AUSTRALIAN TIMETABLE ASSOCIATION

# The Times

January 2024

A journal of transport timetable history and analysis

## Inside: Across the Channel
## From Fremantle to Armadale

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# The Times

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**Editor** Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email:thetimes@timetable.org.au

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# Down the Line and across the Channel

## **GEOFF LAMBERT** *resumes his trip to Sydney by crossing the English Channel from Rotterdam*

MUNSTER IS FLAT. **Very flat**. It's thus a great place for bicycles; bicycles were the order of my first two days here.

My hosts were Robert and Margaret Mrongovius. Robert was a person with only three degrees of separation from Albert Einstein, so conversations while bike-riding tended to be interesting, in a relative kind of way … but we were travelling at less than the speed of light.

Being flat, water hangs about everywhere and the landscape features many "Water Schloss" (Water Castles), which were a feature of our bike rides.

On 6 May, we cycled north alongside the Dortmund-Ems canal, towards Coermuhle and on 7th May we cycled west towards Huleshoff (upper right). An interesting aspect of the land around Munster is the extent of small farm holdings managed by traditional techniques (middle right). We stopped at one such property where the farmer was ploughing with a plough drawn by two horses. He said that he and one of the horses was training a brand new horse on the job.

**7 May** I have not recorded what I did on this da, but, back home in Australia, things the would affect my travel were unravelling.

**8 May:** This was the day when I set out on the next stage of my journey to London, via Rotterdam and Hoek van Holland and Harwich … but, first … a diversion.

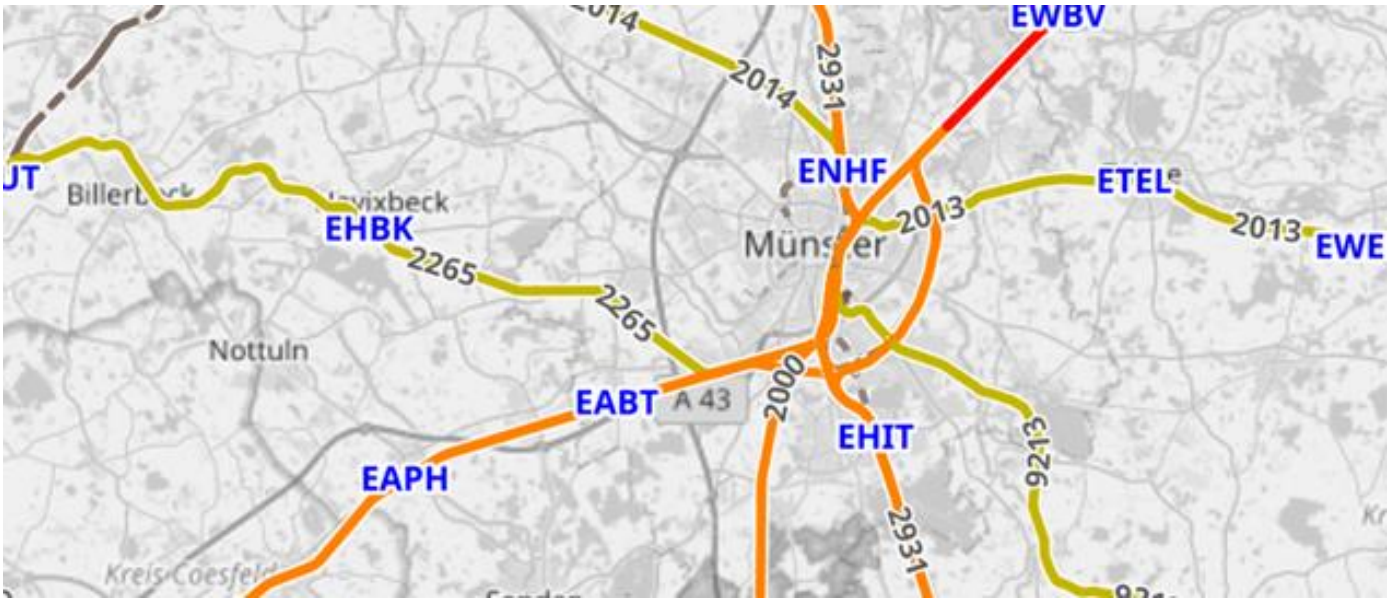
As well as being a horariologist, I was still a ferroequinologist; particularly addicted to steam locomotives (I am cured now, after years of aversion therapy). In the early years of the 1970s, steam was still used in West Germany, particularly around Hof and mainly for coal haulage. In 1975, DB's last steam express train made its final run on the Emsland-Line from Rheine to Norddeich in the upper north of Germany. Two years later, on 26 October 1977 [5 months before my journey], the heavy freight engine 44 903 made her final run from the same railway yard. After this date, no regular steam service took place on the network of the DB until its privatisation in 1994.

I was headed south out of Munster (Open Railway Map at top of next page) for the railway museum at Bochum, just to the south east of Dortmund. I can no longer remember what prompted this trip, but it was probably a recommendation from Robert, who knew that I was a railfan because I often used to process my own films at a darkroom in Melbourne University's Pharmacology Department.

I guess I bought a return ticket to Bochum, but my logbook doesn't give the price. I also failed to make any entries about train numbers, track arrangements, sightings etc. Either that, or I wrote them in invisible ink—there are three blank pages. I didn't start writing again until I was almost back to Munster.

The area around Dortmund was worth going to; not just because of the museum, but also because of the complexity of the network in the area

*(Continued on page 5)*


EWBV
2014
2931
ENHF
ETEL
2013
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Münster
Nottuln
EABT
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2000
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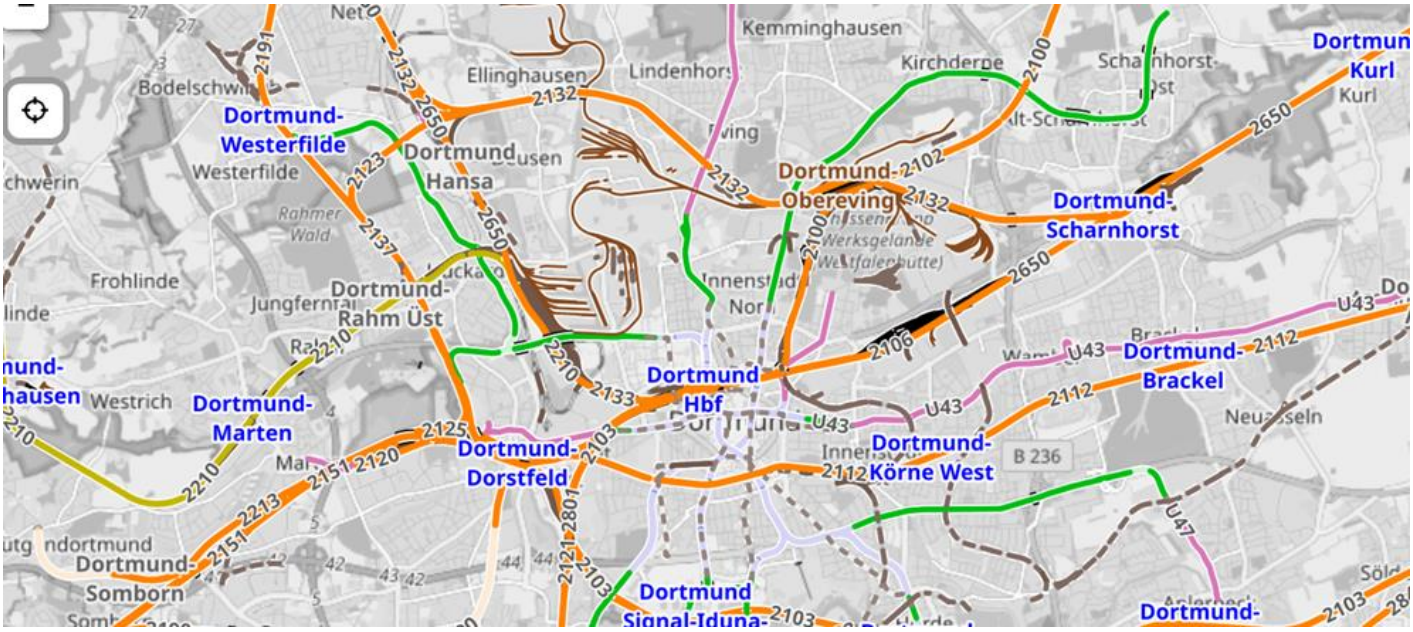
9213
EAPH
Kreis Coesfeld


