



The Times

February 2011

A journal of transport timetable history and analysis

Tastes in TEA differ, but the taste of "ROLFE'S" is always the same—Delightful



Inside: Always delightful – OSBA Cable-tram TT

RRP \$2.95
Inc. GST

The Times

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

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

February 2011

Issue No. 323 Vol 27 No. 02

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On the front cover

"Perversely askew" is how one commentator described the street system of central Melbourne. This is very obvious from Osboldstone's tramway map first produced in 1917 and shown here in a 1921 edition.

I found the following (from Jack McLean) in the 20th anniversary issue of The Times: *I expected that the word TIMES would be expanded to make an acronym but it never happened, through shortage of time to think of one.* So...

The **H**orariologist's **E**ncyclopaedia. **T**rains **I**ntended **M**ostly, **E**xceptions **S**anctioned.

You can do better than this. The competition opens today and entries will be received until April Fools Day.



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“OSBA”!

GEOFF LAMBERT reviews an (almost) unique item.

In August 1917, the following notice appeared in (of all places) *The Victorian Naturalist*:

Map of Melbourne and Suburbs. — An excellent map of Melbourne and suburbs, showing all the tram and train routes, has just been issued by Osboldstone and Co. It is on the scale of 1 inch to 1 mile, and folds into a cover 4 x 5 inches, handy for the jacket. The municipalities are in different colours, while as only the main streets and roads are shown the map is saved from a plethora of names. It will be found very handy for lovers of the open air in taking cross-country jaunts, say, from one tram terminus to another. An outline of the tram time tables, with fares, is given on the back of the map.

More to the point, Osboldstones also produced at the same time, or later, a timetable booklet or booklets to go with their map. The date of the timetable booklet reviewed here appears to be about September/October 1921 because it shows the Footscray lines (opened 6th September) and the Deepdene service (withdrawn 20th October). Such a publishing date would be about 18 months after the take-over of nearly all Melbourne tramways by the Melbourne and Metropolitan Tramways Board (MMTB). Thus, when the OSBA appeared, it filled a gap that might not have been noticed and whose plugging might not have been possible until then—the absence of a “System Timetable”

There are only 4 known copies of this timetable in existence. There seem to be none in Australian libraries or archives. The copy reviewed here comes from the collection of AATTC member John Young, who has skilfully restored two of them and replaced their rusting staples with linen thread. The whereabouts of the other 2 we leave to the diligent Googler to uncover.

Examination of the cover of the timetable itself (right), creates the impression that the timetable was produced as an advertising gimmick to market Osboldstone’s printing skills. Production seems also to have been supported by some advertising revenue—particularly from Rolfe’s Tea—of which more anon. The timetable, however, was not a give-away, costing sixpence—in today’s terms about \$30

The printers certainly seem to have made a fair fist of the map, illustrated on our cover. The name OSBA, I surmise, was probably related to the telegraphic address of the printing company.

The timetable contains a few over-scribbles by a previous owner, acknowl-



edging some of the changes made in services in the 1920s. Sewn into the back of the timetable is a typescript table, setting out the route mileages of the electric lines shown in the tables. The whole will be available in a PDF facsimile file in AATTC’s Distribution List.

The timetable is divided into two sections—12 pages of “Cable Lines” and 30 pages of “Electric Lines”. This allocation is quite out of kilter with both the traffic carried and the route length of the two networks. This was a consequence, I think, of the “system” still finding its feet and falling back to the timetable practices of its constituents. It seems to me that, as a rule of thumb, the appearance order of lines in the booklet is by owning entity, then date of

opening.

Cable lines

Melbourne’s cable tram system had its origin in a Private Member’s Bill, passed as the *Melbourne Tramway and Omnibus Company’s Act* in 1883. This Company had operated horse bus services all over Melbourne since 1869—it took 14 years of debate to get the tram system up and running. The Act was only passed after an investigation by a Parliamentary Select Committee. One might justifiably say that, in retrospect, Melbourne’s cable tram system was an early application of two “modern” concepts—the Public-Private Partnership and the “vertical separation” of infrastructure from operation. Twelve municipalities had combined to form a Tram-

ways Trust, responsible for the tracks and engine houses. The network was to be run by the Company under a thirty year lease; it would also own the rolling stock and tram depots. In addition to this private system, there was a separate cable line was run by the municipally-owned Northcote Tramway Trust.

The network was completed by 1891. There were 18 routes with a total route mileage of 64.12 over a double-track mileage of 46.41 (some routes shared tracks). It was the largest such network in the world. In 1921, more than 50% of the tramway route miles were driven by cable, as can be seen from the colour coding on the map. The core of the tram system was entirely cable operated, connecting to electric feeder lines. John Keating author of the popular history *"Mind the Curve!"* wrote that the route map *"looked like a starfish or an octopus with twice the usual array of tentacles"*. In 1923 the Company owned 592 "dummies" (the grip cars) and 597 trailer cars in two sizes.

The cable system was only 2 years from its peak at the time of the edition of OSBA. It was a busy system. In Keating's words, *Cable trams were now carrying 113 million passengers annually; 176 trams shunted at the foot of Elizabeth St between 5 and 6 PM daily [this was double counting each car]; and during the same busy hour 420 trams were clanging their way across the Town Hall intersection [above].* These 1916 figures are prodigious— and they were growing at the time by about 10% per annum, even though there was a war being waged. Melbourne cannot match them today— tram frequencies in 2010 are about one-quarter of those in 1921 (the trams are much bigger, of course.) The OSBA timetables show frequencies of one tram per minute on some routes and where routes are shared, (Bourke St, Swanston St, Elizabeth St) it sometimes resorted to



specifying frequencies by half-minute intervals.

While other cities closed their cable lines after short lives, Melbourne's persisted for half a century. Nevertheless, it was also on

the cusp of change during World War I— a change brought about by the electric tram.

Anticipating the inevitable growth of the electric system and the approaching end of the lease, the Government had set up a

Cable		Running Time		In		Out		Service Hours		Service durations		Service interval minutes		Service frequency trams per hour		Total services			Cars required	
Route	City Street	min	First car	Last car	First car	Last car	In	Out	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Total	Off-Peak	Peak	
Minimum		12	5:29	22:54	5:32	23:10	15:39	15:42	12:25	3:15	2.0	1.0	5.5	8	24	75				
Maximum		55	7:15	23:46	7:48	0:06	17:50	17:51	14:35	3:15	11.0	8.0	30	60	195	431				
Average		27	5:53	23:13	6:13	23:34	17:20	17:21	14:05	3:15	3.9	2.7	19.2	30.9	100.6	271.9				
Total																	11169	292	476	
Richmond	Spencer St	23	5:42	23:04	6:07	23:30	17:22	17:23	14:07	3:15	2.5	1.5	24	40	130	339	938	20	33	
Nicholson St	Bourke St	21	5:41	23:10	6:03	23:33	17:29	17:30	14:14	3:15	3.0	2.5	20	24	78	285	725	15	18	
Victoria St	Collins St	23	5:34	23:08	5:58	23:34	17:34	17:36	14:20	3:15	2.0	1.0	30	60	195	430	1250	25	50	
Clifton Hill	Bourke St	28	5:37	23:04	6:05	23:34	17:27	17:29	14:13	3:15	2.5	1.5	24	40	130	341	942	24	40	
Brunswick	Elizabeth St	28	5:29	23:06	5:59	23:36	17:37	17:37	14:22	3:15	2.0	1.0	30	60	195	431	1252	30	60	
Brighton Rd	Swanston St	32	5:33	22:58	6:04	23:32	17:25	17:28	14:11	3:15	2.5	1.6	24	38	125	341	931	27	43	
Carlton-Prahran	Swanston St	55	5:34	23:14	5:53	23:34	17:40	17:41	14:25	3:15	3.0	2.0	20	30	98	289	772	38	57	
North Carlton-Esplanade	Swanston St	44	5:37	23:19	5:32	23:10	17:42	17:38	14:25	3:15	3.0	2.0	20	30	98	288	771	30	46	
Toorak	Swanston St	34	7:15	22:54	7:48	23:30	15:39	15:42	12:25	3:15	5.0	3.5	12	17	56	149	409	14	20	
Northcote	N/A	16	5:56	23:46	6:15	0:06	17:50	17:51	14:35	3:15	5.0	3.0	12	20	65	175	480	7	12	
North Melbourne	Elizabeth St	20	5:39	23:12	6:00	23:34	17:33	17:34	14:18	3:15	3.0	2.0	20	30	98	286	767	14	22	
West Melbourne	Elizabeth St	14	6:18	23:19	6:34	23:35	17:01	17:01	13:46	3:15	11.0	8.0	5.5	8	24	75	198	2	4	
North Fitzroy/South Melbourne	Collins St	39	5:40	23:19	5:42	23:20	17:39	17:38	14:23	3:15	2.5	1.5	24	40	130	345	950	32	54	
Port Melbourne	Collins St	23	5:45	23:11	6:07	23:35	17:26	17:28	14:12	3:15	5.0	4.0	12	15	49	170	438	10	12	
Windsor	N/A	12	7:00	23:40	7:14	23:55	16:40	16:41	13:25	3:15	6.0	5.0	10	12	39	134	346	4	5	
Frequencies by city street																				
Bourke St											81.8	56.3	44	64						
Collins St											54.5	31.3	66	115						
Elizabeth St											64.9	36.9	55	98						
N/A											163.6	112.5	22	32						
Spencer St											150.0	90.0	24	40						
Swanston St											47.4	31.1	76	116						

"ROLFE'S" TEA—

CHILDREN'S FARES

When the Adult Fare is 1½d. or 2d.	..	One penny
" " " 2½d. or 3d.	..	Three halfpence
" " " 3½d. or 4d.	..	Twopence
" " " 4½d. or 5d.	..	Twopence halfpenny
" " " 5½d. or 6d.	..	Threepence
" " " 6½d. or 7d.	..	Threepence halfpenny

Provided that one child under the age of **three years**, if accompanied by a person who shall have paid an adult fare, shall be permitted to travel free, but **only if in arms or seated on the knee** of such adult passenger.

SCHOLARS' CONCESSION FARES

The fares for children under the age of 17 years, when travelling to and from school, shall be the following concession fares by ticket:—

For every one or two sections, per hundred	..	Five shillings
For each additional section or portion thereof, per hundred	..	Two shillings and sixpence

Tickets are only available for a journey commenced before 8.30 p.m. Monday to Friday inclusive, and before 1 p.m. on Saturday.

Tickets are not available on Sundays nor during the school vacations, but may be used by scholars attending school on any other day.

Conditions and forms of application obtainable at any Depot.

MINIMUM CHARGE UPON CERTAIN CARS

Whenever indicated by notice on the car the minimum adult fare shall be as thereon specified.

2

Makes the Best Tea

SPECIAL ROUND TRIP

Cable and Electric Cars.

Sixteen Miles for One Shilling.

Children under Twelve Years, 6d.

The attention of the public is drawn to this "Special Trip," which embraces a number of southern and eastern residential suburbs. The trip can be made in either direction, from any point on the round journey, but, once started, must be continued in the one direction back to the starting point.

Take St. Kilda Beach Cable Car in Swanston Street, or at any point en route, to lower Esplanade, St. Kilda, opposite Luna Park, transfer to the electric car, showing the destination Victoria Bridge, which passes through Balacava, and Malvern, along Glenferrie Road, passing Malvern Station and Malvern Town Hall, thence through Hawthorn, Glenferrie, and Kew to Victoria Bridge, where passengers must transfer to the cable car to come back to Swanston Street.

At transfer points on the above trip it is not essential that passengers catch the first available car.

The round trip occupies 1 hour 40 minutes.

LOST PROPERTY

All property found on cars should be handed over immediately to the conductor, who will return same to the office. The property can be obtained by the owner after satisfactory identification and payment of booking fee, 3d. Property lost on cable cars should be claimed at the Head Office, 673 Bourke Street, and that lost on electric tramways at their respective depots, as follows:—

Prahran and Malvern lines, Car Depot, Coldblo Road, Malvern.
Hawthorn and Malvern lines, Car Depot, Wallan Road, Hawthorn.
Brunswick and Coburg lines, Car Depot, Nicholson Street, Coburg.
North Fitzroy and Preston lines, Car Depot, Miller Street, Preston.
Footscray lines, Car Depot, Buckley Street, Footscray.

All articles not claimed within 6 months will be sold.

CHARGES FOR EXCESS LUGGAGE

The charge to be paid by each passenger upon any tramway of the Board who shall take with him permitted personal luggage, parcels, or packages exceeding in the aggregate 28 lb., but not exceeding 56 lb. in weight, or 36 x 18 x 12 inches in dimension, shall be an additional full fare. Luggage, parcels, or packages exceeding 56 lb. in weight, or 36 x 18 x 12 inches in dimension, are not permitted.

