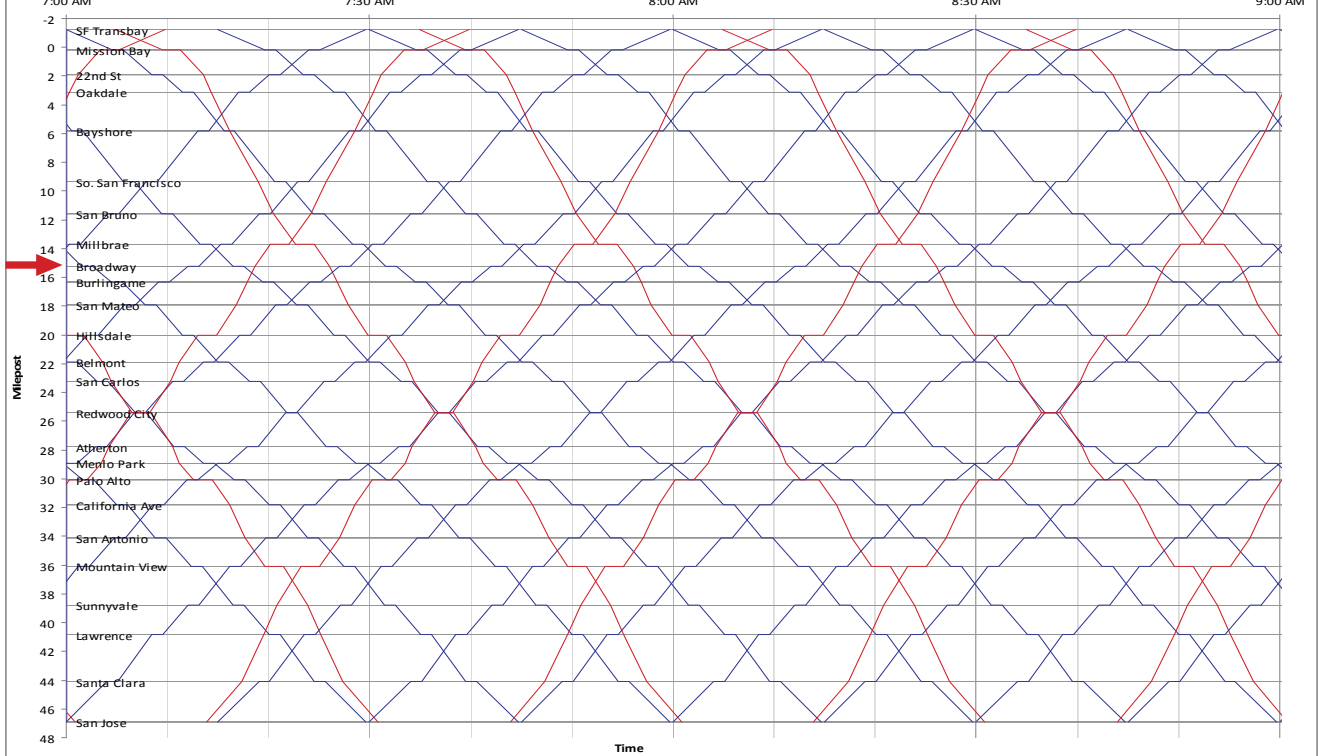




The Times

December 2011

A journal of transport timetable history and analysis



Inside: A Trunk Route I

What a difference a day makes

Gladys goes single... but..

Make ours a double

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The Times

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On the front cover

Broadway? NOT! In the last few pages of this issue, we discuss how the infrastructure can affect the timetable. In the first instance, Jim Wells discusses how the narrow centre platform at Broadway on the Caltrain system has affected not only the services provided at that station, but the service of all other trains which pass through non-stop. On the cover, we see a train drawing to a stop at Broadway. The platform in question lies between the two tracks visible here and is also shown in a Google Earth photo later. While this train is there, no train may pass it in the other direction. This can be seen in the string-line timetable appearing below the photo. Broadway is indicated by the heavy arrow at left.

Cal train uses "Gallery Cars", a primitive double-deck concept, in order to increase its train capacity. Sydney has been using much better double-deckers for decades. However, a proposal to return to single-deckers, with their supposed faster loading and unloading times (because they have 3 wide doors) has reared its ugly head again. The proposal and the Editor's response to it appear after Jim Well's article. It is possible, as Paris has shown, to have double-deckers with 3 doors (below).



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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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A Trunk Route: Strathfield to Bankstown (and later to Liverpool)

By JIM O'NEIL

One of the major objectives of the recasting of Sydney's suburban bus routes has been to create cross-suburban links between major centres. When I was first collecting bus timetables from the late fifties, there were already two such trunk routes operating out of Strathfield station: the route 27 to Bankstown, which I shall be examining in this article, and the route 34 to Hurstville, which I looked at in *The Times* in May 2001. Both these routes had originally run through to Burwood, not Strathfield, and had been cut back to Enfield in October 1930 because they were competitive with the Enfield trams. In April 1932, the route 27 was again extended north from Enfield, but this time to Strathfield instead of Burwood. This route was competitive with the route 215 which ran south from Strathfield, today's route 415, but this did not become a government route until 1937. At this time, or possibly later, McVicar, who operated the route 27, paid a fee to pick up passengers along The Boulevarde, since this was now government territory. When I first knew it in the sixties, double deck buses operated the route 27, even in the off-peak hours, an unusual situation for a private bus service by that time [A double-decker is shown on our page 4–Ed].

My first timetable for the Strathfield to Bankstown service (see pages 3-6) commenced on 26th June 1965, a date later than most of the timetables I have got from McVicar's. It covers all four sides of a double foolscap sheet, and is printed on white paper. A complete run between the two terminals took just under half an hour, allowing a turn-around back to the starting point in an hour. Four shifts, numbers 1, 22, 25 and 30, provided the basic weekday service. All four ran during the peak hours, when they were supplemented by another eleven shifts, although not all these ran in both peaks. In the off-peak period, all four shifts were running from nine to after eleven, only two around midday, and a third resumed at 1.52 p.m. The basic service left Bankstown at 10 past and 40 minutes past the hour, with the extra buses fitting in at the quarter hours when they ran. In the evening, three shifts were running, the 1, 22 and 30, and they ran at approximately every twenty minutes. We may note the existence of various different routes taken through Chullora, the explanation of which is to be found at the foot of page 4 of the timetable.

