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Car Jaune, SPTC et NdeT



Route map of the Yellow Bus of Réunion

200th issue of The Times

The Times

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Back issues of The Times on CD-ROM

The first 40 issues of The Times have been scanned by our Treasurer, Duncan MacAuslan, cleaned up, re-arranged a bit, and are to be placed on a CD-ROM. This will be available in January- look for further announcements.

Bus timetables of the Indian Ocean

The Indian Ocean, like the Atlantic Ocean, has mid-oceanic ridges, the junction line of tectonic plates. Poking up out of the water along one of them are a series of islands, mostly volcanic in origin or nature- the Seychelles, R union and Mauritius. They are small, but have significant populations, and perhaps surprising to some, all have intense urban transport systems using buses. The bus timetables of these islands, which GEOFF LAMBERT visited in May 2000, are the subject of this article.

Seychelles

The Seychelles Republic is a group of over 100 islands about 4  south of the equator and about 55 E longitude. The main islands are basically granitic, rather than coral, but the Seychelles principal income source is tourism from people wanting a tropical island holiday. English and Creole are the official languages, but the French influence is everywhere.

The two biggest islands are Mah  and Praslin (say "Prah-leen") and both of these have extensive local bus services run by the Seychelles Public Transport Corporation. The busiest service is on Mah  and is based around the capital Victoria, which bills itself as "the world's smallest capital city", having about 23,000 people. A frequent service of buses operates in and out of Victoria from the beginning of the peak hour at about 6 a.m. to about 8 pm at night, with a few late-night services. The route map, taken from the timetable current in mid-2000 is shown to the right of this page.

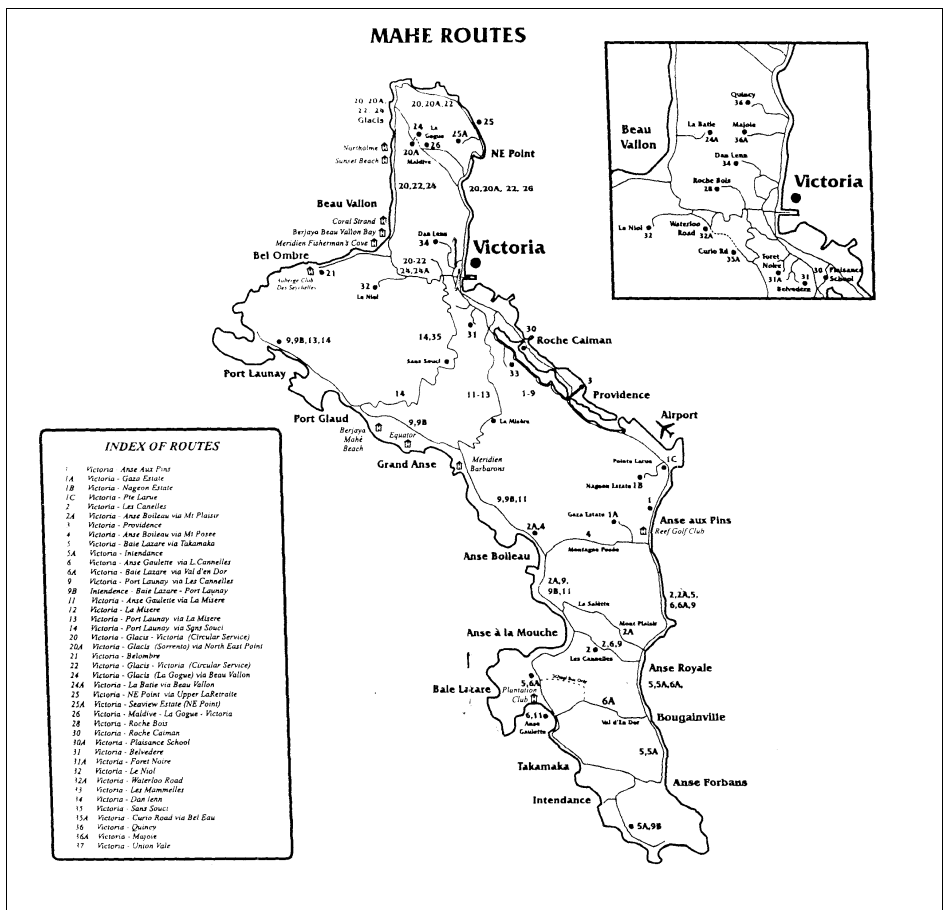
Victoria is wedged beneath rather high mountains (up to 900 metres) and most bus routes out of town are steep and winding, which makes hard work for the buses, which are rather basic 40-seater Italian Ivecos. Service is fairly frequent and is reliable and nearly always runs to time. The buses are usually full, with standing room only on most runs. Fares are a flat 3 rupees (about 80 Australian cents) for journeys of any length. This is very cheap, especially when considering that the Seychelles is otherwise one of the world's most expensive tourist destinations. Tickets are sold by the driver, usually from a vending machine. Passengers wishing to alight at the next stop shout "devant!" ("ahead") above the din and, amazingly, they always seem to be heard, even from the back of the bus. "Devani" works in Reunion and Mauritius, too. Stops are about half a kilometre apart, closer in built-up

areas.

The SPTC produces an attractive coloured pocket timetable showing all services on both islands, obtainable from the bus depot on the edge of Victoria. We illustrate here routes 20 and 22, which are two complementary circular services for the north of the island. Route 20 is the counter-clockwise service which starts out of Victoria and runs up the east coast, around the north tip, down the west coast and back over the 150 metre high ridge that separates Victoria from Beau Vallon beach (where the "beautiful people" go). It must rank as one of the world's most spectacular and scenic urban bus routes, with tropical forest, waterfalls, classic "desert islands" off the coast and houses and resorts nestled into impossible positions on the steep hill-

sides. Route 22 runs the clockwise version of this route. Routes 20/22 are 20 km in length, 4 of which is the cross-island ridge portion.

On the smaller island of Praslin, which is the main tourist destination, there is also a good bus service. Unlike on Mah , the buses here are rarely full. Praslin has no towns as such, it mostly consists of a string of tourist resorts along the coast. The principal bus service makes a U-shaped journey (or perhaps a μ -shaped journey) around the island, but there are several other routes as well. This route, Route 61, passes across a high ridge on the centre of the island where there is a famous World Heritage site, Valle de Mai, home of a forest of the world's largest coconut palm, the Coco de Mer. This place attracts hordes of tourists, most of who travel up to the forest on the



Route 20		Victoria - Glacis - Victoria (circular service)			
Victoria (Dep)	A Etoile (Dep)	Glacis (Arr)	Glacis (Dep)	B Vallon (Dep)	Victoria (Arr)
0535	0545	0605	0605	0615	0630
0605	0615	0635	0635	0645	0700
0635	0645	0705	0705	0715	0730
0705	0715	0735	0735	0745	0800
0735	0745	0805	0805	0815	0830
0805	0815	0835	0835	0845	0900
0835	0845	0905	0905	0915	0930
0905	0915	0935	0935	0945	1000
0935	0945	1005	1005	1015	1030
1005	1015	1035	1035	1045	1100
1035	1045	1105	1105	1115	1130
1105	1115	1135	1135	1145	1200
1135	1145	1205	1205	1215	1230
1205	1215	1235	1235	1245	1300
1235	1245	1305	1305	1315	1330
1305	1315	1335	1335	1345	1400
1335	1345	1405	1405	1415	1430
1405	1415	1435	1435	1445	1500
1435	1445	1505	1505	1515	1530
1505	1515	1535	1535	1545	1600
1535	1545	1605	1605	1615	1630
1605	1615	1635	1635	1645	1700
1635	1645	1705	1705	1715	1730
1705	1715	1735	1735	1745	1800
1735	1745	1805	1805	1815	1830
1805	1815	1835	1835	1845	1900
1835	1845	1905	1905	1915	1930
1905	1915	1935	1935	1945	2000

Times in bold type reflect whole week service including Public Holidays
 5: Monday to Friday
 6: Monday to Saturday
 7: Saturday
 8: Sunday

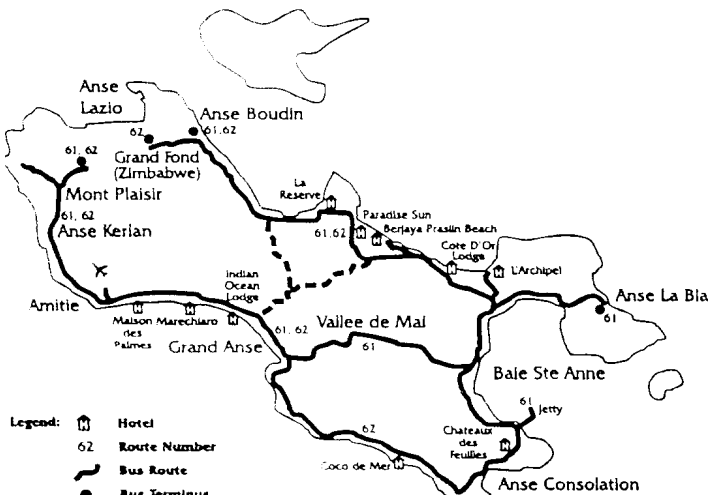
N Starts at New Port and does not operate via Terminal

