



The Times

December 2013

A journal of transport timetable history and analysis



Chaotic buses in Moresby



240 km per hour to Taradale

Inside: Port Moresby
Speeding through Taradale
The Bus Ticket Mystery
How a timetable changed a map

RRP \$4.95
Incl. GST

The Times

A journal of the Australian Timetable Association Inc. (A0043673H)

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

December 2013

Vol 30 No. 12, Issue No. 359

The Times welcomes all contributions. Our Authors' Guide will soon be available on our web-site
 Reproduction Material appearing in The Times may be reproduced in other publications, with an acknowledgement.
 Disclaimer Opinions expressed in our magazines are not necessarily those of the Association or its members.
 Editor, The Times Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW G.Lambert@inet.com.au
 A full AATTC contact list can be found in our current Members News, at <http://www.aattc.org.au/newsletter.pdf>
 Colour PDF versions of our magazines are at <http://www.aattc.org.au>

—Contents—

John Watson	THE BUS TICKET MYSTERY	3
Steven Haby	PORT MORESBY BUSES IN 1970	4
Malum Nalu	PORT MORESBY BUSES IN 2012	4
Jim Wells	THE WORLD'S FASTEST BUS?	5
Jim Wells	WHEN A TIMETABLE CHANGED A MAP	6
Steven Haby	MELBOURNE BUS ROUTES AS OF 1954	8



WHITE STAR LINE

SOUTHAMPTON and CHERBOURG to NEW YORK

From SOUTHAMPTON		STEAMER	A Special Express Train LEAVES WATERLOO STATION, LONDON, AT	FIRST CLASS PASSENGERS will embark with their baggage at the OCEAN DOCK, SOUTHAMPTON, AS FOLLOWS	Steamer Sails
December 1	Wed.	MAJESTIC -	8-25 p.m. (Tues., November 30)	10 p.m. (Tues., November 30)	8 a.m.
" 15	Wed.	OLYMPIC -	9-40 a.m.	11 a.m. and 12-30 p.m.	1 p.m.
" 22	Wed.	MAJESTIC -	9-0 a.m.	10 a.m. and 11-30 a.m.	12 noon

REFRESHMENT FACILITIES ON SPECIAL BOAT TRAINS.—Arrangements have been made with the Southern Railway (London & Western Section) for the service of BRISTOL & SOUTHAMPTON TRAINS from WATFORD to Southampton, in connection with White Star Line sailings, for the convenience of First Class Passengers. Those wishing to make use of this service should advise either of the Ticket Offices of the White Star Line, when booking tickets, or the conductors of First Class Passengers. Those wishing to make use of this service should advise either of the Ticket Offices of the White Star Line, when booking tickets, or the conductors of First Class Passengers. Those wishing to make use of this service should advise either of the Ticket Offices of the White Star Line, when booking tickets, or the conductors of First Class Passengers.

CHERBOURG DEPARTURE.—A Special Train with Dining Car leaves the Gare St. Lazare, Paris, on morning of sailing, conveying Passengers and their baggage direct to steamer pier, at Cherbourg. Application for tickets must be made in PARIS AGENCY (D. Bus Scriba).

The French Railway Company cannot guarantee despatch by rail. Train of heavy baggage loaded there on morning of sailing.

In the interest of passengers it is particularly requested that such baggage be delivered to the Paris Agent at Gare St. Lazare as soon as sailing at least.

LIVERPOOL to NEW YORK

Calling at Queenstown

From LIVERPOOL		STEAMER	PASSENGERS will embark with their baggage at the PRINCE'S STAGE, LIVERPOOL, AS FOLLOWS	A SPECIAL EXPRESS TRAIN LEAVES EUSTON STATION, LONDON, BY RAILROAD STATION LIVERPOOL. GARRISON TRAINS ARE THEN TAKEN TO BOARD THE STEAMER
December 4	Sat	MEGANTIC -	FIRST CLASS CABIN 2-30 pm & 3-30 pm	10-20 a.m.
" 10	Fri.	DORIC -	2-30 pm & 4-30 pm	10-20 a.m.
" 18	Sat	CELTIC -	2-30 pm & 3-30 pm	10-20 a.m.
" 24	Fri.	ADRIATIC -	2-30 pm & 4-30 pm	10-20 a.m.

QUEENSTOWN EMBARKATION.—Passengers joining the steamer at Queenstown are requested to report at the Office of Scott & Co. (Queenstown), Ltd., White Star Line, the evening before sailing.

ALL PASSENGERS before proceeding to the vessel should take care to see that their tickets are valid for the route intended. Tickets are not valid for the route intended unless accompanied by the necessary baggage. Passengers should see that their baggage is properly packed and that they have sufficient time to reach the vessel. Passengers should see that their baggage is properly packed and that they have sufficient time to reach the vessel. Passengers should see that their baggage is properly packed and that they have sufficient time to reach the vessel.

The Bus Ticket Mystery

DR JOHN WATSON

AS I TRUDGED UP THE STAIRS at Baker St, my premonition that I would find my colleague, Mr. Sherlock Holmes, with that disgusting pipe in full flame was amply confirmed by my nostrils. I could barely see those hooked features for the fug of blue smoke which filled the room.

"I say, Holmes, whatever do you make of this?", I said, proffering the item I held in my hand.

"Why, is it not a bus ticket?"

He annoys me intensely at times. "Holmes, you are being willfully obtuse. Of *course* it is a bus ticket. Please turn it over. The question still is 'what do you make of this?'"

"How did you come by it?"

"Mrs. Hudson found it in the gutter on her return from the haberdashery. What do the hieroglyphics mean?"

"It is plain enough on its face", Holmes retorted, coolly blowing smoke towards the ceiling.

"Well it is not plain to me. I do believe I have not seen such a thing since the *Affair of the Dancing Men*".

"Watson, you must get out more – thousands of these are discarded in the city every day. Rather than pandering to your obdurate refusal to use your analytical powers, let me instead challenge them with a question of my own."

"Please do", I said tentatively, fearing that I was walking into a sticky Holmesian trap.

"What was the colour of her hair?"

Whose hair? Mrs. Hudson's? Why auburn of course. Even I could not help but have noticed that after fifteen years."

"No- the colour of the hair of the girl who discarded this ticket."

"Holmes, you really are impossible at times".

"Not a bit of it my dear Watson. The answer lies on the back of this ticket as clearly as the mysteries of the Middle East lie exposed on the parchments of the Dead Sea Scrolls"

"But the Dead Sea Scrolls won't be discovered for another 60 years!", I expostulated.

"Granted Watson, granted. But when they are discovered their message will be as clear as the message on this ticket."

What DO the "Dancing Men" tell us, dear reader?



MYBUS3 TRAVELTEN CONCESSION

890	05	I	27-SEP-13	1650	6042	1
233	01	O	05-OCT-13	2315	604E	2
394	05	I	07-OCT-13	054E	7752	3
394	05	I	10-OCT-13	2354	6236	4
394	02	O	19-OCT-13	0420	6302	5
394	02	O	24-NOV-13	153E	6143	6
X94	05	I	25-NOV-13	0512	AAAA	7
L94	01	O	25-NOV-13	1210	5872	8
394	05	I	25-NOV-13	2354	6062	9
394	02	O	26-NOV-13	0410	604E	10

NO RIDES LEFT

Port Moresby bus services in 1970 and 2012

STEVEN HABY and MALUM NALU

IN 1970 PAPUA NEW GUINEA (PNG) was still administered by Australia and independence was five years away. Port Moresby was the largest city in PNG and was (and still is) the administrative centre of this country.

To a large extent transport throughout PNG has been hampered by a lack of decent roads and inhospitable terrain with air services contributing to the bulk of options available. Apart from a few mining and military tramways over the years PNG has never had a rail system although from time to time plans have been drawn up for a rail network and even a light rail service in the capital.

Public bus services do operate (known today as PMVs – public motor vehicles) although it is difficult to obtain information about timetables and routes. It was a surprise however when I was fortunate enough to purchase a timetable off eBay for Port Moresby bus services in 1970.

