



The Times

January 2017

A journal of transport timetable history and analysis



**Inside: Date the photo!
Flying with the Fruit Flier
Premium Stations
Dancing VLocitys**

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The Times

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Letter to the Editor

Referring to the item about the indicator at Sydenham, the brochure is dated "7/95". It stated that new SPI Indicators would be installed "over the next 12 months" at Blacktown, Burwood, Campbelltown, Granville, Hornsby, Hurstville and Parramatta.

The item in issue No. 395 about passenger services between Queanbeyan and the Power House at Canberra requires comment. These trains were introduced on 15 October 1923 – contemporary newspaper references, including the *Queanbeyan Age and Queanbeyan Observer* of 16 October and *The Sun* of 17 October, confirm this date. The relevant NSW Weekly Notice provides further substantiation. This move followed the making (on 8 September 1923) of the *Seat of Government Railway Ordinance 1923* which related to the management (by the Commonwealth Railways Commissioner) of the line opened in 1914 and extended to Civic in 1921. It can be viewed at www.austlii.edu.au.

ROSS WILLSON

MS found in a WTT

Geoff Lambert

A FEW MONTHS AGO, when examining a recent purchase of a Working Time Table, the slip of paper, illustrated at right (probably a leaf from a small note-paper pad), floated out.

Two other slips of paper came with it:

- An undated Brisbane tramcar working roster for Trip 43 out of Ipswich Road Depot.
- An undated record of running of trains C5/C6 Sydney-Thirroul and return.

A colleague, Stuart Kean, said of the scrap, “this is gold” and we set about to determine the exact date of the scribbles and where the person wrote it and what sort of person they might have been. During the course of our investigations, by the most astonishing of coincidences, I fished out a series of undated photo prints in my collection and discovered that they must have been taken on the same day that the slip of paper was written. One of them appears on our cover; another on the right.

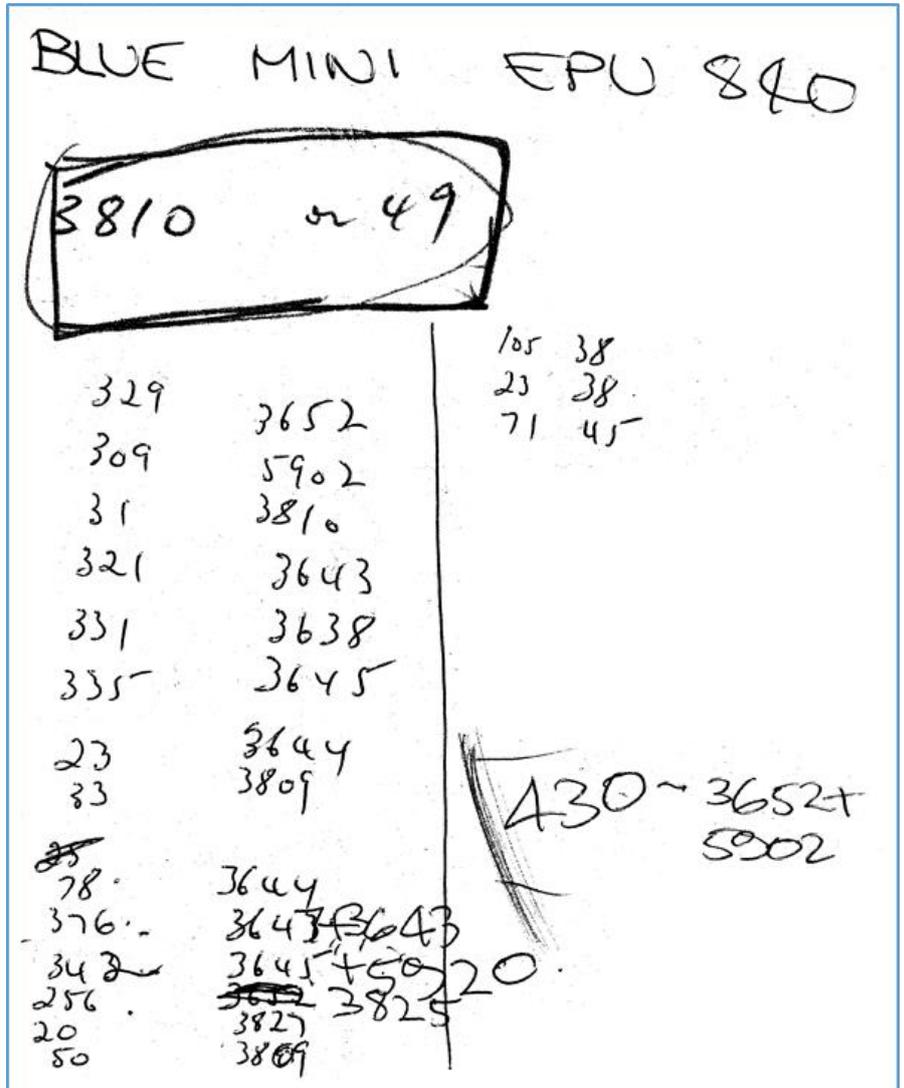
These photos were taken by a friend of mine, who was a Victorian primary school teacher at the time. I made the prints for him in my work dark-room, but kept a few “scrubbers” for myself. My own involvement—and his name—was of no help to me in identifying the date, nor can it be to you. You might like to estimate the time of day of this photo though! The “Blue Mini” numberplate, the tram roster and the trip record were of no help at all to us, but they may be to you. The photos are a help, but are not necessary to solve the problem.

The scrap of paper and the occupation of the photographer are the only relevant information which you need to get started. You do need to know where to search in historical records, of course.

Go! A prize awaits the winner. (deadline is 6 February. Answer and rationale in the next issue.

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Flying along with the Fruit Flier

MAX MICHELL

I WAS INTERESTED IN YOUR ITEM about the Fruit Flyer and Sirex trains [[The Times, June 2016](#)]. I travelled on examples of these way back and had some involvement with the Orbost line (in one case almost losing the Deputy Marketing manager's car in an overgrown pot hole near the Nowa Nowa trestle).

Up to Dec 1985 there were two trains a day to/from Orbost, although in earlier times (when?) there was but one.

The evening train was regarded as the Sirex, hauling out most of the days loading from various stations and sidings along the line. The day train was more of a sweeper to collect up the odds and ends and take pressure off the evening train (it normally ran as two T class or a T and Y and tended to finish up a full load).

The Orbost line never sent out logs and did little if any softwood.

The stable loading was sawn hardwood made up into house lots (i.e. cut to order to suit a particular home building job) which went to Dandenong (?), Westall and Graham (which is why the train went to Port Melbourne).

There was also bundles of sawn timber, which were rather more efficient from the point of view of loading (house lots had a lot of fresh air).

I travelled on the last day of two train running - down on 9447 (scheduled 00.35 ex Traralgon, but actually left at 23.13 - all Orbost line trains ran earlier than tabled around that time). T407

was the loco and the load after Sale (where we shunted to collect a few empties) was 20 wagons for 318 tonnes.

Subsequent shunts were at Hillside (set off a tar tanker), Bairnsdale (set out a Green Card for the local train examiner), and Bruthen. Arrival at Orbost was at 06.33 (still 72 minutes ahead of schedule) with 10 wagons for 122 tonnes.

T407 also ran the return setting out with a 'modest' train of 4 wagons for 81 tonnes. The brakevan on this occasion was ZMF 9 - one of those delightful latter day creations that had a cabin mounted in the middle of a longer underframe, providing quite useful balconies either end [aka VVEY—Editor].

The Guard was Rolf Frank, an old acquaintance from days of yore, so we spent quite a bit of time conversing out in the fresh air while we meandered through the forests of East Gippsland.

We shunted at Nowa Nowa and Waygara Sawmill siding such that we had the not overwhelming load of 9 wagons for 242 tonnes by the time we arrived at Bairnsdale. Maintaining the tradition we turned up there at 11.22, just 78 minutes early, and crossed two T class on the afternoon Orbost train which also left considerably early.

The down Gippslander arrived at 12.40 with two T class, one of which was to provide extra power on our train from Bairnsdale, so there must have been quite a bit of loading that had little to do with the Orbost line.

Travelling all night (on the loco at

that) is rather taxing so I retired to the comfort of the passenger train home from Bairnsdale.

On a much earlier occasion I met up with the Fruit Flyer at a time when it had a rather minuscule load as compared to more recent times.

The day (Tue 19/01/1960) started out from Ballarat on the school railmotor (5 RM) although of course there were no students at this time of year. At Maryborough it was onto a quadricycle for a slow journey through to Bealiba, then the Sunlight to Donald and the opposing Sunlight back to St Arnaud for the night.

As you do when staying in an unfamiliar place I wandered down to the station, where the local doctor (Doc Murdoch?) was also in attendance for the same reason. In the end we rode the loco of the up Fruit Flyer (B78, 9 wagons for 350 tonnes) through to Bealiba then back again to St Arnaud on the opposing train (B81, 8 wagons for 260 tonnes), finishing somewhere in the wee small hours of Wednesday.

