



The Times

February 2007

A journal of transport timetable history and analysis

MAIN LINE—HOBART—BRIGHTON JUNCTION. A SECTION.—DOWN TRAINS.

WEEK DAYS

MILEAGE		STATIONS.	2		4		6		8		10		12		14		16		18		20		22		24		26		28		30		32		34		36		38		40		42		44		46		48		50		52	
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On the front cover

Sweet destination. On our page 3, Victor Isaacs describes the siding and station at Claremont as the “yummiest name”. You could still travel to Claremont by train in 1972, when this train was photographed about to enter the short branch line to the Cadbury’s factory. The Working Time Table above it is from a much earlier period, showing that you could travel to the chocolate factory on a regular train as far back as 1926. Willy Wonka would be thrilled.



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Industrial Suburban Passenger Stations

by VICTOR ISAACS

This item is a continuation of the occasional articles in "The Times" of stations in Australia with a theme.

This is a list of passenger stations in suburban areas of Australia that took their name from company names or the industrial establishment they served. The list is only of passenger stations, not goods sidings. It includes stations (including those used by railway workers) which were listed in public timetables, but not those used by railway workers which were not listed in public timetables.

BRISBANE

Abattoirs

SYDNEY

Metropolitan Meat Board Platform
Brickworks Platform
Abattoirs
Hardie's Platform
Goodyear's Works
Wunderlich's (Sandown)

MELBOURNE

General Motors
Newport Workshops
Mobiltown
COR Platform
Aircraft

ADELAIDE

Abattoirs
Butcher's Platform
Steel Mains Pty Ltd Platform (nee Ferguson's Platform)
Electricity Works
B Depot
Plant Depot
Tube Mills
Islington Workshops
GMH
Holdens
Finsbury Stores
No. 18 Shed
ICI
Chrysler Park

HOBART

Cadbury's

It will be seen that the General Motors Holden company was particularly well represented with three station names to its credit.

Adelaide had by far the most number of station names of industrial establishments, but also the most prosaic names, such as B Depot and No. 18 Shed. (And while on dreary names in the Adelaide suburban railway system, although not on this theme, it used to have three successive

stations called Penfield No. 1, Penfield No. 2 and Penfield No. 3).

Abattoirs and similar names were the most popular topic for this genre of name, being represented in Brisbane, Sydney (twice) and Adelaide (twice).

Sydney had two industrial branches with passenger services for workers in public timetables. Both branches had three stations which are all represented: The Abattoirs branch had Metropolitan Meat Board Platform, Brickworks Platform and Abattoirs (photo below) and the Sandown branch had Hardies Platform, Goodyear's Platform and Wunderlich's, which was an alternative name for Sandown. The Sydney Abattoirs branch also boasted (hardly the right word) two names with similar themes: Metropolitan Meat Board Platform and Abattoirs. The prize for the longest name goes to Metropolitan Meat Board Platform. (This branch also had the distinction that up and down lines took different routes). The area served by this very dreary branch is now completely transformed as Olympic Park

The yummiest name was in Hobart – Cadbury's.

Thanks to Jim Fergusson for comments on this article.



The users' voice in the timetable dialogue

By MAUREEN (MOULI) MACKENZIE, of the CRIA

This case history was completed in 1993, presented at conferences in 1994 and also published in 1999 in Harm J G Z Boersema T & Henriëtte C M H (eds) *Visual Information for Everyday Use: Design and Research Perspectives* London: Taylor & Francis. This version of the case history differs from the published version in that it provides more insight into the thinking that supported the work. We offer it as a contribution to an ongoing debate about the views of Edward Tufte on information design. [The Times editor might also note that a lot of this has a certain familiarity to readers of The Times....]

Research indicates that people have difficulty understanding and using public transport timetables when they are presented in the well-established genre of a two-dimensional matrix. In a project undertaken for the State Department of Transport in Queensland, Australia, we used a methodology which integrated user's information needs with research into historical design solutions, legibility, and current technology. Our application of the methodology generated a design solution which our testing showed helped to enhance user's effective understanding of the public transport system.

Historical and technological research led us, like our celebrated contemporary, Edward Tufte, to develop a 'visual' timetable in the tradition of Ybry and Marey—a return to a graphic solution with its roots in an earlier era. But, our user testing of this visual 'Timeline' along with our 'Enhanced numeric' prototype revealed that while the graphic voice spoke to nearly 50% of users, the purely visual approach lacked the precision needed by the other 50% of busy commuters.

Our work with timetables reinforces our understanding of the varying needs of users, and the responsibility of information designers to provide multiple access and search strategies within the one design solution. In the dialogue between the providers and users' of public transport there is a place for both numeric and graphic presentation of timetabling data. The challenge lies in refining the methodologies that integrate the two. The project also highlighted the challenge for information designers to position themselves to successfully manage the organisational and political context.

Our research based/conversational approach

Our approach to document development



and design at the Communication Research Institute of Australia rejects conventional wisdom about the nature of meaning and the role of documents. Robyn Penman, our Research Director has continuously argued that the value which our western civilisation places on the written word is both problematic and constraining. Western culture has come to accept printed words and images as the hallmark of what distinguishes us from pre-literate societies, and to see the physical printed words as containing the meaning. Printed documents are believed to be animate—they transmit their meaning. The reader, who is understood to be far less animate, simply receives the meaning.

Reddy (1979) has documented the pervasiveness of this simplistic 'conduit' view of communication, and both he and Ong (1982) have described the inappropriateness of it. Yes, a printed document does exist as a tangible independent object, but the 'message' is not contained there simply

to be taken out by the reader. Meaning only becomes a reality when a person engages with the printed words—meaning is brought into being by the interactive relationship between the reader and the document. The generation of meaning is therefore a complex and uncertain process, and it is context and user specific.

In our work at the Institute, we start with a view of communication as a complex uncertain process. We think about documents as if they were part of a conversation, that is, we treat the documents we develop and design as the tangible part of a conversation between an organisation and its members, customers or citizens. We are guided by three conversational principles:

- design for the needs of the user in terms of how they use the documents
- design for action so that the document's presentation facilitates the users' understanding
- test for efficiency and effectiveness in use.

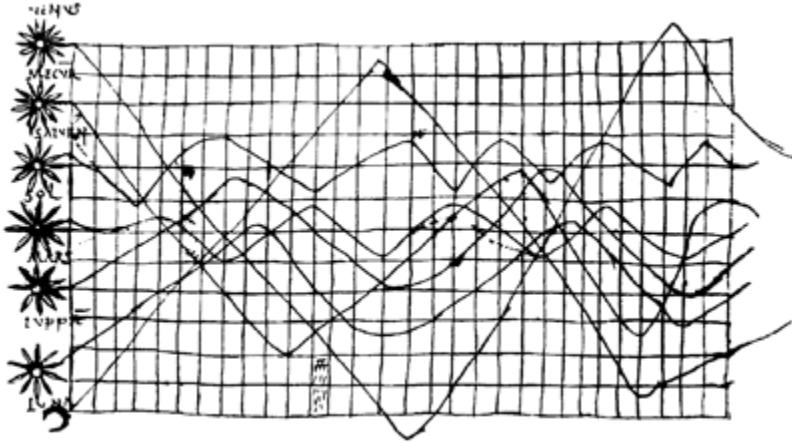


Figure 1 Monastic text, circa 10th century, probably the oldest known example of movements plotted across time.

In everyday conversations there are always opportunities to question and request clarification as the conversation proceeds. With documents this process is equally important. We ensure that the conversational principles that we build into our documents are appropriate for users by testing prototype documents in a situation that approximates the practical context of use. Our integrated research methodology helps us to better understand users' needs and the nature and practical context of the problem; and to create breakthrough designs that, through testing user performance, we can guarantee will work effectively in the given context.

The State Department of Transport in Queensland, Australia asked the Institute to develop a timetable that would be easy for people to use and that would be used across all public transport systems. Our approach to developing new timetable prototypes combined the results of various strands of research:

A survey of transport providers and users—to identify users and understand their needs. We asked how and why timetables are obtained and used.

Structural analyses of existing timetables—to determine what information is needed and what can be left out. We asked what current aspects of data presentation are most helpful to the user, and where are current timetable formats creating problems in data access.

Historical research—to look at the way other information designers have dealt with the problems of presenting timetabling data. Our emphasis was to uncover any effective principles of presentation revealed in the historical precedents.

Legibility literature search—to build on the proven effectiveness (or ineffectiveness) of current timetable presentation options.

Technological research—to identify the current systems of data storage and production to ensure appropriateness of our proposed solution.

User survey and structural analysis of existing timetables

Our initial user survey and structural analysis of current timetables in the Brisbane area revealed a number of problems both within the wider context of the state transport system and with the details of current timetabling design. A timetable, no matter how well designed and tested, is only part of the answer to a 'legible' (Bartram, 1984) transport system. For people to make full use of a timetable they need to be able to relate the information on it to other route-planning and in-transit information (Bartram 1984). The visual information on the timetable must be consistent with and continually reinforce the data provided at each other point in the system such as at depots, stations, bus stops, and on and inside buses and trains. The 'legibility' of the total system, was however, outside our brief. We were to develop one flexible timetable format which would accommodate the complexities and service differences between all routes and carriers. The timetable could then become an initial medium to demonstrate the effectiveness of a more integrated service. If all carriers were to adopt the same timetable format, with consistent graphic devices, icons and colour coding, travellers would not need to learn to read many different timetable formats to complete one journey. Users could rapidly acquire fluency in reading one timetable format that would have currency across the entire state transport system.

