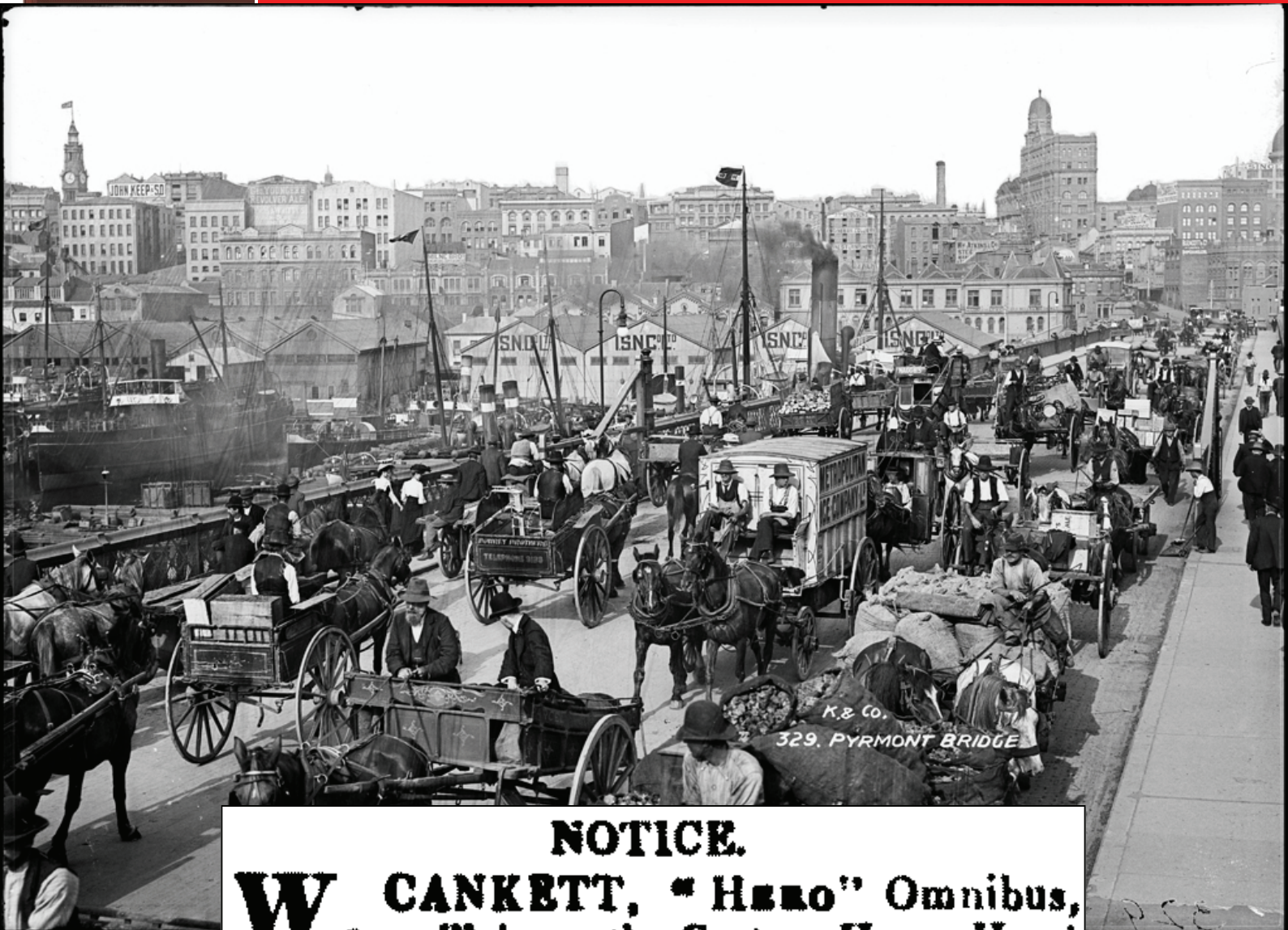




# The Times

September 2010

A journal of transport timetable history and analysis



## NOTICE.

**W** CANKETT, "HERO" Omnibus,  
● will leave the Custom House Hotel every morning at nine o'clock, and proceed to the Glebe, and will start from the beforementioned place every hour during the day.

N.B.—W. C. wishes to inform the inhabitants of the Glebe that he intends to run the said Omnibus till the hour of eleven o'clock every Saturday night for their convenience.

**WILLIAM CANKETT.**

3980

Prince-street.

Inside: Very early Sydney bus timetables  
4 a.m. at the airport  
Carindale

RRP \$2.95  
Incl. GST

# The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

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### On the front cover

Several members have recently reported on their use of the National Library of Australia's newspaper project. In this issue, we see the first fruits of timetable research using this tool. Duncan MacAuslan investigates Sydney bus services from the early 1840s to the 1870s. Here we see a bus (operator unknown) amidst very heavy traffic on Victoria Rd .

The editor has used the NLA's Newspaper search utility to look for the first occurrence of the phrase "time tabl;e" in an Australian newspaper. The result is shown here and cam from the SMH of 12-July-1842. The word had not long been invented in England, so it is probable that it seemed to be a neologism to the SMH's readers.

tiff, with his wife and a few friends, took tickets from Colchester to London by a train on the Eastern Counties Railway. When near the Romford Station it was ascertained that a train composed entirely of trucks was ahead, and to allow the passenger train to pass the truck train was turned into a siding. The passenger train, in which was the plaintiff, passed, and the driver of the truck train followed towards London. By the time table of the company, the passenger train was due at Crediton-station at a quarter to four, and the driver of the truck train having that table

#### **Contributors** **The Times**

Duncan MacAuslan. Hilaire Fraser

welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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#### **The Times** on-line

AATTC's home page: <http://www.aatcc.org.au> has colour PDF versions of The Times

#### **President**

Victor Isaacs

43 Lowanna Street BRADDON ACT 2612

abvi@webone.com.au

#### **Secretary**

Geoff Lambert

179 Sydney Rd FAIRLIGHT NSW 2094

G.Lambert@unsw.edu.au

#### **Editor, The Times**

Geoff Lambert

#### **Editors, Table Talk**

Geoff Mann

19 Rix St GLEN IRIS VIC 3146

geoffwm@bigpond.com.au

Victor Isaacs

43 Lowanna Street BRADDON ACT 2612

abvi@webone.com.au

#### **Distribution Officer**

Len Regan

PO Box 576 KOTARA NSW 2289

(02) 4957 9229

#### **Membership Officer**

Dennis McLean

P.O. Box 1253 NORTH LAKES 4503

tp@hunterlink.net.au

#### **Webmaster**

Lourie Smit

lsmit@ozemail.com.au

(07) 3886 4204

#### **Adelaide Convenor**

Roger Wheaton

2C Bakewell Street, TUSMORE SA 5065

(02) 9527 6636

#### **Canberra Convenor**

Victor Isaacs

Address as above

(08) 8331 9043

#### **Brisbane Convenor**

Brian Webber

8 Coachwood St KEPERA Qld 4054

(07) 3354 2140

#### **Melbourne Convenor**

Stephen Ward

12/1219 Centre Rd SOUTH OAKLEIGH VIC 3167

(03) 9540 0320

#### **Sydney Convenor**

Geoffrey Clifton

GPO Box 1963 SYDNEY NSW 2001

0405 387478



# Some very early Sydney bus timetables

By Duncan MacAuslan

**D**uring November 2009 the National Library of Australia's Australian Newspapers Internet service began being populated with the Sydney Morning Herald from edition 1 in 1842 until those of 1954 [Editor's note: the "first" SMH was No. 1628, because the paper was published without the "Morning" in its title before this]. The textual search facility is a rich resource for historians, genealogists, and of course timetable collectors. The database is now part of the NLA's Trove service which can be found at <http://trove.nla.gov.au>

One area of Sydney's transport which has not been researched in detail is the horse bus industry which existed from the 1840s until the 1920s. The first major study was Dick Audley's 1983 essay *Sydney's Horse Bus Industry in 1889* contained in *Sydney's Transport*. More recently the first book in Richard Peck's *The Sydney Buseries* provided reference material such as operator and route lists. There are also incidental references in many local histories and published recollections.

I have been preparing a detailed history of the industry in the course of which I've found very little ephemera. The chance of timetables and handbills lasting over a century is slim; perhaps they weren't published in an effort to contain costs in a low return business. However over the years many timetables were published in the Sydney Morning Herald.

This article covers the period from 1846 until 1870.

Possibly the first horse omnibus, as opposed to a stagecoach, timetable was that of J B Jones Cook's River line. The copy illustrated (below) was published on 31

**W**ILLIAM CANKETT, in returning thanks to the inhabitants of Cook's River, Newtown, and the public generally, for their liberal patronage, wishes to inform them that on the first of February he intends to run a first-rate Omnibus, entirely new, which no expense has been spared to make comfortable and commodious. It will carry fifteen passengers, and will run with three horses, so as to delay no time, (fares as usual); and will start from Cook's River at a quarter past eight, every morning, and will call at the points of the Glebe and New Town Road, at ten minutes before nine, and will set down at the Queen's Wharf by nine: it will then continue its route through the town during the day, and will return to Newtown and Cook's River, leaving the Queen's Wharf at a quarter before five, and will call at the Royal Hotel, at five.

**N. B.—A Licensed Carriage will run to Newtown and Cook's River every morning, at seven, from the Royal Hotel, for the convenience of the inhabitants, and will leave Cook's River at half-past nine.**

**W. C. has purchased first-rate horses, and engaged a sober and steady coachman and conductor.**

1464

**T**HE Planet, Omnibus, has commenced running to Newtown and Cook's River, starts from Gannon's Inn, Cook's River, at eight o'clock in the morning, arrives at the Farriers' Arms, Sydney, at nine o'clock; starts from Sydney at half-past ten o'clock, arrives at Cook's River at twelve o'clock; starts from Cook's River at three o'clock, and from Sydney at five o'clock.

**Punctuality and civility will be the order of the day.**

**J. B. JONES.**

**January 1, 1846.**

**10,272**

December 1845, page 1. The one hour journey time compares well with today's peak hour 07:57 Tempe to Bridge Street trip time on the 422 of 51 minutes! Note the descriptive rather than tabular format and the puritanical promise.

A year later William Cankett was operating a service to Cook's River which took only 45 minutes as shown (above) in an even more verbose timetable.

By March 1847 Cankett was operating to Glebe, the terminus being at the intersection of Glebe Point Road and Broadway (our cover). The frequency was hourly from Circular Quay and although the last bus on a Saturday is shown not so week-days.

For many years omnibuses carried on the tradition of stagecoaches with individual names such as Hero, Bow Bells, Fitzroy and Invincible.

## MANIBUS PEDIBUSQUE

CAMPERDOWN AND THE GLEBE.

