	7 26f
Deer Park	4 48	5 48	6 38	*	*	*
R.M. Stop. Place No. 64	††D	...	...	*	...	...
Rockbank	5 6	5 58	6 49	*	...	...
R.M. Stop. Place No. 65	††D	...	...	*	...	...
Melton	5 17	6 5	6 57	*	9 41	7 48
Parwan	5 29	6 14	7 6	*	*	*
Bacchus Marsh ... arr.	5 37	...	...	*	...	...
dep.	...	6 21	7 13	*	9 54	8 0
Ingliston	...	...	...	*	...	...
BALLAN	...	6 56	7 48	*	10 32	8 38
R.M. Stop. Place No. 77 ...	...	...	...	*	...	...
Gordon	...	7 7	7 59	*	...	...
Millbrook	...	§	§	*	...	...
Wallace	...	§	§	*	...	...
Bungaree	...	7 21	8 13	*	10 50	8 56
Dunnstown	...	§	§	*	*	*
Warrenheip	...	§	§	*	*	*
Ballarat East	...	7 37	8 29	*	*	*
BALLARAT R ... arr.	...	7 45	8 35	10 50	11 20	9 20
dep.	...	...	...	11 10 To Mildura (See tables 11, 12)	...	...

" Explanation of Symbols for Table 14 on page 49."

BALLAN, BALLARAT (continued)

VR PTT 1967

	Pass. Mon. to Sat.	Rail M'tor Pass. Mon. to Fri.	Rail Motor Sat.	"The Overland" Daily Sun. Incl.	Rail Car Pass. Mon. to Sat.	Rail Car Mon. to Sat.	Pass. Mon. to Sat.	Rail Car Sat.
	From Mildura (See page 43)			From Adelaide (See page 49)			From Horsham (Dimboola Mons.) See p. 49.	
BALLARAT dep.	a.m. 5 40R	a.m. ...	a.m. ...	a.m. 6 58RX	a.m. 7 25R	a.m. 6 45R	p.m. 12 15R	p.m. 12 25R
Ballarat East ...	*	...	...	*	7 27‡	6 48	*	12 28
Warrenheip ...	*	...	...	*	*	6 57	*	12 38
Dunnstown ...	...	...	...	*	7 40‡	...	*	12 43
Bungaree ...	...	...	...	*	7 46	...	*	12 50
Wallace ...	...	...	...	*	7 51‡	...	*	12 55
Millbrook (R.M. St. Pl.)	...	...	...	*	*	...	*	Z
Gordon ...	...	...	...	*	8 0	...	*	1 6
R.M. Stop. Pl. No.77	...	...	...	*	*	...	*	*
	Via North Geelong Loop							
BALLAN ... arr.	...	...	...	...	...	...	...	1 16
dep.	...	...	...	*	8 9	...	12 47	...
BACCHUS MARSH arr.	...	...	...	*	*	...	...	...
dep.	6 23	7 14	...	*	8 28	...	1 6	...
Parwan ...	6 32	7 22	...	*	8 34‡	...	*	...
Melton ...	6 43	7 32	...	*	8 43	...	1 20	...
R.M. Stop. Pl. No. 65	*	*	...	*	*	...	*	...
Rockbank ...	6 51	7 40	...	*	8 51	...	*	...
R.M. Stop. Pl. No. 64.	*	*	...	*	*	...	*	...
Deer Park ...	7 2	7 51	...	*	9 0	...	*	...
Sunshine ...	7 11	7 58	8 25M	*	9 6	...	*	...
Footscray ...	7 20	8 6	*	*	9 15	...	*	...
North Melbourne ...	7 27	8 12	*	*	*	...	*	...
MELBOURNE (Spencer St.) arr.	7 30R	8 19R	8 45R	9 24R	10 35R	2 0R	...	...

	Rail Car Mon. to Sat.	Rail Car Mon. to Fri.	Pass. Mon. to Fri.	Pass. Sat.	Pass. Sun.	Pass. Sun.
			From Dimboola (See page 49)	From Dimboola (See page 49)		Connects with rail car from Stawell (See page 49)
BALLARAT dep.	p.m. 3 20R	p.m. 4 30R	p.m. 5 35R	p.m. 6 0R	a.m. 8 55R	p.m. 6 15
Ballarat East ...	3 23	4 33	*	*	*	*
Warrenheip ...	3 32	4 45	*	*	*	6 33
Dunnstown ...	...	4 50	*	*	*	*
Bungaree ...	...	4 58	6 13	6 18	9 14	6 33
Wallace ...	...	Z	*	*	*	*
Millbrook (R.M. Stop.Place)	...	...	*	*	*	*
Gordon ...	...	5 13	6 24	6 28	*	*
R.M. Stop. Place No. 77 ...	...	Z	*	*	*	*
BALLAN ... arr.	...	5 25	...	...	...	...
dep.	...	...	6 34	6 38	9 31	6 52
BACCHUS MARSH arr.	...	...	6 52	6 57	9 50	7 11
dep.	...	...	*	7 45	*	*
Parwan ...	...	...	7 7	7 13	10 4	7 27
Melton ...	...	...	*	*	*	*
R.M. Stop. Pl. No. 65	...	...	*	*	*	*
Rockbank ...	...	...	*	*	*	*
R.M. Stop. Pl. No. 64	...	...	*	*	*	*
Deer Park ...	...	...	7 38	7 38	10 35	8 0
Sunshine ...	...	...	7 49	7 49	10 44	8 9
Footscray ...	...	...	*	*	*	*
North Melbourne ...	...	...	*	*	*	*
MELBOURNE (Spencer St.) arr.	...	...	8 0R	8 0R	10 55	8 20R
(Flinders Street) arr.	...	...	6 17R	...	...	...