3

Royal Commission in 1910 to enquire into suburban transport generally. Among other things, the Commission recommended in its 1911 report that all tramways, public and private, be vested in a Trust and that the cable lines be progressively converted to electric operation. These recommendations were acceptable, but nothing much happened until the end of 1915, when a Cable Tramways Board was formed. This Board duly took over operation of the cable system on 1st July 1916.

Electric Lines

Apart from the short-lived Doncaster line, electric trams did not make their appearance until 1906, when both the Victorian Railways and a private company opened lines. A little later the Prahran and Malvern municipalities formed a Tramways Trust to build lines. This unleashed a flood. By 1921, there were 35 track miles and 110 route miles of electric trams connecting with the cable service and the railway— but not entering the city proper.

The MMTB

Both cable systems and all but 3 electric lines were taken over by the MMTB in February 1920. As we shall see, however, the ghosts of the constituent systems still lurk within the timetable. The existence of the MMTB was scarcely acknowledged in OSBA and its full name never appears. The MMTB itself was later to produce both maps and timetables (this issue, rear cover), but they do not seem to ever have equalled the OSBA. Two lines under construction at the time of the take-over—Preston and Footscray—were opened by it.

General information

The timetable has no internal title page or other publishing niceties— rather an oversight for a publication that was supposed to market Osboldstone's printing wares. It launches straight into an index on page 2 and follows this with just 2 pages of information on fares, lost property and luggage (above). It is interesting that passengers

were permitted up to 28lb (about 12 kg) of luggage free and twice that for the cost of a single fare. Larger amounts were forbidden.

Cable Service

With over 11,000 cable tram services every weekday, a complete system timetable, especially one showing intermediate times, was impossible. The timetable information which could be found is illustrated by the first route in the book, that for Richmond (above): identification lights (there were no route numbers), connections, route descriptions, fares, section details, running time, peak and off-peak frequencies, first and last trams from each end, and the peak off-peak hour ranges and transfers. For "through" routes such as North Fitzroy to South Melbourne, separate information is given for services either side of the city.

Most tables show sets of times for "Weekdays", Saturdays and Sundays separately— although the Cable Service tables

RICHMOND

BLUE LIGHT AT NIGHT.

Connecting with Electric Tram at Hawthorn Bridge for Hawthorn, where change is made for Camberwell, Burwood, and Wattle Park Routes. City Terminus at Junction of Bourke and Spencer Streets, via Spencer Street, Flinders Street, Wellington Parade, Bridge Road, and terminating at Hawthorn Bridge. Running time 23 minutes.

THROUGH FARE.—2d. by cash or ticket.

City Sections between Spencer Street terminus and Spring Street. Fare 1½d. by cash or ticket.

Suburban Section, between terminus at Hawthorn Bridge and Punt Road, 1½d. by cash or ticket.

Times of Departure.

	Suburban End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.42 a.m.	11.4 p.m.	6.7 a.m.	11.30 p.m.
Saturdays ..	5.42 a.m.	11.34 p.m.	6.7 a.m.	12.0 p.m.
Sundays ..	1.30 p.m.	10.5 p.m.	1.56 p.m.	10.31 p.m.

A 2½-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 1½-minute service is run.

TRANSFERS are issued between Spencer Street terminus and Prahran, Toorak, Brighton Road, and Esplanade Lines at Swanston Street, and South and Port Melbourne at Market Street. Fare 3d.

All fares are increased by ½d. on Sundays and Public Holidays.

sometimes make no distinction at all "Weekdays" had formerly meant Monday-Saturday, but this convention was in flux in 1921. In a city of churches, it comes as no surprise to find that tram service did not start until after citizens had returned from worship and digested their Sunday lunch—well their "dinner" it was in those days.

One can use all this information to build up a picture of the cable service, as shown at the bottom of page 4. This shows that most services started about 6 AM and ran until just before midnight. Nearly all services ran at a higher frequency during what we would call today, the "rush" or "peak" hours. On some routes, a two minute service frequency was offered. Because routes were shared on some streets, most notable Swanston and Elizabeth Sts, service frequency during the peaks was as high as 115 per hour or a tram every 30 seconds. With a fixed speed of 13 mph, this meant the trams were strung out like beads on a wire at a separation of about 600 feet, which is half a Melbourne city block on these two streets. Allowing for stops, the average speed over the system was 9.3 mph. This compares favourably with the current Yarra Trams average speed in the CBD of 11 km per hour (7 mph).

The cable tram, "gliding along with swan-like motion" was one of things that made "Marvellous Melbourne" so marvellous.

Carlton-Prahran (OSBA pp8-9; Times p7 lower). This one of several through routes operated by separate cables. The Carlton line, more commonly known as the Johnston St line had its engine house in Johnston St near Brunswick St. Through trams to Prahran dropped this 13,000-foot cable in Swanston St at Queensberry St and picked up the 22,000-foot Prahran cable out of the Toorak engine house. This was only possible by the two routes having grip

openings on the same (southward) side. Through routing tables like this duplicated the first and last tram data from each end and, unlike city-terminating lines didn't show times in the city at all.

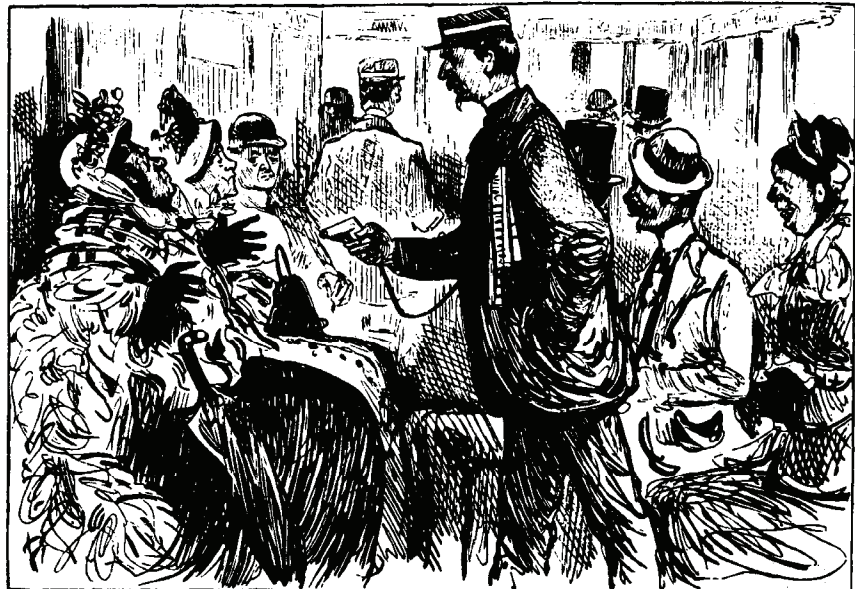
Nicholson St, Brunswick, Royal Park, Toorak and Windsor (OSBA pp10-11; Times p8). It was certainly an economical use of printing space to be able to fit 5

separate routes into 2 pages. Small enough to be "handy for the jacket". The Nicholson St service is shown explicitly as a 2½ minute frequency. Whether it was really timed to such precision is unknown (were there Working Timetables, I wonder?). Combined with the 1½ minute peak service of the Carlton service, this made Bourke St very busy. Of interest here is that two of the lines did not enter the city at all and one of them was not even a cable line—the horse tram to the zoo, which closed in 1923 after its barn was burned down during a police strike.

North Carlton—Esplanade (St Kilda) OSBA pp 12-13, Times p9 top). This was another through route which added to the plethora of trams in Swanston St, running to a 3-minute frequency through most of the day but at a two-minute frequency in the rush hour.

Northcote (OSBA p16; Times p 90 lower right): This line, separately owned by its local Council, appeared last in the Cable Lines section of OSBA. It was unusual in that it connected end-on with the Clifton Hill cable line, but there was not through running, apparently because the cable systems and grips of each were incompatible. After MMTTB took over, this was rectified; it made the Esplanade-Northcote route the longest on the system The Northcote cable line was one of the first to be

Bail Up



Conductor (suddenly)—'Your fare, Ma'am.'

Mrs Ramsbotham (just down from Croajingergoalong, riding in the tramcar for the first time)—Don't shoot, Mister, I'll pay up.'

(N.B.—For the enlightenment of those who have not yet ridden on a tramcar, we may mention that the 'bell punch', with which the conductor nips the tickets, is in size and shape very similar to a bulldog revolver.)

(Melbourne Punch, 10 December 1885)

Electric			Running				In		Out		Service Hours		Service durations		Service interval minutes		Service frequency trams per hour		Total services			Cars required	
Route	Operator	Route #	Time min	First car	Last car	First car	Last car	In	Out	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	Peak	Total	Off-Peak	Peak	
Minimum				6:00	23:03	5:40	22:58	16:17	16:10	8:45	0:00	7.0	5.0	3.0	3	26	0						
Maximum				7:20	0:40	7:23	0:23	18:25	18:30	18:26	9:00	20.0	20.0	8.6	12	132	54						
Average				6:37	23:41	6:35	23:53	17:03	17:18	16:03	1:07	14.8	12.4	4.4	5.7	71.4	7.9						
Total																				3801	154	198	

"ROLFE'S" TEA—

CARLTON to PRAHRAN

RED LIGHT AT NIGHT.

Connecting with Electric Services for Brunswick and Coburg at intersection of Lygon Street and Elgin Street, Carlton, and at Chapel Street for Malvern and Caulfield, via Malvern Road, High Street, Dandenong and Balaclava Roads.

Carlton terminus at Johnston Street Bridge, Abbotsford, via Johnston Street, Elgin Street, Lygon Street, Russell Street, Lonsdale Street, Swanston Street, St. Kilda Road, Domain Road, Park Street, Toorak Road, Chapel Street, terminating at intersection of Chapel Street and Carlisle Street. Running time 55 minutes.

FARES.—Between Abbotsford terminus and Flinders Street; between Lonsdale Street (Hospital Gates) and Punt Road; between Queensberry Street and Madeline Street terminus and Punt Road; between the corner of Domain Road and Park Street and Carlisle Street terminus—2d. by cash or ticket. Between Lonsdale Street (Hospital Gates) and Carlisle Street terminus; between Carlisle Street terminus and Queensberry Street and Madeline Street terminus—3d. cash.

CITY SECTION.—Between Victoria Street and City Road, South Melbourne, 1½d. by cash or ticket.

SUBURBAN SECTIONS.—Terminus at Abbotsford and Smith Street, terminus at Carlisle Street and High Street, Prahran, 1½d. cash or ticket.

All fares increased by ½d. on Sundays and Public Holidays.

Times of Departure.

	Carlton		City.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.34 a.m.	11.14 p.m.	5.53 a.m.	11.33 p.m.
Saturdays ..	5.34 a.m.	11.44 p.m.	5.53 a.m.	12.3 p.m.
Sundays ..	1.30 p.m.	10.14 p.m.	1.59 p.m.	10.37 p.m.

Times of Departure.

	Prahran.		City.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.26 a.m.	11.3 p.m.	5.53 a.m.	11.34 p.m.
Saturdays ..	5.26 a.m.	11.33 p.m.	5.53 a.m.	12.4 p.m.
Sundays ..	1.30 p.m.	10.8 p.m.	1.50 p.m.	10.34 p.m.

A 3-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 2-minute service is run.

TRANSFERS.—Between Abbotsford terminus and Spencer Street, at Smith Street or Nicholson Street. Between Abbotsford terminus and Collins Street, at Brunswick Street. Between Abbotsford terminus and Clifton Hill, at Smith Street; North Fitzroy at Brunswick Street; Nicholson Street North at Nicholson Street; North Carlton at Rathdown Street. Between Flinders Street and Nicholson Street North, at Nicholson Street; North Fitzroy at Brunswick Street; Clifton Hill at Smith Street; between corner of Lygon and Elgin Streets and corner Smith and Gertrude Streets at Smith Street. Between Carlisle Street terminus and Esplanade, at Wellington Street or Domain Road. Between Carlisle Street terminus and Toorak at Toorak Road. Between Carlisle Street terminus and Brighton Road at Domain Road. Between Carlisle Street terminus and Queensberry Street at Lonsdale Street. Between Carlisle Street terminus and Spencer Street at Flinders, Collins, or Bourke Streets. Between Toorak Road and Esplanade at Wellington Street. Fare 3d.

Has that fascinating flavor

PRAHRAN to CARLTON

RED LIGHT AT NIGHT.

Connecting in Chapel Street with Electric Services, via Malvern Road, High Street, Dandenong Road to Malvern and Caulfield, and at intersection of Lygon and Elgin Streets, Carlton, for Brunswick and Coburg.

Prahran terminus at intersection of Chapel and Carlisle Streets, St. Kilda, via Chapel Street, Toorak Road, Park Street, Domain Road, St. Kilda Road, Swanston Street, Lonsdale Street, Russell Street, Lygon Street, Elgin Street, Johnston Street, terminating at Johnston Street Bridge, Abbotsford. Running time 55 minutes.

