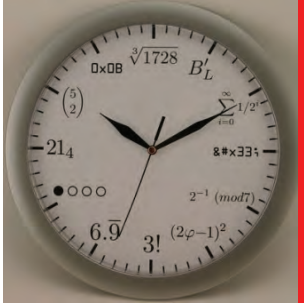
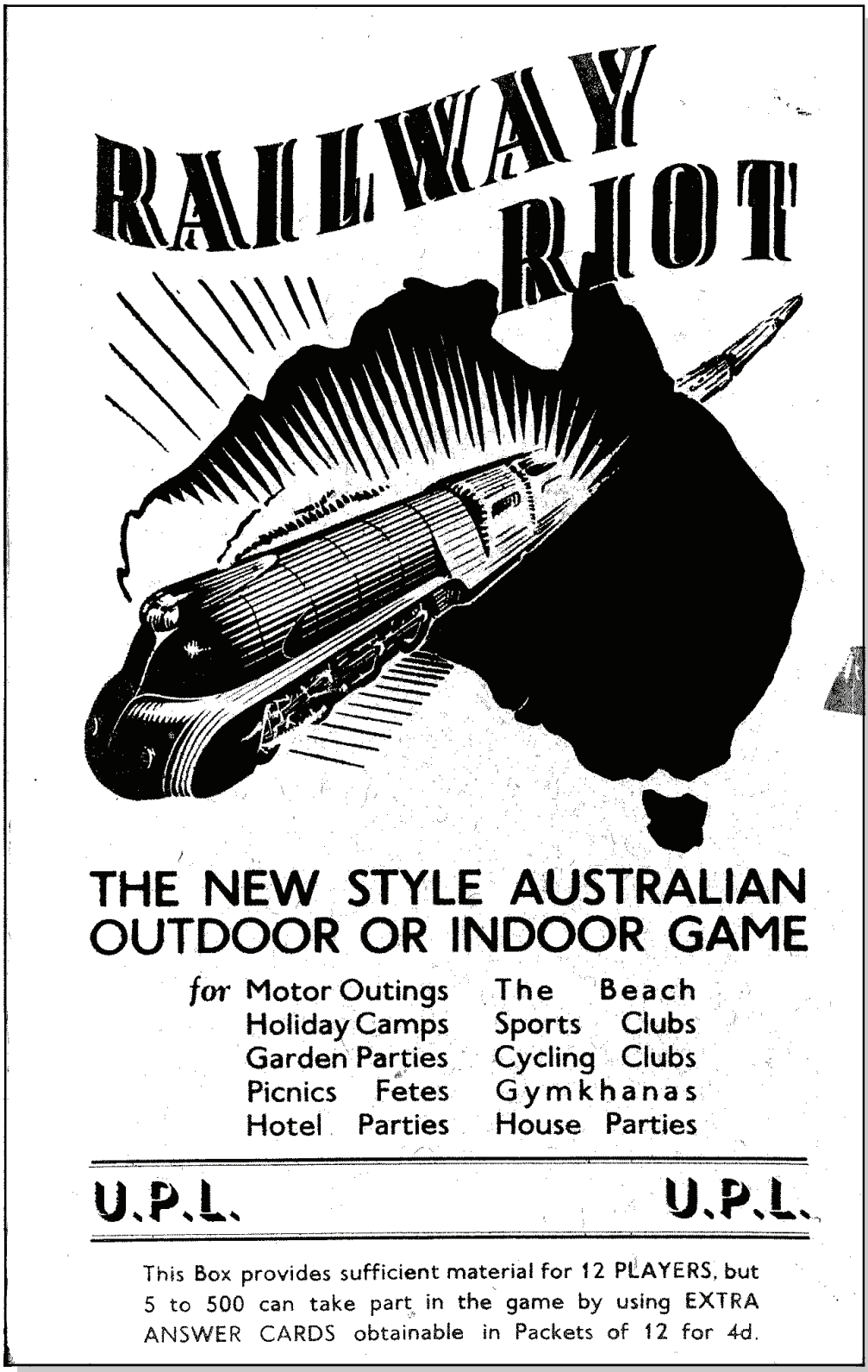


The Times

September 2011

A journal of transport timetable history and analysis



Inside: Timetables for a Sunday School Picnic?
VR in 1889
Kogarah Bay and Carrs Park Bus

RRP $4.95
Incl. GST

The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)
Print Publication No: 349069/00070, ISSN 0813-6327
September 2011 **Issue No. 330 Vol 28 No. 09**

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WORKING VICTORIA'S RAILWAYS IN 1889 7

TO KOGARAH BAY AND CARRS PARK 12

On the front cover

It's a Riot! There would be few who divined the nature of the peculiar timetables which appeared on the cover of our August issue. Member Brendan Whyte reveals all, starting on page 3. Those who fancy themselves as competitors would do well to attend the 2011 AATTC AGM at Queanbeyan Railway Station on 25th October, where we hope this "New Style Australian Outdoor or Indoor Game" may be resurrected. In the meantime, read the Riot Act. Readers will also note that Easey St was also the source of a number of other intriguing Australian transport games.

In this issue, we commence a multi-part article on an intriguing VR WTT from the collection of Albert Isaacs. Albert comments in the article about the issue dates of VR timetables. This is a subject that has long intrigued me and members who download the Australian Railways Timetable list from our website will have noticed that Sundays and Mondays rapidly became the most popular days to turn over a new leaf. While researching the statistics for this analysis, it occurred to me that we must have a number of members whose day of birth coincided with the issue of a new timetable. I have a couple issued on the day my wife was born but, for some inexplicable reason, she did not feel that they would make good birthday presents. What would YOU pay at auction for such a timetable? Download our timetable list from the web-site and scour it for YOUR timetable.

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

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Disclaimer Opinions expressed in The Times are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

The Times on-line AATTC's home page: http://www.aattc.org.au has colour PDF versions of The Times

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Railway riots and Sunday School picnics

Railway riots were a sometime feature of the 19th century– even Australia has its "Rothbury Riot Railway." The Railway Riot on our August cover, explained here by **BRENDAN WHYTE,** *is a different kettle of fish.*

The cover of the last issue featured six timetables, printed on a single card. I mentioned that the timetables were produced in Easey Street, Collingwood, and were definitely railway timetables. Yet while several pairs of stations in the six featured 12-station journeys seem to make sense, how could one ever get from Bourke to Broken Hill in 55 minutes, let alone from Cairns to Cooktown in 57, when Cooktown (when it had a rail line) was only ever an isolated line that never connected to Cairns, let alone Brisbane?

The answer is that these six timetables, half of a set of twelve (two for each of the six Australian states), are the solutions to a 1950s party game called "Railway Riot", published originally in London, England, by Universal Publications Ltd. (UPL), and produced in an Australian-themed version in Melbourne by G. N. Raymond Pty. Ltd., of Easey St, Collingwood, N.5, Victoria. This Collingwood company was a manufacturer of lasts (a cobbler's wooden or metal model for shaping shoes) and boot supplies, and also of cardboard items. They produced a number of UPL games under licence in Australia.

Solutions to "RAILWAY RIOT"

When the players have correctly filled in their cards they should read as follows:—

JOURNEY No. 7

Adelaide	9.00
Gawler	9.37
Millicent	9.59
Mt. Gambier	10.24
Serviceton	11.02
Robe	11.33
Murray Bridge	11.58
Pinnaroo	12.43
Ronmark	7.15
Waikerie	8.03
Kapunda	9.27
Meningie	10.10

JOURNEY No. 8

Wallaroo	4.03
Kadina	4.21
Peterborough	5.04
Port Augusta	5.59
Port Pirie	6.27
Darwin	7.10
Alice Springs	8.11
Oodnadatta	8.51
Tarcoola	9.43
Barton	10.12
Moonta	10.35
Ooldea	11.10

JOURNEY No. 9

Perth	9.00
Bunbury	9.17
Bridgetown	9.35
Katanning	10.05
Busselton	10.28
Albany	10.50
Wagin	11.32
Northam	11.53
York	12.24
Kalgoorlie	1.12
Southern Cross	1.47
Merredin	2.05

JOURNEY No. 10

Fremantle	9.05
Broome	9.35
Wyndham	9.47
Port Hedland	10.12
Cue	10.19
Geraldton	10.24
Boulder	10.54
Coolgardie	11.17
Canning Hill	11.42
Beverley	12.05
Menzies	12.37
Forrest	12.51

JOURNEY No. 11

Launceston	8.48
Latrobe	9.02
Devonport	9.08
Ulverstone	9.13
Penguin	9.31
Burnie	9.44
Wynyard	9.52
Stanley	10.10
Waratah	10.22
Zeehan	10.31
Queenstown	10.40
Strahan	10.45

JOURNEY No. 12

Hobart	12.30
Oatlands	1.17
Ross	1.39
Scottsdale	2.19
Derby	2.29
St. Mary's	2.46
Campbell Town	3.06
Port Arthur	3.29
Swansea	3.51
Deloraine	4.28
Perattah	4.35
St. Helens	4.57

This is another U.P.L. Game produced in Australia by arrangement with Universal Publications Ltd., London. (Copyright)

Should you actually have had 500 friends interested in a party game based on railway timetables (answer truthfully now!), then in those days – before Xerox was a twinkle in the eye of Mrs Gestetner's milkman – you'd need 41 extra answer cards packs, costing a grand total of thirteen-and-eight. You'd be hard pressed to buy a pack of a dozen balloons for that today!

The National Library of Australia has begun collecting Australian-themed board games, and we have recently acquired a copy of "Railway Riot", in surprisingly good condition for its age, and apparently never used.

The game comes in a 26 × 17 × 2 cm cardboard box, whose cover features a red typically-1950s super-express locomotive bursting out of a green map of Australia. The game is billed as "The New Style Australian Indoor or Outdoor game" and as suitable for a range of group gatherings: motor outings (remember those?), holiday camps (Butlins, anyone?), garden parties (before we all lived in inner-city apartments), picnics, fetes, hotel parties (do insurance companies allow these anymore?), the beach, sports clubs, cycling clubs, gymkhanas and house parties (Agatha Christie style 1930s country houses no doubt). The fine print states that the box "provides sufficient material for 12 players, but that 5 to 500 (!) can take part in the game by using extra answer cards obtainable in packets of 12 for 4d."

The game itself is a form of treasure hunt. Besides the twelve answer cards, the box includes a single-sided instructions card, a double-sided solution card giving six of the twelve complete 12-stop timetables on each side, and – the meat of the game – eight key cards each featuring eighteen lines taken at random from the twelve timetables. To play the game, the chap running the party (and let's be honest, ninety-nine time out of a hundred, a party game based on railway timetables is going

to have to be run by a bloke) places the eight key cards in interesting locations. The rules, obviously not modified from the British original, suggest "in the yard of an old inn" for outdoor games and for indoor games that "behind the bath is a good place". The players are each given one of the twelve answer cards, each of which features the origin station of one of the twelve timetables. The players then try to locate the key cards, and write down the twelve stops applicable to their own time-table. Each player will have to find all the eight cards, and revisit most of them, in order to complete his timetable in order. The game can be played as a race (the first person to return to the MC with a complete and correct timetable wins), or it can be played for the sheer joy of romping the countryside (or trashing the interior of the host's house or hotel) and completing the puzzle.

The instructions themselves are rather quaint, so I reproduce them here in full, along with a couple of the key cards, and answer cards.

The board games website Board Game Geek has a page for the English edition of this game

(http://boardgamegeek.com/boardgame/48174/railway-riot), and as of mid-August the Australian edition has been submitted as a 'version', which, if approved, will be found on the same page. I would be very interested to hear from anyone who has actually played the game, or who knows of any other version.

The call number for the National Library's copy of the game is MAP G8961.A9 [195-?] (Box), and the catalogue record is online at http://catalogue.nla.gov.au/Record/5080758. The game can be requested and viewed in the Maps Reading Room during our standard opening hours (9 a.m. to 5 p.m., Monday to Friday) along with a number of other Australian transport-themed games in our collection such as:

"Around the Commonwealth aeroplane game" (1910s)

"Smalls round Australia motor contest" (1940s)

"Sydney to Hobart yacht race game" (1960s)

"TAA: the T-Jet game" (1969)

"Australian Rails" (2005)

and a game about a very different type of transportation:

"Rum Rebellion: a colonial adventure" (1983)!

Dr Brendan Whyte

Assistant Curator of Maps

National Library of Australia

A note from the Secretary. Don't forget that this year's AGM will be in Canberra, where the entertainment feature will be a re-run of the Railway Riot game for all participants.

BEVERLEY	12.05	to	Menzies
BRIDGETOWN	9.35	to	Katanning
MOONTA	10.35	to	Ooldea
KADINA	4.21	to	Peterborough
KAPUNDA	9.27	to	Meningie
ECHUCA	1.02	to	Kyneton
ST. HELENS	4.57	to	HOME
ROBE	11.33	to	Murray Bridge
PENGUIN	9.31	to	Burnie
DONALD	11.06	to	Wycheproof
FREMANTLE	9.05	to	Broome
KALGOORLIE	1.12	to	SouthernCross
STRAHAN	10.45	to	HOME
LISMORE	10.17	to	Bourke
HOBART	12.30	to	Oatlands
COFF'S HARBOUR	5.47	to	Grafton
BUNDABERG	11.27	to	Charters Towers
ROMA	12.15	to	Maryborough

Extra Journey Cards are obtainable separately in packets of 12 for 4d.

