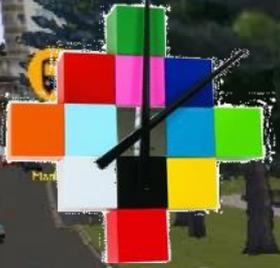


The Times

July 2019

SET DOWN
A journal of transport timetable history and analysis
Manly Wharf



**Inside: Virtual tours Along the Coast by Bus
Murder on the Ballarat Train
Rail PTTs of Victoria, Part 1**

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The Times

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Our Cover

Welcome to your first video edition of The Times. On pages three to six of this issue, Hilaire Fraser has another instalment of his series of the Northern Beaches area bus routes, via the medium of past and present maps. You can also travel these routes via YouTube—click [here](#) for Route 159 and [here](#) for route 136. These virtual tours are part of a series of Omnibus driving simulators, developed by [Aerosoft as OMSi2](#).

Murder on the Ballarat Train is also available in video form—click on the Title or [here](#).



Victorian
Railways
Public
Timetables
1875
to
1941

Along the Coast

HILAIRE FRASER

THIS ARTICLE FOLLOWS TWO OTHERS, which gave details of Sydney's Northern Beaches bus services to [Palm Beach](#) and [North of Narrabeen](#). It provides snapshots of Northern Beaches bus services in the Curl Curl, Wingala & Dee Why areas.

From the Department of Government Transport Guide Maps for Bus Drivers, which I obtained in 1974, I have provided the map for routes 134/136/163, 138, 139 [page 4] and 149/169/172/173/174 [right]. From Peter Spence's "[Sydney by Public Transport](#)" published in 1981 these routes were described as:-

134 Manly-Dee Why West/Narraweena via Harbord combines 136/139/163 (30 minute Sunday, 40 minute night service)

136 Manly-Cromer/Narraweena via North Curl Curl (30-60 daytime service)

138 Queenscliff-Warringah Mall (30 minutes)

139 Manly-South Curl Curl via Harbord (30 minute daytime service)

149 Manly-Dee Why via Wingala (peak service, daytime service provided by 169)

163 Manly-Dee Why West via Curl Curl (4 daytime journeys, supplemented by 5 daytime journeys on 162 Manly-Dee Why West via Pittwater Rd)

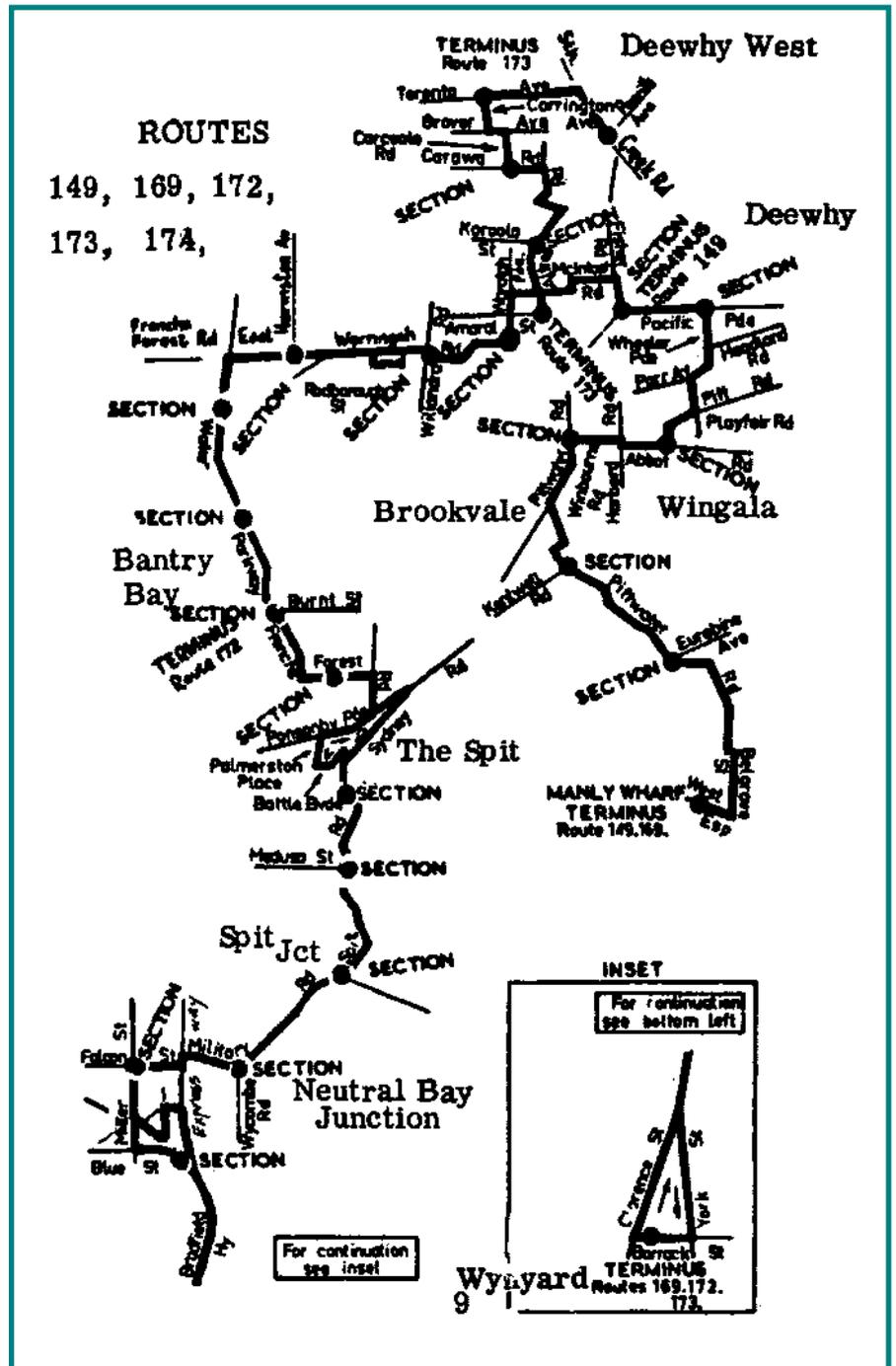
169 Wynyard-Wingala & Manly (60 minute daytime service)

173 Wynyard-Narraweena/Dee Why West via Warringah Rd (peak service)

174 Wynyard-Narraweena/Dee Why West via McIntosh Rd West (peak service, McIntosh Rd West variation not shown on map)

(172 Wynyard-Bantry Bay had been discontinued by 1981)

From the third edition of Sydney by Public Transport, published in 1989, bus services in the Curl Curl, Wingala and Dee Why area were detailed as



