

The Times

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Airport *express*



ROUTE 300-SYDNEY CITY & KINGS CROSS
via Central Railway Station.

Effective 4th March 2002

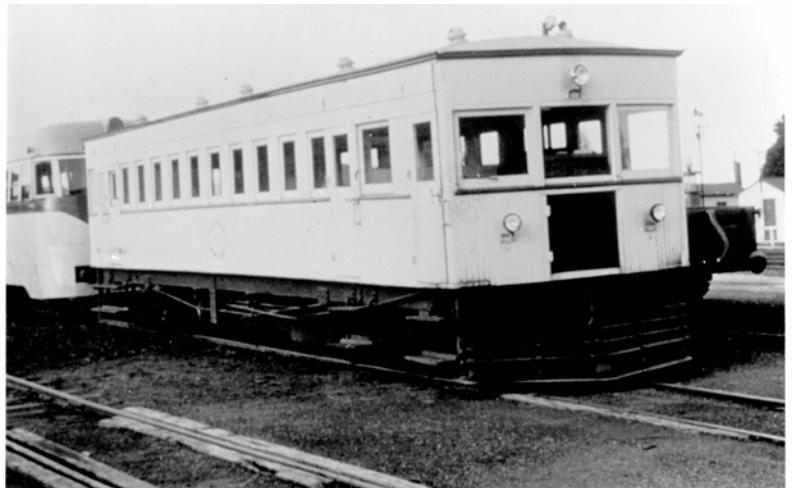


Includes AirPort Express.



State Transit

Twenty-one years of Sydney's Route 300 Airport Express



New Year's Day Sports at Burnie on the EBR



Delivering Christmas
mail via *The Spirit of
Salts*

The Times

PICKLED PORK AND ORCHID ROOTS?	2
SYDNEY'S AIRPORT EXPRESS	7
THE EBR'S CHRISTMAS	14
CHRISTMAS DAY ABOARD THE SPIRIT OF SALTS	17

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Clever. On CountryLink's TripFinder web page, the scroll bar is an XPT



Going Your Way

Use the scroll bar to reveal the main menu & make a selection.



Pickled Pork and Orchid Roots?

N. W. NEWCOMBE finds intriguing "Miscellaneous Information" in a timetable of 100 years ago. Reprinted, with permission, from the *Railway Magazine*, 1968.

I HAVE always derived a peculiar joy from the study of the pages of small print containing the curious rules and regulations of public bodies such as railway companies, and there have recently been notable opportunities to extend my researches, thanks to the enterprising practice of reprinting facsimile editions of the company timetables of days gone by. No such publication has given me greater pleasure than that of the Great Central timetable for 1903 (right): I do not positively assert that the G.C.R. was unique in the variety of strange provisions it made for the needs of Edwardian civilisation, but there can't have been many to surpass it!

Apparently it would undertake at advantageous rates the laundry arrangements of half Lincolnshire; special travel rates for 'Hunting Gentlemen, their Grooms, and Horses, going to the Meet', or for 'Firemen in Uniform (with or without their Fire Engines and Horses) conveyed to or from any authorised Public Demonstration of Firemen', presented no difficulties; and its all-embracing watchfulness did not overlook the possibility that it might be called on to convey, let us say from Claxby & Usselby to Eckington & Renishaw, 'Lecturing Apparatus of the Secretary of the National Refuge for Homeless and Destitute Children, when accompanied by the Secretary of the Institution.'

It seems unlikely in these drab and uniform days that such meticulous care is taken by the nationalised railway system. One's imagination lingers tenderly however on the scene when the Secretary presented himself to the booking clerk at Claxby & Usselby, encumbered by

JULY, AUGUST, & SEPTEMBER, 1903.

For
CONTINENTAL
NOTICES
See pages:
I. to VIII.

**GREAT
CENTRAL
RAILWAY
TIME TABLES**

**RAPID
TRAVEL**

Each Express is Vestibuled
and has a Buffet Car
Attached Available for
First and Third Class
IN Passengers.
LUXURY

THE Company's New, Fast, and Powerful Steamers
from GRIMSBY DOCKS to HAMBURG (every
Week day); ROTTERDAM (Wednesday and Saturday);
ANTWERP (Monday, Wednesday, and Saturday).
SAM FAY, General Manager.

his 'lecturing apparatus', and armed with documentary proof of his identity, and demanded to be allowed to take his paraphernalia with him 'in the same way as Com-

mercial Travellers' Luggage at Owners' Risk, or at Ordinary Excess Luggage Rates at Company's Risk.' Was the booking clerk familiar with the minutiae of the com-

pany regulations, or did he endeavour to argue the point with the Secretary of the Institution until the 4.16 p.m. to Cleethorpes had gone forever, leaving the unfortunate official high and dry? If the clerk was, however, sufficiently well-informed to be able to issue the necessary documents with the smooth courtesy expected of the Company's Servants, no doubt he was also aware that *'Patent Scrubbing Machines, Aerated Water Making Machines, and Patent Folding and Rocking Chairs not packed in Cases when sent by Passenger Train as Commercial Travellers' Samples' must be charged full parcel rates'*, while *'Symphoniums'* are charged 25 per cent above the ordinary rates.

'Itinerant musicians are allowed to take with them, at their own risk, their Musical Instruments up to the usual weight allowed for Passenger's Luggage free of charge.' And *'Private Luggage of Passengers engaged in the Theatrical Profession ... when left in the Cloak Room, will be charged one-half of the Ordinary Charges, with a minimum charge of 1/- per package.'* No doubt the booking clerk was aware of these interesting facts also, but what, one wonders, would have been his reaction if the Hallé Orchestra, *en route* for an engagement at Grimsby, had presented themselves demanding the appropriate concessions? Would he have classified them as Itinerant Musicians, or as Passengers engaged in the Theatrical Profession?

The company's care for detail was infinite: they were ready to accommodate *'Children's Rocking, Horses, when accompanied by Passengers; corpses of every description'* might be dispatched all over the system; *'orchids in bud or bloom in Owner's Vans (maximum weight 50 cwts)'*—**what? two and a half tons** of orchids?—were provided for. It was not forgotten that possibly there might appear one day *'The Bingham Shield (for Volunteer Competition) when loaded*

in a special truck' - again, the imagination at least quivers, and perhaps even boggles: how large was this extraordinary trophy, that it should require a special truck to convey it?

Sometimes a degree of obscurity creeps into the discussion: *'Two Horses conveyed loose in a Box will be charged as for two horses.'* Yes, that does seem reasonable. Sometimes the picture seems to show the hand of a surrealist: *'Camels and Zebras conveyed in Horse Boxes are charged at the Horse rate, according to the number of stalls occupied.'* A quiet country station swims before the eyes—Goxhill, let us say, or Grandborough Road—and down the approach road there walks a stately procession of Camels and Zebras, heading for the thoughtfully drawn-up line of horse boxes in the siding; at the door, beaming with quiet pride, stands the stationmaster, ready to levy the appropriate charges with deferential courtesy. The camels and zebras safely disposed of, the stationmaster turns back to his office and considers the problem of the consignment of *'Common Clay Pipes'* to be conveyed at company's risk. An additional fifty per cent, if you please, sir!

Improbable traffics listed

The rich poetry of the regulations comes to its ultimate perfection, however, in the list of *'Owners' Risk Scale of Rates for the Conveyance of Perishable and Certain Other Traffics by Passenger Train.'* The utter improbability of some of these articles! The list opens with *'Aprons, Ladies' made-up; Bacon; Biscuits; Black Puddings.'* Later it turns to the evocative sequence *'Gimp and Trimmings (silk and wool mixed); Ginger-bread; Haggis; Honey; Hams; Hosiery; Ice; Ice cream; Jams and Jellies; Lakola Company's Preparations; Lard; Leather Leggings.'* Inspired by this, it culminates with a final column opening thus: *'Rubber-proofed Garments; Sau-*

sages; Sausage-skins; Saveloys; Seeds for Birds; Silk or Silk Goods; Skin rugs (woollen) made from Sheep fleeces; Souse; Stereotype Casts used in printing newspapers and magazines; Straps, Stirrups and Buckles used in the making-up of Harness; Swans (dead)...' How splendid is the picture of Britain's commercial greatness which this list conjures up! Down the line speed the long goods trains, their sturdy little Robinson 0-6-0s straining at the leash, and behind them the grand array of covered vans full of saveloys, gimp and trimmings, birdseed and dead swans. What do you *do* with a dead swan anyway—eat it? Surely even the expansive age of Edward the Seventh did not get through a sufficient quantity of dead swans to make their conveyance by rail a matter of great significance.

Fares when taking a cab

It is not only in the fertile field of fares and Goods rates that the Great Central shows itself comprehensive and catholic, however. There are enthralling pages, for example, devoted to cab fares from London (of course Marylebone Station). Most of the places listed therein seem fairly reasonable, though the list of railway stations to which the arriving traveller might wish to be conveyed seems to contain some pretty exotic specimens, such as Brondesbury, Dulwich (L.C. & D.), and Old Kent Road. There are also some pleasantly detailed specifications, such as *'Victoria (Centre of Frontage'* - presumably specified in order to avoid awkward arguments about The Brighton Line ('The line, sir, is immaterial!'). More striking, however, are the corresponding lists of cab fares to and from London Road and Central Stations, Manchester, and G.C. Central Station, Liverpool. Here the prosaic list of streets and public buildings is bulked out with some decidedly macabre additions: six separate cemeteries in the

Manchester list, and no fewer than ten in the Liverpool one; twelve different gaols, police stations and suchlike in Liverpool; and one Manchester and four Liverpool workhouses. (I wonder why Liverpool was so much the more richly endowed with all three of these rather cheerless types of institution?)

There are intriguing lists of officials, too. *'The Following are the Company's Representatives for the Districts Named, to whom all Communications Respecting the Business of the Company in such Districts should be Addressed'* - and there follows a list of nineteen districts, some of them very rational ones indeed, such as *'West of England and South Wales'*, others a little remote even for Sir Sam Fay's empire, such as *'Channel Islands'*, and one or two downright bizarre, such as *'Woolwich (Town and Arsenal)'*. The locations of some of these officials also seem a little surprising—one would perhaps not expect the representative for *'Derby, Leicestershire and Notts'* to be located in Mansfield.

But, fascinating as these pages are, it is to the goods regulations that one keeps returning. *'Rams carried in the Guard's Van are charged as follows...'* Who'd be a Guard? *'Vegetable Sauce in Bottles: Vegetables- hothouse and not hothouse; Vivo; Wallpaper (including books of Samples:) Watercress . . .'* And what, pray, was *Vivo, all alive-o?* *'Polish for Ballroom Floors, in*

cans or bottles...' But how do you prove it's for a ballroom? *'Furniture Vans, Tramway Cars, Engines of Steam Roundabouts, and Vans without wheels containing Theatrical Scenery and Effects. will not be carried by Passenger Trains...'* I should think *not*, indeed: but who was the determined fellow who provoked the insertion of this rule by trying to take his tramcar on a passenger train?

'The number of Sewing Machines, Typewriting Machines, Cash Registering Machines, Rotary Neostyle Duplicators, Bicycles, Tricycles and Phonographs allowed to be taken as Passenger's Luggage is limited to two for each passenger ...' This seems generous: I should not, myself, care to be responsible for conveying two adult-sized tricycles with me anywhere. But there seems to be an ambiguity, nevertheless: can one take two of each, or is one allowed only two in all—say, a Sewing Machine and a Rotary Neostyle Duplicator? But the Great Central was cautious about bicycles and all that: another paragraph provides for the contingency that one might wish to convey *'A Bicycle, Velocipede, Tricycle, or Sociable of large size, requiring a Special vehicle for its conveyance...'* It would, surely, have to be a very large bicycle—say about nine feet high and twenty feet long? It might do for an elephant, of course; the elephant itself would be catered for at horse rates, if *'carried in a horsebox, accord-*

ing to the number of stalls occupied; at 9d. per mile per truck when a cattle truck has to be used; and at 1s. per mile per vehicle when a vehicle is specially fitted up for the carriage of the Animal or Animals.'

There is not space to descant on the pleasures of the actual train tables, though indeed it has to be acknowledged that they seem anyway to be a little more prosaic than the ancillary information. The fare tables, however, serve to stimulate the imagination a little: can one, I wonder, book a ticket today from Marylebone to Ballysodare? Certainly not by the route prescribed in 1903—via Belfast and Enniskillen, and the S.L.N.C.R.—and certainly not for the cost of 28s. 2d. single (third class rail and steerage): 28s. 2d. wouldn't get you much further than Aylesbury today. Another pretty surprising fare quoted is that to Ashton (P.P.&O.R.). Now, *I ought* to know what P.P.&O.R. was, but it seems to have escaped me! Plymouth, Pontefract & Oswestry Railway? I doubt it, but it doesn't sound much odder than some of the real lines that were projected during the Railway Mania. But perhaps, P.P. & O.R. wasn't a railway at all—maybe it is just another of those entrancing glimpses into the life of the left luggage room: *'Pickled Pork and Orchid Roots,'* or *'Pink Pinafores and Obsolete Rheostats?'*

[But, what about the dangers of

SPECIAL NOTICE.

