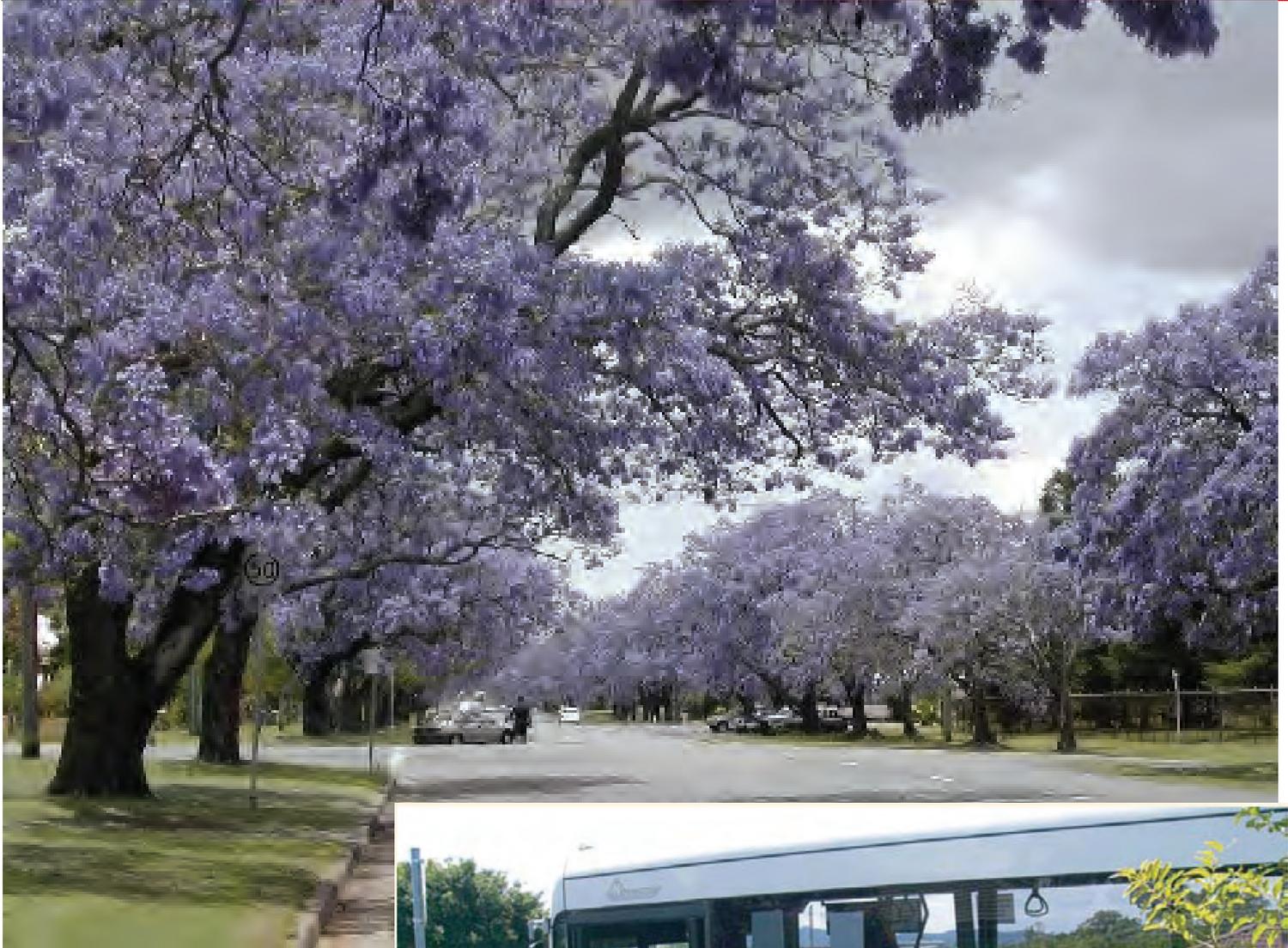




# The Times

November 2009

A journal of transport timetable history and analysis



Under  
the  
jacarandas



**Inside: Using rolling stock effectively**  
**Under the jacarandas at Grafton**  
**The Lidcombe-Bankstown bus corridor**

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# The Times

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### On the front cover

As this issue was being compiled, the streets of Grafton were carpeted with the petals of jacarandas and the Jacaranda Festival was in full swing. Trundling through this colourful scenery and over the Grafton double-deck road-rail bridge were the buses of Busways. In this issue, Hilaire Fraser reviews the history of bus services and timetables in Grafton and takes a look at what is going on now.



Mark Bau photograph

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# Sweating the Assets

JIM WELLS

Are railways good at making the most of the assets they have?

If the example of the Victorian Railways (VR) in the early 1960's is any guide, not very.

The story begins with No 33, the morning train from Melbourne up the North East line to Albury on the NSW border. Here is the 1960 working time table for the last part of the journey (bottom, right).

Of interest are the times for Wodonga, the large Victorian sister town to Albury; arrive 1.40 pm, depart 1.55, i.e. a 15 min dwell very close to the train's final destination.

The reason is a cross with No 72 which is this train's sister return to Melbourne due out of Albury at 1.45 pm.

Crossings of passenger trains at single platform stations where both have to do coaching business is always messy. No 33 would, if on time, arrive first, do coaching business, set back and then draw forward into no 2 road. It helped that the station was interlocked. One wonders how the platform staff coped with passengers wanting to catch the train which had already left but was still physically at the station.

Notice the little black symbol beside the 1.55 time and the explanation underneath. This says that No 33 may depart at 1.41 pm and is a reference to what the VR called 'wall sheet' or public times. If the public timetable was to be believed No 33 was allowed 29 minutes to traverse the 3.5 miles to Albury or 7.2 mph – slow indeed.

This was done to prevent undue delays when crossings occurred out of course. No 33 was only allowed one minute at Wodonga – hardly long enough to do coaching business.

But the point of our story is that No 72 was formed by the cars off No 33 the previous day, i.e. the cars were out of revenue earning service for almost 24 hours. They weren't idle all this time; the train would run back to Wodonga and be stabled there together with the "Spirit of Progress" and "Albury Express" trains. So the VR was achieving very poor utilization of the assets concerned. No airline would ever have tolerated this situation.

No 72's time table appears on the next page.

No 72 also had wall sheet times in case No 33 was late, far more likely than it being

late. Again, only one minute was allowed at Wodonga.

Until about 1960 this sort of situation didn't matter too much. The VR was quite good at turning around locomotives. The timetable has the loco off No 33 working back to Melbourne on No 84 Fast Goods ex Albury at 3.20 pm, a layover of 70 minutes. *Fast* basically meant limited enroute shunts and a high degree of priority. It wasn't due into Melbourne Yard until 11.45 pm but the Sunshine time, only a few miles from its destination, was 10.07 pm.

Also the utilization of the rolling stock would not have been too critical when the train only had wooden cars – E's, W's and perhaps the occasional PL at busy times. These were all quite old and the VR had plenty of them evidenced by their ability to run many extra services at holiday times.

But by about 1960 these trains would have been equipped with two blue air conditioned cars – indeed it appears that Z's were rostered – the latest and best, saloon accommodation with reversible seating and Commonwealth bogies. VR's practice at the time, unlike NSWGR's, was to equip air conditioned cars with axle belt driven

power supply so that they could operate in one's or two's (any number you liked) and jointly with non air conditioned cars. A typical consist from the rear of a VR main line train of the era was a van, a first class air con car, a second class one, and one or more wooden car(s). It was common practice to detach one or two cars at key stations such as Bendigo or Ballarat.

The air conditioned cars were expensive. In today's terms an equivalent vehicle costs about three to four million dollars (much more if allowance is made for propulsion), which is about five times the cost of a road coach. It's far cheaper than a Boeing 737 aircraft but the latter can carry about three times as many passengers and travel far further in a day.

The relativities may have been different in the 1960's but even so, the VR should have been making full use of its air conditioned cars to ensure that as many as possible of their country passengers could benefit from them. And benefit they did, not just air temperature and lack of dust, smoke etc but quietness and, specially with the Z cars, ride comfort.

In the VR's defence one might say that distances were relatively short and that

Down.		MELBOURNE-SEYMOUR-WODONGA-ALBURY—Passeng					
Miles	STATIONS.	1 PASS. DAILY SUN. INC.	31 "THE DAY- LIGHT" MON. TO SAT.	33 PASS. MON. TO SAT.			
121½	BENALLA ES W ... ..	arr. ...	A.M. ...	A.M. ...	A.M. ...	11 41	
127½	Winton NC ... ..	dep. ...	10 35*	...	...	11 46	
136	Glenrowan ES ... ..	arr. ...	10 51*	...	P.M. ...	12 5 44	
144½	Alumatta ES NC (See note, page 12) ... ..	dep. ...	...	...	...	12 20	
145½	WANGARATTA ES W ... ..	arr. ...	10 59*	44	...	12 35	
149	Bousser O ES (See note, page 12) ... ..	dep. ...	11 4*	25, 62	...	12 40 5	
160	Springhurst ES ... ..	arr. ...	11 14*	46	...	12 58	
168½	Chiltern ES ... ..	dep. ...	11 22*	70	...	1 11	
174	Barnawartha O ES ... ..	arr. ...	11 27*	70	...	1 21	
187	WODONGA ES WG ... ..	dep. ...	11 39*	70	...	1 40	
187½	Wodonga Coal Siding ES NC (See note, page 12)	arr. 7 15	...	...	...	1 55 ● 72	
189½	Caltex Siding NC ... ..	dep. ...	7 25	11 50	70A	2 10	
190½	ALBURY (N.S.W.) ES W ... ..	arr. ...	...	P.M. 12 5	ALBURY MAIL		
		dep. ...	...	...	WED.	THUR.	MON., FRI- SAT.
589½	SYDNEY (N.S.W.) ... ..	arr. ...	9 25	A.M. 5 53	P.M. 3 35 THUR.	P.M. 4 20 FRI.	P.M. 5 25 NEXT DAY SAT.
			1	31	—	33	—

● No. 33 may depart Wodonga 1.41 p.m.

getting three trips a day out of the cars was not always possible.

There were also some operational aspects to bear in mind. Connections were provided at Albury with the NSW Albury Mail. But with the advent of the Daylight service only passengers travelling to roadside stations in Victoria would have found this attractive. There may also have been the matter of the Tallangatta branch connection at Wodonga.

By 1967 the problem was fixed. No 33 now left Melbourne at 8.30 am but with fewer stops was into Wodonga at 1.18pm and Albury at 1.35pm Turnaround at Albury to form No 72 was quite long because the van had to be shunted to the other end. (? – also the non air con cars – perhaps the train was fully reversed at Wodonga as was done for the Spirit of Progress). Departure was at 3.10 pm for an 8.10 pm (Mo-Fr) arrival at Melbourne – only seventy minutes later than in 1960. There were still 15 min refreshment stops at Seymour in both directions despite the train having a mini buffet.

In the 1980's the timetable was reorganised again so that the train working the down morning service could return to Melbourne in the afternoon in time to run the evening service back to Albury. Turnarounds were much quicker. In November 2000 VR's Albury services were timetabled for 3hr 30min trips, which compares very favourably with the "Spirit of Progress" non stop allowance of 3hr 50min.

Here's a flashback for you. In 1915 the VR did run Albury on an out and back in the day basis but at the inconvenience of a very early departure from Melbourne (6.15 am) and a very late arrival back (11.08 pm) – per Bradshaw's Guide.

But back to the 1960's. A very similar situation to the Albury one existed with the 'Serviceton' service on the main western line to the SA border town. The distance was 287 miles which would be difficult to work on a morning out, afternoon back basis although NSW achieves it over this distance with the Dubbo XPT on a quite slow track over the Blue Mountains and Central Tablelands.

Certainly from at least 1954 and probably much earlier the VR ran the service in two components – a locomotive hauled passenger train to Horsham or Dimboola and then a rail car to Serviceton. The problem was that the VR couldn't even achieve out and back for the passenger trains – in 1966 the pass went to Dimboola. The down crossed the up train at Murtoa some 40 miles from Dimboola and 185 miles from Melbourne. The eventual fix was to accelerate the passenger trains and do the 'meet' at Horsham, which is between Murtoa and Dimboola.

(Swan Hill was also a problem for the VR. In the 1960's the train ran as an extension off the morning Bendigo train and reached Swan Hill around 2.30 – 3.00 pm. The train was not then in service until after 8 am next day.

One thing the VR could have done to get better utilization would have been composite cars, i.e. cars with both first and second class accommodations. They did have several compartment cars (S's) so configured but these were used as 'roadside' cars on interstate trains. A strong case could be made for running the morning Bendigo service with two composite air con cars, only one of which would continue to Swan Hill.

Indeed there was a lot of running with very

low load factors. This was also an issue in NSW where the 8 car RUB sets running to Griffith or Grafton would be almost empty for the last part of their substantial journeys.

Today NSW CountryLink achieves outstanding utilization with acceptable reliability. The 'country' turnarounds for the XPT's are short, except for Grafton, and even in Sydney snappy work is needed. For example the Grafton train arrives Sydney at 4.38 pm, works to Sydenham for servicing in readiness to run the 8.40 pm to Melbourne.

The author thanks Geoff Lambert for the supply of some source material and Ian Brady for his helpful comments.

Up.		ALBURY-WODONGA-SEYMOUR-MEL			
Miles	STATIONS.			60 Empty Carriages Mon. to Sat.	72 Albury Mail Sun., Tue., Thur., Fri.
—	SYDNEY (N.S.W.) ... dep.	...	...	P.M. ...	P.M. 9 50Y Mon., Wed. Fri., Sat.
399½	ALBURY (N.S.W.) ES	{ arr. ...	...	— 68 70A	A.M. 11 31 PASS. Mon. to Sat.
From Albury 1	Caltex Siding N C ...	{ dep. ...	...	12 30	P.M. 1 45
2½	Wodonga Coal Siding ES NC (See note, page 12)	{ ...	...	...	...
3½	WODONGA ES WG	{ arr. ...	...	12 40	1 53
		{ dep. ...	...	...	— 23
16½	Barnawartha O ES ...	{ arr. ...	...	...	1 58 ●
		{ dep. ...	...	...	2 14 ● 25
22	Chiltern ES ...	{ arr. ...	...	...	2 23 ●
		{ dep. ...	...	...	...
30½	Springhurst ES	{ arr. ...	...	...	2 34 ●
		{ dep. ...	...	...	...

● No. 72 may depart Wodonga 1.54 p.m., Barnawartha 2.10 p.m.



