



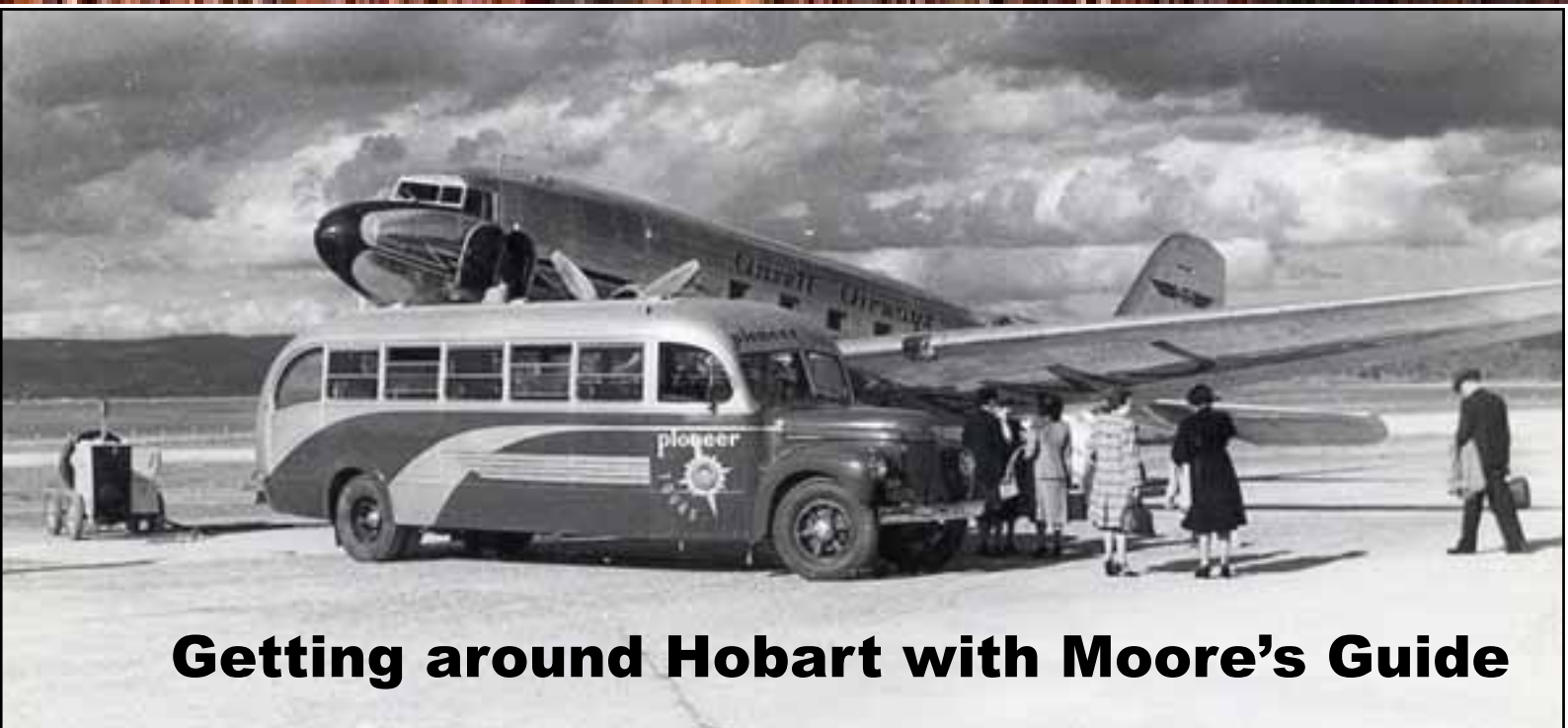
The Times

September 2005

A journal of transport timetable history and analysis



Australian Dog's Breakfast - How we make timetables in 2005



Getting around Hobart with Moore's Guide

**Inside: How we make rail timetables today
Moore's Guide to Hobart bus services**

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The Times

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On the front cover

In 2005, watching timetables being made is a bit like watching sausages being made- one tends to lose one's enthusiasm for the final product. Far from codifying timetabling practice, the introduction of competition and Open Access to Australia's railways seems to have produced a schemozzle. The Access Seekers are constantly at war with the Access Providers and the fine print of the timetable contracts contains oodles of clauses designed to regulate the battle. In this issue, we look at how it came to pass.

Moore's Guide, focusing on Hobart, contained timetables and guides for practically all modes of transport, to all corners of Tasmania. Here we see a Pioneer tour bus waiting to siphon off passengers just arrived at Hobart airport on an Ansett Airways DC3. This was the Ansett Airways we had before we had Ansett Airlines, when Reg's planes formed the "third airline", behind TAA and ANA

By the time you are reading this, two momentous events of the timetabling world will have rolled over you- the '*new...better...slower*' CityRail timetable in Sydney and the AATTC AGM in Melbourne. Cynics (and even CityRail) are predicting chaos at the first, but remain silent on the second. Variouslly touted as the first new Sydney train timetable since 1992... Or 1996.... Or 2000... Or 2002, the new timetable is an attempt to stop the rot that set in on the Sydney system in late 2003. AATTC has been consulted frequently by the media- both about the rot and the prospects for stopping it with the new regime. The Editor is sitting on the fence on this one- he reckons no-one will notice anything different. From your arm-chair post-event perspective, how did he score?

Contributors Geoff Lambert, Victor Isaacs, Jim Stokes.

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Revolution in timetabling (5)— Australian Dog's Breakfast

Until the 1990s the orderly march of rail timetables across the bookshelves of Australian collectors had that regular predictability which appealed to their obsessive nature- timetables were in their Heaven and all was right with the world. Then the march abruptly turned higgledy-piggledy, and chaos ruled. What happened? In part 1, GEOFF LAMBERT tries to explain.

Making railway timetables in Australia these days is a total dog's breakfast- even the people who make them are unsure of who their masters are if a report to an AATTC meeting is any guide. The timetables that spill out of the grab-boxes have many and varied provenances and could come from almost anywhere. Probably, we can blame Margaret Thatcher for this, just like our English counterparts—or, perhaps Paul Keating? (right).

Thatcherism came to Australian railways only a few years after it got a stranglehold in Europe- only we called it 'economic rationalism' or 'competition policy'. Its 'Open Access Regimes' have engendered a massive amount of regulatory documentation on how to draw up a train timetable. 'Reform' of railway systems Australia-wide arose from an interaction between National Competition Policy, rail system bankruptcies and the desire of State Governments to offload their railway burden onto private enterprise.

Once, the structure and administration of the Australian railway network was nearly unique- a system of State-owned vertically-integrated railways, within a Federal political system. This was a relic of colonialism, when state rivalries and jealousies drove states in different directions, the gauge muddle being a classic example of this at work. For a while, in about 1901, a new spirit of Federalism was in the air, as Australian railways moved towards a uniform approach to the way they ran their systems. This was despite section 51 of the new Constitution firmly entrenching transport as a state

responsibility. This cooperation came about through the formation of the Australian Railway Commissioners' Conference, a loosely-defined body which brokered cooperation between the systems. The Conference went on to form the modern Australian Railway Association, a more formally-established and wider-ranging body.

An analysis of how unique these structures were, how they shaped railway administration and why the separation of responsibility inherent in today's practices was such a shock to the system can be found in, of all places, Justice McInerney's 2nd Interim Report on the Glenbrook accident. Included in his analysis was the way in which timetable planning had got out of the control of the people who should have controlled it. McInerney was of the opinion that this separation of functions had gone too far and recommended that they be brought together again.

The 1900s spirit of Federalism never got as far as train planning and timetabling—although it came close, via the widespread adoption of a common rule book and a common Appendix to the Working Time Table (see the WTTs on pp 4-5). Cooperative spirit had evaporated by 1910 and the railways and their methods again diverged- even more so than prior to Federation. Even the coming of a nation-wide standard gauge network in the last third of the twentieth century didn't change this approach.

Economic rationalism, reform, competition and all that

Economic rationalism, reform and



His Master's Voice? Australian architect of competition policy, Paul Keating, drives the first NRC train on the Melbourne-Adelaide line in 1995

competition are, one might say, words difficult to pin down, with the etymological, dictionary and political slants on them being quite different. Emerging from the American and British economic think tanks of the 1980s, they took hold everywhere- ye, even unto the Australian ALP Government. Australian competition policy dates from 1906, with the Australian Industries Preservation Act, which was never effective and was supplanted by the Trade Practices Act of 1965 and 1974. The mid 1970s and the 1980s saw some major Government initiatives to enhance national productivity through liberalisation of the economy, the corporatisation of government business enterprises and progressive deregulation in the transport and telecommunications sectors. These



became keystones of the so-called *microeconomic reform* programs of both Commonwealth and State Governments. Under—perhaps surprisingly—the Hawke Labor Government, the Commonwealth established a Council of Australian Government Ministers (COAG), to discuss and establish a National Competition Policy (NCP). This it did through a major investigation, the *Hilmer Report*, which recommended extending the reach of the Trade Practices Act 1974 (TPA) to unincorporated businesses and State and Territory government businesses so that the competitive conduct rules applied to all business activity in Australia. Hilmer recommended:

- providing for third party access to nationally significant infrastructure;
- introducing *competitive neutrality* so that government businesses do not enjoy unfair advantages when competing with private businesses;
- restructuring of public sector monopoly businesses to increase competition;
- review of all laws which restrict competition and;
- extending prices surveillance arrangements to State and Territory government businesses.

All of these were especially relevant to the running and timetabling of Australia's railway systems.

In April 1995, COAG agreed to an NCP package to implement the Hilmer proposals and to meet reform commitments in the areas of electricity, gas, water and road transport. The *Competition Policy Reform Act 1995* amended the competitive conduct rules of the TPA and extended their coverage to State, Territory and local government businesses and unincorporated bodies. It also created a Part IIIA of the TPA to provide a national regime for access to the services provided by nationally significant infrastructure facilities such as rail.

The Act created two new institutions to oversee the implementation of the competition policy package. The *Australian Competition and Consumer Commission* (ACCC) was created through the merger of the former Trade Practices Commission and Prices Surveillance Authority with the principal function of enforcing the TPA. The *National Competition Council* (NCC) was established to oversee the implementation of competition policy

at a State level and as an independent advisory body for all Australian governments on NCP issues. Both these bodies came to have a say in the way railways were structured, run and time-tabled: ACCC oversaw the access agreements between infrastructure owners and train operators, and NCC resolved access disputes at a state level.

As part of the implementation of the NCP, three agreements were signed by all heads of government: the *Conduct Code Agreement*, the *Competition Principles Agreement*, and the *Agreement to Implement the National Competition Policy*. These agreements effectively committed the states to implement NCP at a state level and paved the way for the following restructure of the railways. The utilities industries, usually being Government bodies, felt this impact and changed ways of doing things the most. Electricity, gas, communications and water were dismembered vertically and horizontally, with the separation of infrastructure from operations being the most prominent aspect. Road transport also became subject to the NCP agreements, but rail did not. The States agreed to set up all of the paraphernalia to make NCP work and to vertically dismember their utilities agencies. NCP came with strings attached— purse strings. As an incentive to encourage development of NCP at a state level, the Commonwealth promised to make handsome NCP grants to the states, worth hundreds of millions of dollars per year.

Clause 6 of the Competition Principles Agreement (CPA) sets down the principles for the national access regime. It specifies for the Commonwealth to establish a generic access regime. Part IIIA of the TPA puts this generic access regime in place. It also makes provision for state and territory access regimes to operate alongside the Commonwealth regime.

How rail was affected

Although NCP excluded rail from its provisions, those states who were still owners of rail systems decided to go along with the with it and NCP came to affect rail deeply.

If rail was not part of NCP, how did we get to the situation where it is now one of the “keystone” industries where NCP has been implemented? The two principal reasons

were (1) that rail was seen as an ailing industry at the time of NCP's birth (and hence might be a potential candidate for the "life support of NCP) and (2) the golden piggy bank of NCP payments was just too hard to resist- payments increased for every industry a state put through the NCP wringer.

