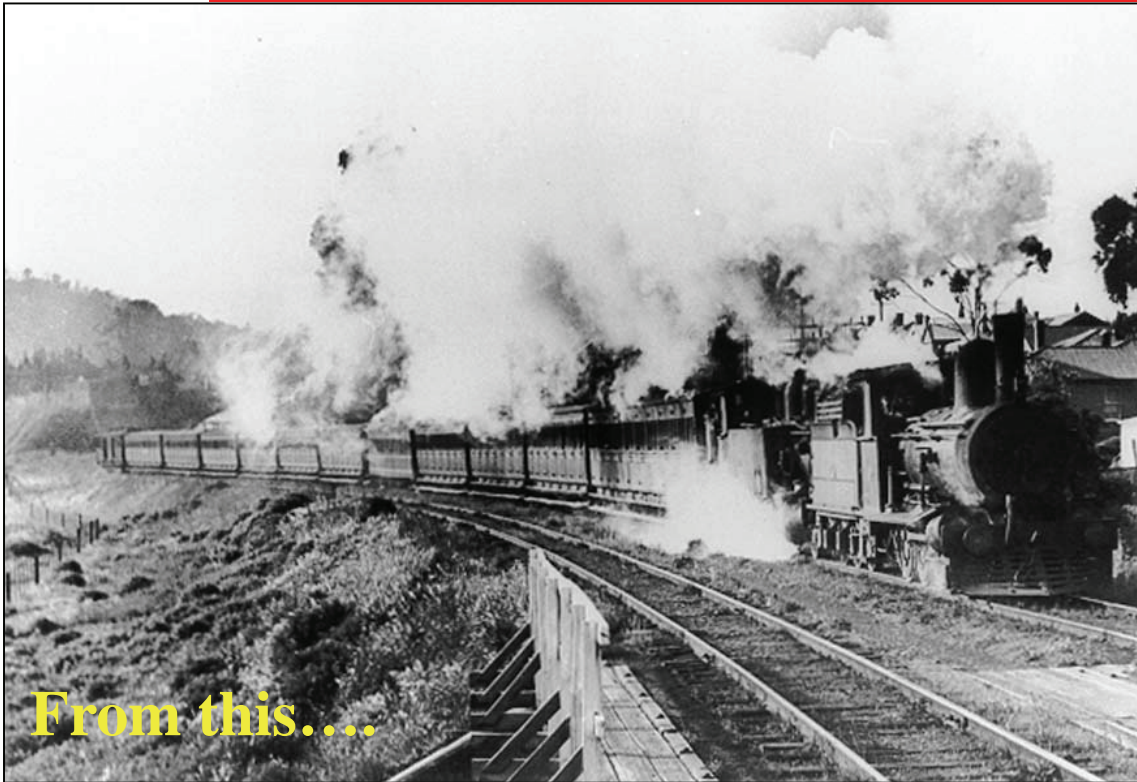




The Times

March 2012

A journal of transport timetable history and analysis



Inside: Richard Hughes and the railways
Getting to Glenorchy by bus
Another Trunk Route

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The Times

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—Contents—

MORE FROM THE RAILWAY SPY	3
THE MAN WHO WOUND UP HOBSON'S BAY	4
BUSES FOUND WANTING	6
BUSES TO GLENORCHY- EASY TO LEARN	7
BUSES BETWEEN THE HILLS	11
BUSES ON TRUNK ROUTE II	12

On the front cover

Hobart to Glenorchy– then and now. In the middle of the last century, it was smoky, steamy, uncomfortable and almost certainly frigid.. Why not catch the bus, as Hilaire Fraser explains “easily-understood “ timetables commencing on page7

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Preface to two articles from *The Victorian Railways Magazine*, May 1929— plus a little bit more ...

ALBERT ISAACS

The second decade of the 21st century could well be described as being three degrees of separation away from the pioneers of the Australian railway systems. Those who originally built our railways have all been dead for many decades, and the generations that followed them and that were able to speak to them about their pioneering work have also now gone the way of all flesh. Today, the nearest we can get to those who led the way, is to speak with someone who had spoken to someone who had spoken to someone.

In the 1920s, Richard Hughes, railwayman, journalist, eccentric and spy, was only one degree of separation from some of Victoria's railway pioneers.

The accompanying illustration is of the cover of a CD of the blues music of Richard and Christa Hughes, grandfather and granddaughter; the photo probably being taken a short while before Dicky died in 1984. (Yes, I know the photo is similar but different from the image that appeared in *The Times*, November 2011; and yes, I know that those wishing to know more about the Hughes family should consult that same November 2011 magazine.) Is that a look of disapproval we see on Dicky Hughes' face as he contemplates the skimpy, punk leather gear worn by his then-teenage granddaughter? (Even today, she is known for her outrageous gear – or lack of gear – as she has often been publicly photographed in the nude.)

Perhaps Dicky Hughes was contemplating the way older generations have always looked upon the young. As he looked at his own daughter, surely he wouldn't have been thinking about an article (see below) that he wrote for *The Victorian Railways Magazine*, May 1929 edition, in which Dicky Hughes, then just turned 23, wrote in a somewhat patronising manner about the 93 year-old John Wakefield, a pioneer of the Melbourne and Hobson's Bay Railway Company? Surely the twenty-something Hughes and the seventy-something Hughes were not ageist; one to the elderly and the other to the young?

Although well written, Hughes makes a lot of assumptions in his article *The MAN Who Wound Up The HOBSON'S BAY RAILWAY*. Why did he assume that all

his 1929 readers would have known that South Melbourne was known as Emerald Hill until 1883 or that Port Melbourne was known as Sandridge until 1884 (originally it was Liardet's Beach)? More importantly, Hughes assumed (consciously or subconsciously) that his contemporaries knew all about the Melbourne and Hobson's Bay Railway Company and the Melbourne and Hobson's Bay United Railway Company. Probably not all of his readers would have known that the MHBRC was formed in January 1853, and that in September 1954 it opened Australia's first steam railway, the 4 km long Melbourne-Sandridge line. In 1857, MHBRC opened the 4.5 km branch to St. Kilda. Then, in 1865, the company absorbed two other private railways, the Melbourne and Suburban Railway Company and the St. Kilda and Brighton Railway Company, and concurrently changed its name to the Melbourne and Hobson's Bay United Railway Company. The purchase of the MHBURC by the Government of Victoria and its absorption into the Victorian Railways, in which John Wakefield played such a vital part, occurred in 1878, 51 years before the Hughes' article was written.

Thank you Richard Hughes, for telling us about one of the MHBRC and MHBURC's unsung heroes, John Wakefield.

* * * * *

In the 1920s and '30s, the VR clearly saw the threat posed by the upstart newcomer to public transport, the omnibus or motor bus. VRM reflected this in numerous articles decrying this new, fashionable whippersnapper. The article *BUSES FOUND WANTING* (below) is typical of this genre. Even though this particular commentary is based on an English newspaper article, VRM also contained many examples with a local bent.

* * * * *

Before reproducing these two May 1929 articles, it is apposite that we discuss yet another two articles written by Richard Hughes. As was discussed in *The Times* for November 2011, as well as having articles appearing under his own name in VRM, Dicky Hughes also used the nom de plume Hugh Richards. As an example, all of the following three articles appeared in

the March 1928 edition:

Richard Hughes: "Training The Railway Apprentice" (a look at the V.R. Technical College, Newport);

Hugh Richards: "Letter Sorting at Sixty Miles An Hour" (a look at a Travelling Post Office on the Bendigo line);

Hugh Richards: "THE SOURCE OF SAUCE" (a look at the Rosella factory, beside the railway near South Yarra).

In both the articles written under his pen name we have an interesting situation, where Hughes may unconsciously be giving us clues into the directions that he would take his future life. In "Letter Sorting ..." he talks about the rhythmic jangle of the metal labels on the mail bags as they hit each other on the moving train. This section was given the subheading: 'Jazz of Labels'.

Was Dicky Hughes telling us that he was to later become famous as a jazz musician?

In "... SOURCE OF SAUCE" our man *inter alia* talks about the production of peanut butter and tells us the following: 'Then, pulped squeezed, crushed and compressed into a soft, yellow-brown mass, and mellowed by their native oils, the peanuts sink their individual nuttishness in butter. In short, they are communised into butter.'

I think we know what he was trying to say about the nuts being all mixed together, but communised – what a fascinating word choice.

Was Dicky Hughes telling us that he was to later become infamous as a spy and, allegedly, a double-agent for the KGB?

* * * * *

The aims and objectives of the AATTC actively encourage the collection and study, not only of TTs, but of transport-related paper in general. Obviously, it is with this sentiment in mind that we now present these two extracts from *The Victorian Railways Magazine*, May 1929. Enjoy!

Acknowledgements:

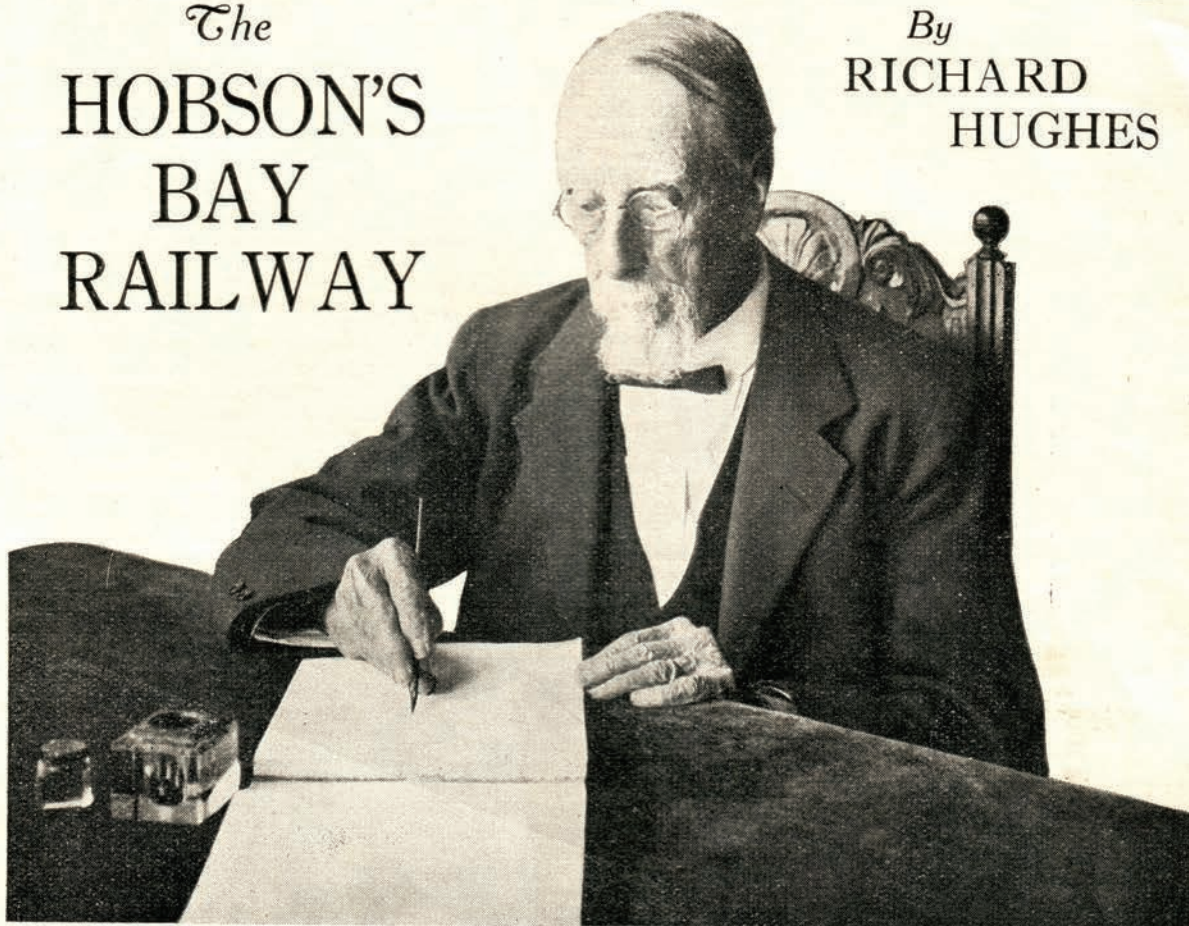
The Victorian Railways Magazine: March 1928; May 1929

