

# The Times

**May 2007** 

A journal of transport timetable history and analysis



### MOONEE PONDS-FOOTSCRAY

**SUNDAYS** 

Leaves Moonee Ponds: P.M. 1.15, 30. 45, 2.0, then every 10 mins. to 5.0, 15, 30, 45, 6.0, then every 15 mins. to 11.30. Leaves Footscray: P.M. 1.30, 45, 2.0, then every 10 mins. to 4.55, 5.02, 15, 30, 45, 6.0, then every 15 mins. to 11.30.

WEEK DAYS Leaves Moonee Ponds: A.M. 6.20, 25, 30, 35, 40, 45, 50, 55, 7.0, 12, 20, 30, 40, 50, 8.0, 10, 20, 30, 40, 50, 9.0, then every 15 mins. to 2 p.m., then every 10 mins. to 8.0, 15, 30, 45, 9.0, 20, 40, 10.0, 20, 40, 11.0, 15, 30, 45, 12.0 Leaves Footscray: A.M. 6.35, 40, 45, 50, 57, 7.0, 5, 10, 15, 23, 27, 33, 40, 50, 8.0, 10, 20, 30, 40, 50, 9.0,  $7\frac{1}{2}$ , 15. 30, 45, 10.0, then every 15 mins. to 12.45 p.m. 1.0, 15, 30, 45, 2.0, 15, 30, then every 10 mins. to 8.0,  $7\frac{1}{2}$ , 15, 30, 45, 9.0, 20, 40, 10.0, 20, 40, 11.0, 15, 30, 45, 56, 12.0.

SATURDAYS

Leaves Moonee Ponds: A.M. 6.20, 30, 45, then every 15 mins. to 10 a.m., then every 10 mins. to 2 p.m., then every 15 mins. to 4 p.m., then every 10 mins. to 8 p.m. 15, 30, 45, 9.0, 20, 40, 10.0, 20, 40, 11.0, 10, 20, 30, 40, 50, 12.0, 15.

Leaves Footscray: A.M. 6.32, 45,, 7.0, then every 15 mins. to 10.30, then every 10mins. to 2 p.m., 7½, 15, 30, 45, 3.0, 15, 30, 45, 4.0, then every 10 mins. to 8 p.m., 7½, 15, 30, 45, 9.0, 20, 40, 10.0, 20, 40, 11.0, then every 10 mins. to 12.30. Special fast tables will operate for Moonee Valley and Flemington races, also for Trots and any function at Showgrounds. Prams will be carried between 3.30 p.m. and 6 p.m. week days, Saturdays between 11 a.m. and 1 p.m., and between 4.30 and 5.30 p.m. on race days.

### The Times

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### On the front cover

Moonee Ponds buses! My word yes, that brings back memories, doesn't it? Many's the time that Beryl and I took the last bus home to Humoresque St from the Civic in Mt Alexander Rd-you know it—it's ever so grand now as the Clocktower Centre. It was always a really lovely night's entertainment. We're not ones for the pictures as a rule, but when we do go, we like to see a good bright show. After all, there's enough unhappiness and sadness in the world without going to see it in the theatre. The Civic was unique, I might say, because they always had mugs of steaming hot cocoa and a digestive biscuit waiting when we came out the doors into the foyer. We appreciated those little touches. They saved us having to light the gas when we got home to make some for ourselves. Mind you, we had to drink quickly- or else we'd miss that last bus run by kind Mr. Lane.... sometimes he drove the last bus himself. I often wonder what became of him. We usually called it a day around about 11-ish, as we didn't want to make it too late a night. Beryl always has a big wash on her hands on the Monday morning, and I have to be in town pretty early. Stocktaking and one thing and another. We got back to Humoresque Street about 20 past, and Beryl and I would go to bed- Sandy Stone.



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The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at

the address below. Timetable illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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# Red Top Buses from Strathfield to Hurstville Jim O'Neil

hen I started to explore Sydney's bus services south of the Harbour in the sixties, Strathfield was largely government bus territory—as it still is. However, two private bus services ran due south, along The Boulevarde to Enfield Broadway. They did not share service along The Boulevarde, however because this was the monopoly of McVicar's route 27 to Strathfield. Red Top Transport Service's route 34 to Hurstville operated 'first set down Maria Street', some distance south of Enfield Broadway, where the bus ran along Dean Street in Strathfield South. This restriction was carried on the buses, but you will find no trace of it in the timetable. The regular passengers would know they couldn't use the 34 between Strathfield and Enfield, but casuals, like myself, had to be informed. I had to go all the way to Maria Street to get a copy of the timetable.

This timetable from Red Top was dated 14th March 1961 (pages 2&4). The basic service on weekdays ran every half hour, provided by shifts one to three. Shift four provides extra service between Ponyarra Road (on the east side of King George's Road, just north of Beverly Hills Station) and Hurstville, with some services starting or ending in the north at Lakemba Station. This additional service runs in the morning peak and the off-peak period up to 11.23 at Lakemba. From about half past one, shift four and a new shift, numbered five, start in opposite directions from Lakemba Station (not far from the depot at 79 Wangee Street) and supplement the service between Strathfield and Hurstville, with almost all buses going via Ponyarra Road in this period. A sixth shift, number six, appears only once on the main timetable, leaving Strathfield at 5.17 and finishing at Lakemba at 5.35 p.m. After seven o'clock, the service reverts to half-hourly, provided by shifts one to three.

Below the main weekday timetable we find further buses added, Additional buses run from Shorter Avenue (on the west side of King George's Road, further north from Ponyarra Road) to Lakemba station. These do not match the times of buses coming north from Hurstville. The corresponding buses south from Lakemba in the evening peak present a conundrum; the first three times from Lakemba, 4.19, 4.39 and 4.59 are each one minute before the Lakemba timings of buses through from Strathfield to Hurstville, 4.20, 4,40 and 5.00, which are marked "sp", to show they divert via both Shorter Avenue and Ponyarra Road. However, not all buses marked "s" are shown on this list and the last two buses

Price 2d. ROUTE No. 34

79 Wangee Road, Lakemba

STRATHHEED TO HURSTYILLE, VIG ENFRED
BELHELD, LAKEMBA
BEVERLY HILLS
Phone UL 1186

buses available for three for flooples, sit.
All provious floop-tables apprelled
FOR EXPLANATIONS OF ARBETYRESHOPS AND SYMBOLS USED IN TIME TABLE SEE AT
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Additional Buses will leave Shorter Avenue for Lakendra, Monday in Friday:

Lakendra, Monday in Friday:

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154

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Arrive Silecter Avenue Station
6.20 p.m.

Arr p.m.
Strachheid 445

run at 5.23 and 6.06, which don't correspond to any times of buses coming from Strathfield. It seems that buses ran from Lakemba to Shorter Avenue a minute ahead of buses from Strathfield, which must also have diverted to Shorter Avenue, as the passengers from Strathfield could not have transferred to the bus running just ahead. Finally, there were weekday Industrial services between Strathfield and Firths' Box factory and Clifford Loves. These can be operated by a single bus, which arrives at Strathfield at 5.12 p.m., in time to depart on shift 6's 5.17 run to Lakemba. Red Top required seven buses then, to run the evening weekday services, but only six in the morning.

On Saturdays the basic service was again every half hour, operated by shifts one to three. The intermediate service via Ponyarra Road ran only during Saturday shopping hours, but ran north to terminate at Lakemba. Each bus took forty eight minutes from Lakemba to return to Lakemba, so shifts four and five alternated to provide half-hourly service. On Sundays only three shifts are required and buses running direct via King George's Road (marked "k" in the timetable) are quite frequent up to five o'clock in the afternoon. Thereafter all buses divert via either Ponyarra or Shorter Avenue.

I obtained the next timetable (see page 5) in January 1980. It had been issued by Cumberland Coaches on the 21st September 1977. Red Top had sold their remaining routes by that date to Cumberland Coaches, who operated the Parramatta to Eastwood and other services in that area, as well as in Auburn, and they continued to operate from the Wangee Road depot in Lakemba in this area. The timetable covered both the route 34 and the route 39. I looked at the 39, along with the 46, in The Times in September 2000, so I am only showing the timetables for the 34 this time. Services to Ponyarra Road and to Shorter Avenue are still provided, though on a much reduced basis. The first are marked P, and the second as X, since S is now used for "School Days Only". These diversions are now covered only in peak hours. The basic service of every half hour continues during the weekday off-peak and on Saturday morning. Supplementary service at the south end of the route has disappeared from the timetable, but was still provided by the extension of route 39 to Hurstville. On Saturday afternoon and Sunday mornings the buses run at three quarter hourly intervals, requiring two buses, with hourly intervals after 5.00 p.m. from Strathfield, allowing early dinner breaks for both shifts. On Sunday afternoons one bus ran every hour and a half, with a meal break between 6.40 and 7.15 at Strathfield. One major change from the 1961 timetable is