From the user's point of view, a timetable is always read with a action-orientated purpose—to organise travel from point A to point B at a particular time. It is read with the user's own social practices in mind. As Penman (1993) has argued, un-

derstanding is more readily brought about if the document is congruent with social practices. If users are to easily attribute meaning to the timetable information, they must be able to apply that data to real life by turning it into action—the practical knowing that exists in a real situation. (See Penman 1993 for theoretical discussion of this kind of knowing.)

To make the timetables easy to use we needed to present the timetabling information in terms of the traveller's need for action. This meant that our prototypes would need familiar words and structures from the everyday world, and clear and legible typography. They would also need to be eminently portable—pocket-sized and functional in any situation, whether users are standing in an overcrowded train or at a windswept bus stop.

The current 'genre' for timetables presents data numerically, with the sequence of location stops as the vertical dimension, and the times of journeys across the horizontal axis. Yet past research to assess people's ability to understand such timetables (Bartram, 1984; Horne et al, 1986) indicates that people have great difficulty understanding information presented in tabular form as a two-dimensional matrix (Wright & Fox, 1970), nor do they like using them (Bartram 1984, p 313). As Bartram pointed out, the practice of running route stops down the vertical dimension is contrary both to our reading pattern, which is left to right, and to the fact that people visualise motion in terms of left to right. Yet throughout the world, timetabling information continues to be presented in this form, even though everyday experience confirms the research findings that such timetables are notoriously difficult for the average passenger to understand (Bartram, 1980; Kinross, 1991).

The question we set ourselves was: How can we arrange timetabling data, which needs to record both time and space, in a way that encourages practical knowing and helps people understand how to act, so that users may even enjoy using the timetable.

Historical precedents

Historical precedents reveal potential solutions which became unfashionable because of technical limitations introduced as printing developed as a commercial technology. Before the invention of moveable lead type and letterpress printing there was no necessity to separate text and image. Therefore there were graphic alternatives to representing complex two dimensional data as a matrix of numbers. This can be seen in this early manuscript (circa 10th century, Fig 1) which is one of the oldest known example of spatial movements plotted across time.

In the 18th century, William Playfair in

(1759–1823), a political economist, used the medium of copper engraving for his statistical graphs and linear charts. Playfair realised that numerical information could be represented more graphically using lines. His insights led him away from the alphanumeric presentation of data in tables to the exploration of graphic formats that allow the ‘mind of the eye’ to make sense of the data (Fig 2).

Playfair engraved a background grid of fine lines to indicate time, on top of which he plotted the economic data as heavier lines and blocks of colour, so revealing the visual shape of the data, inviting comparison and improving memory retention of the facts.

... as much information may be obtained in five minutes as would require whole days to imprint on the memory ... by a table of figures. (Playfair, 1801, p xi–xii, cited in Biderman, 1990)

From Playfair, we borrowed the principles of simplifying complex data by presenting it visually and relationally. His grid and line technique to describe and summarise data presents an ideal technique to make numerical data more accessible for the busy ordinary person.

We have also borrowed from other historical information designers working with this linear form to solve timetabling problems. Charles Ybry, a Paris engineer, increased the explanatory power of Playfair’s time-series graphs by showing data moving over space as well as through time. He patented his graphic schedule for transport systems in 1846, and his ideas were used by Marey in 1888 to schedule French railway services (Fig. 3).

Technological considerations

But developments in mechanised printing technology during the 19th century meant that Ybry’s hope for his visual schedule to be used by the general public was never realised. As copper engraving was replaced with letterpress, word could no longer be

CHART of IMPORTS and EXPORTS of ENGLAND to and from all NORTH AMERICA From the Year 1770 to 1782 by W. Playfair

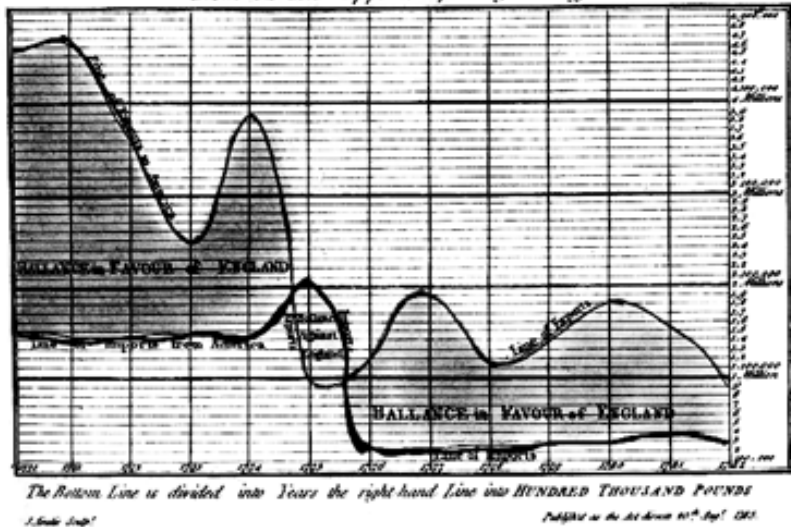


Figure 2 Playfair’s Chart of Imports and Exports, *Commercial and Political Atlas*, 1786.

integrated readily with image and non-alphanumeric depiction became ‘an expensive off-line nuisance’ (Biderman 1980, p.235). Through the exigencies of typography, the use of graphs and grids became both economically inappropriate and unfashionable. The norms of visual language are mediated and limited by available technology. In the 1950s and 60s the exponents of the Modern Movement and the New Typography stripped away every detail they thought was surplus to requirement—ornament, grid lines, even the serifs on letters. As recently as 1983, Tufte still argued that grid lines were ‘chartjunk’—clutter that ‘carries’ no information. From our perspective there are serious problems with the classification of grid lines as ‘chartjunk’. It implies, as Kinross (1991) points out, a curious separation of the data from the data carrier, which falsely implies that presentation has no bearing on meaning. Not a position we subscribe to.

In the 90’s we have the technology available to us to re-introduce background grid lines without any accompanying technological limitations or commercial disadvantages. With our photographic and digital computer generated graphics, and with multicolour presses resident in even the smallest jobbing printer’s premises, linear timetables can be produced cost-effectively with greater sophistication than either Playfair’s or Marey’s originals. Alphanumeric and linear means of representing data are resident in the same software systems. It is now possible to generate graphic rather than numeric artwork directly from the original database where timetable schedules are prepared. Today’s technology allows us to improve on the historical precedents by creating a hierarchy of visual effects to match the ordering of content. If the background grid lines are muted, by printing in a soft grey, their visual treatment reflects their subservience to the data, enabling faster and more accurate data readings than was possible in Marey’s day.

The first to have exploited the combination of Ybry’s graphic schedule with current technology to create a contemporary visual timetable is the information designer, Edward Tufte.

Moving beyond his previous theory of ‘chartjunk’, Tufte produced superbly crafted timetables for travellers in New York, which set a precedent for bringing quality into life’s mundane details (Fig. 4). Discussing his ‘data-rich’ timetables in his recent book, *Envisioning Information*, Tufte comments:

Hourly, daily and weekly rhythms of the

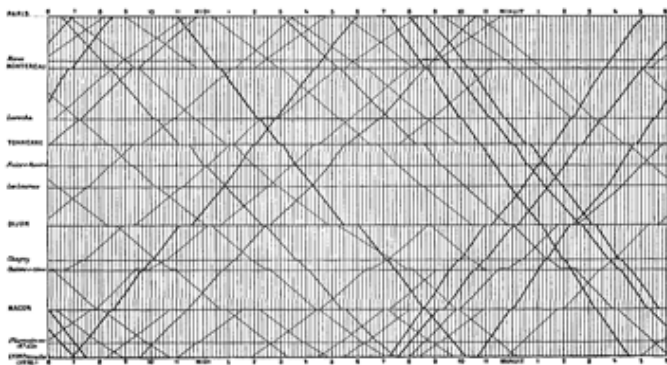


Figure 3 Marey’s schedule for Train services, Paris to Lyons, 1888.

buses are clearly revealed, as well as details of each journey. During rush hours, lines densely crowd into spaghetti—but then service is so frequent that the jumble of lines informs the rider simply to show up, for there will be virtually no wait for whatever bus it is that arrives. The grey grid is set at ten-minute intervals in order to ease the visual interpolation of the times of arrival. The aerial photograph unveils the area mostly at the level of house resolution ... so much richer than the typical schematic diagram of bus routes ... Indeed, the reaction of those living in the area is to explore the photograph, personalizing the data, seeking to discover their own residence, school or workplace (Tufte, 1990, p. 108)

Legibility research

Tufte's 'string timetables' are extremely elegant and sophisticated pieces of design, and are fine examples of the tradition of thought initiated by William Morris and the Arts and Craft Movement. We also subscribe to this tradition—that information design at its best should appeal to our finer sensibilities as well as being functional (Sless, 1992; MacKenzie, 1993a). We were inspired by Tufte's development of the tradition of the linear timetable, but we questioned whether Tufte's timetables really meet user needs? We wanted to incorporate into our solution, both the wisdom from previous research on timetable formats, and our understanding of the timetable as a tangible part in the dialogue between transport carrier and user. Tufte's timetables still follow the established genre, with the times running along the horizontal axis and the route locations along the vertical axis. They do not take into account Bartram's (1984, p 315) significant finding that the practice of running route stops along the vertical dimension is contrary both to our reading pattern and to the way people instinctively visualise motion in terms of left to right. Bartram's research showed that his 'reflected timetable format' improved both scanning time and accuracy. In keeping with our understanding that documents can be best understood if they reflect people's familiar social practices, we felt it important to develop and test a reflected or rotated linear timetable.