# Under the Jacarandas- Grafton's Bus Services Over the Last Forty Years

by HILAIRE FRASER

Grafton is located on the Pacific Highway 635km north of Sydney and has a population of 17,000 people. It is situated on the Clarence River one of many rivers that give the Far North Coast Region of New South Wales the name The Northern Rivers. Grafton centres a timber and beef region, with sugar cane being grown downstream. Grafton has four High Schools, an Anglican Cathedral and is the main administrative centre for Clarence Valley. It is known for its streets lined by Jacarandas, which have given their name to the city's Jacaranda Festival, one of the oldest community festivals in Australia. South Grafton on the south side of the river is the site for the Grafton City Railway station and was a District Office for the New South Wales Government Railways, now an administration centre for Pacific National. Like Lismore, Grafton's population has been static for many years as people prefer to live on the coast. By 2030 its population is expected to decline. However nearby "suburbs" (such as Junction Hill - population 1500) outside the

city boundaries, are growing. Also, strangely, even though the population of the city itself is declining, the number of houses being built is increasing, because of progressively reducing household size.

Prior to January 1972 the Grafton Bus Company operated four hourly services Mondays to Fridays and Saturday mornings from Grafton City Centre to Westlawn (Anti-clockwise) and Dovedale on the north, and to (South Grafton) Hill via Armidale St and Hill via Hawthorne St on the south side of the river. In addition there was a two-hourly service to South Grafton Shops (Skinner St) and Ryan St (Gwydir Highway, South Grafton).

Westlawn is situated to the north of the city centre and Westlawn services usually operated an anti-clockwise loop designated "Westlawn via Hospital". Occasional clockwise loops were designated "Hospital via Westlawn".

Dovedale was situated along the banks of the Clarence River. Dovedale buses de-

parted Prince St, Grafton's main street travelling east, the looped under Grafton's famous rail and road bridge to re-enter Prince St from the west. South Grafton consists of a riverside community and a hillside community out of the flood plain. The two hourly services to the Hill travelled on slightly different loops.

The four services could be maintained by three buses operating :-

Grafton-Armidale St-Grafton-Westlawn-Grafton-Ryan St-Grafton

Grafton-Armidale St-Grafton-Westlawn-Grafton-South Grafton Shops-Grafton

Prince St-Hill via Hawthorne St-Prince St-Dovedale-Prince St

During weekday afternoons the regular Dovedale service was redirected to Westlawn (clockwise) whilst occasional Dovedale services operated as part of the school rosters.

The new timetable in January 1972 eliminated the regular services to Skinner Street and Ryan Street, (school days services continued to Ryan St.) allowing the four hourly services to be maintained by two buses operating:-

Prince St-Hill via Armidale St-Prince St-Westlawn-Prince St

with departures from Prince St to Hill at 8.15am, 9.20am, 10.20am, 11.20am, 12.20pm, 1.20pm, 2.20pm, 3.20pm, 4.20pm and 5.25pm and from Prince St to Westlawn at 7.50am, 8.55am, 9.55am, 10.55am, 11.55pm, 12.55pm, 1.55pm, 2.55pm, 3.55pm and 5pm.

Saturday services concluded at 12.20pm to Hill and 11.55am to Westlawn.

Prince St-Hill via Hawthorne St-Prince St-Dovedale-Prince St

with departures from Prince St to Hill at 8.30am, 9.50am, 10.50am, 11.50am, 12.50pm, 1.50pm, 2.50pm, 3.50pm and 5.00pm and from Prince St to Dovedale at 9.25am, 10.25am, 11.25am, 12.25pm, 1.25pm thence Prince St to Westlawn (clockwise) at 2.25pm, 3.25 and 4.25pm, Dovedale being served by in the afternoon on school days only.

Saturday services concluded at 11.50am to Hill and 11.25 am to Dovedale.

At this time the Hill via Armidale St route was extended further up the Hill to Max-



well Av, in lieu of Margaret Cres, and school days services were advertised to Junction Hill a growing housing area above the flood plan to the north of Grafton.

This basic pattern of services was maintained for weekday services until the new timetables introduced on 30th March 2009.

Ryan Street is a 2km plus long ribbon of development west of South Grafton. Ryan Street becomes the main highway to Glen Innes. The service along Ryan Street has never been restored meaning that adult passengers (including those in a mobile home park at the edge of town) have to have other means of transport

The last timetable issued by the Grafton Bus Company dated 30th November 1998 shows route numbers:-

374 South Hill

375 Westlawn

376 Dovedale

377 Junction Hill

This timetable shows the 9.20am, 11.20am, 1.20pm and 4.20pm Hill via Armidale St services extended to the Hawthorne Estate via Bimble Av and Roberts Dr. Also all Hill via Hawthorne St services were extended to the Hawthorne Estate via Blanche Pde & MacFarlane St.

Dovedale had a reduced service with the 10.25 am departure redirected to Westlawn (clockwise) and the 12.25 pm departure redirected to Junction Hill via Westlawn.

Also this timetable shows a reduced Saturday service maintained by one buses operating:-

Prince St-Hill via Armidale St-Prince St-Westlawn-Prince St

with departures from Prince St to Hill at 8.20am, 9.20am, 10.20am, 11.20am, and 12.20pm and from Prince St to Westlawn at 7.55am, 8.55am, 9.55am, 10.55am, and 12noon. The 8.20am, 10.20am and 12.20 departures to the Hill operated via Blanche Pde & MacFarlane St (as per the Hawthorne St service) and the 9.20am and 11.20am via Bimble Av & Roberts Dr. Saturday Hill services operated via both parts of Margaret Cres and Maxwell Av using Quinn Pl which connected the two streets.

A King Brothers timetable dated July 2002 shows route numbers:-

374 South Grafton via Armidale St & Bimble Av

374A South Grafton via Armidale St

374B South Grafton via Hawthorne St & Blanch Pde

Route  
**374**  
**374A**  
**374B**

**Grafton City - South Grafton - Grafton City** via Bimble Av  
**Grafton City - South Grafton - Grafton City** via Armidale Rd and Bent St  
**Grafton City - South Grafton - Grafton City**  
 via Federation St and Blanche Pde

Monday to Friday												
Route number	374	374B	374A	374B	374	374B	374A	374B	374	374B	374A	374A
	am	am	am	am	am	am	am	am	am	am	am	pm
Prince St (Market Square)	....	....	8.15	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	....
Fitzroy St (St George Bank)	....	....	8.17	8.52	9.22	9.52	10.22	10.52	11.22	11.52	12.22	....
Fitzroy St (Shopping Work)	....	....	8.20	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	....
Sth Grafton, Skinner St (Post Office)	7.28	7.50	8.28	8.58	....	9.58	10.28	10.58	....	11.58	12.28	....
Bligh St (back of BI-Lo)	....	....	8.29	....	9.29	....	10.29	....	11.29	....	12.29	....
Armidale Rd (G.I. Shops)	7.30	....	8.30	....	9.30	....	10.30	....	11.30	....	12.30	....
Federation St (Tin Bridge)	....	7.52	....	9.00	....	10.00	....	11.00	....	12.00	....	....
Armidale Rd & Maxwell Av	7.34	....	8.34	....	9.34	....	10.34	....	11.34	....	12.34	....
Margaret Cr & Fitzgerald St	....	7.55	....	9.05	....	10.05	....	11.05	....	12.05	....	....
Bimble Av	7.37	8.00	....	....	9.37	....	....	....	11.37	....	....	....
Blanche Pde	....	8.05	....	9.10	....	10.10	....	11.10	....	12.10	....	....
Bent St (Top Shop)	7.40	8.08	8.40	9.12	9.40	10.12	10.40	11.12	11.40	12.12	12.40	....
Cambridge & Bligh Sts	7.42	....	8.42	....	9.42	....	10.42	....	11.42	....	12.42	....
Bligh St (back of BI-Lo)	....	8.12	....	9.13	....	10.13	....	11.13	....	12.13	....	....
Skinner St (Bendigo Bank)	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	....
Prince St (National Bank)	W7.50	G8.25	W8.55	D9.25	W9.55	G10.25	W10.55	D11.25	W11.55	J12.25	W12.55	....

Monday to Friday										
Route number	374B	374	374B	374A	374B	374	374B	374A	374B	374
	pm	pm	pm							
Prince St (Market Square)	12.50	1.20	1.50	2.20	2.50	3.20	3.50	4.20	5.05	5.30
Fitzroy St (St George Bank)	12.52	1.22	1.52	2.22	2.52	3.22	3.52	4.22	5.07	5.32
Fitzroy St (Shopping Work)	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	5.10	5.35
Sth Grafton, Skinner St (Post Office)	12.58	....	1.58	2.28	2.58	....	3.58	4.28	5.13	5.38
Bligh St (back of BI-Lo)	....	1.29	....	2.29	....	3.29	....	4.29	....	5.39
Armidale Rd (G.I. Shops)	....	1.30	....	2.30	....	3.30	....	4.30	....	5.40
Federation St (Tin Bridge)	1.00	....	2.00	....	3.00	....	4.00	....	5.15	....
Armidale Rd & Maxwell Av	....	1.34	....	2.34	....	3.34	....	4.34	....	5.44
Margaret Cr & Fitzgerald St	1.05	....	2.05	....	3.05	....	4.05	....	5.17	....
Bimble Av	....	1.37	....	....	....	3.37	....	....	....	5.47
Blanche Pde	1.10	....	2.10	....	3.10	....	4.10	....	5.20	....
Bent St (Top Shop)	1.12	1.40	2.12	2.40	3.12	3.40	4.12	4.40	5.22	5.50
Cambridge & Bligh Sts	....	1.42	....	2.42	....	3.42	....	4.42	....	5.52
Bligh St (back of BI-Lo)	1.13	....	2.13	....	3.13	....	4.13	....	5.23	....
Skinner St (Bendigo Bank)	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.25	5.55
Prince St (National Bank)	D1.25	W1.55	G2.25	W2.55	J3.25	W3.55	G4.25	W4.55	....	....

**Explanations**

- D - Bus continues as route 376 to Dovedale via Grafton Base Hospital.
- G - Bus continues as route 375B to Grafton Base Hospital via Westlawn.
- J - Bus continues as route 377 to Junction Hill via Westlawn.
- W - Bus continues as route 375A to Westlawn via Grafton Base Hospital.

Journeys operated by an easy access bus.

**Got better things to do?**

give yourself a break

catch up on some reading, ring someone, send a text message or study for that next exam

catch the bus!



375A Westlawn (anti-clockwise)

375B Westlawn (clockwise)

376 Dovedale

377 Junction Hill

Note that the Hill services were now designated South Grafton services and differentiated by route letters. The Westlawn services were also now differentiated by route letters.

This timetable shows the 9.20am, 11.20am, 1.20pm and 3.20pm and 5.30pm South Grafton services now operating as 374 via Bimble Av and Roberts Dr, giving an even spacing of services.

The 8.25am, 10.25am, 12.25am, 2.25pm and 4.25pm services from Prince St now operate via a combined 374B/377 route to Westlawn & Junction Hill whilst the 9.25am, 11.25am, 1.25pm and 3.25pm services from Prince St now operated to Dovedale.

Saturday and Public Holiday departures from Prince St to South Grafton were at 8.20am, 9.20am, 10.20am, 11.20am, 12.50pm, 1.50pm and 3.00pm and from Prince St northwards at 7.55am (375A), 8.55am (375B/377), 9.55am (375A), 10.55am (376) 12.25pm (375A), 1.25pm (375B/377) and 2.25pm (375B/376). The

8.20am, 10.20am, 12.50 and 3.00pm departures to South Grafton operated as a combined 374/374B via Blanche Pde & MacFarlane St (as per the Hawthorne St service) and the 9.20am, 11.20am and 1.50pm services as a 374 via Bimble Av & Roberts Dr. Dovedale had some Saturday services restored. Junction Hill now has Saturday services. Saturday services were now extended to 3pm in line with longer shopping hours.

This timetable in a revised form was reissued by Busways effective December 2004. Combined 374/374B services were redesignated 374A, 375B/377 services as 377 and 375B/376 as 376. Monday to Fridays departures from Prince St. northwards at 8.25am, 10.25am, 2.25pm and 3.25pm operated as 375B to Westlawn (clockwise).

The December 2004 revised timetable was found on the Busways website dated 1 December 2007 and the South Grafton timetable (374/374A/374B) and Grafton network map at this time accompanies this article. An inspection of this timetable will show further minor changes.

Now to the present. The Busways timetable dated 30th March 2009 shows route numbers:-

373 South Grafton via Fairway Av

**Route 374**  
**374A**  
**Grafton City - South Grafton - Grafton City** via Bimble Av  
**Grafton City - South Grafton - Grafton City**  
 via Armidale Rd and Bent St



Saturday								
Route number	374	374A	374	374A	374	374A	374	374A
	am	am	am	am	am	am	am	am
Prince St (Market Square)	...	8.20	9.20	10.20	11.20	12.50	1.50	3.00
Sth Grafton, Skinner St (Post Office)	7.28	8.28	9.28	10.28	11.28	12.58	1.58	3.08
Bligh St (back of Bi-Lo)	...	8.29	9.29	10.29	11.29	12.59	1.59	3.09
Armidale Rd (G.I. Shops)	7.30	8.32	9.32	10.32	11.32	1.02	2.02	3.12
Margaret Cr & Fitzgerald St	7.34	8.34	9.34	10.34	11.34	1.04	2.04	3.14
Maxwell Av & Quinn PL	7.35	8.35	9.35	10.35	11.35	1.05	2.05	3.15
Bimble Av	7.37	...	9.37	...	11.37	...	2.07	...
Blanche Pde	...	8.38	...	10.38	...	1.08	...	3.18
McFarlane St	7.40	8.40	9.40	10.40	11.40	1.10	2.10	3.20
Bent St (Top Shop)	7.43	8.43	9.43	10.43	11.43	1.13	2.13	3.23
Skinner St (Bendigo Bank)	7.45	8.45	9.45	10.45	11.45	1.15	2.15	3.30
Prince St (National Bank)	B7.55	B7.55	B9.55	D10.55	11.55	J1.25	D2.25	...

**School Term Passes**

Term passes allow students who are not eligible for a Busways School Free Travel Pass to travel to and from school for less than the cost of paying a fare everyday.

To obtain a Term Pass please contact your nearest depot on 1300 555 611.

Passes may be purchased for multiple terms and also for single or return journeys.

- Explanations**
- B - Bus continues as route 375A to Westlawn via Grafton Base Hospital.
  - D - Bus continues as route 376 to Dovedale via Grafton Base Hospital.
  - J - Bus continues as route 375B to Junction Hill via Westlawn.
- Weekends**
- Buses operate Public Holidays to Saturday timetable, except Good Friday and Christmas Day where there is no service. There are no services on Sundays.

**Be Cool Riders & Drivers**



**Advice for everyone**

Meeting children at the bus stop is wise, but there are a number of other considerations when it comes to their safety around buses and other traffic.

- Wait for them on the same side of the road as the bus stop. Your children may be anxious or excited to see you after school and are likely to run across the road without looking to meet you.
- Cross the road with your children.
- Give the bus lots of room to get in and out of its stop.
- Don't park in the bus stop area.

**Drivers remember -**

**When lights flash look at your dash - slow to 40km/hr.**

Cool Riders & Drivers know they can't see through the bus and that other traffic can't see them. They wait for the bus to go before crossing the road.