A U.P.L. PRODUCTION

Produced in Australia by G. N. RAYMOND PTY. LTD., EASEY STREET, COLLINGWOOD, N.5, VIC.
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ASK YOUR RETAILER TO SHOW YOU OTHER U.P.L. PARTY GAMES

COLAC	9.43	to	Camperdown
PENRITH	2.30	to	Tamworth
JUNEE	3.36	to	Yass
COOKTOWN	3.30	to	HOME
BLACKALL	12.01	to	Mt. Morgan
MILLICENT	9.59	to	Mt. Gambier
WYNDHAM	9.47	to	Port Hedland
HEYWOOD	1.17	to	Mortlake
BALLARAT	9.20	to	Benalla
PERTH	9.00	to	Bunbury
GYMPIE	11.01	to	Bundaberg
HUGHENDEN	12.49	to	Innisfail
BUSSELTON	10.28	to	Albany
DEVONPORT	9.08	to	Ulverstone
CANNING HILL	11.42	to	Beverley
ST. MARYS	2.46	to	Campbelltown
OUYEN	12.12	to	Mildura
DUBBO	7.21	to	Orange

Extra Journey Cards are obtainable separately in packets of 12 for 4d.

A U.P.L. PRODUCTION

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ASK YOUR RETAILER TO SHOW YOU OTHER U.P.L. PARTY GAMES

DIRECTIONS FOR PLAY

"RAILWAY RIOT" is adaptable for any of the purposes enumerated on the cover, and, providing the M.C. displays ingenuity in harmony with our suggestions, his reward will be a tremendous success. The M.C. for either outdoor or indoor parties first of all decides where he will fix the Time Tables and proceeds to place them. Having done so, all is now ready and the players are each handed a Journey Card and informed of the approximate situation of the Time Tables. No one has the remotest idea as to which of the Time Tables bears the name of the station which appears on the top of his card; he must hunt until he finds it and fill in the time indicated. Printed immediately opposite his starting station on the Time Table is the name of his next station, which he must find on another Time Table and write down together with the time indicated. For the purpose of checking results a key card is provided. Here is an example of how to arrange matters: Suppose the occasion is a Garden Party, all kinds of places can be chosen for the fixing of the Time Tables. One could be placed high up on a tree with the wording placed at an angle so that the players must climb a ladder or steps to enable them to read it. Place another under a motor car (in which case a rug should be provided for the players to kneel upon) or some other similar absurd place.

Another arrangement is to place all the Time Tables flat on the ground in the form of a circle. The players must, throughout the game, remain inside the circle, which should be just large enough to give them room to move about.

Where the party is a very mixed one, the M.C. should decree that everyone must walk round, in order to give an equal chance to the less agile players.

For Motor and Cycle Hunts similar ideas could be adopted, including fixing the Time Tables to trees some distance in a field—or another good place is behind a hedge (but first see the gate is locked as this will cause more fun), or in the yard of an old inn. Cafe proprietors might permit one to be erected in their garden. Picnics, Gymkhanas, Fetes and the like all come under the same heading. In the home, many places suggest themselves, such as inside a wardrobe, immediately to the right or left; pin one up under a table, or two can be placed here back to back; another pinned flat on the ceiling, or behind the bath is a good place, and so on. However, first tell the players what part of the house is "out of bounds."

A word of warning! M.C.'s ought to consider the distance each player will have to travel in going backwards and forwards when finding his connection on the Time Tables, especially in the case of outdoor parties. If the distances are too great the Game will become laboured. Two distinct Rounds are provided for on each card, and the first player to complete all details correctly for Round No. 1 will be the winner of that round. If it is decided to compete for Round No. 2, a simultaneous start should again be given for the second expedition.

With extra answer cards 5 to 500 people can take part in any one game but this would necessitate several players completing an identical journey. However, this does not matter because no one would disclose to his opponent which card would supply the connection he desired.

TIME TABLES.

Should the M.C. wish to prolong the game he may cut some or all of them in half and so create extra calling places.

Copyright.

This is another U.P.L. Game

ROUND 1 JOURNEY 2

Player's Name.....

STATION	TIME
BALLARAT	

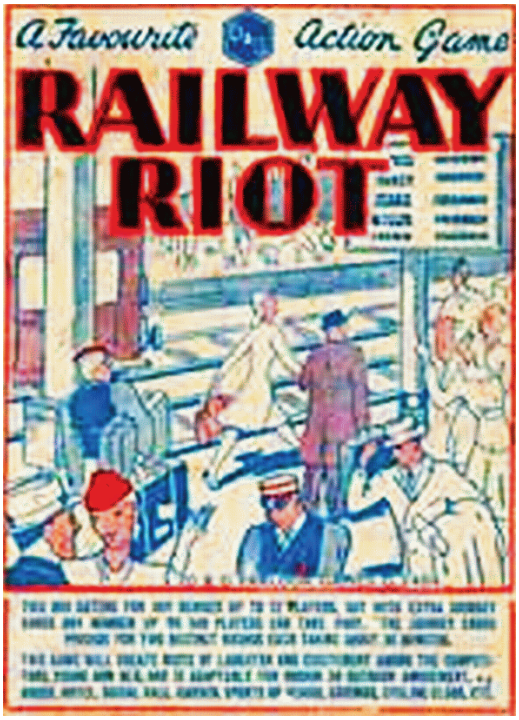
RAILWAY RIOT–another U.P.L. Game (COPYRIGHT)

ROUND 1 JOURNEY 6

Player's Name.....

STATION	TIME
CHARLEVILLE	

RAILWAY RIOT–another U.P.L. Game (COPYRIGHT)



Working Victoria's Railways in 1889 – Part 1.

ALBERT ISAACS

I recently discovered yet again that there are still bargains to be had in the big wide world out there; although, yes, as always, they are few and far between. As many of you may realise, your author has spent nearly 40 years selling (either by retail or through auction) to collectors in various hobby fields, including to TT collectors. The specific item that I recently purchased from a Melbourne bookseller for a mere $30, is an item that, I believe, would sell in an auction that attracts serious collectors, for over $500. The item is:

VICTORIAN RAILWAYS.

WORKING TIME TABLE …

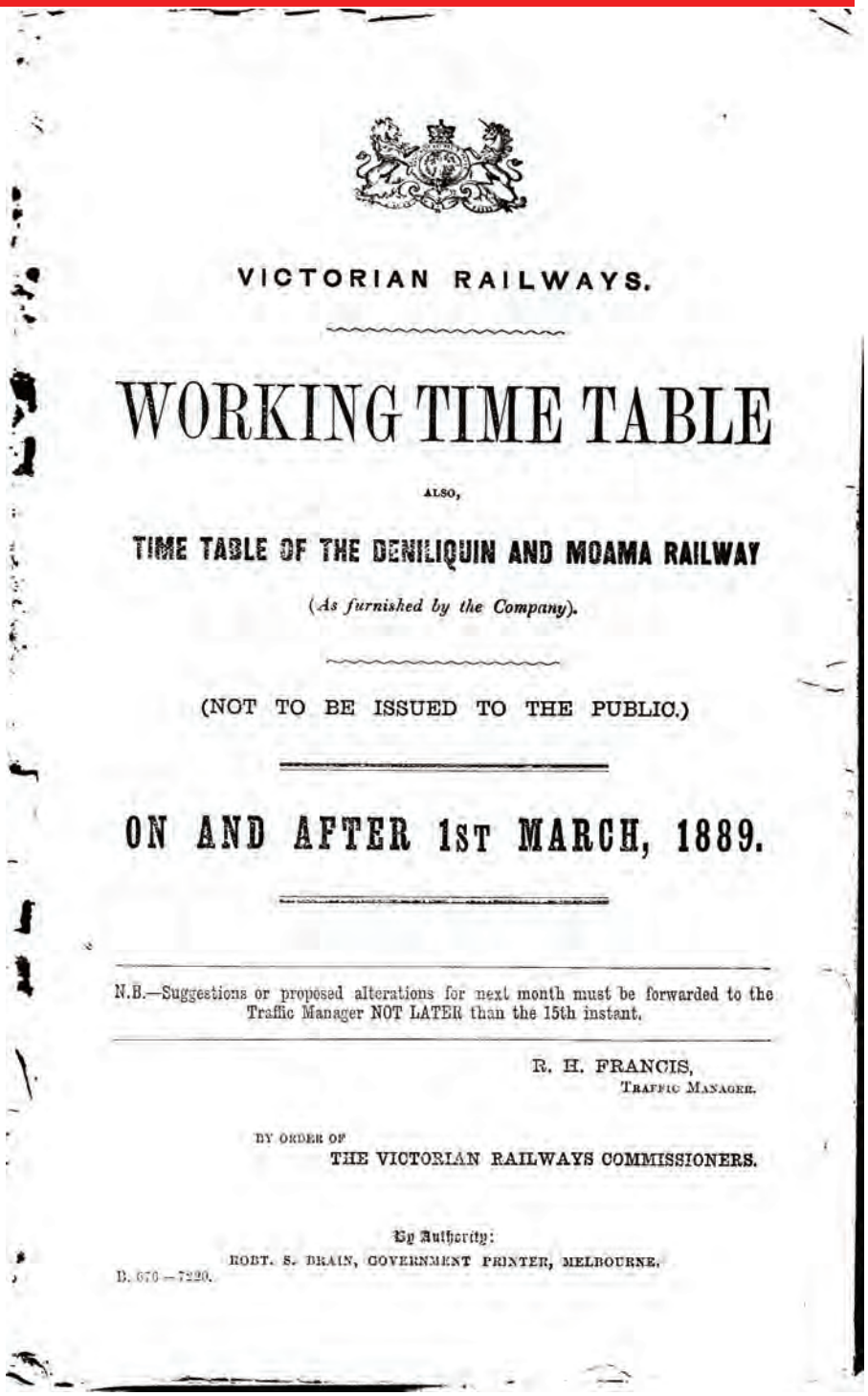
ON AND AFTER 1ST MARCH, 1889.

VR Public TTs of most eras can still be found if one looks. Similarly, Workers from the 1930s onwards can often be sourced. However, it seems that, during the 19th century, the VR was very diligent about destroying WTTs after they were returned to Head Office, and just as serious about making sure that employees were actively discouraged from keeping Workers. This explains the rarity of these items and, thus, the high prices.

A major problem with writing an article on this TT for The Times is that I am unable to supply any illustrations other than of the front cover[1]. This is because of the way the TT is bound with staples a couple of millimetres from the left-hand side, binding together groups of six to 10 pages folded together. This makes it impossible to place any of the interior in a scanner without destroying the binding.

The TT is of 116 pages, the last three being blank. The pagination is quite unusual! Most of the TT consists of pages 250x155 mm. However, pp 45-52 are actually 250x190 mm, with a 60 mm section folded over to fit into the rest of the book. The reason for this is to accommodate the North-Eastern District mainline TT which takes up most of the 190 mm[2]. Most other tables fit on one 155 mm page or on part of a page, but some of the major tables spread over two or even three pages.

The illustration of the cover clearly shows a footnote alluding to monthly publication of Victorian Workers at this time. Also, a sentence under "General Notes" says: "Every Station-master … (etc) is to be supplied … with a copy of the Working Time Table before the commencement of the month to which it applies, in accordance with Regulations 3 and 4 … . However, Geoff Lambert has suggested that the monthly publication of Victorian Workers ceased in 1883. Perhaps more research needs to be done to clarify the situation.



VICTORIAN RAILWAYS.

WORKING TIME TABLE

ALSO,

TIME TABLE OF THE DENILIQUIN AND MOAMA RAILWAY

(*As furnished by the Company*).

(NOT TO BE ISSUED TO THE PUBLIC.)

ON AND AFTER 1ST MARCH, 1889.

N.B.—Suggestions or proposed alterations for next month must be forwarded to the Traffic Manager NOT LATER than the 15th instant.

R. H. FRANCIS,
TRAFFIC MANAGER.

BY ORDER OF
THE VICTORIAN RAILWAYS COMMISSIONERS.

By Authority:
ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.
B. 670—7220.

The TT is interesting in that it shows the rail situation in Melbourne after the Octopus Act (officially: Act No. 821, Railway Construction Act, 1884)[3] which really provided an outline of the rail system that persisted for the next 90 or so years, when truncations caused by the Bland and Lonie Reports resulted in a much slimmer system. However, in 1889, only a few gaps had to be filled in and a few lines extended before we could already have the Victorian system as it was in the mid-20th century.

The WTT categorised the types of trains running as: Light Engine; Pilot; Empty Cars; Goods (some including a description of the type of goods carried); Mixed, Mail, Passenger Train (Pass) and Express. Mails,

Passes & Expresses only ran on main lines which, for this purpose, included the Goulburn Valley line and Bairnsdale but only via Maffra, although passenger trains also travelled as far as Sale on what was actually shown in the Worker as the main line.

