Maddingley 1967

Maddingley 2020

Inside: **Maddingley rises again**
Destination Chiswick
Vancouver Reflections

The Times

—Contents—

Aaah! "Maddingley"! … for former residents, the name rings bells. Now, at Kerr's Road (red arrow), the bells ring 71 times every weekday. The story starts on page 3.

Letter from IAN MANNING

Mildura-Broken Hill

James Wells was indeed correct in assuming that the current Transport for NSW bus service between Mildura and Broken Hill revived a previous service. On Monday 13.11.2006 I was one of four passengers on the run which left Mildura at 0900, connecting with the overnight V/Line bus from Melbourne, successor to the Vinelander. Presumably the service had originally been introduced as a Vinelander connection. I did not avail myself of the overnight bus, but rather travelled from Melbourne via Swan Hill the previous evening. The motel opposite the station provided for after-midnight arrivals by leaving pre-booked room keys under the doormat. I was one of four passengers on the 0900 mini-bus driven by Tom Evans, proprietor of Junction Tours. We arrived at the Broken Hill bus station at 1230. The only other user of this substantial facility was Buses R Us, with their three weekly trips to Adelaide - NSW CountryLink buses left from the Crystal St railway station, as did the train which I caught to Sydney on Tues 14th to attend a seminar at the UNSW on the 15th. It was an interesting route from Melbourne to Sydney and, thinking I might repeat the trip, every so often I looked it up on the web. Junction Tours was replaced by Buses R Us, who after a while made the service conditional on sufficient bookings, then eventually marked it as suspended, but not for ever: there came the day when their website announced 'We're Back!'. James Wells is therefore correct in suspecting continuity between the Transport for NSW service and the previous operator. It is noticeable that the timetables emphasise hospital connections and I suspect that the Broken Hill Health Service is a major if informal stakeholder in the service.

Maddingley Rises Again

GEOFF LAMBERT, *who watched Maddingley trains come and go from 1950*

I COME FROM MADDINGLEY – somebody has to. Maddingley was first gazetted as a "township" in 1853 and appeared on a mineralogical map of 1868 (below, to which I have added the location of the eventual railway and stations).

It is not clear where the name comes from, but it seems to have either been named after a person or is, perhaps, a misspelling of Madingley, near Cambridge in England. Wikipedia says: *It is a suburb of Bacchus Marsh, a peri-urban town in central Victoria, Australia. The locality consists of the portion of the Bacchus Marsh urban area south of the Werribee River. At the 2016 census, Maddingley had a population of 3,453.*

Well—when I came to Maddingley in late 1949, it had a population of about 300. Many of my earliest memories of Maddingley involve the trains that passed to and fro next to Gaynor's Gully at the end of McCrae Street (our house is the yellow dot). Trains were a fascination for we kids because they

were so rare. Street Cricket would be suspended while all the players, boys and girls alike, stopped to count the trucks on No.77 Fast Goods.

For most of the time I lived there, the locals considered that the southern border of Maddingley was the railway line, at the point it began to curve south towards Rowsley. It was something of a surprise to me to discover in Andrew Waugh's track maps that there was a Maddingley Siding at the top of the hill; also known as Bacchus Marsh Racecourse.

The official name of the railway was the "Bacchus Marsh and Gordons Railway", authorised under the Railway Construction Act 1884, otherwise known as the "Octopus Act". The original notion for the main line was that it would not dip down into Bacchus Marsh, but continue in a straight line from "Bacchus Marsh Junction", a place that later became Parwan station; thence more or less along the line of Kerr's Rd. Under this plan, quickly abandoned, Bacchus

Marsh was to be a stub-end branch. "Bacchus Marsh Junction" appears on a Parish map of Parwan of 1888.

The Second Schedule to the Act contained 3 pages of fine print giving what was essentially a written description of a construction plan. Maddingley is frequently mentioned in these paragraphs (see extract on Page 5 which describes the line from Maddingly [*sic*] township to Rowsley Station with black stars). Maddingley/Bacchus Marsh Racecourse Platform lies at the very start of the 1M52C section. There was a gatehouse at Kerr's Road, a fact that could be gleaned from close examination of the ground just to the north of the level crossing.

Plans for the line exist and Jack McLean (ATA Founder) obtained a photocopy of them, but they are not otherwise in the public domain. However, it just so happens I had an extract of Jack's copy and it shows (barely) the Kerr's Road crossing (see page 2). According to the Level

Bacchus Marsh Station

Maddingley Siding

Proposed "Bacchus Marsh Junction"
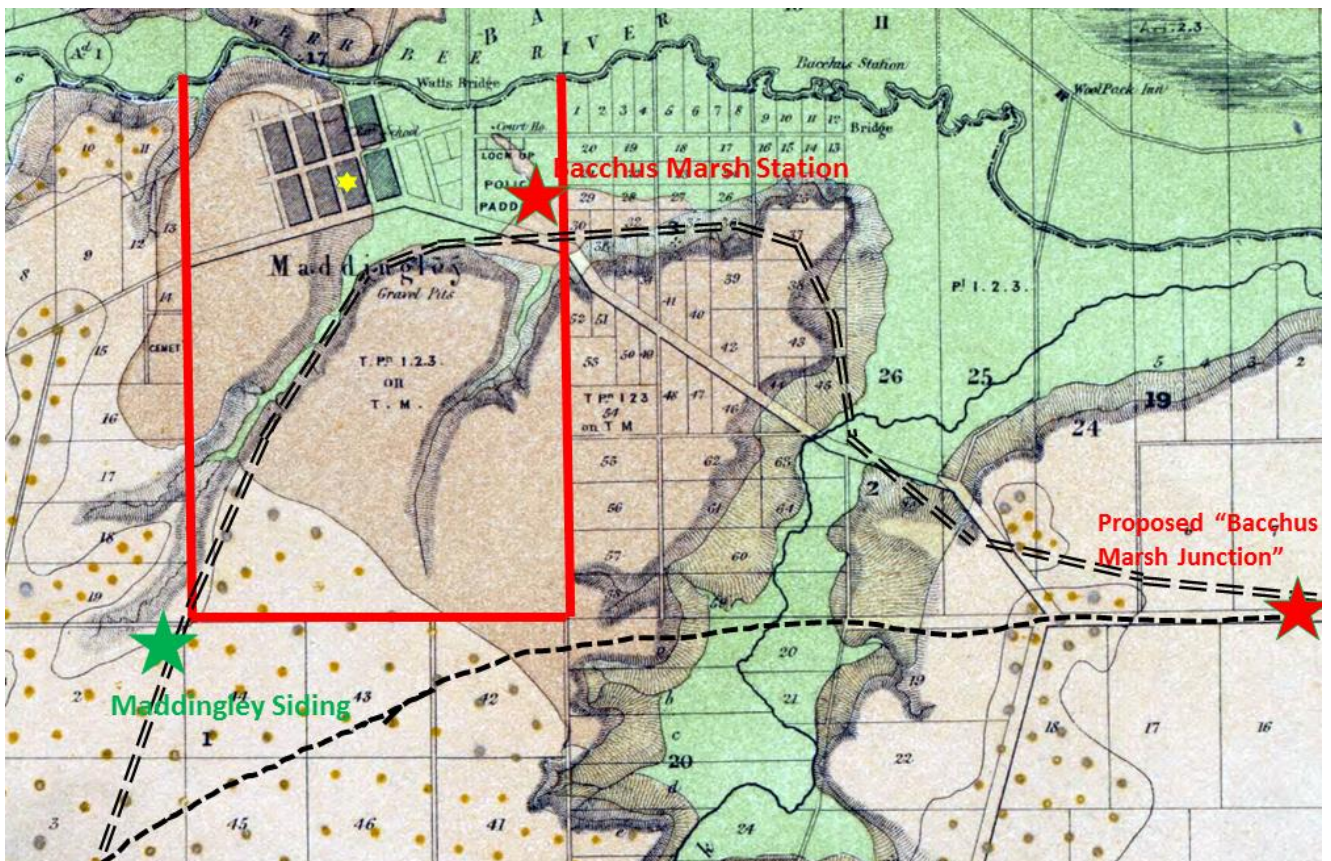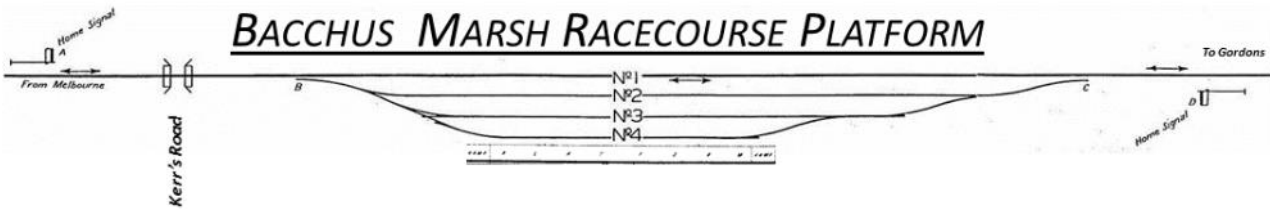
Timetables for Special Trains to Bacchus Marsh Racecourse