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-	\$10.25 \$p)10.34 \$11.25 \$11.25 \$UI	10.00 10.00 11.00 11.30 12.00 NDAY	10.15 10.45 11.45 11.45 12.15 5, HO	LIDAY	10.50 11.53 11.53 a11.50 S, GC	10.38 17.38 11.38 11.38 11.38 11.38 11.38	P11.46 p11.46 p11.40 P1.	AND	11.53 CHRIS	11.03 11.33 a12.03a TMAS TMAS	DAY  DAY  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11.5: 11.5: V
-	\$10.25 sp10.44 \$11.25 \$11.25 \$UI \$\frac{1}{2} \text{sp1}{2} \text{sp1}{2	10.00 10.30 11.30 11.30 12.00 NDAY	10.15 10.16 11.15 11.45 12.15 5, HO	LIDAY	10.58 11.58 21.53 21.53 21.59	10.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38 11.38	P1140 P1140 P1140 P1140 P1140 P1140 P1140 P1140 P1140 P1140 P1140	11.50 11.50 11.50 AND	11.53 11.53 CHRIS	11.03 11.03 a12.03a 12.03a TMAS TMAS 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	DAY  DAY	7,53 8,23 8,53 9,53
-	\$10.25 \$p10.25 \$11.25 \$11.25 \$11.55 SUI	10.00 10.30 11.30 11.30 12.00 NDAY	10.15 10.16 43.215 11.45 12.15 5, HO 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	LIDAY	10.38 18.48 11.58 a11.58 a11.58 5, GC	10.38 11.38 11.38 11.38 11.38 11.38 11.44	ple.49 pl1.40 pl1.40 pl1.40 pl.10 ss.10 ps.40 ps.10 ps.40 ps.10 ks.66 ks	AND 11.50 AND 12.50 AND 12.50 AND 12.50 A.50 9.50 9.50 9.50 9.50	10.53 11.53 CHRIS	11.03 11.03 a12.03a 12.03a TMAS TMAS 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.18 11.48 10. 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8.m. 7.53 8.23 9.23 9.53 10.53
-	\$10.25 \$p10.84 \$11.25 \$11.25 \$UI ************************************	10.00 10.30 11.30 11.30 12.00 NDAY	10.15 10.45 11.45 12.15a 5, HO 6.45 47.45 8.15 8.15 9.15	LIDAY	10.58 10.58 11.53 a11.59 a11.59 a11.59 a 11.59 a 11.50 a 11.50	10.38 11.38 11.38 11.38 10.00 Fi	P1146 P1146 P1146 P1140 RIDAY	10.49 11.50 11.50 11.50 2 20 2 20 8.50 9.50 9.50 9.50 10.50 11.30	11.53 11.53 CHRIS	11.03 11.33 a12.03a 12.03a 12.03a 2.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	DAY  DAY  a.m.  7.48 8.18 9.18 9.18 10.18 11.18 11.18 11.18 11.18	a.m. 7.53 8.23 9.53 10.23 11.23 11.53
-	10.25 spl0.25 spl0.25 11.55 SUI v v v v v v v v v v v v v v v v v v v	10.00 10.30 11.30 11.30 12.00 NDAY a.m. old 6.40 8.30 9.00 9.20 10.00 11.00	10.15 10.45 43 ±13 11.45 12.15 5, HO 6.45 47.45 8.15 8.45 9.45 10.15 10.45	10.25 Fi.25 E.B. — LIDAY	10.58 11.58 21.59 21.59 22.57 24.57	10.38 11.38 11.38 11.38 11.38 12.46 12.46 13.48 14.48	#11-46 p11-46 p11-46 p11-46 p11-46 p7-10 s8-10 p8-46 p9-19 k9-46 p9-19 k10-40 p11-10 k10-40 p11-10	10.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50	11.53 11.53 CHRIS	11.03 11.33 a12.03a 12.03a 12.03a 12.03 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.18 11.48 .m	a.m. 7.53 8.23 9.53 10.23 10.23 11.23 p.m. 12.23
-	*10.25 *p10.85 \$11.25 \$11.25 \$11.55 SUI ************************************	10.00 10.30 11.30 11.30 12.00 NDAY 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.15 10.45 12.15 12.15 5, HO 6.45 47.45 8.15 8.45 9.45 19.15 10.45 11.15	10.25 fi.25 m.— UDAY	10.38 11.38 a11.39 a11.39 a11.39 a.11.39 a.11.39 a.11.39 a.13.30 a.13.	10.38 11.38 11.38 11.38 11.38 10.38 10.38 10.38 11.08	#11.40 #11.40 #11.40 #11.40 #11.40 #11.40 #11.40	10.50 11.50 11.50 11.50 2.51 2.51 2.51 2.50 8.50 9.56 10.50 11.50	10.53 11.53 	11.03 11.33 a12.03a 12.03a 12.03a 2.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	DAY  DAY  a.m.  7.48 8.18 9.18 9.18 10.18 11.18 11.18 11.18 11.18	a.m. 7.53 8.23 9.53 10.23 11.23 11.53
-	*10.25 *p10.55 \$11.25 \$11.25 \$11.55 \$UI ************************************	10.00 10.30 11.30 11.30 12.00 NDAY	10.15 10.45 11.45 12.15 5, HO 2 2 2 2 2 2 2 3 2 3 2	10.25 fi.25 i.25 i.25 i.25 i.25 i.25 i.25 i.25	10.28 11.28 21.28 21.28 22.2 23.2 23.2 23.2 23.2 23.2 23.2 2	10.28 11.38 11.38 11.38 11.38 17.48 8.08 8.38 9.08 9.08 9.08 9.08 9.08 9.08 11.38 11.38 11.38 11.38	#11.40 p11.40 p11.40 p11.40 p1.10 s8.10 p8.40 p9.10 k9.40 p11.10 k10.40 p11.10 k12.40 p1.10	10.50 11.50 11.50 11.50 11.50 11.50 12.21 12.20 8.20 8.20 9.26 10.50 11.30 12.20 12.50 12.50 12.50	11.53 11.53 11.53 11.53 2.73 2.73 2.73 11.23	11.03 11.03 a12.03a 12.03a 12.03a 2.445 2.45 2.	DAY  DAY  a.m.  7.48 8.48 9.48 10.48 11.18 11.48 12.18 1.48 1.18 1.48	11.2: 11.8: 11.8: 11.8: 12.8:
-	#10.25 #11.25 #11.55 SUI # No. 11.55 SUI # No. 11.55 # No. 12.55 # No. 12.5	10.00 10.30 11.30 12.00 NDAY 12.00 NDAY 12.00 NDAY 12.00 10.00 10.00 11.30 11.30 11.30 11.30	10.15 10.45 11.45 12.15a 5, HO 6.45 47.45 8.15 8.15 8.15 8.15 10.15 11.15	10.25 fi.25 fi.25 m.— LIDAY	10.28 11.28 21.23 21.23 21.23 21.23 2.24 2.24 2.24 2.24 2.24 2.24 2.24 2	10.38 11.38 11.38 11.38 11.38 10.08 10.08 10.08 11.08 11.08 11.08 12.08	### P1140 #### P1140 ###################################	10.50 11.50 11.50 11.50 11.50 11.50 11.50 10.50 10.50 10.50 11.50 11.50 11.50	11.53 11.53 11.53 11.53 2.52 2.52 2.53 2.73 11.23 11.23	11.03 11.03 a12.03a 12.03a 12.03a 2.03 2.03 2.03 2.03 10.03 10.03 11.03	DAY  DAY  a.m.  7.48 8.18 9.18 9.48 10.18 10.48 11.18 11.48 11.18 12.18 1.18 1.18 1.18 1.18 1.18 1	2 2 3 2 2 3 3 2 2 2 3 3 2 2 2 3 3 2 2 2 3 3 2 2 2 3 3 2 2 2 3 3 2 2 2 3 3 2 2 2 3 3 2 3 3 2 2 2 3 3 2 2 2 3 3 2 3 3 3 3 2 2 2 3 3 2 2 2 3
- 6	*10.25 *p10.55 \$11.25 \$11.25 \$11.55 \$UI **2 **2 **2 **2 **3 **2 **3 **3	10.00 10.30 11.30 12.00 NDAY	10.15 10.45 11.45 12.15a 5, HO 6.45 47.45 8.15 8.45 9.15 10.45 11.15 11.45 11.45 12.15 11.45 11.45 11.45 11.45 11.45	10.25 fi.25 fi.25 i.m.— LIDAY	10.28 11.28 a11.59 a11.59 a11.59 a.11.	10.28 11.38 11.38 11.38 11.38 11.08 11.38 11.08 11.38 12.08 12.08	ple.49 pl1.49 pl1.49 pl1.49 pl1.49 pl.10 s8.10 p8.40 p9.10 k10.40 pl1.10 k11.40 p.m. a12.10 k12.40 pl.10 k12.40 pl.10 k12.40 pl.10 k12.40 pl.10 k12.40	10.50 11.50 11.50 11.50 11.50 11.50 11.50 10.50 10.50 10.50 11.50 11.50 11.50	11.53 11.53 11.53 11.53 2.52 2.52 2.52 2.53 2.53 2.53 2.53 2	11.03 11.03 a12.03a a12.03a a12.03a a12.03a 7.33 d8.03 9.03 9.03 9.03 10.03 11.03 11.03 11.03 11.03 12.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	DAY  DAY  DAY  A. M. Selection of the se	a.m. 7.53 8.23 9.23 10.53 11.53 12.53 12.53 12.53 12.53 12.53 12.53
- 6	#10.25 #p10.95 #11.25 \$11.25 \$11.25 \$11.25 \$11.25 #11.25 #10.25 #10.25 #11.25 #11.25 #11.25 #11.25 #12.25	10.00 10.30 11.30 12.00 NDAY A.m. 1d 6.40 8.00 8.00 8.00 9.30 9.30 10.00 11.30 11.00 11.30 2.00 13.00 2.30 3.30 3.30	10.15 10.45 11.45 12.15 5, HO 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.25 fi.25 DB.— LIDAY	10.28 11.28 a11.58 a11.58 a11.58 a.11.58 a.11.58 a.28 a.58 a.58 a.58 a.58 a.58 a.58 a.58 a.5	10.28 11.38 11.38 11.38 11.38 10.38 10.38 10.38 11.08 11.38 12.08 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.3	p10.49 p11.40 p11.40 p8.40 p8.40 p8.40 p1.10 k10.40 p11.10 k11.40 p.m. ai2.10 k12.40 k2.40 k2.40 k2.40 k2.40 k2.40 k4.10	10.49 11.50 11.50 11.50 2.51 2.51 2.50 9.56 10.50 10.50 11.50 11.50 12.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1	11.53 11.53 11.53 11.53 2.52 8.53 9.23 11.23 1.23 1.23	11.03 11.03 a12.03a a12.03a a12.03a a.m. 7.33 68.03 9.03 9.03 10.03 10.03 10.03 11.03 11.03 11.03 12.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	DAY  DAY  a.m.  7.48 8.18 9.18 9.18 9.18 11.18 1	a.m. 7.53 8.23 10.23 10.23 10.23 11.53 12.23 12.33 12.23 12.33 12.33 12.33 13.33 14.33 14.33