**T**HE superb and commodious Omnibus, "Golden Plover," will leave the Queen's Wharf, for Camperdown every morning at 8 o'clock (commencing on Monday next); returning from Camperdown at half-past 8, and arriving in Sydney at 9 o'clock precisely. The Golden Plover will also leave Sydney for Camperdown every afternoon at half-past 4 o'clock, returning to Town at a quarter-past 8.

**FARE, SIXPENCE.**

During the interval between the two trips, the Omnibus will ply to the Glebe every half-hour.

**J. W. ROCHE.**

6774

April 5.



Cankett operated horse buses until 1851 but didn't have the Glebe line to himself; others such as John Holman and J W Roche also operated to Glebe area (above). *Manibus Pedibusque* is Latin for 'with hands and feet'

Around 1848 Jonathan Howard joined the industry and was to become its largest operator for a period of 15 years. His stables were at the corner of Glebe Point Road and Broadway, then named Paramatta Street. Howard branded his omnibuses Invincible identifying them by their registered number such as Invincible 56.

Apart from a contract for a music festival and excursions to Botany there don't appear to be any timetables for Howard's services.

The music festival was held at Sydney University over four days in July 1859 and for the grand finale 1200 attendees were expected. Howard's omnibuses were contracted to supply an exclusive service afterwards (bottom).

One of the reasons to travel to Botany was the Zoo; Howard's excursion timetable for New Year's Day 1860 follows a long list of zoo highlights (upper right and right).

One of the reasons for operators not publishing timetables was the licensing of multiple operators on a single line so that an individual operator would often run at different times of successive days. Sydney City Council often licensed many more buses than needed for a line so that operators sometimes only ran for or five trips a day waiting over an hour between trips. The Paddington line was a particular example with as many as 18 operators on a schedule requiring only 6 for the ten minute frequency.

The schedules were set by regulation, not the operator. The 1855 regulations stated:

III ORDER OF STARTING -The first omnibus that arrives at any such public stand shall be the first to start there from, and the others in due rotation, in the order in which they arrive at such stand.

IV. INTERVAL BETWEEN STARTS.-

ZOOLOGICAL GARDENS, BOTANY. — Elephant—the only one in the colony.  
 ZOOLOGICAL GARDENS, BOTANY.—LIONESS—a very large and splendid animal.  
 ZOOLOGICAL GARDENS, BOTANY.—ROYAL BENGAL TIGER.  
 ZOOLOGICAL GARDENS, BOTANY.—GRIZZLY BEAR—the only one in the colony.  
 ZOOLOGICAL GARDENS, BOTANY.—BLACK BEAR, from the Himalaya Valley—the only one in the colony.  
 ZOOLOGICAL GARDENS, BOTANY.—LEOPARD, a very beautiful specimen.  
 ZOOLOGICAL GARDENS, BOTANY.—A noble STAG, from Mauritius.  
 ZOOLOGICAL GARDENS, BOTANY.—Pair Red Manilla Deer.  
 ZOOLOGICAL GARDENS, BOTANY.—SIBERIAN SLEDGE DOG, the only one in the colony.  
 ZOOLOGICAL GARDENS, BOTANY.—Kangaroos, Wallabies, Native Dogs and Cats, Squirrels, Ferrets, Guinea Pigs, &c.  
 ZOOLOGICAL GARDENS, BOTANY.—EMU, male and female, with broods of young ones.  
 ZOOLOGICAL GARDENS, BOTANY.—White and Black Swans, Pelicans, Musk Duck.  
 ZOOLOGICAL GARDENS, BOTANY.—Native Companion, Black Cockatoo (very rare).  
 ZOOLOGICAL GARDENS, BOTANY.—The largest collection in the world of Australian birds, as well as an immense variety of foreign specimens not to be seen elsewhere in the colony.

**O**MNIBUSES for BOTANY, ZOOLOGICAL GARDENS, will leave the corner of George and King Streets, at 11 o'clock, and 1 o'clock on MONDAY (New Year's Day); others will follow if inducement offers. **HOWARD and MOORE, Proprietors.**

**O**MNIBUSES FOR SYDNEY UNIVERSITY FESTIVAL — The "INVINCIBLE."—A number of omnibuses, in addition to those engaged by the Festival Committee, will ply from Wynyard-square, Woolloomooloo, Paddington, Redfern, and Newtown, for conveyance of passengers direct to the University. Fares, sixpence. **JONATHAN HOWARD, Contractor.**

**OMNIBUS FOR RANDWICK.**—Mr. JOHN GRICE informs his friends and the public that he intends starting an Omnibus from the above place—to commence running to Sydney, on **MONDAY, 8th March,** leaving—

Randwick .....	8-15 a.m.
Sydney.....	10-0 a.m.
Randwick .....	2-15 p.m.
Sydney.....	4-15 p.m.

Randwick Stores, 23rd February.

**RANDWICK OMNIBUS.**

**LEAVES RANDWICK,**  
**At 8-15, 11-0 a.m. 3-0, 5-0 p.m., on SUNDAY,**  
**10-0 a.m. 5-0 p.m.**

**LEAVES SYDNEY,**  
**At 10-0 a.m. 12 noon, 4-0 and 6-0 p.m., on**  
**SUNDAY, 11-0 a.m. 6-0 p.m.**

---

**FARES 1s. EACH WAY.**

---

**JOHN GRICE**

Randwick Store, April 18, 1859.

There shall be an interval of at least five minutes between the starting of every two omnibuses on any stand; and if after the expiration of five minutes from the starting of the last omnibus, the one next in succession then occupying the first place in the line be not prepared to start, it shall be driven to the last place on such stand, and so on with each succeeding omnibus in their order, to make way for the one which is then prepared to start.

The regulations were never entirely successful and the papers are full of prosecutions for bad driving, poor timekeeping, not operating, and accidents.

The 1859 regulations prohibited buses departing from a terminus more frequently than every 10 minute, mandated a speed of between walking pace and a trot, and prohibited buses overtaking each other. They didn't specify the timetable, nor did they limit the number of licensed buses on a line.

Some of the then 'outer' suburbs were still served infrequently enough to warrant advertised timetables.

John Grice began a service to Randwick on 8 March 1859 (above upper; a Randwick bus is illustrated right)

By April Grice had increased his frequency to four trips a day and printed handbills for which a copy survives (above, lower).

Balmain was probably first served in 1862 when the Glebe Island Bridge opened but

the earliest timetable so far is from 8 December 1863. The original is very faint in the copy of the Sydney Morning Herald. Howard had sold many of his Invincibles in 1861 and someone unknown is operating number 65 (below).

The 1866 and 1868 timetables show a

**THE INVINCIBLE OMNIBUS, No. 65**  
**leaves**  
**BALMAIN, 8 30, 9 45, 11 45 a.m.; 2, 3 30, 5 15,**  
**7 p.m.**  
**SYDNEY, 9 10 45 a.m.; 1 2 45, 4 15, 6 p.m.**



progressive improvement even though the main transport was still the ferries. The less than 30 minute journey time of the first return journey indicates the route was by Pyrmont Bridge and not the Railway.

In 1866 Bondi was poorly served by the Cricketer with only four buses a day.

Buses also ran along Parramatta Road as far as Five Dock and Burwood as this October 1868 timetable shows.

The last example from the period, dated 24 October 1868, is the first found so far in tabular format. The Ireland family first appeared as a partner in the Parramatta coach service back in 1832.

[The above 4 timetables appear on page 6]

After 1870 the horse bus industry underwent radical change with larger companies replacing the small individuals either by acquisition or by defeat.

**References**

Wotherspoon G (ed), Sydney's Transport: Studies in Urban History, Hale & Iremonger, Sydney, 1983.

Peck R, The Sydney Bus Part 1: Horse Buses and the coming of the motor bus, self published, Sydney 2005



**B**ALMAIN'S 'BUS leaves daily—Balmain, 8.30, 10, 12, 2.30, 5, 7; Wynyard-square, 9, 11, 1, 4.15, 6.

**B**ALMAIN 'BUS leaves DAILY.

Balmain.....	8.30,	9,	10,	11,	12,	2,	3,	4,	5,	7.
Sydney.....	9,	10,	11,	12,	1,	3,	4,	5,	6.	

**B**ONDI 'BUS Cricketer leaves Bondi 8.30, 10.30, 2, and 4; Sydney, 9.30, 11.30, 3, and 5.

**F**IVE DOCK AND BURWOOD OMNIBUSES.—  
Time Table, Daily.

Burwood—8, 9, 2.15, 4.45.

Wynyard-square—10.30, 11.45, 5, 6.30.

SATURDAY—8, 9, 11.45, 2.15, 6, 7 p.m.

Wynyard-square—9.40, 10.30, 1.30, 5, 9.30, 11 p.m.

SUNDAY—8.30, 9.30, 1, 5.15, 6 p.m.

Wynyard-square—10.15, 1.30, 2.30, 7.15, 8.15 p.m.

W. W. FAVELL.

**T**HE "INVINCIBLE" OMNIBUS will LEAVE  
HOMEBUSH, passing through Burwood and Five  
Dock, on and after this day, as under:—

Leave  
Homebush:  
7h. 45m. a.m.  
3 15 p.m.

Leave  
Wynyard-square:  
9h. 10m. a.m.  
5 0 p.m.

THOMAS IRELAND, Proprietor.



# 4 am at the Airport

JIM WELLS

Recently an acquaintance left Sydney airport for overseas at 6 am. When I first heard of this I assumed he meant that he had to be at the airport at 6 for an 8 am departure. Not a bit of it; the flight was scheduled at 6 and he had to be at the airport at 4.

CityRail doesn't help with getting passengers to the airport at this time. No NightRide bus service goes to the airport. I'm grateful I wasn't asked to provide transport.

The flight was Emirates EK415 to Dubai to be operated by a B777. My acquaintance was going on to Zurich arriving there at 20:45 pm so his flight would have been in daylight almost the whole time. Not good for sleeping.

There was one other departure before 7 am – TN1402 to Auckland and Papeete at 6.15 am (A330). TN is Tahiti Airlines. I have a fond memory of Tahiti because that is where I met my wife Christine. Not going again if it means being at the airport at 4 am.

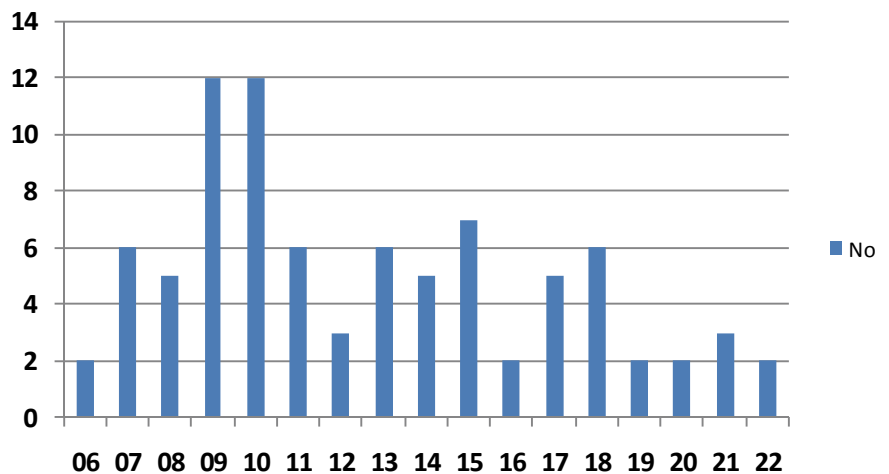
(I have spent nights in airports, including Sydney International when it was where Qantas Domestic – around gate 1 is now. My flight to Port Moresby was at 6.30 am or so.)