Wikipedia

The MAN Who Wound Up

The HOBSON'S BAY RAILWAY

By
RICHARD
HUGHES



THE man who wound-up the affairs of the Melbourne and Hobson's Bay United Railway Company, when it was taken over by the Victorian Government, was 93 years old last month. His name is John Wakefield, and he is now living in Caulfield.

He has the distinction of having issued the first railway ticket ever sold at St. Kilda station.

MEET John Wakefield. A distinguished-looking old gentleman . . . thin white hair, thin white beard, arched masterful nose, high forehead, gold-rimmed spectacles, dark suit, neat bow tie, immaculate linen. He is writing at a table, with a pale ray of winter sunlight filtering through a long window into the quiet room and touching his wrinkled hand as it moves laboriously across the white sheet of paper. The pen is laid aside and John Wakefield rises to greet you.

"I have some difficulty in writing today," he confesses. "The cold affects my fingers. I can't grip the pen properly. Still, at 93 . . ."

Cheerfully he waves you to a chair. Very clear his voice is. He talks distinctly and chooses his words with

confident care. A little deaf; but 93, remember . . .

"I used to write copperplate once." He peers at the writing on the envelope before him and shakes his head.

"Once. My schoolmaster in England, a very delicate man, would get me to help him with the school-work. 'I'll make it up to you later on at home, John,' he would say. 'I'll coach you after school.' But he never did. And I left school when I was 12."

"A long time ago now," you observe. Inane, of course, but it seems to be the only thing for you to say.

Drinking the Yarra

John Wakefield nods. "Aye, a long time. The Crimean War was on when I came to the colony. Back in 1855. The *Argus* cost sixpence a copy in

Melbourne those days. There was no water supply. We had to draw our water from the Yarra. No baths either. We went for a swim when we wanted a bath. I joined the Hobson's Bay company immediately after I landed. See here now."

He fumbles in the inside pocket of his coat and produces a dilapidated printed statement of sorts, yellowed and creased with age. Flattening it on the table in the weak shaft of sunlight, he runs a finger-nail along a name.

"Name: Wakefield, John;" he spells slowly. "Date of entry: 6.4.55; Date of retirement: 31.3.81; Position: Accountant; Salary: £525."

"You see," he leans back in his chair again, "I never stopped with the company after it was taken over by the Government. I can say that I grew up with the Hobson's Bay Company. I was not inclined—you understand—to start learning again, learning new methods, working with new officers. So I resigned.

A smile crinkles the corners of his

eyes. "I tried to get a pension from the Government instead of the grant of one month's salary for every year that I had been with the Company. That was what the Company insisted should be paid to every one of its servants, you know. Well, they wouldn't hear my request. No, not them." He breaks into the high-pitched laugh of old age. "They said, 'No, you'll live too long for us, Mr. Wakefield.' That's what they said. So they gave me £1,299 3s. 10d.

"And they were right, too. You work it out for yourself." He nods at the writing-pad on the table. "Suppose they paid me at the usual rate of half the salary I had been receiving. What would that have come to?"

You fumble with pencil and paper. "Half £525 . . . say £260. For 48 years. Eight noughts are nought, eight sixes"

John Wakefield doesn't wait for you. He hasn't forgotten his figures. "Comes to £12,480," he tells you casually. "Certainly they made a saving when they paid me off with a lump sum. Mind, I got more than that. The Company shareholders voted me £1,000 for my services in winding up their affairs. I remember as though it were yesterday old Thomas Turner a'Beckett, chairman of directors, announcing at the shareholders' meeting that the Government auditors had passed my books without the discovery of a sixpenny discrepancy."

Shares at £82

The old veteran meditates on his 50-year-old triumph. Automatically the influence of his training asserts itself.

"Eighty-two pounds a share the Government paid. The shareholders received . . . h'm yes, £534,700. And the debentures totalled, if I remember rightly, £465,300. Eh? Well, I don't know about remarkable memory. I've got a pretty fair memory for figures, but then I always have had. For instance, I could tell you now all the fares for the seven different sections of the suburban railways at the time I was booking clerk at St. Kilda. I'll give them to you in runs of four—first and second single, first and second return.

He taps a bony, wrinkled finger against the palm of his other hand. "First section: threepence, twopence, fourpence ha'penny and threepence; second: fourpence, threepence, sixpence and fourpence ha'penny; third: fivepence, fourpence, sevenpence and sixpence; fourth: sixpence, fourpence, ninepence and sixpence; fifth: eightpence, sixpence, one shilling and ninepence; sixth: tenpence, eightpence, one and threepence and one shilling; and seventh: one shilling, ninepence, one and sixpence and one and threepence."

His non-stop run concluded, the bearded ready reckoner reluctantly halts to pick up oxygen. You blink once or twice. "Pretty fair memory"

seems to be right. . . .

"That was when I issued the first ticket ever sold at St. Kilda," continues John Wakefield. Memories come crowding back along the years. "I went straight to St. Kilda from Sandridge. At the pier my job had been to tally cargoes arriving for rail transport. All the famous old ships came to Sandridge. The Yarra was too shallow for them. And they were real ships then. The clippers! I remember the Red Jacket and the Blue Jacket and the Lightning, and the Marco Polo. Some of them would get out here from the homeland inside 60 days.

Shot Dead on Flinders Street

"Later on I came into the head office as Assistant Accountant to Mr. Finlayson. When I was 24, Mr. Finlayson was appointed Secretary, and I became Accountant. Poor Mr. Finlayson, as true and honest a gentleman as you could meet, was shot dead on the Flinders-street station by a drunken man who imagined he had some grudge against him. What a stir that made to be sure!"

John Wakefield shakes his grey head sadly and watches the lonely ray of sunlight dying on the velvet tablecloth. A gust of wind outside spatters a few drops of rain against the window. The sudden patter on the pane rouses him from his reverie and starts him along a different line of thought.

"We had some pretty keen directors on the Hobson's Bay Company, I can tell you. Every time they met in conference, each director collected a sovereign for his attendance. There were six directors, so there would be six sovereigns on the table, and," he chuckles, "no matter how many failed to turn up, there wouldn't be any sovereigns left on the table after the conference. Those directors who did attend divided the whole lot between them.

What the Director Gave

"I recollect, again, being secretary of a movement to clear a £1,500 debt off the Baptist Church at Emerald Hill. I called on one of our directors for a donation. He was getting a big salary and I expected something pretty substantial from him. He had a look at my list and brooded.

"'You have some veeery leebereal amounts here, Mr. Wakefield,' he announced.

"I agreed smilingly. I had visions of a ten-guinea cheque.

"'I'm veeery glad to see that you have, Mr. Wakefield.' He put down the list and took up his pen again. 'You will not be so deesappointed when you learn that my bank account is slightly overdrawn.'

The recollection brings another chuckle from John Wakefield. "Still I raised the money somewhere and cleared all the debt off the church. I always seemed to be fortunate when

handling money. We paid our 10 per cent. dividends regularly on the Hobson's Bay railway. I mean, though, that I was fortunate when handling other people's money." The old man corrects himself with a wry smile. "Because I lost all I had in the land-boom days when most of Victoria went insolvent. I was 60 then. Some scoundrel got practically every penny that I possessed. I had to start again with only my reputation left. I went to the Newcastle Building Company as secretary, and stayed there until I was 80."

You venture another question as John Wakefield reflectively polishes his spectacles.

"What do you think of the railways today, Mr. Wakefield?"

The veteran considers a moment, sweeping the tablecloth with one hand. "It's difficult," he acknowledges, "to realise that the present system has grown in such a short time from the small beginnings with which I was associated. We had a train from St. Kilda to Melbourne once every hour when I first went there as booking clerk. Now, the electrics run at bare five-minute intervals on the busy lines during peak periods, and, generally speaking, at quarter-hour intervals during the slack times. A fine organisation, a fine organisation. . . .

Controllers Must Control

He gesticulates suddenly, becomes emphatic. "But people have got to realise that the men who are paid to control the railways must be the men who *do* control the railways. You've got three good men in charge of the Victorian Railways just now—as good, I suppose, as you'd get anywhere. But if you tie their hands, how can they do their best? How can they?"

He raps his knuckles on the table. His warmth has dissolved his years. Here is young John Wakefield. "We had good men in control of the railways in my time, too. But we never tied their hands. If there had been someone else qualified to direct them, to instruct them, to tell them what to do and what not to do, we'd have had that someone else in control."

He leaves it at that. Very carefully he replaces his spectacles and, turning, peers through the windows at the grey sky. There is a break of blue above the drooping tree beside the lawn.

