



Gladys



The Clean-Up Engine

Gladys was new. She had only been on Sodor a few days when the Fat O'Controller told her to go and clean out the great engine shed.

"All the naughty engines- Bob, Morris, Nathan and Kristina - have been partying in there for years. Its probably a pigsty." he said. "I'm scared to go in. Now, you're a good, strong engine. Gladys- I want you to do your best."

So Gladys got her steam up and chugged into the old shed. It was very dark inside and she couldn't see the way ahead. so she tolled to a stop. As she did, the big shed doors creaked slowly and slammed shut behind her. There was a hiss of escaping gas and the signals turned to Red - then went out entirely. Gladys had never seen that happen before.

"Hullo?" called Gladys. "Anybody home?"

But nobody answered. Oooh... it was spooky in here. It smelled of neglect and decay. All she could hear was the slow drip of water somewhere, and the sighing of the wind through broken windows. In the enveloping gloom, powerful machines much bigger than Gladys were rotting slowly on rusted rails. What was she to do?

"Hullo Gladys," said a deep voice somewhere close. "Welcome to your worst nightmare."

Inside: Strathfield to Bankstown by bus

Cressy conniptions

Timetables that aren't

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3.30. Next it operated from Per. Way at 4.10 to Bankstown, arriving at 4.25. It then went north to leave Cosgrove Road at 4.40 for Strathfield, leaving there at 4.58 for Bankstown, where it finished up at 5.26. This shift 14 cannot be the same as the shift 14 I have found on my McVicar timetables for route 12, dating from 1961 and 1963, since that shift operated all day on the Bankstown to Panania run and had no time free in which it could have moved to the route 27. McVicar apparently changed the numbers of their shifts around for reasons I cannot determine.

Other shifts can be similarly followed through on the Monday to Friday timetable for the route 27, and we may note that there were short workings to and from both ends of the route, from both Bankstown and Strathfield, as well as school runs some of which did not reach either end of the run. We can also see the importance of the various railway workshops, to the northern side of the Hume Highway, with buses to and from the Signal Works and the Electric Car Works (also abbreviated as E.C.) and we have already seen the afternoon service from the Per Way. I can't

find a morning bus to the Per Way, so I presume the buses to the Signal Branch also carried workers for Per Way.

On Saturdays there were four buses an hour, starting at 5.45 a.m., through until 8.11 p.m., after which only three shifts were operated. In addition there were short workings between Bankstown and Northcote Road during Saturday morning early shopping hours. Since fewer buses were operated through to Strathfield at this time, there were only three buses an hour at Strathfield then, but five or six at Bankstown. The same shifts, 1, 22, 25 and 30 provided the basic Saturday service, with shift 7, which was found on peak hour services on the route 27 on Mondays to Fridays, operating in the morning peak and providing the Northcote Road short workings on Saturdays. After 8.13 p.m., three shifts, 1, 22 and 25 provided service roughly every twenty minutes for the rest of Saturday evening.

On Sundays and Holidays, two shifts, 25 and 30, provided half-hourly service in the morning, while a third shift, the 22, joined them to give roughly twenty minute service in the afternoon. On the fourth page

roughly half an hour apart, but at intervals closer to twenty and forty minutes alternatively. Moreover, we can see short breaks for cribs built into the timetable. Shift 30 arrived at Bankstown at 12.54, and left again at 1.12, allowing the driver on shift 25 a break from 1.10 to 1.32. Then, once again, in the evening, shift 30 arrived at Bankstown at 7.11, and left again at 7.32, while shift 25 did the same at 7.10 and 7.59. Only the last example gives much time for a meal break. I think four drivers must have been needed to operate this timetable, but I can't see how their changeovers were arranged to give reasonable meal breaks and changeover times.

My next timetable (see page 5) was obtained from McVicar's in the sixties. It is printed on half an A4 size page on white paper and it gives us the timetable for the route 27 buses between Strathfield and Greenacre. Bob Henderson tells us on his website, that this commenced operation in 1962. It is unfortunately undated, but we can see from the shift numbers, that it was not issued on the same date as the large timetable for the route 27. On the large timetable we find shift 19 ran from Bankstown to Cosgrove Road at 6.55a.m. and then Special to Strathfield, and after that operated short workings between Cosgrove Road and Strathfield. On the Greenacre timetable shift 19 left Strathfield for Greenacre at 7.0a.m. In the afternoons shift 29 started at Per Way at 4.7 on the large timetable, but Greenacre at 4.10 on the small one.

Inspection of my other McVicar's timetables reveals isolated services by a shift 19 on the 1963 timetable for route 22, with an

we find a timetable which was operated on only two days of the year, Good Friday and Christmas Day. But it was not a reduced version of the Sunday timetable. The same shifts which operated on Sunday mornings are found, the 25 and 30, but they operated not

Shift	Start	End	Time	Station
30	05:45	06:15	06:15	Bankstown
25	06:15	06:45	06:45	Bankstown
1	06:45	07:15	07:15	Bankstown
22	07:15	07:45	07:45	Bankstown
30	07:45	08:15	08:15	Bankstown
25	08:15	08:45	08:45	Bankstown
1	08:45	09:15	09:15	Bankstown
22	09:15	09:45	09:45	Bankstown
30	09:45	10:15	10:15	Bankstown
25	10:15	10:45	10:45	Bankstown
1	10:45	11:15	11:15	Bankstown
22	11:15	11:45	11:45	Bankstown
30	11:45	12:15	12:15	Bankstown
25	12:15	12:45	12:45	Bankstown
1	12:45	01:15	01:15	Bankstown
22	01:15	01:45	01:45	Bankstown
30	01:45	02:15	02:15	Bankstown
25	02:15	02:45	02:45	Bankstown
1	02:45	03:15	03:15	Bankstown
22	03:15	03:45	03:45	Bankstown
30	03:45	04:15	04:15	Bankstown
25	04:15	04:45	04:45	Bankstown
1	04:45	05:15	05:15	Bankstown
22	05:15	05:45	05:45	Bankstown
30	05:45	06:15	06:15	Bankstown
25	06:15	06:45	06:45	Bankstown
1	06:45	07:15	07:15	Bankstown
22	07:15	07:45	07:45	Bankstown
30	07:45	08:15	08:15	Bankstown
25	08:15	08:45	08:45	Bankstown
1	08:45	09:15	09:15	Bankstown
22	09:15	09:45	09:45	Bankstown
30	09:45	10:15	10:15	Bankstown
25	10:15	10:45	10:45	Bankstown
1	10:45	11:15	11:15	Bankstown
22	11:15	11:45	11:45	Bankstown
30	11:45	12:15	12:15	Bankstown
25	12:15	12:45	12:45	Bankstown
1	12:45	01:15	01:15	Bankstown
22	01:15	01:45	01:45	Bankstown
30	01:45	02:15	02:15	Bankstown
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22	03:15	03:45	03:45	Bankstown
30	03:45	04:15	04:15	Bankstown
25	04:15	04:45	04:45	Bankstown
1	04:45	05:15	05:15	Bankstown
22	05:15	05:45	05:45	Bankstown
30	05:45	06:15	06:15	Bankstown
25	06:15	06:45	06:45	Bankstown
1	06:45	07:15	07:15	Bankstown
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25	08:15	08:45	08:45	Bankstown
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22	11:15	11:45	11:45	Bankstown
30	11:45	12:15	12:15	Bankstown
25	12:15	12:45	12:45	Bankstown
1	12:45	01:15	01:15	Bankstown
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30	05:45	06:15	06:15	Bankstown
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25	10:15	10:45	10:45	Bankstown
1	10:45	11:15	11:15	Bankstown
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30	11:45	12:15	12:15	Bankstown
25	12:15	12:45	12:45	Bankstown
1	12:45	01:15	01:15	Bankstown
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22	05:15	05:45	05:45	Bankstown
30	05:45	06:15	06:15	Bankstown
25	06:15	06:45	06:45	Bankstown
1	06:45	07:15	07:15	Bankstown
22	07:15	07:45	07:45	

TIMETABLE

STRATHFIELD STN TO GREENACRE

Depart Strathfield Station.	Arr & Dep Broadway, Enfield.	Arr & Dep Cnr. Hornsby Rd. & Hunt Highway.	Arr & Dep Cnr. Roberts Rd. & Hunt Highway.	Arr & Dep Russell Streets.	Arrive Greenacre.	Depart Greenacre.	Arr & Dep Russell Streets.	Arr & Dep Cnr. Roberts Rd. & Hunt Highway.	Arr & Dep Cnr. Hornsby Rd. & Hunt Highway.	Arr & Dep Broadway, Enfield.	Arrive Strathfield Station.
MONDAYS TO FRIDAYS.											
19	---	---	---	---	---	6.30am	6.30am	6.43am	6.48am	6.51am	6.56am
13	7.0	7.5	7.8	7.13	7.47	7.9	7.13	7.17	7.22	7.25	7.30
34	7.39	7.44	7.47	7.52	7.56	8.0	8.4	8.8	8.15	8.16	8.21
26	---	---	---	---	---	8.25	8.29	8.33	8.39	8.41	8.46
13	8.4	8.9	8.12	8.17	8.21	8.35	8.39	8.47	8.52	8.53	8.58
13	8.46	8.53	8.56	9.1	9.5	9.9	9.13	9.17	9.22	9.25	9.30
13	9.32	9.37	9.40	9.45	9.49	9.53	9.57	10.1	10.6	10.9	10.14
13	10.32	10.37	10.40	10.45	10.49	10.53	10.55	10.57	11.1	11.6	11.9
13	11.32	11.37	11.40	11.45	11.49	11.53	11.53	11.57	12.1pm	12.6pm	12.9pm
13	1.20pm	1.25pm	1.25pm	1.33pm	1.37pm	1.41pm	1.41pm	1.45pm	1.49	1.54	1.57
13	2.3	2.8	2.11	2.16	2.20	2.24	2.24	2.29	2.32	2.37	2.40
13	2.47	2.52	2.55	3.0	3.4	3.8	3.8	4.14	4.18	4.23	4.26
29	---	---	---	---	---	---	---	---	---	---	---
29	4.37	4.42	4.45	4.50	4.54	4.59	4.59	5.0	5.11	5.14	5.19
26	---	---	---	---	---	---	---	---	---	---	---
13	---	---	---	---	---	---	---	---	---	---	---
36	5.0	5.5	5.8	5.13	5.17	5.21	5.21	5.25	5.34	5.37	5.42
13	5.19	5.24	5.27	5.32	5.36	5.40	5.40	5.44	5.53	5.56	6.01
36	5.53	5.58	6.1	6.6	6.10	6.14	6.14	6.18	6.27	6.30	6.35

The depot was located at 18 Boronia Rd Greenacre, and it was on the south side of Boronia Rd, beyond the section shown on the map as operated by the route 27 and close to Juno Parade, Greenacre. This was much closer to the route 27 than McVicar's depot in Joseph St Lidcombe had been, but the depot had belonged to the Treuer family's West Bankstown Bus Co. for their route 25 and other services before they acquired the route 27. The red buses for the 27 and the orange buses of the 25 were parked on the opposite sides of the depot, which was roomy enough to hold all the buses of both the companies owned by the Treuer family at this time.

