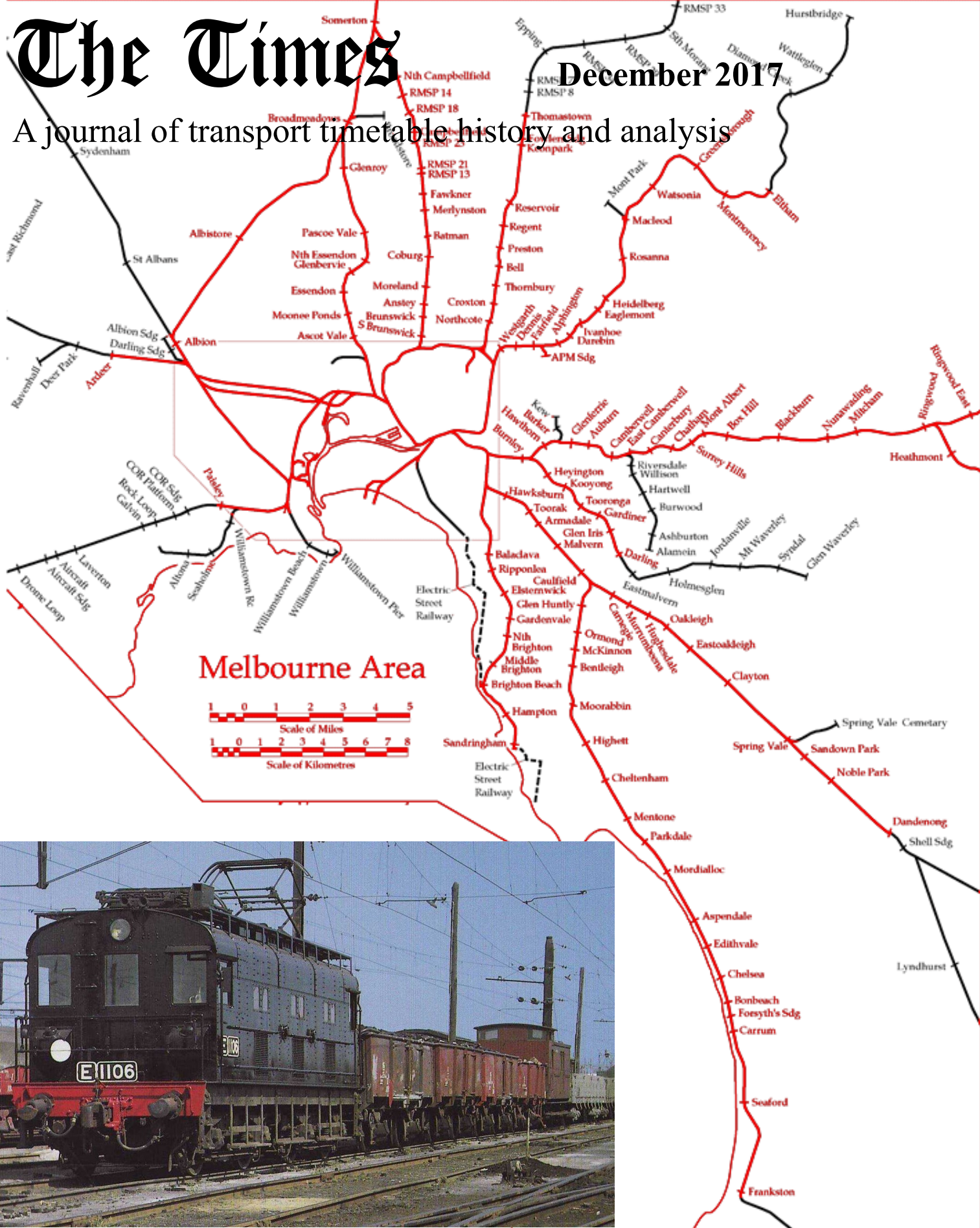


The Times

December 2017

A journal of transport timetable history and analysis



**Inside: The Suburban Goods, Part I
Coach and Car Timetables
Gungahlin**

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Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW thetimes@austta.org.au
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The Suburban Goods 1 - Melbourne

Geoff Lambert

IN MY PAST LIFE AS A JOCKEY near Caulfield, I spent two summer vacations collecting wastepaper and trucking it to Malvern Goods Siding, where I loaded it up onto I-trucks, to be taken away by a suburban goods train. It was a tricky operation standing on the top of wool bales stuffed tight with newsprint, waving a steel baling hook about, under the 1500V live overhead wires. During the night, an E-class electric loco. would pick up the 5 loaded trucks of discarded newspapers and sprit them away to an APM (now Amcor) recycling plant. The Malvern Goods Yard, never particularly salubrious, is a sorry sight now (right).

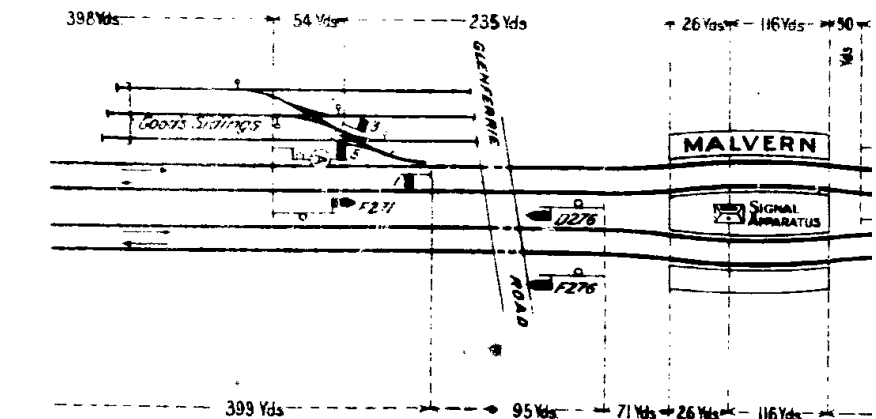
What follows is a short study of the VR Goods Trains which ran entirely within the Melbourne Metropolitan area (red lines on the cover map). I concentrate here on the lines with which I had at least a passing experience, but there were many more, summarised in the table on page 4, left.

These data have been garnered from the 12th May 1963 VR Working Time Table, Metropolitan District which, as it happens, I found in a waste-paper pick-up when I was working as a Jockey at Flemington!

For many years, the Goods Train Services over these lines was interleaved in the timetables with the Passenger Services. After World War II, these services gravitated to their own section of the book, and followed the Passenger Services pages. The WTT had for many years been published in a single volume with Weekdays, Saturdays and Sundays shown in colour-coded, consecutive, sections of the book. In this article I concentrate on the "White Pages" for Monday-Friday, which appeared on pp 193-208.

The APM waste paper trains

It was never clear to me exactly where my waste-paper went after it left Malvern. The paper came mainly from street collections. APM had several recycling centres in or near Melbourne to receive this product. I think my pa-



per went to either Fairfield or Broadford—the latter seems more likely because it made little sense to transfer by rail to another Melbourne suburb.

At any rate, the siding was worked by the Down "Roadside" Goods between the hours of 6 and 7 AM (see page 4). This train also set out and picked up for the Malvern briquette siding. Its ultimate destination was Dandenong, where it arrived at 10:55. The return trip with (presumably) the paper still in tow, worked back at midday as far as Flinders St, where it awaited a clear path to Spencer St. I suppose that it was then marshalled onto No. 21 or 23 Roadside Goods, leaving around 3AM, to arrive at Broadford at around midday.