For an industry that seems to bleat continually about its status as a poor cousin in the transport field, rail seems to have had an awful lot of investigation in recent years. Many of these enquiries were instrumental in the whirlwind change which occurred in the 1990s. Most were at the Federal level, but they provoked mighty resonances at a state level. Their findings dramatically shaped the moulds which State Governments used to cast their own versions of NCP for rail.

In November 1989 the *House of Representatives Standing Committee on Transport, Communications and Infrastructure* presented a report entitled "Rail: Five systems - one solution" on the efficiency of Australian National Railways' (ANR) east-west operations. The report contemplated integrating the WA and AN systems, standardizing the railway between Adelaide and Melbourne and taking over the railway between Broken Hill and Parkes. An *Industries Assistance Commission* (IAC) report in 1989 declared that the removal of major inefficiencies in transport could increase GDP by around \$9 billion annually. Australia's poorly coordinated rail systems, the Commission said, were proof that existing mechanisms to promote co-operation between Governments had met with only limited success. In another report in the same month the IAC concluded: *'more fundamental changes may be required to maximise the efficiency of rail freight operations. Many alternatives could be considered . . . amalgamation of rail authorities; centralised control of many rail freight corridors; centralised control of rail infrastructure; and increased private participation in railways'*.

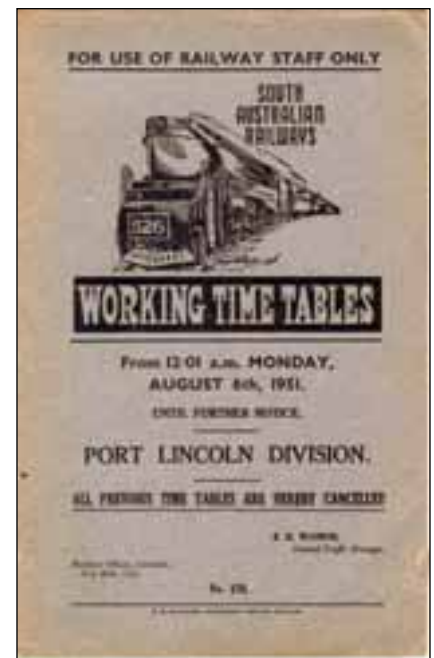
From these reports came a new 3-Government corporatised body- the National Rail Corporation (NRC), the shares in this body being held by the Commonwealth (73%), Victoria (8%) and NSW (19%). The body was brought into existence by legislation in all 3 jurisdictions (and others as well), the legislation

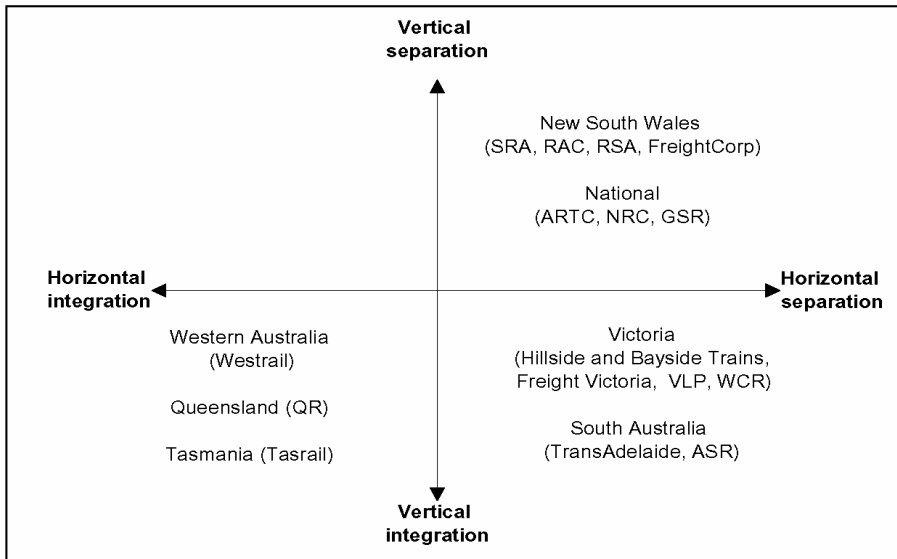
forcibly stripping away the business formerly run by the Australian National Railways and giving it to NRC. An important part of NRC was the standardization of the Melbourne-Adelaide rail line, owned by ANR in SA and the Public Transport Corporation in Victoria. Several branch networks of this line in Victoria were also converted to standard gauge. At the opening gala dinner, Transport Minister Brereton foreshadowed more and bigger changes- a national track-owner. After the opening, ANR and PTC began running both NRC and their own trains over the new network and, not long after, the first privately owned and operated train began running between Melbourne and Perth.

This really lit the fuse for the railways because, it led to the effective bankruptcy of ANR. ANR was a Whitlam era passenger and freight operator formed by amalgamation of the old Commonwealth, South Australian and Tasmanian Government Railways. It was vertically-integrated—as the modern jargon would have it—and, after NRC, haemorrhaging money from every pore. Arguably the acquisition of the loss-making South Australian and Tasmanian systems triggered the downfall of ANR, which (as CR) had previously had a monopolistic and profitable hold on transcontinental freight traffic. But this was loosened by the forced transfer of most of its business to NRC.

In 1996, the new Howard Government Commissioned a report by ex NSWRA head John Brew to report on the financial performance of ANR on its transcontinental routes. The Government sat on this report, but its release was forced by the Senate. Brew predicted that ANR would make a \$1 billion loss over the next 10 years. He pointed out that, whilst AN had reduced its staff levels by 60% since 1990, it still hadn't improved its performance. Brew put the blame of this on the establishment of the National Rail Corporation. Brew's recommendations, to be implemented within the year, included:

- Establish a National Track Access and Infrastructure body to take over all interstate rail track- age and terminals, allow it to charge access charges to any accredited operator to run trains over its tracks.
- Ensure that any changes met





the requirements of NCP, with particular reference to track, rolling stock and facilities etc. Transfer rolling stock and other assets to NRC.

- Establish NRC on an equal footing with other operators, i.e. take away its existing protection.
- Negotiate the transfer of the Port Lincoln Division, the Leigh Creek Coal Line and the Riverland Grain Lines to either the South Australian Govt (i.e. reversing the Whitlam Government purchase) or short line operators. If this could not be done, close ALL non-profitable lines.
- Offer the entire Tasmanian Division to the Tasmanian Government or offer it to short line operators, if this was not possible, close all lines.

Reports such as Brew's came at a time when the NCP Frankenstein monster was having life breathed into it by its creators. At a Federal level most of Brew's recommendations came to be reality quickly. At a state level the policies that his recommendations implied came also to be implemented over the next few years, even in states to which they did not apply. These are detailed under the various system headings, in the next installment.

The House of Representatives set up its own Committee enquiry to examine rail reform in mid-1997. Its report "Tracking Australia" (also referred to as the Neville Report) recommended a truly national system, but it did not appear until July 1998, by which time it had been well and truly overtaken by events. In September 1997 State and Federal Government Ministers met and agreed to establish a

"designated interstate track system". At a subsequent meeting in November, they signed another Intergovernmental Agreement (IGA). This Agreement established a framework which enabled interstate operators to negotiate access to the entire interstate network through a single organisation rather than to undertake multiple negotiations with the various authorities in each jurisdiction through which they passed, as was then the case. The Ministers enthused about the concept of a "one-stop shop", where potential train operators could buy a "slot" or "path" in a rail timetable in one easy move. This is an expectation that has probably yet to be realised. Thus ARTC was born- it was already operating trains by the time the Neville Report hit the Speaker's table in Parliament House.

The nature of the restructurings

The *Productivity Commission* and its antecedent, the *Industry Commission* is clearly a political instrument designed by Governments to allow them to thrash the daylight out of straw men, without attracting opprobrium to themselves. Nevertheless, its reports are often useful, even if for no other reason than that they collate a wide range of information that is difficult to assemble in any other way. Its 2000 report *Progress in Rail Reform* forms the basis of the analyses in this article of the structure which lies behind train planning processes in Australia today. The NCC has also produced several mid-term reports on NCP, which make some reference to rail- even though it is not in their brief.

Because rail was not a mandatory component of NCP, every state or jurisdiction ended doing things slightly differently from the others (well, they would do that, wouldn't they?). The two cardinal principles of rail restructuring in the EU (see *The Times* June 2005) of vertical and horizontal separation were honoured by the States to varying degrees—or not at all—and have been subject to much scrutiny. In 1998, the Productivity Commission saw it in the way depicted in the diagram to the left. One aspect of restructuring found in Europe and particularly the UK was not generally adopted in Australia- that of rail service franchising. Victoria aside, there was no separate body which laid down plans for service level requirements and allocated them in non-competitive blocks to train operators. Neither did Australia go down the initial path of the UK in its approach to train timetabling, where individual train operators drew up their own timetables and bid to have them accepted by the infrastructure operator. There are (or were) a number of networks in which an interactive feedback between operators and infrastructure owners on timetable planning took place, but most train planning is essentially an *ex cathedra* process, where the infrastructure owner doles out train paths to the applicants.

In general, the time-course of the restructurings has been one or all of the following sequence:

Separating infrastructure and operations within the existing entity or by creating separate entities

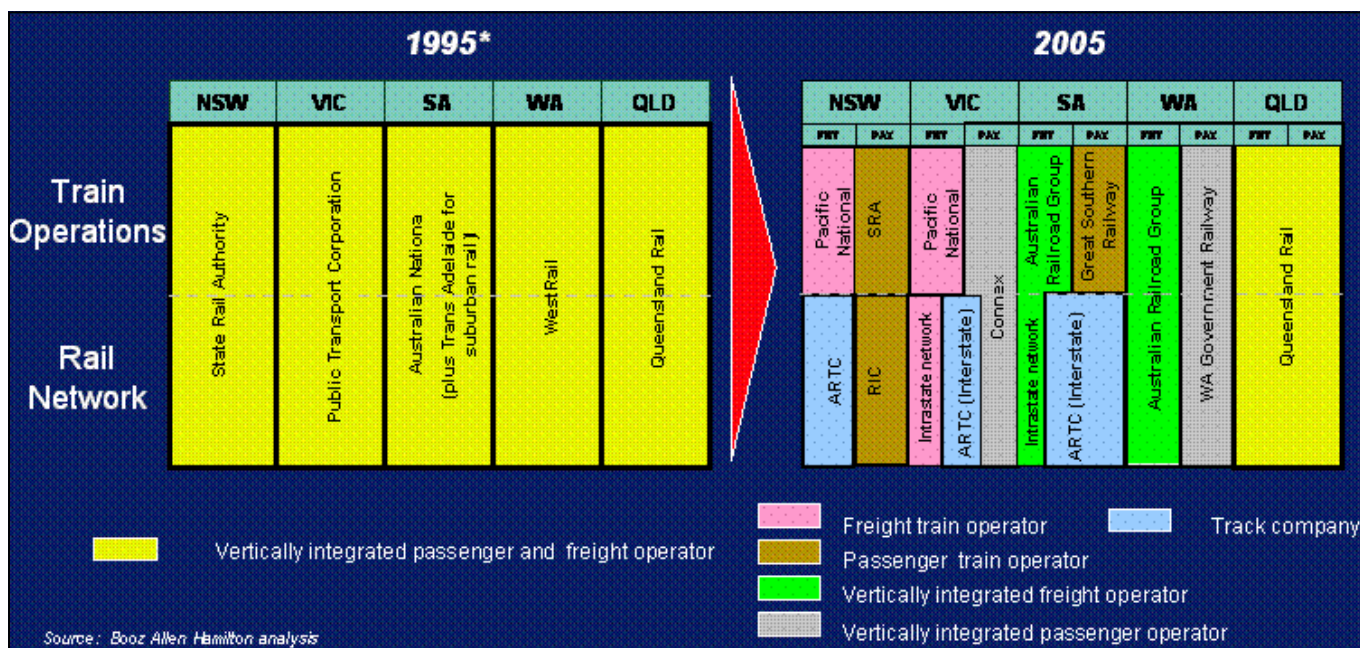
Corporatising some or all of the entities

Selling off some or all of the entities to private enterprise.