The timetable is undated and the operator shown is Moresby Bus Service Pty Ltd. A disappointing aspect of the timetable (very

much like many Australian rural and regional bus service timetables of the similar period) is a lack of information about the route and fare structure and there is not even a basic map. One also assumes that the buses only operate weekdays although this is not clear.

The design of the timetable is unconventional with the intending passenger having to read across the page. No intermediate times are shown. An interesting feature is the expression 'Turn town' – either this refers to the service returning to that destination or running a loop service throughout that area.

The route numbering on initial inspection appears to be based on regions or suburbs however the route numbers sequence allocated to Vabukori (1-1 and 1-2) continues further down the page with 1-3 being the University via Hohola service. An assumption might be that the second digit could be used as a bus number for rostering purposes.

The frequencies on most routes appear to be around 30 minutes in the 'peaks' and

hourly for the rest of the day. Some services finish around 9.30-10.00pm in the evening.

Additional services shown as 'S/B' in the timetable presumably catered for staff and/or students at the government offices and the university.

It appears that up to 15 buses may have been required to maintain the service. I believe that the Australian government purchased a number of Mee bodied vehicles to be used in Port Moresby in the late 1960s.

Overall an interesting if highly confusing timetable to interpret but nevertheless it is a valuable document chronicling the transport history of PNG. – **Steven Haby**

*The public transport system in Port Moresby (in 2012) is a nightmare, more so at peak hours in the morning and in the afternoon, when students and workers are leaving for work or returning home. Getting on a PMV - short for public motor vehicle - in the city is chaotic- **Malum Nalu***

Departs	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.	Depot	Term.			
Vabukori	1-1	6.30	7.10	7.50	8.30	9.20	10.00	10.50	11.30	12.25	1.10	1.50	2.40	3.30	4.15	5.00	5.45	6.30	7.15	8.05	8.45	9.20	10.00				
Vabukori	1-2	6.45	7.25	8.30	9.10	10.00	10.40	11.30	12.15	1.00	2.00	2.40	3.25			4.05	4.55	5.30	6.15	6.50	7.35	8.30	10.10				
Vabukori	*S/B	6.25	6.50													4.20	Turn Koki										
Vabukori	S/B															4.45	Turn Koki										
7 Mile via Kila Kila	2-1	6.30	7.10	8.00	9.00	10.00	11.00	12.00	1.00				2.00	3.00	4.05	5.00	6.00	7.00	8.00	9.00							
Pari via Kila Kila	2-3	6.30	7.00	7.40	8.40								3.00	4.00	5.00	6.00	7.00	Finish									
" "	S/B												4.10	4.45	5.00	Finish											
" "	S/B												4.30	Turn Koki													
Boroko Dve.	4-1	6.30	7.00	7.45	8.30	9.10	9.50	10.20	11.00	11.40	12.30	1.15	1.55	2.35	3.45	4.30	5.15	6.15	6.55	7.30	8.10						
Boroko Dve.	S/B												4.50	Turn Koki													
Hohola 1 & Hohola 2	6-1	6.30	7.00	7.45	8.30	9.00	9.50	10.15	10.50	11.30	12.05	12.45	1.35	2.25	3.00	3.40	4.30	5.20	6.00	6.35	7.15	7.50	8.30				
" "	*6-2	6.45	7.10	W/8.10	9.00	9.45	10.15	10.40	11.20	W/11.55	1.00	2.00	2.25	2.50	3.25	4.05	4.45	5.45	6.15	7.00	7.40	8.20	9.00				
" "	6-3	6.40	7.25	8.00	8.40							1.35	2.15	3.15	3.55	4.35	5.15										
Hohola 3 & Hohola 1	6-4	6.30	7.10	8.35	9.10	9.50	10.30	11.05	11.45	12.20	1.00	2.00	2.45	3.30	4.10	4.55	5.35	6.10	6.50	7.35	8.15	8.55	9.40				
" "	S/B												5.00	5.40	Turn Koki												
" "	S/B														5.00	5.40	Turn Town to Hohola										
Waigani via Hohola	*6-5	W/6.30	7.10										3.30	4.30	5.30	Finish											
University via Hohola	1-3			7.15	8.00							2.45	3.30	4.30	Finish												
7 Mile via Kila Kila	7-1	6.35	7.10*	8.40	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40	Finish								
" "	*7-3	6.45	T/7.10	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	Finish								
" "	*9-1	6.45	B/7.10	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	Finish									
" "	9-2	6.25	7.00	8.20	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	5.20	6.20	7.20	8.20	9.20	10.20	Finish								
" "	S/B											4.00	4.35	Turn Town to 4 Mile													
" "	S/B											3.50	4.50	Turn Koki to 4 Mile													
Gordon Bks. via Hohola	9-3	6.30	7.10	9.40	10.40	11.40	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40	8.40	9.40	10.40										
" "	9-4	6.35	7.00	8.00	9.00			2.00	3.00	4.00	5.00	6.00	7.00	8.00	9.00	10.00	11.00	Turn Town to Gordon on Racecourse Road									
" "	S/B										4.25	5.10	Turn Koki to Gordon on Hohola Road														
" "	S/B										4.45	5.15	Turn Town for Tatana and Baruni														
Tatana	S/B										4.00																
Baruni	S/B										4.30																

* W = Departs Waigani
 T = Tatana (Departs)
 B = Baruni (Departs)
 Bus travelling Route 7-1 departs 4 Mile at 7.10 a.m. thence from 5 Mile terminus for remainder of day.
 S/B = Special Bus
 NOTE: Boroko Dve., Hohola, Waigani & University buses travel via 3 Mile Hill.
 Gordon Barracks 9-3 via 3 Mile Hill.
 " " 9-4 via Hospital, Kila Kila, Hanuabada.
 Special Bus departs Depot 6.50 a.m. for University via Racecourse Road then commences Waigani School Run.

Subject to Alteration without Notice and flow of Traffic.
 Depot: Phone - 43028

The World's Fastest Bus?—or how to write a timetable

JIM WELLS

BELOW, IS A SEGMENT OF A “Bendigo airport service” timetable (undated).

The point is that the towns of Castlemaine and Taradale are about twenty kms apart. Five minutes to cover 20km; 20km in five minutes – really?

Assuming zero dwell time in Taradale we have an average speed of 240km/h for this segment of the journey. Must be quite a trip as even high speed trains struggle to achieve this sort of average. What's the ride like? How does the driver get on when it's raining.

It all becomes a little clearer when we see the full timetable (one journey selected of three), reproduced at right.

The key points would be:

Bookings are compulsory. One wonders how late they can be made but to be on the safe side one would want to make them well before the Bendigo departure time.

The timetable doesn't say so but almost certainly the stops are conditional.

Castlemaine is a long way off the direct freeway route.

The ideal scenario for this type of service for the operator is to be fully booked out of Bendigo – no need to stop anywhere.

Now if there's no booking for Harcourt / Castlemaine but some for Taradale the bus can go straight to Taradale and 7.35 would be a reasonable

time for this stop. The recovery time is in the Malmsbury – Kyneton section.

If there's a Castlemaine stop, Taradale would be reached around 7.50. Why not make this the time?

If this were the time and there was no Castlemaine stop the driver would have three choices.

Leave Bendigo late

Drive more slowly than normal

Dwell at Taradale for recovery (let the passengers look at the famous railway viaduct—on our cover).

All three of these would not appeal to nervous passengers worrying about getting to the airport on time. Airline passengers, particularly international ones, can lose a lot of money if they miss their flights so having hassle free trips to airports is important.

Kyneton is a major town and it makes sense to have any necessary recovery time there—specially if a passenger needs a comfort stop.

This is all rather academic as the current timetable is quite different.

There are a lot of changes but one suspects that the operator found that Castlemaine, being a major centre, required a stop on most trips.

These now take an additional fifteen minutes. Business must be good as there are now seven trips a day in each direction.

Castlemaine and Kyneton are now

Origin	Bus 1
Bendigo Railway Station Bay 1	6.00 am
Harcourt V/Line Bus Stop1	6.20 am
Castlemaine Taxi Rank Mostyn St	6.30 am
Taradale Post Office	6.35 am
Malmsbury Post Office	6.45 am
Kyneton Info Centre JH Park	7.00 am
Woodend Clock Tower	7.15 am
Gisborne By Westpac	7.30 am
Melbourne Airport	8.00 am

fixed stops. Taradale and Harcourt are no longer mentioned, but Kangaroo Flat and Chewton are.