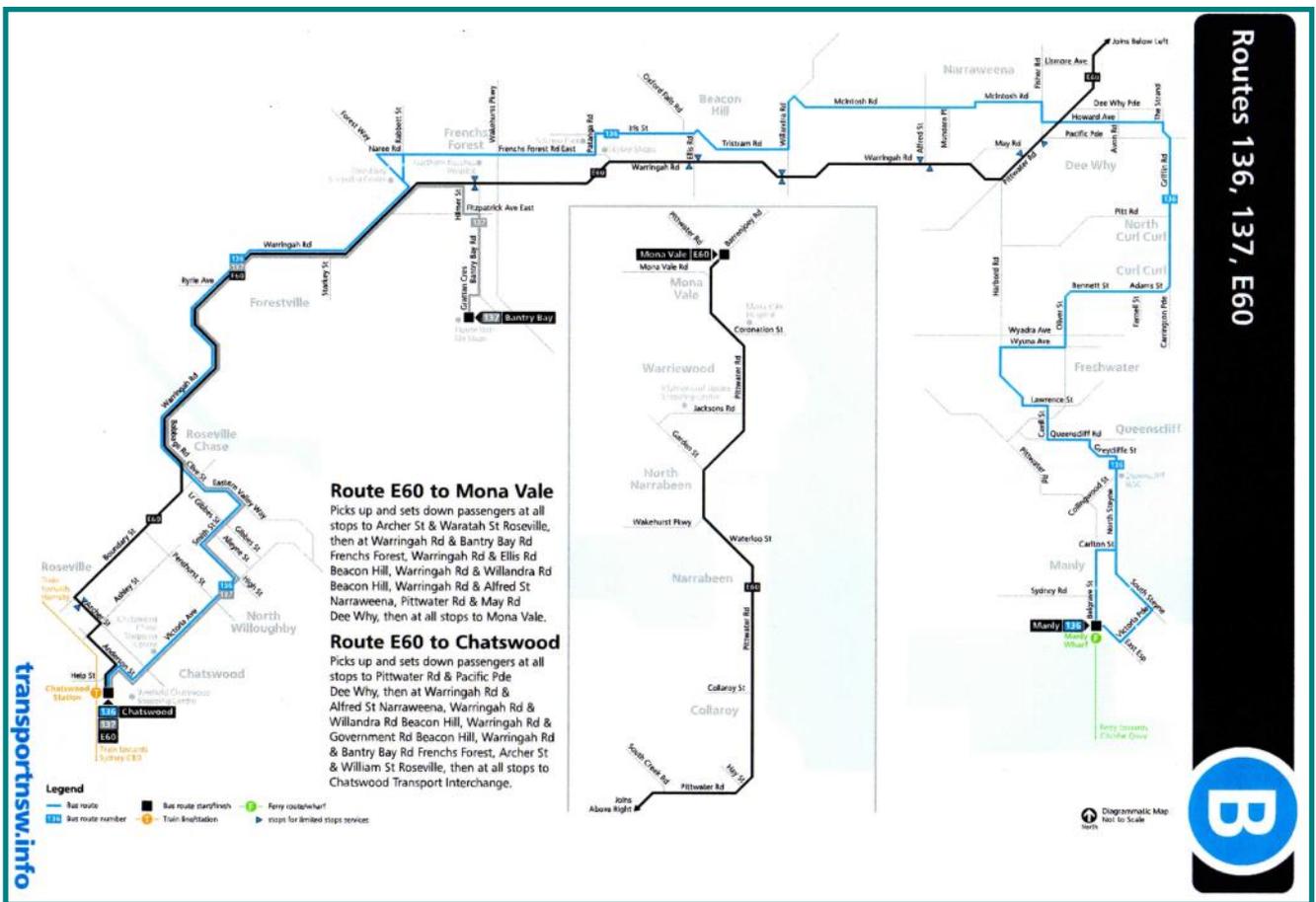
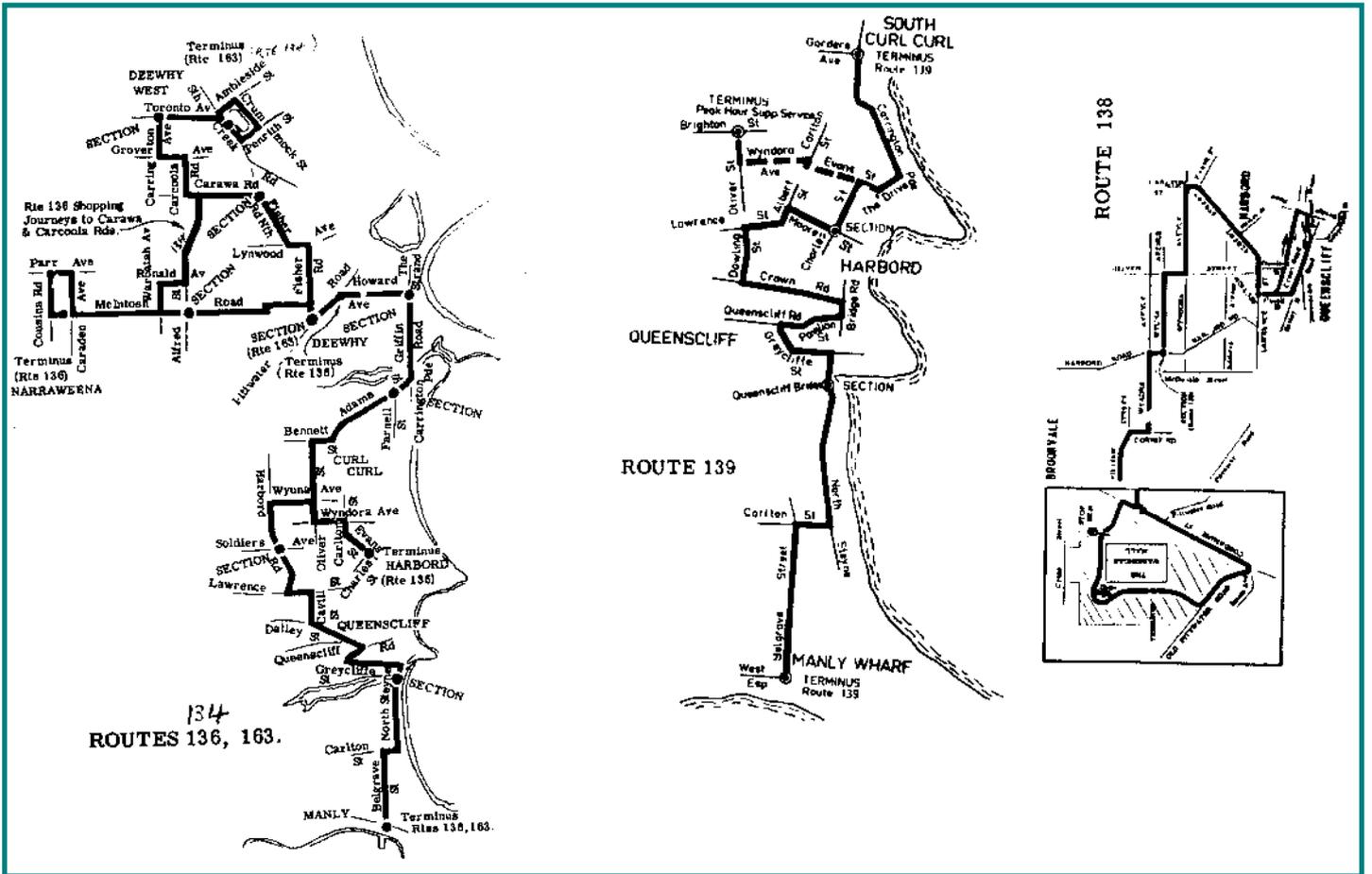
follows:-

136 Manly-Chatswood via North Curl Curl, Dee Why & Narraweena (30 minute daytime service, 136 now extended from Narraweena to Chatswood incorporating former 101 Dee Why Beach-Chatswood minibus route).

139 Manly-Warringah Mall via South Curl Curl (30 minute daytime service incorporating 138 Queenscliff-Warringah Mall, alternate trips extending to Dee Why via Wingala formerly served by 149/169).

The 40 minute evening service was now provided by 133 Manly-Collaroy Plateau via Harbord (80 minute frequency combining 136/139/148) and 134 Manly-Wheeler Heights (formerly Dee Why West) via Harbord & Cromer Heights (80 minute frequency combining 136/139/146).

The 30 minute Sunday service was provided by 133 Manly-Collaroy Plateau via Harbord (120 minute frequency) 137 Manly-Frenchs Forest via Harbord (120 minute frequency combining 136/139), 138 Manly-Wheeler Heights via Harbord (60



minute frequency combining 136/139/146).