Kemminghausen
Ellinghausen
Lindenhorst
Kirchderne
Dortmund-
Kurl
Dortmund-
Westerfilde
Westerfilde
Dortmund-
Hansa
Dortmund-
Obereving
Dortmund-
Scharnhorst
Frohlinde
Dortmund-
Rahm Üst
Dortmund
Hbf
Dortmund-
Brackel
Westrich
Dortmund-
Marten
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Dorstfeld
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Körne West
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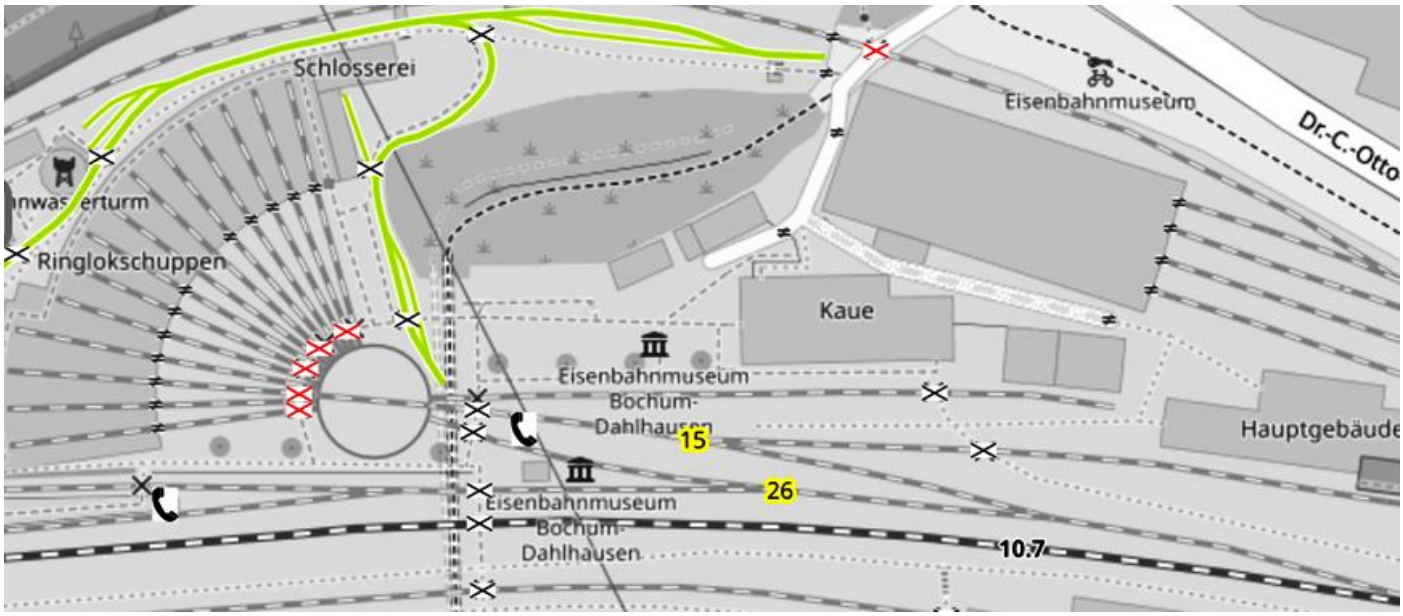
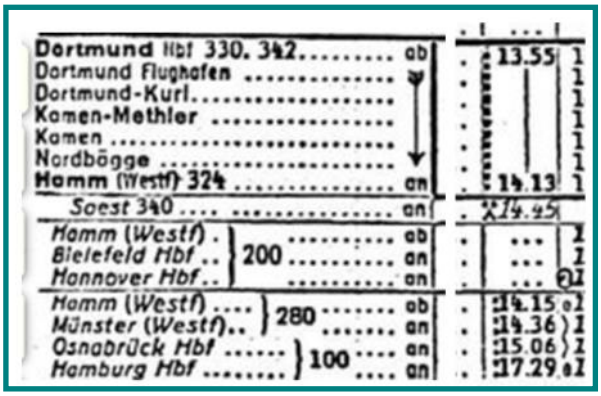
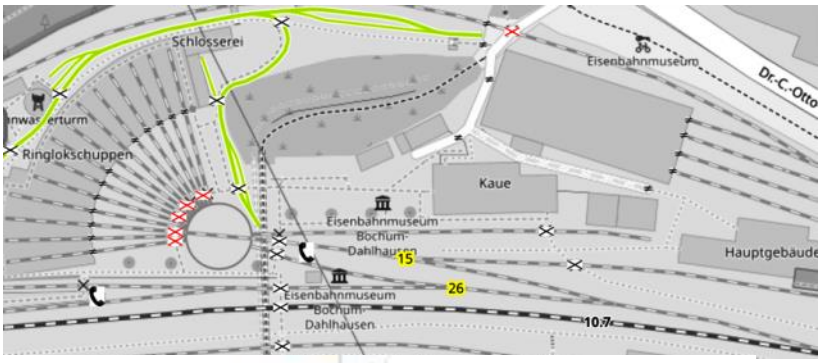
Dortmund-
Somborn
Dortmund
Signal-Iduna-


Schlosserei
Eisenbahnmuseum
Dr.-C.-Otto
Ringlokschuppen
Kaue
Eisenbahnmuseum
Bochum-
Dahlhausen
15
Hauptgebäude
26
Eisenbahnmuseum
Bochum-
Dahlhausen
10.7



| | | | |
|---|---|---|---|
| Dortmund Hbf 330. 342 | | ab | 13.55 |
| Dortmund Flughafen | | | |
| Dortmund-Kurl. | | | |
| Kamen-Methler | | | |
| Kamen | | | |
| Nordbögge | | | |
| Hamm (Westf) 324 | | an | 14.13 |
| Soest 340 | | an | 14.45 |
| Hamm (Westf) | 200 | ab | |
| Bielefeld Hbf | | an | |
| Hannover Hbf | | an | |
| Hamm (Westf) | 280 | ab | 14.15 |
| Münster (Westf) | | an | 14.36 |
| Osnabrück Hbf | 100 | an | 15.06 |
| Hamburg Hbf | | an | 17.29 |




*(Continued from page 3)*

(map second from top on next page). It was the sort of place that Jack McLean would have described as "rotten with railway lines."

The Bochum Rail Museum was certainly worth visiting and was one of the few place where I took black&white photographs—in this case, of an 01-class Pacific passenger engine. A modern colour image of such a loco, a Google Earth view of it and of locos around the turntable are at right.

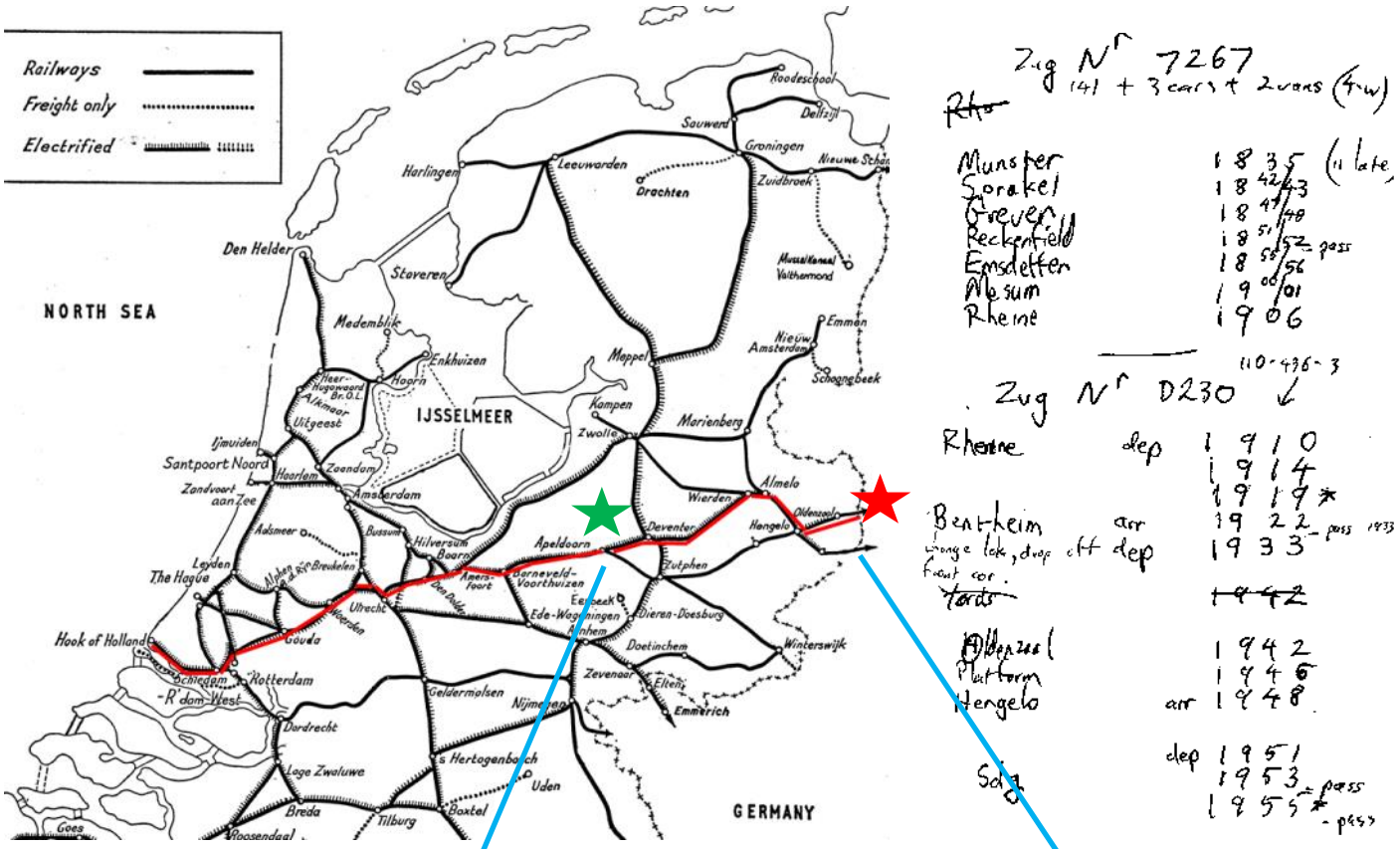
It was a Sunday, so the museum was crowded with Eisenbahnbegeisterte of all ages. Even for the young, the memories must have been fresh in their minds.

Out of Dortmund, I caught train #D524 (timetable above. until we were held up by signals near Drenstenfort from 14:23 to 14:28. As a result, we arrived back at Munster at 14:42, which was 6 minutes late. I now deduce from all of this that I had returned from Bochum via lines 2125, 2100or2650 and 2931—and probably had made the forward journey over the same tracks.

I guess I must have hung around the Munster station, buying the necessary tickets to … Rotterdam?, Hoek van Holland?, Harwich? and/or Liverpool St? I probably did this with a Deutsche mark Travellers Cheque … remember them?

I was waiting for train #7267 to Rheine. This train was hauled by a 141 -class, with three passenger cars and two 4-wheel (postal?) vans. We were 11 minutes late out of Munster at 18:35.