FARES.—Between Carlisle Street terminus and (Hospital Gates) Lonsdale Street, or Queensberry Street and Madeline Street terminus; 3d. cash. Between Punt Road and (Hospital Gates) Lonsdale Street; between Punt Road and Queensberry and Madeline Streets terminus; between Carlisle Street terminus and corner Park Street and Domain Road; between Abbotsford terminus and Flinders Street; between Lonsdale Street (Hospital Gates) and Punt Road; 2d. by cash or ticket.

CITY SECTION.—City Road, South Melbourne and Victoria Street; 1½d. by cash or ticket.

SUBURBAN SECTIONS.—Terminus at Carlisle Street and High Street, terminus at Abbotsford and Smith Street; 1½d. by cash or ticket.

Times of Departure.

	Prahran.		City.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.26 a.m.	11.4 p.m.	5.53 a.m.	11.34 p.m.
Saturdays ..	5.26 a.m.	11.34 p.m.	5.53 a.m.	12.4 p.m.
Sundays ..	1.30 p.m.	10.8 p.m.	1.50 p.m.	10.34 p.m.

Times of Departure.

	Carlton.		City.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.34 a.m.	11.14 p.m.	5.53 a.m.	11.33 p.m.
Saturdays ..	5.34 a.m.	11.44 p.m.	5.53 a.m.	12.3 p.m.
Sundays ..	1.30 p.m.	10.14 p.m.	1.59 p.m.	10.37 p.m.

A 3-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 2-minute service is run.

TRANSFERS.—Between Carlisle Street terminus and Esplanade, at Wellington Street or Domain Road. Between Carlisle Street terminus and Brighton Road, at Domain Road. Between Carlisle Street terminus and Toorak, at Toorak Road. Between Carlisle Street terminus and Spencer Street, at Flinders, Collins, or Bourke Streets. Between Carlisle Street terminus and Queensberry Street at Lonsdale Street. Between Toorak Road and Esplanade, at Wellington Street. Between Abbotsford terminus and Clifton Hill, at Smith Street; North Fitzroy at Brunswick Street; Nicholson Street North at Nicholson Street; North Carlton at Rathdown Street; Spencer Street at Smith Street or Nicholson Street; Collins Street at Brunswick Street. Between Flinders Street and Nicholson Street North, at Nicholson Street; North Fitzroy at Brunswick Street; Clifton Hill at Smith Street; between corner of Lygon and Elgin Streets and corner Smith and Gertrude Streets at Smith Street. Fare 3d.

All fares are increased by ½d. on Sundays and Public Holidays.

“ROLFE’S” TEA—

NICHOLSON STREET

BLUE LIGHT AT NIGHT.

City terminus at junction of Bourke and Spencer Streets, via Bourke Street, Evelyn Street, and Nicholson Street, terminating at intersection of Nicholson and Park Streets, North Fitzroy. Running time 21 minutes.

THROUGH FARE.—2d. by cash or ticket.

CITY SECTION.—Spencer Street terminus and Spring Street. Fare 1½d. by cash or ticket.

SUBURBAN SECTION.—Between Park Street terminus and Johnston Street. Fare 1½d. by cash or ticket.

Times of Departure.

	Suburban End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.41 a.m.	11.10 p.m.	6.3 a.m.	11.33 p.m.
Saturdays ..	5.41 a.m.	11.40 p.m.	6.3 a.m.	12.3 p.m.
Sundays ..	1.37 p.m.	10.15 p.m.	2.0 p.m.	10.38 p.m.

A 3-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 2½-minute service is run. Running time 20 minutes.

TRANSFERS are issued between Spencer Street terminus and Prahran, Toorak, Brighton Road, and Esplanade Lines at Swanston Street, and Abbotsford at Johnston Street. Between Park Street terminus and Abbotsford, Carlton, and Flinders Street at Johnston Street; fare 3d.

All fares increased ½d. on Sundays and Public Holidays.

BRUNSWICK

RED LIGHT AT NIGHT.

Connecting with Branch Line to Zoological Gardens at Royal Park, and Coburg Electric Trams at Moreland Road.

City terminus at junction of Flinders and Elizabeth Streets, via Elizabeth Street, Sydney Road, and terminating at intersection of Sydney Road and Moreland Road. Running time 28 minutes.

THROUGH FARE.—2d. by cash or ticket.

CITY SECTION.—Between Flinders Street terminus and Victoria Street. Fare 1½d. by cash or ticket.

SUBURBAN SECTION.—Between terminus, Moreland Road, and Park Street, Brunswick. Fare 1½d. by cash or ticket.

Times of Departure.

	Suburban End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.29 a.m.	11.6 p.m.	5.59 a.m.	11.36 p.m.
Saturdays ..	5.29 a.m.	11.36 p.m.	5.59 a.m.	12.6 p.m.
Sundays ..	1.24 p.m.	10.11 p.m.	1.54 p.m.	10.41 p.m.

A 2-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 1-minute service is run.

All fares increased by ½d. on Sundays and Public Holidays.

ROYAL PARK (Horse Trams)

Brunswick Cable Line connects with Horse Trams at Royal Park Gates, and runs through Royal Park to main entrance of Zoological Gardens.

FARE.—1d. each way. Week days, Sundays, and Holidays. Twenty-minute service is maintained during visiting hours at Zoo, but service is discontinued after 6 p.m.

10

Does not turn bitter

TOORAK

WHITE LIGHT AT NIGHT.

Connects with Brunswick and Coburg Electric Services at intersection of Madeline and Queensberry Streets.

City terminus at intersection of Madeline and Queensberry Streets, via Madeline and Swanston Streets, St. Kilda Road, Domain Road, Park Street, Toorak Road, terminating at intersection of Toorak and Irving Roads, Toorak. Running time 34 minutes.

THROUGH FARE.—3d. by cash.

FARE.—Toorak terminus to corner of Park Street and Domain Road, 2d. by cash or ticket. Punt Road to Queensberry and Madeline Streets terminus. Fare 2d. by cash or ticket.

CITY SECTION.—Between Victoria Street and City Road, South Melbourne. Fare 1½d. by cash or ticket.

SUBURBAN SECTION.—Between terminus and Chapel Street. Fare 1½d. by cash or ticket.

Times of Departure.

	Suburban End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	7.16 a.m.	10.54 p.m.	7.48 a.m.	11.30 p.m.
Saturdays ..	7.16 a.m.	11.24 p.m.	7.48 a.m.	12.0 p.m.
Sundays ..	1.30 p.m.	9.54 p.m.	2.5 p.m.	10.30 p.m.

A 5-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 3½-minute service is run.

TRANSFERS are issued between Flinders Street and Princes Street, North Carlton (via Electric Tram) at Queensberry Street. Fare 2½d. cash. Between Toorak terminus and Spencer Street at Flinders, Collins, or Bourke Streets; between Toorak terminus and Prahran, at Chapel Street; between Toorak terminus and Esplanade or Brighton Road, at Domain Road. Fare 3d.

All fares increased by ½d. on Sundays and Public Holidays.

WINDSOR

RED LIGHT AT NIGHT.

Connecting with Electric Tram Service at Chapel Street for Malvern and Caulfield, and at Esplanade for Balaclava and Caulfield.

Starting at intersection of Wellington and Chapel Streets, via Wellington Street, Fitzroy Street, Esplanade, and terminating at intersection of Barkly and Acland Streets, St. Kilda. Running time 12 minutes.

THROUGH FARE.—2d. by cash or ticket.

SUBURBAN SECTIONS.—Between Chapel Street terminus and Fitzroy Street junction; between Acland Street terminus and Fitzroy Street junction. Fare 1½d. by cash or ticket.

Times of Departure.

	Esplanade End.		Windsor End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	7.0 a.m.	11.40 p.m.	7.14 a.m.	11.55 p.m.
Saturdays ..	7.0 a.m.	12.10 p.m.	7.14 a.m.	12.25 p.m.
Sundays ..	1.30 p.m.	10.40 p.m.	1.45 p.m.	10.55 p.m.

A 6-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 5-minute service is run.

TRANSFERS.—Between Chapel Street terminus and Queensberry Street at Fitzroy Street junction; between Esplanade terminus and Toorak Road, at Chapel Street. Fare 3d.

All fares increased by ½d. on Sundays and Public Holidays.

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converted to electric operation.

Electric Service

The electric system was still very much the little brother in 1921, and ran only some 3,700 services per day—fewer than one-third of the cable services. This, it must be admitted though, compares well with today’s 4,500 electric services.

The Electric service timetable layout is all over the shop compared with that of the cable system; probably because it was compiled by Osboldstones from what they could get from the MMTB, who was probably still using “templates” used by its predecessors.

This complexity is shown in our first Electric Service timetable—Victoria Bridge to Deepdene and Mont Albert (OSBA pp 22-23, The Times p 10 top). This timetable format was inherited from the Prahran and Malvern Tramways

Trust. The table has to convey sensible information for a service along Whitehorse Rd, half of which terminates at Deepdene, with the remainder continuing to Mont Albert. The timetable could have said this explicitly, but it chose to confuse the issue with a certain amount of circumlocution. This has produced the rather curious situation of some trams “departing Deepdene, but never arriving anywhere. This practice took a leaf out of Bradshaw and was similarly infuriating.

The Victoria Bridge to St Kilda service (OSBA pp 24-25; The Times p10 bottom) was also an ex-PMTT route and complicated in a different way—it needed a full page to explain the fare structure. This was because it was a long route with 12 sections, imposed upon a policy of having both concession and regular fares, each of which was different on Sundays.

The two Victorian Railways tram services (OSBA pp 36-37, The Times p 11, top) are a paragon of simplicity compared with the HTT tables. One item of note is that Sunday service started before church, but was suspended during church. In its own tram timetables, VR managed to cram all of the services, with 4 timing points each, into a single—albeit larger—page.

Previous confused timetables were as nothing compared with the confusion of services formerly operated by the Prahran and Malvern Tramways Trust in Glenhuntly Rd (OSBA pp 38-44, Times p11, p12 bottom). For me, the difficulty in teasing out the 7 pages of services was that the timetables show many services in Glenhuntly Rd as converging on Elsternwick railway station, with none running through it to the opposite terminus. In fact, it seems that many Darling Rd trams did run through to Pt Ormond, especially on Sundays. The trams from Grange Rd all ran

"ROLFE'S" TEA—

NORTH CARLTON to ESPLANADE

GREEN LIGHT AT NIGHT.

Connecting with Electric Systems for Brunswick and Coburg at intersection of Lygon and Elgin Streets, at Esplanade, St. Kilda, for Balaclava and Caulfield; at terminus St. Kilda for Brighton; at Commercial Road for Malvern and Gardiner; at High Street for Malvern and Glen Iris.

North Carlton terminus at intersection of Rathdown and Park Streets, via Rathdown Street, Elgin Street, Lygon Street, Russell Street, Lonsdale Street, Swanston Street, St. Kilda Road, Fitzroy Street, Esplanade, and Acland Street, terminating at intersection of Acland and Barkly Streets, St. Kilda. Running time 44 minutes.

FARES.—Between North Carlton terminus and Flinders Street, Queensberry Street and Madeline Street terminus, or Lonsdale Street (Hospital Gates) and High Street, Commercial Road, and Acland Street terminus; 2d. by cash or ticket. Between Acland Street terminus and Lonsdale Street (Hospital Gates) or Queensberry and Madeline Streets terminus; 3d. cash.

CITY SECTION.—Between Victoria Street and City Road, South Melbourne; 1½d. by cash or ticket.

SUBURBAN SECTION.—Between terminus in Rathdown Street and Elgin Street, Carlton; between terminus in Acland Street and Fitzroy Street junction; 1½d. by cash or ticket.

Times of Departure.

	North Carlton End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.37 a.m.	11.19 p.m.	5.54 a.m.	11.34 p.m.
Saturdays ..	5.37 a.m.	11.49 p.m.	5.54 a.m.	12.4 p.m.
Sundays ..	1.38 p.m.	10.19 p.m.	2.0 p.m.	10.37 p.m.

Times of Departure.

	Esplanade End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.32 a.m.	11.10 p.m.	5.51 a.m.	11.33 p.m.
Saturdays ..	5.32 a.m.	11.49 p.m.	5.51 a.m.	12.3 p.m.
Sundays ..	1.36 p.m.	10.13 p.m.	1.52 p.m.	10.33 p.m.

A 3-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 2-minute service is run.

TRANSFERS.—Between North Carlton and Abbotsford, at Elgin Street; between Acland Street terminus and South Yarra, terminating at Chapel Street at Domain Road; between Acland Street terminus and Spencer Street, at Flinders, Collins, or Bourke Streets; between Acland Street terminus and Queensberry Street, at Lonsdale Street. Fare 3d.