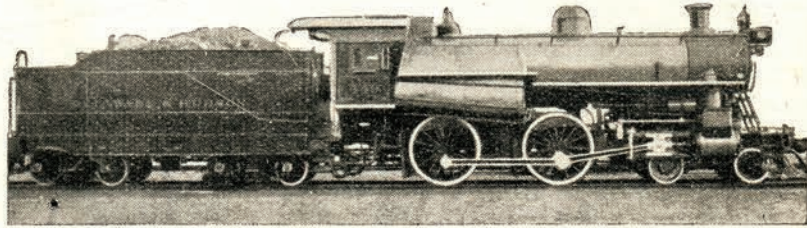
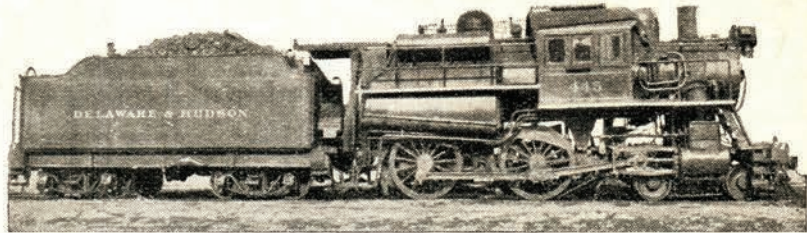
"I don't like the winter," he says. "I feel my age most when the weather's cold. To keep warm is hard enough; to try to get warmer is almost impossible."

You are on your feet. John Wakefield levers himself laboriously from his chair. Through the rift in the clouds outside, the tired sun unexpectedly finds the world. The sudden flood of light at the window behind him throws the figure of the old man into bold silhouette.

Cheerful and alert, 93-year-old John Wakefield stands erect in the light of the sinking sun.

THE VATICAN RAILWAY

PLANS have been drawn up for the new Vatican railway station, which will unite the City of the Vatican to the station of St. Peter's, already in existence but outside the papal territory. From the new station the Pope will be able to reach all parts of Italy without going through the main Rome station. In order to join the papal line to the main Italian lines, it will be necessary to construct two bridges which will traverse main roads in the capital. The length of the line will be about 600 metres, and the work is expected to begin in a fortnight. Meanwhile, designs have been completed for a sumptuous papal train which will resemble the recently built royal Italian train. This will consist of several saloon cars in which the arm-chairs will bear the papal crest and the walls will be covered with damask. A new form of electric heating is to be introduced. Other carriages will contain the Pope's bedroom, study and reception-room, as well as a small, artistically designed chapel. The papal crest will also be seen on the exterior of all the carriages.



THE influence of the British Great Western Company's King George V. Locomotive, which was exhibited at the Baltimore and Ohio railroad's centenary exposition nearly two years ago, continues to be felt in America. Following the construction by the B. and O. Company of an engine having many features of the King George V., the Delaware and Hudson Company has now offered a transformation in the appearance of one of their classes of locomotives. These two photographs show the effect of the alterations on the type of engine.

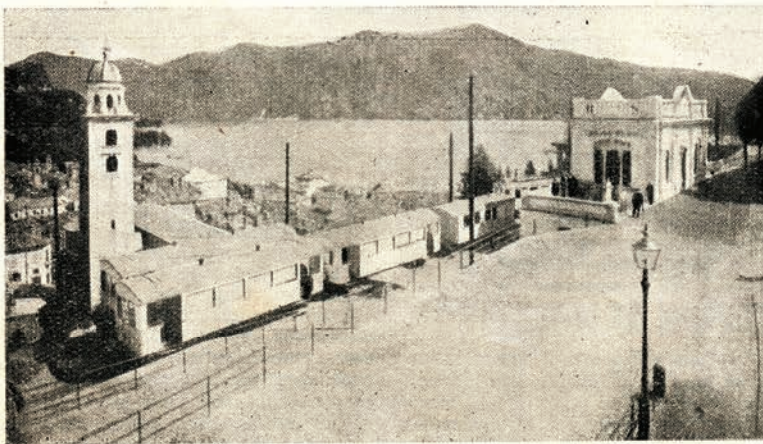
BEETLE BRINGS TRAFFIC

THE Southern Pacific Railway must thank a bark-boring beetle, *dendroctonus brevicornis* for a large portion of the lumber traffic which will originate on the extension of the Modoc Northern when it is completed between Klamath Falls, Ore. and Alturas, Cal., this year. Only recently this beetle has infested the Modoc National Forest, and the United States Forest Service has approved the immediate cutting of the timber. Cutting of the infested timber area will also combat the beetle's progress in other forests. The construction of the line is coincident with, rather than contingent upon, the foresting operations, though its completion will simplify the marketing problem of the mill owners.

BUSES FOUND WANTING

WRITING in an English newspaper recently, "A Daily Traveller," after pointing out that "the railways in the north appear to be carrying more passengers just now," and suggesting that this may "be due solely to the cold weather," in that "the trains are still warmer than the buses," expressed the view that "the increased patronage has a deeper significance." He suggests, in fact, that during the past year or two people have been trying the buses, which have flourished on their novelty, and that many have somehow found them wanting and are now drifting back to their old love. Particularly is this so with regular daily passengers. "The other day," he continued, "I

conversed with a party of schoolboys who travel ten miles or so to a secondary school. They have been going by bus this last few months. But they intended taking to the train again. 'We cannot have any fun on the buses,' they said, 'and we cannot do any homework.' Another complained that 'you cannot even read.' 'Even on the best of roads there is enough jolting to make reading headachey and difficult.' Further, there are many more distractions by road than by rail. Two men who have gone back to the trains after trying the buses say there is no privacy on the buses. The Englishman is not exactly unsociable. But more than any other man in the world, probably, he loves exclusiveness. The buses do not cater for this. The trains do. Probably the fact will always tell in their favor with the regular daily passenger, who, as I have said, is now palpably drifting back."



Lake Lugano, showing type of rolling stock in use on the Swiss State Railways

NEW STYLE OBSERVATION CARS

THE Trans-Canada Limited of the Canadian Pacific, fast summer train between Montreal and Vancouver, and its companion train from Chicago to the Coast—the Mountaineer—are to be equipped with new-style observation cars next summer. These will contain observation lounge, baths for men and women, buffet and valet service, and the compartments formerly sold in C.P.R. observation cars will be eliminated, the entire car being for use of passengers in other cars on the trains. A solarium, glass-enclosed, will replace the observation platform.

Hobart-Glenorchy Corridor

HILAIRE FRASER

A high frequency bus service between Hobart Bus Mall at the GPO and Glenorchy Bus Mall is provided by Metro Tasmania along a corridor comprising Argyle Street, Liverpool Street, Elizabeth Street, New Town Road and Main Road. Glenorchy City has a population of 45,000 people or about one-fifth the population of Greater Hobart. Glenorchy is the major business centre for Hobart's northern suburbs and the Glenorchy Bus Mall is located in Tolosa Street, nine kilometres to the north of the Hobart GPO.

The route between Hobart City and Glenorchy City follows, in the main, the tram line which connected the two municipalities between 1893 and 1960 and part of the Glenorchy Bus Mall occupies the tram terminus which was located in Tolosa Street between 1931 and 1960. The current bus route along this corridor continues to be the busiest public transport route in Hobart. The Hobart – Glenorchy corridor is popular with many university students who live in North Hobart and New Town. In the City they transfer to a University bus service to the Sandy Bay campus or walk to the City/Domain campus.

The Hobart-Glenorchy high frequency service is provided by six routes combining to make a ten minute service in the Monday to Friday off-peak. These routes are 28 TOLOSA ST operating every 30 minutes, 31/32 JACKSON ST operating as 31 clockwise or 32 anti-clockwise every 60 minutes, 34 ROSETTA every 60 minutes, 39 CADBURY FACTORY every 120 minutes, 42 AUSTINS FERRY (Ten Mile Hill on older timetables) every 60 minutes and 100 GLENORCHY every 120 minutes.

Details of services in the middle of the day Monday to Friday is as follows:-

Route & Destination	Depart Hobart	Depart Glenorchy
39 Cadbury Factory	10.46	11.17
31 Jackson St	10.56	11.34
28 Tolosa St	11.06	11.35
34 Rosetta	11.16	11.48
42 Austins Ferry	11.26	12.00

42 Austins Ferry service departing Hobart at 11.26 connects at Glenorchy with 39 Cadbury Factory feeder service departing Glenorchy at 12.00

28 Tolosa St	11.36	12.05
100 Glenorchy	11.46	12.17

100 Glenorchy service departing Hobart at 11.46 connects at Glenorchy with 35 Claremont feeder service departing Glenorchy at 12.20

32 Jackson St	11.56	12.28
28 Tolosa St	12.06	12.35

28 Tolosa service departing Hobart at 12.06 connects at Glenorchy with 39 Cadbury Factory feeder service departing Glenorchy at 12.40

34 Rosetta	12.16	12.48
42 Austins Ferry	12.26	1.00
28 Tolosa St	12.36	1.05
39 Cadbury Factory	12.46	1.17
32 Jackson St	12.56	1.28
28 Tolosa St	1.06	1.35

28 Tolosa St service departing Hobart at 1.06 connects at Glenorchy with 35 Claremont feeder service departing Glenorchy at 1.40

34 Rosetta	1.16	1.48
42 Austins Ferry	1.26	2.00

42 Austins Ferry service departing Hobart at 1.26 connects at Glenorchy with 39 Cadbury Factory feeder service departing Glenorchy at 2.00

Notice how those services which operate every 30, 60 or 120 minutes dovetail together to provide a ten minute service over the corridor. Normally the 39 Cadbury Factory service operates as a feeder service from Glenorchy operating every 40 minutes, however, every third service operates through from Hobart. Also shown above is the Glenorchy-Claremont Doorstopper Local Service operating every 80 minutes serving parts of Chigwell not served by the more regular route 39. Also notice that the Jackson St service changes from 31 clockwise to 32 anti-clockwise from the 11.56 trip departing Hobart. This means that the majority of the route is served by the inward trip in the morning and the outward trip in the afternoon. The accompanying diagram of these services shows their relationship to each other.

Peak Hour Services from 5.03 pm to 6.08pm are provided as follows

Route & Destination	Depart Hobart	Depart Glenorchy
32 Jackson St	5.03	5.38

32 Jackson St service departing Hobart at 5.03 connects at Glenorchy with 42 Austins Ferry feeder service departing Glenorchy at 5.41

37 Claremont	5.10	5.45
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37 Claremont service departing Hobart at 5.10 connects at Glenorchy with 28 Tolosa St feeder service departing Glenorchy at 5.48

100 Glenorchy	5.13	5.52 (School Days Only)
24 Glenorchy	5.17	6.05 (via Springfield)
34 Rosetta	5.24	5.59
42 Austins Ferry	5.32	6.06
36 Claremont	5.42	6.15
100 Glenorchy	5.53	6.20
28 Tolosa St	6.08	6.32

This means that on average the frequency at this time is every seven/eight minutes. Notice that Chigwell and Claremont are now served by the more direct routes 36 and 37 which omit Marys Hope Rd served in the peak by X4 Hobart-Granton Express every 30 minutes. Another service is provided along Main Rd between Hobart and Springfield Av by route 24. In the off-peak Hobart to Springfield to Glenorchy is served by 180 via West New Town and 190 via East New Town. Jointly 180/190 provide an average 50 minute off-peak service through Springfield. In the peak Tolosa St and part of the Jackson St route are served by X6 Hobart-Glenorchy via Lenah Valley Express.