One year, I worked at another APM siding at Kensington, where there was a similar arrangement; however I can find no timetable for this at all which could indicate how this traffic was worked onward.

Were it to be the case, that the paper from both sidings was destined for the APM mill at Fairfield, that paper would have travelled to there by one of the trains shown on page 5. These trains also brought coal from Bacchus Marsh and solidified and cubed paper pulp from Maryvale.

North Fitzroy Line

A few years earlier my daily trips from the Alphington area and later from Rushall, to the University of Melbourne took me past the goods line that served North Fitzroy, Fitzroy and onwards towards Reservoir.

I usually managed to catch the right bus to get held up by the goods train at the St Georges Rd gates by the direct Reservoir Goods. This train ran only on Mondays and Wednesdays at that time and trailed in the wake of the Fitzroy Goods which preceded it by about an hour. On Tuesdays, Thursdays and Fridays, the Fitzroy train would leave its Reservoir loading at

Number of weekday Suburban Goods Trains per week on each line		Newport-		Port		Broadmeadows		Ringwood		Somerton		North	
Down	Up	Tottenham	Sunshine	Melbourne	Caulfield	Sandringham	Broadmeadows	Ringwood	Somerton	Fitzroy	Eltham	Down	Up
68	77	79	105	4	16	4	6	12	11	10	16	340	285
57	89	85	35	4	17	4	5	11	9	10	16	285	285
125	166	164	140	8	33	8	11	23	20	20	32	625	625

North Fitzroy, while it made a return trip to the Fitzroy Goods yard, where it mostly offloaded coal and briquettes. On return to North Fitzroy, it picked up the Reservoir loading again and left for that destination at 12:10 PM.

The timetables for these trains appear on page 6.

Sunshine Harvester Works

Earlier still, while travelling to Sunshine for school (see *Travelling with Ted*, September 2017 *The Times*), I

was able to witness a most interesting goods working to the Sunshine Harvester Works near Albion. I cannot find a goods train timetable which explicitly mentions a service to this siding. It may have been worked as a Sunshine Yard trip by one of the many goods trains that paused at the latter station. The WTT for this section of the line is shown on page 7.

The great attraction of the Harvester Works was that it had its own steam locomotive—a dinky little ex-VR tank

GOODS TRAIN SERVICE. MELBOURNE-CAULFIELD-DANDENONG-FRANKSTON LINES. Mondays to Fridays.

STATIONS	Goods Mon. See Note A	Goods Wed. See Note A	L.E. Mon.	Goods Tue., Thur.	Goods Fri.	Goods Mon., Tue., Wed., Thur.	Goods Fri.	Goods 2 Elec. Locos. Wed. See Note B	Through Goods
DOWN	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
SPENCER STREET dep.	3 40	3 40	12 5	5 0	5 5	5 15	5 15	5 30	9 20
Viaduct Junction ...	3 45	3 45	12 10	5 15	5 20	5 27	5 27	...	9 30
Flinders Street ...	arr.	...	...	...	...	...	...	...	...
dep.	3 50	3 50	12 13	5 22	5 24	5 32	5 32	5 52	9 42
arr.	...	...	...	5 43	...	...	...	...	...
Toorak ...	dep.	...	...	7 2	...	...	...	...	...
arr.	...	...	...	...	5 49	5 58	...	...	...
Malvern ...	dep.	...	...	...	6 58	6 58	...	...	...
arr.	4 20	4 20	...	7 13	...	...	5 56	6 22	...
Caulfield ...	dep.	...	...	...	Mon. to Fri.		...	Goods Elec. Loco. A.M. 9 5	Goods Elec. Loco. A.M. 11 32
Glenhuntly ...	5 20	5 25	12 35	9 16	7 3	...	6 13	...	10 7
arr.	5 30	...	...	...	...	...	...	...	...
Murrumbeena ...	arr.	...	...	9 22	...	...	...	...	...
dep.	...	...	...	9 38	...	...	...	...	...
arr.	...	...	...	9 41	7 13	...	...	...	...
Oakleigh ...	dep.	...	12 42	...	8 45	...	...	...	10 16
arr.	...	...	...	...	...	...	...	...	...
Clayton ...	dep.	...	...	...	8 58	...	...	...	...
arr.	...	...	...	...	9 18	...	...	...	...
Westall ...	dep.	...	...	...	9 25	...	...	...	...
arr.	...	...	...	...	10 45	...	...	...	...
Spring Vale ...	dep.	...	...	...	10 55	...	...	...	...
arr.	...	...	1 2	...	...	...	...	...	10 40
DANDENONG	...	...	...	...	...	...	...	...	...
Cheltenham ...	arr.	5 51	...	...	...	...	...	...	...
dep.	6 10	...	...	...	...	...	...	9 34	11 56
Mentone ...	arr.	...	...	...	...	...	...	10 28	...
dep.	...	...	...	...	...	...	...	10 35	12 5
arr.	6 21	...	...	...	...	...	...	...	...
Mordialloc ...	dep.	6 35	...	...	...	...	6 30	...	12 16
arr.	...	...	...	...	...	...	...	...	12 21
Aspendale ...	dep.	...	...	...	...	...	...	...	12 40
arr.	...	6 8	...	...	...	...	...	...	12 45
Chelsea ...	dep.	6 28	...	...	...	...	...	...	12 54
arr.	...	...	...	...	...	...	...	...	12 58
Carrum ...	dep.	...	...	...	...	...	...	...	1 28
arr.	...	...	...	...	...	...	...	...	1 33
Seaford ...	dep.	...	...	...	...	...	...	...	2 14
arr.	7 5	6 45	...	...	...	...	7 3	...	2 22
FRANKSTON	...	...	...	...	...	...	To Mornington	...	...

Note A :—The 3.40 a.m. Goods will stop if required at Caulfield and Cheltenham to set down Railway employes returning home after completion of shifts.

On Mondays conveys loading for Caulfield, Glenhuntly, Cheltenham and Frankston only; clears Cheltenham and Frankston, and places Caulfield and Glenhuntly loading on the "Up" journey.

On Wednesdays clears Caulfield loading for Frankston and Stony Point line only; also clears Chelsea.

Note B :—The 5.30 a.m. Spencer Street—Caulfield, Wednesdays, is to be marshalled as follows:—Brakevan, Seaford, Carrum, Chelsea, Aspendale, Cheltenham loading; Brakevan, Mentone, Mordialloc, Caulfield and Glenhuntly, Malvern loading, 2 Elec. Locos. The 9.5 a.m. Caulfield—Mordialloc conveys Mentone and Mordialloc loading only.

The 11.32 a.m. Caulfield—Frankston conveys loading for Cheltenham and stations beyond Mordialloc.

GOODS TRAIN SERVICE.
MELBOURNE - VICTORIA PARK - HEIDELBERG - MONT PARK - ELTHAM.
 Mondays to Fridays.