The additional shifts ran principally on

TIMETABLE													
BANKSTOWN STN TO STRATHFIELD STN													
ROUTE NO 27													
PROPRIETORS: MCVICARS BUS SERVICES PTY. LTD. 35 Joseph St. LIDCOMBE.													
M O N D A Y S TO F R I D A Y S													
Depart Bankstown Station.	Arr & Dep Cnr. Chapel Rd. & Hume Highway.	Arr & Dep Cnr. Rawson Rd. & Hume Highway.	Arr & Dep Margaret Street.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Broadway, Enfield.	Arrive Strathfield Station.	Depart Strathfield Station.	Arr & Dep Broadway, Enfield.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Margaret Street.	Arr & Dep Cnr. Rawson Rd. & Hume Highway.	Arr & Dep Cnr. Chapel Rd. & Hume Highway.	Arrive Bankstown Station.
22 SN	5.15am	5.20am	5.27am	5.32am	5.35am	5.40am	SN5.30am	5.35am	5.38am	5.40am	5.45am	5.47am	5.50am
25 SN							SN5.43	5.53	5.56	6.1	6.8	6.11	6.16
20													6.46
22		RHV5.54	5.57	6.2	6.7	6.10	6.15	SN6.19	6.24	6.27	6.32	6.39	6.42
30 SN5.54	5.59	6.2	6.9	6.14	6.17	6.22	6.24	6.29	6.32	Tennyson Road	6.38	6.42	6.47
1 SN6.11	6.16	6.19	6.25	6.31	6.34	6.39	RHV6.43	6.48	6.51	6.56	7.3	7.6	7.11
10			6.20	Special to Strathfield	6.30		6.30	Special to Rawson Road	6.40				
7			6.25	6.30	Spec to Strath.	6.40	6.40	Special to Rawson Road	6.49				
4			SN6.28	6.35	6.40	6.43	6.48	6.49	Special to Rawson Road	6.59			
30		Tennysn Rd.	6.38	6.43	6.48	6.51	6.56	SN6.59	7.3	7.6	7.11	7.18	7.21
25 SN6.25	6.30	6.33	6.40	6.45	6.48	6.53	E7.9	7.14	7.17	E7.22	7.29	7.37	7.42
10			SN6.40	6.47	6.52	6.55	7.0	7.10	Railway Workshops terminating				
18			dep6.45	6.52	6.57	7.0	7.5		7.10	7.13	E7.17	7.23	E7.26
7			SN6.49	6.56	7.1	7.4	7.9	7.10	7.14	7.17	7.22	7.26	Sig.Branch.
19 SN6.55	7.0	7.3	7.10	C Rd. 7.12	Spec.Strath.		LH7.18						
4			SN6.59	7.5	7.9	7.12	7.16	E7.18	7.23	LH7.27	7.37	7.44	7.47
20	6.53	6.57	7.0	7.6	7.11	7.14	7.19	LH7.20	7.24	LH7.27	7.37	7.44	7.47
31	6.53	Special to Waterloo Road.											
22 SN6.58	7.3	7.6	7.13	7.18	7.21	7.26	7.30	7.35	7.38	7.43	7.50	7.55	8.0
19			Cosgrove Road	7.32	7.37	7.42	LH7.45	7.50	7.53	7.58			
4													
29	7.15	Special to Sig. Branch Waterloo Road											
1	7.14	7.19	7.22	7.29	7.31	7.37	7.42	RHV7.44	7.49	7.52	7.57	8.4	8.7
4													
7													
30 SN7.32	7.37	7.40	7.47	7.52	7.54	7.59	RHV8.2	8.7	8.10	8.15	8.22	8.25	8.30
19			7.35	7.38	7.45	7.51	8.15						
25 SN7.42	7.47	7.50	7.57	8.0	8.5	8.15	8.15						
19							8.17						
7			7.54	8.1	8.6	8.9	8.18						
25							8.23						
14							8.28						
20 RHV7.53	7.58	8.1	8.8	8.12	8.15	8.20	8.22	8.26	8.29	8.33			
7													
4													
22 SN8.8	8.13	8.16	8.23	8.28	8.31	8.36	8.36						
1 RHV8.14	8.19	8.22	8.29	8.34	8.37	8.42	8.42						
20													
30 SN8.36	8.41	8.44	8.51	8.59	8.42	8.47	RHV9.5	9.10	9.13	9.18	9.25	9.28	9.33
4							SN9.10	9.15	9.18	9.22	9.29	9.32	9.37
25 RHV9.54	8.59	9.2	9.9	9.14	9.17	9.22	SN9.24	9.29	9.32	9.37	9.44	9.47	9.52
22 SN9.10	9.15	9.18	9.25	9.30	9.33	9.38	SN9.39	9.44	9.47	9.52	9.59	10.2	10.7
1 SN9.20	9.25	9.28	9.33	9.40	9.43	9.48	SN9.51	9.55	9.58	10.3	10.10	10.13	10.18
30JRHV9.40	9.45	9.48	9.55	10.0	10.3	10.8	JRHV10.9	10.14	10.17	10.22	10.29	10.32	10.37
25 SN9.55	10.0	10.3	10.10	10.15	10.18	10.23	SN10.25	10.30	10.33	10.37	10.44	10.47	10.52
22 SN10.26	10.31	10.34	10.41	10.46	10.49	10.54	SN10.55	10.59	11.2	11.7	11.14	11.17	11.22
1 JRHV10.40	10.45	10.48	10.55	11.0	11.3	11.8	JRHV11.9	11.14	11.17	11.22	11.29	11.32	11.37
30 SN10.56	11.1	11.4	11.11	11.16	11.19	11.21	SN11.25	11.30	11.33	11.37	11.44	11.47	11.52
25JRHV11.10	11.15	11.18	11.25	11.30	11.33	11.38	JRHV11.40	11.45	11.48	11.52	11.59	J12.2pm	12.22
22 SN11.26	11.31	11.34	11.41	11.46	11.49	11.54	SN11.55	11.59	12.2pm	12.7pm	12.14pm	12.17pm	12.22
30 SN11.56	12.1pm	12.4pm	12.11pm	12.16pm	12.19pm	12.24pm	SN12.25pm	12.30pm	12.33	12.37	12.44	12.47	12.52
22 SN12.26pm	12.31	12.34	12.41	12.46	12.49	12.54	SN12.55	12.59	1.2	1.7	1.14	1.17	1.22
1 JRHV12.40	J12.45	12.48	12.55	1.0	1.3	1.8	JRHV1.9	1.14	1.17	1.22	1.29	J1.32	1.37
25 SN11.10	1.15	1.18	1.25	1.30	1.33	1.38	SN1.40	1.45	1.48	1.52	1.59	2.2	2.7
1 JRHV1.40	J1.45	1.48	1.55	2.0	2.3	2.8	JRHV2.9	2.14	2.17	2.22	2.29	J2.32	2.37
30 SN1.56	2.1	2.4	2.11	2.16	2.19	2.24	SN2.26	2.30	2.33	2.37	2.44	2.47	2.52
25JRHV2.10	2.15	2.18	2.25	2.30	2.33	2.38	JRHV2.40	2.45	2.48	2.52	2.59	J3.2	3.7
22 SN2.26	2.31	2.34	2.41	2.46	2.49	2.54	SN2.55	2.59	3.2	3.7	3.14	3.17	3.22
1 JRHV2.40	J2.45	2.48	2.55	3.0	3.3	3.8	JRHV3.9	3.14	3.17	3.22	3.29	J3.32	3.37
14 Waterloo Rd. Sci. 3.15													
30 SN2.56	3.3	3.6	3.13	3.18	3.21	3.26	SN3.30	3.35	3.38	3.45	3.50		
25JRHV3.15	J3.18	3.21	3.27	3.32	3.35	3.40	JRHV3.40	3.45	3.48	3.53	4.0	J4.3	4.8
15													
29													
29 SN													
14													

short workings and on industrial and school services. Shift 14 had only one run on the 27 in the morning, leaving Margaret St at 8.7 for Strathfield Station. In the afternoon we find more services run by the 14, starting with school services from Waterloo Road School northwards at 3.15 and South Strathfield School going south at 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 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

