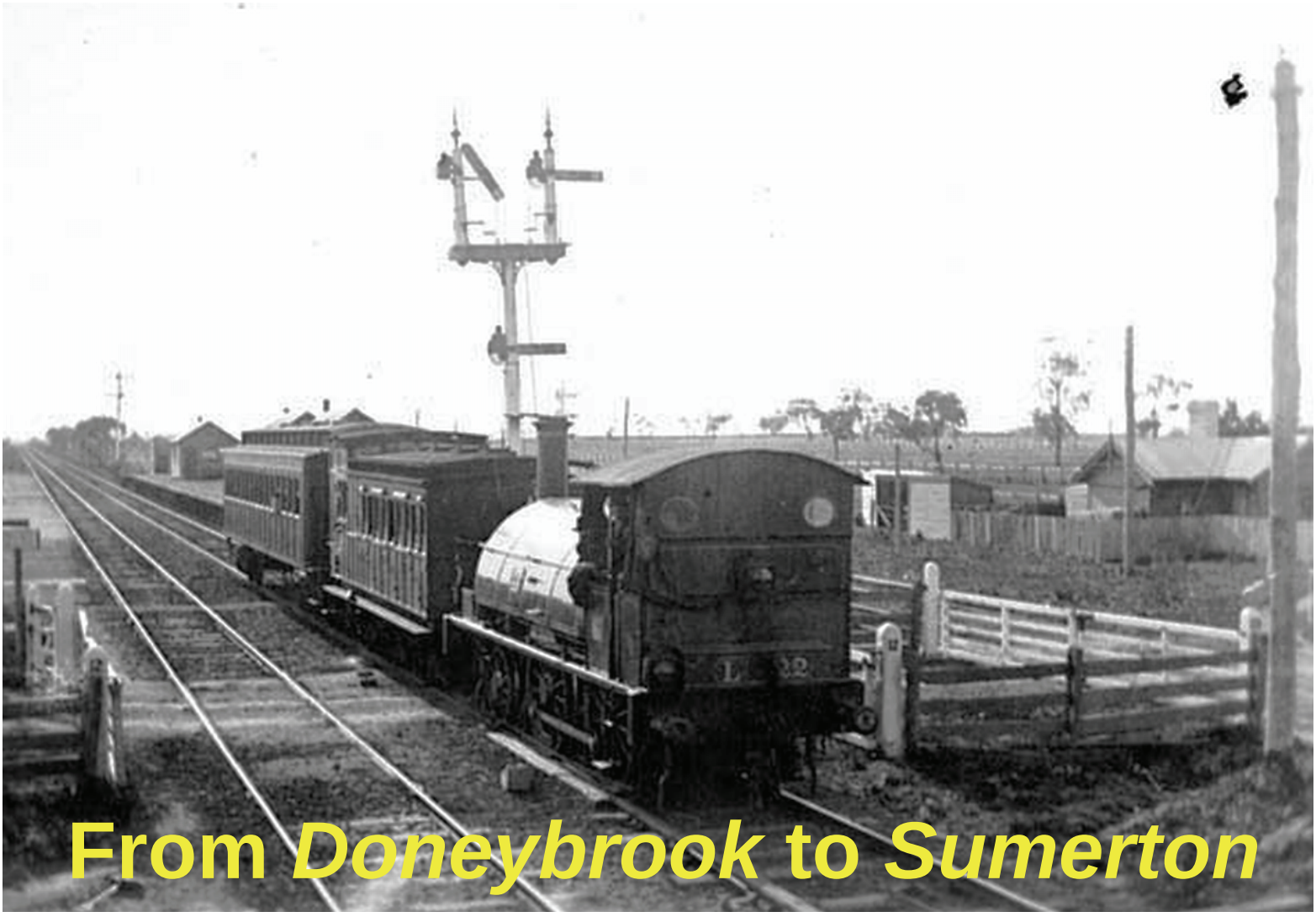
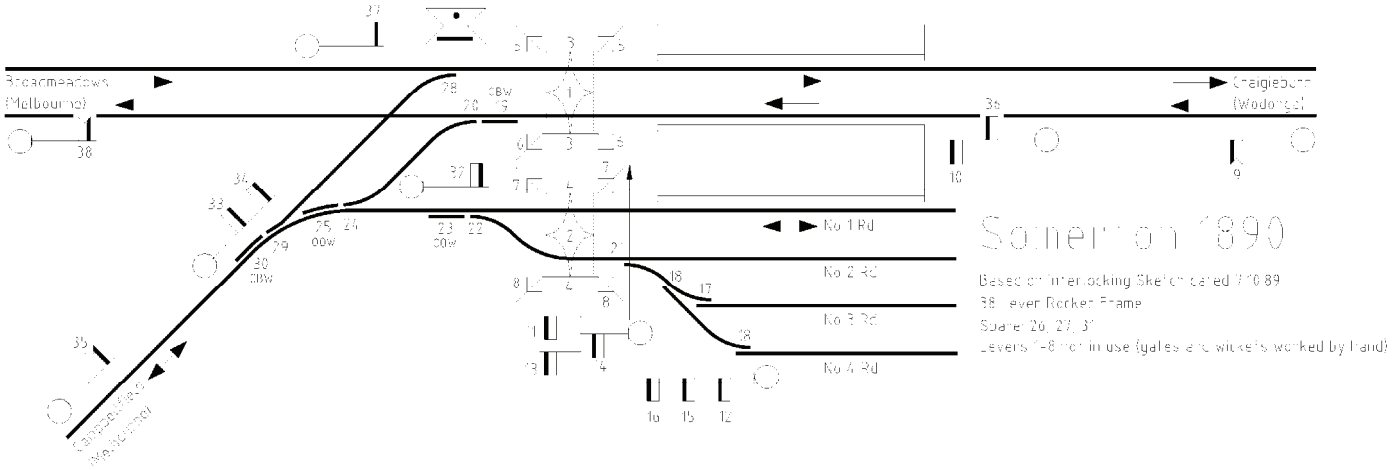
The Times

February 2010

A journal of transport timetable history and analysis



From *Doneybrook* to *Sumerton*



Inside: Our Lost Train
Maths rescues Connex
Woolwich buses
Donnybrook at Doneybrook

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The Times

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On the front cover

Sumerton was never very much. We see it here with a rare specimen of a rare breed of locomotive leaving for Broadmeadows after having run down from further north in 1889. The line had been duplicated about 3 years before because it was so busy, with goods trains but only one train per day regularly stopped here. It was a Mixed, so this is probably not it. Beyond Broadmeadows, passenger trains were excessively rare creatures– there was only the Albury Express, and this train is obviously not that either. Sumerton was a Block Post, as can be seen from the old signal box on the platform and the existence of the Departure Home signals. Notice that there are two of these. One was for the main line and one for the Coburg line. Probably a child of the Octopus Act, this line was opened on 18th October 1889 and the left-hand signal applied to it. The station and the Coburg line had very chequered histories, typical of many of the ill-conceived octopus arms. For a time a rail-motor service ran down the branch from here, but this disappeared after the Second World War. The branch was converted to dual gauge in the 1960s.

If you believed the departure board at Sydney's Central Station, it was possible to catch a train from there to both Sumerton and Doneybrook—an even less significant squidgin on the map 2 stations further north. The logistics of such an improbable journey are discussed on page 16. The locomotive is one of the L-class, VR's only saddle-tank engines. Built in 1860 by Slaughter-Grunning of Bristol and George England of London, they lasted until 1906 when L20 was scrapped.

Do you remember last months *Picture that launched a thousand e-mails*. Well, it has happened again. Victor Isaacs' deliberately provocative piece on Railway Crimes has indeed provoked our readers. If you would like to join the clamour, have your say before the middle of February and you will see your words and thoughts in print in the March issue.

Contributors George Black, Konstantin Borovkov, Jim O'Neil, Mangalore Mangling School.
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Our Lost Train– '*Fearful Bungling*'

During the Hon. **GEORGE BLACK'S 1915** *visit to Narrabri a deputation from the town waited upon him in reference to the above subject. Mr. Black forwarded the letter he wrote to the railways Commissioner.*

11 August. 1915.

Dear Mr. Spurway.

I enclose a copy of the proceedings of deputation from the citizens of Narrabri and district. which interviewed me on Monday. 2° August. with regard to the railway service to that town. in the presence of the attorney General. Mr. D. W. Hall. I am really at a loss to understand why the people of that town should be subjected to the inconvenience in a hundred ways connected with the despatch of their only train from Sydney at 3.25 p.m. The train night just as well go two or three hours later. If that were done it would enable businessmen in Sydney to reply to the letters received by the morning mail from Narrabri. It would give to Narrabri and Moree (and towns on the branch lines) a later news service and it would permit business people who have run down to Sydney for the transaction of business an opportunity of seeing it through in one day and returning by the evening train. As it is the country is greatly disconnected from the fact that the train leaves so early and their mail service in Sydney closes at 1.30 p.m., which means that so far as Narrabri and stations on to Walgett and Collarenebri are concerned the mails are two days in transition. You will see from the report of the proceedings of the deputation of owners of stock further up the line, between Burren Junction and Collarenebri and Walgett, who anxiously await the results of the stock sales, are obliged to wait for two days longer than would be the case if the train left Sydney at a sufficiently late hour to bring along the mails of the day of its departure. The stoppage of the train which used to leave Sydney at 8.30 p.m. and run through as far as Narrabri has also interfered with the education of the secondary pupils of Narrabri. Baan Baa and other places who used to attend the Narrabri District School for the completion of their education in the higher courses. With regard to the stoppage of that train at Gunnedah, it would appear that it was withdrawn, so far as Narrabri is concerned, on the grounds that it did not pay. It was, however a mixed train and it is asserted locally that the reason given was based on insufficient grounds, inasmuch as only the passenger traffic was considered, and that the goods earned were left altogether out of consideration.

I therefore ask that either the 8.30 train be continued as heretofore to Narrabri, or if it is not reinstated, that the train which now leaves Sydney at 3.25 p.m. be dispatched about three hours later. If that were done it would greatly convenience those people (commercial travellers, stock buyers and others) who come regularly to towns along the line, and who, after paying 7/6 for a sleeping berth, have to leave the berth at 2. 3 or 4 o'clock in the morning, and have then to pay on top of that expense a further 2/- or 2/6 for a bed on arrival, which they only occupy for two or three hours. There does not appear to be any reason in the world. which is apparent to me, why the train should be dispatched at 3.25 p.m. unless it is intended to make the people living on the north-west line as uncomfortable as possible. It greatly inconveniences commercial travellers and business people, to whom a half day is wasted for the reason that they are compelled to leave Sydney ere the hours of business are over, and who are in addition inconvenienced from the fact that they are landed at all hours during the night in sleeping towns, and have either to go to bed or sit up miserably in the cold, awaiting the dawn. I

might point out also that great inconvenience is caused by the fact that children along the railway line in scattered townships, who desire to he carried to the nearest public school. have now no opportunity of being conveyed, owing to the train running through in the middle of the night. I might further point out that at the time of the departure of the train form Sydney was altered to 3.25 p.m. the then Chief Commissioner stated that, as soon as the duplication of the line to Newcastle was completed, lie would revert back to the old time-table. Mr. Johnson, who succeeded him, did not do that but he gave the additional train which left at 5.30 p.m. and which has now been discontinued so far as Narrabri and onwards, is concerned. In addition, I may say that a great number of people who live on the north-western line are often unable to come on the 3.25 train for the reason that the accommodation is monopolised by people who leave at intermediate stations. and who might very well come by other trains but whom it suits to leave by the 3.25 train. I think this is an additional grievance. and I think also that traffic of this character should be taken into consideration when the receipts of the trains in question are taken into account.

It appears to me that this service has been fearfully bungled, and that the presentation of the case which I now make should secure its alteration. My request is either that the departure of the 3.25 p.m. train be delayed until 6 or 7 p.m. or that the additional service should be restored by allowing the train which connects with the Glen Innes Mail to come on as far as Narrabri or Moree. -

I am Yours, George Black
j. S. Spurway, Esquire.
Secretary to the Chief Railway Commissioner, Sydney.

It worked!

On the following pages are extracts of the NSWGR Public Time Tables of November 1914, May 1915 and November 1915, upon which is written the history of the successful little lobbying campaign, The letter and the timetables themselves offer some interesting glimpses into daily life, political life and railway life of 95 years ago.

I was most taken with the references to mail times in the letter to the Commissioner. It was obviously possible in early 1915 for a businessman to post a letter into the mailbox of the train after close of business on Monday night and to receive a letter in reply from his Sydney office just after the his own local office opened on Wednesday morning. This smart work was standard for the period when mail was sorted on the trains and when there were several deliveries per day in the cities (18 per day in central London!). We think of those days as the period of "wait-a-while", but things were a lot snappier than they are today– e-mail rarely does better and snail-mail always does worse.

Mail trains were a feature of railway services in NSW for well over a century and the running of more than one on the same day on the same line was continued into the 1970s. Probably no other state railway had as many. At the time of George Black's letter, there was even an "English Mail" running from Melbourne to Sydney, which rushed letters straight off the ships at Port Melbourne, to be in Sydney by mid-morning the next day. The peak decades for these services were probably the 1930s and 1950s, after the system reached its greatest extent and before people and the Post Office began their love affairs with road transport. In 1932 there could be a many as 11 mail trains scurrying South, West and North out of Central in the evenings– 17 if one counted the Interstate Express trains, which also carried mail. On official mail trains it was indeed possible to post a letter direct into the mail van from the platform at Central and it would be sorted *en route*.

The letter was written by the local MP, Mr. George Black to the Secretary of the Chief Railway Commissioner. Black was the MHA for Namoi and, at the time, Minister for Public Health. He had a rather racy reputation and was in and out of controversy for 3 decades. The letter was written to Chief Commissioner, via his Secretary. The position of Commissioner and several of its occupants were also subject to considerable argy-bargy over the years. At this time, there was a Chief Commissioner and two Assistant Commissioners, an arrangement only 9 years old and instituted after a series or rolling scandals. However it was not a success, as the Chief Commissioner was perceived to have too much power and in danger of becoming "a complete autocrat". So early the next year the who scheme was rearranged again to take away these powers from the Chief.

At any rate, the fact that the citizens felt obliged to contact the Chief Commissioner through their local member was probably indicative that the later practice of "Commissioners' Tours" may not have been instituted. It seems to have been Victoria's Harold Clapp who instituted this practice about 10 years later and many other railways subsequently copied it.

The restored pattern of 2-train service brokered by George Black was perpetuated for many years. It was still there at the outbreak of the Second World war but had eventually withered away some time after the war. These were the decades of time warp where the NSWGR network was in stasis, as if exhausted by the twenty frantic years of expansion which preceded them. The mail train was still there, and running to the same timetable and same number (#7), in May 1968, at the last issue of the classic NSWGR timetable before the system began to fall apart. The glory days came to a quick end and the picture painted by George Black's letter, which might have well been written in 50-year indelible ink, has now faded so far that it might well have been never have been drawn. Were it not for the Narrabri Historical Society (whose Newsletter revealed this gem), we would never have had our attention drawn to such a timetable curiosity.

Height in feet.	Miles.	Down.	North-west Mail.	Narrabri Mail.	
67	—	SYDNEY ..... dep.	p m 3•25	p m 3•30	...
		NEWCASTLE ..... R { arr.	6 25	11 40	...
4	104	NEWCASTLE ..... R { dep.	6 45	a m 12 55	...
		WERRIS CREEK ... R { arr.	11 56	5 46	...
1246	255	WERRIS CREEK ... R { dep.	a m 12 15	6 0	...
1129	258	Gap	...	a	...
953	269	Breeza	...	6 31	...
897	285	Curlewis	1 12	7 2	...
		GUNNEDAH ..... { arr.	1 33	7 23	...
876	295	GUNNEDAH ..... { dep.	1 40	7 30	...
841	306	Emerald Hill	...	7a54	...
823	320	Boggabri	2 32	8 24	...
773	329	Baan Baa	...	8 45	...
728	340	Turrawan	...	9a10	...
728	349	Tibberena	...	a	...
698	351	Narrabri Jct.	3 40	9 33	...
		NARRABRI ..... R { arr.	3 50	9 45	...
697	353	NARRABRI ..... R { dep.	4 15	...	...
791	368	Edgeroi	5 7	...	...
760	382	Bellata	6 0	...	...
735	390	Kilgowla	a	...	...
713	395	Gurley	6a29	...	...
713	403	Tycannah	a	...	...
		MOREE ..... { arr.	7 10	...	...
686	413	MOREE ..... { dep.	Mixed. 7 45	...	...
697	420	Camurra	a	...	...
661	430	Ashley	8 40	...	...
626	438	Moppin	a	...	...
593	450	GARAH ..... arr.	10 5	...	...

