



# The Times

November 2016

A journal of transport timetable history and analysis



**Inside: Four AM at the Airport**  
**What branch WAS that?**  
**Woden & Weston**

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# The Times

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**Don't be tied to timetables**  
**BUY A Velocette**

**NO** waiting; no delay; early to work . . .  
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Nowhere is too far and no road too  
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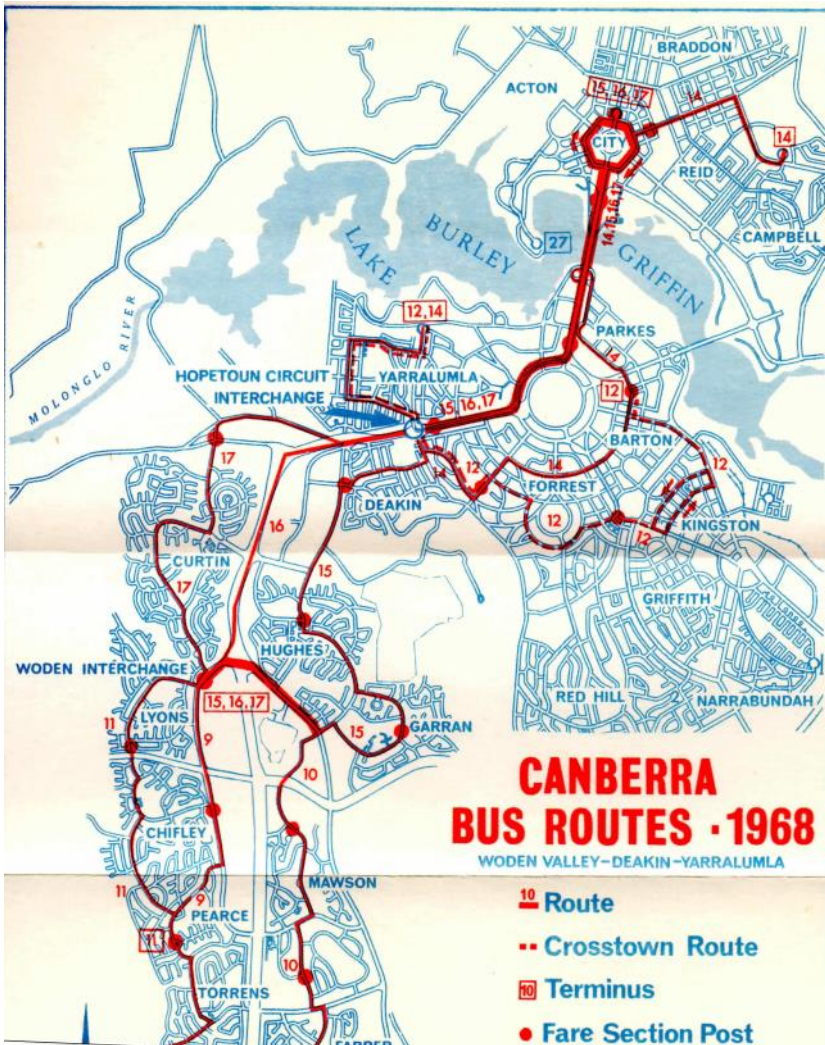
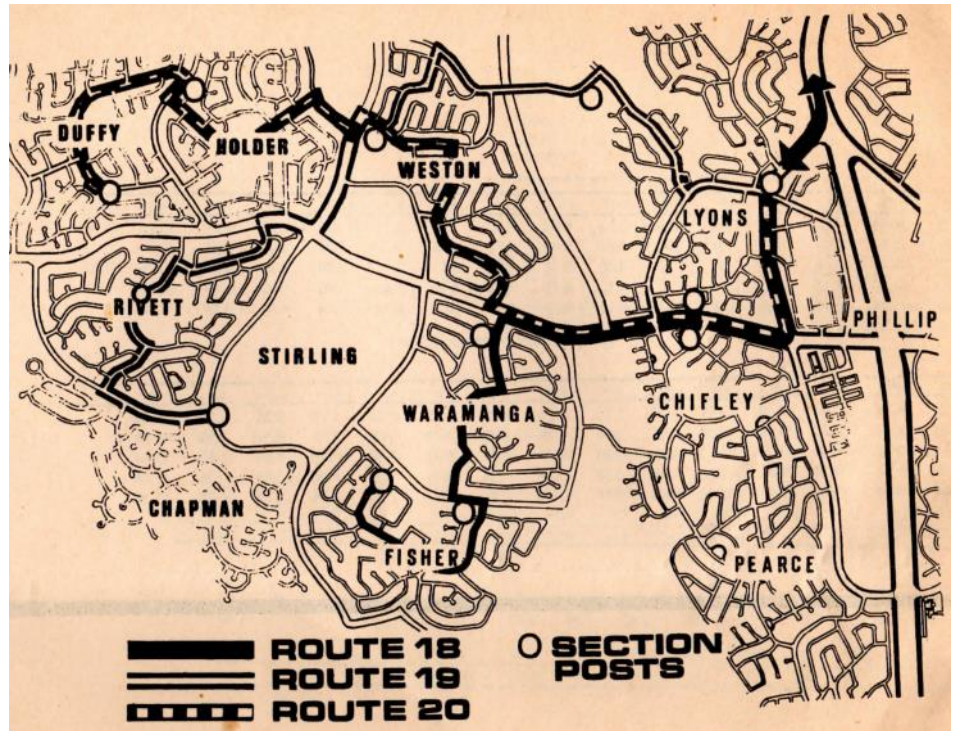
# Serving Canberra's Woden Valley and Weston Creek

## HILAIRE FRASER

**T**HIS ARTICLE DETAILS BUS services to Woden Valley and Weston Creek—continuing our series on Canberra's bus services. (Jan 2016).

In the 1960s, Canberra was to outgrow the plan developed by Walter Burley Griffin. It was decided to extend Canberra by means of several satellite towns, so that Canberra would not be characterised by the usual urban sprawl. In 1964 construction started on Woden Valley, the first satellite town, to the south west of Walter Burley Griffin's original city. In 1968 construction of the first suburbs in Weston Creek, an offshoot of Woden Valley, commenced. In 2011 construction of the first suburbs in Molonglo Valley commenced.

Examining the 1968 Woden Valley-



Deakin-Yarralumla Bus Route Map accompanying this article (below left), Woden Valley bus routes were:-

- 9 Woden Interchange-Pearce-Torrens
- 10 Woden Interchange-Mawson-Farrer
- 11 Woden Interchange-Lyons-Chifley-Pearce
- 15 City-Deakin-Hughes-Garran-Woden Interchange
- 16 City-Woden Valley Express via Yarra Glen
- 17 City-Curtin-Woden Interchange

Like Inner Canberra Bus Services, Woden Valley bus services were coupled as follows:- 9/15, 10/16, 11/17.

Woden Interchange was a humble affair at this time simply comprising a number of waiting sheds adjacent to Phillip Swimming Pool on Melrose Drive. The present Interchange adjacent to the shopping centre at Woden Town Centre was opened in December 1972.

Routes 9/15, 10/16, 11/17 (both northbound and southbound) arrived at Woden Interchange at 18 and 48 minutes past the hour Mondays to Fridays and departed at 20 and 50 minutes past the hour providing what is now called a "pulse" system. Monday to Fri-

day evening services were provided every 30 minutes on routes 9, 10, 11 and 16, and hourly on routes 15 and 17. Weekend services were re-configured to operate hourly as 9/15, 10/17 and 11/15.

Examining the Weston Creek routes 18, 19 and 20 map from 1971 (page 3, upper right) the Weston Creek bus routes were:-

18 Woden Interchange-Waramanga-Fisher

19 Woden Interchange-Lyons North-Rivett

20 Woden Interchange-Weston-Holder-Duffy

Route 18 operated half-hourly whilst routes 19 and 20 operated hourly during Monday to Friday business hours. Monday to Friday evening services were hourly on all routes. Weekend services were approximately every ninety minutes with extra services on Saturday mornings.

With the opening of the new Woden Town Centre in December 1972, route 17 was altered to operate Woden-Curtin-Yarralumla-City-War Memorial-Campbell Park incorporating route 14 Yarralumla-Forrest-City-War Memorial. Forrest was now included in route 15 City-Forrest-Deakin-Hughes-Garran-Woden. Route 12 Yarralumla-Manuka-Kingston-Barton was altered to operate Woden-Hughes-Yarralumla-Manuka-Kingston-Fyshwick. By January 1977 route 12 was cut back to operate Woden-Kingston with a new 4 operating Kingston-Fyshwick, route 17 was cut back to operate Woden-City with the City-Campbell Park section becoming route 33.

With the new network of January 1977 the Weston Creek network now comprised:-

14 Woden-Waramanga-Stirling

18 Woden-Fisher-Chapman

19 Woden-Rivett

20 Woden-Weston-Holder-Duffy East

21 Woden-Lyons North-Duffy East

In mid-1978 routes 14, 18, 20, 21 were renumbered 210 to 214 respectively with 210, 211 and 213 extended to the Cooleman Court Shopping Centre at Weston. 212 to Rivett was altered to

operate via the new shopping centre.