		M O N D A Y S												T O F R I D A Y S												(Continued.)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Depart Bankstown Station.	Arr & Dep Cnr. Chapel Rd. & Hume Highway.	Arr & Dep Cnr. Reason Rd. & Hume Highway.	Arr & Dep Margaret Street.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Broadway, Enfield.	Arrive Strathfield Station.	Depart Strathfield Station.	Arr & Dep Broadway, Enfield.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Margaret Street.	Arr & Dep Cnr. Reason Rd. & Hume Highway.	Arr & Dep Cnr. Chapel Rd. & Hume Highway.	Arrive Bankstown Station.	Depart Strathfield Station.	Arr & Dep Broadway, Enfield.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Margaret Street.	Arr & Dep Cnr. Reason Rd. & Hume Highway.	Arr & Dep Cnr. Chapel Rd. & Hume Highway.	Arrive Bankstown Station.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
22	SNS,29pm	3.34pm	3.37am	3.43am	3.48pm	3.51pm	3.56pm	SNS,58pm	4.3pm	4.11pm	4.18pm	4.21pm	4.26pm	SN3,58pm	4.3pm	4.11pm	4.18pm	4.21pm	4.26pm	4.20	4.25	4.22	4.27	4.32	4.37	4.42	4.47	4.52	4.57	5.02	5.07	5.12	5.17	5.22	5.27	5.32	5.37	5.42	5.47	5.52	5.57	6.02	6.07	6.12	6.17	6.22	6.27	6.32	6.37	6.42	6.47	6.52	6.57	7.02	7.07	7.12	7.17	7.22	7.27	7.32	7.37	7.42	7.47	7.52	7.57	8.02	8.07	8.12	8.17	8.22	8.27	8.32	8.37	8.42	8.47	8.52	8.57	9.02	9.07	9.12	9.17	9.22	9.27	9.32	9.37	9.42	9.47	9.52	9.57	10.02	10.07	10.12	10.17	10.22	10.27	10.32	10.37	10.42	10.47	10.52	10.57	11.02	11.07	11.12	11.17	11.22	11.27	11.32	11.37	11.42	11.47	11.52	11.57	12.02	12.07	12.12	12.17	12.22	12.27	12.32	12.37	12.42	12.47	12.52	12.57	13.02	13.07	13.12	13.17	13.22	13.27	13.32	13.37	13.42	13.47	13.52	13.57	14.02	14.07	14.12	14.17	14.22	14.27	14.32	14.37	14.42	14.47	14.52	14.57	15.02	15.07	15.12	15.17	15.22	15.27	15.32	15.37	15.42	15.47	15.52	15.57	16.02	16.07	16.12	16.17	16.22	16.27	16.32	16.37	16.42	16.47	16.52	16.57	17.02	17.07	17.12	17.17	17.22	17.27	17.32	17.37	17.42	17.47	17.52	17.57	18.02	18.07	18.12	18.17	18.22	18.27	18.32	18.37	18.42	18.47	18.52	18.57	19.02	19.07	19.12	19.17	19.22	19.27	19.32	19.37	19.42	19.47	19.52	19.57	20.02	20.07	20.12	20.17	20.22	20.27	20.32	20.37	20.42	20.47	20.52	20.57	21.02	21.07	21.12	21.17	21.22	21.27	21.32	21.37	21.42	21.47	21.52	21.57	22.02	22.07	22.12	22.17	22.22	22.27	22.32	22.37	22.42	22.47	22.52	22.57	23.02	23.07	23.12	23.17	23.22	23.27	23.32	23.37	23.42	23.47	23.52	23.57	24.02	24.07	24.12	24.17	24.22	24.27	24.32	24.37	24.42	24.47	24.52	24.57	25.02	25.07	25.12	25.17	25.22	25.27	25.32	25.37	25.42	25.47	25.52	25.57	26.02	26.07	26.12	26.17	26.22	26.27	26.32	26.37	26.42	26.47	26.52	26.57	27.02	27.07	27.12	27.17	27.22	27.27	27.32	27.37	27.42	27.47	27.52	27.57	28.02	28.07	28.12	28.17	28.22	28.27	28.32	28.37	28.42	28.47	28.52	28.57	29.02	29.07	29.12	29.17	29.22	29.27	29.32	29.37	29.42	29.47	29.52	29.57	30.02	30.07	30.12	30.17	30.22	30.27	30.32	30.37	30.42	30.47	30.52	30.57	31.02	31.07	31.12	31.17	31.22	31.27	31.32	31.37	31.42	31.47	31.52	31.57	32.02	32.07	32.12	32.17	32.22	32.27	32.32	32.37	32.42	32.47	32.52	32.57	33.02	33.07	33.12	33.17	33.22	33.27	33.32	33.37	33.42	33.47	33.52	33.57	34.02	34.07	34.12	34.17	34.22	34.27	34.32	34.37	34.42	34.47	34.52	34.57	35.02	35.07	35.12	35.17	35.22	35.27	35.32	35.37	35.42	35.47	35.52	35.57	36.02	36.07	36.12	36.17	36.22	36.27	36.32	36.37	36.42	36.47	36.52	36.57	37.02	37.07	37.12	37.17	37.22	37.27	37.32	37.37	37.42	37.47	37.52	37.57	38.02	38.07	38.12	38.17	38.22	38.27	38.32	38.37	38.42	38.47	38.52	38.57	39.02	39.07	39.12	39.17	39.22	39.27	39.32	39.37	39.42	39.47	39.52	39.57	40.02	40.07	40.12	40.17	40.22	40.27	40.32	40.37	40.42	40.47	40.52	40.57	41.02	41.07	41.12	41.17	41.22	41.27	41.32	41.37	41.42	41.47	41.52	41.57	42.02	42.07	42.12	42.17	42.22	42.27	42.32	42.37	42.42	42.47	42.52	42.57	43.02	43.07	43.12	43.17	43.22	43.27	43.32	43.37	43.42	43.47	43.52	43.57	44.02	44.07	44.12	44.17	44.22	44.27	44.32	44.37	44.42	44.47	44.52	44.57	45.02	45.07	45.12	45.17	45.22	45.27	45.32	45.37	45.42	45.47	45.52	45.57	46.02	46.07	46.12	46.17	46.22	46.27	46.32	46.37	46.42	46.47	46.52	46.57	47.02	47.07	47.12	47.17	47.22	47.27	47.32	47.37	47.42	47.47	47.52	47.57	48.02	48.07	48.12	48.17	48.22	48.27	48.32	48.37	48.42	48.47	48.52	48.57	49.02	49.07	49.12	49.17	49.22	49.27	49.32	49.37	49.42	49.47	49.52	49.57	50.02	50.07	50.12	50.17	50.22	50.27	50.32	50.37	50.42	50.47	50.52	50.57	51.02	51.07	51.12	51.17	51.22	51.27	51.32	51.37	51.42	51.47	51.52	51.57	52.02	52.07	52.12	52.17	52.22	52.27	52.32	52.37	52.42	52.47	52.52	52.57	53.02	53.07	53.12	53.17	53.22	53.27	53.32	53.37	53.42	53.47	53.52	53.57	54.02	54.07	54.12	54.17	54.22	54.27	54.32	54.37	54.42	54.47	54.52	54.57	55.02	55.07	55.12	55.17	55.22	55.27	55.32	55.37	55.42	55.47	55.52	55.57	56.02	56.07	56.12	56.17	56.22	56.27	56.32	56.37	56.42	56.47	56.52	56.57	57.02	57.07	57.12	57.17	57.22	57.27	57.32	57.37	57.42	57.47	57.52	57.57	58.02	58.07	58.12	58.17	58.22	58.27	58.32	58.37	58.42	58.47	58.52	58.57	59.02	59.07	59.12	59.17	59.22	59.27	59.32	59.37	59.42	59.47	59.52	59.57	60.02	60.07	60.12	60.17	60.22	60.27	60.32	60.37	60.42	60.47	60.52	60.57	61.02	61.07	61.12	61.17	61.22	61.27	61.32	61.37	61.42	61.47	61.52	61.57	62.02	62.07	62.12	62.17	62.22	62.27	62.32	62.37	62.42	62.47	62.52	62.57	63.02	63.07	63.12	63.17	63.22	63.27	63.32	63.37	63.42	63.47	63.52	63.57	64.02	64.07	64.12	64.17	64.22	64.27	64.32	64.37	64.42	64.47	64.52	64.57	65.02	65.07	65.12	65.17	65.22	65.27	65.32	65.37	65.42	65.47	65.52	65.57	66.02	66.07	66.12	66.17	66.22	66.27	66.32	66.37	66.42	66.47	66.52	66.57	67.02	67.07	67.12	67.17	67.22	67.27	67.32	67.37	67.42	67.47	67.52	67.57	68.02	68.07	68.12	68.17	68.22	68.27	68.32	68.37	68.42	68.47	68.52	68.57	69.02	69.07	69.12	69.17	69.22	69.27	69.32	69.37	69.42	69.47	69.52	69.57	70.02	70.07	70.12	70.17	70.22	70.27	70.32	70.37	70.42	70.47	70.52	70.57	71.02	71.07	71.12	71.17	71.22	71.27	71.32	71.37	71.42	71.47	71.52	71.57	72.02	72.07	72.12	72.17	72.22	72.27	72.32	72.37	72.42	72.47	72.52	72.57	73.02	73.07	73.12	73.17	73.22	73.27	73.32	73.37	73.42	73.47	73.52	73.57	74.02	74.07	74.12	74.17	74.22	74.27	74.32	74.37	74.42	74.47	74.52	74.57	75.02	75.07	75.12	75.17	75.22	75.27	75.32	75.37	75.42	75.47	75.52	75.57	76.02	76.07	76.12	76.17	76.22	76.27	76.32	76.37	76.42	76.47	76.52	76.57	77.02	77.07	77.12	77.17	77.22	77.27	77.32	77.37	77.42	77.47	77.52	77.57	78.02	78.07	78.12	78.17	78.22	78.27	78.32	78.37	78.42	78.47	78.52	78.57	79.02	79.07	79.12	79.17	79.22	79.27	79.32	79.37	79.42	79.47	79.52	79.57	80.02	80.07	80.12	80.17	80.22	80.27	80.32	80.37	80.42	80.47	80.52	80.57	81.02	81.07	81.12	81.17	81.22	81.27	81.32	81.37	81.42	81.47	81.52	81.57	82.02	82.07	82.12	82.17	82.22	82.27	82.32	82.37	82.42	82.47	82.52	82.57	83.02	83.07	83.12	83.17	83.22	83.27	83.32	83.37	83.42	83.47	83.52	83.57	84.02	84.07	84.12	84.17	84.22	84.27	84.32	84.37	84.42	84.47	84.52	84.57	85.02	85.07	85.12	85.17	85.22	85.27	85.32	85.37	85.42	85.47	85.52	85.57	86.02	86.07	86.12	86.17	86.22	86.27	86.32	86.37	86.42	86.47	86.52	86.57	

stown, 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 (see pages 6-7) was issued by the Bankstown Strathfield Bus Co, and printed on light green cardboard, which my scanner has rendered as yellow. 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 shopping hour buses form an odd pattern, travelling alternately via RHV (along Boronia, Chiswick, Hillcrest, Cardigan, Norfolk, Roberts and Lawford) and SN (via Hillcrest, Rawson, Noble and Waterloo). This meant every hour the corresponding bus went by the alternative route. However once an hour, with the 25 minutes past bus from Bankstown and the 43 minutes past bus from Strathfield, the service operated to or from Bankstown via Jacobs Street, marked J before the main route. The timetable also includes buses going to Greenacre (marked G), so there are five different routes shown in an apparently irregular pattern. After 7.10 p.m., with buses every half hour and no buses along Jacobs Street or to Greenacre, we find a better clock face service.

There are more than three buses an hour on the through route in peak hours, but most of the extra services are marked either SO, "School Days Only" or IS "Industrial Service", which stop for four weeks from Christmas Eve until the third week of

(Continued on page 9)