I have copied pages 1 and 2, which cover the Monday to Friday service on the main part of route 27, and page 4, which has the services to Greenacre and a map. The basic service on Mondays to Fridays was three buses an hour during the off-peak shopping hours and two buses an hour in the evenings. This was closer to a clock face timetable than my first example, but note that we have buses at 2.30 and 2.50, rather than 2.25 and 2.45 as we might expect. The

8.35 departure from Revesby School to Horsley Road High and on the 1964 timetable for route 38, with a school days only service from Edinburgh Road at 9.0, which arrived at Bankstown at 9.24. I believe these runs form a full morning's service for shift 19 with its earlier services to and from Greenacre, though I have found no trace of its operation between 7.21 and 8.35a.m. If this is correct, the undated Greenacre timetable was issued before the large, double foolscap size one.

The basic service to Greenacre took twenty one minutes one way, and was provided by shift 13, supplemented in peak hours by other shifts. In the morning off-peak period, the shift 13 operated every hour, then had a crib break from 12.14 to 1.20 and then operated at slightly more than forty minute intervals until 3.8. In the peak hours service in both directions seems important, because buses start out and finish up from both ends of the route, and apart from the 7.39 from Strathfield, which went on from Greenacre at 8.0 to Bankstown, this service operated only between the two terminals, since the areas to the south of Greenacre belonged to other operators - the route 47 went to Lakemba and the Punchbowl Bus Co to Punchbowl and Bankstown (see *The Times* in June 2005 and April 2009 for routes 189 and 4 respectively.) There was no service on route 27 to Greenacre in the evenings or at weekends in the sixties.

My next timetable (right and page 6) was issued by the Bankstown Strathfield Bus Co, and printed on light green cardboard, which my scanner has rendered as yellow.

BANKSTOWN STRATHFIELD BUS SERVICE PTY. LTD.

19 BORONIA ROAD, GREENACRE, N.S.W. TELEPHONES: 705-3248, 70-5994

TIMETABLE - ROUTE 27

BANKSTOWN STATION - STRATHFIELD STATION
GREENACRE P.O. - STRATHFIELD STATION

Explanation of abbreviations and symbols used in Timetable:

- RHV: Bankstown to Strathfield via Chapel Rd, Hume Hwy, Boronia Rd, Highgate Ave, Chiswick Rd, Hillcrest Ave, Cendgon Rd, Noble Ave, Shellcote Rd, Waterloo Rd, Norfolk St, Roberts Rd, Lawford St, Murray St, Jean St, Roberts Rd, Hume Hwy, The Boulevard.
- Return Journey - Strathfield to Bankstown in reverse order via Bankstown Square to Bankstown Stn.
- SN: As RHV devices - Hillcrest Ave, to Rawson Rd, Noble Ave, Shellcote Rd, Waterloo Rd, Hume Hwy, The Boulevard.
- Return Journey - Strathfield to Bankstown in reverse order via Bankstown Square to Bankstown Stn.
- G: Greenacre Post Office to Strathfield Stn. via Juno Pde, Roberts Rd, Lawford St, Jean St, Roberts Rd, Hume Hwy, to Strathfield Stn.
- Return Journey - Strathfield Stn. to Greenacre P.O. in reverse order.
- J: Service operates to and from Bankstown Stn. via Jacob St, Frederick St, Storey St, to Hume Hwy.
- SO: School Days Only.
- IS: Industrial Service (will not operate during the period between Christmas Eve and the third week in January).

Sunday Service will operate on Public Holidays. No services operate Christmas Day.
Penioner and Concession Cards must be shown when tendering fare, otherwise full fare will be charged.
Student Concession and Free Travel Passes must be shown when boarding bus, and must comply with terms and regulations printed thereon.

ALL ENQUIRIES AND COMPLAINTS SHOULD BE MADE AT THE OFFICE BY TELEPHONE OR IN WRITING

Timetable operates from 1st January, 1979. Timetable authorized by Commissioner for Motor Transport

BANKSTOWN TO STRATHFIELD

Via	MONDAY TO FRIDAY														
	8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50					
G From Greenacre	---	---	---	5.10	5.13	5.16	5.20	RHV	5.24	5.28	5.31	5.34	5.42	5.44	5.50
RHV	8.05	8.10	8.16	8.20	8.24	8.27	8.33	SN	8.38	8.42	8.45	8.48	8.52	8.59	9.05
SN	8.28	8.43	8.50	8.54	8.58	9.01	9.05	RHV	9.10	9.15	9.19	9.23	9.28	9.35	9.40
ISG From Greenacre	---	---	---	8.10	8.14	8.18	8.24	IS	8.30	8.36	8.43	8.47	8.51	8.58	9.04
SN	6.10	6.16	6.23	6.28	6.32	6.36	6.42	RHV	6.46	6.51	6.55	6.59	7.05	7.12	7.19
G From Greenacre	---	---	---	6.30	6.34	6.38	6.44	G	6.46	6.51	6.55	6.58	To Greenacre	---	---
RHV	6.28	6.33	6.42	6.48	6.52	6.56	7.00	SN	7.04	7.10	7.14	7.18	7.24	7.31	7.38
IS	6.44	ECWS Hume Hwy.	6.56	7.00	7.04	7.10	7.14	---	7.18	7.24	7.27	7.31	7.35	7.41	7.48
G From Greenacre	---	---	---	6.55	7.00	7.04	7.10	G	7.14	7.20	7.24	7.27	To Greenacre	---	---
SN	6.45	6.51	6.58	7.03	7.08	7.12	7.17	RHV	7.21	7.27	7.31	7.35	7.41	7.48	7.55
RHV	6.52	6.59	7.06	7.12	7.16	7.20	7.26	SN	7.30	7.36	7.40	7.44	7.50	7.57	8.05
G From Greenacre	---	---	---	7.20	7.24	7.28	7.34	G	7.38	7.44	7.48	7.52	To Greenacre	---	---
SN	7.08	7.15	7.22	7.27	7.31	7.35	7.41	IS	7.43	Hume Hwy.	7.49	7.55	8.01	8.08	8.13
IS	7.17	Rly. Hume Hwy.	7.20	7.24	7.28	7.32	7.36	24350RHV	7.46	7.52	7.56	8.00	8.06	8.13	8.19
SONA	7.26	7.30	7.36	7.41	7.45	7.49	7.55	SO	7.58	8.04	8.08	8.12	To SHS	8.18	8.25
RHV	7.23	7.30	7.37	7.43	7.47	7.50	7.55	SN	7.59	8.05	8.09	8.13	8.19	8.26	8.33
G From Greenacre	---	---	---	7.48	7.52	7.56	8.02	G	8.05	8.11	8.14	8.18	To Greenacre	---	---
SN	7.42	7.49	7.56	8.01	8.05	8.09	8.15	RHV	8.20	8.26	8.30	8.34	8.40	8.47	8.54
RHV	7.50	7.57	8.04	8.10	8.14	8.18	8.24	SN	8.28	8.32	8.36	8.40	8.46	8.53	9.00
G From Greenacre	---	---	---	8.14	8.18	8.22	8.28	G	8.32	8.38	8.42	8.46	To Greenacre	---	---
SO	7.55	8.02	---	---	---	---	---	---	---	---	---	---	---	---	---
SN	8.00	8.07	8.14	8.19	8.23	8.27	8.33	RHV	8.35	8.41	8.45	8.49	8.55	9.02	9.08
SO	8.07	8.14	---	---	---	---	---	---	---	---	---	---	---	---	---
RHV	8.12	8.19	8.26	8.32	8.36	8.40	8.46	SN	8.50	8.56	9.00	9.04	9.09	9.15	9.20
SO	8.15	8.22	---	---	---	---	---	---	---	---	---	---	---	---	---
G From Greenacre	---	---	---	8.38	8.42	8.46	8.52	G	8.56	9.02	9.06	9.10	To Greenacre	---	---