In Spring 1977, route 17 was split into 230 City-Russell-Barton-Curtin West-Woden and 231 City-Barton-Yarralumla-Curtin East -Woden. The old route 17 operated at weekends but was numbered 232. Route 15 was altered to also serve Barton and was numbered 234.

Since 1999, weekday Canberra bus routes have reverted to one and two digit route numbers and the current Woden/Weston Creek weekday network (as on the maps on page 5 and 6) is as follows:-

1 Dickson-Lyneham-Turner-City-Yarralumla-Hughes-Woden: (operates 60 mins daytime, 20 mins peak, 60 mins evening)

2 Dickson-Hackett-Ainslie-City-Deakin-Curtin-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening, supplemented by peak hour route 732 City-Curtin-Woden operating every 30 mins)

3 Belconnen-Bruce-ANU-City-Deakin-Hughes-Garran-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening)

4 City-Russell-Red Hill-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening)

5 City-Russell-Narrabundah-Woden (operates 30 mins daytime, 20 mins peak, 60 mins evening)

21 Woden-Lyons-Chifley-Pearce-Torrens-Southlands-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

22 Woden-Southlands-Torrens-Pearce-Chifley-Lyons-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

23 Woden-Mawson-Farrer-Isaacs-O'Malley-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

24 Woden-O'Malley-Isaacs-Farrer-Mawson-Woden (operates 60 mins daytime, 30 minutes peak, 60 minutes evening)

25 Woden-Weston-Holder-Duffy-Cooleman (operates 60 mins daytime, 20 minutes peak, 60 minutes evening, supplemented by peak hour 725 City-Holder-Duffy-Cooleman, three morning inward trips, two afternoon outward trips)

25 Woden-Cooleman-Rivett-Chapman (operates 60 mins daytime, 20 minutes peak, 60 minutes evening, supplemented by peak hour 726 City-Cooleman-Rivett-Chapman, 3 am inward trips, 2 pm outward trips)

27 Woden-Waramanga-Fisher-Stirling-Cooleman (operates 60 mins daytime, 20 to 30 minutes peak, 60 minutes evening)

83 Woden-North Weston-Wright-Cooleman (operates 60 mins daytime, 20 to 30 minute peak, 60 minutes evening, supplemented by peak hour 783 City-Wright-Cooleman, three morning inward trips, two afternoon outward trips) On 29 August 2016, routes 83/783 were extended into Coombs.

80 City-Fyshwick-Woden (operates 60 mins daytime, 30 mins peak, no evening service)

88 Woden-Hume via Alexander Macnochie Correctional Centre (operates approximately 120 minutes daytime)

182 City-Molonglo Valley-Cooleman-Woden. "Weston Line" - this service was introduced on 29 August 2016 and operates every 30 minutes during the day and 40 minutes in the evening.

720 City-Hughes-Garran-Mawson-Farrer "Xpresso" service operates three morning inward trips, two afternoon outward trips.

Canberra has a separate weekend network operating at hourly intervals usually. Saturday evening services operate, but Sunday evening services have final departures at about 6.30pm. Woden/Weston Creek weekend routes are as follows:-

921/2 same as 21/2 but operating every 120 minutes each way providing a 60 minute frequency combined.

923/4 same as 23/4 but operating every 120 minutes each way providing a 60 minute frequency combined.

925/926/927/983 same as 25/26/27/83. A 983 extension into Coombs to match 83 became effective on 27 August 2016.

932 Belconnen-Giralang-Kaleen-Northbourne Av-City-Yarralumla-Curtin-Woden (combines week-

day 30/31/1 South/2 South)

- 934 Belconnen-Bruce-ANU-City-Deakin-Hughes-Garran-Woden (same as weekday 3 with additional deviations to National Museum (weekday 7 South) and Parliament House (weekday 1 South))
- 935 City-Red Hill-Narrabundah (same as weekday 4 but via Parkes rather than Russell and terminates at Narrabundah rather than Woden)
- 938 City-Russell-Narrabundah-Woden (same as weekday 5)
- 988 Woden-Alexander Maconochie Correctional Centre (3 trips each way)

So far I have detailed the bus services of the 1970s and the present. But how

do they compare?

First: the network is now more complex. In 1972 the Woden Valley/Weston Ck network could be summed up from Woden Interchange as 3 routes up to the City, 3 down to South Woden and 3 west out to Weston Ck. From 1977 Weston Creek was served by 14 18 19 20 21 later 210 211 212 213 214 respectively. Now Weston Creek is served by Woden weekday services 25 26 27 83 and weekend services 925 926 927 983 (which are identical except for the 83 extension into Coombs) as well as peak hour City services 725 726 783 and weekday full-time City service 182.

Second: routes were more direct. For instance Stirling used to be served by 210 from Woden via Waramanga, now

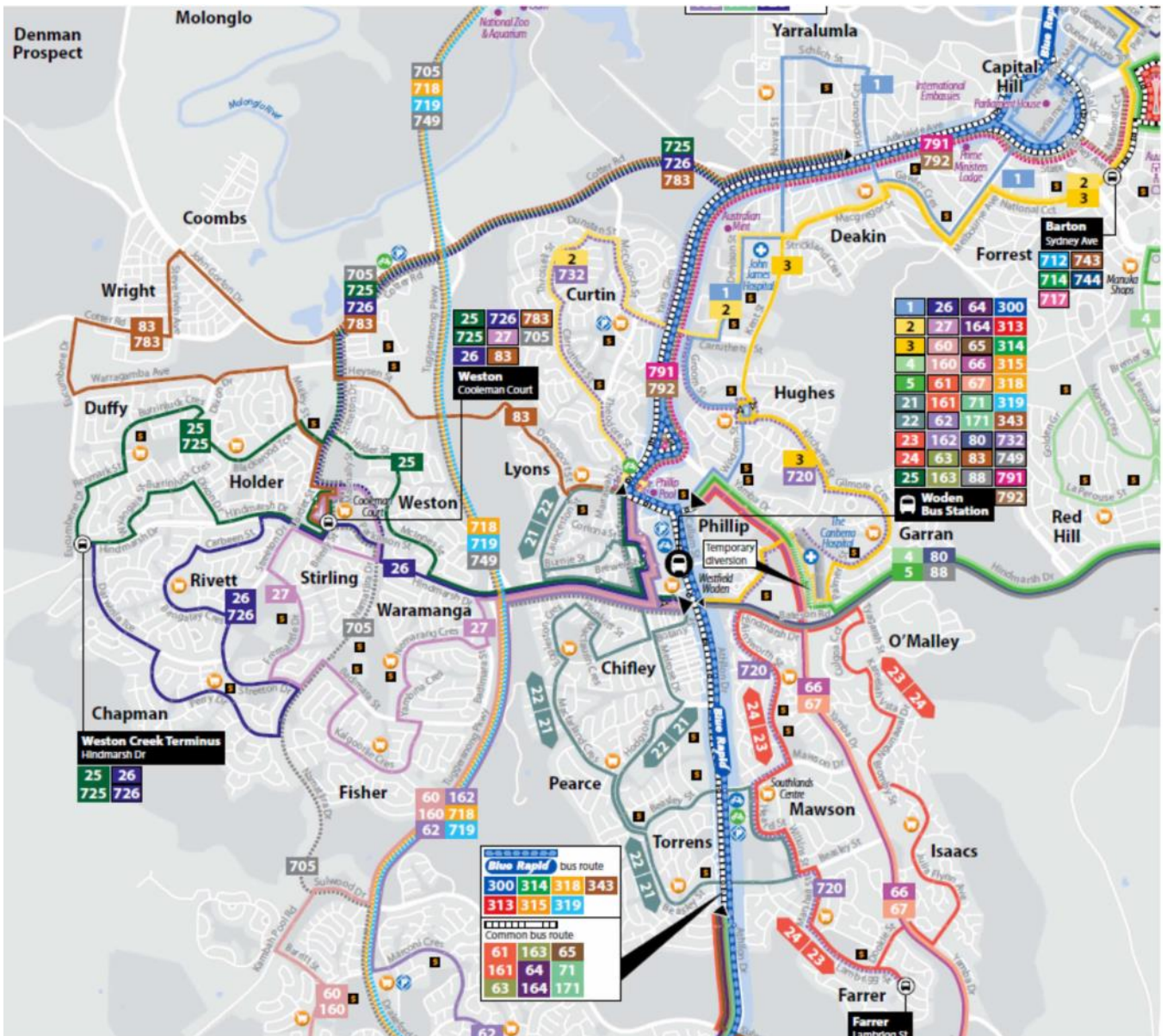
Stirling is served by 27 via Fisher & Waramanga.

Also Warragamba Av North Duffy was served by 214 from Woden serving North Weston and North Holder on a direct line. Now the 83 goes via North Weston then a big detour to Coombs and Wright.

