



# The Times

January 2014

A journal of transport timetable history and analysis



**Inside: The Paris-Baghdad Express  
Alimentary My Dear Watson  
Completely Ridiculous!  
Going for Gold on the VR**

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# The Times

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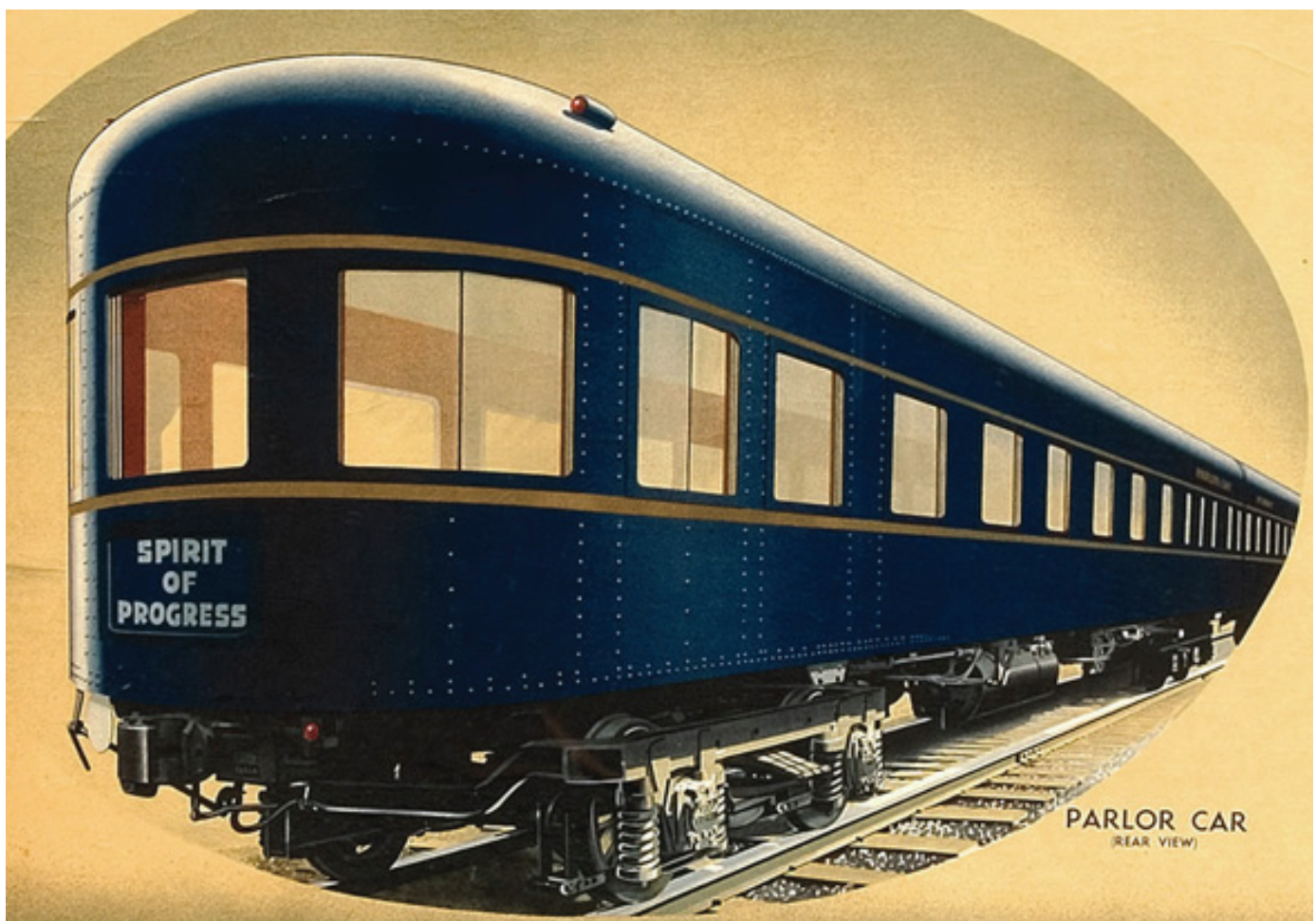
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# Elementary Dr Watson

MYBUS3			TRAVELTEN		CONCESSION	
Route#	Section	In/Out	Date	Time	Bus	Trip
890	05	1	27-SEP-13	16:50	6042	1
393	01	0	06-OCT-13	2315	6045	2
394	05	1	07-OCT-13	0848	7752	3
394	05	1	18-OCT-13	2354	6238	4
394	02	0	19-OCT-13	0420	6202	5
394	05	0	24-NOV-13	1535	6143	6
X94	05	1	25-NOV-13	0812	9999	7
L94	01	0	25-NOV-13	1210	5872	8
394	05	1	25-NOV-13	2354	6062	9
394	02	0	25-NOV-13	0410	6045	10

**NO RIDES LEFT**

I KNEW, AS WE SAT AROUND THE fire, drinking Mrs. Hudson’s coffee, with Holmes puffing on his pipe and gazing at me in his habitual frustratingly patronizing manner, that he was inviting me to ask for an explanation. So I did.

“Well, Watson, it is like this: I will lead you down the path until the colour of her hair should be plain to you. Let us scrutinize this ticket.

First of all, we see that it is a Mybus3 ticket. This is a rather long-distance ticket, is it not?”

“How should I know?- I travel exclusively by hansom cab!”

“Well it is. These allow travel over 6 sections or more. They allow 10 trips- and all have been used up. Observe that there are 10 lines of dot matrix printing here, set out in the manner of a timetable.”

“I *knew* you would manage to insert a reference to timetables into the conversation- you nearly always do.”

“But, of course. And, in this case, the entries really do form a variety of timetable- they are a record of trips taken. One can see that by the numbers 1 to 10 down the right hand edge, followed by the notation NO RIDES LEFT. Notice also that this is a concession ticket- that is vital to our line of enquiry. If there were headings to these columns, they would be as I have written down in red on the ticket.

So- the first entry shows an inbound trip on a route 890 UNSW bus late in the afternoon of September the 27<sup>th</sup>.

That is a bus to Central Station, but it does not need a MyBus3— one can do that trip on a MyBus2. My *Baker St Irregulars* inform me that many students try to do the trip on a MyBus1. Sometimes they get

caught at Moore Park and are evicted from the bus. Well, anyway, using a MyBus3 for a MyBus2 trip alerts us that there are wheels within wheels. Does the date mean anything to you, Watson?”

“Well the date is the date upon which the Afghan bullet entered my shoulder and lead to my repatriation back to England and our long subsequent association.”

“You amaze me sometimes Watson!”

“I amaze myself sometimes.”

He grimaced. “In this case, the date fell on a Friday—it was the end of Second Term at UNSW. That does not tell us much until we come to the later entries.”

“About the bus number”, I expostulated, “I never knew that Sydney Buses had that many buses.”

“You amaze me again”, said Holmes, “but there are two reasons for this. First, when new buses are purchased and old ones scrapped, the old numbers are not always re-used immediately. However, in this case, the reason lies elsewhere- only the last three digits refer to the bus number- the first digit has been replaced by a code which indicates the bus type.”

“Geoff Lambert said in a recent issue of *The Times* that the UNSW bus carried route number 891”.

“Hogwash- if Lambert said that, he was talking through his hat! That’s the sort of stupid thing Lestrade of the Yard might have said. Lambert should know better. He should know that bus routes are numbered odd and even for Up and Down buses- just like trains- except the other way about. But I suspect he *didn’t* say that- I suspect you didn’t read the article with the attention to detail required from an Assistant Consulting Detective. At any rate, it is time for us

to move to Trip 2.

This is interesting Watson, is it not?”

“I suppose so- but I cannot for the life of me see why.”

“It is interesting because it is the last bus out of Central Station on a Sunday night, the night before the UNSW 3<sup>rd</sup> term commenced. This hour is too late for her to have come down on a country XPT- even though we know they could easily run that late. No, I think she has come in from Cabramatta or somewhere similar.

“ ‘She’ ?, ‘Cabramatta?’ ”

Yes- I already told you that it was a woman as soon as you brought the ticket up from Mrs. Hudson. As for Cabramatta, we will get to that. We cannot see from this ticket where she would have got off the bus. However, we can see from the entry for Trip 3 that she boarded a 394 bus the next morning, not very far south of Maroubra Junction.”

“How can you be so sure?”

“I am sure because it is in Section 6, and only 2 minutes prior to the time that this particular bus is due to pass through Maroubra Junction.”

“I suppose you have memorized every Sydney Buses timetable?”

“Not a bit of it, old boy- I simply looked up *TripView* on my *I-phone* while you were still huffing and puffing from climbing the stairs. The complete running is there.”

“Hmph!”