In those days the Fruity loading was primarily domestic loading - while export might have got a look-in, there were no containers, so all inward loading to Melbourne looked the same - wagons loads to one of the many goods sheds in what is now Docklands.

I may have a log of these runs somewhere but they are not as easy to locate as the Orbost log.

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Premium Stations—Historical Notes on Premium/Host Stations

CHRIS BANGER

ON 9 JUNE 1994, the then Minister for Public Transport, Mr. Alan Brown, announced that 51 suburban stations would be upgraded to a new standard known as “Premium”. Each Premium station would have the following features:

- Staffed from first to last train, seven days a week (This increased the number of stations staffed at night by 16 stations or 46%).
- Improved lighting on the platforms and in the station car parks.
- Improved waiting facilities.
- Expansion of the Closed Circuit Television coverage to improve security.

The first of the 51 stations to be officially opened was Mount Waverley on 18 January 1995.

In March 1996, the Kennett Government made a commitment to provide a further ten Premium stations, thereby

bringing the total number up to 61 Premium stations. The first of these to be officially opened was Moorabbin on 17 June 1998, while the last was Berwick on 12 August 1999.

A third batch of four Premium stations was announced as part of the commitments made during the franchising of the suburban rail network in 1999. All four were completed during 2001, which brought the total number of Premium stations up to 65.

Watergardens (Sydenham) became a Premium station in conjunction with the opening of the Sydenham electrification on 27 January 2002, whilst Narre Warren officially became the 67th Premium station on 17 October 2003.

As a part of the “Meeting Our Transport Challenges” action plan released on 17 May 2006, a further seven Premium stations (Bell, Burnley, Darling, Mentone, Nunawading, Upfield and Watsonia) were announced.

Nunawading was subsequently deleted (as it became part of the Springvale

Road grade separation project) and Ferntree Gully and Noble Park were added.

Craigieburn became a Premium station as part of the Craigieburn electrification project.

These stations increased the number of Premium stations from 67 to 77.

The date each of the first 67 Premium stations was officially launched is set out in the table below.

The next ten Premium stations (Nos. 68 to 77) are also listed.

Note A: This column groups the Premium stations in the four batches in which they were announced, namely the first batch of 51 announced in 1994, the second batch of ten stations announced in 1996 and the third batch of four stations announced in 1999. Two Premium stations (Watergardens and Narre Warren) are grouped as being the fourth batch.

Note 1: A new station was officially opened at Boronia by the then Premier, Mr. Jeff Kennett on 9.11.1998. The new station was built in a cutting to abolish a busy level crossing



Cumulative Number of Premium Stations	Station	Batch of Premium Stations (See Note A)	Date Officially Opened	Othe Note
1	Ashburton	1	1 February 1996	
2	Bayswater	3	2001	
3	Belgrave	1	2 July 1996	
4	Bentleigh	2	28 September 1998	
5	Berwick	2	12 August 1999	
6	Blackburn	1	4 June 1996	
7	Boronia	1	2 July 1996	1
8	Box Hill	1	18 July 1996	2
9	Brighton Beach	1	20 November 1995	
10	Broadmeadows	1	21 March 1996	3
11	Camberwell	1	27 April 1996	
12	Carrum	1	20 December 1995	
13	Caulfield	1	13 June 1996	4
14	Cheltenham	1	8 March 1996	
15	Clayton	2	18 September 1998	
16	Clifton Hill	1	25 June 1996	5
17	Coburg	1	28 June 1996	
18	Cranbourne	2	11 August 1999	
19	Croydon	1	31 July 1996	
20	Dandenong	1	24 March 1995	6
21	East Malvern	1	21 August 1995	
22	Elsternwick	1	13 November 1995	
23	Eltham	1	4 July 1996	
24	Epping	2	23 July 1998	
25	Essendon	1	16 August 1996	
26	Flagstaff	1	Mid-1996	7
27	Flinders Street	1	Mid-1996	7
28	Footscray	1	31 May 1996	4
29	Frankston	1	9 November 1995	
30	Glenferrie	1	26 February 1996	
31	Glenroy	2	4 February 1999	
32	Glen Waverley	1	16 August 1995	
33	Gowrie	2	1998/99	
34	Greensborough	1	21 June 1996	
35	Heidelberg	1	21 June 1996	4
36	Ivanhoe	1	21 June 1996	
37	Laverton	2	1998/99	
38	Lilydale	1	31 July 1996	
39	Macleod	3	29 August 2001	
40	Melbourne Central	1	Mid-1996	7, 8
41	Mitcham	1	29 February 1996	
42	Mooroolbark	3	June 2001	
43	Moorabbin	1	17 June 1998	
44	Mordialloc	1	5 December 1995	
45	Mount Waverley	1	18 January 1995	
46	Narre Warren	4	17 October 2003	9
47	Newport	1	18 July 1996	
48	North Melbourne	1	19 July 1996	
49	Oakleigh	1	12 December 1995	
50	Pakenham	1	15 March 1996	
51	Parliament	1	Mid-1996	7
52	Preston	2	17 November 1998	
53	Reservoir	1	25 June 1996	
54	Richmond	1	4 December 1996	

Cumulative Number of Premium Stations	Station	Batch of Premium Stations (See Note A)	Date Officially Opened	Othe Note
55	Ringwood	1	31 July 1996	
56	Sandringham	1	30 October 1995	
57	South Yarra	1		10
58	Southern Cross (Spencer Street)	1	Mid-1996	7
59	Springvale	1	7 June 1996	
60	St.Albans	1	26 July 1996	
61	Sunshine	1	26 July 1996	
62	Surrey Hills	3	June 2001	
63	Thomastown	1	20 December 1996	
64	Upper Ferntree Gully	1	2 July 1996	
65	Watergardens (Sydenham)	4	27 January 2002	11
66	Werribee	1	1996	12
67	Williamstown	1	18 July 1996	
68	Bell	73 rd Premium	26 August 2008	
69	Burnley	74 th Premium	February 2009	
70	Craigieburn	68 th Premium	September 2007	
71	Darling		December 2007	
72	Ferntree Gully	75 th Premium	20 December 2009	
73	Mentone		7 March 2008 (Officially opened) December 2007 (Became operational)	
74	Noble Park	76 th Premium	December 2009	
75	Nunawading (New)	77 th Premium	11 January 2010	
76	Upfield		December 2007	
77	Watsonia		December 2007	

As at May 2010, there are 77 Premium stations.

78	Westall		11 October 2010	
79	South Morang		22 April 2012	
80	Sunbury		18 November 2012	
81	Williams Landing		28 April 2013	
82	Balaclava		13 October 2014	

As at October 2014, there are 82 Premium stations.



	Host Station	Date opened as a Host Station	Hours staff pres
1	Albion	2004	
2	Armadale	2.7.2004	06 30 – 10 30
3	Ascot Vale	30.6.2004	06 30 – 10 30
4	Auburn	10.6.2004	07 00 – 11 00
	Balaclava	8.7.2004	06 00 – 10 00
	Burnley	15.6.2004	07 00 – 11 00
5	Carnegie	19.7.2004	06 30 – 10 30
5	Fairfield		
7	Glenhuntly	30.6.2004	06 30 – 10 30
3	Heatherdale	28.6.2004	06 00 – 10 00
9	Holmesglen	9.6.2004	07 00 – 11 00
0	Hoppers Crossing		
1	Huntingdale	8.7.2004	06 00 – 10 00
2	Jolimont	9.6.2004	07 00 – 11 00
3	Malvern		
	Mentone	15.6.2004	06 00 – 10 00
4	Middle Brighton		
5	Moonee Ponds	2.7.2004	06 30 – 10 30
6	Murrumbeena	19.7.2004	06 30 – 10 30
7	Newmarket	8.7.2004	06 30 – 10 30
	Noble Park	15.6.2004	06 00 – 10 00
8	North Brighton	2.7.2004	06 30 – 10 30
	Nunawading	9.6.2004	06 00 – 10 00
9	Ormond	8.7.2004	06 30 – 10 30
0	Prahran		
1	Ripponlea		
2	Syndal	28.6.2004	07 00 – 11 00
3	Tooronga	18.6.2004	07 00 – 11 00
	Watsonia	1.7.2004	06 00 – 10 00
4	Windsor		
5	Yarraville		

As at December 2016, there are 25 Host Stations



(Dorset / Boronia Road).

Note 2: The new Box Hill Central complex incorporating the railway station was officially opened by the then Premier, Mr. John Cain, in November 1984.

Note 3: A new station costing \$1.2 million was officially opened at Broadmeadows on 16 March 1990 as part of the commercial redevelopment of the station site.

Note 4: Caulfield, Footscray and Heidelberg were extensively upgraded as part of the Travel Safe program and featured (a) a fully enclosed, air-conditioned passenger waiting area with power operated access doors, (b) improved ticket selling facilities, (c) video surveillance, (d) improved toilets, (e) improved public address systems, (f) dot matrix passenger information displays, and (g) improved signage.