| Racing date	Down trains				First Race	# of Events	Last Race	Up Trains				Other trains/ Notes
	Horse-box	1st Pass.	2nd Pass.	3rd Pass.				1st Pass.	2nd Pass.	3rd Pass.	Horse-box	
16-Jun-1888	9:50	11:40						17:00			17:40	
1-Dec-1888	10:56	11:40	12:05					17:07	17:17		17:50	
23-Nov-1889	10:55	11:30	11:50	12:35				??	??	??	??	Trains return when races are over Through line not yet open 11:00 AM Up to call at 13:00'; Express to Ballarat to call at
8-Apr-1890	10:30	11:15	11:30					??	??		??	17:45; 19:45 Bacchus Marsh to Ballarat to stop.
6-Sep-1890	10:30	11:00	11:30		13:30	7	16:45	17:15	17:30		17:50	Morning and forenoon (Up) Ballarat
4-Dec-1890	10:30	11:15	11:30			6		17:15	17:30		17:50	
3-Sep-1891	10:00	11:20	11:40			6		17:00	17:15		18:00	
28-Nov-1891	11:00	11:20	12:00		13:45		16:45	17:00	17:15		18:25	
5-May-1892	10:30	11:15	11:35		13:45		16:30	16:55	17:15		17:40	0735 and 1110 Up Ballarat will stop
7-Sep-1892	10:30	11:15	11:42					16:55	17:15		17:40	Preceded by a Hunt at "a quarter to twelve a.m.
22-Feb-1893	11:00	11:42										
4-May-1893	11:00	11:45				6		17:00			17:30	
7-Sep-1893	11:00	11:55						17:00				
7-Dec-1893	11:00				13:45		16:40				17:00	
6-Sep-1894	11:00	11:55						17:00			17:30	
6-Dec-1894	11:00	11:55										11:10 Up Ballarat to stop
15-May-1895	11:00	11:45						17:00			17:30	
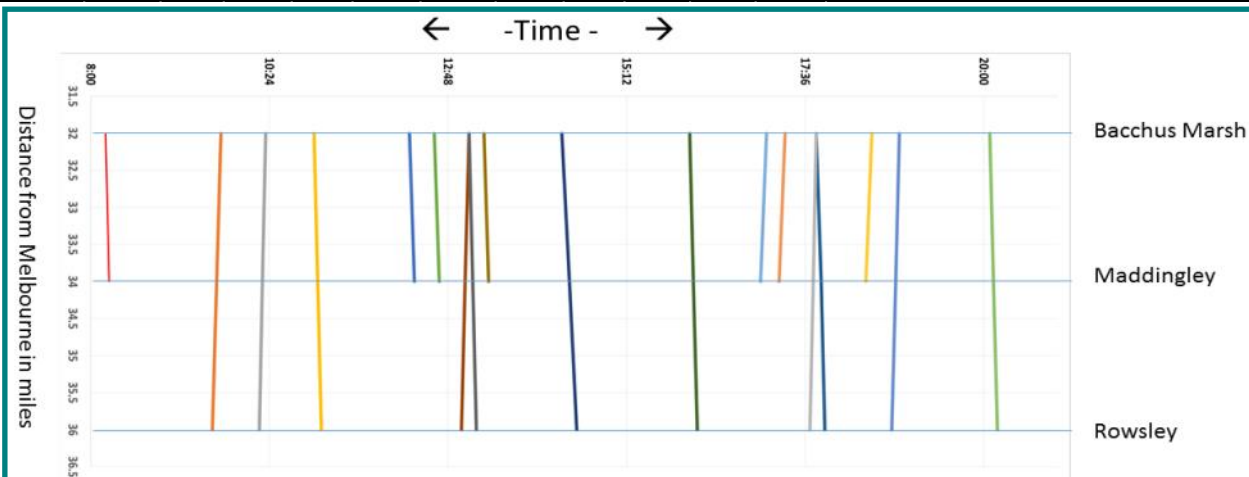
Crossing Book of the early 20th Century, Kerr's Rd was 33M60C85L from Melbourne and 35M69C00lL from Warrenheip.

The Times of December 2010 gives some details of the sidings at Maddingley and the timetables of the Special Trains that used them between 1889 and 1895.

The Sidings

I had long noticed that about 500 metres of the railway reserve at Maddingley commencing at Kerr's Rd, was some 15 metres wider than that of the section of line to either side. Within that space, my eye of faith saw three tracks and at least one earth mound that might have been a platform. This is pretty much supported by entries in the 1898 and 1902 General Appendices which mention "*Racecourse platform and sidings situated 1¾ miles on Down side of Bacchus Marsh*". Possibly, it resembled the mock-up above.

The Race Train Timetables

The Table above gives some details of the timetables of known Race Specials between June 1888 (which was about 20 months before the full line was opened) to May 1895. For the first three racing days listed, the nature of any safeworking arrangements is not at all clear because construction was still underway further up the line. A Graphical timetable chart of the specials for November 1891, interspersed between the regular

passenger and good trains, is shown below the Table. Missing from the chart (perhaps) are up to six Light Engine movements. If so, that would make 24 trains for which the Kerr's Rd gatekeeper would have had to swing the gates back and forth. It would be over 70 years before a day like that was seen again.

The 28-Nov-1891 timetable is perhaps instructive, in that we see three Up departures for Passenger Trains at 15-minute intervals. This implies, I think, that there were at least three sidings. The Horse Box train ran over an hour later.

The last race train timetable, of which I have a record was in 1895. After that—nothing. By 1908, all mentions of the sidings in the then-current official documents had vanished.

In 1949, when I arrived in Bacchus Marsh, the traffic was sparse beyond belief by the standards of today (See table below).

Timetable evolution after 1900

The evolution of timetables is, perhaps, like the Evolution of the Species — "Punctuated Equilibrium". There are, to be sure, slow changes in the baseline (see the thin brown line in the chart) but, like Climate Change, the trends get hidden in the noise. Particular events that seem to have had an influence on the number of trains passing Kerr's Road, might include (in more or less chronological order):
1. The Octopus Act
2. WWI
3. The Great Depression
4. WWII
5. Operation Phoenix
6. NE Standard Gauge 1962
7. Perth Standard Gauge 1970
8. The New Deal 1981
9. Jeff Kennett
10. Standard Gauge 1995

No. 821.]   *Railway Construction.*

SECOND SCHEDULE.

BACCHUS MARSH AND GORDONS RAILWAY.

Commencing at the termination of the Footscray and Bacchus Marsh Railway at a point on the western boundary of allotment 6 of section 9 in the parish of Parwan, and

through allotments 32 and 31 in the parish of Parwan, into the recreation reserve in the township of Maddingly; thence for 36 chains 67 links by a curve of 30 chains radius the chord of which bears south 62° 55' west, passing out of the recreation reserve in the township of Maddingly, through allotments 12 and 13, into allotment 14 of section A in the parish of Parwan; thence for 1 chain 91 links in a straight line bearing south 27° 54' west; thence for 13 chains 88 links by a curve of 60 chains radius the chord of which bears south 34° 31' west, passing out of allotment 14, through allotment 16, into allotment 17 of section A; thence for 8 chains 49 links in a straight line bearing south 41° 9' west, passing out of allotment 17, into allotment 18 of section A; thence for 28 chains 80 links by a curve of 100 chains radius the chord of which bears south 32° 54' west, passing out of allotment 18, through allotments 29 and 28, into allotment 27 of section A; thence for 15 chains 63 links in a straight line bearing south 24° 59' west, passing out of allotment 27, into allotment 26 of section A; thence for 15 chains 91 links by a curve of 100 chains radius the chord of which bears south 20° 5' 30" west, passing out of allotment 26 of section A, through allotment 19 of section 1, into allotment 2 of section 2; thence for 1 mile 52 chains 40 links in a straight line bearing south 15° 32' west, passing out of allotment 2, through

11. Regional Fast Rail
12. Regional Rail Link
13. sRegional Rail Revival

Of these, #s 1 to 4 and #9 were imposed on the railway, the others were, at least in part, "children of the railway". I intend to discuss #s 5-13. A lot of what appears under these headings relies on Wikipedia.

5. Operation Phoenix

The Victorian Railways of the 1930s and 1940s had become run down, with years of economic depression, the war effort, and material shortages resulting in a general decline. When World War II hit, the VR had no chance to rebuild. With resources being directed towards the war effort, only patch up work and essential maintenance was possible. Furthermore, passenger travel had been restricted by government, with trains taking longer and buffet carriages removed. Despite this, in 1948-49 country passenger business was up 76% on that of 1938-39;

goods traffic was up by 53%. The growth in patronage was due to a lack of alternative transport, with wartime petrol rationing still in force.

In 1949, a review of the Victorian Railways was commissioned by Transport Minister Kent Hughes, and was carried out by British Railways Chief Executive John Elliot. The report found much to admire in the management and staff, but criticised the run-down locomotives, rolling stock, and track and predicted a "final breakdown of rail transport" in ten years if nothing was done.

Operation Phoenix was conceived to address these issues, and took 18 months of planning before it was publicly released. As a whole, the program would cost £83 million over 10 years, with £40 million to be spent on rolling stock and £43 million on Capital Works. Initial projects included: 100 steam locomotives, 17 diesel electric locomotives, 10 diesel electric shunting locomotives, 30 self-

Train numbers on the Ingliston Bank, W&SW WTT 27-SEP-1948										
DOWN PASS		UP PASS		DOWN GOODS		UP GOODS		ALL TRAINS	
REGULAR	CONDITIONAL	REGULAR	CONDITIONAL	REGULAR	CONDITIONAL	REGULAR	CONDITIONAL	REGULAR	CONDITIONAL
#25	#27	#80	#22A	#9	#79	#28			
#49	#39	#10	#12			#36			
#69	#49A	#22	#34A			#88			
#73	#81	#24							
		#34							
4	4	5	3	1	1	3	0		
8		8		2		3		13	

propelled railcars, and 1000 goods wagons.