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BANKSTOWN TO STRATHFIELD																
Via	Dep. A.S. Bankstown Stn.	Arr. & Dep. Hume Hwy.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.		
MONDAY TO FRIDAY—cont.																
SO	8.20	8.27	—	—	—	—	—	—	—	—	—	—	—	—		
SO	8.22	8.28	8.35	8.40	SSHS	—	—	—	—	—	—	—	—	—		
SO	—	—	—	—	8.43	SSPS from Rly. Flats	—	—	—	—	—	—	—	—		
SN	8.30	8.37	8.44	8.49	8.54	8.58	9.04	RHV	9.08	9.14	9.18	9.22	9.28	9.35	9.41	
SO	8.40	8.47	—	—	—	—	—	—	—	—	—	—	—	—	—	
SO	8.52	8.59	—	—	—	—	—	—	—	—	—	—	—	—	—	
G	From Greenacre	—	9.10	9.14	9.18	9.24	G	9.28	9.33	9.36	9.40	To Greenacre	—	—	—	
RHV	9.05	9.12	9.19	9.25	9.29	9.33	9.39	JSN	9.43	9.49	9.53	10.03	10.10	10.17	—	
G	From Greenacre	—	9.35	9.39	9.43	9.49	G	9.53	9.59	10.03	10.07	To Greenacre	—	—	—	
JSN	9.25	9.32	9.39	9.45	9.49	9.53	9.59	RHV	10.03	10.09	10.13	10.23	10.30	10.37	—	
RHV	9.45	9.52	9.59	10.05	10.09	10.13	10.19	SN	10.23	10.29	10.33	10.43	10.50	10.57	—	
SN	10.05	10.12	10.19	10.25	10.29	10.33	10.39	RHV	10.43	10.49	10.53	10.57	11.03	11.10	11.17	
G	From Greenacre	—	10.35	10.39	10.43	10.49	G	10.53	10.57	11.03	11.07	To Greenacre	—	—	—	
JSN	10.25	10.32	10.39	10.45	10.49	10.53	10.59	SN	11.03	11.09	11.13	11.17	11.23	11.30	11.37	
SN	10.45	10.52	10.59	11.05	11.09	11.13	11.19	RHV	11.23	11.29	11.33	11.37	11.43	11.50	11.57	
RHV	11.05	11.12	11.19	11.25	11.44	11.48	11.53	JSN	11.43	11.49	11.53	11.57	12.03	12.10	12.17	
JSN	11.25	11.32	11.39	11.45	11.49	11.53	11.59	—	—	—	—	—	—	—	—	
RHV	11.45	11.52	11.59	12.05	12.09	12.13	12.19	—	—	—	—	—	—	—	—	
G	From Greenacre	—	12.15	12.19	12.23	12.29	G	12.33	12.37	12.43	12.47	To Greenacre	—	—	—	
JSN	12.05	12.12	12.19	12.25	12.29	12.33	12.39	RHV	12.43	12.49	12.53	12.57	1.03	1.10	1.17	
RHV	12.25	12.32	12.39	12.45	12.49	12.53	12.59	SO	1.03	1.09	1.13	1.17	1.23	1.30	1.37	
JSN	12.45	12.52	12.59	1.05	1.09	1.13	1.19	RHV	1.23	1.29	1.33	1.37	1.43	1.50	1.57	
RHV	1.05	1.12	1.19	1.25	1.29	1.33	1.39	JSN	1.43	1.49	1.53	1.57	2.03	2.10	2.17	
G	From Greenacre	—	1.35	1.39	1.43	1.49	G	1.53	1.59	2.03	2.07	To Greenacre	—	—	—	
JSN	1.25	1.32	1.39	1.45	1.49	1.53	1.59	RHV	2.03	2.09	2.13	2.17	2.23	2.30	2.37	
RHV	1.45	1.52	1.59	2.05	2.09	2.13	2.19	SN	2.23	2.29	2.33	2.37	2.43	2.50	2.57	
SN	2.05	2.12	2.19	2.25	2.29	2.33	2.39	RHV	2.43	2.49	2.53	2.57	3.03	3.10	3.17	
G	From Greenacre	—	2.35	2.40	2.44	2.48	G	2.54	2.58	3.00	3.04	To Greenacre	—	—	—	
JSN	2.30	2.37	2.44	2.50	2.54	2.58	3.04	RHV	3.06	3.10	3.14	3.18	3.22	3.26	3.30	
G	From Greenacre	—	3.38	3.42	3.46	3.51	G	3.55	3.59	4.00	4.04	To Greenacre	—	—	—	
RHV	3.00	3.08	3.15	3.20	3.24	3.28	3.34	G	3.40	3.44	3.48	3.52	3.56	4.00	4.04	
SO	3.20	3.28	3.35	3.40	3.44	3.47	3.51	JSN	3.54	4.00	4.06	4.10	4.14	4.21	4.28	
SO	—	3.35	—	—	—	—	—	—	—	—	—	—	—	—	—	
JSN	3.40	3.48	3.55	4.01	4.05	4.09	4.15	SN	4.19	4.25	4.29	4.33	4.37	4.41	4.45	
IS	Cosgrove Rd.	—	3.45	—	—	—	4.05	IS	Cosgrove Rd.	—	4.30	4.35	4.38	4.41	4.49	4.55
IS	Cosgrove Rd.	—	3.45	—	—	—	4.05	SO	G	4.30	4.35	4.38	4.41	4.49	4.55	
IS	ECWS Rly.	4.00	—	—	—	—	4.05	SO	G	4.30	4.35	4.38	4.41	4.49	4.55	
IS	—	4.00	Rly.	Hume Hwy.	4.15	4.21	4.26	4.30	Hume Hwy.	4.41	4.45	4.49	4.55	5.02	5.07	
G	From Greenacre	—	4.16	4.20	4.24	4.28	4.32	SN	4.35	4.41	4.45	4.49	4.55	5.02	5.07	
SN	4.10	4.17	4.24	4.29	4.34	4.38	4.44	RHV	4.48	4.54	4.58	5.02	5.08	5.15	5.21	
IS	Cosgrove Rd.	—	4.29	—	—	—	4.35	IS	Cosgrove Rd.	—	5.00	5.06	5.10	5.14	5.18	
RHV	4.18	4.25	4.32	4.38	4.42	4.46	4.52	SN	4.58	5.04	5.08	5.12	5.18	5.25	5.31	
SN	4.31	4.38	4.45	4.51	4.55	4.59	5.05	RHV	5.10	5.16	5.20	5.24	5.30	5.37	5.42	
RHV	4.49	4.57	4.64	4.70	4.76	4.82	4.88	SN	5.20	5.26	5.30	5.34	5.40	5.47	5.54	
IS	4.55	—	—	—	—	—	—	IS	5.32	5.38	5.40	5.46	5.50	6.00	6.07	6.14
SN	5.00	5.07	5.14	5.20	5.24	5.28	5.34	G	5.38	5.44	5.48	5.52	5.56	6.00	6.07	
G	From Greenacre	—	5.40	5.44	5.48	5.52	5.58	G	6.03	6.06	6.10	6.15	6.21	6.26	6.31	
SN	5.25	5.31	5.38	5.44	5.48	5.52	5.58	G	6.05	6.10	6.14	6.17	6.22	6.26	6.31	
SN	5.35	5.41	5.48	5.53	5.57	6.00	6.05	SN	6.10	6.15	6.19	6.23	6.26	6.32	6.37	
RHV	5.45	5.52	5.59	6.03	6.06	6.10	6.15	RHV	6.20	6.25	6.29	6.32	6.36	6.43	6.48	
SN	6.00	6.05	6.12	6.16	6.20	6.23	6.28	SN	6.30	6.36	6.40	6.42	6.47	6.55	7.00	
RHV	6.30	6.35	6.42	6.47	6.50	6.53	6.58	RHV	7.10	7.15	7.19	7.23	7.29	7.35	7.40	
SN	6.45	6.50	6.57	7.00	7.04	7.08	7.12	SN	7.20	7.25	7.29	7.34	7.39	7.44	7.49	
RHV	7.10	7.15	7.22	7.26	7.29	7.32	7.36	SN	7.44	7.47	7.50	7.54	8.01	8.06	8.11	
SN	7.40	7.45	7.52	7.56	7.59	8.02	8.06	RHV	8.10	8.14	8.17	8.20	8.24	8.31	8.36	
RHV	8.10	8.15	8.22	8.26	8.29	8.32	8.36	SN	8.40	8.44	8.47	8.50	8.54	9.01	9.06	
SN	8.40	8.45	8.52	8.56	8.59	9.02	9.06	RHV	9.10	9.14	9.17	9.20	9.24	9.31	9.36	
RHV	9.10	9.15	9.22	9.26	9.29	9.32	9.36	SN	9.44	9.47	9.50	9.54	9.59	10.04	10.09	
SN	9.40	9.45	9.52	9.56	9.59	10.02	10.06	RHV	10.10	10.14	10.17	10.20	10.24	10.31	10.36	
RHV	10.40	10.45	10.52	10.56	10.59	11.02	11.06	SN	11.10	11.14	11.17	11.20	11.24	11.31	11.36	

STRATHFIELD TO GREENACRE															
Via	Dep. A.S. Strathfield Stn.	Arr. & Dep. Hume Hwy.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	Arr. & Dep. Roberts Rd. & Hillcrest Ave.	
MONDAY TO FRIDAY															
SO	8.20	8.27	—	—	—	—	—	—	—	—	—	—	—	—	
SO	8.22	8.28	8.35	8.40	SSHS	—	—	—	—	—	—	—	—	—	
SO	—	—	—	—	8.43	SSPS from Rly. Flats	—	—	—	—	—	—	—	—	
SN	8.30	8.37	8.44	8.49	8.54	8.58	9.04	RHV	9.08	9.14	9.18	9.22	9.28	9.35	9.41
SO	8.40	8.47	—	—	—	—	—	—	—	—	—	—	—	—	—
SO	8.52	8.59	—	—	—	—	—	—	—	—	—	—	—	—	—
G	From Greenacre	—	9.10	9.14	9.18	9.24	G	9.28	9.33	9.36	9.40	To Greenacre	—	—	—
RHV	9.05	9.12	9.19	9.25	9.29	9.33	9.39	JSN	9.43	9.49	9.53	10.03	10.10	10.17	—
G	From Greenacre	—	9.35	9.39	9.43	9.49	G	9.53	9.59	10.03	10.07	To Greenacre	—	—	—
JSN	9.25	9.32	9.39	9.45	9.49	9.53	9.59	RHV	10.03	10.09	10.13	10.23	10.30	10.37	—
RHV	9.45	9.52	9.59	10.05	10.09	10.13	10.19	SN	10.23	10.29	10.33	10.43	10.50	10.57	—
SN	10.05	10.12	10.19	10.25	10.29	10.33	10.39	RHV	10.43	10.49	10.53	10.57	11.03	11.10	11.17
G	From Greenacre	—	10.35	10.39	10.43	10.49	G	10.53	10.57	11.03	11.07	To Greenacre	—	—	—
JSN	10.25	10.32	10.39	10.45	10.49	10.53	10.59	SN	11.03	11.09	11.13	11.17	11.23	11.30	11.37
SN	10.45	10.52	10.59	11.05	11.09	11.13	11.19	RHV	11.23	11.29	11.33	11.37	11.43	11.50	1

Route 484: GREENACRE to STRATHFIELD
Route 485: BANKSTOWN to STRATHFIELD via Norfolk Road
Route 486: BANKSTOWN to STRATHFIELD via Waterloo Road