Work started at Heidelberg in February 1992 and was completed in October 1992. Upgrading works at Caulfield (which concentrated on the island platform building) and Footscray were completed in the first half of 1993.

The concepts developed for these Travel Safe stations formed the basis of the Premium station program. New platform fencing and platform lighting

were the main works required to bring these stations up to a Premium standard.

Note 5: In 1990, Clifton Hill was upgraded and the historic sections of the station complex restored. A new building was erected on the up platform as part of these works, whilst the building on the down platform was modernised as a part of its restoration. The new up platform building was opened on 29 August 1990.

Note 6: The new station at Dandenong was built for a total cost of \$5.6 million using Federal Government "Building Better Cities" funding. It was officially opened in conjunction with the extension of electrified suburban services to Cranbourne.

Note 7: All work at CBD stations (Flinders Street, Spencer Street (now known as Southern Cross), Parliament, Melbourne Central and Flagstaff) was completed in mid-1996. It appears that these stations were not officially launched on account of the limited works required to bring them up to Premium standard, which was mainly restricted to additional security cameras, lighting (except in the underground stations where the lighting was already of a high standard), signage and minor platform fixtures, such as additional / improved seating and rubbish bins.

Note 8: Melbourne Central was known as Museum prior to 16 February 1997.

Note 9: On 30 September 2002, the Premier, Mr. Steve Bracks, announced that Narre Warren would be upgraded to Premium station status.

Note 10: The date the works at South Yarra were completed is unknown.

Note 11: Opened in conjunction with the extension of electrified services out to Sydenham.

Note 12: The works at Werribee were completed in mid-1996, but there doesn't appear to have been an official ceremony to mark the completion of the works.

Historical Notes on Host Stations

Those in yellow have been converted to Premium stations.

Other Works

DDA compliant toilet units were installed at Caulfield, Richmond and South Yarra during 2014.

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Dancing VLocitys at Ballarat

Ballarat on a Friday Night by **GEOFF LAMBERT**

DOWN AT CRAIG'S FAMILY Hotel, home of the Drinkers Time-table [*The Times*, February 2016], they are hoeing into Fish and Chips. It's just what you would expect in a City where a quarter of the population ticked the "Catholic" box in the Census. At the railway station, though, Friday nights are a bit more hectic, with little time to delve into a take-away packet.

The *Dramatis Personae*, who all enter Stage Left and exit Stage Right. The part they which each plays, are shown in the chart and table below.

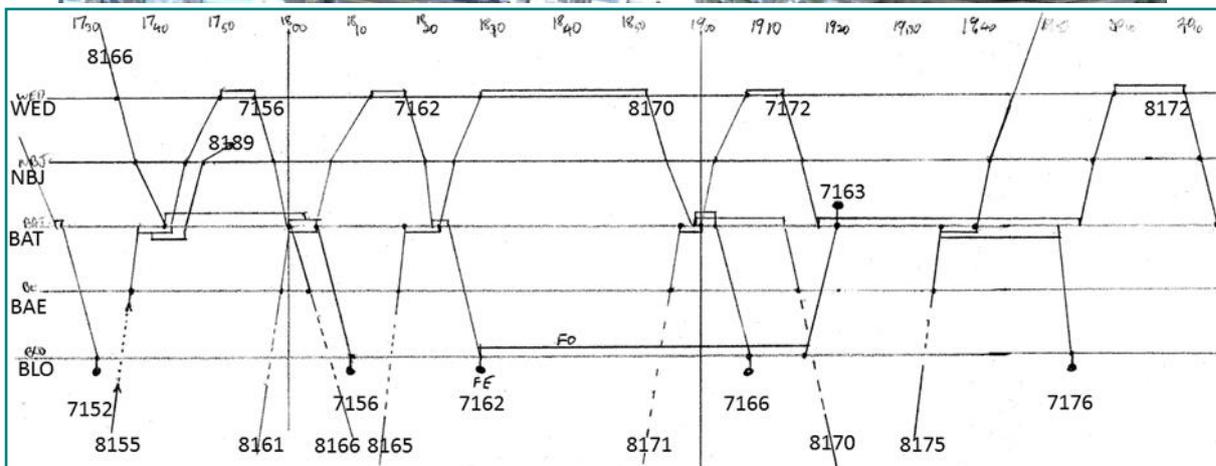
The dancing continues for a further two hours—but at a more sedate pace. There will be one more train to split at 20:40 and one more to emerge from Loco. after a 5¼ sojourn there, to stable at the Station Car

Sidings ready for Saturday morning. Saturday mornings – like Monday-Friday mornings—are just as busy in a reverse way, but much simpler.

The scenes at Ballarat on a Friday night are repeated in a less complicated way at both Geelong and Bendigo. But, it is the piquancy of the Bombardier VLocity Maintenance Facility at Ballarat that adds the salt and vinegar.

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Train #	arr	Dep	Movements
7152	16:57	16:58	Empty 3VL from Wendouree to Ballarat Loco and Stable
8155	17:38	17:43	2x3VL from SCS, split - front to Wendouree, rear to Maryborough
8166	17:42	18:02	3VL from Ararat, stands for 20 min, thence to SCS
8189	17:38	17:45	3VL off 8155 departs for Maryborough
7156	18:00	18:04	3VL off 8155, to Ballarat Loco and Stable
8161	18:00	18:04	3VL from SCS to Wendouree, return as 7162
8165	18:17	18:22	2x3VL from SCS to Wendouree
7162	18:21	18:23	3VL Wendouree to Ballarat Local - Stable FE, form 7163 FO
8171	18:57	19:00	2x3VL from SCS to Wendouree
7160	18:59	19:02	3VL off 8170 to BLO
8170	18:59	19:12	2x3VL from Wendouree. Divide rear to SCS; Front to BLO as 7160
7172	19:17		2x3VL off 8171. Refuge in Platform 1 for 8175 to Ararat to pass, thence return to WED as 7171
7163	19:20		3VL off 7162 Fridays only. Stable
8175	19:35	19:40	2x3VL from SCS. Divide Front to Ararat; Rear to Loco as 7176
7171		19:55	2x3VL to Wendouree, return to SCS as 8172
7176		19:54	3VL off 8175 to BLO
8172	20:17	20:17	2x3VL Wendouree to SCS

International Airports

Jim Wells

AN INTERESTING DEVELOPMENT in Australian international civil aviation is the commencement in September 2016 of Singapore Airlines “[Capital Express Service](#)” to link Singapore, Canberra, and Wellington, NZ.

This will have major implications for the infrastructure and staffing of Canberra airport. For the first time Canberra will have regular wide body services, in this case with the Boeing 777.

Not least of the staffing issues is that for “Border Protection”, the checks on inward passengers for immigration control and on freight and baggage for customs. Quarantine also has to be dealt with.

The flights are to operate four times a week: eastbound through Canberra at a civilised 8.35-9.50 am (M,W,F,Su), westbound at the not so civilised 10.05-11.30 pm same days. One wonders what other duties the Border Protection staff do in Canberra.

But what about Australia’s other small international airports? Do they challenge Border Protection staffing arrangements as much? The airport with the least international flights is [Port Hedland](#) which has one service each weekend to Denpasar (Bali) – in at Port Hedland at 1.50 pm on Saturday – out at 3.40 pm by Virgin so it is clearly integrated with other Virgin services to Denpasar. Presumably the Border Protection staff mainly deal with shipping issues at this busy iron ore loading port.

Nearby [Broome](#) has an airport with “International” in its title but has no such services.

Moving around the top end we come to [Darwin](#). This used to be busy with international flights in the days when

aircraft had limited range and therefore stopped at Darwin for technical reasons. I have memories of Darwin around 1 am on a British Airways VC 10 flight from Hong Kong to Melbourne.

Darwin on a Monday has three flights in from South East Asia arriving at 4.15 am, 5.10 am, and 5.45 am. That’s a reasonable spread but if there’s late running of the earlier flights then staff would be hard pressed to cope and long queues are likely to form for Border Protection.

At 1.20 pm Darwin can expect an Airmorth Embraer E170 (about 100 seats) arrival from Dili, Timor Leste; this flight also operates on Wednesdays and Thursdays. Also on Mondays but only on Sundays for the rest of the week is a later flight in at 6.55 pm; strange to have only five flights a week, but two on the one day. Not long after this arrival is a flight in from Denpasar – 7.35 pm.

Not heard of Airmorth? Few southerners would have. From [Wikipedia](#) we find that it is based in Darwin having been founded in 1978 and that its scheduled and charter services do extend as far as Victoria (via Toowoomba Brisbane West). It is now fully owned by Bristow Helicopters. The fleet consists of 4 Embraer 170 jets, and eight turbo props.

Last on our list is [Townsville](#) and it would also be a staffing challenge for Border

Protection because it only has three services a week: Jetstar to/from Denpasar – out at 9.50 pm, back at 7.55 am next morning. There is no way can this be covered by one shift of Border Protection staff.