Our research into readers' needs had highlighted the importance of providing route information. Tufte's elegant linear timetables appear (Tufte, 1990) to present only departure and arrival times with some mid-way timing points. Detailed route information is provided on the accompanying detailed aerial photograph overlaid with a colour-coded route map. Tufte's solution has been severely criticised [because] reproducing up-to-date aerial maps of a whole transport region is not economically viable, and the folded maps present ergo-

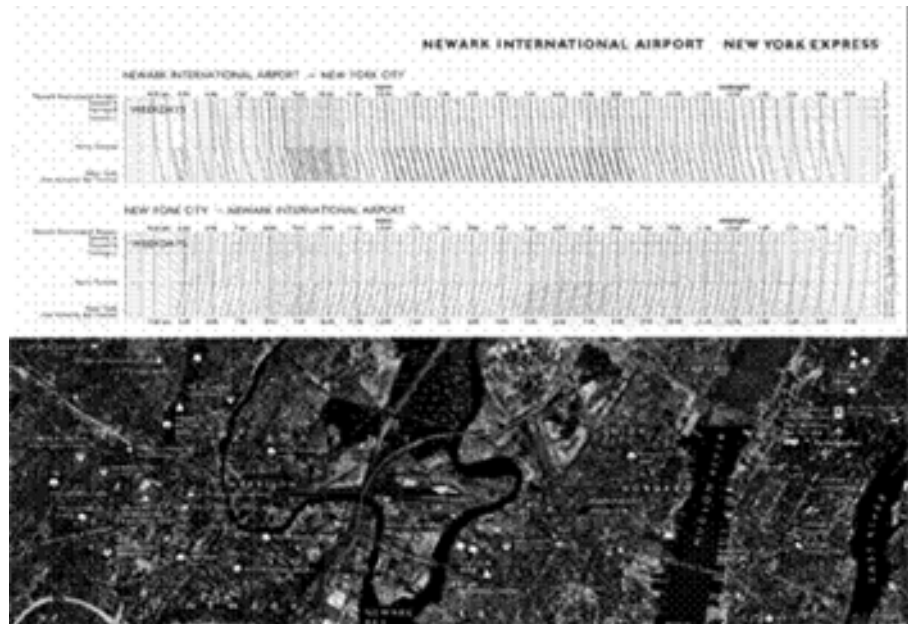


Figure 4 Edward Tufte's visual timetables for the New Jersey Transit Department, 1990.

nomie problems for passengers handling such cumbersome timetables (Kinross, 1991, p. 25).

We wanted to achieve a more economic solution which would better serve users' need for action.

The results of our research—developing new prototypes

In our development of new timetable prototypes we synthesised the knowledge gained from our numerous strands of research, and produced two prototypes for user testing: the 'Enhanced Numeric' and the 'Timeline'.

With users' needs at the forefront, we decided to introduce wording and structures that parallel everyday ways of doing things, and are hence more intuitive. For both prototypes we used the 12-hour clock

to avoid common confusions with the 24-hour clock, and the words 'morning', 'afternoon' and 'evening' instead of the frequently misunderstood Latin abbreviations, a.m. and p.m. We replaced confusing abbreviations for types of services with simple graphic icons, such as arrows for express trains. And we removed any content users did not need from the timetables.

We also adopted Bartram's (1984) rotated format, capitalising on left to right reading gravity, with the route travelling left to right horizontally and the times indicated vertically.

To avoid the expense and impracticality of Tufte's elegant aerial maps, we introduced a simple graphic stick map along the horizontal axis which names all stops along a particular route in chronological sequence, thus keeping valuable route information

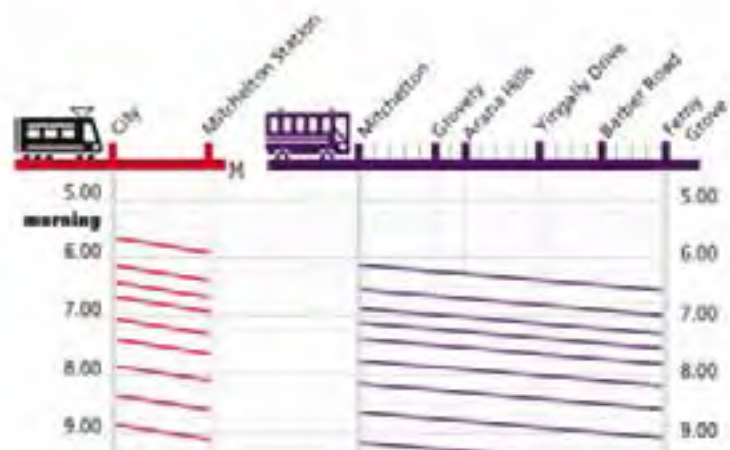


Figure 5 The Timeline prototype for a local bus with train connections from the city.

with the equally important timing information, within a pocket-sized format. The stick map also allowed us to introduce additional locational information, in the form of visual icons, providing the user with a visual overview of where other services within the overall transport system connect with the local service, and with local information such as the location of Park-and-Ride facilities. Our testing validated the practice of placing the additional ancillary information adjacent to the relevant station name along the route. Users could readily access the information because it is presented at the appropriate place, rather than being overlooked in a distant reference chart or key (Figs. 5&6).

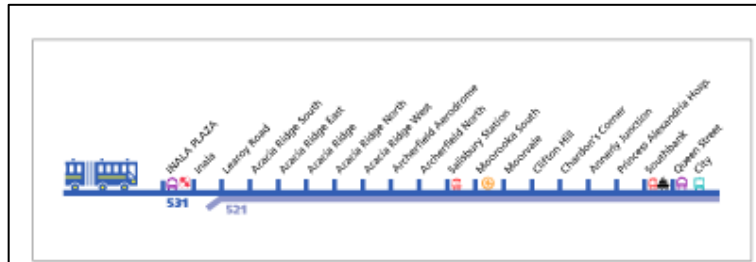


Figure 6 A detail of our prototypes, showing the horizontal stick route map with additional route information.

These basic features were identical on both prototypes. The difference between the two was that the Enhanced Numeric presented the data numerically, while the Timeline followed the historical precedent of Playfair, Ybry, Marey and Tufte, and presented the timing data with a line. We colour-coded the dataline for the service it represents, thus allowing travellers immediate and detailed access to an additional level of route information—the frequency and pattern of services along a particular route over a particular time period.

Our preliminary research with users indicated that the majority of people think in time-units of quarter and half hours rather than in 10 minute units as proposed by Tufte. In keeping with our premise to work within normal behaviour patterns, we printed our muted greyed background timing grid in quarter hourly divisions, with thicker lines to denote each hour.

With the Enhanced Numeric (Fig. 7), we improved legibility by removing the colon generally used between the hours and minutes figures and using the space gained to increase the size of the hour figure in relation to the minute figure. We also introduced more white space between the horizontal lines of figures so that people could track efficiently, following standards developed during our research into the presentation of statistical tabular information (MacKenzie 1992).

In looking at both prototypes, we believed that the route map, travelling left to right with its visual display of length, direction and connection points for other services, would provide a visual key or focus that would help users respond more quickly to find necessary information. We believed the Timeline to have an advantage over the Enhanced Numeric, because of its potential to show at a glance, in a way alphanumeric tables never can, the overall picture of the number of buses/trains that pass a particular stop throughout the day. Instead of an endless repetition of numbers we have, as Tufte before us, a clear contrast between the frequency of regular daytime or eve-