374 South Grafton via Bimble Av  
 375A Westlawn (anti-clockwise)  
 375C Westlawn (clockwise)  
 376 Dovedale  
 377 Junction Hill  
 378 Jackadgery & Cangai  
 379 Copmanhurst

The South Grafton timetable and Grafton network map accompanies this article

Route 373 extended the South Grafton via Blanch Pde service another two or three kilometres out to Fairways Dr in the Golf Links Estate and outside the peak periods departed Fitzroy St (now the principal Grafton departure point) at 9.48am, 11.48am and 1.48pm.

Route 374 now operated to and from Bimble Av via Armidale Rd (Armidale St) to pass the Good Intent Shopping centre in both directions. Outside the peak periods 374 buses departed Fitzroy St at 10.00 am, 10.30 am, 11.30 am, 12.30pm, 1.30pm, and 2.30pm

The Westlawn services outside the peak periods alternated between 375A and 375C departing Prince St as follows:- 10.07 am (375A), 11.07am (375C), 12.07pm (375A),

1.07pm (375C), 2.07pm (375A)

Dovedale services now departed Prince St at 9.30am, 10.30am, 11.30am, 12.30pm and 1.30pm outside the peak periods. Dovedale services now operate via the hospital. Junction Hill services now departed Prince St at 11.00am and 1.00pm, between the peaks.

Thus the off-peak service could still be provide by two buses operating:-  
 Fitzroy St- South Grafton via Bimble Av-Prince St-Westlawn-Fitzroy St

And  
 Fitzroy St-South Grafton via Fairway Av-Prince St-Dovedale-Prince St-Junction Hill-Prince St-Dovedale-Fitzroy St

In this timetable Dovedale had an hourly service at the expense of one out of three services to Westlawn over a two hourly period, Junction Hill had a two hourly service at the expense of one out of four services to South Grafton over a two hourly period.

Saturday and Public holiday services depart Fitzroy St for South Grafton via Bimble Av (374) at 8.15am, 9.15am, 10.15am, 11.15am, 1.15pm, 2.15pm, 3.15pm, 4.15pm and 5.15pm. Depart Prince St for

Westlawn-clockwise (375C) at 8.52am, 12.52 pm and 4.52pm. Depart for Westlawn-anti-clockwise (375A) at 10.52am and 2.52pm. Depart for Dovedale at 7.54am, 9.54am, 11.54am, 1.54pm and 3.54pm Depart Prince St for Junction Hill at 9am & 4pm.

Apart from the Junction Hill services, the timetable could be operated by one bus as follows:-

Fitzroy St-South Grafton-Prince St-Westlawn or Dovedale-Fitzroy St.

In essence the new timetable discontinued the practices of nearly forty years with decreased services to South Grafton and increased services to Junction Hill and Dovedale. While Dovedale services have increased (particularly because of new housing estates between that suburb and the hospital) there was a slight change in route, to bring the buses closer to the extended urban areas. However this alteration caused considerable local concern and prompted a flurry of letters to the local paper. To date Busways have not addressed the concerns raised.

As a general comment, the route arrangement of Grafton buses (not only since Busways, but with King Brothers as well) seems unnecessarily complex. A much more user-friendly route layout would be a clockwise or anti-clockwise loop through Dovedale / Hospital / Westlawn, then back to the CBD, across the bridge to South Grafton, with a separate loop in South Grafton. This would eliminate what seems to be a particularly confusing arrangement.

Hopefully this article has provided readers with some understanding of transport services within a provincial city over a period of forty years.

Thanks to Jim Clark for the valuable assistance he has provided in the preparation of this article.

Monday to Friday	375A		375A		375A		375A		375A	
map ref	Route number	am	am	pm	pm	pm	pm	pm	pm	pm
1	Prince St (NAB)	7.31	8.34	10.07	12.07	2.07	3.07	4.12	5.12	7.12
2	Hospital (Arthur St)	7.36	8.42	10.12	12.12	2.12	3.12	4.17	5.17	7.17
14	Orara St & Dobie St	7.41	8.47	10.17	12.17	2.17	3.17	4.22	5.22	7.22
10	Dobie St & Mary St	7.47	8.53	10.23	12.23	2.23	3.25	4.28	5.28	7.28
9	Prince St (Market Square)	7.50	8.56	10.26	12.26	2.26	3.28	4.31	5.31	7.31
8	Fitzroy St (St George)	7.53	9.00	10.30	12.30	2.30	3.32	4.35	5.35	7.35

Saturday & Public Holidays	375A		375A	
map ref	Route number	am	pm	pm
1	Prince St (NAB)	10.52	2.52	
2	Hospital (Arthur St)	10.57	2.57	
14	Orara St & Dobie St	11.02	3.02	
10	Dobie St & Mary St	11.08	3.08	
9	Prince St (Market Square)	11.11	3.11	
8	Fitzroy St (St George)	11.15	3.15	

**Explanations**

D - Bus diverts public school days only from Prince St via Oliver St & Mary St to corner Dobie St, then normal route.

**Weekends**

Route 375A does not operate on Sundays. On Public Holidays it operates to a Saturday timetable, except Good Friday & Christmas Day when there is no service.

Journeys operated by an easy access bus.

see pages 6-7 for route map

**Not sure where you're going?**

We do our drivers are locals who make it their business to know where they're going and when to get there **catch the bus!**



# LOOK OUT! >> Kids ABOUT



**Smart Riders & Drivers** know they can't see through the bus and that other traffic can't see them. They wait for the bus to go before crossing the road.

**Advice for everyone**

Meeting children at the bus stop is wise, but there are a number of other considerations when it comes to their safety around buses and other traffic.

- Wait for them on the same side of the road as the bus stop. Your children may be anxious or excited to see you after school and are likely to run across the road without looking to meet you.
- Cross the road with your children.
- Give the bus lots of room to get in and out of its stop.
- Don't park in the bus stop area.

**Drivers remember -**

When lights flash look at your dash - slow to 40km/hr.

Monday to Friday	375C		375C		375C		375C		375C	
map ref	Route number	am	am	pm	pm	pm	pm	pm	pm	pm
1	Prince St (NAB)	7.01	8.04	9.07	9.37	11.07	1.07	2.37	3.37	4.42
10	Dobie St & Mary St	7.04	8.07	9.10	9.40	11.10	1.10	2.40	3.40	4.45
14	Orara St & Dobie St	7.10	8.13	9.16	9.46	11.16	1.16	2.46	3.46	4.51
17	Opposite Hospital (Arthur St)	7.15	8.18	9.21	9.51	11.21	1.21	2.51	3.51	4.56
9	Prince St (Market Square)	7.20	8.23	9.26	9.56	11.26	1.26	2.56	3.56	5.01
8	Fitzroy St (St George)	7.24	8.30	9.30	10.00	11.30	1.30	3.00	4.05	5.05

Saturday & Public Holidays	375C		375C	
map ref	Route number	am	pm	pm
1	Prince St (NAB)	8.52	12.52	4.52
10	Dobie St & Mary St	8.55	12.55	4.55
14	Orara St & Dobie St	9.00	1.00	5.00
17	Opposite Hospital (Arthur St)	9.05	1.05	5.05
9	Prince St (Market Square)	9.11	1.11	5.11
8	Fitzroy St (St George)	9.15	1.15	5.15

Journeys operated by an easy access bus.

**Weekends**

Route 375C does not operate on Sundays. On Public Holidays it operates to a Saturday timetable, except Good Friday & Christmas Day when there is no service.

Day Tickets allow all day, unlimited bus travel in and around Grafton Township for little more than the cost of a return fare. Tickets are available to both full fare passengers and appropriate concession card holders.

## DAY TICKETS

**Easy Access Services**

Busways' easy access services improve accessibility for people with disabilities, elderly and less mobile passengers and parents with prams. All benefit from the buses equipped with ultra low floors and ramped entry which provide stepless access to the front section of the vehicle.

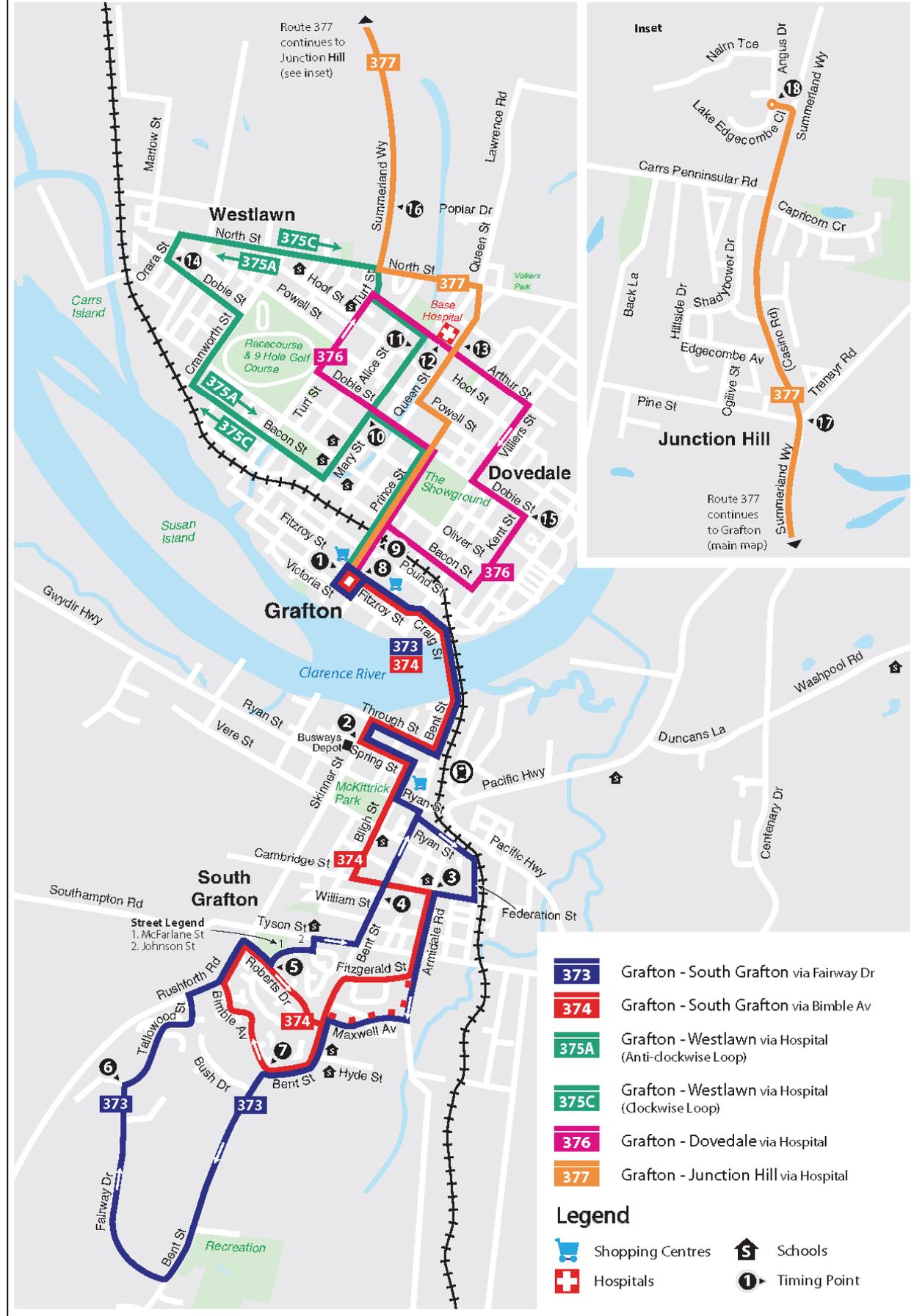
The buses also feature wider aisles at entry, designated wheelchair spaces, additional priority seating for the elderly and less mobile, increased interior lighting and an extendable wheelchair ramp.

Easy access services are identified in our timetables with a wheelchair symbol.

Our fleet will continue to be upgraded with ultra low floor easy access buses, in line with disability legislation.



**Routes**  
**373, 374, 375A/C, 376, 377**



- 373 Grafton - South Grafton via Fairway Dr
- 374 Grafton - South Grafton via Bimble Av
- 375A Grafton - Westlawn via Hospital (Anti-clockwise Loop)
- 375C Grafton - Westlawn via Hospital (Clockwise Loop)
- 376 Grafton - Dovedale via Hospital
- 377 Grafton - Junction Hill via Hospital

**Legend**

	Shopping Centres		Schools
	Hospitals		Timing Point



**South Grafton - Grafton via Fairway Dr**  
**South Grafton - Grafton via Bimble Av**



**Monday to Friday**

map ref	Route number	374	374	374	373	373	374	374	373	374	374
		am	am	am	am	am	am	am	am	am	am
	Hospital (Route 375A in Mary St opp. Gaol)	....	....	....	....	....	7.36	....	....	8.42	....
	Hospital (Route 375C in Mary St adj. to Gaol)	....	....	7.15	....	....	....	8.18	....	....	9.21
	Hospital (Route 376 in Arthur St)	....	....	....	....	7.26	....	....	....	....	....
9	Prince St (Market Square)	....	....	7.22	....	H7.36	7.51	8.28	....	8.58	9.28
8	Fitzroy St (St George)	....	....	7.24	....	H7.38	7.53	8.30	8.48	9.00	9.30
2	Skinner St & Spring St	....	7.01	7.29	....	H7.44	7.59	8.36	8.54	9.06	9.36
3	Armidale St & Cambridge St	....	A7.05	A7.33	S7.56R	H7.48	8.03	8.40	8.58	9.10	9.40
7	Bent St & Bimble St	....	A7.09	A7.37	S7.52R	H7.53	8.07	8.44	9.03	9.14	9.44
6	Fairway Dr & Tallowood St	....	....	....	S7.46R	H7.57	....	....	9.07	....	....
5	Roberts Dr & McFarlane St	....	7.12	7.40	S7.40R	H8.01	8.10	8.47	9.11	9.17	9.47
4	Bent St & William St	....	....	....	S7.37R	H8.04	....	....	9.14	....	....
3	Armidale St & Cambridge St	....	7.18	7.46	....	....	8.17	8.53	....	9.23	9.53
2	Skinner St & Spring St	6.52	7.22	7.50	S8.00	H8.08	8.22	8.57	9.18	9.27	9.57
1	Prince St (NAB)	7.00	7.30	8.00	S8.10	H8.16	8.32	9.05	9.26	9.35	10.05
	Continues to Grafton Hospital, arriving at	7.15	7.36	8.18	....	H8.21	8.51	9.12	9.36	9.51	10.12

**Monday to Friday continued**

map ref	Route number	373	374	374	374	373	374	374	373	374	374
		am	am	am	am	am	pm	pm	pm	pm	pm
	Hospital (Route 375A in Mary St opp. Gaol)	....	....	10.12	....	....	12.12	....	....	2.12	....
	Hospital (Route 375C in Mary St adj. to Gaol)	....	9.51	....	11.21	....	....	1.21	....	....	2.51
	Hospital (Route 376 in Arthur St)	9.36	....	....	....	11.36	....	....	1.36	....	....
9	Prince St (Market Square)	9.46	9.58	10.28	11.28	11.46	12.28	1.28	1.46	2.28	2.58
8	Fitzroy St (St George)	9.48	10.00	10.30	11.30	11.48	12.30	1.30	1.48	2.30	3.00
2	Skinner St & Spring St	9.54	10.06	10.36	11.36	11.54	12.36	1.36	1.54	2.36	3.06
3	Armidale St & Cambridge St	9.58	10.10	10.40	11.40	11.58	12.40	1.40	1.58	2.40	3.10
7	Bent St & Bimble St	10.03	10.14	10.44	11.44	12.03	12.44	1.44	2.03	2.44	3.14
6	Fairway Dr & Tallowood St	10.07	....	....	....	12.07	....	....	2.07	....	....
5	Roberts Dr & McFarlane St	10.11	10.17	10.47	11.47	12.11	12.47	1.47	2.11	2.47	3.17
4	Bent St & William St	10.14	....	....	....	12.14	....	....	2.14	....	....
3	Armidale St & Cambridge St	....	10.23	10.53	11.53	....	12.53	1.53	....	2.53	3.23
2	Skinner St & Spring St	10.18	10.27	10.57	11.57	12.18	12.57	1.57	2.18	2.57	3.27
1	Prince St (NAB)	10.26	10.35	11.05	12.05	12.26	1.05	2.05	2.26	3.05	3.35
	Continues to Grafton Hospital, arriving at	10.36	....	11.21	12.12	12.36	1.21	2.12	....	3.23	3.42

**Explanations continued page 3**

- A - Bus operates via Maxwell St between Armidale Rd & Bent St.
- B - Bus operates via Cambridge St & Bent St to corner Fitzgerald St, then normal Route 374.
- C - Bus operates via Bent St, Cambridge St, Skinner Rd & Tyson St to Johnson St. Time shown is at corner of Bent St & Cambridge St.
- H - Bus operates public school holidays only.
- R - Bus operates loop in reverse direction to standard Route 373. Please join bus on opposite side of road to normal.
- S - Bus operates public school days only.