Route 22		Victoria - Glacis - Victoria (circular service)			
Victoria (Dep)	R Vallon (Dep)	Glacis (Arr)	Glacis (Dep)	A Etoile (Dep)	Victoria (Arr)
0535	0550	0600	0600	0620	0630
0605	0620	0630	0630	0650	0700
0620	0635	0645	0645	0705	0715
0650	0705	0715	0715	0735	0745
0705	0720	0730	0730	0750	0800
0720	0735	0745	0745	0805	0815
0750	0805	0815	0815	0835	0845
0805	0820	0830	0830	0850	0900
0820	0835	0845	0845	0905	0915
0850	0905	0915	0915	0935	0945
0920	0935	0945	0945	1005	1015
0950	1005	1015	1015	1035	1045
1020	1035	1045	1045	1105	1115
1050	1105	1115	1115	1135	1145
1120	1135	1145	1145	1205	1215
1150	1205	1215	1215	1235	1245
1220	1235	1245	1245	1305	1315
1250	1305	1315	1315	1335	1345
1320	1335	1345	1345	1405	1415
1350	1405	1415	1415	1435	1445
1420	1435	1445	1445	1505	1515
1450	1505	1515	1515	1535	1545
1520	1535	1545	1545	1605	1615
1550	1605	1615	1615	1635	1645
1620	1635	1645	1645	1705	1715
1650	1705	1715	1715	1735	1745
1720	1735	1745	1745	1805	1815
1750	1805	1815	1815	1835	1845
1820	1835	1845	1845	1905	1915
1850	1905	1915	1915	1935	1945
2030	2045	2105 B	2105 B	2125	2135

PRASLIN ROUTES

ROUTE 61
 Mont Plaisir - Anse Boudin
 via Vallee de Mai & BSA Jetty

ROUTE 62
 Mont Plaisir - Grand Fond (Zimbabwe)
 via Anse Consolation



Legend:
 Hotel
 62 Route Number
 Bus Route
 Bus Terminal

Times are subject to change without notice

MONDAY TO SUNDAY

Route 61								
Mont Plaisir - Anse Boudin via Vallee De Mai & BSA Jetty Mont Plaisir - Anse La Blague via Vallee De Mai & BSA Jetty Mont Plaisir - BSA Jetty via Vallee De Mai								
Mont Plaisir (Dep)	Airport (Dep)	Grand Anse (Dep)	Vallee De Mai (Dep)	BSA Jetty (Dep)	Anse La Blague (Dep)	La Reserve (Dep)	Anse Boudin (Arr)	
-	0610	0615	0625	0635	-	0653	0705 C	-
C 0650	C 0700	C 0705	-	-	-	-	-	-
0720	0730	0735	0745	0755	-	0813	-	-
0750	0800	0805	0815	0825	-	0843	0855	-
0810	0820	0825	0835	0845	-	0903	0915	-
0840	0850	0855	0905	0915	-	-	-	-
0940	0950	0955	1005	1015	1030	-	-	-
1010	1020	1025	1035	1045	-	1103	1115	-
1100	1110	1115	1125	1135	-	1153	1205	-
1200	1210	1215	1225	1235	1250	-	-	-
1230	1240	1245	1255	1305	-	1323	1335	-
1310	1320	1325	1335	1345	-	-	-	-
1340	1350	1355	1405	1415	-	1433	1445	-
1435	1445	1450	1500	1510	-	1528	1540	-
1500 C	1510	1515	1525	1535	-	1553	1605	-
-	1535 B	1540 B	1550 B	1600 B	-	1618 B	1630 B	-
1640	1650	1655	1665	1675	-	1693	1705	-
1600	1610	1615	1625	1635	1650	-	-	-
1710	1720	1725	1735	1745	-	1803	1815	-
1820	1830	1835	1845	1855	1910	-	-	-

B School days excepted
 C School days only
 (X) All buses on Rt 61 travel via Jetty Entrance
 * From Grand Fond (Zimbabwe) dep 0700hr, except Schooldays

MONDAY TO SUNDAY

Route 61								
Anse Boudin - Mont Plaisir via BSA Jetty & Vallee De Mai Anse La Blague - Mont Plaisir via BSA Jetty & Vallee De Mai BSA Jetty - Mont Plaisir via Vallee De Mai								
Anse Boudin (Dep)	La Reserve (Dep)	Anse La Blague (Dep)	BSA Jetty (Dep)	Vallee De Mai (Dep)	Grand Anse (Dep)	Airport (Dep)	Mont Plaisir (Arr)	
-	-	0600	0615	0625	0635	0640	0650	-
-	0705	0717	-	0735	0745	0755	0800	0810
-	-	0757 B	-	0815	0825	0835	0840	0850
-	-	0827	-	0845	0855	0905	0910	0920
0955	0907	-	0925	0935	0945	0950	1000	-
0945	0957	-	1015	1025	1035	1040	1050	-
-	-	1030	1045	1055	1105	1110	1120	-
-	1125	1137	-	1155	1205	1215	1220	1230
-	-	-	1215	1225	1235	1240	1250	-
1215	1227	-	1245	1255	1305	1310	1320	-
-	-	1250	1305	1315	1325	1330	1340	-
-	-	-	1400	1410	1420	1425	1435	-
1345	1357	-	1415	1425	1435	1440	1450	-
-	-	-	1525 C	1530 C	1540 C	1540 C	1550 C	-
1445	1457	-	1515	1525	1535	1540	1550	-
1545	1557	-	1615	1625	1635	1640	1650	-
1615	1627	-	1645	1655	1705	1710	1720	-
-	-	1700	1715	1725	1735	1740	1750	-
1715	1727	-	1745	1755	1805	1810	1820	-

local bus service, which is illustrated on the next page

Réunion

Réunion is a French overseas Département, lying just north of the Tropic of Capricorn, about 1800 km due south of the Seychelles and east of Madagascar. It must be one of the world's most spectacular islands, reminiscent of the main island of Hawaii, with volcanic mountains (and a currently active volcano) rising over 3,000 metres. Towns are scattered around the coastal strip, but with significant tourist towns in the "cirques", volcanic plateaus nestled beneath the main mountains, usually at an altitude of about 1200-1500 metres. Réunion is little known outside of *la*

Metropole (France), but it attracts a significant tourist trade from there.

Réunion once had a spectacular railway which almost circumnavigated the island; some 11 km of it was in tunnels bored into the coastal mountains, because there was nowhere else to put it. The coastal highway, and its bus services, use part of the railway and its tunnels nowadays. Antisubmarine netting holds back the falling rocks from crushing the buses (usually).

The bus service in Réunion is run by *Car Jaune* (the buses are, of course, yellow), and services ply the main highways, the cross-country mountain route in the south east and the

penetrating narrow mountain roads that corkscrew their way up into the cirques. Buses are luxurious air-conditioned modern Mercedes and Volvos, seemingly too large for the narrow mountain roads with their tiny tunnels. Bus fares, like everything else on Reunion, are fairly expensive, especially compared with prices on the other islands described here. Currency is the French franc, and a 10-section trip will set you back about 30 francs (\$5). Car Jaune was initiated in 1996 by amalgamating a number of private companies.

Car Jaune produces an attractive set of pocket timetables, one for each route, that are available everywhere, including the international airport. We illus-

Horaires de la ligne 

du lundi au samedi **De Saint-Denis → vers Saint-Pierre** *Express*

ST.-DENIS GARE	04:50	06:40	07:20	08:25	10:20	11:50	13:20	14:50	16:45	17:45
LA POSSESSION P.E.	05:05	06:55	07:36	08:41	10:35	12:07	13:36	15:07	17:03	18:02
LE PORT HALTE R.U.	05:13	07:04	07:45	08:50	10:44	12:16	13:45	15:16	17:12	18:10
ST.-PAUL GARE	05:27	07:19	08:00	09:05	10:59	12:31	14:00	15:32	17:29	18:24
BOUCAN CANOT	05:34	07:27	08:09	09:13	11:07	12:39	14:08	15:40	17:39	18:32
FILAOS	05:40	07:33	08:15	09:19	11:13	12:45	14:14	15:46	17:45	18:38
SOURIS CHAUDE	05:46	07:40	08:23	09:26	11:20	12:51	14:21	15:54	17:54	18:45
MAIRIE ST.-LEU	05:52	07:46	08:29	09:32	11:26	12:57	14:27	16:00	18:00	18:51
BOIS BLANC	06:02	07:57	08:40	09:44	11:37	13:07	14:38	16:11	18:11	19:01
ÉTANG-SALÉ-LES-BAINS	06:05	08:00	08:43	09:47	11:40	13:10	14:41	16:14	18:14	19:04
ST.-LOUIS GARE	06:16	08:11	08:54	09:58	11:51	13:21	14:52	16:25	18:25	19:15
ST.-PIERRE GARE	06:26	08:21	09:04	10:08	12:01	13:31	15:02	16:35	18:35	19:25

du lundi au samedi **De Saint-Pierre → vers Saint-Denis** *Express*

ST.-PIERRE GARE	04:30	05:30	07:45	08:50	09:35	10:30	12:15	14:25	15:20	17:50
ST.-LOUIS GARE	04:40	05:40	07:55	09:00	09:45	10:40	12:25	14:35	15:30	18:00
ÉTANG-SALÉ-LES-BAINS	04:52	05:52	08:07	09:12	09:57	10:52	12:37	14:47	15:42	18:11
BOIS BLANC	04:55	05:55	08:10	09:15	10:00	10:55	12:40	14:40	15:45	18:14
MAIRIE ST.-LEU	05:06	06:06	08:22	09:26	10:11	11:06	12:51	15:01	15:57	18:24
SOURIS CHAUDE	05:12	06:12	08:28	09:32	10:17	11:12	12:57	15:07	16:03	18:30
FILAOS	05:19	06:20	08:37	09:40	10:25	11:19	13:04	15:14	16:11	18:36
BOUCAN CANOT	05:25	06:26	08:43	09:46	10:31	11:25	13:10	15:20	16:17	18:42
ST.-PAUL GARE	05:32	06:35	08:54	09:56	10:41	11:35	13:18	15:28	16:26	18:49
LE PORT HALTE R.U.	05:45	06:49	09:08	10:10	10:54	11:49	13:31	15:41	16:41	19:01
LA POSSESSION P.E.	05:54	06:58	09:17	10:20	11:03	11:58	13:40	15:50	16:50	19:09
ST.-DENIS GARE	06:08	07:16	09:35	10:37	11:20	12:15	13:56	16:07	17:08	19:25