Access Regimes

For those interested in timetables, the core of the new systems is the *Access Regime*.

An Access Regime, simply put, is an overarching term which describes a series of rules which set out the rights and obligations of participants, pricing principles, together with a set of rules as to how the process is supposed to work. Usually a Regime will be a combination of legislation, subsidiary legislation (sometimes called an Access Code) and operating documents. Access Regimes will generally specify how competition is to



be handled and how disputes about timetabling are to be resolved, but they rarely specify exactly how timetables are to be compiled. Regimes may be part of the relevant legislation (in which case they are hard to change) or as regulatory document, usually of the infrastructure provider. Access Regimes usually have to be approved by the relevant regulator. People or companies wishing to use the services of an *Infrastructure or Access Provider* are usually deemed to be *Access Seekers*.

The Access Regime is a creature of the Trade Practices Act, which was amended to accommodate many aspects of NCP in 1995—most specifically its Part IIIA. This Part contains many provisions applicable to rail Access Regimes.

For instance, an access seeker which has been unsuccessful in gaining access to a rail network under a particular regime, may apply to the Transport Minister, through the NCC, to have the regime **declared**, thus effectively forcing the access provider to grant access. The effect of this is to circumvent the natural monopoly power of vertically integrated systems, such as that of Freight Australia in Victoria. Several regimes have been declared in response to applications by access seekers, but many applications have failed.

A State Government-owned or leased access provider (but not a privatised one) may apply to the NCC to have its regime **certified** as being **effective**. Being an effective regime forces access seekers to use

that regime on the access provider's terms, instead of under national rules, and closes the declaration loophole. Nearly all state-owned regimes have made applications for certification, but all have been refused or have been withdrawn in the face of NCC criticism.

Infrastructure owners may also lodge an **access undertaking** with the ACCC and, if this is accepted, it has a similar effect to the regime being declared effective by the NCC. Access undertakings usually have a strong scheduling and train control emphasis—essentially they are promises about timetabling and scheduling made by the access provider to the access seeker. An extract from ARTC's Access Undertaking appears on our page 8. Lodging access undertakings for approval also takes place in some state jurisdictions—Queensland, for instance—in which case the state-based competition regulator makes a binding ruling.

These are rather complicated and intertwined processes. Declaration, certifications and approval of access undertakings always involve a long round of applications, draft decisions, comments and responses from all and sundry, including interested bystanders. The ARTC Access Undertaking process took two years to complete and produced 1900 pages of documentation. Pacific National says on its web-site: *The existing multiple layers of regulation and varying funding arrangements for different modes require reform—there are more track owners, more safety regulators, and more transport au-*

thorities than rail operators. The frustration levels have already led to a review of the system and the TPA is currently being amended in consequence.

More recently—as this article was being written—the Federal Government has begun to make noises that this diversity of approach has hamstrung the implementation of NCP and caused confusion for industries which trade across state boundaries. Treasurer Peter Costello has floated the idea of legislating to create one national regulator for a number of infrastructure arenas—most notably ports, but railways are probably on his mind as well.

Several reviews—not a few from overseas and outside the industry—have been presented in recent years, such is the interest in how the process has been implemented. A more recent overview from one of these reports appears above. These reviews usually include a classification of how the access rules work, described as follows (and subject to the author's limited grasp of the concepts):

Ex-ante: In this access regime charges for a train path are set in advance, and adhered to. The charging regime can be quite complicated, but in theory the total price of operating a train is known before it turns a wheel. ARTC runs its access regime on an ex-ante model. Prices are published on its web site.

Ex-post: Periodically, usually monthly, the access provider tots

GENERAL PRINCIPLES FOR TRAIN MANAGEMENT

All - To ensure operational safety is maintained through compliance with Safeworking Rules, Regulations and Procedures

Track Authority - To ensure the integrity of the track and other infrastructure so that the train plan can be met

Train Operators - To ensure operating integrity, including train crewing, locomotives, wagons and loading so that the train plan can be met

Train Authority - To manage the Network on behalf of Train Operators based on agreed Entry/Exit times, Objectives of Track, Authority are to manage trains according to their schedule for OT Exit, not to contribute to lost running, to make up time and to hold the gains.

TRAIN PLAN

7.2. TRAIN RUN

AGREED NETWORK ENTRY/EXIT TIMES

Train B	TRAIN RUN	Actual Performance	OT running Premium	Running ahead Premium	Late running Premium	OT running High	Running ahead High	Late running High	OT running Standard	Running ahead Standard	Late running Standard
Actual Performance		7.3. T C OBJECTIVE	OT Exit	OT Exit	1 No more time lost 2 Make up time 3 Hold the gain	OT Exit	OT Exit	1. No more time lost 2. Make up time 3. Hold the gain	OT Exit	OT Exit	1 No more time lost 2 Make up time 3 Hold the gain
OT running Premium		OT Exit	Scheduled Cross	A or B Rule 2	B Rule 3	Scheduled Cross	B or A Rule 2	B Rule 3	Scheduled Cross	B or A Rule 2	B Rule 3
Running ahead Premium		OT Exit	A or B Rule 2	A or B Rule 2	B Rule 3	B or A Rule 2	B or A Rule 2	B Rule 3	B or A Rule 2	B or A Rule 2	B Rule 3
Late running Premium		1 No more time lost 2 Make up time 3 Hold the gain	A Rule 1	A Rule 1	A or B Rule 4	A Rule 1	A Rule 1	B Rule 6	A Rule 1	A Rule 1	B Rule 6
OT running High		OT Exit	Scheduled Cross	A or B Rule 2	B Rule 3	Scheduled Cross	A or B Rule 2	B Rule 3	Scheduled Cross	B or A Rule 2	B Rule 3
Running ahead High		OT Exit	A or B Rule 2	A or B Rule 2	B Rule 3	B or A Rule 2	A or B Rule 2	B Rule 3	B or A Rule 2	B or A Rule 2	B Rule 3
Late running High		1 No more time lost 2 Make up time 3 Hold the gain	A Rule 1	A Rule 1	A Rule 5	A Rule 1	A Rule 1	A or B Rule 4	A Rule 1	A Rule 1	B Rule 6
OT running Standard		OT Exit	Scheduled Cross	A or B Rule 2	B Rule 3	Scheduled Cross	A or B Rule 2	B Rule 3	Scheduled Cross	B or A Rule 2	B Rule 3

AGREED NETWORK ENTRY/EXIT TIMES

up its total costs, works out the mark-up it wants, examines which operators run how many trains and distributes the charges according to some set formula. Bills do not arrive in the Operators' letterboxes entirely out of the blue, as a framework setting the floor and ceiling boundaries of what to expect usually exists.

Hybrid. A mixture of these two systems. QR and Westnet rail currently operate under hybrid access regimes,

Operators do not like the *ex-post* model, they believe it leads to unfair pricing distortions, especially where the infrastructure owner is also an operator. Victoria currently uses an *ex-post* system. The rules for *ex post* systems are nearly always laid down in the context of an adversarial relationship, such as when a train operator takes a complaint about the regime to the relevant regulator.

Ring fencing rules for vertically integrated, supposedly Open Access systems

A recurring problem with vertically integrated systems (which most Australian networks are) is the persistence of the monopoly powers which an Infrastructure Provider has when it is also its own Access Seeker. This was the very thing that NCP was implemented to avoid, but it exists in 5 of the 6 states and it has led to trouble nearly everywhere. Nearly all of the applications for Declarations have been lodged by Access Seekers wishing to buy train paths from monopolistic Access Providers. These applications have almost universally failed. One method that has been adopted to try to ease this situation is the concept of "ring fencing" - an apparently mostly Australian term meaning that the infrastructure-providing and the infrastructure-using components of a monopoly system should be fully separated financially. Ring fencing often means something different elsewhere in the world. Readers may recall that IBM Germany's review of access arrangements in Europe criticized this method as less than optimal for an Open Access system. In theory, it is a kind of "dingo fence", which is supposed to quarantine off the two components, so that each does not know what the other is doing and so that the potential for favouritism in the allocation of timetable space is

lessened. But it is a very holey fence and nobody is happy with it. At best, it is just a cosmetic manoeuvre.

Managing capacity and making timetables

Capacity management (or train path management) refers to the manner in which an Access Provider (which is generally but may not necessarily be the rail network owner/operator) deals with:

- (a) The assessment of the availability of train paths;
- (b) The allocation of train paths (i.e. routing and timetabling);
- (c) The transfer of train paths; and
- (d) The cancellation of train paths

(due to track maintenance, safety incidents etc).


Capacity management has two elements:

(i) **Service planning:** the time-tabling of train movements through the standard working timetable, daily timetable, and planning for possessions, such as the occupation of the network for maintenance and other service requirements; and

(ii) **Real time control:** the actual control and direction of train movements across the network, including train signalling and incident management on a real time basis.

Service planning and real time con-

Standard Working Timetable

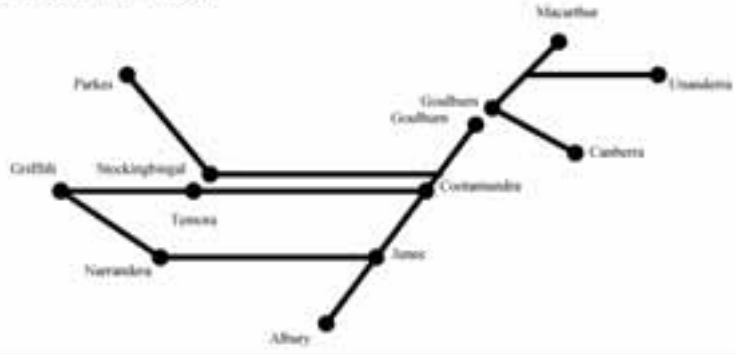


FREIGHT AND COUNTRY PASSENGER SERVICES

From 04th September 2005

BOOK 4

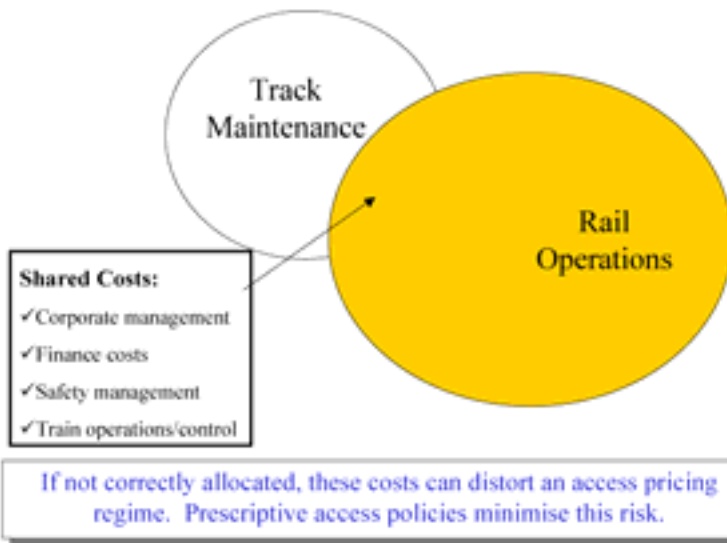
Macarthur to Albury & Branches



ARTC

AUSTRALIAN RAIL TRACK CORPORATION LTD

A vertically integrated railway can share many costs between its rail operations and track maintenance functions



control may have a significant impact on competition between metropolitan passenger, non-metropolitan passenger and freight rail operators for train paths. This is particularly the case where the entity responsible for both service planning and real time control is vertically integrated and has an interest giving preference to its related freight business in the event of capacity constraints including due to network possessions and incidents. When a vertically integrated Access Provider controls real time train control, the Access Provider will have both the ability and incentive to use that power to frustrate access by third parties.

