



The Times

November 2010

A journal of transport timetable history and analysis

G. S. AND W. RAILWAYS —PITT-STREET TRAMWAY TIME TABLE.—On and after THIS DAY, August 1st, Cars will leave Redfern Station and the Circular Quay, as under, stopping at all streets crossing Pitt-street, except from Goulburn-street to the Station.

FARES, 3d.

Leave Circular Quay.		Leave Redfern Station.	
	a.m.		a.m.
No. 1—at *	6 10	No. 1—at	5.40
No. 2—at *	8 25	No. 2—at	8 5
No. 3—at	9 5	No. 3—at	8 47
No. 4—at *	9 55	No. 4—at	9 29
No. 5—at *	11 45	No. 5—at	9 40
	p.m.	No. 6—at	11.15
No. 6—at	1.0		p.m.
No. 7—at *	1 30	No. 7—at	12 30
No. 8—at	2 15	No. 8—at	1 50
No. 9—at	3	No. 9—at	2 30
No. 10—at *	4 10	No. 10—at	3 37
No. 11—at *	4 40	No. 11—at	4 25
No. 12—at *	5 10	No. 12—at	4 50
No. 13—at *	6 40	No. 13—at	5.25
No. 14—at	8 20	No. 14—at	6 10
Special on Sa-		No. 15—at	6 25
turday only	11 10	No. 16—at	7 55

Those marked * run in connection with the trains

On Sundays—Cars will run as usual to and from the trails: also every alternate half-hour, commencing at 2 p.m., in time for the Manly Beach and Watson's Bay Steamers.

The Car leaves Redfern at 9.40 a.m., will be in time for the Manly Beach and Watson's Bay Steamers. Cars will also be in attendance at the Circular Quay on the arrival of the steamers at 6 p.m., in time for the 7 o'clock train.

JOHN WOODS.

A TRAM CAR will not leave Circular Quay at 8.30 a.m.

Advertisements will be exhibited in Tram Cars at the prices charged for in railway carriages.

For accommodation of passengers from South Sydney and Redfern, a Car will leave Redfern at 2.30 p.m.

Inside: Baal Bone

Pitt St

Kathmandu

Pop's Bus

RRP \$4.95
Incl. GST

The Times

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The Times on-line

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Stopping for sport

JIM WELLS

We are all familiar with the impact major sporting events have on train services. Very often additional services are provided. NSW's CityRail regularly provides special services to Olympic Park for football matches, notably the State of Origin, as well as for concerts, etc.

This is a story about a train service not running because of a sporting event.

The sport is Orienteering, sometimes referred to as Cunning Running. It is sometimes held in suburban areas but, for the more serious events, in country forests. Each competitor receives a map and with the benefit of a compass navigates to controls placed on or near features such as creek junctions, cliffs, etc.

It's a race but competitors start at different times; the winner is the person with the fastest time.

The railway concerned is the Baal Bone colliery line north of Lithgow in NSW. The organisers for a recent Sunday orienteering event asked the colliery not to run any trains on the day concerned; the colliery agreed. What is not known is whether this inconvenienced the colliery. Trains did run on the day before the event. It is understood that trains are scheduled to meet shipping commitments.

Our map, scale approximate, shows the railway curving around from the junction with the Kandos (Mudgee) line – the curves are very sharp so the speed of the trains is low. But the trains are also long – around 40 wagons, so the time taken to pass a point is considerable.

The map also shows the final stages of an easy orienting course; at any event there are many courses ranging from those for the seriously athletic to very easy for kids. About 200 competitors attended this event; major ones can have many more.

On the leg from 6 to 7 the railway has to be crossed.

If a train interfered with the event a chaotic and potentially very dangerous situation would have arisen. Outrunning a train and crossing in front of it would be an absolute no-no but one never knows what an over tired and anxious competitor might do.

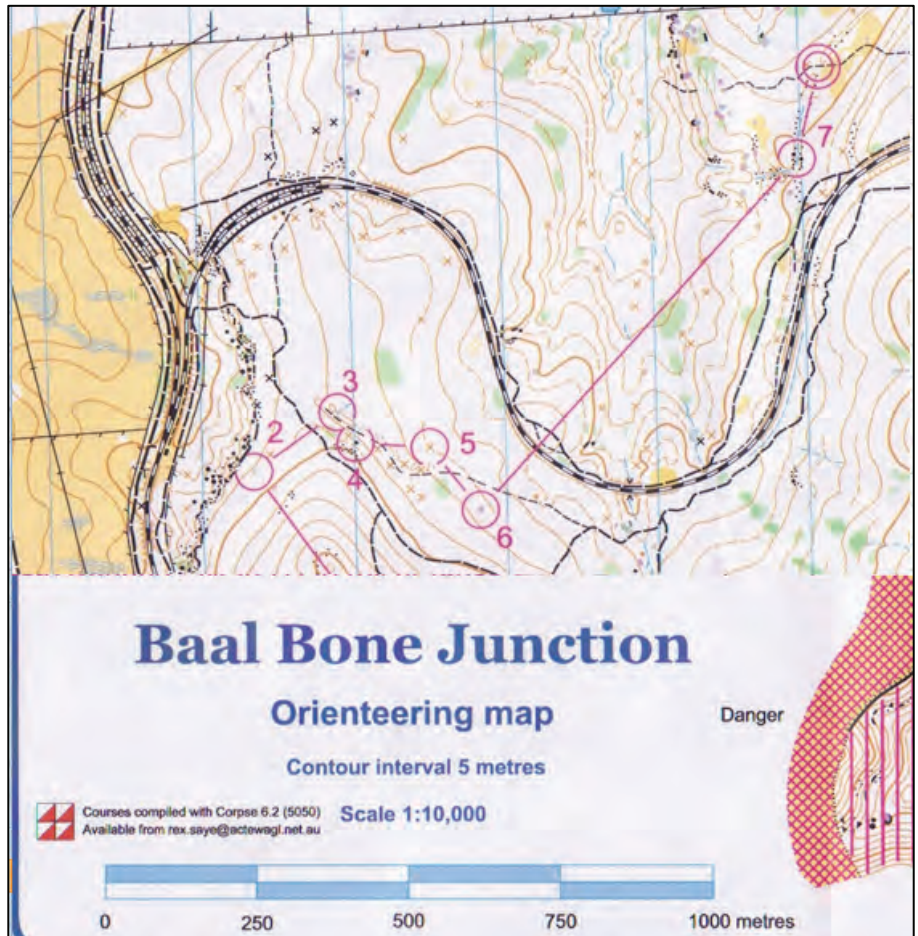
The choice then is to stay still and wait for the train to pass or run towards the rear. This would not be an easy decision for a competitor to make specially if he hasn't a feel for where the end of the train is.

Orienteering took quite a risk in using this area. As can be seen the map is very de-

tailed – most of the little x's represent termite mounds – and is very expensive to produce. To map an area and then find it cannot be used is not good news for orienteering. Events are scheduled months in advance; if a satisfactory arrangement had not been possible with the colliery the event would have had to be cancelled.

PS Does anyone know the history of the Baal Bone colliery line? On the 1:25,000 Cullen Bullen 1972 topo. map it is shown as abandoned. Apparently it was resurrected in 1986.

Editor's note: the most recent Sunday Baal Bone MTP appears below.



TRAIN NO	B873	C877	B897
LENGTH (metres)	850	850	850
DAYS	SUN	SUN	SUN
SCHEDULE	Coal 1	Coal 1	Coal 1
STATUS	T	T	T
OPERATOR	PNC	PNC	PNC
COMMODITY	COALSMT	COALSMT	COALSMT
Wallerawang	arr dep 07:57	13:42	14:25
Baal Bone Jct	arr dep 08:20	14:06	14:48
Baal Bone Colliery	arr dep 08:31	14:11	15:00
Clandulla	arr dep	15:09	
Charbon Colliery	arr dep	15:14	
Kandos	arr dep	15:25	
FORMS OR DESTINATION	TERM	TERM	TERM



Books do furnish a room

IAN JACK, *Timetable commentator for the The Guardian comments again.*

Books do furnish a room' - Anthony Powell, adapting an interior-design thought by William Morris. "Books are a load of crap" - Philip Larkin, adapting nobody, so far as I can tell, other than the sour part of himself..."

Ian Jack certainly felt some ambivalence about his own collection of books:

"Last weekend, 'sorting out my study' as the excuse for my long absences from domestic life goes, I badly wanted to go along with Larkin. I have too many books. I have begun to hate their mess and reprimand ('You haven't read me in a long time,' or even, in the case of Silas Marner, 'You have never read me')."

"Many of them are crap. Don't even argue with the word. Newman's Indian

Bradshaw [a train schedule], the issue of November 1976: how else could it be considered? Crap, crap, crap. Spine flaking, paper of the poorest, unbleached Indian stock: yellow, brittle, flecked with wood chips. Also an unquestionably utilitarian volume, soon surpassed by Newman's Indian Bradshaw, December 1976, and every monthly update of the Indian railway timetable in the 26 years since.

"Astonishing that it has been taking up shelf space in three different houses since the day it came back with me from Delhi, taking up valuable suitcase space (why?), in April 1977.

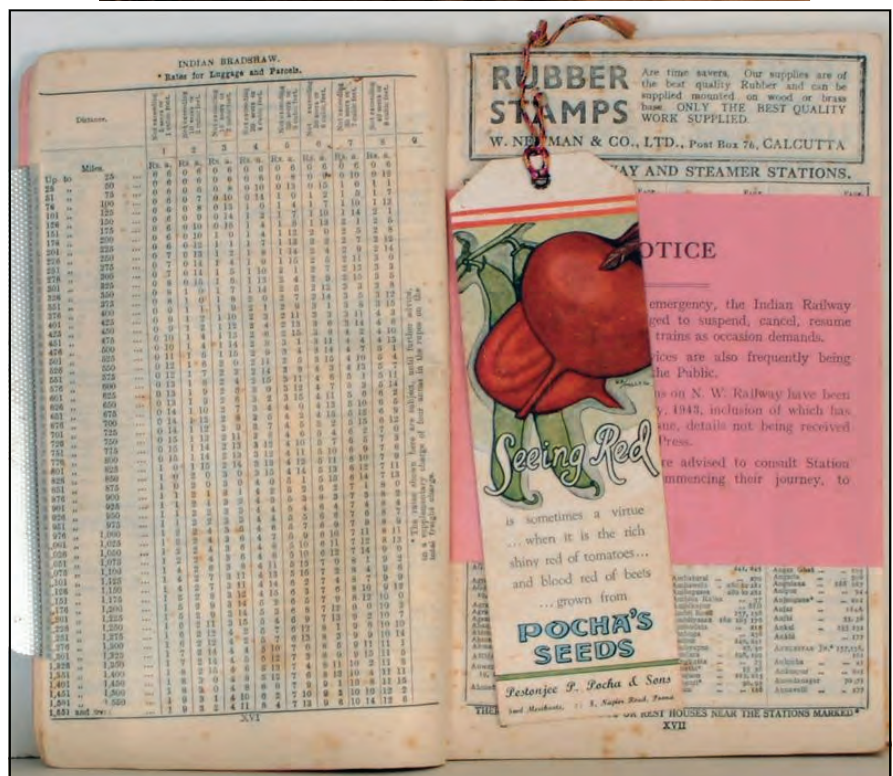
"Into the bin bag; then into the bin. And yet, and yet.

