



The Times

March 2017

A journal of transport timetable history and analysis



Inside: ↑ Smellovision comes to Moss Vale by train
Collecting Mileage
Mark Twain complains
Melbourne Best Bus Route

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Australia's first timetables

Letter from JIM WELLS

This article (Feb 2017) was most interesting. One thing that caught my eye was the fares for Melbourne – Hobsons Bay and Sydney - Parramatta. The fare on the former was 15c one way. In those days ordinary people would have earned about \$2 per week* so five return trips would have cost \$1.50 or 75% of an ordinary person's income. The third class fare in Sydney was not that much more at 20c but the journey distance was much greater. In addition Sydney had second and first class fares.

* the [cost of living](#) has escalated 3600% since 1861—see chart—Editor



Shenanigans on the South Part 1

How Max made the XPT early

MAX MICHELL, GEOFF LAMBERT *and* OTHERS

Background by The Editor, Geoff Lambert. I work, now and then, at Sydney Western University at Macarthur and usually catch the 07:15 train out of Wynyard [I wrote about this in The Times of August 2015] My T2 line train is usually overtaken by the Melbourne XPT near Padstow and I see no more of it. Sometimes, I catch a much later Express from Wynyard to Campbelltown and walk to Macarthur from there. This is what I did on the day in question.

On this day, Max Michell was travelling to Melbourne on the XPT and his story is below. On this day also a group of peripatetic rail enthusiasts were making an excursion Sydney-Wollongong-Moss Vale-Sydney. They were due through Macarthur at 14:12, where I joined them to travel to Campbelltown, where we changed to a T2 Express to the City. The story of this day, written by various participants, follows:

Max Michell

LAST TUESDAY I HAD TO travel to Melbourne and since I am long overdue for re-exam in the Southern/North Eastern line I decided to go by train.

The daylight XPT is 07.32 out of the starting blocks at Centrali (or should that be Centralx) so I needed to get the 04.25 up from Hamilton due at Morisset at 05.03 which would get me to Grand Central with 36 minutes to get from one train to the other. The Sydney Trains web site at 04.20 said all was well so off we went.

At Morisset the dulcet tones on the down side tannoy mumbled something about 'overhead' but it seems that it didn't affect the up direction.

The up 8V set arrived more or less as advertised and apart from some very tentative braking (which cost a few minutes) we were all OK at Gosford - or were we?. The lady guard announced as we ground to a halt that we were altered to an all stations to Hornsby - although that normally would have put us into Sydney with at least half the connect time still available. However we idled our time at Gosford, which as it turned out was to allow the up Casino XPT to overtake via platform 2. If only I had known!

We ambled off out of Gosford after being becalmed for nearly 7 minutes and engaged in an uninspiring all stations (to Hornsby) run which by then had cost ra-

ther more time than it should have. Having observed the proceedings up to Woy Woy I went back (through a overcrowded train where steps were used as seating by third class passengers) and informed her about the 07.32 connection and asked her to contact Control. Her first response was 'no hope' but after a while she said she would do something. At km 42 (between Mt Kurin-gai and Berowra) we passed a down 4V set which looked to have half a pantograph at best and certainly was never going to move under its own power for quite a while.

Out of Hornsby we were 30 minutes late leaving the barest of margins - but at least we were on the path of the next inter-city train. With a sense of foreboding I decided to go for Sinney and a quick connection. But the lady guard had been busy (?) and, after Eastwood (where virtually no one could board since the train was now hopelessly overloaded), made several announcements that Strathfield was next and and passengers for the Melbourne XPT should alight here. Eh, says I, it is quite a while since the XPT or any Southern train went that way, but NSW are good at extemporising so they must have decided to divert via the old route to save the day.

I bailed out at Strathfield and had a few words with the guard who said that 'they' all agreed Strathfield was the place. The train then swept off (from platform 2 (up main) for a change) towards its destination while I wandered over to platform 3 and my destiny. As I half expected, platform 3 knew nothing of the XPT apart from the fact that I had by now definitely missed it. It was apparent the guard had not spoken to Control at all but only presumably to the driver or some other Northern functionary who had zip all knowledge of events outside their local silo.

Just when all seemed lost the two employees on platform three received a visitation from an elderly couple from Wyong and soon after a younger girl from places North who were also looking for the same XPT. There is undoubtedly strength in numbers and thus it was that the four of us were hurried over to platform 8 to get the 07.32 Leppington to Glenfield and to there catch the (by then) waiting XPT.

Despite being a Waratah running, was measurably more laconic than even our overly tentative driver on the inter-city, but then the Leppington train did have a timetable which had trouble keeping up with

the train.

Strathfield obviously followed up such that when we arrived at Glenfield the XPT crew were waiting at the car we were in and had a single XPT door right opposite open for our transfer. The end result was that we got our train while everyone else (and there were a lot of them) were delayed by around 12 minutes. And that is why the Melbourne to Sydney XPT turned up at Junee at around 13.38 instead of the advertised 13.51 - we made the up XPT early!! In fact it was advanced to the up main north of the crossing to wait until we had departed south, then backed up to the platform to conduct passenger business - still early by a smaller margin.

Running was fairly ordinary through to Junee although the ARTC schedules are all over the place - probably a product of people in dark caves who have never got their hands dirty in the actual areas they schedule for. After Junee we seemed to have a driver with a bit of get up and go, who got up and went where the speed restrictions allowed (and there were far too many of those). Wagga to Albury, with four intermediate stops had a run time (dwell excluded) of 65min 35sec for 125.09km - an average of 114.5 km/h. Even better passing Violet Town to passing Wallan with one intermediate stop was run in 61min 47 sec for 122.04km - an average of 118.5 km/h (and that with a nominal maximum of 130 km/h).

Arrival into Southern Cross was exactly the same lateness as our departure from Glenfield. At the former I walked straight onto E6022 for the relatively fast run to St Kilda where I arrived around 19.05 - the end of a very long day of travelling. I must try it again sometime, although in future I suspect I will be dropping the Morisset - Sydney portion as no longer relevant.

On the return two days later I got the same 17.37 Skybus from St Kilda as a month or so ago and from three free passengers last time it has risen to six paying passengers this time. The flight home arrived 10 minutes ahead, a normal occurrence except when there are northerly winds.

Comments from anonymous participants

Thanks for the report. I didn't realise the full extent of the high drama when we briefly said hello at the door of Car D on Moss Vale station. It did seem the ARTC schedules were all over the place, as the

XPT seemed to have run through a vast array of late running freight trains on the way south. Prior to your arrival, I got off the Up Xplorer to see a lone 8165 on the second division of the Sydney garbage train (1223) in the Down Relief at Moss Vale. As the morning slowly warmed up during the 20 minute wait, it was clear the containers are not hermetically sealed, providing the 'customers' waiting for the XPT with a stiff bouquet of Sydney's finest putrescible waste!

After the brief 'staff exchange' between two of us at 0933, the next half hour was a pretty hectic procession of trains through Moss Vale. Not long after the XPT departed, 1223 departed for Crisps Creek around 0940. From the vantage point on the station access road bridge, a set of headlights came into view, with the late running 1311 Qube Harefield intermodal train, led by QBX001/006 with a pair of VLs in the shafts. The crew must have used their hours up as there was a quick crew change before the Qube departed at 0947. Less than 10 minutes later, another set of headlights came into view, with 8116/8177 on a Down empty limestone train. Again, a fast crew change before this train took off to the south at 0958. Amidst the freight traffic, the 2-car Endeavour set of SN35 arrived, terminated and turned back in the Up platform, while on the Down, another Down limestone train (this time NR15/NR115 in push-pull mode) departed after a crew change at 1034 and an Up Limestone train with NR120 bringing up the rear departed at 1108, again after swapping crews.

Things quietened down after that into a regular rhythm of arrival, turn back and departure of Endeavour sets for the next couple of hours until the arrival of the other Grumpies arriving on the NSW Trainlink Charabanc from Wollongong just after 1300.

