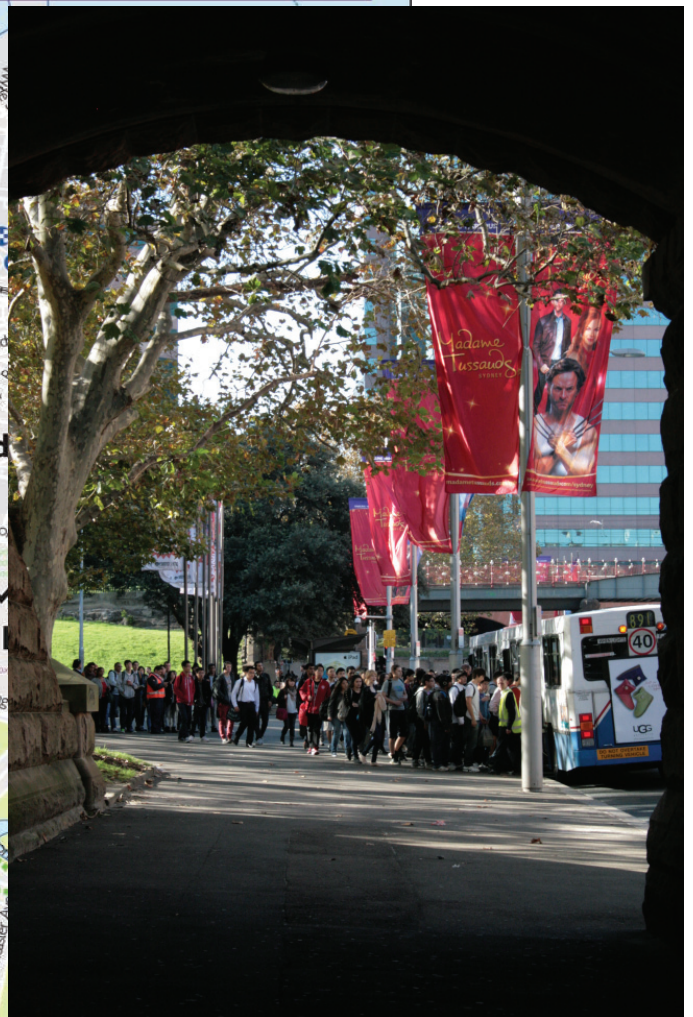


# The Times

May 2012

A journal of transport timetable history and analysis



**Inside:** Australia's busiest bus route  
Letters galore  
How Campbelltown moved ahead

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# The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

May 2012

Issue No. 339 Vol 29 No. 05

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***What Do Passengers Do During Travel Time? Structured Observations on Buses and Trains*** This study reports on 812 adult passengers in Wellington, New Zealand. Researchers recorded passenger characteristics and behavior over a 4-minute period, on a range of routes and times, using 12 pre-set codes. Most passengers (65.3%) were "looking ahead/out the window" at some point in the observation period, more on buses than on trains. About one-fifth of all passengers observed were seen reading, more on trains. Other activities included listening on headphones, talking, texting, and sleeping/eyes closed. Activities were compared on the basis of gender, age group, mode, and time of day.

Who ever would have believed it? I suppose that the most striking finding about Wellingtonites is that they don't seem to use smart-phone apps. By my own observations in Sydney, the proportion following this activity in 2012 is about 70%. Your taxes fund interesting studies like this. (<http://www.nctr.usf.edu/wp-content/uploads/2011/10/JPT14.3Russell.pdf>). Thanks to Tony Bailey for uncovering this paper..

**Contributors** The Times Tony Bailey (4), William Leith, Albert Isaacs (2), Jim Stokes, Robert Henderson, Geoff Hassall, Geoff Lambert 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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# Timetable Guru of the world's busiest railway

Submitted by **TONY BAILEY**

**T**ell Pei Jiyang that you need to travel by train from Beijing to other cities in the country and he can list the transfer stations, train numbers and whether you will be standing, sitting or sleeping during each part of the journey.

The 22-year old philosophy student from Peking University is so familiar with the country's railway network that during the annual Spring Festival transport peak, hundreds of students sent him an online SOS to help them book train tickets between major centers by routing them through smaller, less busy cities.

"Philosophy studies require me to analyze a problem from every possible angle," said Pei. "Similarly, by designing detours, I'm exploring new routes between two cities other than the direct train."

He booked train tickets for about 200 people during this year's festival. In fact, Pei has been working as a volunteer train ticket salesperson at the ticketing office in Peking University since the summer of 2009. He was able to help 100 to 200 people get tickets every day at the office.

Pei's familiarity with the railway network partly comes from his experience of traveling tens of thousands of kilometers across China by train in the past three years.

He has been to more than 200 cities, vis-

ited every province and autonomous region, as well as Hong Kong and Macao.

In Pei's treasure box are five albums containing more than 1,000 train tickets. The tickets are testimony to the railway fan's adventures into Nagqu Railway Station in the Tibet autonomous region, the highest railway station in the world, and Mohe Railway Station in the freezing northern corner of China [timetable and pictures below].

The special train tickets Pei has collected include one for a journey on a soft sleeper from East Harbin Station to Harbin Station. This may be the cheapest soft sleeper train journey, costing only 0.5 yuan (7 cents).

Pei's dorm is packed with 2,000 books, but he is not a bookworm. "Reading a lot and traveling a lot are both my goals during college years," said Pei, who has watched the passing scenery of mountains, deserts and oases by looking out of train windows.

"Many college students nowadays need to venture out of the ivory tower," said Pei.

In Pei's eyes, selling train tickets in the small ticketing office is another way to know about the world. "

I have met customers from different walks and learned about their lives, migrant workers, pampering parents accompanying

their kids at college, and foreign teachers and students in my university," said Pei.

"And I have improved my communication skills through explaining complicated chopped up routes and detours to different people," Pei added.

Yi Ziyi, 21, is one of those who has seen Pei accomplish a "mission impossible" to help them get train tickets home during Spring Festival. The English major at Peking University said Pei is a legend at school.

Letters expressing gratitude for Pei's help have been among the top 10 hot articles on the university's BBS.

Xiang Qin, 55, a retired ticket saleswoman who used to work at Beijing Railway Station, is Pei's teacher for ticket selling. "Pei has managed to memorize what I have worked on for 20 years," said Xiang.

Xiang admitted that she was curious why Pei, a student from a top university in China, would be interested in selling train tickets.

"But after I saw how he had designed innumerable routes, I came to realize that a seemingly trivial job can also be made into an art of profound skills, as long as you take it seriously," said Xiang.

TrainNo	From	From (in Chinese)	DeptTime	To	To (in Chinese)	ArrTime	Distance (km)	Total Time (hh:mm)
<a href="#">2667</a>	<a href="#">Dalian</a>	大连	8:13	<a href="#">Mohe</a>	漠河	20:16	-	36:03:00
<a href="#">6246</a>	<a href="#">Gulian</a>	古莲	10:42	<a href="#">Jiagedaqi</a>	加格达奇	22:04	-	11:22
<a href="#">6245</a>	<a href="#">Qiqihar</a>	齐齐哈尔	10:51	<a href="#">Gulian</a>	古莲	9:41	-	22:50
<a href="#">K7042</a>	<a href="#">Mohe</a>	漠河	19:46	<a href="#">Harbin</a>	哈尔滨	14:25	-	18:39
<a href="#">K7041</a>	<a href="#">Harbin East</a>	哈尔滨东	21:10	<a href="#">Mohe</a>	漠河	18:32	-	21:22
<a href="#">2668</a>	<a href="#">Mohe</a>	漠河	21:50	<a href="#">Dalian</a>	大连	13:59	-	40:09:00



# Chaos and the tidy mind

Submitted by TONY BAILEY— review by WILLIAM LEITH

William Leith

The Genius in My Basement

In this book, Alexander Masters, the unusual biographer, is living in Cambridge, having written *Stuart: A Life Backwards*, the story of a homeless man with a disordered mind. Masters lives on the ground floor of a house on Jesus Green; below him, in the basement flat, is Simon Norton, who owns the building. Norton's flat is so incredibly untidy, so absolutely revoltingly messy, that I can't go into it now; I'll spend a couple of paragraphs on it in due course. More importantly, Norton is one of the cleverest mathematicians in the world. Possibly the cleverest. So Masters decides to write his biography.