"I opened it. A business card fell out. 'HM Nandkeolyar, Factory Manager, Indian Linoleum Ltd, Budge Budge, nr

Calcutta. Gram: Indoleum.' I must have met him, certainly at the linoleum factory (which I remember looking round) and perhaps initially on a train ('If you want to know about lino., I'm your man. A telegram will always find me-Please take my card').

"I turned a few brittle pages. An interesting book, Newman's Indian Bradshaw. In 1976, they still had steam ferries across the Ganges at Patna; veg and non-veg catering rooms were available at Bandel Junction; the Upper Indian Express took an age to reach Upper India. I remembered being in one of its compartments a few days after the monsoon had broken, sticky with sweat and glad for the rain through the open window.

"I put Newman's back on the shelf."



Early Sydney timetables (2)

DUNCAN MACAUSLAN

THE PITT-STREET TRAMWAY.—The horse railway laid down Pitt-street, between the terminus and the Circular Quay, will be opened for traffic on Monday, the 23rd instant. The passenger cars will start from the Circular Quay at the following hours on week days—6.25 and 9.55 a.m., and 1.40, 4.40, and 6.10 p.m.; and on Sundays at 8.10 a.m., and 4.40 p.m., starting for Circular Quay on the arrival of every train. The fare for the conveyance of each passenger is to be threepence; no charge to be made for children travelling with their parents.

The first article in this series covered the horse omnibus services from 1846 until the companies began in 1870. This one covers the Pitt Street tramway and its replacement omnibus service.

The Pitt Street tramway is well known to Sydney's transport historians for several reasons.

It:

- had its rails laid upside down,
- was Australia's first street tramway opening on 23 December 1861,
- was contracted to private enterprise from September 1862,
- had the first fatality in Isaac Nathan on 15 January 1864,
- was replaced by horse buses from 31 December 1866,
- was so unpopular it prevented further tramway development until 1879.

Most articles on the tramway have concentrated on these matters however, again thanks to the NLA's Trove, some of the original timetables are available.

The first timetable appears on page 5 of the Sydney Morning Herald of 1 December 1861 (above).

Unusually it is in the paper's editorial; later issues were to appear in the advertising columns. Whilst two cars were available this timetable only required one car which stopped wherever it was hailed. Trips from Circular Quay were timed to allow adequate time for passengers to catch their trains which departed about 25 minutes later. This must have proved difficult to achieve because four days later designated stopping places were introduced at Bridge, Hunter, King, Park,

Bathurst and Liverpool Streets.

From then on the tram times were only given by implication below the Great Southern and Western Railways time table:

N.B.-The Tram Cars leave the Circular Quay twenty five minutes before the departure of every Train from Redfern Station, and will leave Redfern Station on the arrival of every Train.

Trams only carried passengers with rail connections.

In December 1862 there were only five trains a day departing Redfern at:

6.45 Parramatta

9.00 Parramatta then Penrith or change for Menangle

2.00 Parramatta

5.00 Parramatta then Penrith or change for Menangle

6.30 Parramatta

So a tram departed Circular Quay at 6.20, 8.35am, 1.35, 4.35 and 6.5pm.

Trains arrived Redfern at 8.47 from Parramatta, 9.55 from Menangle and Penrith, 4.18 from Parramatta, 6.40 from Menangle and Penrith, and 8.47 from Parramatta. Trams would have departed around 9.0, 10.10am, 4.30, 6.50 and 9.0 pm arriving at Circular Quay at 9.15, 10.25am, 4.45, 7.05 and 9.15pm. Thus for most of the day only one tram was required except in the afternoon two trams were needed when one left Circular Quay at 4.35pm whilst the other left Redfern around 4.30pm.

From the first day John Woods, a carrier and contractor, had provided horses to the Colonial Government for the tram service and in September 1862 Woods successfully tendered to operate the whole service.

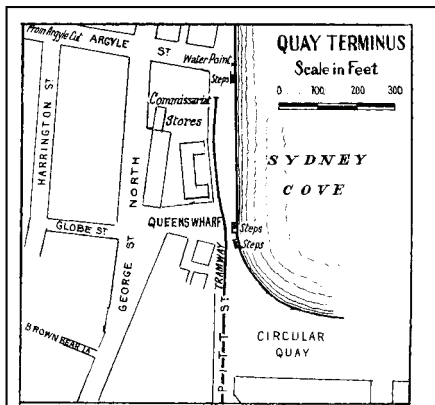
Woods initially continued the timetable that met the train services however his contract allowed him to carry 'chance' passengers, that is travelling between other stops on the line (cover).

From 1 August 1863 the trams were operating more frequently with some journeys not connecting with the trains. Headed Great Southern and Western Railway the timetable still only required one tram until trip 11 from Circular Quay 4.40pm. On Sundays a connection was made with ferries to Manly and Watsons Bay allowing train travellers to make excursions to these resorts. The phrase 'every alternate half-hour commencing at 2pm appears ambiguous until it is interpreted as on the hour from Redfern and on the half hour from Circular Quay. That explains the additional car from Redfern at 2.30pm but not the no 8.30am from Circular Quay.

The timetable from 1 April 1864 is little different to August 1863 but implies that there were separate time cards published – do any still exist? For the first time a variation is noted for Saturdays (then considered a weekday) but the Sunday times are still obscure.

Another, possibly the last tram timetable, was published in June 1866 but effective from 1 October the previous year. It had only minor changes; the Saturday variations were removed and the Sunday service began 5 minutes earlier.

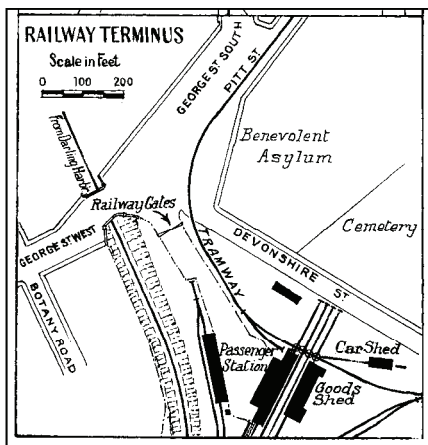
The unpopular tram was replaced by horse buses on 1 January 1867. By now John Woods was in partnership with Shortland as general carriers based at Redfern Station. Their horse buses, under the brand Perseverance, operated on two routes to Redfern. One was the replacement for the tram but with many more journeys; the second ran via George Street. The Pitt Street line needed two buses all day whilst George Street needed two only a couple of



times a day. The first timetable appears effective March 1867.

By May 1867 many more journeys were operated; three buses being needed.

Woods was to increase the service progressively until there were Railway buses every 15 minutes along Pitt Street. After 1871 when Woods and others formed the Sydney United Omnibus Company the Railway service was transferred to that company and its successor the Sydney Tramway and Omnibus Company. Horse buses remained supreme on the western side of the city whilst steam trams were constrained to Elizabeth Street. It wasn't until electric trams appeared in 1899 that the railway bus disappeared in turn to be replaced by diesel buses in 1958.



G. S. AND W. RAILWAYS.— PITT-STREET TRAMWAY TIME TABLE.

—On and after THIS DAY, April 1st, Cars will leave Redfern Station and the Circular Quay as under, stopping at all streets crossing Pitt-street, except from Goulburn-street to the station.

Fares 3d.	
Leave Circular Quay.	Leave Redfern Station.
No. 1 at * 6 10 a.m.	No. 1 at 5 50 a.m.
2 * 8 20	2 8 0
3 9 5	3 8 47
4 * 9 45	4 9 25
5 * 11 25	5 9 35
6 1 0 p.m.	6 11 0
7 * 1 35	7 11 50
8 3 10	8 12 30
9 * 4 5	9 2 43 p.m.
10 * 4 35	10 3 37
11 * 5 5	11 4 50
12 6 50	12 5 25
13 * 6 40	13 6 15
14 * 9 5	14 6 25
	15 8 47

The Car which leaves Redfern at 9 35 a.m. will be in time for the Manly Beach and Watson's Bay steamers. Cars will also be in attendance at the Circular Quay on the arrival of the steamers at 6 p.m. in time for the 7 o'clock train.

No. 6 on Saturdays from Circular Quay, leaves 1.5 p.m.

No. 8 on Saturday, leaves Redfern 12 50 instead of 12 30

No. 9 on Saturday, a.m., leaves Redfern at 2 36.

P.S.—Interding passengers are requested to be at the stopping stations punctually to time.

SUNDAYS.

Leave Circular Quay.	Leave Redfern Station.
No. 1 at * 8 35 a.m.	No. 1 at * 8 15 a.m.
2 * 10 50	2 * 10 30
3 * 1 45	3 * 1 25

And leave Redfern Station at 2.10 p.m., in time for Manly Beach and Watson's Bay steamers, and every alternate half-hour until 8 p.m.

Those marked * run in connection with the trains.

JOHN WOODS.

All Time cards heretofore printed are invalid.



G. S. AND W. RAILWAYS—
The PERSEVERANCE Line of OMNIBUSES—
TIME TABLE for month of March.
 Fares, threepence.

Leave CIRCULAR QUAY.		Leave RAILWAY STATION.	
No.	H. M.	No.	H. M.
1	8.25	1	8.0
2	9.5	2	8.47
3	9.50	3	9.15
4	10.0	4	9.30
5	10.15	5	10.15
6	10.35	6	10.30
7	10.50	7	10.45
8	11.15	8	11.0
9	11.30	9	11.15
10	11.50	10	11.30
11	12.30	11	11.45
12	12.45	12	12.5
13	1.0	13	12.20
14	1.25	14	12.47
15	2.20	15	1.15
16	2.55	16	2.0
17	2.60	17	2.15
18	3.10	18	2.30
19	3.25	19	2.45
20	3.40	20	3.0
21	4.5	21	3.16
22	4.35	22	3.47
23	5.5	23	4.0
24	5.35	24	4.35
25	6.5	25	5.5
26	6.30	26	5.25
27	6.45	27	6.15
28	8.45	28	6.30
		29	8.25

GEORGE-STREET.

Leave BRIDGE-STREET.		Leave RAILWAY STATION.	
No.	H. M.	No.	H. M.
1	9.5	1	8.45
2	9.40	2	9.25
3	11.35	3	9.35
4	1.35	4	12.5
5	4.5	5	1.15
6	4.35	6	3.45
		7	4.0
8	5.50	8	4.40
9	6.5	9	5.10
10	7.10	10	5.25
		11	6.15
		12	6.30
		13	8.25

SUNDAY.

No.	H. M.	No.	H. M.
1	8.35	1	8.15
2	10.45	2	10.30

*Buses which leave Railway Station at 9.35 will be in time for Manly Beach and Watson's Bay steamers.

*Buses will also be at the Circular Quay at 6 p.m., in time for 6.30 train.

