



# The Times

January 2005

A journal of transport timetable history and analysis

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**Timetable Revolution**  
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# The Times

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### On the front cover

January's Times is a "bussy" kind of issue and two bus stories from opposite sides of the planet are illustrated. The first, at the top, illustrates Steven Haby's story on an Ansett Roadways timetable for Western Victoria from the 1950s. You could have travelled to most of these places by train, but many of these destinations were served infrequently by train (usually a rail motor or mixed train) and the bus was definitely seen as an improvement.

In 1960, Jim O'Neil accompanied his father to Minneapolis- and just happened to pick up a few bus timetables along the way. By the time of Jim's six-month sojourn there, Minneapolis had abandoned its extensive tramway system for over 15 years, but many of the buses still ran along the routes of the vanished streetcar lines. Naturally, he was able to collect a few timetables. The illustrations here are from a US web-site devoted to this- one of the US's "Twin Cities"

**Editorial Team** Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

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# A bus timetable from Minnesota

*Apart from the famous Lake Wobegon (no bus service!), Minnesota has a number of real places which have or had extensive bus services. When he was young, the peripatetic JIM O'NEIL rode on them—and collected their timetables.*

In 1960, my father was working in Minneapolis for six months, and the family went along with him. During the long summer vacation, I went downtown to see what there was to see, travelling by the Twin City Rapid Transit Company buses. (Minneapolis is next door to the city of St. Paul, and they have shared local transit since tramway days.) Very few people used the buses in the off-peak hours, mainly those too young to drive and the very old. That struck me as odd at the time, though we have gone down the same road since, here in Australia. The use of tokens to pay for bus fare was something I had met in New York and Boston, I think it was 45 cents in the Twin Cities for an adult fare, and I had met the flat fare for the whole system (though you paid a second time if you went over into St. Paul.)

There wasn't much to see at the railroad stations, since few trains ran and I was downtown at the wrong times for them, but I did discover action at the Bus Station. Buses ran at infrequent intervals (since only inter-city buses used the station) and better yet, there were racks of timetables to collect, not only for the buses which used the station, but also for the local Minneapolis buses as well - but not for those operating only in St Paul.

The local timetables had a uniform format, each on a sheet of paper seven inches deep and almost five and a half wide. This was then folded down the centre to create a long narrow brochure you could put in your pocket. The Minneapolis timetables were all printed on blue paper, while the two routes coming over the border from St. Paul were on yellow. At the time, I didn't think it worth paying double money to find out whether all St. Paul timetables were on yellow paper.

The timetable printed here is for the Route 1, which ran from the Northeastern part of Minneapolis

(it is Northwest in relation to St. Paul - though I don't know what the Terminal was), through downtown into the Southwestern suburbs, which is the Bryn Mawr part of the route's name (unusually, for Minneapolis, or most American cities, the route was not named after the major streets on which it ran.) At the foot of the second page, there are illustrations of the destination indicator settings for the four varieties of the route. Each of them is a "lazy" indicator, which doesn't need to be reset at the end of each trip. Most Minneapolis timetables showed these indicators, though I haven't seen this done at other places.

On the front page is a map, showing running times from Downtown, at 5th and Hennepin). (Almost all



**STANTON BLVD. TERMINAL**  
**ROUTE 1A**  
MINNEAPOLIS - ST. PAUL

TO DOWNTOWN	FROM DOWNTOWN
7:00 AM	7:00 AM
7:15 AM	7:15 AM
7:30 AM	7:30 AM
7:45 AM	7:45 AM
8:00 AM	8:00 AM
8:15 AM	8:15 AM
8:30 AM	8:30 AM
8:45 AM	8:45 AM
9:00 AM	9:00 AM
9:15 AM	9:15 AM
9:30 AM	9:30 AM
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10:15 PM	10:15 PM
10:30 PM	10:30 PM
10:45 PM	10:45 PM
11:00 PM	11:00 PM
11:15 PM	11:15 PM
11:30 PM	11:30 PM
11:45 PM	11:45 PM
12:00 AM	12:00 AM

**ROUTE 1**  
MINNEAPOLIS - ST. PAUL

WESTBOUND	EASTBOUND
7:00 AM	7:00 AM
7:15 AM	7:15 AM
7:30 AM	7:30 AM
7:45 AM	7:45 AM
8:00 AM	8:00 AM
8:15 AM	8:15 AM
8:30 AM	8:30 AM
8:45 AM	8:45 AM
9:00 AM	9:00 AM
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10:45 PM	10:45 PM
11:00 PM	11:00 PM
11:15 PM	11:15 PM
11:30 PM	11:30 PM
11:45 PM	11:45 PM
12:00 AM	12:00 AM

**1 BRYN MAWR-N.W. TERMINAL**

RUNNING TIME TO ST. PAUL FROM 5TH & HENNEPIN MINUTES

- 25
- 20
- 13
- 9
- 0
- 6
- 12
- 17
- 24

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buses ran through downtown on one or the other or on parallel streets a block or so away from them.) But there is no indication on the map of which service started where. The 1A ran from Bryn Mawr at 26th St, 21 minutes from downtown and starting outside the city limits, with an extra 5 cents on the fare (as can be seen at the top of the third page). This section ran only hourly, with some additional services in peak hours, and did not run at weekends. Note how services later in the same hour do not have the hour repeated. So departures from 26-Natchez are listed as 6:44, 7:22, then just 57 for 7:57 and then 8:48.

At the other end, at 34-Stimson (the top left hand of the map), there is more frequent service, but it also includes buses turning short at Broadway (1C) and at Lowry (the terminus of some 1A buses - Stimson buses carried a windshield card saying they went the full distance) There were also some buses which went via the diversion along Lowry (did they carry two windshield cards? - see below). Then there were the 8:30 and 9:30p.m. buses which ran only on Mondays to Thursdays - presumably downtown shut down earlier on Fridays - but this didn't affect the Bryn Mawr service, which ran until 1 in the morning in both directions every weekday.

The main service from Bryn Mawr left 22-Ewing (17 minutes out on the map and 1B on the desto,) with a few services from Upton (12 minutes out on the map, and 1C on the desto), shown with an asterisk (\*). The 1A services are also shown on the Bryn Mawr timetable, for example the 6:44 from 26-Natchez then leaves 22-Ewing at 6:49. I think the 7:30 from downtown to 26th St. is the same as the 7:31 to Bryn Mawr. One of the times must be an error - they would hardly have two different buses running in the contra-flow direction a minute apart, would they?