STATIONS		Goods	Goods	Goods Tue.	Goods Mon., Wed., Thur., Fri.	Goods Tue.
DOWN		A.M.	A.M.	A.M.	A.M.	A.M.
SPENCER STREET	... dep.	12 5 (2 brake vans)	4 15	9 20	9 20	9 45
Viaduct Junction	... ..	12 15	...	...	...	...
Flinders Street	... dep.	12 22	4 38	9 43	9 43	10 3
Victoria Park	... arr.	12 35	...	...	...	...
Clifton Hill	... dep.	...	4 53	9 58	9 58	10 17
	... arr.	...	4 58	10 4	10 4	10 23
Fairfield	... ..	...	...	...	...	...
	... dep.	...	...	10 20	10 20	10 42
Alphington	... arr.	...	...	...	10 25	10 47
	... dep.	...	...	10 25	10 44	11 6
	... arr.	...	...	10 37	10 56	11 18
HEIDELBERG ES	... ..	...	...	See Note A	Wed. only	...
	... dep.	...	...	11 59	11 17	...
Macleod ES †	... arr.	...	...	...	...	...
Mont Park †	... dep.	...	...	12 6	11 24	...
	... arr.	...	...	...	11 32	...
Greensborough ES	... ..	...	...	12 18	...	...
	... dep.	...	...	—x	...	...
ELTHAM ES	... arr.	...	...	1 13	...	...
	... ..	...	...	1 22	...	...
				—x		

x—Meets Up train.

Note A:—The load of the 11.59 a.m. Heidelberg—Eltham Goods on Tuesdays must not exceed 3/5ths Through Ruling Grade load.

engine F176—see photograph by Weston Langford on page 2. We would frequently walk out of our way to watch this. This engine has been preserved.

Sunshine—Newport line

While awaiting the Bacchus Marsh train at Sunshine, it was common to see trains coming and going from the Loop Line to Newport. On one occasion, as in the Weston Langford photo on page 8, we came across a C-class light engine hissing to itself.

The Newport-Sunshine Line had no fewer than 25 sidings in its 11-mile length. These included such exotica as the VR Rubbish Tip Siding and MacKenzie and Holland's railway signal works siding. This single line was run

under the Electric Staff system, with staff stations at Newport, Brooklyn and Sunshine. These were, with few exceptions, the only places where trains were timed. This was mainly because the greater number of trains on this line were run-throughs of goods trains that did not serve the intermediate sidings. On an average weekday, some 15 Down and 7 Up trains used this line. The reason for the imbalance is unclear. A number of these trains were shuttles between Brooklyn and Tottenham. Nowadays, there is a direct line for such trains.

Ardeer Pilot Train

Another attraction of Sunshine station was the operation of the Ardeer "Pilot". This came out of Tottenham

Yard at 11:45 am, picked up an Electric Staff for Deer Park at Sunshine, and entered the Western & South Western Districts WTT as train No. 41. It used the staff to unlock the points at Ardeer and worked the Ardeer siding network, putting and taking Explosive Vans from the ICI Munitions Works. That job finished, it ambled on to Deer Park and idled away the time crossing No. 160 Conditional Express Goods. It then followed this train back to Tottenham Yard as No. 70 Pilot, leaving Deer Park at 12:45 pm.

For many years Deer Park and Ardeer had their own Local (passenger) Services for ICI workers. This train shuttled out of Sunshine and was, at one time, run by a steam rail motor, but

**GOODS TRAIN SERVICE.
MELBOURNE-NORTH CARLTON-FITZROY-RESERVOIR-THOMASTOWN.**

Mondays to Fridays.

STATIONS				Goods Mon., Wed.	Goods Tue., Thur., Fri. See Note	Goods Mon., Wed.	Goods Tue., Thur., Fri.
DOWN				A.M.	A.M.	A.M.	P.M.
SPENCER STREET	...	...	<i>dep.</i>	8 50	8 50	9 20	...
North Melbourne	...	...	...	...	...	...	...
Macaulay	...	...	...	9 11	9 11	9 51	...
Royal Park	...	...	...	9 21	9 21	9 59	...
North Carlton	...	...	<i>arr.</i>	...	...	...	...
North Fitzroy "A" † ES	...	...	<i>dep.</i>	9 35	9 35	10 28	...
			<i>arr.</i>	...	9 40	...	...
			<i>dep.</i>	9 39	10 10	10 32	12 10
Fitzroy †	...	...	<i>arr.</i>	9 57	10 25	...	...
Northcote Loop Junction ES	...	...	...	...	...	10 52	12 18
Northcote	...	...	<i>arr.</i>	...	...	...	12 25
			<i>dep.</i>	...	...	...	12 57
			<i>arr.</i>	...	...	11 2	1 9
Bell	...	...	<i>dep.</i>	...	...	P.M. 12 38	2 24
			<i>arr.</i>	...	...	12 50	2 34
RESERVOIR	...	...	...	...	...	Wed. only	...
			<i>dep.</i>	...	...	1 20	...
Keonpark †	...	...	<i>arr.</i>	...	...	...	...
			<i>dep.</i>	...	...	...	...
Fowler's Siding NC	...	...	...	...	...	1 33	...
THOMASTOWN †	...	...	<i>arr.</i>	...	...	1 38	...

Note:—The 8.50 a.m. (combined) Fitzroy-Reservoir Goods ex Melbourne Yard is to be marshalled as follows:—Brakevan, Fitzroy loading, brakevan Reservoir Line loading, North Fitzroy loading, engine.

STATIONS				Goods Mon., Wed. See Note A	Goods Tue., Thur., Fri. See Note A	Goods Wed.	Goods Tue., Thur., Fri.
UP				A.M.	A.M.	P.M.	P.M.
THOMASTOWN †	...	...	<i>dep.</i>	...	...	2 45	...
Keonpark †	...	...	<i>arr.</i>	...	...	...	...
			<i>dep.</i>	...	...	2 55	...
			<i>arr.</i>	...	...	...	...
RESERVOIR	...	...	...	...	...	Mon., Wed.	...
			<i>dep.</i>	...	...	3 10	3 10
			<i>arr.</i>	...	...	...	...
Bell	...	...	<i>dep.</i>	...	...	3 17	3 17
			<i>arr.</i>	...	...	...	...
Northcote	...	...	<i>dep.</i>	...	...	3 28	...
			<i>arr.</i>	...	...	3 40	3 28
Northcote Loop Junction ES	...	...	...	...	...	3 47	3 35
Fitzroy †	...	...	<i>dep.</i>	11 50	11 40	...	...
			...	P.M.	...	...	...
North Fitzroy "A" † ES	...	...	<i>arr.</i>	...	11 47	3 57	3 45
			<i>dep.</i>	12 14	Then	4 2	3 50
North Carlton	...	...	...	12 19	12.10 p.m.	4 13	4 1
Royal Park	...	...	...	12 33	to	4 25	4 5
Macaulay	...	...	...	12 38	Reservoir	4 30	4 10
SPENCER STREET	...	...	<i>arr.</i>	1 0	...	4 45	4 25

Note:—The lines between the Up side of Lygon Street (North Carlton) and the Up side of St. George's Road (North Fitzroy) are **NOT** available for Electric Traction.

Note A:— The load of Up Fitzroy Goods must not exceed 28 vehicles.

was gone by 1963.

Other lines

Local Goods trains also ran on the following lines;

- Melbourne-Sandringham —four

trains per week

- Melbourne-Broadmeadows —twice weekly, plus some light engine movements)
- Lilydale, Ferntree Gully and Dar-

ling lines —5 per day each way)

- Upfield Line —about 2 per day for car traffic

GOODS TRAIN SERVICES.
MELBOURNE-NEWPORT-PAISLEY-TOTTENHAM YARD-SUNSHINE-ALBION.
 Mondays to Fridays.

