



The Times

August 2020

A journal of transport timetable history and analysis



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The Times

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Starting on Page 8, we have a story by James T Wells, on an extraordinarily peculiar timetable that popped up on his computer screen one day while he was browsing a V/Line web-site. Like the [White Rabbit](#), it quickly disappeared down a hole and has not been seen since. As it disappeared (with its eye on its watch), it muttered "*Oh dear! Oh dear! I shall be too late!*" James uses these same words in his analysis of the timetable. The Editor has searched high and low and consulted many timetable experts in the ATA—and even in the real world—and can find no-one who can shed any light on the peculiar creature. ... NOW READ ON to page 8 ...



KEEP TAKING THE TABLETS

The following curious instruction can be found in NZR Working Time Tables of the 1920s.

3. ELECTRIC TRAIN TABLET.

When a station requiring a Tablet for the first train early in the morning is unable to get into communication with the Officer in Charge whose permission is required for the withdrawal of a Tablet, in view of the possibility that the apparent failure in communication may be simply due to the fact that the Officer in Charge at the end of the Section to which the train is to run has neglected to come on duty at the proper time, the following steps should be taken :

Let A and B represent the two Tablet Stations concerned, and the train is to start from A and run to B.

A shall despatch a man to B **without** appointing him as Pilot Guard. If this man goes through without meeting a man from B, he shall, if the Officer in Charge at B is not on duty and cannot quickly be found, enter the office (break into it if necessary), and shall commence Tablet working, continuing in charge of the Tablet instrument until relieved.

Toowoomba... Now and Then

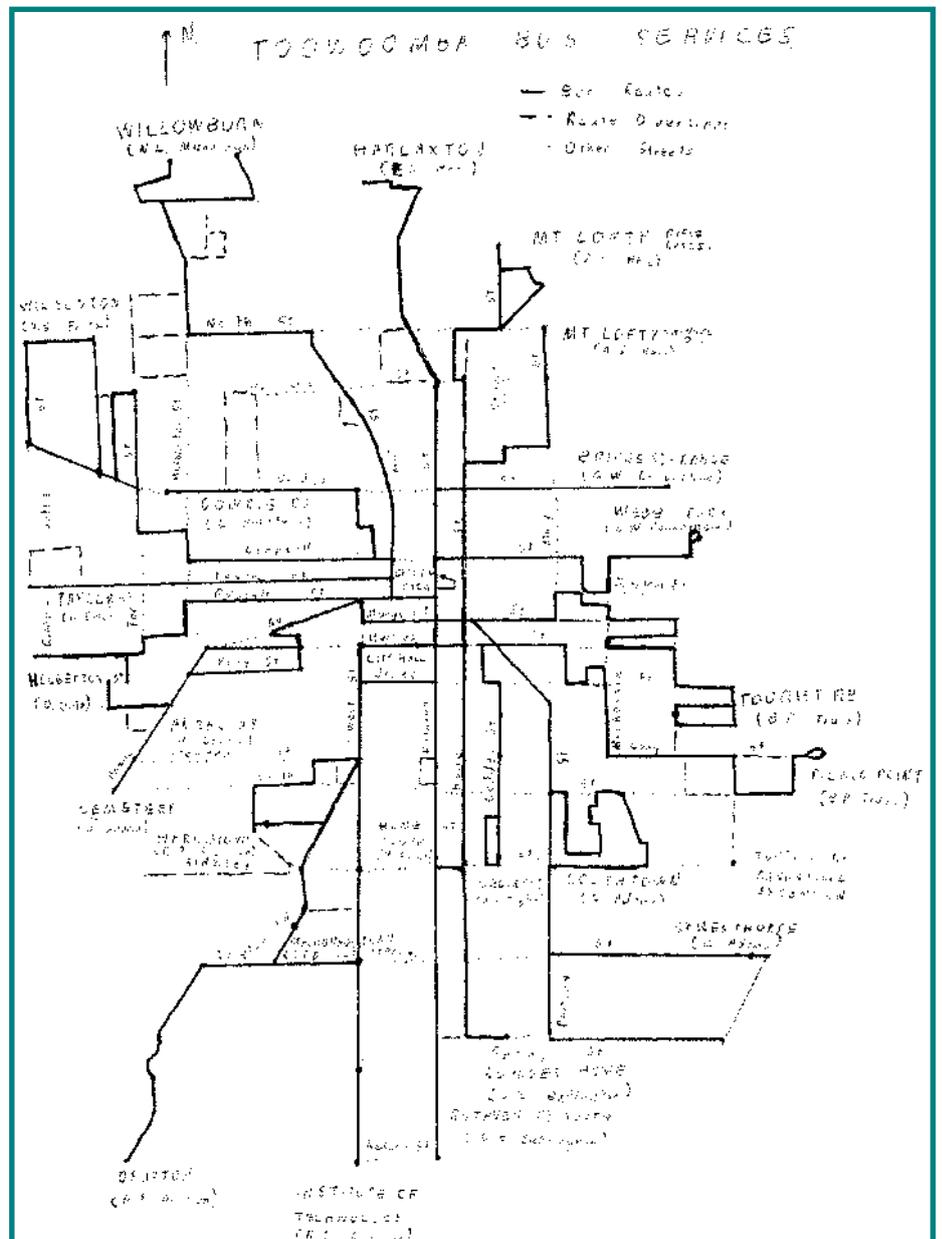
A 50 Year Old Map from the pen of a 15-year old HILAIRE FRASER

I HAVE A MAP WHICH I DREW OF Toowoomba's Bus Services in 1970, when I was of fifteen. This map became the inspiration for this article. I have scanned my map for this article and it appears at right. Hopefully any labels on the map that are not clear on the scan will be made clearer in the text of this article. Also provided are maps of the 2015 network and current network [2017].

Toowoomba is Queensland's largest inland city, 125 km west of Brisbane and has a population of 135,000. It occupies a position at the top of the Great Dividing Range, 700 metres above sea level. To the east there is a dramatic descent to the Lockyer Valley, offering many great views, and to the west is a flat plain. As the regional capital for the Darling Downs, Toowoomba has long been a major centre for commerce, industry and education. Toowoomba-based firms such as RM Williams and Southern Cross are known across the country. Toowoomba has many fine state and private schools and is home to the University of Southern Queensland. Toowoomba has many beautiful parks and gardens and it is known as "The Garden City". It annually hosts the "Carnival of Flowers."

Having uncles, aunts and grandparents who lived in Toowoomba, our family often visited this city. An aunt obtained most of Toowoomba's bus timetables for me. In the 1970s they were printed on coloured cardboard and were sponsored by Myer Toowoomba. Over the course of several visits to The Garden City, I travelled on all routes and completed my Toowoomba bus timetable collection.