**Got better things to do?**

**give yourself a break**

catch up on some reading, ring someone, send a text message or study for that next exam

**catch the bus!**



**i** see pages 6-7 for route map



**South Grafton - Grafton via Fairway Dr**  
**South Grafton - Grafton via Bimble Av**



Monday to Friday continued											
map ref	Route number	374	373	373	374	374	373	374	374	374	374
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
	Hospital (Route 375A in Mary St opp. Gaol)	3.12	S3.12X	....	....	4.17	....	....	5.17	....	7.17
	Hospital (Route 375C in Mary St adj. to Gaol)	....	....	....	3.51	....	....	4.56	....	6.26	....
	Hospital (Route 376 in Arthur St)	....	....	....	....	....	4.38	....	....	....	....
9	Prince St (Market Square)	3.30	....	H3.48	4.03	4.33	4.48	5.03	5.33	6.33	7.33
8	Fitzroy St (St George)	3.32	S3.37	H3.50	4.05	4.35	4.50	5.05	5.35	6.35	7.35
2	Skinner St & Spring St	3.39	S3.44	H3.56	4.11	4.41	4.56	5.11	5.41	6.41	7.41
3	Amidale St & Cambridge St	3.44	S4.06YR	H4.00	4.15	4.45	5.00	5.15	5.45	6.45	7.45
7	Bent St & Bimble St	3.48	S4.01R	H4.05	4.19	4.49	5.05	5.19	5.49	6.49	7.49
6	Fairway Dr & Tallowood St	....	S3.56R	H4.09	....	....	5.09	....	....	....	....
5	Roberts Dr & McFarlane St	3.51	S3.52R	H4.13	4.22	4.52	5.13	5.22	5.52	6.52	7.52
4	Bent St & William St	....	S3.48CR	H4.16	....	....	5.16	....	....	....	....
3	Amidale St & Cambridge St	3.57	....	....	4.28	4.58	....	5.28	5.58	6.58	7.58
2	Skinner St & Spring St	4.02	S4.22	H4.20	4.32	5.02	5.20	5.32	6.02	7.02	8.02
1	Prince St (NAB)	4.10	S4.30	H4.28	4.40	5.10	5.28	....	6.10	7.10	....
	Continues to Grafton Hospital, arriving at	4.26	4.32	4.32	4.43	5.13	5.43	....	6.17	7.26	....

Saturday & Public Holidays											
map ref	Route number	374	374	374	374	374	374	374	374	374	374
		am	am	am	am	am	pm	pm	pm	pm	pm
	Hospital (Route 375A in Mary St opp. Gaol)	....	....	....	....	10.56	....	....	2.56	....	....
	Hospital (Route 375C in Mary St adj. to Gaol)	....	....	9.04	....	....	1.04	....	....	....	5.04
	Hospital (Route 376 in Arthur St)	....	8.00	....	10.00	....	....	2.00	....	4.00	....
9	Prince St (Market Square)	....	8.13	9.13	10.13	11.13	1.13	2.13	3.13	4.14	5.13
8	Fitzroy St (St George)	....	8.15	9.15	10.15	11.15	1.15	2.15	3.15	4.15	5.15
2	Skinner St & Spring St	7.23	8.21	9.21	10.21	11.21	1.21	2.21	3.21	4.21	5.21
3	Amidale St & Cambridge St	B	8.25	9.25	10.25	11.25	1.25	2.25	3.25	4.25	5.25
7	Bent St & Bimble St	7.29	8.29	9.29	10.29	11.29	1.29	2.29	3.29	4.29	5.29
6	Fairway Dr & Tallowood St	....	....	....	....	....	....	....	....	....	....
5	Roberts Dr & McFarlane St	7.32	8.32	9.32	10.32	11.32	1.32	2.32	3.32	4.32	Z
4	Bent St & William St	....	....	....	....	....	....	....	....	....	....
3	Amidale St & Cambridge St	7.38	8.38	9.38	10.38	11.38	1.38	2.38	3.38	4.38	....
2	Skinner St & Spring St	7.42	8.42	9.42	10.42	11.42	1.42	2.42	3.42	4.42	....
1	Prince St (NAB)	7.50	8.50	9.50	10.50	11.50	1.50	2.50	3.50	4.50	....
	Continues to Grafton Hospital, arriving at	8.00	9.04	10.00	10.56	12.00	2.00	2.56	4.00	5.04	....

**Explanations continued**

- X - Catch Route 375A service & change to Route 373 service in Fitzroy St (St George).
- Y - Bus operates from corner of Bligh St & Ryan St to Hay St & returns via Ryan St to Bligh St, then standard Route 373.
- Z - Bus terminates at corner of Rushforth Rd & Roberts Dr.

**Weekends & Public Holidays**

Route 373 does not operate on Weekends & Public Holidays.  
 Route 374 does not operate on Sundays.  
 On Public Holidays it operates to a Saturday timetable, except Good Friday & Christmas Day when there is no service.

Journeys operated by an easy access bus.

**Always want the best for your kids?**

**so do we**  
 travelling to school by bus is 4.4 times safer than walking, 55 times safer than riding a bicycle and nearly 1.38 times safer than being driven in the family car.  
**catch the bus!**



# The Bankstown Lidcombe Corridor

## JIM O'NEIL

McVicar's Bus service was one of the larger private bus companies in Sydney in the sixties and had their depot at 35 Joseph Street Lidcombe, not far from the railway station. This was not close to their main operations, which went from Bankstown south and southwest to the East Hills Line and beyond, with five bus routes, the 12, 22, 23, 24 and 38, and the route 27, which ran northwest from Bankstown to Strathfield. Two of their bus routes did run into Lidcombe station, however, the route 125 from Bankstown and the 123 from either side of the railway line from Regent's Park, from Regent's Park on the east side and Harrow Road, Berala on the west. Thanks to the location of their depot at Lidcombe, I was able to add McVicar timetables to my collection in the sixties.

In this article, I shall be looking at the development of these two bus routes. My first timetable, (right & next page), is for the 125 and was issued on the 13th September 1964. It was printed on pink foolscap paper: by McVicar's standards this was a small timetable, as many of them were roneoed on double foolscap sized paper, folded in four pages, even when only the two inside pages were actually needed to print the timetable. Two buses were required for day service Mondays to Sundays, runs 12 and 22, with evening service on these days and on Christmas Day and Good Friday being provided by run 22 alone. Picture Buses were run from Bankstown at 11.00 (0 overstruck by / indicates "will depart at termination of picture programme") on Wednesdays, Fridays, Saturdays and Public Holidays, but not on other days, again by run 22.

Additional services were provided on Mondays to Fridays by run 31 from the Hume Highway at 7.27, arriving at Lidcombe at 7.43. This bus operated a later run from Revesby station to Picnic Point School at 8.38, but I haven't found any service by run 31 between quarter to eight and half past in my timetables. Was there an industrial service operated in the intervening period? In the afternoon, run 24 ran from Ballad St and Rookwood Road at 4.7 to Lidcombe. This bus had left Horsley Road School on the route 22 at 3.40, arriving at Bankstown at 4.00, and must be distinct from the run 24 which provided all day service on route 38 in July 1964 - McVicar changed his run numbers with some frequency. In the evening we find run 34 leaving Bankstown at 9.28 p.m. for

TIMETABLE													
BANKSTOWN STN TO LIDCOMBE STN													
ROUTE NO 125													
EXPLANATION OF ABBREVIATIONS USED IN THE TIMETABLE.													
P	denotes omnibus will travel direct to Potts Hill via Rookwood Rd.												
C	denotes omnibus will travel via Chapel Road to Bankstown Station.												
NW	denotes omnibus will divert via New Wards in Hospital grounds.												
SS	denotes Sunday School trip will travel via Lewis Street, Amy Street, etc. on Sundays only.												
W	denotes omnibus will depart at termination of picture programme.												
H	denotes will operate on Holidays only.												
X	denotes this Journey will operate to or from schools, John Street, Lidcombe on school days only.												
B	denotes will divert along Bunker Road, Powell Street, and George Street.												
This Timetable shall commence on 13th SEPTEMBER, 1964 and shall continue in force until suspended or cancelled.													
M O N D A Y S TO F R I D A Y S.													
Depart Lidcombe Station.	Arr & Dep Georges Avenue.	Arr & Dep State Hospital.	Arr & Dep Cnr. Ballad St. & Rookwood Rd.	Arr & Dep Cnr. Rookwood Rd. & Hume Highway.	Arrive Bankstown Station.	Depart Bankstown Station.	Arr & Dep Cnr. Rookwood Rd. & Hume Highway.	Arr & Dep Cnr. Ballad St. & Rookwood Rd.	Arr & Dep State Hospital.	Arr & Dep Georges Avenue.	Arrive Lidcombe Station.		
12	5.50am	5.54am	---	5.58am	6. 2am	6. 7am	6.10am	6.14am	6.18am	6.22am	6.26am	6.30am	
22	6.15	6.19	6.23	6.26	6.30	6.34	6.39	6.43	6.47	6.51	6.55	6.59	
12	6.36	6.40	6.44	6.48	6.52	6.56	6.56	7. 1	7. 5	7. 9	7.13	7.17	
22	7. 0	7. 4	7. 8	7.12	7.16	7.20	7.20	7.28	7.32	7.36	7.40	7.44	
31	---	---	---	---	---	---	---	7.28	Special	---	---	7.38	
12	7.18	7.22	7.26	7.30	7.33	7.38	7.50	7.54	7.58	8. 0	8. 4	8. 8	
22	7.40	7.44	7.47	7.51	7.54	7.59	8.15	8.20	8.24	8.28	8.32	8.36	
12	8.18	8.22	8.26	8.30	8.33	8.38	8.40	8.44	8.48	8.52	8.56	9.0	
22	8.46	8.50	8.54	8.58	9. 2	9. 7	9. 9	9.14	9.18	9.22	9.26	9.30	
12	9.30	9.34	9.38	9.42	9.46	9.51	9.35	9.40	9.44	9.48	9.52	9.56	
22	9.35	9.39	9.43	9.47	9.50	9.55	10.12	10.17	10.21	10.25	10.29	10.33	
12	10.10	10.14	10.18	10.22	10.26	10.31	10.35	10.40	10.44	10.48	10.51	10.55	
22	10.35	10.39	10.43	10.47	10.50	10.55	11.12	11.17	11.21	11.25	11.29	11.33	
12	11.10	11.14	11.18	11.22	11.26	11.31	11.35	11.40	11.44	11.48	11.51	11.55	
22	11.35	11.39	11.43	11.47	11.50	11.55	12.15	12.20	12.25	12.30	12.35	12.40	
12	P12.10pm	12.14pm	12.18pm	12.22pm	12.26pm	12.31pm	12.35	12.40	12.44	12.48	12.51	12.55	
22	12.35	12.39	12.43	12.47	12.50	12.55	1.12	1.17	1.21	1.25	1.29	1.33	
12	NW1.15	1.19	1.23	1.30	1.33	1.36	1.40	1.45	1.49	1.53	1.57	2. 0	
22	1.35	1.39	1.43	1.50	1.54	1.59	2.00	2.05	2.10	2.15	2.20	2.25	
12	NW2.12	2.16	2.20	2.27	2.31	2.36	2.40	2.45	2.50	2.55	3. 0	3. 5	
22	2.35	2.39	2.43	2.50	2.54	2.59	3.00	3.05	3.10	3.15	3.20	3.25	
12	3.12	3.16	3.20	3.24	3.28	3.33	3.40	3.45	3.50	3.55	4. 0	4. 5	
22	3.35	3.39	3.42	3.46	3.50	3.54	3.57	4. 1	4. 4	4. 8	4.12	4.16	
12	---	---	4. 0	4. 7	4.11	4.15	4.20	4.25	4.29	4.33	4.37	4.41	
22	4.18	4.22	4.26	4.30	4.34	4.38	4.43	4.48	4.52	4.56	5. 0	5. 4	
12	4.46	4.50	4.54	4.58	5. 2	5. 6	5.15	5.20	5.24	5.28	5.32	5.36	
22	5.20	5.24	5.28	5.32	5.36	5.40	5.43	5.48	5.52	5.56	6. 0	6. 4	
12	5.45	5.49	5.53	5.57	6. 1	6. 6	6.15	6.20	6.24	6.28	6.32	6.36	
22	6.20	6.24	6.28	6.32	6.36	6.40	6.45	6.50	6.54	6.58	7. 0	7. 4	
12	6.38	6.42	6.46	6.50	6.54	6.58	7. 8	7.12	7.16	7.19	7.22	7.26	
22	7.10	7.14	7.18	7.22	7.26	7.31	7.50	7.55	7.59	8. 3	8. 7	8.11	
12	8.15	8.17	8.21	8.24	8.28	8.32	8.34	8.38	8.42	8.46	8.50	8.53	
22	8.54	8.58	9. 2	---	---	---	---	---	---	9. 8	9.11	9.15	
34	---	---	---	---	---	---	9.28	9.32	9.36	9.38	9.41	9.43	
22	9.22	9.26	9.30	9.35	9.36	9.40	9.48	9.52	9.56	10.0	10.3	10.6	
22	P10.8	10.12	10.15	---	---	---	---	---	---	10.16	10.20	10.24	
WEDNESDAYS & FRIDAYS ADDITIONAL.													
22	10.24pm	10.28pm	10.32pm	10.36pm	10.40pm	10.44pm	11.0pm	11.5pm	11.8pm	11.13pm	11.17pm	11.20pm	

Lidcombe (and the depot). This bus had earlier operated four services from Bankstown to Picnic Point on route 23, starting at 3.51, and one to Milperra Bridge on the route 22 at 8.32, returning at 9.15, leaving thirteen minutes before it departed on the 125. Around a quarter to seven in the mornings on Saturdays and Sundays and at 8.52 p.m. on Saturdays we also find run 32. More than two buses were required to operate the 125, but never more than three at any one time.