Depart Bankstown Station.	Arr & Dep Cnr. Chapel Rd. & Hume Highway.	Arr & Dep Cnr. Rawson Rd. & Hume Highway.	Arr & Dep Margaret Street.	Arr & Dep G.O.O.D. Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Broadway, Enfield.	Arrive Strathfield Station.	Depart Strathfield Station.	Arr & Dep Broadway, Enfield.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Margaret Street.	Arr & Dep Cnr. Rawson Rd. & Hume Highway.	Arr & Dep Cnr. Chapel Rd. & Hume Highway.	Arrive Bankstown Station.
30 ---	SN6, 0am	6, 3am	6, 10am	6, 15am	6, 18am	6, 23am	SN6, 24am	6, 29am	6, 32am	6, 37am	6, 44am	6, 47am	6, 52am
30 SN6,52	6,57	7, 0	7, 7	7, 12	7, 15	7, 20	SN7,20	7,25	7,29	7,38	7,44	7,47	7,52
25 RHV, 9	7,14	7,17	7,24	7,29	7,32	7,37	RHV,7,43	7,46	7,51	7,55	8, 2	8, 5	8, 10
30 SN7,54	7,59	8, 2	8, 9	8, 14	8, 17	8, 22	SN8,26	8,31	8,34	8,39	8,46	8,49	8,54
25 SN8,10	8,15	8,18	8,25	8,30	8,33	8,38	SN8,43	8,48	8,51	8,55	9, 2	9, 5	9, 10
30 RHV8,54	8,59	9, 2	9, 9	9, 14	9, 17	9, 22	RHV9,26	9,31	9,34	9,39	9,46	9,49	9,54
25 SN9,12	9,17	9,20	9,27	9,32	9,35	9,40	SN9,43	9,48	9,51	9,55	10, 2	10, 5	10, 10
30 RHV9,54	9,59	10, 2	10, 9	10, 14	10, 17	10, 22	RHV10,26	10,31	10,34	10,39	10,46	10,49	10,54
25 SN10,12	10,17	10,20	10,27	10,32	10,35	10,40	SN10,43	10,48	10,51	10,55	11, 2	11, 5	11, 10
30 RHV10,54	10,59	11, 2	11, 9	11, 14	11, 17	11, 22	RHV11,26	11,31	11,34	11,39	11,46	11,49	11,54
25 SN11,12	11,17	11,20	11,27	11,32	11,35	11,40	SN11,43	11,48	11,51	11,55	12, 2pm	12, 5pm	12, 10pm
30 RHV11,54	11,59	12, 2pm	12, 9pm	12, 14pm	12, 17pm	12, 22pm	RHV12,26pm	12,31pm	12,34pm	12,39pm	12,46	12,49	12,54
25 SN12,12pm	12,17pm	12,20pm	12,27	12,32	12,35	12,40	SN12,43	12,48	12,51	12,55	1, 2	1, 5	1, 10
30 RHV1,12	1,17	1,20	1,27	1,32	1,35	1,40	RHV1,43	1,48	1,51	1,55	2, 2	2, 5	2, 10
25 SN1,32	1,37	1,40	1,47	1,52	1,55	2, 0	SN2, 2	2, 7	2,10	2,15	2,22	2,25	2,30
30 RHV2,12	2,17	2,20	2,27	2,32	2,35	2,40	RHV2,43	2,48	2,51	2,55	3, 2	3, 5	3, 10
25 SN2,32	2,37	2,40	2,47	2,52	2,55	3, 0	SN3, 2	3, 7	3,10	3,15	3,22	3,25	3,30
30 RHV3,12	3,17	3,20	3,27	3,32	3,35	3,40	RHV3,43	3,48	3,51	3,55	4, 2	4, 5	4, 10
25 SN3,32	3,37	3,40	3,47	3,52	3,55	4, 0	SN4, 2	4, 7	4,10	4,15	4,22	4,25	4,30
30 RHV4,12	4,17	4,20	4,27	4,32	4,35	4,40	RHV4,43	4,48	4,51	4,55	5, 2	5, 5	5, 10
25 SN4,32	4,37	4,40	4,47	4,52	4,55	5, 0	SN5, 2	5, 7	5,10	5,15	5,22	5,25	5,30
30 RHV5,12	5,17	5,20	5,27	5,32	5,35	5,40	RHV5,43	5,48	5,51	5,55	6, 2	6, 5	6, 10
25 SN5,32	5,37	5,40	5,47	5,52	5,55	6, 0	SN6, 2	6, 7	6,10	6,15	6,22	6,25	6,30
30 RHV6,12	6,17	6,20	6,27	6,32	6,35	6,40	RHV6,43	6,48	6,51	6,55	7, 2	7, 5	7, 10
25 SN6,32	6,37	6,40	6,47	6,52	6,55	7, 0	SN7, 2	7, 7	7,10	7,15	7,22	7,25	7,30
30 RHV7,32	7,37	7,40	7,47	7,52	7,55	8, 0	RHV7,43	8, 7	8,10	8,15	8,22	8,25	8,30
25 SN7,54	7,59	8, 2	8, 9	8,14	8,17	8,22	SN8,26	8,31	8,34	8,39	8,46	8,49	8,54
30 RHV8,32	8,37	8,40	8,47	8,52	8,55	9, 0	RHV8,43	9, 7	9,10	9,15	9,22	9,25	9,30
25 SN8,54	8,59	9, 2	9, 9	9,14	9,17	9,22	SN9,26	9,31	9,34	9,39	9,46	9,49	9,54
30 RHV9,32	9,37	9,40	9,47	9,52	9,55	10, 0	RHV9,43	10, 7	10,10	10,15	10,22	10,25	10,30
25 SN9,54	9,59	10, 2	10, 9	10,14	10,17	10,22	SN10,26	10,31	10,34	10,39	10,46	10,49	10,54
30 RHV10,32	10,37	10,40	10,47	10,52	10,55	11, 0	RHV11,26	11, 7	11,10	11,15	11,22	11,25	11,30
25 SN10,54	10,59	11, 2	11, 9	11,14	11,17	11,22	SN11,26	11,31	11,34	11,39	11,46	11,49	11,54

EXPLANATION OF ABBREVIATIONS USED IN THE TIMETABLE.

- arr denotes arrive.
- dep denotes depart.
- SN denotes omnibus will operate via Rawson Road and Noble Avenue, Shellcote Road, Waterloo Road and Hume Highway.
- RHV denotes omnibus operates via Stacey Street, Banksia Road, Highview Avenue, Hume Highway, Lawford Street, Roberts Road, Hume Highway to Strathfield.
- E denotes omnibus will operate via Electric Car Workshops.
- R denotes omnibus will call into Chullora Park.
- X denotes omnibus will depart at termination of picture programme.
- g denotes omnibus will operate to or from Northcote Road.
- Sig. denotes omnibus will operate to or from Signal Workshops.
- LH denotes omnibus will operate via Larke Hoskins, Cosgrove Road.
- SS denotes omnibus will operate to or from Sth. Strathfield School as school special.
- J denotes omnibus will travel to the Hume Highway via Rickard Road, Jacob Street and Stacey Street from Bankstown and vice versa from Strathfield.

This Timetable shall commence on 26TH JUNE, 1965 and shall continue in force until suspended or cancelled.