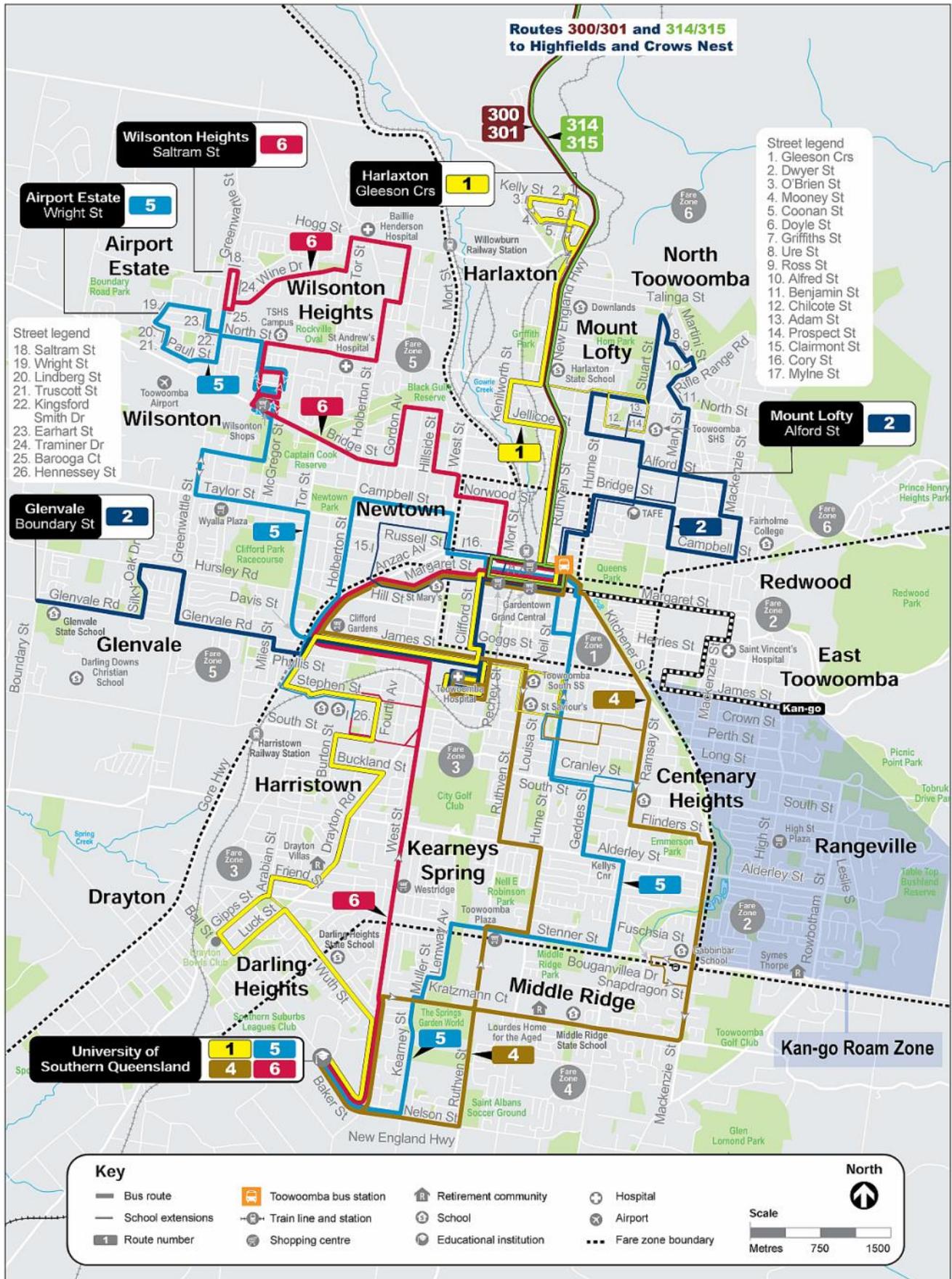
In the 1970s, bus services were focussed on the traditional main street, Ruthven (pronounced Ruff-ven) Street, with busy stops outside and opposite Piggott's Department Store. Once Myer opened in 1962, Margaret Street emerged as a popular shopping strip. Today the appropriately named



Grand Central Shopping Centre has been built on an extended site and includes a new Myer store and many specialty shops.

From my hand-drawn map you can see that in 1970 Toowoomba had nineteen bus services. From the north moving clockwise these were as follows:

1. Harlaxton (EC Hess proprietor)
2. Mt Lofty-Rifle Range (AS Hess proprietor)
3. Mt Lofty-Channel 10 Studio (AS Hess proprietor)
4. Bridge St. Range (GW Rowbotham proprietor)
5. Webb Park (GW Rowbotham proprietor)
6. Tourist Rd. (Picnic Point Coaches, BP Truss proprietor)
7. Picnic Point (Picnic Point Coaches, BP Truss proprietor)



2015 map



Hagan of Toowoomba acquired this Athol Hedges bodied Albion Viking VK57 059NAG from Inverell Charter Coaches. It was disposed of to Evans, Mount Morgan.

8. Southtown & Symes Thorpe (Golf Links Bus Service, C Adams proprietor)
9. Geddes St. (AH Trolst proprietor)
10. Hume St. South (W Cousins proprietor)
11. Ruthven St. South & Lourdes Home (C E Bellingham proprietor)
12. Drayton (Western Toowoomba Bus Service, RT Donovan proprietor)
13. Harristown & MacDonalddtown (Western Toowoomba Bus Service, RT Donovan proprietor)
14. Anzac Ave. & Cemetery (J Laurie proprietor)
15. Holberton St. (D Dale proprietor)
16. Taylor St. (D Dale proprietor)
17. Wilsonton (AS Fritz)
18. Gowrie Rd. (L Holstein proprietor)
19. Willowburn (NL Munnings proprietor)

In addition, Western Toowoomba Bus Service operated an occasional service to the Institute of Technology—later Darling Downs Institute of Advanced Education and now the University of Southern Queensland. Buses proceeding northwards had a CBD terminus at the City Hall, that is services to Harlaxton, Mt Lofty, Bridge St Range, Webb Park, Anzac

Ave., Holberton St., Taylor St, Wilsonton, Gowrie Rd. and Willowburn. Southbound buses had a CBD terminus at Cathro Park, that is services to Tourist Rd., Picnic Point, Golf Links, Geddes St., Hume St. South, Ruthven St. South, Drayton and Harristown.

Thus, for these nineteen services, there were fourteen operators. Some services were one-man outfits. Buses ran from 8 am to 5 pm Mondays to Fridays and from 8 am to 12 noon on Saturdays. Buses displayed the same destination outwards and inwards as there was no need to display a “City”



Almost legendary were the two elderly Bedfords operated by Hume Street South Bus Service, Toowoomba. New in July 1946 was this OB with Grice bodywork Q451-903. Both have been sold for preservation, this one to John Masterton of Bellarine Bus Lines, Portarlington, and the other, a 1939 Waddington bodied WLB, is now in the care of Alistair Grant of Sunshine Coast Coaches, Maroochydhore.

destination for an inward service. I saw the same practice in the larger city of Victoria in Canada in 1989.

Because most journeys took one hour for the round trip, an hourly timetable operated with buses leaving the CBD on the hour and the suburban terminus on the half-hour. The exception was the Hume St. South route with a half-hourly timetable since the round trip took thirty minutes.

Accompanying this article are photos from a double page pictorial of Toowoomba buses taken from Bruce Tilley’s booklet “Queensland Private Buses”, published by Railmac Publications, Elizabeth, SA in 1989. The top left picture on this page is a coach owned by Hagans who took over Dale’s Bus Service. The bottom right is one of two distinctive front-engine front-bonneted Bedford buses used on the Hume St. South Bus Service. The top right picture on page 6 is another distinctive bus, a CAC bodied Bedford. Although in the photo the destination is “Bridge St Range”, in the early 1970s these buses were found on the Mt Lofty, Webb Park and Geddes St. services. By contrast the bottom left photo on page 7 shows a Frost’s (formerly Donovan’s) Western Toowoomba Bus Service, more modern-looking AEC Reliance.

By the mid 1970s, due to declining patronage, many bus services were

combined. Hagans had taken over several routes and recast the Wilsonton, Gowrie Rd., Taylor St. and Holberton St services as Wilsonton via Gowrie Rd., Airport via Campbell St. and Racecourse via Taylor St. and Holberton St. The two Mt Lofty services were combined, as were the Webb Park & Bridge St Range routes. With another amalgamation, these two new routes became one. The Tourist Rd. & Picnic Point routes were combined, as were the Geddes St. & Hume St. South routes.