Symbols:

*—Non stop. §—Stops, if required to pick up or set down passengers, mails or vangoods. ††—Stops, if required, to set down passengers only ‡—Stops, if required, to pick up or set down passengers only. C—Change trains M—Stops Mon. to Sat. to set down passengers holding reservations by "Intercontal Daylight" for the same day. R—Refreshments available. X—Passengers are not permitted to join "The Overland" at Ballarat, except those holding reservations by "Intercapital Daylight" for the same day. Z—Rail Motor Stopping Place. Stops when required for passengers only ●—Reservation of seats optional, see page 32.

BALLAN, BALLARAT

(continued on next page)

	Rail Car Mon. to Sat.	Pass. Mon. to Sat.	Pass. Mon. to Sat.	Rail Motor Sat.	Pass. Mon. to Fri.	Pass. Sat.	Pass. Sat.	Pass. Mon. to Fri.
MELBOURNE (Spencer St.) dep.	a.m. ...	a.m. 7 4R	p.m. 9 10R	p.m. 12 25R	p.m. 1 30R	p.m. 1 30R	p.m. 2 5R	p.m. 4 0R
North Melbourne ...	...	7 8	*	*	*	*	*	*
Footscray ...	...	7 14	9 19	12 35	*	*	...	...
Sunshine ...	...	...	9 28	12 45	*	*	...	...
Deer Park ...	...	...	9 34	12 52	*	*	...	...
R.M. Stop. Place No. 64	...	...	...	...	...	...	...	...
Rockbank ...	...	...	9 45	1 7	*	2 17†	...	...
R.M. Stop. Place No. 65	...	...	...	...	...	...	...	...
Melton ...	...	...	9 53	1 16	*	2 25	...	...
Parwan ...	...	...	10 1‡	1 27	*	2 33††	...	...
BACCHUS MARSH arr.	...	...	...	1 39	...	...	...	...
dep.	...	...	10 8	...	2 19	2 25	...	...
BALLAN ... arr.	...	...	...	...	...	...	...	...
dep.	7 40	...	10 45	...	2 56	3 2	...	...
R.M. Stop. Place No 77 ...	Z	...	...	...	*	*	...	...
Millbrook (R.M. Stop. Place)	7 55	...	10 56	...	*	*	...	...
Wallace ...	8 6	...	11 4‡	...	*	*	...	...
Bungaree ...	8 11	...	11 9	...	*	*	...	...
Dunnstown ...	8 17	...	11 15	...	*	*	...	...
Warrenheip ...	8 22	10 36	*	...	*	*	6 56	7 22
R.M. Stop Place No.73 ...	††	...	...	...	...	...	...	...
Ballarat East ...	8 29	10 42	11 25	...	*	*	7 2	7 28
BALLARAT arr.	8 40	10 48	11 42R	...	3 30R	3 35R	7 5	7 30
dep.	...	...	(11 28 Mo.) 11 47 To Dimboola (See page 48)	...	3 45 To Horsham (See page 48)	3 50 To Dimboola (See page 48)	...	...

	Pass. Mon. to Fri.	Pass. Mon. to Fri.	Pass. Sat.	Rail M'tor Mon. to Fri.	"The Overland" Daily, Sun. Incl.	Pass. Mon. to Thur.	Pass. Sun., Fri.	Pass. Sun.	Pass. Sun.
MELBOURNE (Spencer St.) dep.	p.m. 4 23R	p.m. 5 25R	p.m. 6 20R	p.m. 6 20R	p.m. 8 40R	p.m. 9 5R	p.m. 9 20R	a.m. 9 35	p.m. 7 10R
North Melbourne ...	4 26	*	*	*	*	*	*	9 44	7 18
Footscray ...	4 31	5 34	6 29	6 29	*	*	*	9 54	7 26
Sunshine ...	4 41	5 42	6 38	6 39	*	*	*	*	*
Deer Park ...	4 48	5 50	6 44	6 47	*	*	*	*	*
R.M. Stop. Place No. 64	*	*	*	*	*	*	*	*	*
Rockbank ...	5 1	6 1	6 54	7 2	*	*	*	10 14	7 48
R.M. Stop. Place No. 65	*	*	*	*	*	*	*	*	*
Melton ...	5 10	6 9	7 1	7 11	*	*	*	*	*
Parwan ...	5 20	6 18	7 9	7 22	*	*	*	*	*
BACCHUS MARSH arr.	5 26	...	...	7 37	...	...	...	...	...
dep.	...	6 25	7 15	...	*	*	*	10 27	8 0
BALLAN ... arr.	...	7 2	7 43	...	*	*	*	11 1	8 34
dep.	...	...	...	...	*	*	*	*	*
R.M. Stop. Place No. 77	...	7 13	7 50	...	*	*	*	*	*
Gordon ...	...	*	*	...	*	*	*	*	*
Millbrook (R.M. Stop. Place)	...	7 21‡	8 6‡	...	*	*	*	11 19	8 52
Wallace ...	...	7 26	8 11	...	*	*	*	*	*
Bungaree ...	...	7 31‡	8 16‡	...	*	*	*	*	*
Dunnstown ...	...	*	*	...	*	*	*	*	*
Warrenheip ...	...	*	*	...	*	*	*	*	*
Ballarat East ...	...	7 42	8 26	...	*	*	*	11 36	9 10C
BALLARAT arr.	...	7 55	8 30	...	11 43R	11 33R	11 27 R	...	Rail Car 9 20
dep.	...	...	...	...	10 58 To Adelaide (See page 48)	11 45 To Mildura (See page 42)	11 39 To Mildura (See page 42)	...	To Ararat (See page 48)

For explanation of symbols see opposite page.