- 6	#10.25 #p10.25 #11.25 \$11.25 \$11.25 \$11.25 \$11.25 #2.35	10.00 10.30 11.30 12.00 NDAY 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4 2 4	10.15 10.45 11.45 12.15 5, HO 2 12.15 12.15 12.15 12.15 12.15 12.15 12.15 12.15 10.1	10.25 fi.25 p.m. — 10.25 10.25 10.25 10.25 10.25 10.25 10.25	10.28 11.28 a11.28 a11.28 a11.28 a.11.28 a.11.28 a.12.22 a.m. 6.88 7.58 8.28 9.28 9.28 9.28 10.28 11.28 11.28 11.28 12.28 2.58 2.58 2.58 2.58 2.58 2.58 2.58	10.28 11.38 11.38 11.38 11.38 10.38 10.38 11.08 11.38 12.08 12.08 12.08 13.83 10.38 11.08 12.08 13.83 10.38	p10.40 #11.40 p11.40 p11.40 p11.40 p8.40 p8.40 p11.10 k9.40 p11.10 k11.40 p11.10 k12.40 p1.10 k12.40 p1.10 k12.40 k2.10 k2.40 k3.40 k3.40 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10 k4.10	10.49 11.50 11.50 11.50 2.50 8.50 9.56 10.50 11.50 11.50 12.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1	11.53 11.53 11.53 11.53 2.23 2.33 11.23 11.23	11.03 11.03 a12.03a 12.03a 12.03 a.m. 7.33 68.03 9.03 9.03 10.03 11.03 11.03 11.03 11.03 12.03 12.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1	DAY  B.M.  7.48  8.18  9.48  9.18  9.18  11.18  11.18  12.18  12.18  1.18	a.m. 7.53 8.23 9.23 10.23 11.23 11.23 12.23 12.23 1.23 1.23 1.
- 6	#10.25 #p10.25 #11.25 \$11.25 \$11.25 \$11.25 \$11.25 #11.25 #11.25 #12.25 #10.25 #11.25 #11.25 #11.25 #11.25 #11.25 #12.2	10.00 10.30 11.40 11.30 12.00 NDAY a.m. 1d 6.40 8.30 9.00 10.30 11.30 p.m. 12.00 13.	10.15 10.45 12.15 12.15 12.15 12.15 12.15 12.15 12.15 12.15 14.5 10.15 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 1	10.25 fi.25 m.— UDAY	10.28 11.28 11.28 11.28 11.28 11.28 10.28 10.28 11.28 11.28 12.28	10.28 11.38 11.38 11.38 11.38 12.48 10.38 10.38 11.38 12.08 12.08 12.08 12.08 12.08 13.08	p10.40 p11.40 p11.40 p11.40 p7.10 s8.10 p8.40 p9.10 k10.40 p11.10 k10.40 p11.10 k12.40 p1.10 s1.40 p2.40 k2.40 k2.40 k3.40 k4.10 k5.10 p8.40	10.50 11.50 11.50 11.50 11.50 11.50 10.50 11.30 11.50 12.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1	10.53 11.53 11.53 11.53 2.23 2.23 2.23 2.23 2.23 2.23 2.23 2	11.03 11.03 a12.03a 12.03a 12.03 a.m. 7.33 68.03 9.03 9.03 11.03 11.03 11.03 11.03 11.03 11.03 12.03 12.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	DAY  B.M. 748  B	11.2: 11.5: 11.5: 2.5: 2.5: 2.5: 2.5: 2.5: 2.5: 2.5: 2
- 6	#10.35 #p10.35 #p10.35 \$11.25 \$11.55 \$11.55 \$11.55 ###################################	10.00 10.30 11.30 11.30 12.00 NDAY 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.15 10.45 12.15 12.15 12.15 12.15 12.15 12.15 12.15 12.15 13.15 10.15 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45	10.25 fi.25 m.— LIDAY	10.28 11.28 21.23 21.23 21.23 21.23 2.23 2.23 2.23	10.28 11.38 11.38 11.38 11.38 12.48 14.48	P11-40 P11-40 P11-40 P11-40 P11-40 P11-10 P8-40 P9-10 k9-40 P11-10 k10-40 P11-10 p1-10 k12-40 P1-10 k12-40 P1-10 k12-40 k2-60 k3-60 k3-7-10	10.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 11.50 12.50 12.50 12.50 12.50 12.50 13.50 14.50 15.50	10.53 11.53 11.53 11.53 2.23 2.23 2.23 2.23 2.23 2.23 2.23 2	11.03 11.03 a12.03a 12.03a 12.03 a.m. 7.33 88.03 9.03 10.03 11.03 12.03 11.03 12.03 12.03 12.03 1.03 1.03 1.03 1.03 1.03 1.03 1.03 1	DAY  DAY  a.m.  7.48  8.18  9.48  10.48  11.48  11.48  12.18  1.48  2.18  2.48  2.18  3.48  7.18  5.48  6.48  7.18	11.5 11.5 11.5 11.5 17.5 18.5 10.2 10.2 11.5 11.5 11.5 11.5 11.5 11.5 11.5 11
- 6	#10.25 #p10.45 #11.25 \$11.25 \$11.25 \$11.55 \$11.55 #11.55 #12.55 #12.55 #10.55 #11.25 #11.25 #11.25 #11.25 #11.25 #11.25 #12.25	10.00 10.30 11.30 12.00 NDAY A.m. old 6.40 8.00 8.30 9.30 9.30 10.00 11.30 11.	10.15 10.45 11.45 12.15a 5, HO 2 57 2 57 2 57 2 57 2 57 2 57 2 57 2 57	10.25 fi.25 fi.25 m.— LIDAY	10.28 11.28 11.28 11.28 11.28 11.28 10.28 10.28 10.28 11.28 11.28 11.28 12.28	10.28 11.38 11.38 11.38 10.38 10.38 10.38 11.08 11.08 11.08 11.08 12.08 12.08 13.38 10.38	P10.49 P11.40 P11.10 P8.40 P11.10 P8.40 P11.10 P1.10 P	10.50 11.50 11.50 11.50 11.50 10.50 10.50 11.50 11.50 11.50 11.50 12.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1	10.53 11.53 11.53 11.53 2.53 2.73 11.23 1.23 1.23 1.23 1.23 1.23 1.23 1.	11.03 11.03 a12.03a a12.03a a12.03a a12.03 a.m. 7.33 d8.03 9.03 9.03 9.03 10.03 10.03 11.03 11.03 11.03 12.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	11.18 11.48	a.m. 7.53 8.23 10.23 10.23 11.33 11.23 12.33 12.33 12.33 12.33 12.33 12.33 12.33 12.33 13.
-	#10.25 #p10.85 \$11.25 \$11.25 \$11.25 \$11.25 \$11.25 \$11.25 \$2.25 \$2.25 \$10.25 \$11.25 \$11.25 \$11.25 \$11.25 \$11.25 \$12.25	10.00 10.30 11.30 12.00 NDAY A.m. 1d 6.40 8.00 8.00 9.30 10.00 11.30 12.00 11.30 12.00 11.30 12.00 13.	10.15 10.45 11.45 12.15 5, HO 2.15 3.15 3.15 3.15 10.15 11.1	10.25 fi.25 fi.25 m.— LIDAY	10.28 11.28 11.28 11.28 11.28 11.28 10.28 10.28 10.28 11.28 11.28 11.28 12.28	10.28 11.38 11.38 11.38 10.38 10.38 10.38 11.08 11.38 12.08 12.08 12.08 13.08	p10.49 p11.40 p11.40 p8.40 p11.10 s8.10 p8.40 p1.10 k10.40 p11.10 k11.40 p1.10 k12.40 k12.40 k2.10 p8.40 p1.10 s6.40 p5.40 k5.10 p8.40 p5.40 p5.40 p6.40	10.49 11.50 11.50 11.50 2.50 8.50 9.56 10.50 11.30 11.50 2.50 1.50 2.50 3.50 4.50 3.50 6.50 7.30 8.50 8.50 8.50 8.50 8.50 8.50 8.50 8.5	10.53 11.53 11.53 11.53 2.53 2.53 2.53 2.53 2.53 2.53 2.53 2	11.03 11.03 a12.03a 12.03a 2.445 a.m. 7.33 9.63 9.63 10.63 10.63 10.63 11.03 11.03 11.03 12.03 12.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	DAY  ***DAY  ***Company of the property of the	8.m. 7.53 8.23 9.23 10.23 10.23 11.53 9.23 12.53 12.23 12.53 12.23 12.53 12.23
-	#10.25 #p10.25 #p10.25 #11.25 #11.25 #11.25 #11.25 #11.25 #12.25 #10.55 #11.25 #11.25 #11.25 #11.25 #11.25 #11.25 #11.25 #12.25	10.00 10.30 11.40 11.30 12.00 NDAY a.m. 1d 6.40 8.30 9.00 10.30 11.30 p.m. 12.00 13.	10.15 10.45 11.45 12.15 5, HO 2 12.15 12.15 12.15 12.15 12.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 11.15 11.45 11.15 12.45 11.15 12.45 11.15 12.45 12.15 12.45 12.15 12.45 12.15 12.45 12.15 12.45 12.15 12.45 12.15 12.45 12.15 12.45 12.15 12.4	10.25 fi.25 fi.25 m.— LIDAY	10.28 11.28 11.28 11.28 11.28 11.28 10.28 10.28 10.28 11.28 11.28 11.28 12.28	10.28 11.38 11.38 11.38 10.38 10.38 10.38 11.08 11.08 11.08 11.08 12.08 12.08 13.38 10.38	p10.40 p11.40 p11.40 p11.40 p1.10 p8.40 p1.10 p8.40 p1.10 k10.40 p1.10 k12.40 p1.10 k12.40 k12.40 k12.40 k2.40 k3.10 p8.40 k3.60 k3.60 p8.40 k4.60 k5.10 p8.40 p1.10 p8.40 p1.10 p8.40 p1.10 p8.40 p1.10 p8.40 p9.40 p9.40 p9.40 p9.40	10.50 11.50 11.50 11.50 11.50 10.50 10.50 11.50 11.50 11.50 11.50 12.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1	10.53 11.53 11.53 11.53 2.23 2.23 2.23 2.23 2.23 2.23 2.23 2	11.03 11.03 a12.03a 12.03a 12.03 a.m. 7.33 68.03 9.03 10.03 11.03 11.03 11.03 12.03 12.03 2.03 2.03 2.03 2.03 2.03 2.03 2.03	11.18 11.48 11.48 11.48 11.48 11.48 11.18	11.2: 11.5: 11.5: 2.5: 2.5: 2.5: 2.5: 2.5: 2.5: 2.5: 2