Stuart, who lived his life backwards, had a messy mind; Simon Norton has a messy flat. This flat, as Masters tells it, looks like a total disaster. Trying to get into it is difficult enough, because there are holes in the stairs, and no light switch to hand. The lavatory has somehow broken through the floor, and sunk, even though it is still, at the start of the book, semi-functional. When Norton needs to use it, he 'teeters his toes to the edge of the broken woodwork — and waters the blackness'.

Mostly, the basement seems to be a container for layer upon layer of stuff in plastic bags — documents, bits of paper, and lots of bus tickets. Masters calls it 'the excavation.' He says: 'It's easier in here to describe where the paper, plastic bags and books are not than where they are: they're not on the ceiling.' Next, there's the

kitchen. Norton eats only a few things — takeaway chicken biryani or chicken in black bean sauce, and a dish he cooks himself, using tinned mackerel and some kind of rice that, Masters keeps saying, stinks. Here, where Norton prepares, or at least unpacks, his food, there are livid curry-based stains, and 'curtains of grease moving down the sides of the sink like textured glass.'

There's more. Norton is not a fastidious shaver; his shoes are 'rotten'; he is not in thrall to the normal person's clothes-changing schedule. 'He burps.' And so on. Which is all quite interesting. But then Masters says something that really made me sit up. Norton doesn't have a messy mind. He has an incredibly tidy mind. The tidiness of his mind is almost superhuman. That's why the rest of his life is such a mess of curry stains and rotten shoes. 'Everybody is messy somehow, and there's no other place for Simon to store his quota,' says Masters. So he stores it outside his mind.

Now for the challenge — to look inside Simon Norton's mind. Masters concedes that this is a difficult task. Of course it's a difficult task — to write about the pathological neatness, the endless shiny surfaces, of the mind of a genius-level mathematician. Unlike the subjects of most biographers, Norton's mind is not a writhing mass of lust and greed. It's a silent realm of solved equations — equations, what's more, which have been solved instinctively, with no visible working. What a mind! It's a strange, slightly eerie place to visit.

There are facts. Norton, Masters tells us, is Jewish, comes from a family with a jewellery business, and went to Eton, where he took a maths degree on the side, getting a First. Then he went to Cambridge, where he got another First, and joined the maths department, where he was brilliant. Then, after a while, everything seemed to go wrong. Norton's contract was not renewed. **He became obsessed with public transport. He began to spend a lot of time travelling around the country on buses. He has perfect recall of timetables and numbers, going back decades.** Now he's in his late fifties. What happened? Did he stop doing maths?

Masters discovers something really fascinating. Norton did not stop doing maths. It's just that he's searching for the answer to a puzzle that's taking decades to solve. He is trying to understand symmetry — the concept, in maths, that, when one thing happens, another thing will always happen. He's trying to understand the meaning of 'always.' In one sense, this involves lots and lots of numbers piling up, a rubble of numbers that must constantly be tended to, tidied away, and arranged in orderly rows. In another sense, it's a search for the meaning of reality itself. Or, as Norton puts it, 'the voice of God'. This is a playful book. It's also a brilliant book. You won't forget the sunken loo, the broken stairs or the curry stains. You won't forget this strange man, with his poor shaving technique and his *encyclopaedic knowledge of bus time-tables*. And you might think about maths in a way you've never thought about maths before.

## Tricky Dicky

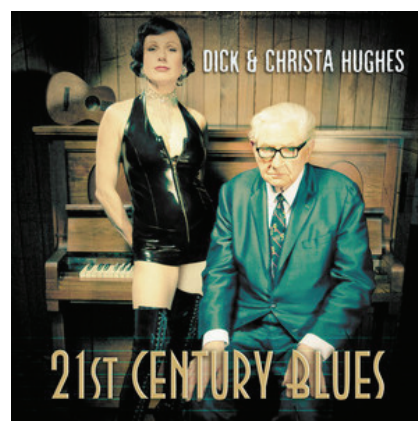
ALBERT ISAACS *and* THE EDITOR

Due to a mix-up with the snaps at The Chemist's, one of the happy snaps from Albert Isaacs' article in the March issue was missing. Here now is the picture, with the otherwise mysterious words from the article.

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.)

Editor's note: Christa's father, at least, was sometimes disapproving of his daughter in her more extreme moments.





# Trouble at Mill

Web-site argy-bargy submitted by **TONY BAILEY**

**D**B Kursbuch table Berlin Ost - Köln  
Having a few trips to Germany planned and since the very useful DB version of Hafas Pocket is no more I decided to download some appropriate *Kursbuch* tables to take instead. Although it isn't vital, I have completely failed to find a table which shows the ICE services to Köln leaving Berlin Ostbahnhof. I can find them *en route* with the indication that they are from Berlin but nowhere can I find a table with departure times from Berlin. I can find the times elsewhere, no problem, but this has started to really annoy me. Surely the Berlin times for these trains must appear somewhere in the *Kursbuch*? I do already know about the offline abilities of the DB Navigator 'app' **but there's nothing like a proper timetable!** Any ideas anyone?

Re: DB Kursbuch table Berlin Ost - Köln  
I see what you mean. It appears to be much worse than that - as far as I can see, most

of the routes showing just long distance services in tabular form seem to have disappeared from the electronic *Kursbuch*. For example, I can't find a table for services on the Frankfurt-Köln NBS. Has DB Fernverkehr decided that its passengers don't want to consult a "proper" timetable? Is the electronic *Kursbuch* becoming a DB Regio product? Worrying.

Re: [european-rail-discussion] DB Kursbuch table Berlin Ost - Köln. Have you had a look at KBS970 website? If you click on 'Kursbuch' you can eventually get a full list of the current timetable pages by table number, and these can be printed off.

Editor's note: See these web-sites:

[http://www.bahn.de/p/view/buchung/karten/kubu\\_updates\\_index.shtml](http://www.bahn.de/p/view/buchung/karten/kubu_updates_index.shtml)

<http://www.bahn.de/i/view/GBR/en/index.shtml>

<http://www.kbs970.de/kursbuch.html>



Images from the *Kursbuch*—oh yes they are!



# Risdon Worker's train

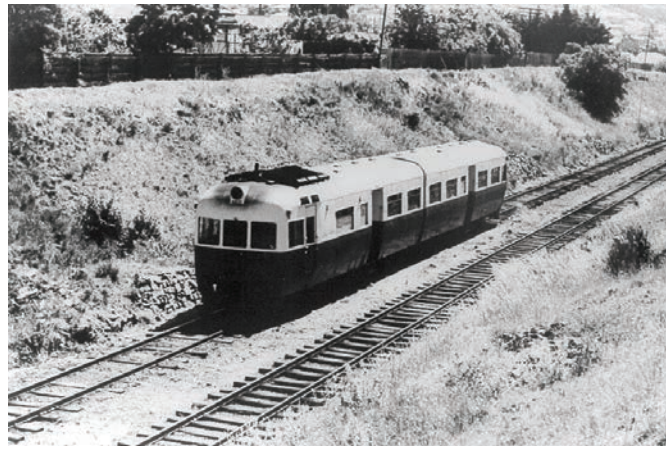
Letter from by **JIM STOKES**

**A**s Editor you treat carping pedants amongst your readership with such exemplary courtesy that I am emboldened to point out that the train on the front cover of the March issue is not actually going to Glenorchy. It is in fact the 7.10 am Hobart – Risdon industrial workers train approaching Moonah station on 20 October 1947. The train engine is a DS class 2-6-4 tank (ex New Zealand Railways Wf class) and the pilot is a C class 2-6-0. With a seat capacity of around 860 it must have been one of the biggest subur-

ban trains to regularly operate in Australia, although other trains would have carried more standing passengers. On the return journey the pilot engine banked the train in the rear as far as Moonah and then returned to Derwent Park Jct for shunting. The DS engines were replaced by Q class 4-8-2s around 1948, but the train continued to be piloted by a 2-6-0 until the grade on the Risdon branch was eased by the construction of the Lutana viaduct in 1954. The train was so big because it carried both day and day shift workers to the Electrolytic

Zinc plant at Risdon; in the afternoon two separate trains were provided to take the workers home. Given the way the passengers were packed in your concern about them feeling cold was probably unnecessary, while the fact that the engines were being worked hard on Tasmanian coal would have discouraged open windows.