Monday to Thursday Evening Services are provided as follows:-

Route & Destination	Depart Hobart	Depart Glenorchy
118 Gagebrook	7.10	7.30
28 Tolosa St	7.10	7.33
42 Austins Ferry	7.40	8.04
38 Claremont	8.10	8.30
117 Gagebrook	8.40	8.57

117 Gagebrook service departing Hobart at 8.40 connects at Glenorchy with 28 Tolosa St feeder service departing Glenorchy at 9.00

42 Austins Ferry	9.10	9.32
38 Claremont	9.40	10.01
119 Gagebrook	10.10	10.29
28 Tolosa St	10.40	11.01
100 Glenorchy	11.10	11.29

This provides a 30 minute frequency with 38 Claremont via Rosetta, 42 Austins Ferry, 117 or 118 or 119 Gagebrook services operating every 90 minutes. 28 Tolosa St operates parallel to the 7.10 Gagebrook service, as a feeder to 8.40 Gagebrook service or as a lone 10.40 late service. Normally Gagebrook, further north, is served by express services operating by Brooker Av rather than Main Road, or from Glenorchy via the Bowen Bridge.

By contrast Friday Evening Services provide a 20 minute frequency until 9.10 and later services as follows:-

Route & Destination	Depart Hobart	Depart Glenorchy
118 Gagebrook	7.10	7.30

118 Gagebrook service departing Hobart at 7.10 connects at Glenorchy with 32 Jackson St feeder service departing Glenorchy at 7.34

38 Claremont	7.30	7.50
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38 Claremont service departing Hobart at 7.30 connects at Springfield Metro with 29 Tolosa St via Springfield feeder service departing Springfield

42 Austins Ferry	7.50	8.14
117 Gagebrook	8.10	8.30

117 Gagebrook service departing Hobart at 8.10 connects at Glenorchy with 32 Jackson St feeder service departing Glenorchy at 8.34

38 Claremont	8.30	8.51
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38 Claremont service departing Hobart at 8.30 connects at Springfield Metro with 29 Tolosa St via Springfield feeder service departing Springfield Metro at 8.51

42 Austins Ferry	8.50	9.14
117 Gagebrook	9.10	9.30

117 Gagebrook service departing Hobart at 9.10 connects at Glenorchy with 32 Jackson St feeder service departing Glenorchy at 9.34 and 42 Austins Ferry feeder service departing Glenorchy

38 Claremont	9.40	10.01
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38 Claremont service departing Hobart at 9.40 connects at Springfield Metro with 29 Tolosa St via Springfield feeder service departing Springfield Metro at 10.01

119 Gagebrook	10.10	10.29
42 Austins Ferry	10.40	11.02

42 Austins Ferry service departing Hobart at 11.40 connects at Springfield Metro with 29 Tolosa St via Springfield feeder service departing Springfield Metro at 11.01

120 Gagebrook	11.10	11.29
100 Glenorchy	11.40	11.57
120 Gagebrook	12.10	12.29

Note that on Friday evenings Jackson St and Springfield have a regular service.

Daytime services also operate a twenty minute service on Saturdays as shown by the following representative services:-

Route & Destination	Depart Hobart	Depart Glenorchy
31 Jackson St	11.10	11.37
38 Claremont	11.30	11.57
42 Austins Ferry	11.50	12.17

42 Austins Ferry service departing Hobart at 11.50 connects at Springfield Metro with 29 Tolosa St via Springfield feeder service departing Springfield Metro at 12.15

This pattern is followed throughout the day except from the 12.10 Jackson St trip the service is provided by 32 anti-clockwise. The 1.30 and 3.30 Claremont trips are provided by 40 Claremont via Marys Hope Rd, however, Rosetta is still served by additional route 38 trips departing Hobart at 2.05, 3.10 and 4.10.

Saturday Evening Services are provided as follows:-

Route & Destination	Depart Hobart	Depart Glenorchy
117 Gagebrook	7.10	7.29
38 Claremont	7.30	7.49
42 Austins Ferry	7.50	8.09
117 Gagebrook	8.10	8.27
42 Austins Ferry	8.40	8.57
117 Gagebrook	9.10	9.27
38 Claremont	9.40	9.57
121 Gagebrook	10.10	10.27
42 Austins Ferry	10.40	10.57
122 Gagebrook	11.10	11.27
100 Glenorchy	11.40	11.57
122 Gagebrook	12.10	12.27

The Saturday evening pattern of hourly Gagebrook services along the Hobart-Glenorchy Corridor being supplemented with two hourly Claremont and Austins Ferry services is continued on Sundays as shown by the following representative services:-

Route & Destination	Depart Hobart	Depart Glenorchy
117 Gagebrook	11.10	11.32

117 Gagebrook service departing Hobart at 11.10 connects at Glenorchy with 28 Tolosa St feeder service departing Glenorchy at 11.35

42 Austins Ferry	11.37	11.59
117 Gagebrook	12.10	12.32
38 Claremont	12.37	12.59

This pattern continues throughout the day with additional route 32 Jackson St feeder services departing Glenorchy at 1.01, 3.01 and 4.34.

Sunday Evening Services are provided as follows:-

Route & Destination	Depart Hobart	Depart Glenorchy
122 Gagebrook	7.10	7.27
42 Austins Ferry	7.40	7.57
122 Gagebrook	8.10	8.27
100 Glenorchy	8.40	8.57
122 Gagebrook	9.10	9.27

In summary the Hobart-Glenorchy via Main Rd operates at the following frequencies. Seven/eight minutes Monday to Friday peak, ten minutes Monday to Friday off-peak, twenty minutes Friday evenings (Hobart's late shopping night) and Saturdays and thirty minutes at other times.

In addition to the Main Rd Corridor there is an Express Corridor between Hobart and Glenorchy via Brooker Av with journey times of twenty minutes. During the Monday to Friday off-peak a 30 minute service is provided by X1 Hobart-Bridgewater. On Saturdays a 40 minute service is provided by X7 Hobart-Gagebrook via Bridgewater. A Monday-Friday 5 to 10 minute peak service frequency is provided by X1 in conjunction with X3 Hobart-Gagebrook via East Derwent Hwy, X4 Hobart-Granton and X9 Hobart-Brighton via East Derwent Hwy & Gagebrook. At other times the Brooker Av Corridor is also served by X5 Hobart-Glenorchy (outwards only), X8 Hobart-Brighton via Bridgewater, and X10 Ten Mile Hill-Hobart (inwards only).

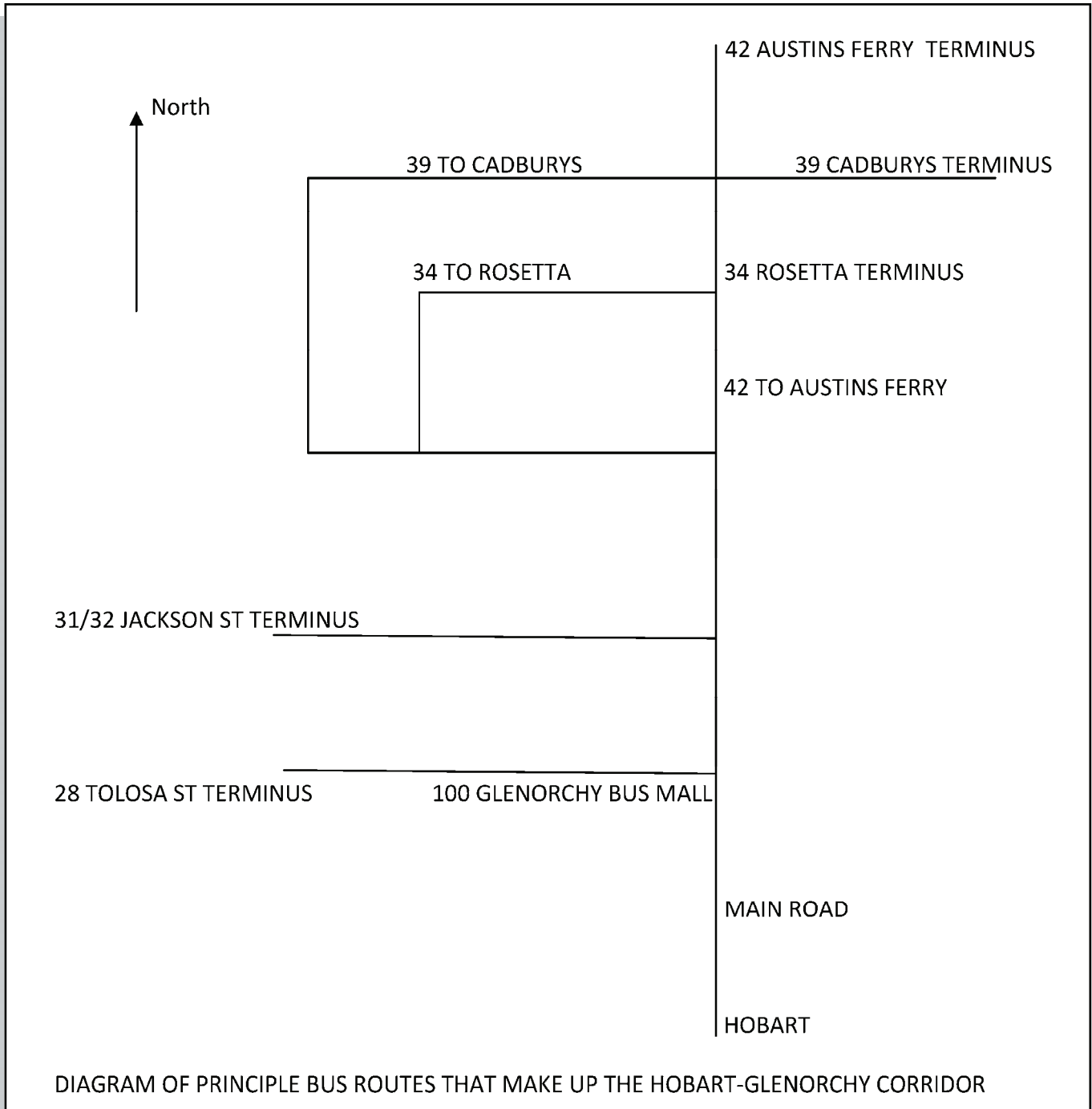
Times in this article come from the following timetable leaflets, available from www.metrotas.com.au effective 20 November 2011:-

- 24 to 126 Glenorchy (all stops)
- X1 to X9 Glenorchy (express)
- 27, 28, 29, X6 Glenorchy (Tolosa St)
- 31, 32, X6 Glenorchy (Jackson St)
- 34 Rosetta
- 35 to 40 Claremont & Chigwell
- 42, X4, X10 Austins Ferry

With these new timetables, the northbound routes out of Hobart continue to operate on a "memory" timetable which is every 7/8 or 10 minutes depending upon the time of day Mondays to Fridays. While the individual feeder routes from the northern suburbs into Glenorchy operate on regular "memory" headways, the departures from Glenorchy to Hobart are not organised as a "memory" timetable, as was the case with the superseded 22 June 2010 timetable.