Can I also add that 'the smell' on the Down Platform at Moss Vale is just another story in the ongoing saga of the contempt rail

operators and organisations show to the travelling public. In 2011, I noticed that the bus interchange at Dandenong station is in just the right place for the contractors to leave the rubbish skip—right on the pedestrian access route to the station, effectively equating the passengers who arrive by bus at the station as equivalent to garbage. The park and ride passengers have no such reminder of their lowly status.

From Jim Wells: The reason why your Sydney train was early at Juncie was because it didn't go into the hole at Harefield for the down as scheduled.

Almost certainly the reason for holding you at Juncie is to prevent confusion for joining passengers – the first train is to Melbourne, the second Sydney.

There was the LOL – Little Old Lady - incident at Cootamundra years ago when the LOL got onto the down by mistake and they stopped both trains on the double track to affect a transfer.

This is an issue that exists elsewhere on the network. Does anyone have any experience of North Coast practice?

From "John": Re the situation at Juncie, it appears that the Melbourne bound XPT MUST go through first. On one occasion while travelling to Sydney on the XPT, we were over 20 minutes early and the announcement from the excited train staff was that we would be able to cool our heels on the station while we got back on time. We were however, NOT to leave the station as we would miss the train.

Unfortunately, the Down XPT was running late so we were put into the Up siding for 20 minutes while the late running train arrived and departed the station. We then propelled into the platform and departed 10 minutes late, time we never recovered and especially from Campbelltown as we got stuck behind a local.

Someone suggested that a crew change is

required and the Melbourne train must come first because it is only the driver who changes' Having come from Sydney, s/he would have to stay overnight. Others said it is to prevent confusion amongst the pensioners who are waiting for the trains and would catch the wrong one if the Sydney bound train came first.

From Phil Laird: Our day out to Moss Vale for lunch for four of us from Sydney, one from Canberra, and one from Wollongong. Plus one from Lake Macquarie earlier in the day with 90 seconds at Moss Vale Station on an XPT SYD MEL. On the way back to Sydney, Geoff Lambert joined the group.

We were then treated to some fairly fast (for NSW at least) train running at up to 110 km per hour between Holsworthy (26.76 km) and Wolli Creek (7.3 km). The timetable allows for 15 minutes, and over the 19.46 km, this is an average speed of about 78 km/h. Is this Sydney Trains fastest?

This train trip relies on three relatively new developments

1. Holsworthy opened in December 1987
2. Wolli Creek station was built as part of the Airport line opened on 21 May 2000.
3. Quadruplication from Kingsgrove to Revesby from April 2013.

From Jim Wells again: I checked the driver's route knowledge diagrams which shows all speeds on speed boards - 115 the highest. From a quick look trains running non stop through Glenfield ex East Hills can run at this speed. Signalling specially overlaps may be the reason why higher speeds aren't allowed.

From Geoff Lambert: I was on my way to Macarthur when all of this happened but I noticed the displays there were showing "Delays due to previous train fault" for the Central Coast line, so I thought you would have been in trouble.

On the question of XPT diversions, Victor Isaacs, a mileage collector, made a day return to Sydney recently when there was a closedown and the XPTs and Canberra services were run via the SSFL. I am not sure what happened with Campbelltown passengers. [see next story]

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Shenanigans on the South Part 2

A boon for a mileage collector

VICTOR ISAACS

A REPORT IN THE SEPTEMBER 2016 edition of the ATA's news magazine Table Talk alerted me to the possibility of a prospective trip on railway lines, not very far from home, and of great interest, but usually very hard to travel on – indeed on railway lines not hitherto travelled on by me.

On the weekend of 10 and 11 September the main NSW Southern line was to be closed for scheduled track-work from Campbelltown and Leppington to Fairfield, and Liverpool to Sefton Park Junctions. This would mainly affect services of Sydney Trains, which were replaced by buses. It also, of course, affected NSW TrainLink passenger services. In recent years, Southern line closedowns have resulted in all Canberra trains being replaced by buses for the entire journey. Not so on this occasion. Instead the morning Canberra-Sydney trains, midday trains in both directions and evening Sydney-Canberra trains were replaced by buses only between Campbelltown and Sydney or v.v.

Even more interestingly, the evening trains (at 1720) from Canberra on both days, and the morning trains (at 0657) from Sydney on both days were to run for their full journey between Canberra and Sydney and v.v. However, within the Sydney suburban area, rather than taking the usual route, they would travel via ARTC's Southern Sydney Freight Line.

Recently, NSW TrainLink has seemed to have abandoned the practice of always substituting buses when there are disruptions, and they now seem to try to run trains when possible.

I am actually being "very economical with the truth", because I wrote the report in Table Talk. The report concluded with the words "This will be a real boon for those who like travelling over rare trackage". Perhaps I should have written this sentence in the singular rather than the plural, as it really applied to me.

The American rail fan movement has two great phrases to describe the type of person who likes to travel on rare trackage. They are described as "mileage collectors" or "track bashers". This was a great opportunity for me to add the ARTC's Southern Sydney Freight Line to my mileage collection.

Alterations to schedules north of Joppa Junction (south of Goulburn) were set out in ARTC's [Train Alteration Advice 0895-](#)

[2016](#). As per ARTC practice, this remains on [ARTC's very public website](#). Alterations to the schedules of the Canberra trains south of Joppa Junction were set out in a John Holland Rail NSW Country Regional Network's [Country Train Notice](#). This was cryptically headed something like "Alterations: Work Program Week 14". Unfortunately, this Notice is no longer available. This is because John Holland's practice is that once their Country Train Notices have expired they drop off their public website.

NSW TrainLink's 3-car Xplorer DMU departed Canberra on time on Saturday evening 10 September at 1720. Unsurprisingly, for a Saturday night, it was not very full. We had an excellent, almost on-time run. Until we reached Sydney's outskirts, the only unusual feature was a momentary stop at Picton. Presumably this was to pick up a pilotman, perhaps a driver from a rail freight operator who was qualified over the Southern Sydney Freight Line.

At Macarthur South Junction (scheduled 2047, actual time 2053) we diverged from the usual route, by passing on to the ARTC Southern Sydney Freight Line. In truth, the first section of the trip along the Southern Sydney Freight Line from Macarthur South Junction to Glenfield was not exciting because, although it was "new" trackage for me, it is in the same rail corridor as the usual route. We did sweep around the back of Campbelltown yard, but that was all. At Glenfield the Freight Line crosses from the west to the east side of the passenger lines via the third of the three rail overpasses at this over-engineered location. At Liverpool we swept through the back of the yard. Then it was parallel to and on the southern side of the passenger lines via Leightonfield. After Glenfield, the line is more interesting, but interest was again muted, because it was dark.

On the ARTC Freight line, the train seemed to have been timetabled generously. Hence we made up time. After Sefton Junction (scheduled 2121, actual time 2118) this really was travelling on new territory for me, on any description. We moved along at a fairly fast pace, until we were passing by the large Enfield Yard where we slowed down. At Campsie, we re-emerged to "civilization" in the form of again being parallel to a regular passenger line, albeit a route usually unknown to Canberra line trains. We ran parallel to this passenger line from Campsie to Marrickville. At Marrickville, two advantages of

riding unusual lines became apparent, in addition to the usual satisfaction of adding a line to my collection. Firstly, I had not hitherto appreciated the complexity of the goods junctions at Marrickville and secondly, there was a good view of the back of TrainLink's Meeks Road XPT depot. From here we were back along the train's usual route, albeit somewhat later than usual. This train is usually scheduled to arrive into Sydney Central at 2125. On this day, it was rescheduled to arrive at 2201. In fact, we arrived at 2154.

There was a small problem that I had to solve in Sydney. Arriving in Central late at night, and leaving again early next morning, I had to stay near the station. However, all nearby hotels were either booked out, or charging eye-wateringly large amounts. I solved the problem by returning to my youth with a stay at the Backpackers' Hostel. This is very close to Central station, and was quite acceptable, at least for a one-night stay.