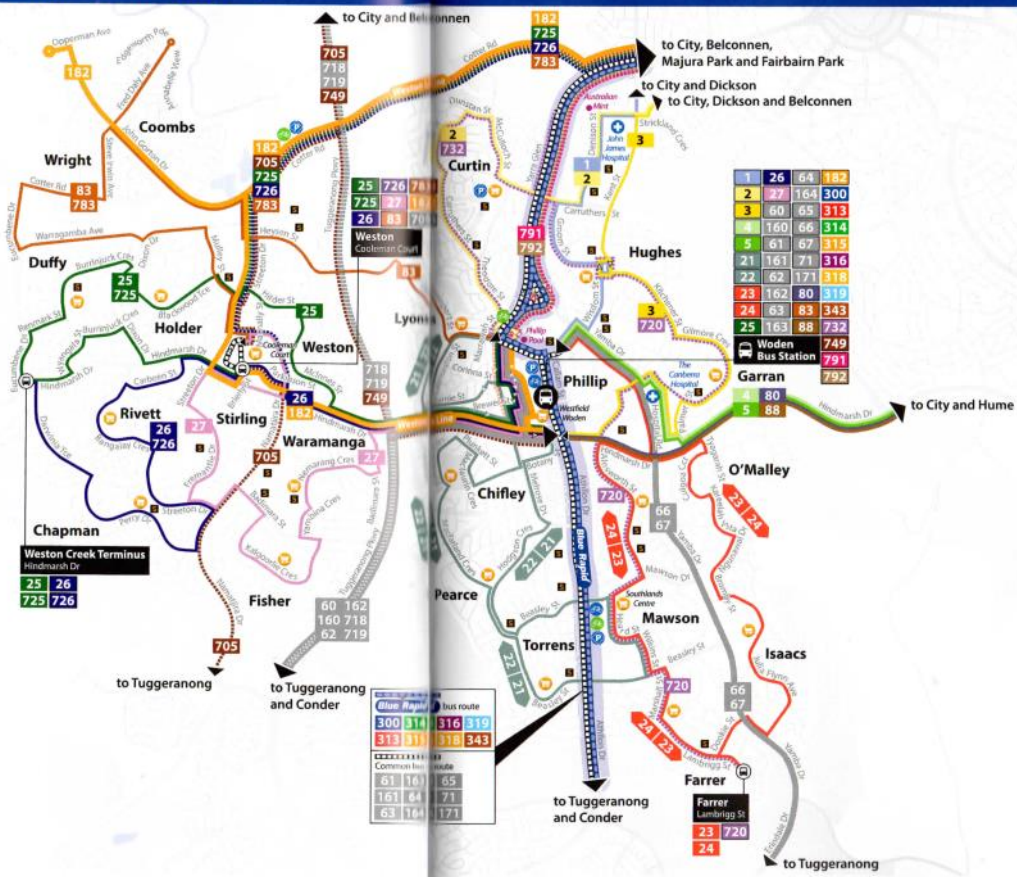
Third: services were more frequent. For example, in the late 1970s the Weston Creek services operated at 30 minute intervals during the Monday to Friday off peak, now equivalent services operate every 60 minutes.

Canberra Bus ([ACTION](#)) routes and timetables web page

Comment on this article – [Letter to Editor](#), [Facebook](#)



# Woden Valley and Weston Creek Network Map

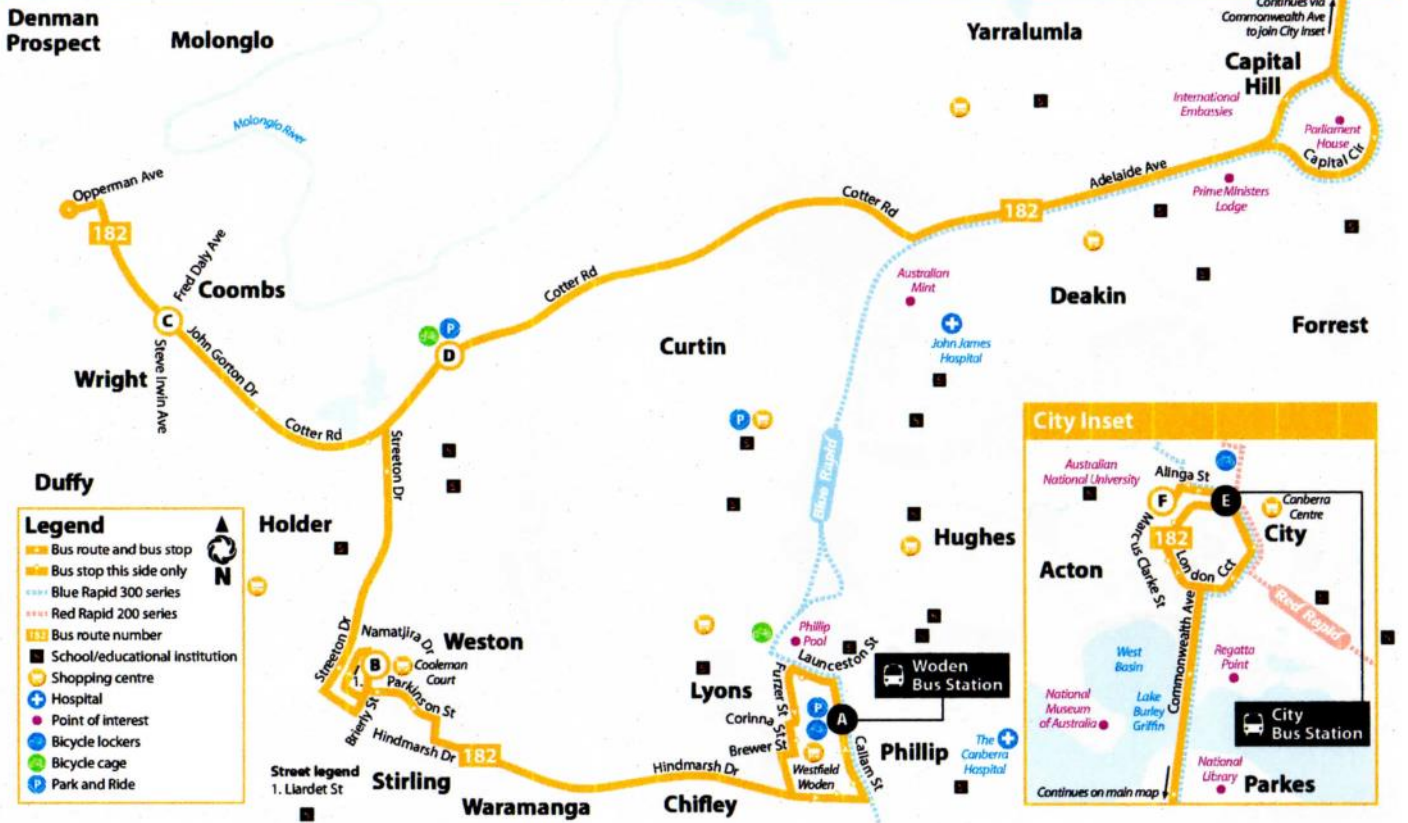


12 WEEKDAY Woden Valley and Weston Creek timetable

WEEKDAY Woden Valley and Weston Creek timetable 13

# 182 Route Map

# Weston Line



# What Branch Line WAS that? Part 1

DAVID HENNELL reveals the answers from his quiz in July - or half of them anyway.

**I** TRUST THAT YOU FOUND the exercise enjoyable and worthwhile and that you were successful in identifying many of the branch lines. Here are the solutions, some discussion and the timetables concerned.

## Western Australia: WAGR PTT 5th October 1903

Major Inland Town: Kalgoorlie  
Terminus : Kanowna

The railway from Kalgoorlie north east to Kanowna opened on 15th June 1898 although contractor Smith & Timms had operated a lesser passenger service from 11th December 1897. The opening WAGR service was 4 trains each way daily, Sunday included, and this was the basic passenger service until 1902 when one of the Monday to Saturday trains was reduced to operate Wednesday and Saturday only. This service lasted until about 1909 by which time Kanowna was served by 3 trains Monday to Friday with 4 on Saturday and Sunday, although some of the Wednesday trains ran to different (and significantly varying over the years) times from those on Monday, Tuesday, Thursday and Friday. Major service reductions occurred in late 1913 (down to 2 Monday to Friday, 3 Saturday and 2 Sunday) and the Sunday afternoon train disappeared in late 1914. The 22nd May 1916 WTT has the Sunday morning train (10 00 a.m. ex Kalgoorlie, 10 50 a.m. ex Kanowna) running only on the first Sunday of the month and it had dropped off entirely by the 30th October 1916 WTT. From 1919, there were just 3 trains to Kanowna weekly

		Sa	Sa		Sa	Su	
		mixed	mixed		mixed	mixed	
		a.m.	p.m.		a.m.	a.m.	
Kalgoorlie	dep	10 00	11 00	Kanowna	dep	11 05	12 05
Kanowna	arr	10 40	11 40	Kalgoorlie	arr	11 45	12 45

## Kalgoorlie to Kanowna.

Dis. fr'm Fr'm'tle.	STATIONS.	WEEK DAYS.				SUNDAY.			
		Mxd.	Mxd.	Mxd.	Mxd. Wed. & Sat. only.	Pass.	Pass.	Pass.	Pass.
...		a.m.	p.m.	p.m.	W & S p.m.	a.m.	p.m.	p.m.	p.m.
399	Kalg'rlie dep	8 0	1 30	5 35	11 0	9 0	1 30	4 55	9 0
	Kanowna arr	8 35	2 0	6 5	11 35	9 30	2 0	5 25	9 30

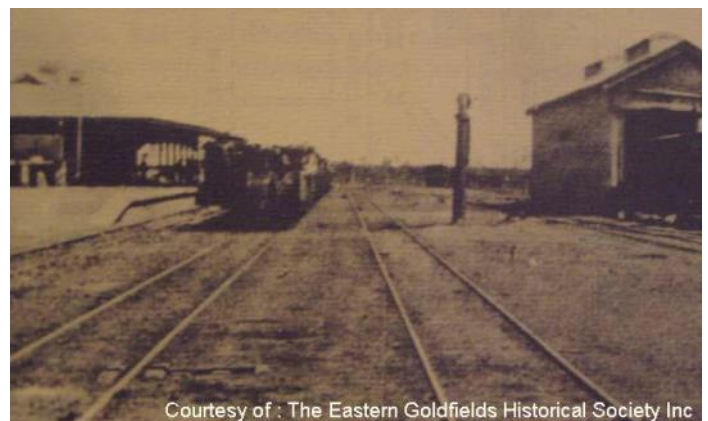
## Kanowna to Kalgoorlie.