The cost of this program of works for 1952-53 was intended to be £12.5 million. However loans became difficult to negotiate, due to money market issues, and the budget for Operation Phoenix was cut back to £6.8 million.

Operation Phoenix was also the peak of Capital spending on the Victorian railways, the expenditure during 1950-51 was not exceeded until 1984-85 [see "New Deal", below].

By 1953 the new mainline diesels were running 4,800 km a week, four times as far as the best steam locomotives. An hour had been cut from long-distance passenger train timetables. The first sign of this at Maddingley was the advent of B-class Diesel haulage of #77 Fast Goods, the train that stopped our cricket games as it passed.

6. Sydney-Melbourne Standard Gauge 1962

Things really started to take off after arrival of the Standard Gauge in Melbourne in early 1962. This shifted the point of "Bogie Transfer" from Albury to Dynon and encouraged the onward transport of freight from Sydney to Adelaide. To cope with the expected increase in traffic up and down the Ingliston Bank, the Bacchus Marsh to Ballan section of railway was converted from electric staff to CTC signalling in 1963. Throughout the 1960s and into the 1970s, Interstate Goods traffic by the new category of "Express Goods" jumped upward with almost every new issue of the WTT. Intrastate Goods traffic increased in sympathy with this and with the general economic growth.

7. Sydney-Perth Standard Gauge 1970

The opening of the new Standard Gauge lines from Broken Hill to Port Augusta and from Kalgoorlie to Perth meant the train services between Sydney and Perth no longer needed to traverse the rail lines in Victoria, including the Ballarat Line. The later standardization of the line from Adelaide to Crystal Brook amplified the shift in traffic.

8. New Deal 1981

The *"New Deal for Country Passengers"* was a timetable introduced on 4 October 1981, which revolutionized the provision of country passenger railway services. Thirty-five little-used passenger stations were closed, rolling stock utilisation was improved, and new rolling stock introduced. The timetable and associated service changes resulted in an average patronage growth of 8.7% per year.

The Victorian Railways had been stuck in something of a "time warp" for a number of decades. The Bland Report of 1972 recommended the restructuring of railway management, the closure of uneconomic branch lines, and the replacement of most country rail passenger services with road coaches. By the start of the 1980s, passenger numbers had fallen to around 3 million per year, due to ageing rolling stock, unattractive timetables operating at poor frequencies, and the attractiveness of private motoring.

Alan Reiher became Chairman of the Victorian Railways Board in July 1980, with the Victorian Railways having by then been re-branded as VicRail. By February 1981, Reiher's lobbying had resulted in a $115 million commitment from the Hamer Government to revitalize country rail passenger services in Victoria. VicRail pushed hard for the new timetables to be introduced by October 1981, so that they would operate throughout the summer before the 1982 Victorian election.

Before the new timetable could be introduced, stopping patterns and running times were scrutinized to maximise the utilisation of locomotives and rolling stock. The research found that 30% to 50% more services could be run with a new timetable but with fewer carriages.

The passenger network was recast, with Intercity routes from Melbourne to Albury, Bairnsdale, Bendigo, Dimboola, Mildura, Numurkah, Swan Hill and Warrnambool. Road coach services connected with Intercity trains to towns no longer serviced by rail. Within the 'Intercity' network, an

'Interurban' (commuter rail) division was set up with more frequent services to Ballarat, South Geelong, Kyneton, Seymour and Traralgon. Thirty-five passenger stations were closed on existing lines, or eighty-two stations when those on closed lines were included. On the Ballarat Line, the closed stations were Gordon, Bungaree and Warrenheip

The new timetable came into operation on 4 October 1981. Each Intercity service was accelerated by a large margin, up to 50 minutes in some instances. These timetables were quite successful, with adjustments made as the engines proved better at timekeeping with their lighter loads and because the fixed-set policy simplified shunting at Spencer Street station.

Although the total cost of the New Deal eventually topped $100 million, the new services were far cheaper to operate and were far more attractive. By April 1983, VicRail General Manager R. J Gallacher claimed that country passenger traffic had increased by around 20% in the eighteen months since the New Deal had begun.

9. Jeff Kennett 1996

At the 1996 Victorian election, a Liberal Party government led by Jeff Kennett was re-elected on a platform of continued rationalization of the state's public services. This program of service reduction and privatisation, later described as one of the Kennett government's most significant legacies, included breaking up the Public Transport Corporation and selling or franchising nearly all of its assets and operations, as well as cancelling or reducing train services to regional areas. During 1999, the state's V/Line rail freight operations were sold outright to Freight Victoria. At the company's insistence, the government also decided to lease the majority of the intrastate network to the winning bidder. Later in the year, country passenger train operations under the V/Line brand were franchised to National Express, under a 15-year contract which included a commitment by the company to invest in infrastructure upgrades as well as 58 "high speed trains".

10. Western Standard Gauge 1995

In the 1970s, most interstate lines in Australia began to be converted to standard gauge. By the 1990s, Adelaide to Melbourne was the only interstate link not converted, and so various proposals were made for gauge conversion. Two main options were put forward:

- via Ballarat: A new track or dual gauge to Ballarat, then conversion of the line west.
- via Geelong: A new track to Geelong, dual gauge to Gheringhap, then conversion of the line via Cressy, and then conversion of the line from Ararat.

Various reasons were given for and against both routes. The Geelong route was longer, but avoided the steep grades on the line though Ballarat. Businesses and industry in both cities also wanted to be on the main interstate link. In the end, it was decided to build the route via Geelong, and work was completed in 1995 with funding from the Federal Government One Nation program.

The main traffic on the line is Melbourne – Adelaide interstate freight, with trains operated by Pacific National and SCT Logistics. Grain services are also operated on an irregular basis on the line. This resulted in all but one of the Broad Gauge services via Bacchus Marsh transferring to the new SG line.

11. Regional Fast Rail 2000

The Regional Fast Rail (RFR) project was a rail transport project undertaken by the State Government between 2000 and 2006, aimed at improving rail services on the regional railway network. The project had five key components:

1. Upgrading rail infrastructure to allow trains to travel safely at speeds of up to 160 km/h on the country sections of the corridors
2. New fast trains: a total of 29 new VLocity trains were purchased
3. Installation of fibre optic cable as part of the upgraded rail signalling and communications systems
4. A revised 2006 V/Line timetable was developed, incorporating some faster and several additional train services
5. Interconnecting bus services

In announcing the government's funding contribution to the project, Premier Bracks told media that his government had not fully understood the decrepitude of the existing network, and that non-Government funding would be needed. He also detailed that the maximum speed of the improved services would be 160 km/h. The delivery of these objectives entailed upgrading 500 km of rail lines from the track bed up, installing 400 new and upgraded railway signals, installing more than 460,000 concrete sleepers, upgrading 170 level crossings, introducing new rail safety systems (later including the Train Protection & Warning System), developing new train timetables with improved services, and the laying of new fibre optic cable along the rail corridors to allow for better signalling and also provide enhanced broadband

facilities in regional areas.

On the Ballarat line, track and signalling were upgraded to allow VLocity trains to run at 160 km/h between Deer Park West Junction and Ballarat. In addition, some deviations were built to ease curves and, in one case, to provide a considerably shorter route (the original route was retained, however, to provide a passing loop).

VLocity trains began running at increased speeds from 22 December 2005, with regular 160 km/h services beginning on the Geelong, Ballarat, and Bendigo lines on 3 September 2006. As well as reduced journey times, new timetables also increased the frequency of services, with off-peak trains arriving up to once per hour. Additional trains, with varying consist lengths to suit demand, were scheduled to operate during the peak, with one service on each line in the morning and evening peaks designated as the "flagship" service, which was scheduled to run at the journey time which had been promised.