Departure from Sydney on Sunday morning 11 September was at the usual weekend time of 0657. The usual route was again taken as far as Marrickville. The trip this morning was much more interesting because it was in daylight. The Meeks Road XPT depot, the complicated Marrickville junctions, and especially, the huge Enfield Yard could all be seen. There were lots of trains and lots of locomotives to see at Enfield. These included a train headed by three Fletchers locomotives – rare for a Canberra boy to see.

We had a momentary stop at Sydenham, presumably to pick up a pilotman, and later a brief stop at Picton, presumably to set him down.

On the amended schedule, we were timed to halt at Leightonfield ARTC Loop from 0738 to 0750. However we continued through non-stop at 0738. Instead we had a stop at Glenfield Loop, on the flyover. The schedule had us through here non-stop at 0800, but we stopped from 0753 until 0803 to allow a long northbound Aurizon freight train to pass through.

Because of the diversions, Campbelltown stops were omitted in both directions.

At Macarthur South Junction (scheduled time 0811, actual 0820) we passed back to the usual ARTC South line. From here the train had been rescheduled to run 34 minutes later than normal. In fact, we consistently ran 46 minutes later than normal as far as Queanbeyan. There was recovery time written into the schedule on the final stretch and so we made up seven minutes of our lateness. Hence arrival in Canberra was at 1143, compared to the usual arrival time of this train at 1107 and the rescheduled arrival time of 1140.

This was a very satisfying trip indeed.

SP34 on Sat 10/09/2016 will run as per JHR to pass Joppa Junction 1340, arrive Goulburn 1345 depart 1346, arrive Bundanoon 1421 depart 1422, arrive Moss Vale 1436 depart 1437, arrive Bowral 1443 depart 1444, arrive Mittagong 1448 depart 1449, pass Macarthur 1541, then as per Sydney Trains.

SP36 on Sat 10/09/2016 will run as per JHR to pass Joppa Junction 1845, arrive Goulburn 1851 depart 1854, pass North Goulburn 1856, Murrays Flats 1859, arrive Bundanoon 1929 depart 1930, arrive Moss Vale 1944 depart 1945, arrive Bowral 1951 depart 1952, arrive Mittagong 1956 depart 1957, pass Glenlee Junction 2046, Macarthur South Junction 2047, Glenfield Loop 2101, Leightonfield (ARTC) 2116, Sefton Park Jctns (EW) 2121, SOY 2126, Chullora Jct South 2129, Enfield 2134, Marrickville Junction 2150, then as per Sydney Trains.

SP31 on Sun 11/09/2016 will run as per Sydney Trains to pass Marrickville Junction 0710, Enfield 0724, Chullora Jct South 0727, SOY 0733, Sefton Park Jctns (EW) 0735, arrive Leightonfield (ARTC) 0738 depart 0750, pass Glenfield Loop 0800, Macarthur South Junction 0811, Picton 0829, arrive Mittagong 0901 depart 0902, arrive Bowral 0906 depart 0907, arrive Moss Vale 0912 depart 0913, arrive Bundanoon 0925 depart 0926, pass Wingello 0935, Marulan 0943, arrive Goulburn 1002 depart 1007, pass Joppa Junction 1013, then as per JHR.

SP34 on Sun 11/09/2016 will run as per JHR to pass Joppa Junction 1340, arrive Goulburn 1345 depart 1346, arrive Bundanoon 1421 depart 1422, arrive Moss Vale 1436 depart 1437, arrive Bowral 1443 depart 1444, arrive Mittagong 1448 depart 1449, pass Macarthur 1541, then as per Sydney Trains.

SP36 on Sun 11/09/2016 will run as per JHR to pass Joppa Junction 1845, arrive Goulburn 1851 depart 1854, pass North Goulburn 1856, Murrays Flats 1859, arrive Bundanoon 1929 depart 1930, arrive Moss Vale 1944 depart 1945, arrive Bowral 1951 depart 1952, arrive Mittagong 1956 depart 1957, pass Glenlee Junction 2046, Macarthur South Junction 2047, Glenfield Loop 2101, Leightonfield (ARTC) 2116, Sefton Park Jctns (EW) 2121, SOY 2126, Chullora Jct South 2129, Enfield 2134, Marrickville Junction 2150, then as per Sydney Trains.

SN25 on Sat 10/09/2016 will run as per Sydney Trains to depart Macarthur 0637, arrive Menangle Park 0641 depart 0642, arrive Menangle 0644 depart 0645, arrive Douglas Park 0650 depart 0651, pass Allied Mills Siding Maldon Jct 0656, arrive Picton 0700 depart 0701, arrive Tahmoor 0708 depart 0709, arrive Bargo 0715 depart 0716, arrive Yerrinbool 0727 depart 0728, arrive Mittagong 0740 depart 0741, arrive Bowral 0744 depart 0745, arrive Burradoo 0747 depart 0748, pass Moss Vale Junction 0752, arrive Moss Vale 0753 terminate.

[The full TAA](#) is on the ARTC Train Advice site,

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Key Train Changers at Albury

TIM FISCHER, AC

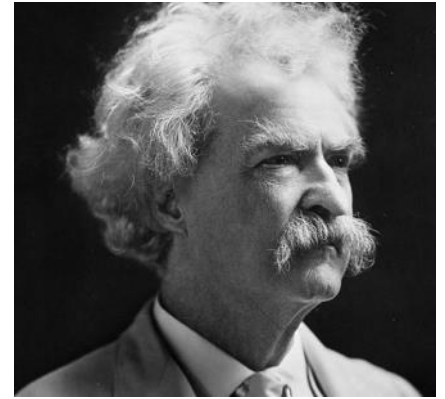
ALBURY RAILWAY STATION opened in 1881 with the arrival of the mainline from Sydney, in 1883 the Victorian Irish broad gauge was built across the Murray River and at last the rail connection made between Australia's largest two cities. From 1883 until 1962, all through rail passengers between Sydney and Melbourne had to change at Albury, across the long platform. NSW trains operated on the east side and Victorian trains including the Spirit of Progress on the west side. Nothing can match the list of VIPs and others that changed trains at Albury, not even at the key stations between France and Spain and between Poland and Russia, Europe being largely Stephenson standard gauge but with a break of gauge with Spain and Russia. Meanwhile Canada, USA and Mexico are all standard gauge.

Top Twenty Five Great Train Changers at Albury: (* At various times 1883 to 1962)

- Edmund Barton *
- William Bridges 1915 (horizontal in a coffin ex Gallipoli)
- Ben Chifley *
- Agatha Christie 1920
- Duke of Cornwall (later King George V) 1901
- Arthur Conan Doyle 1920
- Russell Drysdale *
- Prince Henry, Duke of Gloucester 1934
- Walter Burley Griffin *
- W M Hughes *
- Isaac Isaacs 1933, AC
- D H Lawrence 1922
- Enid Lyons *
- Rudyard Kipling 1891
- Douglas MacArthur 1942
- John McEwen *
- Mary MacKillop *
- Dame Nellie Melba 1931 (horizontal in a coffin, huge crowds present)
- R G Menzies *
- Thomas Mitchell *
- John Monash 1891
- R L Stevenson 1890
- Mark Twain 1895
- H G Wells 1939
- Duke of York (later King George VI) 1927

After being routed out of his bed at 0500 at Albury, Mark Twain famously wrote: "*Which paralysis of Parliamentary intellect dreamt up the 'Break of Gauges' in Australia!*"

Finally, it is true many famous used rail notably in Europe and the USA 1850 to 1950 but because the big capital cities all had multiple stations for long distance trains (e.g. London then and now has seven grand terminal stations), the good and



great were dispersed amongst various stations. Conversely Albury had total command of all rail passenger traffic between the two largest cities of Australia for eight decades, hence justifying the

claim:

Albury Railway Station = the world's most used railway station 1883 to 1962 by the bold and the beautiful, the famous and the greatest!