Daily, Sundays excepted. — Mon., Wed. & Fri.

* Daily, Saturdays excepted, from Sydney.

For note *a*, see page 213. For Fares, see page 258. R—Refreshment Station.

For Northern Main Line Time-tables, see pages 214 to 246.

Up.	Daily, Sundays excepted.	Tuesdays, Thursdays, Saturdays.				
	a m	Mixed. a m				
GARAH ..... dep.	...	11 45	...	...	...	...
Moppin	...	a	...	...	...	...
Ashley	...	p m 12 55	...	...	...	...
Camurra	...	a	...	...	...	...
MOREE ..... { arr.	...	2 10	...	...	...	...
MOREE ..... { dep.	...	Mail. Week-days. 2 50	...	...	...	...
Tycannah	...	a	...	...	...	...
Gurley	...	3a35	...	...	...	...
Kilgowla	...	a	...	...	...	...
Bellata	...	4 10	...	...	...	...
Edgeroi	...	4 40	...	...	...	...
NARRABRI ..... R { arr.	...	5 15	...	...	...	...
NARRABRI ..... R { dep.	7 45	5 40	...	...	...	...
Narrabri Jct.	7 58	5 54	...	...	...	...
Tibberena	a	a	...	...	...	...
Turrawan	8a18	6a17	...	...	...	...
Baan Baa	8 40	6 40	...	...	...	...
Boggabri	9 12	7 4	...	...	...	...
Emerald Hill	9a37	7a31	...	...	...	...
GUNNEDAH ..... { arr.	10 2	7 54	...	...	...	...
GUNNEDAH ..... { dep.	10 7	8 1	...	...	...	...
Curlewis	10 30	8 22	...	...	...	...
Breeza	11 0	8 54	...	...	...	...
Gap	a	a	...	...	...	...
WERRIS CREEK ... R { arr.	11 30	9 24	...	...	...	...
WERRIS CREEK ... R { dep.	11 45	9 38	...	...	...	...
	p m	Mons.excep. a m				
NEWCASTLE ..... R...arr.	4 56	3‡23	...	...	...	...
SYDNEY ..... arr.	8 20	6**20	...	...	...	...

Tuesdays, Thursdays, and Saturdays. — Daily, Sundays excepted.

‡ Passengers for Newcastle to change to local train at Waratah.

** Arrives Sydney at 6·35 a.m. on Sundays.

For note *a*, see page 213. For Fares, see page 258. R—Refreshment Station.

For Northern Main Line Time-tables, see pages 214 to 246.

Height in feet.	Miles.	Down.	North-west Mail.	Mail.	
67	—	SYDNEY ..... dep.	p m 3•25	p m 3•30	
		NEWCASTLE ..... R { arr.	6 27	11 35	
4	104	NEWCASTLE ..... R { dep.	6 47	11 55	
		WERRIS CREEK ... R { arr.	11 56	a m 5 47	
1246	255	WERRIS CREEK ... R { dep.	a m 12 10	Mons. 6 15	
1129	258	Gap	a	a	
953	269	Breeza	12 45	6 46	
897	285	Curlewis	1 17	7 18	
		GUNNEDAH ..... { arr.	1 38	7 40	
876	295	GUNNEDAH ..... { dep.	1 43	...	
841	306	Emerald Hill	2 9	...	
823	320	Boggabri	2 40	...	
773	329	Baan Baa	3 3	...	
818	340	Turrawan	3a24	...	
728	349	Tibberena	a	...	
698	351	Narrabri Jct.	3 51	...	
		NARRABRI ..... R { arr.	4 0	...	
697	353	NARRABRI ..... R { dep.	4 25	...	
791	368	Edgeroi	5 17	...	
760	382	Bellata	6 10	...	
735	390	Kilgowla	a	...	
713	395	Gurley	6a39	...	
713	403	Tycannah	a	...	
		MOREE ..... { arr.	7 20	...	
686	413	MOREE ..... { dep.	Mixed. 7 53	...	
697	420	Camurra	a	...	
661	430	Ashley	8 50	...	
626	438	Moppin	a	...	
		GARAH ..... { arr.	10 25	...	
593	450	GARAH ..... { dep.	10 25	...	
538	461	Bengerang	a	...	
511	475	Bunarba	11 53	...	
531	484	Neeworra	a	...	
528	490	MUNGINDI ..... arr.	p m 1 10	...	

Daily, Sundays excepted. — Mondays, Wednesdays, and Fridays.

* Daily, Saturdays excepted, from Sydney.

For notes *a* and *f*, see page 213. For Fares, see page 258. R—Refreshment

For Northern Main Line Time-tables, see pages 214 to 246.

Miles.	Up.	Daily, Sundays excepted.				
		a m	Mixed. a m			
—	MUNGINDI ..... dep.	...	8 50	...	...	...
6	Neeworra	...	a	...	...	...
17	Bunarba	...	9 50	...	...	...
29	Bengerang	...	a	...	...	...
40	GARAH ..... { arr.	...	11 25	...	...	...
	GARAH ..... { dep.	...	11 40	...	...	...
52	Moppin	...	a	...	...	...
			p m			
60	Ashley	...	1 0	...	...	...
70	Camurra	...	a	...	...	...
	MOREE ..... { arr.	...	2 15	...	...	...
77	MOREE ..... { dep.	...	Mail. Week-days. 2 55	...	...	...
87	Tycannah	...	a	...	...	...
95	Gurley	...	3a38	...	...	...
00	Kilgowla	...	a	...	...	...
08	Bellata	...	4 12	...	...	...
22	Edgeroi	...	4 44	...	...	...
	NARRABRI ..... R { arr.	...	5 15	...	...	...
37	NARRABRI ..... R { dep.	...	5 40	...	...	...
39	Narrabri Jct.	...	5 54	...	...	...
41	Tibberena	...	a	...	...	...
50	Turrawan	...	6a17	...	...	...
61	Baan Baa	...	6 40	...	...	...
70	Boggabri	...	7 4	...	...	...
84	Emerald Hill	...	7a31	...	...	...
	GUNNEDAH ..... { arr.	...	7 54	...	...	...
95	GUNNEDAH ..... { dep.	8 15	8 1	...	...	...
05	Curlewis	8 39	8 22	...	...	...
21	Breeza	9 16	8 54	...	...	...
32	Gap	a	a	...	...	...
35	WERRIS CREEK ... R { arr.	9 40	9 24	...	...	...
	WERRIS CREEK ... R { dep.	10 5	9 38	...	...	...
		p m	Mons.excep. a m			
91	NEWCASTLE ..... R...arr	4 25	3‡23	...	...	...
90	SYDNEY ..... arr.	7 55	6**20	...	...	...

Tuesdays, Thursdays, and Saturdays. — Daily, Sundays excepted.

‡ Passengers for Newcastle to change to local train at Waratah.

** Arrives Sydney at 6·35 a.m. on Sundays.

For note *a*, see page 213. For Fares, see page 258. R—Refreshment Station.

For Northern Main Line Time-tables, see pages 214 to 246.

Height in feet.	Miles.	Down.	North-west Mail.	Mail.		
			p m	p m		
67	—	SYDNEY ..... dep.	3*25	8*30	...	...
		NEWCASTLE ..... R { arr.	6 28	11 40	...	...
4	104	NEWCASTLE ..... R { dep.	6 48	a m 12f 5	...	...
			a m			
		{ arr.	12 1	6 23	...	...
1246	255	WERRIS CREEK ... R { dep.	12 20	Mixed. 6 55	...	...
1129	258	Gap	a	a	...	...
953	269	Breeza	12 50	7 39	...	...
897	285	Curlewis	1 22	8 17	...	...
		{ arr.	1 43	8 42	...	...
876	295	GUNNEDAH ..... { dep.	1 50	9 0	...	...
841	306	Emerald Hill	2 14	9 29	...	...
		{ arr.	2 40	10 2	...	...
823	320	Boggabri ..... { dep.	2 45	10 20	...	...
773	329	Baan Baa	3 8	10 49	...	...
818	340	Turrawan	3a29	11a18	...	...
728	349	Tibberena	a	a	...	...
698	351	Narrabri Jct.	3 56	11 51	...	...
		{ arr.	4 5	12 0	...	...
697	353	NARRABRI ..... R { dep.	4 35	...	...	...
791	368	Edgeroi	5 27	...	...	...
760	382	Bellata	6 15	...	...	...
735	390	Kilgowla	a	...	...	...
713	395	Gurley	6a44	...	...	...
713	403	Tycannah	a	...	...	...
		{ arr.	7 25	...	...	...
686	413	MOREE ..... { dep.	Mixed. 8 5	...	...	...
697	420	Camurra	a	...	...	...
661	430	Ashley	9 0	...	...	...
626	438	Moppin	a	...	...	...
		{ arr.	10 25	...	...	...
593	450	GARAH ..... { dep.	10-35	...	...	...
568	461	Bengerang	a	...	...	...
			p m			
544	473	Bunarba	12 8	...	...	...
531	484	Neeworra	a	...	...	...
528	490	MUNGINDI ..... arr.	1 20	...	...	...

Daily, Sundays excepted. Mondays, Wednesdays, and Fridays.

• Daily, Saturdays excepted, from Sydney.

For notes a and f, see page 213. For Fares, see page 258. R—Refreshment Station.

For Northern Main Line Time-tables, see pages 214 to 246.

Miles.	Up.					
		Mixed. a m				
—	MUNGINDI ..... dep.	8 50	...	...	...	...
6	Neeworra	a	...	...	...	...
17	Bunarba	9 50	...	...	...	...
29	Bengerang	a	...	...	...	...
40	GARAH ..... { arr.	11 25	...	...	...	...
	{ dep.	11 40	...	...	...	...
52	Moppin	a	...	...	...	...
		p m				
60	Ashley	1 0	...	...	...	...
70	Camurra	a	...	...	...	...
	{ arr.	2 15	...	...	...	...
77	MOREE ..... { dep.	Mail. Week-days. 2 55	...	...	...	...
87	Tycannah	a	...	...	...	...
95	Gurley	3a38	...	...	...	...
100	Kilgowla	a	...	...	...	...
108	Bellata	4 12	...	...	...	...
122	Edgeroi	4 44	...	...	...	...
137	NARRABRI ..... R { arr.	5 15	...	...	...	...
	{ dep.	5 40	...	...	...	...
139	Narrabri Jct.	5 54	...	...	...	...
141	Tibberena	a	...	...	...	...
150	Turrawan	6a17	...	...	...	...
161	Baan Baa	6 40	...	...	...	...
170	Boggabri	7 6	...	...	...	...
184	Emerald Hill	7a33	...	...	...	...
	{ arr.	7 56	...	...	...	...
195	GUNNEDAH ..... { dep.	8 3	...	...	...	...
205	Curlewis	8 25	...	...	...	...
221	Breeza	8 56	...	...	...	...
232	Gap	a	...	...	...	...
235	WERRIS CREEK ... R { arr.	9 26	...	...	...	...
	{ dep.	9 41	...	...	...	...
		Mons. except. a m				
391	NEWCASTLE ..... R...arr.	3‡28	...	...	...	...
490	SYDNEY ..... arr.	6**20	...	...	...	...

Tuesdays, Thursdays, and Saturdays.

Daily, Sundays excepted.

‡ Passengers for Newcastle to change to local train at Waratah.

** Arrives Sydney at 6·35 a.m. on Sundays.

For note a, see page 213. For Fares, see page 258. R—Refreshment Station.

For Northern Main Line Time-tables, see pages 214 to 246.

Narrabri "Refresh"

Maths rescues Connex…. too late?

The following story, concerning the work of the University of Melbourne's Prof **KONSTANTIN BOROVKOV** *appeared in a recent issue of the University's magazine "Voice".*

Melbourne mathematicians have turned their attention to our strained rail system and believe a re-think of how and where existing trains run can provide a cost-effective improvement to the system. Shane Cahill reports.

The world's first permanent steam locomotive-hauled public railway was the Stockton and Darlington Railway (S&DR), which opened in 1825, using the "S&DR Locomotion No.1 " built by railway pioneer George Stephenson

Nearly 200 years later, Melbourne's trains travel a similar trajectory, A to B and back again day in, day out.

The only variations are when malfunctions of one sort or another relieve the vehicles of the monotony and cause battle-wearied commuters to sink deeper into their Sudoku or Dan Brown novel.

The substantial increase in patronage in recent years has seen a deterioration of the system. During the rush hours, the trains are overcrowded and sometimes passengers cannot even board them at 'inner stations' within Zone One. Ripping out seats to provide more standing room is at best a mixed blessing and new trains are expensive.

Does the solution lie in that very straight line of rail where more imaginative use of the existing trains that run along it might deliver a better service?

Professor Konstantin Borovkov, an international authority on random processes (which should please commuters) and his colleagues at the Melbourne node of the ARC Centre of Excellence for Mathematics and Statistics of Complex Systems (MASCOS) believe so.

They have proposed a simple mathematical model justifying a change in the structure of services that can lead to substantial improvement of services - without making any multimillion dollar investments.

"The idea is to split the services into two groups 'The first will be express services that run from the end stations stopping at all stations to an appropriate 'node' station close to the boundary of Zone 1 and then proceed to the city without stops."

"An example would be, say, in the case of the Frankston line, express trains will run from Frankston to Bentleigh stopping all stations, and then run non-stop to Richmond or even a City Loop station." It's at the node station that the changes, and then the benefits kick in.

"The second group will be 'shuttle type' services that connect the city with the 'node' station, stopping all stations," Professor Borovkov says.

"The services of the latter type at the same frequency as the present ones will take less 'train rotation time' as the route is shorter and so will release part of the fleet that could be used to increase the number of services."

Simple, yes, but the mathematical rnodelng is thorough.

"At the moment, the rolling stock is uniformly spread along the whole line, but it doesn't need to be so, as the population density and perhaps the proportion of the population going to the central areas of the Greater Melbourne to work or study varies along the line substantially," says Professor Borovkov.

"What happens is that the trains are basically underused outside the high population density zone when the trains pass outer-suburban areas - say, beyond Mordialloc on the Frankston line - and overcrowded when the trains pass through those highly populated areas.

"Is it possible to make better use of the rolling stock, reducing the maximum train load along its way to make life more bearable for those travelling in packed trains and also reducing the travel times for those who live far away from the city?"

It appears that the answer is positive.

"One can show that, by creating two different types of services (one being a more frequent stopping-all-stops shuttle service running a relatively short route, thus having relatively short train turnover times, and the other - a full-length service, stopping all stops in the outer suburbs only and running express in the inner part of the route, which is covered by the shuttle), the maximum train load can be decreased by as much as 30%! And this is without purchasing any new trains, laying any new rails."

An essential factor that suggests that the new scheme could really work is he existence of multiple tracks on some lines. "In the case, say, of Frankston line, the suggested change seems to be quite possible due to the remarkable fact that the line shares four tracks with the line to Dandenong and beyond from near Richmond to Caulfield, and from Caulfield, the Frankston line has three tracks to Moorabbin."

"This means that the shuttle service and the long-range service (that runs express in the shuttle zone) can use different tracks. This makes the whole scheme much easier to timetable and generally more robust. Furthermore, there is no need to duplicate the shuttle service when transforming both Frankston and Dandenong and beyond services, which may mean even bigger gains."

Yes, without adding new trains, the long-range services will be a bit less frequent than currently. However, as they are currently underused in the outer zone, this should not be a big issue (provided they run on time, of course).

All good you say. But what about 'outer circle' passengers who will face

increased time intervals between services?

"From our viewpoint, that will be more than compensated by substantial shortening of the travel time due to the services becoming express trains. From our own experience, reducing the travel time from, say, 40 to 30 minutes has a huge positive impact."

Another argument is that due to lower frequency of services for 'outer' stations some passengers won't be able to find a free seat.

"This may occur, although the current proposal of removing part of the seats in carriages will lead to the same consequence with certainty, " says the Professor.