Route Number	BANKSTOWN					GREEN-ACRE	CHULLORA			ENFIELD	STRATHFIELD
	Train departs Wynyard	Train arrives Bankstown	Bankstown Station	Bankstown Square	Rawson Road & Hillcrest Avenue	Greenacre Shops (Waterloo Road)	Norfolk Road & Roberts Road	Waterloo Road & Hume Highway	Hume Highway & Roberts Road	Broadway	Strathfield Station
	WEEKDAYS MORNINGS										
484	..	..	..	..	..	5.00	..	..	5.10	5.16	5.20
485	4.26	5.08	5.25	..	5.32	..	5.36	..	5.40	5.46	5.50
486	4.51	5.28	5.55	..	6.02	..	..	6.07	6.10	6.16	6.20
484	..	..	..	..	..	6.15	..	..	6.25	6.31	6.35
485	5.36	6.16	6.25	..	6.32	..	6.36	..	6.42	6.46	6.50
484	..	..	..	..	..	6.45	..	..	6.55	7.01	7.05
485/6	5.50	6.31	6.40C	..	6.50C	..	..	6.56	7.00	7.06	7.10
485	6.08	6.50	6.55	..	7.05	..	7.11	..	7.15	7.21	7.25
484	..	..	..	..	..	7.08	..	..	7.18	7.24	7.28
486	6.20	7.03	7.05	..	7.15	..	..	7.22	7.25	7.33	7.37
485	6.38	7.20	7.25	..	7.35	..	7.41	..	7.45	7.53	7.57
484	..	..	..	..	..	7.40	..	..	7.50	7.58	8.02
486	6.47	7.30	7.40	..	7.50	..	..	7.57	8.00	8.08	8.12
485	7.05	7.47	7.50S	..	8.00	..	8.06	..	8.10	8.18	8.22
484	..	..	..	..	..	8.05	..	..	8.15	8.23	8.27
486	7.05	7.47	8.00	..	8.10	..	..	8.17	8.20	8.28	8.34
485	7.31	8.13	8.20	..	8.30	..	8.36	..	8.40	8.48	8.52
484	..	..	..	..	..	8.35	..	..	8.45	8.53	8.57
486	8.01	8.37	8.50	8.52	9.00	..	..	9.07	9.10	9.16	9.20
485	8.36	9.17	9.20	9.22	9.30	..	9.36	..	9.40	9.46	9.50
484	..	..	..	..	..	9.40	..	..	9.50	9.56	10.00
486	9.01	9.42	9.45	9.47	9.55	..	..	10.01	10.05	10.11	10.15
485	9.20	10.01	10.05	10.07	10.15	..	10.21	..	10.25	10.32	10.37
486	9.35	10.16	10.30	10.32	10.40	..	..	10.46	10.50	10.57	11.03
485	10.05	10.46	10.55	10.57	11.05	..	11.11	..	11.15	11.22	11.27
486	10.35	11.16	11.20	11.22	11.30	..	..	11.36	11.40	11.47	11.52
485	10.50	11.31	11.45	11.47	11.55	..	12.01	..	12.05	12.12	12.17

EXPLANATIONS

C - Bus operates via Cardigan Road and Waterloo Road.
 S - Bus operates on school days only.

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GET A PASSENGER CARD !!!

A Passenger Card saves you
TIME and MONEY

See page 11 for further details

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field. The exceptions are the 7.40 p.m. from Bankstown to Rawson Rd and Noble Avenue, marked N, and the Thursday nights only from Strathfield at 9.10 p.m. – marked R. Both these services are last runs for the night, returning to the depot on conclusion of service. The additional peak services are through runs, operating at ten to fifteen minute intervals at the height of the morning peak, and fifteen minute intervals at the height of the evening peak. If there were still any industrial or school short workings, they were not shown in the timetable.

The Greenacre service is shown in the full timetable, but it has some odd features. The first bus to operate in the morning is the 5.00 from Greenacre, and service continues until the arrival at Greenacre of a 484 at 10.25 a.m. There is then a gap of nearly three hours for the rest of the morning, until the next bus leaves Greenacre at 1.00 p.m. The last bus arrives at Greenacre

at 6.50 p.m. The off-peak service, such as it is, can be operated by a single bus, but extra vehicles are needed in the peak hour. There are no late evening buses to Greenacre, and there is no longer any service there on weekends. The Greenacre section of the old 27 has declined even more than the main run.

On the 18 September 2006, these services were taken over by transitFirst and a longer trunk route was created between Liverpool in the west and Burwood at the eastern end of the old 27. This was created by combining the old Red Arrow route 860 from Liverpool to Bankstown, which was itself a combination of parts of the routes 12, Bankstown to Milperra Bridge (and on to Panania) and 69 from Milperra Bridge to Liverpool. I plan to look at the development of the western end of this trunk route in a future edition of The Times. This was combined with the route 486, which was also diverted a few blocks to the south and

Route 484: GREENACRE to STRATHFIELD
Route 485: BANKSTOWN to STRATHFIELD via Norfolk Road
Route 486: BANKSTOWN to STRATHFIELD via Waterloo Road

Route Number	BANKSTOWN					GREEN-ACRE	CHULLORA			ENFIELD	STRATHFIELD
	Train departs Wynyard	Train arrives Bankstown	Bankstown Station	Bankstown Square	Rawson Road & Hillcrest Avenue	Greenacre Shops (Waterloo Road)	Norfolk Road & Roberts Road	Waterloo Road & Hume Highway	Hume Highway & Roberts Road	Broadway	Strathfield Station
	WEEKDAYS AFTERNOONS										
486	11.20	12.01	12.10	12.12	12.20	..	..	12.26	12.30	12.37	12.42
485	11.50	12.31	12.35	12.37	12.45	..	12.51	..	12.55	1.02	1.07
484	..	..	..	..	..	1.00	..	..	1.10	1.16	1.20
486	12.05	12.46	1.00	1.02	1.10	..	..	1.16	1.20	1.27	1.32
485	12.35	1.16	1.25	1.27	1.35	..	1.41	..	1.45	1.52	1.57
484	..	..	..	..	..	1.50	..	..	2.00	2.06	2.10
486	1.05	1.46	1.50	1.52	2.00	..	..	2.06	2.10	2.17	2.22
485	1.20	2.01	2.15	2.17	2.25	..	2.31	..	2.35	2.42	2.47
484	..	..	..	..	..	2.40	..	..	2.50	2.56	3.00
485	1.50	2.31	2.45	2.47	2.55	..	3.01	..	3.05	3.20	3.25
484/6	..	..	..	..	..	3.00J	3.15J	3.18J	3.20	3.26	3.30
485	2.05	2.46	3.00	3.02	3.10	..	3.16	..	3.20	3.30	3.35
484	..	..	..	..	..	3.40	..	..	3.50	3.56	4.00
486	2.50	3.32	3.35	3.37	3.45	..	..	3.51	3.55	4.01	4.05
485/6	2.50	3.32	3.45C	3.47C	3.55C	..	..	4.01	4.05	4.11	4.15
484	..	..	..	..	..	4.05	..	..	4.15	4.21	4.25
484	..	..	..	..	..	4.15	..	..	4.25	4.31	4.35
485	3.35	4.18	4.20	4.22	4.30	..	4.36	..	4.40	4.46	4.50
484	..	..	..	..	..	4.35	..	..	4.45	4.51	4.55
486	4.00	4.37	4.40	4.42	4.50	..	..	4.56	5.00	5.06	5.10
484	..	..	..	..	..	5.00	..	..	5.10	5.16	5.20
486	4.16	4.51	4.55	4.57	5.05	..	..	5.11	5.15	5.21	5.25
485	4.20	5.02	5.05	5.07	5.15	..	5.21	..	5.25	5.31	5.35
486	4.35	5.17	5.20	5.22	5.30	..	..	5.36	5.40	5.46	5.50
485	4.50	5.32	5.35	5.37	5.45	..	5.51	..	5.55	5.59	6.05
485	5.05	5.47	5.50	5.52	6.00	..	6.06	..	6.10	6.16	6.20
486	5.20	6.02	6.05	6.07L	6.14	..	..	6.20	6.22	6.26	6.30
485	5.46	6.21	6.25	6.57L	6.35	..	6.41	..	6.45	6.50	6.52
486	6.20	7.01	7.10	7.12L	7.18	..	..	7.24	7.26	7.34	7.38
485	7.20	8.01	8.10T	8.12T	8.18T	..	8.24T	..	8.26T	8.34T	8.38T
485	8.20	9.01	9.10T	9.12T	9.18TN	..	..	..	..	..	..

EXPLANATIONS

C - Bus operates via Cardigan Road and Waterloo Road.
 J - Bus operates via Juno Parade, Roberts Road, Norfolk Road, Waterloo Road, Hume Highway and the Boulevard to Strathfield Station.
 L - Bus operates via Bankstown Square on late shopping nights only.
 N - Bus terminates at the corner of Roberts Road and Norfolk Road.
 T - Bus operates on late shopping nights only.

3

west of its old route in Greenacre and extended east from Strathfield station to Burwood. Burwood has a larger shopping centre and was thus a more attractive destination, just as it had been before 1930. The new trunk route was numbered 900, duplicating the number of the route south from Picton.

Perhaps the southern highlands were not considered part of the metropolitan area. The two other routes also received numbers in the 900s, duplicating the numbers routes south of Mittagong. The new 913 and 914 were the same as the old 485 and 486 respectively, going from Bankstown and Greenacre to Strathfield. Neither of these routes was extended to Burwood, and the only change in them is that they no longer diverted along Lawson Street in the northern part of Greenacre.

My final timetable for the route 900 was effective from 14 December 2009 by Ve-

Route 484: STRATHFIELD to GREENACRE
Route 485: STRATHFIELD to BANKSTOWN via Norfolk Road
Route 486: STRATHFIELD to BANKSTOWN via Waterloo Road