Most 21st century readers would be surprised at how many Goods and Mixeds ran, particularly Suburban Goods! Many Goods were marked with a ‡ as being conditional; a situation which is certainly familiar some 122 years' later. Some Goods were sub-categorised as: Powder; Livestock; Pick-up; Milk; etc. Sometimes the column heading inferred that general freight was carried along with Goods in one of the sub-categories. The most significant sub-category is Powder, because the Rule Book made it clear that passengers could never be carried in the van of a train that conveyed gun-powder. (However, the Rules also made it clear that passengers could travel in the van of any other Goods train, after signing an indemnity form and with the approval of the Guard.) Interestingly, there were quite a number of Powder trains running around the system in 1889.

The country and North Suburban District sections refer to a station called Melbourne, which is actually Spencer Street. However, in the South Suburban District section, there is reference to Melbourne (Spencer-street), Melbourne (Flinders-street) and Melbourne (Prince's-bridge). There is some inconsistency, for example unlike other tables, the Kew table is headed "Melbourne (Prince's-bridge) and Kew Trains" but the actual table only refers to "Melbourne". To make things even more complicated, in some places there is reference to "Melbourne (Flinders-street)" and sometimes to "Melbourne. Flinders-street".

There are other inconsistencies throughout the TT which, in this writer's opinion, suggest that different sections were written by different people, probably at different times. For example, the Wangaratta and Beechworth table appears to be the only one where the mileage to Wangaratta (145½ miles)[4] is shown from Melbourne, but then mileages start again from Wangaratta so that Beechworth is shown as 26 miles. All other tables show through mileages to/from Melbourne. To make the Beechworth line even more confusing, the inconsistency is only shown on the Down table, whilst on the Up the mileages continue right through so that Melbourne is shown as being 171½ miles from Beechworth.

Yet another inconsistency comes in the numbering of table columns where sometimes the following type of sequence is used: 2, 3, 3a, 3b, 4 …; but in other tables it may appear as: 2, 3, 3a, 3aa, 4 …; there are also examples where the two disparate formats are used in the same table, again suggesting different compilers. However, let's not get ahead of ourselves – we really need a full explanation as to the numbering of table columns.

Most readers would appreciate that today's train numbers evolved from the numbering of the columns in the WTT, even though the various modern companies often adopted quite disparate systems. Nevertheless, in the first three quarters of the 20th century most WTTs used odd numbers for Down train columns and even numbers in the Up direction, a practice incorporated into most 21st century train numbering systems. However, in the 1880s columns were numbered consecutively (that is if one ignores the a, aa & bb numbers) irrespective of whether it was a Down or Up column, meaning that in the 1889 WTT, when trains are referred to in footnotes, reference has to be made to the direction, e.g. No. 3 Up, or Nos. 4, 5 & 6aa Down. Nevertheless, whenever there is a cross, this is indicated with the column number of the crossing train but no Up or Down, as it's assumed that the crossing train is always coming in the opposite direction.

The situation, however, is even more complicated because more than one train may appear in the one column, sometimes divided by a thick black line, although this is often not the case, making it often hard to see where one train terminates and anther starts. Column No.1 of the North-Eastern District Down table gives us no less than three trains in the one column: a 1.00 am[5] Goods from Melbourne, terminating at Euroa at 6.25 am; a 2.30 am Conditional Livestock or Goods from Benalla, terminating at Wodonga at 5.55 am; and a 5.15 am Empty Cars from Wodonga, terminating at Albury at 5.25 am.

Now, if you think that all of this is just too intricate, there's more, dear reader – there's more! One single train would often change its status during a journey e.g. an Express may become a Pass and then a Mixed and finally end up as a Goods.

The WTT contains the following:

- "General Notes" (pp 2-3)
- "Index to Lines &c, arranged Alphabetically" (p 3)
- "List of Stations on the Victorian Railways and the Deniliquin and Moama Railway[(6)], together with Particulars of Accommodation at each" (pp 4-13) – a fascinating list of facilities at all stations and sidings, *viz*:
  - Miles from Melbourne
  - Station No. (an individual, coded numeral for each locality)
  - Line (an abbreviated list, e.g. Cope is shown as "St. & D." [St. Arnaud and Donald]), Geelong as "M. & A." {Melbourne and Adelaide], and Weerite Siding as C. & T. [Colac and Terang]
  - Watering stations (such stations being shown with a "W")
  - Greasing and Examination Stations (such stations being shown with a "G. & E." – *de facto*, this also becomes a list of major depots on the system: Ararat; Ballarat; Benalla; Boort; Castlemaine; Colac;
  - Dandenong; Dimboola; Echuca; Elmore; Geelong; Hamilton; Korong Vale; Kyneton; Maryborough;
  - Melbourne, Flinders-street; Melbourne, Prince's-bridge; Melbourne, Spencer-street; Mitiamo;
  - Pakenham; Portland (later North Portland); Sale; Sandhurst (later Bendigo); Seymour; Shepparton;
  - St. Arnaud; Stawell; St. Kilda; Wandong; Warracknabeal; Wedderburn; Wodonga; Woodend.
  - Open for Passengers (such stations being shown with a "P")
  - Open for Goods and Light Goods (most relevant places being shown with either a "G" or "L.G.", but some are places which are only open for certain types of Goods are so specified, e.g. "Timbr. & Frwd." [Timber and Firewood] or "Agri. Prod. Out" [Agricultural Products, Outwards only])
  - Telegraph (shown with one or more of the following: "R.T." (Railway Telegraph); "Tel" (Telephone); "P.T." (Postal Telegraph)
  - Cranes (such stations being shown with capacity in tons)
  - Weighbridges (such stations being shown with capacity in tons)
  - Carriage Dock (such stations being shown with a "C. D.")
  - Sheep Race (such stations being shown with an "S. R.")
  - Cattle Race (such stations being shown with a "C. R.")
  - Side of Line Horses, &c, are Discharged on (such stations being shown with either a "Down", "Up" or "Both")
- References, etc, (pp 14-15)
- Northern District (pp 16-25) – main line Melbourne-Sandhurst-Echuca-Deniliquin and branches: Braybrook Junction (later Sunshine)-Bacchus

Marsh; Lancefield Junction (later Clarkefield)-Lancefield; Castlemaine-Maldon; Sandhurst-Heathcote; Sandhurst-Wycheproof; Wedderburn Junction-Wedderburn; Korong Vale-Boort; Sandhurst-Kerang.

- Midland District (pp 26-33) – main line Carlsruhe-Daylesford-North Creswick-Ballarat and branches: Racecourse Junction [near Ballarat]-Waubra; Ballarat-Maryborough-Maldon Junction [near Castlemaine]; Maryborough-Avoca; Maryborough-Donald; Dunolly-Inglewood.

- Western District (pp 34-45 [thus with one page in the 190 mm section]) – main line Melbourne-Geelong-Ballarat-Serviceton (hence via the SAR to Adelaide) and branches: Geelong-Terang; Queenscliff Junction [near South Geelong]-Queenscliff; Warrenheip-Ballan; Scarsdale Junction [near Ballarat]-Scarsdale; Ararat-Portland Pier; Coleraine Junction [near Hamilton]-Coleraine; Lubeck-Rupanyup; Horsham-Noradjuha.

- North-Eastern District (pp 46-57 [partly in the 190 mm section and partly on standard size pages]) – main line Melbourne-Wodonga-Albury and branches: Kilmore Junction-Kilmore; Tallarook-Yea; Mangalore-Shepparton-Nathalia; Shepparton-Dookie; Numurkah-Cobram; Toolamba-Echuca; Benalla-Yarrawonga; Beechworth Junction (later Bowser) [near Wangaratta]-Beechworth; Everton-Myrtleford; Springs (later Springhurst)-Wahgunyah.

- North Suburban District (pp 58-71) – Melbourne-Williamstown-Williamstown Pier; Footscray-St. Albans; Melbourne-Essendon-Broadmeadows; Melbourne-Coburg; Melbourne-Royal Park-Fitzroy/Clifton Hill-Collingwood (later Victoria Park); Collingwood-Clifton Hill-Heidelberg.

- Eastern District (pp 72-83) – main line Melbourne (Flinders-street) {Passenger} or Melbourne (Spencer-street) {Goods}-Traralgon-Sale-Stratford Junction-Bairnsdale and branches; Great Southern Junction [near Dandenong]-Tooradin; Moe-Thorpdale; Morwell-North Mirboo; Melbourne (Flinders-street) {Passenger} or Melbourne (Spencer-street) {Goods}-Traralgon-Maffra-Stratford; Melbourne (Prince's-bridge)-Lilydale-Healesville; Melbourne (Prince's-bridge) {Passenger} or Melbourne (Spencer-street) {Goods}-Frankston-Mornington Junction (later Baxter).

- South Suburban District (pp 84-110) - Melbourne (Prince's Bridge)-Oakleigh-Beaconsfield; Melbourne (Prince's-bridge)-Camberwell-Ringwood; Melbourne (Prince's-bridge)-Kew Junction [between Hawthorn and Glenferrie]-Kew; "Pilot Engine running on Tramway between Flinders-street and Spencer-street"[7]; Melbourne (Flinders-street)-Brighton Beach-Sandringham; Melbourne (Flinders-street)-St. Kilda; Melbourne (Flinders-street)-Port Melbourne.

- "Arrivals at and Departures from Melbourne [Spencer-street] Daily [except Sundays]" (pp 111-113)

Much to the surprise of this author, the suburban sections contain more interesting material and pose more unanswered questions than do the country sections. However, this first part of the review will concentrate on the general sections and on the country tables – later parts of the review will look at the suburban tables. So, let's start to look at the contents:

Generally, the "Index to Lines" includes the final station and sometimes also the mainline station where the line commences, which is confusing as the list is always alphabetical and the junction is shown before the terminus. To make matters worse, two quite disparate lines actually commence their description with Melbourne: "Melbourne and Adelaide (S.A.) Line"; "Melbourne (Flinders-street) to Williamstown by train and steamer, and vice versa".

The uninspiring name, "References", actually includes an interesting list of all lines and, importantly, whether they are single or double track. In the case of lines that change their status, the exact changeover point is recorded. All lines are listed alphabetically with the same letters that are used in the "List of Stations" (see above).

Despite what was said some paragraphs earlier, some initial and general explanation of the way the suburban system was broken up, has to be made at this juncture. The North Suburban District comprises lines which were built by the VR prior to VR purchasing the Melbourne and Hobsons Bay United Railway Company (MHBURC)[8] or branches off these early VR lines. The South Suburban District shows tables for lines with a MHBURC heritage or their branches[7].

The Sandhurst (later Bendigo)-Heathcote and Warrenheip-Ballan tables are interesting. Although connections are shown with Melbourne trains at Sandhurst[9] and Ballarat, the trains are shown as changing direction from Up to Down and vice versa, thus recognising that these branches were soon to join up with existing lines to Melbourne at Kilmore and Bacchus Marsh respectively[10].

A lot of trains are tabled with extraordinarily quick turn-around times. Many suburban trains are given as little as four minutes from arrival to departure. Because of today's occupational health and safety procedures, it would be impossible to even contemplate getting a 21st century train ready in four minutes – it usually takes the driver longer than that to stroll from one end of a spark to the other. Yet in 1889, TT compilers seemed to believe that a steam loco[11] could be shunted from one end of the train to the other in just a few moments, with the driver and fireman also having time to resettle themselves at one end and the guard at the other.

Things are just as tight in the country! Mixed trains and goods services were very often given less than half-an-hour (sometimes as little as 10 minutes) at termini, where goods had to be unloaded, the train shunted (including passenger vans placed at the back of the train, next to the brake van) and then loading the Up train.

Although trains only went as far as Mornington Junction, the heading to the table "Caulfield, Mordialloc, Frankston, and Crib Point Line" made it clear that trains would soon continue to Crib Point; just as the original name of the junction (later known as Baxter) made it clear that there would shortly be a Mornington service[12].

Most branches had two or three Mixed trains and, sometimes, Goods (both regular and Conditional), including some Powder trains. The only exceptions to the two or three Mixeds convention were the Korong Vale-Boort line with only one daily Mixed, and Maryborough-Avoca[13] with as many as four Mixeds from Maryborough, although the 6.00 am and 7.00 am Downs appear to amalgamate at Avoca to form the 9.25 am Up, meaning only three daily Up Mixeds. There was also an extra Mixed in both directions on Saturday nights, *viz*: Maryborough 10.10 am, Avoca 11.00-11.10, Maryborough 12.00 midnight[14].

Those familiar with seeing the Goulburn Valley main line shown as terminating at Cobram or Tocumwal may be surprised to learn that, in 1889, the main line was shown as going to Nathalia, with Numurkah-Cobram shown as a branch line[15]. Passes ran to/from Numurkah with Mixeds to/from both Nathalia and Cobram, but it is suspected that the passenger cars for both Mixeds are rifled off the Pass. Time-wise the Nathalia Mixeds got precedence over those to/from Cobram.