the inclusion of Roselands as a timing point. The old golf club had been replaced by the shopping centre, to which all buses ran as a matter of course. Only early morning buses passed by Roselands. Even Sunday buses ran there.

The next timetable (see pp6-7) gives no indication of the date of issue, or the operator of the bus. I acquired it from Highway Tours in 1987. Highway Tours were based in Wollongong and had taken over a range of bus services in the central western suburbs. Their depot was in Enfield, and the Wangee Road depot ceased to be used by buses. Their timetable is like the Cumberland Coaches one, with similar service intervals on weekdays and Saturdays. However, on Sundays, one bus provides the service all day, operating at hour and a half intervals with time for a meal break around noon. Off peak service to Ponyarra Road has resumed, at intervals of two hours or more. The buses are marked P in the Roselands column southbound and in the Beverly Hills column northwards. On weekdays, the buses take five minutes more than the hour and a half to return to Hurstville, so they operate on the route 68 to Earlwood (taken over by Highways from Blythe's) to enable service on the route 34 to run on a regular half-hourly basis.

The ownership, and the depot, had changed again by the time of the next timetable (see pp 8-10). Issued by Canterbury Bus Lines in May 1995, it was published by Brochure Publishing with adverts surrounding the timetables. I have reprinted here only those adverts on the front cover. The address given for Canterbury Bus Lines is a Post Office Box in Lakemba, but the bus depot was the old Kogarah Bus one on the Prince's Highway just north of the intersection with

King George's Road. The timetable is said to be for the Routes 34 & 450, but in fact these are the old and new numbers for the same route. The long bus route needs to be printed over both sides of the timetable to cover the distance between Strathfield and Hurstville. Ponyarra Road (marked P) is still served at school hours and in the morning off-peak, but Shorter Avenue (still marked X) is now served only on school days. In the afternoon there are buses to Shorter Avenue in both directions, from Roselands south at 3.07 from Beverly Hills at 3.13. However, there is no trace of corresponding morning services. It seems more likely there were School Specials than that the students walked, by the time of the nineties.

Punchbowl Bus Company, yet another new operator, who had taken over from Canterbury Bus Lines, issued the last timetable examined here. It was issued on 21/12/98 and gives only the route number 450 (see pp11-12). It includes services on the route 451 (the old 39) between Roselands and Hurstville, which divert via Gloucester Road instead of King George's Road. I have included the southern part of the route map from this timetable, since the Ponyarra Road loop is marked on it, and Gloucester road and Shorter Avenue can be seen more clearly than on the Canterbury Bus Lines map. Service to Shorter Avenue has now ceased, but off-peak service on weekdays is still provided to the Ponyarra Road loop. There is no longer Thursday nights only evening service, since buses now run until after nine o'clock on all weekday nights.

TO	HUR	STV	/ILL	E- <u>R</u>	OUT	E 3	4- T	o s	TRA	THE	IELD
STRATH FIELD DEPART	FIELD	LAX- ZBOJA	ROSE LANDS	HILLS BEY- SEY-	MUNIST-	DEPART HURST- VILLE	BRAY	ROBE LANDS	ZAX-	PIELD :	STRATH PLEED
			300	STATE	20	PRIDAY	£-				
4-8	4.0	4-8	*-	4-9	*-	8.8 v	a-B angcore	2:0	200	6 00	6.30
-	-	5-40	-	5.50	5.58	6,00	6-10		6.24	6-33	6.42
-	-	6.13	-	6.26	6.36	-	6.40	-	6.43	6.53 7.11	7.03
-						- 80	R & Car	acres 7.4	7.15	7.25	7.35
6.13		6.33	6.41		6.57	7.00	7.10	7.17	7.27	7-37	7-47
-	:	:	-	:	:	7,308	SE -	-		7.50	8.05
6.45		2.04	7.13	7 20	7.30	- 55	7-42	via V	Filey 1	Pk	8.10
Ber	ring At	reSEP7	.40	7.47	-	-	87.472	7.52	8.00	8.10	8.20
7.06	7.16		:	7.42	7.52		0.05	0.12	0.21	0.31	0.41 Serene
7.25		7.45	7.53	8.00	0.20	0.15	0.25	0.32	0.40	8.50	9.00
7.40	7.50	8.00	8.06	0.20	0.30	8.40	8.50	8.57	9.08	9.18	9.20
-	-	528.23	8.32	0.39	6-49	8.508	9.00	9.95	,,,,,	,	-
0.10	8.20	8.30 8.30	8.40	-	-	-	-	:	:	-	-
-	-	- 8	38.4GE	8.53		9-15	9.25	9.35	9.45	2:25.3	0.05
8-24	8-37	0.44	0.52	0.30	9.00						
8-45	8.55	9.05	9.15	9.24	9.34	10.08	10.18	10.32	20.43	10.51	11.01
9.10	9.50	10,00	9.40	10.19	10.29	10.38	11.18	11.32	11.41	11.51	12.01
10.10	10.20	10.30	10.40	10.49	10.59					12.21	22.32
11.10	11.20	11.30	13.43	11.52	11.32	12.08	12.18	12-32	12.41	12.51	1.01
11.40	11.50	12.00	12:1	12.22	12.12	12.36	12.48	1.02	1.11	1.21	2.31
12.40	12.50	1.00					1.40	2.02	2.11	2.21 2.51 2.51	2.31
1.10	1.20	2.00	1.43	1.52	2.02	2.00	2.18	3.02	2.41	3.21	3.31
2.10	2.20	2.30	2.45	2.55	2.02	3.10		3.35	3.44	3.54	4.04
- :	Shorter	ensis.	30	3.36			55).223 553.372	T to d	3.35	Bd -	3.55
-	-					5.00	883-377 883-15	3.20	te #1	ley Par	rik
3.10	2.50		3.45	3,25	3-35	3-40	4.20	4.05		4.24	5.04
3.25	3.35	3.45	4.00	4.10	4.20	4.25	4.35	4.45	4.55	5.05	5.15
3.403	3.50	4.00	4.08	27:42	425	4.40	4.50	5.05	5-14	5.24	5-34
3-559	4.05					-	-	-	-		-
4.10	4.20	4.30	4.45	4.55	5.05	5-10	5.20	5.30	5.40		6,00
4.25	4.35	5.00	5.75	5.05	5.05 5.35	5.402	5.50	6.00	6.00	6.17	6.27
4.55	5.05	5.15						-			
5.25	5.20	5-45	5.40		2-50	6.00	6.10	6.30	6.23	6.32	6.40
5.40	5.50	6.00	6.10	6.17	6.27	6.30	6.40	6.45	6.52	7.00	7.06
6.05	6.14	6.23	6.55	6.37	7,08	7.20	7.29	7.34	7.40	-	7.50
7-15	7.24	7-33				8.00	0.09	0.14	8.20	0.29	0.35
3.28	8.23	7-33 9-17 8-56	9,85	7.45 9.10 9.10	9,14	9.20	9.29	9.34	9.42	9.20	9.20
9.30	9.35	2.47	LA	E N	GHT SHO	9.20 PPIM 0	NLT.	, . ,	2-14		

### TO HURSTVILLE-ROUTE 34-TO STRATHFIELD

ROSE LAK- BEL- ARRIVE LANDS EMBA FIELD STRATH DEPART BEV-STRATH BEL- LAK- ROSE BEV-ARRIVE HURST- ERLY FIELD EMBA LANDS ERLY HURST-FIELD VILLE HILLS FIELD HILLS VILLE DEPART SATURDAYS a.m a.m a.m a.m a.ma.m a.m a.m a.m a.m a.m 7.12 7.21 7.03 7.23 6.57 7.32 7.41 6.35 6.42 6.47 7.00 7.10 7.15 7.50 7.15 7.40 7.55 8.03 8.13 8.23 7.23 7.28 7.38 8.43 7.23 7.33 8.25 8.53 7.43 8.20 8.33 7.51 8.07 8.10 7.43 8.11 8.17 8.27 8.45 8.53 9.03 9.13 7.53 8.03 8.30 8.40 9.24 9.34 9.05 9.14 8.20 8.27 8.32 8.42 8.47 8.55 8.25 9.13 9.23 9.35 9.44 9.54 10.04 8.35 8.45 8.53 9.01 9.11 10.05 10.14 10.24 10.34 8.55 9.05 9.15 9.23 9.31 9.41 9.43 9.53 10.35 10.44 10.54 11.04 10.08 10.18 9.15 9.25 9.35 9.45 9.55 10.05 11.05 11.14 11.24 11.34 9.40 9.50 10.00 10.15 10.25 10.35 10.38 10.48 11.35 11.44 11.54 12.04 12.05 12.14 12.24 12.34 11.08 11.18 10.10 10.20 10.30 10.45 10.55 11.05 12.05 10.50 11.00 11.15 11.25 11.40 11.50 10.40 11.35 12.30 12.40 12.50 11.20 11.30 11.45 11.55 12.05 12.10 12.20 11.10 11.40 11.50 12.00 12.15 12.25 12.35 12.37 12.47 12.52 1.00 1.22 1.30 1.39 1.09 1.15 1.00 12.10 12.20 12.30 12.40 12.47 12.57 12.40 12.49 12.58 1.05 1.11 1.20 1.25 1.34 1.40 1.48 1.56 2.04 2.23 2.32 2.40 2.00 2.09 2.15 1.55 1.15 1.24 1.33 1.40 1.46 2.40 3.00 3.08 3.17 3.26 2.00 2.09 2.18 2.25 2.31 2.45 2.54 3.53 4.10 3.45 4.02 2.45 2.54 3.03 3.10 3.16 3.26 3.30 3.39 3.39 3.30 3.48 3.55 4.01 4.11 4.15 4.24 4.30 4.38 4.47 4.56 5.23 4.56 5.15 5.32 5.41 4.15 4.24 4.33 4.40 4.46 5.00 5.09 5.54 5.25 5.31 6.00 6.08 6.17 6.25 5.00 5.09 5.18 5.41 5.45 6.25 6.30 7.08 7.17 6.45 6.54 7.00 8.00 6.00 6.09 6.18 6.40 7.25 7.30 7.00 7.09 7.18 7.40 7.45 7.54 8.08