Airport Busyness

Letter from **MAX MICHELL** re **JIM WELLS'** article in *The Times* of November 2016

I WAS INTERESTED IN YOUR item in the latest Times. As you probably know I keep a bit of an eye on the comings and goings of aircraft across the country as well as occasionally at overseas locations. I use flightradar24 as my primary source rather than individual airport web sites. Flightradar gives a listing of scheduled aircraft movements at airports as well as the aircraft type and rego.

So surveying Sydney it is possible to get 24 hours of flight data for arrivals or departures with specifics of aircraft types as a bonus.

My feeling is that Monday is a 'dull' day for departures—later in week or weekends seem to have greater flight numbers.

Quite a few overseas routes are less than daily - including the Air India B787 which runs daily from Oz but 4 times ex SYD and 3 from MEL to Delhi. I suspect if you got a weekly

count of Chinese flights you would have a far greater growth in flight numbers than the numbers you derived from the Monday analysis.

A significant trend is for dispersal of overseas flights to other cities (including regionals at Coolangatta and Cairns in particular) - “hub busting” in the current vernacular. There are quite notable numbers from ADL, PER and DRW these days even if only to nearby resort locations.

There is also a tendency to use of single aisle aircraft for quite long haul flights to far places (fortunately such aircraft are range limited which stops them being used in excess). Things like ADL - Auckland, PER - Singapore are run with A320 / B737 types, which does not appeal to me even for longer haul domestic flights.

One trend that has been happening is the reduction in 747 numbers in favour of A330, B777 and more recently

B787 types - all smaller but in practice I suspect more frequent as well.

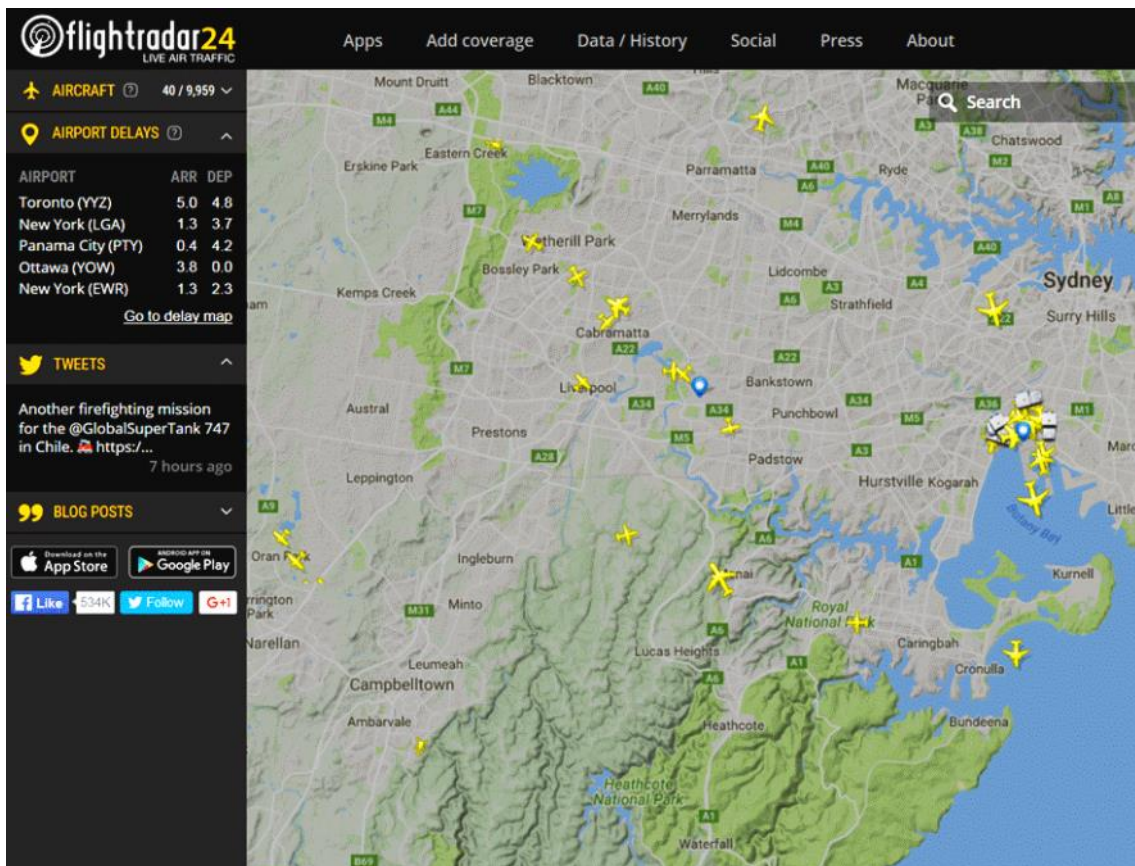
Qantas and Thai are the two main consistent 747 operators although others such as Korean sometimes use them at peak times (although sometimes the SYD - Seoul B777 runs as an A380).

As far as [airport codes](#) go some Chinese ones are notable. Beijing is PEK for instance. This may also happen in India and other places where the Anglo name has been overtaken by an indigenous name but the old code has been retained.

All very interesting and time consuming, much as railways are!!

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The 223 – one of Melbourne’s Best Bus Routes? Yarraville to Highpoint Shopping Centre

GEOFF MANN

OK, BEST IS A SUBJECTIVE assessment. But the 223 has a lot going for it from a user’s point of view.

Most importantly, it is frequent. Not as frequent as some, but these days, a bus every 15 minutes during the day and a 20 minute frequency at night Monday to Saturday is not bad. Sundays and Public Holidays also get a 20 minute afternoon frequency whilst mornings and night services are every 30 minutes. Not only that, the timetable is almost memory style with consistent departure times at 00, 15, 30 and 45 minutes past the hour from each end. Saturdays, for some reason, goes a bit awry. Despite the 82 tram route being almost parallel, the 223 has held onto these frequencies.

It is short, so delays caused by congestion are potentially reduced—although

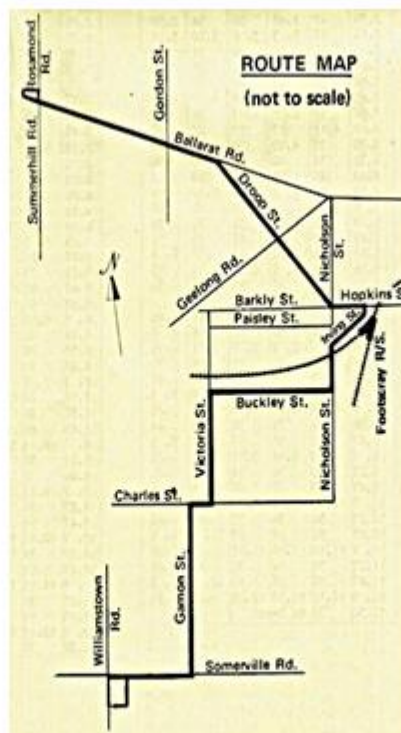
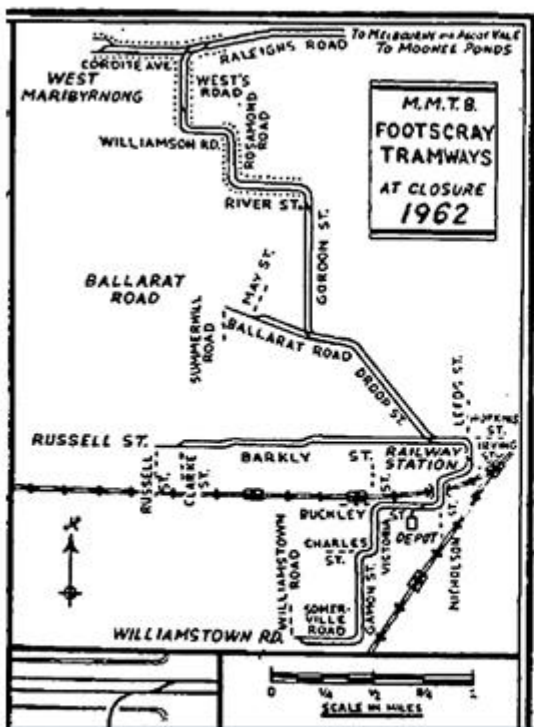
I suffered just that on a quiet day due to a prang at an intersection.