It may be possible to separate responsibility for long term service planning from responsibility for real time control. The advantages of separating train planning include:

- (i) Ensuring the Access Provider cannot unreasonably discriminate against Access Seekers who compete with the related freight business in the allocation of train paths; and
- (ii) Ensuring priority is provided to passenger services in the allocation of train paths.

An option to avoid this is for another body entirely, such as the regulator or franchiser to assume control of long term service planning. This would see a non-rail entity drawing up the timetables. An additional option would be to impose other controls on a vertically integrated Access Provider in

relation to capacity management, in order to limit the Access Provider's ability and incentive to discriminate against competitors in downstream markets. This could be done by incorporating provisions which enshrine the principle of non-discrimination by invoking rules regarding:

(a) Disclosure of information about capacity of the network. The Access Provider should publish a capacity register (WTT) and provide public notice of its intention to enter into an access agreement that would allocate a train path or substantial proportion of capacity on the network to an Access Seeker for a significant period. Such a requirement currently exists in the NSW Rail Access Regime;

(b) Transparent rules for dealing with multiple applications for the same train path including that the path moves with the end-customer. Several Access Seekers may compete against one another to win one freight contract and therefore may require access to the same train path. Alternatively, multiple freight operators may require access to the same train path because it is highly valued for other reasons. The path allocation rules may provide that the Access Provider must allocate the path to the operator with which the end-user has entered, or is most likely to enter, into an agreement. Further, that where multiple operators require access to the same train path for different tasks, the Access Provider must favour the party that offers the best utilisation of the

below-rail assets. The QR Undertaking contains rules of this nature for allocating paths.

(c) The consequences of (b) include that the train path 'moves with the end-customer'. So for example if one freight operator historically held the business of a particular end-customer and that end-customer chose to contract with a competing freight operator the paths held by the first operator to service that end-customer would transfer to the second operator.

(d) 'Use it or lose it' rules. Procedures should be constructed to permit or require the Access Provider to withdraw train paths if they have been under utilised over a specific timeframe. These procedures are commonly referred to as 'use it or lose it' rights.

There is also scope for discriminatory operational practices by a vertically integrated Access Provider which is also responsible for real time train control. An option would be to provide that the Access Provider must develop, maintain and implement operational rules, which have been approved by the relevant economic or safety regulator, in relation to:

- (a) Allocation of train paths on an *ad hoc* basis.
- (b) Determining the timing and circumstances of track possessions for the purposes of maintenance of below-rail infrastructure.
- (c) Routing and scheduling of trains during possessions and safety incidents.
- (d) Determining the safety and operational rules for access to the track corridor and operation of rolling stock.

If the Access Provider is not vertically integrated a more light handed regulatory approach dealing only with (a) above may be appropriate.

Where d'ya gettit?

For the timetable hunter, stalking his prey in the transport jungle, the big question from all of this is where to find the modern rail timetable—*working time tables*, Jeff Kennet's *Master Timetables*, *Committed Capacity tables*, that is. In general, *public timetables* are just as easy to come by as ever they were.

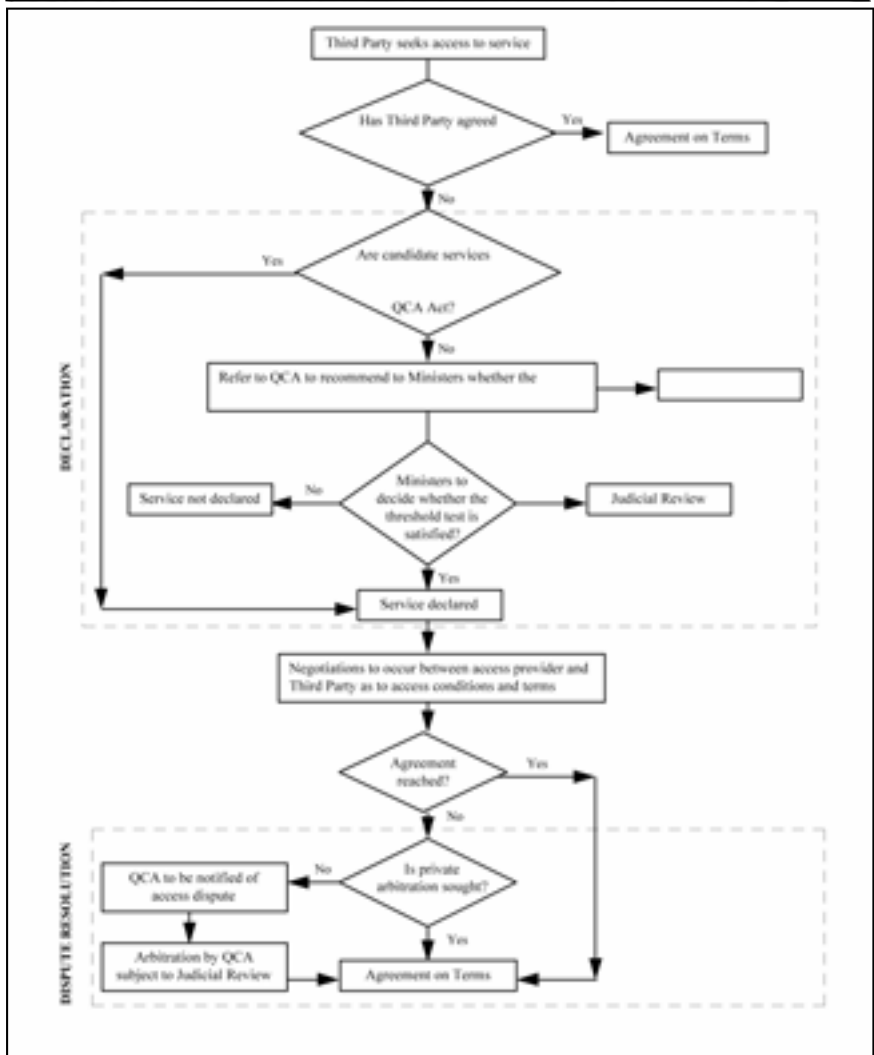
In a vertically separated system, the public timetable is produced by

the access seeker, not the access provider. In quite a few instances, these are one and the same, so the process of producing a public timetable out of a working timetable, is really just a matter of reformatting one into the other. Even in a truly vertically separated system, it's just a simple matter of hand-over from the provider to the seeker.

But working timetables are another matter. They seem to exist on most systems, but are not always produced in paper form (e.g. Queensland). On some systems an electronic version is published and made available publicly. In theory, these are provided for the guidance of access seekers and, accordingly, 'publicly available' really means available to registered access seekers only. Two administrations (ARTC, NSW RailCorp) lodge timetables on their web sites and the latter, at least, also circulate paper copies to users. ARTC takes pains to point out that providing WTTs publicly is one of its optional extras or bonuses for the Access Seekers. ARG in Western Australia still produces paper Working Time Tables and lodges them with the State Library where they are available to the public (because it must), but few other administrations do this.

ARTC calls its WTTs a table of *Committed Capacity*—which should mean that all train paths booked with it appear, but ones that are not might not. But, it seems that all paths drawn up by the planners, including spare or *uncommitted* paths appear. NSW RailCorp does the same. ARTC does not identify who owns what paths in its non-NSW timetables because of commercial in confidence concerns. But RailCorp and ARTC's timetables for its NSW leased lines do contain this information. From these, it is apparent that more than half the committed capacity is not committed at all and is a collection of spare paths which the Access Providers allocate to themselves. ARG's Western Australian division's WTTs contain only *mandatory* trains, the spares and conditional services do not appear and many tables are, like their counterparts in the US, devoid of trains.

In the next installment, we will examine how all of this has worked out on a system-by-system basis... and where, and how, and why it has so often fallen over.



The VR gentleman in the illustration at the top is working it out with a pencil and paper. He is not using a flow chart like that illustrated below him— how to resolve disputes over access to timetable paths. “Disputes?... What disputes?”

Exploring Tasmania with Moore's Guide in 1953

Part 2 Buses

JIM STOKES *continues a review of a tiny gem—1953 Moore's Guide.*

HMT motor buses

Motor bus services were a quite minor part of HMT operations in 1953. They covered routes with limited traffic, although some of them were expected to eventually justify trolleybuses. The tidal wave of Bedford petrol buses to be unleashed by the MTT was still in the future and the backbone of the fleet were the 12 locally-bodied AEC Regal diesels, supported by a few CAC-bodied OB Bedfords and the last survivors of the HMT-bodied Whites and Internationals.

Each route had a character of its own. Battery Point threaded its way through an old, densely populated suburb adjacent to the port. Patronage suffered because much of the route was within walking distance of the Sandy Bay route and the city centre. Forest Rd and Mt Stuart both climbed steep ridges above the West Hobart tram route. Moonah via Lutana served housing estates east of the Glenorchy tram route.

Fern Tree was probably the most spectacular capital city bus route in Australia. It followed the main

2.45, 3.2, 3.15, 3.32, 3.45, 4.2, 4.15, 4.32, 4.45, 5.2, 5.15, 5.32, 5.45, 6.2, 6.15, 6.32, 6.45, 7.2, 7.15, 7.32, 7.45, 8.2, 8.15, 8.32, 8.45, 9.2, 9.15, 9.32, 9.45, 10.2, 10.15, 10.30.

DEPART DYNNYRNE.—a.m.: 9.40, 10.40; p.m.: 12.30, 12.45, 1.0, 1.15, 1.30, 1.45, 2.0, 2.15, 2.30, 2.45, 3.0, 3.15, 3.30, 3.45, 4.0, 4.15, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 6.30, 6.45, 7.0, 7.15, 7.30, 7.45, 8.0, 8.15, 8.30, 8.45, 9.0, 9.15, 9.30, 9.45, 10.0, 10.15, 10.30, 10.45.

FERN TREE SERVICE

MONDAY TO FRIDAY

DEPART CITY (Franklin Square)—a.m.: 6.15, 7.30, 7.50, 9.0, 10.0; p.m.: 12.5, 1.15, 2.30, 3.55, 4.30, 5.5, 5.15, 6.30, 7.5, 9.30, 11.10.

DEPART HUON ROAD BUS TERMINUS (for Fern Tree)—7.0 a.m.

DEPART FERN TREE.—a.m.: 7.22, 8.0, 8.27, 10.37; p.m.: 12.42, 1.32, 3.7, 4.32, 5.42, 6.7, 7.2, 10.7, 11.42.

DEPART FERN TREE BOWER.—a.m.: 6.45, 7.25, 8.3, 8.30, 9.30, 10.40; p.m.: 12.45, 1.55, 3.10, 4.35, 5.0, 5.45, 6.10, 7.5, 10.10, 11.45.

Saturdays

DEPART CITY (Franklin Square)—a.m.: 8.50, 10.0; p.m.: 12.25, 2.5, 4.5, 5.15, 6.25, 10.0, 11.10.

DEPART FERN TREE.—a.m.: 9.27; p.m.: 1.2, 2.42, 4.40, 5.52, 7.2, 11.42.

DEPART FERN TREE BOWER.—a.m.: 9.30, 10.30; p.m.: 1.5, 2.45, 4.43, 5.55, 7.5, 10.30, 11.45.

Sundays

DEPART CITY (Franklin Square)—a.m.: 9.20, 10.30; p.m.: 1.20, 2.30, 4.30, 5.40, 6.45.

DEPART FERN TREE.—a.m.: 10.0, 11.7; p.m.: 1.57, 3.7, 6.17, 9.22.

DEPART FERN TREE BOWER.—a.m.: 10.3, 11.10; p.m.: 2.0, 3.10, 7.10, 8.20, 9.25.

22

Ask Your Neighbour!

He will recommend to economise

A RECAP

by

Brown & Sons

Brisbane Street, Hobart

*As Good as a New Tyre, and
Less Than Half the Cost!*

23

road to the Huon Valley over the shoulder of Mt Wellington, climbing from sea level to 440 metres in 12 kilometres. Much of the route was in tall forest with panoramic mountain and sea views. Services could be interrupted by snow and

in the winter of 1951 the road was blocked for 2 days, unfortunately stranding me at the school end of the route.