In connection with the 10-0 aft. Train from LONDON (Marylebone) to MANCHESTER (London Road), and the 10-20 aft. Train from MANCHESTER (London Road) to LONDON (Marylebone), First Class Compartments are provided with Seats which can be drawn out, thus making a comfortable Couch. These carriages will be put aside at MARYLEBONE and MANCHESTER, and Passengers can remain in them until 8-0 morn.

OWNERS' RISK SCALE of RATES for the CONVEYANCE of PERISHABLE and CERTAIN OTHER TRAFFICS by PASSENGER TRAIN, Between all Stations on the GREAT CENTRAL Railway, also between GREAT CENTRAL Stations and Stations on other Lines in Great Britain, also Douglas (Isle of Man), Jersey, Guernsey, Irish Ports, and Stations in the Interior of Ireland, with which Through Parcel Booking arrangements exist.

The undermentioned Articles, when carried at Owner's Risk, are charged in accordance with the Scale shown below, but the signing of a Risk Note is an indispensable condition upon which the lower rates can be applied, viz.:-

Table with columns for Description of Traffic, s.s. (Samples), and various goods categories like Electrical Accumulators, Live Fish, Rubber-proofed Garments, etc.

Table with columns for SAMPLES, Max. Weight, and various goods categories like Alkali Samples, Bleached Calico Samples, Books sent from Sunlight Soap Works, etc.

* Applies only between local and certain other Stations.
† Does not apply between Stations in England and Stations in Scotland.
‡ If the accumulators are charged, full ordinary Parcel rates apply.
§ Dried Yeast is conveyed at Company's risk.
|| For all distances over 100 miles the rate for Butter, Margarine, Nucleoline, Nut Food, and Lard is that shown for distances "101 to 200 miles."
** Honey in sections, packed in boxes, is only accepted for conveyance at owner's risk.
†† Cloth Caps and Ladies' Sailor Hats and other Hats made of straw are not charged as ready-made clothing.

SCALE OF RATES. Table with columns for Weight not exceeding, Rate, and various distance ranges (1 to 30, 31 to 50, etc.).

When any of the above-mentioned articles are conveyed at Company's risk, full ordinary rates are charged, except in the case of Butter (fresh), Cheese (soft), Cream, Eggs, Fish, Fruit (hothouse and not hothouse), Vegetables (hothouse), Ice, Game (dead), Meat (fresh), Poultry (dead), and Rabbits (dead), when the rates, either at O.R. or C.R., must not exceed the charge for 1 cwt. at the rates in operation for quantities of 1 cwt. and upwards, plus the agreed charge for delivery.
The above rates—except for Grapes, which are charged at 'per basket' at Full Parcel rates—are applicable between Great Central Stations and Jersey and Guernsey, and also between Jersey and Guernsey and the Irish Ports of Belfast, Cork, Dublin, Greenore, and Waterford, but not between Jersey and Guernsey and (1) Scotland and (2) Interior Stations in Ireland.
Cwt. Flowers in cross-hatched baskets at O.R. are charged at the above scale, minimum 56lbs., no less charge than 6d. per basket, S. to S. All other traffic is subject to the usual conditions and regulations.
The above rates do not include either collection or delivery in the Channel Islands.
The charge for Parcels to Stations in the Isle of Wight via Ryde is 6d. per Parcel in addition to the rate to Ryde as per the above Scale (including delivery) irrespective of the weight of the Parcel or the distance conveyed.

Sydney's Airport Express

DUNCAN MACAUSLAN recounts the 20-year saga of one of Sydney's iconic bus service.

SYDNEY'S Airport Express ceased operating on Saturday 11 May 2003 after over twenty years of operation.

For many years the two domestic airlines operated their own services to transfer passengers from the city to the airport. Similar services operated in most capital cities.

Ansett-ANA ran a fleet of Ansaic bodied Fords from their terminal at the corner of Riley and Oxford Streets whilst TAA (then Trans Australian Airlines and now part of Qantas) used a fleet of Freighter bodied Fords from a check in lounge facility between Elizabeth St and Phillip St, near Hunter St. Passengers checked in at the city terminals and boarded a bus connecting with several flights for non-stop run to the respective terminal. Qantas also provided a passenger service to the international terminal and there was also a shuttle service to connect the domestic and international terminals.

At this time the only Government buses to the Airport domestic terminals were industrials 044 from Sydenham Station and 064 from Bondi Junction; an hourly daytime service on routes 302 and 303 and peak hour 385 from Wynyard (Bridge Street) via Redfern.

KST (Kingsford Smith Transport) also operated services to city hotels and between terminals using a fleet of mini-buses operating under a taxi-bus licence.

In 1982 the two domestic airlines announced they were withdrawing these services and from 1 October 1982 the Urban Transit Authority started route 300 City to Airport Express. The city terminal was at No 2 Jetty, Circular Quay, and the

route was via George Street, Eddy Avenue, Elizabeth, Bourke, O'Riordan and 10th Streets, Kingsford Smith and Shiers Avenues (domestic terminals), Qantas and Airport Drives to the International Terminal.

Six new mark III PMC-bodied Mercedes Benz O305s, fleet numbers 2645 to 2650, specially fitted with 35 cloth covered seats and luggage racks, were painted a special yellow and blue livery upswept at the back to imitate a tailplane (above).



The initial timetable (below and overleaf) was on yellow paper with blue ink to match the buses and created a brand image. A twenty minutes service was provided through the weekday with a 30 minute service in the evenings and all day on weekends. Fares were \$1.50 from the city and 75 cents between terminals. They rose to \$2.00 and \$1.00 on 1 January 1985, \$2.20 and \$1.00 from September 1986 reaching \$3.00 and \$2.00 by April 1985.

TRAVELLING RESTRICTIONS

AIRPORT PASSENGERS only will be taken up and set down at stopping places shown on map.

FARES		
	Adults	Children & Pensioners
City — Airport Terminals	\$1.50	75c
Between Domestic & International Terminals	70c	35c

CASH FARE ONLY FROM DRIVER.
OTHER TICKETS NOT ACCEPTED.

The times stated in the official timetable are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Authority does not guarantee the departure or arrival of buses at the times stated, nor will it be responsible for delay or any consequences arising therefrom. The Authority reserves the right to cancel wholly, or in part, any of the bus services shown in the official timetable or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such timetables must be taken to be subject to such right.

(CROWN COPYRIGHT)

Phone 20543 for Timetable Information

 For Prompt Attention to Transport Problems
 Phone Customer Service Bureau 290 2988

Route 300

CITY

to

AIRPORT

COMMENCING 1 OCTOBER 1982

101

URBAN TRANSIT AUTHORITY
OF NEW SOUTH WALES

AIRPORT TO CITY

International Terminal	Ansett Terminal	TAA Terminal	Central Station	Town Hall Station	Circular Quay
dep.	dep.	dep.	dep.	dep.	arr.
MONDAYS TO FRIDAYS					
AM	AM	AM	AM	AM	AM
6:15	6:20	6:22	6:35	6:40	6:45
6:45	6:50	6:52	7:05	7:10	7:15
7:10	7:16	7:18	7:33	7:39	7:45
Then every 20 minutes to —					
PM	PM	PM	PM	PM	PM
5:10	5:16	5:18	5:33	5:39	5:45
5:30	5:35	5:37	5:50	5:55	6:00
5:50	5:55	5:57	6:10	6:15	6:20
6:15	6:20	6:22	6:35	6:40	6:45
Then every 30 minutes to —					
9:15	9:20	9:22	9:35	9:40	9:45
10:00	10:05	10:07	10:20	10:25	10:30
SATURDAYS, SUNDAYS, HOLIDAYS					
AM	AM	AM	AM	AM	AM
6:15	6:20	6:22	6:35	6:40	6:45
Then every 30 minutes to —					
8:15	8:20	8:22	8:35	8:40	8:45
8:45	8:51	8:53	9:08	9:14	9:20
9:15	9:21	9:23	9:38	9:44	9:50
Then every 30 minutes to —					
PM	PM	PM	PM	PM	PM
5:15	5:21	5:23	5:38	5:44	5:50
5:45	5:50	5:52	6:05	6:10	6:15
6:15	6:20	6:22	6:35	6:40	6:45
Then every 30 minutes to —					
9:15	9:20	9:22	9:35	9:40	9:45
10:00	10:05	10:07	10:20	10:25	10:30

CITY TO AIRPORT

Circular Quay	Town Hall Station	Central Station	Ansett Terminal	TAA Terminal	International Terminal
dep.	dep.	dep.	arr./dep.	arr./dep.	arr.
MONDAYS TO FRIDAYS					
AM	AM	AM	AM	AM	AM
6:00	6:05	6:10	6:23	6:25	6:30
6:30	6:35	6:40	6:53	6:55	7:00
7:00	7:05	7:10	7:23	7:25	7:30
7:20	7:25	7:30	7:43	7:45	7:50
7:40	7:46	7:52	8:07	8:09	8:15
Then every 20 minutes to —					
PM	PM	PM	PM	PM	PM
5:40	5:46	5:52	6:07	6:09	6:15
6:00	6:05	6:10	6:23	6:25	6:30
Then every 30 minutes to —					
9:00	9:05	9:10	9:23	9:25	9:30
SATURDAYS, SUNDAYS, HOLIDAYS					
AM	AM	AM	AM	AM	AM
6:00	6:05	6:10	6:23	6:25	6:30
6:30	6:35	6:40	6:53	6:55	7:00
Then every 30 minutes to —					
8:30	8:35	8:40	8:53	8:55	9:00
9:00	9:06	9:12	9:27	9:29	9:35
9:30	9:36	9:42	9:57	9:59	10:05
Then every 30 minutes to —					
PM	PM	PM	PM	PM	PM
5:30	5:36	5:42	5:57	5:59	6:05
6:00	6:05	6:10	6:23	6:25	6:30
Then every 30 minutes to —					
9:00	9:05	9:10	9:23	9:25	9:30

Route 300
CITY TO AIRPORT EXPRESS

AIRPORT EXPRESS

Bus Service

Fares and time, correct June '83.

We'll take you to the Airport . . . any day !

. . . our yellow Mercedes will take you from the City to the Domestic and International Terminals in thirty minutes or less . . . about fifteen minutes after leaving the waiting shelter in Eddy Avenue near Central Station.

The Route 300 'Airport Express' starts from outside Jetty 2 at Circular Quay, stops in George Street opposite the Regent Hotel, Wynyard (Hunter Street), near Market Street, Town Hall (Park Street), Goulburn Street and in Eddy Avenue at the waiting shelter near Central Station. If you're arriving by air, come with us. We'll get you into the City quickly and we'll take you in a yellow Mercedes. Just look for the yellow 'Airport Express' at the bus stop outside the Airport Terminals.

To the Airports

Central Station

Eddy Ave

Goulburn Street

Park Street

Market Street

Town Hall Station (Waltons)

King (Tattler Hotel)

Hunter St

Wynyard Station (cnr. Hunter St)

Regent Hotel

Circular Quay Jetty 2

The next few issues of the timetable were on card and influenced by marketing with the slogan 'We'll take you to the Airport ... any day!' (upper right). In July 1986 (85?) the colour scheme changed from blue on yellow to green and yellow (right) and timetables began to carry promotions for the Sydney Explorer and Harbour Cruises. In 1985 the runtime was extended by 5 minutes during the day and in the July 1988 timetable some small variations in departure times were made to insert an extra Friday only service in the afternoon peak.

From mid-September 1985 new Mercedes Benz mark IVs O305s 2827 to 2831 and 2834 (6 buses) began to replace the original mark IIIs. These were painted a brighter canary yellow base with two tones of green stripes around their skirts. To assist intending passengers the

front destination roll was a single large blind displaying either 'to Airport' or 'to City'. Mark III 2831 was the last to remain in the old livery.

The 1988/89 Annual Report indicated that the Airport Express achieved a revenue increase of 16.3% representing a 5.3% increase in passengers.

By September 1989 new Mercedes Benz O405 (mark V) 3237 to 3244 were allocated to Port Botany depot in canary yellow with green stripes and black window surrounds to augment the fleet (opposite, left upper)

A year later 3387 - 3393 Mercedes Benz O405 with PMC160 bodies were allocated to the fleet. The STA acquired 18 of these vehicles and six were allocated to the Explorer and the other six to bus op-

AIRPORT EXPRESS

SYDNEY AIRPORT EXPRESS BUS SERVICE

... every day!