Cairns and Coolangatta also have international flights but there are enough of them to ensure more or less full time Border Protection staffing. From July 2016, Cairns had 10 arrivals: four from Port Moresby (PNG), five from Asia and one from NZ (Auckland). Coolangatta had nine arrivals: four from Asia and five from New Zealand – four Auckland, and one Queenstown.

The mention of [Queenstown](#) is a reminder that International flights there only became possible with the advent of the longer range Airbus A320 / Boeing 737 (700,800,900 series) aircraft. Another NZ airport that once had International flights is Hamilton. These ceased in 2012.

As with Broome, US airports used to be very keen to include the word ‘International’ in their title, hoping to attract at least one flight a day to either a Canadian or Mexican destination. I suspect though that, since 9/11, this activity has declined. Spokane in Washington State is an example - it currently has no regular international flights; likewise Great Falls and Billings in nearby Montana.

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Broome International Airport
Regional Airport of the Year
AAA National Airport Industry Award Winner 2014

You may not travel on that train: Victorian Railways WTTs 2 December 1945 & 2 October 1944

By **VICTOR ISAACS**

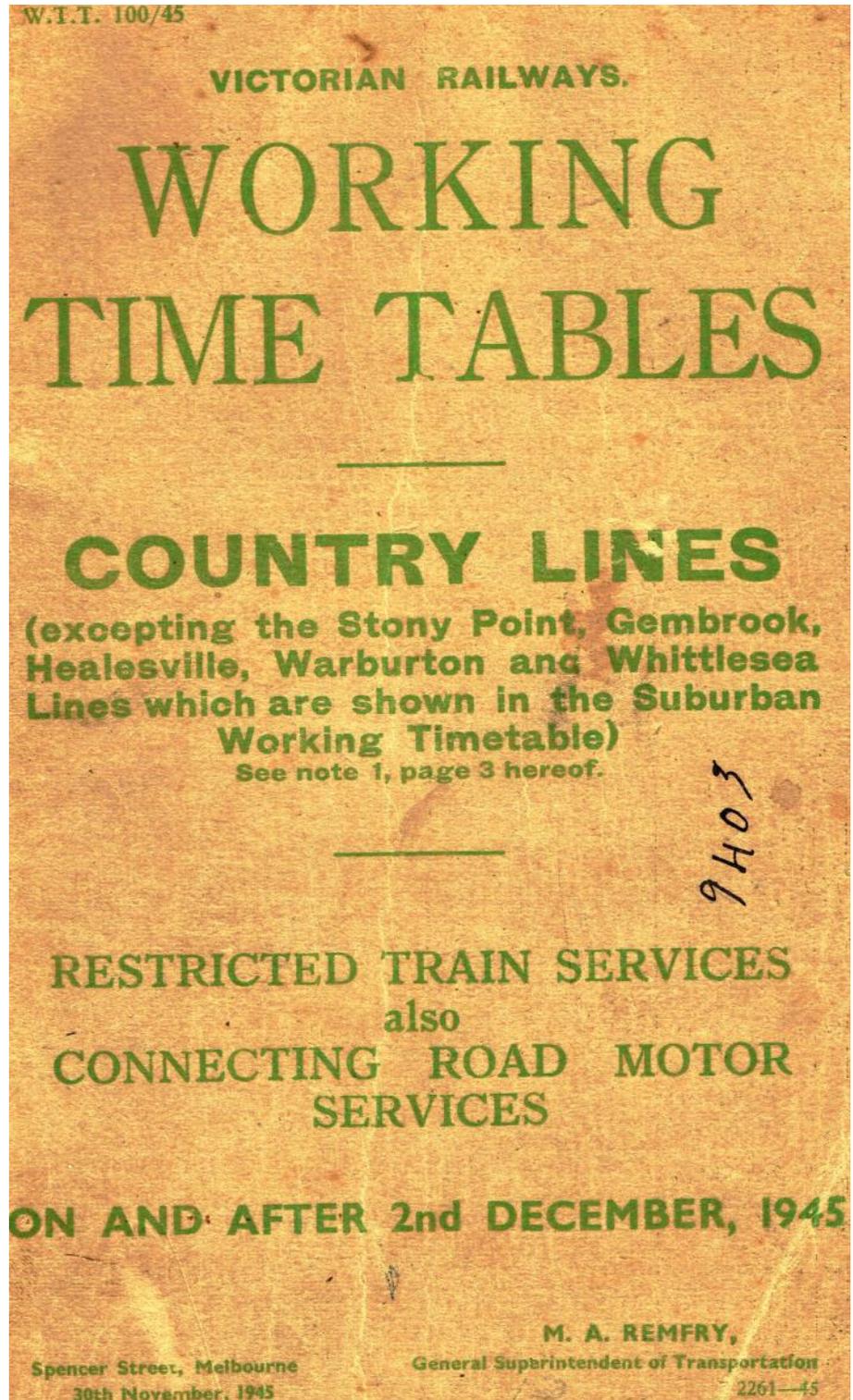
THE VICTORIAN RAILWAYS issued a Working Time Table (WTT) for all Country Lines containing “Restricted Train Services also Connecting Road Motor Services” with effect from 2 December 1945. This replaced a similar WTT dated 2 October 1944, which itself was a replacement for an all-system WTT dated 8 September 1943.

These all-system WTTs were probably published because the restricted train services of the time could all be easily contained within one book. Train services were very restricted during the Second World War and for some time afterwards, because, obviously, there were much higher national priorities, shortages of materials, fuel and personnel.

Another reason for the publication of the convenient all-system WTT books may have been because in this period the Victorian Railways did not publish Public Timetables (PTT) for Country lines. Indeed, there was no VR Country PTT issued from 1941 until 1954. These WTTs at least brought all services together for the staff.

This second reason also probably accounts for the inclusion in the 1945 edition of the Working Timetable – which usually only contains information pertaining to the workings of the railways – of 15 pages of condensed schedules of “Country Road Motor Services”. “Road Motors” was Victorian Railways-speak for what the rest of us call buses. This information would have enabled Railways staff to easily answer queries from the public about connecting services. Some of these buses (sorry “Road Motors”) provided service along railway branch lines which are now closed to passengers (e.g., Castlemaine-Maldon, Redcliffs-Meringur); some fed into passenger trains (e.g., Deniliquin-Hay, Mildura-Broken Hill, both in NSW); some filled gaps on days when the passenger trains did not run (e.g., Sale-Bairnsdale) and; some were cross-country services (e.g., Albury-Swan Hill-Mildura).

One oddity of the 1945 WTT in particular caught my attention. An Express is timetabled to run Daily – Sundays included – from Melbourne Spencer St to Albury. A note relating to this train says “This train is available for Defence personnel only. It is not available for ordinary passengers.”



The train departed Melbourne at 1.25 pm, and ran express other than stops at Seymour 3.11-3.21, Benalla 4.41-4.49 and Wangaratta 5.25-6.20. The Wangaratta stop was probably mainly for dinner. On Sundays only it stopped at Wodonga to set

down passengers. It arrived at Albury at 7.50 pm. No connecting train was shown on the New South Welsh side to Sydney, but no doubt would have usually run. However, probably a very significant proportion of the military personnel

would have been travelling to the big [Bandiana military camp](#) near Wodonga. This was a huge complex, served by sidings at Bandiana, Bandiord, Bandler and Bonegilla.

In the other direction, an Express, again Daily including Sundays, and again for Defence personnel only, was scheduled to leave Albury at 6.50 am. That was ten minutes before the ordinary overnight train from Sydney was due to arrive in Albury, so there must have been a special military train on the NSW side, but again it is not shown. In the up direction, the only stops were at Benalla 8.30-8.35 am and Seymour 9.52-10.20 am. At Seymour, the famed "Spirit of Progress" overtook it, passing through at 10.09 am non-stop. The Defence personnel train was due into Spencer St at 12.05 pm.

A similar train was also scheduled on the Western line. This Express ran on Mondays, Wednesdays and Saturdays. It left Melbourne Spencer St at 2.50 pm. There were stops for crosses at Bacchus Marsh 4.00-4.05 pm, Ballan 5.25-5.37 pm and Bungaree 6.10-6.23 pm. Then stops were scheduled at Ballarat 6.45-7.25 pm (presumably for dinner), Ararat 8.54-9.00 pm, Horsham 10.30-10.40 pm and Dimboola 11.10-11.20 pm. The Express arrived at Serviceton at 1.10 am. There are no times shown onward to Adelaide, but it must have run on.

In the eastbound direction, again there are no times shown between Adelaide and Serviceton. The Defence personnel Express was scheduled out of Serviceton at 3.00 am on Wednesdays, Thursdays and Saturdays. It had scheduled stops at Dimboola 4.27-4.35 am, Horsham 5.06-5.11 am, Ararat 6.54-7.40 am (presumably for breakfast) and Ballarat 9.05-9.15 am. Then the Express was routed via the North Geelong line. The only intermediate stop was Moorabool 10.40-10.45 am. Arrival in Melbourne was scheduled for 11.55 am.