The combined timetable on journeys between Glenorchy and Hobart has headways varying between 1, 3, 5, 7, 8, 12, 13 and 17 minutes. Although the average off-peak headway of 8.25 minutes is a small improvement over the previous average off-peak headway of 10 minutes, the enormous variation in the headways is detrimental to any promotion of an "easy to learn" bus service.





Buses between the hills

Letter from ROBERT HENDERSON

Jim O'Neil's article in the February 2012 issue of The Times about Route 201 between Seven Hills and Baulkham Hills highlights the inconsistencies of Sydney's bus route numbering system, which enabled two routes in reasonably close proximity to have the same route number. And the reference to "express" running points up the inadequacy from a commuter's point of view of travelling restrictions that were imposed purely to preserve bus operators' "territories" and hence their revenue.

Some of these problems have been eliminated since the 2004 amendments to the Passenger Transport Act brought about more centralised planning of bus networks (whether or not one considers that to be economically sensible approach).

Interestingly, after the initial issue of the Route 590 timetable (illustrated in the article), there was no further reference to travelling restrictions while the route

only went as far as Epping. But when the route (by then renumbered 630) was extended to Macquarie Centre in 1990, a different travelling restriction was imposed, this time to "safeguard" the State Transit Authority's revenue base of routes along Epping Road. Today Route 630 continues to operate relatively unaltered since 1990, and, from inspection of recent and current timetables, there are no travelling restrictions at all now.

Another feature of later timetables is that both operators' names changed: (a) Carlingford Bus Service was only another name for Harris Park Transport and the latter name featured in all timetables from 1983 until that company withdrew from route bus operation in 2004. (b) In 1984 Parramatta Bus Company and other companies run by the Bosnjak family all came under the umbrella of Westbus.

When Roger Graham was my employer in the early 1990s, following his stint as general manager of Westbus for eight years,

he told me that Westbus had made overtures to Harris Park Transport to buy its share of Route 590/630, but those offers were rejected. The irony there is that Westbus' successor in that general region, Hillsbus, did indeed become the sole proprietor of the route in 2005, following a brief period when it was run partly by State Transit.

By way of answer to Jim's question as to why there was no replacement for the section of Route 201 in the Roxborough Park Road area, I enclose a copy of an unusually detailed leaflet that Parramatta Bus Company issued to its Route 201 passengers in the lead-up to its replacement by 590. Amongst other matters, the leaflet explains that patronage in that area was low and reminds passengers that Route 200 would continue to run between there and Parramatta.

PARRAMATTA BUS COMPANY
BUS SERVICES IN BAULKHAM HILLS & SEVEN HILLS AREAS
IMPROVEMENTS TO SERVICES

Bus services on Route 201 will be expanded and improved from Monday, 14th December, 1981.

The present route will be absorbed into a new Route 590, which will extend from Epping to Blacktown.

As well, the new service will be to "Red Arrow" standards, which means fast, efficient cross-suburban travel.

There will be more services to and from Seven Hills Station in the morning and afternoon peak hours.

All services on the present route and timetable will cease after the last trip on Friday, 11th December, 1981.

DETAILS OF CHANGES

Between Baulkham Hills Shops and Seven Hills Station.

The new Route 590 "Red Arrow" bus will operate over the same route as the present Route 201 between Baulkham Hills shops and Seven Hills Station only.

"Red Arrow" buses on the new Route 590 will use specially selected bus stops, which are marked with the "Red Arrow" symbol. These have been conveniently located along Seven Hills Road, Gooden Drive, Langdon Road, Caroline Chisholm Drive and Service Road to cater for passengers using the present Route 201 service.

The number of trips each way per day is increased from 11 to 14.

The present hourly service will be retained during the day, but the departure times have been varied by up to 25 minutes.

In the morning peak, an additional trip leaves Baulkham Hills at 6.35 a.m., arriving Seven Hills Station at 6.50 a.m. in time for the 6.53 or 6.57 a.m. trains to the City.

There is also an extra service leaving Seven Hills Station at 6.17 p.m. connecting off the fast train from the City which leaves Wynyard at 5.23 p.m.

At Baulkham Hills, the new Route 590 will stop in Old Northern Road south of Olive Street. Buses travelling to Blacktown will also stop in Seven Hills Road, just west of the traffic lights. These buses will no longer travel via Olive Street and Windsor Road.

Over

- * At Seven Hills Station, buses will stop at the rank on the northern side of the station when travelling in both directions. As well, buses from Blacktown to Baulkham Hills will continue to stop at the Rural Bank in Seven Hills Road. Buses travelling from Baulkham Hills to Blacktown will no longer stop in Best Road, Seven Hills.
- * There will be slight adjustments to some fares in accordance with "Red Arrow" services. Fares for 3, 4 or 5 sections will remain unchanged.
- * Marina Road and Winston Hills services on Route 200 are not affected by these changes.

B. On eastern side of Old Northern Road, Baulkham Hills, between Cook Street and Excelsior Avenue.

- * The route taken by the new Route 590 will differ from Route 201. The new service will operate from Baulkham Hills shops via Old Northern Road, Cross Street, Cook Street, Park Road and Renown Road to North Rocks and Epping; and in reverse order when travelling from Epping.
- * People living north of Cross Street currently served by Route 201 will still be able to travel to Baulkham Hills on the Route 200 Castle Hill - Baulkham Hills buses, which depart Excelsior and Drayton Avenues at 10.09, 11.24 a.m., 1.39 and 2.54 p.m.
- * The Route 200 service in peak hours between Roxburgh Park and Parramatta will not be affected by these changes.

C. On western side of Old Northern Road, Baulkham Hills, between Excelsior Avenue and Windsor Road.

- * Due to consistently low patronage in this area, this portion of Route 201 will be discontinued.
- * The peak hour Route 200 service to Parramatta will continue unchanged.
- * Many people will find it convenient to walk to Windsor Road or Old Northern Road to catch buses for Baulkham Hills and Parramatta.
- * Interchange between Route 200 buses and the new Route 590 "Red Arrow" can be made easily at Baulkham Hills.

These service improvements have been developed by the Urban Transit Authority and the Parramatta Bus Company.

For further details, telephone Parramatta Bus Company on 630.2119.

A Trunk Route II: Bankstown (and later Burwood) to Liverpool

JIM O'NEIL

In the July (and December!) 2011 issue of *The Times* I looked at the eastern end of the trunk route between Burwood and Liverpool. This month I am taking up the story again with the development of the western end of the route. When I first started collecting timetables south of the Harbor in the sixties, there was no through service between Bankstown and Liverpool, as there was between Bankstown and Strathfield. Instead, buses ran from both termini to Milperra Bridge and to other places in the intervening areas. From Bankstown there was the route 12, which ran on from Milperra Bridge to Panania, and from Liverpool the route 69 ran to Milperra Bridge and Chipping Norton. The two bus services did not connect at their common terminus.

My earliest timetable for the route 12 was issued on 26th June 1961 and was printed sideways on a foolscap sheet of pink paper, which has now become a bit yellowed (see page 14, top) It was issued by McVicars Bus Services, the same company which operated the route 27 between Bankstown and Strathfield. McVicars had one bus, with run number 14, operating all day on this route, and a second, with run number 10, operating in peak hours only. Most of the time, the buses ran through between the two termini, taking just under half an hour to complete the trip. This would have allowed McVicars to run an hourly service, but this was not what they did. For example, the 10.58 from Bankstown ran only as far as Milperra Bridge and returned to Bankstown in time to leave again, this time all the way to Panania, at 11.40am.

The 8.5am departure from Panania ran only as far as Bullecourt and Ashford Avenues, returning special to Panania in time to leave again at 8.20. Did these services carry workers to Milperra, or were they just the morning equivalent to the School Days only 3.0pm from Bullecourt and Ashford Avenues to Panania? This latter service was operated by run number 29 and is the only service I have found on my McVicars timetables from 1960 and 1961 run by bus numbered 29. There was another run number used for a single service on the route 12 – run number 15 left Victoria Street (in Bankstown) at 7.17am and arrived at the station at 7.26. My earliest timetable for McVicars route 24, Bankstown to One Tree Point, issued in 1960, shows a run number 15 operating on that

route in the peak hours. In the morning there was a gap between the arrival of bus number 15 at Bankstown at 6.35 and its departure at 7.20. The one service on the route 12 does not quite fit into the gap, but the 7.20 departure on the route 24 could have been postponed, for perhaps ten minutes, in 1961.

The route 12 timetable has no buses leaving Bankstown on weekdays in the late evening, in spite of having the symbol \emptyset , for a bus departing “after termination of picture programme”. The only picture bus on the route 12 ran on Saturdays, at \emptyset 10.56, shown on the other side of the timetable and not reprinted here. If you wanted to catch a bus for Milperra after the pictures on a Monday to Friday, you had to catch a route 22 bus, which went further south of Milperra Road and ended up at East Hills, one train station further than Panania. This went through the more strongly settled parts of Milperra and the route 12 had been separated from it after WWII. While the route 12 was the weaker of the two routes, it did operate 365 days of the year, including on Good Friday and Christmas Day.

Bankstown Bus Lines issued my next timetable on Monday 22 May 1978 (see page 14 middle and bottom) This is a smaller timetable, printed on pink cardboard. This timetable is still basically operated by two buses, one running all day and the second in peak hours only. The two additional runs have ceased and the off peak service is closer to an easily memorized clock face timetable. But why, then, did they have a 9.36 bus from Bankstown instead of one at 9.44? The short working from Panania to Milperra now left at 8.34 and ran to Milperra Bridge, returning, not to Panania Station, but to MPS, which I take it stands for Milperra Public School. It then proceeded from Bullecourt Av, where the school was located, to Bankstown via Beaconsfield Street. This last street is on the route 22, though this run is not listed on my 1979 timetable for the 22. In the afternoon we have a bus marked S, presumably “school term only”, passing Bullecourt Av. for Panania at 3.05 and for Milperra Bridge at 3.22. This presumably provided the matching afternoon service for Milperra P.S.