. . . our yellow Mercedes will take you from the City to the Domestic and International Terminals in thirty minutes or less . . . about fifteen minutes after leaving the waiting shelter in Eddy Avenue near Central Station.

The Route 300 'Airport Express' starts from outside Jetty 2 at Circular Quay, stops in George Street opposite the Regent Hotel, Wynyard (Hunter Street), near Market Street, Town Hall (Bathurst Street), Goulburn Street and in Eddy Avenue at the waiting shelter near Central Station. Please signal driver.

If you're arriving by air, come with us. We'll get you into the City quickly and we'll take you in a yellow Mercedes. Just look for the yellow 'Airport Express' at the bus stop outside the Airport Terminals.

To the Airports

Central Station

Eddy Ave

Goulburn Street

Bathurst Street

Market Street

Town Hall Station

King (Tattler Hotel)

Hunter St

Wynyard Station (cnr. Hunter St)

Regent Hotel

Circular Quay Jetty 2



erations. The PMC160 body was produced in Adelaide, primarily for the private bus market, and featured 'kneeling' front suspension to provide a lower step height. The airport set had 37 coach seats, with grey material incorporating a green/gold relief, additional luggage racks and a single front entry. Again the livery changed to all-over canary yellow front, no stripes, and a green upswept 'tail-fin' at the back and across the roof. 3381 to 3386 were built as buses but were converted to Airport Express configuration by July 1994. Mk V 3244 remained in liv-

ery as a spare bus.

Kings Cross Service

The Federal Airports corporation was apparently dissatisfied with the service being provided by Kingsford-Smith Airport Bus Services who were using limousines and older mini buses of varying quality. Passenger complaints included departures delayed awaiting full loads and touting for business. KSA's main trade was to hotels in the King's Cross area.

In response to this, on 28 October 1990 a second service was introduced. Route 350 to Kings Cross,

combined with the existing 300 to provide a 10 minute frequency during the day between the Airport and Eddy Avenue. From here the 350 continued every 20 minutes by Elizabeth, Oxford, Crown and William Streets, Darlinghurst Road, Greenknowe Avenue to Elizabeth Bay Road. The return trip was the same except using Bourke instead of Crown Streets due to the one way system. After 20:00 the services were combined with the 300 continuing from Circular Quay back to William Street and Kings Cross.

The new timetable was a fairly simple affair with fairly basic and geographically inconsistent maps for each service. The times for each route were shown in a combined table.

In April 1991 the press began carrying what were to be ominous announcements about the construction of an Airport Railway.

From May 1991 until 26 Aug 1991 the services diverted via the new Qantas headquarters in Bourke Rd. This was later replaced by route 305.

The July 1991 timetable revised the time layout from 'read across' to 'read down' but with a clumsy three schedules, one for the 300, one for the 350 and a combined



Fares

Airport - City / Kings Cross
 City / Kings Cross - Airport
 Adult \$4.00 one way / Child \$2.00 one way

Interterminal Domestic - International
 International - Domestic
 Adult \$2.00 one way / Child \$1.00 one way

Luggage Space

Ample space for all your luggage

Lost Luggage Information

Telephone: (02) 695 4625 Seven days a week

Further Information

Contact: Customer Services
 Phone: (02) 369 8333
 Mon-Fri 8.00 - 4.30pm



Sydney on \$12 a day!

SYDNEY EXPLORER

Sydney Explorer buses operate on a 20 km circuit around Sydney every 17 mins from 9.30am to 5pm seven days a week, except Christmas Day. All tickets are available on the bus, or in advance at the Travel Centre of NSW, 19 Castlereagh St, Sydney.

Over 20 sightseeing stops. Get on or off at any stop.

Free Sydney Explorer Book.

\$12 Adults

\$6 Children under 16, Pensioners*

Family Fare

\$25 Two Adults, two or more Children

*Applies to Pensioners holding Australian Transport Concession Certificates



Route 300



Route 350



AIRPORT EXPRESS

City or Kings Cross

7 Days a Week

10min service Airport - Central

Adult \$4.00
 Child \$2.00

Route 300

Airport to Circular Quay
 Circular Quay to Airport
 Every 20 min from Circular Quay

Route 350

Airport to Kings Cross
 Kings Cross to Airport
 Every 20 Min from Kings Cross



AIRPORT TO CITY / KINGS CROSS

CITY / KINGS CROSS TO AIRPORT

MONDAYS TO FRIDAYS									
Rte	Dep	Dep	Dep	Arr	Arr	Arr	Arr	Arr	Arr
300	5:53	5:58	6:00	6:12	6:19	6:25			
300	6:15	6:20	6:22	6:34	6:41	6:47			
350	6:35	6:40	6:42	6:54			7:04	7:07	
300	6:47	6:52	6:54	7:06	7:13	7:19			
350	7:00	7:06	7:08	7:22			7:35	7:38	
300	7:10	7:16	7:18	7:32	7:40	7:48			
350	7:20	7:26	7:28	7:42			7:55	7:58	
300	7:30	7:36	7:38	7:52	8:00	8:08			
350	7:40	7:46	7:48	8:02			8:15	8:18	
300	7:50	7:56	7:58	8:12	8:20	8:28			
350	8:00	8:06	8:08	8:22			8:35	8:38	
300	8:10	8:16	8:18	8:32	8:40	8:48			
350	8:20	8:26	8:28	8:42			8:55	8:58	
300	8:30	8:36	8:38	8:52	9:00	9:08			
350	8:40	8:46	8:48	9:02			9:15	9:18	
300	8:50	8:56	8:58	9:12	9:20	9:28			
350	9:00	9:06	9:08	9:22			9:35	9:38	
300	9:10	9:16	9:18	9:32	9:40	9:48			
350	9:20	9:26	9:28	9:42			9:55	9:58	
300	9:30	9:36	9:38	9:52	10:00	10:08			
350	9:40	9:46	9:48	10:02			10:15	10:18	
300	9:50	9:56	9:58	10:12	10:20	10:28			
350	10:00	10:06	10:08	10:22			10:35	10:38	
300	10:10	10:16	10:18	10:32	10:40	10:48			
350	10:20	10:26	10:28	10:42			10:55	10:58	
300	10:30	10:36	10:38	10:52	11:00	11:08			
350	10:40	10:46	10:48	11:02	11:10	11:18			
300	10:50	10:56	10:58	11:12	11:20	11:28			
350	11:00	11:06	11:08	11:22			11:35	11:38	
300	5:53	5:58	6:00	6:12	6:19	6:25			
300	6:15	6:20	6:22	6:34	6:41	6:47			
350	6:30	6:35	6:37	6:49			6:59	7:02	
300	6:45	6:50	6:52	7:04	7:11	7:17			
350	6:55	7:00	7:02	7:14			7:24	7:27	
300	7:10	7:16	7:18	7:32	7:40	7:48			
350	7:20	7:26	7:28	7:42			7:55	7:58	
300	7:30	7:36	7:38	7:52	8:00	8:08			
350	7:40	7:46	7:48	8:02			8:15	8:18	
300	7:50	7:56	7:58	8:12	8:20	8:28			
350	8:00	8:06	8:08	8:22			8:35	8:38	
300	8:10	8:16	8:18	8:32	8:40	8:48			
350	8:20	8:26	8:28	8:42			8:55	8:58	
300	8:30	8:36	8:38	8:52	9:00	9:08			
350	8:40	8:46	8:48	9:02			9:15	9:18	
300	8:50	8:56	8:58	9:12	9:20	9:28			
350	9:00	9:06	9:08	9:22			9:35	9:38	
300	9:10	9:16	9:18	9:32	9:40	9:48			
350	9:20	9:26	9:28	9:42			9:55	9:58	
300	9:30	9:36	9:38	9:52	10:00	10:08			
350	9:40	9:46	9:48	10:02			10:15	10:18	
300	9:50	9:56	9:58	10:12	10:20	10:28			
350	10:00	10:06	10:08	10:22			10:35	10:38	
300	10:10	10:16	10:18	10:32	10:40	10:48			
350	10:20	10:26	10:28	10:42			10:55	10:58	
300	10:30	10:36	10:38	10:52	11:00	11:08			
350	10:40	10:46	10:48	11:02	11:10	11:18			
300	10:50	10:56	10:58	11:12	11:20	11:28			
350	11:00	11:06	11:08	11:22			11:35	11:38	



AIRPORT EXPRESS



Commencing 28 October 1990

* TIMES PRINTED IN BOLD TYPE DENOTES PM

* TIMES PRINTED IN BOLD TYPE DENOTES PM

MONDAYS TO FRIDAYS

CITY (CIRCULAR QUAY) TO AIRPORT

Route No.	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	am	pm	pm	pm	pm	pm									
Circular Quay	5.15	5.55	6.30	7.00	7.27	7.40	8.00	8.20		5.40	6.03	6.30	7.00	9.00	
Town Hall	5.21	6.01	6.36	7.06	7.33	7.48	8.08	8.28	then	5.48	6.09	6.36	7.06	then	9.06
Central Railway (Eddy Ave)	5.27	6.07	6.42	7.12	7.39	7.55	8.15	8.35	every	5.55	6.15	6.42	7.12	every	9.12
Ansett Terminal	5.40	6.20	6.55	7.25	7.52	8.10	8.30	8.50	minutes	6.10	6.28	6.55	7.25	minutes	9.25
Compass/Australian Terminal	5.42	6.22	6.57	7.27	7.54	8.12	8.32	8.52	until	6.12	6.30	6.57	7.27	until	9.27
International Terminal	5.47	6.27	7.02	7.32	7.59	8.18	8.38	8.58		6.18	6.35	7.02	7.32		9.32

KINGS CROSS TO AIRPORT

Route No.	350	350	350	350	350	350	350	350	350	350	350	350	350	300	300	300
	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Elizabeth Bay	6.13	6.43	7.13	7.48	8.08		5.48	6.13	6.43	7.13	7.43	8.13	8.43	..	..	..
Greenknowe Avenue	6.15	6.45	7.15	7.50	8.10		5.50	6.15	6.45	7.15	7.45	8.15	8.45	..	..	..
El Alamein Fountain	6.16	6.46	7.16	7.51	8.11		5.51	6.16	6.46	7.16	7.46	8.16	8.46	9.20	9.40	10.05
Kings Cross Station	6.17	6.47	7.17	7.53	8.13		5.53	6.17	6.47	7.17	7.47	8.17	8.47	9.21	9.41	10.06
William Street	6.20	6.50	7.20	7.56	8.16	then	5.56	6.20	6.50	7.20	7.50	8.20	8.50	9.24	9.44	10.09
Oxford Street	6.23	6.53	7.23	8.00	8.20	every	6.00	6.23	6.53	7.23	7.53	8.23	8.53	9.27	9.47	10.12
Elizabeth Street	6.25	6.55	7.25	8.03	8.23	minutes	6.03	6.25	6.55	7.25	7.55	8.25	8.55	9.30	9.50	10.15
Central Railway (Eddy Ave)	6.27	6.57	7.27	8.05	8.25	until	6.05	6.27	6.57	7.27	7.57	8.27	8.57	9.32	9.52	10.17
Ansett Terminal	6.40	7.10	7.40	8.20	8.40		6.20	6.40	7.10	7.40	8.10	8.40	9.10	9.45	10.05	10.30
Compass/Australian Terminal	6.42	7.12	7.42	8.22	8.42		6.22	6.42	7.12	7.42	8.12	8.42	9.12	9.47	10.07	10.32
International Terminal	6.47	7.17	7.47	8.28	8.48		6.28	6.47	7.17	7.47	8.17	8.47	9.17	9.52	10.12	10.37

CENTRAL RAILWAY (EDDY AVENUE) TO AIRPORT

Route No.	300	300	350	300	350	300	350	300	300	300	350	300	350	300	300	300	300		
	am	pm	pm	pm	pm	pm	pm	pm											
Central Railway	5.27	6.07	6.27	6.42	6.57	7.12	7.27	7.39	7.55	then	6.15	6.27	6.42	6.57	then	9.12	9.32	9.52	10.17
Ansett Terminal	5.40	6.20	6.40	6.55	7.10	7.25	7.40	7.52	8.10	every	6.28	6.40	6.55	7.10	every	9.25	9.45	10.05	10.30
Compass/Australian Terminal	5.42	6.22	6.42	6.57	7.12	7.27	7.42	7.54	8.12	minutes	6.30	6.42	6.57	7.12	minutes	9.27	9.47	10.07	10.32
International Terminal	5.47	6.27	6.47	7.02	7.17	7.32	7.47	7.59	8.18	until	6.35	6.47	7.02	7.17	until	9.32	9.52	10.12	10.37