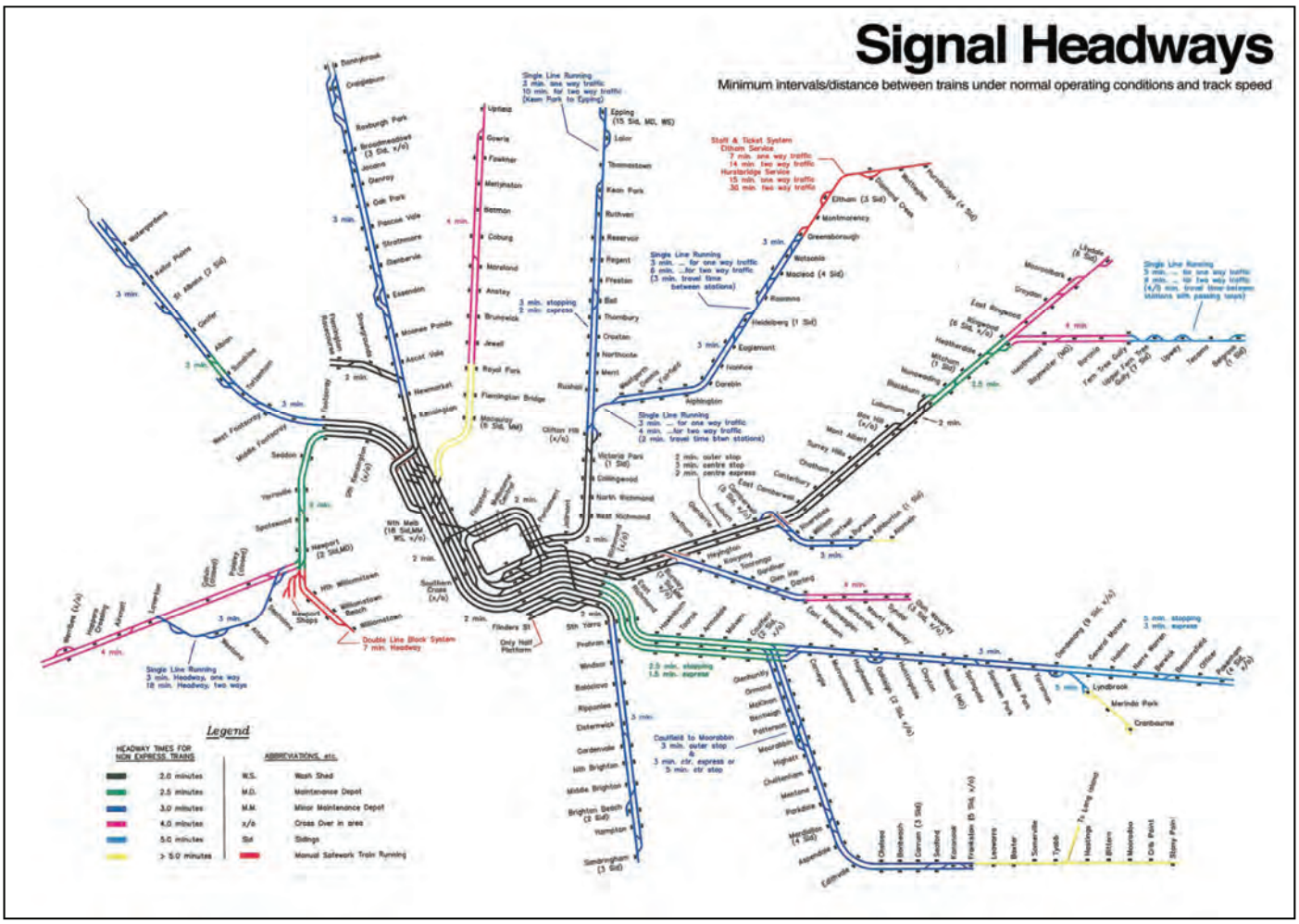
So what do the train operators say to the proposal?

“MASCOS made several attempts through various means, by email, by hard copy of letters, and by personal contact to the Minister of Transport, plus there was another contact with an expert in this area within the Department of Transport. None of them evinced any response. Not a negative response, simply nothing," Professor Borovkov says.

Will it work? Professor Borovkov says that following the completion of the pilot study, a more detailed analysis needs to be undertaken to fully evaluate the merits of the proposal.

One promising sign is the fact that the University has been connected to North Melbourne station with a shuttle bus for two years, allowing commuters to avoid having to go all the way to the end of the line in the city and then head back up to the University.

The commuter verdict - "Why didn't someone think of it years ago."



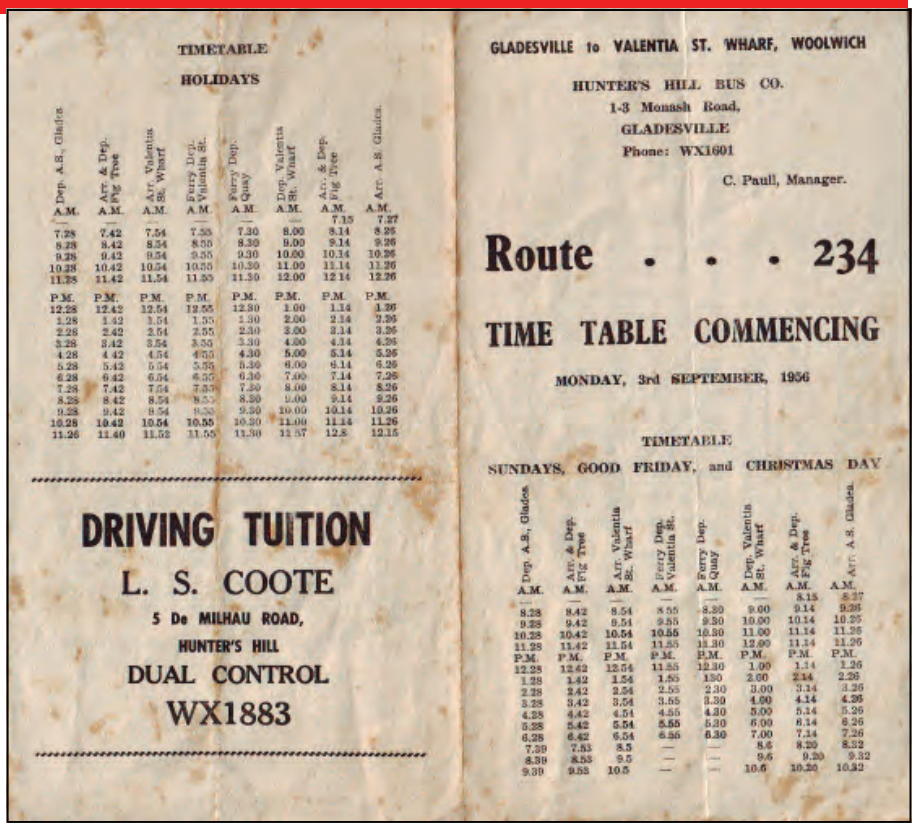
The Original Hunter's Hill Bus.

JIM O'NEIL

The route 234, from Gladesville to Valentia St. Wharf, Woolwich had the highest numbered route of any private bus I knew in the fifties – there were only three higher numbers at that time, of which two were in the Sutherland Shire, the 237 and 238, and the 239 was a short run west from Auburn. It was also the first bus route to have been operated by the Hunter's Hill Bus Company, as it passed through Hunter's Hill on the way between its two terminals. My first timetable (right) was one of the first two timetables I ever collected from beyond my local bus route. Somebody at Monash Road responded to a schoolboy's letter and sent me two timetables, even though I lived outside their operating area.

The timetable was issued on Monday, 3rd September, 1956 and was printed on a sheet of paper 23 cm across and 21 down, and folded in two, to form four pages. On the front page are the details of the route and the Sunday timetable. The second page has the Monday to Friday timetable, the third the Saturday one, while the holiday timetable is on the back page.

The buses took about twenty five minutes to run between the two terminals, allowing two buses to operate a half-hourly service during off-peak hours. Many of the buses connected at Woolwich Wharf with ferries to Circular Quay, though in the off-peak these ferries ran only on the hour, so only every second bus, those leaving Gladesville on the half hour, made connections with a ferry to town. In the peak hours additional buses were operated. Service started a bit earlier on the Gladesville end, with two buses from Fig Tree, half way along the route, at 5.50 and 6.8, with this second bus then operating via Ryde Road to Blaxland Street, returning to Gladesville at 6.33, only five minutes later than the first arrival at Valentia St. Wharf at 6.28. An extra bus ran to the Wharf from Fig Tree at 7.45 and 8.15, in both cases running only two minutes ahead of a bus from Gladesville. If it had run any earlier, you'd have had a longer wait for the ferry to town. Extra buses also ran at the Gladesville end, leaving Fig Tree at 7.25, and from Blaxland St., in the northern part of Gladesville, at 7.40, 7.50 and 8.10. It seems unlikely that a bus from Gladesville at 7.37 could reach Blaxland St. at 7.40, or one at 7.48 reach there at 7.50, since it took the 6.20 bus six minutes to do the journey via the short cut of Ryde Road. So, two buses were required to run the extra services to Gladesville in the morning.



TIMETABLE

HOLIDAYS

Dep. A.S., Glades.	Arr. & Dep. Fig Tree	Arr. Valentia St. Wharf	Ferry Dep. Valentia St.	Ferry Dep. Quay	Dep. Valentia St. Wharf	Arr. & Dep. Fig Tree	Arr. A.S. Glades.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	—	—	—	—	—	7.15	7.27
7.28	7.42	7.54	7.55	7.30	8.00	8.14	8.26
8.28	8.42	8.54	8.55	8.30	9.00	9.14	9.26
9.28	9.42	9.54	9.55	9.30	10.00	10.14	10.26
10.28	10.42	10.54	10.55	10.30	11.00	11.14	11.26
11.28	11.42	11.54	11.55	11.30	12.00	12.14	12.26
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.28	12.42	12.54	12.55	12.30	1.00	1.14	1.26
1.28	1.42	1.54	1.55	1.30	2.00	2.14	2.26
2.28	2.42	2.54	2.55	2.30	3.00	3.14	3.26
3.28	3.42	3.54	3.55	3.30	4.00	4.14	4.26
4.28	4.42	4.54	4.55	4.30	5.00	5.14	5.26
5.28	5.42	5.54	5.55	5.30	6.00	6.14	6.26
6.28	6.42	6.54	6.55	6.30	7.00	7.14	7.26
7.28	7.42	7.54	7.55	7.30	8.00	8.14	8.26
8.28	8.42	8.54	8.55	8.30	9.00	9.14	9.26
9.28	9.42	9.54	9.55	9.30	10.00	10.14	10.26
10.28	10.42	10.54	10.55	10.30	11.00	11.14	11.26
11.26	11.40	11.52	11.55	11.30	11.57	12.8	12.15

DRIVING TUITION

L. S. COOTE

5 De MILHAU ROAD,

HUNTER'S HILL

DUAL CONTROL

WX1883

GLADESVILLE to VALENTIA ST. WHARF, WOOLWICH

HUNTER'S HILL BUS CO.

1-3 Monash Road,

GLADESVILLE

Phone: WX1601

C. Paull, Manager.

Route . . . 234

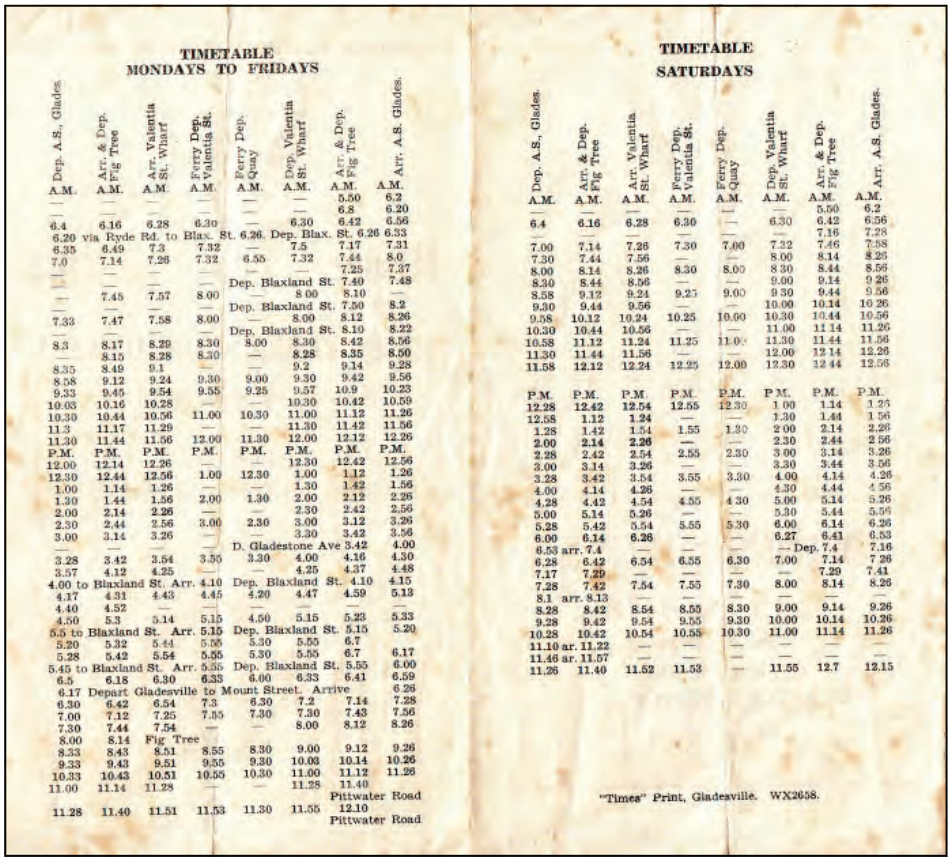
TIME TABLE COMMENCING

MONDAY, 3rd SEPTEMBER, 1956

TIMETABLE

SUNDAYS, GOOD FRIDAY, and CHRISTMAS DAY

Dep. A.S., Glades.	Arr. & Dep. Fig Tree	Arr. Valentia St. Wharf	Ferry Dep. Valentia St.	Ferry Dep. Quay	Dep. Valentia St. Wharf	Arr. & Dep. Fig Tree	Arr. A.S. Glades.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	—	—	—	—	—	8.15	8.27
8.28	8.42	8.54	8.55	8.30	9.00	9.14	9.26
9.28	9.42	9.54	9.55	9.30	10.00	10.14	10.26
10.28	10.42	10.54	10.55	10.30	11.00	11.14	11.26
11.28	11.42	11.54	11.55	11.30	12.00	12.14	12.26
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.28	12.42	12.54	11.55	12.30	1.00	1.14	1.26
1.28	1.42	1.54	1.55	130	2.00	2.14	2.26
2.28	2.42	2.54	2.55	2.30	3.00	3.14	3.26
3.28	3.42	3.54	3.55	3.30	4.00	4.14	4.26
4.28	4.42	4.54	4.55	4.30	5.00	5.14	5.26
5.28	5.42	5.54	5.55	5.30	6.00	6.14	6.26
6.28	6.42	6.54	6.55	6.30	7.00	7.14	7.26
7.39	7.53	8.5	—	—	8.6	8.20	8.32
8.39	8.53	9.5	—	—	9.6	9.20	9.32
9.39	9.53	10.5	—	—	10.6	10.20	10.32