“That was the only trip she made on that day and the last she made for nearly a fortnight. I suspect that she normally walks from Maroubra Jct to UNSW- it is only a couple of km. UNSW students are re-



nowned, however, for turning up early on the first day of term—until they see how the land lies and which lectures they can safely miss.”

“Are they?—you seem to know an awful lot about them.”

“Well, I do, but only because I browse the UNSW transport web-page. And, besides, Geoff Lambert said as much in his article in *The Times*—I thought you said you had read that? Trips 4 and 5 are fairly plain on their face, are they not?”

“No— they mystify me as much as the others.”

“They are plain to a Consulting Detective such as myself. I dare say brother Mycroft—so much more a man of the world than am I—would be able to fill you in... she’s a rager. She went raging in Oxford St on that night. Oxford St never really warms up until midnight and it mostly winds down by about 4 AM. That is why it is plain on its face. She probably went with her girlfriends— they do that you know”

“No, but I will let it pass— please carry on.”

“As you wish. So, here we are at trip 6, a relatively early return from UNSW— I am sure you will agree. She must have wanted to get a good night’s sleep.”

“Holmes— I cannot, for the life of me, deduce such abstruse factoids from a bus ticket!”

“Watson— you only need to look at the next line down to see why.

She catches an X94 bus at a relatively early hour. Now, the X94 will not stop to set down at UNSW, so she is on an urgent errand to somewhere north of it. This bus reaches Martin Place *via* the Eastern Distributor Tunnel. It emerges from the tunnel at the Mitchell Library, just down the road from the Conservatorium of Music. I happen to know—and you can hardly protest surprise at this, because I looked up the timetable—that, on that morning, the Conservatorium began its 2013 auditions for post-graduate admissions into its 2014 courses. She arrived early for the exam. I am sure she had her violin with her.”

“See here Holmes, it’s all very well for you to deduce, on our first meeting in 1888, that I had just returned from Afghanistan, but this is simply beyond the pale.”

“No it is not. You wrote of that in *A Study in Scarlet*, admitting that it was an absurdly easy deduction for me to have made then. Let us now carry the story forward to trip 8, which was on the L94, 1201 service.

It may have been running a little bit late, but we can see, from the time she boarded (1210), that she probably did not board at the Quay. That is another clue. She probably boarded at Martin Place, given the boarding time.”

“I hope the audition went well”, said I, straining to add a note of levity to Holmes’

dispassionate discourse.

“But, naturally it went well. She was accepted into the course. Why else would she go raging afterwards on a Monday night?”

Monday is not a night for raging on Oxford St.—*ipso facto*, something special had happened. I deduce it was a positive outcome— had it been a negative outcome, she would probably have gone west to her Uncle and Aunt in Cabramatta.”

“I am ashamed to admit it, but I will agree that it is absurdly simple when you put it in your usual logical manner. You have led me by the nose down a very mazy path, but I am still unable to deduce the colour of her hair.”

“You know my methods. Apply them.”

“I cannot.”

“Yes you can. How often have I said to you that, when you have eliminated the impossible, whatever remains, however improbable, must be the truth?”

“I *still* cannot— and it is now time for me to begin my house visits. My patients await me”.

“Well *my* patience is exhausted—her hair must be black, surely, Watson? Nothing else will fit so nicely. Here we have a person almost certainly studying music at UNSW and who lives during term at Maroubra Junction—very probably in a communal flat—but goes somewhere else during term holidays. Dr Watson, I hate to type-cast people, as you well know, but Asian students comprise some 70% of those at UNSW and 90% of those studying music. The latter are nearly all girls. People like that live along Anzac Parade from Kensington as far south as Matraville. She clearly likes to let that lovely black hair down, but it simply would not do for an aspiring Sydney Symphony Orchestra

violinist to bleach it in the manner of so many of her fellow students. So it is black.”

“Why is she a violinist?”

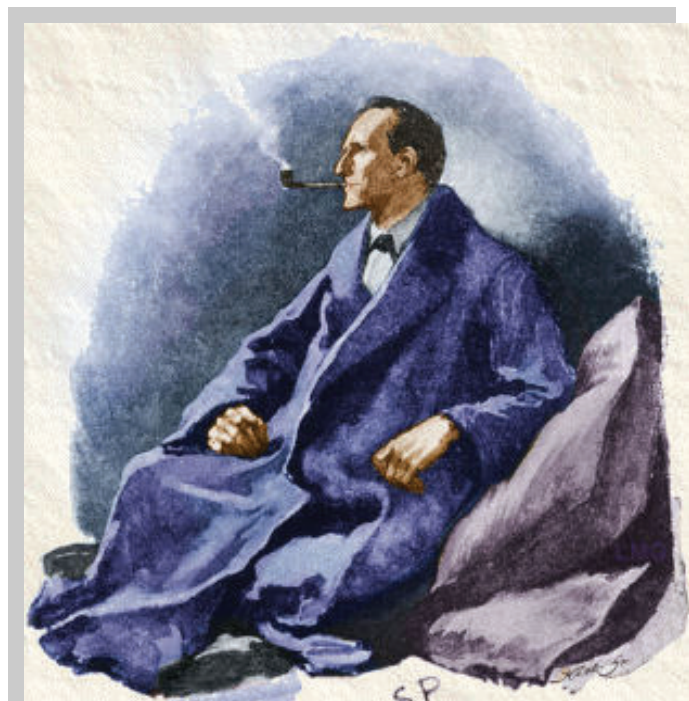
“Ah, here you have me hoist by my own *petard*, Watson. This I do not know for sure— but how could she choose otherwise than to study this most wonderful of all the instruments?”, he said, taking up his own violin and commencing the *Barcarolle* from the *Tales of Hoffman*—his favourite.

I beat a hasty retreat.

Editor’s note: I didn’t make *all* of this up. A few years ago, I did find such a ticket wedged into the back of a seat in an L94 bus. I had the advantage of seeing it put there by a young Chinese violinist who boarded the bus near the Conservatorium of Music. After she got off – at Maroubra Jct, of course—I snaffled the ticket. The entries on the ticket were very much as were those on the ticket which Mrs. Hudson recovered from the gutter. I could readily see what Holmes was forced to deduce. I felt it would make a good story. I asked Linda, my Vietnamese Research Assistant, whether she thought it made sense and, more importantly, whether the story would be offensive to a person like her. Not a bit of it, said Linda. She in fact suggested the Cabramatta bit, because she made a trip from her parents to UNSW every day.

Between finding the ticket and sitting down to write this story, I lost the ticket somewhere. Not a good look for a timetable collector. It did, however, give me the opportunity to craft a “better” ticket, which better lent itself to a narrative.

If you go to the Conservatorium’s web-site timetable page, you will see Holmes’ music student illustrated there.





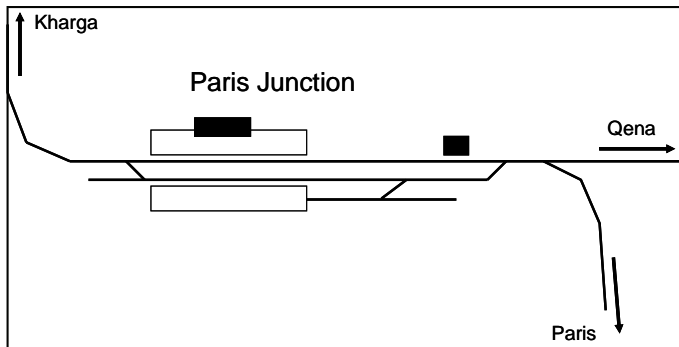


one's attempt to translate the Arabic PTT into English. The current PTT has also been translated into English and can be purchased on-line for £2.

Clearly—from both the timetable and Google Earth—the Paris line was worked out of Kharga, trains returning from there to Paris Junction, where there was a facing connection.

The service seems peculiar in that the Kharga-Paris line got a daily “commuter”(?) service (trains 885-888, Paris-Kharga-Paris), but the main line train from Luxor (#881) ran only on Thursdays. This train connected with the 888 Kharga-Paris service at Paris Junction. The latter train ran earlier on Thursdays to make this connection. The track layout reflects this priority—neither the local service nor the Luxor service was required to reverse at Paris Junction. The Luxor service was not so lucky—it had to reverse in each direction at Qena.

The reason for the choice of names for the stations between Paris Junction and Paris is obscure. If the railway was built to encourage Bedouin settlement, perhaps the names



were chosen to entice the settlers. The settlements all seem to be small oases, with vegetation and farmed plots.

Possibly phosphate trains still run to Aboul Tartur. It is likely that everything else is totally abandoned—a common fate of so many North African railways with ambitious dreams. Neville's photos clearly show the dilapidated and inactive state of the line in 2008. Parts of the Paris line were ripped up by rebels in the 2011 revolution and other parts have been covered by sand. As one blogger noted, on taking the photo at the foot of this page, “We passed the railway line that goes from Kharga all the way to Toshka, far out in the southern Sahara, now all sanded up and I wondered who cleans up the tracks when a train is coming.”