All fares increased by ¼d. on Sundays and Public Holidays.

Notes

Its flavor will charm you

ESPLANADE to NORTH CARLTON

GREEN LIGHT AT NIGHT.

Connecting with Electric Systems at Esplanade, opposite Luna Park, for Balaclava and Caulfield; at terminus for Brighton; at High Street for Malvern and Glen Iris; at Commercial Road for Malvern and Gardiner; at intersection of Lygon and Elgin Streets for Brunswick and Coburg.

Esplanade terminus at intersection of Acland and Barkly Streets for St. Kilda, via Acland Street, Esplanade, Fitzroy Street, St. Kilda Road, Swanston Street, Lonsdale Street, Russell Street, Lygon Street, Elgin Street, Rathdown Street, terminating at intersection of Park and Rathdown Streets, North Carlton. Running time 44 minutes.

FARES.—Between terminus in Acland Street and Melbourne Hospital Gates (Lonsdale Street), or Queensberry and Madeline Streets terminus; 3d. cash. Between Acland Street terminus and Commercial Road; 2d. cash or ticket. Between Flinders Street and North Carlton terminus; 2d. cash or ticket. Between High Street and Hospital Gates (Lonsdale Street), or Queensberry Street and Madeline Street terminus; 2d. cash or ticket.

CITY SECTION.—Between City Road, South Melbourne, and Victoria Street; 1½d. by cash or ticket.

SUBURBAN SECTION.—Between Acland Street terminus and Fitzroy Street junction; between terminus at North Carlton and Elgin Street; 1½d. by cash or ticket.

Times of Departure.

	Esplanade End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.32 a.m.	11.10 p.m.	5.51 a.m.	11.33 p.m.
Saturdays ..	5.32 a.m.	11.49 p.m.	5.51 a.m.	12.3 p.m.
Sundays ..	1.36 p.m.	10.13 p.m.	1.52 p.m.	10.33 p.m.

Times of Departure.

	North Carlton End.		City End.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.37 a.m.	11.19 p.m.	5.54 a.m.	11.34 p.m.
Saturdays ..	5.37 a.m.	11.49 p.m.	5.54 a.m.	12.4 p.m.
Sundays ..	1.38 p.m.	10.19 p.m.	2.0 p.m.	10.37 p.m.

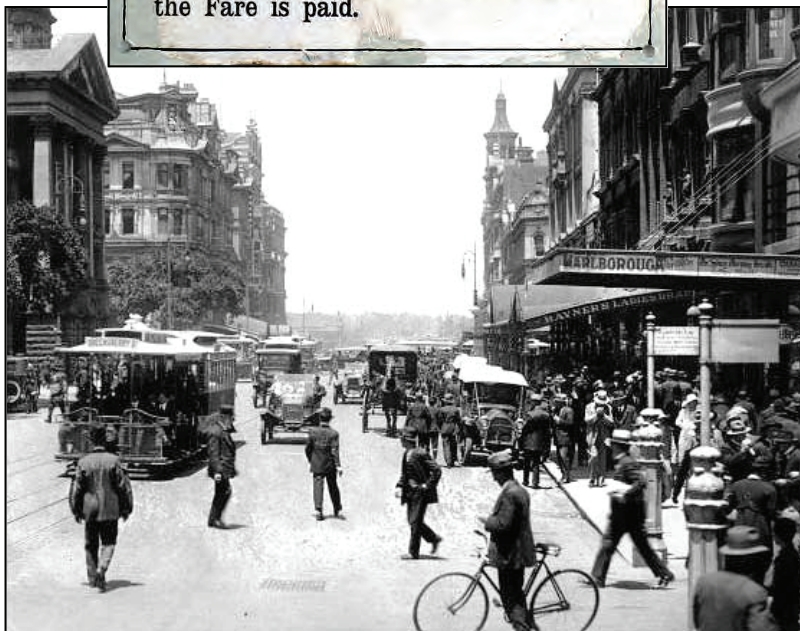
A 3-minute service is maintained on this line throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 2-minute service is run.

TRANSFERS.—Between Acland Street terminus and Spencer Street, at Flinders, Collins, and Bourke Streets; between Acland Street terminus and Queensberry Street, at Lonsdale Street; between Acland Street terminus and South Yarra, terminating at Chapel Street, at Domain Road; between North Carlton terminus and Abbotsford, at Elgin Street. Fare 3d.

Notes

NOTICE.

It is the Conductor's duty to issue a Ticket for every Fare taken, and to punch the same upon issue in the space denoting the **STARTING POINT** of the Section or Sections in respect of which the Fare is paid.



"ROLFE'S" TEA—

NORTHCOTE amalgamated

RED LIGHT AT NIGHT. *with Northcote*

Connecting with Clifton Hill Cable Car at Northcote Bridge for Melbourne; and Preston Electric Service at Dundas Street.

Starting at Northcote Bridge, via High Street, to terminus at Dundas Street, Preston. Running time 16 minutes.

THROUGH FARE.—2½d. by cash.

SECTIONS.—Between Dundas Street terminus and Town Hall, Northcote; between Separation Street and Northcote Bridge. Fare 1½d. by cash or ticket.

Coupons are issued between Separation Street and Johnston Street, Collingwood. Fare 2½d. by cash.

Times of Departure.

	Preston End.		Clifton Hill.	
	First Car.	Last Car.	First Car.	Last Car.
Week days ..	5.56 a.m.	11.46 p.m.	6.15 a.m.	12.6 p.m.
Saturdays ..	5.56 a.m.	12.16 p.m.	6.15 a.m.	12.36 p.m.
Sundays ..	1.15 p.m.	10.48 p.m.	1.35 p.m.	11.8 p.m.

A 5-minute service is maintained throughout the day, except between 7.15 a.m. and 8.45 a.m. and 4 p.m. and 5.45 p.m., when a 3-minute service is run.

All fares increased by ¼d. on Sundays and Public Holidays.

CABLE LINES.

Routes.	City Starting Point	Suburban Starting Point.	Night Destination Lights.
Brunswick ..	Elizabeth St. ..	Sydney and Moreland Rds. ..	Red
Brighton Rd. ..	Queensberry St. ..	Grosvenor St. and Brighton Rd. ..	Amber
Carlton ..	City and St. Kilda Rds.	Johnston St. Bridge	Red
Clifton Hill ..	Bourke and Spencer Sts. ..	Northcote Bridge ..	Red
Esplanade ..	Lonsdale St. ..	Barkly and Acland Sts. ..	Green
Fitzroy ..	Flinders Street ..	St. George's Rd. and Barkly St. ..	Green
Nicholson St. ..	Bourke and Spencer Sts. ..	Nicholson and Park Sts. ..	Blue
North Carlton ..	City and St. Kilda Rds.	Rathdown and Park Sts. ..	Green
North Melb. ..	Elizabeth and Flinders Sts. ..	Flemington Bridge ..	Green
Prahran ..	Lonsdale St. ..	Chapel and Carlisle Sts. ..	Red
Port Melbourne ..	Spring St. ..	Beach St. ..	White
Richmond ..	Spencer and Bourke Sts. ..	Hawthorn Bridge ..	Blue
South Melb. ..	Grey St., East Melb.	Victoria Avenue and Beaconsfield Ede. ..	Green
Toorak ..	Queensberry St. ..	Toorak and Irving Rds. ..	White
Victoria St. ..	Collins and Spencer Sts. ..	Victoria Bridge ..	Red
West Melbourne ..	Elizabeth and Flinders Sts. ..	Abbotsford and Queensberry Sts. ..	Amber
Windsor ..	Chapel St. ..	Barkly and Acland Sts. ..	Red
Northcote ..	Northcote Bridge ..	High Street and Plenty Rd. ..	Red

"ROLFE'S" TEA—

VICTORIA BRIDGE, DEEPPENE, and MONT ALBERT

ROUTE No. 15. 2 RED LIGHTS AT NIGHT.

Connecting with Electric Cars at Cotham Road for Esplanade, St. Kilda, at corner of Burke Road and Whitehorse Road for St. Kilda Road, via Malvern Road and Commercial Road; at Victoria Bridge with Cable Cars for Melbourne, via Collins Street.

Starting at Victoria Bridge, via Barker's Road, High Street, Kew, Cotham Road, Whitehorse Road, terminating at intersection of Whitehorse Road and Union Road, Mont Albert.

CONCESSION FARES—

Between Victoria Bridge and Burke Road	2½d.	3d.
" Victoria Bridge and Balwyn Road	3½d.	4d.
" Victoria Bridge and Union Road	4½d.	5d.

SECTIONAL FARES—

Between Victoria Street Bridge and Kew Post Office	1½d.	2d.
" Studley Park Road and Thomas Street Corner Glenferrie Road and Cotham Road to Burke Road	1½d.	2d.
" Burke Road and Balwyn Road	1½d.	2d.
" Balwyn Road and Union Road	1½d.	2d.

Times of Departure.

Week Days (including Saturdays).

	Depart Victoria Bridge.	Depart Cotham Road.	Depart Deepdene.	Arrive Mont Albert.
First Car	6.13 a.m.	6.19 a.m.	6.27 a.m.	6.36 a.m.
	6.43	6.49	6.57	7.0
	7.3	7.9	7.17	7.26
	13	19	27	—
	23	29	37	46
	33	39	47	—
	43	49	57	8.6
	53	59	8.7	—
	8.3	8.9	17	26

A 10-minute service is run to Deepdene between first car at 6.13 a.m. and last car 11.53 p.m.

To Mont Albert a 20-minute service is maintained between first car at 6.13 a.m. and 11.48 p.m., last car to Mont Albert.

To Depot only—11.23, 11.33, 11.43, 11.53 p.m.

Times of Departure.

Sundays.

	Depart Victoria Bridge.	Depart Cotham Road.	Depart Deepdene.	Arrive Mont Albert.
First Car	1.33 p.m.	1.39 p.m.	1.47 p.m.	— p.m.
	5.3	5.9	5.17	5.26
	13	19	27	—
	23	29	37	46
	33	39	47	—
	43	49	57	8.6
	53	59	6.7	—
	6.3	6.9	6.17	6.26

Then every 10 minutes until 5.3 p.m., then—

	Depart Victoria Bridge.	Depart Cotham Road.	Depart Deepdene.	Arrive Mont Albert.
	5.3 p.m.	5.9 p.m.	5.17 p.m.	5.26 p.m.
	13	19	27	—
	23	29	37	46
	33	39	47	—
	43	49	57	8.6
	53	59	6.7	—
	6.3	6.9	6.17	6.26

The Special Grade is a treat

Victoria Bridge, Deepdene, and Mont Albert—cont.

A 10-minute service is run to Deepdene from 1.33 p.m. (first car), until 10.43 p.m., last car to Deepdene from Victoria Bridge.

A 10-minute service is run to Mont Albert from 1.33 p.m. until 5.3 p.m., then every 20 minutes until 10.23 p.m., last car from Victoria Bridge to Mont Albert.

Times of Departure.

Mont Albert and Deepdene to Victoria Bridge.

Week Days (including Saturdays).

	Depart Mont Albert.	Depart Deepdene.	Depart Cotham Road.	Arrive Victoria Bridge.
First Car	6.37 a.m.	6.47 a.m.	6.55 a.m.	7.2 a.m.
	7.7	7.17	7.25	32
	—	27	35	42
	7.27	37	45	52
	7.47	47	55	8.2
	—	57	8.5	12
	8.7	8.17	15	22
	—	27	25	32
	8.27	37	35	42
	—	47	45	52

A 10-minute service is run between Deepdene and Victoria Bridge from 6.37 a.m. until 11.37 p.m., last car for Victoria Bridge.

From Mont Albert a 20 minute service is maintained between first car at 6.37 a.m. and 11.27 p.m., last car from Mont Albert to Victoria Bridge.

To Depot only from Mont Albert, 11.47 p.m. and 12.7 a.m.

Sundays.

	Depart Mont Albert.	Depart Deepdene.	Depart Cotham Road.	Arrive Victoria Bridge.
First Car	2.7 p.m.	2.17 p.m.	2.25 p.m.	2.2 p.m.
	17	27	35	42
	27	37	45	52
	37	47	55	8.2
	47	57	8.6	12
	57	8.7	15	22
	3.7	3.17	3.25	32
	17	27	35	42
	27	37	45	52
	37	47	5.5	4.2
	47	57	4.5	5.2
	5.27	5.37	5.45	5.52
	—	47	5.5	6.2
	—	57	6.5	12
	6.7	6.17	15	22
	—	27	25	32
	—	37	35	42
	—	47	45	52
	—	57	7.2	—
	47	57	7.5	12

A 10-minute service is run between Deepdene and Victoria Bridge from 1.47 p.m. (first car) until 10.27 p.m., last car from Deepdene to Victoria Bridge.