The focus of the terminal at that time of the day is very much on arrivals so I suspect the service by staff for departures may not be good.

Here's a graph of departures by hour for a recent Monday.

This does not necessarily indicate the work load on the terminal as aircraft size differs quite a lot. Many of the 'ditch' flights to New Zealand, as well

### Sydney Airport International Departures by Hour - Mon Aug 2nd 2010



as to the Pacific, are operated by small aircraft such as the Boeing 737 (about 180 seats) or the Airbus 320. The Airbus A380 is becoming quite common at Sydney – it has around 500 seats.

I had always thought mid afternoon was the busiest time for departures. Not so, mid morning is. Twelve an hour translates to one, on average, every five minutes so with domestic departures plus arrivals the airport is a busy place at this time.

The total is 86 but the listing on the airport's website shows 175. Why the difference? The answer is code share – the practice of airlines attributing their own flight numbers to other airlines' flights to extend the range of destinations they can offer directly. I believe the practice is of real value to passengers if there are delays.

Some flights have no code sharing but many have several 'shares', e.g. Air New Zealand at 9.40 to Auckland has five – CA, UA, SQ, OZ and TG.

Most common destination by far is Auckland with fourteen flights, followed by Singapore with seven and Bangkok and Hong Kong with six each. Only two went to Melbourne (UA and CX) which is quite a change on a few years ago and one to Brisbane (MH). The Johannesburg flight (QF63) is non stop. My geographic knowledge isn't bad but I had to look up where Xiamen is – it's a coastal city in South Eastern China, sometimes known as Amoy.

Happy flying.

# Carindale City bus services No. 202, 203, 208

The authorship of this article is not provided on the editor's copy. Can he please identify himself, so that his work is acknowledged in the next issue

This service was really started as a tram line from Valley Junction to Greenslopes (Chatsworth Road) Built between 1914 - 1916. This was the terminus until 1926. On 24 December 1925 a decision was made to extend the Logan Road Tram terminus from Chatsworth Road along Logan Road to Holland Park at the intersection of Holland Road and Logan Road. On 2 August 1926 the extension was opened which meant the main terminus was no longer at Chatsworth Road. A spur line was made as well into Chatsworth Road and ran for a short distance along Chatsworth Road.

The following was a timetable produced for the service from 1 August 1926

## Monday - Friday

Leave Greenslopes to Valley Junction 6.10am and every 30mins to 7.10pm

Leave Greenslopes to Custom House 7.40pm, 8.11, 8.51, 9.31, 10.11, 10.51

Leave Greenslopes to Depot 11.17pm, 12.02

Leave Valley Junction to Greenslopes 6.25am, 6.50 and every 30mins to 7.20pm then 7.57

Leave Customs House 8.45pm, 9.25, 10.05, 10.45, 11.30

## Saturday

Leave Greenslopes to Valley Junction 6.10am and every 30mins to 10.40pm

Leave Greenslopes to Depot 10.57pm, 11.27, 11.57

Leave Valley Junction to Greenslopes 6.25am, 6.50 and every 30mins to 11.20pm

## Sunday

Leave Greenslopes to Custom House 8.06am and every 40mins to 10.06pm

Leave Greenslopes to Depot 10.32pm, 11.17

Leave Custom House to Greenslopes 8.40am and every 40mins to 10.00pm then 10.45

The tram service to and from Holland Park also ran every 30mins and 40mins on Sundays so this gave the 15mins Monday - Friday service and 20mins on Sunday service along Logan Road to the City from Chatsworth Road

As the tram service was extended further along Logan Road to Mt Gravatt Central the Greenslopes service was reduced to a peak hour service when on 5 January 1957 the Greenslopes spur line was abandoned.

On 30 April 1941 a proposal to cut the Greenslopes Tram and divert all trams to Holland Park except for peak hours was made. A new bus service would start commencing at the intersection of Rossmore Avenue and Chatsworth Road on the

White's Hill side of Cavendish Road continuing down Chatsworth Road across Cavendish Road tramline to the present Greenslopes tram terminus then along the existing tram route to the intersection of Chatsworth Road and Logan Road thence by Logan Road to Cornwall Street along Cornwall Street crossing Ipswich Road tramline to the Dutton Park terminus then by Annerley Road and Stephens Road, Vulture Street, Merivale Street and Melbourne Street to the City terminating at North Quay returning by North Quay, Grey Street and Peel Street to Merivale Street

On 19 September 1945 the Coorparoo Progress Association suggested the following

1) Extension of the present Chatsworth Road bus route to the Camp Hill State School but to give the maximum amount of bus passengers it was held that the bus route should leave Chatsworth Road at Goring Street and follow Goring Street, Beresford Terrace, Orion Street, Buena Vista Avenue continuing through to Waverley Road and following that road to Boundary Street thence turning left following that street to Prout Street along that street to Raven Street thence by that street to the Old Cleveland Road opposite the Camp Hill State school

2) Extension of the Greenslopes tram to Cavendish Road

3) Chatsworth Road bus to follow Cornwall Street straight through instead of turning into Logan Road

None of these suggestions were taken at the time but as you will see there were some of the streets eventually supplied with a bus service

On 6 July 1947 the Chatsworth Road bus was extended along Chatsworth Road from Rossmore Avenue to Spica Street and also sent some services via Upper Cornwall Street and Cornwall Street. The new timetable then came into effect as follows

## Monday - Saturday

Leave Spica Street: 6.14am, 6.47A, 7.24A, 7.53A, 8.26A, 8.59A, 9.30, 10.05A, 10.38, 11.12A, 11.48, 12.17Apm, 12.51, 1.23A, 1.56, 2.29A, 3.02, 3.35A, 4.08, 4.43A, 5.14A, 5.52A, 6.20, 6.53A, 7.26, 7.59A, 9.10, 9.43A, 10.16, 10.48A, 11.19, 11.51A

Monday - Friday extra buses leave Spica Street 7.14Aam, 8.16A

Leave North Quay: 6.46am, 7.19A, 7.54A, 8.25A, 8.58, 9.31A, 10.01, 10.40A, 11.17, 11.43A, 12.19pm, 12.49A, 1.22, 1.55A,

2.28, 3.01A, 3.34, 4.07A, 4.40, 5.20A, 5.46A, 6.19A, 6.52, 7.25A, 8.36, 9.09A, 9.42, 10.15A, 10.48, 11.20A

Monday - Friday extra bus leaves North Quay 5.10pm

## Sunday

Leave Spica Street: 7.53am, 8.26A, 8.59, 9.32A, 10.05, 10.38A, 11.09, 11.44A, 12.17pm, 12.51A, 1.28, 1.56A, 2.30, 3.02A, 3.35, 4.08A, 4.41, 5.14A, 5.47, 6.20A, 6.53, 7.26A, 7.59, 9.10A, 9.43, 10.13A, 10.46

Leave North Quay: 8.25am, 8.58A, 9.31, 10.04A, 10.37, 11.10A, 11.40, 12.19Apm, 12.56, 1.22A, 1.58, 2.28A, 3.01, 3.34A, 4.07, 4.40A, 5.13, 5.46A, 6.19, 6.52A, 7.25, 8.34A, 9.09, 9.42A, 10.15

A - Travel via Cornwall Street and Chatsworth Road

Note the frequency of the service and particularly the night service. Remembering people were only starting to have cars in the 1940's and used public transport more often so a service was often provided although reading many complaint letters they were still complaining about the poor service.

A revised timetable of 27 September 1948 only had minor amendments to some times with another new timetable on 20 January 1951 with the only major amendments was the last two services from Spica Street Monday - Friday and last service on Sunday from Spica Street now running to the Ipswich Road depot instead of into North Quay and an extra service from Spica Street Monday - Friday at 8.05am and an express bus service to Ipswich Road Monday - Friday leaving North Quay at 4.50pm. Again a new timetable was released on 8 October 1952 with again a additional service leaving Spica Street at 7.40am Monday - Friday and the express bus leaving North Quay at 4.50pm was changed to an all stops and an extra service on Saturday leaving Spica Street at 11.51am.

On 23 May 1949 Mr. L J Knight submitted a bus route through Majestic Park as follows

Leave Cavendish Road tram terminus at Loreto Convent at Pelham Street via Cavendish Road, Geelong Avenue, Abbotleigh Street, Cavendish Road, Perihelion Street, Octantis Street, Rigel Street, Solar Street, Sirius Street, Orion Street, Beresford Terrace, Cavendish Road to tram terminus. It appears though that the actual route was run in reverse. The service only



had a couple of buses each day Monday - Friday and non on the weekends as follows

Monday - Friday

Leave Tram Terminus 8.40am

Arrive Corner Geelong Avenue and Abbot-sleigh Road 8.55am

Leave Tram Terminus 3.01pm

Arrive Tram Terminus 3.16pm

School Days only

Leave Corner Abbotsleigh Road and Gee-long Avenue 8.56am

Arrive Tram Terminus 8.57am

Holidays

Leave Tram Terminus 8.40am

Arrive Tram Terminus 8.54am

Leave Tram Terminus 5.00pm

Arrive Tram Terminus 5.14pm

From 31 July 1951 I have found that the Broadwater Co-op Transport Society was running the service. I'm not sure if they had taken over from Mr. L J Knight or whether he changed the name or always had the name but they were operating the service from then at least. There service was a follows

via Beresford Terrace

Leave Cavendish Road Tram Terminus via Cavendish Road, Godring Street, Beresford Terrace, Orion Street, Sirius Street, Solar Street, Rigeek Street, Boundary Road, Cavendish Road to Beddoes Road

via Cavendish Road

Leave Cavendish Road Tram Terminus via Cavendish Road to Beddoes Street

The Timetable was as follows

Monday - Friday

Leave Cavendish Road Tram Terminus

7.15am via Cavendish Road

8.30am via Cavendish Road

10.15am via Cavendish Road

11.30am via Cavendish Road

3.15pm via Beresford Terrace

5.15pm via Beresford Terrace

Leave Beddoes Street

7.20am via Cavendish Road

8.35am via Beresford Terrace

10.20am via Beresford Terrace

11.35am via Beresford Terrace

3.25pm via Cavendish Road

5.25pm via Cavendish Road

Saturday

Leave Tram Terminus

8.30am via Cavendish Road

11.45am via Cavendish Road

Leave Beddoes Street

8.35am via Cavendish Road

11.50am via Cavendish Road

This service kept going until the council took over the service in 1952. It was proposed on 9 December 1952 that a shoppers service be provided to Majestic Park. Alternate buses between 8.25am and 4.48pm travel from Spica Street terminus to travel via Beresford Terrace, Orion Street, Sirius Street and Solar Street back along Beresford Terrace thence via the present Spica

Street route.