This original promise was for trains to run to Geelong in 45 minutes, Ballarat in 60 minutes, Bendigo in 80 minutes, and Traralgon in 90 minutes. However, this was soon changed to add four minutes to each journey. Even these times were only for a few trains each day that would run express between Melbourne and the respective regional cities. Furthermore, the number of trains that would run to these schedules was cut to one each way each day. By 2011, successive timetable changes had drastically

Weekday Trains at Kerrs Rd
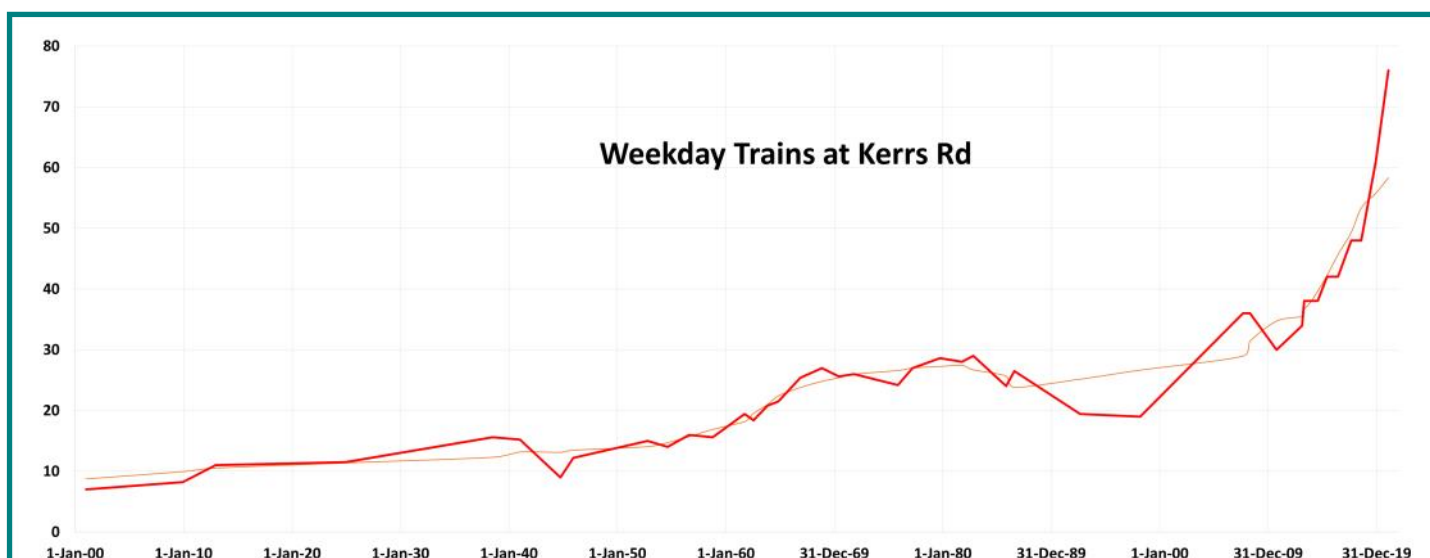
slowed services. On the Ballarat line, at least 10 minutes had been added to the average journey, following the decision by the Baillieu Ministry to remove "flagship" express services.

In the years following the completion of the RFR program, a number of further investments were proposed and completed. Further orders for VLocity trains were placed regularly following the completion of the RFR. With delays, the project was finally completed in 2009. The cost of the project to the government was estimated at A$750 million.

In the years following completion of the RFR project, patronage on V/Line services began to increase at an unprecedented rate, stimulating continued investment. Consequently, a decade after the project's completion, the RFR program had been identified as the beginning of a radical transformation of the role and nature of regional rail services in Victoria.

Because of the RFR-induced growth in passengers and services, there was an increase in congestion in the Melbourne suburban area, where trains operated by V/Line shared tracks with Metro Trains Melbourne suburban trains, caused increasing delays on rail services.

12. Regional Rail Link

The Regional Rail Link (RRL) was a project to build a 47.5 kilometre length of railway through the western suburbs of Melbourne, the main aim of which was to separate regional V/Line

Ballarat, Bendigo and Geelong services from the electrified Melbourne suburban services. The project involved the building of an extra pair of tracks from Southern Cross station to Sunshine, parallel to the Western line, and a new double-track line from Deer Park, which joined with the Warrnambool line west of Werribee.

All passenger trains on the Ballarat, Bendigo and Geelong lines use the Regional Rail Link from Sunshine to Melbourne. The link allowed more regional and metropolitan trains to run, which, combined with the purchase of new rolling stock, helped provide additional peak hour passenger capacity on regional services, particularly those from Geelong and Ballarat.

13. Regional Rail Revival

The Regional Rail Revival is a joint initiative between the Australian government and the Victorian government to upgrade all regional railway lines in Victoria. It is being delivered by Rail Projects Victoria (RPV). The project is guided by the 2016 Regional Network Development Plan, which outlines the short, medium and long-term priorities for a modernized regional rail network.

On the Ballarat Line, the program was badged as the "Ballarat Line Upgrade", abbreviated as "BLU", in the almost-weekly news bulletins and temporary Public Timetable names.

The core of the plan, was to replicate

as much as the line as physically possible; to build a new station between Rockbank and Melton, to replace the North Line at Bungaree with a new loop on the South Line and to transfer the stabling yard at Bacchus Marsh to Maddingley.

The sections of track replicated were
- Caroline Springs-Melton Weir Junction
- Bacchus Marsh-Maddingley Junction
- Just east of Ballan to Bostock, the new name for a place previously called Bradshaw.

The various incarnations of the name "Maddingley" first popped up in the Network Service Plan in October 2018, although there was "nothing to see here" at that date. The majority of these works were finished by late 2020, with minor tweaking, signalling activation and driver training taking place in the first 30 days of January 2021.

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Beyond Kerr's Rd

After Kerr's Rd, the line flattens through Rowsley Station, dips a little and then begins the arduous climb of the 1:48 (2.5%) Ingliston Bank. While steam ruled the rails, both the climb and the descent of this bank seemed to strike fear into the hearts of timetablers.

In the Down direction, the Bacchus Marsh to Ingliston section could be split into three block sections, worked with divisible electric staff, with

Maddingley Trains Feb 2021
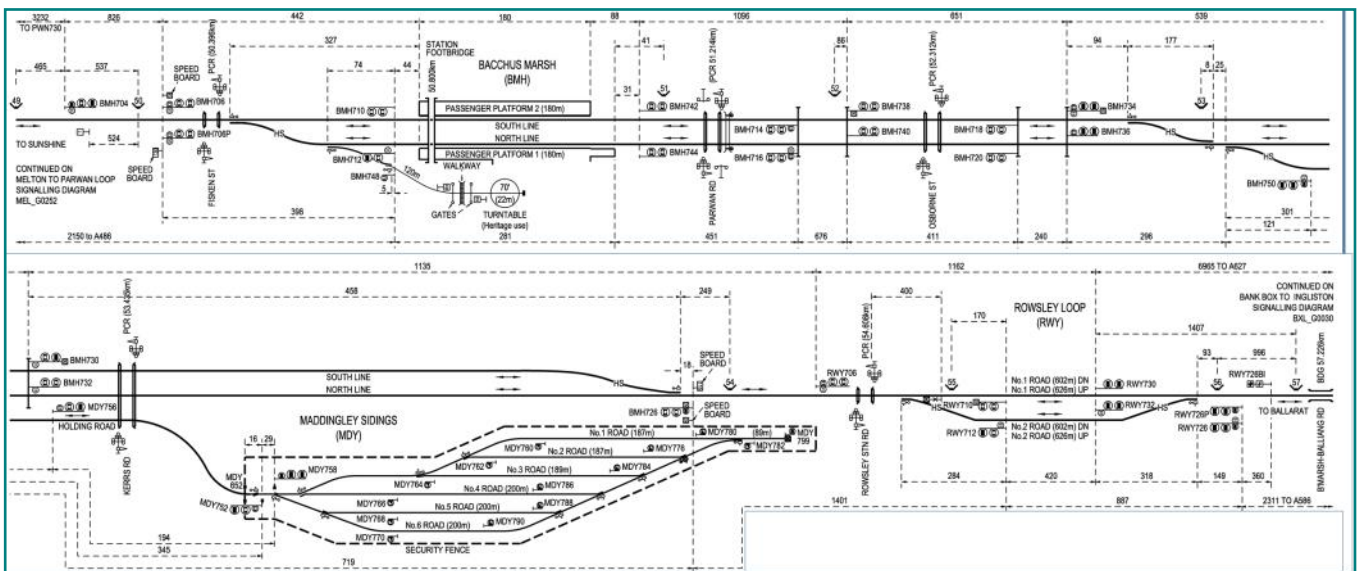
Rowsley and Bank Box as Block Posts. This was very useful at busy times of the year such as Easter, when a procession of passenger trains would follow each other up the hill, each carrying a third of the electric staff.

On the Up trip, only Rowsley could be a block post and divided staffs were never used. Under *"Special Instructions"* found in the General Appendix, Rowsley functioned, more or less, as a check-point at which trains were to be held until the track was clear to Bacchus Marsh. Up trains were stopped at Ingliston and the drivers warned not to pass signals at "Stop" at Rowsley [when Rowsley was closed as a Block Post, the signals were at stop]. Trains could be accepted by Bacchus Marsh, provided that the tracks were clear and no train was approaching from Parwan. The whole idea of this was to ameliorate the possible consequences of a runaway down the bank. These were not unknown then and modern rules still take them into account. It would be fair to say that Rowsley still takes on this role when, for instance, the rails are slippery because of millipedes or "tumbleweeds".

These considerations meant that, for a long time, there was a tendency to avoid using the Ingliston Bank for freight trains. This really only began to ease in the 1960s.

The Trains at Kerr's Road in 1953.

On weekdays, the early editions of the Melbourne Herald arrived in time for me to collect a copy on my way home from school—provided I hadn't lost my threepence. What Dad wanted on winter Saturdays, however, was the "Late Final Extra', which was rushed by truck to Bacchus Marsh with the footy scores emblazoned in blue ink in a box on page 1. This meant a drive to the newsagency in the Ford Prefect, after which we nearly always drove up to Kerr's Rd, to watch the Down passenger train (always heavily-loaded on Saturday nights,) struggle up the first section of the Ingliston bank behind a pair of A2 engines. Often this involved placing a penny on the line, to be squashed as the train passed. After the diesels took over, the attractiveness of this excursion waned somewhat.