Ces horaires sont théoriques et restent soumis aux aléas de la circulation.

Horaires de la ligne **K**

du lundi au samedi **De Cilaos → vers Saint-Pierre**

CILAOS VILLE	05:00	06:00	08:15	10:15	12:30	16:00
MARE SÈCHE	05:08	06:08	08:23	10:23	12:38	16:08
RN PALMISTE ROUGE	05:22	06:22	08:37	10:37	12:52	16:22
PETERBOTH	05:25	06:25	08:40	10:40	12:55	16:25
PAVILLON	05:44	06:44	08:59	10:59	13:14	16:44
PETIT SERRÉ	05:54	06:54	09:09	11:09	13:24	16:54
ÎLET FURCY	06:02	07:02	09:17	11:17	13:32	17:02
CENTRE ARTISANAL	06:12	07:12	09:27	11:27	13:42	17:12
PALISSADE	06:18	07:18	09:33	11:33	13:48	17:18
ST.-LOUIS GARE	06:25	07:25	09:40	11:40	13:55	17:25
ST.-PIERRE GARE	06:40	07:40	09:55	11:55	14:10	

■ Uniquement le lundi - Sauf lundi

du lundi au samedi **De Saint-Pierre → vers Cilaos**

ST.-PIERRE GARE		08:00	10:30	12:30	14:45	17:15
ST.-LOUIS GARE	06:25	08:30	11:00	13:00	15:15	17:30
PALISSADE	06:29	08:34	11:04	13:04	15:19	17:34
CENTRE ARTISANAL	06:36	08:41	11:11	13:11	15:26	17:41
ÎLET FURCY	06:45	08:50	11:20	13:20	15:35	17:50
PETIT SERRÉ	06:54	08:59	11:29	13:29	15:44	17:59
PAVILLON	07:05	09:10	11:40	13:40	15:55	18:10
PETERBOTH	07:24	09:29	11:59	13:59	16:14	18:29
RN PALMISTE ROUGE	07:27	09:32	12:02	14:02	16:17	18:32
MARE SÈCHE	07:42	09:47	12:17	14:17	16:32	18:47
CILAOS VILLE	07:50	09:55	12:25	14:25	16:40	18:55

Ces horaires sont théoriques et restent soumis aux aléas de la circulation.

trate here the three services that run from St Denis, the capital on the north-west coast, towards St Pierre, diametrically opposite on the island. Three bus routes are offered:

Ligne A Express, which runs around the coastal motorway

Ligne B par las Bas (low-level route-but higher than the motorway)

Ligne C par les Hauts (high level route).

Travel times for each route are about 95, 125 and 140 minutes respectively. All three routes share the motorway between St Denis and Le Port.

Also shown is ligne K, which links the southern towns of St Pierre and St Louis, with the mountain spa resort of Cilaos (a Malagasy word meaning "the

place from which one never returns"), a trip that takes 100 minutes for the 37 kilometre. At Cilaos, as in other mountain resorts, frequent local buses (*les lignes à Car Jaune*) ply the even steeper and narrower mountain roads to tiny villages such as Bras Sec and Îlet à Cordes, high in the cirques. Trekkers use these buses as part of their walking routes- trekking is the main reason for tourism in these mountains. There are 28 such routes.

Mauritius

Mauritius, 30 minutes flying time east of Réunion, is smaller than it but has a larger population (over 1 million) and has been variously a French and a British colony and is now independent. Mauritius relies upon tour-

ism and sugar cane for its income. Most people live in the conurbation that stretches south-east from Port Louis in the north of the island.

The bus services in Mauritius are run by five large private operators: Corporation Nationale de Transport; Rose Hill Transport; United Bus Service; Trioelt Bus Service and Mauritius Bus Transport, together with many small operators. The buses are single-deck Ashok Leylands, Bedfords or Tatas in varying states of disrepair. The buses are pretty ramshackle, much more akin to those of the Seychelles than the sleek beasts of Réunion. Many of the buses have exotic names, designed to detract attention from their parlous state: "Angel of Paradise", for instance.

The very intense bus services are concentrated in the main towns, but routes

also thread their way into most corners of the island. During the peak hours, the main roads are jammed with vehicles and about half of them seem to be buses lurching their way slowly forward. There are no through buses from one end of the island to the other, one or two changes are required to do such

a trip. Fares are fairly low, about 20 rupees for a full length journey, this is about \$1.20 Australian. Buses have both a driver and a conductor.

Unfortunately, I was not able to obtain timetables for the Mauritius bus service, but we did sample a journey

from Quatre Bornes into Port Louis, a distance of about 15 km. There was a continuous turnover of passengers during the 50 minute journey, few made it all the way to the central bus depot at the market place on the waterfront in Port Louis.

Buses along Victoria Road between Parramatta and West Ryde.

JIM O'NEIL continues his series of in-depth historical analyses of some of Sydney's bus routes and the timetables that went with them. This month, the Red Arrow route.

The bus route from Parramatta to West Ryde along Victoria Road is long established. The earliest timetable I have for this route, which as number 173 on the old scheme, dates from June 1959 (see page 9 for Monday to Friday services). The importance of the service as a connection to the Hornsby line at West Ryde can be seen from the fact that connecting train times are shown at West Ryde station to Sydney, and that extra buses run to and from intermediate points for West Ryde, with Spurway St. as the most common starting point. Buses start running at 5a.m., and the last bus finishes at 12.40a.m., leaving only four hours twenty minutes unprovided with bus services.

There are other directions of travel. Buses divert to the factories in South Rydalmere in the morning coming from Parramatta, and in the afternoon on the way to Parramatta. Industrial passengers are thus provided for from the Parramatta end, but not the West Ryde one. It seems as if some factories are served only in one direction: there is a 7.10 bus via Rheem, none returning. There is no morning bus via South Street, but a 3.50 from Spurway and a 4.05 from West Ryde.

There is a 4.25 bus from Holeproof, but no morning service to it. Since the industrial area was mostly in South Street, no doubt the workers could catch a bus from close by.

There were also school services to and from the Parramatta end of the run. D.S.Sch stands for Domestic Science High School (on the Parramatta River, north of the Macarthur St. bridge) and R.C.Sch is the Rydalmere Roman Catholic School, in John St. just north of Victoria Road.

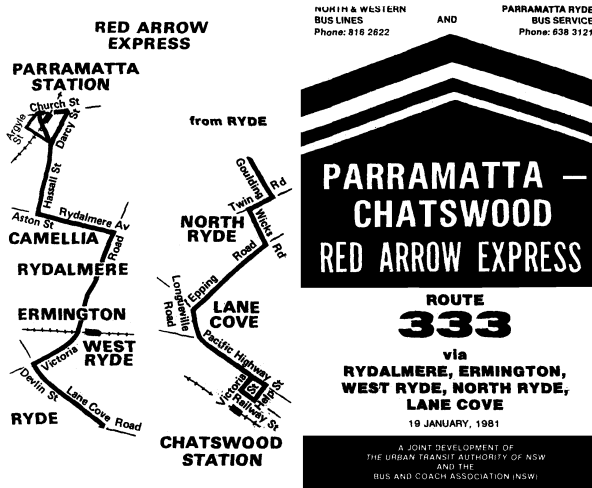
Most other buses run direct along Victoria Rd., but in peak hours and the morning off-peak, there are diversions approximately hourly via Ermington West.

The route has now acquired the number 540, and the final timetable under private ownership, that of February 1997 is shown on page 11, for the West Ryde direction. There are no short runs apart from buses commencing or finishing service and fewer runs overall. However there has been a marked increase in the number of runs diverting from Victoria Road. The industrial runs are all via Clyde-South-Park and Ermington West has acquired a variant, with a fur-

ther diversion via Fremont Avenue. Ermington West lies to the north of Victoria Road. Two diversions to residential areas to the south of that road to Boronia St. in Ermington and Antoine St. in Rydalmere have been added. Most often, buses take both these diversions, returning to Victoria Rd at the Ermington shops near Spurway St. We no longer have Domestic Science Schools, but the Macarthur Girls H.S. is the same place.