The Broadwater Co-Op Bus Society serviced the area from Cavendish Tram via Beresford Terrace, Orion Street, Solar Street, Rigel Street, Octantis Street, Mars Street, Perihelion Street to Cavendish Road. This service was discontinued following the Council Service

On 15 December 1952 an every Monday - Friday the following buses at present run to Spica Street will be diverted to travel outbound via Chatsworth Road, Beresford Terrace, Orion Street, Sirius Street return to City via Solar Street, Beresford Terrace, Chatsworth Road and usual route

Leave North Quay: 8.25am, 9.31, 10.40, 11.43, 12.49pm, 1.55, 3.01, 4.07

Leave Corner Sirius Street and Solar Street: 8.59am, 10.05, 11.12, 12.17pm, 1.23, 2.29, 3.35, 4.48

From 27 September 1950 the council gave each of its service a route number the Chatsworth Road - North Quay was given the route number 1. From August 1953 the service was extended again from Spica Street to Arc Street. This route ran via Annerley Road, Cornwall Street, Upper Cornwall Street, Chatsworth Road to Arc Street. There was still the shoppers service travelling to Majestic Park (Corner Solar and Sirius Streets). The 14 October 1953 timetable was as follows

Monday - Friday

Leave Chatsworth Road (Arc Street): 6.14am, 6.47, 7.14A, 7.24A, 7.40A, 7.51A, 8.05, 8.16A, 8.26, 9.30, 10.38, 11.49, 12.51pm, 1.56, 3.02, 3.21, 4.08, 5.22A, 5.42AX, 5.52A, 6.24, 6.53A, 7.26, 7.59A, 9.10, 9.43A, 10.16, 10.48A, 11.19X, 11.51AX

Leave Sirius Street: 8.59Aam, 10.05A, 11.12A, 12.17Apm, 1.23A, 2.29A, 3.35A, 4.48A

Leave North Quay: 6.46am, 7.19A, 7.44A, 7.54A, 8.25AZ, 8.58, 9.31AZ, 10.01, 10.40AZ, 11.17, 11.43AZ, 12.19pm, 12.49AZ, 1.22, 1.55AZ, 2.28, 2.55, 3.01AZ, 3.34, 4.07AZ, 4.50, 4.50AE, 5.10A, 5.20A, 5.52A, 6.19A, 6.54, 7.25A, 8.36, 9.09A, 9.42, 10.15A, 10.48, 11.20A

Saturday

Leave Chatsworth Road: 6.14am, 6.47A, 7.24A, 7.51A, 8.26, 8.59A, 9.30, 10.05A, 10.38, 11.12A, 11.49, 12.17Apm, 12.51, 1.23A, 1.56, 2.29A, 3.02, 3.35A, 4.08, 4.48A, 5.22A, 5.52A, 6.24, 6.53A, 7.26, 7.59A, 9.10, 9.43A, 10.16, 10.48A, 11.19X, 11.51A

Leave North Quay: 6.46am, 7.19A, 7.54A, 8.25A, 8.58, 9.31A, 10.01, 10.40A, 11.17, 11.43A, 12.19pm, 12.49A, 1.22, 1.55A, 2.28, 3.01A, 3.34, 4.07A, 4.50, 5.20A, 5.52A, 6.19A, 6.54, 7.25A, 8.36, 9.09A, 9.42, 10.15A, 10.48, 11.20A

Sunday

Leave Chatsworth Road: 7.53am, 8.26A, 8.59, 9.32A, 10.05, 10.38A, 11.11, 11.44A, 12.17Apm, 12.47X, 1.23, 2.29A, 3.35, 4.41AQ, 5.14, 5.47A, 6.17X, 6.53, 7.59A, 9.24, 10.46A

Leave North Quay: 7.20am, 8.25, 8.58A, 9.31, 10.04A, 10.37, 11.10A, 11.43, 12.16Apm, 12.49A, 1.55, 3.01A, 4.07, 4.40A, 5.13, 5.46A, 6.19, 7.25A, 8.50, 10.15A

A via Upper Cornwall Street and Chatsworth Road

B To Ipswich Road Depot

Z To Corner Solar and Sirius Street

E Express to Ipswich Road

From 29 January 1957 the spur line on the Greenslopes Tram service was discontinued leaving only the bus service now from Logan Road to the terminus. The spur line was only used at peak hours so therefore did not affect services much.

In 1958 the council proposed route number changes but these did not happen

The proposed routes number were as follows

502 Solar Street

503 Chatsworth Road Arc Street

On 15 December 1959 a route alteration to provide a loop on Chatsworth Road services by linking Sirius Street with Chatsworth Road via Buena Vista Avenue. This arrangement provided approximately double the service to all points on the loop without increasing the number of buses in service. At the same time one way traffic arrangements were being introduced in North Quay between Queen Street and Ann Street. Traffic flow in direction of Ann Street from Queen Street. This means that all the Chatsworth Road bus services would inbound travel via Victoria Bridge and outbound via North Quay and Grey Street Bridge.

In August 1969 the Chatsworth Road - North Quay the service still ran to Arc Street and then the Sirius Street loop. The timetable was as follows

Monday - Friday

Leave Chatsworth Road: 6.00SLam, 6.43SU, 7.00SU, 7.25SU, 7.33SU, 7.46SL, 8.00SU, 8.20SL, 9.00CUZ, 9.40SLZ, 10.20CUZ, 10.55SLZ, 11.35CUZ, 12.15SUZpm, 12.55CUZ, 1.30SLZ, 2.10CUZ, 2.55SL, 3.30CUZ, 3.45CL, 4.10SLZ, 4.45CU, 5.15XU, 5.15CU, 6.23CL, 6.50SU, 7.35SLD, 8.40SU, 9.40SU, 10.37SU, 11.31SUD

Leave North Quay: 6.49LSam, 7.19US, 7.28LS, 7.50US, 8.25ZUC, 9.05ZLS, 9.45ZUC, 10.20ZLS, 11.00ZUC, 11.40ZLS, 12.20ZUCpm, 12.55ZLS, 1.35ZUC, 2.20ZLS, 2.55ZUC, 3.12LC, 3.35ZLS, 4.10ZUC, 4.50LS, 5.05UC, 5.20UC, 5.52UC, 6.25US, 7.10US,

8.10US, 9.10US, 10.10US, 11.05US

Saturday

Leave Chatsworth Road

6.30SUam, 7.20SU, 7.47SU, 8.25SL, 9.00CUZ, 9.40SLZ, 10.20CUZ, 10.55SLZ, 11.35CUZ, 12.11CLpm, 1.00SU, 2.00SU, 3.00SU, 4.00SU, 5.00SU, 6.00SU, 7.00SU, 8.00SU, 9.40SU, 10.37SU

Leave North Quay: 7.16USam, 7.54US, 8.25ZUC, 9.05ZLS, 9.45ZUC, 10.20ZUS, 11.00ZUC, 11.40LC, 12.20USpm, 1.30US, 2.30US, 3.30US, 4.30US, 5.30US, 6.30US, 7.30US, 9.10US, 10.10US, 11.05US

Sunday Christmas Day and Good Friday

Leave Chatsworth Road: 7.45SUam, 8.45SU, 10.00SU, 11.00SU, 12.00SU, 1.00SUpm, 2.00SU, 3.00SU, 4.00SU, 5.00SU, 6.00SU, 7.00SU, 9.30SU, 10.41SUD

Leave North Quay: 7.20USam, 8.15US, 9.30US, 10.30US, 11.30US, 12.30USpm, 1.30US, 2.30US, 3.30US, 4.30US, 5.30US, 6.30US, 9.00US, 10.15US

Holidays

Leave Chatsworth Road: 7.00SUam, 8.00SU, 9.00SU, 10.00SU, 11.00SU, 12.00SU, 1.00SUpm, 2.00SU, 3.00SU, 4.00SU, 5.00SU, 5.00SU, 5.36SUD, 6.00SU, 7.00SU, 8.00SU, 9.40SU, 10.37SU, 11.31SUD

Leave North Quay: 7.30USam, 8.30US, 9.30US, 10.30US, 11.30US, 12.30USpm, 1.30US, 2.30US, 3.30US, 4.30US, 5.10US, 5.30US, 6.30US, 7.30US, 9.10US, 10.10US, 11.05US

Anzac Day

Leave Chatsworth Road 6.00USam

Leave North Quay 8.30SUam

then as other holidays

C To or from Chatsworth Road then to Sirius Street

D To Ipswich Road Depot

L Via Logan and Chatsworth Road

S To or from Sirius Street then to Chatsworth Road

U Via upper Cornwall Street and Chatsworth Road

X Via Chatsworth Road

Z Via Stones Corner

I'm going to give a brief history of the Newman Avenue bus as the Chatsworth Road and Newman Avenue buses were merged.

The Newman Avenue bus commenced in 1947 and it terminated at Newman Avenue and Boundary Road. This service was started by the Brisbane City Council due the need for and improved service to this area as it was a growing area with no bus service provided. It was approved by the City Council in August 1947 and started soon afterwards. When the service was started even though it was approved to Boundary Road it actually terminated at

Lavington Street. As you will see further down it was eventually extended to Boundary Road. The service started at North Quay and travelled by the Grey Street Bridge to Old Cleveland Road, Leicester Street, Newman Avenue to Lavington Street. The return service travelled the same route but entered Old Cleveland Road at the road after Cavendish Road.

On 25 May 1949 the following timetable was commenced

Monday - Saturday

Leave Newman Avenue: 6.26am, 7.00, 7.21, 7.38A, 7.55, 8.12, 8.27A, 9.11, 10.06, 11.01, 11.56, 12.15SXpm, 12.51, 1.46, 2.41, 3.40, 4.15, 5.15A, 5.30AX, 5.43, 6.00AX, 6.55, 11.25X

Leave North Quay opp Barnes Auto: 6.53am, 7.25, 7.45, 8.02A, 8.43, 9.38, 10.33, 11.28, 11.50S, 12.23pm, 1.18, 2.13, 3.08, 4.10, 4.50A, 5.05A, 5.15, 5.35A, 6.15, 11.00

Sunday

Leave Newman Avenue: 8.16am, 9.11, 10.06, 11.01, 12.34pm, 1.29, 2.24, 3.19, 4.14, 5.09, 6.02, 6.55

Leave North Quay: 8.43am, 9.38, 10.33, 12.06pm, 1.01, 1.56, 2.51, 3.46, 4.41, 5.35, 6.28

X To Light Street Depot via Story Bridge  
A Monday - Friday only  
S Saturday only

When the council gave there bus service route numbers in September 1950 the Newman Avenue - North Quay service was give route number 4. In the proposed new route numbers in December 1958 it was proposed to give it route number 504. But as previously mention this never occurred.