I began walking the dog along the track through Maddingley, sometimes as far as Bank Box Loop, in the early 1960s. It was along the "Maddingley" section of track, that I found, first, an Australia Day S-Notice and second, a little further along the line, in the ruins of Rowsley Station, a dog-spit covered 1962 W&SW WTT. These piqued my curiosity and led to a lifetime interest in railway timetables, most especially Working Time Tables. The dog, by the way, hated all the Kerr's Road area. He was so big, the cows kept chasing him, assuming he was one of them.

The Trains at Kerr's Road in 2021

Today, three tracks cross Kerr's Road:
1. North Line (usually for Up trains)
2. South Line (usually for Down trains
3. Maddingley Sidings lead.

A Wongom photograph of an empty N-class hauled H-set heading into the sidings appears on our rear cover.

The crossing bells ring and the boom barriers descend, as follows
1 North Line—29 times per day
2 South Line—29 times per day
3 Sidings Lead—13 times per day.

You can note, from the timetable chart above, that Up and Down trains pass one another at the Platforms in Bacchus Marsh Station during the inter-peak period. This means that, during the inter-peak, the bells at Kerr's Road operate twice in quick succession and then fall silent for nearly an hour.

Maddingley crowds up close to the railway now ... only the wooded Gaynor's Gully shields the houses from the eternal, infernal, dinging.

The dog made me do it

Had it not been for the dog-walking, this article would never have been written. In the 1960s, I began to have a recurring dream of seeing trains coming and going on a double track, CTC-signalled line at the end of McCrae St. while I was dog-walking. "*It was only a 'opeless fancy*" … and yet … and yet … here is March 2021, with the daydream realised.

Take a ride with the driver from Maddingley to Bacchus Marsh in early 2021.

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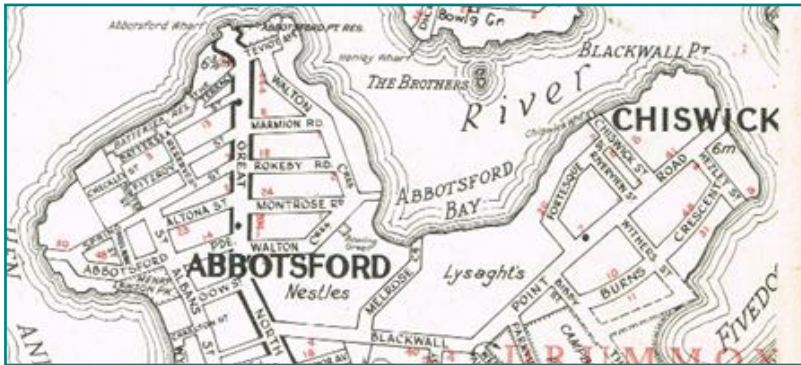Comment on this article – Letter to the Editor

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Destination "Chiswick" (Sydney)

Richard C Peck[1]

MY MOTHER'S **1957 GREGORY'S** (above left) shows Chiswick to be a mixture of heavy industry and housing. Today's photo (above right) shows this as residential. When I moved to Drummoyne (opposite Chiswick) in 1969 the foreshore area was still the remains of an old box factory that had been there since the 1900s. The land was sold for home unit development and had it not been for the Green Bans put on by the unions the whole area of what is now foreshore parkland would have been units!

The first private motor bus route from Chiswick to Central Railway was route 57, commenced by the Lancia Motor Bus Co (Thomas B Watt) in 1925. It ran from Blackwall Point Rd at Chiswick St, via Blackwall Point Rd, Margaret St (now Parkview Rd), Hampden St (now Rd), Lyons Rd,

Bridge St and Weston Rd (both now Victoria Rd), Commercial Rd, Glebe Island Bridge, Banks St, Miller St Pyrmont, Harris St, George St and Quay St to Bijou Lane, Central Railway. Journey time was 57 minutes using buses 72, 81 and 102 with 108 as spare. Sectional fares were 2d and through fare 5d. An early timetable is shown. This was one of the first routes driven by Thomas Lawrence Gould whose memories "From Dentist to Busman" are in the Sydney Bus Museum's Archives. Photo shows the last bus in 1931 as the route was given up as competitive with trams.

In 1931 a feeder service, route 68 from Drummoyne to Five Dock via Chiswick was commenced by Ralph E Clay and taken over by the Department of Road Transport & Tramways (DRT&T) on 31 August 1933. This was described as "coordinated with DRT&T 90 and 92".

Announcing the opening of DRT&T route 92 (Drummoyne-Campsie via Burwood) a timetable dated 24 June 1934 stated there would be no change to route 68 (Drummoyne-Chiswick). 2d (adult) sections were Drummoyne-Chiswick, Chiswick-Corner Lyons Rd and Ingham Ave, and from there to Parramatta Rd, Five Dock, any two sections 3d. Buses ran from Drummoyne-Chiswick between 6.40am-11.37pm and half hourly off peak Monday-Saturday, from Chiswick-Drummoyne hourly with additional Friday journeys. On Sundays hourly services commenced at 1.37pm and ran till 11.37pm. From Parramatta Rd, buses departed for Chiswick at 6.40am and 7.02am with additional Saturday journeys 10.54am and 11.22am. All were return journeys.

Timetables for routes 90 (Drummoyne-Campsie via Croydon) and 92

CHISWICK—No. 57
(Blackwell Point Road)
Mondays to Fridays
Leave Central (Quay St.): 6.50 a.m., 7.41, 7.56, 8.25, 8.58, 9.45, 10.14, 11.40, 12.57 p.m., 2.14, 3.10, 3.43, 4.27, 4.55, 5.17, 5.41, 6.17, 6.55, 7.12, 7.36, 8.29, 9.15, 10.15 p.m. Fridays additional: 9.46 and 10.55 p.m.
Leave Chiswick: 6.12 a.m., 7.3, 7.45, 8.18, 9.6, 9.35, 10.22, 11.1, 12.17 p.m., 1.34, 3.3, 3.47, 4.20, 5.4, 5.37, 6.0, 6.18, 6.57, 7.49, 9.9, 11 p.m. Fridays additional: 11.32 p.m.
Saturdays
Leave Quay St.: 7.41, 8.25, 8.58, 9.45, 10.14, 11.10, 11.40, 12.57 p.m., 2.14, 3.40, 5.22, 7.12, 8.29 and 10.15 p.m.

Leave Chiswick: 7.3 a.m., 7.45, 8.18, 9.6, 9.35, 10.30, 11.1, 11.47, 12.17 p.m., 1.34, 3.0, 4.42, 6.35, 7.49, 9.35 and 11 p.m.

(Drummoyne-Campsie via Burwood) dated 2 December 1934 also included route 68 in a similar fashion to the above, but with increased late afternoon services to Parramatta Rd.

The timetable for route 90 dated 1 March 1937, incorporated route 68 (but did not mention this!) and includes expanded services. The Parramatta Rd turning point is now shown as the AWA Works.

The Drummoyne-Chiswick and Coranto St, Abbotsford route was renumbered 991 from 9 May 1940, with the section to Coranto St and Hampden Rd closing in November 1943. The route was renumbered 491 from 26 March 1944. Working timetables suggest integration between 992 (Drummoyne-Rockdale) and 991 from the beginning, and later 490 (Drummoyne-York St, City via Earlwood), 492 and 491. Sometimes several 491 trips were done before a bus returned to the 490 or 492.

A combined booklet timetable for 490/491/492/494, dated 5 June 1949, has Monday to Saturday 491 services departing Chiswick from 6.13am until 11.19pm (30 min off peak), Sundays from 10.30am and holidays. An industrial departed Blackwell Pt and Parkview Rds. and operated via Margaret St to Drummoyne at 5.15am Saturday. Also shown are Industrials from Chiswick-Parramatta and Great North Rds. Monday to Friday 7.04am, 7.19am, 11.49pm and 12.51am both via Great North Rd. Two industrials operated from Burwood Station at 6.27am and 6.53am showing "492" and "Chiswick" Monday to Friday. On Saturdays the service from Chiswick was 6.49am, 7.23am, 11.45pm (via Great North Rd) and from Parramatta and Great North Rds. 6.32am, 7.06am.

A 491 timetable dated 23 November 1952 shows services from 6.37am until 12.37am from Drummoyne (12.30pm Sundays) with a half hour off peak service. An industrial ran from Lysaghts (lower picture, page 12) to Drummoyne at 5.15am on Saturdays.

When one man operation was introduced in 1956, the 490 and 491 were interworked. The 492/494 timetable was "self contained".

The 491/540/541 timetable dated 29.5.60 shows the following symbols:
A- Lysaghts depart or arrive
B- To Burwood Station via Parkview Rd, Margaret St, Hampden Rd, Lyons Rd etc.
F- to/from Burwood Station via Blackwell Pt, Great North, Parramatta & Croydon Rds. etc.

Double Deck buses performed a 3-point turn at Lyons Road East, Drummoyne. From 1956 single deck buses ran special to Hythe Place, Drummoyne to turn. After the opening of the new Gladesville Bridge in 1964, this was no longer possible, so a property was purchased where the present turning circle is now located.