*Buses will leave Railway Station 2.5 p.m. Sunday, for Manly Beach and Watson's Bay steamers, and every alternate half-hour till 7 p.m.

After 8 p.m., sixpence.

WOODS, SHORTLAND, and CO.

G. S. AND W. RAILWAYS—
The PERSEVERANCE LINE of OMNIBUSES will run to and from the Railway Station and Circular Quay along Pitt-street as under, until further notice; also along George-street, starting from Bridge-street.

FARES—THREEPENCE.

Leave CIRCULAR QUAY.		Leave RAILWAY STATION.	
No.	H. M.	No.	H. M.
1	8.35	1	8.15
2	9.5	2	8.40
3	9.50	3	9.23
4	10.0	4	9.33
5	10.20	5	10.15
6	10.30	6	10.30
7	10.45	7	10.45
8	11.0	8	11.0
9	11.35	9	11.15
10	11.50	10	11.40
11	12.5	11	12.5
12	12.30	12	12.30
13	12.55	13	1.15 P.M.
14	1.0 P.M.	14	1.25
15	1.35		
16	1.45	15	2.0
17	2.25	16	2.15
18	2.50	17	2.30
19	3.10	18	2.45
20	3.25	19	3.0
21	3.40	20	3.15
22	4.5	21	3.47
23	4.35	22	4.0
24	5.5	23	4.25
25	5.50	24	5.25
26	6.5	25	6.12
27	6.50	26	6.25
28	7.10	27	8.30
29	9.5		

GEORGE-STREET.

Leave BRIDGE-STREET.		Leave RAILWAY STATION.	
No.	H. M.	No.	H. M.
1	9.5	1	8.40
2	9.50	2	9.23
3	12.5	3	9.33
4	1.35	4	12.5
5	2.35	5	3.47
6	4.5	6	4
7	4.35	7	4.25
8	5.5	8	5.25
9	6.50	9	6.12
10	6.5		

SUNDAY.

Leave CIRCULAR QUAY.		Leave RAILWAY STATION.	
No.	H. M.	No.	H. M.
1	8.35	1	8.15
2	10.45	2	10.30

The 'Buses which leave Railway Station 9.33 a.m. will be in time for Manly Beach and Watson's Bay steamers.

*Buses will also be at the Circular Quay at 6 p.m., in time to meet the 6.30 train.

*Buses will leave Railway Station on Sundays 2.5 p.m., in time for Manly Beach and Watson's Bay steamers, and every alternate half-hour till 7 p.m.

Fares, after 8 p.m., sixpence.

WOODS, SHORTLAND, and CO.

New Zealand 19th Century railway timetables available by Victor Isaacs

In the nineteenth century it was fairly common for Australasian newspapers to print local Railway timetables. Sometimes they were placed as advertisements by the various Railways. Sometimes they were inserted by the newspaper as a public service. The practice ceased as Railway networks developed, and therefore the space required for timetables increased. It is especially productive to look for Railway timetables around the dates that new lines were opened in the area served by a newspaper.

(A few newspapers still print summaries of local train departure and arrival times, including the Geelong Advertiser, the Bendigo Advertiser and the Wagga Wagga Daily Advertiser.)

Until now, old newspapers have been mainly available in the State and National Libraries, as microfilm or hard-copy originals. Now, these old train timetables - like every thing else in old newspapers - are likely to become more readily available as digitisation of newspapers by major libraries progresses. However, at this stage, it is mainly major capital city newspapers that have been digitised in Australia (see the National Library of Australia's Trove website at <http://trove.nla.gov.au/newspapers?q=>). The National Library of New Zealand is also digitising old newspapers - see their Papers Past website at <http://paperspast.natlib.govt.nz/cgi-bin/paperspast>

By a very large margin, the best example of Railway timetables in Nineteenth century Australasian newspapers that I have found was in the Otago Daily Times of Dunedin, New Zealand. (The ODT is now the oldest surviving NZ newspaper.) The ODT's timetables are so good because they cover not only, as one would expect, the immediate vicinity of Dunedin, but almost all of the South Island of NZ. In the nineteenth century most NZ railways were in the South Island. It seems the ODT published these every day. The timetables seem to have been changed twice a year. I have found South Island timetables dated 1 December 1876, 1 May 1877, 1 December 1877, 1 May 1878, 7 October 1878 and 1 May 1879. The last one is particularly interesting because it was immediately after the completion of the South Island Main Trunk line, providing continuous communication from Christchurch to Invercargill, and because the SI network was by then quite developed.

In the middle of 1879 the ODT stopped its daily reproduction of Railway timetables. This is hardly surprising, because by then the timetables were occupying nearly two columns of a page. That is, they were taking up almost one sixteenth of the entire four page newspaper. To find these timetables on the Papers Past website, look in the last two columns on page 4 of almost any day of the ODT during this period.

RAILWAYS.											
NEW ZEALAND RAILWAYS.											
TIME TABLE.											
ON AND AFTER 1ST MARCH, 1879.											
DUNEDIN, OAMARU, AND THROUGH SERVICE.											
Miles.	NORTH TRAINS.					SOUTH TRAINS.					
	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	
Dunedin	dep.	5.0									
1 Pelichet Bay
3 Ravensbourne
6 Burkes
5 St. Leonards
7 Glendermid
8 Port Chalmers (upper)
12 Purakanui
17 Waitaki (Blue-skins)
20 Waitaripuku
21 Warrington
23 Omimi
24 Seacliff
26 Puketaraki
28 Merton
32 Waikouaiti
33 Tūmāi
37 Goodwood
41 Palmerston
44 Waihemo
46 Kaitiaki
51 Kartigi
54 Hillgrove
57 Hampden
61 Wainakoroa
65 Herbert
68 Waimotu
69 Maheno
72 Totara
75 Deborah
78 Oamaru
106 Waimate Junc.
120 St. Andrews
131 Timaru
142 Temuka
177 Ashburton
230 Christchurch

DUNEDIN AND PORT CHALMERS LINE												
Miles from	WEEK DAYS.											
	1	3	5	7	9	11	13	15	17	SUNDAYS.		
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	
Dunedin .. dep.	6.10	6.50	10.16	12.25	2.30	5.16	7.0	9.0	9.30	2.30	4.0	
1 Pelichet Bay ..	6.15	6.55	10.20	12.30	2.35	5.20	7.5	9.5	9.35	2.35	4.5	
3 Ravensbourne ..	..	7.2	10.27	12.38	2.42	5.28	..	9.12	..	..	..	..
4 Burke's Brewery ..	..	7.12	10.32	12.43	2.48	5.34	7.20	9.17	..	2.48	4.18	..
5 St. Leonards ..	..	7.16	..	12.47	..	..	..	9.20	..	..	..	..
7 Glendermid ..	6.40	7.21	..	12.55	..	5.45	7.28	9.28	..	..	..	..
8 Port Chalmers arr.	6.45	7.25	10.45	1.10	3.0	5.50	7.38	9.30	10.5	3.5	4.30	..

Miles from	WEEK DAYS.											
	2	4	6	8	10	12	14	16	18	SUNDAYS.		
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	p.m.	
Port Chalmers dep.	6.55	..	8.40	11.0	1.25	3.50	6.0	7.45	9.40	10.10	3.15	5.0
1 Glendermid ..	..	..	..	..	..	3.58	..	..	..	..	..	..
3 St. Leonards ..	..	..	..	..	..	..	..	..	..	..	..	..
4 Burke's Brewery ..	..	..	8.57	..	..	..	..	..	..	..	..	..
6 Ravensbourne ..	7.18	8.35	9.2	..	..	4.9	..	..	..	..	..	..
7 Pelichet Bay ..	7.23	8.40	9.10	11.30	1.50	4.18	6.30	8.15	10.5	10.40	3.40	5.30
8 Dunedin .. arr.	7.28	8.45	9.15	11.35	1.55	4.20	6.35	8.20	10.10	10.45	3.45	5.35

* Trains stop to pick up or put down passengers if necessary. Stops at all stations on Saturdays. Will not run on Saturdays.

Pop's bus: Hurstville to Carss Park

JIM O'NEIL with assistance from FRANK GOLDTHORPE

I've mentioned in past articles in The Times that during the early sixties, I collected timetables in the Hurstville area - rather remote from my home on the lower North Shore. One bus service for which I was unsuccessful was Jamieson's, known to its riders as "Pop's Bus", whose bonneted bus, m/o 100 can still be seen in the Bus Museum today (page 2). I never found out where Jamieson's depot was located, and even though I rode m/o 100 back to Hurstville, I didn't manage to get a timetable for it. Frank Goldthorpe, who lived in the area also found it difficult to get a timetable. However, Frank has managed to get a photocopy of the timetable inside m/o 100 and made it available through the distribution service.

This is the first item in my discussion this month (below and page 10 upper), and while the timetable has no date, it was in force in about 1950. The original was printed on A3 size paper, and though I have photocopied it here in two A4 pages it should be read continuously down the two pages. Jamieson operated three routes in 1950: the 109, which ran from Hurstville to Carss Park via Park Road, as well as a short run to George and West Streets,

which ran along different streets to the Carss Park route (see map on page 9). [

The route 197 followed the main route 109 as far as Park Rd, and then turned north to Carlton and Kogarah, while the route 228 went to Carss Park via Conway Road. You won't find Conway Road in a modern street directory, as it was incorporated into Woniora Road in the late sixties. It is shown on the map I've adapted from the early sixties edition of Collins Sydney Street Directory, though the south end of Woniora Road had already been moved westwards - to make room for Blakehurst High, Frank says. The deviation takes Woniora Road up a small hill and back down again, while the High School occupies the lower ground through which Woniora Road once reached Foster Road.

Numbers appear in the timetable before each bus departing from Hurstville, however these are not shift numbers, but indicate the buses' destination. Number 1, service to Park Road (the first timing point), is found only in the late evenings, starting a bit earlier at the weekends, and number two, to Carlton Station (the second timing point) is found only during the peak

hours, and for the commuters travelling to and from the city, not for schoolchildren. The majority of the services ran through to the ultimate destinations. Outbound from Hurstville, the timetable gives only one column for arrivals at Carss Park, but on the inbound timetable there are two separate columns, so intending passengers can see strait away whether the bus travels past their stop.

During the weekday off-peak period, there were two departures per hour to Carss Park via Conway Road, at 23 and 53 minutes after the hour, two for Kogarah, at ten and 40 minutes past, and a fifth departure at six minutes past the hour to Carss Park via Park Road. Frank tells me that these odd times were necessary, because two other bus services ran down Woniora Road. The routes 74 and 106 left Hurstville regularly on the hour, half hour and quarter hours, and turned right at Connells Point Road, as did the route 114, which ran across Tom Ugly's Bridge. The routes 109 and 197 ran as far as Blakesley Road, where they turned left and the 228 went strait through. My earliest timetable for the 114 shows the buses usually departed Hurstville at 5, 21, 35 and 51 minutes past the hour.