That would be German Standard Time, of course. Just over the border they




were running on Summer Time, but I was too dopey to realise this and did not reset my watch until I got to Utrecht, at which point there was a station clock in full view [page 8]. I was heading into the sunset at about 90 km/h … and the sunset was about 1540 km away, near Milford Haven in Wales and was heading towards me at 1102 km/hr. This meant a closing speed of about 1200 km/h. The time of sunset for the railway stations along my route were

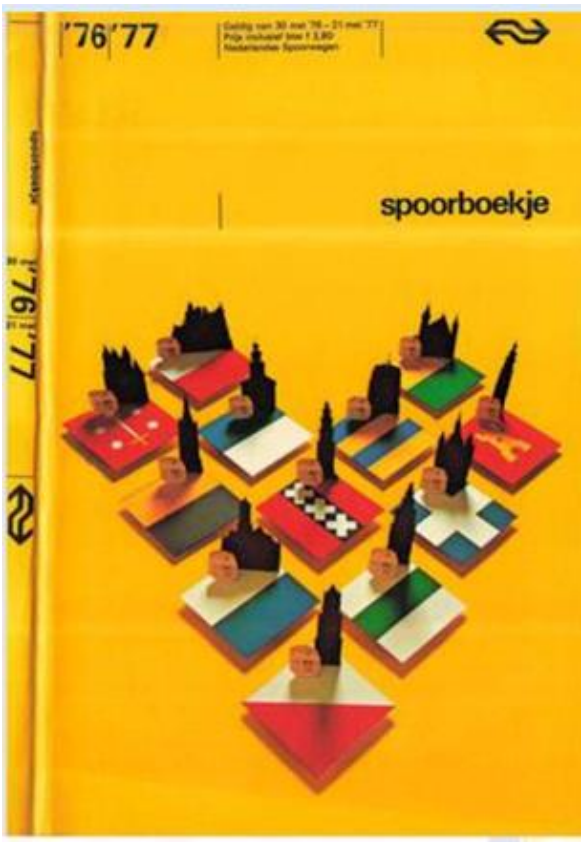
- Munster 20:05.
- Rheine 20:07 because it is 0.20 degrees north and 0.31 degrees west of Munster.
- Oldenzaal 21:10 because it is in another time zone and is 0.36 degrees west and 0.28 degrees south of Munster. By my calculations, the sun must have set for me as my train was standing at Utrecht. I did not notice this because the weather was, by then, overcast and rainy.

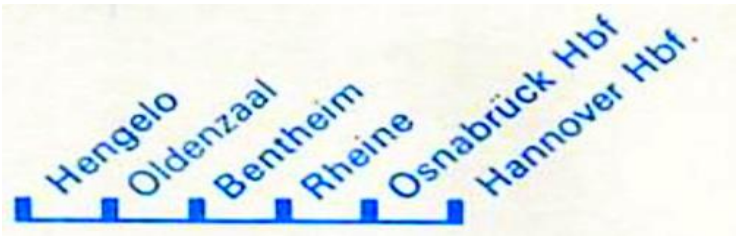
A sketch map of the route I followed is above, next to the log-book entry I made. This implies, more or less, that I was just about to resume my north bound trip from Dortmund, towards Rheine on the same line—#2931.This trip retraced, in part, the trip we had made in January 1977 on our way from London to Wurzburg.

It didn't take long to get to Rheine, which used to be a much more elaborate junction station because of Duisburg–Quakenbrück railway, which had disappeared by the time I passed by. Large sections of the line are now closed and largely dismantled and services only run on certain sections. Some sections are used for cycle paths.

Steam was still hauling iron ore trains through Rheine when I was there, but I saw no sign of them. According to the Continental Railway Journal, steam at Rheine—and hence in German, finished in October 1977. A photo of Rheine from its steam train heydays appears on page 7 and photos of the ore trains are on page 19.

I changed trains at Rheine, transferring



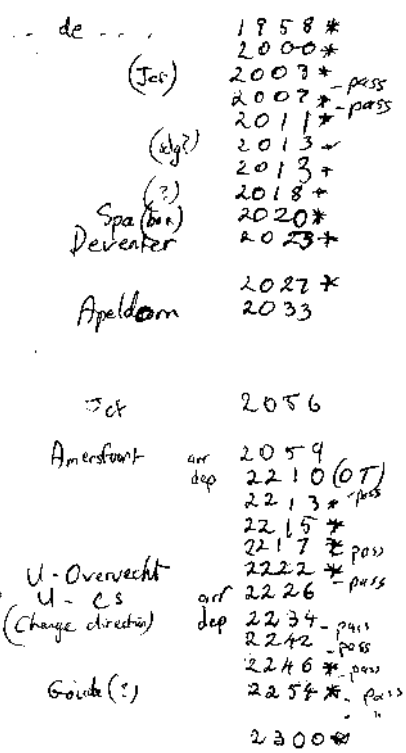



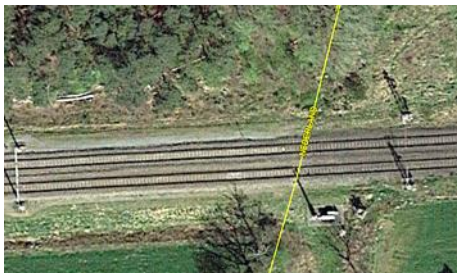
[Platform 4 to platform 5] from N$^{r}$ 267 (heading to Hannover) to N$^{r}$ D230, the Scandinavian-Holland Express (which would take me to Utrecht). It was hauled by a 110-class loco., #D230, with but three cars. This was a rather unprepossessing consist for a train with such a grand name.

With the benefit of hindsight (aka the 1977 NS PTT, which I copied from Timetable World) I deduce that this train had arrived from Hannover at 1902 and its loco was already running around its train when I arrived and made my way across the platform

The train was away at 1910 — still on line 2931 — and trundled up to Salzbergen, where it veered left on to DB line 2026, ….

The border with the Netherlands is at





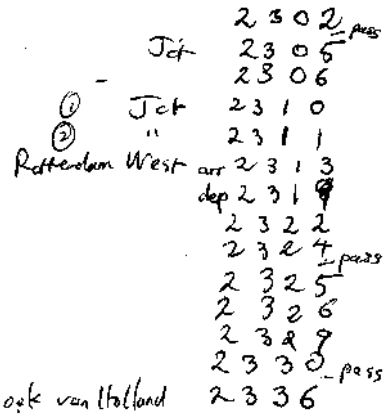
Westenburg, some 5 km west of Bad Bentheim, a popular spa town. There was no border marker as far as I could see [page 8, 2nd top right].

Based on the NS 1976-1977 Winter Sealink Timetable for *"North, East and South Netherlands"*, we tick-tacked on time along the way — see table on page 9, upper left.

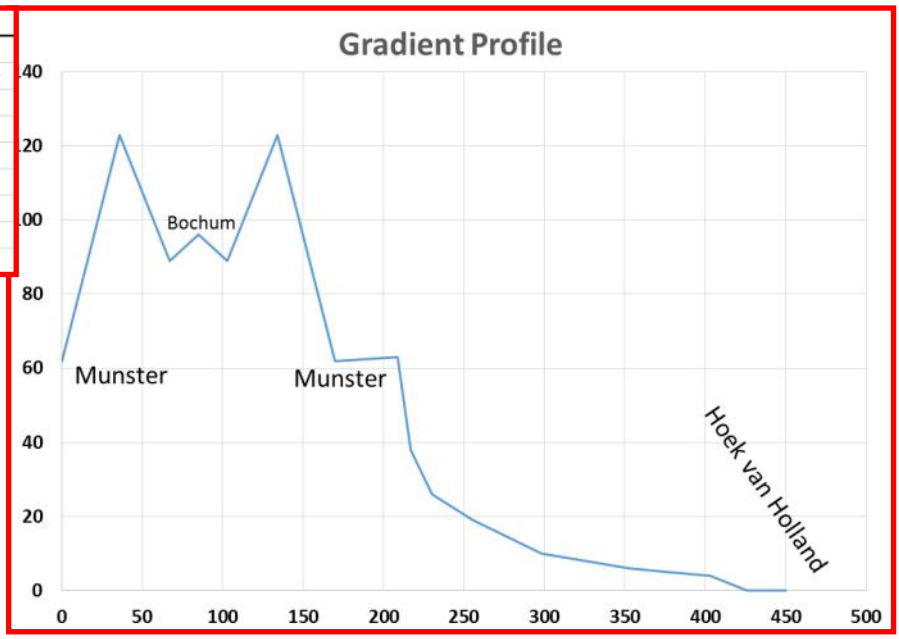
I would be hard pressed to assert that this was a riveting journey—least partly because it was taken in gloomy conditions close to sunset. I wrote very few notes to myself, but I did note that we met no fewer than 14 other trains and we passed abut six "junctions" and 18 "places" for which I recorded nothing but the time I passed by.

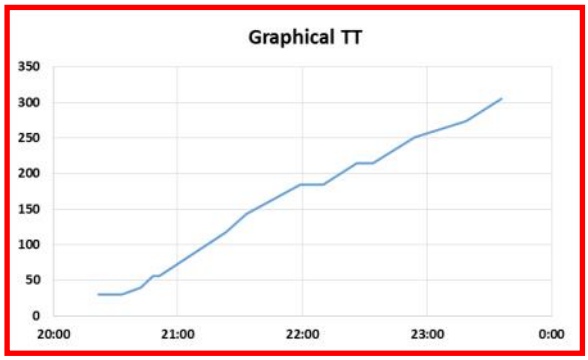
From looking at OpenRailMap, I can see that my train passed 20 "junctions" at which there were 44 differently-numbered lines present — see table on page 9, lower right.

I guess the areas around Utrecht and



| | Winter TT | May-77 | Notes |
|---|---|---|---|
| Bentheim arr | - | 19:22 | |
| Bentheim dep | - | 19:33 | remove 1 car |
| Hengelo arr | 19:49 | 19:48 | 1 early |
| Hengelo dep | 19:49 | 19:51 | 2 late |
| Deventer | 20:11 | 20:23 | 12 late |
| Appledorn | 20:24 | 20:33 | 9 late |
| Amersfoort | 21:10 | 22:10 | on time |
| Utrecht | 21:34 | 22:34 | on time |
| Hoek van Holland | 22:38 | 23:36 | 2 early |




| Jct name | # of jcts | No of lines at jct | Added Line #s at Jct |
|---|---|---|---|
| Salzbergen | 1 | 1 | 2026 |
| Hengelo | 2 | 3 | 205, 019, 025 |
| Almelo | 1 | 2 | 024, 026 |
| Wierden | 1 | 4 | 206, 032, 034, 019 |
| Snippeling | 1 | 2 | 050, 503C |
| Deventer | 1 | 2 | 023, 108 |
| Appeldoorm | 2 | 2 | 608b, 021, 208, 608a |
| Barneveld | 1 | 2 | 020, 211 |
| Amersfoort Schotorst | 1 | 2 | 092, 090 |
| AmersfoortCentraal | 2 | 2 | 089, 020 |
| Blauwkeppel | 1 | 3 | 5465, 030, 094 |
| Utrecht Centraal | 1 | 3 | 531d, 098, 547c |
| Breakelen | 1 | 4 | 098, 091, 529, 100 |
| Harmelen | 1 | 2 | 099, 101 |
| Woerden | 1 | 3 | 105, 102, 533 |
| Moordrecht | 1 | 6 | 132, 107a, 226, 537a, 106, 624 |
| Rotterdam Centraal | 1 | 1 | |
| | 20 | 44 | |

Rotterdam were the most complex — see track diagrams and 1970s photos at bottom of page 8.

