

A Tale of Two Systems
 Chapter 12: Into the New Millennium

Table 3.1: Historical Levels of Peak Hour Service on the Melbourne Metropolitan Railways¹⁰⁰

Approach Group or Line	Route into Terminus	Morning Peak Hour (trains per hour to the CBD)							Afternoon Peak Hour (trains per hour from the CBD)								
		1913 ¹⁰¹	193	195	196	198	200	201	201	1913	1939	1950	1964	1965	2000	2013	2019
		9 ¹⁰²	0 ¹⁰³	0 ¹⁰³	4 ¹⁰⁴	5 ¹⁰⁵	0 ¹⁰⁶	3 ¹⁰⁷	9 ¹⁰⁸								
Clifton Hill	Princes Bridge ¹⁰⁹	11	14	12	13	7	-	-	-	10	17	15	15	6	-	-	-
	Clifton Hill Loop					6	11	17	18					7	11	14	17
	City Circle Loop					5	-	-	-					4	-	-	-
Burnley	Flinders Street	13	22	22	24	15	6	9	9	15	22	22	24	12	8	8	8
	Burnley Loop					17	20	22	22					17	21	21	21
Caulfield	Flinders Street	11	14	22	23	12	-	7	7	12	18	25	24	9	-	7	6
	Caulfield Loop					11	19	20	22					10	17	19	22
Sandringham	Flinders Street	8	13	13	11	6	6	8	9	11	14	14	11	6	6	8	8
	Flinders Street	16	15	15	12	8	-	-	-	16	15	15	13	8	-	-	-
South Melbourne ¹¹⁰	Flinders Street ¹¹²	20+4 ¹¹³	22	20	22	11	3	14	16	18+5 ¹¹⁴	23	24	25	8	3	11	14
	Northern/ Viaduct ¹¹¹					12	18	20	21					14	15	21	21
Total Suburban		79+4	100	104	105	110	83	117	124	82+5	109	115	112	101	81	109	117

¹⁰⁰ The levels of service tallies were taken from Public and Working Timetables active in the target years.

¹⁰¹ 1913 was the last year before the start of significant suburban electrification construction.

¹⁰² 1939 was representative of the recovery of suburban operations from the Depression, prior to WWII, as well as being the target year for the Ashworth Report.

¹⁰³ 1950 was representative of the suburban operations post WWII.

¹⁰⁴ 1964 was the target year for the start of the Melbourne Transportation Study.

¹⁰⁵ 1985 was after the completion of the Melbourne Underground Rail Loop (comprising the bi-directional single-track Clifton Hill, City Circle, Burnley, Caulfield and Northern Loops) and coincided with a major timetable reform.

¹⁰⁶ 2000 coincided with the beginning of franchising the operations of the suburban and country passenger railways.

¹⁰⁷ 2013 was the most recent year for passenger and associated train operating statistics being available in common between Melbourne and Sydney.

¹⁰⁸ 2019 was year of the timetable in place after the completion of the Sky Train level crossing removals on the Dandenong Line.

¹⁰⁹ Princes Bridge and Flinders Street stations are co-located but were operationally distinct until 1985.

¹¹⁰ Across the Sandridge Viaduct to Port Melbourne and St Kilda.

¹¹¹ On the viaduct between Spencer Street and Flinders Street stations there were 2 tracks between 1891 and 1915, 4 tracks between 1915 and 1978 and 6 tracks from 1978 onwards.

¹¹² These train flows exclude those associated with any of the MURL Loops, ie Clifton Hill/City, Burnley, Caulfield and Northern Loops.

¹¹³ 4 of these 24 trains terminated at Spencer Street during the morning peak hour.

¹¹⁴ 5 of these 23 trains originated from Spencer Street during the afternoon peak hour.

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Table 3.2: Historical Levels of Peak Hour Service on the Sydney Metropolitan Railways¹¹⁵

Approach Line	Morning Peak Hour (trains per hour to the CBD)					Afternoon Peak Hour (trains per hour from the CBD)										
	1924 ¹¹⁶	1937 ¹¹⁷	1957 ¹¹⁸	1968 ¹¹⁹	1983 ¹²⁰	2000 ¹²¹	2013 ¹²²	2018 ¹²³	1924	1937	1957	1968	1983	2000	2013	2018
Eastern Suburbs					12	14	18	18					12	12	12	17
Illawarra Main	19	18	17	18	12	14	18	18	18	23+2	16	16	12	14	18	18
City East ¹²⁴		22	25	25	16	14	17	19		26	24	24	13	17	20	18
City West ¹²⁵		22	23	22	19	19	16	20		26	21	20	16	12	12	16
Airport						8	10	11						7	8	10
Illawarra Local	14	15	18	17	16	11	12	14	15	19	18	18	12	10	12	12
Local		12	13	13	16	14	12	14		12	11	10	16	8	12	12
Suburban ¹²⁶		20	21	22	19	11+9	12+8	20+2	35	24	18	21	18	16+8	15+4	20
Main ¹²⁷						(20)	(20)	(22)						(24)	(19)	
North Shore ¹²⁸	15	15 (3)	16 (-)	12 (6)	15 (-)	13 (2)	19 (-)	20 (-)	12	17 (5)	14 (3)	13 (4)	13 (2)	12 (3)	16 (-)	18 (-)
Total Suburban	61+15	80 (83)	85	82 (88)	90	94 (96)	109	117	68+12	95 (102)	77 (80)	78 (82)	83 (85)	87 (90)	103	107

¹¹⁵ The levels of service tallies were taken from Public and Working Timetables active in the target years.

¹¹⁶ 1924 was the last year before serious construction began on the City Railway, Main Suburban Line and suburban electrification. At that time, North Shore services terminated remotely at Milsons Point (Lavender Bay).

¹¹⁷ 1937 was representative of the recovery of suburban operations from the Depression, prior to WWII.

¹¹⁸ 1957 was representative of the suburban operations post WWII after the completion of the City Railway through Circular Quay.

¹¹⁹ 1968 was the original target year for the start of the Sydney Area Transportation Study, which actually started in 1971.

¹²⁰ 1983 was after the opening of the Eastern Suburbs Railway and coincided with a major timetable reform.

¹²¹ 2000 was the opening year of the Airport Line as well as being the Olympic year.

¹²² 2013 was the most recent year for passenger and associated train operating statistics being available in common with Sydney and Melbourne.

¹²³ 2018 was the year of the most recent timetable update.

¹²⁴ The City East row tallies trains running through St James to and from the Illawarra Main and Illawarra Local lines.

¹²⁵ The City West row tallies trains running through Wynyard Low Level to and from the Illawarra Local and Local lines.

¹²⁶ From 1983 onwards, the Main Line was regularly used as an overflow for the Suburban Line between Illawarra Junction and Homebush.

¹²⁷ Only the Main and Suburban Lines were in operation in 1924. The Local Line was placed in operation in 1927, after which electrified services were introduced to only the Suburban and Local Lines in 1928. While the Main Line was electrified from 1955, electrified passenger services only started running on the Main Line from 1957.

¹²⁸ The bracketed numbers are for trains that terminated at North Sydney post electrification.