SATURDAYS, SUNDAYS AND PUBLIC HOLIDAYS

CITY (CIRCULAR QUAY) TO AIRPORT

Route No.	300	300	300	300	300	300	300	300	300	300		
	am	am	am	am	am	am	am	pm	pm	pm		
Circular Quay	5.15	5.55	6.30	7.00		8.30	9.00		5.30	6.00	9.00	
Town Hall	5.21	6.01	6.36	7.06	then	8.36	9.06	then	5.38	6.06	then	9.06
Central Railway (Eddy Ave)	5.27	6.07	6.42	7.12	every	8.42	9.15	every	5.45	6.12	every	9.12
Ansett Terminal	5.40	6.20	6.55	7.25	minutes	8.55	9.30	minutes	6.00	6.25	minutes	9.25
Compass/Australian Terminal	5.42	6.22	6.57	7.27	until	8.57	9.32	until	6.02	6.27	until	9.27
International Terminal	5.47	6.27	7.02	7.32		9.02	9.38		6.08	6.32		9.32

KINGS CROSS TO AIRPORT

Route No.	350	350	350	350	350	350	350	300	300	300	300		
	am	am	am	am	pm	pm	pm	pm	pm	pm	pm		
Elizabeth Bay	6.13	6.43	8.43	9.13	5.43	6.13	8.43	..	..	..	..
Greenknowe Avenue	6.15	6.45	8.45	9.15	5.45	6.15	8.45	..	..	..	..
El Alamein Fountain	6.16	6.46	8.46	9.16	5.46	6.16	8.46	9.20	9.40	10.05			
Kings Cross Station	6.17	6.47	8.47	9.17	5.47	6.17	8.47	9.21	9.41	10.06			
William Street	6.20	6.50	then	8.50	9.18	then	5.48	6.20	then	8.50	9.24	9.44	10.09
Oxford Street	6.23	6.53	every	8.53	9.21	every	5.51	6.23	every	8.53	9.27	9.47	10.12
Elizabeth Street	6.25	6.55	minutes	8.55	9.28	minutes	5.58	6.25	minutes	8.55	9.29	9.49	10.14
Central Railway (Eddy Ave)	6.27	6.57	until	8.57	9.30	until	6.00	6.27	until	8.57	9.32	9.52	10.17
Ansett Terminal	6.40	7.10		9.10	9.45		6.15	6.40		9.10	9.45	10.05	10.30
Compass/Australian Terminal	6.42	7.12		9.12	9.47		6.17	6.42		9.12	9.47	10.07	10.32
International Terminal	6.47	7.17		9.17	9.53		6.23	6.47		9.17	9.52	10.12	10.37

CENTRAL RAILWAY (EDDY AVENUE) TO AIRPORT

Route No.	300	300	350	300	350	300	350	300	300	300	300	300			
	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm			
Central Railway	5.27	6.07	6.27	6.42	then	8.57	9.15	then	6.00	6.12	then	9.12	9.32	9.52	10.17
Ansett Terminal	5.40	6.20	6.40	6.55	every	9.10	9.30	every	6.15	6.25	every	9.25	9.45	10.05	10.30
Compass/Australian Terminal	5.42	6.22	6.42	6.57	minutes	9.12	9.32	minutes	6.17	6.27	minutes	9.27	9.47	10.07	10.32
International Terminal	5.47	6.27	6.47	7.02	until	9.17	9.38	until	6.23	6.32	until	9.32	9.52	10.12	10.37

Central Railway one.

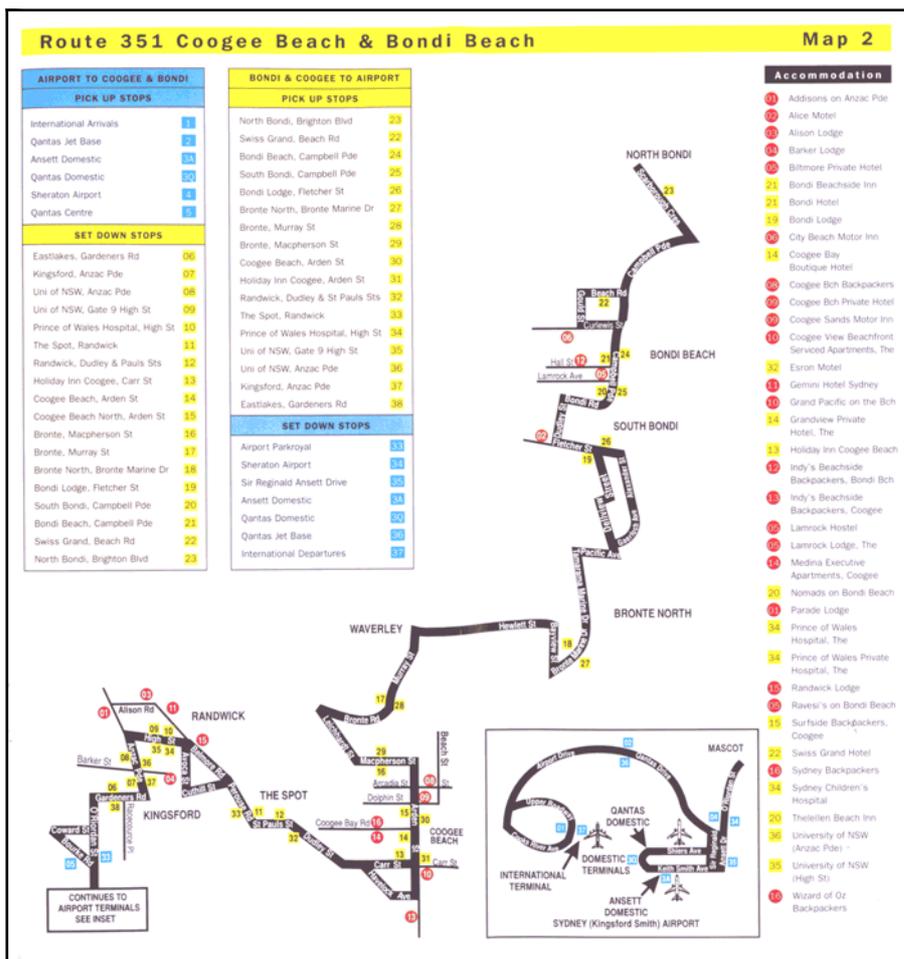
The 350 route was altered from 26 April 1992 to operate direct from Oxford St into Darlinghurst Road then Victoria St, Challis Avenue, MacLeay Street to Greenknowe Avenue. Returning via MacLeay St, Darlinghurst Road, Victoria St to Oxford St this provided better passenger access to hotels in the area. At the same time the diversion by Bourke Road and Coward Street was re-introduced for the new Airport Parkroyal hotel.

State Transit created a special Tourist Services group in 1991 with responsibility for the Airport Express, the Explorers, the sales of the SydneyPass and ferry cruises. As a result of this initiative the full colour timetable for 26 October 1992 contained much more tourist information than previously. A list of all hotels within walking distance was accompanied by a map showing their location with respect to the bus routes and several advertisements for hotels and attractions were included.

Fares had risen to \$4.00 in October 1990 and \$5.00 in July 1991 when an \$8.00 return fare was introduced. An AirportTen ticket was introduced in late 1994 offering ten trips for \$30.00 and was targeted at airport workers rather than travellers.

For a short while, around October 1993, the inward 350 journey diverted from Oxford via Pelican, Goulburn and Riley Streets to serve the Oxford Koala Hotel. In the city area the outward 350 now operated from Oxford St via Wentworth Avenue, Goulburn and Pitt Streets to Eddy Avenue.

Some minor changes were made to both routes on 5 December 1993. The 300 was altered George to Bridge and Phillip Streets (Terminus) then via Alfred St, George St Nth, Argyle, Harrington and Essex Streets whilst the 350 outward route became Ward Avenue and Bayswater Road. The inward Oxford Street detour ceased.



The 5 December 1993 timetable for the first time included an accurate city area map, artistically coloured, showing both services but only a summary of the timetables. A separate sheet was produced with full details. For the next few issues the cover and layout differed with each issue.

Further variations in the city area for the 350 on 28 May 1995 saw the inward route being Eddy Avenue, Pitt, Liverpool, George, Bathurst, Elizabeth, Liverpool to Oxford. The outward route being Wentworth Avenue, Goulburn, Pitt, Central Railway Approach Ramp to the Country Platforms stance and return to Goulburn, Pitt, Eddy Avenue. In Darlinghurst the outward route became Burton St and Darlinghurst Road to serve St Vincent's Hospital

The prototype Scania L113CRL, 3511, with low-floor Ansair Victoria Orana body was converted to Airport configuration of 39 seats with wheelchair access in early 1996. The

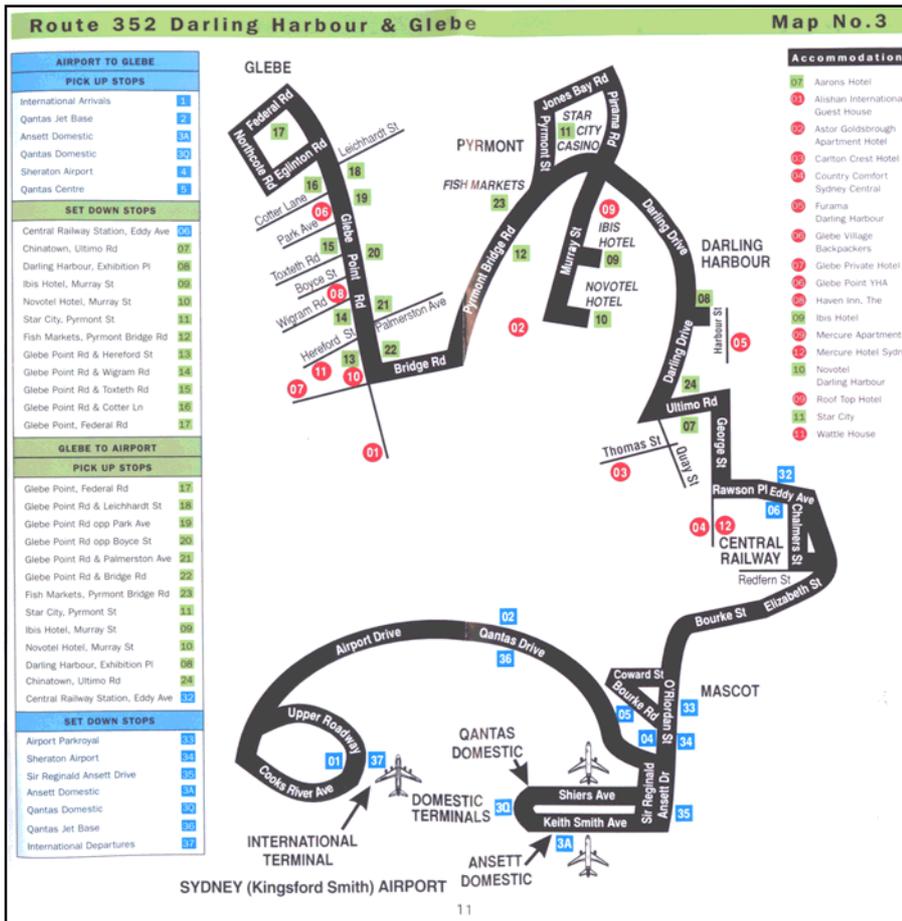
STA's only two Mercedes Benz O405N low floor buses with Ansair Orana 32-seat bodies, 3405 and 3406 were added to the fleet in 1997.

By May 1996 the 350 inward route varied again via Eddy Avenue, Pitt, Bathurst, and Elizabeth Streets whilst the outward route became the simpler Goulburn and George Streets to Rawson Place and Eddy Avenue.

Fares had increased in March 1997 to \$5.50 and \$9.00 return and in April 1998 to \$6.00 and \$10.00 return.

Bondi and Glebe

The growing number of backpackers hotels in areas such as Glebe and Bondi were seen as an opportunity to expand the airport services. Two new routes were introduced on 28 September 1998: 351 to Coogee and Bondi Beaches and 352 to Darling Harbour and Glebe Point.



Route 351 operated via Eastlakes, Kingsford, UNSW, Randwick, The Spot, Coogee Beach, Waverley, Bronte North, South Bondi, Bondi Beach to North Bondi. A 30 minute service was provided from 05:00 until 20:00 to the Airport and from 07:45 until 20:50 from the Airport.

Route 352 followed the 300/350 route to Eddy Avenue then continued via George St, Ultimo Road, Darling Drive, looping up and back along Murray Street, Pirama Road, Jones Bay Road, Pyrmont Street, Pyrmont Bridge Road, Glebe Point Road to the 431 terminus at Glebe Point. Again a 30 minute service was provided but running until 21:00 and inter-worked with routes 300 and 350 to provide a 7/8 minute service between the Airport and Eddy Avenue. Route 300 was increased to operate every 15 minutes and 350 reduced to every 30 minutes to give a departure sequence of 300/352/300/350 every half hour.