From Rotterdam to Hoek, I travelled over the Schiedam–Hoek van Holland railway, which Wiki describes thus: *"The Schiedam–Hoek van Holland railway (also called the Hoekse Lijn) is a former railway line and current rapid transit line of the Rotterdam Metro between Schiedam and Hook of Holland (Hoek van Holland) along the Nieuwe Maas, in the west of the Netherlands. The line is also an important freight railway, it is 24 kilometres (15 miles) long on 17 August 1891, the first section between Schiedam Centrum and Massless was opened as a heavy-rail line. The section between Maassluis and Hoek van Holland Strand followed on 1 June 1893. In 1935, the entire route was electrified.*

Arrival at Hoek was 23:36 Netherlands time, which was 00:36 GMT. The 1976-1977 Winter timetable for this train is on page 10. It shows times in "local time" with an arrival at Hoek at 22:38 (or 23:38 in

summer time), meaning that my train arrived two minutes early.

Although this was a night ferry, I knew from our January trip in the opposite direction way that there was no such a thing as *sleeping accommodation*—it was one-class sit-up on uncomfortable bench seats all the way.

The ferry service between Hoek and Harwich has a long history, beginning in about 1875. The operator had always been Stoomvaart Maatschappij Zeeland (SMZ).

SMZ was founded in June 1875 and opened a service from Vlissingen to Sheerness in Kent on July 26 of that year. However, poor support led to the service being suspended for the following winter and re-opened on May 15, 1876 to nearby Queenborough. The service was temporarily transferred to Dover in 1882 following a fire at the Queenborough pier. At the request of the Dutch postal authorities the service was doubled in 1887 but suffered further disruption due to flooding of the railway in 1897 and another fire at the pier in 1900. During this period, competition from the Great Eastern Railway's services to Harwich had grown and forced the company to invest in 3 new vessels from Fairfields of Govan.

At the outbreak of war in 1914 the service was switched to Tilbury, and following the war in January 1919 a daylight service was introduced to Gravesend. In 1927 an agreement was reached with the London and North Eastern Railway to switch the service to Harwich, and that agreement was further enhanced in 1946 after World War II when services were moved to the Hook of Holland, the company's facilities at Flushing having been destroyed during the hostilities.

In 1948, British Railways took over from the LNER at Harwich in 1948 and the service evolved to a full co-operation, the two companies providing the night [B.R.] and day [Zeeland] services respectively employing four ships plus two relief vessels. In 1968, with the introduction of car ferries, the SMZ and Sealink services were fully amalgamated.

2

# GENERAL INFORMATION

# NORTH, EAST AND SOUTH NETHERLANDS

September 26, 1976 to April 2, 1977

**Tickets and Reservations**

These are obtainable from British Rail-Appointed Travel Agents, selected railway stations, town offices or at the following addresses:

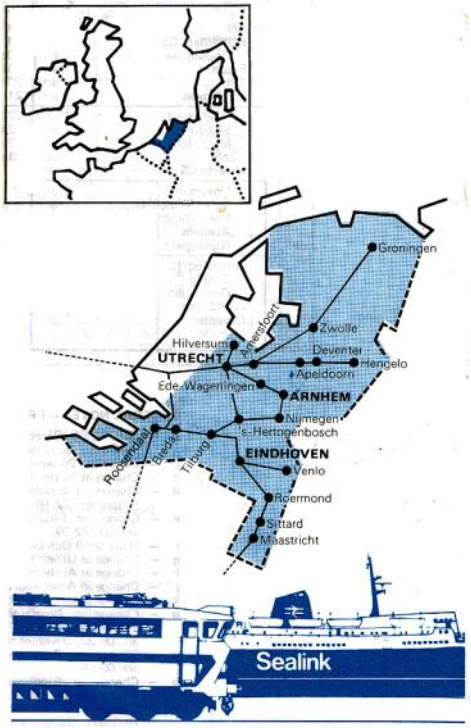
Sealink Travel Limited,
Ticket & Information Office,
P.O. Box No. 29,
Victoria Station,
London SW1V 1JX.
(Telephone: 01 - 834 2345*)(Enquiries only)
* Automatic call queuing; ringing tone denotes calls being dealt with in sequence – please wait for a reply.
Open: Mondays to Saturdays 08 00 to 18 00
(Closed Sundays for Advance Bookings)

Sealink Travel Limited,
Continental Travel Centre,
Liverpool Street Station,
London EC2M 7QH.
(Personal Callers only)
Open: Mondays to Saturdays 08 00 to 18 00
(Closed Sundays for Advance Bookings)

Accommodation on services is limited and in their own interests passengers are strongly advised to make advance reservations for their journey to ensure being able to travel by a particular service and to avoid overcrowding. Failure to reserve may result in passengers not being able to travel by their chosen service.
Travel tickets may be purchased from Victoria and Liverpool Street stations on the day of journey, including Sundays, provided accommodation is available, and passengers are requested to call at least 30 minutes before the advertised departure time of the Boat Train.

Book through

SISD.781/A119/July 1976 BR.35117/27
Published by British Rail Shipping & International Services Division.
Printed in England by Seel House Press, Liverpool.




Inter-City ⇄ Sealink
Services from/to London

## TO LONDON (via Hoek van Holland)

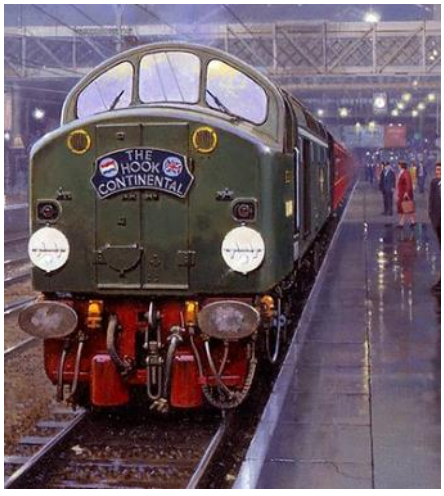
| | | | | | | 1Cl |
|---|---|---|---|---|---|---|
| | | | | | × | × |
| Hengelo | dep. | 07 49 | | | 19 49 | |
| Deventer | dep | 07a45 | .. . | . . | 20n11 | 20c45 |
| Apeldoorn | dep | 07a58 | | | 20n24 | 20c58 |
| Groningen | dep. | 07b13 | . .. . | . | 19n15 | 19p33 |
| Zwolle | dep. | 07a52 | . | | 20n18 | 20p47 |
| Amersfoort | dep | 09 09 | .. | . . | 21 10 | 21c27 |
| Nijmegen | dep | 08c20 | | . | 20r29 | 20q45 |
| **Arnhem** | dep. | 08c41 | . . | . .. . | 20c50 | 21 09 |
| Ede - Wageningen | dep | 08c56 | | . | 20s25 | 21c17 |
| 's-Hertogenbosch | dep. | 08c59 | . | . | 20c59 | 21c13 |
| Hilversum | dep | 09c00 | | | 21c00 | 21c30 |
| **Utrecht CS** | dep. | 09 34 | | × | 21 34 | 21 56 |
| Venlo | dep. | | 08 31 | 20 12 | | |
| Maastricht | dep | | 07d29 | 19k29 | | |
| Sittard | dep | | 07d45 | 19k45 | | |
| Roermond | dep | | 08d00 | 20k00 | | |
| **Eindhoven** | dep | | 09 10 | 20 48 | | |
| Tilburg | dep | | 09e07 | 21 14 | | |
| Breda | dep | | 09e24 | 20e50 | | |
| Roosendaal | dep | | 09e23 | 21e23 | | |
| Rotterdam CS | dep. | | 10 24 | 22 07 | | |
| Hoek van Holland Haven | arr | 10 40 | 10 46 | 22 32 | 22 38 | 22 49 |
| | dep. | 11f15§ | 11h15§ | 23§00 | | |
| Harwich Parkeston Quay | arr | 17§00§ | 17§45§ | 06§45 | | |
| **London Liverpool Street** | arr | 19f05g | 19h48u | 09j14 | 09§46t | |

NORD–WEST EXPRESS
RHEINGOLD

**Services do not operate from Hoek van Holland to London on December 25**

I did not record which ship I caught in 1977, but logic says it must have been the MS Koningin Wilhelmina (above). This would be the same ship we caught the other way on 2-Jan-1977. Note that, on our ticket (above), the person who rubber-stamped forgot to change the year on his stamper — possibly because of a hangover from his New Years Eve celebrations.

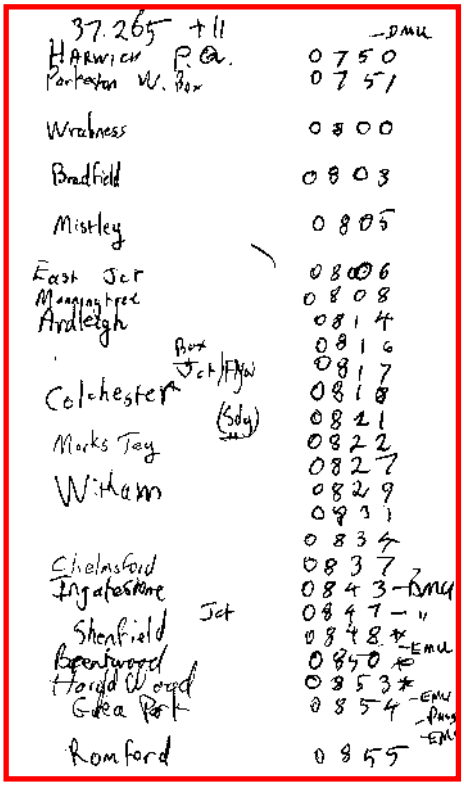
Naturally, I failed to record the timings of the ferry ("not my Department") but it must have arrived at Harwich with plenty of time to catch the 07:50 train to Liverpool St station in London.