The July 2015 Map

By July 2015, Toowoomba bus services were operated under Queensland Government's qconnect banner. In 1998 Toowoomba's bus services were licensed to a single operator, this being Hagans, who were already running half of Toowoomba's bus services. Hagans were taken over by the Transit Australia Group, which traded as Garden City Sunbus. The Transit Australia Group also operates bus services on the Gold Coast under the Surfside brand and under the Sunbus brand on the Sunshine Coast and in Rockhampton, Townsville and Cairns. Subsequently, Transit Australia Group passed the Toowoomba bus services to Bus Queensland. Bus Queensland also operates services in Ipswich and from Browns Plains in Brisbane's outer southern suburbs. In 2015, all



The C. A. C. bodied Bedford found its way to some Queensland fleets. Q669-882, an SBG of December 1954, was with Rowbotham's Bus Service of Toowoomba.

Toowoomba bus services were included in a single quarter-folded A4 timetable brochure and had route numbers. The services were as follows:-

- 1 Harlaxton-City-Harristown-USQ (Uni of Southern Queensland)
- 2 Mt Lofty-City-Glenvale
- City-Rangeville Kan-go dial-up roaming bus service (previously fixed route 3)
- 4 USQ-Ruthven St South-City-Centenary Heights-USQ
- 5 USQ-Kellys Corner-City

- Airport Estate
- 6 USQ-West St.-City-Wilsonston Heights
- 300 Crows Nest-Toowoomba (inwards)
- 301 Toowoomba-Crows Nest (outwards)
- 314 Highfields-Toowoomba (inwards)
- 315 Toowoomba-Highfields (outwards)

The Kan-go brand is also used by qconnect for the Hervey Bay Pialba-Point Vernon service, route 714. Whilst the use of route numbers 1 to 6 is entirely logical, the use of route numbers 300 301 314 and 315 for the Crows Nest and Highfields services appears arbitrary. Crows Nest is a town approximately fifty kilometres north of Toowoomba. Highfields is now a large residential area just north of Toowoomba. Routes 1 to 6 provided an hourly service from 7am to 6pm Mondays to Fridays and 8am to 4pm on Saturdays. The Crows Nest service (routes 300/301) and Highfields service (routes 314/315) operated Mondays to Fridays with a two-hourly frequency on each route.

The Current Map (rear cover)

On 19 June 2017, Toowoomba bus services were transferred from qconnect, the regional transport agency to Translink, initially the agency in charge of transport in South-East Queensland, but now extending



NFN980 of Frost's Western Toowoomba Bus Service, a Watt bodied AEC Reliance 470 dates from 1958.



route 902 **Glenvale to City**
servicing Clifford Gardens SC, Toowoomba Hospital, and Grand Central SC

	Monday to Friday										Saturday								
map ref	Route number	902 am	902 pm	902 pm	902 pm	902 pm	902 am	902 am	902 am	902 am	902 pm	902 pm	902 pm	902 pm					
S	Glenvale (Boundary St)	7.38	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.47	4.38	8.38	9.38	10.38	11.38	12.38	1.38	2.38	3.38
12	Glenvale (Greenwattle/Hursley)	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.54	4.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45
C	Clifford Gardens SC	7.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	4.01	4.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52
H	Toowoomba Hospital	7.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	4.08	4.59	8.59	9.59	10.59	11.59	12.59	1.59	2.59	3.59
G	Grand Central SC Stop A	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.14	5.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05
B	Toowoomba bus station Bay 2C	8.11	9.11	10.11	11.11	12.11	1.11	2.11	3.11	4.20	5.11	9.11	10.11	11.11	12.11	1.11	2.11	3.11	4.11

into regional areas. At this time routes were amended and provided with route numbers in the 900 series, as part of a state wide route-numbering system, as follows:-

- 901 Harlaxton-City-Harristown-USQ
- 902 City-Glenvale
- 903 City-Mt Lofty
- 904 City-Centenary Heights-USQ
- 905 City-Ruthven St South-USQ-Westbrook
- 906 Toowoomba Plaza, South Toowoomba-Kellys Corner-City-Airport Estate

- 907 USQ-West St-City-Wilsonton Heights
- 950 Toowoomba-Highfields-Crows Nest
- City-Rangeville Kan-go (includes route 3 City-Symes Thorpe)

Bus Queensland continues to operate these services. Routes 901 to 907 and Kan-go continue to operate hourly. Alternate 905 services extend from USQ to Westbrook. Sunday services are now provided on routes 901, 905 and 907. Highfields and Crows Nest are combined into a single 950 route operating Mondays to Fridays with an

hourly service operating between Toowoomba and Highfields with alternate services extended to Crows Nest.

Current Toowoomba bus timetables are found on translink.com.au as two PDFs, one for routes 901 to 907, and another for 950, Kan-go and route 3.

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Stranger and Even Stranger at Strangways

JAMES T WELLS

VICTORIA'S V/LINE recently published one of the strangest timetables seen in ages. This was a temporary one for June 29th 2020 for Maryborough in the Central Highlands. Screen shots of it are shown on pages 11 and 12. Similar timetables were probably published for other days covering the works program, which involved cancellation of trains [on the Bendigo line-Ed.].

Maryborough is normally served by trains to Melbourne via Ballarat to the south, coaches to Ballarat with train connections and coaches to Castlemaine connecting with Bendigo line trains. See the normal timetable on page 10. and [HERE](#).

Where is Strangways you ask? Strange that you would want to know. [Strangways](#) is between [Guildford](#) and [Newstead](#) on the route between Castlemaine and Maryborough. It once had a railway station called Strangway— i.e. missing the last “s”, according to the 1907 and 1927 Grades books, but is not in the 1989 Grades Book [page 14]. It is surprising that coaches stop there. Strangways is not a town, nor a village, just a locality [see photo of its bus stop, top right].

As an aside, the railway, now closed, crossed a creek called [Jim Crow Creek](#), about 2k to the west of Strangways. It is still called that. It evokes memories of the [Jim Crow era](#) in the US.

My focus will be on the Inbound or southbound (Up) timetable. This is headed “To Strangways”. On first look we are reassured that this heading is appropriate because Strangways is the last station/stop mentioned.

That there is something wrong, becomes evident when looking at the first column with a service to that place. The coach is shown as arriving at Strangways at 1320 but, three lines above, it is shown as serving “Maryborough: Sutton Road” at 1348. Times should always be later as one moves down a timetable column.

This, of course, assumes that “READ UP” is not in use, as was common in years gone by when station lists would be in the centre of the timetable.