On 30 April 1973, a new Chiswick terminus was commissioned. From 7 September 1986 route 491 was extended to Birkenhead Point, Drummoyne as a half hourly service Monday to Saturday. This ceased from 5 April 1990 when 491 was replaced by new route 436. Infrequent 491 shopping trips were re-introduced from 14 April 1991[2]. Route 491 was finally replaced by 504 which was upgraded to a full time service on 4 December 1995. (There is still a route pointer in Drummoyne showing "491"!).

491 Industrials. Wire Mills to Parramatta Rd was operating by 1 December 1947 with some trips from Burwood Station to Chiswick by 5 June 1949. Buses in normal service were to wait for Nestle employees at 4.0pm and 4.36pm. The 3.45 school special Drummoyne-Chiswick then operated industrial from Nestles at 4.8pm to Five Dock then "normal" to Burwood Station. Late evenings saw Chiswick-Burwood Station via EITHER Ingham Ave and Great North Rd OR Ingham Ave and Parramatta Rd by January 1966 and by July 1971 as Chiswick-Burwood Depot. These were renumbered 071 8 September 1986. The timetable dated 8 February 1987 shows weekday 7.10am 071 Chiswick-Burwood Station (via Blackwell Point Rd, Great North Rd, Hampden Rd, Lyons Rd, Great North Rd etc.) and 4.06pm and 11pm Lysaghts-Burwood Station (via Blackwell Point Rd, Great North Rd etc.). Industrials ceased in 1992 with

redevelopment of the factory areas as housing.

A Circular Quay-Chiswick service was introduced on 29 June 1953 as 411 at peaks, renumbered 540 from 28 July 1957. It was renumbered again as 504 on 7 February 1986 with trips to/from Opera House. From 31 January 1995 the terminus was altered to Phillip St. In December 1999 a Sunday service was introduced which became full time from 16 September 1997 replacing 491. On 4 October 2015 the terminus was altered to the Domain. From 1 July 2019 it has been operated by Transit Systems. In June 30 2020 supplementary services to/from Drummoyne started to run due to Covid-19 to relieve overcrowding on full time services.

A parallel service to Central Railway operated at this time as 410/541 and as 505 extended to Park St after 6 February 1987. This ceased after 5 October 1990 when 436 was introduced.

Express services were introduced in the afternoon peak from Harrington St, City-Chiswick from 30 July 2001, altered to Park St, City from 4 October 2015. They were renumbered 504X from 20 October 2020 and also operated by Transit Systems.

Former route 436 (Haberfield-City) on 6 February 1987 was extended to Rodd Point (with short workings to Sydney University replacing 430, later renumbered 435 to Johnson St, Annandale) and extended to Chiswick from 7 October 1990 replacing 491, 503 & 505. From 16 September 1997 Sunday and half of the weekday trips were renumbered 437 and diverted to Five Dock. From 21 March 2010 half of the remaining Chiswick services were curtailed to Rodd Point. From 4 October 2015 the city terminus was altered to Barlow St. From 2 December 2018 route 436 operated to/from Chiswick in peaks only with the terminus there altered to Parkview Rd. This route ceased 24 October 2020 without direct replacement.

In preparation for public transport to the Homebush Olympic Games,

RiverCats to/from Olympic Park Wharf were planned to be reserved for Olympic Officials only. It was suggested the public catch the RiverCat to Chiswick Wharf then walk 6 minutes up steep Bortfield Drive and then take a special bus to Olympic Park. Thus route 495 State Sports Centre Homebush Bay-Chiswick Wharf was introduced 20 March 1995 with opening of new Chiswick wharf with 3 services daily Monday to Friday. The trial ran till 25 August 1995 with most buses empty! No similar service operated during the actual Games.

From 23 January 2010 route 415 (originally Burwood Station-Belmore Station, by then Burwood Westfield-Campsie Station via Belfield & Belmore) extended to Chiswick over part of the old 409 route.

A route 437 Charter (temporary loop Chiswick-Abbotsford Wharf) commenced 1 February 2017 for 5 months during reconstruction of Chiswick Wharf. The destination initially read "Charter 437" then Abbotsford/Chiswick. It ceased on 30 July 2017 but was re-instated from 7 February to 4 June 2018 for
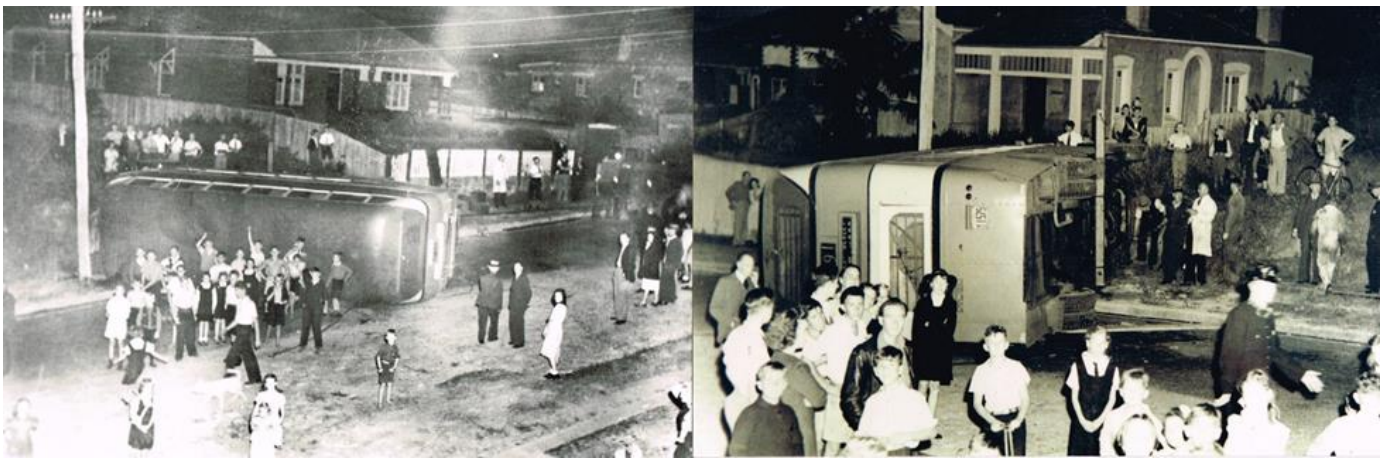
Abbotsford Wharf upgrades.

Footnotes

1. The assistance of Duncan MacAuslan in researching the Sydney Bus Museum timetables collection is gratefully acknowledged.

2. Route 254 extended to Birkenhead Pt. 2001-2009

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Comment on this article – Letter to the Editor

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Oops! MO1575 doing a 491 journey has overturned on 9 April 1947 after going too fast downhill. It even made the front page of the 'Sydney Morning Herald'!

Vancouver Reflections

Hilaire Fraser, *with advice from* Dean Ogle

GREATER VANCOUVER IS THE third largest population centre in Canada with 2.4 million people. Canada's largest city is Toronto and Canadas's second largest city is Montreal. As a boy, I would see articles on Vancouver in the "National Geographic". From these articles, it appeared to be an amazing place, surrounded by waterways and mountains and containing vast parklands. On accepting an invitation to visit friends in Vancouver in 1989, I was not disappointed.

I was able to ride extensively on Vancouver's transport system comprising Skytrain, Seabus, trolley buses and diesel buses. This article will focus on the SkyTrain, SeaBus and trolleybus networks as seen in 1989 and compare and contrast them to the current systems.

SkyTrain commenced operation between Waterfront Station in the Vancouver CBD and New Westminster in 1986 in preparation for Expo 86. This line was subsequently designated the "Expo Line" as the system expanded. In 1989 this line was extended to Columbia Station and in 1990 to Scott Road Station in Surrey via the SkyBridge across the Fraser River. SkyTrain is designated Automated Light Rapid Transit (ALRT), and so-called because, for most of its initial route, the track was elevated six to eight metres on steel-reinforced concrete columns.

The present network is shown on the Fast and Frequent Network Map accompanying this article. Now the Expo Line (dark blue on map) starts from the Waterfront Station and has two branches, to King George Station in Surrey and Production Way-University Station in Burnaby. The Millennium Line (yellow on map) starts at VCC-Clark (Vancouver Community College-Clark) and operates through Burnaby and Port Moody to Lafarge Lake-Douglas. The Expo and Millennium Lines share track between Lougheed Town Centre and Production Way-University stations. Construction has started on a subway under Broadway to extend the Millennium Line westwards from VCC-Clark to Arbutus Street. The Canada Line (light blue on map) commences from Waterfront Station and has one branch to YVR-Airport (Vancouver Airport) and another to Richmond-Brighouse. Unlike the Expo and Millennium Lines, which use linear induction motors, the Canada Line uses conventional electric motors with a third rail electrical pickup. The Canada Line is 95% underground in the City of Vancouver.

SeaBus. The SeaBus commenced in 1977 and operates between Waterfront Station, Vancouver and Lonsdale Quay North Vancouver across the Burrard Inlet. The SeaBus is brown on the Fast and Frequent Network Map. A fifteen-minute service operates during the day, every day. This requires two vessels because the round trip takes thirty minutes. In 1989, the service was provided by MV Burrard Otter and MV Burrard Beaver. A third vessel MV Burrard Pacific Breeze allowed a ten-minute service during the 2010 Winter Olympics. Subsequently the MV Burrard Otter has been retired and a fourth vessel MV Burrard Chinook was due to enter service in 2020. The vessels have a capacity of 385 on a single deck, with the bridge situated above the passenger deck in the middle of the vessel. The vessels are double ended, and the terminals have a jetty on either side of the docked vessel. Doors open on one side for exiting passengers and once the vessel is empty doors open on the other side for boarding passengers.