			888	888
	Stations	Arr/Dep	ThO	FX
	Kharga	dep	13:30	15:00
	Nasr el-Thawra	dep	13:46	15:16
	Bulaq	dep	13:54	15:24
	368 Km	arr	14:17	15:47
	Paris Junction	dep	14:18	15:48
	Palestine	dep	14:30	16:00
	Jeddah	dep	14:44	16:14
	Baghdad	dep	14:57	16:27
	Paris Oasis	arr	15:10	16:40

			885
	Stations	Arr/Dep	FX
	Paris Oasis	dep	6:00
	Baghdad	dep	6:14
	Jeddah	dep	6:27
	Palestine	dep	6:41
	368 Km	arr	6:52
	Paris Junction	dep	6:53
	Bulaq	dep	7:17
	Nasr el-Thawra	dep	7:25
	Kharga	arr	7:40

**Notes**

ThO Thursdays Only  
FX Fridays Excepted

Kilometres from Cairo	Stations	Arr/Dep	881 ThO
671	Luxor	dep	7:00
609	Qena	dep	8:00
	368 Km	arr	14:10
	Paris Junction	dep	14:20
	Kharga	arr	15:10

Kilometres from Cairo	Stations	Arr/Dep	882 FO
	Kharga	dep	8:00
	368 Km	dep	8:50
	Paris Junction	dep	9:00
609	Qena	dep	15:20
671	Luxor	arr	16:15

**Notes**

ThO Thursdays Only  
FO Fridays Only



# Timetable Ridiculousities

**T**HIS ARTICLE IS ABOUT SOME of the strange things in Australian railway timetables. It is not about the times of trains as such, but rather about other peculiar things associated with the timetables that appeal to my sense of the ridiculous. No doubt, many readers will have other favourite silly timetable items.

## HISTORICAL (also HYSTERICAL)

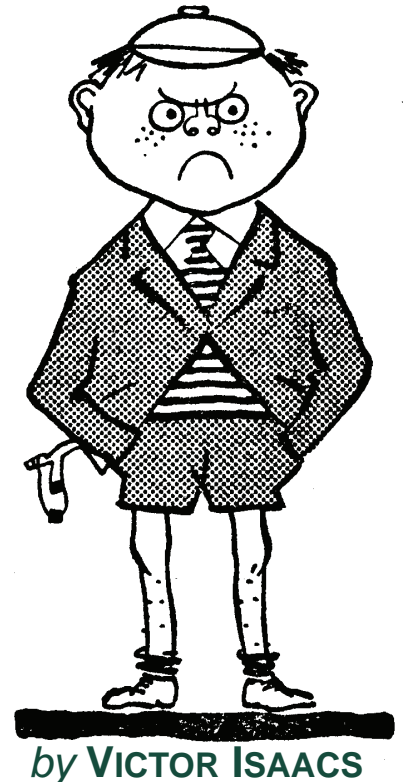
### VICTORIA, RMSP 20, WARBURTON LINE

The Warburton branch served beautiful hilly country east of Melbourne. It opened on 13 November 1901 and closed to passengers from 14 December 1964 and to goods from 29 July 1965 – one of a number of lines which were very foolishly closed just as expansion of the big city was underway.

Steam trains were replaced by Rail Cars in the late 1950s. However, sometimes steam trains still operated the service, when the Rail Cars were not available and at times of heavy traffic. When the Rail Cars were

introduced, RMSP (Rail Motor Stopping Place) No. 20 was opened between Lilydale and Mt Evelyn. The Rail Cars stopped there if required. However, a footnote to the timetable stated “Steam train, when substituted for Rail Motor, does not stop at this location.” But people would not always know of a substitution in advance. Just imagine a poor prospective passenger requiring to travel to Melbourne for an urgent medical appointment. He is waiting at RMSP 20 and it is not until the train is almost in sight (because the location was on a downgrade) that he hears the “puff, puff” of a steam locomotive (left) rather than the growl of a Rail Car (right) and then experiences it passing through without stopping.

(Below) From Victorian Railways Metropolitan Time Table Alamein, Belgrave, Lilydale, Healesville & Warburton Lines (Road Motor) East Kew as at February 19, 1962, Price 3d. The bad news about RMSP 20 was in footnote F.

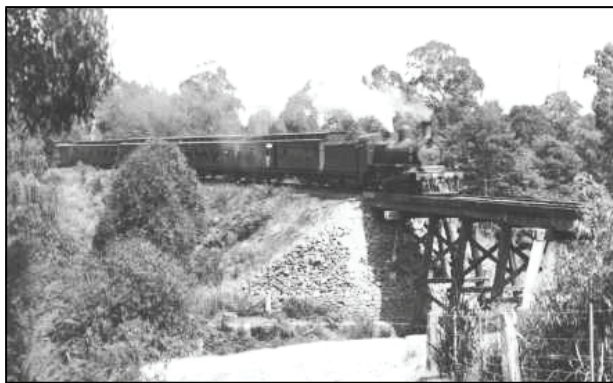


WARBURTON LINE—TO MELBOURNE									
	Mon. to Fri.	Mon. to Fri.	Mon. to Fri.	Sat.	Sat.	Sat.	Sun. A Pass.	Sun. B Pass.	
WARBURTON ...	Lv. 7 19M	11 4M	4 29M	7 14M	11 6M	4 54M	6 15	7 15	
Milgrove ...	7 25	11 10	4 25	7 20	11 12	5 0	6 21	7 21	
Wesburn ...	7 27	11 12	4 27	7 22	11 14	5 2	6 24	7 24	
Yarra Junction ...	7 33	11 18	4 33	7 28	11 20	5 8	6 30	7 30	
Launching Place ...	7 36	11 21	4 36	7 31	11 23	5 11	6 34	7 34	
Woori Yallock ...	7 45	11 30	4 45	7 40	11 32	5 20	6 44	7 44	
Killara ...	7 50	11 34	4 50	7 45	11 37	5 25	6 49	7 49	
Saville ...	7 56	11 39	5 4	7 51	11 43	5 31	6 54	7 55	
Wandin ...	8 4	11 44	5 9	7 59	11 51	5 39	7 0	8 1	
Mount Evelyn	8 17	11 52	5 17	8 12	12 4	5 52	7 10	8 11	
R.M. Stop. Place, No. 20	8 17	11 52	5 17	8 12	12 4	5 52	7 10	8 11	
	Ar.	p.m.	p.m.						
LILYDALE R	8 30C	12 5C	5 30C	8 25C	12 17C	6 5C		8 27	
Mooolbark ...	8 34E	12 10E	5 36E	8 30E	12 21E	6 9E	7 26	8 27	
Croydon ...	8 40	12 16	5 42	8 36	12 27	6 15	7 34	8 34	
Ringwood East ...	8 45	12 21	5 47	8 41	12 32	6 20	7 40	8 40	
Ringwood ...	8 49	12 25	5 51	8 45	12 36	6 24	7 45	8 45	
Heathcote ...	8 52	12 28	5 54	8 48	12 39	6 27	7 48S	8 48S	
Mitcham ...			5 56		12 41				
Nunawading ...			5 58		12 43				
Blackburn ...			6 1		12 46				
Laburnum ...			6 4		12 49				
Box Hill ...			6 6		12 51				
Mont Albert ...	9 5	12 40	6 9	8 59	12 54	6 39	8 05	9 05	
Surrey Hills ...					12 56				
Chatham ...					12 58				
Canterbury ...					12 59				
East Camberwell ...					1				
Camberwell ...		12 49	6 17		1	5	6 48		
Auburn ...					1	7			
Glenferrie ...		12 53			1	9	6 52		
Hawthorn ...					1	11			
Burnley ...					1	13			
East Richmond ...					1	15			
Richmond ...	9 22	12 59	6 25	9 17	1 17	6 58	8 16S	9 16S	
Flinders Street	9 26	1 3	6 29	9 21	1 21	7 2	8 22	9 22	

\* Does not stop to pick up or set down passengers. § Stops only, if required, to pick up or set down passengers. A—Winter schedule. B—Summer schedule. C—Change trains. E—Electric trains.  
 F—Steam train, when substituted for Rail Motor, does not stop at this location. M—Rail Motor.  
 R—Refreshment room. S—Stops only to set down passengers.



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GILMORE—BATLOW—KUNAMA.