Dis. fr'm Kano'na.	STATIONS.	WEEK DAYS.				SUNDAY.			
		Mxd.	Mxd.	Mxd.	Mxd. Wed. & Sat. only.	Mxd.	Pass.	Pass.	Pass.
...		a.m.	p.m.	p.m.	W & S p.m.	a.m.	p.m.	p.m.	p.m.
12	Kano'na dep	9 15	2 10	8 45	11 55	9 45	2 10	5 50	9 50
	Kalg'rlie arr.	9 50	2 40	7 20	12 30	10 20	2 40	6 20	10 20

(initially on Wednesday and Saturday but later on Tuesday and Saturday) due to the cessation of local mining ventures at Kanowna. 1921 saw a further reduction to just 2 trains each week (Wednesday in May and Saturday in December). The following Saturday service (and the only service for the entire week) is in the 1st May 1922 WTT (below) and there is no passenger service at all to Kanowna in the 30th April 1923 PTT, the next timetable that I've seen. The line to Kanowna closed on 27th December 1927. Kurramia, 4 miles before Kanowna, was the only intermedi-

ate station and was open during the period 1907 - 1920.

A narrow gauge WAGR line opened in December 1912 and branched from the Kanowna line just over 2 miles from Kalgoorlie and headed south east for 1 mile to Parkeston, no doubt to assist with the construction of CR's Trans Australian Railway. This narrow gauge branch closed on 14th September 1974 and, with it, the last remnant of the Kanowna line.



Courtesy of : The Eastern Goldfields Historical Society Inc

**Commonwealth Railways: (VR)  
PTT 16th May 1927**

**Major Station A** Sydney Terminal  
**Intermediate Jct Station** Goulburn  
**Junction Station** Queanbeyan  
**Major Station B** Canberra  
**Location C** Power House Siding

Yes, I know that I was a little unkind in not telling you that this timetable was issued by the Victorian Railways rather than by Commonwealth Railways but this would probably have been too much of a giveaway! [Given the disparate nature of its network, it is extremely unlikely that CR ever issued a system-wide public timetable. I've certainly never seen one.]

Workers' mixed trains were introduced between Queanbeyan and the Canberra Power House Siding on 1st June 1923, this being the first passenger service on the branch, the Federal Territory Railway (as it then was) having opened on 25th May 1914. Arrival and departure times at the Canberra Power House are given in early timetables but this is not the case in later ones where the location is referred to as Power House Siding and its service is shown as symbols with footnotes. NSW Weekly Notice 34/27 states that the following trains were withdrawn on Monday 22nd August 1927:-

- 6 40 a.m. pass (No. 3) Queanbeyan to Canberra M - Sa

QUEANBEYAN—CANBERRA LINE						
DOWN.	WEEK-DAYS.					
	Daily	Pass	Pass	Mixed	Pass	Daily
	a.m.	a.m.	a.m.	p.m.	p.m.	Daily
					Sats.	Motor
					p.m.	p.m.
QUEANBEYAN R dep	4 54	6 40	11 44	30	5 0	6 23
Molonglo "	a	a	a	a	a	a
CANBERRA arr.	5 10	7 55	11 20	4 55	5 20	6 40
WEEK-DAYS.						
UP.	Rail	Pass.	Pass	Pass.		
	Motor.	a.m.	p.m.	p.m.	Sats.	
		a.m.	p.m.	p.m.	p.m.	
CANBERRA dep.	9 7	5 55	5 25	8 20	12 55	15
Molonglo "	a	a	a	a	a	a
QUEANBEYAN arr.	9 20	6 50	5 2	8 35	12 40	

†To Power House Siding. ‡ From Power House Siding.

- 4 30 p.m. mixed (No. 7) Queanbeyan to Canberra M - F
  - 8 00 a.m. empty cars (No. 4) Canberra to Queanbeyan M - Sa
  - 12 15 p.m. pass (No. 12) Canberra to Canberra Sa
  - 5 25 p.m. pass (No. 22) Canberra to Queanbeyan M - F,
- so the last day of their operation would have been Saturday 20th August 1927.

The 9 45 a.m. train from Sydney Terminal is the day train to Cootamundra, due there at 8 52 p.m. and the 1 00

p.m. from Goulburn is its return working which departed Cootamundra at 7 50 a.m. Did you realise that Cootamundra is actually further north than is Goulburn?



N.S.W. RAILWAYS.—GOULBURN—BOMBALA.									
READ DOWN.					READ UP.				
p.m.	a.m.	a.m.			p.m.	a.m.	a.m.		
8 40	..	Daily	Le. SYDNEY	Ar.	5 29	..	4 50	4 50	..
a.m.	..	8 45	Ar. GOULBURN R	Le.	1 0	..	12 7	12 7	..
1 46	Daily	..	..	..	..	(Mon. ex.)	..	..	..
1 58	8 50	3 50	Le. ...	Ar.	12 0	..	11 46	10 45	..
2 0 9	a	a	...Tirraha.	..	a	..	a	..	..
2 18	a	a	...Koonunga.	..	a	..	11 28	..	..
2 30	a	a	...Inverloch.	..	a	..	11 13	..	..
2 39	a	a	...Lak. Bathurst	..	a	..	11 8	..	..
2 54	8 35	4 45	...Tarago.	..	11 3	..	10 57	10 6	..
3 15	a	a	...Mount Fairy.	..	a	..	10 35	..	..
3 27	a	a	...Guttmaroo.	..	a	..	10 2	9 24	..
4 37	10 15	5 35	...Bungendo.	..	10 10	..	9 24	..	..
4 37	a	a	...Burlong.	..	a	..	9 24	..	..
4 17	10 50	6 10	Ar. Queanbeyan R.	Le.	9 25	..	9 15	8 40	..
4 34	..	..	Le. ...	Ar.	..	..	9 0	8 35	..
a	..	..	...Letchworth.	..	Daily	..	a	Daily	..
4 55	..	..	...Tuggeranoo.	..	..	..	8 41	..	..
5 16	..	..	...Royal.	..	..	..	8 25	..	..
5 25	..	..	...Williamdale.	..	..	..	8 16	..	..
5 47	..	..	Ar. ...	Le.	..	..	7 53	..	..
6 14	..	..	Le. ...	Ar.	..	..	7 47	..	..
6 14	..	..	...Collinton.	..	..	..	7 24	..	..
6 35	..	..	...Bradbo.	..	..	..	7 8	..	..
6 44	..	..	...Billingra.	..	..	..	6 54	..	..
6 57	..	..	...Crunka.	..	..	..	6 40	..	..
7 10	..	..	...Bunyan.	..	..	..	6 29	..	..
7 24	..	..	Ar. ...	Le.	..	..	6 15	..	..
Mixed	..	..	Le. ...	Ar.	..	..	5 29	..	..
8 0	..	..	...Rock Flat.	..	..	..	5 9	..	..
8 57	..	..	...Cootrang.	..	..	..	4 47	..	..
9 36	..	..	Ar. NIMMITABEL	Le.	..	..	4 10	..	..
9 48	..	..	Le. ...	Ar.	..	..	3 53	..	..
10 30	..	..	...Bolt's Flat.	..	..	..	3 31	..	..
11 0	..	..	...Jineahby.	..	..	..	2 28	..	..
11 24	..	..	...Dukelong.	..	..	..	2 5	..	..
11 53	..	..	Ar. ...	Le.	..	..	1 35	..	..
a.m.	a.m.	p.m.			a.m.		p.m.		

\* Daily, Saturdays excepted, from Sydney. † Daily, Sunday excepted. For note see page 31. R. Light refreshments, andales include meals at 2s. 6d. Passengers change at Goulburn. ‡ Arrive Sydney at 5.7 a.m. on Sundays. § Arrives at Sydney 5.33 a.m. on Saturdays. For note "a" see page 31. R. Light refreshments also includes meals at 2s. 6d. Passengers change at Goulburn.