This eastbound Defence Express was also scheduled to run if required on Sunday mornings. In this case, the stop at Ararat was altered to 6.54-7.02 am, then Ballarat 8.22-9.20 (presumably breakfast). Then the Express took the straight line via Bacchus Marsh. Running was non-stop with Melbourne arrival scheduled for 11.50 am, only five minutes faster than the longer route via North Geelong.

NOTES.

1) This Working Time Table book is a reprint of W.T.T. 120/44, which became operative as from 2.10.44, and contains the **FULL EXPRESS, PASSENGER, MIXED, RAIL MOTOR; CAR GOODS, POSTAL MOTOR AND GOODS** train timetables for Country Lines in the State, with the exception of the Stony Point, Gembrook, Healesville, Warburton and Whittlesea Lines, which are shown in the Suburban Working Time Table.

The general instructions, as set out in the Northern and Midland (pink cover); Western and South Western (green cover); North Eastern (blue cover); and Eastern and South Eastern (grey cover) sectional Working Timetable books are still operative, and the last issues of these books dated respectively 7th December, 1942, 6th January, 1941, 13th October, 1941, and 12th April, 1943, are to be retained by staffs concerned for reference.

2) **PASSENGER TRAVEL BY GOODS TRAINS.**
Travel of passengers by Goods trains shall not be permitted unless in special circumstances, and then only when authorised by the Superintendent Train Services, District Superintendent or Chief Train Controller.

3) **STARTING AND STOPPING OF TRAINS.**
The general instructions concerning the procedure in respect of starting and stopping of passenger trains are shown on pages 319 and 320 of the General Appendix, which include Clause 10, as per Clause 2 of Weekly Notice 45/42, which specially refers to the procedure in regard to the working of a passenger train at a station where the platform is too short to accommodate the whole of the vehicles.
Under the restricted service shown in this book, it has been necessary to operate passenger trains with greater loads than was the case when full normal passenger services were in operation prior to September, 1943, and in the circumstances such trains are likely to exceed the length of passenger platforms to a greater extent than formerly. With the object of avoiding lengthy delays which occur when a double movement has to be made at stations, it is essential that through passengers be accommodated in the cars toward the front of the train, so that the Driver may be instructed, when necessary, by the Guard, to draw the front cars past the platform in question, thus enabling the van to be brought to the platform.

4) **GOODS TRAIN TRAFFIC.**
The minimum number of regular Goods train services necessary to cope with the traffic offering under the general restrictions imposed on the conveyance of goods and live stock traffic, etc., has been incorporated in this book, and special care must be taken by Train Control Staffs, and others concerned, to see that extra goods train mileage is not incurred unless fully justified by the loads available. Many of the regular through and roadside Goods trains have been altered to run earlier, also days of running changed, in order to minimise congestion, particularly on single lines, and to achieve earlier arrival times at Melbourne for delivery to markets of live stock and perishable consignments.
Main Line roadside Goods trains have been limited to three (3) days weekly, and it must be clearly understood by all concerned that if it should be necessary to run extra Goods trains on or close to the time-tables for these regular roadside trains, they are, unless in special circumstances, to be run over the section involved as **through** Goods trains.

THE TIME TABLES SHOWN IN THIS BOOK FOR REGULAR GOODS TRAINS MUST NOT BE ALTERED AS A REGULAR ARRANGEMENT WITHOUT AUTHORITY OF THE SUPERINTENDENT TRAIN SERVICES, WHO SHALL ALSO BE INFORMED OF ANY PROPOSAL TO ADJUST THESE TIME TABLES LOCALLY AS A TRIAL ARRANGEMENT.

ANY PERMANENT ALTERATION APPROVED OF BY THE SUPERINTENDENT TRAIN SERVICES WILL BE COVERED BY W.T.T. CIRCULAR AMENDMENT.
The authorised roadside working conditions for Main line Goods trains have been included in this book, and Train Control staffs and others concerned shall not vary the instructions concerning the working en route as a regular arrangement, unless so authorised by the Superintendent Train Services. In the event of any regular alteration to the roadside working being approved, this will be covered by an amending W.T.T. circular.

I have never seen regularly scheduled trains only for Defence personnel in any other Australian timetable.

All of these trains are also in the preceding Victorian Railways all-system Working Timetable dated 2 October 1944. However, in that edition, they are all marked as only to "run only if required", and the notes about being available only for Defence personnel and not for ordinary passengers

do not appear.

The 1944 WTT also does not include the section summarising connecting "Road Motors".

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[Return to Contents page](#)

MELBOURNE-SEYMOUR-WODONGA-ALBURY-SYDNEY (N.S.W.)

Passenger Service.

Miles.	DOWN.	1	33	9	35	65	69	71	73	75	77	19	81	85	25
		Pass. Daily, Sun. incl.	Pass. Daily.	Rail Mtr. (A.E.C.) Diesel Daily.	Express Daily.	Express Daily. (Sun. incl. (see note F))	Rail Mtr. (A.E.C.) Petrol Alt. Fri. (see note)	Albury Express Daily.	Express Sun.	Express Mon., Wed., Fri., Sat.	Pass. Tues., Wed., Thur. Fri.	Rail Mtr. (A.E.C.) Diesel Tues.	"Spirit of Prog." Daily, Sun. Inc.	Pass. Sat.	Rail Mtr. (A.E.C.) Diesel Sat.
1	MELB. (Sp. St.)	Dep. ...	a.m. 7 10	a.m. ...	a.m. 8 10	p.m. 1 25	p.m. ...	p.m. 4 15	p.m. 4 15	p.m. 5 0	p.m. 5 18	p.m. ...	p.m. 6 30	p.m. 6 50	p.m. ...
5	North Melbourne	"	"	"	"	"	"	"	"	"	"	"	"	"	"
10 1/2	Essendon	"	7 23	"	8 23	1 39*	"	4 26*	4 26*	5 13*	5 32	"	6 41*	7 3	"
13 1/2	Broadmeadows	"	7 37	"	8 35*	1 53*	"	4 37*	4 37*	5 26*	5 44	"	6 52*	7 15	"
16 1/2	Somerton	"	7 46	"	"	"	"	4 47*	4 47*	5 36*	5 50	"	7 24*	7 27	"
20 1/2	Craigieburn	"	7 52	"	8 45*	"	"	4 53*	4 53*	5 42*	6 4	"	7 34*	7 35	"
26	Donnybrook	"	8 3	"	8 51*	2 11*	"	5 1*	5 1*	5 50*	6 14	"	7 16 1/2*	7 45	"
29 1/2	Beveridge	"	8 15	"	9 2*	"	"	"	"	"	6 23	"	7 54	7 54	"
33 1/2	Wallan	Arr. ...	... 17	...	... 17	... 128	...	... 61	...	... 50	6 23	...	7 54	7 54	8 5
39 1/2	Heathcote Junct.	Dep. ...	8 23	8 35	9 7*	2 27*	From Cathkin (pages 138, 139)	5 5*	5 5*	5 55*	6 24	6 34	7 20 1/2*	7 56	8 5
34 1/2	Wandong	"	8 32	8 44	9 13*	"	Cometues Fri. 7/12/45	5 11*	5 11*	6 1*	6 31	6 43	7 26*	8 2	8 14
39 1/2	Kilmore East	Arr. ...	8 36	"	"	"	"	"	"	"	6 34	"	7 27 1/2*	8 5	"
46 1/2	"	Dep. ...	8 45	To Heathcote (page 134)	9 20*	2 41*	"	5 18*	5 18*	6 9* ^C	6 42	To Heathcote (page 134)	7 30 1/2*	8 13	"
56	Broadford	"	8 55	"	9 27*	2 49*	"	5 25*-59	5 25*	6 16* ^C	6 53	"	7 40 1/2*	8 24-63	"
61 1/2	Tallaroek	Arr. ...	9 8	"	9 37*	3 1*	5 5	5 35*	5 35*	6 27* ^C	7 7	"	7 50 1/2*	8 38	To Heathcote (page 134)
61 1/2	SEYMOUR	Arr. ...	9 30	"	9 48	3 11	5 20	5 45 ^F	5 45	6 40	7 25-64	"	9 0	9 0	"
	"	Dep. ...	9 46	"	10 4	3 21	"	5 58	6 3	6 57	"	"	7 58*	9 35A	"
68	Mangalore ES	Arr. ...	... 24	"	... 34DL	"	"	"	"	"	"	"	... 74	"	"
72	"	Dep. ...	10 24	"	10 18	3 33*	"	6 9*	6 14*	7 10	"	"	8 6 1/2*	9 54	"
75 1/2	Avenel ES	"	10 10	"	10 18	3 40*	"	6 18	6 21 1/2	"	"	"	8 11 1/2*	10 5-90	"
79 1/2	Monea	"	10 16	"	To Tocumwal (page 148)	"	"	"	"	To Numurkah (page 148)	"	"	8 15 1/2*	"	"
84 1/2	Locksley ES	"	10 22	"	3 50*	"	"	6 27* ⁶⁴	"	"	"	"	8 19*	10 16	"
89	Longwood ES	"	10 32	"	3 56*	"	"	6 35	6 40 1/2	"	"	"	8 24*	10 25	"
93 1/2	Creighton ES	"	10 41 1/2	"	... 28	"	"	6 42*	"	"	"	"	8 28 1/2*	10 35	"
93 1/2	EUROA ES	Arr. ...	10 50	"	... 47	"	"	... 59, 72	"	"	"	"	"	"	"
93 1/2	EUROA ES	Dep. ...	11 0	"	"	4 7*	"	6 50	6 55	"	"	"	8 33* ⁵⁰	10 46-61	"
105 1/2	Balmattam ES	"	11 9	"	"	4 13*	"	6 57*	7 2*	"	"	"	8 37 1/2*	10 59	"
113 1/2	Violet Town ES	Arr. ...	... 28	"	"	"	"	"	"	"	"	"	"	"	"
113 1/2	"	Dep. ...	11 20	"	"	4 21*	"	7 7-78	7 12	"	"	"	8 44*	11 11	"
121 1/2	Baddaginnie ES	Arr. ...	... 44, 46	"	"	4 32*	"	7 20	"	"	"	"	8 52 1/2*	11 27	"
121 1/2	BEALLA ES	Arr. ...	11 33	"	"	4 41	"	7 37-90	7 37	"	"	"	59, 92	11 50	"
127 1/2	"	Dep. ...	11 50	"	"	4 41	"	7 37-90	7 37	"	"	"	59, 92	11 50	"
127 1/2	Winton	Dep. ...	12 5	"	"	4 49	"	7 42	7 42	"	"	"	150	"	"
136	Glenrowan ES	Arr. ...	12 14	"	"	4 49	"	7 42	7 42	"	"	"	150	"	"
144	"	Dep. ...	12 30	Mixed M., Tu., W., Fri., Sat.	"	5 11*	"	8 92	150	"	"	"	9 0*	"	"
144	Alomatta ES	"	12 30	"	"	5 14-72	"	8 5	8 5 1/2	"	"	"	9 6*	"	"
145 1/2	WANGARATTA ES	Arr. ...	12 45	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
149	"	Dep. ...	1 10	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
149	Bowser ES	Dep. ...	1 10	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
149	Springhurst ES	Arr. ...	1 16 1/2	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
145 1/2	Chilt. Vly Blst Sdg. ES	Dep. ...	1 39	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
168 1/2	Chiltern ES	Arr. ...	1 53	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
174	Barnawartha ES	Dep. ...	2 4	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
187	WODONGA ES	Arr. ...	2 20	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
187 1/2	"	Dep. ...	2 30	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
187 1/2	Wodonga Coal Sid. ES	"	7 15	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
190 1/2	ALBURY (N.S.W.)	Arr. ...	7 25	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
190 1/2	"	Dep. ...	2 45	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"
200 1/2	SYDNEY (N.S.W.)	Arr. ...	5 50E	"	"	5 25-16	"	8 17	8 17	"	"	"	9 16*	"	"