As an aside Chewton is an interesting place. It's a suburb of Castlemaine which has several such places reflecting its history. There was once about 50,000 people in this major gold mining district. Chewton is full of old miners' cottages right beside the road.

The railway station closed in 1975.

Castlemaine Taxi Rank Mostyn St	6.30 am	11.15 am	4.15 pm
Taradale Post Office	6.35 am	11.20 am	4.20 pm

Weekdays up to Sunday 27th Oct 2013

YOU ARE IN: [Home Page](#) > [Timetable](#) > Weekdays up to Sunday 27th Oct 2013

Timetable 9th December 2012 to Sunday 27th October 2013

WeekDays

TIMETABLE: from Bendigo

#	DEPART BENDIGO	DEPART* K/FLAT	DEPART C/MAINE	DEPART* CHEWTON	DEPART* M/SBURY	DEPART KYNETON	DEPART* WOODEND	DEPART* GISBORNE	ARRIVE AIRPORT
1	4.30 am	4.40 am	5.10 am	5.15 am	5.35 am	5.45 am	6.00 am	6.10 am	6.45 am
3	6.15 am	6.25 am	6.55 am	7.00 am	7.20 am	7.30 am	7.45 am	7.55 am	8.30 am
61	8.30 am	8.40 am	9.10 am	9.15 am	9.35 am	9.45 am	10.00 am	10.10 am	10.45 am
5	10.30 am	10.40 am	11.10 am	11.15 am	11.35 am	11.45 am	12.00 pm	12.10 pm	12.45 pm
7	12.15 pm	12.25 pm	12.55 pm	1.00 pm	1.20 pm	1.30 pm	1.45 pm	1.55 pm	2.30 pm
9	2.30 pm	2.40 pm	3.10 pm	3.15 pm	3.35 pm	3.45 pm	4.00 pm	4.10 pm	4.45 pm
11	5.00 pm	5.10 pm	5.40 pm	5.45 pm	6.05 pm	6.15 pm	6.30 pm	6.40 pm	7.15 pm

* = These services operate only on demand



When a Time Table changed a Map

JIM WELLS

NSW'S CITYRAIL introduced new timetables on October 20th, 2013.

A feature was the reintroduction after many years of Homebush as the terminating station for sector 2 inner west local (all stations) services, replacing Ashfield from this role.

No longer do Bankstown trains do a circuit. Trains from Lidcombe (the second station after Homebush

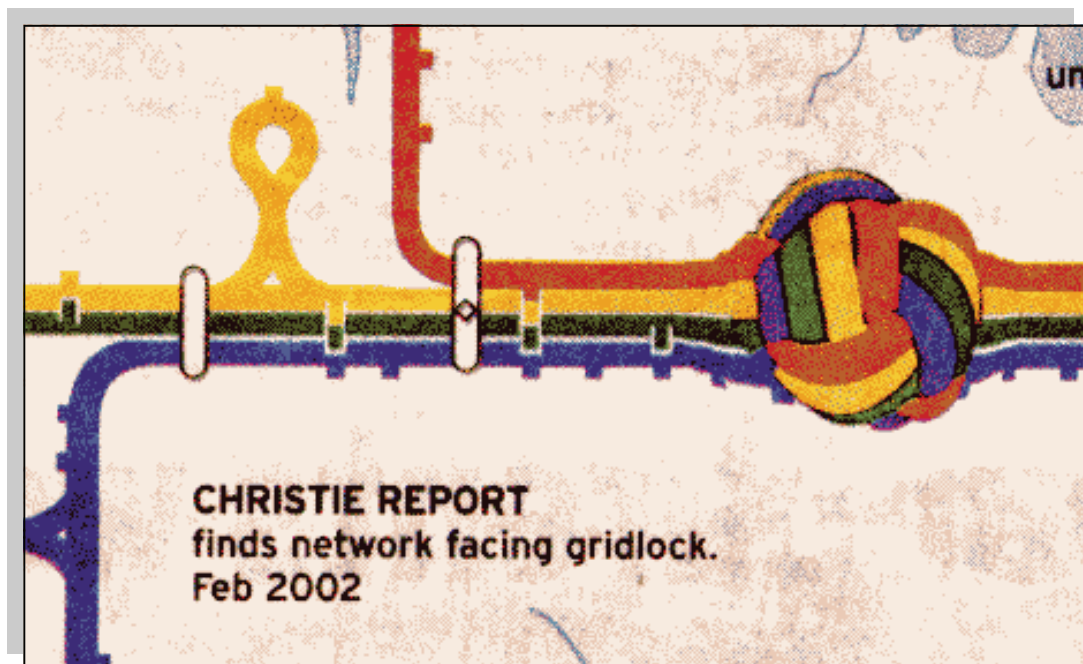
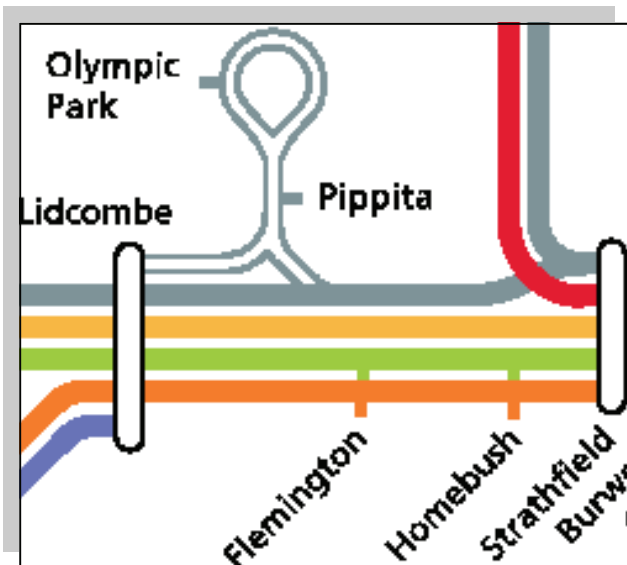
on the Main Line) for Bankstown will now start from the dead end turnback platform installed some years ago.

Trains going through Bankstown to or from Lidcombe or Liverpool now form their own sub sector with all trains using the City Circle outer track.

That's by the by. The point of our story is that nothing stops at Homebush except the terminators. This means that a passenger from

Homebush travelling to Berala on the Bankstown line south of Lidcombe has to back track to Strathfield and then change at Lidcombe. In the old timetable he had a one train journey.

So, in effect, Homebush has become a branch line stub end terminus. And, yes, CityRail has managed to show it as such, just, on the maps published in the new timetable leaflets (below right).



Melbourne private bus routes as of 1 November 1954- a cautionary tale on historical research with reference to Blackadder.

By STEVEN HABY

Whilst researching Victorian bus routes using the Victorian Government Gazette files on Victoria, available online through the State Library at <http://gazette.slv.vic.gov.au/>, I was very pleased to come across some issues of the Government Gazette that provided some very useful and interesting information.

Once such issue of the Government Gazette was no. 1 of 1955 published on Thursday 6 January of that year, which was devoted to details of all metropolitan and outer metropolitan bus routes licensed by the Transport Regulation Board that operated in Melbourne as at 1 November 1954 (Page 9). These routes were predominately operated by private operators with the remainder operated by the Melbourne & Metropolitan Tramways Board and the Victorian Railways Board.

This Gazette not only listed the routes but also provided details of the operators, fare and section details, service frequencies and deviations such as school or industrial trips. In some cases a basic timetable of the route was set out (see diagram 1). All of this information provides the researcher valuable data and a 'snapshot' of bus routes in operation.

Diag. 1. Extract from p. 39 of the 6 January 1955 Government Gazette showing details of route, sections and fares and the timetable to be observed for route 205A (page 10).

The document lists the routes in three sections. Section one lists all the bus routes operated by private companies in numerical order arranged by the numbering system that was adopted by the Transport Regulation Board in January 1925 whereby:

Routes that passed within 3 miles (9.6 km) of the GPO began at 1

Routes outside this radius but within 8 miles (12.8 km) of the GPO had an 'A' suffix and began at 1A.