### HURSTVILLE-ROUTE 34-TO STRATHFIELD

DEPART BEV-ROSE LAK-BEL- ARRIVE ARRIVE STRATH BEL- LAK- ROSE BEV-HURST- ERLY LANDS EMBA FIELD STRATH FIELD EMBA LANDS ERLY HURST-FIELD DEPART HILLS VILLE VILLE HILLS FIELD SUNDAYS HOLIDAYS a.m a.m a.m a.m a.m a.m a.m a.m a.m KGR & Canary-8.10 8.15 8.22 8.29 9.02 9.10 8.03 8.45 8.54 8.10 8.18 8.27 8.30 8.38 9.30 9.38 10.1510.24 8.30 8.39 8.48 8.55 9.01 9.10 9.15 9.24 9.46 9.55 9.15 9.24 9.33 9.45 9.50 10.00 10.09 10.32 10.40 9.58 10.00 10.09 10.17 10.2510.31 10.45 10.54 10.40 11.00 11.09 11.17 11.25 p.m p.m 12.00 12.09 10.45 10.54 11.03 11.10 11.16 p.m p.m 11.25 p.m 12.1512.24 12.32 12.40 p.m p.m p.m p.m p.m p.m 12.00 12.09 12.18 12.2512.31 12.40 12.45 12.54 1.00 1.10 1.19 1.27 12.45 12.54 1.03 1.10 1.17 1.30 1.39 1.55 2.04 2.12 1.27 1.45 1.30 1.39 1.48 2.15 2.24 2.40 2.47 2.57 3.25 3.34 3.42 2.33 3.00 3.09 3.15 3.45 3-54 5.04 4.03 4.10 4.17 4.27 4.55 5.12 4.30 4.39 4.45 5.15 5.33 615 6.32 5.24 5.40 5.46 5.55 6.00 6.09 6.24 8.15 8.23 7.15 7.24 7.33 7.55 8.00 8.09 7.40 7.46

SPECIAL NOTE: ON GOOD FRIDAY AND CHRISTMAS DAY BUSES WILL NOT OPERATE.

CPART TRATH- TELD	BELFIELD	LAKEUDA	ROSELANDS	BEVERLY	ARRIVE MARST- VILLE	DEPART MURST- VILLE	NIVERLY HILLS	ROSELANDS	LAXE: GA	DETAILT	ARRIVI STRATH PIELD.
м.н	H-A	11.A	A-M	H.A	WEE	DAYS A.II	A.H	A.M Yangoora I	A.Ni 4-5-47	A.H 5.52	A.H 6.00
6.03 6.41 7.05 7.33	6.12 6.50 7.15 7.43	5.53 6.20 6.45 7.00 7.25 7.53	6.28 6.55 7.10 7.35 8.03	6.05 6.34 7.01 7.16 7.41 8.09	6.13 6.42 7.10 7.25 7.49 0.18	6.15 6.45 7.15 7.30 7.50 8.20	6.24 6.54 7.24 7.397 7.50 8.29 8.49	6.30 7.00 7.30 7.47 8.07 0.37	6.16 6.40 7.10 7.57 6.17 6.47 9.05	5.52 6.26 6.50 7.20 7.50 8.07 6.27 6.57 9.15	6.35 7.00 7.30 6.00 6.17 6.37 9.07 9.25
0.03	0.13 8.35	0.23	0.35XP 0.55	8.45 9.01	0.55 9.10 g	9.10	9.19,	9.25	9.35	9.45	9.55
0.55 9.30 10.00	9.05 9.40 10.10	9.15 9.50 10.20	9.30 10.00P 10.30	9.36 10.06 10.36	9.45 10.15 E 10.45 E	9.40 10.10 10.40 11.10 11.40	9.49 10.19 10.49 11.19 11.49P	9.55 10.25 10.55 11.25 11.55	10.05 10.35 11.05 11.35 12.05	10.15 10.45 11.15 11.45 12.15	10.55 11.55 11.55 12.25
10.30 11.00 11.30 P.H	10.40 11.10 11.40 9.11 12.10	10.50 11.20 11.50 9.11 12.20	11.00 11.30 12.007 7.11	11.06 11.36 12.06 .P.II	11.15 11.45 E 12.15 P.II	12.10 12.40 1.10	7.H 12.19 12.49 1.19	12.25 12.55 1.25	7.11 12.35 1.05 1.35	12.45 1.15 1.45	1.25
12.00	12.40 1.10 1.40	12.50 1.20 1.50	12.30 1.00 1.30 2.00	12.36 1.06 1.36 2.06	12.45 E 1.15 E 1.45 2.15	2.10 2.40	2.19 2.49	2.55 2.55	2.05 2.35 3.05	2.15 2.45 3.15	2.55
2.00	2.10	2.20		2.36	2.45E	3.10	3.19	3.208 3.25	3.305	3.398	3.405 3.55
2.40 3.10 3.30 3.50 4.10 4.30 4.50 5.10 5.30 5.50	2.50 3.20 3.40 4.00 4.20 4.40 5.00 5.20 5.40 6.00	3.00 3.30 3.50 4.10 4.30 4.50 5.30 5.30 6.10	2.33 3.40 4.00 4.20 4.40 5.00 5.20 5.40 6.18	3.20 3.46 4.06 4.46 5.06 5.26 5.46 6.06	3.20 3.55 4.15 4.35 4.55 5.15 5.35 5.35 6.15	3.35 4.00 4.20 4.40 5.00 5.20 5.402 6.00 6.20	3.45P 4.30 4.30 4.50 5.09 5.29 5.49 6.09 6.29	3-55 4-15 4-25 4-55 5-35 5-35 6-15 6-15	4.05 4.25 4.45 5.05 5.25 5.45 6.05 6.23 6.43	4.15 4.35 4.55 5.15 5.35 6.15 6.31 6.31	4.25 4.45 5.05 5.25 5.45 6.05 6.25
6.10 6.30 7.05L	6.19 6.39 7.13L	6.28 6.47 7.21L	6.35 6.55 7.29	6.24 6.41 7.00	7.09	7.10	7.19	7.25	7.32	-	
11022			1	THUR	SDAY NIC			i)	-	L 1	
7.20 8.10 6.40 9.30	7.28 8.18 8.48 9.38	7.36 8.26 8.56 9.46	7.44 6.34 9.06	7.50 0.40 9.11	7.59 6.49 9.20	7.10 6.00 8.50 9.20	7.19 8.09 0.59 9.29	7,25 8,15 9,07 9,34	7.32 6.23 9.14 9.41	7.40 8.31 9.22	7.49 6.39 9.30
A.11	A-11	A.H	. н. н	A-16	SATUR	DAYS	. LA.H	A.::	А.Н	A.B	H.A
7.16 8.00 8.30 8.55 9.30 10.00 10.30 11.00	7.24 6.06 8.38 9.03 9.30 10.08 10.36	7.00 7.32 8.16 8.46 9.13 9.47 10.17 10.47	7.08 7.40 6.25 8.55 9.25 9.55 10.25 10.55	7.14 7.46 6.31 9.01 9.31 10.01 10.31 11.31	7.22 7.55 8.40 9.10 9.40 10.10 10.40 11.10	7.22 6.00 6.45 9.15 9:45 10.15 10.45 11.15 11.45 7.11	7.30 8.09 6.54 9.24 9.54 10.24 10.54 11.56 P.H	P. 11	7.00 7.42 8.25 9.10 10.10 10.40 11.10 11.40 12.10 P.H	7.06 7.50 6.34 9.18 9.43 10.18 10.48 11.10 11.48	7.16 7.58 8.43 9.27 5.57 10.27 11.57 11.57 12.27
11.30 P.H 12.00 12.45 1.30 2.15 3.00	11.36 P.H 12.06 12.53 1.30 3.08 3.53	11.47 7.8 12.17 1.01 1.46 2.31 3.16 4.02 4.40	11.55 P.H 12.25 1.10 1.55 2.40 3.25 4.10	12.01 P.E 12.31 1.16 2.01 2.46 3.31 4.16	12.10 P.II 12.40 1.25 2.10 2.55 3.40 4.25	12.15 12.45 1.30 2.15 3.00 3.45 4.30	12.24 12.54 1.39 2.24 2.09 3.54 4.39	12.30 1.00 1.65 2.30 3.15 4.05 4.45	1.10 1.55 2.38 3.23 4.15 4.55	12.46 2.03 2.46 3.31 2.23 5.03	12.37 2.12 2.55 3.40 4.31 5.11
4.32 5.15 6.45	6.53	7.01	5.40 7.09	5.46	5.55	6.00	6.09	6.15 7.10	6.23 7.17	6.31	6.40
` A.II	A.H	A - 11	A.H	SU	NDAYS A	ND HOL		ALE	L.11	4-11	4.1
8.40 10.10 11.40 7.11	8.40 10.10 11.40 9.11	8.56 10.26 11.56 P.H	9.05 10.35 12.05 P.II	10.41	9.20 10.50 12.20 7.11	9.25 10.55	11.04		8.25 9.48 11.16 P.II	8.32	0.60 10.0 11.3
1.45 3.15 4.45	1.54 3.24 4.54 6.24	2.03 3.33 5.03 6.33	2.10 3.40 5.10	2.16 3.46 5.16	2.25 3.55 5.25	12.25 2.36 4.00 5.36	32.34 2.39 4.09	12.40 2.45 4.15	12.40 2.53 4.23 5.53	12.55	1.6 3.1 4.4 6.1

P Operates via Ponyarra Road Loop.
RCsFrom Regina Coeli School.
X Operates via Shorter Avenue and Penshurst Road, or vice vers

Bus continues on to Earlwood on Route 68.