The route 1D, Prudential Service isn't shown on the map. Since buses from Prudential to Downtown run express via Cedar Lake Road, which is shown on the map - regular buses take a jog via Laurel and Upton - the Prudential Building must be somewhere in the southwest. Buses run to the Prudential in the morning peak with one off-peak service at 10:50, and,

more frequently, back in the afternoon. One bus ran to and from Lake Street (not shown on the map, but the main east-west road in the southern part of Minneapolis, which also had a bus to St. Paul, the 21 Selby Lake, one of only three which didn't run to or through downtown Minneapolis). There is also an East Hennepin Service, also labelled 1D. East Hennepin is the route which the 1 takes on its way to N.W. Terminal and this short working stops at 29th Avenue, half a mile past Stimson, where the other buses turn north. Like the Prudential Building, it's not shown on the map. This version of the 1D has two buses out in the morning and one back in the evening. No buses on the 1D run at times such that the whole route is covered. What was the use of the lazy indicator, when no bus turned back to repeat the route? I suspect that drivers did have to change the destination quite a bit.

Next, at the foot of the back page is the Lowry Avenue N.E. Service, marked on the map with a thinner

line, and running, according to the timetable from Stimson Avenue (on the main route) to 2nd Avenue (the lower end of the thin line). It might seem to be a shuttle service, but then why did it carry a windshield card, as the timetable says, and not have a special destination indication? The 1A immediately above provides a clue. Some outward bound buses run first to Lowry and 2nd and then to Stimson and 34th (these are marked # on the timetable). The first bus out marked # is the 9:44. Add 20 minutes running time, as indicated on the map, and it seems we have the 10:00 departure from Stimson, apparently three minutes early. This bus then returned from 2nd St. N.E. at 10:08 and then ran to 34th Ave along McKinley, finally leaving 34-Stimson for downtown at 10.25, an even multiple of 30 minutes after 8.55. It is not clear whether other buses ran direct from 2nd and Lowry to downtown - if you were in a hurry, no doubt you went by car, or you could catch the more direct routes 4, 10 or 18 on the north-south cross-streets.

The image shows a scan of a bus timetable page. The page is divided into several sections, each with a title and a table of departure times. The sections are:

- BRYN MAWR SERVICE ROUTE 1**: Lists departure times for routes 1A, 1B, and 1C.
- DOWNTOWN SERVICE ROUTE 1A**: Lists departure times for route 1A.
- PRUDENTIAL SERVICE ROUTE 1D**: Lists departure times for route 1D.
- E. HENNEPIN SERVICE ROUTE 1D**: Lists departure times for route 1D.

At the bottom of the page, there is a section titled "DESTINATION SHOWS" which includes a diagram showing the locations of routes 1A, 1B, 1C, and 1D. A small logo for "The Times" is visible in the bottom right corner of the page.

But this Lowry working didn't run on Saturdays or Holidays, but it is shown on Sundays, when the N.W. Terminal buses didn't run. However, if you look carefully, you will see it runs in a different way, from 34-Stimson, the outer Terminal of the 1A, via McKinley to Lowry, (the route of the 1A) and thence along Lowry to 2nd St N.E. Only the outer sections of the route 1 ran on

Sundays in the northeast, while the Bryn Mawr section ran on Sundays and Holidays. Once again, the lazy indicator wouldn't actually show the routes that were being operated. Or did everybody just know that there wasn't through service on Sundays and Holidays? And what was there near McKinley and Lowry to justify running these buses? Whatever it was, it's no

more visible on my 1960 era map of Minneapolis than the N.W. Terminal itself.

*And that's the news from Minneapolis, where all the women are strong, all the men are good-looking, all the children are above average—and all the buses run to time.*

## Revolution in timetabling:- The working timetable as a consumer product. Part 1

**GEOFF LAMBERT** looks at the way railway working timetables have changed from being a true internal "working" document of a railway, to a product to be peddled to train operators who use the system. First, we examine the way things used to be by looking at the situation in the early part of the 20th century. The example illustrated is from the United Kingdom, but it was typical of the practice wherever there were "English" style railways.

Some people blame Margaret Thatcher, others blame John Major—but whoever is to blame, the way that railway time tables are prepared has been turned head over heels in the last decade. In the UK, the EU, and now in Australia, we have moved back to what was originally envisaged 170 years ago. In this and following articles, we will examine how this came about—first by analysing the gospel as it was understood through more than one and a half centuries of time table compilation.

In *Modern Railway Working*, a 1914 8-volume encyclopedia of railway operations, the pedigree of the railway working time table was described as follows:

When railways were first promoted it was anticipated that they would merely form improved highways along which any individual's vehicle would have the right of passage, the railway company charging a toll. Thus, the Act of 1835, by which the Great Western Railway was authorized, provided that: "*All persons shall have free liberty to pass along and upon and to use and employ the said railway with carriages properly constructed as by this Act directed, upon payment only of such rates and tolls as shall be demanded by the said company . . .*

*and subject to the provisions of this Act and to the rules and regulations which shall from time to time be made by the said company or by the said Directors by virtue of the powers to them respectively by this Act granted*". A subsequent section empowered the company to use and employ locomotive engines or other power, and "*in carriages or wagons drawn or propelled thereby to convey all such passengers as shall be offered, and to make such reasonable charge for such conveyance as they may from time to time determine upon*", in addition to the tolls authorized by the Act.

These provisions are typical of those contained in early railway Acts; but from the first it was apparent that the conveyance of passenger traffic must be undertaken solely by one body—the railway companies—and concurrently it became necessary to decide on the character of the service to be provided and to draw up time tables.

The early time tables show a very simple service of trains, but with the development of railways it became necessary to vary the character of the accommodation to meet the requirements of the places to be served. The necessity for fast trains between certain stations was an elementary consideration. Such trains gradually increased in variety, and with the improvement of rolling stock and provision of water troughs enabling locomotive tenders to be

filled by the momentum of the train, the distances between stopping places have been vastly extended. It is not the purpose here to review the several fast trains, nor to enumerate the long-distance runs, but it may be noted that the world's longest daily run without intermediate stop takes place on the Great Western Railway between London and Plymouth, a distance of 226 miles. That line was the pioneer of fast trains, its original gauge (7 ft.) and powerful locomotives having been famous in the "forties. In 1845, with a line in operation to Exeter, a train left Paddington at 9.45 a.m., reaching Didcot in 67 min. and Exeter in 4hr.

With the development of the train services the time tables have become increasingly voluminous, and today those of a large railway call for the preparation of a bulky book, in the revision of which many time-bill clerks are continuously employed.