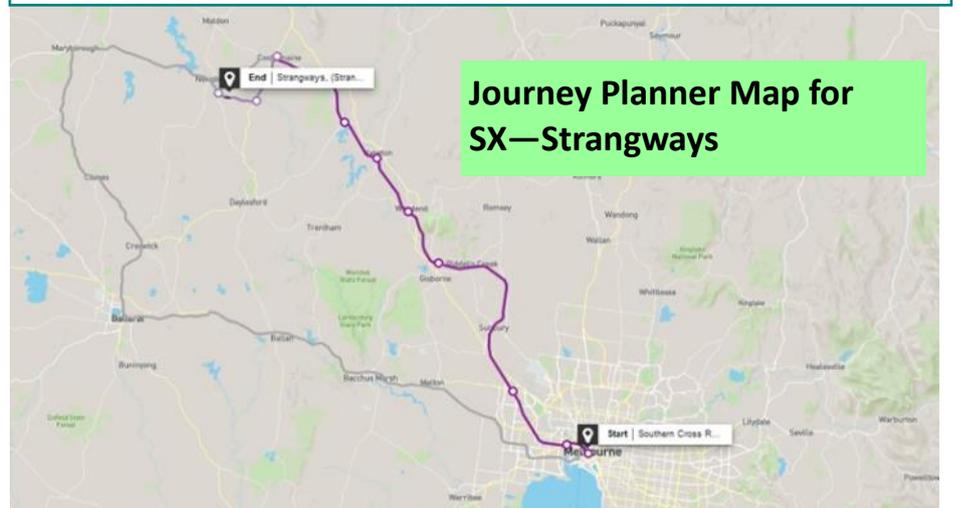
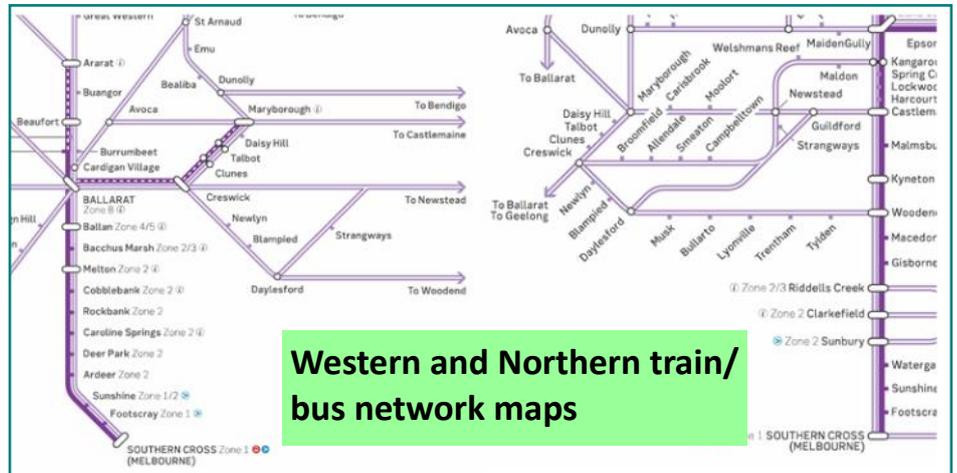
But in this timetable [a redrawn extract of which appears as panel 1 on our page 9], one jumps up to “[Maryborough Station](#)” (1350) then down to “Maryborough: [Sutton St.](#)” (1355) which is presumably where the coach terminates.

The time at Strangways is consistent with the times for Guildford and Newstead but what is quite strange is the almost parallel coach service as shown. The 1300 starts at [Castlemaine](#), having connected with a train from Melbourne, leaving there at 1120. The 1323 coach started in Melbourne at the same time but naturally took longer to get to Castlemaine.



Oh dear ... Oh dear! There's a real bug in the coach timetable from Melbourne. [Woodend](#) is shown as 1219, same time as the train – quite impossible. It then takes over an hour to reach Castlemaine. But look at how quickly it was scheduled to catch up with the 1300 coach. One minute to Guildford, another to Strangways, and yet another to Newstead. Wow – were they using magnetic levitation?

It then ran together with the 1300 coach to Maryborough. Strange that all



these places got two services within minutes of each other.

In Panel 2 (right), there's another weird situation. Red is used for coaches but the times for Clarkefield, Riddells Creek and Macedon are for the train leaving Melbourne at 0616, being the train that connects with the coach at Castlemaine.

I turn now to the contra direction – the Inbound (“Up”) services from Maryborough [Panel 3]. The timetable is headed “To [Deer Park](#)” station.

One would expect Strangways to be the first station/stop listed to be consistent with the other direction. Oh no, not so – it's listed in a totally inappropriate place.

The first station/stop is Maryborough: Highview College which is O.K. It then lists stations or stops to [Ballarat](#). These are followed by stops to Castlemaine, excluding the wretched Strangways, but not Castlemaine itself.

Ballan and Bacchus Marsh come next, followed by Castlemaine and stations to Melbourne. Then—wait for it—Maryborough again –Sutton Rd. followed by Strangways, and then Cobblebank to Deer Park. [Cobblebank](#) is the new station on the Bacchus Marsh line to the west of Rockbank.

It rather seems that someone proofed the document— *“We’ve left out Strangways. Stick it in anywhere!”* Not the way to write a timetable.

Editor’s Comment: It appears to me that the problem arose—at least to some degree—from the timetable-compiling machinery, rather than being purely human error. An additional problem seems to be that, in the Down timetable, the train service columns between SX and Castlemaine have not been deleted. It is unclear how this timetable was built. It was probably one of those “made on the spot, aspx” kind of things, which had got its knickers in a knot (or, to use computer speak, “sorted the look-up table incorrectly”) when James called up the timetable from his computer. The editor has cut and pasted the two tables into correct order and covered up the surplus columns. Send a [Letter to the Editor](#) to request a copy.

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	Coach	Coach
Castlemaine Station dep	13:00	13.23
Guildford	13:12	13:24
Newstead	13:24	13:26
Mooloort Turnoff	13:33	13:33
Carisbrook	13:42	13:42

Panel 1 (See also top box on page 11).

Maryborough Station	8:40
Maryborough: Clarendon St arr	8:47
Maryborough: Clarendon St dep	-
Maryborough: High View College	08:44d
Clarkefield Station	6:59
Riddells Creek Station	7:05
Macedon Station	7:16
Maryborough: Sutton Road	8:38

Panel 2 (See also bottom box on page 11).

Maryborough: Sutton Road
Strangways
Cobblebank
Rockbank Station
Caroline Springs Station

Panel 3 (See also box on page 12).



Timetable in effect from December 2019

Maryborough



Maryborough to Melbourne via Ballarat and Castlemaine

Effective 01/12/19

Service	Monday to Friday					M, Tu, Th, F	Mon-Fri				Fri	Saturday				Sunday		
	COACH ♻️	COACH ♻️	COACH ♻️	COACH ♻️	TRAIN ♻️	♻️	COACH ♻️	TRAIN ♻️	COACH ♻️	TRAIN ♻️	COACH ♻️	COACH ♻️	TRAIN ♻️	COACH ♻️	COACH ♻️	TRAIN ♻️	COACH ♻️	
Service information																		
HIGHVIEW COLLEGE dep										15.30H								
Maryborough (3)	04.07	04.07	05.45	06.37			08.19	09.37		15.40	18.15	04.07		08.19	08.30	18.00	18.05	
Maryborough Station	04.10	04.10	05.50	06.45	07.08		08.24	09.45	14.44	15.25	18.20	04.10	07.09	08.24	08.35	18.05	08.09	18.10
Maryborough (1)							08.29							08.29				
Maryborough (5)			05.52	06.47				09.47		15.42	18.22				08.37	18.07		18.12
Talbot	04.23	04.23					08.40					04.23		08.40				
Talbot Station	04.24	04.24			07.20		08.41		14.56			04.24	07.21	08.41			08.21	
Clunes Station					07.33		08.55		15.09				07.34	08.55			08.34	
Clunes	04.38	04.38					08.57					04.38		08.57				
Creswick North							09.09							09.09				
Creswick Station					07.46		09.12		15.22				07.47	09.12			08.47	
Creswick (1)	04.51	04.51					09.15					04.51		09.15				
Creswick (2)							09.17							09.17				
BALLARAT STATION arrive	05.03	05.03			08.03		09.33		15.39			05.03	08.04	09.33			09.04	
Change service	TRAIN						TRAIN					TRAIN		TRAIN			TRAIN	
Service information																		
BALLARAT STATION dep	05.20	05.35			08.19	10.19		15.54				05.35	08.20	10.20			09.20	
Carisbrook			05.58	06.53			09.53		15.48	18.28				08.43	18.13		18.18	
Moolort Turn Off			06.08	07.03			10.03		15.58	18.38				08.53	18.23		18.28	
Newstead			06.18	07.13			10.13		16.08	18.48				09.03	18.33		18.38	
Strangways			06.21	07.16			10.16		16.11					09.06	18.36			
Guildford			06.30	07.25			10.25		16.20					09.15	18.45			
CASTLEMAINE STN arrive			06.42	07.37			10.37		16.32	19.03				09.27	18.57		18.53	
Change service			TRAIN	TRAIN			TRAIN		TRAIN	TRAIN				TRAIN	TRAIN		TRAIN	
Service information																		
CASTLEMAINE STN dep			06.51	08.12			10.49		17.06	19.09				09.41	19.08		19.05	
SOUTHERN CROSS	06.36	07.05	08.24	09.44	09.40	11.40	12.23	17.22	18.42	20.43	07.05	09.45	11.45	11.24	20.38	10.45	20.44	