169 Wynyard-Manly via Narraweena service no longer served Wingala now operating direct via Pittwater Rd.

Also accompanying this article are current maps for 136, 139 and 159.

136 Manly-Chatswood now operates full-time with a daytime frequency of 15 minutes and a night frequency of 20 minutes.

139 Manly-Warringah Mall now operates full-time with a daytime frequency of 30 minutes and a night frequency of 45 minutes.

159 Manly-Dee Why via Pittwater & Wingala operates full-time with a daytime frequency of 60 minutes with no night service.

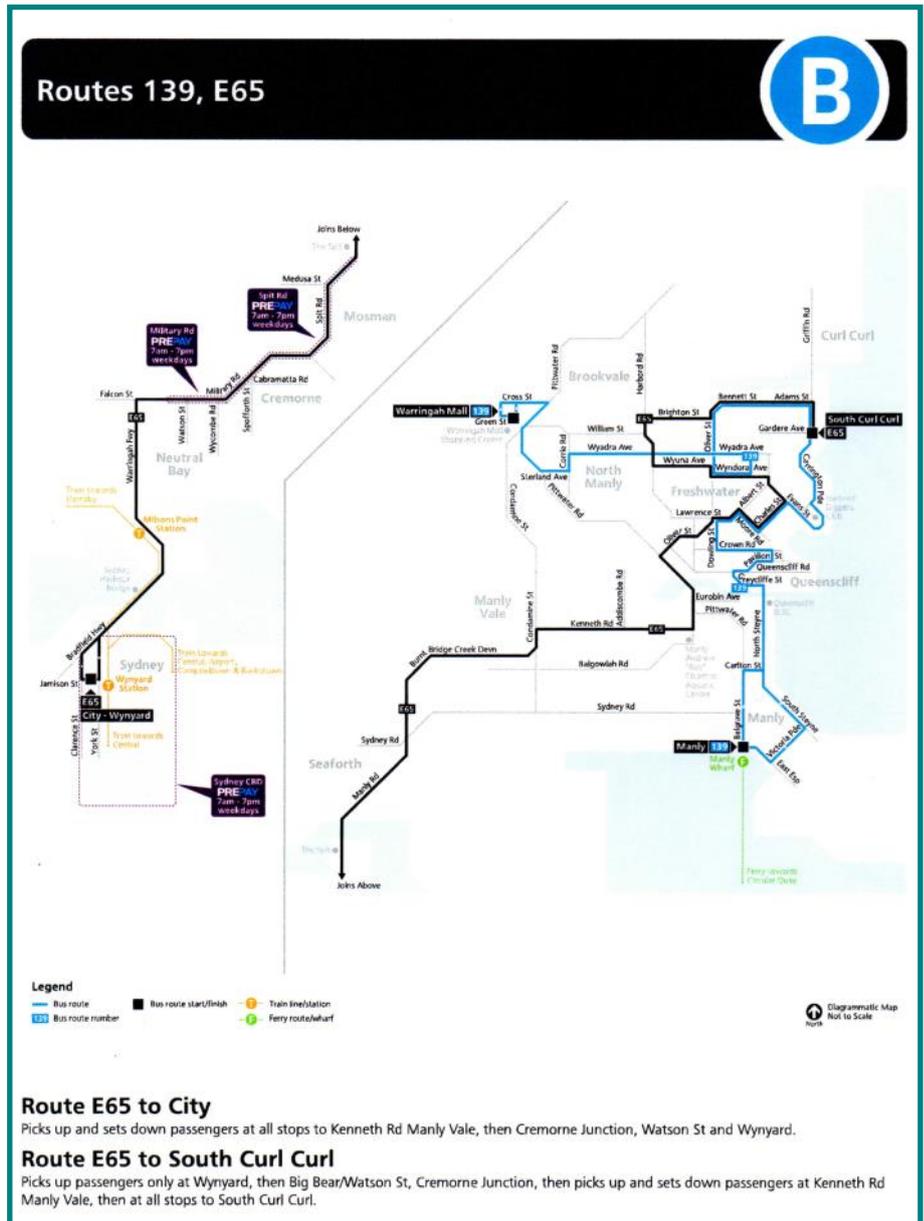
Mercifully without combined Sunday and night routes and 139 Wynyard-Dee Why split into 139 to Warringah Mall and direct Wingala 159, bus services in Curl Curl, Wingala and Dee Why areas are [now] much easier to understand.

References

Travers G. From City to Suburb... a fifty year journey, Sydney Tramway Museum, Sutherland, NSW, 1982

Spence, P. [Sydney by Public Transport](#) (1st edition), Gregory's, Ultimo, NSW. 1981.

Spence, P. [Sydney by Public Transport](#) (3rd edition), Transit Australia Publishing, Sydney, NSW. 1989.

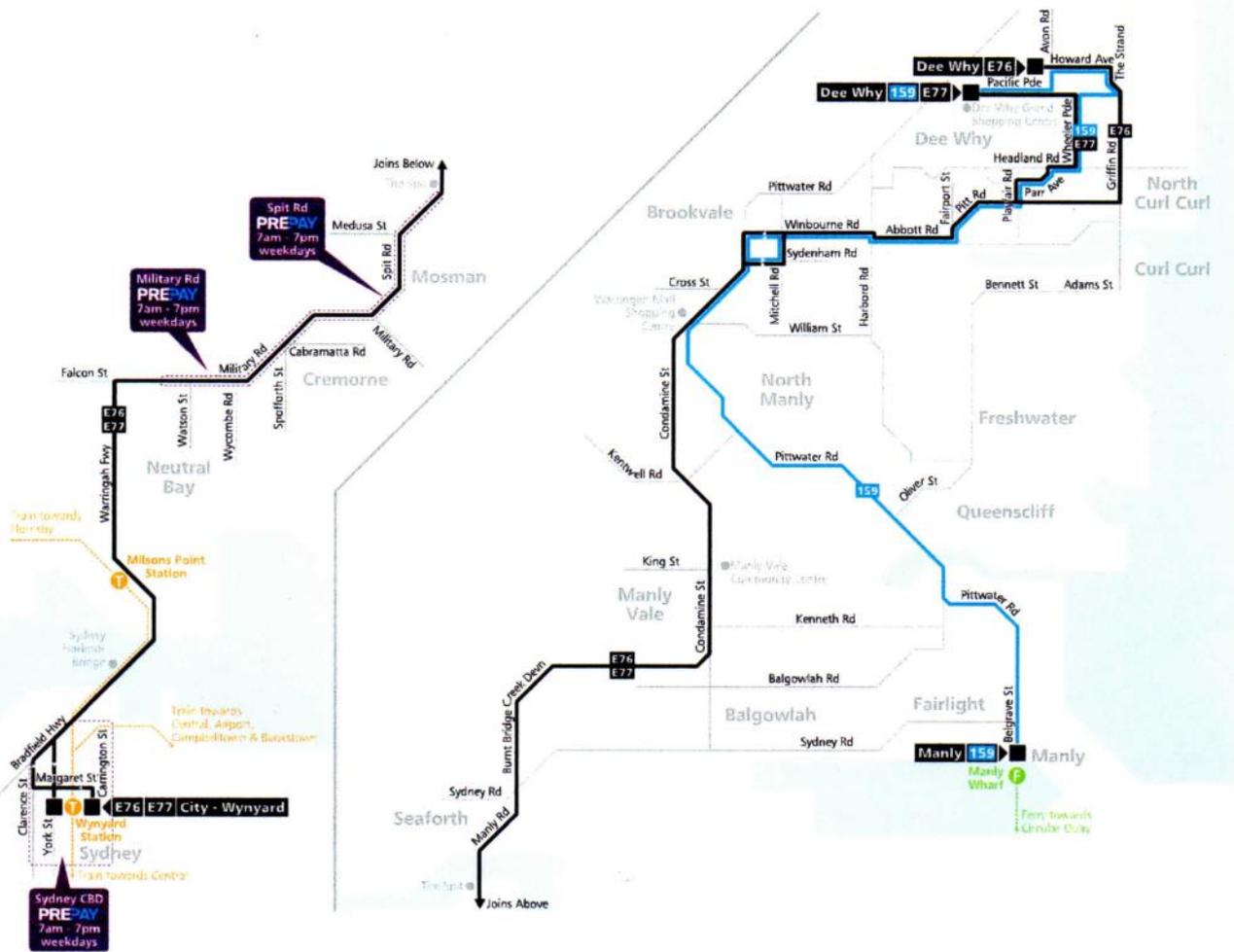


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Routes 159, E76, E77



Legend

- Bus route
- 159 Bus route number
- Bus route start/finish
- Train line/Station
- F Ferry route/wharf