The 351 and 352 were operated

with a fleet of eleven Mercedes-Benz Vario 814D AB Denning bodied, wheelchair accessible, 29 seat minibuses fleet numbers 3972-3982. They were painted in the standard yellow and green livery. The Varios were leased from the Mercedes-Benz distributors and had been the subject of a union dispute for a couple of months.

The timetable introducing the 351 and 352 was a 12 page folded booklet with a page for each of the Central Railway, 300 and 350 schedules, a detailed map in the centre pages with all stops and hotels indexed. The 351 and 352 each had a double page with individual route maps. The back page had a map showing where and when to get public transport information.

The 351 did not prove to be very successful and last ran on 08 January 2000. It was partly replaced by route 353 an regular service from Bondi Junction to the Airport via Waverley, Coogee Beach, Maroubra Beach, and Eastgardens. The Varios released were subsequently

used on the Parramatta Explorer and were sometimes seen on the 300 and 350 runs.

Even though the 352 was moderately successful, the opening of the railway to the Airport in June 2000 saw a drop in passenger loadings on all three airport services. Route 352 was deleted after the last run on 22 July 2000.

Decline

The frequency on routes 300 and 350 was also reduced to every 20 minutes during peak hours and 30 during off-peaks including during the daytime. The last two runs from the city now left Circular Quay as 300 at 19:35 and 20:05 and after The Rocks crossed to Potts Point and became 350s leaving the Wynyard to Central section of George Street without a service.

The July 2000 timetable was the final variation in style changing from a booklet to a single sheet foldout, effectively still 12 pages. The map now measured 33 cm by 39 cm.

Route 350 survived until 03 March 2002 and from the next day the 300 provided a combined service serving Eddy Avenue, George Street, Bridge St, Loftus, Alfred, George, Argyle, Harrington, Grosvenor, Bridge, Macquarie, Cahill Expressway, Cowper Wharf Road, Wylde Street, Greenknowe Avenue, Elizabeth Bay Rd, Ward Avenue, Bayswater, Darlinghurst and Kings Cross Roads, Ward Avenue, Craigend and Victoria Streets to Kings Cross Station, returning via Challis Avenue etc. A twenty minute service was provided all day on a run time of around 50 minutes.

Fares increased to \$11.00 return, \$6.50 single and \$47.00 for AirportTen in April 1999 and finally to \$12.00, \$7.00 and \$55.00 respectively in April 2000.

Passenger numbers continued to decline due to the faster journey times on the AirportLink rail service. Ironically both services were losing money and the private own-

ers of AirportLink were put into liquidation. In April 2003 State Transit announced the closure of the service after the last run on Sat-

urday, 10th May 2003.

Scania 3511 was converted to a standard bus in late 2002 returning to service in January 2003.

O405Ns 3405 and 3406 were similarly treated and added to Newcastle's fleet. The future of the mark V 3244 and the PMC 160s 3383 through 3393 was uncertain at time

The EBR's Christmas

AATTC founder JACK MCLEAN visited Tasmania's west coast in the 1940s and picked up some old special train notices concerning the Emu Bay Railway's Christmas service.

This timetable was No. C64/1944, issued for the Christmas/New Year period of 1944/45. The mines closed as shown on Friday 22nd December (page 15). As a result, No.5 due to leave Primrose at 12.15 p.m. that day was delayed until 6.30 p.m. and so did not arrive at Burnie until 11.5 p.m. This train may have been run to carry passengers to Burnie although there is no mention made of passenger carriages on it. It seems more likely that it was used to carry away some of the ore which was produced that afternoon. On that day too, the engine which arrived at Zeehan at 1.00 pm as No. 4 returned from there at 1.50 p.m., crossed No. 10 at Rosebery and stabled at Primrose for the night.

On Saturday 23rd December, this goods engine at Primrose ran to the EZ Yard and after shunting left at 6.10 a.m. for Burnie, meeting No 6 motor at Guildford and arriving at Burnie 11:40 a.m. This day marks the beginning of the reduced services, as No. 1 & 10, and No. 2 & 5 are cancelled.

Also the 1.50 p.m. goods from Zeehan ran instead of the 9.50 am. It was to have a TGR car attached if required and arrived at Burnie at 8.00 p.m. The basic service on the line was therefore reduced to No. 6 & 7 Motor daily and No. 4 was also daily but after arriving at Zeehan at 1.00 p.m. left again as No. 3 (1.50 p.m. - 8.00 pm.).

On Thursday 26th December, there is a service which I cannot explain. An AEC car and trailer left Burnie at 8.00 p.m. after crossing No. 3, and ran to EZ Yard 11.45 p.m. to 12.01 a.m. retuning to Burnie by 4.00 a.m. on Friday 27th. The driver was to do all the staff working.

Burnie Sports

The big event of the holiday seems to have been the Burnie Sports, and for this the EBR provided a passenger service. Readers may know that, at this time, almost all the passenger services were south in the morning and north in the afternoon. On New Year's Day, the reverse was called for to enable people in isolated Rosebery and Tullah and the not-quite-so-isolated Zeehan to come north for the day.

To place the train in position at Zeehan, it was necessary to run a southbound train and afterwards, another trip was necessary to return the train from Zeehan to Burnie. New Year's Eve 1944 was a Sunday and on this day we find an empty rail motor leaving Burnie Junction at 1.30 p.m. and running independently of staff regulations, arriving at Zeehan at 6.00 p.m. This rail motor was WG1 and the trailer was ABD6. On New Year's Day 1945, this train left Zeehan at 6.30 a.m. and crossed No. 4 goods and No. 6 Motor at Guildford and arrived at Bumie at 1120 a.m. Nos. 6 & 7 were to be run by the AEC

and, if required, a trailer. After the Sports, WG1 and the ABD left Burnie at 6.00 p.m. after crossing AEC No. 7 (due in at 5.53 p.m.) and waited at Hampshire from 6.55 p.m. to 7.00 p.m. to cross No.3 the goods train. The Motor was due into Zeehan at 10.30 p.m. The WG1 ran the regular train back to Bumie on the 2nd, and the AEC (which had run the 7.35 a.m. south), left Zeehan at 1.35 p.m. followed the WG1 on 15 minutes time interval.

Return to work

On Saturday, 6th. January the return to work began and a Dubs engine ran a train from Burnie at 8.00 p.m. after crossing No. 3 goods, and, after shunting the EZ Yard, arrived at Zeehan at 2.00 a.m. Sunday. The guard was to do his own staff working and the engine was to run No. 3 the next day. No. 4 was to run on Monday and stable at Zeehan and No. 1 and No. 10 were run on Tuesday. On Wednesday 10th, all the trains were running except 2 & 5, for which we assume there was not yet enough ore. Of course, this is only what it had in the timetable, and there's many a slip between proposed and actual, as the most casual railway observer knows.

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C.64
1944.

THE EMU BAY RAILWAY CO.LTD.

XMAS & NEW YEAR TIME TABLE
& ELEC. ZINC CO'S OPERATIONS

Williamsford Mine will close 4 p.m. Friday 22nd Dec.1944
Rosebery Mine will close 4 p.m. Friday 22nd Dec.1944
Rosebery Mill will close 4 p.m. Friday 22nd Dec.1944
Williamsford Mine re-opens 8 a.m. Monday 8th Jan.1945
Rosebery Mine re-opens 8 a.m. Monday 8th Jan.1945
Rosebery Mill re-opens 8 a.m. Tuesday 9th Jan.1945
Zeehan Smelters will work through Holidays.

A.B.D.6 to be attached to W.G.1. from 18th December 1944
to 10th January 1945 and left at Burnie.

FRIDAY 22nd DECR.1944

No. 5 train will run on amended time table as follows :-

E.Z. Yard dep. 6.30 p.m.
Primrose " 6.35 p.m.
Farrell " 6.55 p.m.
Guildford " 9. 0 p.m.
Hampshire " 10. 0 p.m.
Burnie arr.11. 5 p.m.

Engine & Crew of No.4 train will run Zeehan to Primrose as
follows :- Zeehan dep. 1.50 p.m.

Rosebery arr.2.55 p.m. X No.10 held.
dep.3.10 p.m.

Primrose arr.3.15 p.m. Stable.

SATURDAY 23rd DECR.1944

Engine stabling at Primrose will run as follows :-

E.Z. Yard dep. 6. 10 a.m.
Primrose " 6. 15 a.m.
Farrell " 6.35 a.m.
Guildford arr. 9. 0 a.m. X No.6
dep. 9.30 a. m.
Hampshire " 10.30 a.m.
Burnie arr.11.40 a.m.

Nos. 1 & 10 trains will NOT run

Nos. 2 & 5 trains will NOT run

No.3 train, amended, will be run by Zeehan ore engine and crew

:- Zeehan dep. 1.50 p.m.

Rosebery " 3. 8 p.m.

Farrell " 3.35 p.m.

Guildford arr.5.45 p.m.

dep.5.55 p.m.

Hampshire " 6.55 p.m.

Burnie arr. 8. 0 p.m.

S.M. Zeehan to
provide T.G.R. Car
for this train if
necessary.

(contd. sheet 2)

C.64 contd.
1944.

Sheet 3.

MONDAY 1st JAN. 1945 - (Burnie Sports)

W.G.L. with A.B.D.6 will run as follows :-

Zeehan dep. 6.30 a.m.	Burnie dep. 6. 0 p.m.	-----X No.7
Rosebery " 7.25 a.m.	Hampshire arr. 6.55 p.m.	X No.3
Farrell " 7.45 a.m.	dep. 7. 0 p.m.	
G'ford. arr. 9.20 a.m.	Guildford " 8. 0 p.m.	
dep. 9.40 a.m.	Farrell " 9.15 p.m.	
Hampshire " 10.25 a.m.	Rosebery " 9.40 p.m.	
Burnie arr. 11.20 a.m.	Zeehan arr. 10.30 p.m.	

Nos. 6 & 7 will be run by A.E.C. Motor, & Trailer if required.

TUESDAY 2nd JAN. 1945

No.6 will be run by A.E.C., and Trailer if required, & then a follows:-

Zeehan dep. 1.35 p.m.
Rosebery " 2.28 p.m.
Farrell " 2.52 p.m.
Guildford " 4.25 p.m.
Hampshire " 5.11 p.m.
Burnie. arr. 6. 8 p.m.

No.7 will be run by W.G.L. Car and A.B.D.6

SATURDAY 6th JANUARY AND SUNDAY 7th JANUARY 1945

Special Train (Dubs) runs as follows :-

	-----X No.3	
Burnie dep. 8. 0 p.m.		
Hampshire " 9.35 p.m.		
Guildford arr. 10.35 p. m.		
dep. 10.45 p.m.		
Farrell " 12.15 a.m.	Sunday	Engine to form
Primrose " 12.35 a.m.	"	No.3(amended)
E.Z.Yard arr. 12.40 a.m.		Monday.
dep. 12.50 a.m.		
Rosebery " 1. 0 a.m.		Guard to do own
Zeehan arr. 2. 0 a.m.		Staff working.

MONDAY 8th JANUARY 1945

No. 4 train will be run by Zeehan ore engine & crew and will stable at Zeehan.

(contd. sheet 4)

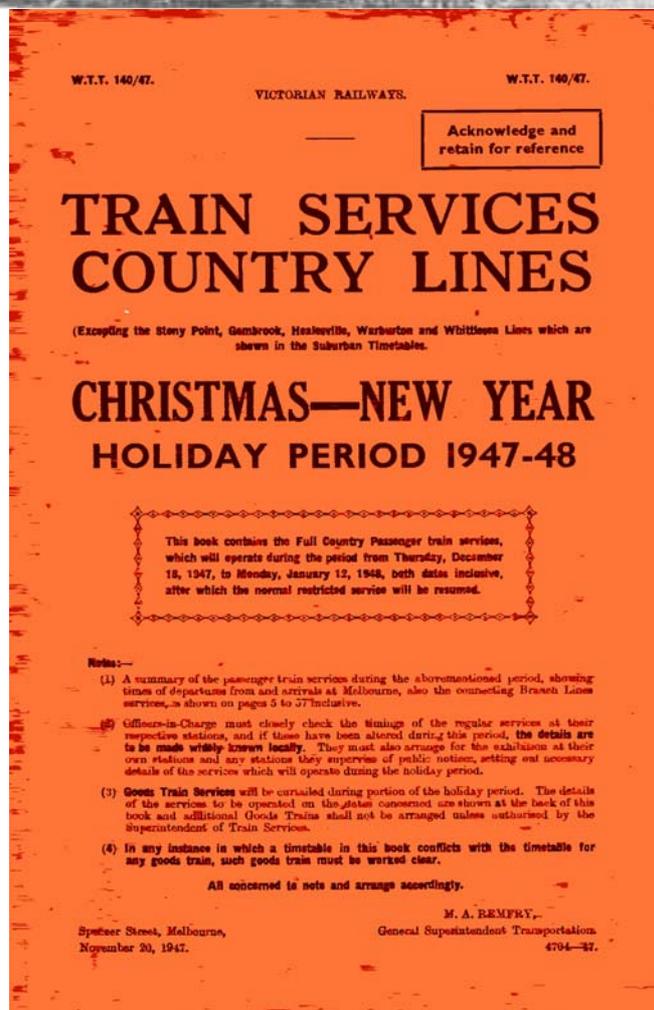
Christmas Day aboard *The Spirit of Salts*

How will you spend your Christmas day in 2003? Probably not like the Whitfield Ganger, in 1947, who had to bump 60 miles along a narrow gauge track.