In the evenings, Saturday afternoons and Sundays, a different set of diversions are in use, which return the bus to the same point on Victoria Rd at which it left it, so covering the main route as well as the area of the diversion. SP covers Ermington West, DT Boronia St and PR covers Antoine St. However we do not find any diversions via PR, which do appear on Sundays in the Parramatta direction. Instead we find an unexplained JN. Now John St is at the opposite end of the Antoine St residential area to Primrose St. It seems the buses took a different diversion to the one shown in the key, but with the same purpose of covering Victoria Rd in full, while also serving Antoine St.

The main Parramatta-West Ryde route has been supplemented by fur-



MONDAY TO FRIDAY

MONDAY TO FRIDAY

Table with 13 columns: Bus, Depart Parramatta, Arr. & Dep. Pemberton St., Arr. & Dep. Park Road, Arr. & Dep. Kils. Pt. Rd., Arrive West Ryde, Trains to Sydney, Trains ex Sydney, Depart West Ryde, Arr. & Dep. Kils. Pt. Rd., Arr. & Dep. Park Road, Arr. & Dep. Pemberton St., Arrive Parramatta. Rows 1-10.

Table with 13 columns: Bus, Depart Parramatta, Arr. & Dep. Pemberton St., Arr. & Dep. Park Road, Arr. & Dep. Kils. Pt. Rd., Arrive West Ryde, Trains to Sydney, Trains ex Sydney, Depart West Ryde, Arr. & Dep. Kils. Pt. Rd., Arr. & Dep. Park Road, Arr. & Dep. Pemberton St., Arrive Parramatta. Rows 1-10.

Route 173, June 1959, Mondays to Fridays

ther services to other eastern termini. The first was the route 333, one of the earliest Red Arrow Express services, and the only one still carrying a 300-series number. It provided a premium fare, limited stop service

from Parramatta to Chatswood, commencing 19 January 1981, and was a combined service of North & Western and Parramatta Ryde (see timetable on page 10, top and the route map on page 8). To provide

hourly service required two buses (one from each of the partners.) Both ran long shifts on the Mondays to Fridays, with crib breaks from 10.15 to 10.50 and again from 3.35 to 4.10. Service was also provided on Saturday mornings.

There were not enough passengers to warrant this level of service, and it has been curtailed. It now operates to Chatswood only on Weekday peak-hours, with some short runs from Parramatta to U.W.S. Rydalmere.

In recent years, two more services have been added along Victoria Rd. The undated timetable on page 10 (late 1990s) is for route 5, since re-numbered 555. It follows the main stem of route 540 to Ermington shops (at Spurway St.) and then crosses the Parramatta River to Olympic Park. Service was half-hourly, but was reduced to hourly when Baxter's intro-

TRIPS TO CITY

Table with 20 columns: 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 AM, 520 PM, 520 PM, 520 PM. Rows for Parramatta Station, University of Western Sydney, etc.

Saturdays, Sundays & Holidays NO SERVICE

INWARD STOPS

Takes up at all stops from Parramatta Station to Church St & Victoria Rd then takes up and sets down at Macarthur St. University of Western Sydney, Clyde St, Park Rd, Alma St, Ermington Shops, Atkins Rd, Marsden Rd, Adelaide St, West Ryde (West Pole), Bowden St, Top Ryde, Monash Rd, Gladesville, Drummayne, Rozelle, White Bay, Bathurst St, then all stops to Circular Quay.

Route 520, 6 March 2000 - to City

Parramatta Station	Park & Victoria Roads Rydalmere	West Ryde Station	Blaxland Road & Davlin Street Ryde	Wicks & Epping Roads North Ryde	Chatswood Station	Chatswood Station	Wicks & Epping Roads North Ryde	Blaxland Road & Davlin Street, Ryde	West Ryde Station (Victoria Rd. & West Pde.)
MONDAYS TO FRIDAYS						MONDAYS TO FRIDAYS			
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
6.30	6.41	6.50	6.55	7.01	7.15	6.30	6.44	6.50	6.55
7.30	7.41	7.52	7.59	8.07	8.25	7.30	7.44	7.50	7.57
8.30	8.41	8.50	8.55	9.01	9.15	8.30	8.44	8.50	8.55
9.30	9.41	9.50	9.55	10.01	10.15	9.30	9.44	9.50	9.55
10.50	11.01	11.10	11.15	11.21	11.35	10.50	11.04	11.10	11.15
11.50	12.01	12.10	12.15	12.21	12.35	11.50	12.04	12.10	12.15
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
12.50	1.01	1.10	1.15	1.21	1.35	12.50	1.04	1.10	1.15
1.50	2.01	2.10	2.15	2.21	2.35	1.50	2.04	2.10	2.15
2.50	3.01	3.10	3.15	3.21	3.35	2.50	3.04	3.10	3.15
4.10	4.21	4.30	4.35	4.41	4.55	4.10	4.24	4.30	4.35
5.10	5.21	5.30	5.35	5.41	5.55	5.10	5.24	5.30	5.35
6.00	6.11	6.20	6.25	6.31	6.45	6.00	6.14	6.20	6.25
SATURDAYS						SATURDAYS			
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
8.00	8.11	8.20	8.25	8.31	8.45	8.00	8.14	8.20	8.25
9.00	9.11	9.20	9.25	9.31	9.45	9.00	9.14	9.20	9.25
10.00	10.11	10.20	10.25	10.31	10.45	10.00	10.14	10.20	10.25
11.00	11.11	11.20	11.25	11.31	11.45	11.00	11.14	11.20	11.25
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
12.05	12.16	12.25	12.30	12.36	12.50	12.05	12.19	12.25	12.30

Route 333 Red Arrow, 19 January, 1981

duced route 655, Parramatta-Olympic Park via Parramatta Road. Parra-Ryde introduced two 33 seater Mercedes LO 814s and used them on the 333 and the 555.

The final service is the 520, a Sydney Buses limited stop service from Circular Quay to Parramatta along Victoria Rd, introduced 6 March 2000 (Timetable to the City on page 9). The service runs half hourly off-peak, and every twenty minutes in the peaks. Since buses to and from Ryde depot also carry passengers, the timetable gives the appearance of great demand for service from Parramatta to Top Ryde after 6 p.m., but these are just the buses to Parramatta returning to home base. Sydney Buses wanted to introduce this service in 1999, but were unable to do so until they had bought out Ken Butt's companies, as he would not agree to them operating along his routes and taking away his customers.

ROUTE 5 PARRAMATTA STATION TO OLYMPIC PARK, HOMEBUSH
VIA RYDALMERE, ERMINGTON SHOPS AND SILVERWATER

PARRAMATTA STN	PEMBERTON ST.	PARK RD.	ERMINGTON SHOPS	HOLKER ST.	OLYMPIC PARK	OLYMPIC PARK	HOLKER ST.	ERMINGTON SHOPS	PARK RD.	PEMBERTON ST.	PARRAMATTA STN
MONDAY TO FRIDAY PARRAMATTA STN. TO OLYMPIC PARK						MONDAY TO FRIDAY OLYMPIC PARK TO PARRAMATTA STN.					
6.00	6.11	6.15	6.20	6.24	6.29	6.30	6.35	6.39	6.44	6.49	6.59
6.30	6.41	6.45	6.50	6.54	6.59	7.00	7.05	7.09	7.14	7.19	7.29
7.00	7.11	7.15	7.20	7.24	7.29	7.30	7.35	7.39	7.44	7.49	7.59
7.30	7.41	7.45	7.50	7.54	7.59	8.00	8.05	8.09	8.14	8.19	8.29
8.00	8.11	8.15	8.20	8.24	8.29	8.30	8.35	8.39	8.44	8.49	8.59
8.30	8.41	8.45	8.50	8.54	8.59	9.00	9.05	9.09	9.14	9.19	9.29
9.00	9.11	9.15	9.20	9.24	9.29	9.30	9.35	9.39	9.44	9.49	9.59
9.30	9.41	9.45	9.50	9.54	9.59	10.00	10.05	10.09	10.14	10.19	10.29
10.00	10.11	10.15	10.20	10.24	10.29	10.30	10.35	10.39	10.44	10.49	10.59
10.30	10.41	10.45	10.50	10.54	10.59	11.00	11.05	11.09	11.14	11.19	11.29
11.00	11.11	11.15	11.20	11.24	11.29	11.30	11.35	11.39	11.44	11.49	11.59
11.30	11.41	11.45	11.50	11.54	11.59	pm	pm	pm	pm	pm	pm
pm	pm	pm	pm	pm	pm	12.00	12.05	12.09	12.14	12.19	12.29
12.00	12.11	12.15	12.20	12.24	12.29	12.30	12.35	12.39	12.44	12.49	12.59
12.30	12.41	12.45	12.50	12.54	12.59	1.00	1.05	1.09	1.14	1.19	1.29
1.00	1.11	1.15	1.20	1.24	1.29	1.30	1.35	1.39	1.44	1.49	1.59
1.30	1.41	1.45	1.50	1.54	1.59	2.00	2.05	2.09	2.14	2.19	2.29
2.00	2.11	2.15	2.20	2.24	2.29	2.30	2.35	2.39	2.44	2.49	2.59
2.30	2.41	2.45	2.50	2.54	2.59	3.00	3.05	3.09	3.14	3.19	3.29
3.00	3.11	3.15	3.20	3.24	3.29	3.30	3.35	3.39	3.44	3.49	3.59
3.30	3.41	3.45	3.50	3.54	3.59	4.00	4.05	4.09	4.14	4.19	4.29
4.00	4.11	4.15	4.20	4.24	4.29	4.30	4.35	4.39	4.44	4.49	4.59
4.30	4.41	4.45	4.50	4.54	4.59	5.00	5.05	5.09	5.14	5.19	5.29
5.00	5.11	5.15	5.20	5.24	5.29	5.30	5.35	5.39	5.44	5.49	5.59
5.30	5.41	5.45	5.50	5.54	5.59	6.00	6.05	6.09	6.14	6.19	6.29
6.00	6.11	6.15	6.20	6.24	6.29	6.30	6.35	6.39	6.44	6.49	6.59
6.30	6.41	6.45	6.50	6.54	6.59	7.00	7.05	7.09			
7.00	7.11	7.15	7.20								