On Saturday we find two separate timetables for the AM and PM services, with

different timing points. The inclusion of places such as Beaconsfield Road and East Hills Station suggests that we have here a combined service on the routes 12 and 22 on Saturday afternoons. This is in fact stated specifically in the corresponding timetable for route 22. One bus provides hourly service on both routes on Saturday afternoons (as against one on each on Saturday mornings.) This bus operates round a loop at its western end, running to Milperra Bridge alternately via East Hills or via Bullecourt and Ashford Avenues and returning the other way.

On Sundays there was a bus only every second hour, and all them operated out via East Hills and returned via Bullecourt Avenue. The other bus route operated by Bankstown Bus Lines in 1979 with a service on Sundays only every second hour was the route 24, Bankstown to Picnic Point. However, the two timetables don't quite fit. The bus to One Tree Point which left at 10.50am returned at 11.34, four minutes after the 11.30 to Milperra Bridge was due to depart. Yet these two timetables were issued on the same day in 1979, so the difference cannot be explained by one of them having been changed at a subsequent date.

I didn't get into the Liverpool area to collect timetables until the late 1970's, so my earliest timetable for the route 69 is one commencing September 1979 (see page 15, top right and left). This was published, though they don't say so, by the Milperra Bus Service and is printed on both sides of a sheet of white paper, of somewhat less than A4 size. Some buses on the route 69 went north from Liverpool to Hargraves Park, in Warwick Farm, but there is no mention of them on this timetable. Where a bus starts from Liverpool before the preceding bus was due to arrive, as for example the 10.45 CHE, leaving before the 10.50 return of the previous service, I think it probable that one or other had operated a service to Hargraves Park. Most of the buses shown in this timetable ran between Liverpool and Milperra Bridge. A few started at Gordon and Newbridge Roads, roughly five minutes west of the Bridge, at 5.20, S8.10 and S9.15 (this last going only to the Chipping Norton primary school,) and one ended there, the SN3.25 from Liverpool.

These short workings all ran via Chipping

Norton, as did most of the buses going through to Milperra Bridge, although the through buses ran inbound to Liverpool via Chipping Norton only in the morning, and outbound only in the afternoon. Though it doesn't say so, passengers going against the flow presumably took the bus through past Milperra Bridge to get where they were going. The CHE 10.45 from Liverpool (going via Epsom and Childs Roads, only part way into Chipping Norton) and the 2.41 from Milperra Bridge are exceptions to this general rule. And then there were quite a few buses which didn't divert through Chipping Norton in either direction: on weekdays the first left Liverpool at 6.05am, the last at 5.05pm. At first I was puzzled that buses marked N "via Newbridge Road" have times shown for Gordon and Newbridge Roads only inbound on weekday mornings. Yet the route 69 has to pass Gordon and Newbridge Roads, whether it's travelling direct via Newbridge Road or turning north up Gordon Road to run through Chipping Norton. Obviously the Milperra Bus Service thought that passengers setting down did not need a time, nor the few who might be picked up in the afternoon.

There was a timetable for Saturdays, which could be operated by a single bus, once again with buses going via Chipping Norton inbound in the morning and outbound in the afternoon. Since service ceased at 1.42 pm, there were fewer outbound services direct to Chipping Norton. There was no service on Sundays or Holidays, except for Easter Saturdays. Just as there were extra services on Easter Saturdays on the route 73, so there were on the 69. I don't know what community needed public transport on Easter Saturday, but not Sundays or Holidays. We may note that the first Easter Saturday service via Chipping Norton started some time before 9.25 from Childs Road and ran via Milperra Bridge to Liverpool, and the other two Chipping Norton services ran only in the inbound direction. As there was no afternoon service on the route 69 on Easter Saturday, there was no outbound service direct from Liverpool to Chipping Norton.

In 1984 the Milperra Bus Service took over the major part of the old route 12, from Milperra Bridge to Bankstown and combined it with the Newbridge Road service of the route 69. This combined route was numbered in the Sydney Regional numbering system as route 860 and

identified as a Red Arrow. The other parts of the old route 69 were also renumbered, Warwick Farm becoming 858 and Chipping Norton 859 – this has subsequently become the route 861. South and Western Coach Lines, who had taken over Bankstown Coaches also renumbered their routes into the new system at the same time. The southern section of the old route 12, from Milperra Bridge to Panania, became part of the new route 925, from Milperra Bridge to Revesby Heights, while passengers from the southern parts of Milperra who wanted to go to Bankstown would have to catch the new route 922, as the old route 22 had been renumbered.

I have shown on page 15 (bottom) the timetable for the route 860 issued on 26th September 1988 by Westway, the former Holsworthy Bus Service, who had taken over the Milperra Bus Service in 1987. The route 860 was no longer identified as a Red Arrow service, though the red print on a white background is the appropriate format for a Red Arrow timetable. The timetable shows train connections in both directions, north and south, at Liverpool and train connections to and from the city are shown at Bankstown. Times for the Red Arrow bus from Blacktown were no longer shown in the 1988 timetable, as they had been in 1984. On the other hand, five timing points were now shown for the route 860 itself, instead of the three shown in 1984.

This timetable is closer to a clock face one than anything we have seen so far, though the peak hour services left Liverpool on the hour and twenty past and to the hour, while off peak, early evening and Saturday services left at three minutes past (or 33 minutes after the hour.) an inspection of the connecting train services reveals the answer: a departure on the hour would leave only a single minute to make the connection. On Saturdays there was service every hour from Liverpool from 7.03am to 1.33pm, with a half hour break at Bankstown between 10.28 and 11.06, presumably for the driver's crib break.

The route 860 followed the main roads between Liverpool and Bankstown, as we can see from the map. In August 1989 Westway added a route 861 between Liverpool and the Macarthur Institute of Higher Education, which a keen eye may just make out on the map to the south east of the Bankstown Golf Links. In August 1991 the "Uni", as it was now called on the timetable, was served by diverting route

861 buses running all the way from Liverpool to Bankstown, south from Milperra Road. By 2006, when the 860 was combined with the 486 to form the new route 900, as we saw in the earlier article in *The Times*, all buses diverted via the Milperra UWS.

The route 900 has been replaced, in its turn, by a new Metrobus route M90, which started on 6 December 2010. This has required an increased frequency of service, especially at the Liverpool end. I have reprinted the first pages of the timetables from Liverpool to Burwood for both weekdays and weekends on page 16, as well as a diagrammatic map. Unlike earlier Metrobus routes, we do find a timetable issued. It seems that passengers do not find that fifteen or twenty minute frequencies allows them to do without a timetable. Only in the period between 6.00am and 8.00am do we see "then every 10 minutes (approx.)" rather than a complete set of times. The route 913 is shown on the main timetable outside peak hours, but for peak hours we must consult the full timetable on page 7. The route 914, Greenacre to Strathfield, is not shown on the M90 timetable at all, and for any trip of the 914, we must consult the separate timetable on page 16 of this booklet.

There is a single weekend timetable for the M90, and no service on the 913 or 914. Service starts earlier on a Saturday, at 5.48 instead of 7.18. These earlier services are prefixed T and printed on a red background. Weekend buses run three times an hour on the M90, replacing a frequency of twice an hour from Bankstown to Burwood on Saturdays on the 900, and only once an hour from Liverpool. Sunday service on the 900 had been every hour, and only east from Bankstown to Burwood. Now we have service every twenty minutes on the whole M90.

Veolia have also printed, in addition to the regular route map, which has not changed from that for the route 900, a diagrammatic map showing the relationship of the M90 with the two Metrobus routes which started early in 2011 – the M91 on 7 February, the M92 on 14 March - as well as the longer and more frequent of Veolia's normal routes. This should be helpful for any passengers planning to travel from places served by the M90 to other areas in the southwestern suburbs which buses operated by Veolia also serve.

TIMETABLE

ROUTE NO12

BANKSTOWN STN TO MILPERRA BRIDGE AND PANANIA STN

EXPLANATION OF ABBREVIATIONS USED IN THE TIMETABLE.

arr denotes arrive.
 dep denotes departs.
 c denotes omnibus operates to or from Revochy Church via Victoria Street, Beaconsfield Street & River Road.
 S Day denotes omnibus operates on School days only.
 S denotes omnibus departs after termination of picture programme.

This timetable shall commence on the 26th June, 1961, and shall remain in force until suspended or cancelled.