Route Number	STRATHFIELD Strathfield Station	ENFIELD Broadway	CHULLORA			GREEN-ACRE Greenacre Shops (Waterloo Road)	BANKSTOWN				Train departs Bankstown	Train arrives Wynyard	
			Hume Highway & Roberts Road	Waterloo Road & Hume Highway	Norfolk Road & Roberts Road		Rawson Road & Hillcrest Avenue	Bankstown Square	Bankstown Station				
WEEKDAYS MORNINGS													
485	5.25	5.29	5.35	..	5.39	..	5.43	..	5.49	5.52	6.32		
486	5.55	5.59	6.05	6.08	..	..	6.13	..	6.20	6.29	7.04		
485	6.25	6.29	6.35	..	6.39	..	6.43	..	6.50	6.59	7.35		
484	6.40	6.44	6.50	..	..	7.00	..	..	..	..	..
486	6.55	6.59	7.05	7.08	..	..	7.13	..	7.20	7.27	8.05		
484	7.10	7.14	7.20	..	..	7.30	..	..	..	..	..
486/5	7.15C	7.19C	7.23C	7.26C	..	..	7.31C	..	7.37	7.42	8.20		
486	7.30	7.34	7.43	7.46	..	..	7.53	7.56	8.00	8.03	8.47		
484	7.35	7.39	7.45	..	..	7.55	..	..	..	..	..
485	7.43	7.47	7.55	..	7.59	..	8.05	8.13	8.15	8.18	9.01		
486	8.02	8.06	8.14	8.17	..	..	8.24	8.32	8.34	8.42	9.20		
484	8.07	8.11	8.19	..	..	8.29	..	..	..	..	..
485	8.15	8.19	8.27	..	8.31	..	8.37	8.45	8.47	8.59	9.35		
484	8.25S	8.29	8.35	..	..	8.45	..	..	..	..	..
486	8.30	8.34	8.40	8.43	..	..	8.50	8.56	9.00	9.04	9.46		
485	8.45	8.49	8.55	..	8.59	..	9.05	9.11	9.15	9.19	10.01		
486	9.00	9.04	9.10	9.13	..	..	9.20	9.28	9.30	9.34	10.16		
484	9.05	9.09	9.15	..	..	9.25	..	..	..	..	..
485	9.25	9.29	9.35	..	9.39	..	9.45	9.53	9.55	10.04	10.46		
486	9.55	9.59	10.05	10.08	..	..	10.15	10.23	10.25	10.34	11.16		
484	10.05	10.09	10.15	..	..	10.25	..	..	..	..	..
485	10.20	10.24	10.30	..	10.34	..	10.40	10.46	10.50	11.04	11.46		
486	10.45	10.49	10.55	10.58	..	..	11.05	11.12	11.17	11.34	12.16		
485	11.10	11.14	11.20	..	11.23	..	11.30	11.37	11.42	11.49	12.31		
486	11.35	11.39	11.45	11.48	..	..	11.55	12.02	12.07	12.19	1.01		

EXPLANATIONS

C - Bus operates via Waterloo Road and Cardigan Road.
 S - Bus operates on school days only.

METROTRIPS

Your complete link for information about connections, destinations and timetables in and around Sydney by buses, trains and ferries.

Phone 954 4422 - 6am-10pm seven days a week

METROTRIPS is another transport improvement developed by the Ministry of Transport.

Route 484: STRATHFIELD to GREENACRE
Route 485: STRATHFIELD to BANKSTOWN via Norfolk Road
Route 486: STRATHFIELD to BANKSTOWN via Waterloo Road

Route Number	STRATHFIELD Strathfield Station	ENFIELD Broadway	CHULLORA			GREEN-ACRE Greenacre Shops (Waterloo Road)	BANKSTOWN				Train departs Bankstown	Train arrives Wynyard	
			Hume Highway & Roberts Road	Waterloo Road & Hume Highway	Norfolk Road & Roberts Road		Rawson Road & Hillcrest Avenue	Bankstown Square	Bankstown Station				
WEEKDAYS AFTERNOONS													
485	12.00	12.04	12.10	..	12.13	..	12.20	12.27	12.32	12.49	1.31		
486	12.25	12.29	12.35	12.38	..	..	12.45	12.52	12.57	1.04	1.46		
485	12.50	12.54	1.00	..	1.03	..	1.10	1.17	1.20	1.34	2.16		
486	1.15	1.19	1.25	1.28	..	..	1.35	1.42	1.47	2.04	2.46		
484	1.25	1.29	1.35	..	..	1.45	..	..	..	..	..
485	1.40	1.44	1.50	..	1.53	..	2.00	2.07	2.12	2.19	3.01		
486	2.05	2.09	2.15	2.18	..	..	2.25	2.32	2.37	2.49	3.31		
484	2.15	2.19	2.25	..	..	2.35	..	..	..	..	..
485	2.30	2.34	2.40	..	2.43	..	2.50	2.56	3.00	3.03	3.43		
486	2.55	2.59	3.22	3.25	..	..	3.35	3.42	3.45	3.50	4.32		
484	3.02	3.06	3.25	..	..	3.35	..	..	..	..	..
485	3.30	3.34	3.40	..	3.46	..	3.50	3.56	3.58	4.04	4.45		
484	3.35	3.39	3.45	..	..	3.55	..	..	..	..	..
486	3.45	3.49	3.55	3.58	..	..	4.05	4.11	4.15	4.25	5.04		
484	3.48	3.52	3.58	..	..	4.08	..	..	..	..	..
484	4.05	4.09	4.15	..	..	4.25	..	..	..	..	..
485	4.10	4.14	4.20	..	4.23	..	4.30	4.36	4.40	4.47	5.27		
486	4.20	4.24	4.30	4.32	..	..	4.40	4.46	4.50	4.56	5.35		
484	4.30	4.34	4.40	..	..	4.50	..	..	..	..	..
485	4.40	4.44	4.50	..	4.53	..	5.00	5.06	5.10	5.16	5.56		
486	4.55	4.59	5.05	5.07	..	..	5.15	5.21	5.25	5.31	6.12		
484	5.05	5.09	5.15	..	..	5.25	..	..	..	..	..
486	5.15	5.19	5.25	5.27	..	..	5.35	5.41	5.45	5.54	6.37		
484	5.25	5.29	5.35	..	..	5.45	..	..	..	..	..
486	5.30	5.34	5.40	5.42	..	..	5.50	5.56	6.00	6.07	6.49		
485	5.45	5.49	5.55	..	5.58	..	6.05	6.11L	6.15	6.23	7.05		
486	6.00	6.04	6.10	6.12	..	..	6.17	6.23L	6.25	6.34	7.16		
485	6.15	6.19	6.25	..	6.28	..	6.35	6.41L	6.45	6.49	7.31		
486	6.30	6.34	6.40	6.42	..	..	6.50	6.56L	7.00	7.04	7.46		
484	6.35	6.39	6.45	..	..	6.50	..	..	..	..	..
485	6.55	6.59	7.05	..	7.08	..	7.15	7.21L	7.25	7.34	8.16		
486	7.40	7.43	7.48	7.50R	..	..	..	..	..	..	..
485	8.40T	8.43T	8.48T	8.50T	..	..	8.56T	9.02T	9.04T	9.34	10.16		

EXPLANATIONS

L - Bus operates via Bankstown Square on late shopping nights only.
 R - Bus terminates at the corner of Rawson Road and Noble Avenue.
 T - Bus operates on late shopping nights only.

SCHOOL SERVICES

School trips are not shown on this timetable.
 For further information please contact our office on 708 3248.
 Adults will be carried on all school buses.

olia (see pp 9-10). Their bus depot is located on the outskirts of Bankstown Airport. I have included the first three pages of the timetable, which give the full service from Liverpool to Burwood on Mondays to Fridays, as well as the first half of Saturday's service. There has been a considerable increase in the main service on weekdays. There are now two buses an hour over the full route in the off-peak shopping hours, together with the hourly bus on the 913. This contrasts with roughly two buses an hour on the 485/6 in 1990 in the same period.

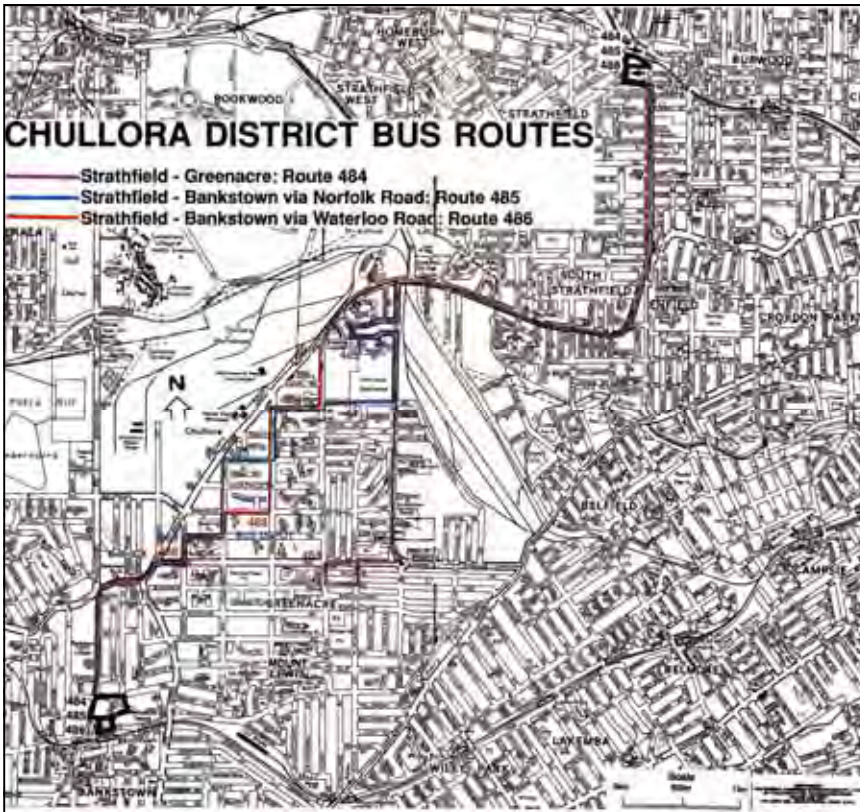
The Greenacre service, the 914, has been reduced however to a total of six buses in the whole day: you can find them leaving Strathfield South Shops at 6.21, 7.16 and 8.09 in the morning and 3.44, 4.44 and 5.40 in the afternoon. The full timetable for the route 914 found on page 13, which I have not included here, shows two more

buses, a school special leaving Strathfield South at 7.42 and a bus leaving Greenacre at 8.58, whose passengers transfer to the route 900 bus shown leaving Chullora Market Place at 9.10. There are only five route 914 buses returning in the Greenacre direction. So the Greenacre service is now less frequent than it had been in the sixties,

In the peak hours, the route 900 buses usually run quarter hourly, with extra 913 buses and two 900 short workings, leaving Milperra Bridge at 3.16 and Moorebank at 3.41. These two services mean there are four buses an hour from Milperra after 3 o'clock, while there are only two in that period from Liverpool. In the evenings and on Saturdays, buses operate only on the route 900, with Saturday buses only hourly from Liverpool and twice an hour from Bankstown. While on Sundays, which I haven't shown, the route 900 buses run only between Bankstown and Burwood at

hourly intervals.

The flyers for the new Metrobus services, which are being progressively introduced in Sydney, tell us that a new route M90, which has the same route shown on their map as the present 900, will be introduced between Liverpool and Burwood. Metrobus service normally runs every quarter hour in the weekday off-peak hours, thus not needing a timetable, or so they say [See story on our page 13]. This indicates that there will be a further increase in the service provided over this trunk route, and I plan to look at this when I write about the western half of the route 900 after the introduction of the M90 some time in 2011. We shall see what frequency of service will be provided and whether, and if so, to what extent, the routes 913 and 914 will also survive.