Routes that were outside the 8 mile radius were classified as 'country routes' and were initially unnumbered but a new numbering series began in the 1950s at 200A.

Section 2 lists all the routes operated by the Melbourne & Metropolitan Tramways Board which were unnumbered at the time and finally section 3 lists the routes oper-

ated by the Victorian Railways Board.

Many of the routes have long since disappeared or changed substantially over time within the last 59 years since this Gazette was published however as a 'point in time' reference it is fascinating.

"At last!" to quote Lord Percy from Blackadder when he thought he had discovered the process of turning base metals into gold, I thought I too had stumbled across the ultimate (at least for those interested in Melbourne bus routes).

However my initial excitement turns to frustration as a closer reading of the document reveals some curious omissions of certain bus routes which was discovered when cross checking against Graeme Cleak's series of excellent articles on Melbourne bus routes published in Fleetline, Australian Bus Heritage and later Australian Bus Panorama.

Routes 132A to 155A were not listed in the document but are outlined in Graeme's article published in the June 1992 edition Australian Bus Panorama Routes 233A to 274A were also not included in this list however again Graeme outlined these in his article published in the September 1992 edition of Australian Bus Panorama. However as Graeme explained in the latter article many of the routes in the 200A series were not allocated numbers until around 1956 which may explain the omission in the 6 January 1955 Gazette. Such is the challenges of the researcher.

"Bugger!" as Blackadder would often say. So as Baldrick in such situations would say with ill-deserved confidence "I have a cunning plan!" This plan involved further research by going back to the 1956 Government Gazettes and check information indexed under the Transport Regulation Board entry in the indexes. This did disappointingly a fruitless exercise. Some further analysis was required!

However searching the gazettes is quite easy online and one can either browse or do more advanced subject searches. A screen shot of the search functionality is shown in diagram 2. Useful subject headings to select in the 'advanced' search include 'Motor Omnibus Act', 'Transport regulation act' and 'Transport Regulation Board'. Diag. 2 (below). Search screen from Victorian Government Gazette index from the State Library of Victoria.

Reading through the document reveals some interesting operational requirements as set down by the Board for example route 104A North Coburg tram to Broadmeadows tram did not have a set timetable and was authorised to operate between the two terminuses as passenger traffic warranted. It is not sure what the 'trigger point' was in regards to departures so it may have been a long wait for intending passengers further up the road! Despite all the setbacks from my initial research this document (and others) have proved to be a valuable tool for the researcher.

The following tables are a summary of all the private bus routes listed in the 6 Janu-

Search & browse

This online archive of historic government gazettes provides access to over 160 years of official information published in and about Victoria.

You can view images of individual gazette pages, or download and print PDFs of entire gazettes.

[Read more about the gazettes.](#)

Search the gazette indexes

Search the gazette indexes by keyword, phrase, date or gazette number.

[Advanced search](#)

This search function searches only for words that appear in the indexes of the gazettes, not in the full text on each page. If you are having trouble finding what you are looking for, see [help](#).

Browse the gazettes

You can browse the gazettes by decade, year, month, day and page.

1836 to 1899	1900 to 1997
1836 to 1839 NSW	1900 to 1919 VIC
1840 to 1859 NSW, PP, VIC	1920 to 1939 VIC
1860 to 1879 VIC	1940 to 1959 VIC
1880 to 1899 VIC	1960 to 1979 VIC
	1980 to 1997 VIC

NSW = New South Wales Government Gazette published during these years.
PP = Port Phillip Government Gazette/Port Phillip Government Notices published during these years.

What gazettes are on this site?

- Victoria Government Gazette (July 1851 - 1997)
- Port Phillip Government Gazette (1844 - July 1851)
- Port Phillip Government Notices (January - 12 July 1843)
- New South Wales Government Gazette (1836 - 1851)

What's in the gazettes?

Proposed additions to forest reserves, 1918

In the gazettes you'll find information on everything from land transactions, bankruptcies, reward notices and new acts of parliament, to tenders, patent applications, unclaimed letters and monies, shipping and emigration notices, and more.



VICTORIA
GOVERNMENT GAZETTE.

Published by Authority.

[Registered at the General Post Office, Melbourne, for transmission by post as a newspaper.]

No. 1]

THURSDAY, JANUARY 6.

[1955

TRANSPORT REGULATION BOARD.

DETAILS OF METROPOLITAN AND OUTER METROPOLITAN OMNIBUS ROUTES LICENSED BY THE
TRANSPORT REGULATION BOARD AS AT 1ST NOVEMBER, 1954.

THE information contained herein has been published for the information of the general public, Municipal Councils and other interested bodies.

It is not possible to set out in detail the complete timetable for each route and for purposes of brevity this information has been condensed setting out the minimum frequency to be operated.

The current detailed timetable for any route can be obtained by application to the operator concerned, the names and addresses of whom appear in the index. Commencing and terminal points of each service are listed in alphabetical order for easy reference. This information may be varied from time to time and amended prescriptions of route and frequencies will be prepared as opportunity offers.

DETAILS OF METROPOLITAN AND OUTER METROPOLITAN OMNIBUS ROUTES—continued.

TIME-TABLE TO BE OBSERVED.

Week-days.				Saturdays.			
Mentone to Mordialloc.	Mordialloc to Mentone.	Mentone to Cheltenham.	Cheltenham to Mentone.	Mentone to Mordialloc.	Mordialloc to Mentone.	Mentone to Cheltenham.	Cheltenham to Mentone.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.40	6.55 (A)	7.55 (R, W)	8.09 (H)	9.00	9.20	9.40 (W)	9.52 (E)
7.10	7.25	7.55 (R, W)	8.09 (H)	9.30 (P)	10.00 (P)	10.40 (W)	10.52 (E)
7.38	7.56 (A)	8.15 (W)	8.30 (H)	10.05	10.25	10.40 (W)	10.52 (E)
8.18	8.40	9.00 (W)	9.15 (H)	10.30 (P)	11.00 (P)	11.40 (W)	11.52 (E)
8.45	9.25	9.50 (W)	10.05 (E)	11.05	11.25	11.40 (W)	11.52 (E)
9.25	9.40 (P. MO)	10.40 (W)	10.55 (E)	p.m.	p.m.	p.m.	p.m.
10.05	10.20	11.15 (H)	11.25 (E)	12.05	12.25	12.40 (W)	12.52 (E)
10.25 (P)	10.50 (P)	11.45 (W)	12.00 (E)	1.05	1.25 (MO)		
11.10 (P)	11.30	p.m.	p.m.	7.05 (†)	7.25 (MO)		
11.40 (P)	p.m.	12.25 (W)	12.40 (E)	7.45	8.00 (†, MO)		
p.m.	12.05	1.35 (W)	1.45 (E)	11.05 (PT)	11.35 (MO)		
12.10	12.25 (MO)		2.05 (E)				
12.55	1.15	2.40 (H)	2.48 (E)				
2.00	2.20	3.10 (W)	3.23 (E)				
2.20 (P, †)	2.45 (P)	3.40 (W)	3.50 (E)				
3.00	3.20	4.28 (H)	4.35 (H)				
3.40	4.10 (†)	4.55 (H)	5.05 (H)				
4.15	4.35	5.30 (H)	5.35 (E)				
4.50	5.15						
5.15	5.30						
5.50	6.05 (MO, A)						
6.20	6.40 (MO, A)						
7.05 (†)	7.25 (MO)						
7.45	8.00 (†)						
11.05 (PT)	11.20						

No Service Sundays or Public Holidays.

Note.—(P) Via Parkdale.
 (MO) Mentone only.
 (†) Via Hospital.
 (W) Via Wallingford-street.
 (E) Via Eversham-road.
 (P.T) Picture Theatre.
 (R) Starts from Railway yard.
 (A) Albert-street, Railway entrance.
 (H) Via Nepean Highway.