In 1889, the Serviceton-Adelaide line ran via Geelong[16] and then via Ballarat. A triangle was not provided at North Geelong Junction until 1903 and, therefore, all Ballarat, Serviceton and Adelaide trains had to run into Geelong station, reverse the loco and run out again. Intriguingly "References, etc." (see above) shows the line as being double line on leaving Melbourne and then a single track from Frozen Meat Company's Siding, Newport to Geelong and then double line from Geelong to

Macarthur-street Junction, near Ballarat, from where it was again single, right through to Serviceton. Technically, the line was also double track in the section which was twice traversed by most trains, that is, North Geelong Junction-Geelong. A full TT was shown for all trains Melbourne-Serviceton but in SA the only two timing points shown were Bordertown and Adelaide.

Those used to 21st century Geelong getting passenger trains at suburban frequencies, may be amazed to learn that there were absolutely no local passenger services and that every single main line passenger train serving Geelong continued to/from Ballarat or to/from places beyond! However, a few Goods trains did deign to terminate or depart from Geelong. It should also be noted that Geelong-Terang was classed as a branch.

So, why were there only three Passenger trains to/from Geelong and why no locals? Obviously, by 1889, people were far more mobile than they were 50 years' earlier, but even so, one can't compare the degree of mobility today, with the situation in the late 19th and early- and mid- 20th centuries. Until as recently as 1981 when Victoria introduced the so-called "New Deal for Country Passengers", rail travellers were used to taking their trips at times when the railway TOLD them that they could travel.

Add to this the fact, that in the late 19th century, Geelong was fiercely independent. It was jealously proud of the fact that it had virtually all the facilities that one found in Melbourne[17] and, therefore, people would not feel the need to have to travel to Melbourne. There would certainly not be a need to commute for work or shopping – any trip made between Melbourne and Geelong would be just as big a deal as someone travelling between, say, Dimboola and Melbourne. Because of regionalisation, once one left the suburban area any travelling became a dramatic production, whether it be for a short or long distance. This TT, like other 19th century TTs, reflects this by the fact that there was usually the same number of services on branch lines that there were to all the major regional centres on main lines.

Unlike SA, NSW didn't even get its capital mentioned in the VR WTT, in fact, apart from the DMRC, the only NSW station mentioned is Albury. This is despite the fact that there had been a connecting service to Sydney since 1883, even though the notorious change of gauge was involved, of course. The WTT clearly shows northbound services connected at Albury but southbound trains made the link at Wodonga; this compromise satisfying the great inter-Colonial jealousies that then existed.

All Albury trains were shown in Melbourne time but with footnotes to indicate that Sydney time was 25 minutes earlier. As most readers would know, Australian time zones (e.g. Eastern Standard Time) were not introduced until the 1890s and, thus, in 1889 each colony took the time from the Local Mean Time (or solar time) of its capital city. When it comes to the Western District table, the 1889 WTT handles things a little differently – here there is a note in the stations column of the Down table between Serviceton arrivals and departures to show that arrivals were shown in Melbourne time and departures in Adelaide time. (Obviously, the situation was reversed on the Up table.)

The Gippsland line is unusual in that it actually used all three Melbourne stations as termini.

With minor exceptions (see below), most Gippsland line Goods used Spencer-street and apart from a Pilot shuttling between Spencer-street and Flinders-street, Gippsland Goods were the only trains using the so-called tram line along Flinders Street itself[18].

All suburban trains to/from Caulfield, Oakleigh, Dandenong, etc, used Princes-bridge.

Long distance Pass services all used Flinders-street.

One daily, regularly-tabled goods actually left Prince's-bridge at 4.45 am (before suburban services had commenced) and terminated at Traralgon at 1.29 pm. There was also a Conditional Goods timed to leave Prince's-bridge at 2.35 pm, arriving at Oakleigh at 3.10. In the opposite direction, there were the following daily Goods trains: 8.45 pm Warragul, 12.33 am Prince's-bridge; 7.00 pm Sale, 3.03 am Prince's-bridge[19]. Flinders-street was also a terminus for the following Goods: leaving Oakleigh 10.00 am, Flinders-street 10.43-11.25, Oakleigh 12.20 pm. (The Down was shown as Conditional.)[20].

As already briefly mentioned, on the Down side of Traralgon things were somewhat complicated with some through Bairnsdale services operating via Sale where a shunt was required to continue, and others continuing via Maffra and the through line. Stratford, the junction where the two lines from Traralgon joined up again, was also terminus or starting point for a number of services. The eastern end of the line was highlighted by the number of livestock trains that ran.

Unlike later years, Lilydale and Healesville were included as part of the Eastern District rather than as a suburban extension, although obviously, trains to/from Camberwell, Box Hill and Ringwood were found in the South Suburban District section of the WTT. There were four daily trains to/from Healesville but, surprisingly, they were all shown as Passes, with no advertised Goods or Mixed service beyond Lilydale, not even any Conditionals. In addition to the through service, Lilydale got only one extra local, daily Pass train and, even then, passengers to/from Melbourne had to change at Ringwood. However, Lilydale did get 29 non-Conditional Goods per week. Although the Cave Hill siding is not shown in the TT, it has to be expected that all or most of the Lilydale goods actually serviced that siding[21].

Why was the short, 17 mile, branch to Tooradin referred to with the grand title of the Great Southern Line? Of course, the short Tooradin section was just the first part of a line that was to eventually continue to Port Albert and later to Woodside. The line would traverse some very hilly and challenging countryside and, therefore, its construction got quite a lot of press publicity, particularly when there were a number of deaths involving construction workers. The title, Great Southern Line, probably shows that what we now call spin-doctors were alive and well in the 19th century – include "Great" in the title and people won't be all that surprised when things go wrong.

There are, of course, many questions still unanswered, particularly as concerns suburban trains. So! Watch out for the next exciting episode …

I must thank Victor Isaacs for his assistance with this article. A number of Wikipedia pages were also consulted.

1 The back cover is blank.

2 There are also a number of branch-line tables in this six page section.

3 The Octopus Act was so called because rail tentacles were spread to all corners of the State. The then- Commissioner (Minister) of Works and Railways in the Government of Sir Bryan O'Loghlen was the infamous Sir Thomas Bent, whose statue still stands in his former electorate of Brighton. Bent was a larger-than-life eccentric who, according to many of his contemporaries was alleged to be have also been a shady character, hence the expression 'Bent by name; Bent by nature'. (The Wikipedia page on Bent calls him corrupt without even including a rider such as "reputedly".) It is often claimed that the Octopus Act saw railways built to many unsettled areas as a result of kick-backs that are claimed to have found their way into Bent's pocket.

4 Where the author has added his own measurements (e.g. when he has measured pages) the measurements are metrified, but when distances are taken straight from the WTT, they are quoted here in the Imperial measurements used in 1889. It is not felt necessary to pro-

vide conversions as many good conversion tables are freely available, particularly on the internet.

5 In this and subsequent parts of this article, times will be referred to in the same way as the WTT categorises them, that is, in 12-hour clock.

6 The Deniliquin and Moama Railway Company operated their privately owned line, which opened on 4th July 1876. It linked Echuca, on the Murray River and the border of NSW and Victoria, with the NSW Riverina town of Deniliquin. It thus connected Moama, Mathoura, Deniliquin, etc with the Victorian railway system. On 1st December 1923, under the terms of the 1922 Border Railways Act, it was taken over by the NSW Government for transfer to the VR, who operated it until privatisation in 1997. The line still functioned as part of the Victorian system until booked out of service on 6th August 2010. The DMRC TTs traditionally appeared in VR Publics and Workers, along with a note: "as furnished by the Company".

7 There'll be more about this in the later section of this article dealing with the South Suburban District.

8 The MHBURC was formed in 1865 by an amalgamation of the Melbourne and Hobsons Bay Railway with both the St. Kilda and Brighton Railway Company and the Melbourne and Suburban Railway Company. In 1878 the MHBURC was taken over by the Victorian Government and absorbed into the VR.

9 Some of these so-called connections were of some hours; the type of connection usually only associated with Queensland.

10 In both cases, connection of the two sets of branches was not far away: Ballan-Bacchus Marsh opened on 4th December 1889; Heathcote-Tooborac opened one day earlier on 3rd December 1889, followed by Tooborac-Kilmore on 22nd August 1890.

11 Photos from this era suggest that suburban trains had brake vans at both ends, which would assist the shunting somewhat.

12 The Mornington service commenced on 10th September 1889 and that to Crib Point on 17th December of the same year.

13 The question must be asked: what was there at Avoca that required such a good rail service? Gold had petered out soon after 1870 and by 1889 the area was mainly agricultural.

14 Of course, Saturday was a half-day holiday in 1889 and it has to be assumed that the late Saturday night Mixeds ran to serve hotel patrons and perhaps those attending other entertainments, such as dances.

15 The author also possesses a complete run of "Bradshaw's Guide to Victoria" from January to June 1897. The January '97 edition also shows the main line as running to Nathalia with Cobram as a branch, but in the February '97 edition the situation was reversed. Nevertheless, it must be kept in mind that the VR was notorious in often publishing TT changes before handing the information over to their rivals at Stillwell & Stephens, the publishers of "Bradshaw's Guide". Even though the swapping of the main line and the branch was a format change rather than a modification to the actual running of trains, it could well be the case that the VR had made the change in its own publications a month or so before it showed up in "Bradshaw's Guide", but these minor modifications are not well recorded.

16 Isn't it interesting how history repeats itself? When the direct line to Ballarat opened in 1889 (see footnote 10) Adelaide trains commenced running via Bacchus Marsh but only for a few years, because during the 1890s depression, Adelaide expresses reverted to running via Geelong (again with a shunt). When the depression showed signs of lifting, these trains went back to running direct, a situation that lasted for nearly 100 years until the 1995 standard gauge conversion when … oh, no … Adelaide trains nearly got as far as Geelong again but swung off at North Geelong to continue to SA via Cressy.

17 Perhaps the only facility only found in capital cities such as Melbourne, and not in regional centres, were the universities. Even so, there would no commuting (or virtually none) as students at the University of Melbourne, Victoria's only home of tertiary education, would have been expected to board at one of the university colleges.

18 The connecting tram line was opened in 1879 and provided the only link between Spencer-street and Flinders-street stations until the first part of the existing viaduct, then single line, was opened in 1892. Interestingly, part of the tram line remained until as late as 1929, so as to provide a siding into the Melbourne Fish Market formerly on the south-eastern corner of Flinders and Spencer Streets.

19 This train was conditional Sale to Traralgon.

20 Oakleigh was also served by a number of suburban Goods to/from Spencer-street.

21 The Cave Hill Quarries are still found scarring the landscape about a kilometre on the Up side of Lilydale. They were then owned by builder, David Mitchell and these days by the David Mitchell Estate. David Mitchell, the father of opera diva, Dame Nellie Melba, was responsible for constructing many of Melbourne's public buildings erected in the latter half of the 19th century. Much of his later work was done in conjunction with civil engineer, Sir John Monash. Did those responsible for putting Dame Nellie on one side of Australia's $100 banknotes and Sir John on the other, realise that there are a number of connections of which this is but one?

To Kogarah Bay and Carss Park

JIM O'NEIL

In the November 2010 edition of The Times I looked at the route 109, the old Pop's Bus Service, from Hurstville Station to Carss Park, down to its combination with the old route 121, from Kogarah Station to the same destination. These two routes were combined as the new regional route 958. The old route 121 was itself a combination of two former routes, the original 121, going from Kogarah Station to Carss Park and on to Baldface Point in Blakehurst, and the route 195, from Kogarah Station to Kogarah Bay. These two routes could not be combined before the storm drain to the east of Carss Park was bridged near its mouth in 1952, making it possible for buses to run on from Kogarah Bay to Carss Park.

My first timetable is for the route 195, dating from 1939 (RIGHT) and I got it through the distribution service. As was usual in those days, the buses ran seven days a week, every day of the year and from six in the morning until late at night. The route 195 was operated on a basically half hourly service, with little standing time allowed: on weekdays at shopping hours, three minutes were allowed for standing at Kogarah Station and one at the Kogarah Bay terminus. A second bus was required in both peak hours, and in the mornings, a third bus was needed to provide short runs from Renn St and Park Rd, marked P in the timetable. These buses started only two blocks south of the Prince's Highway, so they must have picked up their passengers almost entirely on the section of route shared with the 121. However the first bus on the road, which left Kogarah Bay at 5.56, arrived back there, after three runs, at 7.28 and was not required again by the timetable until 8.9, when it did one more run and finished up at 8.38. I can't explain the gap in operations around eight o'clock, when I would expect a bus service to be at its busiest.

We should note other things in the 1939 timetable. There is a separate timetable for Friday evenings after seven o'clock, with more buses operating than on Mondays to Thursdays. Not only was the second bus needed for the Friday night shoppers, but apart from the 7.29 from Kogarah Bay, and its return from Kogarah Station at 7.45, none of the timings are the same on Fridays as on the earlier days of the week. On Sundays there was an early bus to and from the Catholic Church, followed by a two hour gap between buses until the hourly service commenced at 9.14. On Holidays there was a bus every half hour, but none of the times were the same as those of the buses on Sunday.

SUNDAY, GOOD FRIDAY, AND CHRISTMAS DAY.