●—No. 33 may depart Mangalore 9.56 a.m., Euroa 10.52 a.m., Balmattam 11.3 a.m., Violet Town, 11.14 a.m., Baddaginnie 11.27 a.m. A—Car is attached to this train for the conveyance of passengers. B—"Spirit of Progress" conveys a limited number of 1st and 2nd Class passengers to N.S.W. stations. Seat booking is compulsory. C—No. 75 stops Kilmore East Broadford and Tallaroek on Mondays only to set down passengers. E—Arrives Sydney 6.16 a.m. Sundays. F—No. 65 stops Wodonga on Sundays only to set down. This train is available for Defence personnel only. It is not available for ordinary passengers. P—Picks up but does not set down passengers.

SYDNEY (N.S.W.)—ALBURY—WODONGA—SEYMOUR—MELBOURNE.

Passenger Service.

Miles.	UP.	12 Rail Motor (A.E.C.) Diesel Mon., Tu., Wed.	20 Pass. Sat. exc.	24 Express Daily Sun. inc. (see note)	34		40		38		32 Pass. Mon., Tues., Thurs., Sat.	4 Mixed Thurs. exc.	18 Rail Motor (A.E.C.) Diesel Daily	66 Rail Motor (A.E.C.) Petrol Empty Alt. Mon.	6 Pass. Sat.	72		74 Pass. Daily	104 Pass. Daily Sun. inc.
					Express Daily Sun. Inc.	Ltd. Express Daily Sun. Inc.	Albury Express Sun.	Albury Express Daily	Albury Mail Tu., Th., Fri., Sun.	Pass. Daily									
	SYDNEY (N.S.W.) Dep.	a.m.	...	...	p.m.	7 30	p.m.	8 10	a.m.	...	a.m.	p.m.	p.m.	...	p.m.	10 30	p.m.	...	p.m.
	ALBURY (N.S.W.) ES Arr.	...	...	...	a.m.	7 0	a.m.	7 30	...	...	...	...	...	...	...	...	...	...	...
	" Dep.	...	...	6 50	"Spirit of Progress" Daily Sun. Inc. a.m. 7 50A	...	Albury Express Sun. a.m. 8 9	Albury Express Daily a.m. 8 9	...	...	From Beechworth Thurs. exc. From Bright Mon., Tues., Wed., Fri. (See page 143)	...	...	...	From Bright (page 143)	...	...	...	...
2 3/4	Wodonga Coal Sdg. ES	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3 3/4	WODONGA ES Arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
From Wd'ga	" Dep.	...	...	6 58* 5	7 57* 5	7 57* 5	8 19* 5	8 21	...	...	...	...	...	...	...	...	...	...	...
13	Barnawartha ES	...	...	7 18*	8 11* 5	8 11* 5	8 38* 5	8 40	...	...	...	...	...	...	...	...	...	...	...
18 1/2	Chiltern ES	...	...	7 27* 60	8 18* 5	8 18* 5	8 49* 5	8 51	...	...	...	...	...	...	...	...	...	...	...
21 1/2	Chil. Vly Blst. Sdg. ES	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	Springhurst ES	...	...	7 37*	8 27* 5	8 27* 5	9 1	9 4	...	...	...	...	...	...	...	...	...	...	...
38	Bowser ES	...	...	7 49*	8 37* 5	8 37* 5	9 20	9 17*	...	...	...	...	...	...	...	...	...	...	...
41 1/2	WANGARATTA ES Arr.	...	...	...	...	...	9 20	9 23	...	...	...	...	...	...	...	...	...	...	...
43	Alumatta ES	...	...	7 54*	8 41* 5	8 41* 5	9 21	9 28-19	...	...	...	...	...	...	...	...	...	...	...
51	Glenrowan ES	...	...	8 10* 19	8 52* 5	8 52* 5	9 38* 5	9 45	...	...	...	...	...	...	...	...	...	...	...
59 1/2	Winton	...	...	8 20*	9 0* 5	9 0* 5	10 0	10 7	...	...	...	...	...	...	...	...	...	...	...
65 1/2	BENALLA ES Arr.	...	...	8 30	9 18* 28	9 18* 28	10 0	10 7	...	...	...	...	...	...	...	...	...	...	...
73 1/2	Baddaginnie ES	...	...	8 35	9 7* 5	9 7* 5	10 5	10 13	...	...	...	...	...	...	...	...	...	...	...
81 1/2	Violet Town ES	...	...	8 46*	9 14* 5	9 14* 5	10 24	10 24	...	...	...	...	...	...	...	...	...	...	...
86 1/2	Balmattum ES	...	...	8 56*	9 22* 5	9 22* 5	10 29	10 38-28	...	...	...	...	...	...	...	...	...	...	...
93 1/2	EUROA ES Arr.	...	...	9 4*	9 29* 5	9 29* 5	10 38-28	10 38-28	...	...	...	...	...	...	...	...	...	...	...
93 1/2	EUROA ES Dep.	...	...	9 10*	9 34* 5	9 34* 5	10 46	10 56-33	...	...	...	...	...	...	...	...	...	...	...
98	Creighton ES	...	...	9 15*	9 39* 5	9 39* 5	11 4	11 4	...	...	...	...	...	...	...	...	...	...	...
102 1/2	Longwood ES	...	...	9 22*	9 43* 5	9 43* 5	11 28	11 13	...	...	...	...	...	...	...	...	...	...	...
107 1/2	Locksley ES	...	...	9 28*	9 49* 5	9 49* 5	11 21	11 21	...	...	...	...	...	...	...	...	...	...	...
111 1/2	Monea	...	...	9 36*	9 52* 5	9 52* 5	11 5	11 5	...	...	...	...	...	...	...	...	...	...	...
115	Avenel ES	...	...	9 43*	9 55* 5	9 55* 5	11 21	11 33	...	...	...	...	...	...	...	...	...	...	...
119	Mangalore ES	...	...	9 43*	10 0*	10 0*	11 29	11 41*	...	...	...	...	...	...	...	...	...	...	...
125 1/2	SEYMOUR Arr.	...	...	9 52-34	10 0	10 0	11 40	11 52	...	...	...	...	...	...	...	...	...	...	...
131	Tallarook	...	...	7 5	10 20	10 9*	11 46	12 0	...	...	...	...	...	...	...	...	...	...	...
140 1/2	Broadford	...	...	7 34	10 44*	10 29*	12 10*	12 24	...	...	...	...	...	...	...	...	...	...	...
147 1/2	Kilmore East	...	...	7 48	10 56*	10 37* 5	12 22*	12 37	...	...	...	...	...	...	...	...	...	...	...
152 1/2	Wandong	...	...	7 59	11 6*	10 44* 5	12 22*	12 37	...	...	...	...	...	...	...	...	...	...	...
153 1/2	Heathcote Junction	...	...	7 52	8 5	11 9*	10 46* 5	12 50*	...	...	...	...	...	...	...	...	...	...	...
167 1/2	Wallan	...	...	8 0	11 14*	10 50* 5	12 39*	12 56	...	...	...	...	...	...	...	...	...	...	...
161	Beveridge	...	...	8 12	11 18*	10 54* 5	12 39*	12 56	...	...	...	...	...	...	...	...	...	...	...
166 1/2	Donnybrook	...	...	8 29	11 24*	10 59* 5	12 49*	1 6*	...	...	...	...	...	...	...	...	...	...	...
170 1/2	Craigieburn	...	...	8 37	11 29*	11 4* 5	1 7*	1 11*	...	...	...	...	...	...	...	...	...	...	...
173 1/2	Somerton	...	...	8 42	11 7*	11 7* 5	1 7*	1 11*	...	...	...	...	...	...	...	...	...	...	...
176 1/2	Broadmeadows	...	...	8 48	11 38*	11 12*	1 1*	1 18*	...	...	...	...	...	...	...	...	...	...	...
182	Essendon	...	...	9 0	11 48*	11 19*	1 10*	1 27*	...	...	...	...	...	...	...	...	...	...	...
184 1/2	Newmarket	...	...	9 9	12 5	11 30	1 30	1 40	...	...	...	...	...	...	...	...	...	...	...
186	North Melbourne	...	...	9 9	12 5	11 30	1 30	1 40	...	...	...	...	...	...	...	...	...	...	...
187	MELB. (Spencer St.) Arr.	...	...	9 15	12 5	11 30	1 30	1 40	...	...	...	...	...	...	...	...	...	...	...