The responsibility for the preparation of the time tables rests with the officer usually known as the superintendent of the line or, on some railways, the general or passenger superintendent. He is responsible for advising the general manager what trains are necessary to convey the traffic to be dealt with at the different seasons of the year, without waste of locomotive power, yet with sufficient margin for development of business and attractive enough in character to secure new traffic.

SWANSEA, PONTARDULAN, LLANDOVERY, and CRAVEN ARMS.

In view of the fluctuations incidental not only to different seasons of the year but even days in the week, this is a difficult task. A service of trains for a set period has to be provided, based on average or estimated requirements, therefore some amount of light loading is inevitable on certain days of the week, while at busy times the fixed service has to be augmented to accommodate the additional traffic to be carried.

To trace the various processes by which a service of trains is decided upon the authors propose to describe the methods adopted by the Great Western Railway. The time tables of that company are issued three times annually, viz.: on 1 May, about 12 July, and on 1 October, and each issue involves the revision of the books of tables prepared for the public, the service time tables for the guidance of the operating staff; and the broadside and other time-bill posters exhibited at the stations and on public hoardings.

**Sectionalized Time Tables.**—

Everyone is familiar with the general appearance—if not with the arrangement—of railway time tables, and a cursory examination is sufficient to reveal not only their complexity but the difficulties incidental to compilation on a basis that will be easy of reference. In the case of the Great Western Railway time tables, the main or trunk lines are sectionalized; the first section relates to the main line between Paddington and Bristol, the second to the line from Bristol to Penzance, and so on. Each section is complete in itself by the inclusion of all branch stations and the connecting services to and from them. The full service of trains on the branch lines can be readily ascertained with the aid of the references given at the commencement of each section.

Following the main lines the subsidiary and branch lines are dealt with and throughout the book will be found numerous tables showing the through and connecting services for cross-country journeys and to other companies' lines. It is the connections that make revision and alteration of the time tables a difficult task: it is a perfectly simple matter to time a train without regard to other trains, but in altering a railway time table it is necessary to consider each change in the light of its effect on other trains and on the working at stations and junctions.

**Difficulty of Changing Train Times.**—Moreover, where other

WEEK DAYS. (By Train.)	P.M.		P.M.		P.M.	
	Swansea	Pontardulan	Llandovery	Craven Arms	Swansea	Pontardulan
Swansea to Pontardulan	4:30	5:30	6:30	7:30	8:30	9:30
Swansea to Llandovery	5:30	6:30	7:30	8:30	9:30	10:30
Swansea to Craven Arms	6:30	7:30	8:30	9:30	10:30	11:30
Pontardulan to Llandovery	4:45	5:45	6:45	7:45	8:45	9:45
Llandovery to Craven Arms	5:15	6:15	7:15	8:15	9:15	10:15
Craven Arms to Swansea	6:45	7:45	8:45	9:45	10:45	11:45

companies' services are affected all changes must be discussed and agreed. The complex character of such changes may be best illustrated by the statement that a Great Western train from Paddington connects with a London and North-Western train from Swansea to Craven Arms (illustration, above), the latter in turn connecting with a Great Western train from Bristol to Crewe and with trains to Scotland; therefore any material alteration in the running times of one train may

involve hundreds of consequent alterations.

This feature is doubtless little appreciated by the average railway critic, and we would advise those who occasionally complain of apparently inconvenient timing of trains, or failure to meet their particular requirements, to endeavour themselves to work out an ideal service for a section of line with which they may be familiar, paying due attention to connecting trains.





**Building a working timetable in Victoria.** This is the timetable section in the Grey Building, VR's monolithic headquarters, where pen and pencil clerks slaved over train graphs and timetable forms for over a century.

They will assuredly find that a railway time table has been well likened to a house of cards, the removal of one of whose units, unless skillfully effected, is fraught with disaster to the entire structure. Apropos of this we may quote the following from a communication to *The (London) Times*:— “*The principles of construction of a time table are sufficiently obvious. Main-line expresses must run at convenient intervals determined by the traffic requirements of the great business centres. Branch-line trains must connect at the junctions where the expresses stop. Fix the starting time of the express and incidentally everything is fixed. Thus, if the departure-point be Euston, the Bletchley arrival will be about an hour later. This in its turn determines the times of the connecting trains on the branches to Oxford and to Bedford and Cambridge. The arrivals at or departures from the branch terminals are not arbitrary times or designed to connect or disconnect with other companies' trains, but automatically follow from the main-line times, and unity of*

*ownership would make no difference, as the principle of connecting with the main line would have to be observed in any event.*

*Cases of disconnection are apt to be most glaring at junctions of branch terminals of different companies. The inference that it is done on purpose is most unjust; each branch must connect with its main line, and correspondence with each other is largely beyond control. To connect at one end is probably to disconnect at the other. Good cross-country connections more usually arise from the frequency of service than from special design, and it must always be so”.*

**Graphic Working Time Tables.**— On some railways the revision of the time tables is facilitated by employing graphic means, the most usual being a system in which the various stations and junctions are represented by horizontal lines at a distance apart proportional to the distance from one place to another. These lines are intersected by a series of vertical lines representing time intervals, and the course of the

trains is indicated by means of cottons, distinctive colours being used to represent the different classes of trains. In some instances, however, the time-bill clerks have become so familiar with the “features” of their respective systems and the times of the trains and their connections that they do not admit the utility of diagrams. But we would submit that, regularly used, graphic time tables are of the greatest possible value, as they reveal at a glance the whole of the traffic passing over any particular section of line during twenty-four hours, and clearly indicate places where the demand upon the accommodation is such that additional lines or other facilities are necessary. Accuracy in timing is essential to satisfactory working, and diagrams have been proved to be specially useful for checking time table revisions, imperfections in the timing being then brought out which might otherwise escape notice. Diagrams also illustrate the probable effect of dividing trains at busy seasons of the year, and assist the time-bill clerks in determining the causes of delays

to trains. The physical features of the line—gradients, cross-over roads, refuge sidings, &c.—may also be readily shown in the diagrams. We would even recommend the issue of graphic time tables to the supervisory staff; emulating the practice of the Belgian State and other Continental railways.

**Economy of Train Mileage and other Considerations.**—As already stated, the superintendent of the line is responsible for the economical use of engine power, and the several periodical reissues of the time tables are made with the object of adjusting the train services to the traffic requirements. For obvious reasons the winter service is the most restricted, that operating from May to about 12 July is rather more extensive, while the maximum provision is made for the summer months. Economy of train mileage on the Great Western Railway has been effected in recent years by dating the introduction of the summer trains from the second Saturday in July instead of 1 July, by further limiting the period during which certain of the trains are run, and by discontinuing some of the trains which experience has shown are not required on bank holidays and certain other days.