TRANSFER AT ERMINGTON SHOPS FOR CONNECTING BUSES TO CHATSWOOD, WEST RYDE AND PARRAMATTA

RIVERSIDE BUS & COACH SERVICES PTY. LTD.
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ACN 001 333 663

Route 5, undated but about 1998

ROUTE 540 - PARRAMATTA TO WEST RYDE						
Via Parramatta East, Rydalmere, Ermington & Ermington West - Effective from February 1997						
WEEKDAYS						
Diversion	Parramatta Stn	Pemberton St	Park Road	Spurway St	Marsden Rd	West Ryde
Weekdays - Mornings						
			5.14	5.09	5.12	5.17
			5.34	5.36	5.41	5.45
EW	5.36	5.46	5.51	5.54	5.58	6.06
	5.52	6.02	6.07	6.11	6.15	6.22
EW	6.06	6.14	6.22	6.25	6.31	6.38
	6.23	6.33	6.40	6.44	6.49	6.56
CSPK	6.34	6.42	6.55	6.59	7.04	7.12
EW	6.43	6.53	6.59	7.05	7.10	7.17
B	6.53	7.03	7.09	7.15	7.20	7.27
	7.03	7.12	7.17	7.21	7.27	7.35
CSPK/EWF	7.13	7.22	7.29	7.33	7.45	7.51
B	7.28	7.38	7.44	7.47	7.58	8.05
	7.41	7.50	7.59	8.03	8.07	8.14
	7.55	8.05	8.11	8.15	8.19	8.28
CSPK	8.06	8.16	8.28	8.32	8.36	8.43
MARS/EWF	8.20	8.30	8.36	8.40	8.52	9.00
CSPK	8.36	8.46	8.53	8.57	9.02	9.10
B/A	8.45	8.55	9.01	9.09	9.18	9.25
EW	8.56	9.06	9.11	9.14	9.19	9.26
	9.28	9.36	9.39	9.42	9.46	9.51
B/A	9.45	9.54	9.57	10.04	10.10	10.16
	9.55	10.03	10.07	10.10	10.14	10.20
EW/F	10.19	10.28	10.32	10.35	10.42	10.48
	10.30	10.39	10.43	10.46	10.50	10.55
B/A	10.45	10.55	10.59	11.05	11.12	11.17
	11.00	11.10	11.14	11.18	11.24	11.29
EW	11.13	11.23	11.27	11.30	11.36	11.42
	11.35	11.43	11.47	11.51	11.55	12.00
B/A	11.57	12.10	12.14	12.19	12.25	12.30
Weekdays - Afternoons						
	12.25	12.35	12.40	12.44	12.49	12.55
EW	12.35	12.45	12.50	12.54	1.02	1.08
	12.50	1.02	1.07	1.10	1.20	1.27
B/A	1.10	1.22	1.26	1.32	1.40	1.46
EW/F	1.35	1.45	1.51	1.54	2.03	2.11
	1.52	2.02	2.08	2.12	2.16	2.25
B/A	2.10	2.20	2.24	2.30	2.36	2.42
	2.35	2.45	2.50	2.54	3.00	3.06
EW/F	2.55	3.05	3.10	3.14	3.22	3.28
	3.10	3.23	3.30	3.35	3.42	3.48
EW/MACGHS	3.25	3.40	3.44	3.47	3.55	4.02
B/A	4.00	4.11	4.17	4.25	4.32	4.37
	4.06	4.16	4.25	4.29	4.34	4.40
EW/F	4.33	4.45	4.53	4.57	5.06	5.12
	4.45	4.57	5.05	5.08	5.14	5.20
B/A	5.00	5.10	5.18	5.22	5.26	5.34
	5.10	5.20	5.27	5.31	5.36	5.44
EW	5.35	5.45	5.52	5.56	6.00	6.06
	5.40	5.50	5.54	5.57	6.01	6.06
B/A	5.52	6.02	6.06	6.12		
	6.15	6.21	6.27	6.30	6.34	6.40
SP	6.35	6.44	6.48	6.51	6.57	7.03
	6.50	6.58	7.02	7.05	7.09	7.14
	7.15	7.23	7.28	7.31	7.35	7.40
B/D	7.35	7.40	7.45	7.50		
SP	8.36	8.43	8.46	8.49	8.56	9.00
SP	9.36	9.43	9.46	9.49	9.56	10.00
	10.36	10.43	10.46	10.49	10.51	10.56
			11.10	11.14	11.17	11.22
SATURDAYS / SUNDAYS / PUBLIC HOLIDAYS						
Diversion	Parramatta Stn	Pemberton St	Park Road	Spurway St	Marsden Rd	West Ryde
Saturday - Mornings						
			5.49	5.52	5.56	6.00
			6.47	6.50	6.54	6.59
EW	6.56	7.06	7.10	7.14	7.20	7.25
	7.27	7.35	7.39	7.43	7.48	7.54
SP	7.57	8.07	8.12	8.16	8.22	8.28
B/A	8.30	8.37	8.42	8.47	8.52	8.58
EW/F	8.57	9.07	9.11	9.14	9.22	9.28
	9.33	9.43	9.47	9.50	9.54	10.00
B/A	9.55	10.05	10.10	10.15	10.20	10.27
EW	10.30	10.39	10.43	10.46	10.51	10.58
	10.45	10.55	11.00	11.04	11.09	11.14
	11.00	11.10	11.15	11.19	11.24	11.29
B/A	11.45	11.55	12.00	12.07	12.13	12.20
Saturday - Afternoons						
	12.00	12.10	12.14	12.17	12.22	12.27
EW	12.30	12.40	12.45	12.48	12.53	1.00
	12.55	1.05	1.10	1.14	1.20	1.26
B/A	1.30	1.40	1.45	1.50	1.54	1.59
	1.55	2.05	2.10	2.14	2.19	2.25
SP	2.30	2.38	2.41	2.44	2.52	2.58
	3.00	3.10	3.15	3.18	3.23	3.28
DT	3.30	3.38	3.42	3.45	3.53	3.58
JN	4.00	4.08	4.12	4.18	4.23	4.28
SP	4.30	4.38	4.42	4.45	4.53	4.58
	5.00	5.08	5.13	5.16	5.21	5.26
	5.30	5.38	5.43	5.46	5.51	5.56
SP	6.00	6.08	6.13	6.16	6.22	6.28
	6.30	6.38	6.43	6.46	6.51	6.56
SP	7.00	7.07	7.11	7.14	7.19	7.24
	7.30	7.38	7.43	7.46	7.51	7.56
	9.00	9.08	9.13	9.16	9.21	9.26
SP	10.00	10.08	10.13	10.16	10.22	10.28
SP	11.00	11.08	11.13	11.15	11.20	
Sundays & Public Holidays - Mornings						
SP			7.10	7.13	7.20	7.25
	8.00	8.08	8.12	8.16	8.21	8.26
SP	9.00	9.08	9.12	9.15	9.22	9.27
SP/DT	10.00	10.08	10.12	10.15	10.22	10.27
JN	11.00	11.08	11.12	11.17	11.22	11.27
Sundays & Public Holidays - Afternoons						
	12.00	12.08	12.12	12.15	12.20	12.27
SP	1.00	1.08	1.12	1.15	1.22	1.27
	2.00	2.08	2.12	2.15	2.20	2.27
SP	3.00	3.08	3.12	3.15	3.22	3.27
DT	4.00	4.08	4.12	4.15	4.23	4.28
JN	5.00	5.08	5.12	5.18	5.22	5.28
SP	6.00	6.08	6.12	6.15	6.22	6.28
	7.00	7.08	7.12	7.15	7.20	7.26
SP	8.00	8.08	8.12	8.15	8.22	8.28
SP	9.30	9.38	9.42	9.45	9.52	9.57

Diversions

- EW Kissing Point Rd, Bartlett St, Spurway St
- EWIF Marsden Rd, Cowells Lne, Monterey Pde, Fremont Ave, Kissing Point Rd, Bartlett St, Spurway St
- B Wharf Rd, Hope St, Atkins Rd, Boronia St, Spurway
- A Primrose Ave, Antoine St, John St, South St, Park Rd
- BA Combines A diversion & B diversion
- CSPK Park Rd, South St, Clyde St
- SP Spurway St, Vignes St, Sinfield St, Bartlett St, Spurway St
- DT Trumper St, Marguerette St, Atkins Rd, Boronia St, Trumper
- PR Primrose St, Antoine St, Nowill St, South St, Primrose Ave
- MACGHS - Diverts via MacArthur Girls High School
- MARS.HS - Diverts via Marsden High School
- ** Bus terminates in Smith Street outside Lancer Barracks

Route 540, February 1997, Parramatta to West Ryde

We don't have our 'lunch' - we have our 'dinner'

These illustrations are the summary mainline timetables from the New Zealand Government Railways Timetable from 4 December 1932, from the collection of GEOFF LAMBERT, with notes by VICTOR ISAACS.