On 22 April 1949 the Newman Avenue bus was extended from Lavington Street to Boundary Road. Then on 5 June 1962 the terminus again was extended to Wotton Street and again on 24 June 1966 it was extended from Wotton Street to Burn Street.

The timetable on June 1969 for the Newman Avenue - North Quay service was as follows

Monday - Friday

Leave Newman Avenue (Burn Street): 6.23am, 6.50, 7.05, 7.25, 7.35, 7.45, 7.55, 8.05, 8.20, 9.05, 9.35V, 10.10, 11.15, 12.20pm, 12.55, 2.00, 3.10, 3.48, 4.15, 4.55, 5.20, 5.45, 6.05D, 6.25, 6.50, 10.00, 11.25D

Leave North Quay: 6.55am, 7.30, 7.45, 8.30, 9.00, 9.37, 10.42, 11.47S, 12.20pm, 1.26, 2.31, 3.15, 3.36, 4.20, 4.50, 5.05, 5.15, 5.30, 5.55, 6.20, 9.30, 11.00

Saturday

Leave Newman Avenue (Burn Street):

6.42am, 7.10, 7.45, 8.15, 9.05V, 10.10, 11.15, 12.30pm, 1.40, 2.45, 3.50, 4.55, 5.45, 6.50, 10.00

Leave North Quay: 7.12am, 7.40, 8.30, 9.37, 10.42S, 11.35, 11.50, 1.05pm, 2.10, 3.15, 4.20, 5.10, 6.15, 9.30, 11.00

Sunday

Leave Newman Avenue (Burn Street)

8.15am, 9.15, 10.05, 11.05, 12.35pm, 1.35, 2.25, 3.25, 4.15, 5.15, 6.05, 7.05

Leave North Quay

8.45am, 9.35, 10.35, 12.05pm, 1.05, 1.55, 2.55, 3.45, 4.45, 5.35, 6.35

Holidays

Leave Newman Avenue (Burn Street)

6.23am, 7.25, 8.30, 9.05, 10.10, 11.15, 12.20pm, 12.55, 2.00, 3.05, 4.15, 5.30, 6.50, 10.00

Leave North Quay

6.55am, 7.55, 8.30, 9.37, 10.42, 11.47, 12.20pm, 1.26, 2.31, 3.36, 4.50, 6.10, 9.30, 11.00

Anzac Day

Leave Newman Avenue (Burn Street) 8.05am, 9.05

Leave North Quay 8.35am, 9.37, then as other holidays

D To Fiveways Woolloongabba and Ipswich Road Depot

S Via Stones Corner

V Via French, Kitchener and Holdsworth Streets, Harries and Old Cleveland Roads and Stones Corner

From 23 November 1970 the Chatsworth Road service was redesigned and extended and combined with Newman Avenue route. A shoppers bus provided between Newman Avenue and Stones Corner and later extended to North Quay.

From 1 May 1972 the Chatsworth Road service again was extended and also some Belmont buses extended to travel via Carina Heights. Also following acquisition of a private operator service the department redesigned the Chatsworth Road services and provided trips to Carina Heights and certain Belmont trips were extended to Carina Shopping Centre and other local shopping complexes on Old Cleveland Road. On 20 November 1972 extension of City terminus from William Street to Gardens via Margaret and Alice Street

In September 1973 the following timetable commenced

Carina Heights - North Quay No 1

Monday - Friday

Leave Carina Heights: 5.55ALam, 6.35AL, 6.54A, 7.03A, 7.09B, 7.15A, 7.25A, 7.35AD, 7.37A, 7.49AL, 7.57B, 8.08AL,

8.40A, 9.08AST, 9.23CT, 9.43ASLT, 10.15B, 10.50AL, 11.25AT, 12.00BL, 12.35ASpm, 1.10ALT, 1.45A, 2.28BL, 3.05AST, 3.33AL, 4.08A, 4.30A, 4.53AL, 5.50A, 6.44A, 8.40A, 10.00A

#### Leave North Quay

6.45ALam, 7.20A, 7.50AL, 8.20A, 8.57ATLS, 9.30B, 10.00AL, 10.35AT, 11.10ATLS, 11.45B, 11.50CT, 12.20ALpm, 12.55A, 1.30ATL, 2.05AS, 2.40BL, 3.02ATS, 3.15ATLS, 3.35A, 4.00AL, 4.20A, 4.50AL, 4.57B, 5.04A, 5.12A, 5.20B, 5.35A, 5.55A, 6.30A, 9.15A, 11.05A

#### Saturday

##### Leave Carina Heights

7.13Aam, 7.40B, 8.10AL, 8.45AST, 9.00AL, 9.00CT, 9.33AST, 10.15A, 11.10ALT, 12.55Apm, 2.05A, 3.55A, 5.55A, 6.45A

##### Leave North Quay

8.00Aam, 9.00ALT, 9.40ATS, 10.20A, 11.00ATS, 11.10CT, 11.40BL, 11.50A, 12.30Apm, 1.30A, 2.40A, 3.20A, 4.30A, 5.20A, 6.30A, 11.05A

#### Sunday, Christmas Day and Good Friday

Leave Carina Heights: 8.40Aam, 9.55A, 1.30Apm, 4.40A, 5.50A

Leave North Quay: 9.15Aam, 2.05Apm, 4.00A, 5.15A, 6.25A

#### Holiday

##### Leave Carina Heights

7.40Aam, 8.10A, 8.50A, 9.05A, 10.15A, 11.36A, 12.46Apm, 1.56A, 4.01A, 5.51A, 6.46A, 8.40A

Leave North Quay: 8.20Aam, 9.30A, 10.55A, 12.05Apm, 1.15A, 2.36A, 3.20A, 4.41A, 5.10A, 6.05A, 9.15A, 11.05A

#### A Route 1A

#### B Route 1B

#### C Route 1C

#### D Leave from stop 42 Abbott Street

#### L Via Logan Road and Chatsworth Road

#### S Via Solar Street Loop (Sirius Street, Solar Street, Capella Street, Buena Vista Avenue)

#### T Via Stones Corner (Cleveland Street and Logan Road)

#### Route 1A

Leave North Quay, William Jolly Bridge, Grey Street, Peel Street (Melbourne Street, Victoria Bridge to North Quay), Merivale Street, Vulture Street, Stephens Road, Annerley Road, Cornwall Street (Dansie Street, Juliette Street, Ipswich Road, Cornwall Street), Upper Cornwall Street, Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Chatsworth Road, Boundary Road, Prout Street, Brooks Street, Abbott Street, Burn Street, Samuel Street, Winstanley Street, Sum-

merivale Street, Buzacott Street, Buckley Street, Winstanley Street then to City

#### Route 1B

Leave North Quay same as route 1A to Chatsworth Road then Lancaster Street, Norfolk Street, Kelsey Street, Newman Avenue (Martha Street), Boundary Road then as route 1A

#### Route 1C

Leave North Quay, William Jolly Bridge, Grey Street (Melbourne Street, Victoria Bridge to North Quay), Vulture Street, Stanley Street, Logan Road, Old Cleveland Road, Leicester Street, Newman Avenue (Martha Street), Boundary Road, Prout Street, Wotton Street, Samuel Street, Gotha Street then as route 1A

On 16 April 1974 there was a general rearrangement of the city services due to reversal of traffic flow in Ann, Elizabeth and Turbot Streets and introduction of one way traffic in Charlotte Street, portion of North Quay and George Street, Two way traffic in Albert Street and closure of King George Square. This meant that the Carina Heights - North Quay which at present terminated at North Quay now will be altered to terminate at Gardens (Alice Street) and will travel inbound via normal route to Victoria Bridge and then via William, Margaret, Albert and Alice Streets to Gardens and then depart Gardens in Alice Street then William Street, Victoria Bridge, Melbourne Street and Merivale Street (Routes 1A and 1B) or Stanley Street (Route 1C) then usual routes to terminus. It should be noted that outbound buses will not travel via William Jolly Bridge and Peel Street as at present and that outbound 1C buses will travel via Stanley Street not Grey and Vulture Streets as at present.

The timetable August 1979 shows the street amendments as follows

#### Carina Heights - Gardens No1

#### Monday - Friday

Leave Carina Heights: 5.55ALam, 6.40A, 7.00A, 7.10B, 7.20A, 7.28A, 7.36A, 7.48AL, 7.57B, 8.08AL, 8.40A, 9.00DT, 9.08AST, 9.23CT, 9.43ASTL, 10.15B, 10.50AL, 11.25AT, 12.00BL, 12.35ASpm, 1.10ALT, 1.45A, 2.28BL, 3.05AST, 3.33AL, 4.08A, 4.30A, 4.53AL, 5.50A, 6.44A, 8.37A, 10.00A

Leave Gardens: 6.42ALam, 7.20A, 7.50AL, 8.20A, 8.54ASLT, 9.27B, 9.57AL, 10.32AT, 11.07ATLS, 11.42B, 12.00DS, 12.17ALpm, 12.30CT, 12.52A, 1.27ATL, 2.02AS, 2.37BL, 2.59ATS, 3.15ATLS, 3.32A, 3.57AL, 4.17A, 4.47AL, 4.54B, 4.59A, 5.07A, 5.17B, 5.32A, 5.52A, 6.27A, 9.12A, 11.02A

#### Saturday

Leave Carina Heights: 7.10Aam, 7.40B,

8.10AL, 8.45AST, 9.00AL, 9.00CT, 9.30AST, 10.10A, 11.05ALT, 12.51Apm, 2.03A, 3.53A, 5.53A, 6.45A

Leave Gardens: 7.57Aam, 9.01ATL, 9.37ATS, 10.17A, 10.57ATS, 11.07CT, 11.37BL, 11.47A, 12.27Apm, 1.27A, 2.37A, 3.17A, 4.29A, 5.17A, 6.29A, 11.02A

#### Sunday

Leave Carina Heights: 8.40Aam, 9.55A, 1.30A, 4.40A, 5.50A

Leave Gardens: 9.15Aam, 2.05Apm, 4.00A, 5.15A, 6.25A

#### Holidays

Leave Carina Heights: 7.40Aam, 8.10A, 8.50A, 9.05A, 10.15A, 11.36A, 12.46Apm, 1.56A, 4.01A, 5.51A, 6.46A, 8.40A

Leave Gardens: 8.22Aam, 9.32A, 10.57A, 12.02Apm, 1.12A, 2.38A, 3.17A, 4.43A, 5.07A, 6.02A, 9.16A, 11.02A

#### A Route 1A

#### B Route 1B

#### C Route 1C

#### D Route 1D Tuesday and Thursday only

#### S via Solar Street Loop

#### L via Logan Road

#### T via Stones Corner

#### Route 1A

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, Vulture Street, Stephens Road, Annerley Road, Cornwall Street, (Dansie Street, Juliette Street, Ipswich Road, Cornwall Street), Upper Cornwall Street, Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Chatsworth Road, Boundary Road, Prout Street, Brooks Street, Abbott Street, Burn Street, Samuel Street, Winstanley Street, Summerville Street, Buzacott Street, Buckley Street, Winstanley Street to City