A 10-minute service is run between Mont Albert and Victoria Bridge from 2.7 p.m. until 5.7 p.m., then every 20 minutes until 10.7 p.m., last car from Mont Albert to Victoria Bridge.

"ROLFE'S" TEA—

VICTORIA BRIDGE to ESPLANADE

ROUTE No. 6. 1 GREEN, 1 WHITE LIGHT AT NIGHT.

Connecting with Electric Cars at corner of Glenferrie Road and Cotham Road, Kew, for Deepdene and Mont Albert; at Riversdale Road and Glenferrie Road for Melbourne, Burwood, and Wattle Park; at Malvern Road for Gardiner and St. Kilda Road; at High Street for Glen Iris and St. Kilda Road; at Balacava junction for Darling Road and Point Ormond; at Esplanade, St. Kilda, with Cable Cars for North Carlton, and Chapel Street, Windsor, also at High Street for Queensberry Street.

Starting at Victoria Bridge, via Barker's Road, High Street, Kew, Cotham Road, Glenferrie Road, Dandenong Road, Hawthorn Road, Balacava Road, and Carlisle Street, terminating at intersection of Carlisle Street and Esplanade, St. Kilda.

CONCESSION FARES—

Between Esplanade and Balacava Junction	2½d.	3d.
" Esplanade and Caulfield Railway Station	3½d.	4d.
" Esplanade and Malvern Town Hall	4½d.	5d.
" Esplanade and Deepdene	6½d.	7d.
" Esplanade and Victoria Bridge	8½d.	9d.
" Malvern Town Hall and Kew P.O.	3½d.	4d.
" Malvern Town Hall and Victoria Bridge	4½d.	5d.
" Malvern Town Hall and Deepdene	3½d.	4d.
" Glenferrie Railway Station and Victoria Bridge	2½d.	3d.
" Wattleree Road corner and Burke and Malvern Roads corner	3d.	3½d.
" Deepdene and Victoria Bridge	2½d.	3d.

SECTIONAL FARES—

Between Esplanade and Balacava Railway Station	1½d.	2d.
" Brighton Road and Orrong Road	1½d.	2d.
" Balacava Railway Station and Kooyong Road	1½d.	2d.
" Orrong Road and Balacava Junction	1½d.	2d.
" Balacava Junction and Malvern Town Hall	1½d.	2d.
" Malvern Town Hall and Kooyong Railway Station	1½d.	2d.
" Kooyong Railway Station and Liddiard Street	1½d.	2d.
" Glenferrie Station and Cotham Road	1½d.	2d.
" Barker's Road and Studley Park Road	1½d.	2d.
" Glenferrie and Cotham Roads corner and Deepdene	1½d.	2d.
" Kew P.O. and Victoria Street Bridge	1½d.	2d.

First taste for the day

Victoria Bridge to Esplanade—cont.

Times of Departure.

Week Days (including Saturdays).

	Depart Victoria Bridge.	Depart Cotham Road.	Depart Glenferrie Station.	Depart Malvern Town Hall.	Arrive Esplanade.
First Car	6.28 a.m.	6.34 a.m.	6.40 a.m.	6.55 a.m.	7.16 a.m.
	38	44	50	7.5	26
	48	54	7.0	15	36
	58	7.4	10	25	46
	7.8	14	20	35	56
	18	24	30	45	8.6
	28	34	40	55	16
	38	39	45	8.0	21

Then every 5 minutes until 8.48 a.m., then—

	8.58	9.4	9.10	9.25	9.46
	9.8	14	20	35	56
	18	24	30	45	10.6
	28	34	40	55	16

Then every 10 minutes until 4.13 p.m., then

	p.m.	p.m.	p.m.	p.m.	p.m.
	4.18	4.24	4.30	4.45	5.6
	28	29	35	50	11
	28	34	40	55	16

Then every 5 minutes until 7.28 p.m., then

	7.28	7.34	7.40	7.55	8.16
	38	44	50	8.5	26
	48	54	8.0	15	36

Then every 10 minutes until 10.58 p.m.

Last Car from Victoria Bridge to Esplanade, 10.58 p.m.
On Week days and Saturdays last car leaves Cotham Road for Esplanade at 11.19 p.m.

Last car from Victoria Bridge for Malvern Town Hall at 11.48 p.m.

Last car from Victoria Bridge for Riversdale Road at 12.5 a.m.

On Saturdays a 5-minute service is run from 11.13 a.m. until 5.53 p.m.

Times of Departure.

Sundays.

	Depart Victoria Bridge.	Depart Cotham Road.	Depart Malvern Town Hall.	Arrive Esplanade.
First Car	1.18 p.m.	1.19 p.m.	1.40 p.m.	2.1 p.m.
	28	29	50	11
	38	39	2.0	21
	43	40	1.0	31
	53	50	2.0	41
	2.8	2.9	3.0	51

Then every 10 minutes until 10.8, last car for Esplanade. For Malvern Depot only, 10.18, 10.28, 10.38, 10.48, to 11.5 p.m.

"ROLFE'S" TEA—

BRIGHTON BEACH

Divided into Five Penny Sections. Through Fare 4d. First Four Sections, 3d. From Dickens Street, 3d.

St. Kilda Railway Station to Brighton Beach.

WEEK DAYS.—First car 6.57 a.m., second car 7.22 a.m., then every 12 mins. from 7.35 to 8.23 a.m., 6 mins. from 8.23 to 9.16 a.m., 12 mins. from 9.16 a.m. to 5.8 p.m., 5 mins. from 5.6 p.m. to 6.56 p.m., 12 mins. from 6.56 p.m. to 11.56 p.m. Last car at 12.11 a.m., connecting with last train from Flinders Street.

SATURDAYS.—Same as Week Days till 12.5 p.m., then every 6 mins. from 12.5 p.m. to 1.53 p.m., and 12 mins. from 1.53 p.m. till 11.56 p.m. Last car at 12.11 a.m., connecting with last train from Flinders Street.

SUNDAYS.—10.25, 10.52 a.m., 12.56, 1.16 p.m., then every 12 mins. until 10.40 p.m. Last car at 10.40 p.m., connecting with last train from Flinders St.

Brighton Beach to St. Kilda Railway Station.

WEEK DAYS.—First car 7.6 and 7.29 a.m., then every 6 mins. to 9.9 a.m., 12 mins. from 9.9 a.m. to 11.41 p.m. The 11.25 p.m. is the last tram connecting with Melbourne train at St. Kilda. A car runs at 11.45 p.m., but does not connect with train. Other cars also leave Wellington St. and Normanby St. at frequent intervals.

SATURDAYS.—Same as Week Days till 12.29 p.m., then every 10 mins. to 11.25 p.m. The 11.25 p.m. is the last tram connecting with Melbourne train at St. Kilda. A car runs at 11.41 p.m. also, not connecting with train at St. Kilda. Other cars also leave Wellington Street and Normanby Street at frequent intervals.

SUNDAYS.—9.43, 10.5 a.m., 1.9, 1.22 p.m., then every 12 mins. to 9.57 p.m. Cars also run at 10.9 and 10.21 p.m., but do not connect with the last train to Melbourne.

"Rolfe's" at tea, means a Tea of glee

SANDRINGHAM, BLUFF ROAD, and BLACK ROCK

TIME.—13 minutes from Sandringham to Black Rock.

Week Days (Saturdays excepted).
Cars leave Sandringham 6 a.m., 6.13, 6.29, 6.50, 7.3, 7.23, 7.33, 7.52, 8.2, 8.20, 8.30, 8.54, 9.6, 9.21, 9.35, then every 15 minutes to 3.5 p.m., then 3.19, 3.35, then every 15 minutes to 5.20, then 5.33, 5.53, 6.9, 6.23, 6.41, 6.53, 7.8, 7.22, 7.36, 7.50, then every 15 minutes to last car 12.5.

Saturdays.
Cars leave Sandringham 6 a.m., 6.13, 6.29, 6.50, 7.3, 7.23, 7.33, 7.52, 8.2, 8.20, 8.30, 8.54, 9.6, 9.21, 9.35, then every 15 minutes to 12.20 p.m., then 12.43, 12.53, 1.13, 1.29, 1.43, 2.8, 2.20, 2.36, 2.50, then every 15 minutes to 12.5, then 12.35, last car.

Sundays.
Cars leave Sandringham 9.26 a.m., 9.55, 10.48, 11.3, 11.23, 12.45 p.m., 1.5, 1.20, 1.37, 2.5, 2.17, 2.35, then every 15 minutes to 9.5, then 9.18, 9.35, 9.47, 10.2, 10.17, 10.32, then 10.52, last car.

BLACK ROCK, BLUFF ROAD, AND SANDRINGHAM

Week Days (Saturdays excepted).
Cars leave Black Rock 6.14 a.m., 6.27, 6.46, 7.6, 7.16, 7.36, 7.46, 8.5, 8.14, 8.36, 8.51, 9.7, 9.21, 9.36, then every 15 minutes to 2.36 p.m., then 2.49, 3.4, 3.10, 3.33, 3.50, 4.5, 4.19, 4.34, 4.49, 5.4, 5.18, 5.36, 5.52, 6.8, 6.25, 6.39, 6.55, 7.8, 7.22, 7.36, then every 15 minutes to 11.6, then 11.19, 11.34, 11.49, 12.4, and 12.19, last car.

Saturdays.
Cars leave Black Rock 6.14 a.m., 6.27, 6.46, 7.6, 7.16, 7.36, 7.46, 8.5, 8.14, 8.36, 8.51, 9.7, 9.21, 9.36, then every 15 minutes to 11.6, then 11.19, then every 15 minutes to 12.4 p.m., then 12.25, 12.36, 12.57, 1.8, 1.27, 1.51, 2.6, 2.22, 2.36, then every 15 minutes to 11.6, then 11.19, then every 15 minutes to 12.10, then 12.50, last car.

Sundays.
Cars leave Black Rock 9.0 a.m., 10.10, 11.3, 11.18, 12.16 p.m., 1.6, 1.21, 1.36, 1.52, 2.21, then every 15 minutes to 8.51, then 9.4, 9.21, 9.32, 9.49, 10.1, 10.16, 10.31, 10.46, then 11.6, last car.

"ROLFE'S" TEA—

ELSTERNWICK to PT. ORMOND

ROUTE No.

Connecting at Elsternwick railway crossing with Electric Cars for Grange Road and Darling Road, and all northern lines.

Starting at Elsternwick railway crossing, via Glenhuntly Road, terminating at Point Ormond, Elwood.

THROUGH FARE.—Week days, 1½d.; Sundays and Holidays, 2d.—one section.

Times of Departure. Week Days only.

	Elsternwick.	Point Ormond.	Point Ormond.	Elsternwick.
First Car	7.11	7.20	7.20	7.31
	21	30	30	41
	31	40	40	51
	41	50	50	8.1
	51	8.0	8.0	11
	8.1	10	10	21
	11	20	20	31
	21	30	30	41
	31	40	40	51
	41	50	50	9.1
	51	58	58	7

Cars run every 15 minutes from 9.7 a.m. until 12.21 p.m., then every 10 minutes until 11.41 p.m., then 11.53, last car from Elsternwick to Point Ormond. Cars leave Elsternwick for Malvern Depot at 11.57 and 12.7, after midnight.

TRANSFERS are issued to Grange Road and Darling Road routes.

GLEN IRIS and ST. KILDA RD.

ROUTE No. 2. 2 RED LIGHTS AT NIGHT.

Connecting with Electric Cars for Kew, Deepdene, and Mont Albert, and Victoria Bridge, and all southern lines, also with Cable Cars at Chapel Street for Balaclava and Melbourne, and St. Kilda Road for Esplanade, Brighton Road, and Melbourne.

Suburban terminus at Glen Iris Railway Station, via High Street, terminating at the intersection of High Street and St. Kilda Road.

THROUGH FARE.—Week days, 3½d.; Sundays and Holidays, 4d.

	Week and Days.	Sundays and Holidays.
Between St. Kilda Road and Chatsworth Road	1½d.	2d.
" Chatsworth Road and Malvern Town Hall	1½d.	2d.
" Kooyong Road and Tooronga Road	1½d.	2d.
" Malvern Town Hall and Glen Iris	1½d.	2d.

Times of Departure.

Week Days (including Saturdays).

	Glen Iris.	Tooronga Road.	Town Hall.	Armadale Station.	Prahran Station.	St. Kilda Road.
First Car	6.42	6.47	—	6.57	7.6	7.10
	6.52	6.57	—	7.7	7.16	7.2
	7.5	7.10	7.14	7.17	7.26	7.30
	7.15	7.20	7.24	7.27	7.36	7.40

Then every 10 minutes until 11.35 p.m., last car to City.

Makes the Best Tea

Glen Iris to St. Kilda Road—cont.

Times of Departure.