Route No.	Description of Route, including Commencing and Terminal Points.	Sections and Fares.	Maximum Number of Omnibuses Licensed on Route.																																								
205A	HURSTBRIDGE-ST. ANDREWS— Part (a) : Commencing from Hurstbridge and terminating at St. Andrews via Peake's Corner and Panton Hills. Part (b) : Commencing from St. Andrews and Terminating at Eltham via Smith's Gully, Panton Hills, and Kangaroo Ground.	<table border="0"> <tr> <td>St. Andrews to Hurstbridge ..</td> <td>..</td> <td>..</td> <td>3 0</td> </tr> <tr> <td>" " Panton Hills ..</td> <td>..</td> <td>..</td> <td>1 0</td> </tr> <tr> <td>" " Peake's Corner ..</td> <td>..</td> <td>..</td> <td>0 6</td> </tr> <tr> <td>Peake's Corner to Hurstbridge ..</td> <td>..</td> <td>..</td> <td>2 6</td> </tr> <tr> <td>" " Panton Hills ..</td> <td>..</td> <td>..</td> <td>0 6</td> </tr> <tr> <td>Panton Hills to Hurstbridge ..</td> <td>..</td> <td>..</td> <td>2 0</td> </tr> <tr> <td>Eltham to St. Andrews ..</td> <td>..</td> <td>..</td> <td>4 6</td> </tr> <tr> <td>" " Smith's Gully ..</td> <td>..</td> <td>..</td> <td>4 0</td> </tr> <tr> <td>" " Panton Hills ..</td> <td>..</td> <td>..</td> <td>3 6</td> </tr> <tr> <td>" " Kangaroo Ground ..</td> <td>..</td> <td>..</td> <td>3 0</td> </tr> </table>	St. Andrews to Hurstbridge	3 0	" " Panton Hills	1 0	" " Peake's Corner	0 6	Peake's Corner to Hurstbridge	2 6	" " Panton Hills	0 6	Panton Hills to Hurstbridge	2 0	Eltham to St. Andrews	4 6	" " Smith's Gully	4 0	" " Panton Hills	3 6	" " Kangaroo Ground	3 0	2
St. Andrews to Hurstbridge	3 0																																								
" " Panton Hills	1 0																																								
" " Peake's Corner	0 6																																								
Peake's Corner to Hurstbridge	2 6																																								
" " Panton Hills	0 6																																								
Panton Hills to Hurstbridge	2 0																																								
Eltham to St. Andrews	4 6																																								
" " Smith's Gully	4 0																																								
" " Panton Hills	3 6																																								
" " Kangaroo Ground	3 0																																								

TIME-TABLE TO BE OBSERVED.

(a) Journeys from Hurstbridge—

Monday to Friday inclusive.								
Depart Hurstbridge ..	6.25 a.m.	7.30 a.m.	9.10 a.m.	10.45 a.m.	3.05 p.m.	4.50 p.m.	5.50 p.m.	6.50 p.m.
Depart Panton Hills ..	6.40 a.m.	7.45 a.m.	9.25 a.m.	11.00 a.m.	3.20 p.m.	5.00 p.m.	6.00 p.m.	7.05 p.m.
Depart Peake's Corner ..	6.50 a.m.	7.55 a.m.	9.35 a.m.	11.10 a.m.	3.30 p.m.	5.10 p.m.	6.10 p.m.	7.15 p.m.
Arrive St. Andrews ..	6.55 a.m.	8.00 a.m.	9.40 a.m.	11.20 a.m.	3.55 p.m.	5.15 p.m.	6.15 p.m.	7.20 p.m.

Saturdays only.								
Depart Hurstbridge ..	7.25 a.m.	9.10 a.m.	11.20 a.m.	1.30 p.m.	2.35 p.m.	6.10 p.m.		
Depart Panton Hills ..	7.40 a.m.	9.25 a.m.	11.35 a.m.	1.45 p.m.	2.50 p.m.	6.25 p.m.		
Depart Peake's Corner ..	7.50 a.m.	9.35 a.m.	11.45 a.m.	1.50 p.m.	3.00 p.m.	6.35 p.m.		
Arrive St. Andrews ..	7.55 a.m.	9.40 a.m.	11.50 a.m.	1.55 p.m.	3.05 p.m.	6.40 p.m.		

Sundays only.								
Depart Hurstbridge ..	10.05 a.m.	12.00 noon			6.00 p.m.			
Depart Panton Hill ..	10.20 a.m.	12.15 p.m.			6.15 p.m.			
Depart Peake's Corner ..	10.30 a.m.	12.25 p.m.			6.25 p.m.			
Arrive St. Andrews ..	10.35 a.m.	12.30 p.m.			6.30 p.m.			

(b) Journeys from St. Andrews—

Monday to Friday inclusive.								
Depart St. Andrews ..	5.50 a.m.	7.00 a.m.	8.00 a.m.	10.15 a.m.	2.30 p.m.	3.45 p.m.	5.15 p.m.	6.15 p.m.
Depart Peake's Corner ..	5.55 a.m.	7.05 a.m.	8.05 a.m.	10.20 a.m.	2.35 p.m.	3.50 p.m.	5.20 p.m.	6.20 p.m.
Depart Panton Hills ..	6.05 a.m.	7.15 a.m.	8.15 a.m.	10.30 a.m.	2.45 p.m.	4.00 p.m.	5.30 p.m.	6.30 p.m.
Arrive Hurstbridge ..	6.20 a.m.	7.30 a.m.	9.00 a.m.	10.40 a.m.	3.00 p.m.	4.15 p.m.	5.45 p.m.	6.45 p.m.

Saturdays only.								
Depart St. Andrews ..	7.00 a.m.	8.00 a.m.	10.30 a.m.	1.00 p.m.	2.00 p.m.	5.30 p.m.		
Depart Peake's Corner ..	7.05 a.m.	8.05 a.m.	10.35 a.m.	1.05 p.m.	2.05 p.m.	5.35 p.m.		
Depart Panton Hills ..	7.15 a.m.	8.15 a.m.	10.45 a.m.	1.15 p.m.	2.15 p.m.	5.45 p.m.		
Arrive Hurstbridge ..	7.30 a.m.	9.00 a.m.	11.00 a.m.	1.30 p.m.	2.30 p.m.	6.00 p.m.		

Sundays only.								
Depart St. Andrews ..		11.15 a.m.	5.15 p.m.					
Depart Peake's Corner ..		11.20 a.m.	5.30 p.m.					
Depart Panton Hills ..	9.40 a.m.	11.30 a.m.	5.40 p.m.					
Arrive Hurstbridge ..	9.55 a.m.	11.45 a.m.	5.55 p.m.					

(b) When operating along Part (b) of the route defined above the vehicles shall adhere only to the following time-table which shall be maintained without fail.

Wednesday only (Picture Theatre trip).

Depart St. Andrews .. 7.00 p.m.
 Depart Eltham at conclusion of picture show.

Sundays only.

Depart St. Andrews .. 7.00 p.m.
 Depart Eltham .. 8.05 p.m.

ary 1955 Government Gazette. Table 1 lists routes 1 to 40, table 2 lists routes 1A to 132A and table 3 lists all routes in the 200A series. The name of the operator is listed and number of buses licensed for that route is shown in parenthesis. Notes on the subsequent history of the route in particular the 1971 renumbering of all of Melbourne's routes is included.

References

The following articles were referred to in the preparation of this article.

Cleak, Graeme. "Melbourne's private bus route history" in *Australian bus panorama*, vol 7, no. 2 September 1991, p. 17-20. Covers routes 1 to 19.

Cleak, Graeme. "Melbourne's private bus routes" in *Australian bus panorama* vol. 7, no. 4, December 1991, p. 6-10. Covers routes 1A to 40A

Cleak, Graeme. "Melbourne's private bus routes" in *Australian bus panorama* vol.7, no.7, April 1992, p.14-17. Covers routes 60A to 99A

Cleak, Graeme. "Melbourne's private bus routes" in *Australian bus panorama* vol. 7, no. 8, May 1992, p.10-12. Covers routes 100A to 125A

Cleak, Graeme. "Melbourne's private bus routes" in *Australian bus panorama* vol. 7, no. 9, June 1992, p.20-21. Covers routes 126A to 155A

Cleak, Graeme. "Melbourne's private bus routes" in *Australian bus panorama* vol. 8, no. 1, August 1992, p.13-15. Covers routes 200A to 232A

Cleak, Graeme. "Melbourne's private bus routes" in *Australian bus panorama* vol. 8, no. 2, September 1992, p.12-15. Covers routes 233A to 274A.