Route		Route 900 Liverpool to Burwood via UWS Milperra, Bankstown & Strathfield													Route 913 Bankstown to Strathfield via Hillcrest Ave & Norfolk Rd	
Monday to Friday		900	900	913	900	914	913	900	900	900	914	913	900	900	900	
A	Liverpool Interchange (Stand 11)	am	am	am	am	am	am	am	am	am	am	am	am	am	am	
B	Liverpool Westfield (George St)	....	....	....	5.10	....	....	5.40	5.55	6.10	....	....	6.25	....	6.40
C	Moorebank (Newbridge Rd & Nuwarra Rd)	....	....	....	5.21	....	....	5.51	6.06	6.21	....	....	6.36	....	6.51
D	Newbridge Rd & Henry Lawson Dr	....	....	....	5.25	....	....	5.55	6.10	6.25	....	....	6.40	....	6.55
E	UWS Milperra (Bullecourt Ave)	....	....	....	5.30	....	....	6.00	6.15	6.30	....	....	6.45	....	7.01
F	Milperra Rd & The River Rd	....	....	....	5.37	....	....	6.07	6.22	6.37	....	....	6.52	....	7.09
G	Bankstown Interchange (Stand E)	5.03	5.23	5.31	5.48	....	....	6.01	6.18	6.33	6.48	....	6.54	7.03	7.22
H	Centro Bankstown (Stand 2)	....	....	....	....	....	....	....	....	....	....	....	....	....	7.26
I	Greenacre (Boronia Rd & Noble Ave)	5.14	5.34	....	6.00	....	....	6.30	6.45	7.00	....	....	....	....	7.26
P	Hillcrest Ave & Cardigan Rd	....	....	....	5.42	....	....	6.12	....	....	....	....	7.15	7.28	7.35
O	Chullora Public School (Norfolk Rd)	....	....	....	5.48	....	....	6.18	....	....	....	H	7.07	....	....
J	Chullora Marketplace (Waterloo Rd)	5.20	5.40	....	6.06	....	....	6.36	6.51	7.06	....	H	7.13	....	....
K	Strathfield South Shops (Hume Hwy)	5.26	5.46	5.56	6.14	6.21	6.26	6.44	6.59	7.14	7.16	7.21	7.29	7.42	7.51	
L	The Boulevard & Hume Highway	5.30	5.50	6.00	6.18	6.25	6.30	6.48	7.03	7.18	7.20	7.25	7.33	7.46	7.56	
M	Strathfield Station (Albert Rd)	5.38	5.58	6.10	6.28	6.35	6.40	6.58	7.13	7.28	7.30	7.35	7.43	7.56	8.06	
N	Burwood Westfield	....	....	....	....	....	....	....	....	....	....	....	7.55	....	8.18

Monday to Friday (cont...)		900	914	900	913	900	900	900	913	900	900	900	913	900	900
A	Liverpool Interchange (Stand 11)	8.55	....	7.10	....	7.25	7.40	7.55	....	8.10	8.25	8.40	....	8.55	9.05
B	Liverpool Westfield (George St)	....	....	....	....	....	....	....	....	....	....	....	....	....	9.10
C	Moorebank (Newbridge Rd & Nuwarra Rd)	7.06	....	7.21	....	7.36	7.51	8.06	....	8.21	8.36	8.51	....	9.06	9.21
D	Newbridge Rd & Henry Lawson Dr	7.10	....	7.25	....	7.40	7.55	8.10	....	8.25	8.40	8.56	....	9.11	9.26
E	UWS Milperra (Bullecourt Ave)	7.16	....	7.31	....	7.46	8.01	8.16	....	8.30	8.45	9.02	....	9.17	9.32
F	Milperra Rd & The River Rd	7.24	....	7.39	....	7.54	8.09	8.24	....	8.38	8.53	9.10	....	....	9.40
G	Bankstown Interchange (Stand E)	7.37	....	7.52	7.54	8.07	8.22	8.37	8.41	8.51	9.06	9.23	9.34	....	9.53
H	Centro Bankstown (Stand 2)	7.41	....	7.56	....	8.11	8.26	8.41	....	8.54	9.09	9.26	9.37	....	9.56
I	Greenacre (Boronia Rd & Noble Ave)	7.50	....	8.05	....	8.20	8.35	8.50	....	9.03	9.18	9.34	....	....	10.04
P	Hillcrest Ave & Cardigan Rd	....	....	....	8.07	....	....	....	....	8.54	....	....	....	9.47	....
O	Chullora Public School (Norfolk Rd)	....	H	....	8.13	....	....	....	....	9.00	....	....	....	9.53	....
J	Chullora Marketplace (Waterloo Rd)	7.57	....	8.12	....	8.27	8.42	8.57	....	9.10	9.25	9.40	....	....	10.10
K	Strathfield South Shops (Hume Hwy)	8.06	8.09	8.21	8.22	8.36	8.51	9.06	9.08	9.18	9.33	9.46	10.01	....	10.16
L	The Boulevard & Hume Highway	8.11	8.13	8.26	8.27	8.41	8.56	9.11	9.12	9.22	9.37	9.50	10.05	....	10.20
M	Strathfield Station (Albert Rd)	8.21	8.23	8.36	8.37	8.51	9.06	9.21	9.20	9.32	9.47	9.58	10.13	....	10.28
N	Burwood Westfield	8.33	....	8.48	....	9.03	9.18	9.33	....	9.44	9.59	10.09	....	....	10.39

Explanations

- H - Route 914 bus turns onto Hume Highway from Roberts Road 4 minutes earlier than time shown at Strathfield South Shops.
- - Journey does not operate past this timing point.
- ♿ - This service is usually operated by a wheelchair accessible bus.

Route 900/913		Route 900 Liverpool to Burwood via UWS Milperra, Bankstown & Strathfield												
Route 913 Bankstown to Strathfield via Hillcrest Ave & Norfolk Rd														
Monday to Friday (cont...)														
Route Number	900	913	900	913	900	913	900	913	900	913	900	913	900	913
Liverpool Interchange (Stand 11)	8:38	10:08	10:36	11:06	11:35	12:05	12:35	1:05	1:35	2:05	2:35	3:05	3:35	4:05
Liverpool Westfield (George St)	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:10
Moorebank (Newbridge Rd & Nuwara Rd)	9:51	10:21	10:51	11:21	11:51	12:21	12:51	1:21	1:51	2:21	2:51	3:21	3:51	4:21
Newbridge Rd & Henry Lawson Dr	9:56	10:26	10:56	11:26	11:56	12:26	12:56	1:26	1:56	2:26	2:56	3:26	3:56	4:26
UWS Milperra (Bullecourt Ave)	10:03	10:33	11:03	11:33	12:03	12:33	1:03	1:33	2:03	2:33	3:03	3:33	4:03	4:33
Milperra Rd & The River Rd	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40
Bankstown Interchange (Stand E)	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55
Centro Bankstown (Stand 2)	10:26	10:56	11:26	11:56	12:26	12:56	1:26	1:56	2:26	2:56	3:26	3:56	4:26	4:56
Greenacre (Boronia Rd & Noble Ave)	10:34	11:04	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04	4:34	5:04
Hillcrest Ave & Cardigan Rd	10:47	11:17	11:47	12:17	12:47	1:17	1:47	2:17	2:47	3:17	3:47	4:17	4:47	5:17
Chullora Public School (Norfolk Rd)	10:53	11:23	11:53	12:23	12:53	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53	5:23
Chullora Marketplace (Waterloo Rd)	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40	5:10
Strathfield South Shops (Hume Hwy)	10:48	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48	5:18
The Boulevard & Hume Highway	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50	5:20
Strathfield Station (Albert Rd)	10:58	11:28	11:58	12:28	12:58	1:28	1:58	2:28	2:58	3:28	3:58	4:28	4:58	5:28
Burwood Westfield	11:08	11:38	12:08	12:38	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08	5:38

Route 900/913		Route 900 Liverpool to Burwood via UWS Milperra, Bankstown & Strathfield												
Route 913 Bankstown to Strathfield via Hillcrest Ave & Norfolk Rd														
Monday to Friday (cont...)														
Route Number	900	900	900	900	900	900	900	900	900	900	900	900	900	900
Liverpool Interchange (Stand 11)	4:35	4:55	5:15	5:35	6:00	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30
Liverpool Westfield (George St)	4:40	5:00	5:20	5:40	6:05	6:35	7:35	8:35	9:35	10:35	11:35	12:35	1:35	2:35
Moorebank (Newbridge Rd & Nuwara Rd)	4:51	5:11	5:31	5:51	6:15	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45
Newbridge Rd & Henry Lawson Dr	4:56	5:16	5:36	5:56	6:19	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49
UWS Milperra (Bullecourt Ave)	5:02	5:22	5:42	6:02	6:25	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55
Milperra Rd & The River Rd	5:10	5:30	5:50	6:10	6:33	7:03	8:03	9:03	10:03	11:03	12:03	13:03	1:40	2:40
Bankstown Interchange (Stand E)	5:23	5:43	6:03	6:23	6:46	7:16	8:16	9:16	10:16	11:16	12:16	13:16	1:53	2:53
Centro Bankstown (Stand 2)	5:26	5:46	6:06	6:26	6:49	7:19	8:19	9:19	10:19	11:19	12:19	13:19	1:56	2:56
Greenacre (Boronia Rd & Noble Ave)	5:34	5:54	6:14	6:34	6:56	7:26	8:26	9:26	10:26	11:26	12:26	13:26	2:03	3:03
Hillcrest Ave & Cardigan Rd	5:47	6:07	6:27	6:47	7:09	7:39	8:39	9:39	10:39	11:39	12:39	13:39	2:16	3:16
Chullora Public School (Norfolk Rd)	5:53	6:13	6:33	6:53	7:15	7:45	8:45	9:45	10:45	11:45	12:45	13:45	2:22	3:22
Chullora Marketplace (Waterloo Rd)	5:40	6:00	6:20	6:40	7:01	7:31	8:31	9:31	10:31	11:31	12:31	13:31	2:28	3:28
Strathfield South Shops (Hume Hwy)	5:48	6:08	6:28	6:48	7:09	7:39	8:39	9:39	10:39	11:39	12:39	13:39	2:34	3:34
The Boulevard & Hume Highway	5:50	6:10	6:30	6:50	7:11	7:41	8:41	9:41	10:41	11:41	12:41	13:41	2:40	3:40
Strathfield Station (Albert Rd)	5:58	6:18	6:38	6:58	7:19	7:49	8:49	9:49	10:49	11:49	12:49	13:49	2:46	3:46
Burwood Westfield	6:08	6:28	6:48	7:08	7:29	7:59	8:59	9:59	10:59	11:59	12:59	13:59	2:52	3:52



by shovelyjoe » Wed Oct 27, 2010 4:38

Cressy nonsense

ANDREW McLEAN

Table Talk (Feb 2011) rightly takes GSR to task for suggesting that a slower Overland is “even more convenient”. But rather than pick on GSR’s spin merchants for trying to make the best out of a hopeless situation, surely we should be concentrating our scorn for those who are actually responsible for such a pathetic state of affairs. The Overland is so bad that a closer look is surely warranted.