	Glen Iris.	Tooronga Road.	Town Hall.	Armadale Station.	Prahran Station.	St. Kilda Road.
First Car	1.45	1.50	1.54	1.57	2.6	2.10
	2.5	2.10	2.14	2.17	2.26	2.30
	2.15	2.20	2.24	2.27	2.36	2.40
	2.25	2.30	2.34	2.37	2.46	2.50

Then every 10 minutes until 10.15 p.m., last car to City.

St. Kilda Road to Glen Iris.

Week Days (including Saturdays).

	St. Kilda Road.	Prahran Station.	Armadale Station.	Town Hall.	Tooronga Road.	Glen Iris.
First Car	7.10	7.12	7.22	7.24	7.30	7.35
	7.20	7.22	7.32	7.34	7.40	7.45
	7.30	7.32	7.42	7.44	7.50	7.55

Then every 10 minutes until 12 midnight, last car from City.

To Depot (Saturdays only) car leaves City end at 12.25 a.m.

Sundays.

	St. Kilda Road.	Prahran Station.	Armadale Station.	Town Hall.	Tooronga Road.	Glen Iris.
First Car	2.10	2.12	2.22	2.24	2.30	2.35
	2.20	2.22	2.32	2.34	2.40	2.45
	2.30	2.32	2.42	2.44	2.50	2.55
	2.40	2.42	2.52	2.54	3.0	3.5

Then every 10 minutes until 10.30 p.m., last car at 10.45 p.m. Connects with last Cable car for Prahran.

St. Kilda Rd. to Deepdene (via Gardiner)

ROUTE No. 12. 2 GREEN LIGHTS AT NIGHT.

Connecting with Electric Cars for Victoria Bridge and Mont Albert and all southern routes.

Starting at intersection of St. Kilda Road and Commercial Road, via Commercial Road, Malvern Road, Burke Road, terminating at intersection of Burke Road and Cotham Road, Deepdene.

	Week and Days.	Sundays and Holidays.
Between St. Kilda Road and Glenferrie Road	2½d.	3d.

" St. Kilda Road and Burke and Malvern Road corner	3½d.	4d.
" St. Kilda Road and Deepdene	6d.	6½d.
" Malvern and Glenferrie Road corner and Deepdene	3½d.	4d.
" Burke and Malvern Road corner and Wattletree and Glenferrie Roads corner	3d.	3½d.

SECTIONAL FARES—

Between St. Kilda Road and Williams Road	1½d.	2d.
" Williams Road and Kooyong Road	1½d.	2d.
" Orong Road and Glenferrie Road	1½d.	2d.
" Glenferrie Road and Burke and Malvern Road corner	1½d.	2d.
" Burke and Malvern Road corner and Leura Grove	1½d.	2d.
" Leura Grove and Camberwell Railway Station	1½d.	2d.
" Camberwell Railway Station and Deepdene	1½d.	2d.

“ROLFE’S” TEA—

DEEPDENE to ST. KILDA ROAD

Times of Departure.

Week Days (including Saturdays).

	Deeppdene.	Camberwell Station.	Gardiner.	Glenferrie Road.	St. Kilda Road.
First Car ..	—	—	—	6.42	7.0
	—	—	—	6.52	7.10
	6.40	6.45	6.55	7.2	7.20
	6.50	6.55	7.5	7.12	7.30
	7.0	7.5	7.15	7.22	7.40

Then every 10 minutes until 11.20 p.m. (Saturday 11.30 p.m.), last car to St. Kilda Road.
For Malvern Depot only, from Deeppdene, at 11.30 and 11.40 p.m.

Sundays.

	Deeppdene.	Camberwell Station.	Gardiner.	Glenferrie Road.	St. Kilda Road.
First Car ..	1.20	1.25	1.35	—	2.0
	—	—	—	1.47	2.6
	1.30	1.35	1.45	1.52	2.12
	1.40	1.45	1.55	2.2	2.18
	—	—	—	2.6	2.24
	1.50	1.55	2.5	2.12	2.30
	—	—	—	2.18	2.36
	2.0	2.5	2.15	2.22	2.42
	2.10	2.15	2.25	2.32	2.48
	—	—	—	2.35	2.55
	2.20	2.25	2.35	2.42	3.1
	2.30	2.35	2.45	2.52	3.7
	—	—	—	2.56	3.14
	2.40	2.45	2.55	2.58	3.20

Then every 6 minutes until 4.40 p.m., then every 10 minutes until 10.20 p.m., last car to St. Kilda Road. For Depot only, 10.30 p.m.

St. Kilda Road to Deeppdene (via Gardiner).

Week Days (including Saturdays).

	St. Kilda Road.	Glenferrie Road.	Gardiner.	Camberwell Station.	Deeppdene.
First Car ..	—	6.46	6.52	7.2	7.10
	—	6.56	7.2	7.12	7.20
	—	7.6	7.12	7.22	7.30
	7.0	7.16	7.22	7.32	7.40

Then every 10 minutes until 11.40 p.m., last car to Deeppdene (including Saturdays).
Cars leave St. Kilda Road for Malvern Depot only, 11.50 p.m. and 12.0 midnight (Saturdays 12.10 and 12.20 after midnight).

Sundays.

	St. Kilda Road.	Glenferrie Road.	Gardiner.	Camberwell Station.	Deeppdene.
First Car ..	2.0	2.16	2.22	2.32	2.40
	2.6	2.22	2.28	2.38	2.46
	2.12	2.28	2.34	2.44	2.52
	2.18	2.34	2.40	2.50	2.58
	2.24	2.40	2.46	2.56	3.4
	2.30	2.46	2.52	3.2	3.10
	2.36	2.52	2.58	3.8	3.16
	2.42	2.58	3.4	3.14	3.22

Then every 6 minutes until 4.40 p.m., then every 10 minutes until 10.20 p.m., last car to Deeppdene.
Cars leave St. Kilda Road for Malvern Depot at 10.30, 10.40, 10.50, and 11.0 p.m.

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The pinnacle of perfection

DARLING ROAD, ELSTERNWICK, and POINT ORMOND

Sundays only to Point Ormond.

ROUTE No. 10. 2 RED LIGHTS AT NIGHT.

Connecting with Electric Cars for all northern lines. From intersection of Darling Road and Waverley Road, via Waverley Road, Balacava junction, Hawthorn Road, and Glenhantly Road, terminating at Elsternwick Railway Station.

THROUGH FARE.—Week days, 4d.; Sundays and Holidays, 4½d.

CONCESSION FARE—	Week Days.	Sundays and Holidays.
Between Point Ormond and Darling Road ..	5d.	5½d.
„ Caulfield Railway Station and Esplanade	3½d.	4d.
„ Darling Road and Esplanade	4½d.	5d.

SECTIONAL FARES—		
Between Hawthorn Road and Glenhantly Road corner and Balacava junction	1½d.	2d.
„ Balacava junction and Caulfield Station	1½d.	2d.
„ Caulfield Railway Station and Darling Road	1½d.	2d.

Times of Departure.

Darling Road to Elsternwick

Week Days (including Saturdays).

	Darling Road.	Balacava Junction.	Hawthorn and Glenhantly Roads.	Elsternwick.
First Car ..	—	—	—	6.56
	7.1	7.12	7.16	7.26
	11	22	20	36
	21	32	36	46

Then every 10 minutes until 11.31 p.m., last car from Darling Road to Elsternwick. Malvern Depot only from Darling Road at 11.41 11.51, 12.1 midnight.

Darling Road to Elsternwick and Point Ormond.

Sundays.

	Darling Road.	Balacava Junction.	Hawthorn and Glenhantly Roads.	Point Elsternwick.	Point Ormond.
First Car ..	—	1.42	1.46	—	2.0
	—	52	56	2.16	—
	—	2.2	2.6	—	20
	2.1	12	16	36	—
	11	22	26	—	40
	21	32	36	56	—

Cars run every 10 minutes to Elsternwick and every 20 minutes to Point Ormond, if required a 10-minute service may be obtained from Point Ormond. Last car from Darling Road to Point Ormond at 10.11 p.m. Last car from Darling Road to Elsternwick, 10.21 p.m. Cars leave Darling Road for Malvern Depot at 10.31, 10.41, 10.51, and 11.1 p.m.

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through too. To add to the confusion, OSBA also sandwiches the High St services into the middle of the Glenhantly Rd services.

We finish with two western services **Essendon and Footscray (OSBA pp 45&46, The Times p13.)** The Footscray service was brand new when this OSBA was printed—probably less than one month old. Although started before the days of the MMTB, the line was opened under its auspices. The Essendon service, confusingly, is referred to as the North Melbourne service—i.e. by its central rather than its peripheral terminus, probably because it was owned by the North Melbourne Electric Tramway and Lighting Company. The Essendon service is one of a number which shows trams arriving at a destination seemingly before they departed. This is the result of the first trams setting out on their journey from the depot and running ahead of trams coming from

“ROLFE’S” TEA—

PT. ORMOND to GRANGE RD.

Times of Departure.

Sundays.

	Point Ormond.	Elsternwick Station.	Hawthorn Road.	Grange Road.
First Car ..	2.5	2.10	2.15	2.25
	15	20	25	35
	25	30	35	45
	35	40	45	55

Grange Road to Point Ormond.

Cars run every 10 minutes until 5.45 p.m., then every 20 minutes from 5.45 p.m. until 7.5 p.m., then every 10 minutes until 10.5 p.m., then 10.25 p.m., last car to Grange Road. Malvern Depot only at 10.15 and 10.35 p.m., last car from Point Ormond to Hawthorn Road.

TRANSFERS.—Transfers will be issued to passengers from Grange Road to Balacava junction at intersection of Glenhantly Road and Hawthorn Road, also to passengers who desire to travel to and from Point Ormond on week days, and change cars at Elsternwick crossing. No transfer will be issued for a fare less than 2½d. for adults, and 1½d. for children under 12 years of age.

The Special Grade is a treat

NORTH MELBOURNE

10-Minute Service, except at certain hours.

FULL FARE 2d.

Transfers from Essendon to Newmarket Station, or vice versa, 3d.

Night Signals—Keilor Road .. Red Spec.
Marlbyrnong River .. Green Spec.

Mount Alexander Rd. Line. Flemington Bridge to Keilor Rd

Week Days.
Depart from Car Depot .. Depart from .. Arrive
direct to Keilor Road. Flemington Bridge Keilor Road.
First Car—6.12 a.m. First Car—6.30 a.m. First Car—6.29 a.m.
Last Car—12.0 p.m. Last Car—12.23 p.m.

Keilor Road to Flemington Bridge.

Depart from .. Arrive
Keilor Road. Flemington Bridge.
First Car—6.30 a.m. First Car—6.54 a.m.
Last Car—11.30 p.m. Last Car—11.54 p.m.
*The 11.47, 12.7, and 12.24 from Keilor Road to Depot only.

Flemington Bridge to Keilor Road.

Saturdays.
Depart from Car Depot .. Depart from .. Arrive
direct to Keilor Road. Flemington Bridge Keilor Road.
First Car—6.12 a.m. First Car—6.30 a.m. First Car—6.29 a.m.
Last Car—12.0 p.m. Last Car—12.23 p.m.

Keilor Road to Flemington Bridge.

Depart .. Arrive
Keilor Road. Flemington Bridge.
First Car—6.30 a.m. First Car—6.54 a.m.
Last Car—11.30 p.m. Last Car—11.54 p.m.
The 11.52, 12.8, and 12.24 p.m. from Keilor Road for Depot only.

Marlbyrnong River Line.

Flemington Bridge to Marlbyrnong River.

Week Days and Saturdays.

Depart .. Arrive
Flemington Bridge. Marlbyrnong River.
First Car—6.30 a.m. First Car—6.54 a.m.
Last Car—12.0 p.m. Last Car—12.20 p.m.

Marlbyrnong River to Flemington Bridge.

Depart .. Arrive
Marlbyrnong River. Flemington Bridge.
First Car—6.16 a.m. First Car—6.35 a.m.
Last Car—12.20 p.m. Last Car—12.40 p.m.

Sundays.

Mount Alexander Road Line.

First car leaves Flemington Bridge 1.25 p.m., and every 10 minutes till 11.5 p.m.

First car leaves Keilor Road 1.50 p.m., and every 10 minutes till 11.30 p.m.

Marlbyrnong Line.

First car leaves Flemington Bridge 1.20 p.m., and at regular intervals till 11.5 p.m.
First car leaves Marlbyrnong River 1.41 p.m., and at regular intervals till 11.25 p.m.

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"ROLFE'S" TEA—

FOOTSCRAY

FROM FOOTSCRAY RAILWAY STATION TO RESPECTIVE TERMINI.

Williamstown Road and Station.

ROUTE No. 1. 3 GREEN LIGHTS AT NIGHT.