TIMETABLE

MONDAYS TO FRIDAYS

Dep. A.S., Glades.	Arr. & Dep. Fig Tree	Arr. Valentia St. Wharf	Ferry Dep. Valentia St.	Ferry Dep. Quay	Dep. Valentia St. Wharf	Arr. & Dep. Fig Tree	Arr. A.S. Glades.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	—	—	—	—	—	5.50	6.2
—	—	—	—	—	—	6.8	6.20
6.4	6.16	6.28	6.30	—	6.30	6.42	6.56
6.20 via Ryde Rd. to Blax. St.				6.26.	Dep. Blax. St.	6.26	6.33
6.35	6.49	7.3	7.32	—	7.5	7.17	7.31
7.0	7.14	7.28	7.32	6.55	7.32	7.44	8.0
—	—	—	—	—	—	7.25	7.37
—	—	—	—	Dep. Blaxland St.		7.40	7.48
—	7.45	7.57	8.00	—	8.00	8.10	—
—	—	—	—	Dep. Blaxland St.		7.50	8.2
7.33	7.47	7.58	8.00	—	8.00	8.12	8.26
—	—	—	—	Dep. Blaxland St.		8.10	8.22
8.3	8.17	8.29	8.30	8.00	8.30	8.42	8.56
—	8.15	8.28	8.30	—	8.28	8.35	8.50
8.35	8.49	9.1	—	—	9.2	9.14	9.28
8.58	9.12	9.24	9.30	9.00	9.30	9.42	9.56
9.33	9.45	9.54	9.55	9.25	9.57	10.9	10.23
10.03	10.16	10.28	—	—	10.30	10.42	10.59
10.30	10.44	10.56	11.00	10.30	11.00	11.12	11.26
11.3	11.17	11.29	—	—	11.30	11.42	11.56
11.30	11.44	11.56	12.00	11.30	12.00	12.12	12.26
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.00	12.14	12.26	—	—	12.30	12.42	12.56
12.30	12.44	12.56	1.00	12.30	1.00	1.12	1.26
1.00	1.14	1.26	—	—	1.30	1.42	1.56
1.30	1.44	1.56	2.00	1.30	2.00	2.12	2.26
2.00	2.14	2.26	—	—	2.30	2.42	2.56
2.30	2.44	2.56	3.00	2.30	3.00	3.12	3.26
3.00	3.14	3.26	—	—	3.30	3.42	3.56
—	—	—	—	D. Gladestone Ave		3.42	4.00
3.28	3.42	3.54	3.55	3.30	4.00	4.16	4.30
3.57	4.12	4.25	—	—	4.25	4.37	4.48
4.00 to Blaxland St. Arr.			4.10	Dep. Blaxland St.		4.10	4.15
4.17	4.31	4.43	4.45	4.20	4.47	4.59	5.13
4.40	4.52	—	—	—	—	—	—
4.50	5.3	5.14	5.15	4.50	5.15	5.23	5.33
5.5 to Blaxland St. Arr.			5.15	Dep. Blaxland St.		5.15	5.20
5.20	5.32	5.44	5.55	5.30	5.55	6.7	
5.28	5.42	5.54	5.55	5.30	5.55	6.7	6.17
5.45 to Blaxland St. Arr.			5.55	Dep. Blaxland St.		5.55	6.00
6.5	6.18	6.30	6.33	6.00	6.33	6.41	6.59
6.17 Depart Gladesville to Mount Street. Arrive							6.26
6.30	6.42	6.54	7.3	6.30	7.2	7.14	7.28
7.00	7.12	7.25	7.55	7.30	7.30	7.43	7.56
7.30	7.44	7.54	—	—	8.00	8.12	8.26
8.00	8.14	Fig Tree					
8.33	8.43	8.51	8.55	8.30	9.00	9.12	9.26
9.33	9.43	9.51	9.55	9.30	10.03	10.14	10.26
10.33	10.43	10.51	10.55	10.30	11.00	11.12	11.26
11.00	11.14	11.28	—	—	11.28	11.40	
						Pittwater Road	
11.28	11.40	11.51	11.53	11.30	11.55	12.10	
						Pittwater Road	

TIMETABLE

SATURDAYS

Dep. A.S., Glades.	Arr. & Dep. Fig Tree	Arr. Valentia St. Wharf	Ferry Dep. Valentia St.	Ferry Dep. Quay	Dep. Valentia St. Wharf	Arr. & Dep. Fig Tree	Arr. A.S. Glades.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	—	—	—	—	—	5.50	6.2
6.4	6.16	6.28	6.30	—	6.30	6.42	6.56
—	—	—	—	—	—	7.16	7.28
7.00	7.14	7.26	7.30	7.00	7.32	7.46	7.58
7.30	7.44	7.56	—	—	8.00	8.14	8.26
8.00	8.14	8.26	8.30	8.00	8.30	8.44	8.56
8.30	8.44	8.56	—	—	9.00	9.14	9.26
8.58	9.12	9.24	9.25	9.00	9.30	9.44	9.56
9.30	9.44	9.56	—	—	10.00	10.14	10.26
9.58	10.12	10.24	10.25	10.00	10.30	10.44	10.56
10.30	10.44	10.56	—	—	11.00	11.14	11.26
10.58	11.12	11.24	11.25	11.00	11.30	11.44	11.56
11.30	11.44	11.56	—	—	12.00	12.14	12.26
11.58	12.12	12.24	12.25	12.00	12.30	12.44	12.56
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.28	12.42	12.54	12.55	12.30	1.00	1.14	1.26
12.58	1.12	1.24	—	—	1.30	1.44	1.56
1.28	1.42	1.54	1.55	1.30	2.00	2.14	2.26
2.00	2.14	2.26	—	—	2.30	2.44	2.56
2.28	2.42	2.54	2.55	2.30	3.00	3.14	3.26
3.00	3.14	3.26	—	—	3.30	3.44	3.56
3.28	3.42	3.54	3.55	3.30	4.00	4.14	4.26
4.00	4.14	4.26	—	—	4.30	4.44	4.56
4.28	4.42	4.54	4.55	4.30	5.00	5.14	5.26
5.00	5.14	5.26	—	—	5.30	5.44	5.56
5.28	5.42	5.54	5.55	5.30	6.00	6.14	6.26
6.00	6.14	6.26	—	—	6.27	6.41	6.53
6.53 arr. 7.4					— Dep. 7.4		7.16
6.28	6.42	6.54	6.55	6.30	7.00	7.14	7.26
7.17	7.29	—	—	—	—	7.29	7.41
7.28	7.42	7.54	7.55	7.30	8.00	8.14	8.26
8.1 arr. 8.13							
8.28	8.42	8.54	8.55	8.30	9.00	9.14	9.26
9.28	9.42	9.54	9.55	9.30	10.00	10.14	10.26
10.28	10.42	10.54	10.55	10.30	11.00	11.14	11.26
11.10 ar. 11.22							
11.45 ar. 11.57							
11.26	11.40	11.52	11.53	—	11.55	12.7	12.15

"Times" Print, Gladesville. WX2658.

HUNTER'S HILL BUS. CO.

1-3 Monash Road, Gladesville — WX1601

C. Paull, Manager

SUNDAY, NOVEMBER 19th, 1961

ROUTE 234

TIMETABLE

Dep. A.S., Glades.	Arr. & Dep. Fig Tree	Arr. Valentia St. Wharf	Ferry Dep. Valentia St.	Dep. Valentia St. Wharf	Arr. & Dep. Fig Tree	Arr. A.S. Glades.
MONDAYS TO FRIDAYS						
—	—	—	—	—	5.50	6.02
—	—	—	—	—	6.08	6.20
6.04	6.16	6.28	6.30	6.30	6.42	6.56
6.20 via Ryde Road to Blaxland Street						
			Depart Blaxland Street		6.25	6.32
6.33	6.47	6.59	—	7.00	7.12	7.26
7.02	7.16	7.28	7.30	7.30	7.40	7.48
					(via Ryde Rd.)	
—	—	—		Dep. Blax. St.	7.30	7.40
—	—	—		Dep. Blax. St.	s7.42	7.50
—	—	—		Dep. Blax. St.	7.46	7.56
—	—	—		Dep. Blax. St.	8.02	8.12
Dep. Boronia Park:						
7.40	7.44	7.55	8.00	—	—	—
7.30	7.44	7.56	8.00	8.00	8.12	8.26
—	8.05	8.18	8.20	8.20	8.32	8.46
7.51	8.05	8.18	8.20	8.30	8.42	8.56
s7.51	8.05	—	—	—	—	—
8.30	8.44	8.58	—	9.00	9.12	9.26
8.55	9.09	9.23	9.25	9.28	9.40	9.54
9.30	9.44	9.55	9.55	9.58	10.10	10.24
10.03	10.17	10.29	—	10.33	10.45	10.59
10.30	10.44	10.56	11.00	11.00	11.12	11.26
11.03	11.17	11.29	—	11.33	11.45	11.59
11.30	11.44	11.56	12.00	12.00	12.12	12.26
12.03	12.17	12.29	—	12.33	12.45	12.59
12.30	12.44	12.56	1.00	1.00	1.12	1.26
1.03	1.17	1.29	—	1.33	1.45	1.59
1.30	1.44	1.56	2.00	2.00	2.12	2.26
2.03	2.17	2.29	—	2.33	2.45	2.59
2.30	2.44	2.56	3.00	3.00	3.12	3.26
3.00	3.14	3.26	—	3.30	3.42	3.57
S Dep. Gladstone Ave.		3.37	—	—	3.44	3.58
3.30	3.44	3.56	3.58	4.00	4.12	4.26
4.00	4.14	4.26	—	4.30	4.42	4.56
4.00 to Blaxland St., arr. 4.10						
			Dep. Blax. St.	4.10 via Ryde Rd.		4.15
4.18	4.32	4.44	4.45	4.47	4.59	5.13
4.45	4.59	5.11	5.15	5.15	5.27	5.41
5.00 to Blaxland St., arr. 5.10						
			Dep. Blax. St.	5.10, via Ryde Rd.		5.15
5.20	5.34	—	—	—	—	—
5.30	5.44	5.53	5.53	5.55	6.07	6.21
—	—	—	—	5.55	607	—
5.45 to Blaxland St., arr 5.55						
			Dep. Blax. St.	5.55, via Ryde Rd.		6.00
5.55	6.09	—	—	—	—	—
6.08	6.22	6.34	6.35	6.37	6.49	7.03
6.20 to Blaxland St., arr. 6.30						
6.37	6.51	7.03	7.08	7.08	7.18	7.32
7.05	7.19	—	—	—	—	—
7.35	7.48	7.58	8.00	8.00	8.12	8.26
8.35	8.45	8.54	8.55	8.58	9.10	9.24
9.35	9.45	9.54	9.55	9.58	10.10	10.24
10.35	10.45	10.54	10.55	10.58	11.10	11.24
11.35	11.45	11.54	11.58	11.58	12.10	12.20

S denotes School Days Only

While the morning peak needed five buses, only four were needed in the evening peak. One of the extra buses started at 3.42 from Gladestone Avenue (not quite a mile from the wharf), then ran from Gladesville at 4.00 to Blaxland St., then to the wharf at 4.17 and again at 5.20, leaving the Wharf at 5.55 for Fig Tree, duplicating the bus to Gladesville. The second bus left Gladesville for Blaxland St at 5.5, Valentia St Wharf at 5.28 and 6.17 for Mount St., half a mile beyond Fig Tree. The 5.45 bus to Blaxland St. was provided by sharp running on one of the regular through buses, which left Gladesville for the Wharf at 3.57 and 4.45, then did 5.45 to Blaxland, and 6.5 and 7.00 to the Wharf again. In this way four runs to the Wharf and one to Blaxland St. were fitted into four hours.

After the 8.00 p.m. bus terminated at Fig Tree, only one bus ran, at hourly intervals, leaving at 8.33, 9.33, 10.33 and 11,33. However, an extra bus returned to service at 11.00, leaving Gladesville for the Wharf, where it made no connection with the ferries, and returned to terminate at Pittwater Road at 11.40. What did the driver do in nearly three hours, and who needed to travel on this bus? Perhaps the Gladesville pictures let out just before 11.00, but how would any passengers get to Valentia Street without a ferry? Terminating at Pittwater Road would allow the bus to proceed back to the depot at Monash Rd without going into the Gladesville shops and bus would have needed to return to the depot anyway. Perhaps it was in the timetable just in case anybody should happen to need transport in the area at that late hour.

On Saturdays the buses ran roughly every half hour, with one bus an hour meeting the ferry, although at 12.55 there was a second ferry half an hour after the first, and thereafter the ferries left Woolwich at 55 past the hour instead of 25 past, as in the morning. After 6.28 buses ran to the Wharf only hourly, but extra buses ran to Fig Tree at odd intervals at 6.53, 7.17 and 8.1. Then there were no more buses to Fig Tree until 11,10 and a final bus there at 11.46. Once again, what did the driver do for three hours late at night?

The Sunday and Public Holiday timetables are similar, with a single bus running once an hour, leaving Gladesville at 28 minutes past the hour. On Holidays the bus started an hour earlier, at 7.15 instead of 8.15 and ran until 11.26, two hours later than on Sundays. On Sundays, ferry connections ceased after 7 o'clock and the later buses ran at 39 minutes after the hour, instead of 28.

My next timetable (left) was issued on Sunday November 19th 1961 and was printed on both sides of orange paper, 11 cm across and 27 down (half A4 size), We might expect that the reduction of the size of the timetable marked a reduction in the services run, but, in fact, this is not the case. Some details have changed, but basically the same timetable was operated. The extra morning bus to the wharf now started from Boronia Park (as the area around Blaxland St was becoming known) and it now ran on the same timing as the buses from Gladesville on both its runs. The extra services to Gladesville now all ran from Blax. St., still with four runs, but with tighter timing, leaving at 7.30, 7.42, 7.46 and 8.02. The 7.42 is marked S, for school days only and it then forms a bus at s7.51 from Gladesville to Fig Tree, duplicating the 7.51 to Valentia St. Wharf.

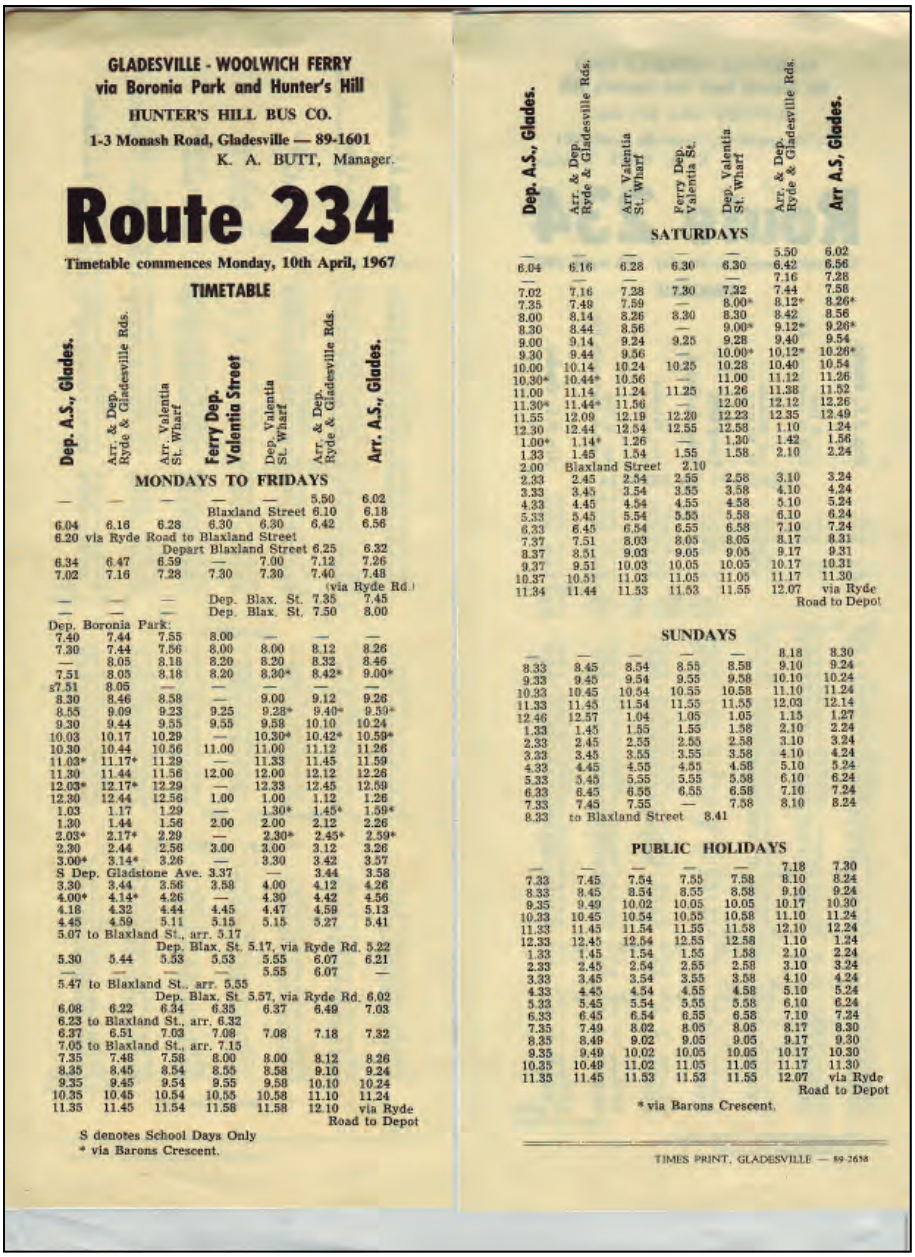
There are some other changes to the timetable, the 6.05 p.m. from Gladesville to the Wharf now left at 6.08, and the 7.00 now left at 7.05, but only for Fig Tree. Had the tight timing on the 1956 timetable proved too difficult for good time keeping? And finally, the anomalous 11.0 evening bus has now ceased operating.