Time	Bankstown Station	Arr & Dep Cnr. O'Bry Rd. & Gibson Ave.	Arr & Dep Cnr. Queen St. & Milperra Road.	Arr & Dep Cnr. Ashford Ave. & Milperra Road.	Arr & Dep Milperra Bridge.	Arr & Dep Bullecourt & Ashford Aves.	Arr & Dep Horsley Rd. & Beaconsfield St.	Arrive Panania Station.	Depart Panania Station.	Arr & Dep Horsley Rd. & Beaconsfield St.	Arr & Dep Bullecourt & Ashford Aves.	Arr & Dep Milperra Bridge.	Arr & Dep Cnr. Ashford Ave. & Milperra Road.	Arr & Dep Cnr. Queen St. & Milperra Road.	Arr & Dep Cnr. O'Bry Rd. & Gibson Ave.	Arrive Bankstown Station.
10																
14	5.35am	5.39am	5.43am	5.46am	5.50am	5.54am	5.58pm	6. 2am	6. 3am	6. 6am	dep 5.34am	5.36am	5.41am	5.45am	5.52am	
10	5.54	6. 1	6. 5	6.10	6.12	6.16	6.20	6.23	6.25	6.28	6.10am	6.16	6.21	6.25	6.31	
14	6.33	6. 9	6. 43	6.48	6.50	6.54	6.58	7. 2	7. 3	7. 6	6.32	6.36	6.41	6.45	6.55	
10																
14	6.57	7. 3	7. 7	7.12	7.14	7.18	7.22	7.26	7.28	7.31	7.35	7.39	7.44	7.48	7.56	
14	7.33	7.39	7.43	7.48	7.50	7.54	7.58	8. 2	8. 5	8. 9	8.13	8.17	8.21	8.25	8. 0	
14																
14	8.53	8.59	9. 3	9. 8	9.10	9.14	9.18	9.22	9.30	9.33	9.37	9.41	9.43	9.47	9.57	
14	9.56	10. 4	10. 8	10.13	10.15	10.19	10.23	10.27	10.30	10.33	10.37	10.41	10.43	10.47	10.57	
14	10.38	11. 4	11. 8	11.13	11.15	11.19	11.23	11.27	11.30	11.33	11.37	11.41	11.43	11.47	11.57	
14	11.40	11.47	11.51	11.56	11.58	12. 02	12. 06	12. 10	12. 13	12. 16	12. 20	12. 24	12. 28	12. 32	12. 42	
14	12.40	12.47	12.51	12.56	12.58	1. 02	1. 06	1. 10	1. 13	1. 16	1. 20	1. 24	1. 28	1. 32	1. 42	
14	1.40	1.47	1.51	1.56	1.58	2. 02	2. 06	2. 10	2. 13	2. 16	2. 20	2. 24	2. 28	2. 32	2. 42	
29						S. Day3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	
14	2.40	2.47	2.51	2.56	2.58	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	3. 0	
14	3.40	3.47	3.51	3.56	3.58	4. 0	4. 0	4. 0	4. 0	4. 0	4. 0	4. 0	4. 0	4. 0	4. 0	
10	4. 1	4. 1	4. 5	4.10	4.12	4.16	4.19	4.24	4.26	4.32	4.35	4.39	4.41	4.45	4.55	
14	4.20	4.27	4.24	4.29	4.31	4.35	4.38	4.42	4.44	4.48	4.51	4.55	4.57	5. 1	5. 12	
14	5.20	5. 5	5. 9	5.14	5.16	5.20	5.24	5.28	5.30	5.36	5.37	5.41	5.43	5.47	5.57	
14	5.56	5. 9	5. 9	5.14	5.16	5.20	5.24	5.28	5.30	5.36	5.37	5.41	5.43	5.47	5.57	
10	5.26	5. 5	5. 9	5.14	5.16	5.20	5.24	5.28	5.30	5.36	5.37	5.41	5.43	5.47	5.57	
14	6.56	6. 34	6. 30	6.42	6.44	6.48	6.52	6.56	6.56	7. 0	7. 3	7. 7	7. 9	7.11	7.24	
14	7. 5	7. 5	7. 9	7.13	7.15	7.20	7.24	7.28	7.30	7.33	7.37	7.41	7.43	7.47	7.57	

SATURDAY - AM		SATURDAY - PM		SUNDAYS & PUBLIC HOLIDAYS	
Depart Bankstown Station	7.55am	1.12	1.18	9.30	9.30
Arr & Dep Canterbury Rd & Gibson Ave	8.01	1.22	1.29	9.35	9.40
Arr & Dep Fitzpatrick St	8.05	1.26	1.33	9.40	9.45
Arr & Dep Milperra Bridge	8.11	1.30	1.37	9.45	9.50
Arr & Dep Ashford Ave	8.16	1.34	1.41	9.50	9.55
Arr & Dep Bullecourt & Ashford Aves	8.23	1.41	1.48	9.55	10.00
Arr & Dep Horsley Rd & Beaconsfield St	8.28	1.45	1.52	10.00	10.05
Arr & Dep Panania Station	8.31	1.48	1.55	10.05	10.10
Arr & Dep Fitzpatrick St	8.36	1.52	1.59	10.10	10.15
Arr & Dep Canterbury Rd & Gibson Ave	8.42	1.58	2.05	10.15	10.20
Arr & Dep Milperra Bridge	8.48	2.04	2.11	10.20	10.25
Arr & Dep Ashford Ave	8.53	2.09	2.16	10.25	10.30
Arr & Dep Bullecourt & Ashford Aves	8.56	2.12	2.19	10.30	10.35
Arr & Dep Horsley Rd & Beaconsfield St	9.01	2.17	2.24	10.35	10.40
Arr & Dep Panania Station	9.04	2.20	2.27	10.40	10.45
Arr & Dep Fitzpatrick St	9.09	2.25	2.32	10.45	10.50
Arr & Dep Canterbury Rd & Gibson Ave	9.14	2.30	2.37	10.50	10.55
Arr & Dep Milperra Bridge	9.18	2.34	2.41	10.55	11.00
Arr & Dep Ashford Ave	9.23	2.39	2.46	11.00	11.05
Arr & Dep Bullecourt & Ashford Aves	9.28	2.44	2.51	11.05	11.10
Arr & Dep Horsley Rd & Beaconsfield St	9.33	2.49	2.56	11.10	11.15
Arr & Dep Panania Station	9.36	2.52	2.59	11.15	11.20
Arr & Dep Fitzpatrick St	9.41	2.57	3.04	11.20	11.25
Arr & Dep Canterbury Rd & Gibson Ave	9.44	3.00	3.07	11.25	11.30
Arr & Dep Milperra Bridge	9.48	3.04	3.11	11.30	11.35
Arr & Dep Ashford Ave	9.53	3.09	3.16	11.35	11.40
Arr & Dep Bullecourt & Ashford Aves	9.56	3.12	3.19	11.40	11.45
Arr & Dep Horsley Rd & Beaconsfield St	10.01	3.17	3.24	11.45	11.50
Arr & Dep Panania Station	10.04	3.20	3.27	11.50	11.55
Arr & Dep Fitzpatrick St	10.09	3.25	3.32	11.55	12.00
Arr & Dep Canterbury Rd & Gibson Ave	10.13	3.29	3.36	12.00	12.05
Arr & Dep Milperra Bridge	10.18	3.34	3.41	12.05	12.10
Arr & Dep Ashford Ave	10.23	3.39	3.46	12.10	12.15
Arr & Dep Bullecourt & Ashford Aves	10.28	3.44	3.51	12.15	12.20
Arr & Dep Horsley Rd & Beaconsfield St	10.33	3.49	3.56	12.20	12.25
Arr & Dep Panania Station	10.36	3.52	3.59	12.25	12.30
Arr & Dep Fitzpatrick St	10.41	3.57	4.04	12.30	12.35
Arr & Dep Canterbury Rd & Gibson Ave	10.44	4.00	4.07	12.35	12.40
Arr & Dep Milperra Bridge	10.48	4.04	4.11	12.40	12.45
Arr & Dep Ashford Ave	10.53	4.09	4.16	12.45	12.50
Arr & Dep Bullecourt & Ashford Aves	10.56	4.12	4.19	12.50	12.55
Arr & Dep Horsley Rd & Beaconsfield St	11.01	4.17	4.24	12.55	13.00
Arr & Dep Panania Station	11.04	4.20	4.27	13.00	13.05
Arr & Dep Fitzpatrick St	11.09	4.25	4.32	13.05	13.10
Arr & Dep Canterbury Rd & Gibson Ave	11.13	4.29	4.36	13.10	13.15
Arr & Dep Milperra Bridge	11.18	4.34	4.41	13.15	13.20
Arr & Dep Ashford Ave	11.23	4.39	4.46	13.20	13.25
Arr & Dep Bullecourt & Ashford Aves	11.28	4.44	4.51	13.25	13.30
Arr & Dep Horsley Rd & Beaconsfield St	11.33	4.49	4.56	13.30	13.35
Arr & Dep Panania Station	11.36	4.52	4.59	13.35	13.40
Arr & Dep Fitzpatrick St	11.41	4.57	5.04	13.40	13.45
Arr & Dep Canterbury Rd & Gibson Ave	11.44	5.00	5.07	13.45	13.50
Arr & Dep Milperra Bridge	11.48	5.04	5.11	13.50	13.55
Arr & Dep Ashford Ave	11.53	5.09	5.16	13.55	14.00
Arr & Dep Bullecourt & Ashford Aves	11.56	5.12	5.19	14.00	14.05
Arr & Dep Horsley Rd & Beaconsfield St	12.01	5.17	5.24	14.05	14.10
Arr & Dep Panania Station	12.04	5.20	5.27	14.10	14.15
Arr & Dep Fitzpatrick St	12.09	5.25	5.32	14.15	14.20
Arr & Dep Canterbury Rd & Gibson Ave	12.13	5.29	5.36	14.20	14.25
Arr & Dep Milperra Bridge	12.18	5.34	5.41	14.25	14.30
Arr & Dep Ashford Ave	12.23	5.39	5.46	14.30	14.35
Arr & Dep Bullecourt & Ashford Aves	12.28	5.44	5.51	14.35	14.40
Arr & Dep Horsley Rd & Beaconsfield St	12.33	5.49	5.56	14.40	14.45
Arr & Dep Panania Station	12.36	5.52	5.59	14.45	14.50
Arr & Dep Fitzpatrick St	12.41	5.57	6.04	14.50	14.55
Arr & Dep Canterbury Rd & Gibson Ave	12.44	6.00	6.07	14.55	15.00
Arr & Dep Milperra Bridge	12.48	6.04	6.11	15.00	15.05
Arr & Dep Ashford Ave	12.53	6.09	6.16	15.05	15.10
Arr & Dep Bullecourt & Ashford Aves	12.58	6.14	6.21	15.10	15.15
Arr & Dep Horsley Rd & Beaconsfield St	13.03	6.19	6.26	15.15	15.20
Arr & Dep Panania Station	13.06	6.22	6.29	15.20	15.25
Arr & Dep Fitzpatrick St	13.11	6.27	6.34	15.25	15.30
Arr & Dep Canterbury Rd & Gibson Ave	13.14	6.30	6.37	15.30	15.35
Arr & Dep Milperra Bridge	13.18	6.34	6.41	15.35	15.40
Arr & Dep Ashford Ave	13.23	6.39	6.46	15.40	15.45
Arr & Dep Bullecourt & Ashford Aves	13.28	6.44	6.51	15.45	15.50
Arr & Dep Horsley Rd & Beaconsfield St	13.33	6.49	6.56	15.50	15.55
Arr & Dep Panania Station	13.36	6.52	6.59	15.55	16.00
Arr & Dep Fitzpatrick St	13.41	6.57	7.04	16.00	16.05
Arr & Dep Canterbury Rd & Gibson Ave	13.44	7.00	7.07	16.05	16.10
Arr & Dep Milperra Bridge	13.48	7.04	7.11	16.10	16.15
Arr & Dep Ashford Ave	13.53	7.09	7.16	16.15	16.20
Arr & Dep Bullecourt & Ashford Aves	13.58	7.14	7.21	16.20	16.25
Arr & Dep Horsley Rd & Beaconsfield St	14.03	7.19	7.26	16.25	16.30
Arr & Dep Panania Station	14.06	7.22	7.29	16.30	16.35
Arr & Dep Fitzpatrick St	14.11	7.27	7.34	16.35	16.40
Arr & Dep Canterbury Rd & Gibson Ave	14.14	7.30	7.37	16.40	16.45
Arr & Dep Milperra Bridge	14.18	7.34	7.41	16.45	16.50
Arr & Dep Ashford Ave	14.23	7.39	7.46	16.50	16.55
Arr & Dep Bullecourt & Ashford Aves	14.28	7.44	7.51	16.55	17.00
Arr & Dep Horsley Rd & Beaconsfield St	14.33	7.49	7.56	17.00	17.05
Arr & Dep Panania Station	14.36	7.52	7.59	17.05	17.10
Arr & Dep Fitzpatrick St	14.41	7.57	8.04	17.10	17.15
Arr & Dep Canterbury Rd & Gibson Ave	14.44	8.00	8.07	17.15	17.20
Arr & Dep Milperra Bridge	14.48	8.04	8.11	17.20	17.25
Arr & Dep Ashford Ave	14.53	8.09	8.16	17.25	17.30
Arr & Dep Bullecourt & Ashford Aves	14.58	8.14	8.21	17.30	17.35
Arr & Dep Horsley Rd & Beaconsfield St	15.03	8.19	8.26	17.35	17.40
Arr & Dep Panania Station	15.06	8.22	8.29	17.40	17.45
Arr & Dep Fitzpatrick St	15.11	8.27	8.34	17.45	17.50
Arr & Dep Canterbury Rd & Gibson Ave	15.14	8.30	8.37	17.50	17.55
Arr & Dep Milperra Bridge	15.18				