Depart Kogarah † Bay.	Arrive Kogarah Station.	Depart Kogarah Station.	Arrive Kogarah Bay.
a.m.	a.m.	a.m.	a.m.
C6.15	6.25	7.15	7.25
9.14	9.27	9.31	9.44
10.14	10.27	10.31	10.44
11.14	11.27	11.31	11.44
p.m.	p.m.	p.m.	p.m.
12.14	12.27	12.31	12.44
2.14	2.27	2.31	2.44
3.14	3.27	3.31	3.44
4.14	4.27	4.31	4.44
5.14	5.27	5.31	5.44
6.14	6.27	6.31	6.44
7.14	7.27	7.31	7.44
7.44	7.57	8.1	8.14
8.14	8.27	8.31	8.44
8.44	8.57	9.1	9.14
9.14	9.27	9.31	9.44
10.9	10.22	10.31	10.44

HOLIDAYS.

a.m.	a.m.	a.m.	a.m.
6.51	7.4	7.6	7.19
7.21	7.34	7.36	7.49
7.51	8.4	8.6	8.19
8.21	8.34	8.36	8.49
8.51	9.4	9.6	9.19
9.21	9.34	9.36	9.4
9.51	10.4	10.6	10..
10.21	10.34	10.36	10.4
10.51	11.1	11.19	11.
11.51	p.m.	p.m.	p.m.
p.m.	12.4	12.19	12.32
1.51	2.4	2.19	2.32
2.51	3.4	3.19	3.32
3.51	4.4	4.19	4.32
4.51	5.4	5.19	5.32
5.34	5.47	6.1	6.14
6.14	6.27	6.31	6.44
6.44	6.57	7.1	7.14
7.14	7.27	7.31	7.44
7.44	7.57	8.1	8.14
8.14	8.27	8.31	8.44
8.51	9.4	9.31	9.44
9.51	10.4	10.19	10.32
10.34	10.47	*11.0	11.13

C Denotes will only to and from R.C. Church.

TIME TABLE

Kogarah Bay

— TO —

Kogarah Station

VIA PARK ROAD and PRINCE'S HIGHWAY.

'BUS No. 195.

This Time-Table commences on 17th December, 1939.

All previous time-tables cancelled.

DEWS & SNAPE, Proprietors.

'Phone: LW 3805.

MONDAY TO THURSDAY.

Depart Kogarah † Bay.	Arrive Kogarah Station.	Depart Kogarah Station.	Arrive Kogarah Bay.
a.m.	a.m.	a.m.	a.m.
5.56	6.9	6.13	6.26
— P6.30	6.39	—	—
6.27	6.40	6.42	6.55
— P6.52	7.1	—	—
6.49	7.2	7.5	7.18
6.59	7.12	7.15	7.28
— P7.23	7.33	—	—
7.20	7.33	7.35	7.48
— P7.53	8.2	—	—
7.59	8.3	8.7	8.20
— P8.9	8.18	—	—
8.9	8.22	8.25	8.38
— P8.24	8.33	—	—
8.20	8.33	8.39	8.52
8.54	9.7	9.14	9.27
9.30	9.43	9.46	9.59
10.9	10.13	10.16	10.29
10.30	10.43	10.46	10.59
11.0	11.13	11.16	11.29
11.30	11.43	11.46	11.59
p.m.	p.m.	p.m.	p.m.
12.0	12.13	12.16	12.29
1.0	1.13	1.16	1.29
1.30	1.43	1.46	1.59
2.0	2.13	2.16	2.29
2.30	2.43	2.46	2.59
3.6	3.13	3.16	3.29
—	—	A3.40	3.53
3.30	3.43	3.46	3.59
4.0	4.13	4.16	4.29
4.30	4.43	5.2	5.15
—	—	5.20	5.33
5.15	5.28	5.30	5.43
—	—	5.43	5.56
5.33	5.46	5.54	6.7
5.43	5.56	6.0	6.13
5.56	6.9	6.12	6.25
6.7	6.20	6.25	6.38
6.13	6.24	6.26	6.39
6.25	6.38	6.53	7.6
7.6	7.19	7.20	7.33
7.29	7.42	7.45	7.58
8.15	8.28	8.31	8.44
9.0	9.13	9.31	9.44
10.0	10.13	*11.0	11.13

P Denotes omnibus will depart from the corner of Renn Street and Park Road.
A Denotes will be plied during school terms only.
* Denotes omnibus will depart at termination of picture programme.
† Add 5 minutes to these times for Park Road.

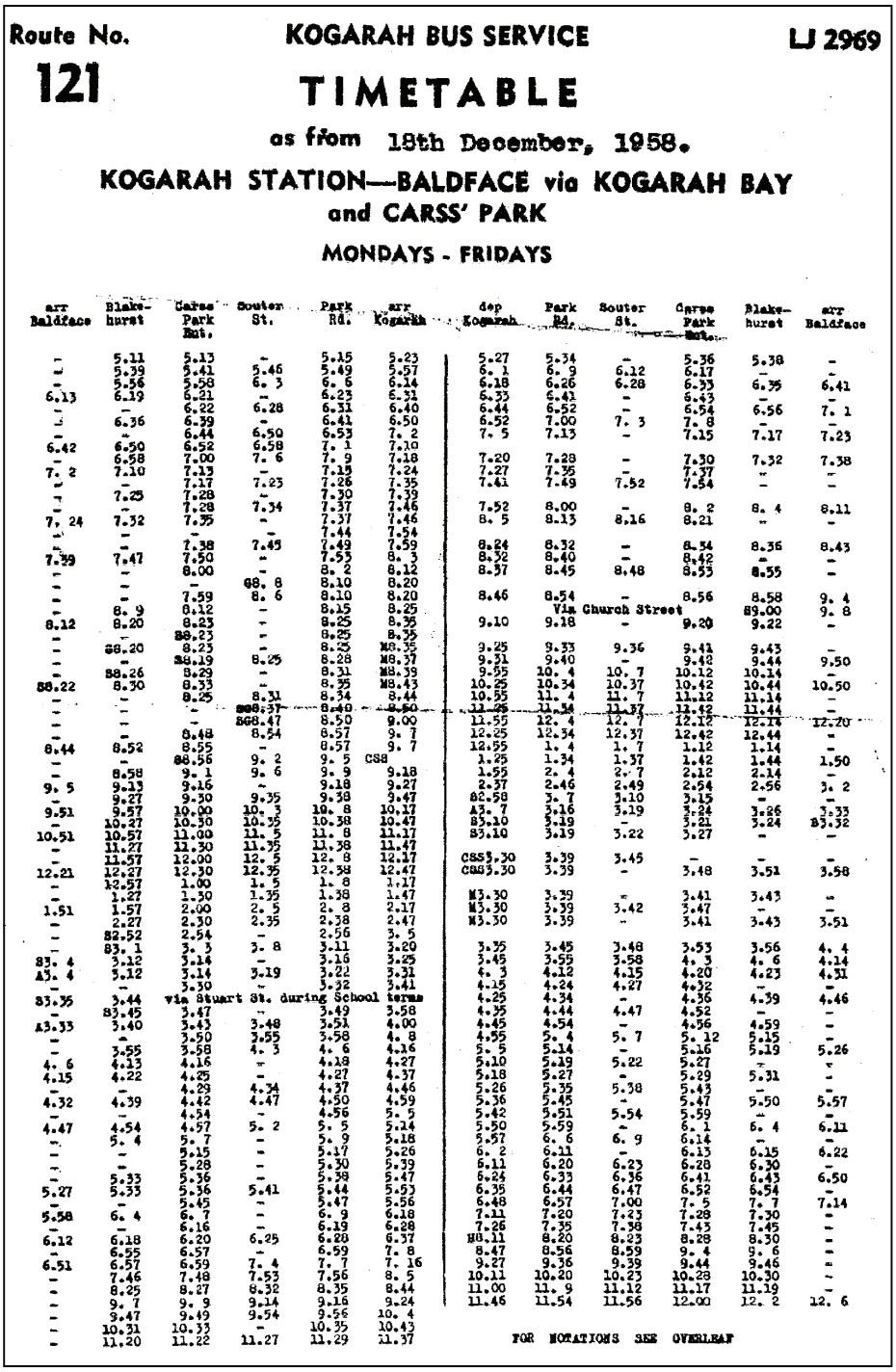
FRIDAYS.

Before these times see Monday to Thursday.

Depart Kogarah † Bay.	Arrive Kogarah Station.	Depart Kogarah Station.	Arrive Kogarah Bay.
p.m.	p.m.	p.m.	p.m.
7.5	7.13	7.19	7.32
7.17	7.30	7.45	7.58
7.29	7.42	8.0	8.13
7.50	8.3	8.19	8.32
8.24	8.37	8.54	9.7
8.29	8.52	9.8	9.21
9.7	9.20	9.24	9.37
9.37	9.50	9.52	10.5
10.5	10.18	10.19	10.32
10.32	10.45	*11.0	11.13

SATURDAYS.

a.m.	a.m.	a.m.	a.m.
5.50	6.3	6.10	6.23
6.25	6.38	6.39	6.52
6.52	7.5	7.7	7.20
7.20	7.33	7.35	7.48
7.50	8.3	8.10	8.23
8.30	8.43	8.51	9.4
9.6	9.19	9.21	9.34
9.36	9.49	9.51	10.4
10.6	10.19	10.21	10.34
10.36	10.49	10.51	11.4
11.6	11.19	11.21	11.34
11.36	11.49	10.51	p.m.
p.m.	p.m.	p.m.	12.4
12.10	12.23	12.29	12.42
12.42	12.55	1.0	1.13
1.13	1.26	1.30	1.43
1.43	1.56	2.0	2.13
2.15	2.28	2.30	2.43
2.53	3.6	3.16	3.29
3.30	3.43	3.46	3.59
4.0	4.13	4.16	4.29
4.32	4.45	4.46	4.59
5.2	5.15	5.16	5.29
5.32	5.45	5.46	5.59
6.2	6.15	6.16	6.29
6.32	6.45	6.46	6.59
6.46	6.59	7.4	7.17
7.2	7.15	7.16	7.29
7.19	7.32	7.34	7.47
7.33	7.46	8.1	8.14
7.47	8.0	—	—
8.17	8.30	8.31	8.44
9.2	9.15	9.31	9.44
10.2	10.15	10.46	10.59
—	—	*11.0	11.13
11.2	11.15	11.55	12.8



Route No. 121

KOGARAH BUS SERVICE

LJ 2969

TIMETABLE

as from 18th December, 1958.