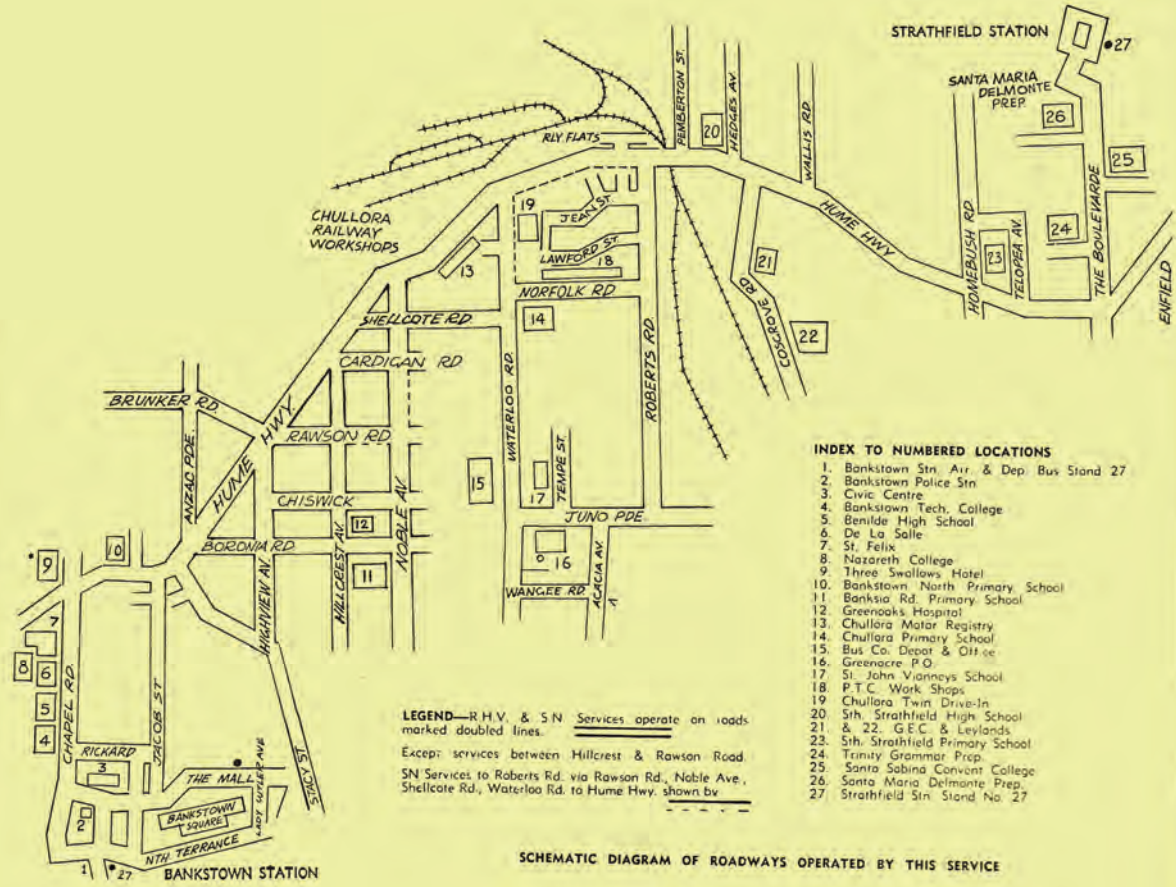
TIMETABLE

STRATHFIELD STN TO GREENACRE

Depart Strathfield Station.	Arr & Dep Broadway, Enfield.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Cnr. Roberts Rd. & Hume Highway.	Arr & Dep Russell Street.	Arrive Greenacre.	Depart Greenacre.	Arr & Dep Russell Street.	Arr & Dep Cnr. Roberts Rd. & Hume Highway.	Arr & Dep Cnr. Homebush Rd. & Hume Highway.	Arr & Dep Broadway, Enfield.	Arrive Strathfield Station.
MONDAYS TO FRIDAYS.											
19 ---	---	---	---	---	---	6,35am	6,39am	6,43am	6,48am	6,51am	6,56am
13 ---	---	---	---	---	---	7, 9	7,15	7,17	7,22	7,25	7,30
19 7, 0	7, 5	7, 8	7,13	7,17	7,21	to Bankstown from Noble Avenue.					
34 7,39	7,44	7,47	7,52	7,56	8, 0	8, 0	8, 4	8, 8	8,13	8,16	8,21
28 ---	---	---	---	---	---	8,25	8,29	8,33	8,38	8,41	8,46
13 8, 4	8, 9	8,12	8,17	8,21	8,25	9, 9	9,13	9,17	9,22	9,25	9,30
13 8,48	8,53	8,56	9, 1	9, 5	9, 9	9,53	9,57	10, 1	10, 6	10, 9	10,14
13 9,32	9,37	9,40	9,45	9,49	9,53	10,53	10,57	11, 1	11, 6	11, 9	11,14
13 10,32	10,37	10,40	10,45	10,49	10,53	11,53	11,57	12,1pm	12,6pm	12,9pm	12,14
13 11,32	11,37	11,40	11,45	11,49	11,53	1,41pm	1,45pm	1,49	1,54	1,57	2, 2
13 1,20pm	1,25pm	1,28pm	1,33pm	1,37pm	1,41pm	2,24	2,28	2,32	2,37	2,40	2,45
13 2, 3	2, 8	2,11	2,16	2,20	2,24	---	---	---	---	---	---
13 2,47	2,52	2,55	3, 0	3, 4	3, 8	---	---	---	---	---	---
29 ---	---	---	---	---	---	4,10	4,14	4,18	4,23	4,26	4,31
29 4,37	4,42	4,45	4,50	4,54	4,59	---	---	---	---	---	---
28 ---	---	---	---	---	---	4,30	4,34	4,38	4,43	4,45	4,51
13 ---	---	---	---	---	---	4,58	5, 2	5, 5	5,11	5,14	5,19
38 5, 0	5, 5	5, 8	5,13	5,17	5,21	5,21	5,25	5,29	5,34	5,37	5,42
13 5,19	5,24	5,27	5,32	5,36	5,40	---	---	---	---	---	---
38 5,53	5,58	6, 1	6, 6	6,10	6,14	---	---	---	---	---	---

STRATHFIELD TO GREENACRE

Via	Dep. Greenacre P.O.	Arr. & Dep. Roberts Rd. & Russell St.	Arr. & Dep. Hume Hwy. & Roberts Rd.	Arr. & Dep. Hume Hwy. & Homebush Rd.	Arr. & Dep. Broadway Enfield	Arr. Strathfield Stn	Via	Dep. Strathfield Stn.	Arr. & Dep. Broadway Enfield	Arr. & Dep. Hume Hwy. & Homebush Rd.	Arr. & Dep. Hume Hwy. & Roberts Rd.	Arr. & Dep. Roberts Rd. & Russell St.	Arr. Greenacre P.O.
MONDAY TO FRIDAY													
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
ISG	5.02	5.06	5.10	5.13	5.16	5.20							
G	6.00	6.04	6.10	6.14	6.18	6.24	G	6.46	6.51	6.55	6.58	7.04	7.08
G	6.20	6.24	6.30	6.34	6.38	6.44	G	6.46	6.51	6.55	6.58	7.04	7.08
G	6.45	6.49	6.55	7.00	7.04	7.10	G	7.14	7.20	7.24	7.27	7.33	7.37
G	7.10	7.14	7.20	7.24	7.28	7.34	G	7.38	7.44	7.48	7.52	7.58	8.02
G	7.38	7.42	7.48	7.52	7.56	8.02	G	8.05	8.11	8.14	8.18	8.24	8.28
G	8.04	8.08	8.14	8.18	8.22	8.28	G	8.32	8.38	8.42	8.46	8.52	8.56
G	8.28	8.32	8.38	8.42	8.46	8.52	G	8.56	9.02	9.06	9.10	9.16	9.20
G	9.00	9.04	9.10	9.14	9.18	9.24	G	9.28	9.33	9.36	9.40	9.46	9.50
G	9.25	9.29	9.35	9.39	9.43	9.49	G	9.53	9.59	10.03	10.07	10.13	10.17
G	10.25	10.29	10.35	10.39	10.43	10.49	G	10.53	10.59	11.03	11.07	11.13	11.17
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
G	12.25	12.29	12.35	12.39	12.43	12.49	G	12.53	12.59	1.03	1.07	1.13	1.17
G	1.25	1.29	1.35	1.39	1.43	1.49	G	1.53	1.59	2.03	2.07	2.13	2.17
G	2.30	2.34	2.40	2.44	2.48	2.54	G	3.00	3.06	SSHHS	—	—	—
	—	—	—	—	—	—	SO	—	—	SSHHS	3.17	3.23	3.27
G	3.03	St. J. V.	3.15	3.20	3.24	3.30	SO	SSPS	3.30	3.35	—	—	—
G	3.28	3.32	3.38	3.42	3.46	3.51	G	3.40	3.46	3.50	3.54	4.00	4.04
G	4.06	4.10	4.16	4.20	4.24	4.30	SO	4.30	4.35	4.38	4.41	4.45	4.50
	—	—	—	—	—	—	G	5.00	5.06	5.10	5.14	5.20	5.24
G	5.30	5.34	5.40	5.44	5.48	5.53	G	5.38	5.44	5.48	5.52	5.58	6.02
	—	—	—	—	—	—	G	6.05	6.10	6.14	6.17	6.23	6.27
SATURDAY													
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
G	6.45	6.49	6.55	6.59	7.02	7.06	G	7.53	7.58	8.01	8.04	8.10	8.14
G	8.16	8.20	8.26	8.31	8.34	8.39	G	9.36	9.41	9.45	9.49	9.55	9.59
G	9.10	9.14	9.20	9.24	9.28	9.34	G	10.33	10.39	10.43	10.47	10.53	10.57
G	10.05	10.09	10.15	10.19	10.23	10.29	G	11.43	11.49	11.53	11.57	12.03	12.07
G	11.00	11.04	11.10	11.14	11.17	11.23	G	12.58	1.03	1.07	1.10	1.16	1.20
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
G	12.50	12.54	1.00	1.04	1.08	1.12	G	2.00	2.05	2.09	2.12	2.18	2.22



(Continued from page 6)

January. We may note that the few remaining short workings to Cosgrove Road are marked IS and run to take passengers to South Strathfield in the mornings and return from there to Strathfield in the afternoon. These buses are not picking up commuters from the Enfield area travelling on beyond Strathfield as they did in the first timetable. You can find these buses from Strathfield at 6.30 and 6.50 in the mornings and from Cosgrove Road at 3.45 (two buses) and 4.35 in the afternoon.

The Greenacre service has increased since the sixties. The off-peak service now runs regularly at hourly intervals, with an extra bus at 9.00, and then at 25 minutes past each hour. The morning peak runs are operated by two buses, once again requiring the buses to leave at intervals of a little more than twenty minutes. In the evening peak there is a complex pattern. Two buses are on the road at most times, but the set out of the timetable suggests that different buses come onto the Greenacre service, replacing those already on the service. There is now a Saturday service from Greenacre to Strathfield, which starts at 6.45 a.m. and finishes at 2.22 p.m. There are no Greenacre buses in the evenings or on Sundays.

My next timetable was issued by the Bankstown Strathfield Bus Service on the 29th January 1990 (see page 10 and map on page 12.) The routes have now been re-numbered in the Sydney Region system, as 484 to 486, following on from the Central Railway to Strathfield routes 480 and 483. The Greenacre buses have become 484, those using the route marked SN in 1986 are now numbered 485, while the RHV have become 486. There are no buses operating in or out of Bankstown along Jacobs Street, which we can see from the map has been blocked off from the Hume Highway at its northern end. I have included the weekday timetables in both directions. In each case the train times from Wynyard to the starting point for the buses, whether Bankstown or Strathfield, are given. There are no times given for trains departing these termini for Wynyard. Didn't passengers need to know them? In the September 1988 timetable for routes 484 to 486, connecting train times were given at Bankstown, but not Strathfield, in both directions. Perhaps this was what had been originally intended for the 1990 timetable.

The basic service between Bankstown and Strathfield runs alternatively on the routes 485 and 486. However, it is not a clock face service. In shopping hours the buses leave Bankstown at 25 minute intervals, reducing the frequency to a little over two buses an hour, a further decline since the 1965 and 1979 timetables. Apart from the Greenacre buses, almost all the buses run

through between Bankstown and Strathfield. 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 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 Veolia (see pages 11-12.) 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. 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.

[An M90 bus is shown on page 5– Ed.]