Mile-post mileage from Sydney.		DOWN. WEEK-DAYS.	1 Mixed.	UP. WEEK-DAYS.	2 Mixed.	2 Mixed.
Miles.	Chains.					
...	...	TUMUT†††..... dep.	Mons., Weds., Fris., Sats. a m 9 47	KUNAMA ***...dep.	Tues. & Thurs. p m ...	Fris. & Sats. p m ...
328	57	Gilmore *** { arr. 9 57 dep. 10 30 <sup>9</sup>		Batlow †..... { arr. ... dep. 1 50		Brightside* ..... { arr. ... dep. 2 15
331	23	Windowie *... { arr. ... dep. 10 a 39		Wybalena *... { arr. 2 6 dep. 2 a 11		
334	49	Werboldera** { arr. 10 49 dep. 10 a 54		Shaw's*..... " a		
341	52	Shaw's *..... " a		Werboldera** { arr. 3 5 dep. 3 a 13		
342	62	Wybalena *... { arr. 11 54 dep. 11 a 59		Windowie *... { arr. 3 23 dep. 3 a 25		
343	50	Brightside *..... p m 12 15		Gilmore ***††† { arr. 3 33 dep. 4 15 <sup>14</sup>		
344	74	Batlow †..... { arr. ... dep. ...		TUMUT ††† ..... arr. 4 24		
350	21	KUNAMA ***† ..... arr. ...				



From NSW Railways Southern WTT of 30 November 1947

Batlow, and the extension to Kunama is only worked by Shunting Trip from Batlow as may be necessary to meet requirements of traffic. Engine and Van of No.1 are to be used. Passengers may be allowed to travel between Batlow and Kunama by Shunting Trip, when running."

I have a mental image of a prospective passenger who for some unfathomable reason wanted to travel from Batlow to Kunama and wouldn't / couldn't walk. Imagine him arriving at Batlow station. The Station Master says, "Sorry mate, no train to Kunama today. Try again in a couple of days. We may or may not have a train then."

NSW, CROOKWELL LINE

Extract below from Country Time-Table New South Wales Government Railways From May 5, 1968, Price Ten Cents. This shows the Crookwell branch plus passenger services on the Picton-Mittagong Loop Line, once the Southern mainline and on the Unanderra-Moss Vale line, which has now become a freight mainline.

In the late 1960s/early 1970s the branch from Goulburn to Crookwell had a very sparse service – only thrice a week. Leaving Goulburn at the lovely time of 4.12 am, it was due in Crookwell at 7.2 am (such exactitude!). On Mondays and Fridays this was a Mixed train. However, the Public timetable went to some effort to explicitly state that on Wednesdays it was a "Goods train with passenger accommodation". Huh? Same service, same times, probably the same standard of accommodation. What was the practical difference? On the return journey the "Goods with passenger

No. 1 connects at Gilmore with No. 9 Tumut Passenger. No. 2 connects with No. 12 Passenger at Gilmore on Fridays and Saturdays and with No. 14 Mixed on Tuesdays and Thursdays.

Nos. 1 and 2 Mixed trains work all stations and sidings between Gilmore and Batlow.

All Up Mixed and Goods trains, whether controlled by the Westinghouse Air Brake or not must be stopped at the Stop Boards at mileages 350.0, 344.67, and 342.56, and vehicle hand-brakes applied; the brakes to be released at mileages 346.20 (Kunama Branch), 343.40 (Batlow Branch), and Werboldera (Wybalena Bank).

There is no regular train service beyond Batlow, and the extension to Kunama is only worked by Shunting Trip from Batlow as may be necessary to meet requirements of traffic. Engine and Van of No. 1 to be used. Passengers may be allowed to travel between Batlow and Kunama by Shunting Trip, when running.

I was given a Victorian Railways All Lines Ticket during the school holidays. I explored Victoria. I was not bored.

NSW, KUNAMA LINE

The mountainous Batlow branch line in Southern NSW actually extended another five miles (eight km) further to a location called Kunama. The line from the junction at Gilmore all the way to Kunama was opened on 17 December 1923, but the extension beyond Batlow was closed earlier than the rest of the branch – on 11 February 1957, one of the very few NSW lines to be explicitly closed by an Act of Parliament. However, the extension from Batlow to Kunama never made it into Pub-

lic timetables, for the reasons that there was no regular service on this stretch, and that there was nothing there anyway. Nevertheless, when the four times a week Batlow mixed train (no.1) was extended to Kunama, passengers could travel on it. In general, passengers were able to travel on goods trains in NSW, but in this case, the Working Timetable, for some reason, was absolutely explicit that they could do so. In the 1940s and early 1950s New South Wales Railways Southern Division Working Timetable included this note:

"There is no regular train service beyond



GOULBURN—CROOKWELL									
Height	Dist.		Suns	Thurs		Mons	Weds		
feet	miles		Tues			Fris	only		
67	..	SYDNEY R	Mail	Mail					
55	7 1/2	Strathfield R	9 30 p.m.	10 15 p.m.					
53	20	Liverpool ..	10 7 3	10 28	CROOKWELL .....	lv	Mixed	Goods	
2208	88 1/2	Moss Vale .. 2	10 29	10 53	McAlister .....	lv	10 30	11 0	
			12 43	1 8	ROSLYN .....	ar	11 8	11 38	
			1 53	2 18	Woodhouselee .....	lv	11 18	11 45	
					Woodhouselee .....	lv	11 39	12 9	
2074	137 1/2	GOULBURN R	Mons, Weds, Fris		The Forest .....	lv	12 13	12 43	
			Mixed		Kenmore .....	lv	12 34	1 4	
			a.m.		Argyle .....	lv	1 7	1 38	
2096	139	Argyle .....	4 12		GOULBURN		1 12	1 42	
2120	140 1/2	Kenmore .....	4 18		R				
2523	148	The Forest .....	4 46						
2560	156 1/2	Woodhouselee .....	5 22		Moss Vale .....	2	lv	Pass.	
		ROSLYN .....	6 22		Liverpool .....	lv	2 0	3 15	
3225	162	McAlister .....	6 32		Strathfield R .....	ar	2 12	5 28	
3196	168 1/2	CROOKWELL .....	6 48		SYDNEY R	ar	5 52		
2910	173 1/2		7 7						

For explanatory notes, see page 38.



**SYDNEY to Stations, GOULBURN—QUEANBEYAN—CANBERRA**  
(also CAPTAIN'S FLAT Line) **COOMA—BOMBALA**

**TABLE 8** 39

Train No.—		11 Suns Tues Thurs Fris	39 Daily	37 Mons to Sats	255 Weds only	13 Mons to Sats	17 Suns only
Height feet	Dist. miles						
67	—	SYDNEY R A/V ..... lv	●	*+ a.m. 7 30	..	a.m. 9 52	● p.m. 5 25
55	7½	Strathfield R .. ..... lv	..	7 42	..	10f 4	5f37
53	20	Liverpool ..... 2 ..... lv	..	8f 2	..	10f25	5f57
2208	88½	Moss Vale ..... lv	11 49	9 30	..	p.m. 12 12	7 38
		GOULBURN R ..... ar	1 17	10 31	..	1x30	8 42
			Mons Weds Fris Sats	Mons Weds Fris Sats	Daily	43 Mons to Sats Goods§	Suns only
2074	137½	GOULBURN R ..... lv	a.m. 1 35	a.m. 1 58	a.m. 5 46	p.m. 2 30	p.m. 8 52
2121	147	Komungla .....	..	2 17	..	a	..
2170	152½	Inverloch .....	..	2 37	..	a	..
2220	157	Lake Bathurst .....	..	2 44	..	a	..
2258	161	Tarago .....	2a23	2 51	6 25	3 37	9 31
2466	169½	Mount Fairy .....	..	3 12	..	a	..
2325	175½	Butmaroo .....	..	..	..	a	..
2292	180	BUNGENDORE .....	2 59	3 34	6 57	4 37	10 5
2455	192	Hoskinstown .....	..	..	..	..	..
2848	204	Captain's Flat ..... ar	..	..	..	..	..
2288	192	Burbong .....	..	4 10	..	..	..
1901	197½	QUEANBEYAN..... lv	3 44	4 22	7 34	6 17	10 42
1840	202½	CANBERRA A/V ..... ar	3 49	4 32	7 36	..	10 45
2430	206½	Tuggeranong ..... lv	..	4 45	7 46	..	10 55
2597	213½	Royalla .....	4 13	..	..	..	..
2419	217½	Williamsdale .....	4 31	..	..	..	..
2301	228	Michelago ..... ar	4 41	..	..	..	..
2324	239	Colinton .....	5 4	..	..	..	..
2359	246	Bredbo .....	5 8	..	..	..	..
2383	257	Chakola .....	5 30	..	..	..	..
2441	262½	Bunyan .....	5 44	..	..	..	..
2662	268	COOMA A/V R ..... ar	6 11	..	..	..	..
			6 22	..	..	..	..
			6x42	..	..	..	..
2662	268	COOMA A/V R ..... lv	7 30	..	..	..	..
2929	278	Rock Flat .....	a	..	..	..	..
3354	284	Coonerang .....	a	..	..	..	..
3503	292	Nimmitabel ..... ar	8 56	..	..	..	..
3079	299	Maclaughlin .....	9 16	..	..	..	..
3242	304½	Holt's Flat .....	a	..	..	..	..
2679	314½	Jincumbilly .....	a	..	..	..	..
2294	320½	Bukalong .....	a	..	..	..	..
2313	330	BOMBALA ..... ar	11 22	..	..	..	..