*Editor's note. In the light of this, then, it is perhaps best if readers do not know how the Tas. State Library captioned the two photos below ("electric train", anyone?).*



# How the suburb of Campbelltown became a City

Bus and train timetables for an outer suburban growth area, by **ROBERT HENDERSON**

In the article about Roger Graham and Westbus' Smithfield & Bonnyrigg bus timetable in the April 2011 issue of *The Times*, I made passing mention of the restructured routes and timetables of Campbelltown Transit Company, which came into force in 1967 at the time of the rapid population growth of Campbelltown and its shift away from its previous rural and agricultural background.

In early 1967 Roger Graham became one of the joint owners of Campbelltown Transit Company, along with Dick Rowe (later of Busways fame) and Jim Newport (later associated with Delwood Bus Co). Roger was responsible for the new routes and timetables later in 1967. He was also the resident manager of the Campbelltown operation for three years or so, until the Rowe family assumed full control in 1970.

While working at Busways, I discovered a cutting from the local newspaper for September 1967, which described the changes that occurred when the 1967 timetable came into force.

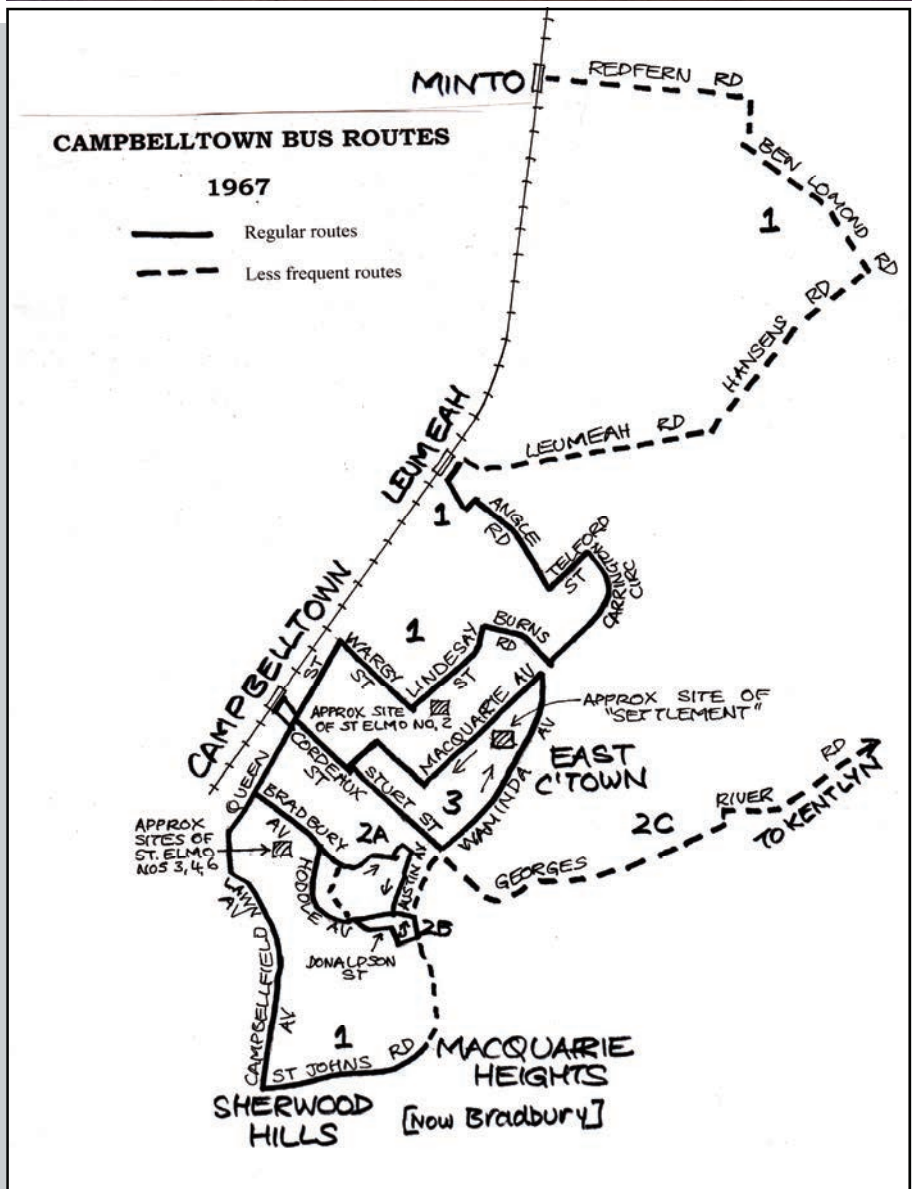
Here is what that paper said.

## EXTRA BUSES, NEW ROUTES IN MAJOR CHANGES

Bus services in the Campbelltown area will be completely altered as from next week. This was announced yesterday by the managing director of Campbelltown Transit Company Pty Ltd, Mr. Roger Graham. Mr. Graham said that completely new bus routes, destinations, timetables and fares would commence Monday next, September 11.

Features of the new service include more frequent and regular timetables in all areas of Campbelltown. The improvements that are to be introduced follow from lengthy discussions between Mr. Graham and the Department of Motor Transport.

Mr. Graham also held discussions with various members of Campbelltown Council including the Town Clerk, Mr. H J Daley. He says that these discussions were invaluable in assessing in what direction improvement would be made to existing services. Mr. Graham also paid special thanks to many other community leaders, as well as many passengers for their thoughtful and constructive suggestions.







Some aspects of the services are:

The introduction of a full Saturday afternoon service; earlier morning and later evening services; the introduction of a new service to Leumeah station from North Campbelltown; the introduction of a through-town service extending the full length of Queen Street, from Appin Rd to Warby Street (to be known as Route 1).

#### New routes

Route 1: This route is a through-town route extending from Macquarie Heights in the south to Leumeah station in the north (with certain journeys extended to Minto). It operates via Sherwood Hills, the swimming pool, the full length of Queen Street, Campbelltown station, North Campbelltown and the new Telford Street area to Leumeah station.

It incorporates the following previous routes: St Elmo No 2, Sherwood Hills and Macquarie Heights. The service operates right through until after 8.30 of a night and all day Saturdays. It is the first time that Sherwood Hills has had any Saturday service at all. It offers the residents of North Campbelltown the opportunity to connect with the train at either Leumeah station or Campbelltown station.

Routes 2A and 2B: These routes operate in the area previously covered by the St Elmo No 3 and 4 and the St Elmo No 6 buses. They continue to give a regular frequency (every 30 minutes on Monday to Friday, every 20 minutes on Saturday morning). A service also operates on Saturday afternoon.

Kentlyn buses (Route 2C) will also operate in future via Hoddle Avenue. Buses to Kentlyn will in future operate along the full length of Queen Street turning off at Bradbury Avenue. This will enable shop-

pers to join buses at any point in the shopping area. There are extra journeys to Kentlyn during the peak hours, as well as on Saturday afternoons.

Route 3: This route operates to East Campbelltown and covers the previous Settlement bus route. However, all buses will operate via the Club Hotel (Cordeaux Street). Previously the bus used to operate via either Cordeaux Street or the Court House and this used to cause great confusion to passengers. Upon introduction of the new timetable, there will be a later journey at night on Mondays to Fridays and the service on Saturdays will continue through until after 2 pm.