Melbourne to Maryborough via Castlemaine and Ballarat

Service	Mon-Fri			M, Tu, Th	Fri	Mon-Fri			Fri	Mon-Fri			Saturday			Sunday		
	TRAIN	TRAIN	TRAIN	♻️	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	COACH	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	COACH
Service information																		
SOUTHERN CROSS dep	06.16	09.16	11.20	13.16	15.20	16.25	16.32	16.54	18.25	21.10	08.00	09.16	18.02	18.16	18.02	18.16	21.10	
CASTLEMAINE STN arrive	07.52		12.46		16.47	17.50			20.06		09.35		19.30		19.30			
Change service	COACH		COACH		COACH	COACH			COACH		COACH		COACH		COACH			
Service information																		
CASTLEMAINE STN dep	07.55		13.00		17.00	18.00			20.15		09.55		19.45		19.45			
Guildford			13.12						20.27		10.07		19.57					
Strangways			13.20						20.35		10.16		20.06					
Newstead	08.10		13.24		17.15	18.15			20.39		10.19		20.09		20.00			
Moolort Turn Off	08.20		13.33		17.24	18.24			20.48		10.28		20.18		20.09			
Carisbrook	08.30		13.42		17.33	18.33			20.57		10.37		20.27		20.18			
BALLARAT STATION arrive		10.41		14.41			17.39	18.02		22.40		10.44		19.39		19.39	22.40	
Change service				COACH				COACH				COACH						
Service information																		
BALLARAT STATION dep		10.46		15.00			17.43	18.17		23.05		10.55		19.46		19.46	23.05	
Creswick (2)				15.16				18.33				11.11						
Creswick (1)				15.18				18.35		23.19		11.13					23.19	
Creswick Station		11.01		15.21			17.58	18.38				11.16		20.01		20.01		
Creswick North				15.23				18.40				11.18						
Clunes				15.35				18.52		23.30		11.29					23.30	
Clunes Station		11.13		15.37			18.11	18.54				11.31		20.14		20.14		
Talbot Station		11.25		15.52			18.24	19.09		23.44		11.46		20.27		20.27	23.44	
Talbot				15.53				19.10		23.45		11.47					23.45	
Maryborough (1)												11.56						
Maryborough (5)	08.38		13.48		17.39	18.39			21.03		10.43	D	20.33		20.24		00.01	
MARYBOROUGH STN arr	08.40	11.41	13.50	16.07	17.41	18.41	18.41	19.24	21.05	00.01	10.45	12.01	20.35	20.44	20.26	20.44	M	
MARYBOROUGH STN dep																		
Highview College	08.44			D					D		M							
MARYBOROUGH (3) arrive	08.47		13.55	16.12	17.46	18.46		19.29	21.10	23.58	10.50	12.07	20.40		20.31		23.58	

★ - First Class / ▼ - Catering / ♻️ - Wheelchair accessible / D - To/From Donald / H - During school holidays this service does not stop at Highview College / M - To/From Mildura / Coach services shown in red / ☐ Reservations required
 Note: Off-peak fares are available for trips covering at least three zones. Off-peak fares are not available with myki touch on in Zone 1 between 4pm and 6pm on a weekday, and touch off must not occur in Zone 1 before 9am on a weekday. Altered timetables may apply on public holidays. Please check vline.com.au prior to travelling.

Coach stop locations

Carisbrook - General Store, Green Street / Clunes - Butcher Shop, Service Street / Creswick 1 - Bus Stop, Albert Street / Creswick 2 - Lakeside

Drive & Midland Highway / Creswick North - Corner Clunes-Creswick and Creswick-Smeaton Roads / Guildford - General Store / Maryborough (1) -

Corner Derby Road and Napier Street / Maryborough (3) - Clarendon Street (Bus Terminal) / Maryborough (5) - Sutton Road / Strangways -

Corner Newstead-Guildford Road and Daylesford-Newstead Road / Talbot - Corner Store, Scandinavian Crescent



For more information visit ptv.vic.gov.au or call 1800 800 007



Authorised by Transport for Victoria, 1 Spring Street, Melbourne.

307J

DOWN Timetable for Monday 29-June-2020

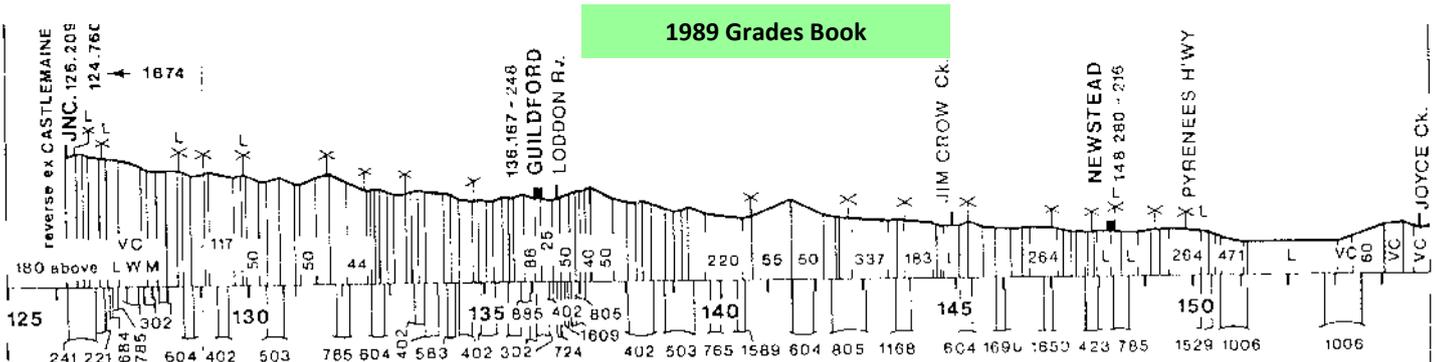
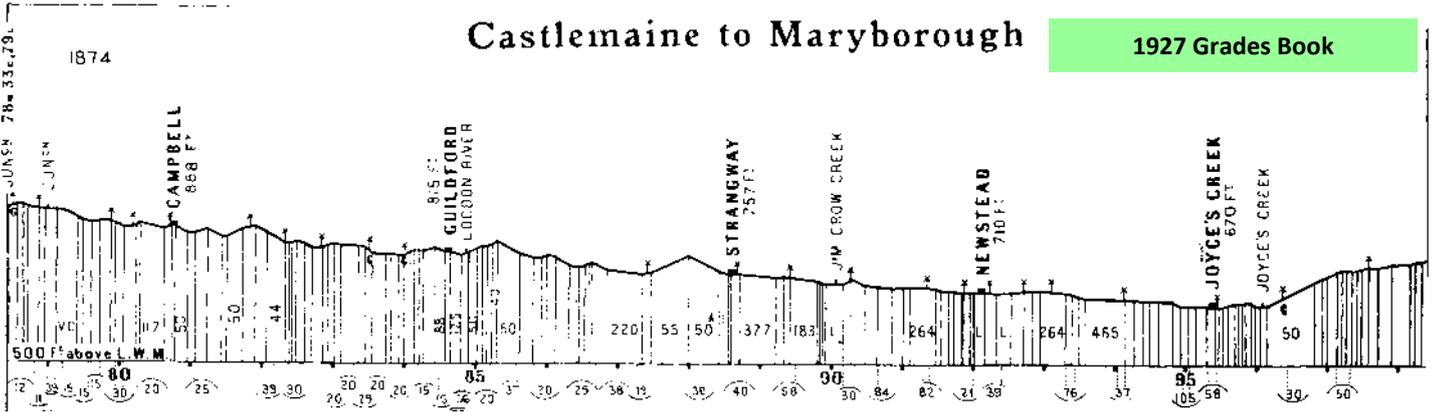
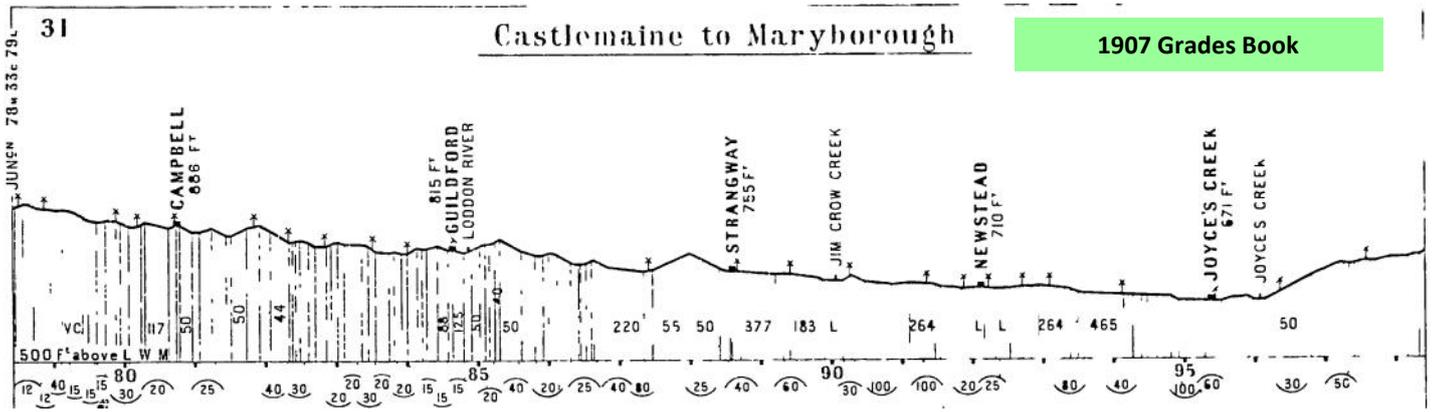
To Strangways