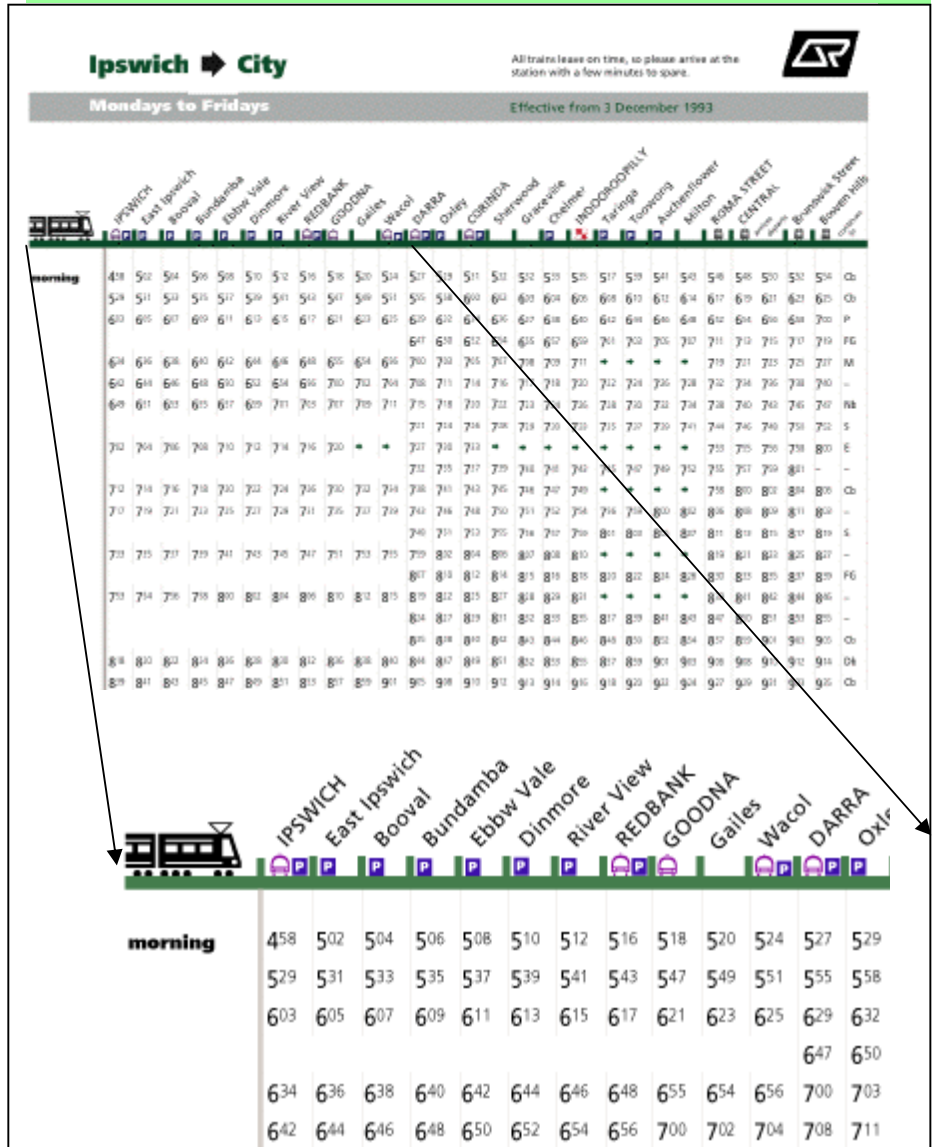


Figure 7 Enhanced Numeric prototype for a train service on the Ipswich Line

ning services and rush hour peaks. The patterns of the service and any irregularities become evident, while service frequency can be seen as a clear and memorable 15 minute, half-hourly or hourly interval. However, the most significant part of our developmental research—user testing—remained to validate or disprove our assumptions.

To be continued....

(References will appear in Part 2)

From the Communications Research Institute of Australia

Buses to Toongabbie

Jim O'Neil

In *The Times* in December 2005, I looked at the buses running west from Parramatta, serving the suburbs south of the main Western Line. Closely associated with these was the route 178, running to Toongabbie through Old Toongabbie on the northern side of the railway. Because of Parramatta Park on the north side of the railway, and the golf club to the south, both lying to the immediate west of Parramatta, the route 178 left Parramatta by the same roads as the Western Road buses did, south along Church Street and west along the Great Western Highway. Almost a mile along the Highway, in the suburb of May's Hill, the route turned right to go north along Houison Street, five blocks before the 174 also turned right onto Hawkesbury Road on its way to Wentworthville Station. The two routes approached one another quite closely at two places on their way north: the 178 joined Hawkesbury Road at Pye Street, half a block north of Church Avenue, where the 174 turned west, and it joined Bridge Road to cross the railway opposite Vernon Street, where the 174 again turned westward (we can see the route of the Toongabbie buses from the map in the 1982 timetable.) The territory which was tributary to the Toongabbie

buses in the southern half of Westmead was limited by Western Road's 174 to the west and south, but it did pick up passengers in this area, as it would not have done if it went past the golf course or through the park.

My first timetable is dated 3rd July 1961 (below and page 10) and was printed on yellow cardboard, folded in four places. The timetables are all on one side of the timetable when unfolded, with some useful information on the other side. The timetables themselves do not tell us that the Authorised Bus Stand in Parramatta was at Market Street, just north of the river, but we find this information in the list of stops in Parramatta on top of the area for writing in amendments to the timetable. (There were none when I got it). We discover that the bus terminated on the west side of Toongabbie Station (thus crossing the railway line a second time) only because a number of evening buses are marked W, to show they terminated in Wentworth Ave, on the eastern side. Wentworthville was reached only in the direction of peak hour flow, inbound in the morning (including Saturday) and outbound in the evenings (Monday to Friday only). To reach Wen-

worthville Station, the bus diverted for a long block south of Darcy Street, which would help passengers wanting to pick up, or leave, the train west of Parramatta, but was not otherwise needed. In the contra flow direction in the peak hours, buses ran along a shorter route, marked A, operating via Alexandra Ave (to reach this the bus must have gone north of the golf course), Grand Avenue, Bridge Road and Old Windsor Road. In the sixties Old Windsor Road did start at the northern end of Bridge Road, but you won't be able to trace it on a present day map. You can follow route "A" on the map on the next timetable, where it is marked by a dashed line.

The last bus of the day from Toongabbie, the 6.00W takes an even more direct route, passing no timing points on its way. Presumably it ran via Wentworth Avenue all the way to Bridge Road, and then via the rest of route "A". The Monday to Friday timetable required two buses to operate it, with the 6.02 bus from Toongabbie returning to leave again at 7.05, 8.00 and 9.15 and then running the off-peak service. The second bus ran the 7.30 from Toongabbie to Parramatta, then ran special to Old

EMERGENCY CALLS		ELECTRICITY	
FIRE	2233	ELECTRICITY	YU 0244
AMBULANCE	YL 8833	GAS SUPPLY	2-0955
POLICE - Emergency	2222	HOSPITAL - Parramatta	YL 0333
- Other calls	2030		
BUS SERVICE	YA 3782		

AMENDMENTS TO TIME TABLE				
Authorised Bus Stand in Parramatta at Market Street. Pick up stops in Parramatta: NOCK & KIRBYS, ASHLEYS and Town Hall stops.				

EMERGENCY CALLS				
FIRE	2233	ELECTRICITY	YU 0244	
AMBULANCE	YL 8833	GAS SUPPLY	2-0955	
POLICE - Emergency	2222	HOSPITAL - Parramatta	YL 0333	
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EMERGENCY CALLS				
FIRE	2233	ELECTRICITY	YU 0244	

Hospital and several schools. Saturday service required two buses in the morning and again after 12 o'clock, and one in between, but there was no service after 1.16 p.m. There was no service on Public Holidays, nor (though it says so nowhere on the timetable) on Sundays.

At this time Toongabbie Transport P/L also ran another bus route, the route 144 to the west of Toongabbie, running to Seven Hills on the southern side of the railway, over the same territory as the infrequent services on the route 11 beyond Toongabbie which can be seen on pages 6 and 7 of *The Times* in December 2005. My first timetable for this route (see bottom, page 11) is dated 29th May 1978. As far as I can remember, I got these two timetables at the same time, but the buses to and from Seven Hills, marked P, to show that they connected at Toongabbie with Parramatta

buses, don't quite make the connections. These were all during shopping hours, and three of the morning buses to Toongabbie arrived two minutes after the Parramatta bus had left, while the 11.12 had a wait of thirteen minutes. In the afternoon, the 12.35 left a quarter hour after the arrival of the Parramatta bus, the 1.20 left at the same time as its connection arrived, and the 2.00 had a wait of ten minutes. Perhaps the connections were more user-friendly in 1978.

At first sight the timetable for the route 144 seems to require only a single bus, but the bus which arrived at Seven Hills at 12.27 does not seem to have enough time to return to Toongabbie for the 12.35 departure. Therefore two buses seem to have been needed. A later gap in the service on the route 144, with one bus arriving at

Toongabbie at 2.26 and the next leaving Seven Hills at 3.35 could have been covered by the one bus. The route 144 ran only on Mondays to Fridays, again with a mention that there was no service on Public Holidays. Toongabbie Transport P/L wanted its passengers to know that Mondays to Fridays did not include Public Holidays, but assumed that we would know that no times for Saturdays or Sundays meant no service on those days.