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

Route Number	BANKSTOWN				GREENACRE	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	Broadway	
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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See page 11 for further details

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

Route Number	BANKSTOWN				GREENACRE	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	Broadway	
WEEKDAYS AFTERNOONS										
486	11.20	12.01	12.10	12.12	12.20			12.26	12.30	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
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
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
485/6	2.50	3.32	3.45C	3.47C	3.55C			4.01	4.05	4.11
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	5.10
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
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
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
485	5.46	6.21	6.25	6.27L	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
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	9.18T					

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.

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

Route Number	STRATHFIELD	ENFIELD	CHULLORA		GREENACRE		BANKSTOWN			
	Strathfield Station	Broadway	Hume Highway & Roberts Road	Waterloo Road & Hume Highway	Norfolk Road & Roberts Road	Greenacre Shops (Waterloo Road)	Rawson Road & Hillcrest Avenue	Bankstown Square	Bankstown Station	Train departs Bankstown
WEEKDAYS MORNINGS										
485	5.25	5.29	5.35			5.39		5.43		5.49
486	5.55	5.59	6.05	6.08			6.13		6.20	6.29
485	6.25	6.29	6.35			6.39		6.43		6.50
484	6.40	6.44	6.50			7.00				
486	6.55	6.59	7.05	7.08			7.13		7.20	7.27
484	7.10	7.14	7.20			7.30				
485/6	7.15C	7.19C	7.23C	7.26C			7.31C		7.37	7.42
486	7.30	7.34	7.43	7.46			7.53	7.56	8.00	8.03
484	7.35	7.39	7.45			7.55				
485	7.43	7.47	7.55			7.59		8.05	8.13	8.15
486	8.02	8.06	8.14	8.17			8.24	8.32	8.34	8.42
484	8.07	8.11	8.19			8.29				
485	8.15	8.19	8.27			8.31		8.37	8.45	8.47
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
485	8.45	8.49	8.55			8.59		9.05	9.11	9.15
486	9.00	9.04	9.10	9.13			9.20	9.28	9.30	9.34
484	9.05	9.09	9.15			9.25				
485	9.25	9.29	9.35			9.39		9.45	9.53	9.55
486	9.55	9.59	10.05	10.08			10.15	10.23	10.25	10.34
484	10.05	10.09	10.15			10.25				
485	10.20	10.24	10.30			10.34		10.40	10.46	10.50
486	10.45	10.49	10.55	10.58			11.05	11.12	11.17	11.34
485	11.10	11.14	11.20			11.23		11.30	11.37	11.42
486	11.35	11.39	11.45	11.48			11.55	12.02	12.07	12.19

EXPLANATIONS

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

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

Route Number	STRATHFIELD	ENFIELD	CHULLORA		GREENACRE		BANKSTOWN			
	Strathfield Station	Broadway	Hume Highway & Roberts Road	Waterloo Road & Hume Highway	Norfolk Road & Roberts Road	Greenacre Shops (Waterloo Road)	Rawson Road & Hillcrest Avenue	Bankstown Square	Bankstown Station	Train departs Bankstown
WEEKDAYS AFTERNOONS										
485	12.00	12.04	12.10			12.13		12.20	12.27	12.32
486	12.25	12.29	12.35	12.38			12.45	12.52	12.57	1.04
485	12.50	12.54	1.00			1.03		1.10	1.17	1.20
486	1.15	1.19	1.25	1.28			1.35	1.42	1.47	2.04
484	1.25	1.29	1.35			1.45				
485	1.40	1.44	1.50			1.53		2.00	2.07	2.12
486	2.05	2.09	2.15	2.18			2.25	2.32	2.37	2.49
484	2.15	2.19	2.25			2.35				
485	2.30	2.34	2.40			2.43		2.50	2.56	3.00
486	2.55	2.59	3.22	3.25			3.35	3.42	3.45	3.50
484	3.02	3.06	3.25			3.35				
485	3.30	3.34	3.40			3.46		3.50	3.56	3.58
484	3.35	3.39	3.45			3.55				
485	3.45	3.49	3.55	3.58			4.05	4.11	4.15	4.25
484	3.48	3.52	3.58			4.08				
486	4.05	4.09	4.15			4.25				



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																
map ref	Route Number	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	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)	...	...	...	...	...	...	6.30	6.45	7.00	...	...	7.15	7.28	7.35	...
I	Greenacre (Boronia Rd & Noble Ave)	5.14	5.34	...	6.00	...	...	6.12	...	...	...	...	7.07	...	7.26	...
J	Hillcrest Ave & Cardigan Rd	...	...	...	5.42	...	...	6.12	...	...	...	...	7.07	...	7.26	...
K	Chullora Public School (Norfolk Rd)	...	...	...	...	...	...	6.18	...	...	...	...	7.13	...	7.32	...
L	Chullora Marketplace (Waterloo Rd)	5.20	5.40	...	6.06	...	...	6.36	6.51	7.06	...	...	7.21	7.34	7.42	...
M	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	...
N	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	...
O	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	...
P	Burwood Westfield	...	...	...	...	...	...	...	...	...	...	...	7.55	...	8.18	...

Monday to Friday (cont...)															
map ref	Route Number	900	914	900	913	900	900	900	913	900	900	900	913	900	900
A	Liverpool Interchange (Stand 11)	6.55	...	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	...	9.25	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	...
J	Hillcrest Ave & Cardigan Rd	...	...	...	8.07	...	...	8.54	...	...	...	...	9.47	...	...
K	Chullora Public School (Norfolk Rd)	...	H	...	8.13	...	...	9.00	...	...	...	...	9.53	...	...
L	Chullora Marketplace (Waterloo Rd)	7.57	...	8.12	...	8.27	8.42	8.57	...	9.10	9.25	9.40	...	10.10	...
M	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
N	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
O	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
P	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...)															
map ref	Route Number	900	913	900	900	913	900	900	913	900	900	913	900	900	913
A	Liverpool Interchange (Stand 11)	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
B	Liverpool Westfield (George St)	9.35	...	10.05	10.35	...	11.05	11.35	...	12.05	12.35	...	1.05	1.35	...
C	Moorebank (Newbridge Rd & Nuwarra Rd)	9.40	...	10.10	10.40	...	11.10	11.40	...	12.10	12.40	...	1.10	1.40	...
D	Newbridge Rd & Henry Lawson Dr	9.51	...	10.21	10.51	...	11.21	11.51	...	12.21	12.51	...	1.21	1.51	...
E	UWS Milperra (Bullecourt Ave)	9.56	...	10.26	10.56	...	11.26	11.56	...	12.26	12.56	...	1.26	1.56	...
F	Milperra Rd & The River Rd	10.02	...	10.32	11.02	...	11.32	12.02	...	12.32	1.02	...	1.32	2.02	...
G	Bankstown Interchange (Stand E)	10.10	...	10.40	11.10	...	11.40	12.10	...	12.40	1.10	...	1.40	2.10	...
H	Centro Bankstown (Stand 2)	10.23	10.34	10.53	11.23	11.34	11.53	12.23	12.34	12.53	1.23	1.34	1.53	2.23	2.49
I	Greenacre (Boronia Rd & Noble Ave)	10.26	10.37	10.56	11.26	11.37	11.56	12.26	12.37	12.56	1.26	1.37	1.56	2.26	2.52
J	Hillcrest Ave & Cardigan Rd	10.34	...	11.04	11.34	...	12.04	12.34	...	1.04	1.34	...	2.04	2.34	...
K	Chullora Public School (Norfolk Rd)	...	...	...	11.47	...	...	12.47	...	...	...	...	1.47	...	3.02
L	Chullora Marketplace (Waterloo Rd)	...	...	...	11.53	...	...	12.53	...	...	...	...	1.53	...	3.08
M	Strathfield South Shops (Hume Hwy)	10.40	...	11.10	11.40	...	12.10	12.40	...	1.10	1.40	...	2.10	2.40	...
N	The Boulevard & Hume Highway	10.46	11.01	11.16	11.46	12.01	12.16	12.46	1.01	1.16	1.46	2.01	2.16	2.46	3.16
O	Strathfield Station (Albert Rd)	10.50	11.05	11.20	11.50	12.05	12.20	12.50	1.05	1.20	1.50	2.05	2.20	2.50	3.21
P	Burwood Westfield	10.58	11.13	11.28	11.58	12.13	12.28	12.58	1.13	1.28	1.58	2.13	2.28	2.58	3.30
		11.09	...	11.39	12.09	...	12.39	1.09	...	1.39	2.09	...	2.39	3.09	...