Station name	Monday, 29 June 2020										
	Train ↓	Coach ↓	Train ↓	Train ↓	Coach ↓	Train ↓	Train ↓	Coach ↓	Train ↓	Train ↓	Coach ↓
Melbourne, Southern Cross	06:16	06:16	09:16	11:20	11:20	13:16	16:25	16:25	16:32	18:25	18:25
Footscray Station	06:23u	-	09:24u	11:27u	-	13:24u	16:32u	-	16:40u	18:32u	-
Sunshine Station	-	-	09:29u	-	-	13:29u	-	-	16:45u	-	-
Watergardens (Sydenham) Station	-	-	-	-	-	-	-	-	-	18:49u	-
Sunbury Station	06:52u	-	-	11:51	-	-	16:55u	-	-	-	-
Gisborne Station	07:11	-	-	12:09	-	-	17:13	-	-	19:20	-
Woodend Station	07:22	07:20	-	12:19	12:19	-	17:23	-	-	19:32	-
Kyneton Station	07:32	07:38	-	12:26	12:37	-	17:30	-	-	19:42	19:42
Malmsbury Station	07:38	07:54d	-	12:32	12:53	-	17:36	17:53	-	19:50	19:58
Castlemaine Station arr	07:52	08:23	-	12:46	13:22	-	17:50	18:22	-	20:06	20:27
Change Service	Coach	Taxi		Coach	Coach		Coach	Coach		Coach	Coach
Castlemaine Station dep	07:55	08:24	-	13:00	13:23	-	18:00	18:23	-	20:15	20:28
Guildford	-	-	-	13:12	13:24	-	-	-	-	20:27	20:29
Newstead	08:10	08:34d	-	13:24	13:26	-	18:15	18:24	-	20:39	20:39
Moolort turnoff	08:20	08:40d	-	13:33	13:33	-	18:24	18:25	-	20:48	20:48
Carisbrook	08:30	08:50d	-	13:42	13:42	-	18:33	18:33	-	20:57	20:57
Melton Station	-	-	09:46	-	-	13:46	-	-	-	-	-
Bacchus Marsh Station	-	-	09:57	-	-	13:57	-	-	-	-	-
Ballan Station	-	-	10:14	-	-	14:14	-	-	17:21	-	-
Ballarat Station arr	-	-	10:42	-	-	14:42	-	-	17:40	-	-
Change Service			Train ↓			Coach ↓			Train ↓		
Ballarat Station dep	-	-	10:47	-	-	15:00	-	-	17:46	-	-
Creswick: Lakeside Drive and Midland Highway	-	-	-	-	-	15:16	-	-	-	-	-
Creswick: Bus Stop, Albert St	-	-	-	-	-	15:18	-	-	-	-	-
Creswick Station	-	-	11:02	-	-	15:21	-	-	17:59	-	-
Creswick: North	-	-	-	-	-	15:23	-	-	-	-	-
Clunes: Butcher Shop, Service St	-	-	-	-	-	15:35	-	-	-	-	-
Clunes Station	-	-	11:14	-	-	15:37	-	-	18:12	-	-
Talbot Station	-	-	11:26	-	-	15:52	-	-	18:25	-	-
Talbot: Corner Store, Scandinavian Crescent	-	-	-	-	-	15:53	-	-	-	-	-
Maryborough Station arr	-	-	11:42	-	-	-	-	-	18:42	-	-
Maryborough Station dep	08:40	09:00d	-	13:50	13:50	16:07	18:41	18:41	-	21:05	21:05
Maryborough: Clarendon St arr	08:47	09:05	-	13:55	13:55	16:12	18:46	18:46	-	21:10	21:10
Maryborough: Clarendon St dep	-	-	-	-	-	16:12	-	-	-	-	-
Maryborough: Highview College	08:44d	09:02d	-	-	-	-	-	-	-	-	-
Clarkefield Station	06:59	-	-	11:58	-	-	17:02	-	-	-	-
Riddells Creek Station	07:05	-	-	12:03	-	-	17:07	-	-	-	-
Macedon Station	07:16	-	-	12:13	-	-	17:17	-	-	-	-
Maryborough: Sutton Road	08:38	08:58d	-	13:48	13:48	-	18:39	18:39	-	21:03	21:03
Ardeer Station	-	-	09:32	-	-	13:32	-	-	-	-	-
Caroline Springs Station	-	-	09:38	-	-	13:38	-	-	-	-	-
Strangways	-	-	-	13:20	13:25	-	-	-	-	20:35	20:35