The 11 September 1967 timetable was apparently subject to some adjustment after a few weeks' operation. Shown on page 8 is one of the adjusted timetables - for Route 1 as from 12 October 1967 - together with a map of the new routes. While Routes 1, 2, 3, etc were shown on

the printed timetables, the licensed route number was 93.

#### The St Elmo estates

This newspaper article gives a clue as to how much Campbelltown had changed in the few years immediately prior to these bus route changes. The "St Elmo" bus destinations refer to estates that had grown up during the 1950s within a kilometre or so of Campbelltown railway station. These estates doubled the size of the township within that decade, and set the foundations for the city of the future.

The mastermind behind the St Elmo dream was Neil McLean. After the war, he leased the historic St Elmo House at the top of Broughton Street, and ran his "Ronross Hatcheries" poultry business on the nearby hillsides. But in 1948, disease struck his entire stock and the fowls had to be destroyed.

Down, but not out, McLean turned his

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### ST ELMO ESTATE No 2

We thank all those people who contacted us from our previous advertisement. You welcomed glorious St Elmo Estate - we and Campbelltown welcome you. If you desire to cease paying exorbitant rents for rooms, holiday cottages, etc, we offer you a Brand New Home, 50 mins from Sydney, HWS, electricity, sewered for £200 deposit and approx £5/5/ per week for 22 years and you are BUYING YOUR OWN HOME and living like human beings. A limited number of NO-DEPOSIT Purchases - that is, buy your home out of weekly rental - will be considered to selected tenants.

Call or write to:





## EXPLANATION OF SIGNS

- A—Denotes Club Hotel, depart.  
 B—Denotes diverts via Dumaresq, Lindesay and Cordeaux Streets.  
 C—Denotes operates via Chamberlain Street in lieu of Warby Street.  
 D—Denotes operates direct along Lindesay Street. Does not divert via Burns Road and Carrington Circuit.  
 E—Denotes this journey extended to Macquarie Heights via Swimming Pool.  
 F—Denotes this journey commences from Swimming Pool stop approx. 8 minutes earlier.  
 H—Denotes Court House, arrive or depart.  
 L—Denotes divert from Queen Street via Chamberlain Street, Rudd Road, Thomas and Dan Streets to Lindesay Street (during school term only).  
 M—Denotes to or from Minto.  
 N—Denotes Loop Service. Operates via Bradbury and Hoddle Avenues, St. John's Road, Campbellfield, and Lawn Avenues, The Parkway and Appin Road back to Campbelltown.  
 P—Denotes Mawson Park, arrive or depart.  
 Q—Denotes the Corner of St. John's Road and Campbellfield Avenue, depart.  
 R—Denotes G. & G. Store, depart.  
 X—Denotes diverts via Campbellfield, Fern and Evergreen Avenues during School Term only.  
 Y—Denotes diverts from Lindsay Street via Dan, Thomas, Rudd and Chamberlain Streets, back to Lindesay Street.  
 Z—Denotes the corner of Pembroke Road and Ben Lomand Road, depart.

Patrick's College.

### Other estates

By 1957, the term St Elmo was being so widely used that the local newspaper was prompted to remind residents that they officially lived in Campbelltown. Eventually, during the 1960s, the St Elmo name started to fade from common use. However, the names of the St Elmo estates were still good enough for use on bus destination signs for some years to come, while Baker & Howell were still the bus proprietors.

It was not until after Baker & Howell sold their bus business on 13 May 1967 that alterations to destination names came into effect. This was when Dick Rowe, Jim Newport and Roger Graham bought the service and promptly renamed it Campbelltown Transit. The new owners set about altering routes and timetables, with the result that the timetables mentioned earlier came into force in September of that year.

In the meantime, March 1965 had seen the opening of another new estate, with Mayor Clive Tregear planting the first tree. This estate was named Sherwood Hills and it became the most famous of all Campbelltown's estates and brought a "new style of living" to the area. Sherwood Hills was promoted as a "modern residential development" surrounded by parkland. Also featured were underground electricity, elimination of front and paling fences, and a ban on red-tiled roofs. Gardening was encouraged by Lend Lease.

With this in mind, the earlier streets were named for "green" images, such as Lawn Avenue, Fern Avenue, Poplar Crescent, Evergreen Avenue and Pine Avenue. The estate's major arterial road, running alongside Fishers Ghost Creek, was named simply The Parkway.

### A city of new suburbs

Bradbury came into being in 1968, when an official suburb name was required for the newly built public school there. It replaced the estate names of Sherwood Hills and Macquarie Heights.

In recognition of the growth of the area, Minister for Local Government and Highways, the Hon Pat Morton MLA, declared a Campbelltown a City on 4 May 1968. That day coincided with the electrification of the Liverpool-Campbelltown railway and the introduction of a revised train timetable. The train timetable provided for through electric trains between the City and Campbelltown initially in weekday peak hours. The Lidcombe-Liverpool via Regents Park shuttle service was extended

from Liverpool to Campbelltown at all other times.

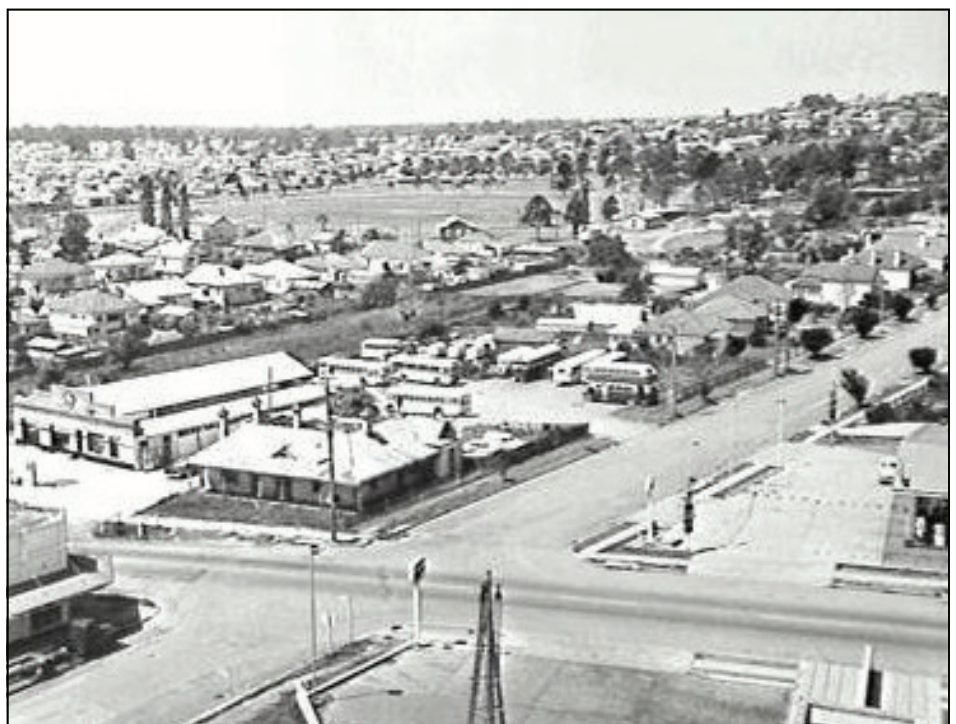
In the years since then, Campbelltown has continued to grow and develop, from 25,000 people in 1966, to 121,000 in 1986, to around 150,000 today. Since 1967, many suburbs have sprung up around Campbelltown, including Ruse in the late 1960s, Airds, Claymore, Ambarvale, Rosemeadow and St Helens Park in the 1970s, Glen Alpine in the 1980s and Blair Athol in the 1990s.