Presumably, the route enjoys good patronage, as it should. It links residential areas with major shopping destinations. It traverses busy Footscray but Highpoint Shopping Centre at the northern end is the main drawcard. This Centre was opened in 1977 and has expanded to become Australia’s fourth largest. The south end of the route is rather quiet. Although officially in Yarraville, the terminus is in Somerville Road Kingsville, a rather obscure and struggling small shopping locality. The area was densely populated and known as a working class area before becoming more gentrified. Gamon Street Seddon is now a restaurant destination. Footscray and to the north has a strong Vietnamese influ-

ence.

So much for the present day. The past is most interesting, for the 223 was not always a bus route. Until 1962, it was a tram route, part of the Footscray network of three short routes. Once isolated, they were linked to the rest of Melbourne’s tram system with the completion of the Footscray to West Maribyrnong and Moonee Ponds line. This was constructed in 1941, essentially to transport workers to the Maribyrnong munitions and explosives factories during WWII. It became the M&MTB tram route 82 in 1954. Fortunately, it has survived despite low periods and threats of closure.

Needless to say, all routes in the area were busier in earlier times. The local tram routes were quite short and this was a possible catalyst for closure as



Evolution of Route 223 from tram to present day

M&MTB buses from the city were already traversing Footscray to Sunshine and destinations further west. The three routes (Williamstown Road, Russell Street and Ballarat Road) were worked by single truck (4 wheel) tram-cars of the X1 and X2 classes.

The tram timetables (pages 11-12):

All routes changed to bus operation on Saturday afternoons (despite early evening peaks) and all day Sundays. Ballarat Rd was the only local route to have a Sunday morning service as it was through routed to Moonee Ponds under bus operation.

The Williamstown Rd and Russell St routes had a slightly reduced frequency in the morning on weekdays, but had additional services after about 10:30pm. Ballarat Rd was more consistent during the day and late evening. Saturday morning was the busiest period with 7/8 minute frequencies.

The 1964 bus timetables (Page 13):

Weekday peaks had all but disappeared from the Williamstown Rd and Russell St routes and they were still without Sunday morning services. Saturday mornings had peak services on all routes, but Russell St missed out extras on early Saturday evenings. An odd working was the 7:40pm from Williamstown Rd which is shown as a through working to Essendon Depot – odd because as far as I know, Essendon did not house buses.



By 1972, the Williamstown Rd and Ballarat Rd routes were shown in a combined timetable as one route, designated Route 223. Weekday peaks were about every 11-12 minutes. Off peak and evening frequencies were 15 and 20 minutes, much as they are today. Saturday frequencies were 12 minutes AM, 15 minutes PM but now 30 minutes at night (20 minutes in 2016). Williamstown Road was still without Sunday morning buses. By this time, the Russell St route had been absorbed into the Footscray – Sunshine bus route.

So by 1972 we now have the 223, still shown as terminating in Ballarat Road at Rosamond Rd despite the fact that the buses on Saturday afternoons and Sundays continued north along Rosamond Rd (replacing Moonee Ponds trams). By 1976, this was designated

as the Highpoint West extension and by 1982 most trips extended to the Shopping Centre during shopping hours. It was also made clear that the buses did continue to Moonee Ponds on Saturday afternoon and Sundays replacing the 82 tram. By 1995, the 82 tram had returned to full time operation.

At the south end, an extension to Yarraville Station was implemented in 1996 but this had ceased by 2003.

Privatisation came in 1998 to the 82 tram and the 223 bus, today operated by Yarra Trams and Transdev respectively. The two routes have settled down to a seemingly peaceful co-existence.

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WILLIAMSTOWN RD. — FOOTSCRAY RLY. STN.

WEEKDAYS (TRAM)

FROM WILLIAMSTOWN ROAD	FROM FOOTSCRAY RLY. STN.
A.M. 6 18, 32, 44, 54	A.M. 6 4, 19, 34, 49
7 4, 14, 24, 34, 44, 54	7 1, 13, 23, 33, 43, 53
8 4, 14, 24, 34, 44, 54	8 3, 13, 23, 34, 43, 58
9 9, 24, 39, 54	9 13, 23, 38, 53
10 9, 24, 39, 54	10 8, 23, 38, 53
11 6, 17, 28, 40, 52	11 8, 23, 35, 46, 57
P.M. 12 4, 16, 28, 40, 52	P.M. 12 9, 21, 33, 45, 57
1 4, 16, 28, 40, 52	1 9, 21, 33, 45, 57
2 4, 16, 28, 40, 52	2 9, 21, 33, 45, 57
3 4, 16, 28, 39, 51	3 9, 21, 33, 45, 57
4 2, 12, 22, 32, 42, 52	4 9, 21, 31, 41, 51
5 2, 12, 22, 32, 42, 52	5 1, 11, 21, 31, 41, 51
6 2, 12, 22, 32, 42, 52	6 1, 11, 21, 31, 41, 51
7 2, 12, 22, 32, 47, 52x	7 1, 11, 21, 31, 41, 51
8 2, 17, 30, 45	8 5, 20, 35, 50
9 0, 15, 30, 45	9 3, 18, 33, 48
10 0, 15, 30, 45, 57	10 3, 18, 33, 45, 55
11 8, 15, 34, 38x, 52	11 5, 15, 27, 39, 52
A.M. 12 5, 18x, 33x	A.M. 12 7, 22

SATURDAYS (TRAM AND BUS)

FROM WILLIAMSTOWN ROAD	FROM FOOTSCRAY RLY. STN.
A.M. 6 18, 33, 48	A.M. 6 4, 20, 36, 52
7 3, 18, 33, 48	7 7, 22, 37, 52
8 3, 13, 24, 35, 46, 57	8 7, 22, 33, 44, 55
9 7, 17, 25, 33, 40, 48, 55	9 6, 17, 27, 36, 42, 49, 56
10 3, 10, 18, 25, 33, 40, 48, 55	10 4, 11, 19, 26, 34, 41, 49, 56
11 3, 10, 19, 26, 34, 41, 49, 57	11 4, 11, 19, 26, 34, 41, 49, 57
P.M. 12 5, 16, 27, 38, 50	P.M. 12 5, 12, 20, 27, 37, 47, 59
1 0, 15, 30, 45	1 4, 14, 29, 44, 59
2 0, 15, 30, 44	2 14, 29, 44, 59
3 0, 15, 30, 45	3 14, 29, 44, 59
4 0, 15, 30, 40, 50	4 14, 29, 39, 49, 59
5 0, 10, 20, 30, 40, 50	5 9, 19, 29, 39, 49, 59
6 0, 10, 20, 30, 40, 50	6 9, 19, 29, 39, 49, 59
7 0, 10, 20, 30, 40, 53	7 9, 19, 29, 39, 49, 59
8 8, 23, 38, 53	8 9, 19, 27, 42, 57
9 8, 23, 38, 53	9 12, 27, 42, 57
10 8, 23, 38, 53	10 12, 27, 42, 57
11 8, 24, 45, 53x	11 12, 27, 42, 57
A.M. 12 8, 22, 37x	A.M. 12 11, 26

x To Footscray Depot

SUNDAYS (BUS ALL DAY)

FROM WILLIAMSTOWN ROAD	FROM FOOTSCRAY RLY. STN.
P.M. 1 35, 53	P.M. 1 24, 41, 57
2 10, 25, 40, 55	2 9, 20, 35, 50
3 10, 25, 40, 55	3 5, 20, 35, 50
4 10, 25, 40, 55	4 5, 20, 35, 50
5 10, 25, 41	5 5, 20, 35, 50
6 1, 21, 41	6 8, 28, 48
7 1, 21, 41	7 8, 28, 48
8 1, 21, 41	8 8, 28, 48
9 1, 21, 41	9 8, 28, 48
10 1, 21, 41	10 8, 28, 48
11 1, 24, 36x, 47x	11 8, 26, 36

x To Footscray Depot

BUS FROM 1.15 P.M. EX. WILLIAMSTOWN ROAD

BUS FROM 1.4 P.M. EX. FOOTSCRAY RLY. STN.