SANTA had long finished his night's work and the sun had been up for more than 3 hours at Whitfield when *Spirit of Salts*, the Casey Jones Postal Motor coughed into life on Christmas morning 1947. It was going to be a hot day. They were to measure 101 in the shade under the pine trees at Edi but the wood-fired ovens in the surrounding homes already crackled with the fire that would roast the Christmas 'dinner' chook. The mail, however, must go through or, to be more correct, the mail must come through. So the *Spirit* was being fired up to meet the Melbourne train at Wangaratta and return the letters to all the little hamlets that lay strung out like beads along 30 miles of narrow gauge King Valley track.

NK-1, the Whitfield-Wangaratta-Whitfield Postal Motor (upper right) was just one of 162 country passenger-carrying trains that ran that day in Victoria. Details of all these trains are given in the VR's WTT 140/47 *Train Services Country Lines* booklet of 200 pages (cover, right). This booklet, part of the Ted Downs collection and soon to be auctioned, was a gift to Ted from AATTC's founder Jack McLean. Such booklets were produced for most Public Holiday periods in Victoria, especially Christmas and Easter, when mass migrations from Melbourne to the country took place. Another such booklet, for Easter 1941, was reprinted some years ago by the ARHS and an original was recently auctioned by the AATTC. These booklets don't get produced now of course—people don't catch trains at Christmas and the services are much more likely to be curtailed than augmented.

When we think of the parlous state of the economy of that time, the



rationing, the curtailed rail services and the usual air of lassitude and relaxation associated with Christmas, it is surprising that one could travel by train to so many places in Victoria on December 25th. It was a day of passenger trains mostly—only 8 goods trains made a move on Christmas Day, compared to 220 on Christmas Eve and many more besides that on a normal working Thursday.

These booklets always contained an extensive list of train departures and arrivals from Melbourne's country stations—Spencer St and Flinders St. On the right we show two pages, one for Christmas Eve and one for the following Sunday. A mass exodus took place on the former—a Wednesday night—but Sunday activity was notable by its absence, far fewer in fact than those of Christmas Day itself. Indeed, one might even say there were no true 'Country' trains at all that Sunday. Of the 6 that appear, three are interstate Expresses and the other three might be more properly part of the suburban service, being short rail motor trips to Werribee.

On Christmas Day itself, the corresponding table shows 30 departures and 37 arrivals at Melbourne. Thus the bulk of the train activity—nearly another 100 trains—was out in the sticks. One would be hard pressed today to find a passenger train anywhere in Australia that did not terminate in, or depart from, the capital city. Not so in 1947 and especially not on Christmas Day.

The Western and South Western District was the main wet-blanket which spoiled this Christmas Day fun. Few of the Portland line branches stirred out of their slumber. By comparison, the Midland and the North East Districts were practically profligate with trains, even on 'surprising' lines such as Whitfield, Gargarre and Katamatite. In the Eastern District, even the Port Albert line ran two return trips—a Sheffield Rail Motor

		18	Xmas (Country) 1947
WEDNESDAY, 24 TH DECEMBER, 1947.			
DEPARTURES FROM MELBOURNE.			
Train.	Destination.	Platform Number.	Connections.
Leave Spencer-st.			
NORTHERN DISTRICT.			
7.50 a.m.	BENDIGO	6	Daylesford
9.0 a.m.	SWAN HILL	7	Deniliquin, Cohuna, Piangil, Koondrook, Sea Lake, Robinvale, Woomelang, Ararat (via Maryborough)
1.55 p.m.	BENDIGO	7	Maryborough
4.25 p.m.	SWAN HILL	6	
5.15 p.m.	ECHUCA	7	
5.55 p.m.	BENDIGO	6	Maryborough
8.0 p.m.	LANCEFIELD	8	
7.10 p.m.	DAYLESFORD	7	
8.40 p.m.	MILDURA	4	(Via Castlemaine), Pinnaroo
NORTH WESTERN DISTRICT.			
8.10 a.m.	BALLARAT	1	
9.10 a.m.	DIMBOOLA	1	Serviceton, Portland, Casterton, Balmoral (via Hamilton), Hopetoun, Goroke
1.50 p.m.	HORSHAM	4	Linton, Warracknabeal, Maryborough
2.20 p.m.	BALLARAT	5	
5.30 p.m.	BALLARAT	1	
5.44 p.m.	BACCHUS MARSH	10	
7.0 p.m.	ADELAIDE	4	
7.2 p.m.	DIMBOOLA	1	(Via North Geelong Loop), Hamilton
7.40 p.m.	DONALD	1	
8.30 p.m.	ADELAIDE	1	
8.40 p.m.	MILDURA	4	(Via Castlemaine) Pinnaroo
SOUTH WESTERN DISTRICT.			
6.30 a.m.	GEELONG	5	Ballarat
7.5 a.m.	AIRCRAFT	7	
8.0 a.m.	GEELONG	5	
8.25 a.m.	PORT FAIRY	4	Ballarat (via Cressy), Forrest
9.35 a.m.	GEELONG	4	
11.5 a.m.	GEELONG	4	
12.30 p.m.	GEELONG	5	
3.30 p.m.	GEELONG	5	Ballarat
4.27 p.m.	WERRIBEE	5	
5.12 p.m.	GEELONG	4	
5.31 p.m.	WERRIBEE	12	Electric ex Flinders Street Change Newport
5.34 p.m.	NEWPORT	Yard	Empty Cars (Form 5.52 p.m. Newport-Werribee)
5.52 p.m.	WARRNAMBOOL	4	
6.5 p.m.	GEELONG	5	
7.2 p.m.	DIMBOOLA	1	(Via North Geelong Loop) Hamilton
7.16 p.m.	GEELONG	8	
9.25 p.m.	WERRIBEE	5	
11.43 p.m.	WERRIBEE	8	(11.40 p.m. electric ex Flinders Street) change trains Newport
NORTH EASTERN DISTRICT.			
7.0 a.m.	SEYMOUR	10A	Heathcote
7.55 a.m.	ALBURY	10	Yarrowonga, Beechworth, Bright, Wahgunyah, Tallangatta, Sydney
8.10 a.m.	TOCUMWAL	9	Cobram, Gargarre, Echuca, Deniliquin, Katamatite, Picola
4.15 p.m.	ALBURY	1	Sydney
4.30 p.m.	BRIGHT	10	Yarrowonga, Beechworth
5.0 p.m.	NUMURKAH	10A	Echuca, Picola, Colbinabbin
5.18 p.m.	MANSFIELD	9	Heathcote
6.30 p.m.	ALBURY	1	Sydney
6.42 p.m.	ALBURY	10	Sydney
7.25 p.m.	BENALLA	10A	
7.45 p.m.	SHEPPARTON	10	
Leave Flinders-st.			
EASTERN AND SOUTH EASTERN DISTRICT.			
7.40 a.m.	TRARALGON	1 Cent.	Mirboo North
8.40 a.m.	BAIRNSDALE	1 Cent.	Maffra
4.10 p.m.	BAIRNSDALE	1 Cent.	(Via Maffra)
4.30 p.m.	TRARALGON	1 Cent.	
6.0 p.m.	BAIRNSDALE	1 Cent.	
6.12 p.m.	WARRAGUL	1 East	
7.15 p.m.	SALE	1 Cent.	Maffra
8.20 a.m.	YARRAM	1 Cent.	Wonthaggi, Port Albert
3.55 p.m.	NYORA	1 East	
6.25 p.m.	YARRAM	1 Cent.	
6.55 p.m.	WONTHAGGI	1 East	
7.30 p.m.	LEONGATHA	1 Cent.	

		26	Xmas (Country) 1947
SUNDAY, 28 TH DECEMBER, 1947.			
DEPARTURES FROM MELBOURNE.			
Train.	Destination.	Platform Number.	Connections.
Leave Spencer-st.			
NORTH WESTERN DISTRICT.			
7.0 p.m.	ADELAIDE	4	Goroke, Perth
SOUTH WESTERN DISTRICT.			
7.44 a.m.	WERRIBEE	12	(7.10 a.m. ex Flinders Street)
6.3 p.m.	WERRIBEE	12	(5.0 p.m. ex Flinders Street)
11.30 p.m.	WERRIBEE	12	(11.25 p.m. ex Flinders Street)
NORTH EASTERN DISTRICT.			
4.45 p.m.	ALBURY	1	Sydney
6.30 p.m.	ALBURY	1	Sydney

85 Xmas (Country) 1947

ROBINVALE-ULTIMA-KORONG VALE.

Miles.	UP.	2	12	22	W 2	W 4	
		Car Goods Dec. 21, 28 Jan. 4, 11	Rail Mtr. (P.E.) Dec. 20, 27 Jan. 3, 10	Rail Mtr. (P.E.) Dec. 19, 23, 25, 26, Jan. 7, 9	Rail Mtr. (P.E.) Dec. 24	Rail Mtr. (P.E.) Dec. 31 Jan. 1, 2	
---	ROBINVALE † ...	Dep. p.m. 5 50	a.m. ...	a.m. 7 35	a.m. 8 5	a.m. 8 25	...
8½	Bannerton ...	" 6 21	" ...	" 7 55	" 8 25	" 8 45	...
13½	R.M. Stop. Place ...	" ...	" ...	" ...	" ...	" ...	...
14	Margooya ...	" 6 40	" ...	" 8 10	" 8 40	" 9 0	...
19½	Annuello ...	" 7 20	" ...	" 8 27	" 8 57	" 9 17	...
24	Koimbo ...	" 7 35	" ...	" 8 39	" 9 9	" 9 29	...
38	Bolton ...	" 7 48	" ...	" 8 50	" 9 20	" 9 40	...
33½	MANANGATANG †	Arr. ...	" ...	" 9 4	" 9 34	" 9 54	...
	" ...	Dep. 8 50	" ...	" 9 9	" 9 39	" 9 59	...
38½	Cocamba ...	" 9 5§	" ...	" 9 21	" 9 51	" 10 11	...
44	Chinkapook ...	" 9 55	" ...	" 9 55	" 10 7	" 10 27	...
52½	Chillingollah †	" 11 15	" ...	" 9 58	" 10 28	" 10 48	...
60	Waitchie ...	" 11 40	" ...	" 10 14	" 10 44	" 11 4	...
		Dec. 22, 29 Jan. 5, 12					
66½	Gowanford ...	Dep. 12 2	" ...	" 10 28	" 10 58	" 11 18	...
72½	ULTIMA E S †	Arr. 1 10	" ...	" 10 45	" 11 15	" 11 35	...
	" ...	Dep. 1 55	9 45	" 11 0	" 11 30	" 11 50	...
80½	Meatian ...	" 2 18	10 0 §	" 11 15§	" 11 45§	" 12 5§	...
87½	Lalbert E S ...	Arr. ...	" ...	" ...	" ...	" ...	...
	" ...	Dep. 3 0	10 13	" 11 28	" 11 58	" 12 18	...
94½	Cannie ...	" 3 24	10 27	" 11 42	" 12 12	" 12 32	...
102½	Quambatook E S	Arr. 3 44	" ...	" ...	" ...	" ...	...
	" ...	Dep. 4 10	10 41	" 11 56	" 12 26	" 12 46	...
108½	Oakvale ...	" 4 29§	10 52	" 12 7	" 12 37	" 12 57	...
112½	Gredgwin ...	" 4 47§	11 2	" 12 17	" 12 47	" 1 7	...
116½	Barraport E S	Arr. ...	" ...	" ...	" ...	" ...	...
	" ...	Dep. 5 0	11 11	" 12 28	" 12 56	" 1 16	...
124½	BOORT E S	Arr. 5 20	" ...	" ...	" ...	" ...	...
	" ...	Dep. 5 50	11 33	" 2 48	" 1 18	" 1 38	...
133½	Mysia E S	" 6 18	11 50	" 1 5	" 1 35	" 1 55	...
137½	Borong ...	" 6 36	11 59	" 1 15	" 1 45	" 2 5	...
	" ...	Dep. 7 15	12 20	" 1 35	" 2 0	" 2 20	...
142½	KORONG VALE E S	Arr. 7 15	12 20	" 1 35	" 2 0	" 2 20	...
	" ...	Dep. 8 0	Mixed p.m. 12 35	Mixed p.m. 1 57	Pass. p.m. 2 20	Pass. p.m. 2 40	...
192½	BENDIGO	Arr. 11 0	3 20	4 35	4 0	4 35	...
	" ...	Dep. 12 15	Pass. 4 10B	Pass. 5 20	Pass. 4 45	Pass. 5 20	...
293½	MELBOURNE (Spencer Street)	Arr. 3 0	7 45	8 50	7 30	8 50	...