My next timetable, for the 123 (see page 14, commenced on 8th November 1965. It was roneoed on white foolscap paper. Only two runs, the 32 and the 37 are listed on the timetable, but the 32 cannot have operated both the 6.31 and 6.54 services from Lidcombe to Regents Park on weekdays, so a third run seems needed at that time.

The main service was provided by run 37, with the 32 providing extra services in weekday peak hours and on Saturday mornings. The 37 operated alone on Sundays and Public Holidays. The two halves of the route take up equal space on the timetable, but did not take equal time to operate. The buses returned from Berala in about eighteen minutes, but took around forty minutes to reach Regents Park and return, thus allowing a complete circuit to be operated in an hour. The buses almost always left on the opposite half of the run when they had arrived at Lidcombe, but run 37 ran twice to Regents Park on weekdays at 2.4 and 2.43, and on Sunday mornings at 8.28 and 9.4. Otherwise, there was a similar number of services on each half. Buses on the eastern part of the route diverted to Berala station during shopping hours Mondays to Saturdays and in the

Depart Lidcombe Station.	Arr & Dep Georges Avenue.	Arr & Dep Hospital.	Arr & Dep Cnr, Balfour St. & Rousewood Rd.	Arr & Dep Cnr, Rousewood Rd. & Hume Highway.	Arrive Bankstown Station.	Depart Bankstown Station.	Arr & Dep Cnr, Rousewood Rd. & Hume Highway.	Arr & Dep Cnr, Balfour St. & Rousewood Rd.	Arr & Dep Hospital.	Arr & Dep Georges Avenue.	Arrive Lidcombe Station.
22 5,20am	5,24am	5,27am	5,30am	5,34am	5,36am	5,42am	5,44am	5,46am	5,52am	---	---
22 5,48	5,52	5,54	---	---	---	---	---	---	7, 9	7,13	7,17
22 7,19	7,23	7,27	7,31	7,35	7,40	7,52	7,57	8, 1	8, 5	8, 9	8,13
22 8, 4	8, 8	8,12	8,16	8,20	8,25	8,35	8,39	8,43	8,47	8,51	8,55
22 8,38	8,42	8,46	8,50	8,54	8,59	9, 8	9,13	9,17	9,21	9,25	9,29
22 9, 8	9,12	9,16	9,20	9,24	9,29	9,35	9,40	9,44	9,48	9,52	9,56
22 9,39	9,42	9,46	9,50	9,54	9,59	10,8	10,13	10,17	10,21	10,25	10,29
22 10,8	10,12	10,16	10,20	10,24	10,29	10,35	10,40	10,44	10,48	10,52	10,56
22 10,38	10,42	10,46	10,50	10,54	10,59	11,8	11,13	11,17	11,21	11,25	11,29
22 11,8	11,12	11,16	11,20	11,24	11,29	11,35	11,40	11,44	11,48	11,52	11,56
22 11,38	11,42	11,46	11,50	11,54	11,59	12,5pm	12,9pm	12,13pm	12,17pm	12,21pm	12,25pm
22 12,10pm	12,14pm	12,18pm	12,22pm	12,26pm	12,31pm	12,37	12,41	12,45	12,48	12,52	12,56
22 12,50	12,54	12,58	---	---	---	---	---	---	---	---	---
22 NW1,16	1,20	1,24	1,28	1,32	1,36	NW1,32	1,37	1,41	1,45	1,49	1,53
22 NW1,36	1,40	1,44	1,48	1,52	1,56	NW1,48	1,53	1,57	2, 1	2, 5	2, 9
22 NW2,18	2,19	2,23	2,27	2,31	2,35	NW2,24	2,29	2,33	2,37	2,41	2,45
22 NW2,50	2,54	2,58	3, 2	3, 6	3, 10	3,16	3,20	3,24	3,28	3,32	3,36
22 3,20	3,24	3,28	3,31	3,34	3,39	3,45	3,53	3,57	4, 1	4, 5	4, 9
22 3,50	3,54	3,58	4, 2	4, 6	4,11	4,16	4,20	4,24	4,28	4,32	4,36
22 4,30	4,34	4,38	4,42	4,46	4,50	4,52	4,57	5, 1	5, 5	5, 9	5,13
22 4,58	4,57	5, 1	5, 5	5, 9	5,14	5,22	5,27	5,31	5,35	5,39	5,43
22 5,30	5,34	5,38	5,42	5,46	5,50	5,52	5,57	6, 1	6, 5	6, 9	6,13
22 5,50	5,54	5,58	6, 2	6, 6	6,11	6,22	6,27	6,31	6,35	6,39	6,43
22 6,38	6,34	6,38	6,42	6,46	6,50	6,52	6,57	7, 1	7, 5	7, 9	7,13
22 7,10	7,14	7,18	7,22	7,26	7,30	7,32	7,37	7,41	7,45	7,49	7,53
22 8,10	8,14	8,18	8,22	8,26	8,30	8,32	8,37	8,41	8,45	8,49	8,53
22 8,52	8,56	9, 0	9, 4	9, 8	9,12	9,17	9,21	9,25	9,29	9,33	9,37
22 9,19	9,23	9,27	9,31	9,35	9,39	9,48	9,52	9,56	10,0	10,4	10,8
22 P10,10	10,13	10,16	---	---	---	---	---	---	10,16	10,19	10,22
22 P10,22	10,26	10,30	10,34	10,38	10,42	P11,0	11,5	11,9	11,13	11,17	11,21
S U N D A Y S AND H O L I D A Y S.											
12 5,20am	5,24am	5,27am	5,30am	5,34am	5,36am	5,42am	5,44am	5,46am	5,52am	---	---
12 5,43	5,49	5,53	---	---	---	---	---	---	7, 9	7,13	7,17
12 7,19	7,23	7,27	7,31	7,35	7,39	7,48	7,52	7,56	8, 0	8, 4	8, 8
12 8,10	8,14	8,18	8,22	8,26	8,30	8,35	8,37	8,41	8,45	8,49	8,53
1255 P6,15	9,19	9,23	---	---	---	---	---	---	---	---	---
12 H9,10	9,14	9,18	9,22	9,26	9,30	9,33	9,37	9,41	9,45	9,49	9,53
12 10,10	10,14	10,18	10,22	10,26	10,30	10,33	10,37	10,41	10,45	10,49	10,53
1255 P10,53	10,55	10,59	---	---	---	---	---	---	---	---	---
12 H10,53	10,57	11,0	11,4	11,8	11,12	11,14	11,18	11,22	11,26	11,29	11,33
12 11,35	11,39	11,43	11,47	11,51	11,56	12,0	12,4pm	12,8pm	12,12pm	12,16pm	12,20pm
12 12,40pm	12,53pm	12,57pm	1, 1pm	1, 5pm	1, 9pm	NW1,10	1,14	1,18	1,22	1,26	1,30
22 NW1, 8	1,12	1,16	---	---	---	---	---	---	---	---	---
22 NW1,35	1,39	1,43	1,50	1,54	1,59	NW2, 8	2,13	2,17	2,21	2,26	2,32
22 NW1,50	1,54	1,58	---	---	---	---	---	---	1,58	2, 1	2, 4
22 NW2,30	2,14	2,18	2,22	2,26	2,30	NW2,45	2,51	2,55	2,58	3, 6	3, 9
22 2,50	2,54	3, 0	3, 7	3,11	3,16	3,18	3,22	3,26	3,30	3,34	3,38
22 3,10	3,14	3,18	3,22	3,26	3,31	3,34	3,38	3,42	3,46	3,50	3,54
22 3,40	3,44	3,48	3,52	3,56	4, 0	4, 8	4,12	4,16	4,20	4,24	4,28
22 4,10	4,14	4,18	4,22	4,26	4,31	4,34	4,38	4,42	4,46	4,50	4,54
22 4,40	4,44	4,48	4,52	4,56	5, 0	5, 8	5,12	5,16	5,20	5,24	5,28
22 5,35	5,39	5,43	5,47	5,51	5,56	5, 8	5,12	5,16	5,20	5,24	5,28
22 6,35	6,39	6,43	6,47	6,51	6,56	7, 9	7,13	7,16	7,20	7,24	7,28
22 8,10	8,13	8,17	8,21	8,24	8,28	8,32	8,36	8,40	8,43	8,47	8,50
22 8,55	8,58	9, 2	9, 5	9, 9	9,13	9,16	9,20	9,24	9,28	9,32	9,36
22 9,38	9,42	9,46	9,50	9,54	9,58	10,1	10,5	10,9	10,13	10,17	10,21
22 H10,24	10,28	10,32	10,36	10,40	10,44	P11,0	11,5	11,8	11,13	11,17	11,20
C H R I S T M A S DAY & G O O D F R I D A Y.											
22 P6,53am	6,56am	6,59am	---	---	---	---	---	---	dep7,0am	7,4am	7,8am
22 P7,10	7,14	7,18	---	---	---	---	---	---	---	---	---
22 7,35	7,39	7,43	7,47	7,51	7,55	8, 8	8,12	8,16	8,20	8,23	8,26
22 8,35	8,39	8,43	8,47	8,51	8,55	9, 8	9,12	9,16	9,20	9,23	9,26
22 9,35	9,39	9,43	9,47	9,51	9,55	10,8	10,12	10,16	10,20	10,23	10,26
22 10,35	10,39	10,43	10,47	10,51	10,55	11,8	11,12	11,16	11,20	11,23	11,26
22 11,35	11,39	11,43	11,47	11,51	11,55	12,8pm	12,12pm	12,16pm	12,20pm	11,23	11,26pm
22 NW1,10pm	1,14pm	1,18pm	1,22pm	1,26pm	1,30pm	NW1,35	1,40	1,44	1,48	1,53	1,59
22 NW2,10	2,14	2,18	2,22	2,26	2,30	NW2,45	2,50	2,54	2,58	3, 5	3, 9
22 NW3,10	3,14	3,18	3,22	3,26	3,30	3,35	3,40	3,44	3,48	3,52	3,56
22 4,10	4,14	4,18	4,22	4,26	4,30	4,32	4,36	4,40	4,44	4,48	4,52
22 5,10	5,14	5,18	5,22	5,26	5,30	5,32	5,36	5,40	5,44	5,48	5,52
22 6,10	6,14	6,18	6,22	6,26	6,30	6,32	6,36	6,40	6,44	6,48	6,52
22 7,10	7,14	7,18	7,22	7,26	7,30	7,32	7,36	7,40	7,44	7,48	7,52
22 P8,10	8,13	8,16	---	---	---	---	---	---	dep8,17	8,20	8,24
22 P8,34	8,36	8,39	---	---	---	---	---	---	dep8, 8	8,12	8,16
22 9,18	9,22	9,26	9,30	9,34	9,38	9,49	9,53	9,56	10,0	10,3	10,6
22 10,10	10,14	10,17	---	---	---	---	---	---	dep10,17	10,20	10,24

early evenings on Mondays to Fridays, but ran direct along Notting Hill Road, past the timing point at Georges Avenue, at other times, including on the 3.16 p.m. service on weekdays. There was no evening service after eight o'clock on the route 123 in 1965.

Also on the east side of the Bankstown to Lidcombe railway was a diversion of the route 73, whose main services went from Bankstown to Sefton and Chester Hill on the Regents Park to Liverpool railway, to Potts Hill, a residential area to the south of the Water Board's reservoirs of the same

name. My next timetable, for this section of the 73, was issued on the 16th July 1979 (page 15) and was printed on one side of a yellow cardboard sheet, 13 inches long and 5 wide. A single bus could operate the service, independently of the main route to Chester Hill, apart from the Thursday nights only 9.10 p.m. bus via Potts Hill to Sefton and Chester Hill.

In the early morning peak, the bus operated only in a loop from Yagoona Station, not going to Bankstown until 7.54. Since the maximum time of journey was 12 minutes, the service could operate at less than half-

hourly intervals, and there was no attempt to operate a clock-face timetable – we may note three departures from Bankstown within one hour at 2.00, 2.26 and 2.51 p.m. In the evening the bus terminated at Yagoona at 5.25, leaving again for Potts Hill three minutes later and returning to Bankstown for one last run at 5.45, apart from the Thursdays only shoppers' bus. On Saturdays there was a service only in the mornings, at different times from the weekday departures, and we may note again three departures within the hour, this time at 11.02, 11.30 and 11.58. Saturday service finished at 12.40 p.m. at Yagoona Station.

There was no service on Sundays or Public Holidays, but surprisingly, there was on Easter Saturday, with five services run, as against ten on a normal Saturday. There was a more extensive timetable for Easter Saturdays than for Sundays and Public Holidays on the main route of the 73. One bus started at the Pipeline (north of Chester Hill) at 7.34, arrived at Bankstown at 8.02, ran the 8.05 to Potts Hill and then returned to Pipeline at 8.55. Meanwhile, two more buses had started at the Pipeline at 8.10 and 8.40 – these buses ran only on the main route. The first bus returned to Bankstown at 9.25, ran the remaining Potts Hill services, and then left Bankstown at 12.00 for Chester Hill. The route 73 had three buses operating on Easter Saturday, against only one on Sundays and Public Holidays. I've no idea why Easter Saturday was so busy on the Chester Hill-Bankstown Bus Service. But I do remember that Todd's Buses, to the north at Auburn, ran services on Easter Saturday around this time, but none on Sundays or Holidays. Whatever the reason for travelling on Easter Saturday was, it applied to a number of routes in this area.