**South Australia: SAR PTT 26th August 1956**

Adelaide Adelaide  
 Large Town Murray Bridge  
 Junction Station Tailem Bend  
 Terminus Pinnaroo

The railway east from Tailem Bend to Pinnaroo opened on 14th September 1906 and was connected to Victoria on 29th July 1915 when the branch from Ouyen was extended from Murrayville to Pinnaroo. The passenger train from Adelaide in our timetable operated as a limited mixed beyond Tailem Bend, the different schedules are due to there being a goods train to Pinnaroo which worked Monday, Wednesday and Friday mornings. The limited mixed from Pinnaroo Monday to Thursday and Saturday operated in that mode to Murray Bridge, thence as a passenger train to Adelaide. Friday's limited mixed terminated at Tailem Bend and connected with the 6 20 a.m. train from Mt. Gambier, with the passenger cars forming the 4 51 p.m. train to Adelaide that afternoon.

The rail passenger service was replaced by an SAR contract bus service operated by Murray Bridge Passenger Service from Tailem Bend to Pinnaroo on 1st April 1963. The transfer location between rail and road was changed to Murray Bridge on 28th June 1964. This bus service was withdrawn on 3rd July 1979 by which time it was operating under auspices of Australian National. The last broad gauge train to Pinnaroo ran on 2nd July 1998 and the first standard gauge train on 25th November 1998. Given the cessation of grain traffic between Pinnaroo and Tailem Bend after the train on 31st July 2015, the future of the Pinnaroo line hangs in the balance.

VR's Walker diesel railcar connected at Ouyen with the Melbourne - Mildura overnight train. Eastbound in 1956 was fine but westbound was another matter!

**TABLE 12.**

**ADELAIDE, TAILEM BEND, AND PINNAROO.**

READ DOWN.				READ UP.	
Mon., Wed., Fri.	Tues., Thurs., Sat.	Miles.	Stations.		
a.m. 7 05	a.m. 7 05	dep .....	— ADELAIDE .....	R. arr	p.m. 2 18 2 43
			(See Table No. 7).		
9 59	9 59	arr .....	60 MURRAY BRIDGE .....	R. dep.	11 37 12 38
10 11	10 11	dep .....	" " " " " " " " " "	arr	11 22 12 28
10 36	10 36	arr .....	74½ TAILEM BEND .....	dep	10 55 12 08
			" " " " " " " " " "		p.m. 10 27 11 38
10 46	10 46	dep .....	86½ Moorlands .....	arr	10 03 11 14
11 11	11 11		91½ Grasslands .....		9 51 10 56
11 22	11 22		95½ Sherlock .....		9 42 10 47
11 31	11 33		99½ Buccleuch .....		9 31 10 36
11 41	11 43				
	p.m. 12 03		104½ Peake .....		9 21 10 26
11 52					
p.m. 12 09	12 23		112 Jabuk .....		9 05 10 10
12 21	12 38		117½ Geranium .....		8 52 9 57
12 31	12 48	arr .....	122½ Parrakie .....	dep	8 39 9 44
12 33	12 50	dep .....	" " " " " " " " " "	arr	8 37 9 42
12 52	1 10		129 Wilkawatt .....		8 25 9 30
1 02	1 21		133 Bews .....		8 12 9 17
1 14	1 42		138 Lameroo .....		8 00 9 05
1 35	2 06		147 Parilla .....		7 31 8 36
1 49	2 20		154 Chandos .....		7 15 8 20
2 02	2 34	arr .....	161½ PINNAROO .....	dep	7 00 8 05
					a.m. a.m.
					Mon. to Thurs. and Sat. Fri.

R Refreshment room station. † Change trains.

NOTE.—"Daily" means Mondays to Saturdays inclusive.

**ADELAIDE, PINNAROO, MURRAYVILLE, OUYEN, AND MELBOURNE.**

**TABLE 42.**

**MELBOURNE, OUYEN, MURRAYVILLE, PINNAROO, AND ADELAIDE.**

READ DOWN.				READ UP.	
Daily.		Stations.			
a.m. 7 05		dep. ADELAIDE .....	R. arr	2 18	2 43
		See tables 7 and 12.		p.m.	p.m.
p.m. 2 02	p.m. 2 34	arr. Pinnaroo .....	dep	7 00	8 05
Mon., Wed., Fri.	Tues., Thurs., Sat.			a.m.	a.m.
				Mon. to Thurs. and Sat.	Fri.
				Stay overnight.	
Mon., Wed., Fri., S.A. time	p.m. 6 50	dep. " " " " " " " " " "	arr	8 43	S.A. time
Mon., Wed., Fri., Vic. time	7 20	dep. " " " " " " " " " "	arr	9 13	Vic. time
	*	dep. Panitya .....	dep	*	*
	*	dep. Carina .....	dep	*	*
	7 54	arr. Murrayville .....	arr	8 34	
	*	dep. Danyo .....	dep	*	*
	8 22	dep. Cowangie .....	dep	8 08	
	8 35	dep. Tutye .....	dep	7 54	
	*	dep. Boinka .....	dep	*	*
	9 02	dep. Luga .....	dep	7 28	
	9 15	dep. Undercool .....	dep	7 15	
	*	dep. Torrita .....	dep	*	*
	9 42	dep. Walpeup .....	dep	6 48	
	*	dep. Galah .....	dep	*	*
	10 20	arr. Ouyen R. ....	dep	6 10	Tues., Thurs., Sat.
	10 45	dep. " " " " " " " " " "	arr	5 35	
	a.m. 5 10	arr. Ballarat .....	dep	10 10	
Tues., Thurs., Sat. ....	5 20	dep. " " " " " " " " " "	arr	10 50	
				a.m.	
	7 05	arr. MELBOURNE .....	R. dep	9 00	Mon., Wed., Fri.
				p.m.	

R Refreshment room station. \* Stop if required to pick up or set down passengers.



Victoria: VR PTT 6th May 1918

Melbourne Spencer Street  
 Major Rural City Bendigo  
 Rail Centre Korong Vale  
 Junction Station Wedderburn  
 Junction Terminus Wedderburn

The branch to Wedderburn opened on 21st April 1887, its passenger service was withdrawn in 1940 or 1941 and the line closed on 8th December 1986. Wedderburn Junction opened as Wedderburn Road on 15th April 1882 upon the extension of the railway from Inglewood to Korong Vale. It was re-named Wedderburn on 12th June 1883 and Wedderburn Junction with the opening of the branch. Wedderburn Junction closed on the same day as did the branch. The branch passenger service initially operated from the Wedderburn end and mostly operated to Wedderburn Junction and/or Korong Vale, however in 1897, it ran between Wedderburn and Charlton. Branch trains would have initially been mixed trains but, in later years, a car goods provided the service.

A railway passenger service returned to Wedderburn when the Sea Lake DERM from Bendigo was replaced by a bus in 1976, the highway passing through Wedderburn rather than Korong Vale. The Robinvale line had reached Manangatang by the date of this timetable.

BENDIGO, INGLEWOOD, KORONG VALE, CHARLTON, WYCHEPROOF, SEA LAKE, AND NANDALY.

READ DOWN.			READ UP.		
8.40	Express.	dep. MELBOURNE (Spencer-street) arr.	3.55	10.55	
11.20	MON. AND TUES. ONLY.	arr. BENDIGO R. dep.	12.10	8.50	
12.31	MON. AND TUES. ONLY.	dep. North Bendigo Junction arr.	11.0	8.0	
12.46	MON. AND TUES. ONLY.	arr. Eaglehawk dep.	10.40	8.44	
12.55	MON. AND TUES. ONLY.	dep. Korong Vale arr.	10.34	8.22	
1.5	MON. AND TUES. ONLY.	arr. Leichardt dep.	9.58	8.8	
1.21	MON. AND TUES. ONLY.	dep. Derby arr.	9.44	8.55	
1.38	MON. AND TUES. ONLY.	arr. Bridgewater dep.	9.30	8.38	
1.39	MON. AND TUES. ONLY.	dep. Inglewood arr.	9.21	8.25	
1.51	MON. AND TUES. ONLY.	arr. Kurling dep.	8.58	8.17	
2.3	MON. AND TUES. ONLY.	arr. Glenalbyn dep.	8.46	8.8	
2.24	MON. AND TUES. ONLY.	arr. Wedderburn Junction dep.	8.35	8.56	
2.38	MON. AND TUES. ONLY.	arr. KORONG VALE R. dep.	8.10	3.20	
2.53	MON. AND TUES. ONLY.	arr. Wycheville dep.	8.0	3.25	
3.45	MON. AND TUES. ONLY.	arr. Buckrabanyula dep.	7.55	3.58	
3.55	MON. AND TUES. ONLY.	arr. Barrakee dep.	7.45	3.45	
4.7	MON. AND TUES. ONLY.	arr. CHARLTON dep.	7.35	1.48	
4.27	MON. AND TUES. ONLY.	arr. Teddywaddy dep.	7.25	1.15	
4.53	MON. AND TUES. ONLY.	arr. Glenloth dep.	7.15	1.2	
5.29	MON. AND TUES. ONLY.	arr. Fairview dep.	7.05	12.50	
6.10	MON. AND TUES. ONLY.	arr. WYCHEPROOF dep.	6.55	12.30	
6.45	MON. AND TUES. ONLY.	arr. Dumona dep.	6.45	11.40	
7.10	MON. AND TUES. ONLY.	arr. Nullawill dep.	6.35	11.0	
7.30	MON. AND TUES. ONLY.	arr. Wards dep.	6.25	10.58	
8.2	MON. AND TUES. ONLY.	arr. Kameira dep.	6.15	10.10	
8.50	MON. AND TUES. ONLY.	arr. Fernwillook dep.	6.05	9.54	
9.8	MON. AND TUES. ONLY.	arr. Longbeak dep.	5.55	9.10	
9.25	MON. AND TUES. ONLY.	arr. SEA LAKE dep.	5.45	8.38	
10.20	MON. AND TUES. ONLY.	arr. Nindis dep.	5.35	8.30	
10.50	MON. AND TUES. ONLY.	arr. Nyarrla dep.	5.25	8.0	
11.35	MON. AND TUES. ONLY.	arr. NANDALY dep.	5.15	8.50	

WEDDERBURN JUNCTION AND WEDDERBURN.