Monday to Friday (cont...)															
map ref	Route Number	900	900	914	900	900	913	900	900	914	900	900	914		
A	Liverpool Interchange (Stand 11)	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm		
B	Liverpool Westfield (George St)	2.05	...	...	2.40	...	...	3.10	...	...	3.40	3.55	...	4.10
C	Moorebank (Newbridge Rd & Nuwarra Rd)	2.10	...	...	2.45	...	...	3.15	...	...	3.45	4.00	...	4.15
D	Newbridge Rd & Henry Lawson Dr	2.21	...	...	2.56	...	...	3.26	3.41	...	3.56	4.11	...	4.26
E	UWS Milperra (Bullecourt Ave)	2.26	...	...	3.01	3.16	...	3.31	3.46	...	4.01	4.16	...	4.31
F	Milperra Rd & The River Rd	2.32	...	...	3.07	3.22	...	3.37	3.52	...	4.07	4.22	...	4.37
G	Bankstown Interchange (Stand E)	2.40	...	...	3.15	3.30	...	3.45	4.00	...	4.15	4.30	...	4.45
H	Centro Bankstown (Stand 2)	2.53	3.08	...	3.28	3.43	3.49	3.58	4.13	...	4.28	4.43	4.49	4.58	
I	Greenacre (Boronia Rd & Noble Ave)	2.56	3.11	...	3.31	3.46	3.52	4.01	4.16	...	4.31	4.46	4.52	5.01	
J	Hillcrest Ave & Cardigan Rd	3.04	3.19	...	3.39	3.54	...	4.09	4.24	...	4.39	4.54	...	5.09	
K	Chullora Public School (Norfolk Rd)	...	...	...	...	...	4.02	...	...	...	...	...	5.02	...
L	Chullora Marketplace (Waterloo Rd)	...	H	...	...	...	4.08	...	...	H	...	...	5.08	H
M	Strathfield South Shops (Hume Hwy)	3.11	3.26	...	3.46	4.01	...	4.16	4.30	...	4.45	5.00	...	5.15	
N	The Boulevard & Hume Highway	3.18	3.33	3.44	3.53	4.08	4.16	4.23	4.36	4.44	4.51	5.06	5.16	5.21	5.40
O	Strathfield Station (Albert Rd)	3.23	3.38	3.48	3.58	4.13	4.21	4.28	4.40	4.48	4.55	5.10	5.20	5.25	5.44
P	Burwood Westfield	3.32	3.47	3.56	4.07	4.22	4.30	4.37	4.48	4.56	5.03	5.18	5.28	5.33	5.52
		3.43	4.18	4.33	...	4.48	4.59	...	5.14	5.29	...	5.44	...

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...)

map ref	Route Number	900	900	900	900	900	900	900	900	900	900	900	900
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
A	Liverpool Interchange (Stand 11)	4.35	4.55	5.15	5.35	6.00	6.30	7.30	....	....	....	8.30	9.30
B	Liverpool Westfield (George St)	4.40	5.00	5.20	5.40	6.05	6.35	7.35	....	....	....	8.34	9.34
C	Moorebank (Newbridge Rd & Nuwarra Rd)	4.51	5.11	5.31	5.51	6.15	6.45	7.45	....	....	....	8.44	9.44
D	Newbridge Rd & Henry Lawson Dr	4.56	5.16	5.36	5.56	6.19	6.49	7.49	....	....	....	8.48	9.48
E	UWS Milperra (Bullecourt Ave)	5.02	5.22	5.42	6.02	6.25	6.55	7.55	....	....	....	....	....
F	Milperra Rd & The River Rd	5.10	5.30	5.50	6.10	6.33	7.03	8.03	....	....	....	....	....
G	Bankstown Interchange (Stand E)	5.23	5.43	6.03	6.23	6.46	7.16	8.16	9.16	....	....	....	....
H	Centro Bankstown (Stand 2)	5.26	5.46	6.06	6.26	6.49	7.19	8.19	9.19	....	....	....	....
I	Greenacre (Boronia Rd & Noble Ave)	5.34	5.54	6.14	....	6.56	7.26	8.26	9.26	9.42	10.27	....	....
P	Hillcrest Ave & Cardigan Rd	....	....	....	....	....	....	....	....	....	....	....	....
C	Chullora Public School (Norfolk Rd)	....	....	....	....	....	....	....	....	....	....	....	....
J	Chullora Marketplace (Waterloo Rd)	5.40	6.00	6.20	....	7.01	7.31	8.31	9.31	9.47	10.32	....	....
K	Strathfield South Shops (Hume Hwy)	5.46	6.06	6.26	....	7.07	7.37	8.37	....	9.53	10.38	....	....
L	The Boulevard & Hume Highway	5.50	6.10	6.30	....	7.11	7.41	8.41	....	9.57	10.42	....	....
M	Strathfield Station (Albert Rd)	5.58	6.18	6.38	....	7.18	7.48	8.48	....	10.04	10.49	....	....
N	Burwood Westfield	6.09	6.29	6.49	....	7.27	7.57	8.57	....	....	....	....	....

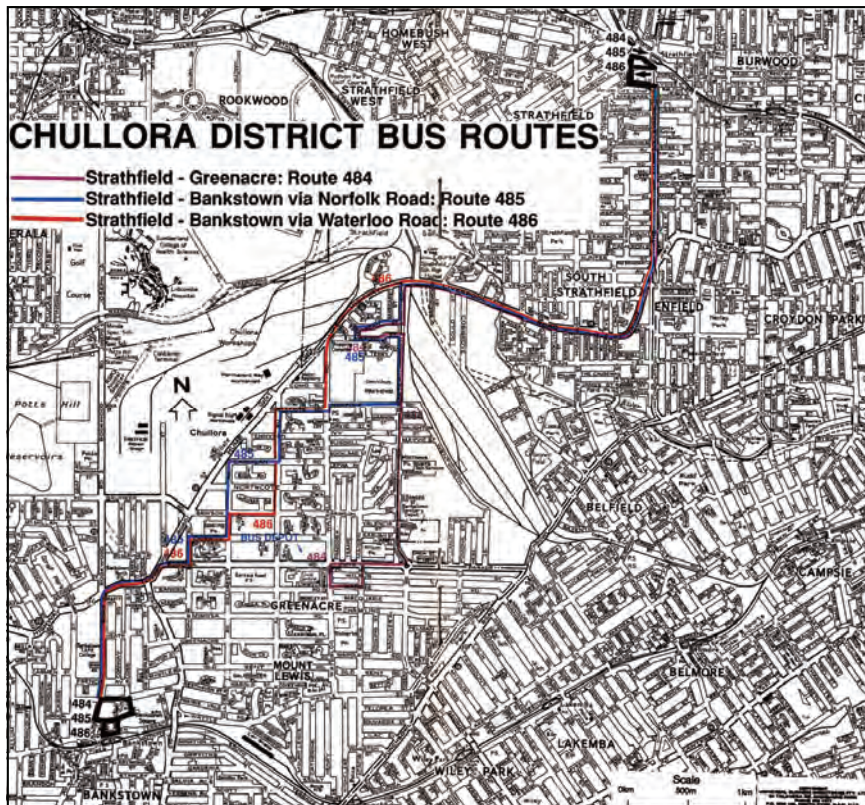
Saturday

map ref	Route Number	900	900	900	900	900	900	900	900	900	900	900	900	900
		am	am	am	am	am	am	am	am	am	am	am	am	pm
A	Liverpool Interchange (Stand 11)	....	6.10	....	7.10	....	8.10	....	9.05	....	10.05	....	11.05	....
B	Liverpool Westfield (George St)	....	....	....	....	....	....	....	9.10	....	10.10	....	11.10	....
C	Moorebank (Newbridge Rd & Nuwarra Rd)	....	6.21	....	7.21	....	8.21	....	9.21	....	10.21	....	11.21	....
D	Newbridge Rd & Henry Lawson Dr	....	6.26	....	7.26	....	8.26	....	9.26	....	10.26	....	11.26	....
E	UWS Milperra (Bullecourt Ave)	....	6.32	....	7.32	....	8.32	....	9.32	....	10.32	....	11.32	....
F	Milperra Rd & The River Rd	....	6.40	....	7.40	....	8.40	....	9.40	....	10.40	....	11.40	....
G	Bankstown Interchange (Stand E)	5.53	6.53	7.23	7.53	8.23	8.53	9.23	9.53	10.23	10.53	11.23	11.53	12.23
H	Centro Bankstown (Stand 2)	5.56	6.56	7.26	7.56	8.26	8.56	9.26	9.56	10.26	10.56	11.26	11.56	12.26
I	Greenacre (Boronia Rd & Noble Ave)	6.04	7.04	7.34	8.04	8.34	9.04	9.34	10.04	10.34	11.04	11.34	12.04	12.34
J	Chullora Marketplace (Waterloo Rd)	6.10	7.10	7.40	8.10	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40
K	Strathfield South Shops (Hume Hwy)	6.16	7.16	7.46	8.16	8.46	9.16	9.46	10.16	10.46	11.16	11.46	12.16	12.46
L	The Boulevard & Hume Highway	6.20	7.20	7.50	8.20	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50
M	Strathfield Station (Albert Rd)	6.28	7.28	7.58	8.28	8.58	9.28	9.58	10.28	10.58	11.28	11.58	12.28	12.58
N	Burwood Westfield	....	....	8.09	8.39	9.09	9.39	10.09	10.39	11.09	11.39	12.09	12.39	1.09

Explanations

.... - Journey does not operate past this timing point.

- This service is usually operated by a wheelchair accessible bus.



Why not every day?

By **JIM WELLS**

Many readers will be familiar with Caltrain – the Bay area regional rail link in California.

Like many of these services in the US it's operated [under contract] by Amtrak using diesel locos and double deck cars (right). Unlike many it has an hourly off peak service including weekends. The Amtrak contract was lost to Transit America late last month.

At right lower are the station lists – the left hand one for Mon-Fri, the other for weekends, both ignoring the Gilroy extension.

The two lists are different. Strange. Dear reader - you can have 20 seconds to spot the differences.