The route 125 passed from McVicar to the Bankstown Bus Co and thence to South-Western Coach Lines, along with the routes to the East Hills line. However, the route 123 went to Drummond Transit. Drummond added the Potts Hill diversion of the 73 to the 123 in 1981, and operated through to Bankstown to the west of the route 125. My timetable for Drummond is dated 2nd February 1981, and was roneed on which foolscap paper (page 15, bottom) It gives the times for buses on Mondays to Fridays, on School Days only, and tells us there was no service on Sundays & Public Holidays. What about Saturdays and School Vacations? Gregory's Guide to Sydney by Public Transport (2 ed., 1982), page 166, tells us there was no Saturday service on the route 123, and I suppose that Drummond operated a similar timetable, but without the school diversions, during vacations. The timetable gives only a

# TIMETABLE

## LIDCOMBE STN TO BERALA & REGENTS PARK STN

### ROUTE NO 123

LIDCOMBE		BERALA		MONDAYS TO FRIDAYS										LIDCOMBE - REGENTS PARK						
Depart Lidcombe Station	Arr & Dep Woodburn Rd. & Vaughan St.	Arr & Dep Cambridge St. & Vaughan St.	Arr & Dep Mt. Auburn Rd. & Auburn Rd.	Arr & Dep Mt. Auburn Rd. & Auburn Rd. & Clarna St.	Arr & Dep Clarna St. & Harrow Rd.	Arr & Dep Harrow Rd. & Mt. Auburn Rd.	Arr & Dep Cambridge St. & Vaughan St.	Arr & Dep Woodburn Rd. & Vaughan St.	Arrive Lidcombe Station	Depart Lidcombe Station	Arr & Dep Georges Avenue	Arr & Dep Berala Station	Arr & Dep Walters Rd. & Kingsland Rd.	Arrive Regents Park Station	Depart Regents Park Station	Arr & Dep Walters Rd. & Kingsland Rd.	Arr & Dep Berala Station	Arr & Dep Georges Avenue	Arrive Lidcombe Station	
6.30am	6.25am	6.20am	6.29am	6.30am	6.31am	6.32am	6.30pm	6.31pm	6.32pm	6.30pm	6.31pm	6.32pm	6.30pm	6.31pm	6.32pm	6.30pm	6.31pm	6.32pm	6.30pm	6.31pm

LIDCOMBE		BERALA		SATURDAYS										LIDCOMBE - REGENTS PARK					
Depart Lidcombe Station	Arr & Dep Woodburn Rd. & Vaughan St.	Arr & Dep Cambridge St. & Vaughan St.	Arr & Dep Mt. Auburn Rd. & Auburn Rd.	Arr & Dep Mt. Auburn Rd. & Auburn Rd. & Clarna St.	Arr & Dep Clarna St. & Harrow Rd.	Arr & Dep Harrow Rd. & Mt. Auburn Rd.	Arr & Dep Cambridge St. & Vaughan St.	Arr & Dep Woodburn Rd. & Vaughan St.	Arrive Lidcombe Station	Depart Lidcombe Station	Arr & Dep Georges Avenue	Arr & Dep Berala Station	Arr & Dep Walters Rd. & Kingsland Rd.	Arrive Regents Park Station	Depart Regents Park Station	Arr & Dep Walters Rd. & Kingsland Rd.	Arr & Dep Berala Station	Arr & Dep Georges Avenue	Arrive Lidcombe Station
7.29am	7.33am	7.34am	7.37am	7.39am	7.40am	7.41am	7.43am	7.47am	7.50am	7.55am	8.1am	8.6am	8.12am	8.19am	8.25am	8.30am	8.59	9.3	9.39

**EXPLANATION OF ABBREVIATIONS USED IN THE TIMETABLE.**  
 arr denotes arrive.  
 dep denotes depart.  
 X denotes omnibus will operate on Sundays only.

This Timetable shall commence on 8TH NOVEMBER, 1965, and shall remain in force until suspended or cancelled.

PROPRIETORS:- MCVICARS BUS SERVICES PTY., LTD.  
 35 Joseph Street,  
 LIDCOMBE.

phone number for contact. The telephone directory gave his home address, 48 Westminster St. Schofields, but for the address of his depot, Tennyson and Denihy Sts, Clyde, where I obtained this timetable, I had to go to Gregory's Guide. Drummond was surprised to find someone at his depot wanting a timetable.

The timetable required three buses in the morning peak and two at evening peak

hours but only one in shopping hours. A bit after six o'clock, both buses had stopped operating, after they have dropped their last passenger. The western section of the old 123, which ran close to several bus routes to Auburn, had had its terminus moved a block west to Park Road, but was now operated only in school hours, and except for the 7.30 a.m. service, on school days only. The eastern part still has off-peak and workers' evening services, but it

is still much more limited than in the McVicar's timetable we saw. The off-peak buses run from Lidcombe at about every hour and a half; Gregory's Guide says 105 minutes, which doesn't seem right. The Potts Hill section of the route is now the strongest part. Every off-peak service does a short run, mostly to Potts Hill, but at 12.06 to Regents Park, in between the runs through to Lidcombe. The shopping centre at Bankstown Square has been added as a

**ROUTE 73 No.10 TIMETABLE**  
**POTTS HILL-BANKSTOWN**  
 To commence 16th July, 1979  
 LENGTH OF JOURNEY 30M. MAXIMUM TIME OF JOURNEY, 12MINUTES.  
 ALL PREVIOUS TIMETABLES ARE CANCELLED.  
 Subject to alteration without notice.  
 CHESTER HILL-BANKSTOWN BUS SERVICE PTY. LTD.  
 105-107 DORCHARD ROAD, CHESTER HILL. Phone 644 1991. 644 7900  
 AUTHORISED BY THE COMMISSIONER OF MOTOR TRANSPORT, ROSEBERY.

Explanation of abbreviations and symbols used in this timetable:-  
 YP - Yagoona Primary School.  
 NC - North Bankstown Catholic School.  
 NP - North Bankstown Public School.

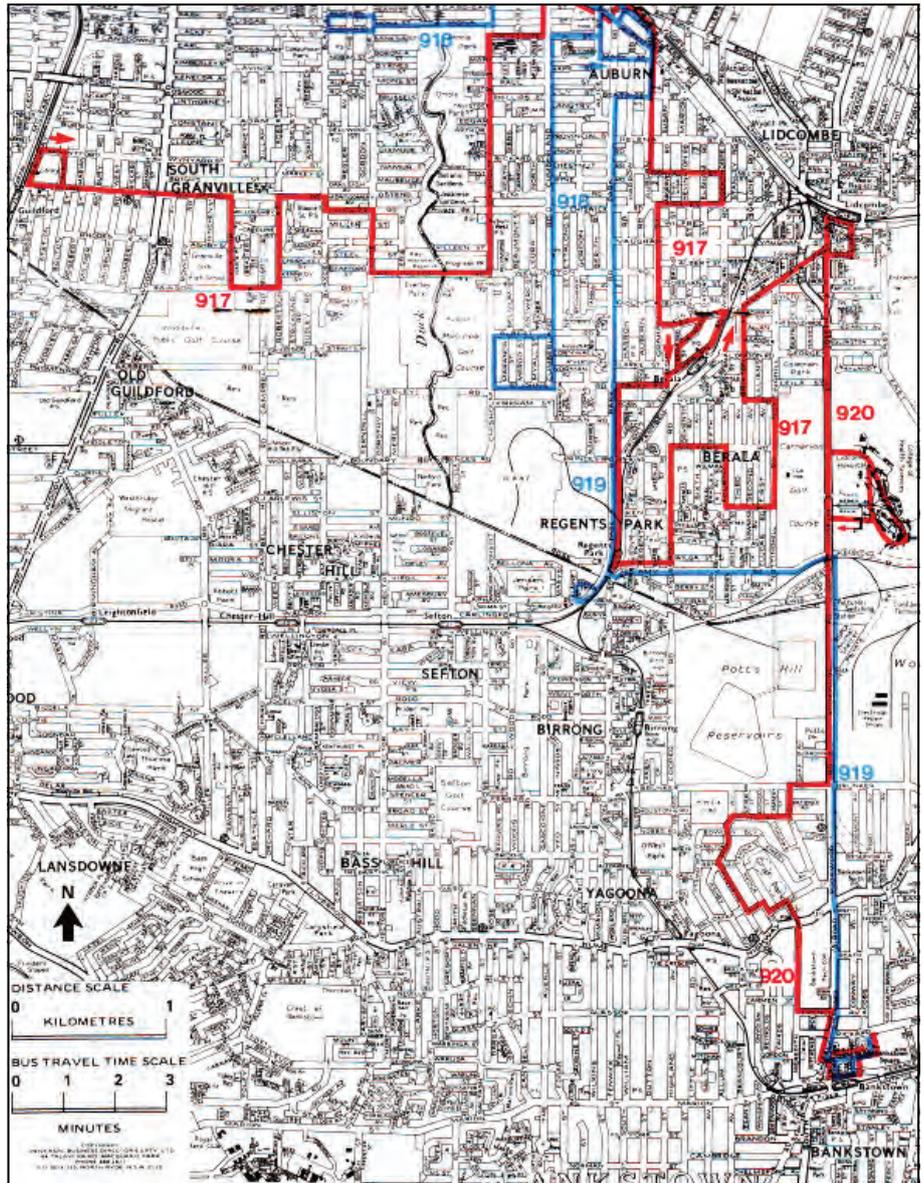
W - Denotes via Woodbine Street instead of Yagoona.  
 T - Bus Terminates.

NOTE: Non-Fri bus operates in clockwise direction around Potts Hill until 8.30am (Yagoona, Cooper Rd, Brunker, Anthony, McMillan, Abby, Woodbine, Palsson and Cooper Rd.) From 8.30am onwards, bus operates in reverse direction clockwise.

DEPART BANKSTOWN STATION	DEPART YAGOONA STATION	DEPART ANTHONY ST. BRUNKER RD.	DEPART YAGOONA STATION	DEPART BANKSTOWN SQUARE
MONDAY TO FRIDAY				
A.M.	A.M.	A.M.	A.M.	A.M.
8.00	8.04	8.09	8.09	8.14
8.14	8.18	8.23	8.23	8.28
8.28	8.32	8.37	8.37	8.42
8.42	8.46	8.51	8.51	8.56
8.56	9.00	9.05	9.05	9.10
9.10	9.14	9.19	9.19	9.24
9.24	9.28	9.33	9.33	9.38
9.38	9.42	9.47	9.47	9.52
9.52	9.56	10.01	10.01	10.06
10.06	10.10	10.15	10.15	10.20
10.20	10.24	10.29	10.29	10.34
10.34	10.38	10.43	10.43	10.48
10.48	10.52	10.57	10.57	11.02
11.02	11.06	11.11	11.11	11.16
11.16	11.20	11.25	11.25	11.30
11.30	11.34	11.39	11.39	11.44
11.44	11.48	11.53	11.53	11.58
11.58	12.02	12.07	12.07	12.12
12.12	12.16	12.21	12.21	12.26
12.26	12.30	12.35	12.35	12.40
12.40	12.44	12.49	12.49	12.54
12.54	12.58	13.03	13.03	13.08
13.08	13.12	13.17	13.17	13.22
13.22	13.26	13.31	13.31	13.36
13.36	13.40	13.45	13.45	13.50
13.50	13.54	13.59	13.59	14.04
14.04	14.08	14.13	14.13	14.18
14.18	14.22	14.27	14.27	14.32
14.32	14.36	14.41	14.41	14.46
14.46	14.50	14.55	14.55	15.00
15.00	15.04	15.09	15.09	15.14
15.14	15.18	15.23	15.23	15.28
15.28	15.32	15.37	15.37	15.42
15.42	15.46	15.51	15.51	15.56
15.56	16.00	16.05	16.05	16.10
16.10	16.14	16.19	16.19	16.24
16.24	16.28	16.33	16.33	16.38
16.38	16.42	16.47	16.47	16.52
16.52	16.56	17.01	17.01	17.06
17.06	17.10	17.15	17.15	17.20
17.20	17.24	17.29	17.29	17.34
17.34	17.38	17.43	17.43	17.48
17.48	17.52	17.57	17.57	18.02
18.02	18.06	18.11	18.11	18.16
18.16	18.20	18.25	18.25	18.30
18.30	18.34	18.39	18.39	18.44
18.44	18.48	18.53	18.53	18.58
18.58	19.02	19.07	19.07	19.12
19.12	19.16	19.21	19.21	19.26
19.26	19.30	19.35	19.35	19.40
19.40	19.44	19.49	19.49	19.54
19.54	19.58	20.03	20.03	20.08
20.08	20.12	20.17	20.17	20.22
20.22	20.26	20.31	20.31	20.36
20.36	20.40	20.45	20.45	20.50
20.50	20.54	20.59	20.59	21.04
21.04	21.08	21.13	21.13	21.18
21.18	21.22	21.27	21.27	21.32
21.32	21.36	21.41	21.41	21.46
21.46	21.50	21.55	21.55	22.00
22.00	22.04	22.09	22.09	22.14
22.14	22.18	22.23	22.23	22.28
22.28	22.32	22.37	22.37	22.42
22.42	22.46	22.51	22.51	22.56
22.56	23.00	23.05	23.05	23.10
23.10	23.14	23.19	23.19	23.24
23.24	23.28	23.33	23.33	23.38
23.38	23.42	23.47	23.47	23.52
23.52	23.56	24.01	24.01	24.06
24.06	24.10	24.15	24.15	24.20
24.20	24.24	24.29	24.29	24.34
24.34	24.38	24.43	24.43	24.48
24.48	24.52	24.57	24.57	25.02
25.02	25.06	25.11	25.11	25.16
25.16	25.20	25.25	25.25	25.30
25.30	25.34	25.39	25.39	25.44
25.44	25.48	25.53	25.53	25.58
25.58	26.02	26.07	26.07	26.12
26.12	26.16	26.21	26.21	26.26
26.26	26.30	26.35	26.35	26.40
26.40	26.44	26.49	26.49	26.54
26.54	26.58	27.03	27.03	27.08
27.08	27.12	27.17	27.17	27.22
27.22	27.26	27.31	27.31	27.36
27.36	27.40	27.45	27.45	27.50
27.50	27.54	27.59	27.59	28.04
28.04	28.08	28.13	28.13	28.18
28.18	28.22	28.27	28.27	28.32
28.32	28.36	28.41	28.41	28.46
28.46	28.50	28.55	28.55	29.00
29.00	29.04	29.09	29.09	29.14
29.14	29.18	29.23	29.23	29.28
29.28	29.32	29.37	29.37	29.42
29.42	29.46	29.51	29.51	29.56
29.56	30.00	30.05	30.05	30.10
30.10	30.14	30.19	30.19	30.24
30.24	30.28	30.33	30.33	30.38
30.38	30.42	30.47	30.47	30.52
30.52	30.56	31.01	31.01	31.06
31.06	31.10	31.15	31.15	31.20
31.20	31.24	31.29	31.29	31.34
31.34	31.38	31.43	31.43	31.48
31.48	31.52	31.57	31.57	32.02
32.02	32.06	32.11	32.11	32.16
32.16	32.20	32.25	32.25	32.30
32.30	32.34	32.39	32.39	32.44
32.44	32.48	32.53	32.53	32.58
32.58	33.02	33.07	33.07	33.12
33.12	33.16	33.21	33.21	33.26
33.26	33.30	33.35	33.35	33.40
33.40	33.44	33.49	33.49	33.54
33.54	33.58	34.03	34.03	34.08
34.08	34.12	34.17	34.17	34.22
34.22	34.26	34.31	34.31	34.36
34.36	34.40	34.45	34.45	34.50
34.50	34.54	34.59	34.59	35.04
35.04	35.08	35.13	35.13	35.18
35.18	35.22	35.27	35.27	35.32
35.32	35.36	35.41	35.41	35.46
35.46	35.50	35.55	35.55	36.00
36.00	36.04	36.09	36.09	36.14
36.14	36.18	36.23	36.23	36.28
36.28	36.32	36.37	36.37	36.42
36.42	36.46	36.51	36.51	36.56
36.56	37.00	37.05	37.05	37.10
37.10	37.14	37.19	37.19	37.24
37.24	37.28	37.33	37.33	37.38
37.38	37.42	37.47	37.47	37.52
37.52	37.56	38.01	38.01	38.06
38.06	38.10	38.15	38.15	38.20
38.20	38.24	38.29	38.29	38.34
38.34	38.38	38.43	38.43	38.48
38.48	38.52	38.57	38.57	39.02
39.02	39.06	39.11	39.11	39.16
39.16	39.20	39.25	39.25	39.30
39.30	39.34	39.39	39.39	39.44
39.44	39.48	39.53	39.53	39.58
39.58	40.02	40.07	40.07	40.12
40.12	40.16	40.21	40.21	40.26
40.26	40.30	40.35	40.35	40.40
40.40	40.44	40.49	40.49	40.54
40.54	40.58	41.03	41.03	41.08
41.08	41.12	41.17	41.17	41.22
41.22	41.26	41.31	41.31	41.36
41.36	41.40	41.45	41.45	41.50
41.50	41.54	41.59	41.59	42.04
42.04	42.08	42.13	42.13	42.18
42.18	42.22	42.27	42.27	42.32
42.32	42.36	42.41	42.41	42.46
42.46	42.50	42.55	42.55	43.00
43.00	43.04	43.09	43.09	43.14
43.14	43.18	43.23	43.23	43.28
43.28	43.32	43.37	43.37	43.42
43.42	43.46	43.51	43.51	43.56
43.56	44.00	44.05	44.05	44.10
44.10	44.14	44.19	44.19	44.24
44.24	44.28	44.33	44.33	44.38
44.38	44.42	44.47	44.47	44.52
44.52	44.56	45.01	45.01	45.06
45.06	45.10	45.15	45.15	45.20
45.20	45.24	45.29	45.29	45.34
45.34	45.38	45.43	45.43	45.48
45.48	45.52	45.57	45.57	46.02
46.02	46.06	46.11	46.11	46.16
46.16	46.20	46.25	46.25	46.30
46.30	46.34	46.39	46.39	46.44
46.44	46.48	46.53	46.53	46.58
46.58	47.02	47.07	47.07	47.12
47.12	47.16	47.21	47.21	47.26
47.26	47.30	47.35	47.35	47.40
47.40	47.44	47.49	47.49	47.54
47.54	47.58	48.03	48.03	48.08
48.08	48.12	48.17	48.17	48.22
48.22	48.26	48.31	48.31	48.36
48.36	48.40	48.45	48.45	48.50
48.50	48.54	48.59	48.59	49.04
49.04	49.08	49.13	49.13	49.18
49.18	49.22	49.27	49.27	49.32
49.32	49.36	49.41	49.41	49.46
49.46	49.50	49.55	49.55	50.00
50.00	50.04	50.09	50.09	50.14
50.14	50.18	50.23	50.23	50.28
50.28	50.32	50.37	50.37	50.42
50.42	50.46	50.51	50.51	50.56
50.56	51.00	51.05	51.05	51.10
51.10	51.14	51.19	51.19	51.24
51.24	51.28	51.33	51.33	51.38
51.38	51.42	51.47	51.47	51.52
51.52	51.56	52.01	52.01	52.06
52.06	52.10	52.15	52.15	52.20
52.20	52.24	52.29	52.29	52.34
52.34	52.38	52.43	52.43	5