The huge expansion of the Campbelltown region prompted the extension of the East Hills railway line to Glenfield so that a faster and more reliable train service could be run between the City and Campbelltown, starting in 1987. That included duplication of the line between Riverwood and East Hills and more recently the quadruplication of the East Hills line as far as Revesby. The electric train service has also been extended from Campbelltown to Macarthur, a new station adjacent to the regional shopping centre at Macarthur Square.

The bus routes in Campbelltown are still run by the Rowe family, trading as Busways Campbelltown. Just as the rail timetable has been greatly amplified, Busways' timetables in and around Campbelltown have also kept pace with the expansion of the surrounding suburbs. The route network today is a far cry from that which Roger Graham planned in 1967.

### Note about the photo on page 3 of *The Times* for April 2011

While it is difficult to read, the destination sign on the double deck bus on the left of







## Faster than the average bus

Letter from **GEOFF HASSALL**

**T**he as-usual excellent article in The Times (month 2012) by Jim O'Neil (*Bus Routes North of the Hunter Valley Railway*) not only gave me extra insight into my adopted city, but also illustrated a problem with signage (in timetables and on both signposts and the buses themselves) of informing prospecting users which route provides the fastest service. This is surely imperative in an area that is trying to reinvent itself as a tourist destination, yet has a notoriously convoluted route structure such as Newcastle. But that's another story.

Suppose a visitor, unfamiliar with the area, alights from the train at Newcastle Station (despite what many locals seem to think, this does actually happen!), looking for a bus to Mount Hutton. The only route sign-posted as going to Mt Hutton is our friend, route 111. After a cook's tour of Mayfield, Waratah and Kotara, our visitor would not be impressed with our bus system to say the least. While it is true that buses on routes 310 & 320 (itself hardly direct) might be labelled "via Mt Hutton", there is nothing to say which provides the faster service, 111 or 310/20.

Some years ago, Sydney had a service similar to the 111, route 490, running from the city to Earlwood and then to Drummoyne (now long split into two). The then government service provider got around this neatly, I believe, by labelling the route "Earlwood AND Drummoyne" rather than "Drummoyne via Earlwood". That practice died out with the 490, and, despite my suggesting to Sydney Buses that some current Sydney routes should be so labelled, has never been resurrected. For (Newcastle) route 111 a label like "Mayfield, Charlestown and Mt Hutton" for the 111 (outbound) would be useful. Similarly route 100 could be labelled "University and Charlestown".

I am playing around with an idea to put to transport authorities, in conjunction with a better route structure, which should help casual bus users (which in Newcastle includes the majority of the population as well as tourists- when new timetables are produced, they are rushed- for "just in case the car is off the road"!).

This is the simple expedient of using block capitals to label, in all publicity, that part of a route that provides the fastest & most

direct service, and lower case letters (other than the first) for the rest. Thus current route 111 would be labelled in the city as City-Mayfield-MATER HOSPITAL-KOTARA-Charlestown-Mt Hutton, telling prospective users that the 111 provides the most direct service from the Mater to Kotara, but not on other sections of the route. Similarly route 100 would be labelled "CITY-MAYFIELD-UNIVERSITY-JESMOND-JOHN HUNTER HOSPITAL-CHARLESTOWN". This shows that the 100 provides the best service between intermediate destinations, but not necessarily between its extremities. Some local geographical knowledge would be needed in this case to differentiate it from routes such as 349 (CITY-CHARLESTOWN-BELMONT-SWANSEA), which provides the most direct service (more-or-less) all the way between outer suburban Swansea and the city.

This would not necessarily work for all routes, and would need a good publicity campaign, but it might just work. I'd be interested in knowing what members think.

## Withered Arms fall off

Letter from **ALBERT ISAACS**

**I**wish to point out a number of errors, inconsistencies and difficulties in the article on the Deep South of N.S.W., "The Withered Arms" (The Times, April 2012):

1. The heading "4. The Rock-Oaklands" is misleading as under this heading you also deal with the Victorian Oaklands-Yarrawonga line. Intriguingly, there is a history table attached to the article for the Oaklands-Yarrawonga line but not for The Rock-Oaklands. Despite what the Oaklands-Yarrawonga history table states, surely this line is still open as a standard gauge branch! All, or nearly all, of the "unknown" references on the table can be filled in with dates. The line opened on 15th August 1938 (<http://www.victorianrailways.net/vr%20history/history.html>). I think I'm right in suggesting that all the intermediate stations also opened on 15-08-38. Further, it could be argued (and I do so) that the date of 23-12-12 for the opening of Oaklands, in the context of the Yarrawonga line, is incorrect. This is the date for the opening of the The Rock line, but I would contend that as the The Rock and Yarrawonga lines were gauge isolated, Oaklands did not open until 15-08-38 for trains from the south. Ironi-

cally, although the line to The Rock has been closed for many years, standard gauge has now returned to Oaklands on account of the gauge conversion of the line from Yarrawonga.

As you may know, there was a pass service on the Yarrawonga-Oaklands line on two separate occasions. When the line opened, there was a rather rambling Mixed service. Then, in immediate post-war era, there was a weekly shopping service, operated by extending the PE (petrol-electric, later DERM [Diesel Electrical Rail Motor] rail motor from Yarrawonga, with balancing placement services, meaning that there were two trains in both directions per week, both on the same day (from memory, Friday). The PE connected with the CPH from The Rocks. When I was editor of The Times, the table for this PE service was illustrated. Both of these pass services had extremely short lives. (AATTC UK member Jim Fergusson collects and studies railways world-wide that had pass services for less than five years. Many years' ago

I alerted to Jim to the two Australian lines that had had pass services for less than five years on no less than two occasions - the other such line is Whyalla.)

2. Although there is verbiage about the Henty-Rand line (your Point 5), there is no history table attached.

3. Despite references on Wikipedia that the Tumarumba pass service was terminated and the line suspended (read: closed) in either 1974 or '75 (your article says '75) on account of washaways, the line still remained open to Ladysmith, i.e. on the Up side of the washaways. I travelled to Ladysmith on an AREA tour on the early 1980s.

4. The Kywong line was not closed until 1988 (not, as you suggest, 1975 which was the date of the termination of pass services). I travelled on this line in the '80s on a RTA tour. ([http://en.wikipedia.org/wiki/Kywong\\_railway\\_line](http://en.wikipedia.org/wiki/Kywong_railway_line)).

5. Similarly, the Rand line was not closed until 17th June 1987 (not, as you suggest, 1975 which was the date of the termination of pass services). I travelled on this line in the 80s on the same RTA tour. ([http://en.wikipedia.org/wiki/Rand\\_railway\\_line](http://en.wikipedia.org/wiki/Rand_railway_line)).

6. Again, the Corowa was closed in two sections (either side of Brocklesby) between 1988/89 [depending on your definition of closure] and 1991 (not, as you sug-

gest, 1975 which was the date of the termination of pass services). I travelled on this line a couple of times in the 70s & 80s with the AREA. ([http://en.wikipedia.org/wiki/Corowa\\_railway\\_line](http://en.wikipedia.org/wiki/Corowa_railway_line)).

7. I assume that the map on page 11 shows the contemporary rail scene, but a caption would have been useful in clarifying this.

Obviously, the TT map on page 3, is the better map and a good reference to places mentioned in the article. Nevertheless, as The Times is a TT-collectors' journal, a caption with the date of the map would have been useful.

I hope that all of this is taken as being constructive.