The next timetable for Toongabbie Buses, as they were now called, is dated 11th September 1988 (see below and page 13). Toongabbie Buses had taken over the Seven Hills Bus Company, and the old route 178 had been extended over the old 144 to Seven Hills as well as parts of the old route 143, one of the three routes between Seven Hills and Blacktown on the

Clock-wise from top left: Toongabbie Buses , Route 710: Parramatta-Blacktown, 11th September 1988

TOONGABBIE BUSES
243 Targo Road
Toongabbie 2146
Phone (02) 631 3762

**SEVEN HILLS DISTRICT
BUS TIMETABLE
Routes 710, 716, 718**

LINKING

- PARRAMATTA and BLACKTOWN via Kings Hill, Westmead Hospital, Wentworthville, Toongabbie, Seven Hills, Kings Langley and Lator Park
- SEVEN HILLS and BLACKTOWN via Lator Park
- SEVEN HILLS and BLACKTOWN via Kings Langley

From 11th September 1988

Toongabbie Buses
243 Targo Road, Toongabbie
9 am - 7 pm weekdays
(02) 631 3762

Urban Transit

BLACKTOWN - PARRAMATTA TRIPS

Route 710: BLACKTOWN, SEVEN HILLS and TOONGABBIE to PARRAMATTA
via Lator Park, Kings Langley, Wentworthville and Westmead Hospital

BLACKTOWN	LATOR PARK	SEVEN HILLS	TOONGABBIE	WENTWORTHVILLE	WESTMEAD	PARRAMATTA
07:00	07:15	07:30	07:45	08:00	08:15	08:30
08:00	08:15	08:30	08:45	09:00	09:15	09:30
09:00	09:15	09:30	09:45	10:00	10:15	10:30
10:00	10:15	10:30	10:45	11:00	11:15	11:30
11:00	11:15	11:30	11:45	12:00	12:15	12:30
12:00	12:15	12:30	12:45	13:00	13:15	13:30
13:00	13:15	13:30	13:45	14:00	14:15	14:30
14:00	14:15	14:30	14:45	15:00	15:15	15:30
15:00	15:15	15:30	15:45	16:00	16:15	16:30
16:00	16:15	16:30	16:45	17:00	17:15	17:30
17:00	17:15	17:30	17:45	18:00	18:15	18:30
18:00	18:15	18:30	18:45	19:00	19:15	19:30
19:00	19:15	19:30	19:45	20:00	20:15	20:30
20:00	20:15	20:30	20:45	21:00	21:15	21:30
21:00	21:15	21:30	21:45	22:00	22:15	22:30
22:00	22:15	22:30	22:45	23:00	23:15	23:30
23:00	23:15	23:30	23:45	24:00	24:15	24:30

Refer to pages 14 and 15.

Route 710: PARRAMATTA to TOONGABBIE, SEVEN HILLS and BLACKTOWN
via Westmead Hospital, Wentworthville, Kings Langley and Lator Park

PARRAMATTA	WESTMEAD	WENTWORTHVILLE	TOONGABBIE	SEVEN HILLS	LATOR PARK	BLACKTOWN
07:00	07:15	07:30	07:45	08:00	08:15	08:30
08:00	08:15	08:30	08:45	09:00	09:15	09:30
09:00	09:15	09:30	09:45	10:00	10:15	10:30
10:00	10:15	10:30	10:45	11:00	11:15	11:30
11:00	11:15	11:30	11:45	12:00	12:15	12:30
12:00	12:15	12:30	12:45	13:00	13:15	13:30
13:00	13:15	13:30	13:45	14:00	14:15	14:30
14:00	14:15	14:30	14:45	15:00	15:15	15:30
15:00	15:15	15:30	15:45	16:00	16:15	16:30
16:00	16:15	16:30	16:45	17:00	17:15	17:30
17:00	17:15	17:30	17:45	18:00	18:15	18:30
18:00	18:15	18:30	18:45	19:00	19:15	19:30
19:00	19:15	19:30	19:45	20:00	20:15	20:30
20:00	20:15	20:30	20:45	21:00	21:15	21:30
21:00	21:15	21:30	21:45	22:00	22:15	22:30
22:00	22:15	22:30	22:45	23:00	23:15	23:30
23:00	23:15	23:30	23:45	24:00	24:15	24:30

Refer to pages 14 and 15.

BLACKTOWN - PARRAMATTA TRIPS

Route 710: BLACKTOWN, SEVEN HILLS and TOONGABBIE to PARRAMATTA
via Lator Park, Kings Langley, Wentworthville and Westmead Hospital

BLACKTOWN	LATOR PARK	SEVEN HILLS	TOONGABBIE	WENTWORTHVILLE	WESTMEAD	PARRAMATTA
07:00	07:15	07:30	07:45	08:00	08:15	08:30
08:00	08:15	08:30	08:45	09:00	09:15	09:30
09:00	09:15	09:30	09:45	10:00	10:15	10:30
10:00	10:15	10:30	10:45	11:00	11:15	11:30
11:00	11:15	11:30	11:45	12:00	12:15	12:30
12:00	12:15	12:30	12:45	13:00	13:15	13:30
13:00	13:15	13:30	13:45	14:00	14:15	14:30
14:00	14:15	14:30	14:45	15:00	15:15	15:30
15:00	15:15	15:30	15:45	16:00	16:15	16:30
16:00	16:15	16:30	16:45	17:00	17:15	17:30
17:00	17:15	17:30	17:45	18:00	18:15	18:30
18:00	18:15	18:30	18:45	19:00	19:15	19:30
19:00	19:15	19:30	19:45	20:00	20:15	20:30
20:00	20:15	20:30	20:45	21:00	21:15	21:30
21:00	21:15	21:30	21:45	22:00	22:15	22:30
22:00	22:15	22:30	22:45	23:00	23:15	23:30
23:00	23:15	23:30	23:45	24:00	24:15	24:30

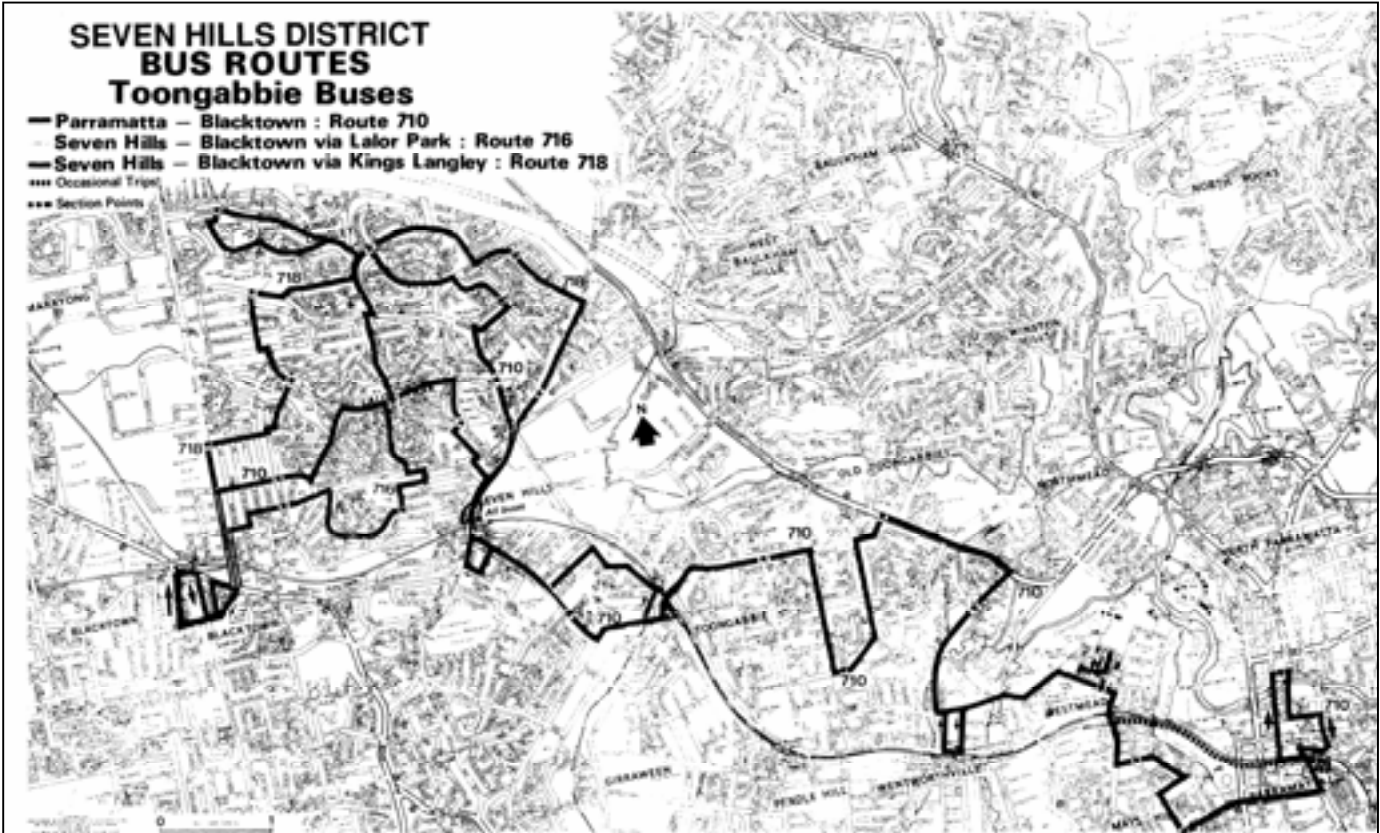
Refer to pages 14 and 15.