Diagrammatic Map
Not to Scale

Routes E76 and E77 to City

Picks up and sets down passengers at all stops to Kenneth Road Manly Vale, then Cremorne Junction, Watson Street, and Wynyard.

Routes E76 and E77 to Dee Why

Picks up passengers only at Wynyard, then Big Bear/Watson Street, Cremorne Junction, then picks up and sets down passengers at Kenneth Road Manly Vale, then at all stops to Dee Why via Wingala.

Brisbane Airport

JIM NELSON writes about *Jim Wells'* recent article **No more 747s Here**

I REFER TO JAMES WELL'S article on Brisbane Airport (The Times, May 2019) - specifically two of his comments.

First, the Qantas Boeing 747 was withdrawn from the New York via Los Angeles Route (QF15) on 31st August, 2018. James correctly states that the Dreamliner (Boeing 787-9) took over this route on 1st September 2018.

Second, "TFR" refers to Toll Avionics Boeing 737 freighters that operate through Brisbane on most weeknights. These aircraft carry New Zealand registrations.

It should be noted that Jetstar's A320 and Dash 8 aircraft operate passenger services on domestic flights in New Zealand, carrying Australian registrations.

Should you wish to verify the information, I suggest you Google the following.

For Qantas Boeing 747 services withdrawn from services, Google on those words and a report will appear in Australian Aviation magazine of [July 2017](#). It will even report the aircraft

registration—VH_OJV, as I recall, operated the last flight. TFR flight details can be checked as follows:

(i) [Flightradar24/Airlines/Toll Aviation/fleets](#) ... this will give you both the individual aircraft and its routes flown. Toll's registered fleet is two Boeing 737-300s and five Boeing 747-400s. However Flightradar24 will only give you the routes flown for the last two weeks. Also, if an aircraft is in maintenance (sometimes this takes months), or is stored, then Flightradar24 is limited. I then use Flightaware. However, it only works if you have the aircraft registration details... It seems even stored aircraft are required to be registered in Australia.

(ii) Aircraft registration/ Flightaware:- applying this to Toll's first Boeing 747-300 (ZK-TLA) will show this aircraft flying to Alice Springs from Perth on 27-Dec-2018. That is ZK-TLA. Flightaware will give you all the necessary flight

details beyond the last fortnight. Taking Thursday Night 30th May 2019 and early AM on Friday 31st May 2019, Toll's aircraft transiting Brisbane were:

ZK-TLE flew in from Darwin and later departed to Darwin via Cairns.

ZK-TLK flew to Perth from Brisbane via Sydney and Melbourne.

ZK-TLJ operated the opposite way to TLK—although omitting Sydney ... that is, Perth to Brisbane, via Melbourne.

ZK-TLL is currently (1st June 2019) Adelaide-based and was used on the Adelaide-Sydney-Brisbane-Melbourne-Adelaide routes.

Hope this helps
Yours Faithfully,
Jim Nelson.

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Murder on the Ballarat Train

KERRY GREENWOOD was born in 1954 in [Footscray](#) [The first Year of The [Dogs!](#)- Ed]. She has written many plays and books, most notably a string of historical detective novels centred on the character of Phryne Fisher. Greenwood earned the Australian women's crime fiction Davitt Award in 2002 for her young adult novel [The Three-Pronged Dagger](#).

The Honourable Phryne Fisher, is a formidable young lady, who mixes talents for seduction and unarmed combat with a Holmesian gift for deduction.

Melbourne, and Greater Victoria, are always lovingly rendered in these books. There's obviously considerable research into the locations of the period, but the books never read as a geographical treatise [as we shall see from the timetable!]. The action insinuates itself into the landscape of the time beautifully, the little details of what Phryne sees, and experiences, come alive for the reader, transporting one back, for example, to the fledgling apple orchards of [Bacchus Marsh](#) and surrounds.

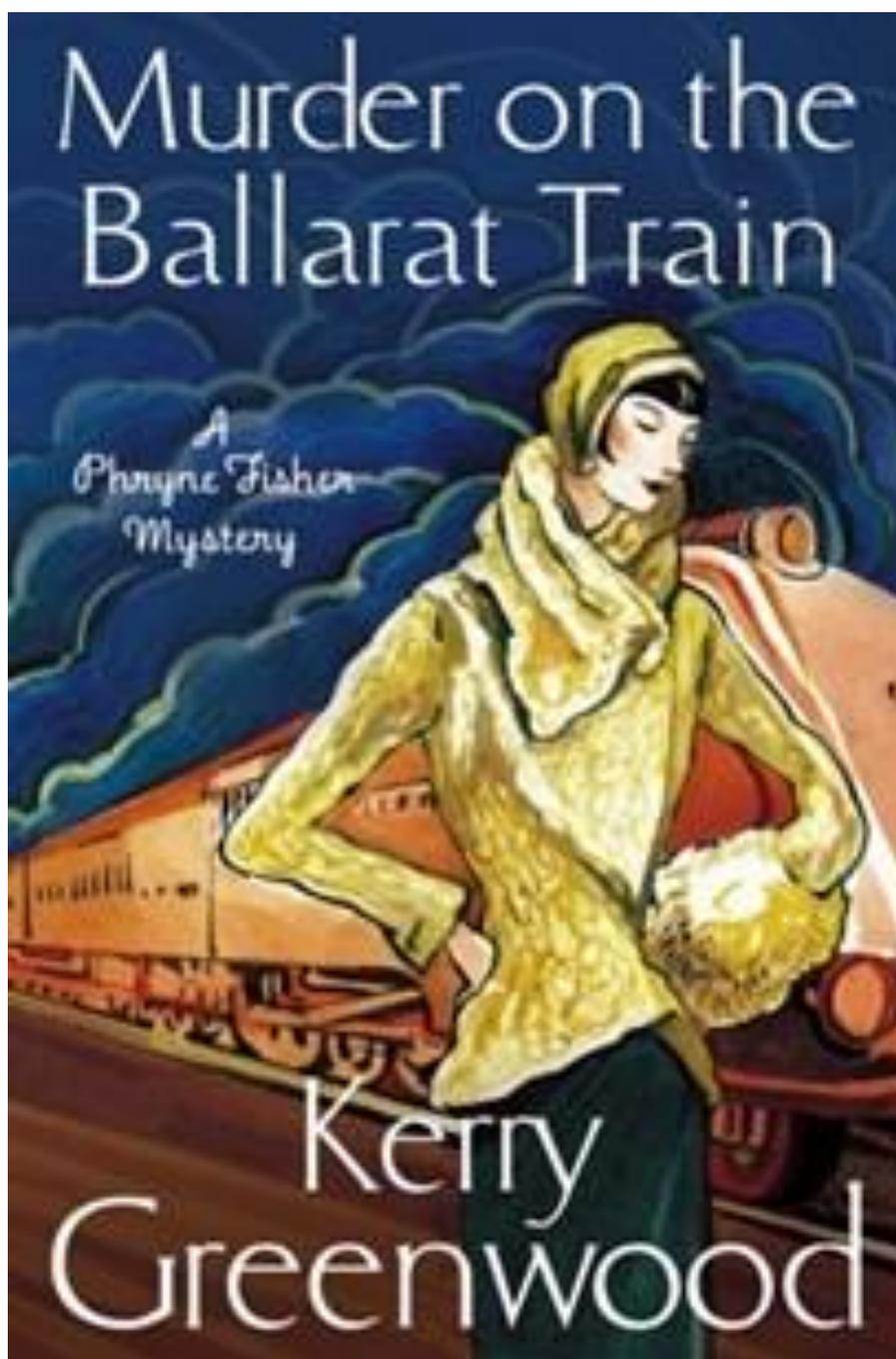
Set in 1929, "Murder" is the third book in the series. Miss Fisher, accompanied by her maid Dot, decides to travel to [Ballarat](#) by train to collect her new [Hispano-Suiza](#) motor car. The charm of rail travel soon evaporates though.