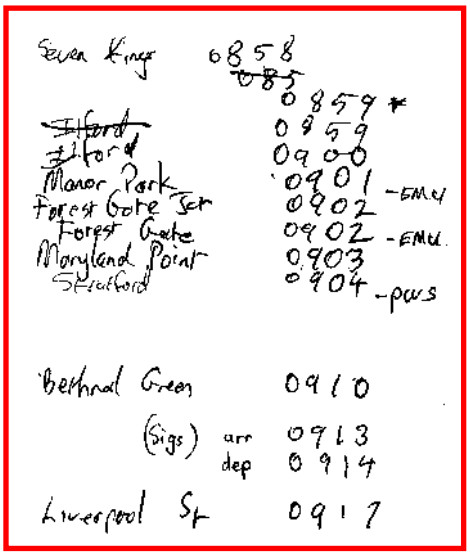



This train, the "Hook Continental" was an 11-car train, hauled by 37-class loco, #265.

Wiki (hyperlink above) says of this train: *The Hook Continental was a passenger train running between London's Liverpool Street Station and Harwich Parkeston Quay where it connected with the night ferry sailing to the Hook of Holland in the Netherlands. It was introduced as a named express by the London and North Eastern Railway (LNER) in 1927, and was part of the marketing strategy pushing the concept of almost seamless travel from London overnight to numerous European destinations utilising the company's own ships and the rail connections from the Hook of Holland.* [service was suspended during WWII]

*The train was restored as a daily service in the summer of 1947 with the arrival of the faster and more capacious vessel 'Arnhem' from the John Brown Shipyard on Clydebank. By the mid-1950s the train weight had grown to 520 tons gross and the allowed time was actually increased to 90 minutes compared to the 82 minutes of 1912. With the introduction of train reporting codes, the Hook Continental was considered a Class 1 train (express passenger) and the route between Liverpool Street and Harwich was assigned the letter F giving a headcode in the format 1Fnn. Even numbers indicated down trains and odd numbers up trains.* Of course, I failed to note the Headcode.




These days this line is named the East Anglia Main Line and is coded "LTN1".

It was a bright sunny Monday morning with commuters (did England have "commuters" in those days?) crowding the platforms. As the logbook shows , my train ran express all the way, except for being

held up for a minute between Bethnal Green and Liverpool St The offending signal box, now dilapidated is shown above.

So, here was I, after a trip on 7 trains, over 23 lines and 1 ferry, totalling some 756 km of travel, in the space of almost 24 hours.

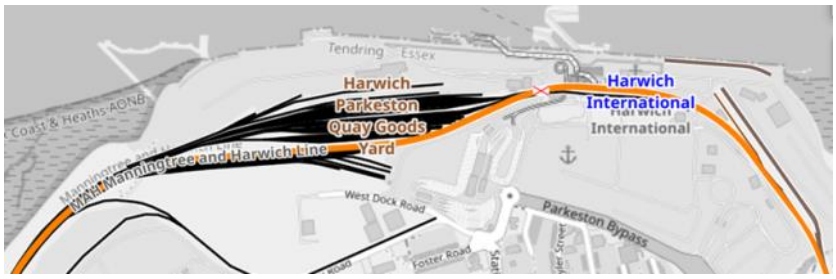
I don't think it was in my plans to fly out of London later on this day … but it might have been. Probably, my plans involved flying out to Sydney on the Tuesday.

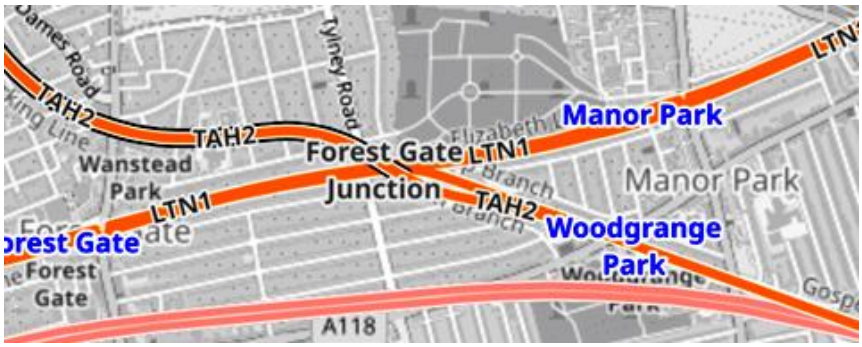
But then … disaster struck.

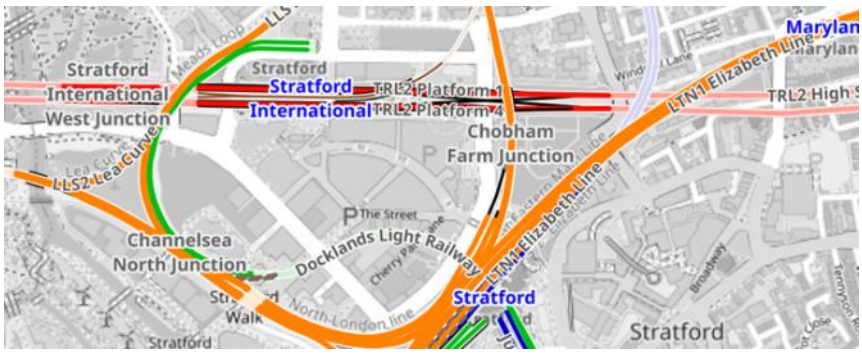
Read all about it (and how Bob Hawke got involved) next month.

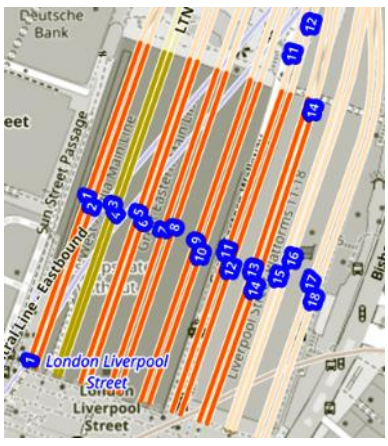
Comment on this article – Letter to the Editor

Return to Contents Page







# Fremantle to Armadale, Perth's Cinderella line

**DAVID WHITEFORD**

IN 1906, JANDAKOT, TO THE south of Perth, was very much a rural area and a bi-weekly coach service from Fremantle conveyed passengers the eight miles for a 2 shilling fare. The 1906 Post office directory lists many market gardeners along with some pig, poultry and dairy farmers, and even a couple of apiarists.

A branch railway from Robb's Jetty to Jandakot was opened on 1 April 1906. Robb's Jetty was on the Owens Anchorage branch south from Fremantle, the jetty being important for shipment of livestock from many Western Australian ports. This was the only new line opened in the 1905-6 financial year.

The initial timetable was published in the following Weekly notice (No. 14 page 372) providing two return Mixed services on Wednesdays and Saturdays only.

Note the (platform) against Fremantle. The Owens Anchorage line had been extended south to Coogee in 1903. This line did not have a regular passenger service for some years after but when special trains were run, such as for the annual Coogee Show, passengers boarded their trains at Fremantle (jetty end), rather than the station platform. Trains on the line had to travel onto the jetty line to then head south.

When opened, the Jandakot line was already intended to be the first section of a new connection from Fremantle to the South Western railway but the final route between there and the SWR had not been decided. The Committee examining the route reported on 10 August 1906 that a line to Armadale would involve the least capital cost. However, the Commissioner of Railways, William J George, was dismissive of the proposal. The line itself was premature…and that it was

## Opening of Robb's Jetty-Jandakot Extension, 1st April, 1906.

On Sunday, 1st April, 1906, the extension from Robb's Jetty to Jankakot will be taken over by the Working Railways, and trains for passenger service from Fremantle to Robb's Jetty and Jandakot will be run in accordance with the published time table.

The under-noted are the stations, sidings, and stopping places :—

| | Distance from Fremantle. | | Distance between Stations. | |
|---|---|---|---|---|
| | Miles. | Chains. | Miles. | Chains. |
| Fremantle ... ... ... ... ... | ... | ... | ... | ... |
| Robb's Jetty ... ... ... ... | 2 | 46 | 2 | 46 |
| Spearwood ... ... ... ... ... | 4 | 50 | 1 | 37 |
| Bibra Lake ... ... ... ... ... | 7 | 48 | 2 | 77 |
| Jandakot ... ... ... ... ... | 8 | 75 | 1 | 27 |

Spearwood, Bibra Lake, and Jandakot will be unattended, and goods and parcels traffic dealt with thereat is to be received under "Platform and Siding" conditions.

A ticket cabinet, to be carried in brake van, will be provided for the section, and all classes of tickets from the following stations to Fremantle will be issued, viz. : Jandakot, Bibra Lake, and Robb's Jetty. Excess fares will be issued between other stations.

The whole of the line from Fremantle to Jandakot will be worked under Staff and Ticket Regulations, the sections being Fremantle-Robb's Jetty, colour of staff red; Robb's Jetty-Jandakot; colour of staff yellow.

Trains from Robb's Jetty to Jandakot will be worked on "staff" only.

Telephone communication will be provided from Robb's Jetty to Jandakot. The present telephonic communication between Fremantle and Robb's Jetty will be maintained.

The District Superintendent, Perth, will supervise the opening, and see that the taking over of the line is satisfactorily conducted.