STATIONS	Goods	L.E.	L.E. Tue., Wed., Thur. Fri.		L.E. Tue., Thur., (Wed., Fri. †)	L.E.	L.E. Mon.	L.E.	Goods Ex Tott. Yard	Goods †
DOWN		A.M.	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
FLINDERS ST. ...	arr.	...	...	...	...	...	...	...	...	...
SPENCER ST. ...	dep.	7 30	7 50	8 42	...	9 15	9 0	9 20	9 30	9 40
North Melbourne	...	...	...	...	...	...	...	...	...	...
Weighbridge Junction	...	...	...	...	...	...	...	...	9 35	...
South Kensington	...	...	8 5	8 47	...	...	...	9 26	9 42	10 0
Footscray	...	Via	8 9	8 50	...	Via	Via	9 30	9 46	10 4
Spotswood	...	Goods	...	...	...	Goods	Goods	...	...	...
Spotswood Powerhouse	...	Line	...	...	...	Line	Line	...	...	...
Newport	{ arr. dep.	...	8 15	8 58	...	See Page	...	9 37	9 58	10 14
Newport Workshops	...	...	...	...	...	203	...	B.P.	...	...
Newport South Junction	...	...	...	...	...	...	...	Pilot and Shops	...	...
PAISLEY ...	arr.	...	...	...	...	...	...	...	...	...
South Kensington	dep.	7 45	...	...	...	9 20	9 5	...	9 35	...
Footscray	...	...	...	...	...	...	...	...	...	...
West Footscray	...	...	...	...	...	...	...	...	...	...
Tottenham Yard	{ arr. dep.	8 20 Goods	...	...	...	9 45 Goods	9 30	...	10 0 Goods	...
Sunshine	{ arr. dep.	8 50 9 5	...	...	...	10 15	...	...	10 30	...
ALBION ...	arr.	...	...	...	...	10 35	...	...	10 45	...

To Albion Quarries
 To B' Meadows & Glenroy Rtn. via Essendon.
 10 a.m. Munstone Mon, Wed., 9 Fr., 10 a.m. Angliss Tue., Thur., then 11.55 a.m. Sunshine.
 Return L.E. 4.30 p.m.
 To Npt. Loop Ret. Tott. Yard approx. 5.6.0 p.m.
 Thence 11.15 a.m. load Tott. Yard via Weighbridge Junction.

STATIONS	L.E. Mon.	L.E.	14 Thro. Goods	Loco. Goods Oil as reqd.	Goods Tue., Wed., Thur. Ex Angliss	Goods	Goods Ex Npt.	Goods	Goods	Goods
DOWN	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
FLINDERS ST. ...	dep.	...	10 10	...	...	...	...	...	...	...
SPENCER ST. ...	...	9 55	10 0	11 0	11 30	...	...	11 45	...	...
North Melbourne	...	...	...	...	...	...	...	...	...	...
Weighbridge Junction	...	...	...	...	...	...	11 40	...	...	...
South Kensington	...	...	11 15	11 41	...	...	...	11 56	...	...
Footscray	...	Via	Via	11 19	11 45	...	Via	12 0	...	...
Spotswood	...	Goods	Goods	11 28B	...	...	Goods	...	...	...
Spotswood Powerhouse	...	Line	Line	...	...	...	Line	...	...	...
Newport	{ arr. dep.	...	...	...	...	...	...	12 14	...	...
Newport Workshops	...	...	11 32	...	...	...	...	...	...	...
Newport South Junction	...	...	...	11 57	...	...	...	...	...	...
PAISLEY ...	arr.	...	11 35	...	...	...	...	...	...	...
South Kensington	dep.	10 0	10 5	...	...	...	11 45	...	...	...
Footscray	...	...	...	...	11 10	...	...	...	...	...
West Footscray	...	...	...	...	11 15	...	...	...	...	...
Tottenham Yard	{ arr. dep.	10 25 Goods	...	...	11 25	...	12 10	...	...	...
Sunshine	{ arr. dep.	11 0 Return as arranged.	...	...	...	11 45	...	...	11 50	11 55
ALBION ...	arr.	...	...	...	...	11 55	...	...	12 6	12 15

To West F'scray Ret. not later than 3.30 p.m.
 To Albion Quarries
 To Ardeer
 Return as arranged.
 Shed Pilot Rtn. 1.45 p.m.

B—May terminate at Spotswood Powerhouse.

GOODS TRAIN SERVICE.
SUNSHINE-NEWPORT LOOP LINE.
Mondays to Fridays.

Miles	STATIONS	92 Thro. Goods Tues., Wed., Thur., Fri. †	Goods Ex Tott. Yard (See page 193)	Goods Ex Tott- enham Yard (See page 193)	Goods (Anzac Pilot)	Goods Ex Tott- enham Yard (see page 194)	Goods	Goods	Goods † Ex Tott- enham Yard (See page 195)
		A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
7½	UP								
7½	SUNSHINE ES <i>dep.</i>	2 40	5 5	7 35	...	11 5	...	...	7 55
8½	Western Metro. Market Trust Sdg. NC (See footnote.) ... ..	...	...	...	...	...	...	...	...
8½	Stanley Quarries Sdg. NC ... ..	...	...	...	...	...	...	...	...
8½	Monsanto Sdg. NC ... ..	...	...	...	...	...	...	...	...
9½	Armbrook Sdg. NC ... ..	...	...	...	...	...	...	...	...
9½	Pioneer Cement Siding NC ... ..	...	...	...	...	...	...	...	...
9½	V.R. Rubbish Tip NC ... ..	...	...	...	...	...	...	...	...
9½	Melbourne Machinery Co. Sdg. NC ... ..	...	...	...	...	...	...	...	...
9½	S.E.C. Siding NC	<i>arr.</i>	...	...	...	...	...	...	...
		<i>dep.</i>	...	...	...	...	...	...	...
		<i>arr.</i>	...	...	...	...	...	...	...
9½	Western & Murray Sdg.	<i>dep.</i>	...	...	...	...	...	...	...
	(Prossor) NC ... ..	...	...	...	...	...	...	...	...
9½	Dalgety-New Zealand Loan Sdg. NC ... ..	...	...	...	...	...	...	...	...
9½	N.S. Smorgon & Sons Sdg. NC ... ..	...	...	...	...	...	...	...	...
9½	Ready Mixed Concrete Sdg. NC ... ..	...	...	...	...	...	...	...	...
9½	Brooklyn "A" (Sig. Box) ES	<i>arr.</i>	...	8 30	...	1 5	...	...	8 10
		<i>dep.</i>	2 48	5 20	...	...	1 0	...	...
10	Melbourne Iron & Steel Sdg. NC ... ..	...	...	...	...	...	...	...	...
10	Little Brooklyn Sdg. NC ... ..	...	...	...	...	...	...	...	...
10	Rheem (Aust.) Pty. Ltd. Sdg. NC ... ..	...	...	...	...	...	...	...	...
10½	Sth. Brooklyn Sdg. (Borthwick's Freezing Co.) NC ... ..	...	...	...	...	...	...	...	...
10½	Wright & Sons Pty. Ltd. Sdg. NC ... ..	...	...	...	...	...	...	...	...
10½	James Hardie and Co. Sdg. NC ... ..	...	...	...	...	...	...	...	...
11	Aust. Barley Board Sdg. NC ... ..	...	...	...	...	...	...	...	...
11	Brookwood Sdgs. NC ... ..	...	...	...	...	...	...	...	...
	(See footnote.) ... ..	...	...	...	...	...	...	...	...
11½	McKenzie & Holland's Sdg. NC ... ..	...	...	...	...	...	...	...	...
12	Caltex Siding NC ... ..	...	...	...	...	...	...	2 45	...
12	Amalgamated Workshops Sdg. NC ... ..	...	...	...	...	...	...	...	...
12	Thomas' Mill Siding ES	2 54	5 34	...	8 24	...	1 40	3 14	...
12½	NEWPORT ES <i>arr.</i>	3 0	5 40	...	8 30	...	1 46	3 20	...