BUS TIMETABLE											
Hurstville to Carlton and Kogarah Stations, Route 197. Hurstville to Carss Park via Conway Road, Route 228. Hurstville to George and West Streets. Hurstville to Carss Park via Park Road, Route 109. All previous timetables cancelled.											
Jamieson Bus Services Pty. Ltd., Prop.											
DESTINATIONS FROM HURSTVILLE ARE AS FOLLOW:											
1 - Park and Planthurst Roads. 2 - Carlton Station. 3 - Kogarah Station 4 - Carss Park via Conway Road 5 - Carss Park via Park Road											
MONDAYS TO FRIDAYS											
From Hurstville					To Hurstville						
Dep. Hurstville	Dep. Park Rd.	Arrive Carlton	Dep. Carlton	Arrive Kogarah	Arrive Carss Pk.	Dep. Kogarah	Dep. Carlton	Via Park Road Dep. Carss Park	Via Conway Rd. Dep. Carss Park	Dep. Park Road	Arrive H'ville
5. 8.25	8.33	8.55	9.05	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35
6. 8.40	8.50	9.15	9.25	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55
7. 8.55	9.05	9.30	9.40	9.60	9.70	9.80	9.90	10.00	10.10	10.20	10.30
8. 9.10	9.20	9.45	9.55	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25
9. 9.25	9.35	9.60	9.70	9.90	10.00	10.10	10.20	10.30	10.40	10.50	11.00
10. 9.40	9.50	10.15	10.25	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55
11. 9.55	10.05	10.30	10.40	10.60	10.70	10.80	10.90	11.00	11.10	11.20	11.30
12. 10.10	10.20	10.45	10.55	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25
13. 10.25	10.35	10.60	10.70	10.90	11.00	11.10	11.20	11.30	11.40	11.50	12.00
14. 10.40	10.50	11.15	11.25	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55
15. 10.55	11.05	11.30	11.40	11.60	11.70	11.80	11.90	12.00	12.10	12.20	12.30
16. 11.10	11.20	11.45	11.55	12.15	12.25	12.35	12.45	12.55	1.05	1.15	1.25
17. 11.25	11.35	11.60	11.70	11.90	12.00	12.10	12.20	12.30	12.40	12.50	1.00
18. 11.40	11.50	12.15	12.25	12.45	12.55	1.05	1.15	1.25	1.35	1.45	1.55
19. 11.55	12.05	12.30	12.40	12.60	12.70	12.80	12.90	1.00	1.10	1.20	1.30
20. 12.10	12.20	12.45	12.55	1.15	1.25	1.35	1.45	1.55	2.05	2.15	2.25
21. 12.25	12.35	1.00	1.10	1.30	1.40	1.50	1.60	1.70	1.80	1.90	2.00
22. 12.40	12.50	1.15	1.25	1.45	1.55	1.65	1.75	1.85	1.95	2.05	2.15

DESTINATIONS FROM HURSTVILLE ARE AS FOLLOW:											
1 - Park and Planthurst Roads. 2 - Carlton Station. 3 - Kogarah Station 4 - Carss Park via Conway Road 5 - Carss Park via Park Road											
SATURDAYS											
From Hurstville					To Hurstville						
Dep. Hurstville	Dep. Park Rd.	Arrive Carlton	Dep. Carlton	Arrive Kogarah	Arrive Carss Pk.	Dep. Kogarah	Dep. Carlton	Via Park Road Dep. Carss Pk.	Via Conway Rd. Dep. Carss Pk.	Dep. Park Road	Arrive H'ville
5. 8.25	8.33	8.55	9.05	9.25	9.35	9.45	9.55	10.05	10.15	10.25	10.35
6. 8.40	8.50	9.15	9.25	9.45	9.55	10.05	10.15	10.25	10.35	10.45	10.55
7. 8.55	9.05	9.30	9.40	9.60	9.70	9.80	9.90	10.00	10.10	10.20	10.30
8. 9.10	9.20	9.45	9.55	10.15	10.25	10.35	10.45	10.55	11.05	11.15	11.25
9. 9.25	9.35	9.60	9.70	9.90	10.00	10.10	10.20	10.30	10.40	10.50	11.00
10. 9.40	9.50	10.15	10.25	10.45	10.55	11.05	11.15	11.25	11.35	11.45	11.55
11. 9.55	10.05	10.30	10.40	10.60	10.70	10.80	10.90	11.00	11.10	11.20	11.30
12. 10.10	10.20	10.45	10.55	11.15	11.25	11.35	11.45	11.55	12.05	12.15	12.25
13. 10.25	10.35	10.60	10.70	10.90	11.00	11.10	11.20	11.30	11.40	11.50	12.00
14. 10.40	10.50	11.15	11.25	11.45	11.55	12.05	12.15	12.25	12.35	12.45	12.55
15. 10.55	11.05	11.30	11.40	11.60	11.70	11.80	11.90	12.00	12.10	12.20	12.30
16. 11.10	11.20	11.45	11.55	12.15	12.25	12.35	12.45	12.55	1.05	1.15	1.25
17. 11.25	11.35	11.60	11.70	11.90	12.00	12.10	12.20	12.30	12.40	12.50	1.00
18. 11.40	11.50	12.15	12.25	12.45	12.55	1.05	1.15	1.25	1.35	1.45	1.55
19. 11.55	12.05	12.30	12.40	12.60	12.70	12.80	12.90	1.00	1.10	1.20	1.30
20. 12.10	12.20	12.45	12.55	1.15	1.25	1.35	1.45	1.55	2.05	2.15	2.25
21. 12.25	12.35	1.00	1.10	1.30	1.40	1.50	1.60	1.70	1.80	1.90	2.00
22. 12.40	12.50	1.15	1.25	1.45	1.55	1.65	1.75	1.85	1.95	2.05	2.15

HURSTVILLE TO GEORGE & WEST STREETS									
From Hurstville					To Hurstville				
Monday to Friday	Saturday	Sunday	Holidays	Time	Monday to Friday	Saturday	Sunday	Holidays	Time
8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30
8.54	9.04	9.14	9.24	9.34	9.44	9.54	10.04	10.14	10.24
9.28	9.38	9.48	9.58	10.08	10.18	10.28	10.38	10.48	10.58
9.56	10.06	10.16	10.26	10.36	10.46	10.56	11.06	11.16	11.26
10.24	10.34	10.44	10.54	11.04	11.14	11.24	11.34	11.44	11.54
10.52	11.02	11.12	11.22	11.32	11.42	11.52	12.02	12.12	12.22
11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50
11.48	11.58	12.08	12.18	12.28	12.38	12.48	12.58	1.08	1.18
12.16	12.26	12.36	12.46	12.56	1.06	1.16	1.26	1.36	1.46
12.44	12.54	1.04	1.14	1.24	1.34	1.44	1.54	2.04	2.14
1.12	1.22	1.32	1.42	1.52	2.02	2.12	2.22	2.32	2.42
1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10
2.08	2.18	2.28	2.38	2.48	2.58	3.08	3.18	3.28	3.38
2.36	2.46	2.56	3.06	3.16	3.26	3.36	3.46	3.56	4.06
3.04	3.14	3.24	3.34	3.44	3.54	4.04	4.14	4.24	4.34
3.32	3.42	3.52	4.02	4.12	4.22	4.32	4.42	4.52	5.02
4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30
4.28	4.38	4.48	4.58	5.08	5.18	5.28	5.38	5.48	5.58
4.56	5.06	5.16	5.26	5.36	5.46	5.56	6.06	6.16	6.26
5.24	5.34	5.44	5.54	6.04	6.14	6.24	6.34	6.44	6.54
5.52	6.02	6.12	6.22	6.32	6.42	6.52	7.02	7.12	7.22
6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50
6.48	6.58	7.08	7.18	7.28	7.38	7.48	7.58	8.08	8.18
7.16	7.26	7.36	7.46	7.56	8.06	8.16	8.26	8.36	8.46
7.44	7.54	8.04	8.14	8.24	8.34	8.44	8.54	9.04	9.14
8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22	9.32	9.42
8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10
9.08	9.18	9.28	9.38	9.48	9.58	10.08	10.18	10.28	10.38
9.36	9.46	9.56	10.06	10.16	10.26	10.36	10.46	10.56	11.06
10.04	10.14	10.24	10.34	10.44	10.54	11.04	11.14	11.24	11.34
10.32	10.42	10.52	11.02	11.12	11.22	11.32	11.42	11.52	12.02
11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30
11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38	12.48	12.58
11.56	12.06	12.16	12.26	12.36	12.46	12.56	1.06	1.16	1.26
12.24	12.34	12.44	12.54	1.04	1.14	1.24	1.34	1.44	1.54
12.52	1.02	1.12	1.22	1.32	1.42	1.52	2.02	2.12	2.22
1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50
1.48	1.58	2.08	2.18	2.28	2.38	2.48	2.58	3.08	3.18
2.16	2.26	2.36	2.46	2.56	3.06	3.16	3.26	3.36	3.46
2.44	2.54	3.04	3.14	3.24	3.34	3.44	3.54	4.04	4.14
3.12	3.22	3.32	3.42	3.52	4.02	4.12	4.22	4.32	4.42
3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10
4.08	4.18	4.28	4.38	4.48	4.58	5.08	5.18	5.28	5.38
4.36	4.46	4.56	5.06	5.16	5.26	5.36	5.46	5.56	6.06
5.04	5.14	5.24	5.34	5.44	5.54	6.04	6.14	6.24	6.34
5.32	5.42	5.52	6.02	6.12	6.22	6.32	6.42	6.52	7.02
6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30
6.28	6.38	6.48	6.58	7.08	7.18	7.28	7.38	7.48	7.58
6.56	7.06	7.16	7.26	7.36	7.46	7.56	8.06	8.16	8.26
7.24	7.34	7.44	7.54	8.04	8.14	8.24	8.34	8.44	8.54
7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02	9.12	9.22
8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50
8.48	8.58	9.08	9.18	9.28	9.38	9.48	9.58	10.08	10.18
9.16	9.26	9.36	9.46	9.56	10.06	10.16	10.26	10.36	10.46
9.44	9.54	10.04	10.14	10.24	10.34	10.44	10.54	11.04	11.14
10.12	10.22	10.32	10.42	10.52	11.02	11.12	11.22	11.32	11.42
10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10
11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38
11.36	11.46	11.56	12.06	12.16	12.26	12.36	12.46	12.56	1.06
12.04	12.14	12.24	12.34	12.44	12.54	1.04	1.14	1.24	1.34
12.32	12.42	12.52	1.02	1.12	1.22	1.32	1.42	1.52	2.02
1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30
1.28	1.38	1.48	1.58	2.08	2.18	2.28	2.38	2.48	2.58
1.56	2.06	2.16	2.26	2.36	2.46	2.56	3.06	3.16	3.26
2.24	2.34	2.44	2.54	3.04	3.14	3.24	3.34	3.44	3.54
2.52	2.62	2.72	2.82	2.92	3.02	3.12	3.22	3.32	3.42
3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50
3.48	3.58	4.08	4.18	4.28	4.38	4.48	4.58	5.08	5.18
4.16	4.26	4.36	4.46	4.56	5.06	5.16	5.26	5.36	5.46
4.44	4.54	5.04	5.14	5.24	5.34	5.44	5.54	6.04	6.14
5.12	5.22	5.32	5.42	5.52	6.02	6.12	6.22	6.32	6.42
5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10
6.08	6.18	6.28	6.38	6.48	6.58	7.08	7.18	7.28	7.38
6.36	6.46	6.56	7.06	7.16	7.26	7.36	7.46	7.56	8.06
7.04	7.14	7.24	7.34	7.44	7.54	8.04	8.14	8.24	8.34
7.32	7.42	7.52	8.02	8.12	8.22	8.32	8.42	8.52	9.02
8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30
8.28	8.38	8.48	8.58	9.08	9.18	9.28	9.38	9.48	9.58
8.56	9.06	9.16	9.26	9.36	9.46	9.56	10.06	10.16	10.26
9.24	9.34	9.44	9.54	10.04	10.14	10.24	10.34	10.44	10.54
9.52	10.02	10.12	10.22	10.32	10.42	10.52	11.02	11.12	11.22
10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50
10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18
11.16	11.26	11.36	11.46	11.56	12.06	12.16	12.26	12.36	12.46
11.44	11.54	12.04	12.14	12.24	12.34	12.44	12.54	1.04	1.14
12.12	12.22	12.32	12.42	12.52	1.02	1.12	1.22	1.32	1.42
12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10
1.08	1.18	1.28	1.38	1.48	1.58	2.08	2.18	2.28	2.38
1.36	1.46	1.56	2.06	2.16	2.26	2.36	2.46	2.56	3.06
2.04	2.14	2.24	2.34	2.44	2.54	3.04	3.14	3.24	3.34
2.32	2.42	2.52	3.02	3.12	3.22	3.32	3.42	3.52	4.02
3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30
3.28	3.38	3.48	3.58	4.08	4.18	4.28	4.38	4.48	4.58
3.56	4.06	4.16	4.26	4.36	4.46	4.56	5.06	5.16	5.26
4.24	4.34	4.44	4.54	5.04	5.14	5.24	5.34	5.44	5.54
4.52	5.02	5.12	5.22	5.32	5.42	5.52	6.02	6.12	6.22
5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50
5.48	5.58	6.08	6.18	6.28	6.38	6.48	6.58	7.08	7.18
6.16	6.26	6.36	6.46	6.56	7.06	7.16	7.26	7.36	7.46
6.44	6.54	7.04	7.14	7.24	7.34	7.44	7.54	8.04	8.14
7.12	7.22	7.32	7.42	7.52	8.02	8.12	8.22	8.32	8.42
7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10
8.08	8.18	8.28	8.38	8.48	8.58	9.08	9.18	9.28	9.38
8.36	8.46	8.56	9.06	9.16	9.26	9.36	9.46	9.56	10.06
9.04	9.14	9.24	9.34	9.44	9.54	10.04	10.14	10.24	10.34
9.32	9.42	9.52	10.02	10.12	10.22	10.32	10.42	10.52	11.02
10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30
10.28	10.38	10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58
10.56	11.06	11.16	11.26	11.36	11.46	11.56	12.06	12.16	12.26
11.24	11.34	11.44	11.54	12.04	12.14	12.24	12.34	12.44	12.54
11.52	12.02	12.12	12.22	12.32	12.42	12.52	1.02	1.12	1.22