Route	Description	Operator (# of buses licensed for route)	Notes
1	City – Gardenvale	Melbourne-Brighton Bus Lines (10)	Route 601
2	City – Middle Brighton Beach	Melbourne-Brighton Bus Lines (10)	Route 602
7	Spencer Street – Victoria Dock	Weate Transport, South Kensington (9)	Route 400, ceased
10	Hawthorn Bridge – Camberwell Jct	W.H. Hoare & L Davidson t/as Route 10 Bus Service, Camberwell (4)	Route 608, ceased
17	Abbotsford – Clifton Hill – North Melbourne	L.R. Daldy, Preston (4)	Ceased 22.12.1955
19	Heidelberg – Collingwood	Duncan's Green Bus Service (10)	Route 546
22	Thornbury – Fairfield – Westgarth	G. H. Duncan, Heidelberg (4)	Ceased 11.1956
30	Clifton Hill – North Carlton – Moonee Ponds	Neeson's Bus Service, East Brunswick (7)	Route 504
31	Toorak – Burnley	Spencer's Bus Line Pty Ltd, Toorak (4)	Route 607, ceased
33	Elsternwick – City	Spencer's Bus Line Pty Ltd, Toorak (9)	Route 605
34	Brunswick – Westgarth	Brunswick – Westgarth Bus Service (G. Deveson), West Brunswick (6)	Route 506
35	Shrine of Remembrance – Port Melbourne	E. R. & W. J. Shaw and M. E. Steiffler, South Melbourne (2)	Ceased by 1955
36	Moonee Ponds – Footscray	H. B. and M. Lane's Bus Service, Moonee Ponds (N/A)	Route 404
37	Murrumbeena – St Kilda – Port Melbourne	Cartin's Bus Lines, St Kilda (7)	Route 606
38	Footscray – East Melbourne	E. P. Walshe, Heidelberg (7)	Route 402
39	Flemington Bridge – Essendon station	J. and N. Birkett and J. H. O'Dea, West Brunswick (2)	Ceased by 1964
40	Brunswick – West Brunswick	W. F. McGurgan, Brunswick (2)	Route 505, ceased



Route	Description	Operator (# of buses licensed for route)	Notes
1A	Thornbury – Edwardes Park – West Reservoir	Nathalia – Melbourne Passenger Services, Reservoir and H. Webb and K. Williamson (10)	Route 553
6A	Glenroy – Coburg – Heidelberg	Coburg – Heidelberg Omnibus Service, Preston	Routes 513, 515 and 516
8A	Moreland – Essendon – North Essendon	Arbuthnot's Bus Service and P. J. & L. H. Carr. West Coburg (6)	Routes 510 and 511
9A	Brunswick – Essendon	Brunswick – Essendon Bus Service and W. T. Dunn, East Brunswick (5)	Route 503
10A	Fairfield – Moonee Ponds	Fairfield – Moonee Ponds Bus Association,	Route 508
13A	Heidelberg – Northcote	Heidelberg Motor Omnibus Company (1938),	Ceased 2.2.1959
15A	Moonee Ponds – Aberfeldie	Ryan Bros., Moonee Ponds (4)	Route 467
16A	Essendon – Braemar	F. A. Deveson, Essendon (3)	Route 463
17A	Essendon – Deakin St	Estate of the late Catherine Grant, Essendon (4)	Route 465
20A	Footscray – Brooklyn	Estate of the late J. P. J. McGree, West Footscray	Route 414
24A	Gardiner – Caulfield	W. T. Laidlaw, East Malvern (3)	Route 620
25A	Gardiner – Middle Brighton – Moorabbin	Eastern Suburbs Omnibus Service, Bentleigh (13)	Route 620 and 621
26A	Glen Iris – Ashburton	S. W. Jenkin, East Malvern (6)	Route 734
30A	North Road (Elwood Beach) – Gardenvale – East Oakleigh	W. Sinclair, Moorabbin (9)	Route 630
32A	Oakleigh – Bentleigh – Brighton	L. T. Suhr, Bentleigh (9)	Route 632
36A	Hampton – Highett	W. G. Hutchinson, Elwood (4)	Route 641
39A	Oakleigh – Glen Waverley	E. Davies Bus Service, East Oakleigh (4)	Became part of 702
(Part A)			
39A	Oakleigh – Wheeler's Hill	E. Davies Bus Service, East Oakleigh (4)	Became part of 702
(Part B)			
39A	Oakleigh – Holmesglen	E. Davies Bus Service, East Oakleigh (4)	Became part of 702
(Part C)			
39A	Oakleigh – Syndal	E. Davies Bus Service, East Oakleigh (4)	Became part of 702
(Part D)			
43A	Sandringham – Cheltenham	R. C. Morarty, Brighton Beach (4)	
44A	Moorabbin – Middle Brighton – Brighton	Eastern Suburbs Omnibus Service, Bentleigh (6)	
46A	Regent – Janefield – Greswell	L. C. Dyson, Bundoora (3)	
47A	East Oakleigh – Carnegie	O. C. Shave, East Malvern (3)	
48A	Moonee Ponds – Essendon – Strathmore – Essendon Airport	F. A. Deveson, Moonee Ponds (4)	
49A	Deepdene – Heidelberg – Gresswell	Mont Park – Cotham Rd Bus Service, Heidelberg	
53A	Northcote – Fairfield	W. T. Howell, Northcote; H. C. McKay, Fairfield and T. C. Johnson, Northcote (3)	
60A	Fairfield Park – Alphington	V. N. Tanner, Fairfield (1)	Ceased 24.1.1955
61A	Malvern – Tooronga – East Kew	E. A. Staunton, Glen Iris (6)	Route 625
62A	Ormond – Caulfield	E. Lishman, Parkdale (2)	Route 628
64A	Ormond – Oakleigh	K. McKenna and W. Hocking, Ormond (3)	Route 627
65A	Kew – Fairfield Park	Kew – Fairfield Bus Service (A. W. Webb), Kew (1)	Route 609
67A	Box Hill – Burwood Tram	A. Rennie, Box Hill (4)	Route 767 and 768
69A	Preston – Coburg	J. R. Kennedy, Preston (6)	Route 527
71A	Newport – Williamstown	Grangers Bus Service (S. C., L. M., S. D., and W. A. Nicol and L. W. Sinclair), Williamstown (7)	Route 471
73A	Kew – Canterbury – Mont Albert	W. S. Plummer, Mont Albert (2)	Ceased 1960
74A	Williamstown Beach – Footscray –	Moonee Ponds – Footscray – Williamstown Beach Bus Association, Williamstown (17)	Route 472



Eastern Suburbs Omnibus Service [54] GRV 860 had 4 of these delightful Leylands [ESOS sold the run to Sinclair's Bus Service who replaced the 4 half cabs fairly quickly with 2 new Volvo B58's & to ex SA Worldmasters. Sinclair's sold out to Kefford's who renamed it Easttrans & is now owned by Comfort Del Gro] - by venturatiger » Sun Mar 08, 2009 10:02 pm <http://www.busaustralia.com/forum/viewtopic.php?f=10&t=39739>