The basis on which the time-bill clerks work in preparing a set of time tables is the issue for the corresponding period of the previous year. Let us assume that there has recently been a reissue of the time tables, and that the preparation of the next issue is to be commenced. The first thing to be done is to obtain in a convenient form copies of the previous year's tables. Then each of the following points has to be considered:—

1. Did any of the trains load unprofitably?
2. Was the timing of any train such that it was unworkable in practice?
3. Was difficulty experienced in regard to any of the connections?
4. Were any complaints made by the public as to the services?
5. Are new trains necessary in consequence of increased traffic by individual trains, or to develop a particular district, or have any changes taken place in the company's system or that of other companies necessitating new or altered services?

**Unprofitable Trains.**—With regard

to the first point, it will be recognized as a matter of primary importance from a business point of view that each train should convey a reasonable average number of passengers. The trains are therefore kept under close observation, and the guards are required to report to the local traffic officers whenever the passengers in the trains under their charge are fewer than a specified number. But this negative criticism is one only of the methods employed: countings are taken periodically of the number of passengers using each train. For reviewing the winter service, countings are arranged for one week in October and one week in February, while for the summer working, countings are taken in July, August, and September. The resultant records are summarized in a manner which at once brings to notice any train that has not yielded good results. Such trains are noted by the time-bill clerks, who have then to determine whether for any reason—such as maintaining a through connection, anticipation of traffic development, or to “balance” other trains—it is desirable to continue them. If there be no reason whereby the continuance of the services can be justified, the trains are marked to be discontinued. Thus, step by step, the whole of the trains come under review.

Questions 2 and 3 centre on the records of train working and upon reports by the divisional superintendents. It is customary to hold meetings to discuss the time tables in the light of the records of train working, and to revise the times where necessary.

The fourth item, viz, public complaints, is a difficult matter, for the impossibility of pleasing everyone is axiomatic. A service that suits one class or one individual may not suit another, and much diplomacy is necessary, lest in adjusting a difficulty complained of from one quarter greater complaints are occasioned from another. In this part of the work it is always well to bear in mind that the local knowledge of stationmasters and divisional superintendents is of first importance, and on this and other matters these officials are able to render great assistance.

**Alterations of Train Services.**—The fifth and last item has an obvious bearing: in recent years many new lines have been opened, particularly by the Great Western Railway, some of which entailed

complete rearrangement of the time tables, while the efforts to “get” traffic by developing new holiday resorts have called for the provision of new trains and the speeding up of existing trains. It is also necessary from time to time to vary the service to and from individual stations. If, as is most usual, additional facilities are called for, it has to be decided how these are to be given, e.g. by a new train, by stopping at the station a train that previously ran through it, linking up some previously unconnected train, or perhaps providing communication by a slip coach—if limitations of loading permit.

**The General Train Meeting of Traffic Officers.**—The responsible officer having satisfied himself on all these points, and having obtained full information as to the effect on station working which may ensue upon contemplated changes, the next step is to hold a general train meeting of traffic officers, at which the superintendent of the line finally reviews the proposals for discontinuing, retiming, or introducing new trains. The minutes of this meeting are drawn in such a way as to summarize the whole of the proposed changes, with tables indicating the effect on the mileage bill. These are submitted to the general manager for his sanction, and finally the board of directors are informed of the recommendations and the estimated effect on the company's expenditure.

These essentials having been complied with, the time-bill clerks set to work to “carry in” the alterations and obtain from the printers proofs of the new issue. These are circulated to other companies concerned in order that the timing of connecting trains (the alterations having previously been agreed upon) may be checked, and to the various local officers. Finally, the time-bill clerks from the divisional and chief offices visit the printers and check the sheets as they go to press. This process applies to the several kinds of books prepared for the public, also to the service and other time tables.

A word may here be said as to time table printers. Most large railway companies regularly employ a particular firm, whose staff have themselves become well acquainted with the tables and are specialists in the work. The formes containing the pages of type are kept from one year to another, the amount of type thus



locked up often reaching as much as 50 tons.

**Legal Contracts implied in Time table Announcements.**—Accuracy in printing is of the greatest importance, bearing in mind that the issue of a time table by a railway company may constitute a legal undertaking to run the trains as there advertised, including the maintenance of connections and through services. In the past this has been the subject of many lawsuits, and it has been held that where a company advertised a through train, after they had been made aware that the connecting train had been discontinued, a passenger who had commenced a journey on the faith that he could continue by the through train could maintain an action. To guard against actions of the kind, however, it is now customary for railway companies to give notice in their time tables that they cannot accept any liability arising out of the failure to provide any of the services.

**A Plea for Uniformity in Time Tables.**—Before leaving the subject of time tables we would suggest that there is a field for the adoption of uniform methods of preparation. It would be invidious to specify any book as being in advance of others, but it would seem to be obvious that there must be a “best” method, and that standardization is desirable—an achievement that should not be impossible of attainment in these days of co-operation and combination between railway companies. At present the dates on which time tables are re-issued vary on different lines, the basis of tabulation is by no means uniform, and useful information for the public appearing in one company’s book does not appear in others. The North-Eastern time table is at least singular as containing a memorandum explaining a system that has been adopted to enable passengers to readily trace the services from one station to another, while the several tables are very completely cross-referenced as between one section and another and the map of the lines. Other features of this book are an invitation to the public to submit suggestions for improving the services, and the practice of showing the connections to other lines on paper differing in colour from the body of the book.

**Train-working Arrangements.**—We have not, so far, referred at length to a very important item in

connection with railway time tables, viz, the economic working of rolling stock as effected by the “balancing” of the trains. The traffic passing to and fro between any two points is rarely uniform; for example, in the neighbourhood of large towns there is a heavy suburban traffic to the town in the morning and from it at night; at holiday times there is a large outward traffic at the commencement of the season and vice versa at its close. In short, there may be a strong “ebb” of traffic without corresponding “flow”, and it follows that coaches forming part of a regular service hauled from one place to another with passengers must be returned whether they are or are not fully occupied. The adjustment of the trains to these needs involves what is known as “balancing” the train-mileage. In this work the traffic and locomotive departments co-operate, unless as in the case of some lines the engine working as well as the coach working is controlled by the same department. The simplest—not to say crudest—method is to run trains to and fro without regard to the load conveyed, but this is not economic; therefore every effort is made to effectively use the locomotive power and rolling stock at all times. With this object programmes of coach working are prepared, wherein the movement of the coaches in regular use is defined, the accommodation prescribed for each train being based upon average requirements as determined by experience of loading, the capacity of the locomotive, or as may be necessary to secure that vehicles are worked back to the places where they will be required for the formation of other trains specified in the programmes.