My next timetable was issued on Monday 10th April 1967 (see page 11) and was printed on yellow paper of the same size as the 1961 timetable. The route has been extended in off-peak hours, with every second bus operating via Barons Crescent in Boronia Park (marked *). From 8.30 to 11.00, Barons Crescent buses operated only to Gladesville, from 11.00 to 12.30 they ran only from Gladesville, from 1.30 to 3.00 they ran in both directions via the Crescent and at 3 and 4 o'clock they ran only from Gladesville. But no bus operating via Barons Crescent made a connection with the ferry at Woolwich. Clearly passengers from Barons Crescent travelled only to and from Gladesville, and not to the city. Note also that there were now only two extra services from Blax. St, in the morning, at 7.35 and 7.50. Did the first run back to Blaxland Street in five minutes (the time now taken by the 6.20 to Blaxland), or wait at Gladesville for six minutes to operate the s7.51 from Gladesville to Fig Tree? In either case two buses would still be needed during School Term, and one of them would have run only a single timetabled service. I presume that there were other school special services not shown in the public timetable.

On Saturdays two buses still operated up until 2.10, but thereafter there was only one, leaving a bit after half past the hour. Separate timetables were still printed for Sundays and Public Holidays. On Public Holidays, buses started an hour earlier and ran three hours later than on Sundays, as in 1956. And note, on Sundays the bus arrived at Gladesville at 12.14, instead of 12.24, and left at 12.46, instead of 12.33, thus giving the driver half an hour for lunch. On Public Holidays the buses operated at the regular timings. It is not clear from the timetable how the drivers had their meal breaks on Holidays.

My next timetable, also on yellow paper, but with a larger size, was issued on Monday, 15th June 1981 (see page 12-13). There are many more services in the peak hours, but these were mostly operated in school terms only, and often to or from areas outside the territory of the 234. Peak hour service between Gladesville and Valentia Street Wharf required only two buses to operate, while off-peak service was provided only hourly over the whole route.

Additional hourly buses were provided between Gladesville and Barons Crescent (now marked BC). The afternoon off-peak workings were operated by shift one, which was not otherwise used on the 234. On the timetable in use on the route 75 at this date, issued on 21st July 1980, and shown in the article on buses to the Macquarie Centre, the shift one operated on the 75 in both peak hours and the morning off-peak. It finished at Epping Road at 11.45, giving enough time to return to Gladesville



GLADESVILLE - WOOLWICH FERRY
via Boronia Park and Hunter's Hill

HUNTER'S HILL BUS CO.
1-3 Monash Road, Gladesville — 89-1601
K. A. BUTT, Manager.

Route 234

Timetable commences Monday, 10th April, 1967

TIMETABLE

MONDAYS TO FRIDAYS

Dep. A.S., Glades.	Arr. & Dep. Ryde & Gladesville Rds.	Arr. Valentia St. Wharf	Ferry Dep. Valentia Street	Dep. Valentia St. Wharf	Arr. & Dep. Ryde & Gladesville Rds.	Arr. A.S, Glades.
—	—	—	—	—	5.50	6.02
			Blaxland Street		6.10	6.18
6.04	6.16	6.28	6.30	6.30	6.42	6.56
6.20 via Ryde Road to Blaxland Street						
			Depart Blaxland Street		6.25	6.32
6.34	6.47	6.59	—	7.00	7.12	7.26
7.02	7.16	7.28	7.30	7.30	7.40	7.48
					(via Ryde Rd.)	
—	—	—	Dep. Blax. St.		7.35	7.45
—	—	—	Dep. Blax. St.		7.50	8.00
Dep. Boronia Park:						
7.40	7.44	7.55	8.00	—	—	—
7.30	7.44	7.56	8.00	8.00	8.12	8.26
—	8.05	8.18	8.20	8.20	8.32	8.46
7.51	8.05	8.18	8.20	8.30*	8.42*	9.00*
s7.51	8.05	—	—	—	—	—
8.30	8.46	8.58	—	9.00	9.12	9.26
8.55	9.09	9.23	9.25	9.28*	9.40*	9.50*
9.30	9.44	9.55	9.55	9.58	10.10	10.24
10.03	10.17	10.29	—	10.30*	10.42*	10.59*
10.30	10.44	10.56	11.00	11.00	11.12	11.26
11.03*	11.17*	11.29	—	11.33	11.45	11.59
11.30	11.44	11.56	12.00	12.00	12.12	12.26
12.03*	12.17*	12.29	—	12.33	12.45	12.59
12.30	12.44	12.56	1.00	1.00	1.12	1.26
1.03	1.17	1.29	—	1.30*	1.45*	1.59*
1.30	1.44	1.56	2.00	2.00	2.12	2.26
2.03*	2.17*	2.29	—	2.30*	2.45*	2.59*
2.30	2.44	2.56	3.00	3.00	3.12	3.26
3.00*	3.14*	3.26	—	3.30	3.42	3.57
S Dep. Gladstone Ave. 3.37				—	3.44	3.58
3.30	3.44	3.56	3.58	4.00	4.12	4.26
4.00*	4.14*	4.26	—	4.30	4.42	4.56
4.18	4.32	4.44	4.45	4.47	4.59	5.13
4.45	4.59	5.11	5.15	5.15	5.27	5.41
5.07 to Blaxland St., arr. 5.17						
			Dep. Blax. St. 5.17, via Ryde Rd. 5.22			
5.30	5.44	5.53	5.53	5.55	6.07	6.21
—	—	—	—	5.55	6.07	—
5.47 to Blaxland St., arr. 5.55						
			Dep. Blax. St. 5.57, via Ryde Rd. 6.02			
6.08	6.22	6.34	6.35	6.37	6.49	7.03
6.23 to Blaxland St., arr. 6.32						
6.37	6.51	7.03	7.08	7.08	7.18	7.32
7.05 to Blaxland St., arr. 7.15						
7.35	7.48	7.58	8.00	8.00	8.12	8.26
8.35	8.45	8.54	8.55	8.58	9.10	9.24
9.35	9.45	9.54	9.55	9.58	10.10	10.24
10.35	10.45	10.54	10.55	10.58	11.10	11.24
11.35	11.45	11.54	11.58	11.58	12.10	via Ryde Road to Depot

S denotes School Days Only
* via Barons Crescent.

SATURDAYS

Dep. A.S., Glades.	Arr. & Dep. Ryde & Gladesville Rds.	Arr. Valentia St. Wharf	Ferry Dep. Valentia St.	Dep. Valentia St. Wharf	Arr. & Dep. Ryde & Gladesville Rds.	Arr A.S, Glades.
—	—	—	—	—	5.50	6.02
6.04	6.16	6.28	6.30	6.30	6.42	6.56
—	—	—	—	—	7.16	7.28
7.02	7.16	7.28	7.30	7.32	7.44	7.58
7.35	7.49	7.59	—	8.00*	8.12*	8.26*
8.00	8.14	8.26	8.30	8.30	8.42	8.56
8.30	8.44	8.56	—	9.00*	9.12*	9.26*
9.00	9.14	9.24	9.25	9.28	9.40	9.54
9.30	9.44	9.56	—	10.00*	10.12*	10.26*
10.00	10.14	10.24	10.25	10.28	10.40	10.54
10.30*	10.44*	10.56	—	11.00	11.12	11.26
11.00	11.14	11.24	11.25	11.26	11.38	11.52
11.30*	11.44*	11.56	—	12.00	12.12	12.26
11.55	12.09	12.19	12.20	12.23	12.35	12.49
12.30	12.44	12.54	12.55	12.58	1.10	1.24
1.00*	1.14*	1.26	—	1.30	1.42	1.56
1.33	1.45	1.54	1.55	1.58	2.10	2.24
2.00	Blaxland Street		2.10			
2.33	2.45	2.54	2.55	2.58	3.10	3.24
3.33	3.45	3.54	3.55	3.58	4.10	4.24
4.33	4.45	4.54	4.55	4.58	5.10	5.24
5.33	5.45	5.54	5.55	5.58	6.10	6.24
6.33	6.45	6.54	6.55	6.58	7.10	7.24
7.37	7.51	8.03	8.05	8.05	8.17	8.31
8.37	8.51	9.03	9.05	9.05	9.17	9.31
9.37	9.51	10.03	10.05	10.05	10.17	10.31
10.37	10.51	11.03	11.05	11.05	11.17	11.30
11.34	11.44	11.53	11.53	11.55	12.07	via Ryde Road to Depot

SUNDAYS

—	—	—	—	—	8.18	8.30
8.33	8.45	8.54	8.55	8.58	9.10	9.24
9.33	9.45	9.54	9.55	9.58	10.10	10.24
10.33	10.45	10.54	10.55	10.58	11.10	11.24
11.33	11.45	11.54	11.55	11.55	12.03	12.14
12.46	12.57	1.04	1.05	1.05	1.15	1.27
1.33	1.45	1.55	1.55	1.58	2.10	2.24
2.33	2.45	2.55	2.55	2.58	3.10	3.24
3.33	3.45	3.55	3.55	3.58	4.10	4.24
4.33	4.45	4.55	4.55	4.58	5.10	5.24
5.33	5.45	5.55	5.55	5.58	6.10	6.24
6.33	6.45	6.55	6.55	6.58	7.10	7.24
7.33	7.45	7.55	—	7.58	8.10	8.24
8.33	to Blaxland Street		8.41			

PUBLIC HOLIDAYS

—	—	—	—	—	7.18	7.30
7.33	7.45	7.54	7.55	7.58	8.10	8.24
8.33	8.45	8.54	8.55	8.58	9.10	9.24
9.35	9.49	10.02	10.05	10.05	10.17	10.30
10.33	10.45	10.54	10.55	10.58	11.10	11.24
11.33	11.45	11.54	11.55	11.58	12.10	12.24
12.33	12.45	12.54	12.55	12.58	1.10	1.24
1.33	1.45	1.54	1.55	1.58	2.10	2.24
2.33	2.45	2.54	2.55	2.58	3.10	3.24
3.33	3.45	3.54	3.55	3.58	4.10	4.24
4.33	4.45	4.54	4.55	4.58	5.10	5.24
5.33	5.45	5.54	5.55	5.58	6.10	6.24
6.33	6.45	6.54	6.55	6.58	7.10	7.24
7.35	7.49	8.02	8.05	8.05	8.17	8.30
8.35	8.49	9.02	9.05	9.05	9.17	9.30
9.35	9.49	10.02	10.05	10.05	10.17	10.30
10.35	10.49	11.02	11.05	11.05	11.17	11.30
11.35	11.45	11.53	11.53	11.55	12.07	via Ryde Road to Depot

* via Barons Crescent.

TIMES PRINT, GLADESVILLE — 89-2658

and operate to Barons Crescent at 12.04. This may help explain why the short working did not run to a clock face timetable, leaving regularly at five minutes to the hour. (These off-peak short workings have been whited out in the next timetable I have for the 234, still dated Monday, 15th June 1981, but not quite the same as the one shown here.) The last bus in the evening left Gladesville at 8.20 p.m., running on Thursday nights only and only went to Ryde Road and Blaxland Street. On other weekdays the service ceased at 8.16 at Gladesville, in contrast to the earlier evening service finishing just before midnight.

Saturday morning service was similar to weekday off-peaks, with an hourly bus to the Wharf and second one, which went sometimes to a loop at Blaxland Street and sometimes to Barons Crescent. Some Saturday morning buses from the wharf diverted via Barons Crescent, though you still couldn't make a trip from there to town and back. There was only an hourly bus to the wharf (operated by a different shift) in the afternoon. Saturday service ended at 7.16 p.m., an hour or so earlier than weekday service, and there was no service on Sundays or Holidays. North & Western now provided a map of the route, which helps us, not just for 1981, but also for the earlier timetables.

The next timetable was issued by the Department of Transport on the 28th July 1990 and revised 17th September 1990 (see page 13). The North and Western routes were reorganised and renumbered into the new scheme, and area booklets were issued. The timetable shown is from the last pages (22 and 23) of the Hunter's Hill – Lane Cove District Timetable, The route 95, Chatswood to Gladesville, had been diverted at its southern end over the old 234, becoming the 536 to Gladesville via Boronia Park and the 537 to Valentia Street Wharf. Buses from Gladesville to Woolwich did continue as route 538. Two services on the 538 ran from Hunter's Hill to Gladesville over the old route 95: the 8.23 a.m. from Woolwich and the 3.30 p.m. from Gladesville. These are marked P in the timetable.

The timetable shown here gives the times of the 538 buses and for the 537's between Woolwich and Hunter's Hill: There are marked C at the Overpass outbound and are shown from Church St and Heberton Avenue inbound. In the morning peak buses ran to Woolwich from Gladesville, but outbound they went to Chatswood. In shopping hours both 537's and 538's operate, on no clear pattern. For example the 538 from Gladesville at 11.24 arrived at Woolwich at 11.48 and left again at 11.55 for Chatswood. Four buses in shopping hours went via Barons Crescent to the Valentia St Wharf, and two returned from there. An additional two buses started at Barons Crescent for Gladesville. Travel between Barons Crescent and the City was now possible, though better provision was still made for shoppers going to Gladesville.

In the afternoon peak the buses were all 538s when school children were travelling, but between 5 and 6 o'clock we find the reverse of the morning pattern: 537s to Woolwich and 538s to Gladesville. Office workers were travelling to and from either the City by ferry or Chatswood. There was no provision for them to travel between Woolwich and Gladesville. (Those who travelled between Gladesville and the Overpass were catered for by buses on the 536, not shown on these pages of the timetable, but printed on page 11 of *The Times* in April 2000.)

After 6.15 there were buses between Woolwich and Hunter's Hill only, finishing at the Overpass at 8.06. On Saturdays there was one bus from Barons Crescent to Gladesville at 9.02, and one returning at 12.10, which continued on the 539 to Macquarie Centre. All other services on Saturdays, and all three services on Sundays and Holidays were runs of the route 537, the Chatswood service.

However, the connection between Woolwich and Chatswood was not successful and the 537 ceased operation, with buses once again operating between Woolwich and Gladesville. The 538 was then through routed with the 539 to Macquarie Centre (the old route 75), and both routes shown on a single timetable: my example is the one issued on the 12th May 1997 and reprinted in October of that year (see page 13). There are a few more buses on the 538 than the 539 – see for example the 6.27, 7.00, 7.20 and 8.28

a.m. and the S3.05, 4.10 and 5.15 p.m. buses leaving Gladesville on the 538, in contrast with only two buses on the 539 not continuing as 538's: those leaving Cressy Road at S4.38 and 5.38 – though the latter does run as far as Boronia Park to set down passengers as required (see note R). In shopping hours Barons Crescent was served by all buses as did most in the evening peak, but there were none in the morning peak. I can't explain why that happened. Saturday service was operated between 8.30 a.m. and 7.11 p.m. but there were no buses on Sundays or Holidays.

On the 14 December 1999, North and Western was sold to the government, so the route 538 passed to Sydney Buses. A year and a half later, on the 24 June 2001, when the old North & Western routes were integrated with the Victoria Road services, a new service, numbered 505 was introduced between Woolwich and the City. My last timetable (see pages 14-15) is the 22nd October 2006 timetable for the routes 505 and 538: the buses to and from Woolwich. The route 505 operates only in peak hours on Mondays to Fridays. In the mornings it terminates at Wynyard, in the evenings it commences at the new overflow terminal in Harrington Street, not far from Circular Quay. In the morning peak 538's run from Gladesville to Woolwich, and then go on to Wynyard as 505's, with one last 505 leaving the wharf at 8.30, after service to Gladesville has started at 8.00. In shopping hours only 538's are run, with all buses operating via Barons Cr. In the evening peak the reverse pattern is run to the morning: 505's run from Harrington St in the city to Woolwich Wharf and then leaving for Gladesville on the 538. The first of these, the 4.50 also run via Barons Cr., while the 6.30 from Harrington St. arrives at Woolwich at 7.24 and does not depart as a 538 service.

On weekends only route 538 buses are operated, and all of them are wheelchair accessible, unlike Mondays to Fridays, when no services are indicated as carrying wheelchairs. On Saturdays there is hourly service from eight in the morning to seven at night. On Sundays and Holidays there are five buses at two hourly intervals, from ten until half past six. These buses operate only between the wharf and the Hunter's Hill Overpass and are stated in the timetable to be on trial. As these Sunday services are still being operated in May 2008, as I am writing this article, it seems that the trial has been a success.