**P** On Mondays, Wednesdays, Fridays and Saturdays conveys air-conditioned through car, with sleeping and sitting accommodation from Melbourne to Canberra.  
For other explanatory notes, see page 40.

accommodation" on Wednesdays ran thirty minutes later than the "Mixed" on Mondays and Fridays, but the running times were exactly the same. (Incidentally, isn't the name Crookwell an oxymoron?)

**NSW/ACT, CANBERRA LINE**

In the 1960s and 70s there was a passenger train departing Sydney on Saturdays at 11.20 pm, arriving Goulburn at 4.0 am. There was a train departing Goulburn daily at 5.46 am and arriving Canberra at 7.46 am. Actually, on Sunday mornings this was the same train. But this fact was never mentioned in the timetables. It was a deep,

dark secret. If you happened to know about it, this through service provided a useful service after an evening at the fleshpots of Sydney.

But there was another, even bigger secret about the 5.46 am Goulburn-Canberra train. This conveyed a through combined sleeper/sitting carriage from Melbourne to Canberra. The NSW Railways also tried to keep this useful information from the public, only disclosing it in an easily overlooked footnote to the timetable. This through carriage and its southbound equivalent also never made it to the list of

sleeping carriages in the front of the Public timetable books.

An extract from Country Time-Table New South Wales Government Railways From May 5, 1968, Price Ten Cents. This shows the 5.46 am Goulburn to Canberra train plus other horror services on the Canberra line. is shown above.

**VICTORIA, WHITE CITY**

White City was a station one km beyond Tottenham on the way to Sunshine. It served a very, very dreary industrial area. It had only one platform on the down side

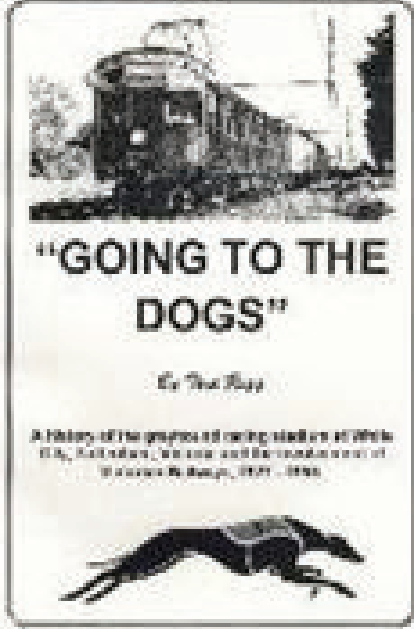
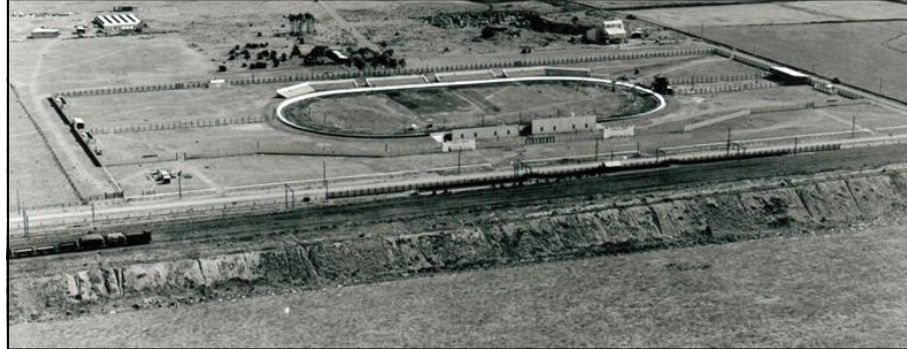
**ST. ALBANS LINE  
TO MELBOURNE—MONDAYS TO FRIDAYS**

ST. ALBANS	Albion	Sunshine	Tottenham	West Footscray	Mid. Footscray	Footscray	South Kensington	North Melbourne	Spencer Street	Flinders Street (MELBOURNE)
3:14	3:22	3:28	3:34	3:40	3:45	3:51	3:57	4:03	4:10	4:17
3:18	3:26	3:32	3:38	3:44	3:49	3:55	4:01	4:07	4:14	4:21
3:20	3:28	3:34	3:40	3:46	3:51	3:57	4:03	4:09	4:16	4:23
3:24	3:32	3:38	3:44	3:50	3:55	4:01	4:07	4:13	4:20	4:27
3:27	3:35	3:41	3:47	3:53	3:58	4:04	4:10	4:16	4:23	4:30
3:29	3:37	3:43	3:49	3:55	4:00	4:06	4:12	4:18	4:25	4:32
3:31	3:39	3:45	3:51	3:57	4:02	4:08	4:14	4:20	4:27	4:34
3:37	3:45	3:51	3:57	4:03	4:08	4:14	4:20	4:26	4:33	4:40
3:40	3:48	3:54	4:00	4:06	4:11	4:17	4:23	4:29	4:36	4:43
3:43	3:51	3:57	4:03	4:09	4:14	4:20	4:26	4:32	4:39	4:46



The Victorian Railways make every effort to ensure passenger comfort — even to non-smoking compartments. But such comfort cannot be assured without the co-operation of those who enjoy a smoke, whose consideration will be much appreciated.

TRAIN GOES TO: Chm—Cheltenham. Ala—Alamein. Dng—Usdenong. Em—East Melbourne. Bg—Belgrave. GW—Glen Waverley. Mm—Mordialloc. Rwd—Ringwood. Shm—Sandringham.



and a number of down suburban trains stopped there. In the 1960s and 70s there was only one up train. It arrived empty, and then departed from the sole platform, using a crossover to gain access to the up line. The train went to Flinders St station and then in the 1960s on to Sandringham and in the 1970s on to Alamein. In other words, this train connected one of the dingiest parts of Melbourne to some of the most up-market residential suburbs.

The table at the top of page 10 is from the Victorian Railways Metropolitan Time Table Williamstown, Altona, St. Albans and Werribee Lines as at April 16, 1962, Price 3d. The one up train left White City at 4.17 pm and appears in this timetable from Tottenham at 4.18 pm.

**PRESENT DAY**

**V/LINE, GIPPSLAND TOWNS**

V/Line operates an excellent train service to Traralgon. The trains are supplemented by occasional buses. According to the current timetable there are three buses in the down direction, but none the other way. Between Warragul and Yarragon, these buses stop at the tiny settlements of Nilma and Darnum. But going the other

way, nothing stops at these places. You can go to Nilma and Darnum, but you can never come back!

How to get to Nilma and Darnum according to the current V/Line timetable of 28 April 2013, is shown on our page 11..

**V/LINE, BRIGHT BUS**

The current printed and online PDF V/Line timetables inform us that the 1415 bus from Bright makes a nice 22 minute connection (1545 to 1607) at Wangaratta to the next train to Melbourne. But (there is always a "but"), this is not a V/Line train, it is to NSW Train Link's daylight XPT on its run from Sydney to Melbourne. So, our prospective passenger having discovered this useful service, turns to V/Line's online fare calculation facility and seeks to buy a ticket. This tells him explicitly to "Wait at Wangaratta Station for 2 h 31 min" from 1545 to 1816, that is, for the next V/Line train. Which V/Line documentation does he believe? And how does he obtain his through ticket?

V/Line's current Bright (pun intended) timetable, of 28 April 2013, is shown on page 12 (left upper). V/Line's fare calculation tool is shown below it. Which V/Line document do we believe?

**NSW, TRAIN LINK**

Gladys' recent reforms have combined into NSW Train Link the long-distance trains of the former Countrylink with Interurban services to Newcastle, Blue Mountains and Goulburn of the former CityRail. But you will never know it from its Public timetables. Those for each category of train still refuse to admit that the other type of train exists. Try to plan your trip in designed ignorance!

NSW Tran Link's North West Public Timetable of 20 October 2013 appears on page 12 (right). It shows just one long-distance train. However, in fact, there are also many other passenger trains running south of Scone. But there is not even a hint of these in this publication.