KOGARAH STATION—BALDFACE via KOGARAH BAY and CARSS' PARK

MONDAYS - FRIDAYS

arr Baldface	Blake-hurst	Carss Park Ent.	Souter St.	Park Rd.	arr Kogarah	dep Kogarah	Park Rd.	Souter St.	Carss Park Ent.	Blake-hurst	arr Baldface
-	5.11	5.13	-	5.15	5.23	5.27	5.34	-	5.36	5.38	-
-	5.39	5.41	5.46	5.49	5.57	6. 1	6. 9	6.12	6.17	-	-
-	5.56	5.58	6. 3	6. 6	6.14	6.18	6.26	6.28	6.33	6.35	6.41
6.13	6.19	6.21	-	6.23	6.31	6.33	6.41	-	6.43	-	-
-	-	6.22	6.28	6.31	6.40	6.44	6.52	-	6.54	6.56	7. 1
-	6.36	6.39	-	6.41	6.50	6.52	7.00	7. 3	7. 8	-	-
-	-	6.44	6.50	6.53	7. 2	7. 5	7.13	-	7.15	7.17	7.23
6.42	6.50	6.52	6.58	7. 1	7.10						
-	6.58	7.00	7. 6	7. 9	7.18	7.20	7.28	-	7.30	7.32	7.38
7. 2	7.10	7.13	-	7.18	7.24	7.27	7.35	-	7.37	"	"
"	-	7.17	7.23	7.28	7.35	7.41	7.49	7.52	7.54	-	-
"	7.25	7.28	-	7.30	7.39						
-	-	7.28	7.34	7.37	7.46	7.52	8.00	-	8. 2	8. 4	8.11
7. 24	7.32	7.35	-	7.37	7.46	8. 5	8.13	8.16	8.21	"	"
"	-	-	-	7.44	7.54						
"	-	7.38	7.45	7.49	7.59	8.24	8.32	-	8.34	8.36	8.43
7.39	7.47	7.50	"	7.55	8. 3	8.32	8.40	-	8.42	-	-
-	-	8.00	-	8. 2	8.12	8.37	8.45	8.48	8.53	8.55	-
-	-	-	8B. 8	8.10	8.20						
-	-	7.59	8. 6	8.10	8.20	8.46	8.54	-	8.56	8.58	9. 4
-	8. 9	8.12	-	8.15	8.25		Via Church Street			8B.00	9. 8
8.12	8.20	8.23	-	8.25	8.35	9.10	9.18	-	9.20	9.22	-
-	-	8B.23	-	8.25	8.35						
-	8B.20	8.23	-	8.25	M8.35	9.25	9.33	9.36	9.41	9.43	-
-	-	8B.19	8.25	8.28	M8.37	9.31	9.40	-	9.42	9.44	9.50
-	8B.26	8.29	-	8.31	M8.39	9.55	10. 4	10. 7	10.12	10.14	-
8B.22	8.30	8.33	-	8.35	M8.43	10.25	10.34	10.37	10.42	10.44	10.50
-	-	8.25	8.31	8.34	8.44	10.55	11. 4	11. 7	11.12	11.14	-
-	-	-	S8B.37	8.40	8.50	11.25	11.34	11.37	11.42	11.44	-
-	-	-	S8B.47	8.50	9.00	11.55	12. 4	12. 7	12.12	12.14	12.20
-	-	8.48	8.54	8.57	9. 7	12.25	12.34	12.37	12.42	12.44	-
8.44	8.52	8.55	-	8.57	9. 7	12.55	1. 4	1. 7	1.12	1.14	-
-	-	8B.56	9. 2	9. 5	CS8	1.25	1.34	1.37	1.42	1.44	1.50
-	8.58	9. 1	9. 6	9. 9	9.18	1.55	2. 4	2. 7	2.12	2.14	-
9. 5	9.13	9.16	-	9.18	9.27	2.37	2.46	2.49	2.54	2.56	3. 2
-	9.27	9.30	9.35	9.38	9.47	B2.58	3. 7	3.10	3.15	-	-
9.51	9.57	10.00	10. 5	10. 8	10.17	A3. 7	3.16	3.19	3.24	3.26	3.33
-	10.27	10.30	10.35	10.38	10.47	B3.10	3.19	-	3.21	3.24	B3.32
10.51	10.57	11.00	11. 5	11. 8	11.17	B3.10	3.19	3.22	3.27	-	-
-	11.27	11.30	11.35	11.38	11.47						
-	11.57	12.00	12. 5	12. 8	12.17	CS3.30	3.39	3.45	-	-	-
12.21	12.27	12.30	12.35	12.38	12.47	CaS3.30	3.39	-	3.48	3.51	3.58
-	12.57	1.00	1. 5	1. 8	1.17						
-	1.27	1.30	1.35	1.38	1.47	M3.30	3.39	"	3.41	3.43	"
1.51	1.57	2.00	2. 5	2. 8	2.17	M3.30	3.39	3.42	3.47	"	-
-	2.27	2.30	2.35	2.38	2.47	M3.30	3.39	"	3.41	3.43	3.51
-	B2.52	2.54	-	2.56	3. 5						
-	B3. 1	3. 3	3. 8	3.11	3.20	3.35	3.45	3.48	3.53	3.56	4. 4
B3. 4	3.12	3.14	-	3.16	3.25	3.45	3.55	3.58	4. 3	4. 6	4.14
A3. 4	3.12	3.14	3.19	3.22	3.31	4. 3	4.12	4.15	4.20	4.23	4.31
-	-	3.30	"	3.32	3.41	4.15	4.24	4.27	4.32	-	-
B3.35	3.44	via Stuart St. during School terms				4.25	4.34	-	4.36	4.39	4.46
-	B3.45	3.47	"	3.49	3.58	4.35	4.44	4.47	4.52	-	-
A3.33	3.40	3.43	3.48	3.51	4.00	4.45	4.54	-	4.56	4.59	-
-	-	3.50	3.55	3.58	4. 8	4.55	5. 4	5. 7	5. 12	5.15	-
-	3.55	3.58	4. 3	4. 6	4.16	5. 5	5.14	-	5.16	5.19	5.26
4. 6	4.13	4.16	"	4.18	4.27	5.10	5.19	5.22	5.27	"	"
4.15	4.22	4.25	-	4.27	4.37	5.18	5.27	-	5.29	5.31	-
-	-	4.29	4.34	4.37	4.46	5.26	5.35	5.38	5.43	-	-
4.32	4.39	4.42	4.47	4.50	4.59	5.36	5.45	-	5.47	5.50	5.57
-	-	4.54	-	4.56	5. 5	5.42	5.51	5.54	5.59	-	-
4.47	4.54	4.57	5. 2	5. 5	5.14	5.50	5.59	-	6. 1	6. 4	6.11
"	5. 4	5. 7	-	5. 9	5.18	5.57	6. 6	6. 9	6.14	-	-
-	-	5.15	-	5.17	5.26	6. 2	6.11	-	6.13	6.15	6.22
-	-	5.28	-	5.30	5.39	6.11	6.20	6.23	6.28	6.30	-
-	5.33	5.36	-	5.38	5.47	6.24	6.33	6.36	6.41	6.43	6.50
5.27	5.33	5.36	5.41	5.44	5.53	6.36	6.44	6.47	6.52	6.54	-
-	-	5.45	-	5.47	5.56	6.48	6.57	7.00	7. 5	7. 7	7.14
5.58	6. 4	6. 7	-	6. 9	6.18	7.11	7.20	7.23	7.28	7.30	-
-	-	6.16	-	6.19	6.28	7.26	7.35	7.38	7.43	7.45	-
6.12	6.18	6.20	6.25	6.28	6.37	M8.11	8.20	8.23	8.28	8.30	-
-	6.25	6.27	-	6.29	7. 8	8.47	8.56	8.59	9. 4	9. 6	-
6.51	6.57	6.59	7. 4	7. 7	7. 16	9.27	9.36	9.39	9.44	9.46	-
-	7.46	7.48	7.53	7.56	8. 5	10.11	10.20	10.23	10.28	10.30	-
-	8.25	8.27	8.32	8.35	8.44	11.00	11. 9	11.12	11.17	11.19	-
-	9. 7	9. 9	9.14	9.16	9.24	11.46	11.54	11.56	12.00	12. 2	12. 6
-	9.47	9.49	9.54	9.56	10. 4						
-	10.31	10.33	-	10.35	10.43						
-	11.20	11.22	11.27	11.29	11.37						

FOR NOTATIONS SEE OVERLEAF

My next timetable is one of the ones I've got from Frank Goldthorpe. It's dated 18th December 1958 and shows the combined route 121 (ABOVE). Almost all buses ran past Carss Park Entrance: I've noted a short run from Park Rd at 8.44 and three buses starting at Glenview Road in Kogarah Bay at 8.8, S8.37 and S8.47 (S for School Days only). There is a bus from Carlton South Public School at 3.30 only as far as Souter Street (in Kogarah Bay), and two school days only buses between Blakehurst and Baldface: one in the morning at 9.00 from Blakehurst and an afternoon run at 3.35 (which is printed for some reason above the 3.33 bus through to Kogarah Station.) Apart from these seven runs, all buses have a timing point at Carss Park, even though it's well to the south of Prince's Highway.

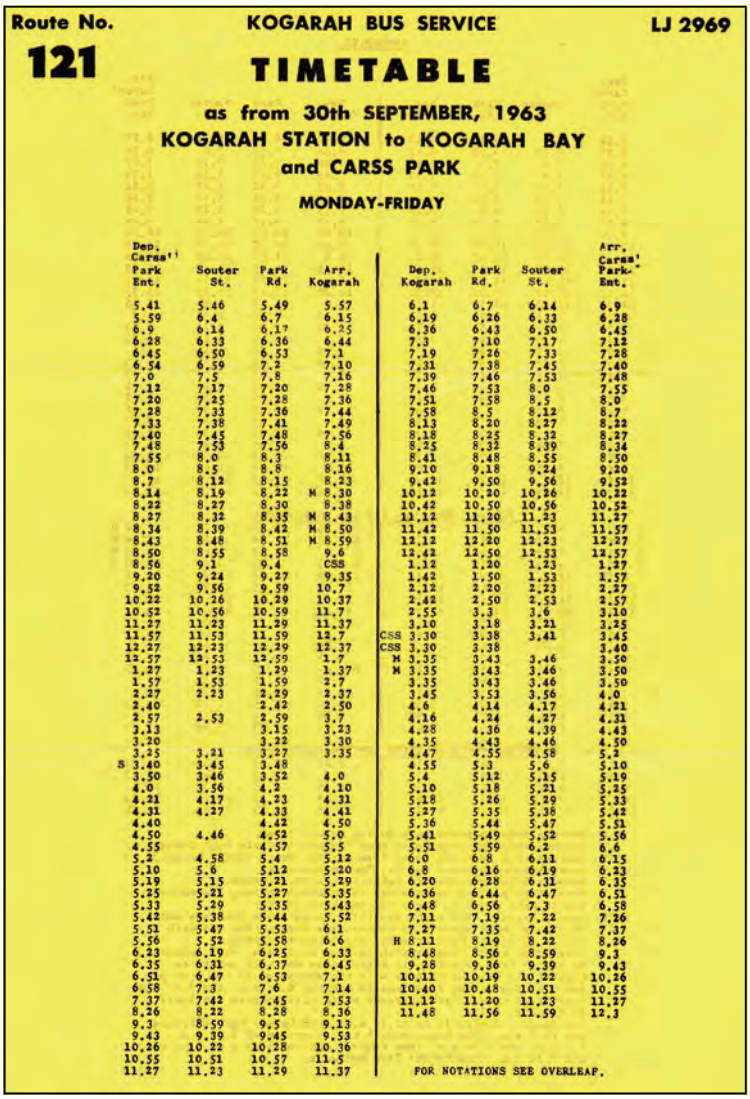
Buses starting from Baldface, or from Blakehurst, may continue from Carss Park through Kogarah Bay, or may turn back at Carss Park and travel to Kogarah along the Prince's Highway. This second option was used only during the peak hours and even then some buses from Blakehurst, such as the 6.42, did run through Kogarah Bay. With the combination of the two routes, the frequency had naturally increased. In 1939 six buses arrived at Kogarah Station between 8.00 and 8.59 a.m. With the combined routes, we find a total of thirteen buses arriving during that hour.

My next timetable, issued on 30th September 1963 was the first I had acquired myself (see page 14, top) The route 121 had been shortened: it now started at Carss Park, and the Blakehurst sections had been transferred to the route 114, Hurstville to Sylvania. As a result of this, and perhaps increasing numbers of commuters travelling by car, the number of buses arriving at Kogarah in the hour from eight o'clock has fallen to nine. Most buses now ran via Kogarah Bay: there were five afternoon buses back from Carss Park via the Highway, one of the two school buses from Carlton South School at 3.30 ran via the Highway, and the 3.24 bus from Carss Park on Sundays did not have a timing point at Souter St.

We must, however, look at the NOTE at the bottom of the second page. The buses operated in a loop, running via Kogarah Bay in one direction and the Highway in the other, changing the direction of the loop so that passengers from Kogarah Bay would have the faster trip to or from Kogarah in the direction most passengers would be travelling at the time. The NOTE makes no mention of this loop operating on Sundays and Holidays, but we can see that buses mostly left Souter Street for Kogarah Station before they left Carss Park on these days. Therefore these buses were returning along the Highway. The exceptions are the early morning Sunday buses, the first four of which went to the Catholic Church in Blakehurst (marked B), and these did not operate via the loop, but returned, as they had come out, via Kogarah Bay. Similarly the first bus in the additional services run on Public Holidays only, and not on Sundays, started from Carss Park at 8.8 (after a meal break from his arrival at 7.30?) and ran past Souter St, not via the Highway. The timetable could have set all this out more clearly, but then the passengers were probably familiar with the system and didn't have to work it out as I have.

My next timetable is one of the last I have for the 121 as a separate service. It was issued on 1 October 1989 by E.H. Blythe, who had operated buses for a long time in the St. George area, but only recently taken over the route 121 (see page 15 upper left). Blythe's buses ran only on weekdays and Saturday shopping hours, and had no evening service. The loop continued to be operated, and the explanation in the NOTES at the foot of the page is somewhat clearer. The times given for the operation of the loop in either direction are those at which the bus left Carss Park, so the 10.35, the last bus in the morning inbound via Kogarah Bay, passed that place at 10.40. Times are shown for Kogarah Bay (Wyee & Souter) only in the direction in which the bus travelled that way round the loop.