*The lesson for the Editor is one he should have known for decades— check the accuracy of secondary sources, such as the one he used to give the line opening and closing dates. In NSW, of course, closing dates, in a legal sense, do not really exist for many lines. Most of the lines in the article are still officially open.*

## The 891

By **GEOFF LAMBERT**, who joined the queue

**I**t's half past eight  
In Railway Square  
There's tension in the air  
Girls with curls and cultured pearls  
Are tearing out their hair  
While men with charm and outward calm  
Begin to damn and cuss  
Then with a roar  
They push and pour  
On to the Uni bus

Apologies to Bernard Bolan

I am waiting at the lights in Eddy Avenue with 50 other people. Every two minutes the **DON'T WALK** sign deigns to turn to **WALK** and we scurry across towards the seemingly endless queue of people 4 wide and nearly 150 metres long, stretching between the two tramway bridges. It is shuffling forward, but rather quickly—shuffling is not quite the right word. As I near the front of the queue, I discover the reason for its width. Passengers are entering 4 “races”, separated by rope barriers, at the end of each of which is a Green Machine, into which the throng are dipping their tickets. Beyond these, three marshalls and 2 security guards are shepherding the queues into both the front and rear doors of a line of buses, which are filling and departing in quick fleet mode, three at a time. Three buses depart and leave a gap. A marshall looks stricken and sprints off down to Pitt St to summon more. “Busy?”, I ask. “Too busy”, he says.

In my 8-minute wait, I count the equivalent of the departure of 18-single-unit buses, each with a standing load of about 50 passengers. That's 900 people in 8 minutes. On arrival at UNSW, the line of buses behind mine stretches over the brow of the hill and well down High St.

This scene occurs every day, especially early in the term before students can figure out which classes they can skip. It is repeated in a different form in the afternoon. The enrolment and staff complement at UNSW is about 52,000 and a considerable fraction of them travel on the 890 series bus services each day. The 890 series consists of the 890, 891, 892 and 895 buses. In the morning the 891 service from Central to UNSW (High St) vastly predomi-

nates. In the evening however the service is shared between the 895 out of Anzac Parade and the 891 out of High St. These differences are related more to traffic considerations than to student preferences. In the morning, the arriving 891 buses can make a quick turn-around out of High St—this is not so easy to do in Anzac Parade.

The 891 must surely be one of Australia's busiest and heaviest-lift bus services. It continues a very long tradition for transport to this area— years ago this scene was repeated with trams scurrying to the Sydney Cricket Ground, the Showgrounds and Randwick Racecourse.

In addition to the 891, UNSW is served by routes 393, 395, 394, L94, 400, 401, 348, 372, M50 and 392. UNSW has drawn attention to these alternative services, in an attempt to ease the crush on the 891 (UNSW advertisement reproduced on page 16).

If ever there was a good case for a timetable-less service, the 891 must surely fit the bill. Timetables, both Public (our pp 13-15) and Working do exist however. Note that there is some small concession to high frequency in the morning 891 services between 0850 and 1050 (“Every 3 to 5 minutes”). I suspect this is really a space-saving measure for time-table layout purposes, however.

The real rush begins at about 0815 and in the next half-hour buses depart essentially at one per minute. There could be more than this scheduled because Sydney Buses does sometimes despatch more than one bus on the same schedule. The Royal Easter Show services are like this, but these are usually shown as twin services at the bus stops. For the 891 at Eddy Avenue, management makes these decisions on a day-by-day basis.

It is all academic, really, because the outward-bound buses go as soon as they fill in this period. A different and rather frustrating situation occurs with the inbound 891 in the evening. Here, the buses keep strictly to their timetable— drivers always carry a small and scrappy “pakapoo



### Route 890

Monday to Friday AM peak hour all stops service between City - Circular Quay, Taylor Square and UNSW

### Route 891

**PREPAY**

Monday to Friday daytime and evening EXPRESS service between Central Station and UNSW

### Route 892

Monday to Friday PM peak hour EXPRESS service between UNSW, Central Station, Elizabeth St and City-Circular Quay

### Route 895

**PREPAY**

Monday to Friday daytime EXPRESS service between UNSW and Central Station

**UNSW services do not operate between 24 December and 3 January inclusive.**

ticket”, a.k.a working timetable, for these services. Their arrival time at the High St stop prior to running the service can be very variable, however. This often results

*(Continued on page 16)*



 from City & Central  
to UNSW

TIMING POINT ▶	A	B	C
time period			
showing route number			
	<b>City - Circular Quay</b> Alfred St - Stand E	<b>Central</b> Eddy Ave - Stand D	<b>UNSW</b> High St

**Monday to Friday  
during UNSW semester**

AM▼ 891	.....	x7:15	7:31
891	.....	x7:25	7:41
891	.....	y7:30	7:46
891	.....	y7:36	7:52
891	.....	y7:37	7:53
891	.....	y7:42	7:58
891	.....	y7:45	8:01
891	.....	y7:48	8:04
891	.....	y7:51	8:07
891	.....	p7:55	8:11
891	.....	y7:59	8:15
891	.....	y8:00	8:16
891	.....	y8:03	8:19
891	.....	y8:09	8:25
891	.....	y8:10	8:26
891	.....	p8:11	8:27
891	.....	y8:14	8:30
891	.....	y8:15	8:31
891	.....	y8:16	8:32
891	.....	y8:17	8:33
891	.....	y8:19	8:35
891	.....	y8:20	8:36
891	.....	y8:21	8:37
890	w8:10	.....	8:39
891	.....	y8:25	8:41
891	.....	x8:26	8:42
891	.....	y8:27	8:43
891	.....	y8:29	8:45
891	.....	y8:30	8:46
891	.....	p8:31	8:47
891	.....	p8:32	8:48
891	.....	p8:33	8:49
891	.....	p8:34	8:50
891	.....	p8:35	8:51
891	.....	p8:36	8:52
891	.....	p8:37	8:53
890	t8:25	.....	t8:54
891	.....	p8:38	8:54
891	.....	p8:39	8:55
891	.....	p8:41	8:57
891	.....	p8:42	8:58
890	8:30	.....	8:59
891	.....	d8:44	9:00
891	.....	p8:45	9:01
891	.....	p8:46	9:02
891	.....	p8:48	9:04
891	.....	p8:49	9:05
890	8:33	.....	9:02
891	.....	p8:50	9:06
		then every 3-5 minutes until	
891	.....	p10:54	11:10
891	.....	p10:55	11:11
891	.....	d10:57	11:13

 from City & Central  
to UNSW

TIMING POINT ▶	A	B	C
time period			
showing route number			
	<b>City - Circular Quay</b> Alfred St - Stand E	<b>Central</b> Eddy Ave - Stand D	<b>UNSW</b> High St

**Monday to Friday  
during UNSW semester**

891	.....	p10:59	11:15
891	.....	p11:00	11:16
891	.....	p11:02	11:18
891	.....	p11:05	11:21
891	.....	p11:10	11:26
891	.....	p11:12	11:28
891	.....	p11:15	11:31
891	.....	p11:17	11:33
891	.....	p11:20	11:36
891	.....	d11:22	11:38
891	.....	p11:25	11:41
891	.....	p11:29	11:45
891	.....	p11:30	11:46
891	.....	p11:35	11:51
891	.....	p11:37	11:53
891	.....	p11:40	11:56
891	.....	p11:45	<b>12:01</b>
891	.....	d11:47	<b>12:03</b>
891	.....	p11:50	<b>12:06</b>
891	.....	p11:55	<b>12:11</b>
PM▼ 891	.....	<b>p12:00</b>	<b>12:16</b>
891	.....	<b>p12:05</b>	<b>12:21</b>
891	.....	<b>d12:12</b>	<b>12:28</b>
891	.....	<b>p12:20</b>	<b>12:36</b>
891	.....	<b>p12:25</b>	<b>12:41</b>
891	.....	<b>p12:30</b>	<b>12:46</b>
891	.....	<b>d12:37</b>	<b>12:53</b>
891	.....	<b>p12:45</b>	<b>1:01</b>
891	.....	<b>p12:52</b>	<b>1:08</b>
891	.....	<b>p1:00</b>	<b>1:16</b>
891	.....	<b>d1:02</b>	<b>1:18</b>
891	.....	<b>p1:07</b>	<b>1:23</b>
891	.....	<b>p1:15</b>	<b>1:31</b>
891	.....	<b>p1:22</b>	<b>1:38</b>
891	.....	<b>d1:27</b>	<b>1:43</b>
891	.....	<b>p1:30</b>	<b>1:46</b>
891	.....	<b>p1:37</b>	<b>1:53</b>
891	.....	<b>p1:45</b>	<b>2:01</b>
891	.....	<b>d1:52</b>	<b>2:08</b>
891	.....	<b>p2:00</b>	<b>2:16</b>
891	.....	<b>d2:17</b>	<b>2:33</b>
891	.....	<b>d2:36</b>	<b>2:54</b>



 from UNSW  
to Central & City

TIMING POINT ▶	D	C	B	A
time period				
showing route number				
	<b>UNSW</b> High St	<b>UNSW</b> Anzac Pde - Stand A	<b>Central</b> Eddy Ave - Stand D	<b>City - Circular Quay</b> Bridge St