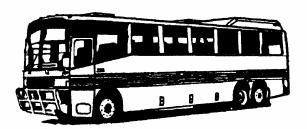
Operates on school days only.

Operates 15 minutes later on Thursday nights, and continues through to Hurstville.

### **CANTERBURY BUS LINES**

P.O. BOX 328, LAKEMBA 2195

**TELEPHONE: 546 6411** 



### **ROUTES 34 & 450**

### Hurstville to Strathfield

Effective May 1995

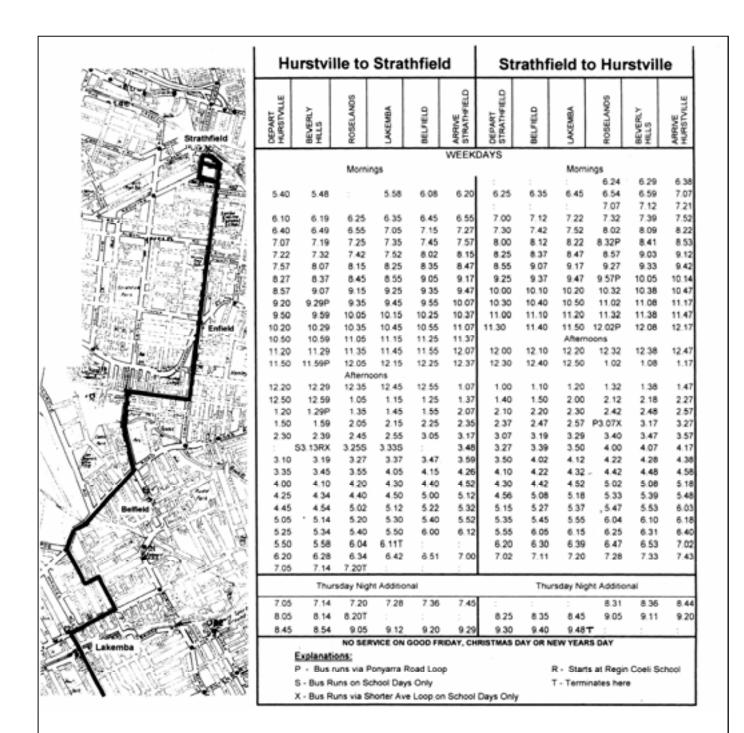


**REAL ESTATE** 

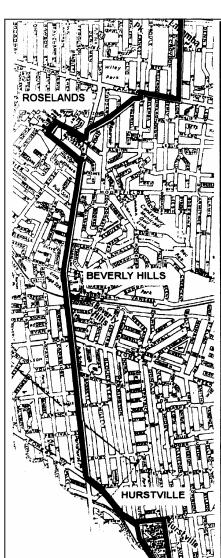
SALES - AUCTIONS PROPERTY & STRATA MANAGEMENT

Ph: **746 2111** FAX: **746 2051** 29 The Boulevarde, Strathfield



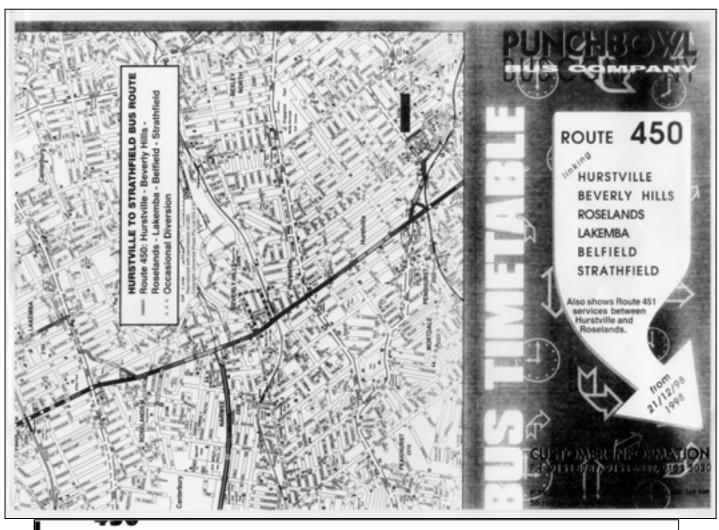






Н	rstvil	le to	Stra	thfie	Ы	Str	athfi	ald t	o Hu	rstvil	اما
'''	13(1)	ic to	Otiu		u	Sti	atiiii	eiu t	o ma	13(4)	
DEPART HURSTVILLE	BEVERLY HILLS	ROSELANDS	LAKEMBA	BELFIELD	ARRIVE STRATHFIELD	DEPART STRATHFIELD	BELFIELD	LAKEMBA	ROSELANDS	BEVERLY HILLS	ARRIVE HURSTVILLE
					SATUR	RDAYS					
		Morni	ngs					Morr	ings		
7.00 7.45 8.30 9.00 9.25 10.00 11.30 11.30 12.10 12.40 1.10 2.10	7.09 7.54 8.39 9.09 9.34 10.09 11.39 12.19 12.49 1.19 2.19	7.14 8.00 8.45 9.15 9.40 10.15 10.45 11.15 11.45 Afterno 12.25 12.55 1.25 2.25	12.33 1.03 1.33 2.33	7.32 8.18 9.02 9.32 9.57 10.32 11.02 11.32 12.02	7.42 8.27 9.12 9.42 10.07 10.42 11.12 11.42 12.12 1.52 1.52 2.52	7.45 8.30 9.15 9.45 10.10 10.45 11.20 11.50 12.20 12.55 1.55 2.55	7.55 8.40 9.25 9.55 10.20 10.55 11.30 12.00 12.30 1.05 1.35 2.05	8.05 8.50 9.35 10.05 11.40 12.10 Afterr 12.40 1.15 2.15 3.15	12.48 1.23 1.53 2.23 3.23	7.35 8.19 9.04 9.49 10.19 10.44 11.19 11.53 12.23 12.53 1.28 2.28 3.28	7.44 8.28 9.13 9.58 10.28 10.53 11.28 12.02 12.32 1.02 1.37 2.07 2.37 3.37
2.55 3.40 4.25 5.55	3.04 3.49 4.34 6.04	3.10 4.05 4.40 6.10	3.18 4.13 4.48 6.18	3.27 4.22 4.57 6.27	3.37 4.32 5.07 6.36	3.40 4.33 5.10 6.38	3.50 4.43 5.20 6.47	4.00 4.52 5.30 6.56	4.08 5.02 5.38 7.04	4.13 5.08 5.43 7.09	4.22 5.17 5.52 7.17
				SUND	AYS AN	D HOLI	DAYS				
8.10 9.30 11.00	8.19 9.39 11.09	Morni 8.24 9.44 11.14 Afterno	8.31 9.51 11.21	8.40 10.00 11.30	8.49 10.09 11.39	8.50 10.15 11.45	8.59 10.24 11.54	Morr 9.08 10.33 12.03 Afterr	9.15 10.40 12.10	9.20 10.45 12.15	9.28 10.54 12.24
1.15 2.45	1.24 2.54	1.29 2.59	1.37 3.07	1.46 3.16	1.55 3.25	2.00 3.30	2.09 3.39	2.18 3.48	2.25 3.55	2.30 4.00	2.39 4.09