Phryne's train journey to Ballarat is interrupted by a dastardly type who poisons the sleeping passengers with chloroform gas. Phryne saves the day, but is left to solve the murder of an old lady.

Greenwood is good at capturing the pleasant implausibilities and breathless style of the 1920s penny dreadful as witnessed by Phryne's reason for pursuing the murderer "I don't like having my journey interrupted by chloroform."

The story proceeds at a lively pace and there is plenty of mild humour as Phryne encounters white-slavers, hypnotists and ladies of the night in

Murder on the Ballarat Train, by Kerry Greenwood, is the third book in a series dubbed Miss Fisher's Murder Mysteries. The book, set in 1929, was written in 1991 and later became an episode in an eponymous TV series and went to air in March 2012. Here, we present some details of Greenwood's fascination with the area to the west of Melbourne, a synopsis of the storyline, some description of the timetable of the murder train, an analysis of what the Ballarat line timetable of 1929 really looked like and images and detail of the making of the TV adaptation at Muckleford on the Goldfields Railway. The text is a mélange from various book and TV reviewers, plus comment by Geoff Lambert—who has never read the book, but has seen the TV adaptation.



Down.

MELBOURNE-BALLARAT-SERVICETON-continued.

See pages 128-131 for Sunday Service.

Height above sea level	Miles	STATIONS.	25 Ball Motor. date.	27 "The Overland" (Express) Sundays.	28 "The Overland" (Express) Sundays eve.	31 Express. (See note on page 119.)	33	35 Pass. Daily.	37 Through Goods Tuesdays & Thurs.	39 Ball Motor. Daily.
16	—	MELB. (Flinders-st.) dep.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.	P.M.
30	—	Melb. (Spencer-st.) dep.	1 55	4 30	4 30	5 8		6 45	8 0	11 25
18	1	North Melbourne ...	1 58	•	•	•		•	•	11 28*
22	2½	South Kensington ...	•	•	•	•		•	8 14	•
23	2½	Maribyrnong Siding Jn. ...	•	•	•	•		•	•	•
53	3½	Footscray ...	2 3	4 37*	4 37*	5 13*		6 55	•	11 34½
60	4	Middle Footscray ...	•	•	•	•		•	•	•
60	4½	West Footscray ...	•	•	•	•		•	•	•
101	5½	Tottenham N O ...	•	•	•	•		•	•	•
—	6	White City N C ...	•	•	•	•		•	•	•
125	7½	Sunshine E S W {arr. dep.	2 12½	4 45*	4 45*	5 20*		7 5 20	8 40	11 46½
—	10	Ardeer N O ...	•	•	•	•		•	•	•
151	10	Federal Manure Siding N C ...	•	•	•	•		•	•	•
184	11	Deer Park (See note page 114)	•	4 51*	4 51*	• B		7 13	•	•
—	11½	Sandringham Quarry Trust Sdg. N C ...	•	•	•	•		•	•	•
366	18½	Rockbank E S... {arr. dep.	2 37½	5 4*	5 4*	• D		7 28 18	9 5	12 14½
378	19½	Cockbill's Siding N C ...	•	•	•	•		•	•	•
394	23½	Melton E S ...	2 48½	5 10*	5 10*	5 46 18		7 36	9 16	12 25½
403	26½	Staughton's Siding N C... {arr. dep.	•	•	•	•		7 46	•	•
464	29½	Parwan E S ...	3 15	5 19*	5 19*	5 57 20		7 48 24	9 28	12 40½
243	31½	Bacchus Marsh W E S ...	3 8	•	•	6 4		7 54	•	12 50
526	34½	Rowseley (See note page 114)	•	5 26*	5 26*	6 5		7 56	9 44	•
1052	40½	Bank Box (See note page 114)	•	•	•	•		•	•	•
1513	45	Ingliston E S ...	•	6 8*	6 8*	6 46*		•	10 42	•
1556	49½	Ballan W E S ...	•	6 18	6 18	6 56		8 41	10 51	•
1681	52	Bradshaw ...	•	6 20*	6 20*	6 58		8 43	11 4	•
1694	53½	Llandello N O ...	•	•	•	•		•	•	•
1576	56½	Gordon E S ...	•	•	•	•		•	•	•
1886	58½	Millbrook ...	•	6 37*	6 37*	7 12		8 57	11 22	•
1940	61½	Wallace ...	•	•	•	•		•	•	•
1845	64	Bungaree E S ...	•	•	•	•		•	•	•
1739	67½	Dunnatown ...	•	6 52* 52	6 52*	7 26		9 12	11 43	•
1723	69½	Warrenhelp E S ...	•	•	•	•		•	•	•
1413	73½	Ballarat East ...	•	7 12*	7 12*	7 42		9 31	12 3	•
1416	73½	BALLARAT W ...	•	7 15	7 15	7 45		9 35	12 6	•

her search for the murderer.

Phryne speeds home in her Hispano-Suiza to her new abode in St Kilda where she works through the clues until she discovers her unassuming murderer. She is left to piece together the clues after this restful country sojourn turns into the stuff of nightmares: a young girl who can't remember anything, rumours of white

slavery and black magic, and the body of an old woman missing her emerald rings. Then there is the rowing team and the choristers, all deliciously engaging young men. At first they seem like a pleasant diversion ...

Greenwood leaves a couple of loose threads hanging at the end of the story, but as it is not meant to be taken too seriously it probably does not matter too much.

The Timetable as it was in 1929. I have a copy of the VR Western and Southwestern Working Time Table for 21st October 1929—the relevant page from it is shown above.

This being at the end of the Roaring Twenties and pre-Depression, there was actually a quite reasonable service to Ballarat—at least three trains to Ballarat in this WTT. Train #31 fits the bill pretty well.

The timetable as portrayed in the TV version aired 2 March 2012.

The story commences at [Spencer St Station](#) in what appears to be early evening [Image 1]. A number of what turn out to be crucial conversations occur on the platform. The platform is rendered rather well and conforms to my memory of Spencer St. However, the scene was actually [filmed](#) at [Maldon](#). The departure [2] was filmed in daylight, as were subsequent shots of the train on a rural railway.

More crucial events and conversations take place on the train over a period of several hours. By the time night falls, the key characters are settling down to sleep.

The train halts “somewhere” [3] and departs from there some indeterminate time later. Subsequent dialogue (below) implies that this was a water stop at some indeterminate location [[Ballan](#) if the story is true to the railway—looks like [Muckleford](#) to me].