Route	Description	Operator (# of buses licensed for route)	Notes
75A	Keilor – Essendon	F. J. Bawden, Keilor (1)	Route 476
77A	Murrumbeena – Blenheim St	Murrumbeena Bus Service, Carnegie (3)	Route 655
78A	Camberwell – Canterbury – East Kew	L. W. Hone, Hawthorn (4)	Became part of 731
81A	Glen Iris – Camberwell Junction	Driver Bros. Bus Service, Glen Iris	Became 612
83A	Hampton station – Bluff Road	W. G. Hutchinson, Elwood (2)	Route 641 and 642
84A	Canterbury – Hartwell	L. H. Skewes, Glen Iris (2)	Ceased 1.1955
87A	Heidelberg – Eltham – Research with extension Heidelberg – Greensborough – Briar Hill	W. Holborow & J. Birkett t/as Eltham – Heidelberg BS, Preston (3)	Became part of 519 to 523
88A	Hughesdale – East Malvern	R. N. Heywood, Oakleigh (3)	Route 636
89A	Box Hill – Canterbury station	J. P. Slater, Surrey Hills (2)	Ceased 1968
90A	Box Hill – North Kew	A.E. Rouch & J. R. Kennedy, Heidelberg (6)	Became 284
93A	Coburg – North Essendon	C. Stevens, West Brunswick (3)	Became 512
94A	Elsternwick – Ormond	W. R. Spencer & A. E. Barry t/as Camden Bus Service, Bentleigh (3)	Became 627
96A	Moreland – Thornbury – Croxton	J. G. Merlo, Thornbury (3)	Ceased early 1955
97A	Caulfield – St Kilda	O. C. Shave, East Malvern (3)	Ceased 30.8.1958
100A	North Williamstown – Altona	Altona Bus Service, Williamstown (3)	Route 415
101A	Yarraville – Kingsville	Yarra-King Buses, Kingsville (3)	Route 430
102A	Moorabbin station – North Brighton station	Nuline Bus Service (C. J. Spence), South Caulfield (3)	Route 618
103A	Oakleigh station – Clayton station via Centre or Haughton Rds	Clarinda Motors (H. R. Trotter), Oakleigh (3)	Route 704
104A	North Coburg tram – Broadmeadows station	Broadmeadows Bus Service, East Brighton (2)	Trips to be operated as reasonably required to cope with traffic offering. Route 530 and 531.
105A	Yarraville – South Kingsville	T. Sherry, Yarraville (2)	Route 429
106A	Newport station – Blenheim Rd & Mason St corner	C. Lucas, West Coburg (2)	Route 432 and 433
107A	Box Hill station – Box Hill North (Lexton & Doncaster Rds or Woodhouse Gve & Station Sts)	A.E. Rouch & J. R. Kennedy, Heidelberg (1)	Sold to M&MTB 31.12.1967. Route 290
108A	Box Hill station – Mont Albert tram terminus	E. N. Williamson, Box Hill (2)	Extensions from Box Hill station to Box Hill High School and Box Hill Cemetery gates. Route 615
109A	Footscray – Yarraville station	J. G. & F. E. Sitch t/as Footscray – Yarraville Bus Service, Yarraville (6)	Extensions from Yarraville station as follows (a) to SEC and BP refinery; (b) to CSR refinery; (c) Williamstown ferry terminal and (d) SEC reserve gate, Newport. Route 409
110A	Footscray – Sunshine station	A. R. Tresize, Footscray (7)	Route 410
111A	Canterbury station – Balwyn	J. A. & O. J. Bridges and C. H. Dunn, Mentone (2)	Ceased 2.1960
112A	Coburg – Merlynston – North Coburg tram	Coburg – Merlynston Bus Service, West Brunswick (2)	Extension from North Coburg tram to Sheffield St. Route 514
115A	Caulfield station – Bentleigh – Middle Brighton	Nuline Bus Service, South Caulfield (7)	Route 616 and 617
118A	Hampton station – Moorabbin	M. C. Peeler, Hampton (6)	Route 638 and 639
120A	Bentleigh – South Bentleigh	L. T. Suhr, Bentleigh (3)	Extension to East Boundary & Mawby Rds. Route 633 and 635.
121A	Preston – Regent – East Coburg – West Coburg	J. R. Kennedy, Preston (4)	Extensions (a) via Bell St & Sydney Rd to Sheffield St; (b) via Sussex St to Essex Rd; (c) from Melville Rd to Essex Rd; (d) from Ray St to Bell St; (e) from Gaffney St & Landells Rd to Blessed Oliver Plunkett School. Route 526.
122A	Epping – Reservoir – East Preston	East Preston & Epping Bus Service, East Preston (4)	Route 555.
123A	Ivanhoe station – West Heidelberg	Heidelberg Motor Omnibus Service, Heidelberg (4)	Extensions (a) from Ivanhoe station to Heidelberg picture theatre; (b) from Ivanhoe station to Ivanhoe town hall; (c) from corner of Oriel Rd & Malahang Pde to Outhwaite Rd. Route 549.
124A	Glenroy – Pascoe Vale – Westbreen	Coburg – Heidelberg Omnibus Service, Preston (2)	Extension (a) from Glenroy to Hilton St & Beatty Ave. Route 515.
127A	Brunswick – East Brunswick via Hope St	R. M. Chapman, Brunswick (2)	Route 509, ceased 9.2012
128A	Brunswick – West Brunswick	J. H. Fleurie, West Brunswick (2)	Route 507.
129A	Canterbury station – Richmond	P. B. McCallum (and others), Box Hill (5)	Ceased 19.12.1969
130A	Deer Park – Sunshine	W. A. Rogers & J. M. West, Footscray (2)	Routes 451 to 456
131A	Sunshine – North Sunshine	C. J. Sitch, Yarraville (1)	Route 416
132A	Moorabbin station – Moorabbin East	Eastern Suburbs Omnibus Service, Bentleigh	Route 656

Route	Description	Operator (# of buses licensed for route)	Notes
200A	Mordialloc station – Chelsea station	Beach Transport Service, Mentone (2)	Became 706
201A	Nunawading – Forest Hill	C. W. Bird, Forest Hill (1)	Route 765
203A	Greensborough station – Yarrambat	R. McLellan, Greensborough (1)	Ceased August 1957
204A	Mordialloc station – Mentone – Cheltenham station	Blue & Silver Bus Lines, Mentone (2)	Route 648 and 649
205A	Hurstbridge – St Andrews via Peake’s Corner or Smith’s Gully	J. Morris, Pantom Hill (2)	Route 580
206A	Mitcham station – Vermont via Mitcham Rd	Willis and Brockell Bus Service, Vermont (2)	Route 765
207A	Mitcham station – Park Orchards	C. W. Young, Mitcham (2)	Route 738 to 742
208A	Box Hill station – Mordialloc station	Ventura Motors, Box Hill (22)	Route 700, now part of 903
209A	Sunbury – Essendon – Melbourne; OaklandsJct – Essendon	G. Beardsley, North Essendon (5)	Route 479
210A	Greenvale – OaklandsJct – Essendon – Melbourne	G. Beardsley, North Essendon (5)	Route 477
211A	Mentone – Keysborough – Springvale	O. J. Bridges, Mentone (5)	Route 811
212A	Springvale station – Noble Park station	O. J. Bridges, Mentone (4)	Route 810
213A	Dandenong station – Glen Waverley station	O. J. Bridges, Mentone (4)	Route 811
214A	Mentone station – Mordialloc station	O. J. Bridges, Mentone (4)	Route 814
215A	Cheltenham station – Beaumaris	C. Currer, Mentone (3)	Route 652 and 653
217A	Black Rock – Mentone	C. Currer, Mentone (6)	Part (a) Mentone station to Beach & Balcombe Rds; (b) Mentone station – Mentone racecourse; (c) Mentone station – Beach, Bluff & Balcombe Rds. Route 646
218A	Moorabbin station – Cheltenham – Heatherton Sanatorium	G. Elston, Hampton (6)	Route 654
219A	Cheltenham station – Dandenong Market	G. F. Grenda, Oakleigh (2)	Route 826
220A	Oakleigh station – Wheeler’s Hill or Gells Park	G. F. Grenda, Oakleigh (2)	Gells Park later changed to Jells Park. Route 802 and 803
221A	Oakleigh station – Dandenong station	G. F. Grenda, Oakleigh (3)	Route 800 and 801
222A	Warrandyte – Eltham	E. Williams, Hawthorn (1)	Part (a) Warrandyte – Turner’s Corner; (b) Warrandyte – Kangaroo Ground War Memorial; (c) Warrandyte – Pound Rd; (d) Eltham – Croydon Market. Ceased December 1954
223A	Box Hill – Blackburn – Nunawading	W. Hart, Fitzroy (4)	Sold to M&MTB 2.7.1961
224A	Box Hill – Blackburn – Forest Hill	W. Hart, Fitzroy (4)	Part (a) Box Hill – Blackburn; (b) Forest Hill – Box Hill; (c) Forest Hill – Blackburn. Route 702
225A	Box Hill station – Upper Ferntree Gully (Royal Hotel)	Ventura Motors, Box Hill (4)	Route 732
226A	Box Hill station – Burwood tram	Ventura Motors, Box Hill (4)	Route 732



A Camden BS Vulcan with Symons & Fowler body on the Elsternwick to Oakleigh service (627) and a Ventura Leyland RTC with Freighter body at the second stop and the Box Hill-Mordialloc service (700, now 903, and it was only from Sept '66 that this service went via the Centre, previously served only by a Burwood-Old Dandenong Rd supplementary route, discontinued when the main service ran via the Centre). Ventura's stop was outside the donut shop— System Improver, <http://www.busaustralia.com/forum/viewtopic.php?f=10&p=510206>

DETAILS OF METROPOLITAN AND OUTER METROPOLITAN OMNIBUS ROUTES—continued.