Monday to Friday  
during UNSW semester

AM▼ 895	.....	p10:55	c11:10	.....
891	z11:10	.....	z11:25	.....
895	.....	p11:20	c11:35	.....
895	.....	z11:40	z11:55	.....
895	.....	p11:45	<b>c12:00</b>	.....
895	.....	z11:50	<b>z12:05</b>	.....
PM▼ 895	.....	<b>z12:08</b>	<b>z12:23</b>	.....
895	.....	<b>p12:10</b>	<b>c12:25</b>	.....
891	<b>p12:10</b>	.....	12:25	.....
895	.....	p12:11	12:26	.....
895	.....	p12:31	12:46	.....
895	.....	p12:35	c12:50	.....
891	<b>p12:40</b>	.....	12:55	.....
895	.....	p12:51	1:06	.....
895	.....	z1:00	c1:15	.....
891	<b>p1:10</b>	.....	1:25	.....
895	.....	p1:11	1:26	.....
895	.....	p1:21	1:36	.....
895	.....	p1:25	c1:40	.....
891	<b>p1:30</b>	.....	1:45	.....
895	.....	p1:41	1:56	.....
895	.....	p1:50	c2:05	.....
891	<b>p1:50</b>	.....	2:05	.....
895	.....	p1:51	2:06	.....
895	.....	p2:01	2:16	.....
891	<b>p2:05</b>	.....	2:20	.....
895	.....	p2:11	2:26	.....
895	.....	p2:15	c2:30	.....
891	<b>p2:20</b>	.....	2:35	.....
895	.....	p2:21	2:36	.....
895	.....	p2:31	2:46	.....
891	<b>p2:35</b>	.....	2:50	.....
895	.....	p2:41	2:56	.....
891	<b>p2:50</b>	.....	3:05	.....
895	.....	p2:51	3:06	.....
895	.....	p3:01	3:16	.....
891	<b>p3:02</b>	.....	3:17	.....
891	<b>p3:05</b>	.....	3:20	.....
895	.....	p3:06	3:21	.....
895	.....	p3:11	3:26	.....
891	<b>p3:14</b>	.....	3:29	.....
895	.....	p3:20	c3:35	.....
895	.....	p3:22	3:37	.....
891	<b>p3:26</b>	.....	3:41	.....
895	.....	p3:31	3:46	.....
891	<b>p3:38</b>	.....	3:53	.....
895	.....	p3:43	3:58	.....
891	<b>p3:45</b>	.....	4:00	.....
895	.....	p3:47	4:02	.....
895	.....	p3:50	c4:05	.....
891	<b>p3:50</b>	.....	4:05	.....
895	.....	p3:51	4:06	.....
895	.....	p3:56	4:11	.....
891	<b>p4:02</b>	.....	4:17	.....

AM times - normal text

PM times - bold text

(5)

 from UNSW  
to Central & City

TIMING POINT ▶	D	C	B	A
time period				
showing route number				
	<b>UNSW</b> High St	<b>UNSW</b> Anzac Pde - Stand A	<b>Central</b> Eddy Ave - Stand D	<b>City - Circular Quay</b> Bridge St

Monday to Friday  
during UNSW semester

PM▼ 895	.....	<b>p4:02</b>	4:17	.....
895	.....	<b>p4:04</b>	4:19	.....
891	<b>p4:05</b>	.....	4:20	.....
891	<b>p4:06</b>	.....	4:21	.....
895	.....	<b>p4:07</b>	4:21	.....
891	<b>p4:08</b>	.....	4:23	.....
895	.....	<b>p4:09</b>	4:24	.....
892	<b>v4:10</b>	.....	.....	<b>4:40</b>
891	<b>p4:10</b>	.....	4:25	.....
895	.....	<b>p4:11</b>	4:26	.....
891	<b>p4:14</b>	.....	4:29	.....
895	.....	<b>p4:15</b>	4:30	.....
895	.....	<b>p4:16</b>	4:31	.....
895	.....	<b>p4:18</b>	4:33	.....
891	<b>p4:18</b>	.....	4:33	.....
895	.....	<b>p4:21</b>	4:36	.....
891	<b>p4:24</b>	.....	4:39	.....
895	.....	<b>p4:25</b>	4:40	.....
895	.....	<b>p4:28</b>	4:43	.....
895	.....	<b>p4:29</b>	4:44	.....
895	.....	<b>p4:30</b>	c4:45	.....
891	<b>p4:30</b>	.....	4:45	.....
895	.....	<b>p4:31</b>	4:46	.....
895	.....	<b>p4:35</b>	c4:50	.....
891	<b>p4:35</b>	.....	4:50	.....
895	.....	<b>p4:38</b>	4:53	.....
891	<b>p4:40</b>	.....	4:55	.....
895	.....	<b>p4:41</b>	4:56	.....
891	<b>p4:45</b>	.....	5:00	.....
895	.....	<b>p4:45</b>	5:00	.....
895	.....	<b>p4:46</b>	5:01	.....
895	.....	<b>p4:50</b>	c5:05	.....
895	.....	<b>p4:51</b>	5:06	.....
891	<b>p4:52</b>	.....	5:07	.....
891	<b>p4:55</b>	.....	5:10	.....
891	<b>p4:58</b>	.....	5:13	.....
895	.....	<b>p4:58</b>	5:13	.....
895	.....	<b>z5:00</b>	<b>z5:15</b>	.....
895	.....	<b>p5:01</b>	5:16	.....
891	<b>p5:02</b>	.....	5:17	.....
891	<b>p5:04</b>	.....	5:19	.....
895	.....	<b>p5:05</b>	5:20	.....
891	<b>p5:06</b>	.....	5:21	.....
891	<b>p5:08</b>	.....	5:23	.....
895	.....	<b>p5:08</b>	5:23	.....
892	<b>v5:10</b>	.....	.....	<b>5:40</b>
895	.....	<b>p5:10</b>	c5:25	.....
891	<b>p5:10</b>	.....	5:25	.....
895	.....	<b>z5:11</b>	<b>z5:26</b>	.....
895	.....	<b>p5:13</b>	5:28	.....
891	<b>p5:15</b>	.....	5:30	.....
895	.....	<b>p5:15</b>	5:30	.....
895	.....	<b>z5:18</b>	c5:33	.....
891	<b>p5:20</b>	.....	5:35	.....