**Light Loading and Light Engine Mileage Record.**—But no matter how carefully the work of balancing the train mileage and coach working is performed, some unenumerative train or engine mileage cannot be obviated; either coaches have to be run back light, or, if schemed to return by a different route from that which they traversed on the outward journey, there may be an engine to return “light” to its depot. In the latter case the engine is frequently coupled to the engine of another train to assist—technically known as “double-heading”. For each issue of the time tables the light engine mileage rendered necessary by unbalanced trains is recorded, so that when arranging the running of excursion or other special trains

the power available may be utilized. This record is also of use when considering the provision of additional trains, it being sometimes possible to provide a new train without incurring extra expense for engine power. Similarly, a weekly return is prepared of all instances in which the traffic to be conveyed by individual trains exceeded the capacity of the engine allotted to the work, thereby involving the employment of an assisting engine or the running of a relief train; also of special trains run owing to other causes.

That’s how the picture was seen in 1914, and that’s how it continued to be for some 80 years afterward. In the US, things were slightly different—or at least became so in the Twentieth Century and especially after the demise of the passenger train. In effect, the US shied away from preparing time tables in advance and each railway preferred to start each day with a clean slate, across which the spidery lines of trains crawled in a new pattern every day. In a future article in this series, we will examine how they managed this feat, before moving on to the modern product we live with today.

**Australia followed English practice—the timetable on the wall behind these prospective travellers emerged from timetable offices like that shown on page 7**



# Graphic Insight #82

**GEOFF LAMBERT** looks at over a century of suburban train frequencies  
*This month Hobart; Sydney to follow.*

Recently, I did some work for the *Sydney Morning Herald* on suburban train frequencies. Recently too a copy of a 1954 Tasmanian Railways WTT fell into my hands by dint of paying embarrassing amounts of money for it in an auction. I was thus able to compare the train services in the two capital cities. They show quite marked differences.

Hobart is a small city by world standards and has a correspondingly small urban transport network. Well, you would think so anyway—until you looked at the history of its suburban rail services, now gone these thirty years.

Shown below is a bar chart of all Down train services—passenger and freight—leaving Hobart for all the years for which I have been able to find a working timetable. The vertical axis is the total number of trains leaving Hobart between first thing Monday morning and last thing Saturday evening. Mostly, these represent trains out of Hobart station itself, except in the last decades of the 20th century, where trains heading out of

Derwent Park or even the Derwent Valley line are needed to plump up the numbers. The number of Up services into Hobart for each of these numbers would almost always be the same as the number of Down services out of Hobart. Note that the horizontal axis is a non-linear, the gap between years generally narrowing as we precede through history, steepening the rise and flattening the fall. Compiling this chart was a cinch because the Tasmanian Railways alone amongst virtually all in the world, persisted to the end in assigning train numbers to its trains in left to right column order in its timetables. It was therefore scarcely necessary to do more than go to the last page of the suburban table and read off the number of the last train found there, to work out the daily total. In 1954 the last train listed was “148”.

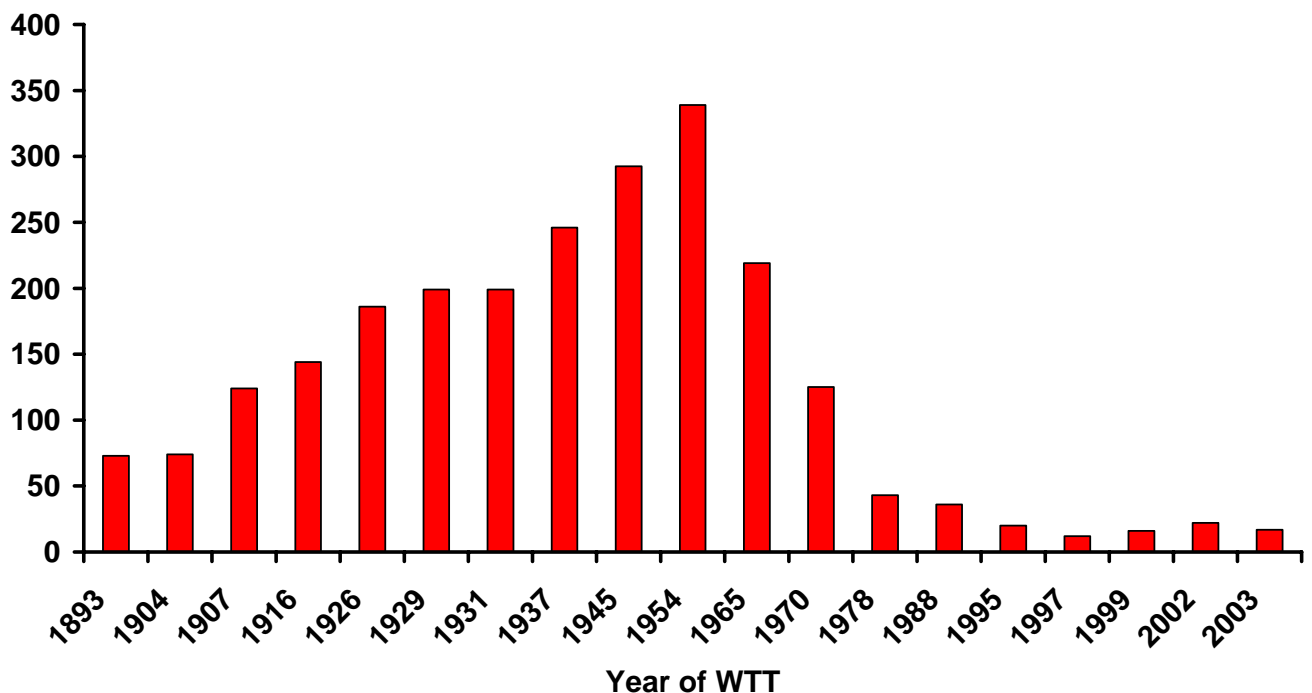
In 1954, the peak year for this statistic, no fewer than 339 trains left Hobart on Monday-Saturday. Counting Up trains as well, that’s some 136 trains a day in and out of this little station. **136!** The sys-

tem certainly needed its double-track, block-worked system to keep things flowing smoothly.