Back in the early 90s, we were given several reasons for choosing the Cressy route for Adelaide standard gauge. We were told:

(a) Cressy is “easier to double stack”.

I can’t resist saying that this argument fails to stack up: Firstly, each route has about a dozen “low” bridges to dig under, lift, or avoid, and I don’t think there was ever any evidence that one route was much dearer or cheaper than the other.

Secondly, National Rail showed just how important they thought double stacking was by building their new line to Nth Geelong with limited clearances. At least one plan of the new Newport – Nth Geelong line clearly showed clearances of 6.2 metres (enough for most double stacking) but the line was actually built without this (presumably because it wasn’t easier to double stack!) and of course this makes it that much harder (rather than easier) if double stacking ever does happen.

To show just how contrary the world is, the new bridges built on the Ballarat route as part of the “Fast Rail” upgrade do have the full 7.1 m clearance now deemed necessary, even though the people who built them said the line must never ever be standardised!

(b) Cressy is “straighter”.

“Straightness” could be defined in many ways, but one way (valid for a “freight” railway) would be to count all the curves (or groups of curves close together) that were too sharp for (say) 115 km/h, the present limit for Superfreighters. If this had been done in the early 90’s, National Rail would have discovered that for every curve (or group) on the Ballarat route too sharp for 115 km/h, there was a worse curve (or group) on the Cressy route. The “straighter” argument was a myth in the 90’s, and it’s even sillier today, as “Fast Rail” has seen many of the Ballarat curves removed, while the Cressy curves (with one minor exception) remain.

© Cressy is “just as fast”.

Astonishingly, we were told that one of the main reasons for choosing the Cressy route as the only way to Adelaide was because it was “just as fast” as the Ballarat route. This makes as much sense as saying it was chosen because it was “just as slow”!

Table 1 shows the running times each side of Ararat for the westbound Overland as at 23/8/92 (via Ballarat) compared with today via Cressy.

	1992	2011
Melbourne – Ararat	3:03	3:35
Ararat – Adelaide	9:30	6:45

West of Ararat, the Overland is now much faster due to a whole host of (relatively cheap) factors: smarter crossings, fewer speed restrictions, higher curve speeds, more powerful locos, shorter formations etc.

East of Ararat, these same factors should have applied just as much, but instead of fixing up the railway we had, we spent a few hundred million building an (almost entirely) new railway instead, and made it much slower. So the first question must be “If we had spent the “Cressy” money on the Ballarat route, how long would today’s Overland take?” The answer makes depressing reading.

The 1990’s Ballarat route was easily made much faster, and even the then DOI managed some of the obvious improvements as part of its “Fast Rail” project. Starting from the Melbourne end, a sensible standard gauge freight route would have:

Passed over the electrified passenger lines near Tottenham allowing a smooth curve at Sunshine

- Eased the curves at Melton (done by Fast Rail)
- Bypassed Bacchus Marsh by building a line direct from Parwan Loop up end to the apex of the horseshoe (Fast Rail got this completely wrong. They eased the “esses” into Bacchus Marsh (providing only a small gain for expresses) but kept the platform on the loop and promptly installed a signalling system that delayed every stopping train on the new alignment!)
- Eased the curve at Ballan (done)
- Built the Bungaree bypass (done)
- Removed the kink at Warrenheip (gone in 1997)
- Built a smooth curve through Ballarat

station, either in a trench about 3 m deep (requiring a lifting bridge in the middle of the Lydiard St crossing) or 7 m deep (passing under Lydiard St) either option allowing double stack clearances and high speed without affecting the heritage footbridge.

Today, The Overland is typically about 8 cars with a single NR, and we can easily predict the running times on such an improved route. Table 2 shows a single NR on 8, 12, and 16 cars via the “improved” Ballarat route:

Single NR hauling:	8	12	16
S Cross – Ballarat	67	71	77
Ballarat – Ararat	52	53	54
Station time	5	5	5
Total SC – Ararat	2:04	2:09	2:16

We can see that a reasonable Ballarat-route Overland might be given 2:10, (which would allow on time running with up to 13 cars with a single NR) and this is a mere 85 minutes faster than we get at present.

Of course those responsible for the choice of the Cressy route will argue that it is a freight route, and passenger timings don’t matter at all. The real reason (so we were supposed to believe) Cressy was chosen was because freight was “just as fast”.

Unfortunately, every study that I’m aware of comparing the Ballarat and Cressy routes ignored the possibility of improvements – rather than compare the then-existing routes we should have been comparing the “best reasonable” Cressy route with the “best reasonable” Ballarat route.

Even so, the results were perfectly clear. Booz-Allen and Hamilton in their “Eastern Rail Network Study” of 1981 found

“Simulations of identical trains operating via both routes between Dynon and Ararat indicate the Cressy route requires 10% more fuel and yields a slower running time due to the 59 km extra distance”

“To match Ballarat running times Cressy HP/tonne must be increased above that of the Ballarat line. (For equal running times) Cressy fuel consumption is approximately 20% higher than via the Ballarat route.”

You would think that this was pretty clear, especially since the Ballarat route was easily made 9 km shorter (and much faster) again, but National Rail thought otherwise and promptly decided to go via Cressy. And the result?

Table 3 shows the timings each side of Ararat/Pyrenees Loop for 9143

“Superfreighter”, again from 23/8/92, compared to 2MP1, which seems to be representative of today’s freight, and which gets a clear run to Ararat.

	9143	2MP1
	1992	2011
Sunshine – Ararat		3:15
Tottenham – Pyrenees Loop		3:19
Ararat – Dry Ck		10:15
Pyrenees Loop – Keswick		8:06

Not surprisingly, we see the same pattern as with the Overland. Huge gains west of Ararat due to nothing more than “better housekeeping”, but no gains east of Ararat despite a brand new railway built at vast expense.

One argument advanced for the Cressy route was that it is “flatter”, avoiding in particular Ingliston bank, a long climb of about 15 km of 1 in 48 between Bacchus Marsh and Ballan. The problem with this argument is that any time-sensitive train too heavy for Ingliston bank will be too slow everywhere else anyway, and the real limiting factor between Melbourne and Adelaide is the effective 1 in 39s in the Adelaide Hills. (Even ARTC admit this – sort of. The “Reference Train” (i.e. typical Superfreighter) for the proposed Inland Melbourne – Brisbane railway is 3 “3220 kW AC drive” locos hauling 4456 t, easily capable of climbing 1 in 40, let alone 1 in 48.)

A typical modern loco (and the NRs are

starting to slip from this category) will offer about 3000 kW at rail (ARTC’s “3220 kW AC drive”), and be able to manage perhaps 1600 t over the Adelaide Hills, and it is easy to predict how they would cope via an improved Ballarat line. Table 4 shows the running times for four train sizes – 3000 kW loco on 1000, 1300, 1600 and 2000t, the maximum load up Ingliston Bank.

Modern loco on:	1000t	1300t	1600t	2000t
Tottenham – Ballarat	73	83	94	108
Ballarat – Pyrenees Loop	55	57	60	65
Tottenham – Pyrenees Loop	2:08	2:20	2:34	2:53

It is obvious from Table 3 that the slowest possible train via an improved Ballarat route is about half an hour faster than the fastest existing service via Cressy, and that the difference for a typical through “Superfreighter” is around the 50 minute mark.

But perhaps the most important result from the above table is the 2:08 timing for the 1000 t train. Tottenham – Pyrenees Loop via Cressy is 266 km, and to equal the 2:08 timing, a Cressy superfreighter would need to average 124 km/h! Tomorrow’s “hyperfreighters” will simply have to go via Ballarat!

What National Rail built was quite literally a steam age alignment, where they completely confused one possible means (building a long, roundabout, flat route

free from passenger services) with the end, which was getting freight to Ararat quickly and efficiently.

National Rail’s successor, ARTC, love to publish lists of potential improvements to interstate main lines, and typical costs range from about \$5 million to \$10 million per minute saved.

At first glance, having an improved Ballarat route might offer savings around the 50 minute mark, but the gains are actually greater, as crossing delays could be reduced as well. A gain of 60 minutes would require perhaps \$300 – 600 million being spent anywhere else, and we could have had this for nothing.

But no matter where you look, you will find absolutely no mention of any possible “Ballarat deviation” in ARTC land, even though it is already there and we know how much faster it would be.

So a few questions to anyone from ARTC (or anyone else in favour of “Cressy only”)

“Why did we choose the Cressy route?”

“Why is any talk of standardising the Ballarat route forbidden?”

“Why are we still running time sensitive freight by a slow route when we have a much faster one staring at us in the face?”



Courtesy Wongm's Rail Gallery

When is a Timetable Not? A Timetable

JIM WELLS

Answer – when it’s issued by the NSW State Transit Authority (STA) for its new Metrobus services (right).

Below is what you get for the M30 Timetable both on line and hard copy:

What’s wrong with this? Well, quite a lot as keen readers of ‘The Times’ will be aware – no indication of journey time and one is dependent on the separate map to get route detail – see Page 16. This repeats the basic timetable information and provides much more that is normal and expected for a public transport timetable.

Mosman, Cremorne, Neutral Bay
City, Newtown, Enmore
Sydenham

metrobus

M30

Buses operate approximately every 10 minutes during the peak period, 15 minutes throughout the day and approximately every 20 minutes on weekends and other times.