●—No. 72 may depart Euroa 6.45 p.m., Creighton 7.0 p.m., Longwood 7.8 p.m., Locksley 7.18 p.m., Monea 7.24 p.m., Avenel 7.30 p.m. No. 74 may depart Mangalore 7.44 p.m.
 A—"Spirit of Progress" conveys a limited number of 1st and 2nd class passengers from N.S.W. stations. Seat booking is compulsory.
 B—North Eastern line passengers for Broadford, Kilmore East, Wandong and Heathcote Junction transfer at Seymour to 8.22 p.m. (No. 74).
 D—No. 32 stops Tallarook Monday and Thursdays to pick up passengers off Mansfield line.
 T—No. 20 stops Newmarket Tuesdays to set down (not pick up) passengers.
 *—No. 20 (No. 24) is available for Defence personnel only. It is not available for ordinary passengers.



Melbourne, VIC. 1945-09-19.

The first batch of prisoners of war released from Japanese prison camps travelled by NSW [hospital train](#) to Albury where they were transferred to 6th [Australian ambulance train](#) for the journey to Melbourne. Shown, private B. R. Francis, 8th Division, stepping from the train onto Spencer Street Railway Station.

AWM photo 115864

MELBOURNE-BALLARAT-SERVICETON.
Passenger Service (Continued on page 58).

For Deer Park local service
see page 58

		23	25	27	39	41		53	57	65	69	73	75	91
	DOWN.	Rail Mtr. (P.E.) Daily	Pass. Mon.	Pass. Mon. exc.	Pass. Mon.	Pass. Sat.		Express M., W., Sat. (See note F.)	Pass. Daily	Rail Mtr. (P.E.) Sat. Exc.	"The Overland" Daily, Sun. inc.	Pass. Sat. exc.	Pass. Sat.	Pass. Sat.
1	MELB (Spn. St.) Dep.	a.m.	8 20	8 20	9 10	1 50	...	2 50	5 30	6 44	7 0A	7 40	7 40	11 25
3 1/2	Nth. Melbourne "	...	*	*	*	1 54	...	*	*	*	*	*	*	11 28*
7 1/2	Footscray ...	...	8 30	8 30	*	2 1	...	2 58*	5 38*	5 53	*	*	*	11 34
10	Sunshine E S "	...	8 40-80	8 40-80	9 26*-10	2 10	...	3 8*	5 46	6 3F	7 15*	7 55*	7 55*	11 44
11	Ardeer "	...	8 44	8 44	*	*	...	*	*E	*	*	*	*	*
15 1/2	Deer Pk. E S "	...	8 50	8 50	*	2 17	...	*	5 53*E	*	*	*	*	*
18 1/2	R.M. Stop. Pl. "	...	...	...	...	...	...	...	...	...	...	...	...	...
18 1/2	Rockb'k E S Arr.	...	10 wt.	10 wt.	...	...	...	...	...	...	...	...	...	...
21 1/2	Dep.	...	9 1	9 3	9 41*	2 28	...	3 28*	6 5*E	6 27	7 29*	8 11*	8 11*	12 7
23 1/2	R.M. Stop. Pl. "	...	...	...	...	...	...	...	...	...	...	...	...	...
23 1/2	Melton E S Arr.	...	...	...	9 47-22	...	...	...	...	...	...	...	...	...
26 1/2	Dep.	...	9 9	9 12	9 53*	2 36	...	3 38*	6 13	6 38	7 35*	8 17*	8 17*	12 16
26 1/2	Stoughton's Sdg. "	...	...	...	...	...	...	...	...	...	...	...	...	...
29 1/2	Parwan E S Arr.	...	...	9 26-22	...	...	...	...	...	...	...	...	...	...
31 1/2	Dep.	...	9 19	9 40	*	2 44	...	3 50*	6 23*E	6 50	7 43*	8 27*	8 27*	12 28
31 1/2	Bac. Marsh. E S Arr.	...	9 29-22	9 49	10 7*	...	...	4 0-28	...	6 58	7 48*	8 33*	8 34	12 37
34 1/2	Dep.	...	9 38	9 49	10 7*	...	...	4 5*	6 30	...	7 48*	*	*	...
40 1/2	Rowsley ...	...	9 46	9 58	*	...	...	...	...	...	...	...	...	...
40 1/2	Bank Box ...	...	10 0*	...	...	...	...	...	...	...	...	...	...	...
45	Ingliston E S Arr.	...	...	...	...	...	...	...	7 11-34	...	...	...	...	...
49 1/2	Dep.	...	10 16	10 38	10 50*	...	...	5 5*	7 18	...	8 27*	9 13*	9 16*	...
49 1/2	Ballan E S Arr.	...	...	...	11 0	...	...	5D25-60	...	...	8 36D	9 23	9 26	...
52	Dep.	7 40	10 29	10 53	11 4*	...	...	5 37	7 28	...	8 42	9 27	9 30	...
52	Bradshaw ...	§	§	§	*	...	...	...	§	...	...	...	...	...
53 1/2	Llandeilo ...	Z	...	...	...	...	...	...	...	...	...	...	...	...
56 1/2	Gordon E S Arr.	7 55-10	...	...	...	...	...	...	...	...	...	...	...	...
56 1/2	Dep.	8 6	10 44	11 9	11 16*	...	...	5 53*	7 43	...	8 53*	9 41§	9 44§	...
58 1/2	Millbrook ...	...	8 11	10 49	11 14	...	...	...	7 49	...	...	...	...	...
61 1/2	Wallace ...	...	8 16	10 55	11 21	...	...	...	7 58	...	...	...	...	...
64	Bungaree E S Arr.	8 24-22	...	...	...	...	...	6D10	...	...	...	...	...	...
67 1/2	Dep.	8 29	11 2	11 27	11 28*	...	...	6 23	8 2	...	9 3*	9 55§	9 58§	...
67 1/2	Dunnstown ...	...	8 36	11 8	11 33	...	...	...	8 7	...	...	...	...	...
69 1/2	Warrenheip E S "	...	8 42	11 15	11 40	11 36*	...	6 33*	8 13	...	9 10*	10 3*-38	10 6*	...
73 1/2	Ballarat East "	...	8 52	11 23	11 48	...	...	*	8 22	...	...	...	...	...
73 1/2	BALLARAT Arr.	8 55	11 35	12 noon	11 55	...	...	6 45	8 35	F	9 18A-38	10 13	10 17	...
73 1/2	BALLARAT Dep.	...	...	12 20	12 20	...	...	7 25	...	...	Sun. 9 20	Daily 9 38	10 28	10 32
74 1/2	Nth. Ballarat "	...	...	§	§	...	...	*	...	...	*	*	To	To
76	Wendouree "	...	...	§	§	...	...	*	...	...	*	*	Mildura	Mildura
76 1/2	Linton Jnet E S "	...	...	12 29*	12 29*	...	...	7 32*	...	...	9 26*	9 44*	pages	pages
83 1/2	Windermere E S "	...	...	12 39	12 39	...	...	7 41*	...	...	9 34*	9 52*	46, 48	46, 48
86 1/2	Burrumbeet E S "	...	...	12 45-22	12 45-22	...	...	7 45*	...	...	9 38*	9 56*	...	...
97 1/2	Trawalla E S "	...	...	12 58	12 58	...	...	7 58*-38	...	...	9 50*	10 8*	...	...
102 1/2	Beaufort E S "	...	...	1 8-28	1 8	...	...	8 6*	...	...	9 57*	10 13*	...	...
112 1/2	Mid. Creek E S "	...	...	1 23	1 23	...	...	8 22*	...	...	10 12*	10 27*	...	...
116 1/2	Buangor E S "	...	...	1 39	1 29	...	...	8 27*-36	...	...	10 17*	10 32*	...	...
125 1/2	Dobie "	...	...	§	§	...	...	...	...	...	...	...	...	...
131	ARARAT E S Arr.	...	...	2 0	2 0	...	...	8 54	...	...	10 38	10 51	...	...
136 1/2	Dep.	...	...	2 25	2 25	...	...	9 0	...	...	Daily Sun. incl. 11 1	...	...	...
136 1/2	Armstrong E S Arr.	...	...	20, 30	30	...	...	...	...	...	...	...	...	...
141 1/2	Dep.	...	...	2 35	2 35	...	...	9 8*	...	...	11 9*	...	...	...
141 1/2	Gt. Western E S Arr.	...	...	34	34	...	...	...	...	...	...	...	...	...
150	Dep.	...	...	2 45	2 45	...	...	9 14*	...	...	11 15*	...	...	...
150	Stawell E S Arr.	...	...	2 58	2 58	...	...	...	...	...	11 27	...	...	...
154 1/2	Dep.	...	...	3 3	3 3	...	...	9 25*	...	...	11 28	...	...	...
154 1/2	Deep Lead E S "	...	...	3 11	3 11	...	...	*	...	...	...	...	...	...
162 1/2	Glenorchy E S "	...	...	3 23	3 23	...	...	9 41*	...	...	11 43*	...	...	...
169	Wal Wal E S "	...	...	3 33-38	3 33	...	...	*	...	...	11 50*	...	...	...
175	Lubeck E S "	...	...	3 44	3 44	...	...	9 55*	...	...	11 57*	...	...	...
180 1/2	Ashens ...	...	...	§	§	...	...	...	...	...	...	...	...	...
184 1/2	Marmalake E S "	...	...	...	...	...	...	...	...	...	...	...	...	...
185 1/2	(see note page 69) MURTOA E S Arr.	...	...	4 0	4 0	...	...	...	...	...	a.m. 12 9	...	...	...
185 1/2	Dep.	...	...	4 15	4 15	...	...	10 7*	...	...	12 10	...	...	...