This would probably be close to the all-time peak, although I do not have access to the 1952 or 1956 timetables. In general most measures of traffic in Tasmania showed two peaks— at the end of the 2nd World War and in the mid-1950s. In 1954, the year of our peak, trains ran some 2 million miles in Tasmania, evenly split between goods and passenger. In Hobart 2.49 million passenger journeys were made, another 0.8 million being made on the country lines. This was slightly down from 1945, when 10% more passengers were carried in a year when 14% fewer Hobart trains were timetabled— the latter were apparently much bigger or more crowded.

Today’s Hobart railway is a very different creature. The old passenger station has been turned into the ABC studio, the few goods trains have retreated from the city and the remaining track has been singled. You cannot, of course, travel by suburban train at all.

**No of trains per week**                      **Down trains from Hobart, Mon-Sat**



# Travelling in Western Victoria by Ansett Roadways

*"Travels with Reg"* by **STEVEN HABY**

**T**he birthplace of the Ansett transport empire was Hamilton and in the 1950s there was an extensive network of coach services radiating from this important town in Western Victoria operated by subsidiary company Ansett Roadways. This article will review these services offered in the October 1956 timetable.

The timetable is published in full colour and folds from 9.5 by 15.5cm to approximately 19 by 32cm. The front cover (on our front cover) depicts an Ansair (another subsidiary company of Ansett) bodied "Clipper" coach (modelled on the famous coaches designed and built by Flxible in the United States) travelling along a country road en route to Hamilton - going by the destination shown. The rear cover (also on our front cover) con-

tains a map of the Western half of Victoria and part of South Australia. Routes are shown as a solid red line and interestingly connecting road services are illustrated, as are railway lines, but it is not known whether these are bus services operated by other companies. No indication is given on the map or elsewhere in the timetable to this. A handy feature shows mileages of various towns from Hamilton. Interestingly the mileage to Melbourne is not shown.

The inside of the timetable contains notes on the various places one could visit from Hamilton with accompanying photographs. The description of Ballarat (below) for example mentions "its trams and modern buildings" - the former obviously seen by Ansett as a major attraction of this city.

The business end of the timetable is contained on one side of the folded out sheet (overleaf). Note how the date is included at the top of the page rather than on the front cover. Since the release of the timetable a number of hand written amendments are seen with the cancellation of the Hamilton to Swan Hill and Hamilton to Mildura services and a change in the time of the Hamilton to Portland service. Cropped from the table is the Hamilton to Melbourne air service including coach connection to/from Hamilton town. The connecting coach departed for the airport at 1200 in time for the 1230 arrival of the plane (the origin is not shown - presumably Melbourne), which then departed at 1245, and the coach then arrived back in Hamilton at 1300.







Essentially Hamilton was the base from which most services commenced, radiating out to various other centres in the South Western and North Western districts of Victoria perhaps reflecting the importance of Hamilton as a major regional centre in the district. Most services ran daily however an exception was the Horsham - Rainbow service which did not run Sundays. Interestingly the Rainbow service had no connection with the coach from Hamilton as the Rainbow coach departed at 1600 weekdays and 1515 Saturdays and the coach from Hamilton arriving at 1945 that evening.

Two services only ran weekends with a Hamilton to Melbourne service departing Fridays from Hamilton at 1745 arriving Melbourne at 2315. The return service departed Melbourne on Sundays at 1500 arriving back at Hamilton at 2145. A similar service ran from Portland perhaps using the coach from the earlier daily arrival from Hamilton.

With all timetables shown there are no railway connections (e.g. from

Ballarat to Melbourne or Warrnamboul to Geelong and Melbourne or Mt Gambier to Adelaide.) which belies the rivalry between the railways and Ansett. In fact there would have been some competition with Victorian Railway passenger services to Portland and other centres from Hamilton and it is interesting to reflect why the VR did not put more effort into improving services to Hamilton from Melbourne (e.g. a direct train rather than connections from Ararat or Ballarat) at the time.

**To the Repat.** Buses still run to Concord Hospital, but today's timetable is somewhat more systematic than it was when the hospital was new back in the 1940s. The strange story of the timetable that was different every day of the week commences overleaf...NOW READ ON...



**This train was late.** We have it on no lesser an authority than a "lady friend" of artist J.M.W. Turner that both their train and this one, rushing pell-mell through the morning storm and over the Thames at Maidenhead, were behind time. It was ever thus—CityRail should be so lucky as to have such a sympathetic portraitist to turn embarrassment into a work of art. This is Rain, Steam and Speed, painted in 1844 on the GWR, which then ran the fastest trains in the world.



# Different every day

By DUNCAN MACAUSLAN

**CONCORD Military Hospital:** Australia's involvement in World War II resulted in a large number of wounded and sick service personnel returning home for treatment and recovery. Sixteen hectares of land between the Walker Estate and the Thomas Walker Hospital (right), known as Levy's Folly, was purchased in November 1940. On this site, between Yaralla Bay and Hospital Road, American engineers built Concord Military Hospital, in military terminology 113 Australian General Hospital, which was opened around March 1941. By 1942 there were 2000 beds making it the largest hospital of its type in the southern hemisphere. The area already had two hospitals in Yaralla Cottages and the Thomas Walker Convalescent Hospital (now known as Rivendell).

On 19 May 1947 the Repatriation Commission was formed and Concord Military Hospital was transferred to it in 1949 and renamed Repatriation General Hospital.

In 1993 the hospital was transferred to the NSW Health System and renamed Concord General Hospital.

## Route History

Route 59 was commenced by Metropolitan Omnibus Transport Co. as Central Railway to Concord West. It ceased as being deemed competitive with tram/railway services under State Transport (Coordination) Act, 31 October 1931.

The DRTT Route 59 commenced on 27 January 1933 operating from York Street (Queen Victoria Building) via Pyrmont Bridge, Pyrmont Bridge Road and Parramatta Road to Strathfield and central Concord. It was extended on 8th December 1935 to Ryde Post Office. With the introduction of three digit route numbering the 59 became the 959 as from 3 November 1940. Supplementary trips operated via Concord Hospital on Sundays from 20 July 1941. From 1 September these showed route 958 between Burwood and Concord. Three weeks later the 958 was designated as a new service between Burwood Station and Concord Military Hospital via Strathfield and Concord West Stations. The 958 and 959 were renumbered 458 and 459 from 29



August 1943.

The last run of route 459 was on Friday 5 October 1990 and from 8 October the 458 was extended to Ryde. Route 461 (Town Hall to Strathfield) was extended to Ryde via Concord on evenings and at weekends.