SUNDAYS AND HOLIDAYS FROM 1st NOVEMBER TO 1st MARCH		DEP. HURSTVILLE	
DEP. CARSS PK.	A.M.	A.M.	A.M.
C.	9:37	C.	9:15
C.	9:57	C.	9:35
C.	10:27	C.	10:15
C.	10:57	C.	10:45
C.	11:27	C.	11:15
C.	11:57	C.	11:45
P.M.		P.M.	
C.	12:40	C.	12:28
P.	1:27	P.	1:15
P.	2:01	P.	1:49
P.	2:40	P.	2:29
P.	3:20	P.	3:00
P.	4:01	P.	3:45
P.	4:40	P.	4:30
		P.	5:15 W.A.B.
		P.	5:40 W.A.B.

SUNDAYS AND HOLIDAYS FROM 1st NOVEMBER TO 1st MARCH		DEP. HURSTVILLE	
DEP. CARSS PK.	A.M.	A.M.	A.M.
C.	9:37	C.	9:15
C.	9:57	C.	9:35
C.	10:27	C.	10:15
C.	10:57	C.	10:45
C.	11:27	C.	11:15
C.	11:57	C.	11:45
P.M.		P.M.	
C.	12:40	C.	12:28
P.	1:27	P.	1:15
P.	2:01	P.	1:49
P.	2:40	P.	2:29
P.	3:20	P.	3:00
P.	4:01	P.	3:45
P.	4:40	P.	4:30
		P.	5:15 W.A.B.
		P.	5:40 W.A.B.

NOTE

SCHOOL CHILDREN'S FARES

From commencement of this Timetable, school children will be charged half the adult fare.

Viz. George and West Sts. to Stn. Hurst. School 4d. Weekly 3/4.

Hurst. side of Conway Rd. and Princes Highway to Blakehurst School 4d. Weekly 3/4.

Hurst. side of Park and Planthurst Rds. to Stn. Carlton School 6d. Weekly 5/-.

TIMETABLE

JAMIESON BUS SERVICE

COMMENCING 20th JULY, 1964
HURSTVILLE TO KOGARAH — ROUTE 197
HURSTVILLE TO CARSS PARK — ROUTE 109

EXPLANATORY NOTES

N.A. via Nielson Ave.

C. via Conway Rd.

P.E. via Nielson Ave., Tanners Ave., Planthurst, Blakesley, Woniara, C. Pk. East, return Hurst. via Pk. Rd. School hols. dep. Kog. 3.43.

W.A.B. To Woids and Blakesley via Rivy Pde., Woids.

P. via Park Rd.

B.W.A. To Blakesley and Woids, return Hurst. via Lower Planthurst, Bellevue, Blakesley, Woniara.

S.M. Summer months only (1st Nov. to 1st March).

C.W. Conway, Woniara Rds.

MONDAYS TO FRIDAYS				SATURDAYS			
TO HURSTVILLE STN.				TO HURSTVILLE FROM CARSS PK. VIA PARK RD.			
DEP. KOGARAH	DEP. CARSS PK.	DEP. PARK PLANTHURST	DEP. WOIDS AV. BLAKESLEY	DEP. CARSS PARK	DEP. PARK & PLANTHURST RDS.	DEP. HURSTVILLE TO CARSS PK. VIA PARK RD.	
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	C.
9:00 N.A.							
	C. 9:10	9:10					
	C. 9:51	9:40					
10:30	C. 10:51	10:42					
11:30	C. 11:51	11:42					
12:30	C. 12:51	12:42					
1:30	C. 1:31	1:22					
3:30	C. 3:31	3:22					
3:30 P.E.	C.W. 4:31	4:22					
4:11							

a little faster? Off peak weekday services ran hourly from Kogarah (still the route 197) at half past the hour and from Carss Park via Conway Road (no longer identified as route 228, but part of route 109) at nine minutes to the hour. Additional buses left Park and Planthurst in most hours at ten past (but not at 12.10.)

A quite different pattern is found leaving Hurstville. Buses for Kogarah at five past the hour, and to Carss Park via Park Road at twenty five to the hour. There is a bus to Carss Park via Conway Road at 8.50 a.m. and one to Park Road at 9.25. I can only explain this pattern on the assumption that Carss Park buses dropped passengers for the Conway Road route on their return journey and extra buses started at Park Road in most hours. On Saturdays only two buses, the 8.43 from Hurstville and the 11.56 from Carss Park, ran via Conway Road, all others using Park Road, while on Sundays and Holidays, on which there was service only between 1 November and 1 March (passengers going to Carss Park or Botany Bay for a day out, perhaps) buses ran via Conway Road in the morning and Park Road in the afternoon. There were no buses to Kogarah at the weekends.

There were still buses to George and West

Streets, but on weekdays only. They started at 6.27, giving service in the morning peak hour, but finished with the 3.20 p.m. bus, providing no evening peak service. Did West Street passengers walk home in the evenings, going down hill, or

did they catch a bus going down Woniara Road, walking home from there? During Christmas School Vacations, the West Street buses ran half an hour earlier. I have no explanation to offer for that.

The next timetable I have is the first I managed to collect myself, in May 1981 (below) It is printed on one side of an A4 page. It gives no indication of when it was in force, or who operated it. My own records indicate it was acquired from Green's Bus Service, at 76 Whitfield Parade, Hurstville Grove (the depot for the Hurstville Red Bus - route 115.) Service to Kogarah is shown only in the morning peak (was there a bus or buses back for school children in the afternoons, or did they take the train to Hurstville?) Peak hour service, apart from the Kogarah runs, did not operate beyond Planthurst, while the off peak service operates in the outward direction hourly to Carss Park via Planthurst at 37 minutes after the hour, with additional buses to Planthurst only at seven minutes past most hours (but not at 12.07).

The Carss Park buses return via Princes Highway and Woniara Road (formerly Conway Road) on weekdays, but return via Planthurst Road on Saturday mornings, when there are no buses past Princes Highway and Woniara Road. Buses still run to George and West Streets, with the journeys, which lasted eight minutes, fitted in between arrivals on the main service at Hurstville and subsequent departures. For example, the 7.20 from Planthurst arrives at Hurstville at 7.30, leaves at the same time for West Street, returning at 7.38, to leave again at 7.40, direct to Planthurst. A single bus can operate all the services on route 109 shown in this timetable, but as I can see