Subsequently, Miss Fisher is awakened by the smell of chloroform and goes searching for the source. This turns out to be in the compartment being used by the murder victim and her daughter—but only the daughter is still present. Miss Fisher’s maid then comes to the compartment and, under instructions from Miss Fisher, pulls the communication cord and stops the train [4].

All of the subsequent relevant events on the train take place at this spot. To cut a long story short, Miss Fisher is reluctantly accepted by the local police detective as having skills in detective work. The transcript of the TV version has the following dialogue in relation to the previous stop:

- **Detective:** *The local sergeant couldn't control a country cake stall.*
- **Fisher:** *I know Mrs Henderson was on the train after Bacchus Marsh station because I saw her reboard. Where did the train stop after that?*
- **Detective:** *Nowhere. It's an express to Ballarat.*
- **Fisher:** *But I felt it stop! What's that?*
- **Detective:** *Err, that's a water stop, but the train only shunts there for five minutes.*
- **Fisher:** *A lot can happen in five minutes, Constable.*

The pair go searching for the missing mother [5] and find her hanged on a water tower—presumably at the place where the train stopped for water [6, this doesn't look like the [Ballan loco. tank](#) to me!]

Investigations on the train, in the vicinity of the murder and on the TOP of the train (!) continue well into the daylight hours [7], until someone arrives in the Hispano-Suiza and picks up Fisher and Dot, and drives them away to Ballarat—or perhaps St Kilda.

My purported timetable for all this is at bottom left.

Of course, the rural scenes were actually filmed on the [Victorian Goldfields Railway](#) (VGR) between Castlemaine and Maldon and the murder appears to have been at [Muckleford](#) instead of [Bradshaw](#) [which would have been a nice timetable touch]. The VGR [website](#) has more information on its use as a film location. Rail and murder mystery fans can find even more information [here](#).



Train No.		#31	
Location		Time	Notes
Spencer St	dep	17:06	
Bacchus Marsh	arr	18:04	
	dep	18:05	
Somewhere (Ballan?)	arr	18:56	Water stop
	dep	19:00	
Somewhere else (Bradshaw maybe?)	arr	19:10	Passenger Communications cord pulled by Fisher's maid
	dep		Terminates (in more ways than one!)

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Australian Railways Public Timetables—Part 4: VR from 1875 to 1941

VICTOR ISAACS

IN THE 1870S THE VICTORIAN Railways published Public Timetables. Editions of 20 September 1870 and 2 February 1875 started the front cover with “These Time Tables can be obtained GRATIS at any Station on the Line.” However, soon after the booklet was expanded to include, as stated on the cover of the 1 November 1875 edition, “Book Time Table of the Victorian Railways also of The [Melbourne & Hobson’s Bay United Railway](#) as furnished by the Company”. Now, the front cover commenced with this note: “PRICE ONE PENNY To be obtained at all Stations, and of Mr WOINARSKI, Book Stall, Spencer street, and of Mr

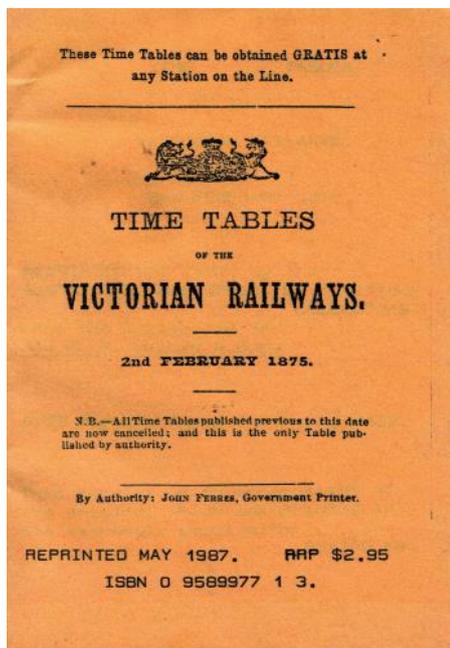
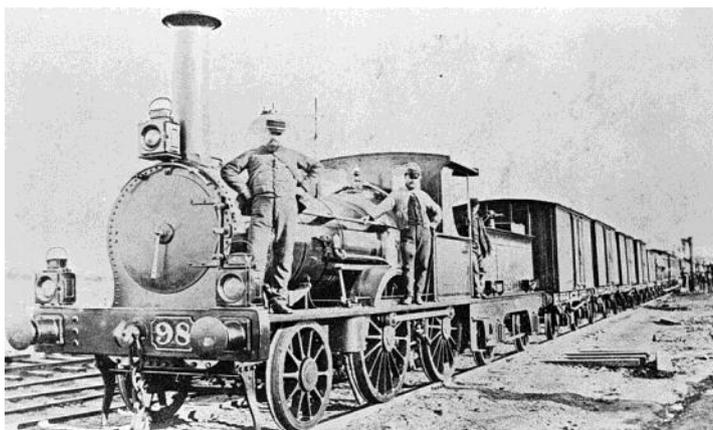
BAIRD, Book Stall, Flinders street, Melbourne.”

The 1870 edition appears to be 16 small pages, 5 x 5 inches, comprising the then open lines to Sandhurst (Bendigo) and Echuca, Geelong and Ballarat, Williamstown and Essendon. With the expansion of the system, the February 1875 booklet was 36 pages. This edition was reprinted by the Australian Association of Time Table Collectors in 1987. The November 1875 edition, with the M&HBUR lines, was 46 pages.

After this period, I have had no sighting of VR Public Timetables, with the exception of once briefly

seeing a PTT of the 1900s. This was, if I recall correctly, in two books, one for Country and one for Suburban.

The next VR PTT I have seen is the Country timetable of 22 December 1921, 8 x 8.5 inches. This is an American-style fold-out folder. The cover design is a very drab grey, with half devoted to advertising the VR-owned [Government Tourist Bureau](#). Each half of each fold-out page was numbered separately, giving 68 pages. Price was threepence. Timetables were arranged on the “read down”, “read up” style. Scattered throughout the



4 DOWN TRAINS.—2ND FEBRUARY 1875.						5 DOWN TRAINS.—2ND FEBRUARY 1875.					
DOWN.—Melbourne to Echuca.						* The 7.15 down train will not stop at these stations.					
DAILY (EXCEPT SUNDAYS).						Trains will stop at Kyneton for refreshments.					
		1 A.M.	Mid.	Mid.	Mid.	Passengers will not be booked by any of these trains for journeys between Melbourne, North Melbourne, and Footscray; but trains will stop at these stations when required to pick up passengers on the down journey or to set them down on the up journey. At all other stations, not tired, trains will stop when required to pick up or set down passengers, but passengers desiring to alight must give notice to the Guard at the previous station timed					
		a.m.	p.m.	p.m.	p.m.						
MELBOURNE ..	dep.	6.45	12.15	3.33	7.15						
NORTH MELBOURNE ..	..	..	..	..	..	
FOOTSCRAY ..	..	..	..	..	..	
KELLOG ROAD ..	..	7.15	12.45	4.8	..						
DIGGERSREST ..	..	..	..	..	..	
SUNBURY ..	arr.	7.33	1.5	..	8.3						
..	dep.	7.35	1.8	4.30	8.6						
LANCEFIELD ROAD ..	..	7.51	1.25	..	8.23						
HINDALL'S CREEK ..	..	8.1	1.35	..	8.33						
GERBONSE ..	..	8.12	1.45	..	8.47						
MACEDON ..	..	..	..	..	..	
WOODEND ..	..	8.33	2.0	5.39	9.7						
TYLDER AND CARLSRUHE	dep.	8.53	2.23	5.0	9.21						
KYNETON ..	arr.	9.2	2.33	6.10	9.31						
..	dep.	9.18	2.44	..	9.42						
MALMSBURY ..	..	9.18	2.44	..	9.42						
TARADALE ..	..	9.23	2.54	..	9.56						
ELPHINSTONE ..	..	9.34	2.59	..	10.07						
CASTLEMAINE ..	arr.	9.43	3.13	6.05	10.14						
..	dep.	9.52	3.27	7.2	10.18						
HARGOURT ..	..	..	..	..	..	
RAVENSWOOD ..	..	10.20	3.43	7.32	..						
KANGAROO FLAT ..	..	10.27	4.7	7.50	11.1						
SANDHURST ..	arr.	10.45	4.15	7.57	11.9						
SANDHURST ..	dep.	4.15	11.15	..	8.17						
GOORONG ..	arr.	8.33	..	..	..			
..	dep.	11.57	..	9.54	..						
RUNNYMEDE ..	arr.	12.33	..	9.14	..						
..	dep.	6.19	12.33	..	9.19						
ROCHESTER ..	arr.	6.57	12.50	..	9.43						
ECHUCA ..	arr.	7.35	1.43	..	10.29						