## From Sunday 15 April 1951

The visiting hours at Concord Hospital varied each day of the week. On Tuesdays and Thursdays they were from 6.30pm to 8.30pm, on Wednesdays and Fridays from 2.30pm to 4.00pm, Saturdays and Sundays from 2.00pm to 4.00pm and from 6.30pm to 8.30pm.

As a result the 458 timetable was split into four different schedules: Monday, Wednesday and Fridays; Tuesdays and Thursdays; Saturdays; and Sundays.

As can be seen from pages 2 and 3 of the timetable the same service was operated every weekday until 1.00pm. On Wednesdays and Fridays additional services were operated between Strathfield Station and the Hospital. The only two days the same service was operated was Tuesdays and Thursdays.

Some of the intriguing features of the weekday service are:

On Wednesdays and Fridays the Monday, Tuesday and Thursday trip from Burwood at 4.40pm started at Strathfield at 4.47pm.

On Monday, Tuesday and Thursday a trip departed Concord at

4.20pm for Burwood but not on Wednesday and Friday.

And then there are some questions we'll never get an answer to:

Why schedule extra trips to the hospital after visiting hours?

Why schedule extra buses to the hospital arriving after visiting hours such as the trips at 4.23pm and 4.47pm from Strathfield on Wednesdays and Fridays?

Did more people leave the hospital than arrive? To Concord there are 9 extra trips on Wednesdays, only 7 on Fridays; but 11 returns on Wednesday and 10 on Friday.

Why does the 5.03pm trip from Burwood on Mondays, Wednesdays and Fridays run 1 minute later on Tuesdays and Thursdays?

On Fridays the Monday to Thursday 6.01pm trip from Burwood departed 8 minutes later.

The weekend timetables show quite an intense service during the two visiting periods each day. Even though the visiting hours are the same each day the times of the services are different. Between 2pm and 3pm there are six trips on Saturdays but 10 on Sundays; was football more interesting than visiting a hospital? The last bus on Sundays is two minutes later than on Saturdays.

How many other services operated six different schedules in a week?



2  
ROUTE 458.

Visiting Days—Tuesdays to Sundays inclusive.  
Visiting Hours—Wednesdays and Fridays,  
2.30-4.0 p.m.

Burwood Station.	Strathfield Station.	Repat. General Hospital.	Repat. General Hospital.	Strathfield Station.	Burwood Station.
<b>MONDAYS, WEDNESDAYS AND FRIDAYS.</b>					
dep. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	dep. a.m.	arr. a.m.
7 5	7 12	7 22	7 24	7 34	7 42
8 18	8 25	8 35	...	8 27	8 33
9 7	9 14	9 24	8 37	8 47	8 55
10 4	10 11	10 21	9 35	9 45	9 53
11 1	11 8	11 18	10 32	10 42	10 50
12 1	12 8	12 18	11 32	11 42	11 50
1 1	1 8	1 18	12 32	12 42	12 50
...	W1 30	W1 40	1 32	1 42	1 50
...	W1 50	W2 0	W2 2	W2 12	...
WF1 52	WF1 59	WF2 9	WF2 27	WF2 37	...
2 1	2 8	2 18	2 32	2 42	2 50
...	WF2 15	WF2 25	3 32	3 42	3 50
...	WF2 28	WF2 38	WF3 44	WF3 54	...
...	WF2 40	WF2 50	WF3 56	WF4 6	WF4 14
3 1	3 8	3 18	WF4 2	WF4 12	...
...	WF3 56	WF4 6	WF4 6	WF4 16	...
4 1	4 8	4 18	WF4 10	WF4 20	...
...	WF4 23	WF4 33	WF4 15	WF4 25	...
M4 40	M4 47	M4 57	WF4 18	WF4 28	...
...	WF4 47	WF4 57	M4 20	M4 30	4 38
5 3	5 10	5 20	WF4 23	WF4 33	...
5 20	5 27	5 37	4 29	4 39	4 47
...	5 54	6 4	WF4 35	WF4 45	...
MW6 1	MW6 8	MW6 18	5 0	5 10	5 18
F6 9	F6 16	F6 26	5 32	5 42	5 50
...	6 20	6 30	5 42	5 52	...
7 4	7 11	7 21	6 6	6 16	...
...	...	...	6 32	6 42	6 50
...	...	...	6 37	6 47	...
...	...	...	7 32	7 42	7 50

M—Mondays only. W—Wednesdays only.  
F—Fridays only. HW—Mondays and Wednesdays only.  
WF—Wednesdays and Fridays only.

3  
ROUTE 458.

Visiting Days—Tuesdays to Sundays inclusive.  
Visiting Hours—Tuesdays and Thursdays,  
6.30-8.30 p.m.

Burwood Station.	Strathfield Station.	Repat. General Hospital.	Repat. General Hospital.	Strathfield Station.	Burwood Station.
<b>TUESDAYS AND THURSDAYS.</b>					
dep. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	dep. a.m.	arr. a.m.
7 5	7 12	7 22	7 24	7 34	7 42
8 18	8 25	8 35	...	8 27	8 33
9 7	9 14	9 24	8 37	8 47	8 55
10 4	10 11	10 21	9 35	9 45	9 53
11 1	11 8	11 18	10 32	10 42	10 50
12 1	12 8	12 18	11 32	11 42	11 50
1 1	1 8	1 18	12 32	12 42	12 50
12 1	12 8	12 18	1 32	1 42	1 50
1 1	1 8	1 18	12 32	12 42	12 50
2 1	2 8	2 18	1 32	1 42	1 50
3 1	3 8	3 18	2 32	2 42	2 50
4 1	4 8	4 18	3 32	3 42	3 50
5 4	5 11	5 21	4 32	4 42	4 50
6 1	6 8	6 18	5 32	5 42	5 50
...	6 16	6 26	6 32	6 42	6 50
...	6 24	6 34	7 32	7 42	7 50
...	6 30	6 40	8 32	8 42	8 50
...	6 45	6 55	9 32	9 42	9 50
7 1	7 8	7 18	10 32	10 42	10 50
...	7 23	7 33	11 32	11 42	11 50
...	7 38	7 48	12 32	12 42	12 50
...	8 2	8 12	1 32	1 42	1 50
8 1	8 8	8 18	2 32	2 42	2 50
...	8 27	8 37	3 32	3 42	3 50
...	...	...	4 32	4 42	4 50
...	...	...	5 32	5 42	5 50
...	...	...	6 32	6 42	6 50
...	...	...	7 32	7 42	7 50

## Buses to Tamarama – Route 79

## Letter

Robert Henderson adds some interesting snippets to Jim O'Neil's recent article.