B. Leave Bendigo 3.40 p.m. arrive Melbourne 6.25 p.m. December 20.

(gangers trolley) provided the 4-mile, 25-minute trip.

Northern & Midland District

Our first timetable (above) is that for the long wheat-belt line from Korong Vale to Robinvale, 142 miles of line with no more than 1 bend every 2 miles and scarcely a change of altitude. Korong Vale was an interesting place—a junction in the middle of nowhere with a Refreshment Room and extensive Bar, a locomotive depot and a rail motor depot. It was a changeover point between steam-hauled trains and motor trains. The base service of Up trains on the line was rather

complex. A first glance at the 6th October 1947 WTT would appear to show 28 trains a week arriving at Korong Vale off this line. But a second look reveals the dreaded symbol '†' denoting a *conditional train*—and then the number of regular trains shrinks back to a mere 4 per week. Most services were run by a Petrol Electric Rail Motor (PERM) The trains were:

No 2, 5:50 pm Car Goods ex Robinvale, regular, Sun.

No 8, 3:30 am PERM ex Robinvale, conditional, Mon-Sat.

No 10 9:30 am PERM ex-Ultima,

conditional, Mon-Sat.

No 12 9:45 am PERM ex Ultima, Regular, Sat.

No 16 10:20 am PERM ex Ultima, Conditional, Mon-Sat

No 18 8:50 am PERM ex Manangatang, Conditional, Mon-Sat

No 22 7:35 am PERM ex Robinvale Regular, Wed, Fri.

In addition, there were 3 Up goods trains per week.

Clearly it would be a rare day on which more than one of the listed PERM services ran— it might even be a rare day when *any* of them ran.

During the Christmas period, things were organised to be a bit different. The table shows the Up services off the Robinvale line into Korong Vale and onward to Bendigo for the entire Christmas period— the booklet covers all dates between December 18 to January 12. That's 26 days and the table shows 22 trains. The Sunday night Car Goods ran, supplemented from Ultima by the PERM. The former was a train to be avoided— a 13½ hour overnight journey for which Chinkapookans had to join the train at 9:55 at night. On 3 days of the week a Robinvale-Korong Vale service was provided by No 22 PERM, running as an altered 'extra' on Christmas Eve and over the New Year period. The Saturday service, again with a PERM, originated at Ultima, rather than Robinvale, which had to go without. On most Tuesdays there were no trains at all.

On Christmas Day itself, our passengers for the south left Robinvale at 7:35 a.m. and spent 6 hours jolting down the line to Korong Vale on a Petrol Electric Rail Motor—only to be transferred to the car of a Mixed Train to take them onward to Bendigo— a further 50 miles and more than 2½ hours away. With another hour's wait at Bendigo and a further 3½ hour trip to Melbourne, they had been on the rails

		117		Xmas (Country) 1947	
DIMBOOLA-RAINBOW-YAAPEET.					
Miles from Melb.	DOWN		Postal Motor	7	
			Wed., Fri.		
—	MELBOURNE (Spencer-St.)	Dep.	p.m.		
224½	DIMBOOLA †	Arr.	...		
231½	"	Dep.	...		
235½	Arkona	...	...
242	Antwerp	...	...
247½	Tarranyurk	...	...
	JEPARIT †	Arr.	...		
255	"	Dep.	...		
259	Ellam	...	...
266½	Pullut	...	...
	RAINBOW †	Arr.	...		
272½	"	Dep.	1 0		
276½	Albacutya	...	...
	YAAPEET †	Arr.	1 40		
Miles	UP		Postal Motor	8	
			Wed., Fri.		
—	YAAPEET †	Dep.	p.m.		
4½	Albacutya	...	2 0		
10½	RAINBOW †	Arr.	2 40		
17½	"	Dep.	...		
21½	Pullut	...	...
29	Ellam	...	...
	JEPARIT †	Arr.	...		
34½	"	Dep.	...		
41	Tarranyurk	...	...
45½	Antwerp	...	...
	Arkona	...	...
52	DIMBOOLA †	Arr.	...		
276½	"	Dep.	...		
	MELBOURNE (Spencer-St.)	Arr.	...		

Goods Trains only run between Dimboola and Rainbow. See page 191

for 13½ hours— an interesting way to spend Christmas Day.

Western & South Western Districts

Next, we turn to a line that was a case of 'you can't get to there from here'. This was one of another two wheat belt lines, this time connected to the main Western Line at Dimboola— the lines to Yanac and Yaapect. The junction here was Jeparit. Beyond Dimboola on these lines, practically nothing moved for the entire holiday period. Yet there is an isolated "passenger" train, a postal motor rostered to run a service twice a week at the outer extremity of the Yaapect line (left). In theory, one could probably have travelled by this train, but it is unlikely that anyone ever tried to and, on Christmas Day for sure, the option wasn't there.

Eastern & South Eastern Districts.

Below is the first of two tables showing the options of Christmas travellers who wanted to travel to Bairnsdale on Christmas Day. This one is for the line via Maffra, on which a passenger service beyond Maffra to Bairnsdale itself occurred *only* at holiday times. Here we see one of them, G35, a Christmas Eve service that got the weary travellers into Bairnsdale with an hour to spare before the witching hour. By contrast, is the

TRARALGON-BAIRNSDALE (via MAFFRA).										
Miles	DOWN.	9	M 1		19	G 35	49	49a	G 53	
		Pass Dec. 18, 25, 27, 31, Jan. 1, 2, 3, 5, 7, 9	Dec. 19, 20, 22, 23, 24, 26, 29, Jan. 10, 12	Express Dec. 19, 20, 22, 23, 24, 26, 29, Jan. 10, 12	Rail Mtr. (P.E.) Dec. 29, 31, Jan. 2, 5, 7	Pass. Steam Through Dec. 24	Pass. Dec. 18, 19, 22, 23, 26, 30, Jan. 1, 6, 8, 9, 12.	Pass. Dec. 20, 25, 27, Jan. 3, 10	Pass. Dec. 24	
—	MELBOURNE (Spencer Street) ... Dep.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
	(Flinders Street) ... "	7 40	7 40	8 40	...	4 10	6 0	6 0	7 15	
97½	TRARALGON E S ... Arr.	11 38	11 38	12 5	...	7 45	9 39	10 2	11 2	
	"	Rail Motor (P.E.)	Rail Motor (P.E.)			—100 kp. clr.	Rail Motor (P.E.)	Rail Motor (P.E.)	Rail Motor (P.E.)	
	"	Dep.	a.m.	p.m.	6 0	8 0	9 50	10 20	11 10	
109½	Glengarry ... Dep.	...	...	...	...	...	...	...	...
	"	12 10	12 40	...	...	8 1½*	10 5	10 35	11 25	
108½	Toongabbie ... Dep.	12 15	12 55	...	...	8 26*	10 20	10 50	11 40	
113½	Cowwarr E S ... Arr.	...	...	10wt.	...	...	...	...	...
	"	12 27	1 7	...	6 34	8 37*	10 32	11 2	11 52	
117	Dawson ... Dep.	...	...	...	...	...	...	...	...
120½	Heyfield E S ... Arr.	...	...	14 wt.	...	...	...	...	...
	"	12 54	1 24	...	6 48	8 53*	10 49	11 19	12 9	
126½	Tinamba E S ... Arr.	...	...	14wt., 16.	...	...	...	...	...
	"	1 10	1 40	...	7 0	9 5*	11 5	11 35	12 25	
131½	MAFFRA E S ... Arr.	1 25	1 55	18 wt.	7 15	...	11 20	11 50	12 40	
136½	Stratford June. E S ... Dep.	...	...	...	...	9 20	...	...	...
137½	STRATFORD E S ... Arr.	...	...	...	...	9 34*	...	...	...
	"	...	...	...	...	9 37	...	...	...
	"	...	...	...	...	9 40	...	...	...
170½	BAIRNSDALE E S ... Arr.	...	...	...	...	10 50	...	...	...

122 Xmas (Country) 1947

MELBOURNE-BAIRNSDALE (via SALE)—Continued.

Miles	DOWN.	17	21	G 35	41	49	49a	G 53
		Pass. Traralgon Dec. 19, 20, 22, 23, 24, 26, 29, Jan. 10, 12 Bairnsdale Dec. 18, 25, 27, 31, Jan. 1, 2, 3, 5, 7, 9,	Express Bairnsdale Dec. 19, 20, 22, 23, 24, 26, 29, Jan. 10, 12	Pass. Bairnsdale (via Maffra) Dec. 24	Pass. Traralgon Dec. 24	Pass. Sale, Dec. 18, 19, 22, 23, 26, 30, Jan. 1, 6, 8, 9, 12 Bairnsdale Dec. 24	Pass. Sale Dec. 20, 25, 27, Jan. 3, 10	Pass. Sale Dec. 24
61½	WARRAGUL E S Arr.	a.m. 10 5	a.m. 10 40	p.m. 6 10	p.m. 7 5	p.m. 8 2	p.m. 8 25	p.m. 9 32
63½	" Dep.	10 20	10 57	6 30	7 20	8 17	8 40	9 47
65½	Darnum E S Arr.	10 25	11 2*	6 34*	7 25	8 22	8 45	9 52
	" Dep.	10 30	11 7*	6 48*	7 32	8 30	8 53	9 58
69	Yarragon E S Arr.	10 38	11 14*	6 54*	7 39	8 36	9 2	10 5
74	Trafalgar E S Dep.	10 48	11 23*	7 2*	7 49	8 40	9 12	10 15
80½	Moe E S Arr.	11 1	11 34	7 15*	8 2...	9 3	9 26	10 28
85½	Herne's Oak E S Dep.	11 20	11 52*	7 30*	8 20	9 22	9 45	10 46
89	Morwell E S Arr.	11 38	p.m. 12 5	7 45	8 40	9 39	10 2	11 2
97½	TRARALGON E S Dep.	11 48	12 20	8 0	...	9 44	10 7	11 7
101½	Loy Yang Arr.	11 57	8	...	...	9 52	10 15	11 14
106	Flynn Dep.	p.m. 12 4	12 38	Via Maffra	...	9 58	10 21	11 24
111½	Rosedale E S Arr.	12 15	12 48	...	...	10 12	10 35	11 31
119½	Kilmany E S Dep.	12 29	1 1	...	...	10 27	10 50	11 50
123½	Fulham Arr.	12 38	1 11	...	...	10 35	10 58	11 58
127½	SALE E S Arr.	12 52	1 21	...	...	10 52	11 15	12 10
133½	Montgomery Dep.	1 12	1 41	...	...	11 7	...	...
137½	Stratford Junct. E S Arr.	*	*	9 34*	...	*	...	...
138½	STRATFORD E S Dep.	1 35	1 59	9 37	...	11 24	...	...
145	Munro Arr.	1 48	2 11	9 40	...	11 24	...	...
153½	Fernbank E S Dep.	2 4	2 27	9 52	...	11 37	...	...
	" Arr.	2 4	2 42 ●	10 8	...	11 52	...	...
160	Lindenow E S Dep.	2 20	2 57	10 22	...	12 4	...	...
163½	Hillside Arr.	2 30 ●	3 3	10 29	...	12 11	...	...
171	BAIRNSDALE E S Arr.	3 0	3 30	10 50	...	12 30	...	...

On Dec. 24 conveys passengers for Sale and beyond

● No. 17 may depart Lindenow 2.21 p.m. No. 21 may depart Fernbank 2.28 p.m.
 Note.—Herne's Oak and Maryvale are unattended Electric Staff Posts worked in accordance with instructions shown in General Appendix.

more frequent service that ran via Sale (page 21) and on which there was more or less a daily train, supplemented with extras for the holidays. On Christmas Day itself, one could arrive into Bairnsdale on train number 49, which was extended from its normal terminus at

Sale. It started out 2 hours behind G35, but made up half an hour of that time before it joined the common route at Stratford Junction. Or, if you wished for a leisurely journey that would cause you to miss your Christmas lunch, you could leave Melbourne at 7:40 am

on No. 17, arriving at Bairnsdale as they were making a wish over the bones of the Christmas chicken. And, on Christmas Day, you could make your wish in Melbourne and still get as far as Sale before midnight—per medium of No. 49a.