DOWN.—Ballarat to Beaufort.

DAILY (EXCEPT SUNDAYS).

		1.	2.	3.
		a.m.	p.m.	p.m.
MELBOURNE	.. dep.	6.30	..	4.0
BALLARAT	.. arr.	10.40	..	9.9
BALLARAT	.. dep.	11.4	3.0	9.30
WINDERMERE	.. ..	..	..	..
BURRUMBEET	.. dep.	11.45	3.40	10.5
TRAWALLA	.. dep.	..	..	..
BEAUFORT	.. arr.	12.29	4.30	10.55

UP.—Beaufort to Ballarat.

		a.m.	p.m.	p.m.
BEAUFORT	.. dep.	5.0	1.0	5.19
TRAWALLA	.. dep.	..	..	..
BURRUMBEET	.. dep.	5.46	1.49	6.8
WINDERMERE	.. ..	..	..	..
BALLARAT	.. arr.	6.20	2.20	6.50
BALLARAT	.. dep.	6.25	..	7.5
MELBOURNE	.. arr.	10.35	..	11.0

Passengers between Beaufort and any station on the Ballarat line will require to change carriages at Ballarat, also to re-book there unless the journey is to or from Melbourne.

Ordinary Fares.

Down.—BALLARAT AND ARARAT LINE.

		Miles.	1st.	2nd.
		s.	d.	s.
Melbourne to—				
Windermere	.. ..	110	17 6	11 6
Burrumbeet	.. ..	113½	18 6	12 0
Trawalla	.. ..	123½	20 0	13 0
Beaufort	.. ..	125½	21 0	13 6

Up.—ARARAT AND BALLARAT LINE.

		Miles.	1st.	2nd.
		s.	d.	s.
Beaufort to—				
Trawalla	.. ..	5	1 0	0 8
Burrumbeet	.. ..	15½	2 6	1 8
Windermere	.. ..	18½	3 6	2 0
Ballarat	.. ..	28½	5 0	3 0
Melbourne	.. ..	125½	21 0	13 6

DOWN.—Melbourne to Williamstown.

WEEK DAYS.

Leave MELBOURNE at *6.10, 6.35, 7.20, 8.10, 9, 10, 11, 12, 1, 2.0, 3.0, 4.20, 5.20, 6.20, 7.25, 9.0, 10.30, 12.
 Leave NORTH MELBOURNE at *6.13, 6.39, 7.24, 8.14, 9.4, 10.4, 11.4, 12.4, 1.4, 2.4, 3.4, 4.24, 5.24, 6.24, 7.29, 9.4, 10.34, 12.4.
 Leave FOOTSCRAY at *6.23, 6.46, 7.31, 8.21, 9.11, 10.11, 11.11, 12.11, 1.11, 2.11, 3.11, 4.31, 5.31, 6.31, 7.36, 9.11, 10.41, 12.11 p.m.
 Leave YARRAVILLE as required by signal and at 11.14 a.m. and 12.15 p.m.
 Leave WILLIAMSTOWN JUNCTION as required by signal and at 19.51 p.m. and 12.21 p.m.
 Leave NORTH WILLIAMSTOWN at *6.37, 7.0, 7.45, 8.35, 9.25, 10.25, 11.25, 12.25, 1.25, 2.25, 3.25, 4.45, 5.45, 6.45, 7.50, 9.25, 10.55, 12.25.
 Arrive at WILLIAMSTOWN at *6.40, 7.5, 7.50, 8.40, 9.30, 10.30, 11.30, 12.30, 1.30, 2.30, 3.30, 4.50, 5.50, 6.50, 7.55, 9.30, 11.0, 12.30.

* Special, stopping only at stations timed.
 At stations not timed, trains will only stop when required to take up or set down passengers.

SUNDAYS.

Leave MELBOURNE at 10.25 a.m., and 1.15, 2.15, 3.15, 4.15, 5.15, 6.15, 9.0 p.m.
 Leave NORTH MELBOURNE at 10.29 a.m., and 1.19, 2.19, 3.19, 4.19, 5.19, 6.19, 9.4 p.m.
 Leave FOOTSCRAY at 10.36 a.m., and 1.26, 2.26, 3.26, 4.26, 5.26, 6.26, 9.11 p.m.
 Leave WILLIAMSTOWN JUNCTION at 10.46 a.m., and 1.36, 2.36, 3.36, 4.36, 5.36, 6.36, 9.21 p.m.
 Leave NORTH WILLIAMSTOWN at 10.50 a.m., and 1.40, 2.40, 3.40, 4.40, 5.40, 6.40, 9.25 p.m.
 Arrive at WILLIAMSTOWN at 10.55 a.m., and 1.45, 2.45, 3.45, 4.45, 5.45, 6.45, 9.30 p.m.

UP.—Williamstown to Melbourne.

WEEK DAYS.

Leave WILLIAMSTOWN at 5.55, 7.15, *8.20, *9.0, *9.40, *11, *12, *1 (on Saturdays the 1 p.m. train starts at 1.10), *2, *3, *4.0, *5.15, *6.10, 7.0, 8.15, 9.45, 11.15.
 Leave NORTH WILLIAMSTOWN at 5.59, 7.19, 8.24, 9.4, 9.44, 11.4, 12.4, 1.4, 2.4, 3.4, 4.4, 5.19, 6.14, 7.4, 8.19, 9.49, 11.19.
 Leave WILLIAMSTOWN JUNCTION as required by signal and at 6.3 a.m., 9.53 p.m., and 11.23 p.m.
 Leave YARRAVILLE as required by signal and at 11.14 a.m. and 11.23 p.m.
 Leave FOOTSCRAY at 6.12, 7.32, 8.37, 9.17, 9.57, 11.17, 12.17, 1.17, 2.17, 3.17, 4.17, 5.32, 6.27, 7.17, 8.32, 10.2, 11.32.
 Leave NORTH MELBOURNE at 6.21, 7.41, 8.46, 9.26, 10.6, 11.26, 12.26, 1.26, 2.26, 3.26, 4.26, 5.41, 6.36, 7.26, 8.41, 10.11, 11.41.
 Arrive at MELBOURNE 6.25, 7.45, 8.50, 9.30, 10.10, 11.30, 12.30, 1.30, 2.30, 3.30, 4.30, 5.45, 6.40, 7.30, 8.45, 10.15, 11.45.
 * These trains will leave the Pier Station, Williamstown, five minutes previous to the time advertised.
 At stations not timed, trains will only stop when required to take up or set down passengers.