#### Route 1B

Leave Gardens, Alice Street, then as route 1A to Chatsworth Road, Lancaster Street, Norfolk Street, Kelsey Street, Newman Avenue, (Martha Avenue), Boundary Road then as route 1A

#### Route 1C

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Grey Street, Vulture Street, Stanley Street, Logan Road, Old Cleveland Road, Leicester Street, Newman Ave, (Martha Avenue), Boundary Road, Prout Street, Wotton Street, Samuel Street, Gotha Street, Prout Street then as route 1A

#### Route 1D



Leave Gardens, then as route 1C to Old Cleveland Road, Ashton Street, Bovelles Street, Lockyer Street, Boundary Road, Pryde Street, Third Street, Burn Street, Abbott Street, Cambridge Street, Napier Street, Jones Road, Maranoa Street, Birdwood Road, Salonica Road, Gallipoli Road, Winstanley Street, Summerville Street, Buzacott Street, Buckley Street, Winstanley Street then to city

In August 1980 the service was extended to Carindale Shopping Centre and Route 1C was discontinued. It was also at this time when the night services were being discontinued. The new timetable was as follows

Carina Heights - Gardens Bus Service No1  
Monday - Friday

Leave Carindale Shopping Centre: 5.51AFam, 6.36AF, 6.56AF, 7.11AF, 7.21AF, 7.31AF, 7.41AFX, 7.51BF, 8.04AF, 8.40A, 9.05AZ, 9.20BZ, 9.30A, 10.22B, 11.12A, 12.02Bpm, 12.52AZ, 1.37A, 2.20B, 3.05AZ, 4.00A, 4.25AN, 4.50A, 5.50A

Leave Gardens: 6.42Aam, 7.20A, 7.50A, 8.20A, 8.50A, 9.30B, 10.07AZ, 11.15A, 12.05Apm, 12.30BZ, 12.55A, 1.50AZ, 2.37B, 2.59AZ, 3.15A, 3.32A, 3.57A, 4.22A, 4.54A, 5.04A, 5.17B, 5.32A, 5.52A, 6.27A

Tuesday and Thursday (Route 1D)

Leave Cnr Third and Burn Street 9.00am

Leave Gardens 12.00

Saturday

Leave Carindale Shopping Centre: 7.10Aam, 8.00A, 8.45AZ, 9.00BZ, 9.45A, 12.10Apm, 2.00A, 4.30A, 6.30A

Leave Gardens: 7.57Aam, 9.15A, 10.15A, 11.15BZ, 12.15Apm, 1.27A, 3.00A, 5.15A

Sunday

Leave Carindale: 8.40Aam, 9.55A, 1.30Apm, 4.40A, 5.50A

Leave Gardens: 9.15Aam, 2.05Apm, 4.00A, 5.15A, 6.25A

Holidays

Christmas Day and Good Friday Sunday Service

Leave Carindale: 7.40Aam, 9.10A, 10.40A, 12.10Apm, 2.00A, 4.30A, 6.30A

Leave Gardens: 8.25Aam, 9.55A, 11.25A, 1.27Apm, 3.00A, 5.15A

A Route 1A

B Route 1B

F Full Fare

N To North Quay only bus terminates William Street outside Treasury Building

X Express from stop 19 Juliette Street near Pear Street via South East Freeway

First City set down stop is Zone B Eliza-

beth Street between George and Albert Streets and Bus displays Gardens Express 1A signs

Z via Stone corner Shopping Centre

Route 1A

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, Vulture Street, Stephens Street, Annerley Road, Cornwall Street, (Dansie Street, Juliette Street, Ipswich Road, Brisbane Street), Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Chatsworth Road, Boundary Road, Prout Street, Brooks Street, Abbott Street, Burn Road, Samuel Street, McGahan Street, Chataway Street, Summerville Street, Buzacott Street, Buckley Street, Winstanley Street, Carindale Street to Carindale Shopping Centre

Route 1B

Leave Gardens, Alice Street then as route 1A to Chatsworth Road, Lancaster Street, Norfolk Street, Kelsey Street, Newman Avenue, Boundary Road, (Martha Street), Prout Street then as route 1A

Route 1D

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Stanley Street (Vulture Street, Grey Street), Logan Road, Old Cleveland Road, Ashton Street, Bovelles Street, Hartley Street, Lockyer Street, Boundary Road, Pryde Road, City View, Third Street to Burn Road

In May 1989 the services name for the route was changed from Carina Heights to Carindale for routes 1A and 1B

Carindale - Gardens Bus Service No 1

Monday - Friday

Leave Carindale Shopping Centre: 5.51am, 6.36, 6.56, 7.11B, 7.21, 7.31, 7.41FX, 7.55B, 8.20, 8.40, 9.05S, 9.20SB, 9.30, 10.22B, 11.12, 12.02Bpm, 12.52S, 1.37, 2.20B, 3.05S, 3.50, 4.25, 5.15, 5.50, 6.30TH

Leave Third and Burn Street to Gardens (Tuesday and Thursday) 9.00am

Leave Gardens: 6.42am, 7.15, 7.50, 8.20, 8.56, 9.30B, 10.20S, 11.15, 12.05pm, 12.55, 1.50S, 2.37B, 2.59S, 3.15, 3.32, 4.03, 4.33, 4.58, 5.10, 5.22B, 5.52, 6.27

Leave Gardens to Third and Burn Street (Tuesday and Thursday) 1.30pm

Saturday

Leave Carindale Shopping Centre: 7.10am, 8.00, 8.45S, 9.00SB, 9.45, 11.00, 12.10pm, 2.00, 4.30, 6.30

Leave Gardens: 7.57am, 9.15, 10.15,

11.15SB, 12.15pm, 1.27, 3.00, 5.15

Sunday

Leave Carindale Shopping Centre: 8.40am, 9.55, 1.30pm, 4.40, 5.50

Leave Gardens: 9.15am, 2.05pm, 4.00, 5.15, 6.25

Holidays

Leave Carindale Shopping Centre: 7.40am, 9.10, 10.40, 12.10pm, 2.00, 4.30, 6.30

Leave Gardens: 8.25am, 9.55, 11.25, 1.27pm, 3.00, 5.15

B Route 1B

F Full Fare

S via Stones Corner Shopping Centre (Cleveland Street, Logan Road)

T Thursday only

X Express from Stop 19 Juliette Street near Pear Street via South East Freeway

First city set down stop is Elizabeth Street between George and Albert Streets. Bus displays City Gardens Express 1A signs

Route 1A

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, Ernest Street, Gladstone Street, Dorchester Street, Stephens Street, Annerley Road, Cornwall Street, (Dansie Street, Juliette Street, Emperor Street, Cornwall Street, Rusk Street, Annerley Road, Stephens Street, Cordelia Street, Melbourne Street), Upper Cornwall Street, Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Spica Street, Chatsworth Road, Boundary Road, Prout Street, Brooks Street, Abbott Street, Burn Street, Samuel Street, McGahan Street, Chataway Street, Summerville Street, Buzacott Street, Creek Road, Winstanley Street, (Buckley Street), Carindale Street to Carindale Shopping Centre

Route 1B

Leave Gardens, Alice Street then as Route 1A to Chatsworth Road, Lancaster Street, Norfolk Street, Kelsey Street, Newman Avenue, Boundary Road, (Martha Road), Prout Street then as route 1A to Carindale Shopping Centre

Route 1D

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, Vulture Street, (Cordelia Street), Stanley Street, Busway underpass, Stanley Street, Logan Road, Old Cleveland Road, Ashton Road, Bovelles Street, Hartley Street, Lockyer Street, Boundary Road, Pryde Street, City View, Third Street to Burn Street

On 30 July 1990 timetable the services made a deviation from travelling via Sum-

merville Street, Buzacott Street, Creek Road, Winstanley Street to Carindale Shopping Centre they travelled from Chataway Street, Gallipoli Road, Donnington Street, Winstanley Street to Carindale Shopping Centre allowing services to travel to the new estates around Carindale. The timetable is as follows

#### Carindale - Gardens Bus Service No1

##### Monday - Friday

Leave Carindale Shopping Centre: 5.51Aam, 6.34A, 6.54A, 7.09B, 7.19A, 7.29A, 7.39AFX, 7.53B, 8.18A, 8.38A, 9.05AS, 9.20BS, 9.30A, 10.22B, 11.12A, 12.02Bpm, 12.52AS, 1.37A, 2.20B, 3.05AS, 3.50A, 4.25A, 5.15A, 5.50A, 6.30TH

Leave Camp Hill (Tuesday and Thursday) 9.00Dam

Leave Gardens: 6.42Aam, 7.15A, 7.50A, 8.20A, 8.56A, 9.30B, 10.20AS, 11.15A, 12.05Apm, 12.55A, 1.50AS, 2.37B, 2.59AS, 3.15A, 3.32A, 4.03A, 4.33A, 4.58A, 5.10A, 5.22A, 5.22B, 5.52A, 6.27A

Leave Gardens (Tuesday and Thursday) to Camp Hill 1.30Dpm

##### Saturday

Leave Carindale Shopping Centre: 7.10Aam, 8.00A, 8.45AS, 9.00BS, 9.45A, 11.00A, 12.10Apm, 2.00A, 4.30A, 6.30A

Leave Gardens: 7.57Aam, 9.15A, 10.15A, 11.15BS, 12.15Apm, 1.27A, 3.00A, 5.15A

##### Sunday, Christmas Day and Good Friday

Leave Carindale Shopping Centre: 8.40Aam, 9.55A, 1.30Apm, 4.40A, 5.50A

##### Leave Gardens

9.15Aam, 2.05Apm, 4.00A, 5.15A, 6.25A

##### Public Holidays

Leave Carindale Shopping Centre: 7.40Aam, 9.10A, 10.40A, 12.10Apm, 2.00A, 4.30A, 6.30A

Leave Gardens: 8.25Aam, 9.55A, 11.25A, 1.27Apm, 3.00A, 5.15A

##### A Route 1A

##### B Route 1B

##### D Route 1D

##### F Full Fare

H Terminates at PA Hospital Cornwall Street

S via Stones Corner Shopping Centre

T Thursday only

X Express from Stop 19 Juliette Street at Pear Street to Elizabeth Street City Shows City Gardens Express 1A sign

##### Route 1A

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street (Cordelia Street), Ernest Street, Gladstone Road, Dorchester

Street, Stephens Street, Annerley Road, Cornwall Street, (Dansie Street, Juliette Street, Emperor Street), Upper Cornwall Street, Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Spica Street, Chatsworth Road, Boundary Road, Prout Street, Abbott Street, Burn Street, Samuel Street, McGahan Street, Chataway Street, Gallipoli Road, Donnington Street, Winstanley Street, Carindale Street to Carindale Shopping Centre