Depart mins later IN OUT

FARES AND SECTIONS

— 10 Williamstown Road	—
4 6 Charles and Gamon Street	6d
10 — Footscray Railway Station	10d 6d

B. H. MISSON, Traffic Manager

RUSSELL ST. — FOOTSCRAY RLY. STN.

WEEKDAYS (TRAM)

FROM RUSSELL STREET	FROM FOOTSCRAY RLY. STN.
A.M. 6 7, 25, 40, 52	A.M. 5 56
7 4, 14, 24, 34, 44, 54	6 11, 27, 41, 53
8 4, 14, 24, 34, 44, 54	7 3, 13, 23, 33, 43, 53
9 4, 14, 29, 44, 59	8 3, 13, 23, 33, 43, 53
10 14, 29, 44, 59	9 3, 18, 33, 48
11 14, 26, 36, 48	10 3, 18, 33, 48
P.M. 12 0, 12, 24, 36, 48	11 3, 15, 26, 37, 49
1 0, 12, 24, 36, 48	12 1, 13, 25, 37, 49
2 0, 12, 24, 36, 48	1 1, 13, 25, 37, 49
3 0, 12, 24, 36, 48	2 1, 13, 25, 37, 49
4 0, 12, 22, 32, 42, 52	3 1, 13, 25, 37, 49
5 2, 12, 22, 32, 42, 52	4 1, 11, 21, 31, 41, 51
6 2, 12, 22, 32, 42, 52	5 1, 11, 21, 31, 41, 51
7 2, 12, 22, 32, 42, 56	6 1, 11, 21, 31, 41, 51
8 11, 26, 41, 54	7 1, 11, 21, 31, 43, 57
9 9, 24, 39, 54	8 12, 27, 40, 55
10 9, 23, 36, 46, 56	9 10, 25, 40, 55
11 6, 18, 30, 43, 58	10 10, 25, 35, 44, 55
A.M. 12 13, 33	11 7, 18, 30, 45
	A.M. 12 2, 22

SATURDAYS (TRAM AND BUS)

FROM RUSSELL STREET	FROM FOOTSCRAY RLY. STN.
A.M. 6 9, 27, 43, 58	A.M. 5 58
7 13, 28, 43, 58	6 14, 28, 43, 58
8 13, 24, 35, 46, 57	7 13, 28, 43, 58
9 8, 18, 25, 33, 40, 47, 55	8 13, 23, 34, 45, 56
10 2, 10, 17, 25, 32, 40, 47, 55	9 3, 7, 17, 27, 35, 43, 50, 58
11 2, 10, 17, 25, 32, 40, 48, 56	10 5, 13, 20, 28, 35, 43, 50, 58
P.M. 12 3, 11, 18, 26, 37, 48, 59	11 5, 13, 20, 29, 36, 44, 51, 59
1 10, 25, 40, 55	P.M. 12 7, 15, 26, 37, 48, 53
2 10, 25, 40, 55	1 8, 23, 38, 53
3 10, 25, 40, 55	2 8, 23, 38, 53
4 10, 25, 40, 55	3 8, 23, 38, 53
5 10, 25, 40, 55	4 8, 23, 38, 53
6 10, 25, 40, 55	5 8, 23, 38, 53
7 6, 18, 21, 33, 38, 52, 55	6 8, 23, 38, 53
8 5, 23, 43	7 3, 8, 17, 22, 30, 38, 53
9 3, 23, 43	8 8, 28, 48
10 3, 23, 43	9 8, 28, 48
11 3, 23, 37, 55	10 8, 28, 48
A.M. 12 20, 33	11 8, 23, 33, 52
	A.M. 12 8, 22

BUS FROM 1.10 P.M. EX. RUSSELL STREET

BUS FROM 12.53 P.M. EX. FOOTSCRAY RLY. STN.

Depart mins later IN OUT

FARES AND SECTIONS

— 9 Russell and Barkly Streets	—
2 7 Summerhill Road	6d
9 — Footscray Railway Station	10d 6d

B. H. MISSON, Traffic Manager

TIMES SHOWN ARE SUBJECT TO ALTERATION WITHOUT NOTICE

BALLARAT RD. — FOOTSCRAY RLY. STN.

WEEKDAYS (TRAM)

FROM BALLARAT ROAD

A.M.	6	33, 44, 54
	7	5, 15, 25, 35, 45, 55
	8	5, 15, 25, 35, 45, 56
	9	11, 26, 41, 56
	10	11, 26, 41, 56
	11	11, 26, 41, 56
P.M.	12	11, 26, 41, 56
	1	11, 26, 41, 56
	2	11, 26, 41, 56
	3	11, 26, 41, 53
	4	4, 15, 25, 35, 45, 55
	5	5, 15, 27, 35, 46, 55
	6	11, 26, 41, 56
	7	11, 26, 41
	8	1, 21, 40
	9	0, 20, 40
	10	0, 20, 40
	11	0, 20, 34, 53
A.M.	12	12, 32

FROM FOOTSCRAY RLY. STN.

A.M.	6	23, 33, 43, 55
	7	5, 15, 25, 35, 45, 55
	8	5, 15, 25, 35, 45, 55
	9	7, 22, 37, 52
	10	7, 22, 37, 52
	11	7, 22, 37, 52
P.M.	12	7, 22, 38, 52
	1	7, 22, 37, 52
	2	7, 22, 37, 52
	3	7, 22, 37, 52
	4	5, 15, 25, 35, 45, 55
	5	5, 16, 25, 37, 45, 55
	6	5, 22, 37, 52
	7	10, 30, 50
	8	10, 30, 50
	9	10, 30, 50
	10	10, 30, 50
	11	10, 25, 43
A.M.	12	3, 22

SUNDAYS (BUS ALL DAY)

FROM BALLARAT ROAD

A.M.	8	5
	9	4
	10	4
	11	4
P.M.	12	4
	1	4, 34
	2	11, 26, 41, 56
	3	11, 26, 41, 56
	4	11, 26, 41, 56
	5	11, 26, 41, 56
	6	19, 39, 59
	7	19, 39, 59
	8	19, 39, 59
	9	19, 39, 59
	10	19, 39, 59
	11	19, 38
A.M.	12	0

FROM FOOTSCRAY RLY. STN.

A.M.	7	15
	8	15
	9	15
	10	15
	11	15
P.M.	12	15, 45
	1	15, 32, 49
	2	6, 21, 36, 51
	3	6, 21, 36, 51
	4	6, 21, 36, 51
	5	6, 21, 36, 52
	6	12, 32, 52
	7	12, 32, 52
	8	12, 32, 52
	9	12, 32, 52
	10	12, 32, 52
	11	12, 46

SATURDAYS (TRAM AND BUS)

A.M.	6	33, 48
	7	2, 17, 32, 47
	8	2, 14, 24, 35, 45, 55
	9	5, 15, 25, 35, 45, 55
	10	5, 15, 25, 35, 45, 55
	11	5, 15, 25, 35, 45, 55
P.M.	12	5, 15, 25, 35, 46, 55
	1	4, 12, 19, 34, 49
	2	4, 19, 34, 49
	3	4, 19, 34, 49
	4	4, 19, 34, 49, 59

A.M.	6	23, 37, 48
	7	0, 13, 28, 43, 58
	8	13, 25, 35, 45, 55
	9	5, 15, 25, 35, 45, 55
	10	5, 15, 25, 35, 45, 55
	11	5, 15, 25, 35, 45, 55
P.M.	12	5, 15, 25, 35, 45, 56
	1	1, 11, 25, 40, 55
	2	10, 25, 40, 55
	3	10, 25, 40, 55
	4	10, 20, 30, 40, 50

Depart mins. later IN OUT

FARES AND SECTIONS

— 8 Ballarat and Summerhill Roads

MOONEE PONDS — FOOTSCRAY RLY. STN.