SUNDAYS.

Leave WILLIAMSTOWN at 9.45 a.m., and *12.35, *2.0, *3.15, *4.15, *5.15, *7.0, 8.45 p.m.
 Leave NORTH WILLIAMSTOWN at 9.49 a.m., and 1.29, 2.4, 3.19, 4.19, 5.19, 7.4, 8.49 p.m.
 Leave WILLIAMSTOWN JUNCTION at 9.53 a.m., and 12.43, 2.8, 3.23, 4.23, 5.23, 7.8, 8.53 p.m.
 Leave FOOTSCRAY at 10.2 a.m., and 12.52, 2.17, 3.32, 4.32, 5.32, 7.17, 9.2 p.m.
 Leave NORTH MELBOURNE at 10.11 a.m., and 1.1, 2.26, 3.41, 4.41, 5.41, 7.26, 9.11 p.m.
 Arrive at MELBOURNE at 10.15 a.m., and 1.5, 2.30, 3.45, 4.45, 5.45, 7.30, 9.15 p.m.

book were various regulations, conditions and admonitions as to good behaviour on the railways. A 1928 example can be found [here](#).

This style of timetable was maintained until 1941, except that the covers became colourful. Similar fold-out timetables were provided for the Suburban system.

A peculiar aspect of VR PTTs in this

period was that the Mornington, Stony Point, Red Hill, Healesville, Warburton and Gembrook lines were in the Suburban, not the Country PTT. Except for railwaymen, nobody in their right minds would have regarded these lines as serving the suburbs, but because, administratively, they were in the VR Metropolitan Division, they came within the Suburban PTTs. A Suburban PTT of 3 October 1938 was

98 fold-out pages, with a cover illustrating a suburban electric train, plus the familiar ad for the Government Tourist Bureau [our rear cover, upper].

VR PTTs of this period always included an injunction to watch the Metropolitan daily newspapers carefully and make a note of alterations advertised there.

See Victoria First

Where to go - How to get there



THE GOVERNMENT TOURIST BUREAU is a branch of the Victorian Railway Service. Travel experts can help you plan your holiday and furnish you with useful advice and facts. The Bureau is a Railway Enquiry and Central Booking Office for all Victorian (Suburban excepted) and Interstate Tickets. Parlour Car and Sitting Car Seats reserved. Save your own time and help prevent congestion at the Metropolitan Booking Offices by buying your Tickets for Interstate and Country Travel at the Bureau. They may be obtained seven days prior to date of travel.

Illustrated Booklets & Accommodation

Country Lines Services



Passenger Time Tables

ALL RATES IN POUNDS WITHOUT NOTES

OFFICIAL ISSUE—DECEMBER 22-1921

The VR PTT of 15 December 1941 was 80 pages. It had a colourful mainly yellow cover, half with an illustration of the [Spirit of Progress](#) train (of which the VR was, quite rightly, very proud), and half advertising the [Government Tourist Bureau](#) [our rear cover, lower].

The edition was, at the same time, the culmination of years of improvements in VR Country services throughout the 1930s, and the start of their decline under wartime conditions. The train

services shown are quite good. But, in the copy I have, pasted over the front cover is a sticker saying, "ALL COUNTRY SUNDAY TRAINS SHOWN IN THIS FOLDER, WITH THE EXCEPTION OF THE INTERSTATE EXPRESSES, ARE CANCELLED UNTIL FURTHER NOTICE." The explanation, of course, is that the Japanese attacks on [Pearl Harbor](#), [Hong Kong](#) and [Malaya](#) occurred on 7th/8th December. All of a sudden, the War became very serious for Australia. Country trains were now subject to cutbacks and

alterations at short or no notice to suit military requirements. Following the end of the War, there were still shortages, especially of coal.

The VR responded to this situation by not publishing Public Timetables at all. Indeed, they were not resumed for 13 years, until 1954! I have an absurd mental image of a diligent railway user trying to keep his 1941 PTT up to date (as urged there) by including 13 years' worth of amendments advertised in the Metropolitan daily newspapers.

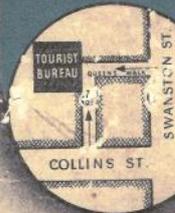
for TRAVEL by



RAIL

SEA

OR ROAD



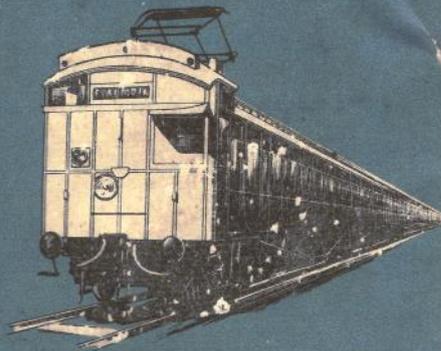
CONSULT

THE VICTORIAN GOVERNMENT
TOURIST BUREAU

Queen's Walk, Melbourne.

Branches at Spencer Street and Flinders Street railway stations, Melbourne; 11 Martin Place, Sydney; 131 King William Street, Adelaide; 204 Adelaide Street, Brisbane; 31-32 Rags Arcade, Perth; 72 Deakin Avenue, Mildura; Government Tourist Bureau, Hobart.

VICTORIAN RAILWAYS
SUBURBAN LINES SERVICES



PASSENGER
TIME-TABLES

Official Issue
October 3, 1938.



Changes in Time-tables are advertised in the Press.

Including Mornington, Stony Point & Cowley, Red Hill, Healesville, Warburton, Whittlesea, Upper Ferntree Gully & Gembrook Lines.

The VICTORIAN
RAILWAYS MAGAZINE



OCTOBER 1939

SIXPENCE



for TRAVEL by

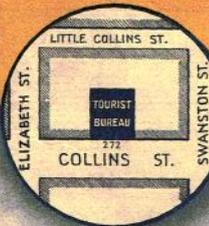


VICTORIAN RAILWAYS
COUNTRY LINES SERVICES

NOTE.

ALL COUNTRY SUNDAY TRAINS SHOWN IN THIS FOLDER, WITH THE EXCEPTION OF THE INTERSTATE EXPRESSES, ARE CANCELLED UNTIL FURTHER NOTICE.

12/35/41.

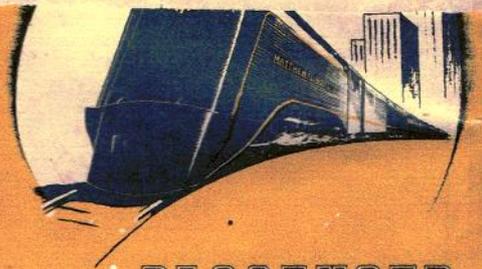


CONSULT

THE VICTORIAN GOVERNMENT
TOURIST BUREAU

272 Collins Street, Melbourne
Phone: F. 0404

Branches at 28 Martin Place, Sydney; 131 King William Street, Adelaide; 204 Adelaide Street, Brisbane; 31-32 Rags Arcade, Perth; 98 Macquarie Street, Hobart; 72 Deakin Avenue, Mildura; 34 Lydiard Street North, Ballarat; Charing Cross, Bendigo; and 6 Malop Street, Geelong.



PASSENGER
TIME-TABLES

price 3^d

Official Issue
December 15, 1941

Changes in Time-tables are advertised in the Press.

See Suburban Folder for Mornington, Stony Point & Cowley, Red Hill, Healesville, Warburton, Whittlesea, Upper Ferntree Gully & Gembrook Lines.



The Victorian
RAILWAYS
MAGAZINE

AUGUST 1939

6^d

REGISTERED
at No. 6114 MOUS
TRANSMISSION &
POST - 11/11/39/38