**Weekly Notice 13, 1906 page 379**

## Time Table, Jandakot Section.

### Commencing April 1.

| STATIONS. | | Wed. and Sat. only, No. 17 Mixed. | Wed. and Sat. only, No. 19, Mixed. | STATIONS. | | Wed. and Sat. only, No. 18. Mixed. | Wed. and Sat. only, No. 20. Mixed. |
|---|---|---|---|---|---|---|---|
| | | A.M. | P.M. | | | A.M. | P.M. |
| Fremantle† (platform) | dep. | 8 0 | 5 0 | Jandakot† | ... dep. | 9 30 | 6 30 |
| Robb's Jetty† | ... arr. | 8 15 | 5 15 | Bibra Lake* | ... ,, | 9 39 | 6 39 |
| Do. | ... dep. | 8 25 | 5 25 | Spearwood* | ... ,, | 9 54 | 6 54 |
| Spearwood* | ... ,, | 8 34 | 5 34 | Robb's Jetty† | ... arr. | 10 0 | 7 0 |
| Bibra Lake* | ... ,, | 8 49 | 5 49 | Do. | ... dep. | 10 10 | 7 10 |
| Jandakot† | ... arr. | 8 55 | 5 55 | Fremantle† (platform) | arr. | 10 25 | 7 25 |

On Wednesdays and Saturdays No. 2, Goods, Robb's Jetty to Fremantle, to run through, and arrive latter station at 7·45 a.m. On same days No. 8, Conditional Goods, must wait at Fremantle to cross No. 18.

Trains work on staff only between Robb's Jetty and Jandakot.

**Weekly notice 30 1907, page 992**

entirely unnecessary for the relief of the present route from the South-West to Fremantle, and its effect would be to decrease revenue and increase expenditure.

The connection to Armadale was opened on 15 July 1907, with a daily Goods with car attached in one direction and two in the other.

Number 1 Siding was named Banjupp from 1 April 1908 (later Banjup) and Number 2 became Jandakot!

However these names did not apply for long and the original Jandakot reclaimed its name from 14 September 1908, and the second Jandakot became East Jandakot. Finally, in July 1915 East Jandakot was re-named Forrestdale.

There was never an attended station along the line. Jandakot remained the largest centre while a large WAGR per -way camp was established at Forrestdale.

The line's main purpose was, as the Commissioner noted in 1906, to be a short-cut to Fremantle for the considerable export timber and other freight from the South-West lines to the port, cutting out 11 miles and perhaps also the need for re-marshalling in Perth.

Sidings were provided at Spearwood, Bibra Lake, Jandakot, Banjup, Forrestdale and Westfield (first opened as Murphy's Crossing stopping place in August 1911). Stopping places were later provided at Taylor's Crossing, Pine Tree Crossing, Skeet's Crossing and East Jandakot School, although these were largely all for school children rather than being regular passenger stops. Dyson's Paddock, between Spearwood and Bibra Lake, was a stop for a number of special picnic trains in 1906 and 1907.

The timetable at the top of page 15 is from the WAGR 9th June 1919 public issue showing the sparse service and the journey time varying from one hour and 46 minutes to 2 hours and 10 minutes.

The Timetable second from top on page 15 is from Smiths guide to Western Australia June 1925

The service has increased slightly! The services were all mixed trains or goods with car attached, a feature of the line throughout its existence.

There were many special passenger services on the line such as to the annual Jandakot Show, flower excursions, Pleasant Sunday

## Jandakot Branch.

**Since Monday, July 15,**

The following service operates on this line:—

| STATIONS. | | | No. 77, Goods, Car attached. | STATIONS. | | | No. 4, Goods, Car attached. | No. 78, Goods, Car attached. |
|---|---|---|---|---|---|---|---|---|
| | | | P.M. | | | | A.M. | P.M. |
| Fremantle | ... | dep. | 3 30 | Armadale | ... | dep. | 8 0 | 8 30 |
| Robb's Jetty | ... | „ | 3 48 | No. 2 Siding | ... | „ | 8 21 | 8 51 |
| Spearwood | ... | „ | 4 0 | No. 1 Siding | ... | „ | 8 37 | 9 7 |
| Bibra Lake | ... | „ | 4 17 | Jandakot | ... | „ | 8 50 | 9 20 |
| Jandakot | ... | „ | 4 25 | Bibra Lake | ... | „ | 8 59 | 9 29 |
| No. 1 Siding | ... | „ | 4 38 | Spearwood | ... | „ | 9 16 | 9 46 |
| No. 2 Siding | ... | „ | 4 54 | Robb's Jetty | ... | „ | 9 28 | 9 58 |
| Armadale ... | ... | arr. | 5 15 | Fremantle | ... | arr. | 9 45 | 10 15 |

**Weekly notice 30 1907 page 992**

## Jandakot Line—Names of Sidings.

On and after 1st April, 1908, Jandakot, on the Jandakot-Armadale line, at 8-Miles 75 chains, will be known and distinguished as "Yangebupp," and sidings Nos. 1 and 2 at 11-Miles 60 chains, and 15-Miles 14 chains respectively will be known as "Banjupp" and "Jandakot" respectively.

All concerned to note and alter Rate Books and Notices accordingly.—C.T.M., 14734/07.

**Weekly notice 10 1908 page 284**

## Fremantle (*via* Jandakot) Armadale.

WEEK DAYS.

| H'ght above sea. | Miles from Perth. | STATIONS. | | Sat. only. | Sat. excep. | Sat. only. |
|---|---|---|---|---|---|---|
| Feet. | | | | p.m. | p.m. | p.m. |
| ... | ... | Perth R. ... ... | dep. | 1 15 | 5 31 | 9 45 |
| 8 | 12 | Fremantle R. ... | ,, | 2 0 | 6 10 | 10 30 |
| 9 | 14 | South Beach... ... | ,, | a | a | a |
| 21 | 15 | Robb's Jetty... ... | ,, | 2 18 | 6 26 | 10 48 |
| 42 | 17 | Spearwood ... ... | ,, | 2 28 | 6a35 | 10 58 |
| 70 | 20 | Bibra Lake ... ... | ,, | 2 42 | 6a50 | 11 12 |
| 81 | 21 | Jandakot ... ... | ,, | 2 50 | 7 14 | 11 20 |
| 96 | 23 | Banjup ... ... | ,, | 3 5 | 7a26 | |
| | 26 | Skeet's Crossing ... | ,, | ... | ... | |
| 85 | 27 | Forrestdale ... ... | ,, | 3 25 | 7a48 | |
| 86 | 29 | Westfield ... ... | ,, | a | a | |
| 179 | 32 | Armadale ... ... | arr. | 3 46 | 8 20 | |

| STATIONS. | | | Sat. only. | | Sat. only. |
|---|---|---|---|---|---|
| | | | a.m. | a.m. | p.m. |
| Armadale ... ... | | dep. | ... | 7 0 | 4 30 |
| Westfield ... ... | | ,, | ... | 7a14 | 4a44 |
| Forrestdale ... ... | | ,, | ... | 7 24 | 4 54 |
| Skeet's Crossing ... | | ,, | ... | ... | ... |
| Banjup ... ... | | ,, | ... | 7 43 | 5 13 |
| Jandakot ... ... | | ,, | 6 40 | 8 4 | 5 35 |
| Bibra Lake ... ... | | ,, | 6 47 | 8 12 | 5 42 |
| Spearwood ... ... | | ,, | 7 0 | 8 26 | 5 55 |
| Robb's Jetty... ... | | ,, | 7 12 | 8 37 | 6 7 |
| South Beach... ... | | ,, | a | a | a |
| Fremantle R. ... | | arr. | 7 28 | 8 54 | 6 22 |
| Perth R. ... ... | | ,, | 8 7 | 9 36 | 7 6 |

## Jandakot Branch

WEEK DAYS.

| Miles from Perth | STATIONS. | Sat. only | Sat. excp. | Sat. excp. | Sat. only. |
|---|---|---|---|---|---|
| | | p.m. | p.m. | p.m. | p.m. |
| .. | PERTH R. .. .. dep. | 1 15 | $3 0 | 5 31 | 9 45 |
| 12 | FREMANTLE R. .. ,, | 2 0 | 4 5 | 6 15 | 10 30 |
| 14 | South Beach * .. ,, | a | a | a | a |
| 15 | Robb's Jetty .. .. ,, | 2 21 | a | 6 36 | 10 51 |
| 17 | Spearwood * .. .. ,, | 2 30 | a | 6a43 | 10 59 |
| 20 | Bibra Lake * .. ,, | 2 44 | a | 6a55 | 11 12 |
| 21 | Jandakot* .. .. ,, | 3 5 | a | 7 14 | 11 17 |
| 23 | Banjup * .. .. ,, | 3 15 | a | 7a26 | — |
| 26 | Skeet's Crossing * . ,, | .. | .. | .. | .. |
| 27 | Forrestdale * .. .. ,, | 3 30 | a | 7a45 | .. |
| 29 | Westfield * .. .. ,, | a | a | a | .. |
| 32 | ARMADALE .. .. arr. | 3 46 | 5 35 | 8 5 | .. |

$ Goods Car attached.

| STATIONS. | | | Sat. only | Sat. excp. |
|---|---|---|---|---|
| | | a.m. | p.m. | $p.m |
| ARMADALE .. .. .. .. | dep. | .. | 4 30 | 6 15 |
| Westfield * .. .. .. .. | ,, | .. | 4a43 | a |
| Forrestdale * .. .. .. .. | ,, | .. | 4 52 | a |
| Skeet's Crossing * .. .. .. | ,, | .. | .. | .. |
| Banjup * .. .. .. .. .. | ,, | .. | 5 9 | a |
| Jandakot * .. .. .. .. .. | ,, | 6 40 | 5 30 | 7a40 |
| Bibra Lake * .. .. .. .. | ,, | 6 47 | 5 38 | a |
| Spearwood * .. .. .. .. | ,, | 7 0 | 5 52 | a |
| Robb's Jetty .. .. .. .. | ,, | 7 10 | 6 2 | a |
| South Beach * .. .. .. .. | ,, | a | a | a |
| FREMANTLE R. .. .. .. | arr. | 7 30 | 6 22 | 8 30 |
| PERTH R. .. .. .. .. | ,, | 8 15 | 7 9 | 9 40 |

$ Goods Car attached. See note.

excursions, Ramble by Rail excursions (with a 1954 example showcasing the new X class diesel-electric locomotives), and tours run by the Australian Railway Historical Society (WA Division).