Trolleybuses: Trolleybus routes in Central Vancouver are usually designated by the main street the buses transverse. In 1989 my local route was 20 Granville, along Granville Street. This practice is common in North American cities. Intrinsic route numbers are used. For example, route 4 traverses 4th Avenue and route 41 traverses 41st Avenue.

In 1989 Vancouver had thirteen trolleybus routes as follows:-

3 Downtown/Main/Marine Drive Station
4 Powell/UBC (runs Downtown/UBC after 8PM
7 Nanaimo Station/Dunbar
8 Fraser/Davie
9 Boundary/Alma via Broadway (some peak trips operate Boundary/UBC)
10 Hastings Express/UBC

Effective September 7, 2020
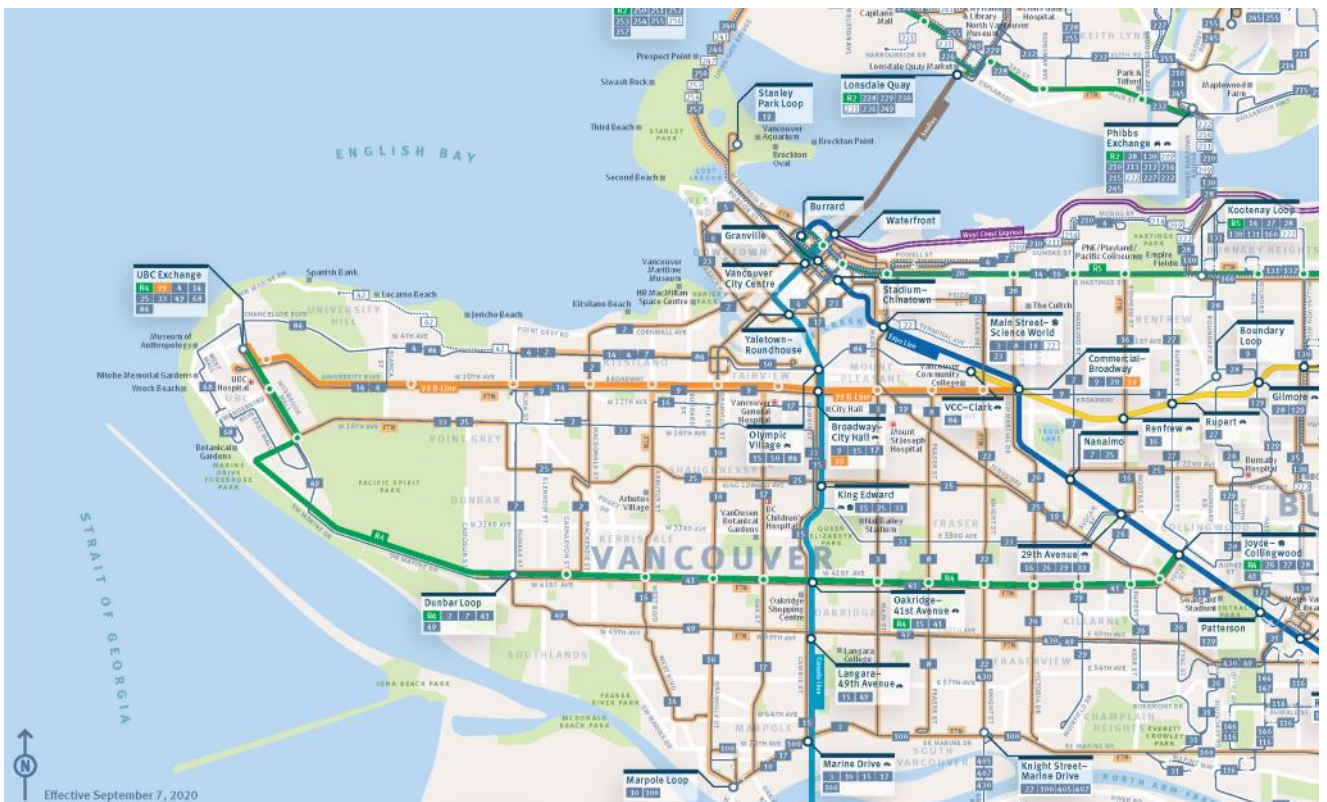
Fast and Frequent Transit Network
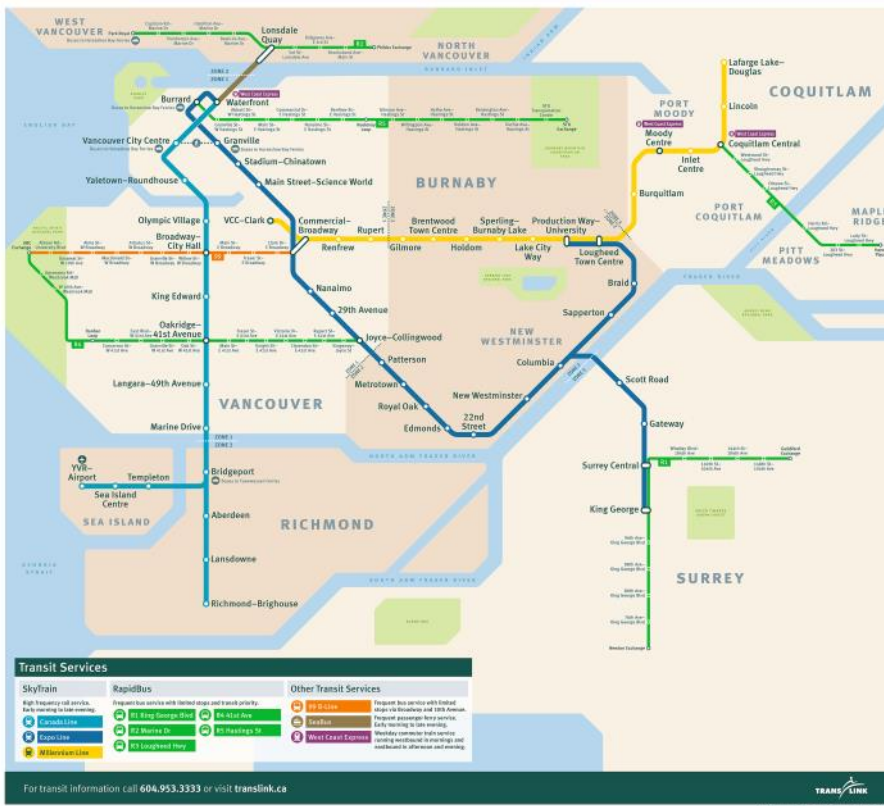
The current Vancouver trolleybus network can be seen on the Central Vancouver Map which accompanies this article. The current network also has thirteen routes:-

3 Downtown/Main (alternate trips extending to Marine Drive Station)
4 Powell/UBC (runs Downtown/UBC after 8pm)
5 Downtown/Robson
6 Downtown/Davie
7 Nanaimo Station/Dunbar
8 Downtown/Fraser
10 Downtown/Granville
14 Hastings/UBC (runs Downtown/UBC after 6.30pm)
16 Arbutus/29th Ave Station
17 Downtown/Oak
19 Metrotown Station/Stanley Park
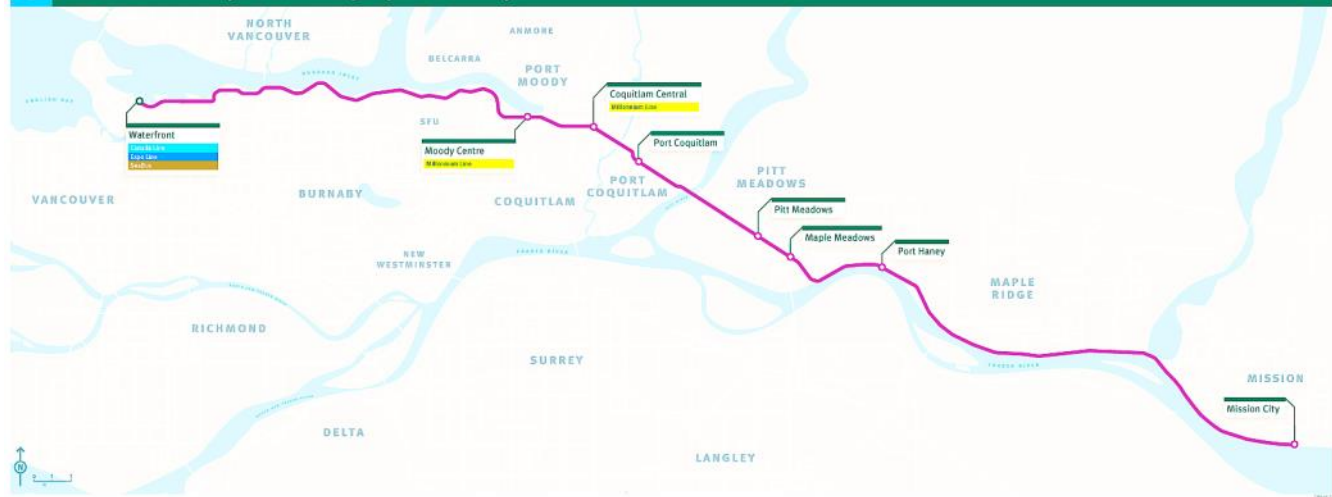20 Victoria/Granville
41 Crown/Joyce Station