Transport Commission buses

The Transport Commission (TC) was established in 1939 to take over the Tasmanian Government Railways, the trans-Derwent ferries and a range of road transport/user functions. The TC gradually got into bus operation, partly to provide services that municipal and private operators might be reluctant to take on. In the Hobart area the opening of the original floating pontoon bridge over the Derwent in 1943 saw the Lindisfarne ferries replaced by Hobart Bridge Coy buses, which were in turn taken over by the TC in 1944 and later extended to Geilston Bay. After the war the TC started services to housing estates in the Grove Rd and Goodwood areas east of Glenorchy and to Bellerive, Montagu Bay and Howrah on the eastern shore of the Derwent.

In the country TC buses operated in competition with their own trains on the Hobart - Launceston - Burnie trunk route. The TC also ran services from Hobart and

BATTERY POINT SERVICE

MONDAY TO FRIDAY

Times marked * to Mt. Stuart

DEPART CITY (Franklin Square)—a.m.: 7.15, 7.40, 8.15, 8.35, 9.0, 9.30, 10.0, 10.30, 11.0, 11.30, 12 noon; p.m.: 12.30, 12.55, 1.0, 1.30, 1.45, 2.0, 2.50, 3.0, 3.30, 4.0, 4.30, 4.45, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 7.0, 7.30, 11.5.

DEP BATTERY PT.—a.m.: 7.30, 7.50, 8.25, 8.45, 9.15, 9.45, *10.20, 10.45, 11.15, 11.45; p.m.: *12.18, *12.48, *1.18, 1.33, *1.48, 2.0, *2.18, 2.48, 3.18, 3.48, *4.18, 4.48, *5.3, *5.18, 5.32, 5.48, *6.3, 6.10, 6.45, 7.15, 7.40, 11.15.

SATURDAY ONLY.—DEPART CITY (Franklin Square)—p.m.: 1.15, 2.5, 7.0, 7.30, 11.5.

DEPART BATTERY POINT.—p.m.: *1.25, 2.15, 7.15, 7.40, 11.15.

MT. STUART SERVICE

MONDAY TO FRIDAY

Times marked * to Battery Point

DEPART CITY (Cnr. Argyle and Collins Sts.)—a.m.: 7.25, 8.0, 8.30, 9.45, 10.30, 11.30, 12 noon; p.m.: 12.30, 1.0, 1.28, 2.0, 2.30, 3.45, 4.0, 4.30, 5.0, 5.15, 5.30, 5.45, 6.0, 6.15, 7.5, 11.5.

DEP. MT. STUART. (Salter Cres.)—a.m.: 7.40, 8.16, 8.45, 10.1, *10.46, *11.46; p.m.: *12.16, *12.46, *1.16, 1.44, *2.16, 2.46, 4.0, *4.16, *4.46, *5.16, 5.31, *5.46, 6.1, 6.16, 6.31, 7.21, 11.21.

SATURDAY.—DEPART CITY.—p.m.: 12.45, 1.35, 3.15, 7.5, 11.5.

DEPART MT. STUART.—p.m.: *1.0, *1.50, 5.30, 7.20, 11.20.

SUNDAY.—DEPART CITY.—p.m.: 2.20, 5.0, 7.20, 11.20.

DEPART MT. STUART.—p.m.: 2.35, 5.15.

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MOONAH via LUTANA

MONDAY TO FRIDAY

DEP. CITY for MOONAH.—a.m.: 6.30, 7.0, 7.30, 7.55, 8.0, 8.40, 9.5, 9.55, 10.5, 10.55, 11.5, 11.45; p.m.: 12.5, 12.25, 12.45, 1.5, 1.25, 1.45, 2.5, 2.55, 3.5, 3.25, 3.45, 4.5, 4.25, 4.45, 5.5, 5.25, 5.45, 6.5, 6.30, 6.50, 7.35, 9.5, 10.5, 10.55, 11.5.

DEP. MOONAH for CITY.—a.m.: 7.0, 7.30, 8.0, 8.25, 8.30, 9.10, 9.35, 10.5, 10.55, 11.5, 11.55; p.m.: 12.15, 12.35, 12.55, 1.15, 1.35, 1.55, 2.15, 2.35, 3.5, 3.35, 3.55, 4.15, 4.35, 4.55, 5.15, 5.35, 5.55, 6.15, 6.35, 7.5, 7.20, 8.5, 9.35, 10.35, 11.5, 11.35.

DEPART DERWENT PARK RD./CENTRAL AV. for CITY, via Central Av. and Baywater Rd.—a.m.: 8.18.

SATURDAYS

DEPART CITY for MOONAH.—a.m.: 8.45, 9.45, 11.0; p.m.: 12.5, 12.55, 1.5, 1.35, 2.5, 2.55, 4.5, 4.35, 5.5, 5.35, 6.35, 6.50, 7.35, 9.5, 10.5, 10.55, 11.5.

DEPART MOONAH for CITY.—a.m.: 9.15, 10.15, 11.35; p.m.: 12.35, 1.5, 1.35, 2.5, 2.35, 3.5, 4.35, 5.5, 5.35, 6.5, 7.0, 7.20, 8.5, 9.55, 10.35, 11.5, 11.35.

DEPART CITY for DERWENT PARK RD./CENTRAL AV.—p.m.: 6.3.

DEPART DERWENT PARK RD./CENTRAL AV. for CITY, via LUTANA.—p.m.: 6.30.

SUNDAYS (Lutana only)

DEPART CITY for Cnr. Central Av./Derwent Pk. Rd. via Bowen Rd./Cox's Av.—p.m.: 1.30, 2.10, 2.50, 3.30, 4.10, 4.50, 5.30, 6.10, 8.30, 9.30.

DEPART Cnr. CENTRAL AV./DERWENT PK. RD. for City.—p.m.: 1.30, 2.30, 3.10, 3.50, 4.30, 5.10, 5.50, 6.30, 8.50, 9.30.

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FOREST ROAD SERVICE

MONDAY to FRIDAY

Depart City (Franklin Sq.) for Forest Rd. (via Murray, Bathurst and Frederick Sts.)—a.m.: 8.10, 9.42, 11.25; p.m.: 12.2, 1.2, 2.2, 4.25, 5.0, 5.35, 6.10.

Depart Forest Rd. for City (via William, Bathurst and Murray Sts.)—a.m.: 8.28, 10.0, 11.45; p.m.: 12.45, 1.45, 2.20, 4.45, 5.18, 5.55, 6.28.

MOUNT NELSON PASSENGER SERVICE

(Phone 908)

MONDAY, TUESDAY, THURSDAY

Leaves MT. NELSON.—a.m.: 7.10, 8.30; p.m.: 1.0, 4.45, 5.50.

Leaves FRANKLIN SQUARE.—a.m.: 7.40, 9.0; p.m.: 3.40, 5.20, 6.15.

WEDNESDAY

Leaves MT. NELSON.—a.m.: 7.10, 8.30; p.m.: 1.0, 4.45, 7.0.

Leaves FRANKLIN SQUARE.—a.m.: 7.40, 9.0; p.m.: 3.40, 5.30, 11.0.

FRIDAY

Leaves MT. NELSON.—a.m.: 7.10, 8.30, 10.0; p.m.: 2.10, 4.45, 5.50.

Leaves FRANKLIN SQUARE.—a.m.: 7.40, 9.0, 11.0; p.m.: 3.40, 5.20, 6.15.

SATURDAYS & PUBLIC HOLIDAYS

Leaves MT. NELSON.—a.m.: 10.0; noon; p.m.: 6.45.

Leaves FRANKLIN SQUARE.—a.m.: 11.0; p.m.: 5.40, 11.0.

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LINDISFARNE 'BUS SERVICE

All Buses leave Hobart at Museum Stop. (Monragu Bay Stop. p.—Folding Pram Bus. 1.—To or from Lindisfarne and Geilston Bay. g.—To or from Geilston Bay.

MONDAY TO FRIDAY

Leaves HOBART.—a.m.: 6.25, 6.45, 7.10, 8.35, 7.50, 8.0, 8.15, 8.45, 9.20, 9.45, 10.15, 10.45, 11.15, 11.45; noon; p.m.: 12.15, 12.50, 1.0, 1.40, 2.25, 2.30, 3.0, 3.25, 3.50, 4.9, 4.18, 4.27, 4.45, 4.53, 5.2, 5.9, 5.11, 5.29, 5.37, 5.46, 5.55, 6.4, 6.13, 6.37, 6.55, 7.20, 7.40, 8.5, 8.45, 9.35, 10.25, 11.0, 11.15, 12 midnight (Fridays only).

Leaves LINDISFARNE.—a.m.: 6.50, 7.10, 7.35, 7.55, 8.10, 8.24, 8.30, 8.37, 9.0, 9.15, 9.45, 10.15, 10.45, 11.15, 11.55; p.m.: 12.10, 12.25, 12.40, 1.15, 1.40, 2.5, 2.50, 3.0, 3.25, 3.50, 4.15, 4.31, 4.40, 4.49, 5.7, 5.15, 5.24, 5.33, 5.51, 5.59, 6.8, 6.17, 6.30, 6.55, 6.57, 7.15, 7.38, 8.5, 8.50, 9.10, 9.55, 10.50, 11.25, 11.55; a.m.: 12.20 (Fridays only).

SATURDAY ONLY

Leaves HOBART.—a.m.: 6.25, 7.10, 7.35, 8.0, 8.25, 8.50, 9.20, 9.45, 10.15, 10.45, 11.15, 12 noon; p.m.: 12.15, 1.0, 1.15, 1.35, 2.5, 2.30, 3.0, 3.25, 3.50, 4.15, 4.45, 5.15, 5.40, 6.5, 6.25, 7.15, 7.40, 8.5, 8.30, 9.0, 9.35, 10.25, 11.0, 11.15, 12 midnight.

Leaves LINDISFARNE.—a.m.: 6.50, 7.35, 7.55, 8.24, 8.37, 9.15, 9.50, 10.15, 10.45, 11.15, 11.55; p.m.: 12.25, 12.40, 1.20, 1.40, 2.0, 2.30, 3.0, 3.25, 3.50, 4.15, 4.40, 5.10, 5.40, 6.5, 6.55, 7.5, 7.15, 7.35, 8.5, 8.30, 9.0, 9.30, 10.0, 10.50, 11.25, 11.55, 12.20 a.m.

SUNDAY ONLY

Leaves HOBART.—a.m.: 8.30, 9.20, 10.10, 11.5, noon; p.m.: 12.30, 1.23, 1.45, 2.7, 2.29, 2.51, 3.0, 3.13, 3.35, 3.57, 4.8, 4.19, 4.41, 7.3, 3.25, 5.47, 6.5, 6.49, 7.33, 8.30, 9.14, 10.01.

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Leaves LINDISFARNE.—a.m.: 6.55, 9.45, 10.30, 11.30; p.m.: 12.30, 1.1, 1.45, 2.7, 2.29, 2.51, 3.13, 3.35, 3.57, 4.19, 4.40, 4.41, 5.3, 5.25, 5.47, 6.9, 6.27, 7.11, 7.55, 8.52, 9.36, 10.20.

BELLERIVE FERRY SERVICE

Ferries marked (R) will call at Rosny when required.

MONDAY TO FRIDAY

Leave BELLERIVE.—a.m.: 6.45, 7.30, 8.0, 8.30, 9.5, 9.40, 10.15, 10.55, 11.40; p.m.: 12.43, 1.15, 1.50, 2.30, 3.10, 3.50(R), 4.25, 4.55(R), 5.30, 6.0, 6.35, 7.15, 7.50, 8.50, 9.30, 10.10, 10.50, 11.25.