The last timetable to show any passenger service was published in Weekly notice 9, week ending 9th March 1963 [page 16] Only Spearwood, Jandakot, Forrestfield and Westfield appear in the timetable, although Westfield's siding and name board were removed on 31 January 1961 (W/n 5 1961 p.119).

The only passenger service was a carriage attached to number 962 goods from Armadale to Fremantle on Saturdays for convenience of employees and families travelling from Forrestdale. They had no return service and there wasn't even a through goods from Fremantle to Armadale on a Saturday in which a brakevan could have been used.

Alcoa's new bauxite mines near Jarrahdale and alumina refinery at Naval Base (Kwinana) saw the construction of a new railway from Kwinana to Mundijong Junction, just north of Mundijong, and from Mundijong to Jarrahdale. This line was available for use from 9 June 1963 but the first timetable was published in W/n 31, 1963, week ending 17 August. A daily bauxite train ran Sunday to Friday but all other goods services continued to use the Jandakot line. But there was no longer any provision for passengers from Forrestdale. Weekly notice 2, week ending 25th January 1964, finally announced that it is notified…that train services between Jandakot and Armadale have now ceased.

Jandakot was once again a branch terminus but this was short-lived as the new standard gauge line to Kwinana was to cut through the Jandakot branch. On 6 June 1966 the line to Jandakot was closed, with the terminus being a new Bibra Lake siding.

On page 17 is a scan from the 1962 Metropolitan road guide showing that there was little development in the area, and the area between Jandakot and Armadale was not even included in the guide! Of note are Bibra and Yangebup Lakes, source of two names used for stations on the line. Most of the roads shown were surveyed but not built. Another item of note is Branch Circus, coming off Hammond Road bottom right. This marks the route of the short lived 1920s Peel Estate railway, a 3'6" line that ran from

## ARMADALE-KWINANA-FREMANTLE

DOWN

MONDAYS TO SATURDAYS

| Miles from Perth Vide Mile-Post | Miles from Perth Actual | TABLE 84 | 951 Gds. W. Th. | 957 Gds. C. Tu. W. Th. F. | 959 Gds. C. W. Th. | 967 Shunter S.E. | 961 Shunter C. M. W. | 967 Shunter S. | 965 Gds. W. Th. | 975 Shunter S.E. | 963 Shunter M. W. | 973 Gds. Tu. W. | 45 Fast Gds. S.E. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M. C. | M. C. | | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | p.m. | |
| 11 57 | 11 57 | FREMANTLE‡ W .... dep. | 12 15 | 1 30 | 3 7 | 5 15 | 6 55 | 7 20 | 9 30 | 12 30 | 1 0 | 4 20 | 7 0 | .... |
| 13 44 | 13 45 | South Beach .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 14 52 | 14 52 | ROBBS JETTY‡ .... arr. | 12 35 | .... | 3 27 | 5 35 | 7 15 | 7 40 | 9 50 | 12 50 | 1 20 | 4 30 | .... | .... |
| .... | .... | ROBBS JETTY‡ .... dep. | .... | .... | .... | .... | 7 45 | .... | .... | .... | 1 50 | .... | .... | .... |
| .... | .... | Anchorage .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 16 47 | 16 47 | Coogee A .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 18 74 | 18 74 | Clarence .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 23 5 | 23 5 | B.H.P. Siding† A .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 24 0 | 24 0 | Kwinana† .... .... arr. | .... | .... | .... | .... | 8 40 | .... | .... | .... | 2 45 | .... | .... | .... |
| .... | .... | ROBBS JETTY‡ .... dep. | .... | 1 48 | .... | .... | .... | .... | .... | .... | .... | .... | 7 18 | .... |
| 16 49 | 16 49 | Spearwood .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 20 73 | 20 74 | Jandakot A .... .... arr. | .... | 2 10 | .... | .... | .... | .... | .... | .... | .... | .... | 7 39 | .... |
| .... | .... | Do. .... .... dep. | .... | 2 17 | .... | .... | .... | .... | .... | .... | .... | .... | 974 7 47 | .... |
| 26 72 | 26 72 | Forrestdale .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 28 59 | 28 75 | Westfield .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| 18 79 | 31 56 | ARMADALE‡ W .... arr. | .... | 2 45 | .... | .... | .... | .... | .... | .... | .... | .... | 8 15 | .... |
| | | | | | | | | | | | | | 44 | |
| .... | .... | Returns as .... .... .... | 952 | 960 | 958 | 976 | 964 | 976 | 972 | 978 | 966 | 968 | 38 | .... |
| .... | .... | Return of .... .... .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| .... | .... | Formed by .... .... .... | 866 | .... | 806 | .... | .... | .... | 818A | .... | 832 | 844 | .... | .... |
| .... | .... | Forms .... .... .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |

Fremantle Yard engine to clear sidings on Robbs Jetty line in time for Country traffic to go forward same day.

W.N. 9/63.

## FREMANTLE-KWINANA-ARMADALE

UP

MONDAYS TO SATURDAYS

| TABLE 85 | 952 Gds. W. Th. | 958 Gds. C. W. Th. | 960 Gds. C. Tu. W. Th. F. | 962 Gds. W. Th. | 962 Gds. M. Tu. F. S. | 972 Gds. W. Th. | 964 Shunter C. M. W. | 976 Shunter | 966 Shunter M. W. | 968 Gds. Tu. W. | 38 Fast Gds Tu. W. Th. F. | 38 Fast Gds. S. | 978 Shunter S.E. | 40 Fast Gds. C. S. | 40 Fast Gds. C. M. Tu. W. Th. F. | 974 Gds. S.E. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | a.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. |
| ARMADALE .... dep. | .... | .... | 3 55 | 7 0 | 7 33 | .... | .... | .... | .... | .... | 3 40 | 4 15 | .... | 5 10 | 5 40 | 7 5 |
| Westfield .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Forrestdale .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Jandakot .... .... arr. | .... | .... | 4 27 959 | 7 37 | 8 10 | .... | .... | .... | .... | .... | 4 7 971 | 4 42 | .... | .... | .... | 7 35 45 |
| Do. .... .... dep. | .... | .... | 4 50 | 7 47 | 8 20 | .... | .... | .... | .... | .... | 4 15 | 4 50 | .... | 5 50 | 6 30 | 7 50 |
| Spearwood .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| ROBBS JETTY .... arr. | .... | .... | 5 14 | 8 17 | 8 50 | .... | .... | .... | .... | .... | 4 42 | 5 12 | .... | 6 10 | .... 45 | 8 14 |
| Kwinana .... .... dep. | .... | .... | .... | .... | .... | .... | 9 10 | .... | 3 15 | .... | .... | .... | .... | .... | .... | .... |
| B.H.P. Siding .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Clarence .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Coogee .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Anchorage .... .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| | | | | | | | p.m. | | | | | | | | | |
| ROBBS JETTY .... dep. | 1 5 | 4 15 | 5 40 | 8 40 | 9 0 | 10 40 | 12 0 | 11 15 | 6 10 | 5 10 | 4 57 | 5 30 | 6 15 | 6 30 | 7 25 | 8 40 |
| South Beach .... „ | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| FREMANTLE .... arr. | 1 25 | 4 35 | 6 0 | 9 0 | 9 20 | 11 0 | 12 20 | 11 35 | 6 30 | 5 30 | 5 16 | 5 48 | 6 35 | 6 50 | 7 45 | 9 0 |
| Returns as .... .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Return of .... .... | 951 | 959 | 957 | .... | .... | 965 | 961 | 967 | 968 | 973 | 45 | 45 | 975 | .... | .... | .... |
| Formed by .... .... | .... | .... | .... | 901A | 901A | .... | .... | .... | .... | .... | 38 | 38 | .... | 40 | 40 | 149 |
| Forms .... .... .... | .... | .... | .... | 827A | 827A | .... | .... | .... | 853A | 849 | .... | .... | .... | .... | .... | 863 |

No. 962 (S.) to have carriage attached for convenience of employees and families travelling from Forrestdale. No. 974 (S.E.) is worked by engine off No. 149 Pass. 5·10 p.m. ex Perth to Armadale, and on arrival Fremantle engine required to work No. 863 Goods Fremantle to Perth.

Goods and Fast Goods trains Brunswick Junction to Fremantle are to haul goods loads between Jandakot and Robbs Jetty.

W.N. 9/63.

By Authority: Alex. S. DAVIES, Government Printer

Jandakot station south through land being subdivided for the grand (but flawed) Group Settlement Scheme that attracted many people from Britain to settle on small farms throughout the south-west of the state. For a time in 1921, 1922 and 1923 there were special trains for workers on the Peel Estate, run from Jandakot to Fremantle on Fridays, with the return being early Monday mornings.

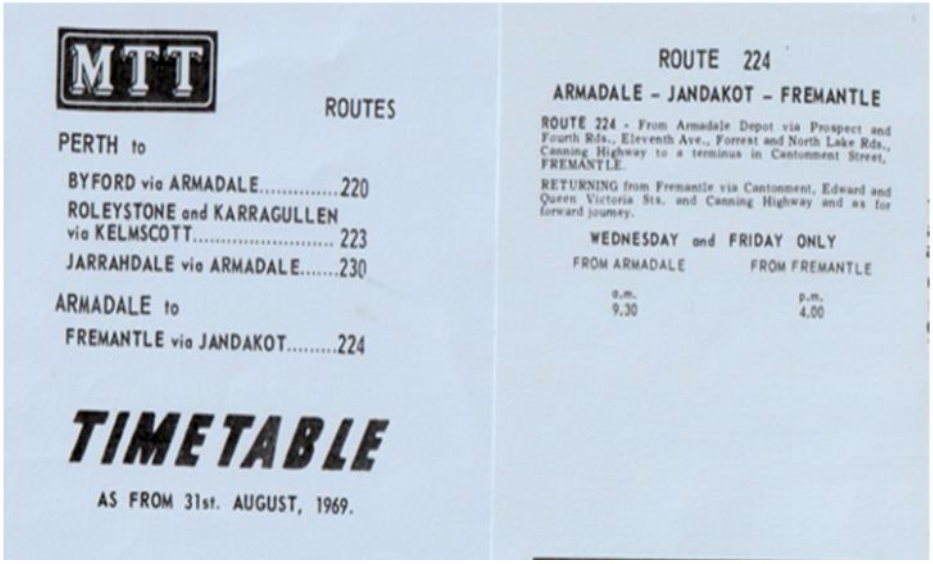
The Metropolitan (Perth) Transport Trust (MTT) route 224 ran between Armadale and Fremantle via Jandakot. There are two timetables in the ATA's national collection, 31st August 1969 and 1st October 1978. However I do not know when the service was begun, or when it ended. It was perhaps the MTTs most unusual service of the 1960s and 1970s as it operated on only two days per week with just one service in each direction, a morning service from Armadale and an afternoon service from Fremantle. Unlike much of the passenger services provided by the trains, these were not school services as the 1969 Armadale departure was 9.30am and the 1978 9.50am. The return services in both years left Fremantle at 4pm. Unlike other MTT timetables of the time, there was no indication of intermediate times or total journey time. For example, the 1978 timetable also included Byford and Mundijong buses and noted the travel time from Armadale to Byford was 10 minutes and to Mundijong 25 minutes.