READ DOWN.		READ UP.	
8.40	dep. MELBOURNE (Spencer-street) arr.	3.55	10.55
11.20	arr. BENDIGO R. dep.	12.10	8.50
12.31	arr. WEDDERBURN JUNCTION dep.	11.0	8.0
12.46	arr. WEDDERBURN JUNCTION dep.	10.40	8.44
1.5	arr. WEDDERBURN JUNCTION dep.	10.34	8.22
1.21	arr. WEDDERBURN JUNCTION dep.	10.25	8.17
1.38	arr. WEDDERBURN JUNCTION dep.	10.15	8.0
1.39	arr. WEDDERBURN JUNCTION dep.	10.05	8.50
1.51	arr. WEDDERBURN JUNCTION dep.	9.55	8.50

† On Mondays a first division of this train leaves Bendigo at 11.40 a.m. and arrives Melbourne 1.16 p.m.

For notice of S, G, A, J, Y, see page 21.

■ Refreshment Station.

Light from Melbourne to ...



**Tasmania: Government Railways of Tasmania PTT 5th September 1927**

Hobart                      Hobart  
 Junction Station:      Parattah Junction  
 Terminus                      Oatlands

Country Tasmania was noted for its large number of short branch lines, this being one of the shortest – it is a mere 4¼ mi (6.8 km) long. The Tasmanian Main Line Railway Company's line from Hobart Town to Evandale Junction (south of Launceston) saw its first through passenger train on 18th October 1875 although a short distance passenger service had operated earlier. Hobart Town was renamed Hobart during 1880 and Evandale Junction later became Western Junction. TMLR's station of Oatlands opened on 10th October 1875 and was renamed Parattah Junction during May 1885. TGR's Parattah & Oatlands Railway opened on 13th May 1885 as a light tramway laid with the 28 lb/yd (14 kg/m) rail from the Mersey & Deloraine Tramway, a full service on the branch being provided from 1st June 1885. The line was re-laid to normal TGR standards during 1894 and closed on 10th June 1949. The branch's initial service was operated as a few shuttles each day from Oatlands connecting with main line trains at the junction. Then it became a strange service with lousy overnight connections from Hobart at Parattah Junction but a through train from Oatlands to Hobart. The introduction of rail motors saw a sensible day return service provided from Oatlands to Hobart. Rail motors and mixed trains provided the service at different times until the line's closure.

**OATLANDS LINE.**

**Parattah to Oatlands.**

Height ab. sea-level.	Stations.	Daily. Sat. excepted.	Sat.	
			Motor.	Mixed.
ft.		p.m.	p.m.	p.m.
1429	<b>Parattah Jn. R</b>	7·13	6·9	10·15
1370	Easton Marshes Rd	"	"	"
1321	Bacon's Crossing ...	"	"	"
...	Racecourse Crossing	"	"	"
1291	Oatlands ...	7·28	6·24	10·30

**Oatlands to Parattah.**

Height ab. sea-level.	Stations.	Week Days.		Sat.
		Motor.	Mixed.	
ft.		a.m.	p.m.	
1331	Oatlands ...	7 20	10·59	
...	Racecourse Crossing	"	"	
1321	Bacon's Crossing ...	"	"	
1370	Eastern Marshes Rd.	"	"	
1429	<b>Parattah Jn. R</b>	7·37	11·10	

R Refreshment-room.

a Stops to pick up or set down passengers when required.

Fares to and from Parattah Junction.			Fares to and from Oatlands.		
Stations.	Single.		Stations.	Single.	
	1st	2nd		1st	2nd
	s.	d.		s.	d.
<b>Parattah Jn.</b>	...	...	Oatlands ...	...	...
Eastn. Marshes Rd.	0 3	0 2	Racecrse. Crossing	0 6	0 4
Bacon's Crossing.	0 6	0 4	Bacon's Crossing	0 6	0 4
Racecrse. Crossing	0 8	0 6	Eastn. Marshes Rd	0 8	0 6
Oatlands ...	1 2	0 10	<b>Parattah Jn.</b>	1 2	0 10



**MAIN LINE.—Launceston to Hobart.**

*Height above sea.	Miles.	Stations.	WEEK DAYS.		
			Motor, a.m.	† a.m.	p.m.
15	—	<b>Launceston. Leave</b>	11:30		10:15
19	2	Newstead			a
30	4	<b>St. Leonards</b>			10:25
274	74	Relbia		K	10:35
537	111	<b>Western Jn. R.</b>	12:5		11:0
510	124	<b>Evandale</b>	12:10		11:8
538	174	Clarendon		a	a
598	214	Powranua		a	a
657	26	<b>Epping</b>	12:47		11:50
685	314	Cleveland		a	a
490	344	<b>Conara Jn. R.</b>	12:59		12:10am
653	424	<b>Campbell Tn.</b>	1:2		12:41
698	467	<b>Ross</b>	1:16		12:46
	544	Mona Vale	1:38		1:10
962	58	<b>Tunbridge</b>		1:33	1:31
808	624	Woodbury		K	a
934	66	<b>Antill Ponds</b>			1:55
1210	704	York Plains		a	2:11
1225	734	Nala		K	a
1405	764	Andover		a	a
1352	824	Oatlands (P. & O.)	7:20		
1427	78	<b>Parattah Junction</b>	7:37	2:42	3:6
1460	814	Stonor	7:45	3:2	3:20
1457	85	Tiberias	7:58	a	3:30
1352	874	Rhyndaston		a	b
678	934	<b>Colebrook</b>	8:20	3:27	3:53
	1014	Woodlands	8:45	3:43	4:17
404	1024	Lowdina		a	a
242	1064	<b>Campania</b>	9:24	4:21	4:51
493	1084	Rakina		a	a
234	1124	Tea Tree	9:55	a	a
101	1154	<b>Brighton Jn.</b>	10:5	4:49	5:26
10	1194	<b>Bridgewater Junction</b>	10:18	4:59	5:37
5	1204	<b>Granton</b>	10:22	5:4	5:42
15	1234	Austin's Ferry		a	a
24	1244	<b>Claremont</b>	10:33	5:12	5:52
124	1244	Chigwell		b	
22	1254	Berriedale Road		b	K
48	1264	Rosetta		b	a
32	1284	Montrose		b	a
44	1274	<b>Glenorchy</b>	10:44	5:21	5:3
50	1284	<b>Derwent Park Jn.</b>	10:45	K	5:7
91	1294	<b>Moonah</b>	10:48	5:27	5:12
32	130	<b>New Town</b>	10:51	5:33	5:16
21	133	<b>Hobart</b>	11:0	5:40	5:25

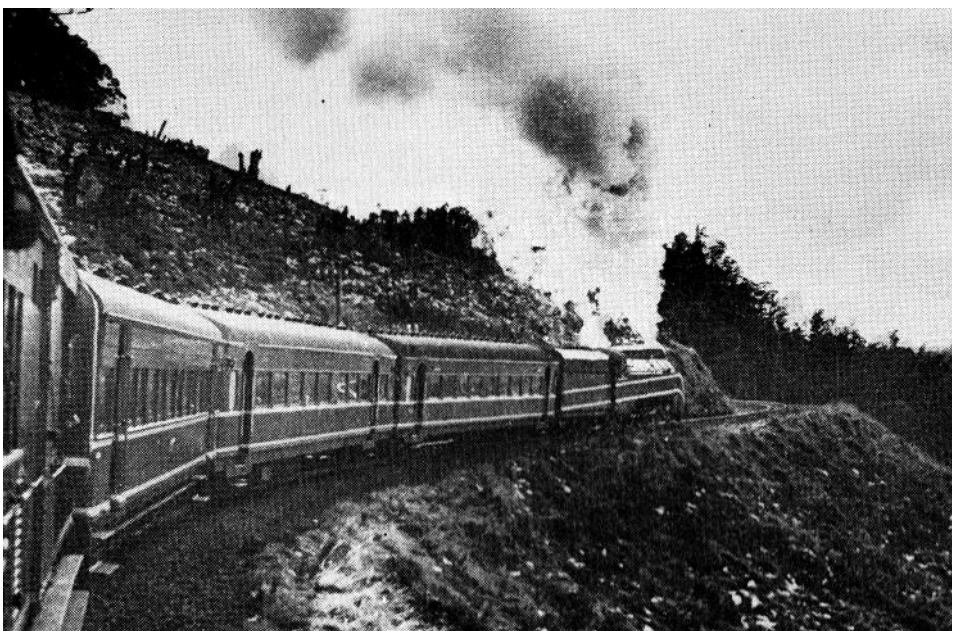
† On steamer days (Tues., Thurs., Sat. in summer months) a fast train leaves Launceston wharf soon after arrival of steamer and runs to Hobart in about five hours, including 20 minutes at Parattah for refreshments. †† In table to alteration during winter months. Train stops to put down passengers at stations between Brighton and New Town, inclusive.