The bus service in the Woolwich peninsula, an area well settled at the time my story started and one which provided no scope for geographical expansion, has tended to reduce over time. However it has not been a story of simple decline. Several efforts have been made to extend it to more important traffic centres. Service to Chatswood was not successful, and soon ceased; service to Macquarie Centre lasted longer but has now been replaced by buses to the City. Service on Sundays and Holidays has ended twice, but on both occasions it has been restored after a long lapse of time.

NORTH & WESTERN BUS LINES PTY. LTD.
1 Monash Road,
GLADESVILLE. N.S.W. 2111.

TELEPHONE
816-2622.

GLADESVILLE TO WOOLWICH

VIA BORONIA PARK & HUNTER'S HILL.

route 234

Please Note Where Each Journey Starts and Finishes.
Abbreviations alongside departure times indicate that such journeys are CONDITIONAL, OPERATE ON CERTAIN DAYS ONLY, OR DIVERT FROM THE NORMAL ROUTE.
For Details, see General Service Information.

route 234

RUN No.	DEPART Victoria & Pittwater Roads, GLADESVILLE.	DEPART Ryde Road and Blaxland Street.	DEPART Hunters Hill Overpass.	ARRIVE Valentia Street Wharf, WOOLWICH.	FERRY DEPARTS FOR CIRCULAR QUAY.	FERRY ARRIVES FROM CIRCULAR QUAY.	DEPART Valentia Street Wharf, WOOLWICH.	DEPART Hunters Hill Overpass.	DEPART Ryde Road and Blaxland Street.	ARRIVE Victoria & Pittwater Roads, GLADESVILLE.
	TO VALENTIA STREET WHARF →								TO GLADESVILLE →	
	MONDAY TO FRIDAY									
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
8	-	-	-	-	-	-	-	5.47*	5.50	5.57
4	-	-	-	-	-	-	-	-	6.24	6.32
8	6.00	6.07	6.10	6.18	6.20	6.20	6.29	6.39	6.42	6.50
4	6.35	6.42	6.45	6.53	-	-	6.59	7.09	7.12	7.20
8	7.03	7.11	7.12	7.22	7.25	7.20	7.23	7.33	7.36	7.45
20	-	-	-	-	-	-	-	-	7.50	7.58
4	7.35	7.45	7.48	8.00	8.05	8.10	8.12	8.22	8.26	8.36
18	7.50B	8.00B	8.03BK		-	-	-	-	-	-
18	-	-	-	-	-	-	8.47	8.57	9.01BC	9.09
8	7.58B	8.06B	8.09B	8.14MG	-	-	-	-	-	-
20	8.05 via Ryde Rd 8.11B		8.14B	8.19MG	-	-	-	-	-	-
18	- Depart Reiby Road....		8.37	8.45	8.50	-	-	-	-	-
16	8.30B	8.38B	8.41B	8.46MG	-	-	-	-	-	-
20	8.35 via Ryde Rd 8.41B		8.44B	8.49MG	-	-	-	-	-	-
22	- From Ryde....		8.44B	8.49MG	-	-	-	-	-	-
27	8.40 via Ryde Rd 8.46B		8.49B	8.54MG	-	-	-	-	-	-
4	8.40	8.50	8.53	9.01	-	-	9.02	9.10	9.13BC	9.25
25	- From Nth Ryde....		8.47	8.52MG	-	-	-	-	-	-
8	8.56	9.06	9.10	9.20	9.25	9.23	9.27	9.37	9.40	9.48
4	9.34	9.42	9.45	9.55	10.00	9.58	10.00	10.10	10.13	10.21
4	-	-	-	-	-	-	-	-	10.59BC	11.11
8	10.34	10.42	10.45	10.55	11.00	10.58	11.00	11.10	11.13	11.21
4	10.55BCRR	10.59	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	12.08BCp.m.	12.20p.m.
8	11.34	11.42	11.45	11.55	12.00noon	11.58	p.m.	p.m.	p.m.	p.m.
8	p.m.	p.m.	p.m.	p.m.	-	-	12.00	12.10	12.13	12.21
1	12.04BCRR	12.08	-	-	-	-	-	-	-	-
1	-	-	-	-	p.m.	p.m.	-	-	12.59	1.07
8	12.34	12.42	12.45	12.55	1.00	12.58	1.00	1.10	1.13	1.21
1	12.55 RR	12.59	-	-	-	-	-	-	-	-
1	-	-	-	-	-	-	-	-	1.49BC	2.01
8	1.34	1.42	1.45	1.55	2.00	1.58	2.00	2.10	2.13	2.21
1	1.45BCRR	1.49	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	2.48	2.56
8	2.34	2.42	2.45	2.55	3.00	2.58	3.00	3.10	3.13	3.21
	-	-	-	-	-	-	- MD 3.15B....		3.20B	3.28B
	-	-	-	-	-	-	- K 3.16B....		3.21B	W3.28B
20	-	-	-	-	-	-	- ~~K 3.16B....~~		3.21B Ryde Rd	3.26B
34	-	-	-	-	-	-	- K 3.23B....		3.28B	W3.34B
	-	-	-	-	-	-	3.28	3.43	3.47	3.57
4	3.00BC	3.10	3.13 via K	3.26	-	-	- MG 3.40B Express		-	3.56B
17	-	-	-	-	-	-	- MG 3.40B to Ryde		-	-
28	-	-	-	-	-	-	- MG 3.40B to Nth Ryde		-	-
29	-	-	-	-	-	-	- MG 3.40B 3.46B		3.50B	4.00B
20	-	-	-	-	-	-	- MG 3.50B via Manning Rd....			3.56B
34	-	-	-	-	-	-				
8	3.30	3.40	3.45	3.54	3.55	3.54	4.05	4.16	4.20	4.30
4	4.00BC	4.12	4.20	4.30	-	-	4.32	4.40	4.43	4.51
20	4.19	4.29	4.34	4.44	4.45	4.44	4.45	4.55	4.58	5.06
20	-	-	-	-	-	-	-	-	#5.19RR	5.23
8	4.45	4.55	4.58	5.08	5.20	5.14	5.14	5.24	5.27	5.35
20	5.11	5.19	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	#6.02RR	6.06
20	5.30	5.40	5.45	5.51	5.53	5.50	5.56	6.08	6.11	6.18
8	5.53	6.01	-	-	-	-	-	-	-	-
8	6.15	6.23	6.26	6.34	6.35	6.34	6.37	6.47	6.50	6.58
20	6.50	6.58	7.01	7.09	7.10	7.09	7.11	7.21	7.24	7.32
8	7.36	7.43	7.46	7.54	7.55	7.54	7.57	8.05	8.08	8.16
8	8.20TS	8.28TS	-	-	-	-	-	-	-	-

THIS TIMETABLE EFFECTIVE FROM 12.01 a.m. MONDAY, 15th JUNE, 1981.

For General Service Information - see reverse side.

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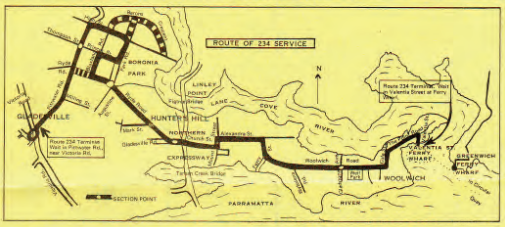
ROUTE 234 — BUS TIME-TABLE — ROUTE 234

GLADESVILLE to VALENTIA STREET, WOOLWICH

	DEPART Victoria & Pittwater Roads, GLADESVILLE.	DEPART Ryde Road and Blaxland Street.	DEPART Hunters Hill Overpass	ARRIVE Valentia Street Wharf, WOOLWICH.	FERRY DEPARTS FROM CIRCULAR QUAY.	FERRY ARRIVES FROM CIRCULAR QUAY.	DEPART Valentia Street Wharf, WOOLWICH.	DEPART Hunters Hill Overpass.	DEPART Ryde Road and Blaxland Street.	ARRIVE Victoria & Pittwater Roads, GLADESVILLE.
RUN No.	TO VALENTIA STREET WHARF →						← TO GLADESVILLE			
					SATURDAY					
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
4	..	..	..	..	..	..	..	..	7.01	7.08
4	7.10	7.17	7.20	7.30	7.32	7.31	7.34	7.44	7.47	7.55
1	..	..	..	..	..	..	..	..	8.24	8.32
4	8.10	8.17	8.20	8.30	8.32	8.31	8.34	8.44	8.47BC	8.59
1	8.20RR	8.24	..	..	..	..	..	..	..	..
1	..	..	..	..	..	..	..	..	9.24	9.32
4	9.02	9.10	9.13	9.23	9.25	9.24	9.27	9.37	9.40BC	9.52
1	9.20RR	9.24	..	..	..	..	..	..	..	..
1	..	..	..	..	..	..	..	..	..	..
4	10.02	10.10	10.13	10.23	10.25	10.24	10.27	10.37	10.40	10.48
1	BC10.20RR	10.24	..	..	..	..	..	..	..	..
1	11.02	11.10	11.13	11.23	11.25	11.24	11.27	11.37	11.40	11.48
8	BC11.32	11.45	11.48	..	..	..	..	..	..	..
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8	12.02	12.10	12.13	12.23	12.25	12.24	12.27	12.37	12.40	12.48
4	12.32	12.40	12.43	12.53	12.55	12.54	12.57	1.07	1.10	1.18
8	1.05	1.12	1.15*	..	..	..	..	..	..	..
8	1.34	1.42	1.45	1.53	1.55	1.54	1.57	2.07	2.10	2.17
8	2.60	2.57	3.00	3.07	3.08	3.07	3.08	3.16	3.19	3.26
8	3.42	3.50	3.53	4.01	4.02	4.01	4.03	4.11	4.14	4.22
8	4.42	4.50	4.53	5.01	5.02	5.01	5.03	5.11	5.14	5.22
8	5.42	5.50	5.53	6.01	6.02	6.01	6.03	6.11	6.14	6.22
8	6.34	6.42	6.45	6.53	6.55	6.54	6.57	7.05	7.08	7.16

NO SERVICE SUNDAYS, GOOD FRIDAY, HOLIDAYS OR CHRISTMAS DAY.



ABBREVIATIONS USED IN THIS TIMETABLE.

MG denotes - Runs to or from Marist Sisters' College, Woolwich.
W denotes - Runs to or from Ryde and Pittwater Roads.
S denotes - Runs on school days only.
K denotes - Runs to or from Hunters Hill High School.
HO denotes - Runs from Hunters Hill Public School.
* denotes - Departs corner of Gladesville and Ryde Roads.
TS denotes - Runs on late shopping nights only.
BC denotes - Diverts via Barons Crescent.
RR denotes - Runs via Ryde Road to or from Blaxland Street.
# denotes - Passengers for Gladesville to join bus on outward journey. Bus returns via Ryde Road.

OTHER SERVICES OPERATED BY THIS COMPANY - ENQUIRIES TELEPHONE 816-2622.

Route 99 ... Crows Nest to Greenwich Ferry via St. Leonards Station. (connects at Greenwich with ferry for Circular Quay.)
Route 53 ... Chatswood to Riverview via Lane Cove.
Route 95 ... Chatswood to Gladesville via Lane Cove, West Lane Cove and Hunters Hill.
Route 126 ... Gladesville to Ryde via Buffalo Road, Quarry Road and Woodbine Crescent.
Route 75 ... Gladesville to Epping Highway via Dress Circle Estate and Macquarie Hospital.
Route 43 ... West Ryde Station to Chatswood Station via Ryde, North Ryde, Macquarie Hospital, Epping Highway and Mowbray Road.
Route 205 ... Ryde to Ryde Caravan Park via Macquarie Hospital, Lane Cove and Waterloo Roads.
Route 228 ... Eastwood to Ryde via Bridge and Lovell Roads.
Route 85 ... Eastwood to Ryde via Macquarie University.
Route 333 ... Chatswood to Parramatta via Lane Cove, North Ryde, West Ryde, Ermington and Rydalmere. (RED ARROW EXPRESS SERVICE)

Route 538: GLADESVILLE to WOOLWICH FERRY via Boronia Park

- Also shows route 537 journeys (from Chatswood) between Hunters Hill Overpass and Woolwich.
- For additional services between Gladesville, Boronia Park and Hunters Hill see route 536 timetable on pages 14-15 & 18.

GLADESVILLE	BORONIA PARK		HUNTERS HILL		WOOLWICH	
Pittwater Road & Victoria Road	Boronia Park Shops	Barons Crescent & Meyers Avenue	Hunters Hill Shops	Church Street & Harbenton Avenue	Valentia Street Wharf	Ferry departs for Circular Quay
			WEEKDAYS - MORNINGS			
..	..	..	6.37	6.37	6.46	6.50
6.58	7.02	..	7.10	7.10	7.20	7.25
7.23	7.27	..	7.35	7.35	7.45	7.50
7.52	7.56	..	8.04	8.04	8.15	8.20
8.32	8.36	..	8.45	8.45	8.55	9.00
9.30	9.34	9.37	9.45	9.45	9.55	10.00
..	..	..	..	10.39	10.48	10.53
11.24	11.28	11.31	11.39	11.39	11.48	11.53
			AFTERNOONS			
..	..	..	..	12.39	12.48	12.53
..	..	..	..	1.39	1.48	1.53
1.54	1.58	2.01	2.09	2.09	2.18	..
..	..	..	..	2.39	2.48	2.53
3.05	3.09	3.12 R	3.20	3.20	3.35	..
3.30P	..	..	3.40	3.40	3.50	4.05
4.13	4.17	..	4.25	4.25	4.35	4.40
..	..	..	..	4.51	5.01	5.25
..	..	..	..	5.21	5.31	5.55
..	..	..	..	6.01	6.11	6.35
..	..	..	6.38	6.38	6.47	7.03
..	..	..	7.08	7.08	7.17	..
..	..	..	7.38	7.38	7.47	8.03
			SATURDAYS - MORNINGS			
..	..	..	D7.41	7.41	7.50	7.53
..	..	..	..	8.37	8.46	8.53
..	..	..	..	9.37	9.46	9.53
..	..	..	..	10.37	10.46	10.53
..	..	..	..	11.37	11.46	11.53
			AFTERNOONS			
12.10M	12.14	12.17	..	..	..	..
..	..	..	..	12.37	12.46	12.53
..	..	..	..	1.37	1.46	1.53
..	..	..	..	2.37	2.46	2.53
..	..	..	..	3.37	3.46	3.53
..	..	..	..	4.37	4.46	4.53
..	..	..	..	5.36	5.44	5.53
..	..	..	..	6.36	6.44	6.58
			SUNDAYS AND PUBLIC HOLIDAYS - MORNINGS			
..	..	..	..	9.59	10.07	10.13 #
			AFTERNOONS			
..	..	..	..	2.19	2.27	..
..	..	..	..	4.19	4.27	..

EXPLANATIONS: C - Bus continues to Chatswood. For more details see page 14-15 & 18.
D - Bus runs to or from Monash Depot via Ryde Road direct.
M - Bus displays "539 Macquarie Centre" destination sign.
P - Bus starts from Jordan Street, Gladesville and runs via Victoria Road, Prince Edward Street, Gladesville Road, Mary Street, Mark Street and Ryde Road or vice versa.
R - Bus diverts only if required to set down adult passengers.

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Route 538: WOOLWICH FERRY to GLADESVILLE via Boronia Park

- Also shows route 537 journeys (to Chatswood) between Woolwich and Hunters Hill Overpass.
- For additional services between Hunters Hill, Boronia Park and Gladesville see route 536 timetable on pages 16-17 & 19.