Note :—Brookwood and Western Market are unattended Electric Staff Posts worked in accordance with General Appendix Instructions.



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By Car or Coach in NSW 1917

JAMES T WELLS

A FASCINATING FEATURE of the NSW 2nd December 1917 Railway Timetable is the long table towards the rear of the book of connections from railway stations to ‘towns’.

It is in two parts – six pages of connections by ‘motor car’, and twenty four pages by ‘coach’. Unless noted otherwise, coach

meant horse drawn vehicle. You’ll remember the famous firm of Cobb and Co.

The car lists are partially included in the coach list but even so the list is very long as there are typically about 30 lines per page so the total list would be about 800 lines long. Each line has details for the out (down) and return (up) ser-

vices.

That does not equate to that many services as the one service serving many places has entries for each place. This is illustrated by our table of services running from Wagga Wagga.

It’s impractical to show a whole page of the timetable; a snippet will have to do but this indicates

Wagga Wagga - train connections 1917

Dest	Dist km	Mail train arrives 09:24			Departs 17:40 from / to Sydney			Speed (kmh)		Fare \$(f)	Notes
		Dep.	Days	Arr.	Return	Days	Arr.	Out	Ret.		
Motor Cars											
Alfredtown	16.1	10:30	Tu, Th, Sa	11:05	14:45	Mo, We, Fr	16:00	27.6	12.9	0.35	
Book Book	38.6	10:30	Tu, Th, Sa	12:05	13:30	Mo, We, Fr	16:00	24.4	15.4	0.85	
Carabost	75.6	10:30	Tu, Th, Sa	14:15	11:00	Mo, We, Fr	16:00	20.2	15.1	1.75	
Forest Hill	11.3	10:30	Tu, Th, Sa	10:50	14:40	Mo, We, Fr	15:00	33.8	33.8	0.25	
Kyeamba	49.9	10:30	Tu, Th, Sa	12:30	12:45	Mo, We, Fr	15:00	24.9	22.2	1.05	d
	49.9	10:00	Tu, Th	12:30	10:00	Mo, Fr	13:00	20.0	16.6	1.00	
Ladysmith	19.3	10:30	Tu, Th, Sa	11:15	14:15	Mo, We, Fr	15:00	25.7	25.7	2.30	
Lake Roy	103.0	10:30	Tu, Th, Sa	15:25	9:50	Mo, We, Fr	15:00	20.9	19.9	2.00	a
Rosewood	91.7	10:30	Tu, Th, Sa	15:00	10:15		15:00	20.4	19.3	2.00	
	-	10:00	Tu, sa	na	na	na	na	na	na	-	
Tooles Ck	22.5	10:30	Tu, Th, Sa	11:20	13:55	Mo, We, Fr	15:00	27.0	20.8	0.50	
Tumbarumba	112.7	10:30	Tu, Th, Sa	15:45	9:30	Mo, We, Fr	15:00	21.5	20.5	2.50	
Wolseley park	98.2	10:30	Tu, Th, Sa	15:15	10:00	Mo, We, Fr	15:00	20.7	19.6	2.25	
Coaches											
Collingullie	24.1	10:00	Tu, Th, Sa	12:30	12:30	We, Fr, Su	18:00	9.7	4.4	0.50	
Cookardinia	56.3	6:45	Tu, Th, Sa	13:25	9:30	Mo, We, Fr	16:00	8.4	8.7	0.75	b
Eurongilly	48.3	10:00	We, Sa	17:15	9:00	Th, Su	16:00	6.7	6.9	0.75	c
Little Billabong	72.4	6:45	Tu, Th, Sa	17:00	5:30	We, Fr, Su	15:00	7.1	7.6	1.25	d
Tarcutta lower	48.3	10:15	Tu, Th, Sa	15:00	17:30	Mo, We, Fr	20:10	10.2	18.1	1.00	d, e
Tarcutta upper	56.3	10:15	Tu, Th, Sa	16:15	15:30	Mo, We, Fr	20:00	9.4	12.5	1.20	d, e
Yarragundry	14.5	10:00	Tu, Th, Sa	11:30	13:30	We, Fr, Su	15:00	9.7	9.7	0.30	

Notes:

(a) Now Lake Glenroy

(b) Also served from Henty and Holbrook

(c) Also served from Junee

(d) Also served from Holbrook

(e) See article text

(f) One way, basic wage was about \$5.50

Township to which Coach runs.	Railway Station from which Coach starts.	Kilometres from Railway town	Depart Railway Town.	Arrive Township.	Return journey— ¹ Township to Railway Station.		Fares.	
					Depart Township.	Arrive Railway Town.	Single.	Return.
Peel.....	Bathurst	6	4 a m daily (Su ex) .....	.....	.....	7 p m	s. d.	s. d.
Peelwood	Crookwell	29	9-10 a m Tu, Sa	3:45 p m	10-15 a m M, F	5 p m	2 0	4 0
Peelwood	Newbridge	43	5 a m M, W, F	5 p m	7 a m M, W, F	6-30 p m	11 0	16 0
Pier Pier.....	Coonamble	37	6 p m F	3 p m Sa	10 a m Su	9 a m M	13 0	28 0
Pilliga	Wee Wee	37	1 p m Sa	8 p m	11 a m Su	4 p m	20 0	40 0
Pilliga	Coonamble	50	4 p m F	8 p m next day	9-15 p m Tu	8 a m next day.....	10 0	20 0
Pilliga	Burren Jct.	26	1 p m Tu, Th, Sa	5-30 p m	4-30 a m M, W, F	8-30 a m	11 0	22 0
Pittory.....	Coonamble	22	4 p m F	8 p m	9 p m F	8 a m	7 6	15 0
Pine Hills	Finley	20	8 p m F	10-30 p m	2 p m F	4-30 p m	15 0	25 0
Pine Ridge Hotel	Warren	50	1 p m Tu, Sa	2 a m next day.....	9 a m Th, Su	10 p m	16 0	30 0
Pine Vale	Gunnedah	4	5-15 a m Tu, Th, Sa	1 p m	12-30 p m M, W, F	7 p m	10 0	20 0
Pine View	Dubbo	41	10-30 a m W, Sa	10 p m	4 a m Su, Tu	4 p m	5 0	8 0
Piney Range	Grcnfell	15	2 p m Tu, Th, Sa	5 p m	8 a m M, W, F	11 a m	0 6	1 0
Pitt Town	Windsor	4	11-30 a m M, W, F	12 noon	3 p m Tu, Th, Sa	3-30 p m	6 0	10 0
Platina	Trundle	18	4 p m F	5 p m	7-30 a m M, W, F	11 a m	5 0	9 0
Pleasant Hills	Henty	16	11 a m Tu, Th, Sa	2-30 p m	6 a m W, F, Su	9-30 a m	1 0	2 0
Plumpton	Rooty Hill	2	Frequent 'bus service.	.....	.....	.....	3 0	5 0
Pokolbin	Allanlale	12	8-15 a m daily (Su ex).....	10-5 a m	11-20 a m daily (Su ex)	1-10 p m	2 6	5 0
Ponto.....	Wellington	12	10-15 a m Tu, F	12-15 p m	3-15 p m W, Sa	5-30 p m	4 0	...
Pooncarie	Hay	346	6 a m M, W, F .....	.....	.....	.....	.....	.....
Puddledock	Armidale	19	As required .....	.....	.....	.....	.....	.....
Quambone	Coonamble	38	4 p m Tu, F	11-30 a m next day	8-30 p m M, Th	4-30 a m next day	15 0	30 0
Quambone	Warren	57	1 p m Tu, F	3 a m Tu, Sa	7 a m M, Th	8 p m	20 0	35 0

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COACHES RUNNI

that the data presented for Wagga Wagga is as published, except for measurement conversions and the inclusion of average speeds.