Buses which didn't run from Kogarah Station round the loop and back to the



Route No. **121** — KOGARAH BUS SERVICE — LJ 2969

TIMETABLE

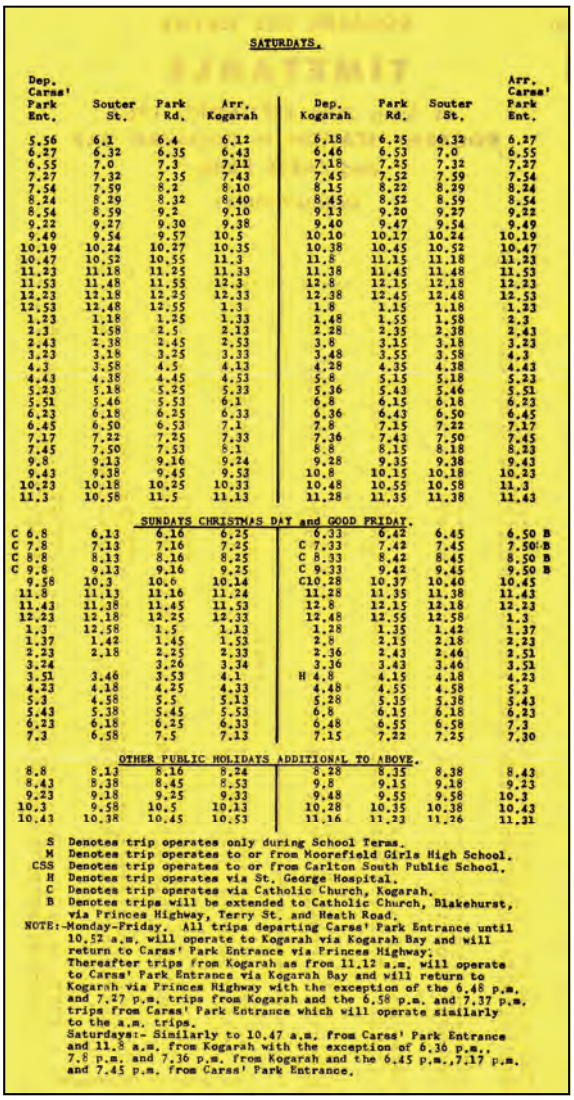
as from 30th SEPTEMBER, 1963

KOGARAH STATION to KOGARAH BAY and CARSS PARK

MONDAY-FRIDAY

Dep. Carss' Park Ent.	Souter St.	Park Rd.	Arr. Kogarah	Dep. Kogarah	Park Rd.	Souter St.	Arr. Carss' Park Ent.
5.41	5.46	5.49	5.57	6.1	6.7	6.14	6.9
5.59	6.4	6.7	6.15	6.19	6.26	6.33	6.28
6.9	6.14	6.17	6.25	6.36	6.43	6.50	6.45
6.28	6.33	6.36	6.44	7.3	7.10	7.17	7.12
6.45	6.50	6.53	7.1	7.19	7.26	7.33	7.28
6.54	6.59	7.2	7.10	7.31	7.38	7.45	7.40
7.0	7.5	7.8	7.16	7.39	7.46	7.53	7.48
7.12	7.17	7.20	7.28	7.46	7.53	8.0	7.55
7.20	7.25	7.28	7.36	7.51	7.58	8.5	8.0
7.28	7.33	7.36	7.44	7.58	8.5	8.12	8.7
7.33	7.38	7.41	7.49	8.13	8.20	8.27	8.22
7.40	7.45	7.48	7.56	8.18	8.25	8.32	8.27
7.48	7.53	7.56	8.4	8.25	8.32	8.39	8.34
7.55	8.0	8.3	8.11	8.41	8.48	8.55	8.50
8.0	8.5	8.8	8.16	9.10	9.18	9.24	9.20
8.7	8.12	8.15	8.23	9.42	9.50	9.56	9.52
8.14	8.19	8.22	M 8.30	10.12	10.20	10.26	10.22
8.22	8.27	8.30	M 8.38	10.42	10.50	10.56	10.52
8.27	8.32	8.35	M 8.43	11.12	11.20	11.23	11.27
8.34	8.39	8.42	M 8.50	11.42	11.50	11.53	11.57
8.43	8.48	8.51	M 8.59	12.12	12.20	12.23	12.27
8.50	8.55	8.58	9.6	12.42	12.50	12.53	12.57
8.56	9.1	9.4	CSS	1.12	1.20	1.23	1.27
9.20	9.24	9.27	9.35	1.42	1.50	1.53	1.57
9.52	9.56	9.59	10.7	2.12	2.20	2.23	2.27
10.22	10.26	10.29	10.37	2.42	2.50	2.53	2.57
10.52	10.56	10.59	11.7	2.55	3.3	3.6	3.10
11.27	11.23	11.29	11.37	3.10	3.18	3.21	3.25
11.57	11.53	11.59	12.7	CSS 3.30	3.38	3.41	3.45
12.27	12.33	12.29	12.37	CSS 3.30	3.38		3.40
12.57	12.53	12.59	1.7	M 3.35	3.43	3.46	3.50
1.27	1.23	1.29	1.37	M 3.35	3.43	3.46	3.50
1.57	1.53	1.59	2.7	3.35	3.43	3.46	3.50
2.27	2.23	2.29	2.37	3.45	3.53	3.56	4.0
2.40		2.42	2.50	4.6	4.14	4.17	4.21
2.57	2.53	2.59	3.7	4.16	4.24	4.27	4.31
3.13		3.15	3.23	4.28	4.36	4.39	4.43
3.20		3.22	3.30	4.35	4.43	4.46	4.50
3.25	3.21	3.27	3.35	4.47	4.55	4.58	5.2
S 3.40	3.45	3.48		4.55	5.3	5.6	5.10
3.50	3.46	3.52	4.0	5.4	5.12	5.15	5.19
4.0	3.56	4.2	4.10	5.10	5.18	5.21	5.25
4.21	4.17	4.23	4.31	5.18	5.26	5.29	5.33
4.31	4.27	4.33	4.41	5.27	5.35	5.38	5.42
4.40		4.42	4.50	5.36	5.44	5.47	5.51
4.50	4.46	4.52	5.0	5.41	5.49	5.52	5.56
4.55		4.57	5.5	5.51	5.59	6.2	6.6
5.2	4.58	5.4	5.12	6.0	6.8	6.11	6.15
5.10	5.6	5.12	5.20	6.8	6.16	6.19	6.23
5.19	5.15	5.21	5.29	6.20	6.28	6.31	6.35
5.25	5.21	5.27	5.35	6.36	6.44	6.47	6.51
5.33	5.29	5.35	5.43	6.48	6.56	7.3	6.58
5.42	5.38	5.44	5.52	7.11	7.19	7.22	7.26
5.51	5.47	5.53	6.1	7.27	7.35	7.42	7.37
5.56	5.52	5.58	6.6	H 8.11	8.19	8.22	8.26
6.23	6.19	6.25	6.33	8.48	8.56	8.59	9.3
6.35	6.31	6.37	6.45	9.28	9.36	9.39	9.43
6.51	6.47	6.53	7.1	10.11	10.19	10.22	10.26
6.58	7.3	7.6	7.14	10.40	10.48	10.51	10.55
7.37	7.42	7.45	7.53	11.12	11.20	11.23	11.27
8.26	8.22	8.28	8.36	11.48	11.56	11.59	12.3
9.3	8.59	9.5	9.13				
9.43	9.39	9.45	9.53				
10.26	10.22	10.28	10.36				
10.55	10.51	10.57	11.5				
11.27	11.23	11.29	11.37				

FOR NOTATIONS SEE OVERLEAF.



SATURDAYS.

Dep. Carss' Park Ent.	Souter St.	Park Rd.	Arr. Kogarah	Dep. Kogarah	Park Rd.	Souter St.	Arr. Carss' Park Ent.
5.56	6.1	6.4	6.12	6.18	6.25	6.32	6.27
6.27	6.32	6.35	6.43	6.46	6.53	7.0	6.55
6.55	7.0	7.3	7.11	7.18	7.25	7.32	7.27
7.27	7.32	7.35	7.43	7.45	7.52	7.59	7.54
7.54	7.59	8.2	8.10	8.15	8.22	8.29	8.24
8.24	8.29	8.32	8.40	8.45	8.52	8.59	8.54
8.54	8.59	9.2	9.10	9.13	9.20	9.27	9.22
9.22	9.27	9.30	9.38	9.40	9.47	9.54	9.49
9.49	9.54	9.57	10.5	10.10	10.17	10.24	10.19
10.19	10.24	10.27	10.35	10.38	10.45	10.52	10.47
10.47	10.52	10.55	11.3	11.8	11.15	11.18	11.23
11.23	11.18	11.25	11.33	11.38	11.45	11.48	11.53
11.53	11.48	11.55	12.3	12.8	12.15	12.18	12.23
12.23	12.18	12.25	12.33	12.38	12.45	12.48	12.53
12.53	12.48	12.55	1.3	1.8	1.15	1.18	1.23
1.23	1.18	1.25	1.33	1.48	1.55	1.58	2.3
2.3	1.58	2.5	2.13	2.28	2.35	2.38	2.43
2.43	2.38	2.45	2.53	3.8	3.15	3.18	3.23
3.23	3.18	3.25	3.33	3.48	3.55	3.58	4.3
4.3	3.58	4.5	4.13	4.28	4.35	4.38	4.43
4.43	4.38	4.45	4.53	5.8	5.15	5.18	5.23
5.23	5.18	5.25	5.33	5.36	5.43	5.46	5.51
5.51	5.46	5.53	6.1	6.8	6.15	6.18	6.23
6.23	6.18	6.25	6.33	6.36	6.43	6.50	6.45
6.45	6.50	6.53	7.1	7.8	7.15	7.22	7.17
7.17	7.22	7.25	7.33	7.36	7.43	7.50	7.45
7.45	7.50	7.53	8.1	8.8	8.15	8.18	8.23
9.8	9.13	9.16	9.24	9.28	9.35	9.38	9.43
9.43	9.38	9.45	9.53	10.8	10.15	10.18	10.23
10.23	10.18	10.25	10.33	10.48	10.55	10.58	11.3
11.3	10.58	11.5	11.13	11.28	11.35	11.38	11.43

SUNDAYS CHRISTMAS DAY and GOOD FRIDAY.

C 6.8	6.13	6.16	6.25	6.33	6.42	6.45	6.50 B
C 7.8	7.13	7.16	7.25	C 7.33	7.42	7.45	7.50 B
C 8.8	8.13	8.16	8.25	C 8.33	8.42	8.45	8.50 B
C 9.8	9.13	9.16	9.25	C 9.33	9.42	9.45	9.50 B
9.58	10.3	10.6	10.14	C10.28	10.37	10.40	10.45
11.8	11.13	11.16	11.24	11.28	11.35	11.38	11.43
11.43	11.38	11.45	11.53	12.8	12.15	12.18	12.23
12.23	12.18	12.25	12.33	12.48	12.55	12.58	1.3
1.3	12.58	1.5	1.13	1.28	1.35	1.42	1.37
1.37	1.42	1.45	1.53	2.8	2.15	2.18	2.23
2.23	2.18	2.25	2.33	2.36	2.43	2.46	2.51
3.24		3.26	3.34	3.36	3.43	3.46	3.51
3.51	3.46	3.53	4.1	H 4.8	4.15	4.18	4.23
4.23	4.18	4.25	4.33	4.48	4.55	4.58	5.3
5.3	4.58	5.5	5.13	5.28	5.35	5.38	5.43
5.43	5.38	5.45	5.53	6.8	6.15	6.18	6.23
6.23	6.18	6.25	6.33	6.48	6.55	6.58	7.3
7.3	6.58	7.5	7.13	7.15	7.22	7.25	7.30

OTHER PUBLIC HOLIDAYS ADDITIONAL TO ABOVE.

8.8	8.13	8.16	8.24	8.28	8.35	8.38	8.43
8.43	8.38	8.45	8.53	9.8	9.15	9.18	9.23
9.23	9.18	9.25	9.33	9.48	9.55	9.58	10.3
10.3	9.58	10.5	10.13	10.28	10.35	10.38	10.43
10.43	10.38	10.45	10.53	11.16	11.23	11.26	11.31

S Denotes trip operates only during School Terms.
M Denotes trip operates to or from Moorefield Girls High School.
CSS Denotes trip operates to or from Carlton South Public School.
H Denotes trip operates via St. George Hospital.
C Denotes trip operates via Catholic Church, Kogarah.
B Denotes trips will be extended to Catholic Church, Blakehurst, via Princes Highway, Terry St. and Heath Road.

NOTE:-Monday-Friday. All trips departing Carss' Park Entrance until 10.52 a.m. will operate to Kogarah via Kogarah Bay and will return to Carss' Park Entrance via Princes Highway. Thereafter trips from Kogarah as from 11.12 a.m. will operate to Carss' Park Entrance via Kogarah Bay and will return to Kogarah via Princes Highway with the exception of the 6.48 p.m. and 7.27 p.m. trips from Kogarah and the 6.58 p.m. and 7.37 p.m. trips from Carss' Park Entrance which will operate similarly to the a.m. trips.
Saturdays:- Similarly to 10.47 a.m. from Carss' Park Entrance and 11.8 a.m. from Kogarah with the exception of 6.36 p.m., 7.8 p.m. and 7.36 p.m. from Kogarah and the 6.45 p.m.,7.17 p.m. and 7.45 p.m. from Carss' Park Entrance.

Station, but only ran for half the journey, such as the 8.16 from the Station and the 1.50 and 3.30 from Carss Park, operated via Kogarah Bay. The exception is the 8.11 school bus to Blakehurst, which ran direct along the Prince's Highway and passed neither Kogarah Bay nor Carss Park on the way. This was one of three buses operating to Baldface, the others being the return journey at 8.23 and the afternoon trip from Kogarah at 3.16. All these operate at times convenient for children going to and from school. The service provided has been reduced, not only in the days and hours when buses run, but also in the number of runs during peak hours. There are now only three buses arriving at Kogarah in the hour from eight a.m., and four in the hour after seven. A single bus is able to operate a half hourly service on the route 121 in off-peak hours.

On 1 April 1994, Southtrans issued a timetable for the route 121, and on 26 September that year, they issued a combined timetable for the route 958, Kogarah to Hurstville via Carss Park, which I discussed in November 2010. This provided half hourly service in the off-peak hours and, once again, four buses arrive at Kogarah in the hour after seven, and three after eight. We do have an increase in peak-hour service, as the first bus in morning now arrives at Kogarah at 6.44.