WOOLWICH	HUNTERS HILL	BORONIA PARK		GLADESVILLE
Ferry arrives from Circular Quay	Valentia Street Wharf	Hunters Hill Overpass	Barons Crescent & Meyers Avenue	Boronia Park Shops	Pittwater Road & Victoria Road
			WEEKDAYS - MORNINGS		
5.46	6.52	7.02 C	..	..	..
..	7.32	7.42 C	..	..	..
7.56	7.58	8.08 C	..	..	..
..	8.23	8.33 P	..	..	8.42
..	..	..	9.15	9.18	9.22
8.55	9.10	9.20 C	..	..	..
9.59	10.05	10.14	10.22	10.25	10.29
10.50	10.55	11.04 C	..	..	..
11.50	11.55	12.04 C	..	..	..
			AFTERNOONS		
..	..	..	12.10	12.13	12.19
..	..	1.04 C	..	..	..
12.50	12.55	2.04	2.12	2.15	2.19
1.50	1.55	2.27 C	..	..	..
..	2.18	..	..	..	..
2.50	2.55	3.05	..	3.14	3.19
..	3.36	3.48	..	3.56	4.02
3.54	4.04	4.14	..	4.21	4.26
4.37	4.41	4.52	..	4.59	5.03
5.09	5.13	5.22	..	5.29	..
5.39	5.43	5.52	..	5.59	6.03
6.19	6.23	6.32	..	..	..
6.57	7.00	7.08	..	..	..
7.55	7.58	8.06	..	..	..
			SATURDAYS - MORNINGS		
7.50	7.51	7.59 C	..	..	..
8.47	8.50	8.59 C	..	..	..
..	..	..	9.02	9.05	9.09
9.47	9.50	9.59 C	..	..	..
10.47	10.50	10.59 C	..	..	..
11.47	11.50	11.59 C	..	..	..
			AFTERNOONS		
12.47	12.50	12.59 C	..	..	..
1.47	1.50	1.59 C	..	..	..
2.50	2.51	2.59 C	..	..	..
3.47	3.50	3.59 C	..	..	..
4.47	4.50	4.59 D	..	..	..
5.47	5.50	5.59 C	..	..	..
6.52	6.53	7.01 D	..	..	..
			SUNDAYS AND PUBLIC HOLIDAYS - MORNINGS		
10.12 ✱	10.23	10.37 C	..	..	..
			AFTERNOONS		
2.12 ✱	2.27	2.37 C	..	..	..
4.12 ✱	4.27	4.37 C	..	..	..

✱ - Ferry timetables may vary on Public Holidays. For details contact Metrotrips on 964 4422.
NOTE: The Sunday timetable will also apply on all Public Holidays except Easter Saturday (Saturday timetable) and Christmas Day (no service).

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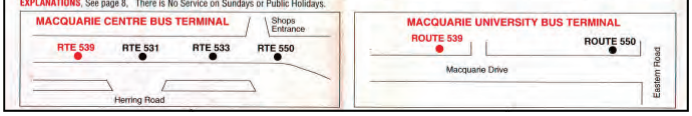
Route 539: MACQUARIE UNIVERSITY to GLADESVILLE

MARSFIELD		NORTH RYDE			EAST RYDE	RYDE
Macquarie University	Macquarie Centre	Blenheim Rd & Edmondson St	North Ryde RSL Club	Cox Road & Pittwater Road	Sager Place	Cressy Road & Higginbotham Rd
						WEEKDAYS - MORNINGS
..	..	..	..	..	..	D 6.27
..	..	..	..	..	..	D 7.00
..	..	..	..	..	..	7.20
..	..	..	..	..	..	7.51
..	..	7.29	..	7.33	7.39	7.45
..	..	..	..	..	..	8.28
..	..	9.02	9.04	9.06	9.11	9.16
9.51	9.54	10.02	10.04	10.06	10.11	10.16
..	10.54	11.02	11.04	11.06	11.11	11.16
11.45	11.54	12.02	12.04	12.06	12.11	12.16
						AFTERNOONS
..	12.54	1.02	1.04	1.06	1.11	1.16
1.45	1.54	2.02	2.04	2.06	2.11	2.16
..	..	..	..	..	..	S3.05
2.45	2.55	3.05	3.07	3.09	3.14	3.19
..	..	..	..	..	..	4.10
4.05	4.10	4.20	4.22	4.24	4.30	4.35
..	..	..	E	E	S4.30	S4.38
..	..	..	..	..	..	5.15
5.05	5.10	5.20	5.22	5.24	5.30	5.35
..	5.35	5.45	5.47	5.49	5.55	6.00
6.05	6.10	6.18 -	6.20	6.22	6.27	6.32
..	..	..	..	..	..	7.39
L9.15	L9.18	..	..	..	..	R
						SATURDAYS - MORNINGS
..	..	..	..	..	..	8.30
..	..	..	..	..	..	9.24
..	9.54	10.02	10.04	10.06	10.11	10.16
..	10.54	11.02	11.04	11.06	11.11	11.16
						AFTERNOONS
..	..	..	..	..	..	12.24
..	12.54	1.02	1.04	1.06	1.11	1.16
..	1.54	2.02	2.04	2.06	2.11	2.16
..	..	..	..	..	..	3.24
..	3.54	4.02	4.04	4.06	4.11	4.16
..	5.10	5.18	5.20	5.22	5.27	5.32
..	..	..	..	..	..	6.30

GLADESVILLE TERMINUS	BORONIA PARK		HUNTERS HILL	WOOLWICH		CITY
Pittwater Rd & Victoria Road	Boronia Park Shops	Barons Crescent & Meyers Avenue	Hunters Hill Overpass	Valentia Street Wharf	Ferry departs for Circular Quay	Ferry arrives Circular Quay
						WEEKDAYS - MORNINGS
6.37	6.31	..	6.37	6.46	6.52	7.12
7.04	7.04	..	7.10	7.20	7.25	7.41
7.24	7.24	..	7.29	7.45	7.50	8.06
7.55	7.55	..	8.00	8.15	8.20	8.36
8.32	8.32	VM	8.39	8.55	9.00	9.16
9.28	9.28	9.33	9.40	9.50	10.00	10.16
10.24	10.28	10.33	10.40	10.50	10.53	11.15
11.24	11.28	11.33	11.40	11.50	11.53	12.15
12.24	12.28	12.33	12.40	12.50	12.53	1.15
						AFTERNOONS
1.24	1.28	1.33	1.40	1.50	1.53	2.15
2.24	2.28	2.33	2.40	2.50	2.53	3.15
S3.05	S3.09	VM	S3.16A	S3.30	..	..
3.30	3.34	3.39	3.46	3.56	4.05	4.27
4.10	4.14	4.19	4.26	4.36	4.40	5.03
4.45	4.49	4.54	5.01	5.11	5.25	5.42
5.15	5.19	5.24	5.31	5.41	5.55	6.12
R	R	..	..	..	..	..
6.06	6.09	..	6.14	6.22	6.35	6.51
6.38	6.41	6.45	6.50	6.58	7.03	7.25
7.39	7.42	..	7.47	7.55	8.00	8.25
R	R	R	R	R	..	..
						SATURDAYS - MORNINGS
8.30	8.34	..	8.40	8.50	8.53	9.15
9.24	9.28	9.33	9.40	9.50	9.53	10.15
10.24	10.28	10.33	10.40	10.50	10.53	11.15
11.24	11.28	11.33	11.40	11.50	11.53	12.15
						AFTERNOONS
12.24	12.28	12.33	12.40	12.50	12.53	1.15
1.24	1.28	1.33	1.40	1.50	1.53	2.15
2.24	2.28	2.33	2.40	2.50	2.53	3.15
3.24	3.28	3.33	3.40	3.50	3.53	4.15
4.24	4.28	4.33	4.40	4.50	4.53	5.15
5.40	5.44	5.48	5.52	6.00	..	..
6.30	6.34	..	6.39	6.47	6.53	7.15

EXPLANATIONS. See page 8. There is No Service on Sundays or Public Holidays.

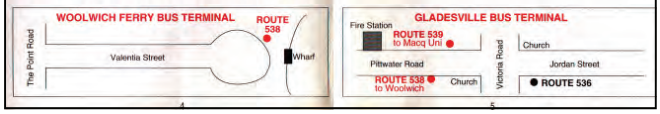


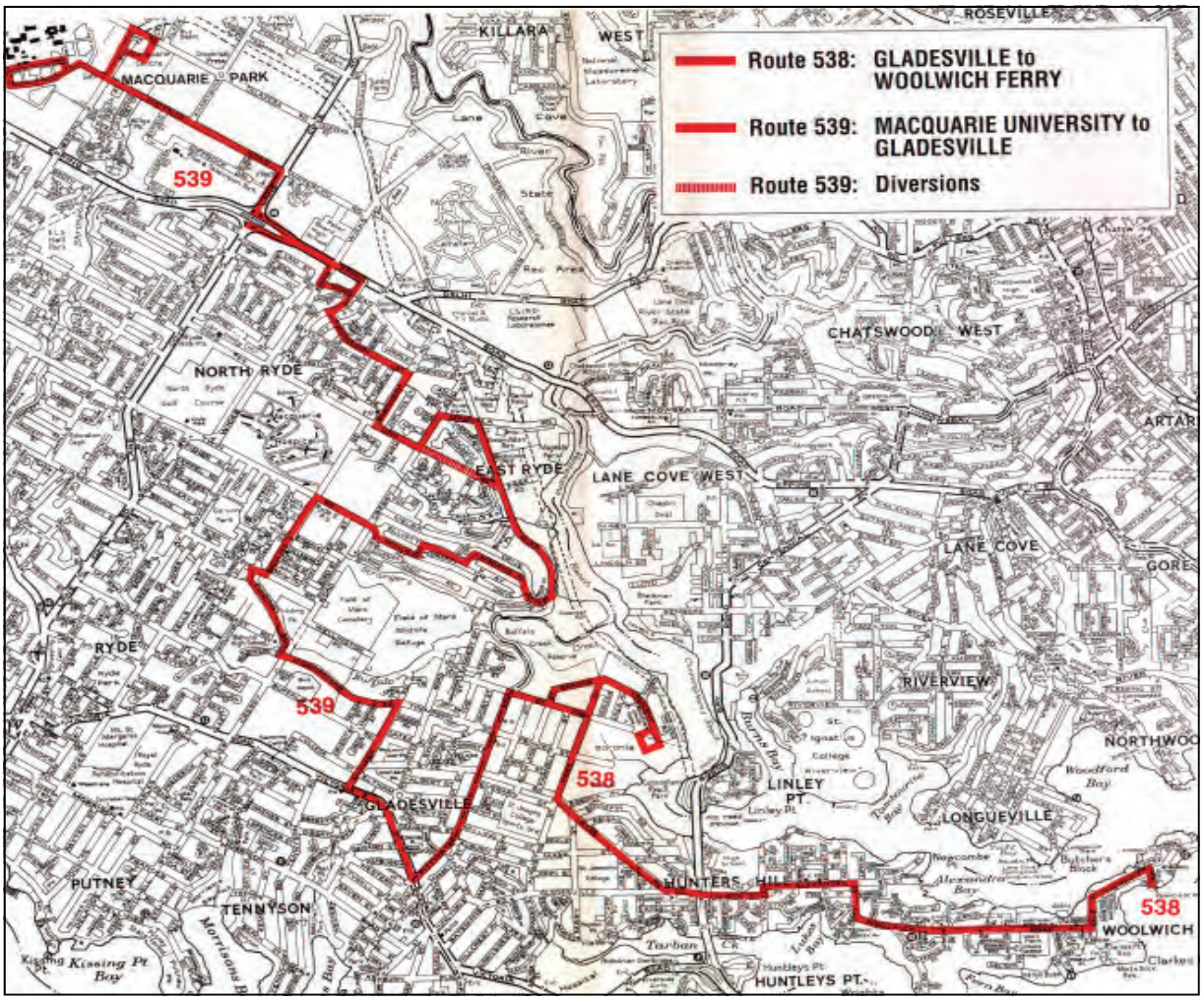
Route 538: WOOLWICH FERRY to GLADESVILLE

CITY	WOOLWICH	HUNTERS HILL	BORONIA PARK		GLADESVILLE TERMINUS
Ferry departs Circular Quay	Ferry arrives from Circular Quay	Valentia Street Wharf	Hunters Hill Overpass	Barons Crescent & Meyers Avenue	Boronia Park Shops	Pittwater Rd & Victoria Road
						WEEKDAYS - MORNINGS
..	..	..	..	..	6.31	6.35
6.25	6.46	6.52	7.02	..	7.08	7.12
..	..	..	..	..	..	..
..	..	7.22	7.32	..	7.38	7.42
7.35	7.56	7.58	8.10	..	8.17	8.21
..	..	8.20	8.30	VM8.36	8.43	8.47
8.30	8.55	8.58	9.08	9.13	9.18	9.22
9.38	9.59	10.00	10.10	10.15	10.20	10.24
10.25	10.50	10.53	11.03	11.08	11.13	11.17
11.25	11.50	11.53	12.03	12.08	12.13	12.17
						AFTERNOONS
12.25	12.50	12.53	1.03	1.08	1.13	1.17
1.25	1.50	1.53	2.03	2.08	2.13	2.17
2.25	2.50	3.03VM	3.12	3.20	3.25	HC3.35
..	..	S3.31	S3.45	..	S3.51	S3.55
3.25	3.54	3.59	4.09	4.14	4.19	4.23
4.15	4.37	4.40	4.50	4.55	4.56	5.00
4.40	5.09	5.12	5.22	5.27	5.32	5.36
5.00	5.39	5.42	5.52	5.57	5.58	6.02
6.00	6.19	6.25	6.35	..	6.40	6.44
6.30	7.01	7.05	7.15	..	7.20	7.24
7.30	7.59	8.01	8.10	..	8.15	8.19
						SATURDAYS - MORNINGS
8.25	8.47	8.53	9.03	9.08	9.13	9.17
9.25	9.47	9.53	10.03	10.08	10.13	10.17
10.25	10.47	10.53	11.03	11.08	11.13	11.17
11.25	11.47	11.53	12.03	12.08	12.13	12.17
						AFTERNOONS
12.25	12.47	12.53	1.03	1.08	1.13	1.17
1.25	1.47	1.53	2.03	2.08	2.13	2.17
2.25	2.50	2.53	3.03	3.08	3.13	3.17
3.25	3.47	3.53	4.03	4.08	4.13	4.17
4.25	4.47	4.53	5.03	..	5.08	5.12
5.25	5.47	6.00	6.10	..	6.14	6.18
6.30	6.52	6.53	7.03	..	7.07	7.11

RYDE	EAST RYDE	NORTH RYDE			MARSFIELD	
Cressy Road & Higginbotham Rd	Sager Place	Cox Road & Pittwater Road	North Ryde RSL Club	Blenheim Rd & Edmondson St	Macquarie Centre	Macquarie University
6.41	6.46	6.51	..	6.56	7.07	7.10
S7.18	S7.24	S7.31	E	..	..	..
7.48	7.53	7.59	..	8.04	8.20	..
..	..	..	..	..	..	..
B	B	B	B	9.02	..	..
9.28	9.33	9.38	9.40	9.42	9.54	9.50
10.30	10.35	10.40	10.42	10.44	10.52	..
11.23	11.28	11.33	11.35	11.37	11.50	11.45
12.23	12.28	12.33	12.35	12.37	12.45	..
						AFTERNOONS
1.23	1.28	1.33	1.35	1.37	1.50	1.45
2.23	2.28	2.33	2.35	2.37	2.50	2.45
HC3.35	3.40	3.45	3.47	3.49	4.08	3.59
..	..	..	..	..	..	..
4.29	4.34	4.39	4.41	4.43	5.08	4.55
5.08	5.13	5.18	5.20	5.22	5.32	..
5.42	5.47	5.52	5.54	5.56	6.10	6.05
D	..	..	..	..	..	..
..	..	..	..	..	..	..
D	..	..	..	..	..	..
..	..	..	..	..	..	..
						SATURDAYS - MORNINGS
9.23	9.28	9.33	9.35	9.37	9.45	..
10.23	10.28	10.33	10.35	10.37	10.45	..
..	..	..	..	..	..	..
12.23	12.28	12.33	12.35	12.37	12.45	..
						AFTERNOONS
1.23	1.28	1.33	1.35	1.37	1.45	..
..	..	..	..	..	..	..
3.23	3.28	3.33	3.35	3.37	3.45	..
4.23	4.28	4.33	4.35	4.37	4.45	..
D	..	..	..	..	..	..
..	..	..	..	..	..	..
D	..	..	..	..	..	..

EXPLANATIONS. See page 8. There is No Service on Sundays or Public Holidays.