157

Xmas (Country) 1947

COBRAM-TOGUMWAL-SEYMOUR—Passenger Service.

Miles.	UP.	32 Pass. Dec. 18, 19,20,23, 24,25,27, 30, Jan. 1, 3, 5, 6, 8, 10, 12	T2 Through Mixed (No. 74 altered) When Authorised	74 Through Mixed Dec. 18,19, 20, 22, 23, 24, 25, 26, 27, 29, 31, Jan. 2, 3, 5, 7, 9, 10, 12	10 Rail Motor (A.E.C.) Petrol Dec. 18, 19,20,22, 23,24,25, 26,27,29, 31, Jan. 2, 3, 5, 7, 9, 10, 12	S 2 Pass. When Author- ised	S 6 Empty Cars †
		a.m.	p.m.	p.m.	p.m.	p.m.	a.m.
—	COBRAM † ...	Dep. ...	...	...	3 15	...	...
4¾	Yarroweyah ...	"	...	...	\$	...	...
9¼	Strathmerton † ...	Arr. ...	...	...	3 40-74 —T2	...	...
—	TOCUMWAL, N.S.W. ES	Dep. ...	3 25	3 25	...	...	...
6¼	Mywee ...	"	\$	\$	...	...	...
10¼	STRATHMERTON ES	Arr. ...	3 50	3 50	...	...	...
	" ...	Dep. ...	—10	—10	...	...	...
16	Katunga ...	"	3 51	4 51	4 6B	...	...
22½	NUMURKAH ES	Arr. ...	4 4	4 4	4 23§	...	...
	" ...	Dep. 7 40	4 22	4 22	4 42	...	...
26¾	Wunghnu ES	"	4 40	4 40	...	...	...
32½	Tallygaroopna ES	Arr. ...	4 51	4 51	...	...	...
	" ...	Dep. 7 59	...	...	...	...	...
37	Congupna Road ...	"	5 4	5 4	...	...	...
41¾	Shepparton Stock Sdg. ES (See footnote)	"	\$	5 15	...	...	...
43¼	SHEPPARTON ES	Arr. 8 19	5 40	5 40	...	...	...
	" ...	Dep. 8 35	Pass. p.m.	Pass. p.m.	...	...	...
46¼	Mooroopna ES	Arr. ...	6 0	6 10	...	6 25	12 30
	" ...	Dep. 8 43	...	...	...	...	...
53	TOOLAMBA ES	Arr. 8 55	6 8*	6 18	...	6 33	12 40
	" ...	Dep. 9 0	6 18	6 28	...	6 43	...
58¼	Arcadia ES	Arr. ...	6 21	6 34	...	6 48	12 50
	" ...	Dep. 9 10	6 31*	6 45	...	7 2	1 2
64¾	MURCHISON EAST ES	Arr. ...	6 40	6 57	...	...	...
	" ...	Dep. 9 27	6 42	7 0	...	7 14	1 11
71¾	Wahring ES	Arr. ...	...	...	...	...	...
78	Nagambie ES	Arr. ...	6 58*	7 13	...	7 31	1 23
	" ...	Dep. 9 53	...	7 23-75	...	-75 wt.	...
82¼	Tabilk ES	Arr. ...	7 12*	7 35 ●	...	7 45	1 39
	" ...	Dep. 10 3	7 20-75	...	...	...	...
88¼	Mangalore ES	Arr. ...	7 25*	7 44 ●	...	7 56	1 48
	" ...	Dep. 10 15	—35DL	7 54 ●	...	...	...
95	SEYMOUR ...	Arr. 10 28	7 36*	7 57	...	8 10	2 1
	" ...	Dep. 10 42	7 50	8 12	...	8 25	2 10
	" ...	Pass. a.m.	...	...	...	...	...
	" ...	Dep. 10 42	8 0	8 22	...	8 37	2 30
156¼	MELBOURNE (Spen. St.)	Arr. 12 40	p.m. 9 40	10 20	...	10 50	4 15

● NO. 74 may depart Nagambie 7.24 p.m., Tabilk 7.33 p.m., Mangalore 7.44 p.m.

AUTHORISED LOADS—NO. 74 Mixed "D3" 30/400 tons.

Shepparton Stock Siding is an unattended Electric Staff Post worked in accordance with the instructions shown in General Appendix.

B. NO. 10—Passengers change trains at Strathmerton, but Rail Motor is available for local passengers between Strathmerton and Numurkah.

North Eastern District

Victoria's northeast was Heaven on Earth for the Christmas Day traveller, with 56 trains on the go.

One of the features of VR's holiday traffic was the return of empty cars off the special Down trains that ran on the heavy loading evenings. Sometimes you could travel by these trains and one such example, S6 Shepparton-Melbourne, is shown on our page 22. Perhaps if

you were an itinerant fruit-picker or worked in the Shepparton canning factory, you might take advantage of a 12:30 am train to Melbourne. On it, you could probably stretch out on an empty seat until the guard came round to wake you for your Essendon stop not long before 4 a.m.—just in time to get the childrens' presents in place at the foots of their beds.

But the Wangaratta area was

probably the place to be on Christmas day 1947. Notable was the traffic on the Ovens Valley lines, starting from 'Wang' and junctioning at Everton for Beechworth or Bright (below). What a scene Everton must have been, with morning Mixed trains arriving from the two termini and carrying forward as a single Mixed to Wangaratta. In the afternoon, with the pudding still settling, passengers would have jogged out of Wang on the return

		150			Xmas (Country), 1947.	
WANGARATTA-BRIGHT-BEECHWORTH.						
		Passenger Service.				
Miles.	DOWN.	9		25	W9	
		Pass. Dec. 19, 20, 22, 23, 24, 25, 26, 27, 29, 31, Jan. 1, 2, 3, 5, 6, 7, 8, 9, 10, 12		Albury Express Dec. 19, 26, Jan. 2, 9	Pass. Dec. 24	
—	MELBOURNE Dep.	a.m.		p.m.	p.m.	...
	(Spencer Street)	7 55		4 15	4 30	
145½	WANGARATTA E S ... Arr.	p.m.		8 17	9 0	...
		12 45				
		Mixed		Pass.		
		p.m.		p.m.	p.m.	
149	" Bowser E S † ... Dep.	1 20		8 40	9 35	...
	" Arr.	...		...	...	...
	" Dep.	1 27		8 47	9 42	...
152½	" Londrigan "	1 36		§	§	...
157½	" Tarrowingee "	1 49		§	§	...
161	EVERTON † Arr.	2 5—16		9 13	10 8—B2	...
		Mixed Dec. 20, 22, 23, 24, 25, 27, 29, 31, Jan. 1, 3, 5, 7, 10, 12				
161	EVERTON † Dep.	p.m.		p.m.	p.m.	...
	" Brookfield "	2 15		9 14	10 15	...
164½	" Bowman "	§		§	§	...
169	" Gapsted "	§		§	§	...
173½	" Myrtleford Arr.	§		§	§	...
177½	" Dep.	3 18		...	...	...
	" Ovens "	3 33		10 9	11 10	...
180½	" Eurobin "	§		§	§	...
187½	" "	4 14		10 42§	§	...
					Dec. 25	
					a.m.	
192½	" Porepunkah "	4 32		11 8	12 10	...
196	BRIGHT † Arr.	5 5		11 30	12 30	...
		Mixed Dec. 19, 20, 22, 23, 24, 25, 26, 27, 29, 31, Jan. 1, 2, 3, 5, 6, 7, 8, 9, 10, 12			Pass. Dec. 24	
		p.m.			p.m.	
161	EVERTON † Dep.	2 25		...	10 20	...
168½	" Baarmutha "	§		...	§	...
171½	BEECHWORTH † ... Arr.	3 25		...	11 0	...
	" Dep.	—		...	—	...
178½	" Wooragee ... .. "	...		...	...	...
184	YACKANDANDAH † ... Arr.	...		...	...	...

152		Xmas (Country) 1947	
WANGARATTA-WHITFIELD.—(Narrow Gauge).			
DOWN.		5	
		Postal Motor	
		Dec. 18, 19, 20, 22, 24,	
		25, 26, 27, 29, 31 Jan.	
		1, 2, 3, 5, 7, 8, 9, 10,	
		12	
Miles.			
145½	WANGARATTA † ... Dep.	p.m.	2 0
148	Targoora ... ..	...	...
150½	Laceyby ... ..	...	...
152	Oxley	2 35	...
155½	Skehan ... ..	...	...
157¾	Docker	3 10	...
160	Byrne ... ..	...	...
161¾	Moyhu ... ..	...	...
163½	Angleside ... ..	...	...
164½	Claremont ... ..	...	...
165¾	Dwyer ... ..	...	...
167½	Edi	4 10	...
169¾	Hyem ... ..	...	...
171¼	King Valley	4 32	...
173	Jarrott ... ..	...	...
174	Pieper ... ..	...	...
175¾	WHITFIELD † ... Arr.	5 0	...
UP.		2	
		Postal Motor	
		Dec. 18, 19, 20, 22, 24,	
		25, 26, 27, 29, 31, Jan.	
		1, 2, 3, 5, 7, 8, 9, 10,	
		12	
Miles.			
—	WHITFIELD † ... Dep.	a.m.	8 0
1¾	Pieper ... ..	...	...
2¾	Jarrott ... ..	...	...
4½	King Valley	8 25	...
6	Hyem ... ..	...	...
8¼	Edi	8 50	...
10	Dwyer ... ..	...	...
11¼	Claremont ... ..	...	...
12½	Angleside ... ..	...	...
14	Moyhu	9 22—3	...
15¾	Byrne ... ..	...	...
18	Docker	9 45	...
20¼	Skehan ... ..	...	...
23¾	Oxley	10 20	...
25¼	Laceyby ... ..	...	...
27¾	Targoora ... ..	...	...
30¼	WANGARATTA † ... Arr.	11 0	...

at 1:20 pm for a 45 minute, journey to Everton. Here the passengers for Bright could lean back and watch those destined for Beechworth amble across the island platform and board the 2:25 for the steep climb to Beechworth. You could also have reached Bright in the wee small hours of Christmas Day on a through train all the way from Melbourne!

Finally (left), we come to the *piece de resistance*—the Whitfield Postal Motor—narrow gauge, fussy and exotic. There was never really more than a daily service on this line, although three Na locomotives were stationed on the line in the 1920s and 1930s, at a time when the steam train ran only twice per week.

By the end of World War II, the service on the Whitfield line was normally a weekly regular goods on Tuesdays, a conditional Milk Train to Moyhu on Thursdays, plus the motor on all weekdays except Tuesdays, when the goods ran. The Milk Train (no. 3 & 4) didn't run over Christmas—it was an on-again off-again affair at the best of times. Thursday was its normal day, so in the normal course of events Christmas Day 1947 (a Thursday) would have seen it on the line. But, other than that, trains ran the normal timetable. Indeed it would appear that Mr Remfrey, the General Superintendent of Transportation pretty much lifted the normal timetable out of the October WTT and plunked it down in WTT 140/47 without bothering to remove the references to the Milk Train, which is still shown crossing the Up Motor at Moyhu.

At 10 mph, it was not a fast run, but it was probably a merry one because of the gradually deteriorating nature of the track and the effects of the brandy sauce accompanying the Christmas Pudding served up in the Refreshment Rooms during the 3 hour stop-over at Wangaratta.

'THE END' for WTT 140/47 came on its page 200. For as long as there were VR holiday booklets, they always ended with this *adieu*. THE END for many of the train services in WTT 140/47 was still a few years away, but Christmas Day would not be the same without the putt-putt of the Sheffield

NYORA-STATE MINE.			
Thursday, Dec. 18 to Tuesday, Dec. 23, Saturday, Dec. 27, 1947, Monday, Jan. 5, Tuesday, Jan. 6, Thursday, Jan. 8, Saturday, Jan. 10, Monday, Jan. 12, 1948.			
DOWN.			No. 3 Goods (Altered)
			a.m.
NYORA ... ..	...	Dep.	5 0
Woodleigh ... ..	...	"	5 30
Anderson ... ..	...	"	7 15
Dalyston ... ..	...	"	7 50
State Mine ... ..	...	Arr.	8 0—18
" ... ..	...	Dep.	8 45
WONTHAGGI ... ..	...	Arr.	9 0

Load to be restricted to 4/5ths R.G. load.

THE END