Leave HOBART.—a.m.: 7.5, 7.45, 8.15, 8.50, 9.25(R), 10.0(R), 10.35(R), 11.15(R), 12 noon (R); p.m.: 1.0, 1.30(R), 2.10(R), 2.50(R), 3.30, 4.10, 4.40, 5.15, 5.45, 6.15, 6.55, 7.35, 8.30, 9.10, 9.50, 10.30, 11.10, 11.45.

SATURDAY

Leave BELLERIVE.—a.m.: 6.45, 7.25, 8.0, 8.35, 9.15, 10.15, 11.15, 11.55; p.m.: 12.35, 1.35, 2.30, 3.20, 4.0(R), 5.0(R), 5.45, 6.25, 7.15, 7.50, 8.50, 9.30, 10.10, 10.50, 11.25.

Leave HOBART.—a.m.: 7.5, 7.40, 8.15(R), 9.0(R), 10.0(R), 11.0(R), 11.40(R); p.m.: 12.20 (R), 1.20(R), 2.15(R), 3.0(R), 3.40, 4.45, 5.30 (R), 6.13, 6.45, 7.35, 8.30, 9.10, 9.50, 10.30, 11.10, 11.45.

SUNDAY

Leave BELLERIVE.—a.m.: 8.30, 9.20, 10.15, 10.50, 11.50; p.m.: 12.20, 1.50, 2.30, 3.30, 4.10 (R), 5.0(R), 5.45, 6.25, 7.20, 8.10, 8.50, 9.30, 10.10.

Leave HOBART.—a.m.: 9.0(R), 10.0(R), 10.35 (R), 11.15(R); p.m.: 12.5(R), 12.40(R), 2.10 (R), 3.5(R), 3.35, 4.45, 5.30(R), 6.10, 6.50, 7.40, 8.30, 9.5, 9.50, 10.30.

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Launceston to towns on the West Coast, a thrice-weekly Hobart - Launceston service via Great Lake, services to the hydro-electric project construction towns of Tarraleah, Butlers Gorge and Bronte Park in the Central Highlands and some mainly industrial services from Kempton and New Norfolk/Lachlan to Hobart. The TC also had some road freight operations, mainly as rail connection/replacement services in the Derwent Valley and Central Highlands.

TC suburban services were transferred to the MTT in 1955 and 1957 and despite the construction of a large office building and coach terminal adjacent to Hobart station in the early 1960s the country services were sold to Ayers' Tasmanian Coachlines in 1968.

Private suburban buses

The main private suburban operator in 1953 was AD Gray, whose grey and green Bedfords were a familiar sight on service and charter work in the Hobart area for many years. Gray had taken over the HMT's loss-making Taroona service in September 1953 and had also operated a short-lived service to the inner suburb of Glebe between July and September 1953. Gray's most extensive suburban operations were feeder services from the Bellerive ferry wharf to the new housing areas of Warrane and Howrah, which he had taken

over from the TC in 1952. Gray's suburban services passed to the MTT between 1955 and 1957. Gray also ran a few services to Seven Mile Beach via both Cambridge and Ralph's Bay and a service for secondary school students from Huonville to Hobart.

RJ Dover ran a limited service from Franklin Square on a zigzag route up to the suburb of Mt Nelson, high above Sandy Bay. Dover later revived the Glebe service, which passed to the MTT.

Trans-Derwent ferry services

The Transport Commission's Hobart - Bellerive service was scheduled for one ferry, which was normally the diesel-engined *Derwent*. A similar double-ended but steam-powered vessel *Rosny* ran when *Derwent* was not available and the TC also had a smaller single-ended steamer *Reemere* for emergency use. Some services called at Rosny Point jetty. In 1952 feeder bus services were commenced by Grays and later the MTT from Bellerive ferry wharf to Warrane, the eastern part of Bellerive and Howrah, but they were

**GRAY'S MOTOR SERVICE
BELLERIVE FEEDER 'BUS SERVICES**

Prams carried on trips marked p only.

HOWRAH SERVICE

MONDAY TO FRIDAY

Depart HOWRAH.—a.m.: 7.15, 7.45, 8.15, 8.40, 9.55, 11.20; p.m.: 12.55, 1.33, 2.50, 3.30, 4.10, 5.45, 6.15, 7.0, 7.30, 10.45, 11.15, 11.55.

Depart WENTWORTH ST.—a.m.: 7.20, 7.50, 8.20, 8.45, 9.30, 10.0, 11.20; noon; p.m.: 1.0, 1.38, 2.55, 3.35, 4.10, 4.40, 5.15, 5.50, 6.20, 7.5.

Depart FERRY (for Wentworth Street)—a.m.: 7.30, 8.0, 8.30, 9.5, 9.40, 10.15, 11.50; p.m.: 12.15, 1.15, 2.30, 3.10, 3.45, 4.55, 5.50, 6.0, 6.30, 7.15.

Depart FERRY (for Howrah)—a.m.: 7.30, 8.0, 8.30, 9.40, 10.15; p.m.: 12.15, 1.15, 2.30, 3.10, 4.55, 5.30, 6.0, 6.30.

WEDNESDAY AND FRIDAY EVENINGS

Depart FERRY (for Wentworth Street and Howrah)—p.m.: 11.25.

SATURDAY

Depart HOWRAH.—a.m.: 8.58, 10.55; p.m.: 12.20, 1.15, 4.40, 5.25, 7.0.

Depart WENTWORTH ST.—a.m.: 9.3, 11.0; p.m.: 12.25, 1.20, 4.45, 5.30, 7.5.

Depart FERRY (for Wentworth Street and Howrah)—a.m.: 11.55; p.m.: 12.35, 2.30, 5.0, 6.25, 11.25.

SUNDAY

Depart HOWRAH.—a.m.: 9.55, 10.30; p.m.: 1.15, 4.40, 5.25.

Depart WENTWORTH ST.—a.m.: 10.0, 10.35; p.m.: 1.40, 4.45, 5.30.

Depart FERRY (for Wentworth Street and Howrah)—a.m.: 10.15, 11.30; p.m.: 2.30, 5.0, 6.25.

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PUBLIC HOLIDAYS (Monday to Friday)

Depart HOWRAH.—a.m.: 8.50, 11.25; p.m.: 2.10, 5.10, 7.0.

Depart WENTWORTH ST.—a.m.: 8.55, 11.30; p.m.: 2.15, 5.15, 7.5.

Depart FERRY (for Wentworth Street and Howrah)—a.m.: 10.10; p.m.: 1.15, 2.30, 6.0.

WARRANE SERVICE

MONDAY TO FRIDAY

Depart FERRY (for Cumberland Street)—a.m.: 7.30, 8.0, 8.30, 9.40, 10.15, 10.50, 11.30; p.m.: 12.15, 1.15, 1.50, 2.30, 3.10, 3.30 (School), 4.30, 4.55, 5.30, 6.0, 6.30.

Depart CUMBERLAND ST.—a.m.: 7.20, 7.50, 8.20, 8.15 (School), 9.30, 10.0, 10.40, 11.20; noon; p.m.: 1.20, 1.40, 2.20, 2.55, 3.40, 4.15, 4.45, 5.20, 5.50, 6.20.

Depart FERRY (for Cumberland Street)—p.m.: 11.25.

WEDNESDAY AND FRIDAY EVENINGS

Depart CUMBERLAND ST.—p.m.: 7.5.

Depart FERRY (for Cumberland Street)—p.m.: 11.25.

SATURDAY

Depart CUMBERLAND ST.—a.m.: 10.0, 11.40; p.m.: 2.20, 6.15.

Depart FERRY (for Cumberland Street)—a.m.: 9.15, 11.15; p.m.: 1.35, 5.45.

SUNDAY

Depart CUMBERLAND ST.—a.m.: 11.20; p.m.: 2.20, 6.15.

Depart FERRY for Cumberland Street.—a.m.: 10.30; p.m.: 1.30, 5.45.

PUBLIC HOLIDAYS (Monday to Friday)
Depart CUMBERLAND ST.—a.m.: 9.55; p.m.: 12.35, 5.50.

Depart FERRY (for Cumberland Street)—a.m.: 9.5; p.m.: 12.13, 5.30.

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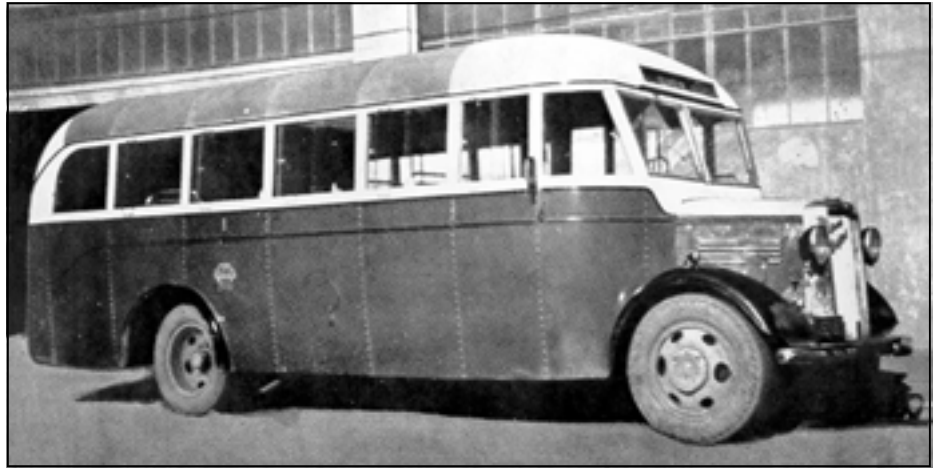
gradually replaced by direct MTT services to Hobart via the bridge. Evening and weekend ferry services ceased in 1957 and the whole service finished in 1963.

Further upstream there was a cable-worked punt across a narrow stretch of the Derwent adjacent to the huge Electrolytic Zinc Works at Risdon. In addition to cars, it was used by Zinc Works employees who left their cars on the eastern shore.

Private country buses

There was an extensive network of private country bus routes in southern Tasmania and few districts did not have at least a daily service to and from Hobart for passengers, parcels and mail. Some were quite large company operations, while others were single vehicle operators who drove a load of their neighbours into Hobart in the morning, worked a day job and then took them home in the evening. In the early 1950s operators like Stubbings (Pelverata and Judbury), Wolfe (Leslie Vale) and Wise (Bothwell) were still using old pre-war side-loaders. Pioneer, Grant and the TC had combined offices and garages in central Hobart, but the smaller operators merely parked outside a shop or hotel, which served as a parcels depot and booking office.

The largest private operator was Pioneer, which had taken over the local operator Webster Rometch Astor in 1946 to use as a base for



both tour and road service operations. When I first came to Fern Tree in 1950 Pioneer was operating a fleet of normal-control Ansair-bodied Internationals, with smaller International side-loaders for tour work. Vehicles were in the national Pioneer colours, but the road service buses also carried a red map of Tasmania with the letters WRA. The 5 pm departures from Hobart consisted of a procession of 4 buses for destinations between Franklin and Dover. Pioneer also operated outer suburban services to Kingston Beach and Blackmans Bay. During the 1950s the Internationals were gradually displaced by Leyland diesels and also by Commer Scenic Clippers downgraded from tour work.

Cook's ran 2 trips between Hobart and Launceston (later taken over by Pioneer) with Ansair-bodied

Federals and also a trip to Bothwell along the route of the old Brighton - Apsley railway.

Grant's Channel Service operated a fleet of silver OB Bedfords to Snug, Woodbridge, Gordon and Cygnet. The reference to 'all Channel Ports' is a reminder that until 1950 river steamers operated a passenger and cargo service to jetties along the D'Entrecasteaux Channel and Huon estuary. Grant's connected at Snug with the passenger ferry to Dennes Point at the northern end of Bruny Island. In December 1954 the river steamer *Melba* entered service as a car ferry between Kettering and Barnes Bay and thereafter one of Grant's OBs went over on the ferry and continued right down Bruny Island to Lunawanna.