There are two interesting points: NZR's habit of not running their main express trains on every day of the week in this period, but only on three or four days a week. This was increased to every weekday only for a few weeks during the peak Christmas holiday period. There was no day train (on the admittedly long) route between the two main cities, Auckland and Wellington, except during this period.

NZR's use in the timetable the then good-luck symbol, the Swastika. (Victorian Railways was also fond of using Swastikas in their Working timetables until as late as 1940).

And the editor also points out the use of the common meal-names of the day- "dinner" was in the middle of the day and "tea" was taken in the evening. Railway timetables of Australia at the time used "lunch" and "dinner".

No. 368. Price 6d.



NEW ZEALAND GOVERNMENT RAILWAYS

TIME TABLE

AND LIST OF GUEST HOUSES

ON AND AFTER
4th DECEMBER, 1932.

FOR GENERAL INDEXES SEE PAGE 1.



16 WELLINGTON-AUCKLAND EXPRESS TRAINS AND CONNECTIONS.

EXPRESSES.				PALMERSTON NORTH - NAPIER AND PALMERSTON NORTH - MASTERTON.				
	C	A	B		Exp.	Wairarapa Line		
	am	pm	pm		am	pm	am	
WELLINGTON dep (Thorndon)	7 53	2 0	7 15	Palmerston N. dep	8 28	4 30	Wellington dep	7 50
PALMERSTON N. arr	10 38	4 57	9 50	Napier dep	8 28	4 30	(Lambton)	
PALMERSTON N. dep	10 46	5 7	9 57	Woodville dep	12 4	8 42	Masterton dep	11 22 55
MARTON JN. arr	11 41	6 7	10 53	Palmerston N. arr	12 52	9 29	Woodville dep	1 55 6 29
MARTON JN. dep	12 4	6 30	11 1				Palmerston N. arr	2 53 7 20
TAUMARUNUI arr	5 11	12 28	3 59	A Leaves Mon., Tues., Wed., Thurs., Fri., Sat. B Leaves Sun., Mon., Tues., Wed., Thurs., Fri. C Leaves M, Tu, W, Th, F, Sat, and runs only from 17th Dec. to 9th Jan. (inc.).				
TAUMARUNUI dep	5 36	12 42	4 7	From Palmerston North Junction.				
FRANKTON JN. arr	8 29	4 59	10 59	Palmerston N. dep	5 10	Palmerston N. dep	5 10	
FRANKTON JN. dep	8 37	4 9	7 19	Woodville arr	6 9	Woodville arr	6 9	
AUCKLAND arr	11 0	6 38	9 40	Woodville dep	6 21	Woodville dep	6 45	
				Dannevirke arr	7 12	Woodville dep	6 45	
						Masterton arr	9 35	

MARTON - WANGANUI - NEW PLYMOUTH.			
To Marton Junction.		From Marton Junction.	
	am	Exp. am	pm
New Plymouth .. dep	8 25	12 4	4 12
Wanganui .. dep	9 25	12 4	4 12
Marton Junction .. arr	11 44	1 45	6 8

FRANKTON JUNCTION - WAIHI - THAMES NORTH - TAURANGA - TANEATUA.			
From Frankton Junction.			
	am	Exp. pm	pm
Frankton J. .. dep	7 15	12 29	
Paeroa .. arr	8 40	4 21	
Waihi .. arr	10 51	3 11	
Thames N. .. arr	11 15	3 23	
Thames N. .. dep		3 38	
Tauranga .. arr		4 41	
Tauranga .. dep		4 51	5 0
Taneatua .. arr		7 47	8 30

FRANKTON JUNCTION - ROTORUA.			
From Frankton Junction.			
	am	Limited Express. pm	pm
Frankton Junction .. dep	7 29	1 2	
Rotorua .. arr	11 41	4 15	

d Change for Tauranga, Rotorua, and Thames Branches. f Change for Wanganui - New Plymouth line. k Change for Thames Branch. The connecting trains run on week-days only unless otherwise shown. For map of Raurimu Spiral see page 100. For details of Wellington-Auckland Express Trains see pages 58-59.

17 AUCKLAND-WELLINGTON EXPRESS TRAINS AND CONNECTIONS.

EXPRESSES.				FRANKTON JUNCTION - ROTORUA.				
	C	A	B		Ltd	Exp.		
	am	pm	pm		am	pm	pm	
AUCKLAND dep	8 0	3 0	7 0	To Frankton Junc.				
FRANKTON JN. arr	10 16	4 5	9 14	From Frankton Junc.				
FRANKTON JN. dep	10 24	5 56	9 25	Rotorua dep	10 0	4 40	Frankton Jn. dep	5 53
TAUMARUNUI arr	1 32	9 14	12 22	Frankton Jn. arr	1 1	8 38	Rotorua arr	10 56
TAUMARUNUI dep	1 49	9 22	12 30					
MARTON JN. arr	7 6	3 39	5 47	The connecting trains run on week-days only unless otherwise shown. For fares between the principal stations of the Dominion, see page 25.				
MARTON JN. dep	7 23	4 47	6 44					
PALMERSTON N. arr	8 23	4 57	6 53					
PALMERSTON N. dep	8 31	4 57	6 53					
WELLINGTON arr	11 10	7 42	9 41					

TANEATUA-TAURANGA-THAMES NORTH-WAIHI-FRANKTON JUNCTION.

To Frankton Junction.			
	am	Tu, Th, Sat. am	pm
Taneatua dep	7 45	8 55	
Tauranga arr	10 47	1 8	
Tauranga dep	10 58	2 0	
Thames N. dep	8 54	1 8	
Thames dep	9 3	1 8	
Waihi dep	12 31	4 11	
Paeroa arr	10 8	1 10	4 57
Paeroa dep	10 27	1 20	5 20
Morrinsville dep	12 22	2 30	6 53
Frankton J. arr	1 1	3 8	7 50

MARTON - WANGANUI - NEW PLYMOUTH.			
From Marton Junction.			
	am	Exp. am	D pm
Marton Junction dep	8 4	6 25	8 43
Wanganui arr	10 6	8 46	10 35
New Plymouth arr	11 0	9 46	7 45

PALMERSTON NORTH - NAPIER and PALMERSTON NORTH - MASTERTON - WELLINGTON (Lambton).

From Palmerston North Junction.			
	am	Exp. pm	am
Palmerston N. dep	7 10	12 25	
Woodville .. dep	8 10	1 31	
Hastings .. dep	12 7	4 37	
Napier .. arr	12 36	4 57	

d Change for Rotorua Branch. e Change for Napier or Wairarapa lines. f Change for Wanganui - New Plymouth line. g Passengers for New Plymouth change trains at Aramohe. h Change at Morrinsville. i Change at Paeroa. A Leaves M, Tu, W, Th, F, Sat. B Leaves Sun, M, Tu, W, Th, F. C Leaves M, Tu, W, Th, Fri, Sat, and runs only from 17th Dec. to 9th Jan. (inclusive). D During running Daylight Express only from 17th Dec. to 9th Jan. (inclusive). For details of Auckland-Wellington Express Trains, see pages 52-55.

WELLINGTON-NAPIER, WELLINGTON-NEW PLYMOUTH EXPRESS TRAINS.

WELLINGTON-NAPIER EXPRESS TRAINS (Week-days).

UP.		DOWN.	
WELLINGTON (Thorndon) .. dep	9 20	NAPIER .. dep	8 28
JOHNSONVILLE .. dep	9 47	HASTINGS .. dep	8 57
PAEKAKARIKI .. arr	10 31	WAIPUKURAU .. dep	10 5
PAEKAKARIKI .. dep	10 37	DANNEVIRKE .. dep	11 24
LEVIN .. dep	11 29	WOODVILLE .. arr	11 52
PALMERSTON N. .. arr	12 14	Connects at Palmerston North with Express for New Plymouth.	
PALMERSTON N. .. dep	12 25	WOODVILLE .. dep	12 4
WOODVILLE .. arr	1 18	PALMERSTON N. .. arr	12 52
WOODVILLE .. dep	1 31	PALMERSTON N. .. dep	1 8
DANNEVIRKE .. arr	2 5	WELLINGTON (Thorndon) .. arr	4 14
WAIPUKURAU .. arr	3 22	Trunk (Auckland Express) change at Palmerston North.	
HASTINGS .. arr	4 29		
NAPIER .. arr	4 57		

For intermediate times see pages 79, 80.