Route 710: PARRAMATTA to TOONGABBIE, SEVEN HILLS and BLACKTOWN
via Westmead Hospital, Wentworthville, Kings Langley and Lalor Park

PARRAMATTA		WESTMEAD		WENTWORTHVILLE		TOONGABBIE					SEVEN HILLS			KINGS LANGLEY	LALOR PARK	BLACKTOWN	
Market Street	Westfield Church Street	Great Western Highway & Housion Street	Westmead Hospital	Wentworthville Station	Harris Road & Hart Drive & Fitzwilliam Road & Old Windsor Road	Blinlong Road & Bull Road	Toongabbie Shops	Best Road & Harwood Street	Seven Hills Shops	Bus departs Seven Hills Station	Johnson Avenue & Norcott Road	Whilly Road & James Cook Drive	Freeman Street	Stephen Street & Sackville Street	Blacktown Station		
SATURDAYS MORNINGS																	
..	..	..	..	..	..	..	..	..	..	6:53	6:57	7:03	7:07	7:12	7:20		
..	..	..	..	..	..	..	..	..	..	7:23	7:27	7:33	7:37	7:42	7:50		
P 7:45	A 7:51	D 7:58	8:02	8:06	8:12	8:15	8:18	8:23	8:27	8:33	8:37	8:42	8:50				
8:20	8:30	8:36	8:42	8:47	8:53	8:58	9:03	9:10	9:14	9:18	9:23	9:27	9:33	9:37	9:42	9:50	
8:50	9:00	9:06	9:12	9:17	9:23	9:28	9:33	9:40	9:44	9:48	9:53	9:57	10:03	10:07	10:12	10:20	
9:20	9:30	9:36	9:42	9:47	9:53	9:58	10:03	10:10	10:14	10:18	10:23	10:27	10:33	10:37	10:42	10:50	
10:20	10:30	10:36	10:42	10:47	10:53	10:58	11:03	11:10	11:14	11:18	11:23	11:27	11:33	11:37	11:42	11:50	
11:20	11:30	11:36	11:42	11:47	11:53	11:58	12:03	12:10	12:14	12:18	12:23	12:27	12:33	12:37	12:42	12:50	
AFTERNOONS																	
12:20	12:30	12:36	12:42	12:47	12:53	12:58	1:03	1:10	1:14	1:18	1:23	1:27	1:33	1:37	1:42	1:50	
1:20	1:30	1:36	1:42	1:47	1:53	1:58	2:03	2:10	2:14	2:18	2:23	2:27	2:33	2:37	2:42	2:50	
2:20	2:30	2:36	2:42	2:47	2:53	2:58	3:03	3:10	3:14	3:18	3:23	3:27	3:33	3:37	3:42	3:50	
3:20	3:30	3:36	3:42	3:47	3:53	3:58	4:03	4:10	4:14	4:18	4:23	4:27	4:33	4:37	4:42	4:50	
4:20	4:30	4:36	4:42	4:47	4:53	4:58	5:03	5:10	5:14	5:18	5:23	5:27	5:33	5:37	5:42	5:50	
SUNDAYS and HOLIDAYS MORNINGS																	
..	..	..	..	..	..	..	..	..	..	8:47	8:50	8:55	8:58	9:02	9:08		
..	..	..	..	..	..	..	..	..	..	9:47	9:50	9:55	9:58	10:02	10:08		
P 10:11	A 10:17	D 10:24	10:28	10:32	10:38	10:41	10:44	10:47	10:50	10:55	10:58	11:02	11:08				
P 11:11	A 11:17	D 11:24	11:28	11:32	11:38	11:41	11:44	11:47	11:50	11:55	11:58	12:02	12:08				
AFTERNOONS																	
P 12:11	A 12:17	D 12:24	12:28	12:32	12:38	12:41	12:44	..	..	1:47	1:50	1:55	1:58	2:02	2:08		
P 2:11	A 2:17	D 2:24	2:28	2:32	2:38	2:41	2:44	2:47	2:50	2:55	2:58	3:02	3:08				
P 3:11	A 3:17	D 3:24	3:28	3:32	3:38	3:41	3:44	3:47	3:50	3:55	3:58	4:02	4:08				
P 4:11	A 4:17	D 4:24	4:28	4:32	4:38	4:41	4:44	4:47	4:50	4:55	4:58	5:02	5:08				
P 5:11	A 5:17	D 5:24	5:28	5:32	5:38	5:41	5:44	5:47	5:50	5:55	5:58	6:02	6:08				

EXPLANATIONS
A — Bus travels from Parramatta to Westmead directly along Park Parade and does not travel through Mays Hill.
D — Bus travels directly along Darcy Road and does not call at Wentworthville Station.
P — Bus departs from Argyle Street outside Parramatta Station. It does not call at the bus stop in Church Street opposite Westfield.
***** — Bus arrives at Seven Hills Station 1 minute after time shown for Seven Hills Shops.

Above & Below:
 Toongabbie Buses,
 Route 710: Par-
 ramatta-Blacktown,
 11th September
 1988



northern side of the railway line, which Seven Hills Bus Company had operated. This route had now been renumbered 710 in the new series, and provided a circuitous connection between Blacktown and Par-

ramatta, though anyone wanting to go the full distance had the choice of more direct ways to get there. The service by Housion Street had now ceased and all buses ran along Park Street on the south side of the

railway line. I have shown the timetables for the route 710 from this timetable in full and also the map, to show the route. The basic service

GENERAL INFORMATION

Assistance: Bus passengers are asked to assist by making the seats in the front rows available for elderly or disabled travellers.

Fares: Please tender correct fare and be ready to pay on entry in order to avoid unnecessary delays.

Children: 15 years and over are required to pay adult fare, unless travelling to and from school. Proof of age may be required.

Concession Fares: Concession fare passes must be shown to the driver or full fare will be charged.

Tickets: Tickets are issued for all fares paid. Please retain tickets until the end of the trip to avoid being asked to pay another fare by an inspector.

School Passes: To obtain a school bus pass, apply at your school. Multitrip or lost passes can be renewed by applying to our office at the depot.

School Services: Buses that operate on special routes to and from schools are not shown in this timetable. For information please contact our office or your school. Adults will be carried on all buses.

Late Trains: After 4.00pm buses may wait for late arriving trains. This may cause some buses to run late when operating to and from Railway Stations.

Food: Food and refreshments (including chewing gum) should not be consumed on the bus.

Smoking: Smoking is not permitted on buses under transport regulations.

Guide Dogs: When accompanying blind or deaf people, guide dogs may travel on all buses.

Left Priority: Enquiries can be made at our bus depot during office hours.

Compliments and Complaints: If you wish to comment on the operation of a particular bus or bus driver, please take down the registration number of the bus (so that the particular journey and/or driver can be identified).

Feedback: Your ideas and suggestions about our bus services can assist us with further improvements. You can ring or write to us at our Depot.

WESTBUS Pty Ltd
 Head Office: **Boundary Road, Northmead**
 Phone: (02) 890 0000, Fax (02) 683 5204
 Postal Address: **P.O. Box 2147, North Parramatta, 2151**
 Office Hours: **8.00am - 5.00pm Mondays to Fridays**

OTHER SEVEN HILLS DISTRICT BUS TIMETABLE BOOKLETS

- Prospect (Routes 700 & 702)
- Glenwood (Route 705)
- Seven Hills Industrial Area (Routes 713)
- Seven Hills - Centre Hill (Routes 714 & 715)
- Kings Lagoon and Lane Park (Routes 716, 717, 718)

AVAILABLE FROM ALL DRIVERS AND WESTBUS DEPOTS



TOONGABBIE BUS TIMETABLE
Main Route 710

Community Route 706
 Community Route 709

LINKING PARRAMATTA WITH: Route

- WESTMEAD HOSPITAL
 - WENTWORTHVILLE
 - OLD TOONGABBIE
 - TOONGABBIE
- } 710

ALSO:

- TOONGABBIE SENIOR CITIZENS VILLAGES - WENTWORTHVILLE Community Bus 708
- SEVEN HILLS - WESTMEAD Community Bus 709

From 3rd December, 1994

WESTBUS Pty Ltd
 Boundary Road,
 Northmead 2152

WESTBUS - COMMUNITY BUS

service at the station.

I have shown the timetable in both directions for the route 710 on Weekdays and Saturdays, and the Sunday and Holiday service to Parramatta, as well as the community bus service 708, which is on the same page as the inbound Sunday service. The timetables start and finish, not at Toongabbie Station, but at points before and after it on the new loop. All buses run via Wentworthville Station where additional buses start in the evening peak (the opposite to what happened in the 1982 timetable.) The service runs every half hour on Weekdays (with extra buses at peak hours) and hourly on Saturdays and Sundays. This means that service was more frequent in 1994 than it had been in 1961, when off-peak buses ran every forty-five minutes, and service was provided for longer in the evenings and weekends.

The 708 provides even fewer services than the 709, with only one bus each way on

Westbus: Toongabbie Bus Timetable Route 710; Parramatta-Toongabbie, 3rd December 1994

ran every half hour, and buses took three hours to complete the circuit. For example, the 9.55 bus from Blacktown to Parramatta left there at 11.25, returning to Blacktown in time to run the 12.55 bus back to Parramatta again. This meant that six buses were needed to provide the half-hourly service. The service was a little stronger at the Blacktown end, and was now extended to operate until nine o'clock on weekdays and to operate on Saturday afternoons as well as Sundays and Holidays.