Williams and Leverton operated to New Norfolk and Williams also operated industrial services for Australian Newsprint Mills at Boyer. Williams also ran to Maydena (replacing the upper Derwent Valley train service in 1952) and to Cygnet. The Cygnet bus was a very slow rear-engined Ansair Ford, which was a particularly frustrating vehicle to get stuck behind on the long, winding climb up to Fern Tree.

The Swansea and East Coast Motor Coy ran to Sorell, Port Arthur and Swansea. The Swansea service connected with a service further up the East Coast to St Helens, where travellers could spend the night and continue to Launceston via Herrick and Scottsdale. They could vary the journey by doing Hobart - St Marys and Herrick - Launceston by train.

To be continued

<p>SEVEN-MILE BEACH SERVICE</p> <p>MONDAY TO FRIDAY</p> <p>Depart SEVEN-MILE BEACH—<i>a.m.</i>: 6.40 (via Ralph's Bay Canal), 7.55 (via Cambridge). Depart HOBART—<i>p.m.</i>: 7.20 (via Ralph's Bay Canal), 6.5 (via Cambridge).</p> <p>FRIDAY EVENINGS</p> <p>Depart SEVEN-MILE BEACH—<i>p.m.</i>: 6.45 (via Ralph's Bay Canal). Depart HOBART—<i>p.m.</i>: 11.10 (via Ralph's Bay Canal).</p> <p>SATURDAY</p> <p>Depart SEVEN-MILE BEACH—<i>a.m.</i>: 9.0 (via Ralph's Bay Canal). Depart HOBART—<i>p.m.</i>: 11.10 (via Ralph's Bay Canal).</p> <p>SUNDAY</p> <p>Depart SEVEN-MILE BEACH—<i>a.m.</i>: 9.0; <i>p.m.</i>: 5.0 (via Ralph's Bay Canal). Depart HOBART—<i>a.m.</i>: 10.0 (via Ralph's Bay Canal); <i>p.m.</i>: 6.30.</p> <p>TAROONA SERVICE</p> <p>MONDAY TO FRIDAY</p> <p>Depart CITY—<i>a.m.</i>: 6.55, 7.25, 7.45, 8.0, 8.10, 8.55, 9.30, 10.30, 11.32; 12 noon; <i>p.m.</i>: 12.30, 1.5, 2.0, 3.25, 3.45, 4.25, 4.40, 4.58, 5.16, 5.34, 5.52, 6.10, 6.45, 7.35, 10.5, 11.10. Depart TAROONA—<i>a.m.</i>: 7.20, 7.50, 8.10, 8.20, 8.30, 9.15, 10.0, 11.0; <i>p.m.</i>: 12.2, 12.32, 1.2, 1.32, 2.30, 3.45, 4.30, 4.49, 5.7, 5.25, 5.43, 6.1, 6.19, 6.37, 7.15, 8.0, 10.35, 11.35.</p>	<p>SATURDAY</p> <p>Depart CITY—<i>a.m.</i>: 8.5, 9.30; 12 noon; <i>p.m.</i>: 1.0, 2.0, 3.0, 4.0, 5.0, 6.0, 7.0, 7.45, 10.5, 11.10, 12 midnight. Depart TAROONA—<i>a.m.</i>: 8.30, 10.0; <i>p.m.</i>: 12.30, 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.20, 8.10, 10.35, 11.35; <i>a.m.</i>: 12.25. On Friday and Saturday Nights a late bus departs City at 12 midnight, and Tarooona at 12.25 <i>a.m.</i></p> <p>SUNDAY</p> <p>Depart CITY—<i>a.m.</i>: 10.5, 11.0; <i>p.m.</i>: 1.45, 2.45, 4.0, 5.0, 6.0, 8.30. Depart TAROONA—<i>a.m.</i>: 10.30, 11.30; <i>p.m.</i>: 2.15, 3.15, 4.30, 5.30, 6.30, 9.0.</p> <hr/> <p>G. R. FREE</p> <p>Opossum Bay - Hobart Passenger Service Via ROKEBY, RALPH'S BAY, SANDFORD, CLIFTON and SOUTH ARM</p> <p>Monday to Friday</p> <p>Leave Opossum Bay: 7.15 <i>a.m.</i> and 11.15 <i>a.m.</i> Leave Hobart (Franklin Square): 8.45 <i>a.m.</i> and 9.15 <i>p.m.</i></p> <p>Additional Friday Service</p> <p>Leave Hobart: 8 <i>p.m.</i></p> <p>Saturday</p> <p>Leave Hobart: 9 <i>a.m.</i> and 6.30 <i>p.m.</i> Leave Opossum Bay: 11.15 <i>a.m.</i></p> <p>Sunday</p> <p>Leave Hobart: 9.30 <i>a.m.</i> Leave Opossum Bay: 6.30 <i>p.m.</i></p>
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Cook's Sedan Cars

Hobart to Launceston

Leave Hobart and Launceston 9 a.m. and 2 p.m. daily (Sundays, 5.30 p.m.)

BOOKING OFFICES:

32a Elizabeth Street, Hobart ('Phone B6271)

Next Launceston Hotel, Brisbane St., Launceston ('Phone 52)

Hobart to Bothwell

Cook's Sedans leave G.P.O., Hobart, 8 a.m. daily, leaving Bothwell 1 p.m. Monday to Friday, Saturday 11.30 a.m.

BOOKING OFFICE:

32a Elizabeth Street, Hobart ('Phone B6271)

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PASSENGER SERVICES

HOBART BURNIE via Main Road.—Leaves Hobart: Daily, 9.30 a.m. Leaves Burnie: Daily, 9.15 a.m.

HOBART-DEVONPORT.—Daily, 9.30 a.m.; Week days, 2.15 p.m.

HOBART-LAUNCESTON.—Leave Hobart: Week days, 9.30 a.m., 2.15 p.m.; Sunday, 9.30 a.m.

Via Great Lake, "The Scenic Way"—Leave Hobart: Mon. and Fri. (via Steppes), Wed. (via Waddamana), 8.30 a.m.

WEST COAST SERVICE—To Derwent Bridge and Queenstown.—Leaves Hobart: Week days, 8 a.m.; Mon., Wed., Fri., 11 a.m.; Sun., 9 a.m. Leaves Queenstown: Week days, 8.30 a.m.; Tues., Thurs., Sat., 2 p.m.

HOBART-BUTLER'S GORGE (via Tarraleah and Bronte Park.)—Leaves Hobart: Mon. to Thurs. (inclusive), 8 a.m.; Fri., 12 noon; Sat., 8 a.m.; Sun., 3 p.m. Leaves Butler's Gorge: Mon. to Thurs. (inclusive), 10 a.m.; Fri., 3.45 p.m.; Sat., 10 a.m.

HOBART-BRONTE PARK.—Leaves Hobart: Mon. to Thurs., 3 p.m.; Fri., noon; Sun., 3 p.m. Leaves Bronte Park: Mon. and Wed., 9 a.m.; Tues. and Thurs., 6.30 a.m.; Fri., 6 p.m.; Sun., 9 a.m.

HOBART-LACHLAN-NEW NORFOLK-GRANTON-CLAREMONT

Leaves Lachlan.—Monday to Thursday (inc.), 7.45 a.m.; Friday, 7.45 a.m., 1.45 p.m. Leaves Williams' Shop, New Norfolk: Monday to Friday (inc.), 7.0, 8.15, 9.30 a.m.; 4.35 p.m.

Leaves cnr. Collins/Argyle Sts., Hobart.—Monday to Friday (inclusive), 12.20, 3.0, 5.0, 5.30 p.m. for New Norfolk; 5.30 p.m. for Lachlan.

TRANSPORT COMMISSION

Passenger Depot: 49 COLLINS STREET, HOBART
Agents:—'Phone, B6224

TAS. GOVERNMENT TOURIST BUREAUX.
Hobart, Launceston, Devonport and Burnie

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MOTOR 'BUS SERVICES

Transport Commission Services, 49 Collins Street ('Phone, B6224)

LAUNCESTON-HOBART, via Great Lake, The Scenic Way.—Leaves Launceston: Tues. and Sat. (via Steppes), Thurs. (via Waddamana), 10 a.m.

QUEENSTOWN.—Leaves 49 Collins St., Hobart: Week days, 8 a.m.; Sun., 9 a.m. Leaves Queenstown: Week days, 8.30 a.m.; Sun., 9 a.m.

LAUNCESTON - BURNIE.—Week days, 9.15 a.m., 2.15 p.m.; Sun., 2.15 p.m.

LAUNCESTON - DEVONPORT.—Week days, 9.15 a.m., 2.15, 6.15 p.m.; Sunday, 2.15 p.m.

LAUNCESTON to BURNIE (Sullivan's Passenger Service).—Leaves Launceston 9 a.m., 6.30 p.m. Leaves Burnie 6.30 p.m. (including Sunday).

QUEENSTOWN-STRAHAN.—Leaves Strahan 7 a.m. daily, Sundays 6.15 p.m. Leaves Queenstown 4 p.m. daily, Sundays 7.30 p.m.

QUEENSTOWN-ZEEHAN.—Leaves Zeehan 7.5 a.m. and 12.30 p.m. daily, Sundays 7.20 a.m. Leaves Queenstown 10.45 a.m. and 4 p.m. daily, 4.30 p.m. Sundays.

GORRINGE'S WEST COAST FREIGHTING SERVICE.—Leaves Depot, 72 Argyle Street daily (freight only). 'Phone B4529.

LAUNCESTON.—Cook's Sedans leave 32a Elizabeth Street, Hobart: Daily, 9 a.m. and 2 p.m.; Sun-

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days, 5.30 p.m. Ring Office, B6271. Launceston to Hobart: Leave Central Newsagency, 9 a.m. and 2 p.m. daily; Sundays, 5.30 p.m.

LAUNCESTON, via East Coast.—Swansea and East Coast Motor Co. Sedans leave Hobart on week days at 8.30 a.m., arrive Swansea 1 p.m. (lunch at Swansea, change cars), leave Swansea 1.45 p.m., arrive St. Marys 4.30 p.m. (change cars), leave St. Marys 4.30 p.m., arrive St. Helens 5.30 p.m. (stay night); leave St. Helens 10.0 a.m. (lunch on arrival at Herrick, 12.30 p.m. (change cars), leave Herrick 1.45 p.m., arrive Launceston 5.15 p.m. Fare, £4/5/6. Journey can be broken by arrangement.

NEW NORFOLK.—LEVERTON'S SERVICE (late Cawthorn's) leaves Nichols & Co., Liverpool Street, Hobart: Mon. to Fri., 12.45 a.m., 1.30, 5.30 and 10.5 p.m.; Sat., 11 a.m., 5.30 p.m.; Sun., 1.30 p.m., 7.30 p.m. Leaves New Norfolk: Monday to Friday, 9 a.m., 4 p.m.; Saturday, 9 a.m., 1 p.m.; Sunday, 9.30 a.m., 5 p.m. Additional, Tuesday: Leaves New Norfolk 6.45 p.m., Hobart 11 p.m.

NEW NORFOLK & MAYDNA.—WILLIAMS' SERVICE leaves Franklin Square, Elizabeth Street (*denotes to Maydna): Monday to Thursday, *10 a.m., 11 a.m., *4.30 p.m., 5 p.m.; Friday, *10 a.m., 11 a.m., *5 p.m., 11 p.m.; Saturday, *10 a.m., 11 a.m., *5 p.m., 5.30 p.m.; Sunday, 10.30 a.m., 8 p.m. Leaves NEW NORFOLK: Monday, 8 a.m., 10 a.m., 2 p.m., 4.45 p.m.; Tuesday to Thursday, 8.45 a.m., 10 a.m., 2 p.m., 4.45 p.m.; Friday, 8.45 a.m., 10 a.m., 2 p.m., 4.45 p.m., 6.45 p.m.; Saturday, 8.45 a.m., 9.30 a.m., 1 p.m., 4.45 p.m.; Sunday, 9 a.m., 4.30 p.m. Leaves MAYDNA: Monday, 6.15 a.m., 2.45 p.m.; Tuesday to Saturday, 7 a.m., 2.45 p.m. 'Phone, B4460 (after hours, B4793); New Norfolk, 'phone 276.