WEEKDAYS (TRAM)

FROM MOONEE PONDS

A.M.	5	36, 51
	6	6, 21, 24, 30, 35, 37, 42, 48, 55
	7	2, 11, 21, 29, 39, 51, 59
	8	10, 20, 30, 47
	9	1, 16, 31, 46
	10	1, 16, 31, 46
	11	1, 16, 31, 46
P.M.	12	1, 16, 31, 46
	1	1, 16, 31, 46
	2	1, 16, 31, 46
	3	0, 15, 26, 36, 42, 47, 49, 51, 58
	4	5, 12, 22, 31, 41, 51
	5	1, 11, 21, 33, 48
	6	2, 17, 31, 46
	7	1, 16, 31, 51
	8	12, 31, 51
	9	11, 31, 51
	10	11, 31, 47
	11	2, 16, 31, 46
A.M.	12	1

FROM FOOTSCRAY RLY. STN.

A.M.	6	5, 20, 35, 50
	7	0, 11, 16, 23, 30, 40, 50, 57
	8	7, 19, 27, 38, 50
	9	0, 15, 30, 45
	10	0, 15, 30, 45
	11	0, 15, 30, 45
P.M.	12	0, 15, 30, 45
	1	0, 15, 30, 45
	2	0, 15, 30, 45, 59
	3	14, 30, 43, 54
	4	4, 10, 22, 28, 33, 40, 50
	5	0, 10, 20, 31, 40, 50
	6	1, 16, 30, 45
	7	0, 15, 30, 45
	8	0, 20, 40
	9	0, 20, 40
	10	0, 20, 40
	11	0, 15, 30, 45
A.M.	12	0, 15, 30

SUNDAYS (BUS ALL DAY)

FROM MOONEE PONDS

A.M.	7	46
	8	45
	9	45
	10	45
	11	45
P.M.	12	45
	1	15, 52
	2	7, 22, 37, 52
	3	7, 22, 37, 52
	4	7, 22, 37, 52
	5	7, 22, 40
	6	0, 20, 40
	7	0, 20, 40
	8	0, 20, 40
	9	0, 20, 40
	10	0, 20, 40
	11	0, 19, 41

FROM FOOTSCRAY RLY. STN.

A.M.	7	15
	8	15
	9	15
	10	15
	11	15
P.M.	12	15, 45
	1	15, 32, 49
	2	6, 21, 36, 51
	3	6, 21, 36, 51
	4	6, 21, 36, 51
	5	6, 21, 36, 52
	6	12, 32, 52
	7	12, 32, 52
	8	12, 32, 52
	9	12, 32, 52
	10	12, 32, 51
	11	12

Depart mins. later OUT IN

FARES AND SECTIONS

—	26	Moonee Ponds	—
4	22	Union Road	6d
8	18	Maribyrnong Bridge (East side)	10d 6d
—	—	Explosive Factory	1/2 10d 6d
15	12	Ordnance Factory	1/2 10d 6d
18	8	Gordon & River Sts.	1/6 1/2 10d 6d
21	5	Gordon St. & Ballarat Rd.	1/6 1/6 1/2 10d 6d
26	—	Footscray Rly. Stn.	1/9 1/6 1/6 1/2 10d 6d

SATURDAYS (TRAM AND BUS)

A.M.	5	36, 56
	6	16, 36, 56
	7	16, 36, 52
	8	2, 12, 21, 32, 41, 51
	9	1, 11, 21, 31, 41, 51
	10	1, 11, 21, 31, 41, 51
	11	1, 11, 21, 31, 41, 51
P.M.	12	1, 11, 21, 32, 45
	1	0, 15, 30, 45
	2	0, 15, 30, 45
	3	0, 15, 30, 45
	4	0, 15, 30, 40, 50
	5	0, 10, 20, 30, 40, 50
	6	0, 10, 20, 30, 40, 50
	7	0, 10, 20, 30, 40, 50
	8	0, 15, 30, 45
	9	0, 15, 30, 45
	10	0, 15, 30, 45
	11	0, 15, 30, 45
A.M.	12	0, 22

A.M.	6	5, 25, 45
	7	5, 24, 44
	8	4, 20, 30, 40, 49
	9	0, 10, 20, 30, 40, 50
	10	0, 10, 20, 30, 40, 50
	11	0, 10, 20, 30, 40, 50
P.M.	12	0, 10, 20, 30, 40, 50
	1	0, 1, 11, 25, 40, 55
	2	10, 25, 40, 55
	3	10, 25, 40, 55
	4	10, 20, 30, 40, 50
	5	0, 10, 20, 30, 40, 50
	6	0, 10, 20, 30, 40, 50
	7	0, 10, 20, 30, 40, 50
	8	2, 17, 32, 47
	9	2, 17, 32, 47
	10	2, 17, 32, 47
	11	2, 17, 33, 55
	12	22x

x To Ballarat Road only

BUS FROM 12.45 P.M. EX.

MOONEE PONDS

BUS FROM 1.1 P.M. EX.

FOOTSCRAY RLY. STN.

MOONEE PONDS-FOOTSCRAY - ROUTE No. 82

B. H. MISSON, Traffic Manager

TIMES SHOWN ARE SUBJECT TO ALTERATION WITHOUT NOTICE

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.
WILLIAMSTOWN ROAD - FOOTSCRAY STATION BUS TIMETABLE.

FROM WILLIAMSTOWN ROAD

WEEKDAYS

6. 18 32 44 55
 7. 6 17 28 39 50
 8. 1 12 23 34 45 56
 9. 7 18 29 40 52
 10. 4 16 28 40 52
 11. 4 16 28 40 52
 12. 4 16 28 40 52
 1. 4 16 28 40 52
 2. 4 16 28 40 52
 3. 4 16 28 40 52
 4. 4 16 28 40 52
 5. 4 16 28 40 52
 6. 3 17 32 47
 7. 2 17 32 47
 8. 2 17 32 47
 9. 2 17 32 47
 10. 2 17 32 47
 11. 2 17 32 47
 12. 5 16x 33x

SATURDAYS

6. 18 33 48
 7. 3 18 33 48
 8. 3 18 33 47 57
 9. 7 17 27 37 47 57
 10. 7 17 27 37 47 57
 11. 7 17 27 37 47 57
 12. 7 17 27 33x 40 50
 1. 0 9x 15 30 45
 2. 0 15 30 44
 3. 0 15 30 45
 4. 0 15 30 40 50
 5. 0 10 20 30 40 50
 6. 0 10 20 30 40 50
 7. 0 10 20 30 40 53
 8. 8 23 38 53
 9. 8 23 38 53
 10. 8 23 38 53
 11. 8 24 45 53x
 12. 8x 22x 37x

SUNDAYS

1. 35 54
 2. 13 29 45
 3. 1 17 33 49
 4. 5 21 37 53
 5. 9 25 41
 6. 1 21 41
 7. 1 21 41
 8. 1 21 41
 9. 1 21 41
 10. 1 21 41
 11. 1 24 36x 47x

FROM FOOTSCRAY STATION

WEEKDAYS

6. 4 19 34 50
 7. 5 17 28 39 50
 8. 1 12 23 34 45 56
 9. 7 18 29 40 52
 10. 4 16 28 40 52
 11. 4 16 28 40 52
 12. 4 16 28 40 52
 1. 4 16 28 40 52
 2. 4 16 28 40 52
 3. 4 16 28 40 52
 4. 4 16 28 40 52
 5. 4 16 28 40 52
 6. 5 20 24x 35 50
 7. 5 20 35 50
 8. 5 20 35 50
 9. 5 20 35 50
 10. 5 20 35 50
 11. 5 20 35 50
 12. 5 22 42x