All the places mentioned in the Wagga table can be found on Google maps or referenced on the NSW Geographical Names Board web site. For example, Book Book on the latter has four references – as a parish, a suburb (of Wagga Wagga, really!), a trig station and as a school.

Tarcutta Upper is Tarcutta, i.e. the well known pit stop on the Hume Highway. Tarcutta Lower is the name of a road running north off the Highway north of Tarcutta connecting with what is now the Sturt Highway.

The principal car service is to Tumbarumba, south east of Wagga Wagga, running on three days a week and returning the next day. At the time the railway from Wagga Wagga had been opened to Humula which is very close to Carabost. The

service was a mixed train running on Mondays, Wednesdays and Fridays taking 4 hours 50 minutes down, ten minutes longer on the up the next day.

It may have disappointed Tumbarumba residents that no connection was provided off this train (the railway reached there in 1921), but they did have the benefit of a coach connection from Gilmore on the Tumut line on these days.

As our table shows, the average speed of the Tumbarumba 'car' was about 20 km/h. This seems incredibly slow by today's standards but may have been reasonable given the road or track conditions, the stops for 'coaching' business and refreshments and the need to allow time for tyre punctures and other repairs. In wet weather there was always the possibility of being bogged.

In 1916, Boyd Edkins drove between Melbourne and Sydney in just under 17 hours, a speed of about 57 kmh.

The typical speed of the horse drawn coaches was about 10 km/h and often much less.

There is clearly a problem with the Tarcutta Lower data; probably the coach left at 16:30. It is also peculiar that the service from here arrived Wagga Wagga at 20:10, ten minutes later than the Tarcutta service. Almost certainly this was a misprint.

This is a reminder that the coaches did run at night. They would have carried an oil lamp but that wouldn't have been much help to light the way. On dark nights the horses probably knew the way better than the coachmen.

Now to look at other services.

Eden on the far south coast had the choice of a daily except Sunday car to connect to the mail train at Cooma (about 10 hours journey time) or to Nowra three times a week with "stay overs" at Bega and Moruya.

The car left Moruya at 05:00 to arrive Nowra at 12 noon, in

time for the train at 14:05 – cost \$3.50. If that was too expensive or inconvenient there was a daily except Sunday coach at 09:30 but that didn't arrive at Nowra until 05:00 next day – fare \$2.50.

Many coach services operated overnight, e.g. to Carrathool on the Hay railway line at 16:30 (Tu,Th,Sa), to arrive at Hillston at 09:00 next day. Departure back to Carrathool was an hour later; journey's end was at 02:00 next day. This is/was quite an outback journey.

The longest distance coach service shown was Broken Hill to Cobar – about 550km, but this is about 100 km longer than the current Barrier Highway distance. The coach left Broken Hill at 10:30 Tu, Sa and arrived Cobar at 05:45 Sa, Th. – an average speed of 9.45 km/h if the distance is to be believed.

The return took 91.25 hours—basically an extra day—for an average speed of only 5.97 kmh.



There's no mention of stay overs for this journey. Here are some examples of stayovers:

- Cox's River – Picton at The Oaks
- Durrambal – Collarenebri East at Collarenebri
- Fullerton – Crookwell at Laggan
- Kiandra - Cooma at Adaminaby
- Munadoo – Girilambone at

Half Way House

- Willeroon – Nyngan at Grahweed

One of the more oddball places to receive a car service was Mt. Kosciusko, served from Cooma – a distance of 50 miles – 80.5km. Where was this place? Surely not at the top of the mountain. Yes, there is a trafficable track there. The distance suggests that it was somewhat closer to Cooma as today it is 96 km driving dis-



tance from Cooma to Thredbo. Probably Perisher Valley. [I suggest the Mt Kosciusko Hotel—see pictures on this and previous page, Editor]

Sydney Suburban connections are included, generally stated as being operated by a 'frequent bus'. Examples include Sylvania – Kogarah, Peakhurst – Penshurst, Holsworthy – Liverpool, and Hyde Park – Lidcombe. The latter was for 2 miles - say 3 km.

Launches were used out of Woy Woy (to Davistown and Kincumber, and The Bar) and Wyong (to The Entrance).

This was clearly a period of transition in this matter. Cobb and Co, the principal horse coach operator had withdrawn from NSW by 1917 and was out of business altogether by 1924. The 1920s were a period of rapid growth in motor car / truck use with much road improvement.

The 1915 Victorian Bradshaw's Guide had a similar list—see page 13—which is notable for the inclusion of places that received no service at all.

The operation of horse coaches in NSW was well-documented by Geoff Lambert in "*Riding six white horses*" - published in *The Times* of [September 2007](#).

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Post Town	Mls. fr. R.S.	Nearest Railway Station	Leave Railway Station	Leave Post Town	Fares	
					Single	Ret.
Penola, S.A.	48	Casterton	Tu F 9 a	W St 9 a	10 0	15 0
Percydale	6	Avoca	M W F 8 p	M W F 9 a	1 6	2 0
Perry Bridge	12	Stratford	Tu Th St 8.15 p	Tu Th St 11 a	1 6	2 0
Peterborough	18	Timboon	M W F St 2.30 p	M W F St 11.30 a	5 6	7 6
Plavella	10	Prairie				
Picola North	4	Picola				
Picola West	5	Picola				
Piggoreet	4	Newtown				
Pine Grove	14	Mitiamo	M W F 8 a	Tu Th St 6 p	2 0	
Pine Grove East	24	Rochester				
Pitfield Plains	3	Illabarook				
Point Lonsdale	8	Queenscliff				
Polkemmet	14	Vectis				
Pomonal	15	Stawell				
Pompapuel	10	Dingee				
Footilla	12	Ballarat				
Poowong	6	Nyora	9.45 a	7.45 a	2 6	4 0
Portarlington	7	Drysdale	9.55 a, 6.55 p	5.30 a, 2.55 p	1 6	2 6
Port Campbell	12	Timboon				
Port Fairy Nth.	1	Port Fairy				
Portland West	2	Portland				
Portsea	81	Mornington	10.55 a	9.45 a	6 6	
Port Welshpool	8	Welshpool				
Poseidon	5	Tarnagulla				
Pound Creek	15	Wonthaggi				
Powelltown	11	Yarra Junction				
Powlett Hill	14	Newstead				
Powlett Plains	8	Kurting				
Prinetown	24	Timboon	M W F St 3 p	M W F St 8.30 a	10 0	15 0
Puckapunyal	21	Seymour				
Purnim	12	Warrnambool	M W F 2 a	Tu Th St 6.5 p	2 6	4 6
Quambatook						
Quambatook South	5	Quambatook				
Quarantine Stn.	34	Mornington				
Raglan	11	Beaufort	9.30 a	2.35 p	1 6	
Rathscar	18	Maryborough				
Redbank	18	Avoca	2.15 p	9.45 a	4 0	6 6
Red Bluff	7	Huon				
Redcastle	15	Heathcote	M W F 12.10 p	Tu Th St 1.30 p	2 6	4 0
Red Hill	10	Mornington				
Reedy Creek	9	Broadford				
Research	8	Eltham				
Rheola	12	Inglewood	2.30 p	6.45 a	2 0	2 0

Gungahlin Bus Services

HILAIRE FRASER

GUNGAHLIN IS situated to the north of Canberra's CBD. Development commenced in 1991 and now Gungahlin has a population of 72,000.