The map at right is from UBD / Gregorys 2020 Street directory Perth and surrounds and shows the urban spread through the area. Yangebup Lake provides some context to the 1962 map and near the bottom right little Branch Circus still exists. The dual gauge Forrestfield – Kwinana – North Quay lines are shown. Following closure of the railway to Jandakot the former line terminated just to the west of the current railway near what is now the North Lake Road (formerly Forrest Road) level crossing and a new Bibra Lake siding was provided. [Photo page 18].

The old Bibra Lake was approximately where the word North is near that crossing. Cockburn Central station is just out of view on the bottom right with the Mandurah railway running in the centre of Kwinana Freeway.

Public transport developed as suburbia developed. So in 2023 how would you travel from Armadale to Fremantle? I've just tried Transperth's journey planner at 2.30pm on a Saturday afternoon, 10th June. Asking for a bus

**Scan from 1962 Road Guide**


MTT

ROUTES

PERTH to

BYFORD via ARMADALE.....220

ROLEYSTONE and KARRAGULLEN via KELMSCOTT.....223

JARRAHDALE via ARMADALE.....230

ARMADALE to

FREMANTLE via JANDAKOT.....224

TIMETABLE

AS FROM 31st. AUGUST, 1969.

ROUTE 224

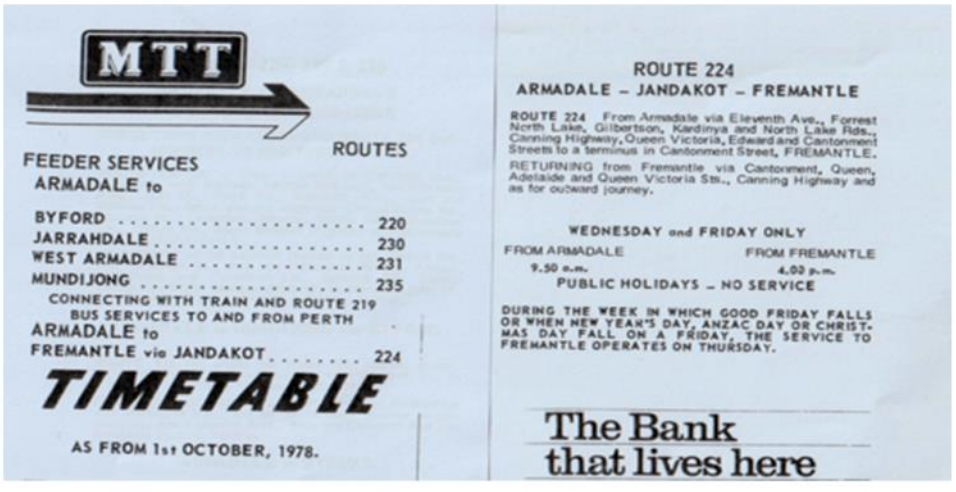
ARMADALE – JANDAKOT – FREMANTLE

ROUTE 224 - From Armadale Depot via Prospect and Fourth Rds., Eleventh Ave., Forrest and North Lake Rds., Canning Highway to a terminus in Cantonment Street, FREMANTLE.

RETURNING from Fremantle via Cantonment, Edward and Queen Victoria Sts. and Canning Highway and as for forward journey.

WEDNESDAY and FRIDAY ONLY

| FROM ARMADALE | FROM FREMANTLE |
|---|---|
| a.m. | p.m. |
| 9.30 | 4.00 |


MTT

ROUTES

FEEDER SERVICES

ARMADALE to

BYFORD ..... 220

JARRAHDALE ..... 230

WEST ARMADALE ..... 231

MUNDIJONG ..... 235

CONNECTING WITH TRAIN AND ROUTE 219 BUS SERVICES TO AND FROM PERTH

ARMADALE to

FREMANTLE via JANDAKOT ..... 224

TIMETABLE

AS FROM 1st OCTOBER, 1978.

ROUTE 224

ARMADALE – JANDAKOT – FREMANTLE

ROUTE 224 From Armadale via Eleventh Ave., Forrest North Lake, Gilbertson, Kardinya and North Lake Rds., Canning Highway, Queen Victoria, Edward and Cantonment Streets to a terminus in Cantonment Street, FREMANTLE.

RETURNING from Fremantle via Cantonment, Queen, Adelaide and Queen Victoria Sts., Canning Highway and as for outward journey.

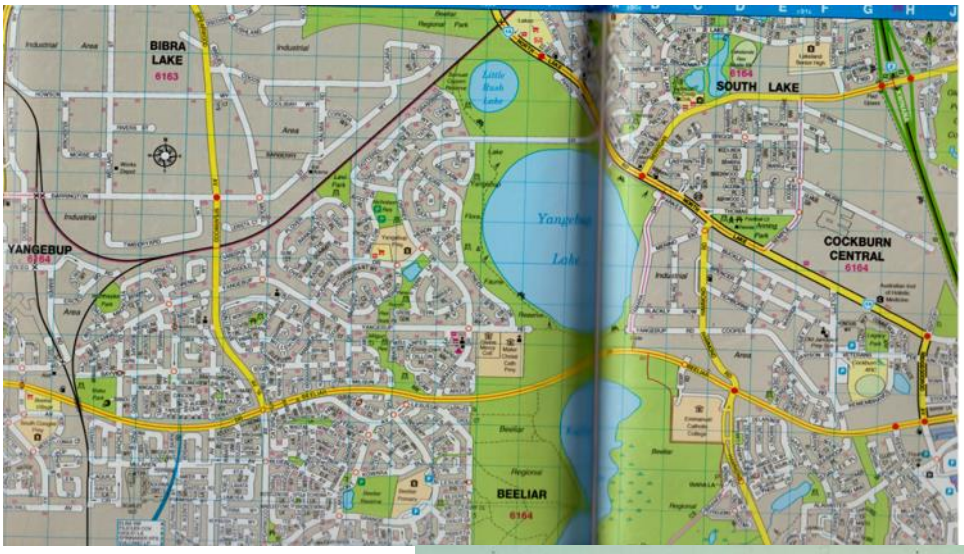
WEDNESDAY and FRIDAY ONLY

| FROM ARMADALE | FROM FREMANTLE |
|---|---|
| 9.50 a.m. | 4.00 p.m. |

PUBLIC HOLIDAYS – NO SERVICE

DURING THE WEEK IN WHICH GOOD FRIDAY FALLS OR WHEN NEW YEAR'S DAY, ANZAC DAY OR CHRISTMAS DAY FALL ON A FRIDAY, THE SERVICE TO FREMANTLE OPERATES ON THURSDAY.

The Bank that lives here




journey recommended travel via Cannington and Curtin University Bus Station, a journey time of 118 minutes using three bus routes. The train journey from Armadale to Perth to Fremantle would take 75 minutes, with a change of train in Perth. Following as close as possible to the former railway, the Armadale to Cockburn Central station bus would take 110 minutes via Maddington, or 117 via Gosnells with two bus routes required on each. Cockburn Central to Fremantle journey time 47 minutes on route 520 which is the closest in route to the old line. There is no option to take a bus to Cockburn Central on the more direct route via Forrestdale. So there are many more services in the Jandakot area but no direct route between Armadale and Fremantle, although there are many more options available to travel between the two, seven days a week. Another comparison between modern day and old rail is the quickest 118 minute bus journey time noted above on a non-direct route with two changes of bus, and the quickest 106 minute rail trip in 1919. But there is the 75 minute train journey via Perth – so much quicker than the 1919 journey.

There was no happy ending for Perth's Cinderella railway and it is almost impossible to find any trace of the line between Bibra Lake and Armadale.

Since this article was written, a major change to south-of-the-river transport services occurred on and from Monday20 November 2023 from which day the Armadale suburban railway closed between Victoria Park and Armadale until mid-2025 for construction of an elevated railway between Victoria Park and Beckenham. Many new bus services were introduced, and many others altered. One of the surprising introductions was route 529 Cockburn Central Station to Armadale Station with an excellent seven day a week service running largely along Armadale Road – the route of the former railway! This provides an alternative route to Perth for former Armadale rail passengers who can, after a running time of around 30 minutes, change to a train at Cockburn Central. With the Fremantle – Cockburn service noted above there is once again a (fairly) direct passenger service between Fremantle and Armadale.

P09880

Bibra Lake, new yard, hard stand for interchange, standard gauge in background, remains of Jandakot branch at side of yard. FA line.

OTHER REFERENCES

WAGR Annual report 1905-6.

Wise's Western Australian post office directory 1906.

Thank you to David Hennell for locating the route 224 timetables.

This article resulted from The Times March 2023 article about Jack McLean and mentions of favourite timetables. The route 224 timetable is one of mine and I regret purging my bus timetables before my involvement with the then ATTC.

Comment on this article – Letter to the Editor

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Iron ore trains near Rheine just before the end of steam

# THE CONTINENT VIA HARWICH