TIME-TABLE TO BE OBSERVED.

Mitcham-Park Orchards—

Monday to Friday.

Leave Park Orchards.	Arrive Mitcham.	Leave Mitcham.	Arrive Park Orchards.	Arrive Heatherdale-road.	Arrive Heatherdale-road.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.10	6.30	6.35	6.55	..	..
6.55 (C)	7.20	7.20 (C)	7.45	..	..
7.45	8.05	8.05	8.20	..	..
8.20 (D)	8.55	9.00	9.20	..	..
9.20	9.40	9.50 (TF)	..	10.00 (TF)	10.10 (TF)
..	10.20 (TF)	10.35 (TF)	10.55 (TF)	..	..
11.00 (TF)	11.20 (TF)	11.20 (TF)	..	11.40 (TF)	11.45 (TF)
p.m.	p.m.	p.m.	p.m.	..	..
..	..	3.30 (D)	4.10	..	..
4.10 (C)	4.35	4.45 (C)	5.10	..	..
5.10	5.30	5.50	6.15	..	..
6.15	6.35	6.35	6.55	..	..
7.00	7.20	..	..	..	..

Note.—(TF) Tuesday and Friday.
 (C) Via Cook and Burnette streets.
 (D) Via Donvale.

Donvale-Mitcham-Rooks-road—

Monday to Friday.

Leave Rooks-road.	Arrive Mitcham.	Leave Mitcham.	Arrive Donvale.	Leave Donvale.	Arrive Mitcham.	Leave Mitcham (Rooks-road).	Arrive Rooks-road.	Arrive Heatherdale-road.	Leave Heatherdale-road.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.10	6.15	6.20	6.30	6.30	6.50	6.50	6.55	..	..
6.55	7.00	..	..	..	..	7.05	7.10	..	..
7.10	7.15	..	..	..	..	7.20	7.25	..	..
7.25	7.30	7.30 (M)	7.40	7.40	8.00	8.05	8.10	..	..
8.10	8.15	8.25	..	..	..	..	..	8.30	8.35
..	8.50	8.55 (M)	9.05	9.05	9.25	9.30	9.35	..	..
9.40	9.45	9.50	10.05	10.05	10.25	10.30	10.35	..	..
10.40	10.45	10.50	11.05	11.05	11.25	11.30	11.35	..	..
11.40	11.45	12.00	12.15	12.20	12.40	p.m.	p.m.	p.m.	p.m.
p.m.	p.m.	p.m.	..	..	..	..	..	..	..
..	..	..	..	..	..	1.30	1.35	..	..
1.35	1.40	1.55	2.10	2.20	2.40	3.05	3.10	..	..
3.10	3.15	3.30	..	..	..	..	..	3.50	3.55
..	4.00	..	..	..	..	4.15	4.20	..	..
4.20	4.25	4.30	4.45	4.45	5.05	5.10	5.15	..	..
5.15	5.20	5.20	5.35	5.40	5.55	6.00	6.05	..	..
6.10	6.15	6.25	6.40	6.40	7.00	7.10	7.15	..	..
7.20	..	..	..	..	..	..	..	..	..
..	..	11.00 (F)	..	..	..	..	..	..	..

Note.—(M) Via Mitcham-road.
 (F) Friday only.

Donvale-Mitcham-Rooks-road—

Saturday.

Leave Rooks-road.	Arrive Mitcham.	Leave Mitcham.	Arrive Donvale.	Leave Donvale.	Arrive Mitcham.	Leave Mitcham.	Arrive Rooks-road.
a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
..	..	..	..	7.40	8.00	8.05	8.10
8.10	8.15	8.30	8.45	8.45	9.05	9.05	9.10
9.10	9.15	9.30	9.45	9.45	10.05	10.10	10.15
10.20	10.25	..	..	..	..	10.30	10.35
10.40	10.45	10.50	11.05	11.10	11.30	11.40	11.45
11.55	12.00	12.10	12.25	12.30	12.50	12.50	p.m.
p.m.	p.m.	..	..	..	..	..	12.55
1.00	1.05	1.10	1.25	1.25	1.45	1.50	1.55
2.00	2.05	..	..	..	..	..	..
..	..	..	..	..	..	4.20	4.25
4.25	4.30	4.35	4.55	4.55	5.15	5.20	5.25
5.35	5.40	6.05	6.20	6.25	6.45	6.55	7.00
7.00	7.05	7.05	7.15	7.15	7.35	..	..
..	..	11.00	..	..	..	11.35	11.40
..	..	a.m.	..	..	..	..	..
11.45	11.50	12.10	..	..	..	..	..

Note.—(M) Via Mitcham-road.



<p>THE MOUNTAIN</p> <p>BRAND NEW! INTRODUCING VENTURA'S NEW BUSES! THEY ARE BIGGER, BETTER & MORE COMFORTABLE!</p> <p>ROUTE 700 & 701</p>  <p>For more information visit our website www.ventura.co.uk</p>	<p>East City - Scarsdale East City - Kearsfield</p> <p>VENTURA</p>  <p>Routes 757 & 754</p> <p>Visit our website www.ventura.co.uk</p>	<p>VENTURA</p> <p>ROUTE 700 MITCHAM to BOX HILL</p>  <p>For more information visit our website www.ventura.co.uk</p>	<p>THE MOUNTAIN</p> <p>BRAND NEW! INTRODUCING VENTURA'S NEW BUSES! THEY ARE BIGGER, BETTER & MORE COMFORTABLE!</p> <p>ROUTE 700</p>  <p>For more information visit our website www.ventura.co.uk</p>
--	--	--	--



<p>Ventura</p> <p>BUS LINES</p> <p>Registered Office 107 Centre Road, South Daresbury, ST17 Phone: 01753 8811 Fax: 01753 8107</p> <p>ROUTE 700 BOX HILL to MOKDIALLOC</p> <ul style="list-style-type: none"> Box Hill Terminal Navy Hill Railway Station Barrow Hemington TAD & Railway Station Chesham Shopping Centre Chilking Railway Station Mosses Railway Station Mokdialloc Railway Station <p>Passenger deposits, directly to the vehicle which is truly improving air quality</p> <p>EFFECTIVE AS FROM April 1998</p>	<p>Ventura</p> <p>BUS LINES</p> <p>Registered Office 107 Centre Road, South Daresbury, ST17 Phone: 01753 8811 Fax: 01753 8107</p> <p>ROUTE 738 MITCHAM to KNOX CITY</p> <p>Via The Knox Private Hospital</p>  <p>EFFECTIVE AS FROM 14th DECEMBER 1998</p>	<p>OFFICIAL TIMETABLE Compiled by</p> <p>VENTURA</p> <p>BUS LINES</p> <p>Registered Office 107 Centre Road, South Daresbury Phone: 01753 8811 Fax: 01753 8107</p> <p>ROUTE 700 MITCHAM to BOX HILL</p> <p>Via Warrington, Forest Hill Chase Shopping Centre & Brentford Square</p>  <p>EFFECTIVE AS FROM 31 DECEMBER 1997</p>
--	--	---