# Traralgon – Melbourne

## Traralgon – Melbourne

	MONDAY – FRIDAY																		
Service No.	8400	8402	8404	8406	8408	8410	8412	8414	8416	8418	8420	8422	8424	8426	8428	C404	8430	8434	8432
Train/Coach	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	COACH	TRAIN	TRAIN	TRAIN
Seating/Catering						★☞							★☞			♿			★☞
						IC							IC						IC
						BD							BD					MA	BD
TRARALGON dep	04:31	05:30	05:58	06:39	07:13	07:45	08:03	09:10	10:15	11:15	12:15	13:12	14:05	15:05	16:00		17:10	17:51	19:32
Morwell Stn	04:41	05:38	06:07	06:48	07:22	07:56	08:14	09:19	10:24	11:24	12:24	13:21	14:16	15:14	16:10		17:20	18:00	19:43
Moe	04:52	05:48	06:17	06:58	07:32	08:07	08:26	09:29	10:34	11:34	12:34	13:30	14:28	15:24	16:21		17:31	18:10	19:54
Trafalgar	04:59		06:23		07:38		08:33	09:36	10:42	11:42	12:42	13:38		15:36	16:28		17:38		20:01
Yarragon	05:05		06:28		07:43		08:39	09:41	10:47	11:47	12:47	13:45	GL	15:42	16:34		17:44		20:07
WARRAGUL	05:14	06:03	06:36	07:13	07:51	08:26	08:48	09:49	10:55	11:55	12:55	13:53	14:47	15:51	16:43		17:53	18:27	20:16
Drouin	05:20	06:09	06:41	07:19	07:56	08:33	08:55	09:54	11:00	12:00	13:00	13:58	14:54	15:57	16:49		17:59	18:33	20:22
Longwarry	05:26		06:47		08:02		09:05	10:00	11:06	12:06	13:06	14:05		16:04	16:56		18:08		20:32
Bunyip	05:30		06:51		08:06		09:09	10:03	11:09	12:09	13:09	14:08		16:08	17:00		18:12		20:36
Garfield	05:34	06:19	06:55	07:29	08:10	08:46	09:13	10:08	11:12	12:12	13:12	14:12	15:07	16:12	17:04	18:03A	18:16	18:45	20:41
Tynong	05:38		06:59		08:14		09:17	10:12	11:16	12:16	13:16	14:16		16:16	17:08	18:06	18:20		20:45
Nar Nar Goon	05:42		07:03		08:18		09:21	10:16	11:20	12:20	13:20	14:20		16:20	17:12	18:12	18:24		20:49
PAKENHAM	05:50		07:11	07:42	08:26	09:00	09:30	10:22	11:28	12:28	13:28	14:29	15:21	16:25	17:22		18:34	19:02	20:58
Berwick					08:35d														
DANDENONG	06:07d	06:51d	07:37d	08:02d	08:44d	09:17d	09:47d	10:46d	11:45d	12:45d	13:45d	14:46d	15:39d	16:49d	17:41d		18:54d	19:24d	21:17d
Clayton	06:20d	07:02d	07:51d	08:15d	08:54d		09:57d	10:56d	11:55d	12:55d	13:55d	14:56d		17:02d	17:56d		19:03d	19:33d	
Caulfield	06:33d	07:15d	08:05d	08:28d	09:07d	09:37d	10:06d	11:06d	12:06d	13:06d	14:06d	15:06d	16:05d	17:16d	18:09d		19:15d	19:43d	21:45d
Richmond	06:42d	07:25d	08:15d	08:38d	09:17d	09:47d	10:15d	11:15d	12:15d						18:21d		19:24d		
MELBOURNE																			
(Flinders Street) arr	06:47d	07:30	08:19d	08:42d	09:23d	09:51d	10:19d	11:19d	12:19d	13:19d	14:19d	15:19d	16:19d	17:31d	18:25d		19:29d	19:57d	22:01d
(Southern Cross) arr	06:59		08:25	08:47	09:28	09:57	10:27	11:27	12:27	13:27	14:27	15:27	16:44	17:42	18:31		19:35	20:06	22:06

	SATURDAY											SUNDAY										
Service No.	8404	8408	8410	8414	8418	8420	8422	8424	8426	8430	8432	8434	8404	8408	8410	8418	8420	8422	8424	8430	8432	8434
Train/Coach	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering			★☞					★☞			★☞				★☞				★☞			★☞
			IC					IC			IC				IC				IC			IC
			BD					BD			BD				BD				BD			BD
TRARALGON dep	06:01	07:21	07:55	09:20	10:40	11:40	12:58	13:48	14:54	16:29	18:03	18:49	06:01	08:01	09:16	10:40	11:40	12:58	14:54	16:29	18:03	18:49
Morwell	06:10	07:30	08:06	09:29	10:49	11:49	13:07	13:59	15:03	16:38	18:14	18:58	06:10	08:10	09:27	10:49	11:49	13:07	15:03	16:38	18:14	18:58
Moe	06:19	07:39	08:17	09:38	10:58	11:58	13:16	14:13	15:12	16:47	18:25	19:07	06:19	08:19	09:38	10:58	11:58	13:16	15:12	16:47	18:25	19:07
Trafalgar	06:25	07:45		09:44	11:04	12:04	13:22	GL	15:18	16:53		19:13	06:25	08:25		11:04	12:04	13:22	15:18	16:53		19:13
Yarragon	06:30	07:50		09:49	11:09	12:09	13:28		15:24	16:59		19:19	06:30	08:30		11:09	12:09	13:28	15:24	16:59		19:19
WARRAGUL	06:38	07:58	08:36	09:57	11:17	12:17	13:37	14:32	15:33	17:08	18:44	19:28	06:38	08:38	09:57	11:17	12:17	13:37	15:33	17:08	18:44	19:28
Drouin	06:43	08:03	08:43	10:02	11:22	12:22	13:42	14:38	15:39	17:14	18:50	19:34	06:43	08:43	10:03	11:22	12:22	13:42	15:39	17:14	18:50	19:34
Longwarry	06:49	08:09		10:08	11:28	12:28	13:48		15:46	17:21		19:41	06:49	08:49		11:28	12:28	13:48	15:46	17:21		19:41
Bunyip	06:52	08:12		10:11	11:31	12:31	13:51		15:50	17:25		19:45	06:52	08:52		11:31	12:31	13:51	15:50	17:25		19:45
Garfield	06:55	08:15	08:56	10:14	11:34	12:34	13:54	14:51	15:54	17:29	19:03	19:49	06:55	08:55	10:17	11:34	12:34	13:54	15:54	17:29	19:03	19:49
Tynong	06:59	08:19		10:18	11:38	12:38	13:58		15:58	17:33		19:53	06:59	08:59		11:38	12:38	13:58	15:58	17:33		19:53
Nar Nar Goon	07:03	08:23		10:22	11:42	12:42	14:02		16:02	17:37		19:57	07:03	09:03		11:42	12:42	14:02	16:02	17:37		19:57
PAKENHAM	07:10	08:31	09:11	10:29	11:49	12:49	14:09	15:06	16:09	17:44	19:16	20:04	07:10	09:10	10:29	11:49	12:49	14:09	16:09	17:44	19:16	20:04
DANDENONG	07:27d	08:48d	09:28d	10:46d	12:06d	13:06d	14:26d	15:24d	16:26d	18:04d	19:34d	20:21d	07:27d	09:27d	10:46d	12:06d	13:06d	14:26d	16:26d	18:04d	19:34d	20:21d
Clayton	07:37d	08:57d		11:00d	12:19d	13:19d	14:39d		16:39d	18:19d		20:32d	07:37d	09:37d		12:19d	13:19d	14:39d	16:39d	18:19d		20:32d
Caulfield	07:47d	09:07d	09:47d	11:13d	12:33d	13:33d	14:53d	15:53d	16:53d	18:33d	20:03d	20:43d	07:47d	09:47d	11:13d	12:33d	13:33d	14:53d	16:53d	18:33d	20:03d	20:43d
Richmond		09:15d	09:55d	11:22d	12:41d	13:41d				18:41d				09:56d	11:22d	12:41d	13:41d					
MELBOURNE																						
(Flinders Street) arr	08:00d	09:20d	10:00d	11:26d	12:45d	13:45d	15:05d	16:05d	17:05d	18:45d	20:14d	20:54d	08:00d	10:00d	11:26d	12:45d	13:45d	15:05d	17:05d	18:45d	20:14d	20:54d
(Southern Cross) arr	08:06	09:26	10:06	11:32	12:51	13:51	15:13	16:11	17:11	18:51	20:20	20:59	08:06	10:06	11:32	12:51	13:51	15:11	17:11	18:52	20:20	20:59

### Legend

★ – First Class available. ☞ – Catering available. ♿ – These services are wheelchair accessible. arr – Arrive. dep – Depart. d – Stops to set down passengers only.  
 Red times represent coach services. Black times represent train services. IC – Inter-City. A – Connects with train from Melbourne. MA – Connects to/from Maffra. GL – The Gippslander.  
 BD – From Bairnsdale. █ – Peak services. █ – Reservation required on these services.