a Stops to pick up and set down passengers when required.  
 b Stops only to set down passengers.  
 K The 11:30 a.m. Passenger train will stop at Relbia to pick up passengers for Main Line and at Berriedale Road and Derwent Park Junction to put down passengers booked at Stations north of Brighton only, and will stop at Woodbury and Nala to set down passengers from Ross and Stations north thereof.  
 R Refreshment-station.  
 Beds on Night Train, 10s. each. Seats reserved on 11:30 a.m. and boat trains, free of charge.  
 \* Datum is H.W. Mark at Hobart. For fares, see pages 6 to 15.

**MAIN LINE.—Hobart to Launceston.**

*Height above sea.	Miles.	Stations.	WEEK DAYS.			Saturdays.		
			Motor, a.m.	† a.m.	p.m.	Motor, a.m.	p.m.	p.m.
ft. 31	—	<b>Hobart.. Leave</b>	8:10	9:5	3:35	10:15	2:40	5:50
52	3	<b>New Town</b>	8:18		3:46	10:25	2:50	6:2
94	34	<b>Moonah</b>	8:21		3:48	10:30	2:53	6:8
50	44	<b>Derwent Park Jn.</b>	8:24	b	3:51	10:34	2:56	6:10
44	56	<b>Glenorchy</b>	8:27		3:56	10:38	3:0	6:16
32	66	Montrose		b	a	b	b	
46	84	Rosetta		b	a	b	b	
32	7	Berriedale Road		K	a	b	a	
82	82	Chigwell			a			
24	84	<b>Claremont</b>	8:36	9:25	4:11	10:55	3:10	6:28
15	94	Austin's Ferry			a	10:59	a	a
5	124	<b>Granton</b>	8:43		4:23	11:7	3:21	6:40
10	134	<b>Bwater Junction</b>	8:46	Ar.	4:26	11:11	3:25	
101	174	<b>Brighton Jn.</b>	8:47	L.	4:29	11:12	3:28	6:45
231	204	Tea Tree		a	4:50	11:20	3:33	7:10
493	244	Rekua		a	a	a	a	7:20
242	274	<b>Campania</b>	9:23		5:26	12:50	4:22	7:50
404	30	Lowdina			a	a	a	a
678	39	Woodlands			a	a	a	a
1352	454	<b>Colebrook</b>	10:0	10:30	6:6	12:55	6:2	8:45
1457	48	Rhyndaston	10:26	10:58	6:36	1:30	5:32	9:20
1460	524	Tiberias		b	a	a	a	a
1427	55	Stonor		a	6:51	a	6:50	9:35
1332	594	<b>Parattah Junction</b>	Ar. 10:46	11:16	7:11	1:55	6:7	10:5
1405	574	Oatlands (P. & O.)	L. 10:36	12:36	7:13	2:10	6:9	10:15
1325	594	Andover			7:28		6:24	10:30
1460	624	Nala			a		a	
934	68	York Plains			a		a	
896	704	<b>Antill Ponds</b>	Ar. 11:28			2:49		
652	74	Woodbury		K		3:0		
788	784	<b>Tunbridge</b>				3:20		
598	834	Mona Vale				a		
653	904	<b>Ross</b>	Ar. 11:54	p.m.		3:44		
680	98	<b>Campbell Tn.</b>	L. 11:59	12:33		3:53		
685	101	<b>Conara Junction</b>				4:16		
657	104	Cleveland	Ar. 12:28			4:27		
536	1114	<b>Epping</b>	L. 12:31			4:40		
519	120	Powranua				a		
537	1214	Clarendon				a		
274	1254	<b>Evandale</b>		1:18		5:40		
30	129	<b>Western Jn. R.</b>		1:26	1:42	6:1		
19	131	Relbia				6:10		
15	133	<b>St. Leonards</b>		1:43		6:19		
—	1334	Newstead				a		
		<b>Launceston</b>	Ar. 1:50	2:8		6:29		
		Launceston Wharf	Ar.					

† The 9:5 a.m. boat train runs on Tuesdays, Thursdays, and Saturdays during the summer, and on Fridays and Mondays during winter months, but is liable to alteration.  
 a Stops to pick up or set down passengers when required.  
 b 9:5 a.m. boat train stops at Derwent Park and Claremont to pick up passengers only; 3:10 a.m. train stops at Tiberias to pick up passengers only; 3:35 p.m. Motor, Saturday excepted, and 2:40 p.m. on Saturdays, stops only to pick up passengers for Austin's Ferry and north thereof. 5:50 p.m. Train, Saturdays, stops only to pick up passengers for Brighton and stations north.  
 K Will stop at Berriedale Road to pick up passengers for Brighton and stations beyond. The 8:10 a.m. Passenger will stop at Woodbury to set down passengers from Parattah and stations south thereof, and pick up passengers for Ross and stations north thereof.  
 R Refreshment-station.  
 Beds on Night Train, 10s. each. Seats reserved on 8:10 and 9:5 a.m. trains free of charge. \* Datum is H.W. Mark at Hobart. For fares, see pages 6 to 13.



**New South Wales: NSWGR PTT  
25th May 1930**

Sydney Sydney Terminal  
Junction Station Muswellbrook  
Terminus Merriwa

Public Works Department trains conveyed passengers between Muswellbrook and Denman from 15th September 1914 and this section was formally opened on 26th April 1915. The extension to Merriwa opened on 29th October 1917. Rail motors were introduced in the early 1920s. The branch passenger service was withdrawn on 9th July 1973 and Sandy Hollow to Merriwa was closed on 10th February 1988. The Sandy Hollow to Ulan (and later Gulgong) portion of the Sandy Hollow (junction) to Maryvale (junction) line opened on 15th October 1982 after many years of stagnation. Over the years, the rail motor ran on varying numbers of days, ranging from 3 to 7 days per week. For most of this period, the motor made 3 or 4 return trips to Muswellbrook, with a mixed train providing the service on the other days. Sunday trains to Merriwa were rare. This timetable is one of the very few that I've seen showing an overnight connection with mails at Muswellbrook. Located between Roxburgh and Denman, Mangoola was opened for traffic a fortnight after this timetable's date, on 9th June 1930.

Comment on this article - [Letter to Editor](#), [Facebook](#)

**MUSWELLBROOK—MERRIWA.**

Height in feet	Distance from Sydney.		Down.	Pass. WEEK-DAYS.	Mail. Sundays.
	Mis.	Clas.			
67	—	—	SYDNEY.....dep.	8 15	8 37 Mondays.
4	104	37	NEWCASTLE.....R { arr. dep.	10 50	12 12 12 22
26	103	10	Waratah.....dep.	11 21	12 22
			MUSWELLBROOK.....R { arr. dep.	2 30	3 34
427	179	36	MUSWELLBROOK.....R { dep.	Mons., Weds., and Fri. Mixed.	Tues., Thurs., and Sats. Rail Motor.
427	188	26	Roxburgh.....dep.	3 10	3 55
472	195	15	Denman.....dep.	3 45	4 30
399	201	22	Myambat.....dep.	4 15	4 50
430	206	11	Sandy Hollow.....dep.	4 45	5 30
532	213	15	Gungah.....dep.	5 8	5 54
583	222	49	Wappinguy.....dep.	5 41	6 26
875	230	19	MERRIWA.....arr.	6 20	7 22
				7 0	8 5
				7 45	8 25

Up.		Pass.		Mail.	
		WEEK-DAYS.		Sundays.	
		Mons., Weds., and Fri. Mixed.		Tues., Thurs., and Sats. Rail Motor.	
MERRIWA.....dep.	8 0	8 0	8 0	8 0	8 0
Wappinguy....."	8 21	8 28	8 28	8 21	8 21
Gungah....."	8 48	9 10	9 10	8 48	8 48
Sandy Hollow....."	6 59	9 50	9 50	6 59	6 59
Myambat....."	7 11	10 10	10 10	7 11	7 11
Denman.....arr.	7 29	10 38	10 38	7 29	7 29
Denman.....dep.	7 34	11 0	11 0	7 34	7 34
Roxburgh....."	7 51	11 20	11 20	7 51	7 51
Roxburgh.....arr.	8 10	12 0	12 0	8 10	8 10
MUSWELLBROOK.....R { dep.	Week-Days.	Pass.	Pass.	Mail.	Mail.
		p m	p m	Sundays.	Sundays.
		1 9	1 9	8 m	8 m
NEWCASTLE.....R { arr.	4 23	4 23	4 23	12 29	12 29
NEWCASTLE.....R { dep.	4 45	4 45	4 45	3 24	3 24
SYDNEY.....arr.	8 15	8 15	8 15	6 55	6 55

\* The 8.15 a.m. train, Sydney to Tamworth, runs via Hamilton Junction, and calls at Waratah to pick up passengers for north of West Maitland only. Passengers from Newcastle, Honeysuckle, and Hamilton to travel by local train leaving Newcastle at 10.50 a.m., and join at Waratah.  
 † Passengers for Newcastle change at Waratah and go forward by local train leaving Waratah at 3.12 a.m.  
 \*\* Calls at stations Burwood to Redfern, inclusive, when required, to set down passengers from stations north of Hornsby.  
 R—Refreshments.  
 Change at Muswellbrook for Merriwa Line.