##### Route 1B

Leave Gardens, Alice Street then as route 1A to Chatsworth Road, Lancaster Street, Norfolk Street, Kelsey Street, Newman Avenue, Boundary Road (Martha Street), Prout Road then as route 1A

##### Route 1D

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, Vulture Street, (Cordelia Street), Stanley Street, Logan Road, Old Cleveland Road, Ashton Street, Bovelles Street, Lockyer Street, Boundary Road, Pryde Street, Third Street to Burn Street

In June 1996 an express bus service was added on the return peak hour service and Route 1D which terminated at Third and Burn Road was extended to travel via Carina and Majestic Park back to Coorparoo Shopping Centre allowing for many of the locals to now travel to Coorparoo Shopping Centre instead of having to go to Carindale or Stones Corner Shopping Centres

The following timetable for June 1996 as follows

#### Carindale - Gardens Bus Service No 1

##### Monday - Friday

Leave Carindale Shopping Centre: 5.51Aam, 6.44A, 7.04AFX, 7.14B, 7.29A, 7.39AFX, 7.53A, 8.21A, 8.38A, 9.05AS, 10.20B, 11.20AS, 12.20Bpm, 1.20A, 2.20B, 3.05A, 3.50A, 4.25A, 5.15A, 5.50A

Leave Gardens: 6.42Aam, 7.15A, 7.50A, 8.30A, 9.20B, 10.20A, 11.20BS, 12.20ASpm, 1.30A, 2.37B, 2.59AS, 3.15A, 3.32A, 4.03A, 4.33A, 4.58AFE, 5.10A, 5.22B, 5.52A, 6.27A, 7.10A

##### Tuesday and Thursday

Leave Shakespeare Street 9.00Dam

Leave Gardens 12.45Dpm

##### Saturday

Leave Carindale Shopping Centre: 7.10Aam, 8.00A, 8.45AS, 9.15BS, 9.45A, 11.00A, 12.10ASpm, 2.00A, 4.30A

Leave Gardens: 7.57Aam, 9.15A, 10.15A, 11.15BS, 12.15ASpm, 1.27A, 3.00AS, 5.15A

##### Sunday, Christmas Day and Good Friday

Leave Carindale Shopping Centre: 8.25Aam, 9.55A, 1.35Apm, 5.00A

Leave Gardens: 9.15Aam, 2.10A, 4.20A, 6.20A

##### Public Holidays

Leave Carindale Shopping Centre: 7.40Aam, 9.10A, 10.40A, 12.15Apm, 2.00A, 4.30A

Leave Gardens: 8.25Aam, 9.55A, 11.25A, 1.27Apm, 3.00A, 5.15A

##### A Route 1A

##### B Route 1B

##### D Route 1D

E Express from William Street to Stop 18 Cornwall Street

##### F Full Fare

S via Stones Corner Shopping Centre

W Travels via Whites Hill School operates school terms only

X Express from Stop 19 Juliette Street at Pear Street to Elizabeth Street City shows City Gardens Express 1A signs

##### Route 1A

Leave Gardens, Alice Street, William Street (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Cordelia Street, Ernest Street, Dorchester Street, Stephens Road, (Vulture Street, Merivale Street), Annerley Road, Cornwall Street, (Dansie Street, Juliette Street, Emperor Street), Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Spica Street, Chatsworth Road, Boundary Road, Prout Street, Brooks Street, Abbott Street, Samuel Street, Winstanley Street, McGahan Street, Chataway Street, Gallipoli Road, Donnington Street, Winstanley Street, Carindale Street to Carindale Shopping Centre

##### Route 1B

Leave Gardens then as route 1A to Chatsworth Road, Lancaster Street, Norfolk Street, Kelsey Street, Newman Avenue, Boundary Street, (Martha Street), Prout Street then as route 1A

##### Route 1D

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Cordelia Street, Vulture Street, (Merivale Street), Logan Road, Old Cleveland Road, Ashton Street, Bovelles Street, Lockyer Street, Boundary Road, Pryde Street, Third Street, Burn Street, Abbott Street, Brooks Street, Martha Street, Kelsey Street, (Newman Avenue, Boundary Road), Jerome Street, Spica Street, Buena Vista Avenue, Orion Street, Satellite Street, Eva Street, Chatsworth Road, Lancaster Street, Norfolk Street, Cavendish Road, Mackay Street, Hipwood Avenue, Pembroke Road, Rees Avenue to Shake-

spare Street

In 1999 there was a major restructure of the routes around Brisbane. Not only the routes were changed but also the route numbers were complete changed. The Carindale services were in the eastern region and therefore the route numbers were in the 200 series. The Route 1A became route 202 Carindale - Gardens service and routes 1B and 1D were amalgamated into route 203 and also the continued onto the Fortitude Valley. This service became the Carindale - Fortitude Valley service. The timetable for August 1999 was as follows

Carindale - Gardens or Fortitude Valley Bus Service

Monday - Friday

Leave Carindale to Gardens: 5.45am, 6.30, 6.55, 7.07FX, 7.25, 7.40FX, 8.00, 8.10FX, 8.40, 9.00, 9.30, 10.20, 11.20, 12.20pm, 1.20, 2.20, 3.10, 4.20, 5.25, 6.20

Leave Carindale to Fortitude Valley (Warner Street): 6.10am, 6.40, 7.05, 7.30, 8.15S, 9.00, 9.50, 10.50, 11.50, 12.50pm, 1.50, 2.50, 3.50, 4.55, 5.55

Leave Gardens to Carindale: 7.50am, 8.30, 9.25, 10.20, 11.15, 12.15pm, 1.15, 2.15, 3.10, 3.35, 4.05, 4.30EF, 4.40, 5.05EF, 5.10, 5.35EF, 5.50, 6.15, 7.10

Leave Fortitude Valley (Warner Street) to Carindale: 8.10am, 8.50, 9.50, 10.50, 11.50, 12.50pm, 1.50, 2.45, 3.15, 3.50, 4.20, 4.45, 5.15, 5.50, 6.50

Saturday

Leave Carindale to Gardens: 7.20am, 8.20, 9.20, 10.20, 11.20, 12.20pm, 1.20, 2.20, 3.20, 4.20, 5.20

Leave Carindale to Fortitude Valley (Warner Street): 7.50am, 8.50, 9.50, 10.50, 11.50, 12.50pm, 1.50, 2.50, 3.50, 4.50

Leave Gardens to Carindale: 8.15am, 9.15, 10.15, 11.15, 12.15pm, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15

Leave Fortitude Valley (Warner Street) to Carindale: 8.50am, 9.50, 10.50, 11.50, 12.50pm, 1.50, 2.50, 3.50, 4.50, 5.50

Sunday and Public Holidays

Leave Carindale to Gardens: 8.00am, 9.30, 11.00, 2.00pm, 3.30, 5.50

Leave Gardens to Carindale: 8.45am, 10.15, 11.45, 2.45pm, 4.15, 5.45

E Leave Elizabeth Street and George Street via Elizabeth Street, Edward Street, Alice Street then express to stop 18 Cornwall Street then usual route 202 to Carindale via South East Expressway

F Full fare but prepaid concession fare tickets can be used except off peak services

S During school terms service departs Corner Creek and Meadowland Road at

8.07am travelling via Meadowland Road and Bedivere Street to Carindale

X Travels express between stop 19 Juliette Street and City (Elizabeth Street) then usual route 202 to City Gardens via South East Freeway

Route 202

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, (Cordelia Street), Ernest Street, Gladstone Road, Dorchester Street, Stephens Road, Annerley Road, Cornwall Street, (Logan Street, Juliette Street, Emperor Street), Upper Cornwall Street, Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Spica Street, Chatsworth Road, Samuel Street, McGahan Street, Chataway Street, Gallipoli Road, Donnington Street, Winstanley Street, Carindale Street to Carindale Shopping Centre

Route 203

Leave Fortitude Valley, Warner Street, Ann Street, (Wickham Street), Queen Street, Creek Street, (Edward Street), Adelaide Street, North Quay, Victoria Bridge, Melbourne Street, Merivale Street, (Cordelia Street), Vulture Street, Stanley Street, Jurgens Street, Balaclava Street, Ipswich Road, O'Keefe Street, Logan Road, Old Cleveland Road, Leicester Street, Newman Avenue, Boundary Road, (Martha Street), Prout Street, Brooks Street, Abbott Street, Burn Street, Samuel Street, Jones Road, Old Cleveland Road, Gallipoli Road, Winstanley Street, Summerville Street, Buzzacott Street, (Buckley Street), Winstanley Street, Carindale Street to Carindale Shopping Centre

In December 2000 there was only a slight change to route 203 service it did travel via Jones Road, Old Cleveland Road, Gallipoli Road was changed to travel via Jones Road Osterley Road, Birdwood Road, Winstanley Street, Gallipoli Road, Chataway Street, Summerville Street. The timetable times of departure and arrival stayed the same.

On 27 May 2002 the express bus services on route 202 were now given their own route number 208. We now had route 202 Carindale to Gardens, route 203 Carindale to Fortitude Valley Warner Street and route 208 Carindale to Gardens Express. The timetable is as follows

Carindale - Gardens or Fortitude Valley

Monday - Friday

Leave Carindale to Gardens: 5.45am, 6.30, 6.55, 7.07EF, 7.25, 7.40EF, 7.58EF, 8.00, 8.10EF, 8.40, 9.00, 9.25, 10.15, 11.55, 12.17pm, 1.17, 2.17, 3.19, 4.17, 5.22, 6.20

Leave Carindale to Fortitude Valley (Warner Street): 6.10am, 6.37, 7.00, 7.30,

8.15S, 9.05, 9.47, 10.47, 11.47, 12.47pm, 1.47, 2.47, 3.49, 4.59, 5.55

Leave Gardens to Carindale: 7.50am, 8.30, 9.25, 10.20, 11.15, 12.15pm, 1.15, 2.15, 3.10, 3.35, 4.05, 4.30FX, 4.40, 5.05FX, 5.10, 5.35FX, 5.50, 6.15, 7.10

Leave Fortitude Valley (Warner Street) to Carindale: 8.10am, 8.50, 9.50, 10.50, 11.50, 12.50pm, 1.50, 2.45, 3.15, 3.52, 4.15, 4.45, 5.15, 5.50, 6.50

Saturday

Leave Carindale to Gardens: 7.20am, 8.20, 9.20, 10.20, 11.20, 12.20pm, 1.20, 2.20, 3.20, 4.20, 5.20

Leave Carindale to Fortitude Valley (Warner Street): 7.50am, 8.55, 9.55, 10.55, 11.55, 12.55pm, 1.57, 2.57, 3.57, 4.57

Leave Gardens to Carindale: 8.15am, 9.15, 10.15, 11.15, 12.15pm, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15

Leave Fortitude Valley (Warner Street) to Carindale: 8.52am, 9.47, 10.47, 11.47, 12.47pm, 1.47, 2.47, 3.47, 4.47, 5.47