Veolia issued my last timetable for this month on 21 September 2009 and it is the most recent I have (see page 15 right and lower). Two changes have been made. Firstly, during shopping hours, between nine and four on weekdays and after eight a.m. on Saturdays, the buses have been extended north from Kogarah to Rockdale Plaza. This change was introduced in 1997. Secondly, the small number of diversions via Blakesley Road and Bellevue Parade have also ceased, a change which was made on 19 November 2007.

There are now three buses arriving at Kogarah in the morning in the hour after seven o'clock, and again three in the hour after eight. Otherwise, the service on the route 958 in 2009 is much the same as it was in 1994. The number of peak hour buses has fallen from the high point of the fifties and sixties, but off-peak service every half hour is still provided, as it was then. On Saturdays the buses run every hour into the late afternoon, instead of the bus every half hour in the sixties. There is still no bus service on a Sunday or a Holiday and there are no buses after eight in the evening. A quite reasonable bus service is still being provided in this area of the southern suburbs of Sydney.

E.H. BLYTHE PTY LTD

CARSS PARK – KOGARAH

Kogarah Bus Service
2A Locksley Rd
Bexley 2207

PHz 588-2465

ROUTE 121

TIMETABLE EFFECTIVE 1 OCTOBER 1989. This replaces all previous timetables.

Bald-face	Carss Pk depart	Wyee & Souter	Princes & Park	Kogarah Station Arrive	Kogarah Station Depart	Princes & Park	Wyee & Souter	Arrive Carss Pk	Bald-face
				MONDAY – FRIDAY					
	an 6.55	7.00	7.03	7.10	7.15	7.20		7.23	
	7.10	7.15	7.18	7.25	7.30	7.35		7.38	
	7.25	7.30	7.33	7.40	7.45	7.50		7.53	
	7.40	7.45	7.48	7.55	8.00	8.05		8.08	
	7.55	8.00	8.03	8.10	‡ 8.11 M	8.16			8.23
	8.10	8.15	8.18	8.25	‡ 8.26 M	8.31	8.34	8.38 TC	
8.23	8.32	8.37	8.40	8.47	8.52	8.57		9.00	
	9.05	9.10	9.13	9.20	9.25	9.30		9.33	
	9.35	9.40	9.43	9.50	9.55	10.00		10.03	
	10.05	10.10	10.13	10.20	10.25	10.30		10.33	
	10.35	10.40	10.43	10.50	10.55	11.00	11.03	11.08	
	11.10		11.12	11.19	11.25	11.30	11.33	11.38	
	11.40		11.42	11.49	11.55	12.00	12.03	12.08	
	pa12.10		12.12	12.19	12.25	12.30	12.33	12.38	
	12.40		12.42	12.49	12.55	1.00	1.03	1.08	
	1.50	1.54	1.57	2.04	2.10	2.15	2.18	2.23	
	2.25		2.27	2.34	2.46	2.51	2.54	2.59	
	3.00		3.02	3.09	3.16 M	3.26	3.29	3.32 FC	3.39
	FC 3.30	3.34	3.37	3.44	3.47	3.52	3.55	4.00	
			3.50	3.57					
	4.02		4.04	4.11	4.17	4.22	4.25	4.30	
	4.17		4.19	4.26	4.32	4.39	4.41	4.46	
	4.32		4.34	4.41	4.47	4.52	4.55	5.00	
	4.47		4.49	4.56	5.02	5.07	5.10	5.15	
	5.02		5.04	5.11	5.17	5.22	5.25	5.30	
	5.17		5.19	5.26	5.32	5.37	5.40	5.45	
	5.32		5.34	5.41	5.47	5.52	5.55	6.00	
	6.00		6.02	6.09	6.15	6.21	6.24	6.30	
				SATURDAY					
	an 8.15	8.19	8.22	8.28	8.30	8.35	8.38	8.43	
	8.45		8.47	8.54	9.00	9.05	9.08	9.13	
	9.15		9.17	9.28	9.30	9.35	9.38	9.43	
	9.45		9.47	9.58	10.00	10.05	10.08	10.13	
	10.15		10.17	10.28	10.30	10.35	10.38	10.43	
	10.45		10.47	10.54	11.00	11.05	11.08	11.13	
	11.15		11.17	11.28	11.30	11.35	11.38	11.43	
	11.45		11.47	11.54	12noon	12.05	12.08	12.13	
	pa12.15		12.17	12.28	12.30	12.35	12.38	12.43	

NO SERVICES SUNDAYS OR PUBLIC HOLIDAYS

NOTES: 1. All trips departing Carss Park from 6.55 to 10.25 Monday to Friday and 8.15 Saturday operate to Kogarah via Kogarah Bay and return via Princes Highway. All other trips operate to Kogarah via Princes Highway and return via Kogarah Bay (except 1.50 and 3.30 as shown).
2. Runs 888 & 9 from Baldface on School Days Only.

CODES: TC to Mater Dei School
FC from Mater Dei School
M via Moorefields Girls, James Cook Boys, St. Josephs Girls, St. Patricks Primary.) School Days Only
Buses set down and pick up only on Eastern side of Highway at Moorefields.
‡ Departs station steps via Montgomery St.

Route 958

Hurstville to Kogarah and Rockdale Plaza

via Carss Park & Kogarah Bay

Monday to Friday

Route Number	958	958	958	958	958	958	958	958	958	958	958	958	958	958	958	958
	am	am	am	pm	pm	pm	pm	pm	pm	pm	am	am	pm	pm	pm	pm
Hurstville Station	6.15	6.43	7.10	7.25	7.37	7.50	8.12	8.38	9.10	9.45	10.15	10.49	11.15	11.45	12.15	12.45
Blakesley Rd & Woniora Rd	6.19	6.47	7.14	7.29	7.41	7.54	8.16	8.42	W	9.49	10.19	10.48	11.19	11.49	12.19	12.49
Carss Park Shops	6.23	6.51	7.18	7.33	7.45	7.58	8.20	8.46	9.23	9.53	10.23	10.53	11.23	11.53	12.23	12.53
Kogarah Bay Wyee St	6.27	6.55	7.22	7.37	7.49	8.02	8.24	8.50	9.27	9.57	10.27	10.57	11.27	11.57	12.27	12.57
St Georges Leagues Club	6.32	7.00	7.27	7.42	7.54	8.07	8.29	8.55	9.32	10.02	10.32	11.02	11.32	12.02	12.32	1.02
Kogarah Station	6.38	7.07	7.35	7.50	8.02	8.15	8.38	9.04	9.38	10.08	10.38	11.08	11.38	12.08	12.38	1.08
Train to City departs Kogarah	6.43	7.12	7.40	7.57	8.08	8.21	8.46	9.09	9.54	10.24	10.54	11.24	11.54	12.24	12.54	1.24
Rockdale Plaza	—	—	—	—	—	—	—	9.08	9.42	10.12	10.42	11.12	11.42	12.12	12.42	1.12

Monday to Friday cont.

Route Number	958	958	958	958	958	958	958	958	958	958	958	958	958
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Hurstville Station	1.45	2.15	2.45	—	3.20	3.50	4.15	4.45	5.15	5.45	6.15	6.40	7.20
Blakesley Rd & Woniora Rd	1.49	2.19	2.49	—	3.24	3.55	4.19	4.49	5.19	5.49	6.19	6.43	7.23
Carss Park Shops	1.53	2.23	2.53	$3.25	3.30	3.59	4.23	4.53	5.23	5.53	6.23	6.47	7.27
Kogarah Bay Wyee St	1.57	2.27	2.57	$3.29	3.34	4.03	4.27	4.57	5.27	5.57	6.27	6.50	7.30
St Georges Leagues Club	2.02	2.32	3.02	$3.34	3.39	4.08	4.32	5.02	5.32	6.02	6.32	6.54	7.34
Kogarah Station	2.08	2.38	3.08	$3.41	3.46	4.14	4.38	5.08	5.38	6.08	6.38	7.00	7.40
Train to City departs Kogarah	2.24	2.49	3.19	3.46	3.53	4.24	4.45	5.15	5.45	6.16	6.46	7.09	7.48
Rockdale Plaza	2.12	2.42	—	—	3.50	—	—	—	—	—	—	—	—

Saturdays

Route Number	958	958	958	958	958	958	958	958	958	958	958	958
	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
Hurstville Station	7.18	7.48	8.48	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48
Blakesley Rd & Woniora Rd	7.22	7.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52	4.52	5.52
Carss Park Shops	7.26	7.56	8.56	9.56	10.56	11.56	12.56	1.56	2.56	3.56	4.56	5.56
Kogarah Bay Wyee St	7.30	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00	6.00
St Georges Leagues Club	—	8.05	9.05	10.05	11.05	12.05	1.05	2.05	3.05	4.05	5.05	6.05
Kogarah Station	—	8.11	9.11	10.11	11.11	12.11	1.11	2.11	3.11	4.11	5.11	6.11
Train to City departs Kogarah	—	8.18	9.18	10.18	11.18	12.18	1.18	2.18	3.18	4.18	5.18	6.18
Rockdale Plaza	—	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15	6.15

Explanations

- Bus operates on school days only.
- Bus operates via full length of Woniora Road, instead of via West St, Cole St, St Georges St and King St.
- Journey does not operate past this timing point.
- This service is usually operated by a wheelchair accessible bus.

Timing Points

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

Bus Route Numbers

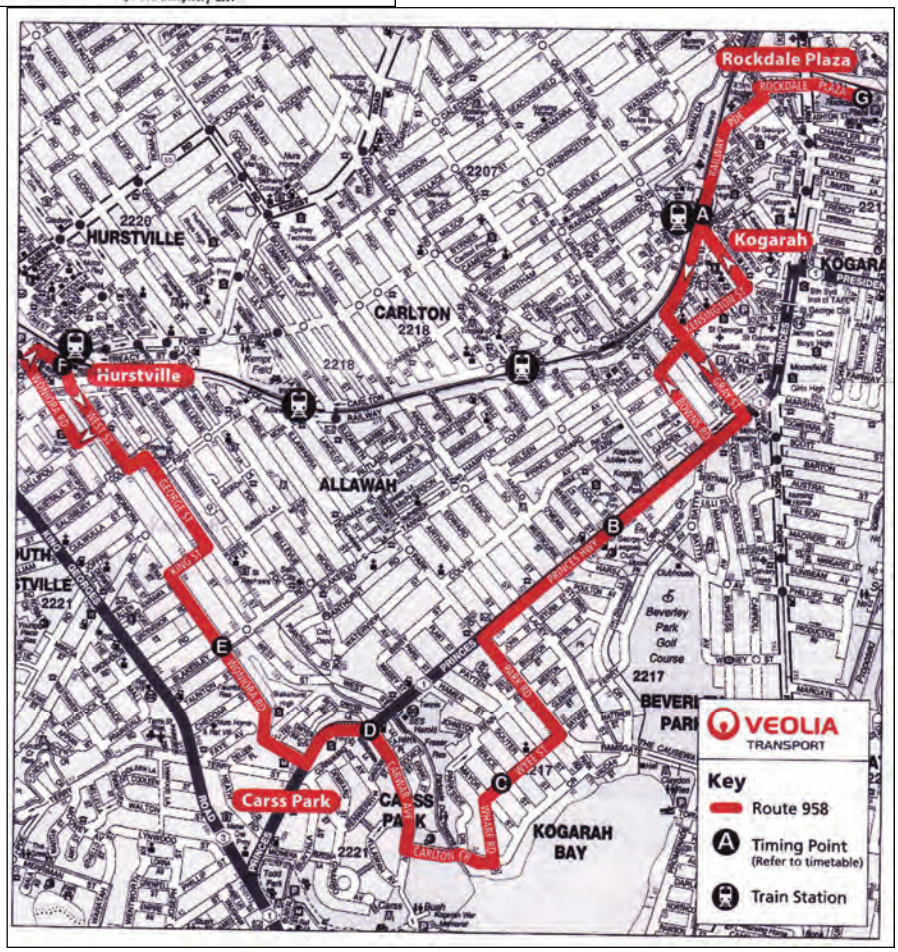
958 Hurstville to Kogarah and Rockdale Plaza
via Carss Park & Kogarah Bay
Services operate Monday to Saturday

Further Information

Transport Infoline 131500
www.131500.com.au
The Transport Infoline provides up to the minute transport information about bus, train and ferry services operating right across Sydney.

This service is operated by

VEOLIA TRANSPORT
PO Box 209 Georges Hall NSW 2198
127 Link Rd
Banksmeadow Airport NSW 2200



It is often hard to fill empty spaces in the magazine with photos that are completely appropriate to the stories in each issue. Here are two examples of the difficulty. Is the photo above of the Sydney Express on Glenroy Bank taken in the year of Albert Isaacs' 1889 1889 or is it taken, as Wikipedia suggest, in 1900? The photo below is clearly NOT of the bus service described by Jim O'Neil's article on the Carrss Park service– but its pretty close… is this a bus you might have travelled on in those days in that part of the world?

Your opinions please!