BOTHWELL SERVICE.—Leaves Brunswick Hotel, Hobart, daily 5 p.m. Leaves Bothwell daily, 7.30 a.m. Fares (single): Pontville, 3/-; Bagdad, 4/-; Dysart, 5/-; Kempton, 6/-; Melton Mowbray, 7/-; Apsley, 8/-; Bothwell, 10/- (17/6 return).

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BOTHWELL.—Cook's Sedans leave G.P.O. 8 a.m. daily. Leave Bothwell 1 p.m. Monday to Friday, 11.30 a.m. Saturday.

OUSE SERVICE.—Leaves Pitt's Cycle Shop, Mon. to Fri., 4 p.m.; Sat., 2 p.m. Leaves Ouse, Mon., 6.30 a.m., Tues. to Sat., 7 a.m. Fares: Hobart to Ouse, 13/- single, 22/- return; to Hamilton, 11/- single, 19/- return; to Gretna, 7/- single, 12/6 return.

CYGNET AND HUONVILLE.—WILLIAMS' SERVICE leaves Bursary Building, Hobart: Daily, 9.30 a.m. and 5 p.m.; Saturdays, 9.30 a.m. and 5.30 p.m.; Sundays, 7 p.m. Also leaves Cygnet 7.30 a.m. and 1 p.m.; Sundays, 8 a.m. only.

GRANT'S CHANNEL SERVICE.—All Channel Ports.—Leaves 96 Harrington Street, Hobart, Monday to Thursday, 5 p.m., 5.15 (Woodbridge only); Friday, 4.30 p.m., 6.30 p.m. (Woodbridge only), 11 p.m.; Sat., 2 p.m., 7 p.m. (Woodbridge only); Sunday, 10.15 a.m. (Woodbridge only) and 7 p.m. (all Channel ports).

Leaves Gordon, Mon. to Thurs., 7.15 a.m., 10 a.m.; Woodbridge, 6.15, 8.0, 10.30 a.m.; Snug, 6.45, 7.45, 11.0 a.m.; Margate, 8.0, 11.0 a.m. Friday, leaves Gordon 7.15 a.m., 10 a.m.; Woodbridge, 8 a.m., 10.30 a.m., 6 p.m.; Snug, 7.45 a.m., 11 a.m., 6 p.m.; Margate, 8 a.m., 11.15 a.m., 6.15 p.m. Saturday, leaves Gordon 10 a.m.; Woodbridge, 10.30 a.m., 5 p.m.; Snug, 8.30 a.m., 11 a.m., 5.30 p.m. Sunday, leaves Gordon 4 p.m.; Woodbridge, 8 a.m., 4.30 p.m.; Snug, 8.30 a.m., 5 p.m.; Margate, 8.45 a.m., 5.15 p.m.

NTH. BRUNY IS. FERRY leaves Denne's Pt., Monday to Friday, 8 a.m., 5.30 p.m.; Saturday, 9.15 a.m.; Sunday, 11 a.m., 4.45 p.m. Connects with Snug services to Hobart. Buses connecting with Ferry leave Hobart, Monday to Friday, 5 p.m.; Saturday, 8.30 a.m.; Sunday, 10.15 a.m., 4 p.m.

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CYGNET SERVICE.—Leaves Hobart, Mon. to Thurs., 5 p.m.; Fri., 6 p.m.; Saturday, 2.30 p.m.; Sun., 7 p.m. Leaves Cygnet, Mon. to Thurs., 8 a.m.; Fri., 8 a.m., 5.30 p.m.; Sat., 8 a.m.

Booking and Parcels Office for all above services at 96 Harrington Street. Phone, B2704.

RICHMOND MOTOR SERVICE.—Mon. to Fri., leaves Richmond for Hobart, 6.55 and 9.30 a.m., 5 p.m. (and 7 p.m. Fri. only). Leaves Hobart, 8.0 a.m., 4.0 and 6.0 p.m. (and 11.15 p.m. Fri. only); Saturday, leaves Hobart 8.30 a.m. and 6 p.m. Leaves Richmond for Hobart, 10.0 a.m., 6.50 p.m. Sunday, leaves Bellerive 6.20 p.m. (catch Ferry from Hobart 6.5 p.m.); leaves Richmond for Hobart 7.0 p.m. This service leaves Hobart from Connolly's Booking Office.

BELLERIVE - SOUTH ARM - OPOSSUM BAY SERVICE.—Mon. to Fri.: Leave Opossum Bay 7.15 and 11.15 a.m.; Saturday, 11.15 a.m.; Sunday, 5.30 p.m. Leave Hobart (Franklin Square), Monday to Friday, 8.45 a.m. and 5.15 p.m. (also additional 8.0 p.m.); Saturday, 9 a.m. and 6.30 p.m.; Sunday, 9.30 a.m.

DUNALLEY, via Bream Creek.—Leaves Nichols' Fruit Shop, Liverpool Street, Hobart, Mon., Wed., Fri., 4.30 p.m. Leaves Dunalley, Mon., Wed., Fri., 7.30 a.m. Fares: Dunalley, 12/6 single, 22/6 return; Bream Creek, 11/- and £1; Copping, 10/9 and 19/-.

DUNALLEY, via Kellevie.—Leaves Nichols, Fruit Shop, Liverpool Street, Hobart, Thursday, 4 p.m. Leaves Dunalley, 7.30 a.m.

PIONEER ROAD SERVICES

GEEVESTON SERVICE.—From HOBART (Office, 137 Collins St.): Monday to Friday, 8.0 a.m., 2.0 and 5.0 p.m. (Sat. 5.30); Sunday, 10.15 a.m. from Franklin Square, 6.0 p.m. from 137 Collins Street. Coach leaves 6.20 p.m. on Friday for Huonville, returning 8.0 p.m. Leaves GEEVESTON: Monday, 7.5, 10.30 a.m., 2.30 p.m.; Tues. to Friday, 7.30, 10.30 a.m., 2.30 p.m.; Saturday, 7.30, 10.30 a.m., 4 p.m.; Sunday, 8.0 a.m., 3.35 p.m.

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DOVER SERVICE.—From HOBART: Monday to Friday, 5.0 p.m.; Saturday, 2.0 p.m.; Sunday, 6.0 p.m. Leave DOVER: Monday, 6.30 a.m.; Tuesday to Saturday, 7.0 a.m.; Sunday, 3.0 p.m.

FRANKLIN SERVICE.—From HOBART: Monday to Friday, 8 a.m., 2 and 5 p.m. (Sat. 5.30); Sunday, 10.15 a.m. from Franklin Square, 6.0 p.m. from 137 Collins Street. Leave FRANKLIN: Monday, 7.20, 9.45, 11.0 a.m., 3.0 p.m.; Tuesday to Friday, 7.50, 9.45, 11.0 a.m., 3.0 p.m.; Saturday, 7.50, 9.45, 11.0 a.m., 4.30 p.m.; Sunday, 8.30 a.m. and 4.0 p.m.

HOBART - KINGSTON - BLACKMAN'S BAY SERVICE.—Leave HOBART: Monday to Friday, 7.45, 9.0, 11.0 a.m., 12.15, 2.0, 4.15, 5.20 and 6.0 p.m.; Saturday, 9.0, 11.0 a.m., 2.0, 5.20, 6.0 and 11.10 p.m.; Sunday, 10.15 a.m., 2.30 p.m. (both from Franklin Square), 5.15 and 6.0 p.m. (both from 137 Collins Street). Leave BLACKMAN'S BAY: Monday to Friday, 6.45, 7.45, 8.55, 9.45 a.m., 12.30, 2.10, 4.10, 4.55 p.m.; Friday only, 6.10 p.m.; Saturday, 7.45, 9.45 a.m., 12.30, 4.10, 6.55 p.m.; Sunday, 8.55, 11.0 a.m., 1.10, 4.10, 4.55 p.m. Every Wednesday and Friday night a special coach leaves Blackman's Bay, 6.55 p.m., Kingston Beach 7.5 p.m., and Hobart 11.10 p.m. Friday only (additional), leaves Blackman's Bay 6.10 p.m., Kingston Beach 6.20 p.m.

LESLIE VALE SERVICE.—Leave Leslie Vale Store 8.40 a.m., Kingston 9.15 a.m., arrive Hobart 9.45 a.m. Leave Hobart 5.20 p.m., arrive Leslie Vale Store 6.30 p.m.

CHANNEL SERVICE.—From Hobart: Monday to Saturday, 8.0 a.m. Leaves Gordon 11.15 a.m.

SWANSEA AND EAST COAST MOTOR CO.

SWANSEA SERVICE.—Leaves Hobart (corner Harrington and Bathurst Streets): Mon., Wed., Sat., 8.30 a.m., 2 p.m.; Tues., Thurs., 8.30 a.m., 5 p.m.;

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Fri., 8.30 a.m., 6.30 p.m. From Swansea: Mon., Wd., Fri., 8.15 a.m.; Tues., Thurs., 7.0, 8.15 a.m., 2 p.m.; Sat., 8.15 a.m., 2 p.m.; Sun., 2 p.m. Phone, B2804.

HOBART-TRIABUNNA SERVICE.—Leaves Triabunna, Mon., Wed., 9.50 a.m.; Tues., Thurs., 8.15, 9.50 a.m., 3 p.m.; Fri., 9.50 a.m.; Sat., 9.50 a.m., 3 p.m.; Sun., 3 p.m. Leaves Hobart, Mon., Wed., Sat., 8.30 a.m., 2 p.m.; Tues., Thurs., 8.30 a.m., 5 p.m.; Fri., 8.30 a.m., 6.30 p.m.

PORT ARTHUR, EAGLEHAWK NECK AND DUNALLEY SERVICE.—Leaves Hobart (cnr. Harrington and Bathurst Sts.): Mon. to Thurs., 8 a.m.; Fri., 8 a.m., 7 p.m.; Sat., 8 a.m., 2 p.m.; Sun., 2 p.m. Leaves Port Arthur: Mon. to Thurs., 8.15 a.m.; Fri., Sat., 8.15 a.m., 2.30 p.m.; Sun., 2.30 p.m.

SORELL SERVICE.—Leaves Hobart (corner Harrington and Bathurst Streets): Monday to Thursday, 8.15 a.m., 4.0 p.m., 6.0 p.m.; Friday, 8.15 a.m., 4.0 p.m., 6.0 p.m., 11.15 p.m.; Saturday, 2.0 p.m., 6.30 p.m.; Sunday, 2.0, 6.0 p.m. Leaves Sorell: Monday to Thursday, 7.30 a.m., 9.15 a.m., 5.0 p.m.; Friday, 7.30 a.m., 9.15 a.m., 5.0 p.m., 7.0 p.m.; Saturday, 5 p.m.; Sunday, 5 p.m.

COLLINSVALE SERVICE.—Leaves 83 Bathurst Street, Hobart: Monday to Friday, 10 a.m. and 5 p.m.; Saturday, 10 a.m. and 11.30 p.m. Leaves Collinsvale: Monday to Friday, 7 a.m., 8 a.m., 3.30 p.m.; Tuesday, Thursday and Friday, 12.30 p.m.; Saturday, 8.30 a.m. and 6.15 p.m. Telephone, Collinsvale 24.

STUBBINGS' HUON SERVICE (207 Liverpool Street).—Leave Huonville, Mon. to Fri., 7 a.m. via Judbury and Glen Huon; leave Hobart 5 p.m. Leave Huonville, Saturday, 9 a.m. via Judbury and Glen Huon; leaves Hobart 5.30 p.m. Leave Lucaston, Mon., Tues., Thurs., Fri., 7.25 a.m.; leave Hobart 5 p.m. Leave Pelverata, Mon. to Fri., 7.30 a.m.; leave Hobart 5 p.m.

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