### Coach stop locations

**Bunyip** – Primary School, **Darnum** – General Store, Princes Highway, **Drouin** – Corner Princes Way and Bank Place, **Garfield** – Opposite Toilet Block, **Nilma** – Queens Street extension, corner Bloomfields Road, **Warragul** – Queen Street, opposite Railway Station.

For more information and reservations visit [ptv.vic.gov.au](http://ptv.vic.gov.au) or call **1800 800 007** (6am – midnight daily)

Effective 28 April 2013







# Going for gold on the VR

GEOFF LAMBERT on Victoria's gold-mine tracks and trains



**F**OUR HUNDRED AND FIFTY tons of gold is a lot of gold. It is nearly twice Australia's present production— and Australia is the second highest in the world (China is 1st).

Whether these three trains standing at Sandhurst station really had that much gold on board is unclear— the picture appears on a undated glass plate negative which the photographer has clearly touched up. It seems unlikely we are looking at 450 tons of gold, because the total gold production in Bendigo from 1850 to Federation was “only” 770 tonnes (25 million ounces). The amount cited was equal to the total world production of gold at the time. An article in the *Bendigo Advertiser* of 1st October 1884 referred to the total production of gold in the 14 square miles of the Bendigo area up to that time as being “400 tons of gold”. These trains, then, might have contained no gold at all!

Prior to the railway, Bendigo gold was moved to Melbourne by road (if such could be called “roads”) and were usually accompanied by the “Gold Escort”- the first of which is shown above, arriving in William St in Melbourne in 1852. The motive for building this railway, and the reason for its elaborate construction was clearly gold. Subsequent to construction, gold was taken to the nearest railway station on the “Main Line”- again by the Gold Escort. On page 14 is a Government Gazette notice from 1866, notifying the transport of gold from Blackwood to Kyneton



to meet the “midday train”, the 1870 timetable for which is shown as well.

Gold was not the only commodity moved around the goldfields. Particularly after the alluvial gold-rush days of the 1850s and 1860s, after which mines literally had to dig deep, rail was used to move materiel for the deep lead and deep quartz mines. Mining in quartz required explosives and regular “powder trains” ran to most gold mining areas to supply them. Two such timetables, from the VR 1883 and the 1889 Working Time Table are shown at the head

of page 15. Even after such mines were worked out, advantage was taken of their huge mullock heaps to provide ballast for the railways and for other purposes. During the building of the Hume Weir, for instance, a branch line was run from the Albury line to old mining areas in the Chiltern district. No timetable for this sort of exotica seems to have survived, but it was clearly very busy for some years

It would seem natural to suppose that gold miners patronised trains throughout the goldfields, but it is not possible to show

that trains put on specifically for miners existed. Had they existed, it would seem that they might have been provided to take deep lead miners from towns to outlying mines at shift times. These were common in coalfields and in mining areas in other states. They were, for instance, known to have operated on Tasmania's West Coast and gold miners trams ran at Beaconsfield in Tasmania. There appears to have been only one such service in Victoria. On page 15, we show the timetable for a busy service to the Deep Leads mines near Maryborough. The 2¾ mile line to these mines was built by the Victorian Railways in about May 1904, after protracted negotiations with a mining company consortium—the Deep Leads Electric Transmission Company, which constructed Australia's first 3-phase powerhouse to supply power for pumping the consortium's mines. The notion was generated by Herbert Hoover, later to become the USA President. The Companies negotiated a back-room deal for the line directly with the Government, rather than VR. The line was built primarily to supply the mines with timber and the powerhouse with fuel, but it seems as if a passenger service was operated.

The VR operated the line with old "hand-me-down" light locomotives and rolling stock, quite possibly the Rowan Steam Car, according to an article in The Age. The timings in the attached "S circular" make it look like that trains arrive and depart from the mines around logical shift change-over time of 8 AM, 4 PM and midnight. This service appeared in the December 1906 WTT and possibly earlier (the previous WTT was in late 1904, after the line was opened). The service was short-lived and is not shown in the 1909 WTT. The mines mostly closed in 1908, being described by one of the companies' Directors as a "ghastly failure". The site of the Deep Leads mines became the town of Baringhup and, later, the construction site of the dam wall of the Cairn Curran Reservoir.

The gold mining city of Ballarat was a beehive of rail activity during the late 19th century. The "ABC type" timetable which appears on page 16 is taken from Crisp Brothers "Railway Guidebook" for the Melbourne-Adelaide line, produced in 1891 for the opening of the "direct route" through Bacchus Marsh. Tabulated are 31 "suburban" services each way per day. The services to Buninyong, Scarsdale, Creswick and Waubra (at least) would probably not have been in existence had it not been for the deep lead mines along these lines. The WTT for the Buninyong line for 1892 is shown below the ABC guide. Quite a few of the trains cancelled a/c the "Coal Strike" in Crisp's timetable seem not to have returned.

## BLACKWOOD GOLD ESCORT.

**T**HE Blackwood Police Gold Escort will be re-established on the following conditions, and will run fortnightly until further notice, commencing on Tuesday, the 24th of May, and reaching Kyneton in time for the mid-day train:—

Gold will be received on alternate Mondays, commencing the 23rd proximo, at Blackwood, for escort, but only for delivery to known residents at Kyneton, or to bank agents on route by the mid-day train, whose appearance must be previously guaranteed by the banks, and who must be provided with orders from the managers of their respective banks to receive parcels of treasure from the police at Kyneton.

The police will take delivery of such parcels of treasure, sealed, at Blackwood, and take receipts for the same number with unbroken seals, at Kyneton; but no responsibility whatever will be incurred by the police as to their value or contents.

Should doubt arise as to the person presenting himself to receive the treasure being duly authorised to receive it, or should no person appear at all, the treasure, if any, will be stored at the Police Barracks, Kyneton, until removed by the bank; no responsibility being incurred, no charge will be exacted for its custody.

Managers of Banks or other persons desirous of availing themselves of this escort will therefore be good enough to notify, in writing, before the 15th proximo, to the officer of police in charge at Kyneton, whether they will appoint agents to take delivery on the foregoing terms, of parcels of treasure from the police escort officer, on the stoppage of the mid-day train at the Kyneton railway station.

Should no such notification be received from either residents at Kyneton or bankers there or elsewhere, the escort will not start.

J. McCULLOCH.

Chief Secretary's Office,  
Melbourne, 29th April, 1864.

### UP. Echuca to Melbourne.

#### DAILY (EXCEPT SUNDAY).

			11 AM	12 PM	1 PM
ECHUCA .. .. .	dep.	..	5.15	..	4.30
ROCHESTER .. .. .	..	..	8.54	..	5.9
BUNINYONG .. .. .	arr.	..	9.17	..	5.32
BUNINYONG .. .. .	dep.	..	9.29	..	5.37
LOOKONONG .. .. .	..	..	9.46	..	5.9
SANDHURST .. .. .	arr.	..	10.30	..	6.40
			11 AM	12 PM	1 PM
SANDHURST .. .. .	dep.	..	6.30	12.0	..
KANAROO PLAT .. .. .	..	..	6.37	12.7	..
BAVINGWOOD .. .. .	..	..	6.52	12.23	..
HARROUR .. .. .	..	..	A	A	..
CASTLEMARNE .. .. .	arr.	..	7.21	12.50	..
CASTLEMARNE .. .. .	dep.	..	7.24	12.53	..
ELSTERNWONG .. .. .	..	..	7.40	1.11	..
LAKE POOL .. .. .	..	..	7.46	1.17	..
MALDEN .. .. .	..	..	7.57	1.27	..
KYNETON .. .. .	arr.	..	8.11	1.43	..
KYNETON .. .. .	dep.	..	8.21	1.53	..
STILES AND CHARLTON .. .. .	..	..	A	A	..
BUNINGONG .. .. .	..	..	8.38	2.8	..
MARSDEN .. .. .	..	..	A	A	..
WIMBORNE .. .. .	..	..	8.53	2.26	..
ROBERTS CREEK .. .. .	..	..	9.10	2.34	..
LANSFORD ROAD .. .. .	..	..	9.20	2.43	..
BUNINGONG .. .. .	arr.	..	9.26	2.5	..
BUNINGONG .. .. .	dep.	..	9.38	3.8	..
BUNINGONG .. .. .	..	..	A	A	..
KELTON ROAD .. .. .	..	..	9.56	3.24	..
WYNDHAM .. .. .	..	..	10.22	3.52	..
NORTH MELBOURNE .. .. .	..	..	..	3.57	..
MELBOURNE .. .. .	arr.	..	10.30	4.0	..