● No. 23 may depart Gordon 7.56 a.m., Millbrook 8.1 a.m., Wallace 8.6 a.m., Bungaree 8.24 a.m., Dunnstown 8.31 a.m., Warrenheip 8.37 a.m., Ballarat East 8.47 a.m. No. 25 may depart Bacchus Marsh 9.36 a.m., Rowsley 9.45 a.m., Ingliston 10.25 a.m. No. 27 may depart Parwan 9.26 a.m., Bacchus Marsh 9.36 a.m., Rowsley 9.45 a.m., Ingliston 10.25 a.m. No. 57 may depart Ingliston 7.12 p.m. D Stops for Departmental purposes only. E No. 57 stops at Ardeer, Deer Park, Rookbank and Parwan only if required to pick up passengers for Rowsley and beyond. A Passengers for Ballarat are not permitted to travel by "The Overland." F. Note:—The 2.50 p.m. (No. 53) is available for defence personnel only. It is not available for ordinary passengers.

SERVICETON-BALLARAT-MELBOURNE.

Passenger Service—Continued on page 64.

Miles	UP.		10		12		34
			"The Overland" Daily Sun. inc.		Express Wed., Thurs., Sat. (Sun. †) (See note B)		Rail Mtr. (P.E.) Daily
—	ADELAIDE (S.A.)	Dep.	p.m. 6 40		a.m. ...		a.m. ...
195½	SERVICETON (S.A. time)	Arr.	a.m. 12 57		...		...
	" ES (Vic. time)	Dep.	1 27		—69		...
81	Lillimur	Dep.	1 35		3 0		9 30
14½	Kaniva E S	Arr.	*		*		§
20½	Miram	Dep.	1 55		3 21*		9 54
27½	Diapur ES	Arr.	1 56		*		§
	"	Dep.	—69		...		...
31½	Tarranginnie	Dep.	2 15*		3 40*		10 16
38½	Nhill ES	Arr.	*		*		§
	"	Dep.	2 29		...		10 34
44½	Salisbury	Dep.	2 31		3 55*		10 39
47	Kiata ES	Dep.	*		*		§
51½	Cerang Cerang	Dep.	2 44*		4 8*		10 57
62½	DIMBOOLA ES	Arr.	*		*		§
			3 3		4 27		11 35
			—59		—59		Pass. Daily
					—77		
67½	Wail	Dep.	3 12		4 35		a.m. 11 45
	"	Dep.	*		*		§
73½	Pimpinio ES	Dep.	3 29*		4 52*		p.m. 12 4
83½	HORSNAM ES	Arr.	3 43-77		5 6-54		12 18-85
	"	Dep.	3 48		5 11		12 33
88½	Dooen ES	Arr.	...		...		...
	"	Dep.	3 55*		5 18*		12 41
95	Jung ES	Arr.	...		...		...
	"	Dep.	4 2*		5 25*		12 50
101½	MURTOA ES	Arr.	4 11		...		1 2
101½	MURTOA ES	Dep.	4 12		5 35*		1 10
102½	Marmalake ES (See note page 69)	Dep.	*		*		...
106½	Ashens	Dep.	*		*		§
112	Lubeck ES	Arr.	...		...		—21
	"	Dep.	4 25*		5 48*		1 26
118	Wal Wal ES	Arr.	*		*		1 36
	"	Dep.	...		...		...
124½	Glenorchy ES	Arr.	...		—55		...
	"	Dep.	4 40*		6 3*		1 46
132½	Deep Lead ES	Dep.	*		*		1 59§
137	Stawell ES	Arr.	4 59-55		—85		2 8-14
	"	Dep.	5 0		6 23*		2 13
146½	Great Western ES	Arr.	...		...		2 34
	"	Dep.	5 14*		6 37*		2 47
150½	Armstrong ES	Arr.	...		...		—20
	"	Dep.	5 21*		6 44*		2 57
156	ARARAT ES	Arr.	5 32		6 54-17		3 10
	"	Dep.	—85		...		...
	"	Dep.	5 42		Sun. † 7 2	Wed., Th., Sat. 7 40	3 30
161½	Dobie	Dep.	*		*	*	3 38
170½	Buangor ES	Dep.	6 3*		7 23*	8 1*	3 53
174½	Middle Creek ES	Dep.	6 8*		7 28*	8 6*	4 1
184½	Beaufort ES	Arr.	6 23		...	—37	...
	"	Dep.	6 24		7 42*	8 20*	4 19
189½	Trawalla ES	Arr.	...		...	...	...
	"	Dep.	6 30*		7 49*	8 27*	4 29
200½	Burrumbeet ES	Dep.	6 43*		8 2*	8 40*	4 44
203½	Windermere ES	Dep.	6 47*		8 0*	8 45*	4 51
	"	Dep.	...		...	...	—47
210½	Linton Junction ES	Dep.	6 56*-37		8 15*	8 55*	5 1*
211	Wendouree	Dep.	*		*	*	§
212½	North Ballarat	Dep.	*		*	*	§
213½	BALLARAT	Arr.	7 10		8 22	9 5	5 20
	"	Dep.	7 35A		9 20	9 15	5 45

● No. 34 may depart Great Western 2.34 p.m., and Armstrong 2.48 p.m.

A Passengers are not permitted to join "The Overland" at Ballarat.

B. NOTE:—The 3.0 a.m. (No. 12) is available for defence personnel only. It is not available for ordinary passengers.

Broome International Airport



BIA Arrivals



Time	Flight	Destination	Gate
12:00	DB 109	BROOME	12
13:25	SQ 206	INTERNATIONAL	07
13:50	ND 256	AIRPORT	01
14:15	JQ 033	GATEWAY	06
15:40	GV 054	TO THE	08
16:05	KW 016	KIMBERLEY	05