port. The Bankstown to Lidcombe buses no longer diverted via Potts Hill at the south end of the run, but they did divert via East St. Lidcombe instead of the northern part of Joseph Street. This partially replaced the old route 915, which was not shown on the Auburn Transport map, but as it did not serve the Cumberland Campus of Sydney University, it is unlikely that many of the University students who used the 915 would have found the 912 useful.

A clock face timetable is in place throughout the day, with hourly service in the off-peak and at weekends and half hourly during the weekday peak-hours. On weekdays and Saturdays the buses leave Bankstown at the same time as the old 920's above: at twenty five minutes to the hour. On Sundays, for some reason, the buses leave Bankstown at twenty five minutes past the hour. On Sundays the first two buses commence their service, not at Bankstown but at the Botanica Estate, in the northern part of the 912. The first bus, leaving at 8.39 a.m., then departs Lidcombe at 8.50 and reaches Bankstown at 9.12. It is not clear whether the bus then leaves Bankstown on some other route, and another one commences at Botanica at 9.39, or if the first operates as a special to Botanica. Both scenarios are possible, but I think the first is more likely. There is limited service in the evenings. The buses finish at Bankstown at 8.57 p.m. on weekdays, 7.27 on Saturdays and only 5.12 on Sundays and Public Holidays. This is less service than in 1964, but more than in 1985.



**BANKSTOWN - LIDCOMBE - AUBURN TRIPS**

**Route 919: BANKSTOWN to AUBURN STATION**  
via Regents Park

**Route 920: BANKSTOWN to LIDCOMBE STATION**  
via Potts Hill

Route Number	BANKSTOWN		POTTS HILL		LIDCOMBE		REGENTS PARK		AUBURN		
	Train arrives from City	Bankstown Station	Powell Street & McMillan Street	Minda Remand Centre	Lidcombe State Hospital	Lidcombe Station	Train departs for City	Regents Park Station	Park Road & Wellington Road	Auburn Station	Train departs for City
WEEKDAYS MORNINGS											
919	5:42	6:10	6:18	6:22	6:30	6:34	25:57	6:02	6:07	6:11	6:11
920	6:25	6:37	6:40	6:45	6:57	7:01	6:27	6:33	6:39	6:48	6:48
919	6:51	6:57	7:05	7:06	7:17	7:23	7:11	7:19	7:25	7:37	7:37
920	6:51	6:57	7:05	7:09	7:17	7:23	7:33	7:42	7:48	7:56	7:56
919	7:08	7:20	7:28	7:32	7:40	7:44	7:50	7:58	8:04	8:09	8:09
920	7:15	7:35	7:44	7:44	7:44	7:44	8:13	8:22	8:28	8:45	8:45
919	7:45	7:50	7:58	8:04	8:13	8:19	8:19	8:22	8:28	8:45	8:45
920	7:45	7:50	7:58	8:04	8:13	8:19	8:19	8:22	8:28	8:45	8:45
919	8:03	8:14	8:22	8:29	8:37	8:40	8:40	8:45	8:52	9:10	9:10
920	8:03	8:14	8:22	8:29	8:37	8:40	8:40	8:45	8:52	9:10	9:10
919	8:21	8:35	8:44	8:48	9:00	9:06	9:19	9:26	9:32	9:42	9:42
920	8:35	8:40	8:48	9:13	9:13	9:13	9:48	9:56	10:02	10:12	10:12
919	8:54	9:05	9:13	9:13	9:13	9:13	10:05	10:12	10:12	10:12	10:12
920	8:54	9:05	9:13	9:13	9:13	9:13	10:05	10:12	10:12	10:12	10:12
919	9:19	9:35	9:45	9:48	9:52	10:05	10:18	10:26	10:32	10:42	10:42
920	9:19	9:35	9:45	9:48	9:52	10:05	10:18	10:26	10:32	10:42	10:42
919	10:01	10:05	10:13	10:13	10:13	11:05	11:18	11:26	11:32	11:42	11:42
920	10:01	10:05	10:13	10:13	10:13	11:05	11:18	11:26	11:32	11:42	11:42
919	11:00	11:05	11:13	11:13	11:13	12:05	12:18	12:26	12:32	12:42	12:42
920	11:30	11:35	11:45	11:48	11:52	12:05	12:18	12:26	12:32	12:42	12:42
AFTERNOONS											
919	12:00	12:05	12:13	12:13	12:13	1:05	1:18	1:26	1:32	1:42	1:42
920	12:30	12:35	12:45	12:48	12:52	1:05	1:18	1:26	1:32	1:42	1:42
919	1:00	1:05	1:13	1:13	1:13	2:05	2:18	2:26	2:32	2:41	2:41
920	1:30	1:35	1:45	1:48	1:52	2:05	2:18	2:26	2:32	2:41	2:41
919	2:00	2:05	2:13	2:13	2:13	3:05	3:18	3:26	3:32	3:41	3:41
920	2:45	2:50	2:58	3:04	3:08	3:14	3:31	3:39	3:46	4:00	4:00
919	3:15	3:40	3:50	3:53	4:00	4:14	4:20	4:28	4:32	4:40	4:40
920	3:15	3:40	3:50	3:53	4:00	4:14	4:20	4:28	4:32	4:40	4:40
919	4:04	4:20	4:30	4:34	4:38	4:49	4:57	5:06	5:12	5:19	5:19
920	4:27	4:40	4:50	4:50	4:50	5:20	5:20	5:28	5:34	5:44	5:44
919	4:38	4:48	4:58	5:02	5:06	5:14	5:34	5:41	5:47	5:55	5:55
920	5:30	5:40	5:50	5:54	5:58	6:10	6:10	6:18	6:22	6:30	6:30

Weekday times continued on page 22.

**EXPLANATIONS**

- D — On school days bus travels along Park Road, Amy Street, Regent Street, Jenkins Street and Park Road then normal route.
- S — Trip runs on school days only.
- Z — Bus approaches Station from Elaine Street, Station Street and Carlingford Street.

**Route 919: AUBURN STATION to BANKSTOWN**  
via Regents Park

**Route 920: LIDCOMBE STATION to BANKSTOWN**  
via Potts Hill

Route Number	AUBURN		REGENTS PARK		LIDCOMBE		POTTS HILL		BANKSTOWN		
	Train arrives from City	Auburn Station	Park Road & Wellington Road	Regents Park Station	Train arrives from City	Lidcombe Station	Minda Remand Centre	Powell Street & McMillan Street	Bankstown Station	Train departs for City	
WEEKDAYS MORNINGS											
919	5:45	5:48	5:53	5:57	5:45	5:50	5:58Q	6:07	6:17	6:17	
920	5:45	5:48	5:53	5:57	5:45	5:50	5:58Q	6:07	6:17	6:17	
919	6:24	6:28	6:33	6:42	6:31	6:36	6:44	6:56	7:06	7:06	
920	6:24	6:28	6:33	6:42	6:31	6:36	6:44	6:56	7:06	7:06	
919	6:54	7:00	7:05	7:14	6:51	7:00	7:08	7:20	7:30	7:30	
920	6:54	7:00	7:05	7:14	6:51	7:00	7:08	7:20	7:30	7:30	
919	7:10	7:18	7:23	7:32Z	7:13	7:18	7:28	7:40	7:51	7:51	
920	7:29	7:36	7:42	7:48	7:39	7:45	7:55	7:59Q	8:08	8:08	
919	7:52	7:58	8:04	8:12	7:52	7:58	8:08	8:18	8:28	8:44	
920	8:05	8:20	8:28	8:35Z	8:12	8:20	8:28	8:32	8:40	8:44	
919	8:40	8:50	8:56	9:04	8:32	8:40	8:48	8:52Q	9:00	9:11	
920	8:40	8:50	8:56	9:04	8:32	8:40	8:48	8:52Q	9:00	9:11	
919	9:27	9:35	9:41	9:49	9:31	9:37	9:45	9:49	9:52	10:02	
920	9:27	9:35	9:41	9:49	9:31	9:37	9:45	9:49	9:52	10:02	
919	10:23	10:35	10:41	10:49	10:00	10:07	10:15	10:19	10:22	10:32	
920	10:23	10:35	10:41	10:49	10:00	10:07	10:15	10:19	10:22	10:32	
919	11:30	11:35	11:41	11:49	10:59	11:07	11:15	11:19	11:22	11:41	
920	11:30	11:35	11:41	11:49	10:59	11:07	11:15	11:19	11:22	11:41	
AFTERNOONS											
919	12:30	12:35	12:41	12:49	11:58	12:07	12:15	12:19	12:22	12:32	
920	12:30	12:35	12:41	12:49	11:58	12:07	12:15	12:19	12:22	12:32	
919	1:30	1:35	1:41	1:49	1:25	1:31	1:35	1:42	1:52	1:52	
920	1:30	1:35	1:41	1:49	1:25	1:31	1:35	1:42	1:52	1:52	
919	2:19	2:25	2:31	2:39	2:07	2:15	2:19	2:22	2:32	2:41	
920	2:19	2:25	2:31	2:39	2:07	2:15	2:19	2:22	2:32	2:41	
919	3:21	3:25	3:31	3:39	3:03	3:12	3:20	3:24	3:37	3:52	
920	3:21	3:25	3:31	3:39	3:03	3:12	3:20	3:24	3:37	3:52	
919	3:42	3:45	3:51	3:59Z	3:46	3:50	4:00	4:04Q	4:12	4:20	
920	3:42	3:45	3:51	3:59Z	3:46	3:50	4:00	4:04Q	4:12	4:20	
919	4:00	4:05	4:11	4:19	4:12	4:20	4:28	4:32Q	4:40	4:55	
920	4:00	4:05	4:11	4:19	4:12	4:20	4:28	4:32Q	4:40	4:55	
919	4:20	4:25	4:31	4:39Z	4:46	4:52	5:00	5:05	5:08	5:18	
920	4:20	4:25	4:31	4:39Z	4:46	4:52	5:00	5:05	5:08	5:18	
919	5:00	5:05	5:11	5:19Z	5:11	5:18	5:26	5:30Q	5:38	5:50	
920	5:00	5:05	5:11	5:19Z	5:11	5:18	5:26	5:30Q	5:38	5:50	
919	5:24	5:27	5:33	5:41	5:57	6:10	6:18	6:22Q	6:30	6:43	
920	5:24	5:27	5:33	5:41	5:57	6:10	6:18	6:22Q	6:30	6:43	

Weekday times continued on page 23.