Based on the [Gungahlin Week-day Bus Timetable](#) booklets effective 9 October 2017, Gungahlin has 10 full-time weekday bus services as follows:-

- 200 Red Rapid (Gungahlin-City-Fyshwick)
- 250 Black Rapid (Gungahlin-Belconnen Direct)

Three City Connectors

- 56 City-Gungahlin via Palmerston
- 57 City-Gungahlin via Franklin
- 58 City-Gungahlin via Harrison

Five Feeders

- 51 Gungahlin-Belconnen via Casey
- 52 Gungahlin-Belconnen via Nicholls
- 54 Gungahlin-Belconnen via Crace
- 55 Gungahlin-Bonner

• 59 Gungahlin-Amaroo

The 200 operates every 15 minutes daytime with evening services being 30 minutes from Gungahlin to Canberra Railway Station in both directions supplemented by additional outward 30 minute services from the City to Gungahlin. In the peak feeder services 51, 52, 54, 55 and 59 extend to and from the City as 251, 252, 254, 255 and 259. The 252 morning services continue on to Fyshwick and 252 afternoon services commence from Canberra Railway Services. These 200 series services give a service every few minutes in the peak and will be replaced by light rail between Gungahlin and City from late 2018. The Fyshwick section will become part of a new rapid service beginning at Belconnen. The city connectors 56 57 and 58 operate hourly with more frequent peak services. Feeder services 51, 52, 54, 55 and 59 operate every 30 minutes daytime and hourly in the evening.

Based on the Canberra Weekend Bus Timetable booklet effective 7 October 2017, Gungahlin has 8 weekend bus services as follows:-

- 200 Red Rapid (Gungahlin-City)

Two City Connectors

- 956 City-Gungahlin via Palmerston (same as 56)
- 958 City-Gungahlin via Franklin & Harrison (combines 57 and 58)

Five Feeders

- 951 Gungahlin-Belconnen via Casey (same as 51)
- 952 Gungahlin-Belconnen via Nicholls (same as 52)
- 954 Gungahlin-Belconnen via Crace (same as 54)
- 955 Gungahlin-Bonner (same as 55)
- 959 Gungahlin-Amaroo (same as 59)

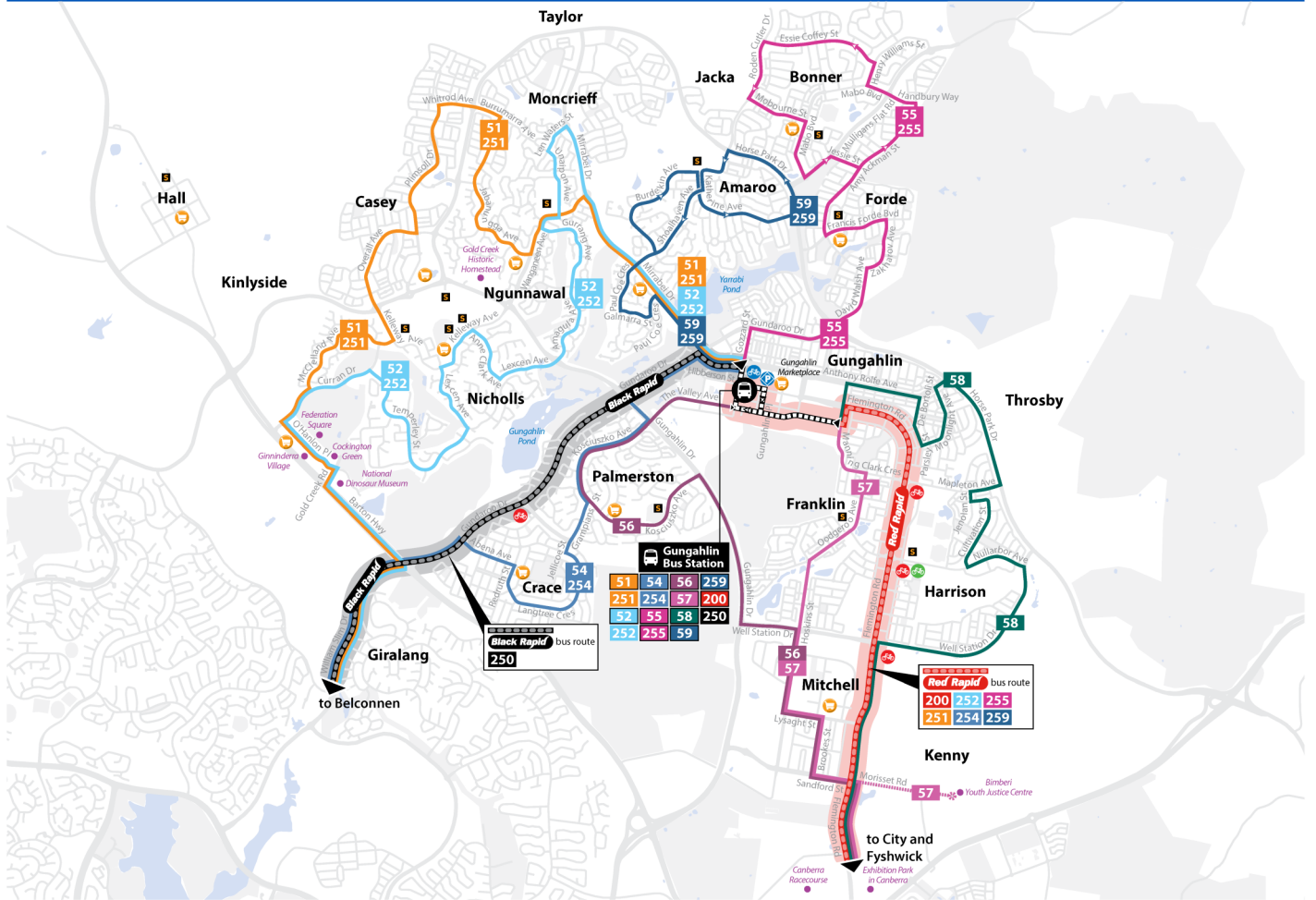
The 200 operates every 15 minutes daytime with evening services being every 30 minutes. 951, 952, 954, 955, 956, 958 and 959 operate hourly.