Route M90 Liverpool to Burwood
via UWS Milperra, Bankstown & Strathfield

Monday to Friday

map ref	Route Number	M90	M90	913	M90	M90	M90	M90	M90	M90	M90	M90	M90
A	Liverpool Interchange (Stand 11)	5.10	5.30	5.50	6.00	8.00	8.10						
B	Liverpool Westfield (George St)					8.11	8.21						
C	Moorebank (Newbridge Rd & Nuwara Rd)	5.21	5.41	6.01	6.11	8.15	8.25						
D	Newbridge Rd & Henry Lawson Dr	5.25	5.45	6.05	6.15	8.21	8.30						
E	UWS Milperra (Bullecourt Ave)	5.30	5.50	6.10	6.20	8.29	8.38						
F	Milperra Rd & The River Rd	5.37	5.57	6.17	6.27	8.42	8.51						
G	Bankstown Interchange (Stand E)	5.03	5.23	5.31	5.43	8.48	8.51						
H	Centro Bankstown (Stand 2)					8.55	8.54						
I	Greenacre (Boronia Rd & Noble Ave)	5.14	5.34	5.54	6.00	9.02	9.00						
J	Chullora Marketplace (Waterloo Rd)	5.20	5.40	6.00	6.08	9.11	9.11						
K	Strathfield South Shops (Hume Hwy)	5.26	5.46	5.56	6.06	9.16	9.16						
L	The Boulevarde & Hume Highway	5.30	5.50	6.10	6.18	9.26	9.26						
M	Strathfield Station (Albert Rd)	5.38	5.58	6.10	6.18	9.38	9.38						
N	Burwood Westfield												

Monday to Friday (cont...)

map ref	Route Number	M90	M90	M90	913	M90	M90	M90	M90	913	M90	M90	M90	913
A	Liverpool Interchange (Stand 11)	8.20	8.30	8.45	9.00	9.10	9.25	9.40	10.00	10.15	10.30	10.45	10.55	11.10
B	Liverpool Westfield (George St)					9.15	9.20	9.45	10.10	10.26	10.41	10.56	11.15	11.30
C	Moorebank (Newbridge Rd & Nuwara Rd)	8.35	8.45	9.01	9.16	9.31	9.46	10.01	10.16	10.31	10.46	11.01	11.16	11.31
D	Newbridge Rd & Henry Lawson Dr	8.40	8.50	9.07	9.22	9.37	9.52	10.07	10.22	10.37	10.52	11.07	11.22	11.37
E	UWS Milperra (Bullecourt Ave)	8.48	8.58	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
F	Milperra Rd & The River Rd	9.01	9.11	9.28	9.43	9.58	10.13	10.28	10.43	10.58	11.13	11.28	11.43	11.58
G	Bankstown Interchange (Stand E)	9.04	9.14	9.31	9.35	9.46	10.01	10.16	10.31	10.46	11.01	11.16	11.31	11.46
H	Centro Bankstown (Stand 2)	9.13	9.23	9.39	9.54	10.09	10.24	10.39	10.54	11.09	11.24	11.39	11.54	12.09
I	Greenacre (Boronia Rd & Noble Ave)	9.20	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15
J	Chullora Marketplace (Waterloo Rd)	9.28	9.38	9.51	9.59	10.06	10.21	10.36	10.51	11.06	11.21	11.36	11.51	12.06
K	Strathfield South Shops (Hume Hwy)	9.32	9.42	9.55	10.03	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10
L	The Boulevarde & Hume Highway	9.42	9.52	10.03	10.11	10.18	10.33	10.48	11.03	11.18	11.33	11.48	12.03	12.11
M	Strathfield Station (Albert Rd)	9.54	10.04	10.14	10.29	10.44	10.59	11.14	11.29	11.44	11.59	12.14	12.24	12.34
N	Burwood Westfield													

Explanations

H - Route 913 service operates through Chullora from Boronia Rd via Highview Ave, Chiswick Rd, Hillcrest Ave, Cardigan Rd, Noble Ave, Shellcote Rd, Norfolk Rd and Roberts Rd to Liverpool Rd.
 --- Journey does not operate past this timing point.
 A - This service is usually operated by a wheelchair accessible bus.

Route M90 Liverpool to Burwood
via UWS Milperra, Bankstown & Strathfield

Weekends & Public Holidays*

map ref	Route Number	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90
A	Liverpool Interchange (Stand 11)	T6.20	T7.15	7.55	8.15	8.35	8.55	9.10	9.30	9.50				
B	Liverpool Westfield (George St)					9.15	9.35	9.55						
C	Moorebank (Newbridge Rd & Nuwara Rd)	T6.31	T7.26	8.06	8.26	8.46	9.06	9.26	9.46	10.06				
D	Newbridge Rd & Henry Lawson Dr	T6.36	T7.31	8.11	8.31	8.51	9.11	9.31	9.51	10.11				
E	UWS Milperra (Bullecourt Ave)	T6.42	T7.37	8.17	8.37	8.57	9.17	9.37	9.57	10.17				
F	Milperra Rd & The River Rd	T6.50	T7.45	8.25	8.45	9.05	9.25	9.45	10.05	10.25				
G	Bankstown Interchange (Stand E)	T6.48	T7.03	7.18	7.38	7.58	8.18	8.38	8.58	9.18	9.38	9.58	10.18	10.38
H	Centro Bankstown (Stand 2)	T6.51	T7.06	7.21	7.41	8.01	8.21	8.41	9.01	9.21	9.41	10.01	10.21	10.41
I	Greenacre (Boronia Rd & Noble Ave)	T6.59	T7.14	7.29	7.49	8.09	8.29	8.49	9.09	9.29	9.49	10.09	10.29	10.49
J	Chullora Marketplace (Waterloo Rd)	T6.05	T7.20	7.35	7.55	8.15	8.35	8.55	9.15	9.35	9.55	10.15	10.35	10.55
K	Strathfield South Shops (Hume Hwy)	T6.11	T7.11	7.26	7.41	8.01	8.21	8.41	9.01	9.21	9.41	10.01	10.21	10.41
L	The Boulevarde & Hume Highway	T6.15	T7.15	7.30	7.45	8.05	8.25	8.45	9.05	9.25	9.45	10.05	10.25	10.45
M	Strathfield Station (Albert Rd)	T6.23	T7.23	7.38	7.53	8.13	8.33	8.53	9.13	9.33	9.53	10.13	10.33	10.53
N	Burwood Westfield			8.04	8.24	8.44	9.04	9.24	9.44	10.04	10.24	10.44	11.04	11.24

Weekends & Public Holidays* (cont...)

map ref	Route Number	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90	M90
A	Liverpool Interchange (Stand 11)	10.10	10.30	10.50	11.10	11.30	11.50	12.10	12.30	12.50	1.10	1.30	1.50	2.10
B	Liverpool Westfield (George St)	10.15	10.35	10.55	11.15	11.35	11.55	12.15	12.35	12.55	1.15	1.35	1.55	2.15
C	Moorebank (Newbridge Rd & Nuwara Rd)	10.26	10.46	11.06	11.26	11.46	12.06	12.26	12.46	1.06	1.26	1.46	2.06	2.26
D	Newbridge Rd & Henry Lawson Dr	10.31	10.51	11.11	11.31	11.51	12.11	12.31	12.51	1.11	1.31	1.51	2.11	2.31
E	UWS Milperra (Bullecourt Ave)	10.37	10.57	11.17	11.37	11.57	12.17	12.37	12.57	1.17	1.37	1.57	2.17	2.37
F	Milperra Rd & The River Rd	10.45	11.05	11.25	11.45	12.05	12.25	12.45	1.05	1.25	1.45	2.05	2.25	2.45
G	Bankstown Interchange (Stand E)	10.58	11.18	11.38	11.58	12.18	12.38	12.58	1.18	1.38	1.58	2.18	2.38	2.58
H	Centro Bankstown (Stand 2)	11.01	11.21	11.41	12.01	12.21	12.41	1.01	1.21	1.41	2.01	2.21	2.41	3.01
I	Greenacre (Boronia Rd & Noble Ave)	11.09	11.29	11.49	12.09	12.29	12.49	1.09	1.29	1.49	2.09	2.29	2.49	3.09
J	Chullora Marketplace (Waterloo Rd)	11.15	11.35	11.55	12.15	12.35	12.55	1.15	1.35	1.55	2.15	2.35	2.55	3.15
K	Strathfield South Shops (Hume Hwy)	11.21	11.41	12.01	12.21	12.41	1.01	1.21	1.41	2.01	2.21	2.41	3.01	3.21
L	The Boulevarde & Hume Highway	11.25	11.45	12.05	12.25	12.45	1.05	1.25	1.45	2.05	2.25	2.45	3.05	3.25
M	Strathfield Station (Albert Rd)	11.33	11.53	12.13	12.33	12.53	1.13	1.33	1.53	2.13	2.33	2.53	3.13	3.33
N	Burwood Westfield	11.44	12.04	12.24	12.44	1.04	1.24	1.44	2.04	2.24	2.44	3.04	3.24	3.44

Explanations

T - Trips highlighted, or portions of trips highlighted, operate on Saturday only and do not operate on Sundays and public holidays.
 --- Journey does not operate past this timing point.
 A - 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.

*** Weekends and Public Holidays**

The Sunday timetable operates on all Public Holidays except Easter Saturday when the Saturday timetable operates.