Thus, over the last thirty years, the trolleybus system has remained well intact. Meanwhile, trolleybus systems have been removed in Edmonton Alberta, Toronto and Hamilton, Ontario, leaving Vancouver with the only trolleybus system in Canada. Major changes in Vancouver are the replacement of the Hastings Express by Rapid Route 5 Burrard Station to Simon Fraser University via Hastings Street (previously route 135), replacement of 15 Cambie by the Canada SkyTrain Line and diesel bus route 15 now, Olympic Village Station to Cambie, and replacement of route 9 Boundary/Alma by diesel bus until 2025 during the construction of a subway under Broadway to extend the Millennium SkyTrain Line westwards from VCC-Clark to Arbutus Street. For many years route 41 was diesel operated to allow a through UBC/Joyce Station service. However, the overhead was maintained to allow vehicles to reach the Oakridge Transit Centre, the trolleybus depot, in 41st Avenue, until 2006. From 2006 the trolleybus service facility was relocated to the new Vancouver Transit Centre, 9149 Hudson Street, on the north bank of the Fraser River, located south of Marpole Loop, the terminus of routes 10 and 17. The

14 Hastings/Arbutus
15 Cambie/Downtown
16 29th Ave Station/Downtown
17 Oak/Downtown
19 Metrotown Station/Stanley Park
20 Victoria/Downtown
41 Crown/Joyce Station (most trips were operated by diesel buses as UBC/Joyce Station)

Except for routes 9 and 41, all services operated via the CBD (Downtown). Of interest is the Hastings Express service.

When travelling along Hastings, I counted four sets of overhead trolleybus wires. In fact, there is a picture in "*Transitions: One Hundred Years of Transit in British Columbia*" which has five sets of wires in Hastings! One in each direction for the locals, one in each direction for the express to allow overtaking, and a 5th wire alongside the grounds of the Pacific National Exhibition, to allow parking of a line of vehicles destined to the CBD after events, when hundreds or thousands of passengers would arrive simultaneously.

West Coast Express Geographical Map

West Coast Express: Following my visit to Vancouver, the West Coast Express commenced operation from the Waterfront Station in Vancouver to Mission City in the Fraser Valley. The route map accompanies this article. This is a commuter railway along the Canadian Pacific route. Normally five morning trains leave Mission City at 5.25, 5.55, 6.25, 6.55 and 7.25am to arrive at Waterfront Station 75 minutes later, five afternoon trains leave Waterfront Station at 3.50, 4.20, 4.50, 5.30 and 6.20pm to arrive at Mission City 75 minutes later. However due to Covid-10 restrictions the 5.55 and 6.55am departures from Mission City and the 4.20 and 5.30pm departures from Waterfront have been discontinued. From photographs, the West Coast Express appears to be a locomotive powered train operating in a push-pull arrangement with double-deck carriages.

Many thanks to Dean Ogle, one of our proofreaders. Dean was able provide some additional information and update some details.

References:-
- BC Transit, Transitions: One Hundred Years of Transit in British Columbia
- Transit Guides issued by BC Transit & Translink BC
- www.translink.ca
- Wikipedia articles on Vancouver Skytrain, Seabus, Trolleybuses and West Coast Express

Additional: West Coast Express service reduction is not because of Covid restrictions – rather, because patronage is down by 80% which is due to Covid. And yes, it's push-pull, with the locomotive on the Mission City end of the train. All trips on the #3 now operate to Marine Drive Station. Transit services can change so quickly!

Dean Ogle.

overhead in 41st Avenue also allows trolleybuses to directly reach the new depot, rather than travel via Downtown Vancouver. In 2020, the UBC/Joyce Station service became Rapid Route 4 via 41st Avenue so route 41 was reinstated as the Crown/Joyce Station trolleybus route, with its diesel vehicles moving to route 9 being replaced by trolleybuses from route 9. With the removal of trolleybuses from Broadway, route 14 was altered to operate by 4th Ave and route 16 and 17 altered to operate along sections of 12th Avenue. The present fleet comprises 188 rigid buses and 74 articulated trolleybuses.

Ballarat Line

Melbourne to Wendouree via Ballarat

Monday to Friday

Service		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
SOUTHERN CROSS	dep	05.13	05.51	06.31	07.11	07.53	08.15	08.36	08.56	09.16	09.36	09.56	10.16
Footscray		05.21u	05.59u	06.39u	07.19u	08.01u	08.23u	08.44u	09.04u	09.24u	09.44u	10.04u	10.24u
Sunshine		05.26u	06.04u	06.44u	07.24u	08.06u	08.28u	08.49u	09.09u	09.29u	09.49u	10.09u	10.29u
Ardeer		05.30	06.08	06.48	07.28	08.10	08.32	08.53	09.13	09.33	09.53	10.13	10.33
Deer Park		05.33	06.11	06.51	07.31	08.13	08.35	08.56	09.16	09.36	09.56	10.16	10.36
Caroline Springs		05.37	06.15	06.55	07.35	08.17	08.39	09.00	09.20	09.40	10.00	10.20	10.40
Rockbank		05.42	06.20	07.00	07.40	08.22	08.44	09.05	09.25	09.45	10.05	10.25	10.45
Cobblebank		05.46	06.24	07.04	07.44	08.26	08.48	09.09	09.29	09.49	10.09	10.29	10.49
MELTON	arr	05.50	06.28	07.08	07.48	08.30	08.54	09.13	09.35	09.53	10.15	10.33	10.55
Bacchus Marsh		05.58	06.36	07.16	07.56	08.38		09.21		10.01		10.41	
Ballan		06.16	06.58	07.38	08.20	08.57		09.40		10.20		11.00	
BALLARAT	arr	06.42	07.23	08.08	08.42	09.21		10.01		10.41		11.21	
BALLARAT	dep	06.44	07.26	08.11	08.45	09.24		10.04		10.44		11.24	
WENDOUREE	arr	06.51	07.33	08.18	08.52	09.31		10.11		10.51		11.31	

Monday to Friday continued

Service		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
SOUTHERN CROSS	dep	10.36	10.56	11.16	11.36	11.56	12.16	12.36	12.56	13.16	13.36	13.56	14.16
Footscray		10.44u	11.04u	11.24u	11.44u	12.04u	12.24u	12.44u	13.04u	13.24u	13.44u	14.04u	14.24u
Sunshine		10.49u	11.09u	11.29u	11.49u	12.09u	12.29u	12.49u	13.09u	13.29u	13.49u	14.09u	14.29u
Ardeer		10.53	11.13	11.33	11.53	12.13	12.33	12.53	13.13	13.33	13.53	14.13	14.33
Deer Park		10.56	11.16	11.36	11.56	12.16	12.36	12.56	13.16	13.36	13.56	14.16	14.36
Caroline Springs		11.00	11.20	11.40	12.00	12.20	12.40	13.00	13.20	13.40	14.00	14.20	14.40
Rockbank		11.05	11.25	11.45	12.05	12.25	12.45	13.05	13.25	13.45	14.05	14.25	14.45
Cobblebank		11.09	11.29	11.49	12.09	12.29	12.49	13.09	13.29	13.49	14.09	14.29	14.49
MELTON	arr	11.13	11.35	11.53	12.15	12.33	12.55	13.13	13.35	13.53	14.15	14.33	14.55
Bacchus Marsh		11.21		12.01		12.41		13.21		14.01		14.41	
Ballan		11.40		12.20		13.00		13.40		14.20		15.00	
BALLARAT	arr	12.01		12.41		13.21		14.01		14.41		15.21	
BALLARAT	dep	12.04		12.44		13.24		14.04		14.44		15.24	
WENDOUREE	arr	12.11		12.51		13.31		14.11		14.51		15.31	

Monday to Friday continued

Service		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	COACH	TRAIN	TRAIN
SOUTHERN CROSS	dep	14.36	14.56	15.16	15.36	15.59	16.02	16.17	16.20	16.39		16.42	
Footscray		14.44u	15.04u	15.24u	15.44u	16.07u	16.10u	16.25u	16.28u	16.47u		16.50u	
Sunshine		14.49u	15.09u	15.29u	15.49u	16.12u	16.15u	16.30u	16.35u	16.52u		16.57u	
Ardeer		14.53	15.13	15.33	15.53	–	16.19	–	16.39			17.01	
Deer Park		14.56	15.16	15.36	15.56	–	16.22	16.35	–	16.57	16.48	–	
Caroline Springs		15.00	15.20	15.40	16.00	–	16.27	–	16.45	–	17.02 →	17.07	
Rockbank		15.05	15.25	15.45	16.05	–	16.32	16.43	–	17.05		–	
Cobblebank		15.09	15.29	15.49	16.09	–	16.37	–	16.55	–		17.17	
MELTON	arr	15.13	15.35	15.53	16.15	16.27	16.42	–	17.00	–		17.24 →	17.33
BACCHUS MARSH	arr	15.21		16.01		16.35		16.55	17.12	17.17			17.50
Ballan		15.40		16.20		16.54		17.13		17.35			
BALLARAT	arr	16.01		16.41		17.14		17.33		17.55			
BALLARAT	dep	16.04		16.44		17.16		17.35		17.58			
WENDOUREE	arr	16.11		16.51		17.23		17.42		18.05			