Sundays.—From 1.30 p.m. to 4.0 p.m. .. Every 10 minutes
" 4.0 p.m. to 7.0 p.m. .. " 20 "

" 7.0 p.m. to 10.40 p.m. .. " 10 "

Week Days.—From 6.25 a.m. to 9.0 a.m. .. Every 10 minutes

" 9.0 a.m. to 10.0 a.m. .. " 20 "

" 10.0 a.m. to 4.0 p.m. .. " 8 "

" 4.0 p.m. to 6.0 p.m. .. " 10 "

" 6.0 p.m. to 8.0 p.m. .. " 20 "

" 8.0 p.m. to 10.0 p.m. .. " 10 "

" 10.0 p.m. to 11.45 p.m. .. " 10 "

Saturdays.—Last car, 12.10 after midnight.

Russell Street and Station.

ROUTE No. 2. 2 RED LIGHTS AT NIGHT.

Sundays.—From 1.30 p.m. to 4.0 p.m. .. Every 10 minutes

" 4.0 p.m. to 7.0 p.m. .. " 20 "

" 7.0 p.m. to 10.40 p.m. .. " 10 "

Week Days.—From 6.25 a.m. to 9.0 a.m. .. Every 10 minutes

" 9.0 a.m. to 1.30 p.m. .. " 20 "

" 1.30 p.m. to 8.0 p.m. .. " 10 "

" 8.0 p.m. to 10.0 p.m. .. " 20 "

" 10.0 p.m. to 11.45 p.m. .. " 10 "

Saturdays.—Last car, 12.10 after midnight.

Ballarat Road and Station.

ROUTE No. 3. 2 YELLOW LIGHTS AT NIGHT.

Sundays.—From 1.30 p.m. to 4.0 p.m. .. Every 10 minutes

" 4.0 p.m. to 7.0 p.m. .. " 20 "

" 7.0 p.m. to 10.40 p.m. .. " 10 "

Week Days.—From 6.25 a.m. to 9.0 a.m. .. Every 10 minutes

" 9.0 a.m. to 1.30 p.m. .. " 20 "

" 1.30 p.m. to 8.0 p.m. .. " 10 "

" 8.0 p.m. to 10.0 p.m. .. " 20 "

" 10.0 p.m. to 11.45 p.m. .. " 10 "

Saturdays.—Last car, 12.10 after midnight.

ESSENDON

From Terminus North Melbourne Tram (Flemington Bridge), via Mt. Alexander Road, Pascoe Vale Road, Fletcher Street to Keilor Road. Fare 2d. Cars run at short intervals from Flemington Bridge between 6.30 a.m. and 12.0 p.m. (Sundays, 1.25 and 11.6 p.m.) and from Keilor Road Terminus between 9.30 a.m. and 12.24 a.m. (Sundays, 1.30 and 11.30 p.m.) Return Fare, on first four cars to Melbourne only, Mondays to Saturdays inclusive, 2d.

MARIBYRNONG RIVER

From Flemington Bridge, via Mt. Alexander Road, Victoria Street, Racecourse, Essom, Union, and Marlbyrnong Roads to Marlbyrnong River. Fare 2d. Cars run at short intervals from Flemington Bridge Terminus between 6.30 a.m. and 12.0 midnight (Sundays, 1.20 and 11.5 p.m.), and from Marlbyrnong River Terminus between 6.16 a.m. and 12.20 a.m. (Sundays, 1.41 and 11.25 p.m.) Return Fare, on first four cars to Melbourne only, Mondays to Saturdays inclusive, 2d.

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work was wide-ranging and concentrated on colour printing it seems. Among other things, it published two of May Gibbs' gumnut books *Nuttybub and Nittersing* and *Chucklebud and Wunkydoo*. These were total failures (you don't say!)—they were remaindered to a competing firm. Melbourne Cup winners Jim Pike and Phar Lap featured on a very popular Osboldstone poster. Robert Carl Sticht, famous manager of the Mt Lyell mines and owner of one of Australia's finest private libraries, commissioned Osboldstones to produce bookplates for his books. Patriotic posters and postcards were a speciality of the firm. The Company was still in business in the late 1960s, but now seems to have vanished and there are few remaining Osboldstones the White Pages.

Rolfe's Tea

In case this timetable has piqued your curiosity about Rolfe's Tea, we can say that was quite a popular tea and advertised widely. The last illustration is a Rolfe's Tea advertisement done by James Northfield (1887-1973), a Victorian artist and commercial artist. Rolfe painted very many billboards found on VR hoardings—the famous girder-toting Saunders Malt Extract baby who so beguiled me—being just one of them. And who, pray tell, printed many of these posters? Why—Osboldstones of course.

the city. There is also, as can be seen, a short entry for "Essendon" trams themselves, on the Footscray page. Both this and the subsequent Marlbyrnong River services following, appear to be précis of the "North Melbourne" services shown on the previous page. The "North Melbourne" system was purchased by the MMTB in August 1921.

Closure of the Cable Lines

The first move made upon the cable system by the MMTB was to truncate the southbound Swanston St cable back from Queensberry to Lonsdale St. in February 1924. In association with this, the MMTB actually built a new 250 yard section of cable track in Lonsdale St to connect Elizabeth St and Swanston St., so as to allow through running. This was very probably the last section of cable tramway track to be laid anywhere in the world. After that, it was all downhill until at last, on the evening of 26th October 1940, theatre patrons who had travelled into town on the cable tram from Clifton Hill, were startled to discover on emerging from the cinema, that a bus took them home. This "secret" closure was done to avoid the riotous scenes that had accompanied some of the previous closures—but the stratagem was only partly successful.

Osboldstones Printing

Osboldstone & Co were a long-established Melbourne printing and publishing firm. At the time of the publishing of our timetable, the principal of the company (and

President of the Master Printers Association) was George Augustus Osboldstone (1866-1939), shown at a meeting of the Master Printers (below). The company's

PRESENTATION FROM MASTER PRINTERS.



Mr. George Anderson was honoured yesterday by members of the Printing and Allied Trades' Employers' Federation of Australia, who made to him a presentation in recognition of his services to the Federation in the Arbitration Court. From left to right.—Front row: Messrs. G. A. Osboldstone, H. Wilkie, W. E. Postoid (president), George Anderson, E. G. Vardon, and D. Mardougal. Back row: Messrs. A. R. Stewart, E. H. Jenkin, Herbert Newman, and J. McFutcheon.



Route 135 buses to Manly Hospital

A Letter from Robert Henderson

I enjoyed reading Jim O'Neil's article about buses to Manly's hospital and Bower Street in the *The Times* for January 2011.

Route 135 is one of Sydney's oldest bus routes, being well established by 1925. It was also one of the shortest. It then ran from Manly Wharf to the corner of Cliff and Bower Streets. By 1937, when the enclosed timetable was in force, the main service still ran to Bower Street, with only occasional trips to the hospital at visiting hours. It was only later that it ventured more regularly further up the hill to the hospital.

When I first caught the bus in the 1960s, the terminal stand at College and Bower Streets was long enough to accommodate at least two buses, a reminder of the time when buses waited there for up to 11 minutes between trips, as shown in the 1937 timetable.

Unbeknown to me at the time of my travel in the 1960s, my wife, Katrina, was catching the 135 quite regularly during her days training as a nurse at Manly Hospital. The driver, Alf, knew all the passengers personally. He would alight from the bus and knock on the front door of a house if a regular passenger did not appear outside her house at the accustomed time.

Katrina says that, even in the 1960s, hospital visiting hours were only an hour in the afternoon and another hour in the evening. Hence the limited service operating to the hospital for a long time. You couldn't have patients' rest being interrupted by friends and relatives for too long!

Fast forward to 1992, when I finally met Katrina - she lived in Bower Street and worked at the hospital. The melodious sounds of the bus could be heard from her residence (Alf may have still been driving the bus then, I'm not sure).

Fast forward again to 2008 and Route 135 in Government hands ceased running to Bower Street. Its place was taken by an extension of Manly Council's "Hop, Skip and Jump" minibus service, which runs roughly hourly around Bower Street on weekdays only.

37/12

TIME - TABLE.

Page 1.

From:- MANLY WHARF TO BOWER STREET AND MANLY GENERAL HOSPITAL.
ROUTE NO. 135.

Proprietress:- Miss Vera B. Curtis, "Castlereagh",
 West Street, Balgowlah.

Time of Journey:-

Manly Wharf - Bower Street direct	8 minutes.
Manly Wharf - Bower Street via Manly General Hospital	10 "
Bower Street - Manly Wharf direct	6 "
Bower Street - Manly Wharf via Manly General Hospital	8 "
Manly Wharf - Manly General Hospital	6 "

Number of omnibuses required:- 2.

Trip No.	Depart		Arrive	
	Authorised Stand	Authorised Stand	Authorised Stand	Authorised Stand
	Bower Street.	Manly Wharf.	Manly Wharf.	Bower Street.
	MONDAYS TO FRIDAYS			
	A.M.	A.M.	A.M.	A.M.
1	8.35	8.41	8.43	8.51
1	9.0	9.6	9.10	9.18
1	9.25	9.31	9.36	9.44
1	9.55	10.1	10.6	10.14
1	10.25	10.31	10.36	10.44
1	10.55	11.1	11.6	11.14
1	11.25	11.31	11.36	11.44
1	11.55	12.1pm	12.6pm	12.14pm
	P.M.	P.M.	P.M.	P.M.
1	12.25	12.31	12.36	12.44
1	12.55	1.1	1.6	1.14
1	1.25	1.31	x1.36	1.46
1	1.55	2.1	x2.6	2.16
1	2.25	2.31	x2.36	2.46
1	2.55	3.1	x3.6	3.16
1	3.25	3.31	x3.36	3.46
1	x3.55	4.3	4.6	4.16
1	4.25	4.31	4.36	4.46
1	4.55	5.1	5.6	5.14
1	5.15	5.21	5.30	5.38
1	5.38	5.44	5.50	5.58
2	----	----	6.0	6.8
1	5.59	6.5	6.10	6.18
2	6.9	6.15	6.20	6.28
1	6.24	6.30	6.32	6.40
2	S6.28	S6.32	6.33	6.41
1	6.43	6.49	6.50	6.58
2	6.42	6.48	6.49	6.57
1	6.58	7.4	x7.6	7.16
1	x7.25	7.33	7.36	7.44
1	7.55	8.1	8.6	8.14
1	8.25	8.31	8.36	8.44
1	8.55	9.1	9.6	9.14
1	9.25	9.31	9.36	9.44
1	9.55	10.1	10.6	10.14
1	10.25	10.31	10.36	10.44
1	10.55	11.1	11.6	11.14
1	11.25	11.31	11.36	11.44
1	11.50	11.56	12.2am	12.10am
1	12.10am	12.16am	12.41	12.49

x denotes this journey will ply via Manly General Hospital.

S denotes "Special" only, passengers must not be picked up and/or set down en route.

All previous time-tables are cancelled.

Authorised by the Commissioner for Road Transport.

This time-table shall commence on 12th Dec. 1937 and shall continue in force until suspended or cancelled.

DEPARTMENT OF ROAD TRANSPORT,
 119 Phillip Street,
 Sydney. C. N. Neale.

Your train sails on the third of the month

A Letter from Jim O'Neil in response to a Letter from Dean Ogle

I was hoping someone might have a UP timetable with the information on which day in February the last streamliner of the month sailed, and Dean has supplied the information. Thanks.

Dean suggests that UP timetables of this era didn't do a good job of explaining their fare structure. Their customers would have known how this worked in the States at this time, and they wouldn't have needed to have it spelt out. I don't have the same excuse for not having made myself clear in my comment on the proportion of UP passengers paying an extra fare to travel on a faster train. In 1940 the UP operated three trains daily from Chicago to San Francisco, *The Overland*, *The Challenger* and *The Pacific Limited*. In contrast, their two

extra fare trains ran only every third day. Now, we'll all recognise that one extra fare train to nine regular ones every three days won't give us the percentage of passengers who are paying an extra fare to get to San Francisco. We'd have to allow for different consists, which we can find in the timetable, and the proportions of seats occupied and of through, rather than local, passengers. I don't know where that last information might be found, if it's available at all today. And I wasn't wanting to get a precise figure, only to make a general observation. It seems the extra fare passengers were a distinct minority of those travelling overland on UP trains. But I had no intention of suggesting they were an insignificant minority. Ten percent would seem to be a minimum estimate. That would be

well worth running a train, especially if we remember that the diesel salesmen were saying the savings from using a diesel would pay for its extra cost in short order. So, I'm sorry to have implied that the extra fare trains weren't worth the UP's while.

On another point, thanks for supplying the web-based timetable for the route 135. I'd missed that one, to my regret. You'll probably be getting comments, if you haven't already, that the mistake I drew attention to in the timetable that was issued, wasn't made in the draft timetable with services going through to Warrington Mall. The buses are running a minute earlier in the one you've printed, as well.