# 4 AM at the Airport (Revisited)

JAMES T WELLS

## IN SEPTEMBER 2010

**I**n [The Times](#) published an article with this title looking at International departures from Sydney airport.

That's six years ago. The interesting thing is that not much has changed over that period.

In 2010 there were 86 departures but one of these was to Melbourne – say 85 true International. In May 2016 on a selected Monday there were 94, an increase of only 10.6%, surely much less than the increase in passenger numbers. They say that aircraft typically have more seats but often B747's have been replaced with B777's which are smaller. Data on aircraft type are not readily available.

There are now three 'horror' departures before 7 am compared to two in 2010, the Emirates at 6 am to Dubai has been joined at that time by a Philippines to Manila but the 6.15 am Papeete has gone in favour of Fiji Airways to Nadi at 6.30 am. What a way to start a holiday! There are three more flights to this destination later in the day.

Incidentally Papeete airport is now known as Tahiti airport but still has

the code PPT. Getting there is now not easy; only one flight a week connecting via Auckland. This has some sentimental attachment for the author; he met his wife there (no, she's not Tahitian).

The time pattern of departures is much the same with the busy period still mid morning.

Auckland is still the number one destination. The only flights that are not simple 'terminators' (one stop) are British Airways - Singapore, London; Emirates - Bangkok, Dubai; Qantas – Dubai, London, Lan Chile – Auckland, Santiago; Air Canada – Vancouver, Toronto and Qantas – Los Angeles, New York. This is for a Monday; other days may be different.

This might seem an academic matter given the scope for connections at hubs such as Dubai but it is a great help to 'through' passengers if there are delays.

Of note is that there has been a large increase in the number of flights to mainland Chinese cities. In 2010 there were three – one each to Guangzhou, Shanghai, and Xiamen. Now there are seven with two to Guangzhou and








Shanghai, and one each to Shenzhen, Beijing, and Fuzhou/Changle. These are operated by four different Chinese airlines plus Qantas (one to Shanghai).

China has become an aviation power house. [Wikipedia](#) says of Beijing Airport:

*Beijing Capital has rapidly ascended in rankings of the world's busiest airports in the past decade. It had become the busiest airport in Asia in terms of passenger traffic and total traffic movements by 2009. It has been the [world's second busiest airport](#) in terms of passenger traffic since 2010. The airport registered 557,167 aircraft movements (take-offs and landings), ranking [6th in the world](#) in 2012. In terms of cargo traffic, Beijing airport has also witnessed rapid growth. By 2012, the airport had become the [13th busiest airport in the world by cargo traffic](#), registering 1,787,027 tonnes*

One development worthy of note is that there are two flights to Tokyo (Haneda) as opposed to Narita. Be careful if you are transiting Tokyo to make sure you get the airports right. One Haneda flight is operated by ANA

## International Departures

AIRLINE	FLIGHT	DESTINATION	SCHEDULED	ESTIMATED	TERMINAL	STATUS
 Philippine Airlines	PR214	Manila	6:00 am	6:00 am	T1	<a href="#">MORE DETAILS</a>
 Emirates	EK415 QF8415	Dubai	6:00 am	6:00 am	T1	<a href="#">MORE DETAILS</a>
 FIJI AIRWAYS	FJ914	Nadi	6:30 am	6:30 am	T1	<a href="#">MORE DETAILS</a>
 CHINA SOUTHERN	CZ3072	Shenzhen	8:15 am	8:15 am	T1	<a href="#">MORE DETAILS</a>
 CATHAY PACIFIC	CX110 QR5825 BA4132	Hong Kong	8:30 am	8:30 am	T1	<a href="#">MORE DETAILS</a>
 QANTAS	QF137 AA7329 EK5017	Christchurch	8:30 am	8:30 am	T1	<a href="#">MORE DETAILS</a>
 australia	VA181	Nadi	8:30 am	8:30 am	T1	<a href="#">MORE DETAILS</a>

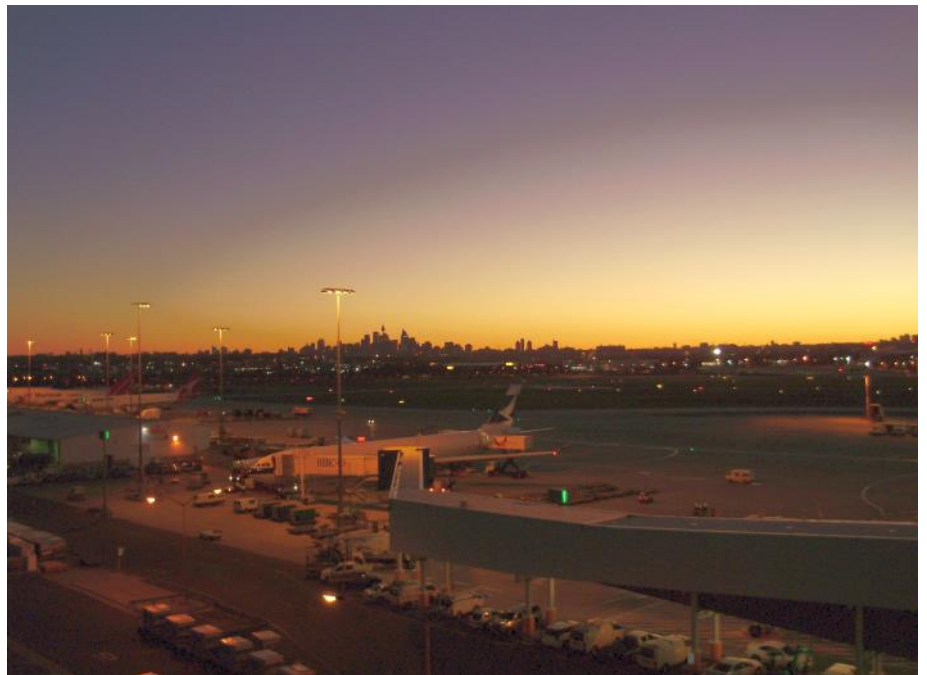
– All Nippon Airways at 8:55 pm, followed five minutes later by Qantas.

Despite the large Indian population now resident in Australia, there are no direct flights to any Indian city. This is not an aircraft range problem as there are several flights passing India for Middle Eastern airports.

Sydney Airport is to be [redeveloped](#) with the current Terminal 3 being used for all Qantas movements, both International and Domestic with Virgin moving to Terminal 1. This may make it difficult to look at departure data in future.

[Sydney Airport](#) Arrivals and Departures Boards

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## International Arrivals

AIRLINE	FLIGHT	ORIGIN	SCHEDULED	ESTIMATED	TERMINAL	STATUS
QANTAS	QF8 AA7375	Dallas	6:05 am	6:05 am	T1	<a href="#">MORE DETAILS</a>
BRITISH AIRWAYS	BA15 AY5915 IB4745	London Singapore	6:05 am	6:05 am	T1	<a href="#">MORE DETAILS</a>
QANTAS	QF2 EK5002	London Dubai	6:10 am	6:10 am	T1	<a href="#">MORE DETAILS</a>
CHINA SOUTHERN	CZ3071	Shenzhen	6:45 am	6:45 am	T1	<a href="#">MORE DETAILS</a>
SINGAPORE AIRLINES	SQ221 A31213 VS7221 LH9780 VA5515 TK9312	Singapore	6:55 am	6:55 am	T1	<a href="#">MORE DETAILS</a>
Emirates	EK412 QF8412	Dubai	7:00 am	7:00 am	T1	<a href="#">MORE DETAILS</a>
QANTAS	QF42	Jakarta	7:05 am	7:05 am	T1	<a href="#">MORE DETAILS</a>
CATHAY PACIFIC	CX111	Hong Kong	7:10 am	7:10 am	T1	<a href="#">MORE DETAILS</a>
JAL	JL771 LA8371	Tokyo	7:10 am	7:10 am	T1	<a href="#">MORE DETAILS</a>
QANTAS	QF82 9W4082 EK5062 MU8470 AY5011 UL3372 PG4535	Singapore	7:10 am	7:10 am	T1	<a href="#">MORE DETAILS</a>
QANTAS	QF20	Manila	7:10 am	7:10 am	T1	<a href="#">MORE DETAILS</a>