CARSS PARK TO HURSTVILLE						HURSTVILLE TO CARSS PARK						H'VILLE TO GEORGE & WEST STS			
Carss Park	Carss Park	Princes Highway	Woniara	Planthurst	Hurstville	Dep. Hurstville	Hurstville South	Blakesley & Woniara	Planthurst	Carss Park	Dep. Hurstville	George St.	West St.	Hurstville Station	
MONDAYS TO FRIDAYS															
A.M.	-	-	-	6:30	6:32	6:35	6:40	6:55	-	7:00	-	-	-	-	
-	-	-	-	7:00	7:02	7:05	7:10	7:15	-	7:20	-	-	-	-	
-	-	-	-	7:20	7:22	7:25	7:30	7:40	-	7:45	-	7:30	7:34	7:38	
-	-	-	-	7:45	7:47	7:50	7:55	8:05	8:08	8:12	8:14	To Kogarah	8:00	8:04	
-	-	-	-	8:20	8:22	8:25	8:30	8:15	-	8:20	-	8:30	8:32	8:34	
9:10	9:12	9:14	-	9:07	9:10	9:20	9:25	8:35	8:38	8:42	8:44	To Kogarah	8:30	8:34	
9:45	9:47	9:49	-	9:42	9:45	9:54	9:59	10:07	10:10	10:12	10:15	-	9:30	9:32	
-	-	-	-	10:15	10:17	10:20	10:25	10:37	10:40	10:42	10:45	10:50	10:27	10:29	
10:50	10:52	10:54	-	10:56	10:58	11:02	11:07	11:07	11:10	11:12	11:15	-	10:31	10:35	
-	-	-	-	11:15	11:17	11:20	11:25	11:37	11:40	11:42	11:45	11:50	11:27	11:29	
P.M.	11:50	11:52	11:54	-	11:56	11:58	12:02	12:37	12:40	12:42	12:45	12:50	11:29	11:31	
12:50	12:52	12:54	-	12:56	12:58	1:02	1:07	1:07	1:10	1:12	1:15	-	1:29	1:31	
-	-	-	-	1:15	1:17	1:20	1:25	1:37	1:40	1:42	1:45	1:50	1:27	1:29	
1:50	1:52	1:54	-	1:56	1:58	2:02	2:07	2:07	2:10	2:12	2:15	-	2:29	2:31	
-	-	-	-	2:15	2:17	2:20	2:25	2:37	2:40	2:42	2:45	2:50	3:00	3:02	
2:50	2:52	2:54	-	2:56	2:58	3:00	3:05	3:10	3:12	3:14	3:17	-	3:04	3:08	
3:45	3:48	-	-	3:50	3:52	3:55	4:00	4:00	4:02	4:04	4:06	-	-	-	
-	-	-	-	4:06	4:08	-	4:12	4:20	4:22	4:24	4:26	-	-	-	
-	-	-	-	4:30	4:32	-	4:38	4:45	4:47	4:50	4:55	-	-	-	
-	-	-	-	4:55	4:58	-	5:00	5:05	5:07	5:10	5:12	-	-	-	
-	-	-	-	5:15	5:18	-	5:20	5:30	5:32	5:35	5:37	-	-	-	
-	-	-	-	5:40	5:41	-	5:45	5:50	5:52	5:55	5:58	-	-	-	
-	-	-	-	5:59	6:00	-	6:03	6:05	6:07	6:10	6:12	-	-	-	
SATURDAYS															
A.M.	-	-	-	8:05	8:08	8:10	8:15	8:20	-	-	8:25	-	-	-	
-	-	-	-	8:25	8:28	8:30	8:35	8:45	-	-	8:50	8:52	-	-	
8:52	8:54	-	-	9:12	9:14	9:15	9:20	9:07	9:09	9:10	9:12	-	9:27	9:29	
9:50	9:52	-	-	9:54	9:56	10:00	10:05	10:07	10:10	10:12	10:15	-	9:31	9:34	
10:50	10:52	-	-	10:54	10:56	11:00	11:05	10:37	10:40	10:42	10:45	10:50	11:15	11:17	
11:27	11:29	-	-	11:15	11:17	11:20	11:25	11:50	11:54	11:58	11:58	-	11:50	11:52	
-	-	-	-	11:32	11:35	11:38	11:42	-	-	-	-	-	11:53	-	

ROUTE 958: HURSTVILLE TO CARSS PARK		Weekdays												Saturdays											
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm			
by train arrives	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
JURSTVILLE Station	-	8:50	7:25	8:07	8:55	9:40	10:50	12:00	2:10	3:30	4:30	5:10	6:00	6:50	-	-	-	-	-	-	-	-	-	-	
JUTH HURSTVILLE Shops	-	W	W	W	W	W	10:54	12:04	2:14	3:34	4:34	5:14	6:04	6:54	-	-	-	-	-	-	-	-	-	-	
akesley Rd & Woniara Rd	-	8:55	7:30	8:12	9:00	9:45	10:58	12:08	2:18	3:38	4:38	5:18	6:08	6:58	-	-	-	-	-	-	-	-	-	-	
URSS PARK Pool	8:30	7:02	7:42	8:19	9:10	9:59	11:05	12:15	2:25	3:45	4:45	5:25	6:05	6:55	7:45	8:55	9:55	11:05	12:15	1:15	2:15	3:15	4:15	5:15	
akesley Rd & Bellevue Pde	8:35	7:07	7:42	8:24	9:15	9:57	11:10	12:20	2:30	3:50	4:50	5:30	6:10	7:00	8:00	9:00	10:00	11:10	12:20	1:20	2:20	3:20	4:20	5:20	
JUTH HURSTVILLE Shops	8:40	7:12	7:47	8:29	9:20	10:02	11:15	12:25	2:35	3:55	4:55	5:35	6:15	7:05	8:05	9:05	10:05	11:15	12:25	1:25	2:25	3:25	4:25	5:25	
HURSTVILLE Station	8:44	7:16	7:51	8:33	9:26	10:08	11:19	12:29	2:39	3:59	4:59	5:39	6:19	7:09	8:09	9:09	10:09	11:19	12:29	1:29	2:29	3:29	4:29	5:29	
by train departs	8:54	7:24	7:59	8:43	9:33	10:13	11:33	12:33	2:47	3:33	4:43	5:07	5:43	6:23	-	-	-	-	-	-	-	-	-	-	-

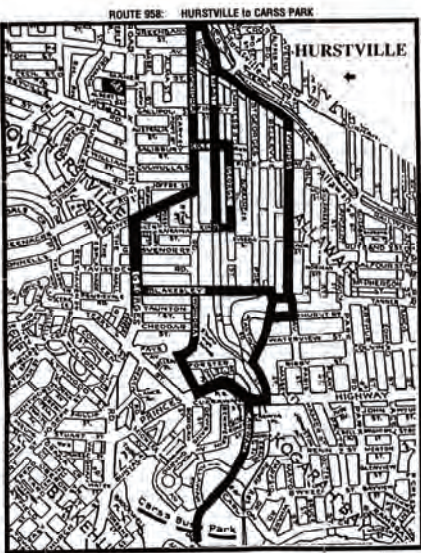
ROUTE 958: HURSTVILLE TO KING STREET LOOP (South Hurstville)		Weekdays												Saturdays										
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	
JURSTVILLE Station	7:15	7:55	8:43	9:30	10:40	11:50	2:00	3:00	3:30	4:20	5:00	5:30	6:20	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
ing St & George St	7:20	8:00	8:48	9:35	10:45	11:55	2:05	3:05	3:35	4:25	5:05	5:35	6:25	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05
HURSTVILLE Station	7:25	8:05	8:53	9:40	10:50	12:00	2:10	3:10	3:40	4:30	5:10	5:40	6:30	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10



ROUTE 959: HURSTVILLE TO BALD FACE		Weekdays																																														
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm										
by train arrives	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
JURSTVILLE Station	-	-	7:00	8:15	7:30	8:45	8:00	9:15	8:30	9:45	9:00	10:15	9:30	10:45	10:00	11:15	10:30	11:45	11:00	12:15	11:30	12:45	12:00	1:15	1:30	2:45	2:00	3:15	2:30	3:45	3:00	4:15	3:30	4:45	4:00	5:15	4:30	5:45	5:00	6:15	5:30	6:45	6:00	7:15				
hillip St & Joseph St	6:25	8:55	7:00	8:24	7:39	8:54	8:09	9:24	8:39	9:54	9:09	10:24	9:39	10:54	10:09	11:24	10:39	11:54	11:09	12:24	11:39	12:54	12:09	1:24	1:39	2:54	2:09	3:24	2:39	3:54	3:09	4:24	3:39	4:54	4:09	5:24	4:39	5:54	5:09	6:24	5:39	6:54	6:09	7:24				
Wentworth Ave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
ALD FACE School	6:30	8:00	7:14	8:29	7:44	8:59	8:14	9:29	8:44	9:59	9:14	10:29	9:44	10:59	10:14	11:29	10:44	11:59	11:14	12:29	11:44	12:59	12:14	1:29	1:44	2:59	2:14	3:29	2:44	3:59	3:14	4:29	3:44	4:59	4:14	5:29	4:44	5:59	5:14	6:29	5:44	6:59	6:14	7:29				
LAKEHURST Shops	6:35	8:05	7:19	8:34	7:49	9:04	8:19	9:34	8:49	10:49	9:19	10:29	9:39	10:49	10:09	11:19	10:29	11:39	10:49	11:59	11:09	12:19	11:29	1:39	1:49	3:04	2:19	3:34	2:49	4:04	3:19	4:34	3:49	5:04	4:19	5:34	4:49	6:04	5:19	6:34	5:49	7:04						
JURSTVILLE Station	6:43	8:15	7:29	8:44	7:59	9:14	8:29	9:44	8:59	10:59	9:29	10:39	9:49	10:59	10:19	11:29	10:39	11:49	11:09	12:19	11:29	1:39	1:49	3:04	2:19	3:34	2:49	4:04	3:19	4:34	3:49	5:04	4:19	5:34	4:49	6:04	5:19	6:34	5:49	7:04	6:19	7:29						
by train departs	6:54	7:24	7:59	8:43	8:03	9:24	8:43	9:43	8:53	10:43	9:13	10:13	9:23	10:33	9:43	10:53	10:03	11:13	10:23	11:33	10:43	11:53	11:03	1:13	1:23	2:33	1:43	3:03	2:13	3:23	2:33	3:53	3:03	4:13	3:23	4:33	3:43	5:03	4:13	5:23	4:33	5:53	5:03	6:13	5:23	6:33	5:43	6:53

Southtrans is pleased to announce that it has taken over the above bus routes effective 29 December 1993. The enclosed timetables will operate until further notice pending a complete review of services in early 1994. Additional services through Blakesley and South Hurstville are provided by Routes 970/971 operating seven days per week including until 10pm Monday - Saturday. If you have any enquiries or suggestions for service improvements please call: SOUTHTRANS on 543 4233 or write to: The Managing Director PO Box 287 BANGOR 223A. EXPLANATIONS: U - Bus returns to Hurstville via Blakesley Road and Woniara Rd direct, not via South Hurstville Shops. S - Bus operates on school days only. V - Bus operates on school holidays only. W - Bus operates from Hurstville via Woods Avenue direct to Blakesley Rd or vice versa.

Saturdays																								
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	
by train arrives	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JURSTVILLE Station	8:10	9:10	10:20	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	
hillip St & Joseph St	8:19	9:19	10:29	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	
Wentworth Ave	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
ALD FACE School	8:24	9:24	10:34	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44	
LAKEHURST Shops	8:29	9:29	10:39	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	
JURSTVILLE Station	8:37	9:37	10:47	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	
by train departs	8:42	9:42	10:52	12:02	1:02	2:02	3:02	4:02	5:02	6:02	7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02	7:02	



no allowance for crib breaks, I think it needed more than one driver.

This 1981 timetable gives no indication where on Planthurst Road the timing point was located. However, the first edition of Sydney by Public Transport, also issued in 1981, shows the route 109 going south from Planthurst along Bellevue Parade, leaving Park Road to Saint's buses operating on the route 113, which I discussed in The Times in August 2000.

My next timetable, (above) is a temporary timetable issued effective 29 December 1993, when South Trans took over the route 958 (the former 109) and the route 959 (formerly the Bald Face section of route 114) which had been previously operated by Carss Park Charter Tours. I got it at the Carss Park depot, though I can no longer recall the precise date when I ob-

tained it, or the address of the depot. The route 958 operated outbound via Blakesley and Woniara Roads to Carss Park and returned via Bellevue Parade and Blakesley Road - no longer operating along Park Road, just as in the 1981 timetable, but with the loop operating in the opposite direction. The map shows that the 958 operated in South Hurstville along King George's Road, passing the South Hurstville Shops, which could have been the route used in 1981, though the maps in the first and second editions of Sydney by Public Transport, dated 1981 and 1982, show the route 109 operating direct down Woniara Road and it is only in the third edition of 1989 that the diversion past South Hurstville shops along King George's Road is shown for the 109.