Footnotes for Page 7

- Reservations for space, Pullman or coach, should be applied for as much in advance as possible. Tickets for or between intermediate stations will not be sold for the "City of Denver" until day of departure from terminal, if and when space is available. If space is available on the "City of Portland" 48 hours prior to departure from terminal it may be sold for or between intermediate stations. This applies to both coach and Pullmans. Reduced fare tickets for clergy, charity, furlough, etc., are honored on the "City of Denver," but not on the "City of Portland."
 - ▲ Stops only to take or let off paying passengers to or from Granger, Wyo. and west.
 - * Regular daily trains Nos. 407 and 460 between Portland and Seattle; for additional train service between Portland and Seattle see page 25.
 - Note A—See pages 8 to 13, and 20, for Streamliner equipment; 55 to 57 for railroad fares and Pullman rates.
 - Persons using "City of Los Angeles," "City of San Francisco," and "City of Portland," should ask Baggage Agents or any U. P. Representative listed on pages 58-59 of this folder to attach to each piece of checked baggage a distinctive tag indicating train on which it is to be handled.
- (C.T.) Central time. (M.T.) Mountain time. (P.T.) Pacific time.

Special Service Charges on Streamliners "City of Los Angeles" and "City of San Francisco" in effect July 9, 1944. Subject to change without notice. (Charges shown do not include federal tax)

BETWEEN AND	Chicago, Ill.	St. Louis, Mo.	Omaha, Neb.	Grand Island, Neb.	Platte, Neb.	Sidney, Neb.	Cheyenne, Wyo.	Laramie, Wyo.	Rapid, Wyo.	Ch. River, Wyo.	Evansville, Wyo.	Ogden, Utah	Salt Lake City, Utah
Ogden, Utah... Sleeper	11.25	7.50	7.50	7.50	7.50	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Coach	3.75	2.50	2.50	2.50	2.50	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Salt Lake City, Ut. Sleeper	11.25	7.50	7.50	7.50	7.50	3.75	3.75	3.75	3.75	3.75	3.75	3.75	3.75
Coach	3.75	2.50	2.50	2.50	2.50	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Las Vegas, Nev. Sleeper	15.00	11.25	11.25	11.25	11.25	7.50	7.50	7.50	7.50	7.50	7.50	3.75	3.75
Coach	5.00	3.75	3.75	3.75	3.75	2.50	2.50	2.50	2.50	2.50	2.50	1.25	1.25
San Bernardino, Cal. Sleeper	15.00	11.25	11.25	11.25	11.25	7.50	7.50	7.50	7.50	7.50	7.50	4.50	4.50
Coach	5.00	3.75	3.75	3.75	3.75	2.50	2.50	2.50	2.50	2.50	2.50	1.50	1.50
Los Angeles, Cal. Sleeper	15.00	11.25	11.25	11.25	11.25	7.50	7.50	7.50	7.50	7.50	7.50	4.50	4.50
Coach	5.00	3.75	3.75	3.75	3.75	2.50	2.50	2.50	2.50	2.50	2.50	1.50	1.50
Reno, Nev. Sleeper	15.00	11.25	11.25	11.25	11.25	7.50	7.50	7.50	7.50	7.50	7.50	3.75	3.75
Coach	5.00	3.75	3.75	3.75	3.75	2.50	2.50	2.50	2.50	2.50	2.50	1.25	1.25
Sacramento, Cal. Sleeper	15.00	11.25	11.25	11.25	11.25	7.50	7.50	7.50	7.50	7.50	7.50	6.00	6.00
Coach	5.00	3.75	3.75	3.75	3.75	2.50	2.50	2.50	2.50	2.50	2.50	2.00	2.00
San Francisco, Cal. Sleeper	15.00	11.25	11.25	11.25	11.25	7.50	7.50	7.50	7.50	7.50	7.50	6.00	6.00
Coach	5.00	3.75	3.75	3.75	3.75	2.50	2.50	2.50	2.50	2.50	2.50	2.00	2.00

Western Union Telegrams

The Western Union Telegraph Company handles messages at public telegraph offices on this railroad.

CONSULT THIS CALENDAR

in connection with
Union Pacific Streamliner Sailing Dates

1944		JULY							1944	
SUN	MON	TUE	WED	THU	FRI	SAT				
						1				
2	3	4	5	6	7	8				
9	10	11	12	13	14	15				
16	17	18	19	20	21	22				
23	24	25	26	27	28	29				

1944		AUGUST							1944	
SUN	MON	TUE	WED	THU	FRI	SAT				
		1	2	3	4	5				
6	7	8	9	10	11	12				
13	14	15	16	17	18	19				
20	21	22	23	24	25	26				
27	28	29	30	31						

1944		SEPTEMBER							1944	
SUN	MON	TUE	WED	THU	FRI	SAT				
					1	2				
3	4	5	6	7	8	9				
10	11	12	13	14	15	16				
17	18	19	20	21	22	23				
24	25	26	27	28	29	30				

1944		OCTOBER							1944	
SUN	MON	TUE	WED	THU	FRI	SAT				
1	2	3	4	5	6	7				
8	9	10	11	12	13	14				
15	16	17	18	19	20	21				
22	23	24	25	26	27	28				
29	30	31								

1944		NOVEMBER							1944	
SUN	MON	TUE	WED	THU	FRI	SAT				
			1	2	3	4				
5	6	7	8	9	10	11				
12	13	14	15	16	17	18				
19	20	21	22	23	24	25				
26	27	28	29	30						

1944		DECEMBER							1944	
SUN	MON	TUE	WED	THU	FRI	SAT				
					1	2				
3	4	5	6	7	8	9				
10	11	12	13	14	15	16				
17	18	19	20	21	22	23				
24	25	26	27	28	29	30				


OSBA's competition

PLACES OF INTEREST

No.

1. Agricultural Show Grounds.
2. Essendon Aerodrome.
3. Exhibition Gardens & Aquarium.
4. **Gardens:**—Botanical.
5. Fitzroy.
6. Flagstaff.
7. Queen Victoria.
8. General Post Office.
9. **Golf Links:**—Albert Park.
10. Elsternwick Park.
11. Kew.
12. Royal Park.
13. Sandridge.
14. Yarra Bend (National Park)
15. **Hospitals:**—Alfred.
16. Caulfield Military.
17. Children's.
18. Eye and Ear.
19. Homoeopathic.
20. Melbourne.
21. Queen Victoria.
22. St. Vincent's.
23. Women's.
24. Kooyong Tennis Courts.
25. Melbourne Cricket Ground.
26. Museum, Library and Art Gallery
27. Melbourne University.
28. **Parks:**—Olympic.
29. Queen's.
30. Richmond Park and Horticult.
31. Studley Park. Gardens.
32. Wattle Park.
33. **Racecourses:**—Ascot.
34. Caulfield.
35. Flemington.
36. Moonee Valley
37. Shrine of Remembrance.
38. State Government House.
39. St. Kilda Baths and Amusement
40. Zoological Gardens Centre.

MAP OF MELBOURNE'S TRAMWAYS



1934-35

ISSUED FREE
By
**THE MELBOURNE & METROPOLITAN
TRAMWAYS BOARD**
673 Bourke Street, Melbourne, C.1.

**MELBOURNE AND METROPOLITAN
TRAMWAYS BOARD.**

**TIME TABLE
OF
FIRST AND LAST
TRAMS AND BUSES,**

ALSO
**ALL-NIGHT AND
SUNDAY MORNING
SERVICES.**

S. M. RICHARDSON,
Manager.

7, 1942.

GENERAL INFORMATION RE FARES.

ONE-WAY FARE:
The fare for a single journey is shown in a special table. It is the same for all trams and buses. It is the same for all trams and buses. It is the same for all trams and buses.

DAY TICKETS:
The fare for a day's travel is shown in a special table. It is the same for all trams and buses. It is the same for all trams and buses.

TRIP TICKETS:
The fare for a trip is shown in a special table. It is the same for all trams and buses. It is the same for all trams and buses.

SHOPPERS!

**FOR COMFORT
TRAVEL BETWEEN
9.30 and 4.30**

Part of the cost of the tram is covered by the tram. It is the same for all trams and buses.

TRIP TICKETS:
The fare for a trip is shown in a special table. It is the same for all trams and buses. It is the same for all trams and buses.

SUNDAY MORNING SERVICES

Line	Start	End	Frequency
1	6.00	7.00	15 min
2	6.00	7.00	15 min
3	6.00	7.00	15 min
4	6.00	7.00	15 min
5	6.00	7.00	15 min
6	6.00	7.00	15 min
7	6.00	7.00	15 min
8	6.00	7.00	15 min
9	6.00	7.00	15 min
10	6.00	7.00	15 min
11	6.00	7.00	15 min
12	6.00	7.00	15 min
13	6.00	7.00	15 min
14	6.00	7.00	15 min
15	6.00	7.00	15 min
16	6.00	7.00	15 min
17	6.00	7.00	15 min
18	6.00	7.00	15 min
19	6.00	7.00	15 min
20	6.00	7.00	15 min
21	6.00	7.00	15 min
22	6.00	7.00	15 min
23	6.00	7.00	15 min
24	6.00	7.00	15 min
25	6.00	7.00	15 min
26	6.00	7.00	15 min
27	6.00	7.00	15 min
28	6.00	7.00	15 min
29	6.00	7.00	15 min
30	6.00	7.00	15 min
31	6.00	7.00	15 min
32	6.00	7.00	15 min
33	6.00	7.00	15 min
34	6.00	7.00	15 min
35	6.00	7.00	15 min
36	6.00	7.00	15 min
37	6.00	7.00	15 min
38	6.00	7.00	15 min
39	6.00	7.00	15 min
40	6.00	7.00	15 min
41	6.00	7.00	15 min
42	6.00	7.00	15 min
43	6.00	7.00	15 min
44	6.00	7.00	15 min
45	6.00	7.00	15 min
46	6.00	7.00	15 min
47	6.00	7.00	15 min
48	6.00	7.00	15 min
49	6.00	7.00	15 min
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67	6.00	7.00	15 min
68	6.00	7.00	15 min
69	6.00	7.00	15 min
70	6.00	7.00	15 min
71	6.00	7.00	15 min
72	6.00	7.00	15 min
73	6.00	7.00	15 min
74	6.00	7.00	15 min
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76	6.00	7.00	15 min
77	6.00	7.00	15 min
78	6.00	7.00	15 min
79	6.00	7.00	15 min
80	6.00	7.00	15 min
81	6.00	7.00	15 min
82	6.00	7.00	15 min
83	6.00	7.00	15 min
84	6.00	7.00	15 min
85	6.00	7.00	15 min
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89	6.00	7.00	15 min
90	6.00	7.00	15 min
91	6.00	7.00	15 min
92	6.00	7.00	15 min
93	6.00	7.00	15 min
94	6.00	7.00	15 min
95	6.00	7.00	15 min
96	6.00	7.00	15 min
97	6.00	7.00	15 min
98	6.00	7.00	15 min
99	6.00	7.00	15 min
100	6.00	7.00	15 min

SUNDAY MORNING SERVICES (continued)

Line	Start	End	Frequency
101	6.00	7.00	15 min
102	6.00	7.00	15 min
103	6.00	7.00	15 min
104	6.00	7.00	15 min
105	6.00	7.00	15 min
106	6.00	7.00	15 min
107	6.00	7.00	15 min
108	6.00	7.00	15 min
109	6.00	7.00	15 min
110	6.00	7.00	15 min
111	6.00	7.00	15 min
112	6.00	7.00	15 min
113	6.00	7.00	15 min
114	6.00	7.00	15 min
115	6.00	7.00	15 min
116	6.00	7.00	15 min
117	6.00	7.00	15 min
118	6.00	7.00	15 min
119	6.00	7.00	15 min
120	6.00	7.00	15 min
121	6.00	7.00	15 min
122	6.00	7.00	15 min
123	6.00	7.00	15 min
124	6.00	7.00	15 min
125	6.00	7.00	15 min
126	6.00	7.00	15 min
127	6.00	7.00	15 min
128	6.00	7.00	15 min
129	6.00	7.00	15 min
130	6.00	7.00	15 min
131	6.00	7.00	15 min
132	6.00	7.00	15 min
133	6.00	7.00	15 min
134	6.00	7.00	15 min
135	6.00	7.00	15 min
136	6.00	7.00	15 min
137	6.00	7.00	15 min
138	6.00	7.00	15 min
139	6.00	7.00	15 min
140	6.00	7.00	15 min
141	6.00	7.00	15 min
142	6.00	7.00	15 min
143	6.00	7.00	15 min
144	6.00	7.00	15 min
145	6.00	7.00	15 min
146	6.00	7.00	15 min
147	6.00	7.00	15 min
148	6.00	7.00	15 min
149	6.00	7.00	15 min
150	6.00	7.00	15 min