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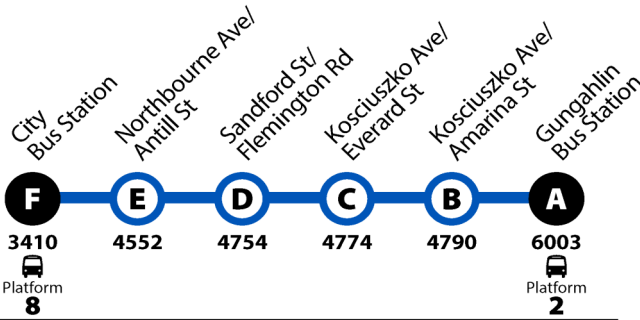
Gungahlin Network Map



www.alamy.com - EG7TJD

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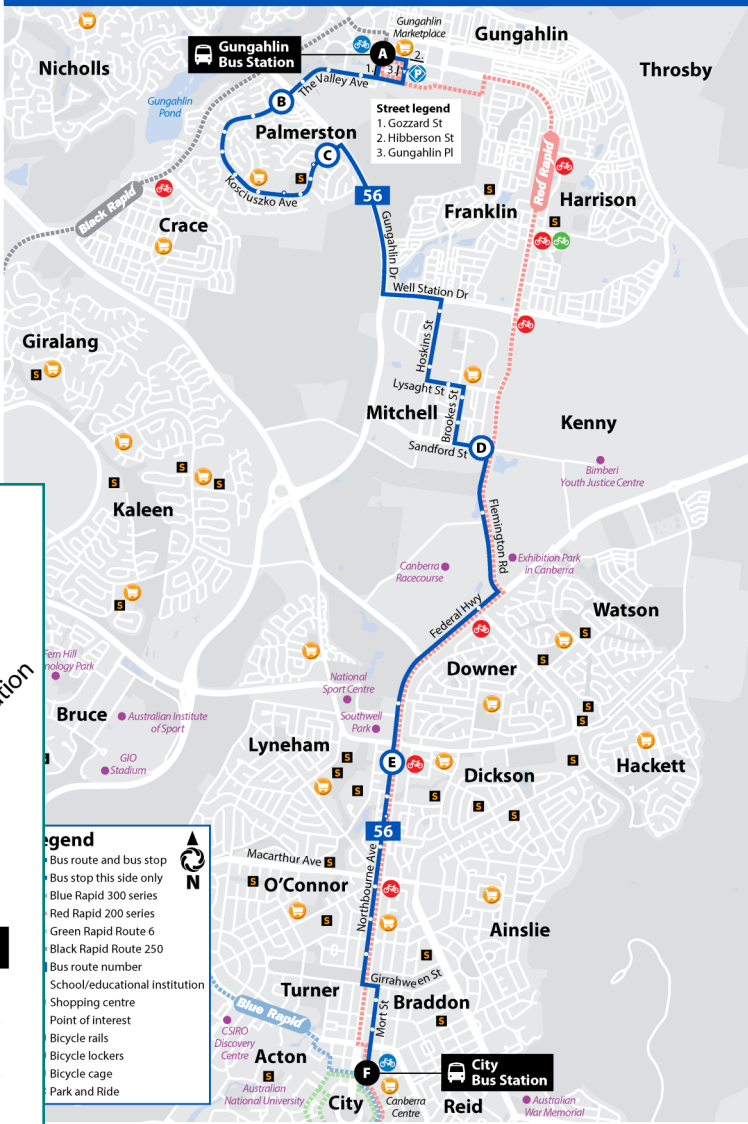
To Gungahlin



Monday to Friday

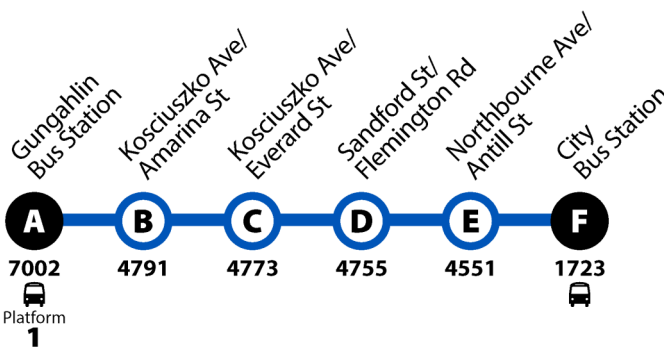
AM	56	56	56	56	56	56	56	56	56	56
	6:17	6:24	6:29	6:35				
	6:45	6:52	6:57	7:03				
	.....	.....	7:13	7:20	7:25	7:31				
	7:21	7:27	7:41	7:48	7:55	8:01				
	7:48	7:56	8:10	8:17	8:24	8:30				
	8:23	8:31	8:45	8:52	8:59	9:05				
	8:56	9:04	9:16	9:22	9:29	9:35				
	9:25	9:32	9:44	9:50	9:57	10:03				
	10:25	10:32	10:44	10:50	10:57	11:03				
	11:25	11:32	11:44	11:50	11:57	12:03				
PM	56	56	56	56	56	56	56	56	56	56
	12:25	12:32	12:44	12:50	12:57	1:03				
	1:25	1:32	1:44	1:50	1:57	2:03				
	2:25	2:32	2:44	2:50	2:57	3:03				
	2:55	3:03	3:17	3:25	3:35	3:41				
	3:25	3:34	3:48	3:56	4:06	4:12				
	3:45	3:54	4:08	4:16	4:26	4:32				
	4:05	4:14	4:28	4:36	4:46	4:52				
	4:25	4:34	4:48	4:56	5:06	5:12				
	4:45	4:54	5:08	5:16	5:26	5:32				
	5:05	5:14	5:28	5:36	5:46	5:52				
	5:25	5:34	5:48	5:56	6:06	6:12				
	5:45	5:54	6:08	6:16	6:26	6:32				
	6:15	6:24	6:36	6:42	6:48	6:54				
	6:45	6:52	7:03	7:09	7:15	7:21				
	7:45	7:52	8:03	8:09	8:12	8:18				
	8:45	8:52	9:03	9:09	9:12	9:18				
	9:45	9:52	10:03	10:09	10:12	10:18				

56 Route Map



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To City



Monday to Friday

AM	56	56	56	56	56	56	56	56	56	56
	6:23	6:30	6:35	6:43	6:55	7:02				
	6:48	6:55	7:00	7:09	7:23	7:31				
	7:15	7:23	7:30	7:39	7:53	8:01				
	7:46	7:54	8:01	8:11	8:26	8:36				
	8:18	8:26	8:34	8:44	8:59	9:07				
	8:48	8:56	9:03	9:12	9:24	9:32				
	9:18	9:26	9:31	9:40	9:52	10:00				
	9:49	9:57	10:02	10:11	10:23	10:31				
	10:49	10:57	11:02	11:11	11:23	11:31				
	11:49	11:57	12:02	12:11	12:23	12:31				
PM	56	56	56	56	56	56	56	56	56	56
	12:49	12:57	1:02	1:11	1:23	1:31				
	1:49	1:57	2:02	2:11	2:23	2:31				
	2:47	2:55	3:00	3:08	3:22	3:31				
	3:18	3:25	3:30	3:38	3:52	4:01				
	3:49	3:56	4:01	4:09	4:23	4:32				
	4:19	4:26	4:31	4:39	4:53	5:02				
	4:49	4:56	5:01	5:09	5:23	5:32				
	5:19	5:26	5:31	5:39	5:53	6:02				
	5:59	6:06	6:11	6:19	6:33	6:42				
	6:59	7:06	7:10	7:18	7:30	7:38				
	7:59	8:06	8:10	8:18	8:30	8:38				
	8:59	9:06	9:10	9:18	9:30	9:38				