PrePay-only bus stop or service - purple text



 from UNSW  
**to Central & City**

TIMING POINT ▶	D	C	B	A
▼ time period				
▼ showing route number	UNSW High St	UNSW Anzac Pde - Stand A	Central Eddy Ave - Stand D	City - Circular Quay Bridge St

**Monday to Friday during UNSW semester**

PM ▼				
895	.....	p5:21	5:36	.....
891	p5:25	.....	5:40	.....
895	.....	z5:25	z5:40	.....
895	.....	p5:26	5:41	.....
895	.....	p5:30	c5:45	.....
895	.....	p5:31	5:46	.....
895	.....	z5:33	z5:48	.....
891	p5:33	.....	5:48	.....
891	p5:40	.....	5:55	.....
895	.....	p5:41	5:56	.....
895	.....	p5:45	6:00	.....
895	.....	z5:46	z6:01	.....
895	.....	p5:50	c6:05	.....
891	p5:50	.....	6:05	.....
895	.....	p5:51	6:06	.....
895	.....	p5:57	6:12	.....
891	p6:00	.....	6:15	.....
895	.....	z6:00	6:15	.....
895	.....	p6:02	6:17	.....
891	p6:04	.....	6:19	.....
891	p6:06	.....	6:21	.....
895	.....	p6:07	6:22	.....
892	v6:10	.....	.....	6:40
895	.....	p6:10	6:25	.....
895	.....	p6:11	6:26	.....
891	p6:12	.....	6:27	.....
895	.....	p6:16	6:31	.....
895	.....	p6:19	6:34	.....
891	p6:20	.....	6:35	.....
891	p6:25	.....	6:40	.....
895	.....	p6:25	6:40	.....
895	.....	p6:30	c6:45	.....
895	.....	p6:31	6:46	.....
891	p6:32	.....	6:47	.....
895	.....	p6:36	6:51	.....
895	.....	p6:44	6:59	.....
895	.....	p6:48	7:03	.....
895	.....	p7:05	7:20	.....
895	.....	p7:09	7:24	.....
891	p7:10	.....	7:25	.....
895	.....	p7:19	7:34	.....
895	.....	p7:35	7:50	.....
895	.....	p7:39	7:54	.....
895	.....	p7:48	8:03	.....
895	.....	p8:09	8:24	.....
393	8:10	.....	8:29	.....
895	.....	p8:20	8:35	.....
895	.....	p8:34	8:49	.....
895	.....	p8:39	8:54	.....
895	.....	p8:51	9:06	.....
393	9:10	.....	9:29	.....
895	.....	p9:11	9:26	.....
895	.....	p9:15	9:30	.....
895	.....	p9:20	9:35	.....

AM times - normal text

PM times - bold text

 from UNSW  
**to Central & City**

TIMING POINT ▶	D	C	B	A
▼ time period				
▼ showing route number	UNSW High St	UNSW Anzac Pde - Stand C	Central Railway Station - Chalmers St	City - Circular Quay Bridge St

**Monday to Friday during UNSW holidays**

PM ▼				
895	.....	p2:01	2:16	.....
895	.....	p2:21	2:36	.....
895	.....	p2:41	2:56	.....
895	.....	p3:01	3:16	.....
891	p3:02	.....	3:17	.....
895	.....	p3:11	3:26	.....
891	p3:14	.....	3:29	.....
895	.....	p3:22	c3:37	.....
891	p3:26	.....	3:41	.....
891	p3:38	.....	3:53	.....
895	.....	p3:43	3:58	.....
891	p3:50	.....	4:05	.....
895	.....	p3:56	4:11	.....
895	.....	p4:04	4:18	.....
891	p4:05	.....	4:20	.....
895	.....	p4:07	4:22	.....
891	p4:10	.....	4:25	.....
895	.....	p4:11	4:26	.....
891	p4:14	.....	4:29	.....
891	p4:18	.....	4:33	.....
895	.....	p4:21	4:36	.....
891	p4:24	.....	4:39	.....
891	p4:30	.....	4:45	.....
895	.....	p4:31	4:46	.....
891	p4:40	.....	4:55	.....
895	.....	p4:41	4:56	.....
895	.....	p4:51	c5:05	.....
891	p4:52	.....	5:07	.....
891	p4:58	.....	5:16	.....
895	.....	p5:01	5:16	.....
891	p5:02	.....	5:17	.....
891	p5:06	.....	5:21	.....
892	v5:10	.....	.....	5:40
891	p5:10	.....	5:25	.....
891	p5:15	.....	5:30	.....
895	.....	p5:15	5:30	.....
891	p5:25	.....	5:40	.....
895	.....	p5:30	5:45	.....
891	p5:33	.....	5:48	.....
891	p5:40	.....	5:55	.....
895	.....	p5:45	6:00	.....
891	p5:50	.....	6:05	.....
891	p6:00	.....	6:15	.....
895	.....	p6:02	6:17	.....
891	p6:04	.....	6:19	.....
891	p6:06	.....	6:21	.....
892	v6:10	.....	.....	6:40
895	.....	p6:10	6:25	.....
891	p6:12	.....	6:27	.....
891	p6:20	.....	6:35	.....
891	p6:32	.....	6:47	.....

(6)

PrePay-only bus stop or service - purple text

(Continued from page 12)

in the existence of two queues— one of buses awaiting their departure time and one of hundreds of students waiting to get onto a bus—ANY bus—to take them to Central. In such cases, there often IS “tension in the air”. It seems to me that bus drivers and university students do not have much regard for one another— this does not help matters. It sometimes seems to the students that drivers just fiddle about in front of them in sheer devilment. Perhaps.

UNSW, Randwick Council and other bodies have made many representations over the years for rail (extension from Bondi Jct) or light rail to replace the 891. My UNSW colleague, Neuroscience Professor George Paxinos, was for a long time, the President of a Light Rail lobby group and published several papers on the issue (e.g. Paxinos, George, ‘Light rail, an option for Sydney’, Transit Australia. Vol. 46, no. 9 (September 1991), pp. 195-198). This was in the days before the huge student numbers we now see. Even George concedes that bus is now the best way to get staff and students to UNSW— ahead of light rail, anyway.

In March 2012, the UNSW Student Union conducted a survey of the travel habits of staff and students. I participated in this survey as a staff member and later wrote to the survey organisers especially to make comments about the 891.

The organisers replied, in part, “*The 891 bus service, as you said, is definitely one of the busiest in Australia and now it is supplemented by the m50s as the 891’s alone are not sufficient. This is due to the increase in UNSW population (staff and students) over the years and also the lack of other modes of public transportation, reduction in parking, increasing costs of petrol etc. We have also been looking at ways of making this service more efficient, however, it is not something that we have direct control over and requires a lot of negotiation with the Sydney buses. Your article will definitely sounds interesting and would love to know a little bit more about it. Let me know if you would like to talk about it over lunch or coffee one of these days. Perhaps I can also bring someone who deals with buses/transport/STA directly.*

As for Bernard Bolan’s little ditty, published as “Toorak Tran”, this started out pretty much as I have shown here. It was meant to be about buses, but someone whom Bolan called a “false prophet” convinced him that buses did not exist in Melbourne— everything was done by trams.

# BEAT<sup>THE</sup> CROWDS TO UNSW

TRAVEL FASTER · CHEAPER · EASIER  
**PREPAY**

**892 from Circular Quay** - departs 8.33am via Alfred St, Young St, Bridge St, Phillip St, Elizabeth St, Liverpool St, Oxford St, Flinders St, Anzac Pde via Eddy Ave to High St (all stops).

**Route 10 Metrobus** - departs Leichhardt, via Camperdown, Park St between George St and Pitt St then all stops via Castlereagh St, Bathurst St, Elizabeth St, Liverpool St, Oxford St, Flinders St and Anzac Pde.  
Commences 6.45am to 8.23pm.

**From Park St City** - to UNSW 10 minute freq between 7.24am and 9.24am at Park St. 15 min freq to 3.53pm then 10 mins to 7.05pm then 15 min to 8.40pm.

**348 from Wolli Creek** - to Bondi Junction via St Peters, Alexandria, Rosebery, Kensington, High St UNSW.  
Weekdays day-time service: 6.51am, 7.21am, 7.51am, 8.21am, 8.51am, then every 30 minutes to 6.21pm.

**370 from Leichhardt** - via Sydney Uni to UNSW  
Departures from 6.40am and every 10 minutes until 10.40am

**400 from Burwood** - to Bondi Junction - via Rockdale, Eastgardens to High St. UNSW  
Departures from 4.50am and approx. every 20 minutes until 10.41pm.

**357 from Sydenham** - to Bondi Junction via Mascot, Kingsford to UNSW Botany St.  
Departures from 6.15am and every 30 minutes to 8.45am and then from Eastlakes every hour until 1.30pm



**UNSW**  
THE UNIVERSITY OF NEW SOUTH WALES

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