A single bus could have operated all the

route 958 services, with the short runs to the King Street Loop (the West St loop is now named after the cross street at the end) fitting in between Carss Park services; though the 7.15 service, due to leave one minute before its scheduled arrival from Carss Park, and due in and out again at 7.25, was probably a difficult problem for time keeping. The school days only 8.43 to the King Street loop could have been run by the Carss Park bus, which arrived at 8.33 and didn't leave again until 8.55. However it seems more likely to me that the second bus on the Bald Face service, which ran on school days only and finished up at Hurstville at 8.42, one minute before the King Street bus was due to leave, provided this service.

The off peak buses on both the 958 and 959 run at odd intervals, one hour and ten minutes after the previous service, rather than at clock face intervals. This allowed the two routes to be operated with a single bus, taking twenty nine minutes to Carss Park, and twenty seven to Bald Face, while still allowing for recovery time. It is interesting to note that no extra running time has been allowed for the diversion along Wentworth Avenue on the route 959, so this recovery time would probably have been needed quite often. The route 959 had been formed from the part of route 114 split off from the main section after Holman's South and Western Coachlines had been deregistered for inadequate maintenance of their buses. Carss Park had diverted it up Blakesley Road to cover that part of Woniara Rd no longer covered by the 958, and it needed two buses in the morning peak (but only one ran in school holidays) and a single bus was required in the evening peak, so that Carss Park Charter Tours had needed three buses to operate their timetables.

The 1993 timetable promised a review of services early in 1994. The complex pattern of routes on the former Carss Park services was added to the fact that South Trans now had two routes terminating at Carss Park, and partly overlapping there, this one, the route 958 from Hurstville, and the 121 from Kogarah (which I plan to look at next year.) A new timetable was issued on 26 September 1994, which combined the two Carss Park services under the number 958 (see page 12.) Short workings to West Street are no longer operated, but all 958 buses come into and leave Hurstville over its old route, West, George and King Streets, back to Woniara Road. The northern part of Woniara Road and the South Hurstville shops were left to other South Trans bus routes. Only a few buses, marked A and W, operate via Blakesley and Bellevue - the 11.44 and 1.44 from Hurstville and the 9.40, 11.10 and 4.40 from Kogarah Station.

There are extra buses between Carss Park

ROUTE 958: HURSTVILLE to KOGARAH via CARSS PARK and KOGARAH BAY													Saturdays	
	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
City train arrives	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:24			
HURSTVILLE Station	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:40			
Blakesley Rd & Woniara Rd	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:44			
CARSS PARK Shops	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:48			
KOGARAH BAY (Wyeec St)	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	5:52			
St George Leagues Club	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	-			
KOGARAH Station	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	-			
City train departs	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	-			

ROUTE 958: KOGARAH to HURSTVILLE via KOGARAH BAY and CARSS PARK													Saturdays	
	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
City train arrives	-	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08			
KOGARAH Station	-	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15			
St George Leagues Club	-	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20			
KOGARAH BAY (Wyeec St)	7:35	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25			
CARSS PARK Shops	7:36	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26			
Blakesley Rd & Woniara Rd	7:43	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33			
HURSTVILLE Station	7:48	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38			
City train departs	8:03	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42			

EXPLANATIONS:

- A - Bus operates from Hurstville via normal route until Woniara Rd then diverts via Blakesley Rd, Bellevue Pde, West St, Carver Ave and normal route to Kogarah.
- B - Bus operates from Hurstville via Woids Ave, Blakesley Rd, Woniara Rd and normal route to Kogarah.
- C - On school days only, bus diverts from Woniara Rd via Cheddar, King Georges, Highway, Heath and Terry Streets to Princes Highway then via normal route through Carss Park to Kogarah.
- K - Bus operates via Woniara Rd direct to Hurstville, not via King, George and Cole Sts.
- M - Bus departs from Kogarah Station set down bay (western side of Railway Pde) and operates via Montgomery and South Sts to Princes Highway.
- N - Bus diverts from Kogarah Station via Montgomery and South Sts to Princes Highway.
- S - Bus operates on school days only.
- W - Bus diverts from Carss Park Shops via West St, Bellevue Pde, Blakesley Rd, Woniara Rd then normal route to Hurstville.



CARSS PARK DISTRICT BUS TIMETABLE

Route 958

LINKING :

HURSTVILLE and KOGARAH via Carss Park and Kogarah Bay



FEATURES:

New link between Kogarah, Kogarah Bay and Hurstville regional centre as well as increased peak hour, off-peak, weeknight and Saturday services.

From 26 September 1994

SOUTHTRANS

ACN 003 532 483
 Lot 2, Old Illawarra Road, Menai 2234
 P.O.Box 287, Menai 2234
 Phone: (02) 543 4255 • Fax: (02) 543 4800

What's New From Southtrans?

This timetable introduces an amalgamation of the previous Route 121 Kogarah Bay and Route 958 Carss Park services to provide a new link between Hurstville, Carss Park, Kogarah Bay and Kogarah. Other features of the new timetable include:

- New early morning service to Kogarah Station.
- Services now run half hourly all day on weekdays and hourly all day Saturdays.
- Southtrans has reintroduced the quarter hourly evening peak service between Kogarah Station and Carss Park, making bus travel far more convenient than worrying about parking your car at the station.
- Weeknight services are extended until 7.30pm with additional trips on Thursday nights.
- Leave role that Route 958 buses normally do not serve Bellevue Parade and West Street (at the Princes Highway end) to serve selected shoppers trips, marked 'A' or 'W' in the timetable, continue to serve this area.

GENERAL INFORMATION

Fares: If paying by cash please tender the correct fare and be ready to pay on entry in order to avoid unnecessary delays. You can save 10% on your fare by paying with a Southtrans FARESAVER card. Faresaver is available seven days a week, has no expiry date and is transferrable. Ask your driver for details.

Concession Fares: Concession fare passes must be shown to the driver when boarding or full fare will be charged. Children travelling at half fare or on school buses must not occupy a seat whilst adults are standing. Children 15 years and over are required to pay full fare unless travelling to or from school. Proof of age may be required.

Our Ideas: We are keen to hear of any suggestions you have for improved services or comments on any aspect of Southtrans operations. Please write to: The Managing Director, Southtrans, PO Box 287 Menai 2234.

Phone (02) 543 4255, Fax (02) 543 4800
 Timetable design by Hunter Transport Consulting

ROUTE 958: HURSTVILLE to KOGARAH via CARSS PARK and KOGARAH BAY													Weekdays						
	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm					
City train arrives	-	6:37	-	7:09	-	7:34	-	8:09	8:39	9:03	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39
HURSTVILLE Station	-	6:44B	-	7:13	-	7:44	-	8:14	8:44	9:14	9:44	10:14	10:44	11:14	11:44A	12:14	12:44	1:14	1:44A
Blakesley Rd & Woniara Rd	-	6:48	-	7:17	-	7:48	-	8:18	8:48	9:18	9:48	10:18	10:48	11:18	11:48	12:18	12:48	1:18	1:48
CARSS PARK Shops	6:29	6:52	7:07	7:21	7:37	7:52	8:07	8:22	8:52	9:22	9:52	10:22	10:52	11:22	11:52	12:22	12:52	1:22	1:52
KOGARAH BAY (Wyeec St)	6:33	6:56	7:11	7:25	7:41	7:56	8:11	8:26	8:56	9:26	9:56	10:26	10:56	11:26	11:56	12:26	12:56	1:26	1:56
St George Leagues Club	6:38	7:01	7:16	7:30	7:46	8:01	8:16	8:31	9:01	9:31	10:01	10:31	11:01	11:31	12:01	12:31	1:01	1:31	2:01
KOGARAH Station	6:44	7:07	7:23	7:38	7:54	8:09	8:24	8:40	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	1:07	1:37	2:07
City train departs	6:50	7:13	7:28	7:43	8:01	8:13	8:28	8:46	9:16	9:46	10:16	10:46	11:16	11:46	12:16	12:46	1:16	1:46	2:16

Weeknights													Thursdays only		
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
City train arrives	2:09	2:39	3:05	3:19	3:39	4:04	4:34	-	5:04	-	5:24	-	6:07	6:43	7:19
HURSTVILLE Station	2:14	2:44	3:14	3:30	3:50	4:14	4:40	-	5:10	-	5:40	-	6:12	6:48	7:30
Blakesley Rd & Woniara Rd	2:18	2:48	3:18	3:39	3:54	4:18	4:44	-	5:14	-	5:44	-	6:15	6:51	7:33
CARSS PARK Shops	2:22	2:52	3:20C	3:43	3:58	4:22	4:48	5:05	5:18	5:35	5:48	6:05	6:19	6:55	7:37
KOGARAH BAY (Wyeec St)	2:26	2:56	3:24	3:47	4:02	4:26	4:52	5:09	5:22	5:39	5:52	6:09	6:22	6:58	7:40
St George Leagues Club	2:31	3:01	3:29	3:52	4:07	4:31	4:57	5:14	5:27	5:44	5:57	6:14	6:27	7:02	7:44
KOGARAH Station	2:37	3:09	3:46	3:58	4:13	4:37	5:03	5:20	5:33	5:50	6:03	6:20	6:33	7:08	7:50
City train departs	2:46	3:16	3:52	4:04	4:19	4:49	5:13	5:25	5:42	6:02	6:15	6:36	6:46	7:16	8:08

ROUTE 958: KOGARAH to HURSTVILLE via KOGARAH BAY and CARSS PARK													Weekdays						
	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm					
City train arrives	-	6:29	7:10	7:10	7:30	7:47	8:05	8:20	8:35	8:59	9:35	10:05	10:35	11:05	11:35	12:05	12:35	1:05	1:35
KOGARAH Station	-	6:47	7:15	7:25	7:40	7:56	8:10M	8:25M	8:43	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40
St George Leagues Club	-	6:52	7:20	7:30	7:45	8:01	8:17	8:32	8:48	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45
KOGARAH BAY (Wyeec St)	6:27	6:57	7:25	7:41	7:50	8:11	8:22	8:37	8:53	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50
CARSS PARK Shops	6:31	7:01	7:29	7:37	7:54	8:07	8:26	8:41	8:57	9:24	9:54M	10:24	10:54	11:24M	11:54	12:24	12:54	1:24	1:54
Blakesley Rd & Woniara Rd	6:35	7:05	7:33	-	7:58	-	8:30	-	9:01	9:28	9:58M	10:28	10:58	11:28M	11:58	12:28	12:58	1:28	1:58
HURSTVILLE Station	6:40	7:10	7:40	-	8:05	-	8:37	-	9:10	9:33	10:03	10:33	11:03	11:33	12:03	12:33	1:03	1:33	2:03
City train departs	6:46	7:16	7:46	-	8:09	-	8:43	-	9:16	9:43	10:13	10:43	11:13	11:43	12:13	12:43	1:13	1:43	2:13