Showing Route Number	-	490 am	400	450 80	401	60	491 am	400	400	491 401	400 am		401	450	400	401	400	400	401	450 em	400	461 pm	400	60	401 pm	400 pm	400
STWINFIELD Status			6.18			6.95		7.25	7.95		8.20	. 64		9.15	9.43		10.10	10.40		11.10	11.40		12.10	12.40		1.10	1.4
BELFIELD Water St & Punctional Rd			6.26			7.67		7.50	8.07		8.32	. 85	5	9.25	9.53		10.20	10.50		11.20	11.50		12:20	12.50		1.20	1.5
LAKEMBA Station			6.37			7.57		7.42	4.57		9.42	. 90	·	9:35	10.03		10.30	11.00	-	11.30	12.00		12:30	1.00		1.30	2.0
ROSELANDS Shapping Centre	t	6.18	6.45	-	7.08	7.27	7.42	7.67	8.27	8.46	8.54	9.12 91	9.27	9.47	10.15	10.27	10.42	11.12	11.27	11.42	12.12	227	镍镍	1.12	1.27	1.42	2.9
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To Hurstville		~																										
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TRATHFIELD Station IELFIELD Water St & Punchbowl Rd			7.00 7.00	7.45 7.54	-	8.30 8.30		9.10 9.20	9.45 9.95		10.20	10:50		11.25	11.55 12.05	-	12.50 12.40		1.00	-	1.35	2.15 2.24		305 314		4.05 4.34		5.05 5.14
AKEMBA Station			7.18	8.00		1.48		9.30	10.05		10.40	11.10		11.45	12.15		12.50		1.20		1.55	2.33		3.29		4.23		5.23
OSELANOS Shopping Centre			7.26	8.13	8.29	8.58	9.27	9.42	98/17	10.27	10.52	11.22	11,27	91.57	12.27	10.27	1.02	1.27	1.50	1.57	2:07	2.40	2.57	3:30	3.57	4.33	4.57	5.33
EVERLY HILLS Station	6.05	6.50	7.34	0.19	8.390	9.04	9:300	9.40	10.23	10.305	10.58	11.26	11.300	12.53	12:30	12.330	1.08	1.336	1.38	2 530	2.13	2.49	3.030	3.30	4,030	430	4.57 5:000	5.39
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O Strathfield  November State States  UNSTYLLE States  EVERY MLLS States  EVERY MLLS States	615 60 615 616 616 616 616	7.00 7.00 7.15	7.43 451 7.295 7.34 7.40	626 490 490 7.45 7.54 8.00	8,00 8,00 8,00 8,00	400 80 830 139 146	940 60 80 815 125 125 131	451 461 461 9.300 9.30 9.30	600 an 10.00 10.10 10.14	10.40 451 481 10.300 10.30 10.30	400 400 400 10.55 10.65 10.51	11.35 11.35 11.35 11.31	11.40 11.300 11.30 11.36	400 an 11.40 11.50 11.50	690 pm U10 U20 U20	481 pm 12300 1230 1230	450 pm 12.45 12.95 1.01	481 pm 1,395 1,30 1,36	450 pm 1.25 1.35 1.41	450 pm 150 150	661 pm 1,505 2,00 2,06	450 pm 230 235 235	250G 250G 250G 250G 250G	146 pn 130 129 136	473 pp 3,516 430 430	430 pm 430 430 435	461 pm	450 pm 520 520 520
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CO Strathfield Sowing Rode Number HURSTYLLE Station BOYDRY HILLS Station BOYDRY STATE OF THE STATE OF T	615 60 615 616 616 616 616	7.00 7.00 7.15	7.85 7.86 7.86 7.86 7.80	7.45 7.54 8.00 8.13 8.19 8.29	8.00 8.00 8.00 8.00	450 830 139 846 853 933 933 933	945 80 815 925 931 940 950 1002	9.30 9.30 9.30 9.30	450 an 10.00 10.10 10.16 10.25 10.25 10.25	451 am 10.300 10.30 10.30	10.55 10.55 10.65 11.00 11.10	11.57 11.55 11.55 11.50 11.60 11.60 11.60	451 481 11.300 11.30 11.30	15.00 15.00 15.50	110 120 128 128 128 128	460 pm 12,300 12,30 12,30	450 pm 12.45 12.95 1.01	481 pm 1300 130 130	450 pm 1.25 1.35 1.41	450 pn 150 150	601 pm 1,505 2,00 2,00	490 pm 2,30 2,29 2,35	250G 250G 250G 250G	490 pm 130 129 136	400 pm 5500 430 430	430 pm 430 435	461 pm 450G	pn 520 529 536

The Times m May~2007

# WEEKDAYS

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- A On school days, journey operates via Shorter Ave loop.
   G To Hurstville journey operates via Stoney Creek Rd and days, journey operates via Shorter Ave loop.
  - Beverly Hills, journey operates via Gloucester Rd then Gioucester Rd. When travelling from Hurstville to Stoney Creek Rd.

    - Journey operates via Ponyarra Rd loop.
       V Journey operates via Wangee and Punchbowl Rds. instead of Benaroon and Yerrick Fds.

# Public Holidays

The Sunday timetable operates on all public holidays except.

- Easter Sahuday (Sahuday timetable operates)

- Christmas Day and Boxing Day (no service).

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# SUNDAYS

### 385 委员 \$ E Ş Ş 8 E STRATHFIELD Station BELFIELD Water St & Punchbowl Rd LAKEMBA Station **To Hurstville** ROSELANDS Shopping Centre BEVERLY HLLS Station HURSTVILLE Station Showing Route Number

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245 302 242 312 248 313 254 327

# To Strathfield

Showing Route Number	\$ E	\$ £	\$ 5	\$ £	ş g	\$ £	\$ £	\$ £	\$ £	\$ £	<b>≨</b> £	1 T T
HURSTVILLE Station	88		900	8	11300	12.00	12,300	8	1300	8	2300	
BEVERLY HILLS Station	808		10.09	90	97	12.09	12.40	8	97	508	240	6.0
ROSELANDS Shopping Centre	8.15		10.15	11.15	11,46	12.15	12.48	2	1.48	2,2	<b>\$</b>	**
LAKEMBA Station	823		1023	2	,	12.23	,	2	,	223	,	g
BELFIELD Water St & Punchbowl Rd	833		90,00	8		12.32		ä	,	2,33	,	**
STRATHFIELD Station	842		30.42	1742	,	12.42	,	7.5	,	5.4	,	673

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### They're Racing

### GEOFF MANN

he horses were not the only horsepower galloping in the Flemington area on race days. The Moonee Ponds - Footscray bus timetable reproduced in the Ruskin All-about Footscray booklet circa 1952 (cover page) clearly states that special fast tables will operate for Moonee Valley and Flemington races, also for Trots and any function at Showgrounds. I think the bus operator really meant that a more frequent timetable would operate. Unfortunately, I do not have any details of services on race days, but I do have a photo of three buses trying to squeeze onto the bus rank at Moonee Ponds on Melbourne Show Day holiday in 1965 (photo, cover page).

One has to assume that the timetable reproduced is for today's route 404, the service via Newmarket. For there were three routes (including the tram) between Footscray and Moonee Ponds, and all still exist. The 404 is the most direct however.

Note that the peak week day 5 minute service frequency commenced immediately from the first bus leaving Moonee Ponds at 6.20 A.M. Patronage must have been high carrying workers to and from the various industrial and manufacturing concerns in the locality. The route traversed mainly residential areas in the northern portion then passed by the long gone Ascot Racecourse, the extensive Newmarket livestock saleyards, Flemington Racecourse, abattoirs and glue factories before turning west and south to Footscray.

Note also the half minute timings – a rarity in bus timetables. The Saturday night peak after 11.0 P.M. extended to 12.30 A.M. The lack of a Sunday morning service was common at the time, although I would have thought some of the industries would have employed Sunday shifts.

Running times appear to be 15 minutes in each direction although this seems tight given that a round trip today is allowed 40

There appears to be an error in the pram carriage conditions. I assume it should have read that prams would not be carried during the periods listed.

Graeme Cleak, in his Short History of Melbourne Bus Routes (Fleetline magazine November 1984) states that the route was apparently served in the early days by 'Motor Cabs', 7 seaters or less, one of the owners in 1929 being J. Sitch. An MMTB bus service ran from 6/12/36 till 9/12/40. It was immediately replaced by Private Route 36 (presumably to divert MMTB vehicles to other war time services). By 1952 the operator was Lane's Bus Service. The route was renumbered to 404 in 1971.

Route 404, currently operated by Sita Bus Lines which took over the route on 24/11/80, is a shadow of its former self. Most of the industries that employed so many have gone, as have the Newmarket Saleyards, replaced by high density residential development on the south east side of Smithfield Road. Lack of planning for public transport resulted in an internal road layout unsuitable for buses and little patronage has resulted from the redevelopment now skirted by the route. Today, the service frequency is 20 minutes during weekday peaks with a 40 minute (one bus) off peak and Saturday morning.

Oddly, there was another bus route that claimed to provide a faster service at times. This was the Essendon Station to Nimmo Street service. The operator was Frank Deveson, a very friendly man to young enthusiasts (as we then were), who had a typically (for the time) small but varied fleet of buses. I have attached the timetable commencing 15th July 1953 (pp14-15), one of the earliest in my collection and still in mint condition. Under the timetable for Saturday only, there is the note: FOOT-BALL (the route was not far from the Essendon Football Ground); OR BY AR-RANGEMENT - FASTER SERVICE. If you stayed down at the local for one too many, could you arrange a faster service to

### Route 475 from East Keller to Manney Po

inste 475 from East Keller in Montee Prouble typens from the terminus of the cursor of Milliam Road and seaking Stores and mass via Milliam Road, Woorles Place, those is reverse of the roats described above to Shannock Stores, the hasticisk and Road Stores to Essendon Kultury Station. These one Stores, Buckley Stores, Mr Alexander Road to the Monore unds Junction the terminal.

- Customers please note

  Times marked "A" indicate has deviates via Easendon Gramma School on school days only.

  Time marked "B" indicates has deviates via Nodine Secondary Cellege on school days only.

- Time marked "D" indicates but departs Saleway at As Heights and note via normal route to Niddrie Seconda
- Trips to Moonee Ponds run via Rose Street (Essendon Station)
- Trips to East Keiler run via Russell Street (Essendon Station).
- There is no service or Sundays or Public Holidays.

  A special Monday to Fralay timetable operates during the Christman holiday period.
- Times may be subject to alteration without notice.
- Train times shown are the designated bus/train con
   Times are subject to prevailing traffic conditions.

### Time points

- O Essendon Essendon Railway Station (to East Keilor, Re
- ion Essendon Railway Station (to Mooner Ponds, Rose
- Stoots.
  Hoffman Road Corner Hoffman Road and Vaynor Street.
  Nddrie Corner Matthews Avenue and Kulker Road.
  Waarthe Place Corner of Woorke Place and Wyong Street.
  East Kellor Corner of Buckley Street and Milleurs Road.

Easts 475 is a service operated by Kantonia flux Linux (Phi 9398 1844). Met faces apply. For additional information on train, train and but timestables plus contact. The Met Information Courts on 130 430 per on 17.7. Facility 9659 2727 for persons with a speech or hearing impaired Information is also available via the Intermet-Victrip, www.sistrip.sis.gov.au



### Moonee Ponds East Keilor

via Niddrie



475



www.kastoria.com.au Effective 2 August 2004 get you home on time? Again, I am sure a more frequent service was the intention. It would be interesting to learn what arrangements resulted in changed frequencies.