From Spytan Junction to Sydenham Station

Weekdays:
First bus departs 6:43am Last bus departs 8:23pm

Saturday:
First bus departs 7:39am Last bus departs 7:39pm

Sunday:
First bus departs 7:39am Last bus departs 7:37pm

From Sydenham Station to Spytan Junction

Weekdays:
First bus departs 6:33am Last bus departs 7:57pm

Saturday:
First bus departs 7:38am Last bus departs 7:34pm

Sunday:
First bus departs 7:38am Last bus departs 7:37pm

NSW Transport Sydney Buses

SMS Real time bus information

Timetables & route maps

Timetable and Route Maps

Select Route

- M10 Metrobus PrePay-only - Maroubra Jn - Anzac Pde - City - Parramatta
- M20 Metrobus PrePay-only - Gore Hill - St Leonards - Crows Nest - North
- M30 Metrobus PrePay-only - Spit Jn - Neutral Bay - City - University of Sy
- M40 Metrobus PrePay-only - Chatswood - Willoughby - City - Darlinghurs
- M41 Metrobus - Hurstville - Bexley North - Campsie - Burwood - Concord
- M50 Metrobus PrePay-only - Drummoyne - Rozelle - City - UNSW - Coog
- M52 Metrobus - City - Rozelle - Ryde - Top Ryde - Ermington - Parramatt
- M54 Metrobus - Parramatta - Carlingford - Epping - Macquarie Centre - M:

The argument is that the service runs so frequently that a detailed timetable is not needed. It may also be suggested that this service is supplementary. That is to say there are other services running along its entire length. If you need a timetable refer to one for one of the other services as a stop gap. If a MetroBus comes along first you’ve lost nothing.

But surely a primary purpose of Metrobus is to allow travel be-

yond the terminus of local routes without having to change buses (and possibly pay two fares), thereby attracting more people to use public transport.

The key point here is service frequency: 10 minutes in peak hours, 15 minutes daytime on weekdays, and 20 minutes at other times. Is a 15 min headway (4 an hour) satisfactory for a non timetabled service?

The answer is an emphatic no as the bulk of passengers for a ser-

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- Customer Service
- About us
- FAQs

Plan Your Trip

I want to go...

From: All [dropdown] Enter location [input]

To: All [dropdown] Enter location [input]

When...

Today (Sat) [dropdown]

Leave After [radio] Arrive before [radio]

Hour: 01 Minute: 35 AM/PM [dropdown]

Go [button]

More trip planning options
Add our Trip Planner to your site

New Trip Plan

Enter your locations for the best travel options, or plan your trip using timetables, maps and route diagrams.

Full Trip Planner:

I want to go....

From: All
 Address
 Station, bus stop or wharf
 Place of interest / School

Tip
 Enter a street intersection, for example, George&King. This is helpful if you are not sure of the suburb.

To: All
 Address
 Station, bus stop or wharf
 Place of interest / School

Tip
 You can enter a Landmark name, eg Moore Park or Chatswood High School.

When: 19-Apr-2011 (Tue)
 Leave After
 Arrive before
 Hour Minute AM/PM
 :

Tip
 You can leave these options as is if you need to travel right now.

Advanced trip planning options:

Transport Mode:

Regular Buses
 Trains
 Ferries
 STA School Bus

Tip
 You can specify the particular modes of travel you would like to use from these options.
 Regular buses include all Government and private bus operators in the Greater Sydney Area.

Walk speed:

Trip planner results

You Searched: [New Trip](#) | [Help](#)

From: Military Rd & Spit Rd East, Mosman, Mosman
To: Sydenham Station

When: Tuesday, 19 April 2011
Leave after: 10:45am
Mode: Regular Buses

Accessibility: All Services
[What is easy access / wheelchair accessible?](#)

Option	Depart	Arrive	Travel time	Transport	
1	10:47am	11:41am	54mins		View trip
2	11:02am	11:56am	54mins		View trip
3	11:17am	12:11pm	54mins		View trip
4	11:32am	12:26pm	54mins		View trip
5	11:47am	12:41pm	54mins		View trip

Option 1 : 54 minutes [Map this Journey](#)

Mode	Details	
	Walk to bus stop Spit Rd Nr Military Rd, Mosman - 25 metres	Map this walk
	Take the M30 bus (Sydney Buses) Dep: 10:48am Spit Rd Nr Military Rd, Mosman <ul style="list-style-type: none"> This is a prepaid service. Purchase a ticket at a PrePay outlet before boarding. Arr: 11:40am Railway Pde Nr Sydenham Station Wheelchair accessible	Map this trip Route Diagram Alternative Times
	Walk to Sydenham Station, Sydenham - 33 metres	Map this walk

vice like the M30 will have in vehicle times of around 10 to 30 minutes. Overall door to door journey times covering walk to stop, wait, bus ride and walk to destination may well be nearer

an hour but it is the wait time that people seem to dislike the most. This is particularly so at intermediate stops which may be right beside a busy main road with inadequate seating and the

need to peer down the street to look for one's bus.

Yes, with 15 minutes the average wait may only be 7.5 minutes. Did you say 'average'? – a

most abused statistic. If a man has one leg in a furnace and another in a freezer, on average he must be comfortable.

Consider this – a passenger who waits 3 minutes may have a waiting frustration level of, let’s say, 5 units. Now is it likely that the passenger waiting 15 minutes will have a frustration level five times this? He probably has a level of frustration more like ten times the three minute one – say 50 units.

What this means is that if the service is improved to say eight an hour (7.5 min headway) the overall level of passenger waiting frustration would be more than halved.

This can become quite an academic discussion particularly when allowance is made for multiple trip journeys involving transfers; suffice to say that for suburban routes headways should really be down to well below ten minutes before detailed timetables can be dispensed with. A guide to journey times along the route should still be provided.

The irony of this is that the STA does have timetables for these routes. This arises from the need to allow for them in Journey Planner which is accessed on the 131500 web site (bottom, page 13).

Let’s try this: (top left, p14)

Frustration arises because journey planner thinks that Spit Junction is in Bondi.

After fiddling around we eventually get: (top right, p14)

And clicking on View Trip confirms the M30 timetable

A to B timetable results

You searched: [All Results](#) | [Search fares](#)

From: Mosman, Spit Rd Nr Military Rd

To: Sydenham, Railway Pde Nr Sydenham Station

When: Tuesday, 19 April 2011

Accessibility: All Services

Click on the route number/train line to view a route diagram of the whole trip

Stop	M30	M30	M30	M30
Mosman, Spit Rd Nr Military Rd	10:03am	10:18am	10:33am	10:48am
Sydenham, Railway Pde Nr Sydenham Station	10:55am	11:10am	11:25am	11:40am

Stop	M30	M30	M30	M30
Mosman, Spit Rd Nr Military Rd	11:03am	11:18am	11:33am	11:48am
Sydenham, Railway Pde Nr Sydenham Station	11:55am	12:10pm	12:25pm	12:40pm

(bottom p14):

Notice that the times in the first table allow for one minutes walking at each end.

Alternate Times is useful as this provides the results above.

Surely if the STA needs timetables for journey planner they can publish them properly?

One of the arguments used is that everyone has access to the internet where they can look up



TRAVEL INFORMATION

Services are so frequent that you just need to turn up and go, the light rail doesn't run to a timetable.

Frequency:

Day services every 10-15 mins.
Overnight service every 30 mins.
[\(click here for more details\)](#)

Hours:

Central – Star City - Central
24 hours a day, every day.

Central – Lilyfield - Central
6am - 11pm (extended hours
Fri/Sat)
[\(click here for exact operating hours\)](#)

Zone 1: Central to Convention
[\(click here for travel times\)](#)

Zone 2: Pyrmont Bay to Lilyfield
[\(click here for travel times\)](#)

the timetable, so it is not necessary to publish printed ones. Not true. Even if it was, you can't normally carry the internet around with you when you are shopping or visiting, and most people don't have mobile phones with internet access. The largest percentage of off-peak bus users are seniors, and these are ones with the lowest level of internet access.

Another guilty party is the operator of Sydney's light rail and monorail services. On the left is what's provided for the former (in part)

Not good enough. Light Rail times are not included in 131500 Journey Planner which is not acceptable.

It is about time that Sydney caught up with all the other capital cities in Australia and supplied integrated timetable information, irrespective of the operator.

Transport NSW bus contracts include a requirement that timetables must be published and distributed.

The author thanks Len Regan for his helpful comments.

metrobús m30 high frequency service connecting Mosman, Neutral Bay, the City, Newtown and Sydenham

Weekdays
Metrobús depart every 10 minutes during morning and afternoon peak periods, every 15 minutes during the day and every 20 minutes at night and on weekends.
The first Metrobús M30 leaves from Mosman at 6:45am, the last service departs at 8:20pm.
The first Metrobús M30 leaves from Sydenham at 6:33am, the last service departs at 7:52pm.

Weekends and Public Holidays
The first Metrobús M30 leaves from Mosman at 7:29am and then approximately every 20 minutes until 7:37pm.
The first Metrobús M30 leaves from Sydenham at 7:37am and then approximately every 20 minutes until 7:34pm.

PrePay service
Metrobús M30 is a PrePay only service. PrePay simply means purchasing a ticket before boarding the bus. There are more than 100 PrePay ticket outlets located along the Metrobús M30 route. Tickets can be purchased from ticket outlets displaying the MyZone/PrePay sign.

Section Information for Ticket Purchase
Metrobús M30 route section points are shown on the map. Count the sections within which you start your journey and all the sections you travel through (including part sections).

Sections	MyBus Traveller
1-2	MyBus 1
3-5	MyBus 2
6+	MyBus 3

Fare Information and Ticket Outlet Locations
Phone Transport Info on 131 500 or visit www.131500.com.au

Section Information for Ticket Purchase
Metrobús M30 route section points are shown on the map. Count the sections within which you start your journey and all the sections you travel through (including part sections).

Sections MyBus Traveller

1-2 MyBus 1
3-5 MyBus 2
6+ MyBus 3

Section Points

- Split Junction
- Neutral Bay Junction
- No stop
- No stop
- No stop
- Wynyard
- City / Market St
- Railway Square
- University of Sydney
- Newtown Station
- Excelsior Park
- Sydenham Station

Transport Interchanges

- Split Junction**
Northern Beaches, Mosman and Taronga Zoo bus services.
- Neutral Bay Junction**
North Sydney, Chiswick and Northern Beaches bus services.
- Wynyard**
Wynyard train services, Northern Beaches bus services.
- Town Hall**
Town Hall train services, Victoria Hill bus services.
- Railway Square**
Central train services, Eastern & Inner West bus services.
- Newtown Station**
Newtown train services, Bookdale and Tempe bus services.
- Sydenham Station**
Sydenham train services.

Legend:
● Bus Stop (all services)
● Bus Stop (PrePay only)
● Transport Interchange