UP Timetable for Monday 29-June-2020

To Deer Park Station

Station name	Monday, 29 June 2020							
	Coach 🚐	Coach	Coach	Train 🚆	Coach 🚐	Coach	Train 🚆	Coach
Maryborough: Highview College	-	-	-	-	-	-	-	15:30u
Maryborough: Clarendon St	04:07	05:45	06:37	-	08:19	09:37	-	15:40
Maryborough: Corner Derby Rd and Napier St	-	-	-	-	08:29	-	-	-
Maryborough Station	04:10	05:50	06:45	07:08	08:24	09:45	14:44	15:25
Talbot: Corner Store, Scandinavian Crescent	04:23	-	-	-	08:40	-	-	-
Talbot Station	04:24	-	-	07:20	08:41	-	14:56	-
Clunes Station	-	-	-	07:33	08:55	-	15:09	-
Clunes: Butcher Shop, Service St	04:38	-	-	-	08:57	-	-	-
Creswick: North	-	-	-	-	09:09	-	-	-
Creswick Station	-	-	-	07:46	09:12	-	15:22	-
Creswick: Bus Stop, Albert St	04:51	-	-	-	09:15	-	-	-
Creswick: Lakeside Drive and Midland Highway	-	-	-	-	09:17	-	-	-
Ballarat Station arr	05:03	-	-	08:03	09:33	-	15:39	-
Change Service				Train 🚆	Train 🚆		Train 🚆	
Ballarat Station dep	05:35	-	-	08:19	10:19	-	15:54	-
Carisbrook	-	05:58	06:53	-	-	09:53	-	15:48
Moolort turnoff	-	06:08	07:03	-	-	10:03	-	15:58
Newstead	-	06:18	07:13	-	-	10:13	-	16:08
Guildford	-	06:30	07:25	-	-	10:25	-	16:20
Ballan Station	-	-	-	08:36	10:36	-	16:11	-
Bacchus Marsh Station	-	-	-	08:53	10:53	-	16:28	-
Melton Station	-	-	-	09:01	11:01	-	16:39	-
Castlemaine Station arr	-	06:42	07:37	-	-	10:37	-	16:32
Change Service		Coach 🚐	Coach 🚐			Coach 🚐		Coach 🚐
Castlemaine Station dep	-	06:51	08:12	-	-	10:49	-	17:06
Malmsbury Station	-	-	-	-	-	11:18	-	17:35
Kyneton Station	-	-	-	-	-	-	-	17:51
Woodend Station	-	-	-	-	-	-	-	18:09
Sunshine Station	-	-	-	09:23d	11:23d	-	17:05d	-
Footscray Station	-	-	-	09:29d	11:29d	-	17:11d	-
Melbourne, Southern Cross	07:05	08:32	09:44	09:40	11:40	12:32	17:22	19:08
Maryborough: Sutton Road	-	05:52	06:47	-	-	09:47	-	15:42
Strangways	-	06:21	07:16	-	-	10:16	-	16:11
Cobblebank	-	-	-	09:04	-	-	16:43	-
Rockbank Station	-	-	-	09:08	-	-	16:46	-
Caroline Springs Station	-	-	-	09:13	11:10	-	16:52	-
Ardeer Station	-	-	-	-	11:15	-	16:59	-
Deer Park Station	-	-	-	-	-	-	16:56	-



Call of the South

PHILIP LAIRD, MARK RIEPER, JOHN WATSFORD

From Philip Laird, who forwarded the following [Media Release](#).

Business leaders met at the University of Wollongong to help solve the problem of the South Coast rail line. Advocacy group Illawarra First members including NSW Ports, Wollongong City Council and the university took part in a SMART Infrastructure workshop where they discussed three options to improve the rail network.

The first option was running “high frequency shuttle trains” between South Coast stations linking to Sydney. The second focused on infrastructure improvements to the existing line while the third floated a new rail line to connect the region to south-western Sydney.

Illawarra First executive director Chris Lamont said the workshop was the first step in a plan to discover what those businesses that use the rail line actually needed. “A lot of these companies and individuals have had an ongoing interest in rail,” Mr. Lamont said. “What we want to make sure is we don’t miss some of the specific business issues or concerns but also capture previous studies and previous considerations around these issues. So it’s important that we have a really solid discussion with business leaders.”

The end of the process will see SMART Infrastructure faculty researchers complete a report outlining the steps that need to be taken. That report will then be delivered to state and federal governments.

“I think we’re going to be doing a lot of the work that state and federal departments will try and do themselves,” Mr. Lamont said. “Increasingly Infrastructure Australia and Infrastructure NSW are looking for proponents to have done more of that justification up front - that’s what this is about.”

Mr. Lamont said Illawarra First couldn’t just say “here’s a problem, fix it” – it needed to come to the government with solutions. And not just solutions that work for the region. “It’s not just good for the Illawarra it’s good for Sydney,” he said of improving the rail network. “What would it do to decongest Sydney traffic? What does it do to improve the economic productivity of NSW and

the country, – not just the Illawarra, as important as it is to us.”

Philip added to this Media Release, the poster which forms our front cover.

Mark Rieper responded as follows:

Looking through two old timetables I still possess, the table below is a list of sub-90 minute train trips between Sydney & Wollongong. Note: The 90 minutes of the old Up South Coast Daylight is included to show it was not quite as “fast” as the Down [South Coast Daylight](#).

Most of these sub-90 minute trains were not much better at 87 to 85 minutes with a few just “scraping in” at 89 & 88 minutes.

The shortest times were -

82 minutes for one Up train of 1992 with only 3 intermediate stops.

84 minutes for - The Down South Coast Daylight Express of 1979 with only 2 intermediate stops; 2 Up services of 1992 with only 3 intermediate stops.

John Watsford further commented.

The poster suggested that “Continuance of this special service depends on patronage”. I don’t know about then, but after the line was electrified, the 2 car diesel quickly became an 8 car DD set in the peak.

A June 1932 WTT which shows the 09:35 taking 101 minutes is on page 15. This was the first appearance of this train, which was still in the June 1933 WTT, but had disappeared by November 1933, so presumably had not attract the custom it sought.

Comment on this article – [Letter to the Editor](#), [Facebook](#)

Return to [Contents Page](#)

TIMETABLE DATE	Dep / Arr	Direction	Arr / Dep	Trip Time	No. Of	Comment
	Sydney	<= / =>	W'gong	[min]	Stops	
TC 25/06/1979	9:35	=>	10:59	84	2	Down Sth.Coast Daylight Express, Mon-Sat
PTC 25/06/1979	13:30	=>	13:30	88	2	Sat.
PTC 25/06/1979	20:04	=>	21:31	87	3	Sun.
PTC 25/06/1979	8:36	<=	7:08	88	3	Mon-Sat
{PTC 25/06/1979	15:53	<=	14:23	90	2	Up Sth.Coast Daylight Express, Mon-Sat}
CityRail12/01/1992	9:37	=>	11:04	87	3	Mon-Fri
CityRail12/01/1992	11:37	=>	13:06	89	6	Mon-Fri
CityRail12/01/1992	13:37	=>	15:06	89	6	Continued to Pt.Kembla, Mon-Fri
CityRail12/01/1992	14:37	=>	16:04	87	3	Mon-Fri
CityRail12/01/1992	18:07	=>	19:35	88	3	Mon-Fri
CityRail12/01/1992	7:44	=>	9:11	87	6	Weekends+Pub.Holidays
CityRail12/01/1992	9:44	=>	11:11	87	6	Weekends+Pub.Holidays
CityRail12/01/1992	11:44	=>	13:11	87	6	Weekends+Pub.Holidays
CityRail12/01/1992	13:44	=>	15:11	87	6	Weekends+Pub.Holidays
CityRail12/01/1992	15:42	=>	17:11	89	6	Weekends+Pub.Holidays
CityRail12/01/1992	17:44	=>	19:11	87	6	Weekends+Pub.Holidays
CityRail12/01/1992	19:44	=>	21:11	87	6	Weekends+Pub.Holidays
CityRail12/01/1992	8:28	<=	7:01	87	6	Mon-Fri
CityRail12/01/1992	9:17	<=	7:55	82	3	Mon-Fri
CityRail12/01/1992	10:47	<=	9:23	84	3	Mon-Fri
CityRail12/01/1992	12:17	<=	10:51	86	5	Mon-Fri
CityRail12/01/1992	14:17	<=	12:51	86	4	Mon-Fri
CityRail12/01/1992	16:05	<=	14:41	84	3	Mon-Fri
CityRail12/01/1992	7:14	<=	5:47	87	9	Weekends+Pub.Holidays
CityRail12/01/1992	9:14	<=	7:49	85	6	Weekends+Pub.Holidays
CityRail12/01/1992	11:14	<=	9:49	85	6	Weekends+Pub.Holidays
CityRail12/01/1992	13:14	<=	11:49	85	6	Weekends+Pub.Holidays
CityRail12/01/1992	15:14	<=	13:49	85	6	Weekends+Pub.Holidays
CityRail12/01/1992	16:44	<=	15:19	85	6	Weekends+Pub.Holidays
CityRail12/01/1992	18:15	<=	16:49	86	6	Weekends+Pub.Holidays
CityRail12/01/1992	20:14	<=	18:49	85	6	Weekends+Pub.Holidays