Jim O'Neil has chosen another very interesting example of Sydney's private bus routes to discuss in his article in the November 2004 issue of "The Times". It is very close to the top of my list of favourite Sydney bus routes.

As Jim says, it was an unusual route. So may I provide a few additional facets of its interesting life.

One of its unique features was that it had flat fares. Just prior to the conversion to decimal currency in February 1966, I can recall that the adult fare was 1/3d (one shilling and threepence-about 12 cents). As passengers boarded the bus in George Street, City, opposite the Town Hall, the driver would issue tickets from a single book of flimsy (tear-off) tickets held in one

hand and take the cash and dispense change with the other.

By way of background, Vic Hayes records that the route commenced on 22 March 1948, jointly run by R A (Roy) Berglund and J H (Joe) Bowden, who owned one bus each. From the start, it was referred to as a "taxi-bus service." I have an incomplete copy of a timetable issued by Berglund (address 28 Wilkins Street, Bankstown), in which he called his bus the "Safety De Luxe Service". The extant part of this timetable shows the Mondays to Fridays service running every half hour during the peaks and every hour during the off-peak.

In September 1953, JH Bowden assumed full control, later trading as Bowden's Blue Express Bus

Service and, by 1965, more simply as Bowden's Express Bus Service. In the meantime, Roy Berglund took over what became known as Route 124, Lindfield to Roseville via West Roseville, from AJ Wagg in April 1954.

In addition to the 1962 Tamarama timetable which Jim describes, I have four more timetables for the route.

The timetable of 25 December 1965 describes the route as running "South Bondi, Tamarama – Town Hall, City" (unknowingly anticipating the "South Bondi" destination sign later used by Government buses). This timetable contained both a Sunday and Holiday service between South Bondi and the City - departing from South

Bondi at 9.05am and hourly until 8.05pm, and from the City 30 minutes later – and “Sunday Church Specials” between South Bondi and Charing Cross, at the corner of Bronte and Carrington Roads, Waverley, near the Mary Immaculate Catholic Church. These trips departed South Bondi at 6.40, 7.40 and 8.40am and from “Charing” at 7.55, 8.55 and 9.55am. Running times for these trips were 12 minutes to Charing Cross and 7 minutes on the return. My second timetable has identical times, but in an altered format.

Interestingly, Greg Travers, in his book, “From City to Suburb ... a fifty year journey”, states that Department of Government Transport buses had provided a service over Route 79 between Waverley Depot and South Bondi from 4 April to 10 October 1965.

As Jim mentions in his article, because the route went through Government bus territory, a travelling restriction applied to Route 79, such that on trips to Tamarama, passengers would not be set down before Birrell Street or between Cuthbert Street and Gipps Street. In what appeared to an effort to partly reduce the extent of the travelling restriction, during the 1960s Mr Bowden amended the route of the bus through Waverley so that it diverted from Birrell Street via Carrington Road, Victoria Street and the rather narrow Prospect Street, in lieu of following Government bus Routes 377 and 379 (previously the Bronte Beach tram line) along Bronte Road.

By the time of my third timetable, dated 4 May 1972, the Monday to Saturday running time had been extended from 27 to 30 minutes. But an additional Mondays to Fridays off-peak bus was then in service, with the timetable providing for an off-peak headway of 23 minutes. The Saturday headway was extended from 30 to 33 minutes. The timetable retains the Sunday and Holidays service to the City,

but with the last trip cut back to 5.05pm from South Bondi and 5.35pm from the City. The church specials had, however, disappeared.

In what I imagine was the final issue of the timetable under private ownership, dated 10 September 1973, the Mondays to Fridays off-peak headway had been lengthened to 32 minutes (back to a two-bus service), while the Saturday headway remained strangely at every 33 minutes. All Sunday services had been discontinued by that time.

The final day under Bowden's ownership took place on 5 June 1974, when a group of enthusiasts, including your correspondent, rode the last inward and outward trips in one of the ex-Pyke's Tours Duples late that evening. From the following day, Public Transport Commission 31-seat buses, specially transferred to Waverley depot from elsewhere in Sydney, provided an almost identical service, still designated Route 79. (PTC drivers were instructed to ensure that they displayed “79” as the route number, not “079”, which was then the number of an industrial bus route between Redfern Station and Dolls Point.) The Mondays to Fridays off-peak headway was lengthened by one minute to every 33 minutes, making it consistent with Saturdays.

The PTC very slightly altered the loop at the outer terminus to travel along marginally wider streets than those followed by Bowden's buses. The terminus was, however, still at the same intersection of Sandridge and Fletcher Streets, albeit moved around the corner from the latter street to the former. In place of the private buses' destination of “Tamarama”, PTC buses displayed “South Bondi”, a sign that was already on their roller blinds for use by Route 383, Martin Place – South Bondi peak hour express buses. Route 383's terminus was also in Sandridge Street.

It is interesting to note that Bondi Aquarium tram terminus, located on a short siding off the North Bondi line in Fletcher Street, but out of use since the late 1920s/early 1930s, was only a few metres away from the South Bondi terminus of both Bowden's Tamarama and later Government bus routes.

The PTC introduced its revised timetable with Routes 376 and 391 to South Bondi, as described by Jim, on 26 August 1974.

With the opening of the Eastern Suburbs Railway to Bondi Junction on 23 June 1979, although South Bondi buses no longer travelled though the Queens Park area south of Waverley depot, the common section of PTC Routes 358 (Pagewood-Double Bay), 359 (Pagewood-Rose Bay) and 367 (Sydenham-Bondi Junction) was altered at the same time to give a better coverage of the area, albeit with the service running to Bondi Junction rather than to the City.

Route 391 was renumbered 361 on 22 October 1995. Services now run to South Bondi on Sundays once more.

By way of interest, Bowden ran another bus route in the Waverley area for almost two years in the early 1950s. It was known as Route 244 and ran between Bondi Junction and Birrell Street, Waverley. The route had originally started life in 1932 as Route 203, but by 1949 its private operator, Mr L Wilson, realised that the route was in the middle of “Government” tram and bus territory. Being reluctant to invest further capital in his business for fear of takeover, he ceased operating it at the end of 1949, when the Department of Road Transport and Tramways took over until it on-sold it to Bowden as from 26 February 1950. Bowden operated the route until 21 February 1952 when it was again taken by the Department and renumbered 313 (later 390, and now 360).

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