Weeknights													Thursdays only			
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm		
City train arrives	2:05	2:35	3:09	3:45	4:07	4:36	4:51	5:06	5:21	5:36	5:51	6:03	6:19	6:33	7:05	7:45
KOGARAH Station	2:10	2:40	3:16N	3:49	4:12	4:40	4:55	5:10	5:25	5:40	5:55	6:10	6:25	6:38	7:10	7:52
St George Leagues Club	2:15	2:45	3:26	3:54	4:17	4:45	5:00	5:15	5:30	5:45	6:00	6:15	6:30	6:43	7:15	7:57
KOGARAH BAY (Wyeec St)	2:20	2:50	3:31	3:59	4:22	4:50	5:09	5:20	5:39	5:50	6:09	6:20	6:34	6:48	7:19	8:01
CARSS PARK Shops	2:24	2:54	3:35	4:03	4:26	4:54M	5:05	5:24	5:35	5:54	6:05	6:24	6:37	6:52	7:22	8:04
Blakesley Rd & Woniara Rd	2:28	2:58	3:39	4:07K	4:30	4:58M	-	5:28	-	5:58	-	6:41	-	-	-	-
HURSTVILLE Station	2:33	3:05	3:47	4:12	4:35	5:03	-	5:33	-	6:03	-	6:45	-	-	-	-
City train departs	2:43	3:13	3:54	4:16	4:46	5:10	-	5:46	-	6:11	-	6:59	-	-	-	-

EXPLANATIONS: See overleaf.



and Kogarah only, during both peak hours, while the service from Hurstville to Kogarah runs every half hour (but not at regular clock face times!) on weekdays and every hour on Saturdays, with service now oper-

ating on Saturday afternoons. The review of South Trans services in this area has not only simplified the routes, but also increased the service provided, except around Planthurst Road and Bellevue Pa-

rade, where there is only a limited service provided if you don't want to walk to Carss Park shops, Woniara Road – or even Park Road.

START OF DAYLIGHT SAVING: ADJUSTMENT OF CLOCKS

At 0200 hours (2.00 am) on Sunday, 3 October 2010, daylight saving commences and it is necessary for all RailCorp clocks to be advanced one hour as soon as practicable after 0200 hours (2.00 am).

That is, a clock at 0200 hours (2.00 am) EST (eastern standard time) needs to be advanced one hour to show 0300 hours (3.00 am) EDST (eastern daylight saving time).



Mechanical, battery-operated and synchronous electric clocks

All clocks, other than impulse clocks and synchronous clocks that cannot be adjusted without being removed from the wall, shall be advanced one hour by the officers normally responsible for correcting the time of the clocks.

Note: clocks numbered SSR1-2, etc. must *only* be advanced in the direction of the arrow marked on the clock case. Considerable damage can be done to this type of clock movement if the hands are moved in the direction opposite to that shown by the arrow.

Impulse clocks

Electric impulse clocks, in which the minute hand advances at half-minute intervals, are controlled from a master clock, and will be advanced one hour by RailCorp Commercial Renewals staff. This includes the Sydney Terminal tower clock.

Continued on next page

Kathmandu trolleybus network

On a recent visit to Nepal, **GEOFF LAMBERT** was astonished to come upon the remains of a trolley bus network. Here we show a brief description taken from the **WORLD TRAM AND TROLLEYBUS SYSTEMS** website at <http://ymtram.mashke.org/>. There were no timetables.

NETWORK DESCRIPTION

Kathmandu is the capital and the largest city of Nepal. The city is situated in Kathmandu Valley, at an elevation of approximately 1,355 m. It is inhabited by approximately 1,355,000 people.

The 13 km. trolleybus line connected Kathmandu and the satellite towns of Madhyapur Thimi and Bhaktapur to the east of the Capital. Technically speaking this was an interurban line.

The trolleybus system was opened in 1975, by way of utilizing technical expertise and a grant of 40 million Nepali Rupees, provided as a gift by the government of the People's Republic of China. 22 standard Chinese trolleybuses were also provided, adapted to left-handed operation. Additional technical support was granted by China in 1986. Also, 10 additional Chinese vehicles were given to Nepal in 1997.

The line used to be operated by the government-run Nepal Trolley Bus Service (NTBS), a branch of the Nepal Transportation Corporation (NTC). In 2001, however, the NTC was dissolved and the trolleybus operation was suspended, as it did not turn any profit since 1990. The reasons for NTC's failure were stringent government bureaucracy and overstaffing, coupled with cronyism in management that resulted in poor technical expertise and inept operational policy.

After 18 months of stoppage, an operating agreement was reached by the Kathmandu, Madhyapur Thimi and Bhaktapur municipalities



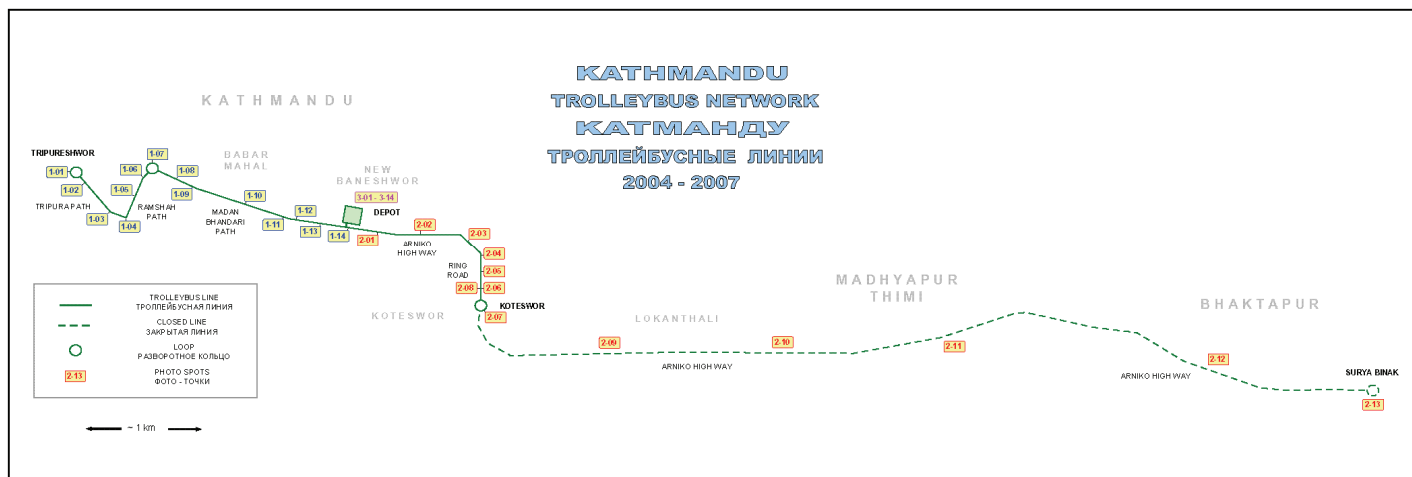
that are served by the trolleybus line, to jointly revive and support the operation. The revitalization fund of 2 million Rupees was pledged, and trolleybuses rolled again. The system was operated by the Kathmandu Metropolitan City (KMC).

Less than a year later, the Madhyapur Thimi and Bhaktapur municipalities opted out of the operating agreement as the operation failed to attract riders and continued to lose up to 2 million Rupees a month. Consequently, the line was cut back and trolleybuses were now operated exclusively by the KMC via the 5 km. section within Kathmandu city limits only.

Most wirework beyond city limits was removed.

A rather marginal and unreliable service was maintained during the last few years of operation, with sporadic service interruptions due to infinite losses and a perpetual debt. Trolleybuses operated for the last time in 11.2008.

One year later, in 11.2009, the Kathmandu Metropolitan City (KMC) decided to permanently shut the trolleybus operation and dissolve the undertaking due to chronic unprofitability. All assets were sold to private entities.





HISTORY OF NETWORK DEVELOPMENT

28.12.1975 - The 13 km. trolleybus line opens between Kathmandu and the satellite city of Bhaktapur.

15.12.2001 - The trolleybus operation is suspended.

01.09.2003 - The operation resumes between Tripureshwor and the Depot.

10.2003 - The operation resumes via the entire line between Kathmandu and Bhaktapur.

2004 - The line is cut back to the 5 km. section between Tripureshwor and Koteswor, within Kathmandu city limits only.

03.2004 - The trolleybus service is briefly interrupted.

07.2006 - The trolleybus service is briefly interrupted.

11.2008 - The trolleybus service is suspended.

11.2009 - The decision is made to permanently shut the trolleybus operation and dissolve the undertaking.

ROUTES

Tripureshwor, Kathmandu - Surya Binak, Bhaktapur (28.12.1975 - 15.12.2001; 10.2003 - 2004)

Tripureshwor - The Depot (01.09.2003 - 10.2003)

Tripureshwor - Koteswor (2004 - 11.2008)

SERVICE [as of 1990]

Trolleybuses operate between 7:00-21:00. Trolleybuses run on irregular headways. The officially stated headway is 6 min. during rush hours, 12 min. other times. About 15 trolleybuses are operated in peak service. About 10 000 passengers are car-

ried daily.

[03.2007] Trolleybus service is irregular and sporadic. The headway is around 20-25 min. The total running time along the remaining 5 km.-long line is 25-35 min., depending on traffic conditions. Only 3 vehicles are operated throughout the day. The rush hour is no longer recognized. Average passenger loads are just above the seated load.

[11.2008] The trolleybus service is suspended.

ROLLING STOCK [as of 03.2007]

A total of 32 trolleybuses.

Shanghai SK541 (China): 001-022 (1974)

Shenfeng SY-D60C (China): 023-032

(1997)

Only 4-5 trolleybuses are operable, all of them are 33-year-old Shanghai SK541 vehicles, which despite their age are simpler to maintain and operate. Among surviving vehicles are 007, 013, 018, and 1-2 unidentified vehicles. All newer Shenfeng SY-D60C remain out of use due to complex maintenance requirements.

Additionally, Shenfeng SY-WG110 vehicles, rebuilt for left-hand operation, were to be delivered from China in 2004, but this deal never materialized.

Curiously, even though adapted for left-handed operation, older Shanghai SK541 vehicles retained the driver's seat on the left side, while newer Shenfeng SY-D60C vehicles have the driver's seat on the right.

NETWORK FUTURE [as of 10.2007]

The operation is sporadic. The trolleybus undertaking is in infinite debt, and is deemed unable to turn out profit. The loss of the section of the line to the satellite cities of Madhyapur Thimi and Bhaktapur has irreversibly curtailed any prospects of profitability.

A project on widening of Arniko Highway, the main trolleybus corridor, threatens the removal of wirework support poles, and the closure of the entire system. Alternative plans are voiced on running trolleybuses elsewhere in the city. One project calls for a trolleybus service via the Ring Road that surrounds the city.

[11.2009] The trolleybus operation is permanently shut down. The undertaking is dissolved.