WELLINGTON-NEW PLYMOUTH EXPRESS TRAINS.

UP.		DOWN.	
WELLINGTON (Thorndon) .. dep	9 55	NEW PLYMOUTH .. dep	8 25
PAEKAKARIKI .. arr	11 0	STRATFORD .. dep	9 37
PAEKAKARIKI .. dep	11 6	HAWERA .. dep	10 14
OTAKI .. dep	11 45	WANGANUI .. dep	12 4
LEVIN .. dep	1 0	MARTON .. arr	11 45
PALMERSTON N. .. dep	1 0	Dinner.	
MARTON .. arr	2 1	MARTON .. dep	2 7
MARTON .. dep	2 23	PALMERSTON N. .. dep	3 16
WANGANUI .. arr	3 52	LEVIN .. dep	4 4
HAWERA .. arr	5 55	OTAKI .. dep	6 3
STRATFORD .. arr	6 43	WELLINGTON (Thorndon) .. arr	7 48
NEW PLYMOUTH .. arr	7 48		

† Change at Marton for Main Trunk North. For intermediate times see pages 73-76.

For fares between principal stations of the Dominion see page 25. For fare-table see pages 27-33.

CHRISTCHURCH - DUNEDIN - INVERCARGILL EXPRESS TRAINS.

DOWN.		UP.	
Wellington .. dep	7 45 p.m. daily except Sunday.	Christchurch .. dep	7 45 p.m. daily except Sunday.
Lyttelton .. dep	7 a.m. next morning.	Dunedin .. dep	7 45 p.m. daily except Sunday.
Christchurch .. arr	Special ferry train leaves Lyttelton for Christchurch after arrival of steamer. Breakfast obtainable at Christchurch Railway Refreshment-rooms immediately on arrival of ferry train.	Invercargill .. dep	7 45 p.m. daily except Sunday.
<p>CONNECTING TRAINS. From Gore to Queenstown.</p> <p>Gore .. dep 12 45 Lumsden .. dep 2 37 Kingston .. arr 4 16 Kingston (st'r) .. dep 4 30 Queenstown .. arr 6 45</p> <p>Runs daily from 19th Dec. to 7th Jan. (inclusive), and thereafter on Mon., Wed., Fri., Sat., up to and including 28th Jan.; thence on Mon., Wed., Fri.</p> <p>For intermediate times, see pages 125-130 (Christchurch-Dunedin); 138-141 (Dunedin-Invercargill); 148, 152, 153 (Gore-Kingston).</p>			
<p>CONNECTING TRAINS. From Queenstown to Gore.</p> <p>Queenstown .. dep 8 25 Kingston (st'r) .. dep 10 45 Kingston .. arr 11 5 Lumsden .. dep 1 4 Gore .. arr 2 35</p> <p>Runs daily from 19th Dec. to 7th Jan. (inclusive), and thereafter on Mon., Wed., Fri., Sat., up to and including 28th Jan.; thence on Mon., Wed., Fri.</p> <p>For fares between the principal stations of the Dominion, see page 25.</p>			
CHRISTCHURCH dep	8 35	TIMARU dep	11 50
TIMARU .. dep	11 50	OAMARU .. arr	1 30
OAMARU .. arr	1 30	DUNEDIN .. arr	5 55
DUNEDIN .. dep	8 33	DUNEDIN .. dep	9 44
MILTON .. dep	9 44	BALCLUTHA .. dep	10 25
BALCLUTHA .. dep	10 25	GORE .. dep	12 3
GORE .. dep	12 3	INVERCARGILL .. arr	1 10
INVERCARGILL .. arr	1 10		

Christchurch .. dep daily, 7.10 p.m.; Tu, W, Th, F, Sat, 7.37 p.m. f And daily at same time from Lyttelton (Wharf) arr daily, 7.29 p.m.; Tu, W, Th, F, Sat, 7.56 p.m. (16th Dec. to 31st Jan. (inclu.))

Lyttelton .. dep (dep Mon. about 7.45 p.m.; Tu, W, Th, F, Sat, about 8.15 p.m.; arr 7 a.m. next morning. From 16th Dec. to 31st Jan. leaves about 8.15 p.m. daily. Connecting trains go alongside steamers at Lyttelton.

The information in regard to the inter-Island steamer services is supplied for the benefit of the public, and the Railway Department is not responsible for the operation of the steamer services.



A small bus route in the Campsie area
 ROBERT HENDERSON comments on an article in the September issue

I am writing to make a few comments on Jim O'Neil's interesting article in the September 2000 issue.

According to notes by Vic Hayes in the Bus Club News in the 1970s, Route 39 started in the 1920s, originally running from Campsie to Enfield. In 1951 it was extended to Wiley Park and later to a point outside where Roselands now stands. It was when Roselands shopping centre opened in October 1965 that Route 39 was extended to Hurstville. A timetable dated 3 August 1968, when Red Top Transport operated it, shows it running every 20 minutes during shopping hours, Monday to Friday and Saturday mornings.

The timetable depicted as Fig 1 in the article appears to be extracted

from the Cumberland Coaches' timetable for Routes 34 and 39 dated 21 September 1977, which was annotated as "still operating Jan 1980." I say "extracted," as it is not the complete timetable and only designed to show trips which would benefit shoppers at Westfield Shoppingtown in Hurstville.

Services on Route 39 actually started as early as 6.07am on weekdays and 6.15am on Saturdays and ran until 6.44pm on weekdays and 1.00pm on Saturdays. Trips before about 8.50am on weekdays and Saturdays only ran between Campsie and Roselands. Interestingly, the 8.37am trip which Jim mentions is shown in the Cumberland timetable as running on school days only.

The change of destination for

Route 39 from Hurstville to Kogarah Hospital (and occasional trips to Bardwell Park) probably started with the timetable dated December 1985, whose starting date was the 18th. As Jim says, this incorporated other routes, the 92 and 229 (not 226).

A typographical error appears on page 14 of The Times, where Fig 3 should read "Route 39, incorporating Route 46, 24 August 1991, Canterbury Bus Lines." Fig 4 is part of Punchbowl Bus Company's Route 451 timetable of 21 December 1998.

Sydney's lost bus routes (2)

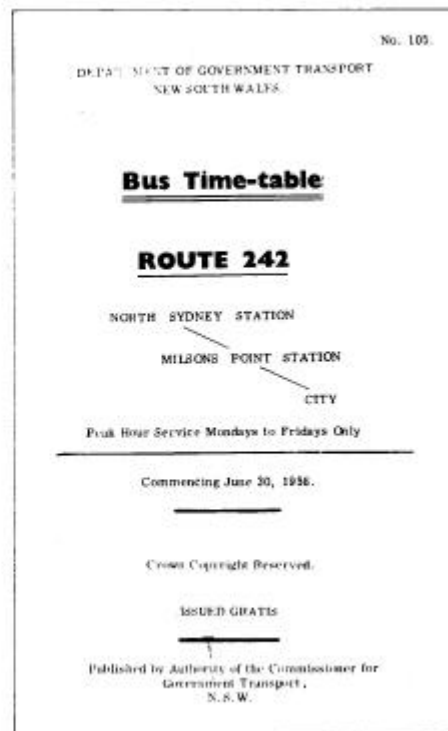
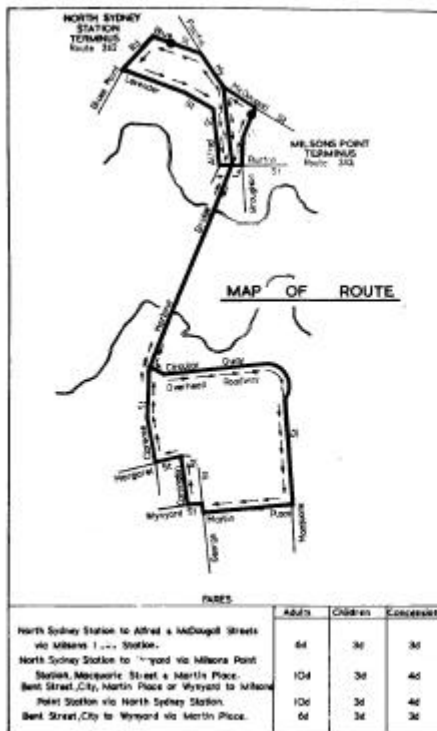
DUNCAN MACAUSLAN continues his reports of Sydney buses and Sydney bus timetables that are no more.

Route 242 North Sydney – Martin Place, City

When the Cahill Expressway opened the opportunity was taken to provide a peak hour bus service

from North Sydney to the east side of the city. Route 242 commenced on 30 June 1958. Apparently only one timetable was ever issued which shows the loop service under Milsons Point Station

and the loop around the city. Not being successful the 242 was withdrawn after nearly 17 months operation on 20 November 1959.