The final timetable is dated 3rd December 1994, by which time Westbus had taken over Toongabbie Bus Company (see pages 14-16). The routes between Blacktown and Seven Hills had been rearranged and route 710 no longer went west of Toongabbie. The services in the Blacktown area were now published in a separate timetable while the old route 144 was included in the Toongabbie timetable, covered only by one of the two community bus services, the 709, which we can see from the map ran from Seven Hills to Westmead (to the Hospital and then north along Hawkesbury Road). Only three buses in either direction operated it, on weekdays only. The truncated route 710 followed much of the old route 178, except for the shorter route to Parramatta and a new approach to a terminus in Wentworth Avenue on the east side of Toongabbie Station, providing a loop

710: TOONGABBIE to PARRAMATTA via Old Toongabbie, Wentworthville, Westmead Hospital													Weekdays				
	710	710	710	710	710	710	710	710	710	710	710	710	710	710	710	710	710
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm
Bull Road & Bungaree Road	5:16	5:46	6:13	6:43	7:13	7:33	7	8:25	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45
TOONGABBIE Station	5:19	5:49	6:16	6:46	7:16	7:37	8:05	8:32	8:52	9:22	9:52	10:22	10:52	11:22	11:52	12:22	12:52
Brawley Road & Bull Road	5:23	5:53	6:21	6:51	7:21	7:43	8:13	8:37	8:57	9:27	9:57	10:27	10:57	11:27	11:57	12:27	12:57
Old Windsor Road & Fitzwilliam Road	5:28	5:58	6:27	6:57	7:27	7:51	8:21	8:43	9:03	9:33	10:03	10:33	11:03	11:33	12:03	12:33	1:03
Hart Drive & Harris Road	5:32	6:02	6:31	7:01	7:31	7:59	8:29	8:47	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	1:07
WENTWORTHVILLE Station	5:35	6:05	6:35	7:05	7:35	8:04	8:34	8:51	9:11	9:41	10:11	10:41	11:11	11:41	12:11	12:41	1:11
WENTWORTHVILLE Train to City	5:41	6:11	6:41	7:11	7:41	8:11	8:42	9:05	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	1:34
WESTMEAD Hospital	5:39	6:09	6:40	7:11	7:41	8:10	8:40	8:57	9:16	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15
PARRAMATTA Station (Argyle St)	5:44	6:14	6:46	7:18	7:48	8:17	8:47	9:04	9:22	9:52	10:22	10:52	11:22	11:52	12:22	12:52	1:22
PARRAMATTA Train to City	5:55	6:25	6:55	7:25	7:55	8:25	8:54	9:10	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39

Weekdays (cont)												
Showing Route Number	710	710	710	710	710	710	710	710	710	710	710	710
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Bull Road & Bungaree Road	1:49	2:19	2	3:36	4:04	4:36	5:06	5:36	6:33	7:35	8:35	
TOONGABBIE Station	1:52	2:22	3:10	3:40	4:07	4:39	5:09	5:39	6:36	7:38	8:38	
Brawley Road & Bull Road	1:57	2:27	3:17	3:45	4:12	4:44	5:14	5:44	6:40	7:42	8:42	
Old Windsor Road & Fitzwilliam Road	2:05	2:35	3:25	3:51	4:18	4:50	5:20	5:50	6:45	7:46	8:46	
Hart Drive & Harris Road	2:07	2:37	3:30	3:55	4:22	4:54	5:24	5:54	6:49	7:49	8:49	
WENTWORTHVILLE Station	2:11	2:41	3:35	3:59	4:26	4:58	5:28	5:58	6:52	7:52	8:52	
WENTWORTHVILLE Train to City	2:34	3:01	3:50	4:30	4:47	5:36	6:17	6:55	7:58	8:58	9:58	
WESTMEAD Hospital	2:16	2:46	3:40	4:04	4:31	5:03	5:33	6:03	6:56	7:55	8:55	
PARRAMATTA Station (Argyle St)	2:22	2:52	3:47	4:10	4:37	5:09	5:39	6:09	7:01	8:00	9:00	
PARRAMATTA Train to City	2:39	3:06	3:55	4:22	4:52	5:22	5:52	6:24	7:06	8:13	9:13	

Saturdays												
Showing Route Number	710	710	710	710	710	710	710	710	710	710	710	710
	am	am	am	am	am	am	am	am	am	am	am	am
Bull Road & Bungaree Road	7:15	8:04	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09
TOONGABBIE Station	7:17	8:07	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12
Brawley Road & Bull Road	7:21	8:12	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17
Old Windsor Road & Fitzwilliam Road	7:26	8:16	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
Hart Drive & Harris Road	7:30	8:22	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27
WENTWORTHVILLE Station	7:33	8:26	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31
WENTWORTHVILLE Train to City	8:07	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37
WESTMEAD Hospital	7:37	8:31	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36
PARRAMATTA Station (Argyle St)	7:42	8:37	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42
PARRAMATTA Train to City	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54

NOTICING YOUR LOCAL BUS

Seven Hills District bus destination signs, timetables and bus stop signs are now colour coded for each individual bus route.

In other words, the Route 710 timetable is coloured red, so therefore the destination sign on the front of Route 710 buses will be coloured red and the bus stop signs for Route 710 buses will also be coloured red.

weekdays. The purpose of the 708 is to provide service from the Toongabbie Senior Citizens Villages to the shops at Pendle Hill and Wentworthville and the Community Centre at the latter. Hammers Road in Old Toongabbie runs into Old Windsor Road, along which the 710 operates, Bungalow Road is a long block west of Binalong Road, which is on the route, and Burrabogee Road runs from Binalong west to the railway line. The route 710 would not be reachable for many senior citizens in these places, but should be more accessible to more active people, so only a limited service is called for.



Route 710: TOONGABBIE to PARRAMATTA
via Old Toongabbie, Wentworthville, Westmead Hospital

Sundays and Public Holidays

Showing Route Number	710		710		710		710		710		710	
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
Bulk Road & Bungalow Road	8:34	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43		
TOONGABBIE Station	8:36	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46		
Binalong Road & Bulk Road	8:40	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50		
Old Windsor Road & Fitzwilliam Road	8:45	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55		
Hart Drive & Harris Road	8:49	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59		
WENTWORTHVILLE Station	8:52	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02		
WENTWORTHVILLE Train to City	8:57	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07		
WESTMEAD Hospital	8:58	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08		
PARRAMATTA Station (Darcy St)	9:01	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11		
PARRAMATTA Train to City	9:12	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24		

Christmas Day

710		710		710		710	
am	pm	am	pm	am	pm	am	pm
9:35	11:35	12:35	2:35	4:13	6:35		
9:38	11:38	12:38	2:38	4:16	6:38		
9:42	11:42	12:42	2:42	4:20	6:42		
9:47	11:47	12:47	2:47	4:25	6:47		
9:51	11:51	12:51	2:51	4:29	6:51		
9:54	11:54	12:54	2:54	4:32	6:54		
10:07	12:07	1:07	3:07	4:37	7:07		
9:58	11:58	12:58	2:58	4:36	6:58		
10:00	12:00	1:00	3:00	4:41	7:00		
10:12	12:12	1:12	3:12	4:54	7:12		

PUBLIC HOLIDAY SERVICES
The Sunday timetable operates on all public holidays except:
• Easter Saturday (Saturday timetables operate)
• Christmas Day (special timetable shown above and on-page 8 operates on Route 710)

Route 708: WENTWORTHVILLE to TOONGABBIE
Senior Citizens Villages via Pendle Hill
Community Bus

Weekdays

Showing Route Number	708
	pm
CENTENARY VILLAGE Hammers Road	9:00
MAYFLOWER VILLAGE Binalong Road	9:10
MELROSE VILLAGE Bungalow Road	9:20
Pendle Hill Shops	9:25
EDITH WALKER VILLAGE Stapleton Street	9:30
Wentworthville Leagues Club	9:34
WENTWORTHVILLE Shops	9:36
WENTWORTHVILLE Community Centre	9:36

Weekdays

Showing Route Number	708
	pm
WENTWORTHVILLE Community Centre	2:23
WENTWORTHVILLE Shops	2:26
Wentworthville Leagues Club	2:30
EDITH WALKER VILLAGE Stapleton Street	2:36
Pendle Hill Shops	2:40
MELROSE VILLAGE Bungalow Road	2:44
MAYFLOWER VILLAGE Burrabogee Road	2:46
CENTENARY VILLAGE Hammers Road	2:52

ROUTE OF THIS SERVICE:
From inside Centenary Village via Hammers Road, Old Windsor Road, Fitzwilliam Road, Bogalaria Road, Binalong Road (Mayflower Village), Birya Street, Basin Street, Burns Street, Bungalow Road (Melrose Village), Wentworth Avenue, Goodall Street, Joyce Street, Pendle Hill Station, Pendle Way, Dunmore Street, Jones Street, Stapleton Street (Edith Walker Village), Ernest Street, Gallands Street, Jones Street, Smith Street (Wentworthville Leagues Club), Ernest Street, Dunmore Street (Wentworthville Shops) and Lane Street to Wentworthville Community Centre. Returns via same route.

WEIRDING:
There is no service on Route 708 on Weekends or Public Holidays.