Down		WANGARATTA AND BEECHWORTH LINE.										Up.			
WANGARATTA TO BEECHWORTH.										BEECHWORTH TO WANGARATTA.					
Height above sea level in feet.	Miles.	STATIONS.			1	2	3	STATIONS.	1	2	3	STATIONS.	1	2	3
					Pwdr. Sat.	Mix.	Mixed		Mixed	Pwdr. Sat.	Mixed		Mixed	Pwdr. Sat.	Mixed
493	145	MELBOURNE W	dep.	6.10	6.55	7.25	BEECHWORTH †	dep.	6.0	6.40	6.55	Lee's Crossing	dep.	6.40	7.15
		WANGARATTA †	arr.	11.58	9.5	12.15	Everton †	dep.	6.40	7.15	7.30	Tarawingee A	dep.	6.55	7.30
		W	dep.	8.0	12.5	9.25	Beechworth Junction †	dep.	7.30	8.0	8.15	WANGARATTA †	arr.	7.30	11.10
606	15	Tarawingee A	dep.	12.45	10.1	10.45	Lee's Crossing	dep.	7.48	8.15	8.30	MELBOURNE W	arr.	1.58	10.5
750	12	Everton †	dep.	12.55	10.15	10.45									
153		Lee's Crossing	dep.	9.30	1.33	10.50									
1775	20	BEECHWORTH †	arr.												

Guards on the Up Journey must stop the train on the summit of the rise a short distance from Beechworth and here put down and pin all truck brakes; and take them off on arrival at Everton.

Down.		MARYBOROUGH AND AVOCA LINE.										Up.			
MARYBOROUGH TO AVOCA.					AVOCA TO MARYBOROUGH.										
Height above sea level in feet.	Miles.	STATIONS.			1	2	3	STATIONS.	1	2	3	STATIONS.	1	2	
					Pwdr. Tues. Mixed	Mixed		Mixed	Pwdr. Tues. Mixed	Mixed		Mixed	Pwdr. Tues. Mixed		
787	112	MELBOURNE W	dep.	8.0	12.20	7.07	AVOCA †	dep.	8.0	12.20	7.07	MARYBOROUGH † W	dep.	8.0	12.20
807	71	MARYBOROUGH † W	dep.	8.0	12.20	7.07	Bung Bong	dep.	8.0	12.20	7.07	Bung Bong A	dep.	8.0	12.20
807	71	Bung Bong	dep.	8.0	12.20	7.07	MARYBOROUGH † W	arr.	8.0	12.20	7.07	MELBOURNE W	arr.	8.0	12.20
807	71	Bung Bong A	dep.	8.0	12.20	7.07									
794	112	AVOCA †	dep.	8.0	12.20	7.07									

\* On Mondays and Saturdays only.

S. 380/07. (A. 2.)  
**VICTORIAN RAILWAYS.**  
**Maryborough—Deep Leads Mines Service.**

Hereunder is the Service now in force on the above line. The latest alteration to No. 5 Down on Sats. (9.25 to 9.35 p.m., S. 345/07), commencing 2nd February is included:—

UP.		1	3	4	5	6	7
Maryborough	Dep.	Daily, Sundays except. A.M. 7 13	Sats only. P.M. 2 13	Sats. & Suns. excepted. P.M. 3 13	Sats. P.M. 9 35	Sats. & Suns. excepted. P.M. 11 13	Mons. A.M. 12 13
Carisbrook	Arr.	...	...	...	9 45	...	...
"	Dep.	7 23	2 23	3 23	9 47	11 23	12 23
New Havilah Junct.	"	7 33	2 33	3 33	9 57	11 33	12 33
Deep Leads Mines	Arr.	7 45	2 45	3 45	10 9	11 45	12 45
DOWN.		Sundays excepted. A.M.	Sats. only. P.M.	Sats. & Suns. ex. P.M.	Sats. P.M.	Sun. & Mons. ex. A.M.	Mons. A.M.
Deep Leads Mines	Dep.	8 20	3 20	4 20†	10 20	12 20	1 1
New Havilah Junct.	"	8 32	3 32	4 32	10 32	12 32	1 13
Carisbrook	"	8 42	3 42	4 42	10 42	12 42	1 23
Maryborough	Arr.	8 55	3 55	4 55	10 55	12 55	1 36

† On alternate Fridays this train is to leave 10 minutes later.

The maximum speed on Deep Leads Mines Lines is now Twenty (20) miles per hour, subject, however to a maximum speed on the 600 feet curves of Eight (8) miles per hour.

Please substitute this for Table shown on pages 34 and 66 Working Time table.

**J. A. ROBERTSON.**

Supt. Pass Train Service.

Spencer-street, January 30, 1907.

228/1/07

# TRAINS ON BRANCH LINES FROM THE MAIN LINE.

Trains leave Ballarat for Buninyong Line at 5.15 a.m\*., 7.5 a.m., 8.40 a.m\*., 9.55 a.m., 11.25 a.m., 1.10 p.m\*., 2.40 p.m., 4.40 p.m., 6.20 p.m\*., 8 p.m., (11 p.m. Saturdays only.)

Trains leave Ballarat for Scarsdale and Linton Line at 9.40 a.m., 4.20 p.m., (10.40 p.m. Saturdays only.)

Trains leave Ballarat for Geelong Line at 5.50 a.m., 10.45 a.m., 3.30 p.m\*., 7 p.m.

Trains leave Ballarat for Creswick and Daylesford Line at 4.40 a.m., 8.20 a.m., 1.30 p.m., 5 p.m., and (11.10 p.m. Saturdays only, as far as Allendale only\*.)

Trains leave Ballarat for Maryborough Line at 7.45 a.m., 12.25 p.m., 3.35 p.m., and 10.55 p.m.

Trains leave Ballarat for Waubra Line at 6.20 a.m., 11.30 a.m\*., 4 p.m., (10.10 p.m. Saturdays only.)

Trains marked thus \* are now cancelled through the coal strike

## BUNINYONG LINE.

Down.												
BALLARAT TO BUNINYONG.												
Height above Sea.	Miles.	STATIONS.	1	2	3	4	5	6	7			
feet			Pass.	Mixed.	Pass.	Pass.	Pass.	Pass.	Pass. Sats. only.			
32	—	MELBOURNE W G ... .. dep.	A.M. ...	A.M. ...	A.M. 6 50	P.M. ...	A.M. 11 10	P.M. ...	P.M. ...	...	...	...
1415	74	BALLARAT W G ... .. {arr.	...	...	10 25	...	3 28	...	...	...	...	...
1413		Ballarat East † ... .. {dep.	7 25	8 45	11 0	2 40	4 45	6 20	11 0	...	...	...
1417		Buninyong Junction ... ..	7 28	8 48	11 3	2 43	4 48	6 23	11 3	...	...	...
1457	14 1/2	Eureka Siding ... ..	7 29	8 49	11 4	2 44	4 49	6 24	11 4	...	...	...
1453	3	Canadian ... ..	...	...	...	...	...	...	...	...	...	...
1519	5	Mount Clear ... ..	7 35	8 55	11 10	2 50	4 55	6 30	11 10	...	...	...
1471	8	BUNINYONG † ... .. arr.	7 41	9 1	11 16	2 56	5 1	6 36	11 16	...	...	...
			7 50	9 10	11 25	3 5	5 10	6 45	11 25	...	...	...
Up.												
BUNINYONG TO BALLARAT.												
Height above Sea.	Miles.	STATIONS.	1	2	3	4	5	6	7			
feet			Pass.	Pass.	Pass.	Mixed.	Pass.	Pass.	Pass. Sats. only.			
1471	—	BUNINYONG † ... .. dep.	A.M. 8 5	A.M. 9 20	NOON. 12 0	P.M. 3 30	P.M. 5 35	P.M. 7 10	P.M. 11 35	...	...	...
1519	3	Mount Clear ... ..	8 14	9 29	12 9	3 39	5 44	7 19	11 44	...	...	...
1453	5	Canadian ... ..	8 20	9 35	12 15	3 45	5 50	7 25	11 50	...	...	...
1457	6 1/2	Eureka Siding ... ..	...	...	...	...	...	...	...	...	...	...
1417	7 1/2	Buninyong Junction ... ..	8 26	9 41	12 21	3 51	5 56	7 31	11 56	...	...	...
1413	7 1/2	Ballarat East † ... ..	8 27	9 42	12 22	3 52	5 57	7 32	11 57	...	...	...
1415	8	BALLARAT W G ... .. {arr.	8 30	9 45	12 25	3 55	6 0	7 35	12 0	...	...	...
			...	11 10	...	...	7 20	...	...	...	...	...
32	82	MELBOURNE W G ... .. arr.	...	2 25	...	...	10 35	...	...	...	...	...

9 May, 1892.

Western District.