Sunday and Public Holidays

Leave Carindale to Gardens: 8.00am, 9.30, 11.00, 2.00pm, 3.30

Leave Gardens to Carindale: 8.45am, 11.15, 11.45, 2.45pm, 4.15

F Full Fare

E Route 208 normal route 202 to stop 19 Juliette Street then express to City (Elizabeth Street) stopping at Buranda Busway Station and usual 202 route to City Gardens

X Leave Elizabeth Street at George Street via Elizabeth Street, Edward Street and Alice Street then express to stop 18 Cornwall Street stopping at Buranda Busway Station then usual route 202 to Carindale

S During school terms service starts at Meadowlands and Creek Roads 8 minutes earlier travelling via Meadowland Road and Bedivere Street to Carindale

Route 202

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, (Cordelia Street), Ernest Street, Gladstone Road, Dorchester Street, Stephens Road, Annerley Road, Cornwall Street, (Logan Street, Juliette Street, Emperor Street), Upper Cornwall Street, Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Spica Street, Chatsworth Road, Samuel Street, McGahan Street, Chataway Street, Gallipoli Road, Donnington Street, Winstanley Street, Carindale Street to Carindale Shopping Centre

Route 203

Leave Fortitude Valley, Warner Street,



Ann Street, (Wickham Street), Queen Street, Creek Street, (Edward Street), Adelaide Street, North Quay, Victoria bridge, Melbourne Street, South East Busway, Stanley Street, Jurgens Street, Balaclava Street, Ipswich Road, O'Keefe Street, Logan Road, Old Cleveland Road, Leicester Street, Newman Avenue, Boundary Road, (Martha Street, Kelsey Street), Prout Street, Brooks Street, Abbott Street, Burn Street, Samuel Street, Jones Street, Osterley Road, Birdwood Road, Winstanley Street, Gallipoli Road, Chataway Street, Summerville Street, Buzzacott Street, Creek Road, (Buckley Street), Winstanley Street, Carindale Street to Carindale Shopping Centre

#### Route 208

Leave Elizabeth Street and George Street, Elizabeth Street, Edward Street, Alice Street, Riverside Expressway, Captain Cook Bridge, Vulture Street Exit, South East Busway, Cornwall Street then as route 202 to Carindale Shopping Centre

In the 28 October 2002 route 203 had the Queen Street portion of the route was discontinued and travelled via Adelaide Street all the way omitting the inbound route via Edward Street and Queen Street and the outbound route via Queen Street and Creek Street. This allowed the services to speed up a little as there was less waiting time at the traffic lights having to turn right into Edward Street and right into Queen Street

The latest timetable effective 29 May 2006 is as follows

#### Carindale - Gardens or Fortitude Valley

##### Monday - Friday

Leave Carindale to Gardens: 6.30am, 6.55, 7.07E, 7.25, 7.40E, 8.00, 8.10E, 8.40, 9.00, 9.25, 10.15, 11.15, 12.17pm, 1.17, 2.17, 3.10, 4.17, 5.22, 6.20

Leave Carindale to Fortitude Valley (Warner Street): 6.10am, 6.37, 7.00, 7.30, 8.15S, 9.05, 9.47, 10.47, 11.47, 12.47pm, 1.47, 2.47, 3.49, 4.59, 5.55

Leave Gardens to Carindale: 7.50am, 8.30, 9.25, 10.20, 11.15, 12.15pm, 1.15, 2.15, 3.10, 3.35, 4.05, 4.30X, 5.05X, 5.10, 5.35X, 5.50, 6.15, 7.10

Leave Fortitude Valley (Warner Street) to Carindale: 8.10am, 8.50, 9.50, 10.50, 11.50, 12.50pm, 1.50, 2.45, 3.15, 3.52, 4.15, 4.45, 5.15, 5.50, 6.50

##### Saturday

Leave Carindale to Gardens: 7.20am, 8.20, 9.20, 10.20, 11.20, 12.20pm, 1.20, 2.20, 3.20, 4.20, 5.20

Leave Carindale to Fortitude Valley (Warner Street): 7.59am, 8.55, 9.55, 10.55, 11.55, 12.55pm, 1.57, 2.57, 3.57, 4.57

Leave Gardens to Carindale: 8.15am, 9.15,

10.15, 11.15, 12.15pm, 1.15, 2.15, 3.15, 4.15, 5.15, 6.15

Leave Fortitude Valley (Warner Street) to Carindale: 8.52am, 9.47, 10.47, 11.47, 12.47pm, 1.47, 2.47, 3.47, 4.47, 5.47

#### Sunday and Public Holidays

Leave Carindale to Gardens: 8.00am, 8.34, 11.04, 2.00pm, 3.34

Leave Gardens to Carindale: 8.45am, 10.15, 11.45, 2.45, 4.15

E Services pick up via route 202 to stop 19 Juliette Street then express to City (Elizabeth Street) stopping at Buranda Busway Station then usual route 202 to City Gardens this is route 208

S During school terms service starts at Meadowlands and Creek Roads 8 minutes earlier travelling via Meadowlands Road and Bedivere Street to Carindale

X Services leave Elizabeth Street at George Street via Elizabeth Street, Edward Street, Alice Street then express to stop 18 Cornwall Street stopping at Buranda Busway Station then usual route 202 to Carindale

#### Route 202

Leave Gardens, Alice Street, William Street, (Elizabeth Street, Edward Street, Alice Street), Victoria Bridge, Melbourne Street, Merivale Street, Ernest Street, Gladstone Street, Dorchester Street, Stephen Road, (Vulture Street, Cordelia Street), Annerley Road, Cornwall Street, (Logan Street, Juliette Street, Emperor Street), Upper Cornwall Street, Chatsworth Road, Eva Street, Satellite Street, Orion Street, Buena Vista Avenue, Spica Street, Chatsworth Road, Samuel Street,

McGahan Street, Chataway Street, Gallipoli Road, Donnington Street, Winstanley Street, Carindale Street to Carindale Shopping Centre

#### Route 203

Leave Fortitude Valley, Warner Street, Ann Street, (Wickham Street), Queen Street, Adelaide Street, North Quay, Victoria Bridge, Melbourne Street, South East Busway, Jurgens Street, Balaclava Street, Ipswich Road, O'Keefe Street, Logan Road, Old Cleveland Road, Leicester Street, Newman Avenue, Boundary Road, (Martha Street), Prout Street, Brooks Street, Abbott Street, Burn Street, Samuel Street, Jones Road, Osterley Road, Birdwood Road, Winstanley Road, Gallipoli Road, Chataway Street, Summerville Street, Buzzacott Street, Creek Road, (Buckley Street), Winstanley Street, Carindale Street to Carindale Shopping Centre

#### Route 208

Leave Elizabeth Street at George Street, Elizabeth Street, Edward Street, Alice Street, Riverside Expressway, Captain Cook Bridge, Vulture Street Exit, South East Busway, Cornwall Street then as route 202 to Carindale

Some of the buses that would of been used on the route over the years. In 1950 - 51 Brisbane City Council had three types of buses, they were the Albion, AEC and Daimler. Most of the AEC and all of the Daimler's were equipped with fluid fly-wheels and self changing gear boxes.

This is a view of how route no 1 has evolved and expanded. There are parts that are missing which if anyone has this information I would be grateful to receive.



# Book Review - *Public Transport Guides - Melton/Bacchus Marsh Train Line Second Edition*

HILAIRE FRASER

Public Transport Guides, of Castlemaine Victoria, have made available to AATTC a copy of their "Public Transport Guide - Melton/Bacchus Marsh Train Line Second Edition" Public Transport Guides are described as "The Street Directory for Public Transport Users. The Melton/Bacchus Marsh Guide shows "Public transport information along the Melton Train Line from Bacchus March to Footscray"

Perhaps you have travelled around a city with a street directory, a network map, a fare guide and a bundle of timetables. The Public Transport Guide combines all these into the one publication.

To use the guide you can turn to a Suburb and Street Index, for example, Braybrook and Ashley St. The index provides the reference 220 p80, 220C D9. This means that Ashley St, Braybrook is served by bus route 220 and street directory styled maps for route 220 are found from page 80, specifically Ashley St is found on map 220C at grid reference D9. Following the maps for route 220, there is a list of suburbs, schools, shopping centres, places of interest and railway stations served by route 220. A map reference is given for each place. Following are the timetables for route 220.

The index only features streets served by public transport and the maps show only cross streets or streets within a short distance from a bus or tram route. All streets, however, are shown in outline form. Connecting bus or tram routes are also shown.

Alternatively if you know the route you require an index of routes is found on page 36. In this directory are bus routes 216, 219, 220, 223, 400, 402,

404, 408, 409, 410, 414, 451, 454, 456, 457, 458, 459, 471, 472, 903, the Bacchus Marsh peak hour service, the Bacchus Marsh off-peak service and the Bacchus Marsh-Blackwood service. Tram route 82 is also detailed, as is the Ballarat/Bacchus Marsh/Melton Train Line. A notable omission is the suburban train timetable from Melbourne City to Footscray and Sunshine.

Public Transport Guides are available for many Melbourne rail lines and regional areas such as Box Hill, Oakleigh, Cheltenham and the Mornington Peninsula as well as Bendigo, Ballarat & Geelong. Guides for the Ferny Grove and Ipswich lines in Brisbane and Canberra are to be available shortly. Guides are planned to be updated every twelve months.

The A5 size, spiral bound 282 page guide AATTC received has a price tag of \$12.95 and postage was \$5.20.

The guide is produced by means of desktop publishing and apart from a colour cover the pages are in black and white. Whilst the timetables are easy to read, the maps would be greatly enhanced by the use of colour, as is the case in the timetables and guides produced by Transit Graphics. The VLine, Tram & Suburban Rail Network maps which appear on pages 8, 9 and 10 use a small print size, which is difficult to read, and overall these maps would be better enlarged to appear over 2 pages.

These guides provide the means of presenting public transport information in a user-friendly form. For the timetable collector each guide can provide a snapshot of a public transport network for a particular place at a particular time.

A possible extension to the concept would be to provide a tourist guide giving maps and timetables for routes to popular tourist destinations.

Guides are available from bookshops, newsagents and post offices in Melbourne and Victorian provincial cities. Also direct from the publishers at 0434 248 152 or at:

<http://publictransportguides.books.officelive.com/default.aspx>

Postscript: In response to an invitation to comment on an advance copy of the above review we received an e-mail as follows: -

*"Thanks for the fine review. I have taken note of your advice regarding the network maps, and will endeavour to fix the problem.*

*The book is indeed created by desktop publishing to keep the costs down. We also do our own distribution and marketing for this reason.*

*I deliberately did not put in the Sunshine / Footscray train services, as these are in the Sydenham Line book.*

*We do have a graphics artist here in Brisbane going through the Ferny Grove book, so you may see some improvements!*

*Regards*

*Gregory*

*Public Transport Guides"*

I commend Public Transport Guides on their initiative and efforts to improve their product. I will have the AATTC copy at our Annual General Meeting and the next Sydney Division meeting for inspection.