505 538

Time Period | Showing Route Number | Ferry departs Circular Quay | Ferry arrives Woolwich | Woolwich Wharf (Valentia St) A | Hunters Hill Overpass (Church St) B | Boronia Park (Barons Cr & Meyers Ave) C | Boronia Park Shops (Pittwater Rd & Princes St) D | Gladesville (Pittwater Rd) E | Drummoyne (Lyons Rd) F | Rozelle (Victoria Rd & Darling St) G | City - QVB (George St) H | Wynyard (George St) I

Monday to Friday

AM	505	6:25	6:48	6:54	7:01	.....	.....	.....	7:06	7:13	7:25	7:30
	505	.....	.....	7:22	7:31	.....	.....	.....	7:36	7:43	7:55	8:00
	505	7:20	7:46	7:52	8:01	.....	.....	.....	8:06	8:14	8:27	8:32
	505	8:00	8:16	8:22	8:31	.....	.....	.....	8:36	8:44	8:57	9:02
	538	8:00	8:16	8:26	8:34	b8:42	8:47	8:51	.....	.....	.....	.....
	538	8:30	8:55	8:59	9:07	9:12	9:17	9:21	.....	.....	.....	.....
	505	8:30	8:55	9:01	9:10	.....	.....	.....	9:15	9:22	9:33	9:38
	538	9:38	9:59	10:04	10:12	10:17	10:22	10:26	.....	.....	.....	.....
	538	10:25	10:52	10:55	11:03	11:08	11:13	11:17	.....	.....	.....	.....
	538	11:25	11:52	11:55	**12:03**	**12:08**	**12:13**	**12:17**	.....	.....	.....	.....
PM	538	**12:25**	**12:52**	**12:55**	**1:03**	**1:08**	**1:13**	**1:17**	.....	.....	.....	.....
	538	**1:25**	**1:52**	**1:55**	**2:03**	**2:08**	**2:13**	**2:17**	.....	.....	.....	.....
	538	**2:25**	**2:52**	**2:55**	**3:03**	**b3:11**	**3:16**	**3:20**	.....	.....	.....	.....
	538	**3:35**	**3:54**	**3:59**	**4:07**	**4:12**	**4:17**	**4:21**	.....	.....	.....	.....
	538	**4:20**	**4:42**	**4:50**	**4:58**	**5:03**	**5:08**	**5:12**	.....	.....	.....	.....
	538	**4:50**	**5:09**	**5:17**	**5:25**	**5:30**	**5:35**	**5:39**	.....	.....	.....	.....
	538	**5:20**	**5:39**	**5:46**	**5:54**	.....	**6:00**	**6:04**	.....	.....	.....	.....
	538	**6:00**	**6:19**	**6:26**	**6:34**	.....	**6:40**	**6:44**	.....	.....	.....	.....
	538	**6:30**	**7:01**	**7:06**	**7:14**	.....	**7:20**	**7:24**	.....	.....	.....	.....
	538	**7:30**	**7:59**	**8:04**	**8:12**	.....	**8:18**	**8:22**	.....	.....	.....	.....

Saturday

AM	538 &	8:25	8:47	8:56	9:04	.....	9:08	9:12	.....	.....	.....	.....
	538 &	9:25	9:47	9:55	10:03	10:08	10:13	10:17	.....	.....	.....	.....
	538 &	10:25	10:51	10:55	11:03	11:08	11:13	11:17	.....	.....	.....	.....
	538 &	11:25	11:51	11:55	**12:03**	**12:08**	**12:13**	**12:17**	.....	.....	.....	.....
PM	538 &	**12:25**	**12:51**	**12:55**	**1:03**	**1:08**	**1:13**	**1:17**	.....	.....	.....	.....
	538 &	**1:25**	**1:51**	**1:55**	**2:03**	**2:08**	**2:13**	**2:17**	.....	.....	.....	.....
	538 &	**2:25**	**2:51**	**2:55**	**3:03**	**3:08**	**3:13**	**3:17**	.....	.....	.....	.....
	538 &	**3:25**	**3:51**	**3:56**	**4:04**	.....	**4:08**	**4:12**	.....	.....	.....	.....
	538 &	**4:25**	**4:51**	**4:56**	**5:04**	.....	**5:08**	**5:12**	.....	.....	.....	.....
	538 &	**5:25**	**5:51**	**5:56**	**6:04**	.....	**6:08**	**6:12**	.....	.....	.....	.....
	538 &	**6:25**	**6:51**	**6:56**	**7:04**	.....	**7:08**	**7:12**	.....	.....	.....	.....

Sunday & Holidays - service on trial

AM	538 &	9:50	10:12	h10:16	h10:27	.....	.....	.....	.....	.....	.....	.....
	538 &	11:50	**12:12**	**h12:16**	**h12:27**	.....	.....	.....	.....	.....	.....	.....
PM	538 &	**1:50**	**2:12**	**h2:16**	**h2:27**	.....	.....	.....	.....	.....	.....	.....
	538 &	**3:50**	**4:12**	**h4:16**	**h4:27**	.....	.....	.....	.....	.....	.....	.....
	538 &	**5:50**	**6:12**	**h6:16**	**h6:27**	.....	.....	.....	.....	.....	.....	.....

EXPLANATIONS

Sign	Description
h	On Public Holidays, operates 20 minutes earlier.
b	Diverts via Villa Maria Primary School on School days only.

SERVICES TO WOOLWICH

505 538

Time Period | Showing Route Number | City (Harrington St) J | Wynyard (George St) I | City - Town Hall (Druitt St) H | Rozelle (Victoria Rd & Darling St) G | Drummoyne (Lyons Rd) F | Gladesville (Pittwater Rd) E | Boronia Park Shops (Pittwater Rd & Princes St) D | Boronia Park (Barons Cr & Meyers Ave) C | Hunters Hill Overpass (Church St) B | Woolwich Wharf (Valentia St) A | Ferry departs Woolwich | Ferry arrives Circular Quay

Monday to Friday

AM	538	.....	.....	.....	.....	.....	6:27	6:30	.....	6:35	6:42	6:52	7:12
	538	.....	.....	.....	.....	.....	6:58	7:02	.....	7:07	7:14	7:25	7:41
	538	.....	.....	.....	.....	.....	7:25	7:29	.....	7:35	7:43	7:50	8:06
	538	.....	.....	.....	.....	.....	7:51	7:55	.....	8:01	8:11	8:20	8:36
	538	.....	.....	.....	.....	.....	8:30	8:34	.....	b8:39	8:49	9:00	9:16
	538	.....	.....	.....	.....	.....	9:24	9:27	9:32	9:39	9:47	10:00	10:16
	538	.....	.....	.....	.....	.....	10:24	10:27	10:32	10:39	10:47	10:53	11:18
	538	.....	.....	.....	.....	.....	11:24	11:27	11:32	11:39	11:47	11:53	**12:18**
PM	538	.....	.....	.....	.....	.....	**12:20**	**12:23**	**12:28**	**12:35**	**12:43**	**12:53**	**1:18**
	538	.....	.....	.....	.....	.....	**1:24**	**1:27**	**1:32**	**1:39**	**1:47**	**1:53**	**2:18**
	538	.....	.....	.....	.....	.....	**2:24**	**2:27**	**2:32**	**2:39**	**2:47**	**2:53**	**3:18**
	538	.....	.....	.....	.....	.....	**3:27**	**3:31**	**3:36**	**3:43**	**3:51**	**4:05**	**4:27**
	505	4:01	4:07	4:15	4:24	4:30	.....	.....	.....	4:34	4:42	4:44	5:03
	505	4:28	4:34	4:42	4:51	4:57	.....	.....	.....	5:01	5:09	5:25	5:41
	505	4:55	5:01	5:09	5:18	5:24	.....	.....	.....	5:28	5:36	5:40	5:56
	505	5:29	5:38	5:47	5:57	6:03	.....	.....	.....	6:07	6:15	6:20	6:36
	505	6:17	6:26	6:33	6:42	6:47	.....	.....	.....	6:51	6:58	7:04	7:25
	505	6:43	6:52	6:57	7:06	7:11	.....	.....	.....	7:15	7:22	.....	.....
	505	7:14	7:23	7:28	7:37	7:42	.....	.....	.....	7:46	7:53	8:02	8:26

Saturday

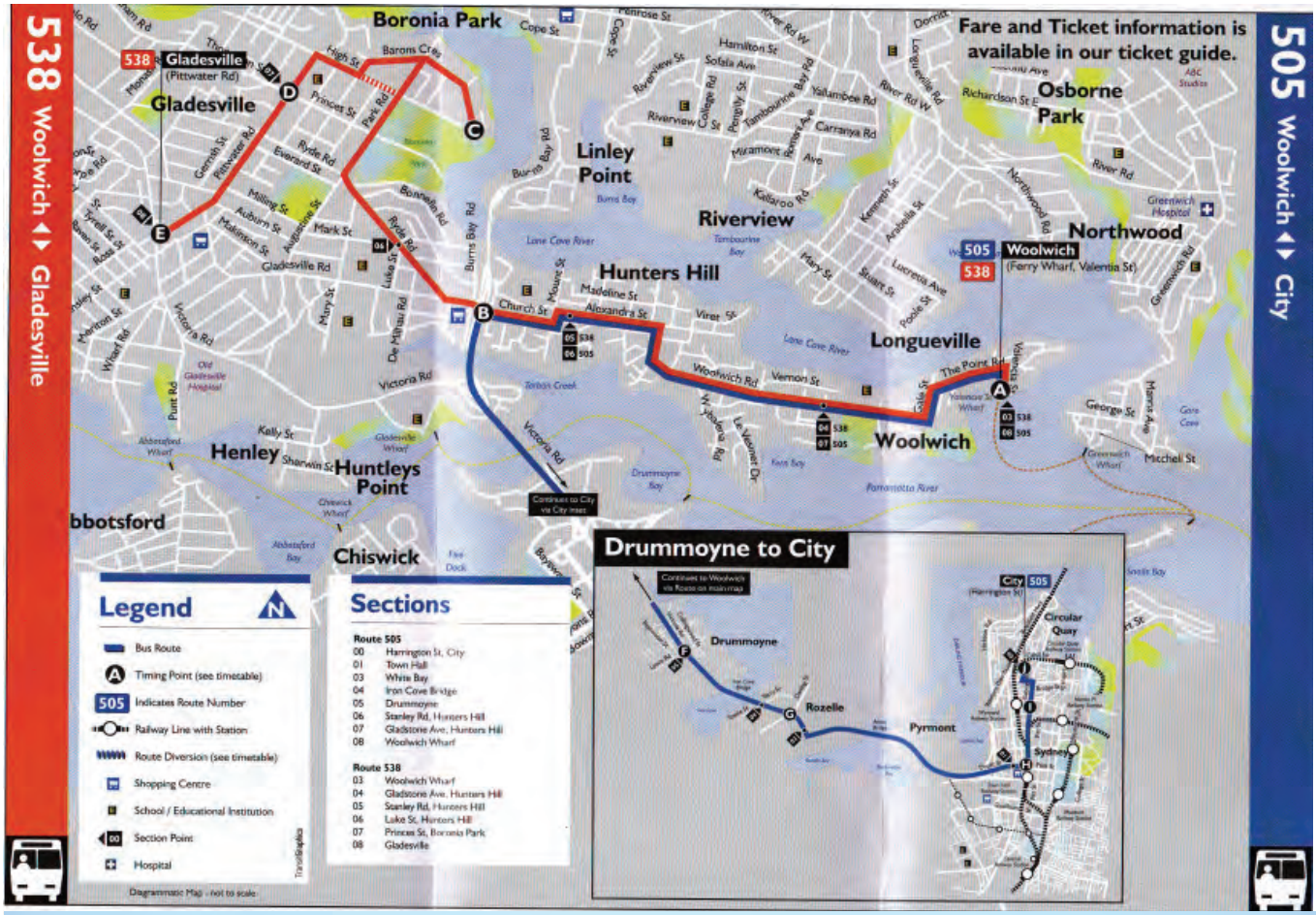
AM	538 &	.....	.....	.....	.....	.....	8:24	8:28	.....	8:34	8:42	8:53	9:15
	538 &	.....	.....	.....	.....	.....	9:24	9:28	9:33	9:40	9:48	9:53	10:18
	538 &	.....	.....	.....	.....	.....	10:24	10:28	10:33	10:40	10:48	10:53	11:18
	538 &	.....	.....	.....	.....	.....	11:24	11:28	11:33	11:40	11:48	11:53	**12:18**
PM	538 &	.....	.....	.....	.....	.....	**12:24**	**12:28**	**12:33**	**12:40**	**12:48**	**12:53**	**1:18**
	538 &	.....	.....	.....	.....	.....	1:24	1:28	1:33	1:40	1:48	1:53	2:18
	538 &	.....	.....	.....	.....	.....	2:24	2:28	2:33	2:40	2:48	2:53	3:18
	538 &	.....	.....	.....	.....	.....	3:24	3:28	3:33	3:40	3:48	3:53	4:18
	538 &	.....	.....	.....	.....	.....	4:24	4:28	.....	4:34	4:42	4:53	5:18
	538 &	.....	.....	.....	.....	.....	5:24	5:28	.....	5:33	5:41	5:53	6:18
	538 &	.....	.....	.....	.....	.....	6:24	6:27	.....	6:32	6:40	6:53	7:18

Sunday & Holidays - service on trial

AM	538 &	.....	.....	.....	.....	.....	.....	.....	.....	h9:58	h10:09	10:13	10:35
	538 &	.....	.....	.....	.....	.....	.....	.....	.....	h11:58	**h12:09**	**12:13**	**12:35**
PM	538 &	.....	.....	.....	.....	.....	.....	.....	.....	**h1:58**	**h2:09**	**2:13**	**2:35**
	538 &	.....	.....	.....	.....	.....	.....	.....	.....	**h3:58**	**h4:09**	**4:13**	**4:35**
	538 &	.....	.....	.....	.....	.....	.....	.....	.....	**h5:58**	**h6:09**	**6:13**	**6:35**

EXPLANATIONS

Sign	Description
h	On Public Holidays, operates 20 minutes earlier.
b	Diverts via Villa Maria Primary School on School days only.



State Transit (Sydney Buses) Volvo B12BLEA articulated (bendy bus) 1713 turning at Valentia Street ferry wharf, Woolwich, Sydney, Australia. The City of Sydney is in the background. The bus is on a school special trip. Courtesy Flickr and express000

Lovely sign writing– pity about the spelling

It is not generally recognised that NSWGR ran a sign-writing school in the basement of Central Station in Sydney. The above is an example of an effort by a student who evidently failed his exam because, on its rear, it bears the a score of 4/10 and an irritated scrawl from the examiner- "*Can't you read an atlas*?". Today we would cluck sympathetically and send the fellow off to a school for the dyslexic to be straightened out. Our dunce seems to have made a fair fist of it as far as Broadford, where his sequence gets out of whack. After that, his spelling gets ***seriously*** out of whack—perhaps because he has imbibed too much of a Beverage. Historians have assumed that the word "Eucha" hereabove displayed was a reference to a Victorian town on the Murray, but some dissent, asserting that Eucla was meant.

I made all this up, of course—but could this timetable *really* be real? And, if it were, could you date it from the information given?

An 8:10 p.m. departure for Melbourne dates back as least as far as 1946. This was No 3, the *Melbourne Limited Express*, which departed at:

8:50 pm before the Second World War;
8:10 pm after the War;
8:00 pm in 1950 (briefly),
8:10 pm 1951-1956
8:20 pm 1957-1962, finally returning to;
8:10 pm, as the Spirit of Progress from 1962 until 1988?

Running about 10 to 60 minutes earlier was No. 1, the *Melbourne Express*, latterly known as the *Southern Aurora*.

This limits our date range to 1946-1949, 1951-1956 and 1962-1988.

The appearance of places like *Doneybrook* and *Sumerton* may help tease out a date. Doneybrook was always hard to get to, but Sumerton was next to impossible to get to by rail from Sydney– or from anywhere else for that matter.

Until standard gauge days, the *Melbourne Express* connected with the *Spirit of Progress* at Albury– the latter ran express to Melbourne and did not connect to places like Doneybrook. In pre-standard gauge days however, both No 1 and No.3 could be used to connect to the *Albury Express*, but this train also did not stop at Doneybrook– nor did this change with "the gauge". To get to Doneybrook in the forties and fifties one must needs wait some 8 hours somewhere in North East Victoria, to connect to an evening service. This was true even after the standard gauge opened. This situation did not improve until the rail reforms of 1981 when it became possible to reach this place from Sydney in the morning.

The situation with Sumerton was similar, but Sumerton closed to mainline passengers between 1950-1958 and to all passengers in December 1960.

Whether a Sydneysider would ever wish to travel to Doneybrook or Sumerton is another matter entirely– but one which is probably outside the purview of the timetable collector.

However, we can say tentatively that this timetable was NOT for real—even ignoring the spelling. The idle speculation at the start of this story may indeed have a basis in fact and this board probably never graced the entrance to No 2 platform at Central.

Source: Charles Leski catalogue, 2009.