Referring to Graeme Cleak's invaluable short histories, this was another original route of 1925 as 16A Essendon – Braemar. In 2/1937 the operator was T. Lee. Later on it was Essendon – Nimmo Street; operator R. Thompson who sold the run to F. Deveson in March 1952. An extension to Hoffman's Road was made in 7/1958, then through to Niddrie in 1/1962. The route was renumbered 463 in 1971. In 4/1976 it was linked with 461 to form Essendon – Niddrie – Westfield Shops. The route was sold to Kastoria Bus Lines on 26/10/1979.

My 1946 Morgan's Street Directory shows a turning loop utilizing part of Braemar Street and Roberts Street (near Hedderwick Street). Nimmo Street was two blocks to the west (just beyond Cooper Street). Presumably, housing development had taken place in this area. The route was very short as Nimmo Street is only 2 kilometres in a direct line from Essendon Station. In the 1953 timetable, it appears that one bus sufficed for off-peak periods with two being required for the peaks on Monday to Friday and Saturday mornings. Note that an extra late night trip at 12-20 (I assume a.m.) was made on Thursday, Friday only.

By the 1970s, when the route had extended north of Keilor Road to Airport West, peak hour services were still quite frequent, being mainly short workings to Hoffmans Road, a little further west from Nimmo Street and still only 10 minutes running time from Essendon Station. Daytime frequencies had dropped to 35 minutes and all trips extended to Marshall Road, Airport West (two buses on a return trip of 70 minutes).

Following the takeover by Kastoria Bus Lines, a complete re-jigging of the route took place by dropping the northern Airport West portion and instead continuing west and south in a large loop around Keilor East (see map, p16). The route also now commenced at Moonee Ponds, a more thriving retail centre. The running time became 40 minutes each way. Today, as route 475, the weekday off-peak and Saturday morning frequency is 40 minutes improving to 20 minutes in peak periods.

The blue Volgren bodied Mercedes of Kastoria are a far cry from the lovely eclectic mix of the fawn Deveson fleet.

	Leave Nimmo Street		Leave don Station
	SUN	DAY	
pm		pm	
1	00-20-40	1	10-30-50
	00-20-40	2	10-80-50
2 3	00-20-40	3	10-30-50
4	00-20-40	4	10-80-50
$\hat{5}$	00-20-40	5	10-30-50
6	00-20-40	6	10-30-50
7	00-20-40	7	10-30-50
8	00-20-40	8	10-80-50
9	00-20-40	9	10-30-50
10	00-20-40	10 i	10-80-50
îĭ	00-20	11	10-80

### HOLIDAY TIME TABLE

Nimmo Street: 1st Bus 8 a.m. then 20 min. until 11.50

Essendon Station: 1st Bus 8.10 a.m. then 20 min. until 12.00 p.m.

### WE WISH TO CO-OPERATE

FOR SUGGESTIONS, COMPLAINTS LOST PROPERTY, ETC. Ring FF 8982

AFTER HOURS: FF 8706

Essendon Gazette Print

## DEVESON'S BUS SERVICE

# ESSENDON STATION NIMMO STREET

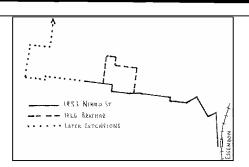
### TIME TABLE

Commences 15th July 1953

DEVESON'S BUS & COACHES FOR HIRE

PICNIC PARTIES, WEEK-END TRIPS, DAY TRIPS, SCHOOL WORK, ETC.

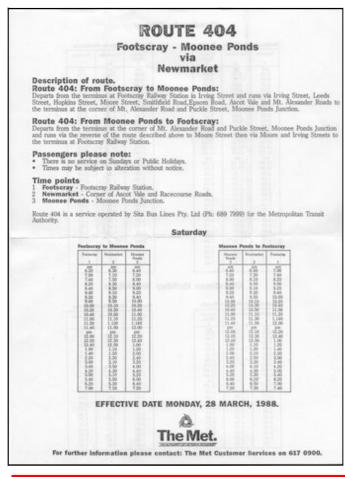
Phone: FF 8982 (After Hours: FF 8706)

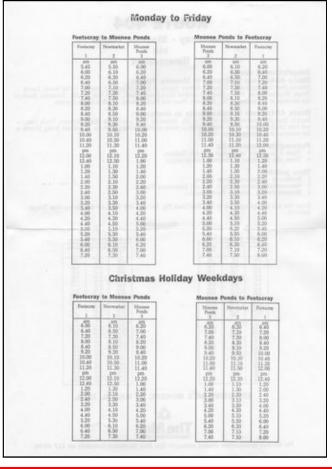


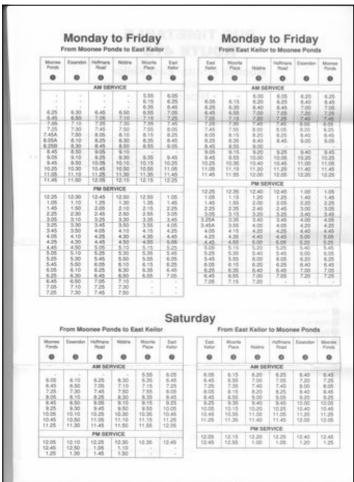
	Leave Nimmo Street	Leave Essendon Station			Leave Nimmo Street		Leave Essendon Station	
	MONDAY TO FRIDAY				SATURDAY ONLY			
ım		am		am		am		
6	27-47-56	6	40-59	6	27-47	6	39	
7	07-15-28-40-50	7	09-19-34-42-53-59	7	10-30-50	7	00-20-40	
8	00-08-22-26-40-50	8	10-20-32-40-50	8	00-10-20-80-40-50	8	00-10-20-30-40-50	
9	00-10-30-50	9	00-20-40	9	00-10-20-30-40-50	9	00-10-20-30-40-50	
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4	00-10-20-30-40-50	4	00-10-20-33-40-55	4	00-20-40	4	10-30-50	
5	05-17-30-40-50	5	05-20-28-35-42-50	5	00-20-40	$\hat{5}$	10-30-50	
6	00-15-30-40-50	6	05-16-30-40-50	6	00-20-40	6	10-30-50	
7	00-10-20-30-50	7	00-10-20-40	7	00-20-40	7	10-30-50	
8	10-80-50	8	00-20-40	8	00-20-40	8	10-30-50	
9	10-30-50	9.	00-20-40	9	00-20-40	9	10-30-50	
0	10-80-50	10	00-20-40	10	00-20-40	10	10-30-50	
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Th	nursday, Friday only 12-10 p.m.	ırsday, Friday only 12-20 p.m.	F	FOOTBALL; OR BY ARRANGEMENT — FASTER SERVICE.				

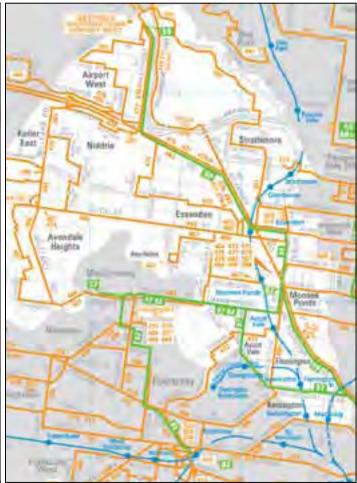
BUSES FROM NIMMO STREET LEAVE CORNER OF WOOLLEY AND McCRACKEN STREETS 4 MINUTES LATER — LINCOLN ROAD AND FLORENCE STREET 5 MINUTES LATER.

CONNECTS WITH BUS TO PUCKLE STREET AND STRATHMORE, LEAVING FROM EAST SIDE OF ESSENDON STATION









### The user's voice in the timetable dialogue

# Letter

GEOFF MANN

ear Geoff The article in February and March The Times on "The users' voice in the timetable dialogue" was most interesting and it is pleasing to sight evidence of academic research. However, I question the veracity of the assertion that users have great difficulty understanding information presented in tabular form as a twodimensional matrix (Bartram, 1984; Horne et al 1986). No detail of the research undertaken is provided. Given that this form of presentation is in common use internationally, and has been for some time (no pun intended) then generations of transport providers throughout the world must have got it terribly wrong, and must have disregarded the confusion imposed on millions of users. I am glad I do not have to struggle with a 10th century monastic text timetable (shown in Fig.1) - it looks like a severe case of wagon wheel wobble.

In the commonly used format of timing points in the vertical and trips listed horizontally, a user needs to 'scroll' down once only – to locate the appropriate departure point (and if so desired, to check the desti-

nation. Then all that is required is a horizontal reading of the possible journeys available.

I am of the view that the weakest aspect of bus timetables is the insufficient number of departure timing points. An increasing number show timing points 15 to 20 minutes apart (particularly in Melbourne), due in part to the lengthening of routes and the failure to use timetable page space effectively. Most users would have little knowledge of running times and thus the departure time for intermediate locations is simply guesswork. I, as a practised user, have this difficulty. The diagrammatic route maps now provided under the Metlink format are often so distorted as to be incomprehensible.

Imagine if suburban train timetables listed only selected timing points 15 to 20 minutes apart. This is what the average bus timetable looks like.

Examples: Glen Waverley 00 00, East Malvern 00 12, Burnley 00 27 or Hornsby 00 00, Chatswood 00 23, North Sydney 00 37.

Bus operators may argue that running times vary due to traffic conditions. That is so, but is a poor excuse. A rider in the timetable could clearly state that times are subject to some variation. Perhaps major timing points could be shown **bold** where buses will not depart ahead of time, with an increased number of intermediate points shown with *approximate* times in italics.

Bus services are very often touted as being unreliable. Maybe one reason is the difficulty outlined above, together with the all too prevalent lack of coordination with other modes (usually thrown in the toohard basket). Public transport providers and managers need to work harder by placing themselves in the users' situation. How many transport bureaucrats and bus operators undertake journeys into unfamiliar territory using public transport? Perhaps accreditation should include a journey from C to D via E using timetables from another organization, or time out of the office observing and experiencing the plight of the public transport user.

Yours,

Geoff Mann