**EXPLANATIONS**

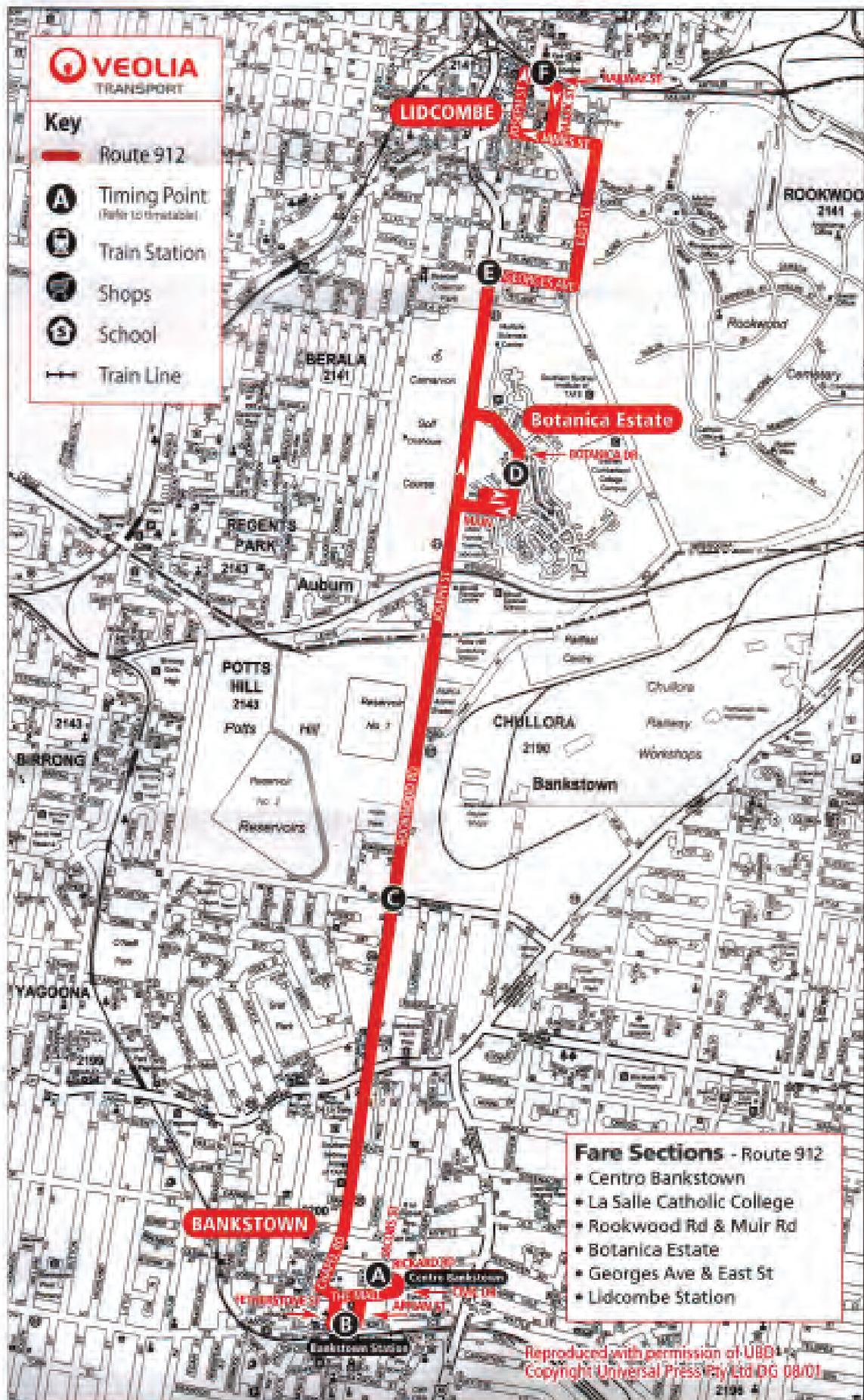
- N — On school days bus runs directly along Rookwood Road and Chapel Road. On school holidays bus follows normal route through Potts Hill.
- Q — Bus runs directly along Rookwood Road and Chapel Road and does not follow normal route through Potts Hill.
- S — Trip runs on school days only.
- Z — Bus continues along Carlingford Street and Elaine Street to Station Street.

**Route 919: BANKSTOWN to AUBURN STATION**  
via Regents Park

**Route 920: BANKSTOWN to LIDCOMBE STATION**  
via Potts Hill

**Route 920: BANKSTOWN to AUBURN STATION**  
via Potts Hill and Lidcombe

Route Number	BANKSTOWN		POTTS HILL		LIDCOMBE		REGENTS PARK		AUBURN		
	Train arrives from City	Bankstown Station	Powell Street & McMillan Street	Minda Remand Centre	Lidcombe State Hospital	Lidcombe Station	Train departs for City	Regents Park Station	Park Road & Wellington Road	Auburn Station	Train departs for City
WEEKDAYS EVENINGS											
919	5:54	6:00	6:08	6:08	6:08	6:13	6:21	6:27	6:43	6:43	6:43
920	6:29	6:40	6:50	6:53	6:56	7:03	7:10	7:17	7:25	7:33	7:33
919	7:19	7:25	7:33	7:33	7:33	7:47	7:55	8:03	8:13	8:23	8:23
920	7:19	7:25	7:33	7:33	7:33	7:47	7:55	8:03	8:13	8:23	8:23
919	8:19	8:25	8:33	8:33	8:33	8:47	8:55	9:03	9:13	9:23	9:23
920	8:19	8:25	8:33	8:33	8:33	8:47	8:55	9:03	9:13	9:23	9:23
SATURDAYS MORNINGS											
919	8:16	8:35	8:45	8:48	8:52	9:06	9:18	9:26	9:32	9:44	9:44
920	8:46	9:05	9:14	9:14	9:14	10:06	10:18	10:26	10:32	10:44	10:44
919	9:45	10:05	10:14	10:14	10:14	11:06	11:18	11:26	11:32	11:44	11:44
920	10:15	10:35	10:45	10:48	10:52	11:06	11:18	11:26	11:32	11:44	11:44
919	10:45	11:05	11:14	11:14	11:14	12:06	12:18	12:26	12:32	12:44	12:44
920	11:15	11:35	11:45	11:48	11:52	12:06	12:18	12:26	12:32	12:44	12:44
AFTERNOONS											
919	11:45	12:05	12:14	12:14	12:14	1:06	1:18	1:26	1:32	1:44	1:44
920	12:15	12:35	12:45	12:48	12:52	1:06	1:18	1:26	1:32	1:44	1:44
919	1:15	1:35	1:45	1:48	1:52	2:06	2:18	2:26	2:32	2:44	2:44
920	1:45	2:05	2:14	2:14	2:14	3:06	3:18	3:26	3:32	3:44	3:44
919	2:15	2:35	2:45	2:48	2:52	3:06	3:18				



**Route 912****Bankstown to Lidcombe**  
via Rookwood Road and Botanica Estate**Monday to Friday**

Route Number	912	912	912	912	912	912	912	912	912	912
	am	am	am							
<b>A</b> Centro Bankstown (Jacobs St)	....	....	....	7.05	7.35	8.05	8.35	9.35	10.35	11.35
<b>B</b> Bankstown Station (North Tce)	5.37	6.07	6.37	7.07	7.37	8.07	8.37	9.37	10.37	11.37
<b>C</b> Rookwood Rd & Brunner Rd	5.45	6.15	6.45	7.15	7.45	8.15	8.45	9.45	10.45	11.45
<b>D</b> Botanica Estate (Botanica Dr)	5.51	6.21	6.51	7.21	7.51	8.21	8.51	9.51	10.51	11.51
<b>E</b> Joseph St & Georges Ave	5.55	6.25	6.55	7.25	7.55	8.25	8.55	9.55	10.55	11.55
<b>F</b> Lidcombe Station	6.00	6.30	7.00	7.30	8.00	8.30	9.00	10.00	11.00	12.00

**Monday to Friday continued**

Route Number	912	912	912	912	912	912	912	912	912	912	912
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
<b>A</b> Centro Bankstown (Jacobs St)	12.35	1.35	2.35	3.35	4.05	4.35	5.05	5.35	6.05	7.05	8.05
<b>B</b> Bankstown Station (North Tce)	12.37	1.37	2.37	3.37	4.07	4.37	5.07	5.37	6.06	7.06	8.06
<b>C</b> Rookwood Rd & Brunner Rd	12.45	1.45	2.45	3.45	4.15	4.45	5.15	5.45	6.14	7.14	8.14
<b>D</b> Botanica Estate (Botanica Dr)	12.51	1.51	2.51	3.51	4.21	4.51	5.21	5.51	6.19	7.19	8.19
<b>E</b> Joseph St & Georges Ave	12.55	1.55	2.55	3.55	4.25	4.55	5.25	5.55	6.23	7.23	8.23
<b>F</b> Lidcombe Station	1.00	2.00	3.00	4.00	4.30	5.00	5.30	6.00	6.27	7.27	8.27

**Saturdays**

Route Number	912	912	912	912	912	912
	am	am	am	am	am	am
<b>A</b> Centro Bankstown (Jacobs St)	....	7.35	8.35	9.35	10.35	11.35
<b>B</b> Bankstown Station (North Tce)	6.37	7.37	8.37	9.37	10.37	11.37
<b>C</b> Rookwood Rd & Brunner Rd	6.45	7.45	8.45	9.45	10.45	11.45
<b>D</b> Botanica Estate (Botanica Dr)	6.51	7.51	8.51	9.51	10.51	11.51
<b>E</b> Joseph St & Georges Ave	6.55	7.55	8.55	9.55	10.55	11.55
<b>F</b> Lidcombe Station	7.00	8.00	9.00	10.00	11.00	12.00

**Saturdays continued**

Route Number	912	912	912	912	912	912	912
	pm	pm	pm	pm	pm	pm	pm
<b>A</b> Centro Bankstown (Jacobs St)	12.35	1.35	2.35	3.35	4.35	5.35	6.35
<b>B</b> Bankstown Station (North Tce)	12.37	1.37	2.37	3.37	4.37	5.36	6.36
<b>C</b> Rookwood Rd & Brunner Rd	12.45	1.45	2.45	3.45	4.45	5.44	6.44
<b>D</b> Botanica Estate (Botanica Dr)	12.51	1.51	2.51	3.51	4.51	5.49	6.49
<b>E</b> Joseph St & Georges Ave	12.55	1.55	2.55	3.55	4.55	5.53	6.53
<b>F</b> Lidcombe Station	1.00	2.00	3.00	4.00	5.00	5.57	6.57

**Sundays & Public Holidays\***

Route Number	912	912	912	912	912	912	912	912	912
	am	am	am	am	pm	pm	pm	pm	pm
<b>A</b> Centro Bankstown (Jacobs St)	....	....	10.25	11.25	12.25	1.25	2.25	3.25	4.25
<b>B</b> Bankstown Station (North Tce)	....	....	10.26	11.26	12.26	1.26	2.26	3.26	4.26
<b>C</b> Rookwood Rd & Brunner Rd	....	....	10.34	11.34	12.34	1.34	2.34	3.34	4.34
<b>D</b> Botanica Estate (Botanica Dr)	8.39	9.39	10.39	11.39	12.39	1.39	2.39	3.39	4.39
<b>E</b> Joseph St & Georges Ave	8.42	9.42	10.43	11.43	12.43	1.43	2.43	3.43	4.43
<b>F</b> Lidcombe Station	8.47	9.47	10.47	11.47	12.47	1.47	2.47	3.47	4.47

**Explanations**

.... - Journey does not operate past this timing point.

**A Timing Points**

For your assistance, the symbols located in the timetables refer to corresponding locations on the route map.

**\* Sundays & Public Holidays**

The Sunday timetable operates on all Public Holidays, except Easter Saturday when the Saturday timetable operates.

**Bus Route Numbers**

**912 Bankstown to Lidcombe**  
via Rookwood Road and Botanica Estate  
Services operate 7 days a week.

**Further Information**

The Transport Infoline provide up-to-the-minute transport information about bus, train and ferry services operating right across Sydney.

**This service is operated by**

33-39 Bay Rd  
Taren Point NSW 2229  
Ph: 9540 2277



Route **912**

# Lidcombe to Bankstown

via Botanica Estate and Rookwood Road



Monday to Friday																					
Route Number	912	912	912	912	912	912	912	912	912	912	912	912	912	912	912	912	912	912	912	912	
	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm								
<b>F</b> Lidcombe Station	6.05	6.35	7.05	7.35	8.05	8.35	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	4.35	5.05	5.35	6.05	6.35	7.35	8.35
<b>E</b> Joseph St & Georges Ave	6.10	6.40	7.10	7.40	8.10	8.40	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	4.40	5.10	5.40	6.09	6.39	7.39	8.39
<b>D</b> Botanica Estate (Botanica Dr)	6.14	6.44	7.14	7.44	8.14	8.44	9.14	10.14	11.14	12.14	1.14	2.14	3.14	4.14	4.44	5.14	5.44	6.13	6.43	7.43	8.43
<b>C</b> Rookwood Rd & Brunker Rd	6.20	6.50	7.20	7.50	8.20	8.50	9.20	10.20	11.20	12.20	1.20	2.20	3.20	4.20	4.50	5.20	5.50	6.18	6.48	7.48	8.48
<b>B</b> Bankstown Station (North Tce)	6.28	6.58	7.28	7.58	8.28	8.58	9.28	10.28	11.28	12.28	1.28	2.28	3.28	4.28	4.58	5.28	5.58	6.25	6.55	7.55	8.55
<b>A</b> Centro Bankstown (Jacobs St)	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30	5.00	5.30	6.00	6.27	6.57	7.57	8.57

Saturdays					
Route Number	912	912	912	912	912
	am	am	am	am	am
<b>F</b> Lidcombe Station	7.05	8.05	9.05	10.05	11.05
<b>E</b> Joseph St & Georges Ave	7.10	8.10	9.10	10.10	11.10
<b>D</b> Botanica Estate (Botanica Dr)	7.14	8.14	9.14	10.14	11.14
<b>C</b> Rookwood Rd & Brunker Rd	7.20	8.20	9.20	10.20	11.20
<b>B</b> Bankstown Station (North Tce)	7.28	8.28	9.28	10.28	11.28
<b>A</b> Centro Bankstown (Jacobs St)	7.30	8.30	9.30	10.30	11.30

Saturdays continued								
Route Number	912	912	912	912	912	912	912	912
	pm	pm	pm	pm	pm	pm	pm	pm
<b>F</b> Lidcombe Station	12.05	1.05	2.05	3.05	4.05	5.05	6.05	7.05
<b>E</b> Joseph St & Georges Ave	12.10	1.10	2.10	3.10	4.10	5.10	6.09	7.09
<b>D</b> Botanica Estate (Botanica Dr)	12.14	1.14	2.14	3.14	4.14	5.14	6.13	7.13
<b>C</b> Rookwood Rd & Brunker Rd	12.20	1.20	2.20	3.20	4.20	5.20	6.18	7.18
<b>B</b> Bankstown Station (North Tce)	12.28	1.28	2.28	3.28	4.28	5.28	6.25	7.25
<b>A</b> Centro Bankstown (Jacobs St)	12.30	1.30	2.30	3.30	4.30	5.30	6.27	7.27

Sundays & Public Holidays*									
Route Number	912	912	912	912	912	912	912	912	912
	am	am	am	am	pm	pm	pm	pm	pm
<b>F</b> Lidcombe Station	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50
<b>E</b> Joseph St & Georges Ave	8.54	9.54	10.54	11.54	12.54	1.54	2.54	3.54	4.54
<b>D</b> Botanica Estate (Botanica Dr)	8.58	9.58	10.58	11.58	12.58	1.58	2.58	3.58	4.58
<b>C</b> Rookwood Rd & Brunker Rd	9.03	10.03	11.03	12.03	1.03	2.03	3.03	4.03	5.03
<b>B</b> Bankstown Station (North Tce)	9.10	10.10	11.10	12.10	1.10	2.10	3.10	4.10	5.10
<b>A</b> Centro Bankstown (Jacobs St)	9.12	10.12	11.12	12.12	1.12	2.12	3.12	4.12	5.12