Need help – well, the Mon-Fri list has College Park, the last station before San Jose. The weekend one has Broadway and Atherton stations.

Your scribe doesn't approve of the presentation; he would prefer a harmonised list, i.e. all stations to be shown on both lists. Even NSW's CityRail shows Kembla Grange Racecourse in its South Coast timetable for Mon-Fri even though no trains stop there; they do at weekends if required.

College Park need not detain us for long. In the July 2011 timetable only two trains stop there in each direction. The main excitement is just before 8 am when both the northbound (7:58) and the southbound (7:59 but flagged as 'may leave up to 5 min early' – because of an overtaking manoeuvre on the 4 track section near Lawrence) are due. Afternoon stops are 4:32 southbound and 3:08 northbound.

Yes, there is a college nearby. But there's also a residential area to the west of the station within easy walking distance. Why shouldn't the station have a better service?

In American towns "Broadway" is often the main street. It seems strange that a station so named should have a limited service. This Broadway is the principal street in Burlingame, the station of that name being the next station to the south.

Wiki has the explanation for the absence of weekday service—"Hold-out rule", page 14.

This is also the explanation for Atherton.

How narrow is the platform? At Broadway quite narrow (Google Earth picture, top right page 14).

And it appears the only way off the plat-



Zone 1	Zone 1
San Francisco	San Francisco
22 nd Street	22 nd Street
Bayshore	Bayshore
So. San Francisco	So. San Francisco
San Bruno	San Bruno
Zone 2	Zone 2
Millbrae	Millbrae
Burlingame	Broadway
San Mateo	Burlingame
Hayward Park	San Mateo
Hillsdale	Hayward Park
Belmont	Hillsdale
San Carlos	Belmont
Redwood City	San Carlos
Zone 3	Zone 3
Menlo Park	Atherton
Palo Alto	Menlo Park
California Avenue	Palo Alto
San Antonio	California Avenue
Mountain View	San Antonio
Sunnyvale	Mountain View
Zone 4	Zone 4
Lawrence	Sunnyvale
Santa Clara	Lawrence
College Park	Santa Clara
San Jose Diridon	San Jose Diridon

form (really just a pathway at rail level) is to cross the track.

It's a pity the service isn't better as there seems to be quite a bit of car parking space right beside the station.

At Atherton the platform seems to be wider; there's an up market residential area surrounding the station which has a large car park.

Youtube has some interesting clips featuring Atherton.

<http://www.youtube.com/watch?v=FC17kBqMbA4>

This is not quite the end of our story. The map in the timetable leaflet shows one more station: Stanford, but says nothing about services. Wiki says it's only used when games are held at the nearby stadium.

CalTrain's cars are all double deck (bi-level). There are two types – the older gallery cars and the more recent 'Bombardier' ones.

The gallery cars (Page 15) are unique to North America. The lower deck is at normal height, i.e. without any mid car depression. The entrance is mid car with an internal set of steps. Seating on the main deck is normal 2 x 2.

The galleries are mounted each side of the central aisle tucked in under the curve of the roof. They have a single seat per row each side and a narrow access corridor.

These cars are great for the many commuters travelling alone – no need to share space with a stranger and they also mean that the conductors can serve the upper deck (galleries) from the main aisle.

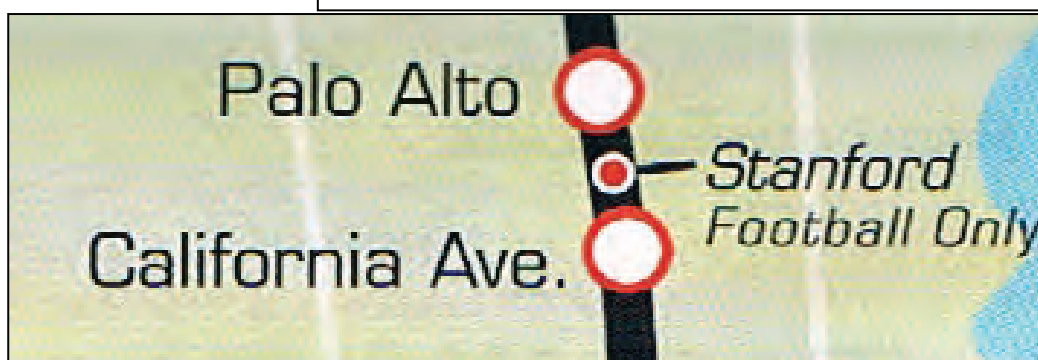
'Bombardier' cars are far more like European / NSW ones in that they have two gondolas between the bogies; the cars being single deck over the bogies. Entry is direct to the lower deck.



Hold-out rule

[edit]

Because of the narrow center platform, a Hold-out rule is in effect at this station-- i.e., when a train is stopped for passengers other trains cannot pass it, even on the track away from the platform. The resulting delays were the main reason weekday trains quit stopping at Broadway a few years ago.





CalTrain's Gallery Cars



CityRail's competitor.

When it comes to trains, make ours a double

By SMH & GEOFF LAMBERT. JIM WELL'S story mentioning gallery cars coincided with the resurrection by the NSW Government of the already discredited notion to do away with Sydney's double-deckers.

PEAK HOUR ... SYDNEY'S UNRELIABLE PUBLIC TRANSPORT TIMETABLES COULD BE SCRAPPED AND REPLACED BY FREQUENT PEAK-PERIOD BUS, TRAIN AND FERRY SERVICES.

SYDNEY'S complex and unreliable public transport timetables should be scrapped and replaced by frequent peak-period bus, train and ferry services, according to a report released today.

A major investment in upgrading technology for commuters to provide real-time information should also be a priority for Sydney's transport system, according to a research report by the Tourism Transport Forum (TTF).

The TTF report also features several radical ideas, including giving train passengers the option of paying more for so-called "premium carriages", which guarantee a seat, refreshments and services like newspapers.

Another proposal is the introduction of quiet carriages on peak services, which would ban school children and loud talking on phones.

The report was prepared by PricewaterhouseCoopers and included a national survey and interviews with public transport operators, on behalf of more than 200 of Australia's biggest tourism and transport corporations.

It will be sent to the state government to offer short-term affordable solutions to fix commuter and congestion problems. It claims the government should replace timetabled services to improve customer perceptions of reliability and frequency.

The popularity of Sydney's Metrobuses - frequent services running without a timetable - have paved the way for an overhaul of all forms of public transport, according to TTF chief executive John Lee.

"If you have enough of trains or buses

turning up at regular intervals, more people will just turn up knowing another one will be there soon," Mr. Lee said.

Unreliability, overcrowding and having to interchange between services are key reasons people avoid using public transport, according to the report titled Lifting Customer Service in Public Transport.

"Customers have an aversion to the uncertainty that occurs when services are unreliable," the report found.

"(They) would also prefer to avoid the delays associated with waiting for services to arrive."

Improving technology with texts and apps would be simple and greatly improve certainty when it comes to services, it found.

"Real-time information means providing customers with information about specific services direct to their current

location.

"Providing this information to customers gives them greater control in managing their travel and reduces the risks and uncertainty associated with service delays."

The report said the premium carriage concept "is likely to hold greater appeal to longer distance travellers".

Other ideas include:

PUBLIC benchmarking of performance;

IMPROVEMENTS to transport interchanges, and;

FREE Wi-Fi on buses, trains, trams and ferries.

Transport Minister Gladys Berejiklian said the state's transport agencies were all being overhauled.

"The O'Farrell government has already announced the new integrated transport authority Transport for NSW will have a customer service division solely dedicated to improving customer service," she said. "Improving the timeliness and quality of information provided to commuters is a priority and the department is examining ways to make best use of GPS and real-time technology."

Transport for NSW will also be responsible for coordinating public transport timetables, she said.

The Editor says:

When it comes to trains, make ours a double

The proposal to return single-deck trains to the CityRail system has so many things wrong with it that it is difficult to know where to start

The stated objective is to increase the capacity and reliability of the system by reducing dwell times at stations, but the assumptions on which these objectives are based are wrong.

First, while single-deckers might load faster (because they have three doors), they also carry fewer people. The large reduction in line capacity which the latter produces far outweighs the increase from reducing dwell times.

Second, it is not so much the dwell time as its variability that constrains CityRail's capacity. The average peak-hour dwell time on City Circle stations is about 50 seconds but can go as high as 100 seconds. Fifty seconds is not too bad by world standards and is not much longer than systems with three-door single-deck cars (such as the New York subway).

Third, introducing a mix of single-deck and double-deck trains will induce greater heterogeneity into the system and that always reduces system capacity, through mechanisms that are not completely understood. You have to have all of one or all of the other.

Fourth, dwell times are better managed by on-platform systems. CityRail has been trialling such a system on the City Circle and this has reportedly reduced the average dwell time.

Fifth, the perceived problem with dwell times of double-deckers arose with the first-generation cars, which had narrow doors and awkward stairs. These have mostly been retired but their reputation lingers.

Finally, the so-called capacity problem driving this notion is largely a figment of the imagination. Seventy-five years ago, the uncompleted City Circle was running the most intensive train service on the planet in and out of St James station - then a dead-end terminus. This was done by good management, not by twiddling with the infrastructure.

For the SMH's perspective see AATTC's Table Talk, (November 2011, pp 1-3).