ROUTE 242

NORTH SYDNEY STATION - MILSONS POINT STATION - CITY
MONDAYS TO FRIDAYS

A.M. SERVICE					P.M. SERVICE				
North Sydney Station	Broughton & McDougall Sts., Milsons Point	Martin Place	Wyndham (Carrington St.)	North Sydney Station	Broughton & McDougall Sts., Milsons Point	Martin Place	Wyndham (Carrington St.)	North Sydney Station	Broughton & McDougall Sts., Milsons Point
dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	arr. A.M.	dep. P.M.	dep. P.M.	dep. P.M.	dep. P.M.	arr. P.M.
7.30	7.37	7.46	7.53	8.5	2.15	2.22	2.3	2.4	3.11
7.45	7.52	8.1	8.8	8.20	3.0	3.7	3.19	3.26	3.26
8.0	8.7	8.16	8.23	8.35	3.15	3.22	3.34	3.41	3.41
8.5	8.12	8.21	8.28	8.40	3.30	3.37	3.49	3.56	3.56
8.10	8.17	8.26	8.33	8.45	3.45	3.52	4.4	4.11	4.11
8.15	8.22	8.31	8.38	8.50	4.0	4.7	4.19	4.26	4.26
8.30	8.27	8.36	8.43	8.55	4.5	4.15	4.22	4.34	4.41
8.25	8.32	8.41	8.48	9.0	4.21	4.30	4.37	4.49	4.56
8.30	8.37	8.46	8.53	9.05	4.35	4.44	4.52	5.4	5.11
8.35	8.42	8.51	8.58	9.10	4.50	4.52	4.59	5.11	5.18
8.40	8.47	8.56	9.3	9.15	4.51	5.0	5.7	5.19	5.26
8.45	8.52	9.1	9.8	9.20	5.0	5.12	5.24	5.31	5.38
8.50	8.57	9.6	9.13	9.25	5.15	5.17	5.29	5.36	5.43
8.55	9.0	9.11	9.18	9.30	5.30	5.32	5.34	5.41	5.48
9.0	9.7	9.16	9.23	9.35	5.45	5.47	5.59	6.0	6.07
9.7	9.14	9.23	9.30	9.42	5.36	5.45	5.52	6.4	6.11
9.15	9.22	9.31	9.38	9.50	5.43	5.52	6.0	6.12	6.19
9.30	9.37	9.46	9.53	10.5	5.53	6.0	6.7	6.19	6.26
					6.5	6.15	6.22	6.34	6.41

SATURDAYS, SUNDAYS & HOLIDAYS - NO SERVICE

FROM NORTH SYDNEY STATION (A.M. PEAK) - Blue Street, Blues Point Road, Lavender, Alfred, Burton, Broughton and McDougall Streets, Harbour Bridge, Circular Quay overhead roadway, Macquarie Street, Martin Place, George, Wynyard and Carrington Streets, Margaret and Clarence Streets, Harbour Bridge, Pacific Highway, Blue Street, North Sydney Station.

FROM BROUGHTON STREET, MILSONS POINT (P.M. PEAK) - Via Broughton, McDougall Streets, Harbour Bridge, Circular Quay overhead roadway, Macquarie Street, Martin Place, George, Wynyard and Carrington Streets, Margaret and Clarence Streets, Harbour Bridge, Pacific Highway, Blue Street, to North Sydney Station, then Blue Street, Blues Point Road, Lavender, Alfred, Burton, and Broughton Streets.

TIMES OF BUSES - The times stated in the Official Timetable are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of buses at the times stated nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel, wholly or in part, any of the bus services shown in the Official Timetables or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such timetables must be taken to be subject to such right.

For further particulars, phone B 0543 between 8.30 a.m. and 4.30 p.m. on Mondays to Fridays (Holidays excepted), and Willoughby Depot (XL9920) at other times.

* MODERN Single and Double-Deck Buses are available for hire for Picnics, Wedding Receptions, Dance Parties, Sporting Functions, etc. Call and discuss your plans with the Bus Hires Officer, at Chalks House, 6 Martin Place, City, Phone BL 2281, or B 0961 - Extension 8980, or write to the Bus Hires Officer, Box 1945, G. P. O., Sydney.

LOST PROPERTY

The Lost Property Office is located on the Ground Floor, Grand United Order of Oddfellows Building, 149 Castlereagh Street, City. Phone BM 3216.
Hours: 8.30 a.m. to 5.0 p.m., Mondays to Fridays only (Public Holidays excepted).

200th issue of The Times

This month, November 2000, sees the 200th issue of The Times and the 100 edition of Table Talk in its present form although, as you will see, the Australian Association of Time Table Collectors' two magazines evolved together, as ALBERT ISAACS explains in this guest editorial

Please forgive me if I indulge in personal reminiscences for a moment. I can vividly recall Jack McLean visiting me in the middle of 1983, in the shop I then had, and telling me that he was thinking of 'forming a timetable collectors' mob'. He then asked whether I would be interested in editing a magazine. Little did I realise when I said 'yes' that, 17 years later, I would still be editing one of the Association's two journals after continually overseeing 200 editions of either The Times or Table Talk or both, without a break.

One of our early members once declared timetable collectors as 'a group of eccentrics within a wider group of eccentrics'. Even so, the first edition of The Times in November 1983 was sent to about 20 people who had expressed an interest in joining a timetable collectors association. Today, that 'group of eccentrics within a wider group of eccentrics' has developed into a group of over 150, and is still growing.

The first edition was of 16 A5 pages and consisted of a message from Jack McLean outlining the steps that had led to the publication of the magazine and sharing his vision for the embryonic association; a number of policy matters such as whether or not to include the word 'facsimile' on timetable illustrations and the issue of 12 hour clock versus 24 hour clock; a summary of correspondence received; and a 'Traders' Items' column consisting of requests for information or the trade of items to Jack McLean from 9 overseas correspondents, only 1

of whom actually joined the association; padded by items from Jack, the late Stephen McLean and myself. Interestingly, a 'Trader's Item' column is something that has never really been well used by our members, although it has been resurrected from time to time to cater for the odd, specific item submitted.

There were 2 other columns in the first edition which were to have a longer lives. One was 'Bradshaw's Column', which continued in 'The Times' for 14 years and set the scene for the type of timetable review that is still the mainstay of the magazine. The first timetable to be reviewed was that of the Q.R. as found in the Supplement to the Queensland Government Gazette, vol XXVII, No 47, Friday 18th September, 1885.

The first 'Currant Raisinings on the Grapevine' column also appeared. This eventually evolved into a current news Supplement, which took on the name of Table Talk to coincide with the 101st edition of The Times some eight years ago. The name, Table Talk was purposely introduced at the time so that there will always be a tie-in between the numbering of both magazines, with one being exactly 100 issues ahead of the other.

The Times was initially issued bi-monthly but became monthly from the eight issue in November 1984 and has continued to be issued at this frequency ever since.

After editing both of the Associa-

tion's magazines for a number of years, I handed over The Times to a new editor, Graham Duffin, three years ago. After Graham's two years at the helm, our present editor Geoff Lambert took over 12 months ago. Through the use of modern technology, Graham was able to introduce a clean, new contemporary look to the magazine that was long overdue. Using the very latest computer technology, Geoff has expanded on the process started by Graham and has given us the greatest-looking magazine on the retail shelf. Importantly, Geoff has also continued to provide a good read every month, with varied articles that provide new research into timetables and associated publications. This is always most stimulating for the reader.

The Times has now well and truly established itself as a magazine of serious research, whose contents make it an important member of the currently available public transport magazines. The general acceptance of The Times is certainly reflected in the growing membership of the Association and, to a lesser extent, by the over-the-counter sales at rail enthusiast outlets in Sydney and Melbourne.

I heartily congratulate Geoff and his team on steering The Times to the important milestone of the 200th edition. I look forward to always being excited and challenged by its contents which will continue to increase my knowledge of the wonderful world of timetables by sharing the research of others, as published in the pages of the magazine.

Graphic Insight— the historiogram

JACK MCLEAN responded to last month's *Graphic Insight* on the traffic of the Melbourne-Ballarat line by forwarding one of his 'historiograms' for the line. So this month, we examine a different type of railway timetable. The words are by **GEOFF LAMBERT**.

The historiogram is a regular Cartesian coordinate space in which the vertical axis represents the distance along a railway line and the horizontal axis represents time. A bit like a train graph really—except that the scale is in years, rather than hours. Into this coordinate space are plotted, not the trains that thread the railway, but the state of the infrastructure—mainly stations—over the history of the line. So the spatial location of a station will be represented by an horizontal line at an appropriate vertical distance from the starting position and the temporal location of the line will be represented by the horizontal extent of the line. Its opening and closing years will form the left and right extremes of this line. The line can be 'decorated' (thick, thin, dotted) to indicate certain attributes of the station (in Jack's example, a thickened line indicates the existence of a signal box or electronic equivalent). Notations beside certain dates indicate other features, such as the commencement or cessation of certain things— electric staff working is shown in Jack's historiogram, which is heavily oriented towards safeworking features, although almost any feature could be represented. Interesting features of this graph are (1) how the staff working Gordon-Wallace-Dunnstown-Warrenheip became Gordon-Bungaree-Warrenheip in 1898— see how the 4 thickened lines flip to 3 thickened lines at that date; (2) a similar change (and the closure of 2 stations) when ATC was introduced over the Ingliston Bank in 1963 and; (3) the changing nature of the block sections between Sunshine and Melton, which ranged from Sunshine-Melton to Sunshine-Deer Park-Rockbank-Melton, and almost all intermediate combinations. Jack points out that his historiogram was drawn in 1989 and has a few doubtful "facts" in it.