Route 710: TOONGABBIE to PARRAMATTA
via Old Toongabbie, Wentworthville, Westmead Hospital

Weekdays

Showing Route Number	710		710		710		710		710		710		710			
	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm		
PARRAMATTA Train arrives	6:16	6:31	6:56	7:29	7:49	8:17	8:44	9:11	9:46	10:16	10:46	11:16	11:46	12:16	1:46	2:16
PARRAMATTA Station (Darcy St)	6:23	6:50	7:16	7:58	8:00	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	1:53	2:23
WESTMEAD Hospital	6:29	6:56	7:16	7:45	8:07	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	2:30
WENTWORTHVILLE Train arrives	6:25	6:37	7:01	7:34	7:55	8:25	8:50	9:25	9:52	10:22	10:52	11:22	11:52	12:22	1:52	2:22
WENTWORTHVILLE Station	6:32	7:00	7:20	7:50	8:12	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	1:05	2:35
Hart Drive & Harris Road	6:35	7:03	7:23	7:55	8:17	8:39	9:09	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	2:39
Old Windsor Road & Fitzwilliam Road	6:38	7:07	7:27	8:00	8:22	8:42	9:12	9:42	10:12	10:42	11:12	11:42	12:12	12:42	1:12	2:42
Binalong Road & Bulk Road	6:42	7:12	7:32	8:06	8:28	8:48	9:18	9:48	10:18	10:48	11:18	11:48	12:18	12:48	1:18	2:48
TOONGABBIE Station	6:45	7:15	7:35	8:13	8:31	9:21	9:51	10:21	10:51	11:21	11:51	12:21	12:51	1:21	2:51	2:57
Fitzwilliam Road and Binalong Road	6:50	7:20	7:42	8:07	8:36	9:06	9:26	9:56	10:26	10:56	11:26	11:56	12:26	12:56	1:26	2:57

Weekends

Showing Route Number	710		710		710		710		710		710		710			
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm			
PARRAMATTA Train arrives	2:31	2:46	3:30	4:01	-	4:28	-	5:00	-	5:30	-	6:00	-	7:11	8:11	8:11
PARRAMATTA Station (Darcy St)	2:45	3:03	3:38	4:10	-	4:40	-	5:08	-	5:40	-	6:10	-	7:15	8:15	8:12
WESTMEAD Hospital	2:52	3:11	3:45	4:17	-	4:47	-	5:15	-	5:47	-	6:16	-	7:21	8:21	8:21
WENTWORTHVILLE Train arrives	2:52	2:52	3:47	4:15	4:30	4:45	5:30	5:15	5:30	5:45	6:00	6:15	6:30	7:21	8:21	8:21
WENTWORTHVILLE Station	2:57	3:17	3:50	4:22	4:37	4:52	5:07	5:20	5:37	5:52	6:07	6:20	6:37	7:24	8:24	8:24
Hart Drive & Harris Road	3:01	3:22	3:54	4:26	4:41	4:56	5:11	5:26	5:41	5:56	6:11	6:23	6:40	7:27	8:27	8:27
Old Windsor Road & Fitzwilliam Road	3:05	3:29	3:58	4:30	4:45	5:00	5:15	5:30	5:45	6:00	6:15	6:27	6:44	7:30	8:30	8:30
Binalong Road & Bulk Road	3:11	3:35	4:03	4:35	4:50	5:05	5:20	5:35	5:50	6:05	6:20	6:32	6:49	7:34	8:34	8:34
TOONGABBIE Station	3:18	3:39	4:06	4:38	4:53	5:08	5:23	5:38	5:53	6:08	6:23	6:35	6:52	7:37	8:37	8:37
Fitzwilliam Road and Binalong Road	3:22	3:44	4:11	4:43	4:57	5:13	5:27	5:43	5:57	6:12	6:27	6:39	6:56	7:41	8:41	8:41

Weekdays

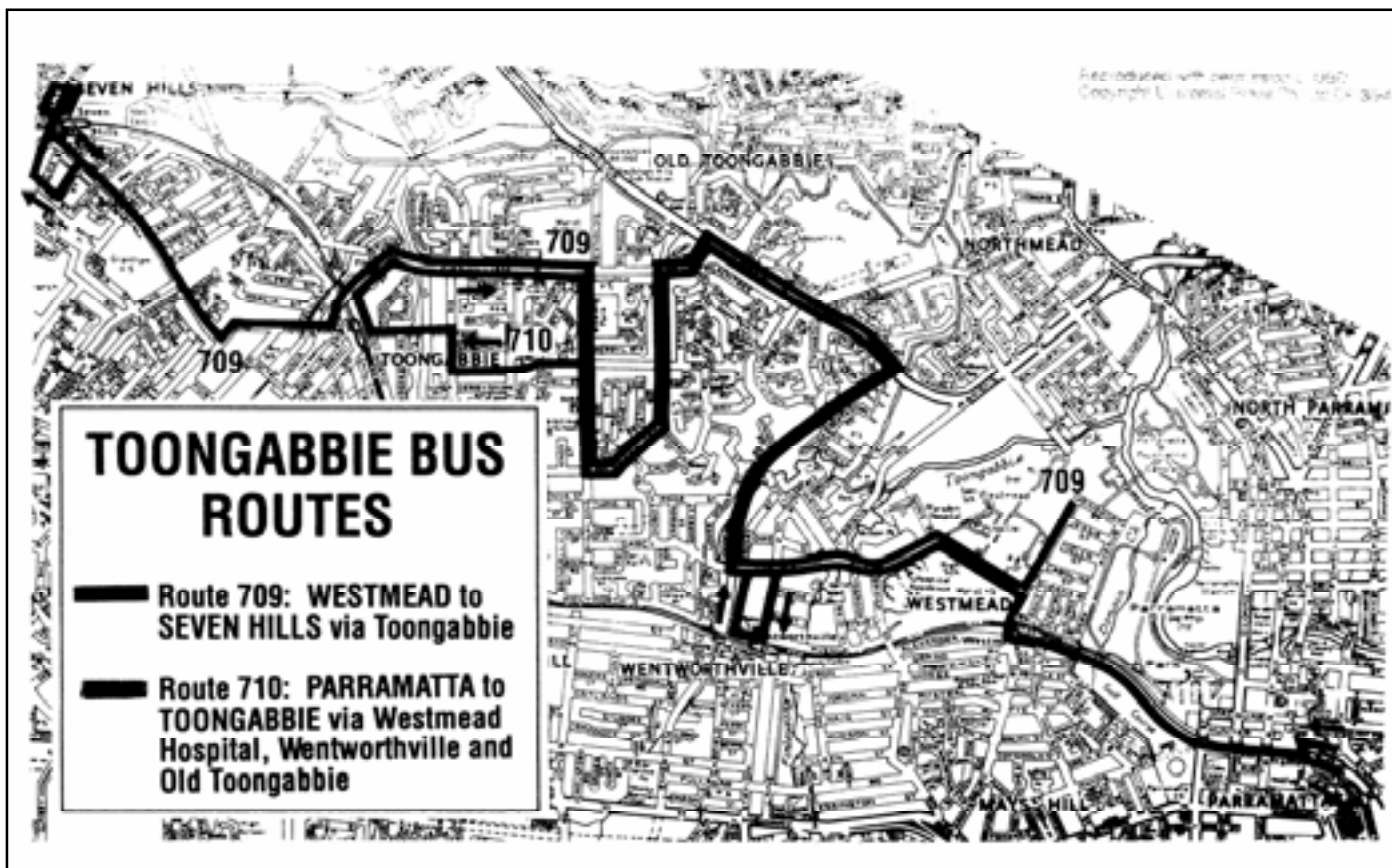
Showing Route Number	710		710		710		710		710		710	
	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
PARRAMATTA Train arrives	7:31	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:40
PARRAMATTA Station (Darcy St)	7:41	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43	6:55
WESTMEAD Hospital	7:47	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	7:01
WENTWORTHVILLE Train arrives	7:58	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48
WENTWORTHVILLE Station	7:51	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	7:04
Hart Drive & Harris Road	7:54	8:59	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	7:07
Old Windsor Road & Fitzwilliam Road	7:58	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:10
Binalong Road & Bulk Road	8:03	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:14
TOONGABBIE Station	8:06	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:17
Fitzwilliam Road and Binalong Road	8:11	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	7:20

EXPLANATION:
T - Bus diverts via Binalong Road, Fitzwilliam Road, Wentworth Avenue, railway bridge, Cornelia Road to Toongabbie Station (Parfoco Parade).

COORDINATED TRAIN TIMES
Bus trips to and from Parramatta and Wentworthville Stations show times of connecting trains to and from the City. Only the time of the next connecting train is shown. For full details of all train services, consult the North Sydney - Richmond - Penrith - Epping - Emu Plains and the City - Strathfield - Lidcombe - Parramatta train timetable brochures, available from railway stations. The train times shown in this booklet are effective from 10th July 1994. Subsequent changes to train times may occur during the currency of these bus timetables.

This page & overleaf: Westbus: Toongabbie Bus Timetable Route 710; Parramatta-Toongabbie, 3rd December 1994

Also "overleaf" (as it were) is this interesting leaf-fall timetable from WAGN in the U.K, photographed for Flickr from a station notice board.



LEAF FALL TIMETABLE 2005

Dear Customer,

Just to remind you that from Monday 17 October the 2005 Leaf Fall timetable will come into operation on Wagn.

During this period, to minimize the disruption to your journey, some WAGN trains will run to a revised timetable. This will apply until 1000 on Mondays to Fridays. Services will depart a few minutes earlier to compensate for the extended journey times.

This timetable will continue until the problem of leaf fall has passed, which is dependent on the weather during the autumn season. The end date will be advertised two weeks in advance on stations and on the Wagn Website www.wagn.co.uk

Timetables giving details of the revised timings are now available at our staffed stations.