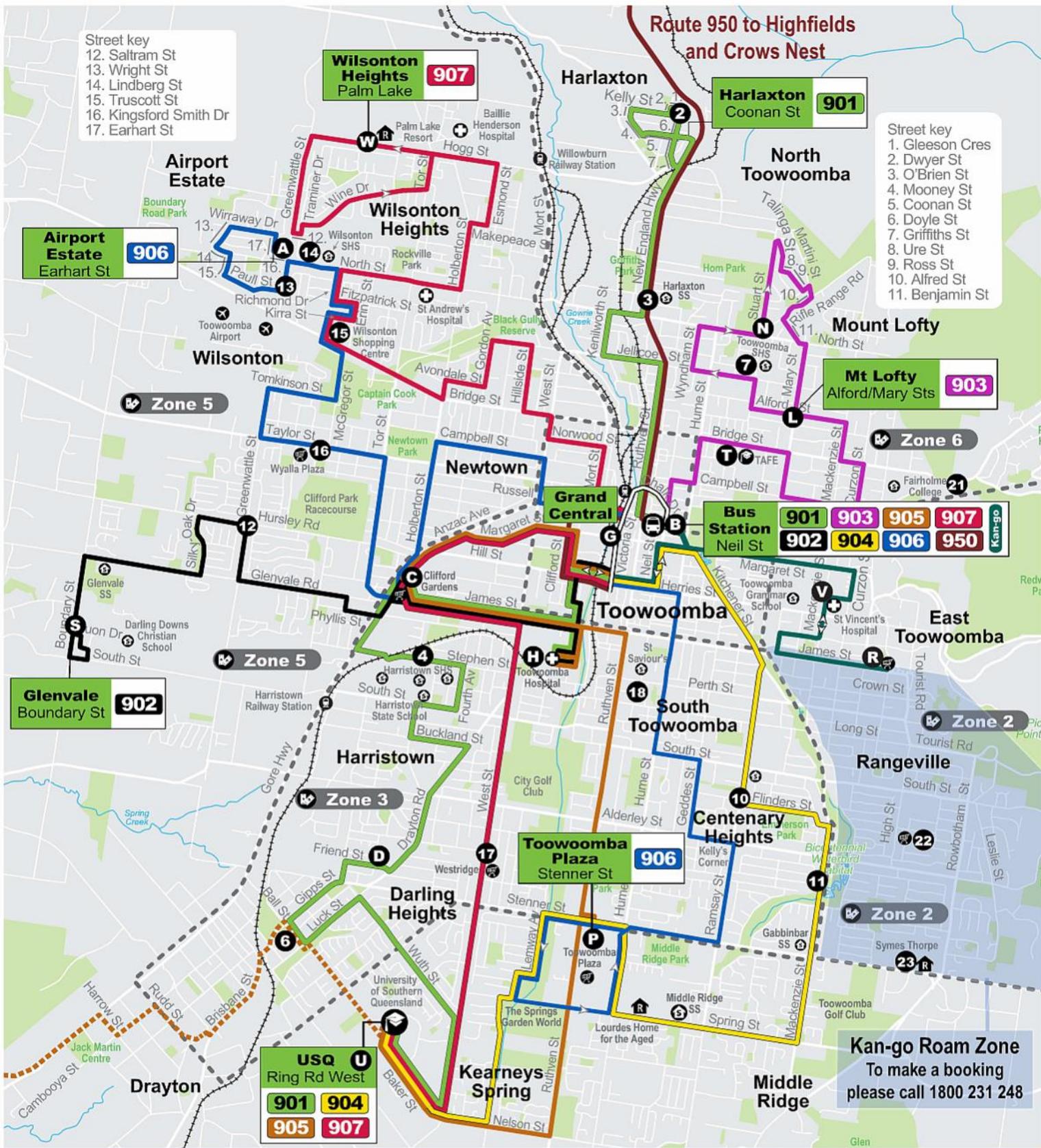
STATIONS.	WEEK-DAYS.								
	K 15	433	55	K7	429	465	65	29	61
	Pass.	Engine and Van.	Fast Pass.	Rail Motor.	Empty Metal Trucks.	Goods.	Goods.	Light Engine.	Goods.
Darling Harbour ...dep	S a m	ME a m	a m	SE a m	C a m	SE p m	C a m	C a m	SE p m
Enfield Yards	G	...	...	...	...	9 30	...	10 5
SYDNEY (Steam Station)	9 35	...	...	...	...	...	...
Alexandria Sidings
WATERFALL	11 18	...	11 50
dep	...	9 45	10 19	...	...	...	11 35	11 40	12 40
Helensburgh.....
dep	...	10 0	10 28	...	...	...	11 51	11 56	12 56
Metropolitan Colliery Jct.
Metrop. Colly.f	10 8	...	...	...	...	...	...	1 5
Lillyvale*
Riverbrae Siding*
Oxford	10 36	...	...	...	...	...	...
Stanwell Park..
Coal Cliff	10 42	...	...	...	...	...	...
Coal Cliff Signal Boxitt	12 20	...	...
Coal Cliff South*	10 47	...	...	...	12 26	12 22	...
Scarborough.....
Wombarra*.....	10 51	...	...	...	12 46	12 27	...
Coledale
dep	10 55	...	...	...	12 54	12 34	...
Austimmer.....
dep	10 59	...	...	...	...	...	...
Thirroul.....	11 37	12 13	1 0	12 40	...
Vulcan Firebrick Siding*	11 2	...	...	...	...	...	...
Bulli Coal Sdg*.....
Bulli.....
Woonona	11 6	...	11 42	12 18	...	...	...
Woonona Signal Box.
Belmona Siding*	11 46	...	...	...	...
Bellambi
Corrimal.....	11 48	...	...	...	...
Frost Bros.' Sdg.*	11 52	12 28	...	...	...
Balgownie.....
Mount Pleasant Coke Works Sdg.*
Mount Pleasant
N'th Wollongong*	11 59	...	...	...	...
Federal Coke Co.'s Siding.*
Mount Keira
WOLLONGONG..	11 16	...	12 4	12 40	...	...	...
Coniston*.....	11 7	...	11 23	11 27	12 9	12 45	...	...	...
Shannon's Brick Siding*
Cringila*
Port Kembla} arr.	11 21	...	...	11 41	...	...	...	...	...
Returns on Up Journey as No. 1	K10	...	...	K22	...	...	...	...	468

For Instructions, see pages 1 to 21.

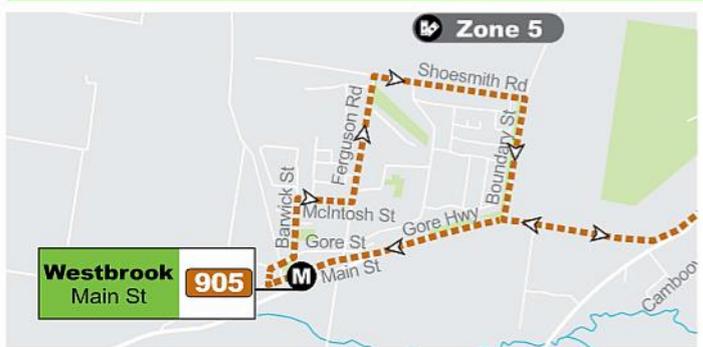
For List of Runaway Catch-points, see page 5.



Toowoomba route map (2017 map)



Route 905 to Westbrook map



Key

- Route 901
- Route 902
- Route 903
- Route 904
- Route 905
- Route 905 occasional
- Route 906
- Route 907
- Route 950
- Kan-go fixed route
- Common route in CBD
- Train Line and Station
- Shopping Centre
- Retirement community
- School
- Educational Institution
- Hospital
- Airport
- Fare Zone boundary
- Map reference - see timetable

Scale
 Metres 750 1500