SATURDAYS

6. 4 20 36 52
 7. 7 22 37 52
 8. 7 22 36 51
 9. 6 21 34 44 54
 10. 4 14 24 34 44 54
 11. 4 14 24 34 44 54
 12. 4 13 21 29 39 49 59
 1. 10x 14 29 44 59
 2. 14 29 44 59
 3. 14 29 44 59
 4. 14 29 39 49 59
 5. 9 19 29 39 49 59
 6. 9 19 29 39 49 59
 7. 9 19 29 39 49 59
 8. 12 19x 27 42 57
 9. 12 27 42 57
 10. 12 27 42 57
 11. 12 27 42 57
 12. 11 26 49x

SUNDAYS

1. 24 42 59
 2. 17 33 49
 3. 5 21 37 53
 4. 9 25 41 57
 5. 13 29 48
 6. 8 28 31x 48
 7. 8 28 48
 8. 8 28 48
 9. 8 28 48
 10. 8 28 48
 11. 8 26 36 (46-To Ballarat Rd.only
 12. 7x

x - To Footscray Depot

♣ - To Essendon Depot

TIMES SHOWN ARE SUBJECT TO ALTERATION WITHOUT NOTICE.

OCTOBER, 1964

AHM/MVE

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.

RUSSELL STREET - FOOTSCRAY RAILWAY STATION BUS TIMETABLE.

<u>FROM RUSSELL STREET</u>	<u>WEEKDAYS</u>	<u>FROM FOOTSCRAY</u>	<u>WEEKDAYS</u>
6.	7 25 40 54	5.	56
7.	6 17 28 39 50	6.	11 29 43 55
8.	1 12 23 34 45 56	7.	6 17 28 39 50
9.	7 18 29 40 52	8.	1 12 23 34 45 56
10.	4 16 28 40 52	9.	7 18 29 40 52
11.	4 16 28 40 52	10.	4 16 28 40 52
12.	4 16 28 40 52	11.	4 16 28 40 52
1.	4 16 28 40 52	12.	4 16 28 40 52
2.	4 16 28 40 52	1.	4 16 28 40 52
3.	4 16 28 40 52	2.	4 16 28 40 52
4.	4 16 28 40 52	3.	4 16 28 40 52
5.	4 16 28 40 52	4.	4 16 28 40 52
6.	4 15 25 39 54	5.	4 16 28 40 52
7.	9 24 39 54	6.	3 14 28 43 58
8.	9 24 39 54	7.	13 28 43 58
9.	9 24 39 54	8.	13 28 43 58
10.	9 24 39 54	9.	13 28 43 58
11.	9 24 39 54	10.	13 28 43 58
12.	9 33	11.	13 28 43 58
		12.	22
<u>SATURDAY</u>		<u>SATURDAY</u>	
6.	9 26 42 56	5.	58
7.	11 26 41 56	6.	14 29 44 59
8.	11 25 40 55	7.	14 29 44 59
9.	10 22 32 42 52	8.	14 29 44 58
10.	2 12 22 32 42 52	9.	1 29 39 49 59
11.	2 12 22 32 42 52	10.	9 19 29 39 49 59
12.	2 10 19 28 38 48	11.	9 19 29 39 49 58
1.	1 10 16 25 32 40 55	12.	8 17 27 37 50 53
2.	10 25 40 55	1.	8 23 38 53
3.	10 25 40 55	2.	8 23 38 53
4.	10 25 40 55	3.	8 23 38 53
5.	10 25 40 55	4.	8 23 38 53
6.	10 25 40 55	5.	8 23 38 53
7.	6 21 38 55	6.	8 23 38 53
8.	5 23 43	7.	8 22 38 53
9.	3 23 43	8.	8 28 48
10.	3 23 43	9.	8 28 48
11.	3 23 37 55	10.	8 28 48
12.	20 33	11.	8 23 33 52
		12.	8 22
<u>SUNDAY</u>		<u>SUNDAY</u>	
1.	43	1.	28 48
2.	3 23 43	2.	8 28 48
3.	3 23 43	3.	8 28 48
4.	3 23 43	4.	8 28 48
5.	3 23 48	5.	8 28 48
6.	18 48	6.	8 33
7.	18 48	7.	3 33
8.	18 48	8.	3 33
9.	18 48	9.	3 33
10.	18 45	10.	3 33
11.	17	11.	18
12.	0		

TIMES SHOWN ARE SUBJECT TO ALTERATION WITHOUT NOTICE.

OCTOBER, 1964.

MELBOURNE AND METROPOLITAN TRAMWAYS BOARD.
BALLARAT ROAD - FOOTSCRAY RAILWAY STATION BUS TIMETABLE.

FROM BALLARAT ROAD
WEEKDAYS

6.	33,44,54
7.	5,15,25,35,45,55
8.	5,15,25,35,45,55
9.	11,26,41,56
10.	11,26,41,56
11.	11,26,41,56
12.	11,26,41,56
1.	11,26,41,56
2.	11,26,41,56
3.	11,26,41,53
4.	4,15,25,35,45,55
5.	5,15,25,35,45,55
6.	11,26,41,56
7.	11,26,41
8.	1,21,40
9.	0,20,40
10.	0,20,40,59
11.	17,34,53
12.	12,32

FROM FOOTSCRAY STATION
WEEKDAYS

6.	23,33,43,54
7.	5,15,25,35,45,55
8.	5,15,25,35,45,55
9.	7,22,37,52
10.	7,22,37,52
11.	7,22,37,52
12.	7,22,37,52
1.	7,22,37,52
2.	7,22,37,52
3.	7,22,37,52
4.	5,15,25,35,45,55
5.	5,15,25,35,45,55
6.	5,21,37,52
7.	10,30,51
8.	11,30,50
9.	10,30,50
10.	10,30,50
11.	8,26,43
12.	3,22

SATURDAY

6.	33,48
7.	2,17,32,47
8.	2,14,24,35,45,55
9.	5,15,25,35,45,55
10.	5,15,25,35,45,55
11.	5,15,25,35,45,55
12.	5,15,25,36,46,57
1.	4,19,34,49
2.	4,19,34,49
3.	4,19,34,49
4.	4,19,34,49,59
5.	9,19,29,39,49,59
6.	9,19,29,39,49,59
7.	9,19,29,39,49,59
8.	9,19,34,49
9.	4,19,34,49
10.	4,19,34,49
11.	4,19,34,49
12.	4,19,41

SATURDAY

6.	23,37,48
7.	0,13,28,43,58
8.	13,25,35,45,55
9.	5,15,25,35,45,55
10.	5,15,25,35,45,55
11.	5,15,25,35,45,55
12.	5,15,25,36,47
1.	x2,11,25,40,55
2.	10,25,40,55
3.	10,25,40,55
4.	10,20,30,40,50
5.	0,10,20,30,40,50
6.	0,10,20,30,40,50
7.	0,10,20,30,40,50
8.	2,17,32,47
9.	2,17,32,47
10.	2,17,32,47
11.	2,17,33,55
12.	22 to Ballarat Rd. only

x - Trips ex Footscray Station commencing 1. 2 p.m. to run to Moonee Ponds via Ballarat Road and Rosamond Road.

SUNDAY

8.	5
9.	4
10.	4
11.	4
12.	4
1.	4,34
2.	4,22,40,56
3.	12,28,44
4.	0,16,32,48
5.	4,20,36,52
6.	8,24,40,56
7.	19,39,59
8.	19,39,59
9.	19,39,59
10.	19,39,59
11.	19,38
12.	0

SUNDAY

7.	15
8.	15
9.	15
10.	15
11.	15
12.	15,45
1.	15,34,51
2.	8,24,40,56
3.	12,28,44
4.	0,16,32,48
5.	4,20,36,52
6.	12,32,52
7.	12,32,52
8.	12,32,52
9.	12,32,52
10.	12,32,51
11.	12,36

