



The Times

March 2013

A journal of transport timetable history and analysis



**Inside: Shorelink
South Hobart
CPH on SSFL**

**RRP \$4.95
Incl. GST**

The Times

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

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

March 2013

Issue No. 349 Vol 30 No. 03

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On the front cover

What's in a name? continues this month with a description of *The Shore Link*, the route 590 of the Hornsby Bus Group. Here we see a later version in which the old service name has become the Company name. It's *Transdev* now.

Contributors

The Times

David Cranney, Robert Henderson, Hilaire Fraser, 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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The Times on-line

AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of The Times

President

Victor Isaacs 43 Lowanna Street BRADDON ACT 2612

abvi@iinet.net.au

Secretary

Michael Smith

volvob10m0007@hotmail.com

Editor, The Times

Geoff Lambert

Editors, Table Talk

Craig Halsall

Victor Isaacs

27 Edithvale Rd EDITHVALE VIC 3196

43 Lowanna Street BRADDON ACT 2612

PO Box 21 YEA VIC 3717

craig.halsall@gmail.net

abvi@webone.com.au

0409 209114

Distribution Officer

Len Regan

aatc.do@hunterlink.net.au

Membership Officer

Dennis McLean

P.O. Box 1253 NORTH LAKES 4503

(07) 3491 3734

Webmaster

Lourie Smit

lsmit@ozemail.com.au

(02) 9527 6636

Adelaide Convenor

Roger Wheaton

2C Bakewell Street, TUSMORE SA 5065

(08) 8331 9043

Canberra Convenor

David Cranney

cranney@iinet.com.au

Brisbane Convenor

Brian Webber

8 Coachwood St KEPERA Qld 4054

(07) 3354 2140

Melbourne Convenor

David Hennell

PO Box 5062 OLD TOONGABBIE NSW 2146

(03) 983 01802

Sydney Convenor

Geoffrey Clifton

0405 387478

What's in a name? (2) Named Sydney private bus routes

ROBERT HENDERSON

Most bus routes are known solely by their number and end destinations. However, a small number of Sydney private bus routes have also had names attached to them, even if only for short periods of time. This is the second in a series, briefly surveying those that spring to mind.

(2) THE SHORE LINK

This name referred for a short time to the bus route along the Pacific Highway between Chatswood and Hornsby on Sydney's North Shore. After starting in 1924, in 1925 it was given the number 55. It was extended in stages north of Hornsby to Mt Kuring-gai in the 1940s. The operator for many years was Kuring-gai Bus Company. After Jim Knox acquired the controlling interest in the company in 1965, he gradually expanded the business by taking over a series of other bus routes in Sydney's northern suburbs. He adopted the generic name "Hornsby Bus Group" for his group of companies by the 1970s.


As a result of Jim Knox's ownership of the expanded group of routes in the post-war era of declining bus patronage, in 1987 he began to rationalise the routes in order to inject some economies into his operation. His first rationalisation took place as from 28 September 1987. In it, the part of Route 55 north of Hornsby was scrapped, as his Hornsby-Berowra route provided a suitable alternative. The "Highway" route thus returned to its original 1920s destinations of Chatswood and Hornsby.

At the same time, route numbers under the Sydney Region Route Number System were allocated to the revised routes. The Chatswood-Hornsby route received number 590.

One timetable booklet covered all of the newly rationalised routes (590-597). In that booklet, the heading "The Shore Link" was added at the top of the two pages relating to Route 590. A little later, a brochure was letterboxed to households adjacent to the route, which also featured the words "The Shore Link". The cover and inside timetable page of that brochure are reproduced here.

These were the only occasions on which I am aware that the name "The Shore Link" was directly connected with Route 590. No route name was shown on any later issues of the timetable. Subsequent issues of the timetable also revealed a gradual decline in the whole bus route. In its final form in 2000, there were only three return

THE SHORE LINK
BUS SERVICE
ROUTE 590
CONNECTING
HORNSBY AND CHATSWOOD
VIA
THE PACIFIC HIGHWAY
WITH A HALF HOURLY SERVICE



TIMETABLE ENCLOSED

THE SHORE LINK
HORNSBY BUS GROUP 477 4000

trips per weekday and even those trips only ran between Chatswood and Turrumurra. Route 590 finally ceased altogether when the review by the Ministry of Transport into the whole surrounding region's routes became effective on 23 March 2009. Even though there is a lot of high-rise housing along the Pacific Highway, anecdotal evidence suggests that the lack of suitable pedestrian crossings on this busy traffic artery prevents elderly passengers in particular from being able to access the bus route.

However, the good news about "The Shore Link" name was that in February 1990 – two and a half years after Route 590 was given the name – the whole Hornsby Bus

Group was rebadged as "Shorelink". Surely that new company name resulted from the title given to Route 590 in September 1987? Over the next 14 years, much of the Shorelink bus fleet was sign-written with this new corporate description.

However, after the French firm of Transdev purchased Shorelink in 2001, the corporate name on the bus fleet was gradually replaced by "Transdev" branding. "Shorelink" still appears on the company's website and on its timetables, but it has become very much subsidiary to the "Transdev" name.

THE SHORE LINK

THE SHORE LINK

Route 590: CHATSWOOD to HORNSBY
via The Pacific Highway

via The Pacific Highway

Route 590: HORNSBY to CHATSWOOD
via The Pacific Highway

via The Pacific Highway

Chatswood Station		Roseville Station		Lindfield Station		Killara (Marian Street)		Gordon Shops		Pymble Station		Turramurra Station		Warrawee (Fox Valley Road)		Wahroonga (Redleaf Avenue)		Waitara Station		Hornsby Station	
7:55	7:59	8:02	8:05	8:08	8:12	8:16	8:19	8:22	8:26	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30
8:25	8:29	8:32	8:35	8:38	8:42	8:46	8:49	8:52	8:56	9:00X	9:00X	9:00X	9:00X	9:00X	9:00X	9:00X	9:00X	9:00X	9:00X	9:00X	9:00X
8:55	8:59	9:02	9:05	9:08	9:12	9:16	9:19	9:22	9:26	9:30	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X
9:25	9:29	9:32	9:35	9:38	9:42	9:46	9:49	9:52	9:56	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X	10:00X
9:55	9:59	10:02	10:05	10:08	10:12	10:16	10:19	10:22	10:26	10:30	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X
10:25	10:29	10:32	10:35	10:38	10:42	10:46	10:49	10:52	10:56	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X	11:00X
10:55	10:59	11:02	11:05	11:08	11:12	11:16	11:19	11:22	11:26	11:30	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X
11:25	11:29	11:32	11:35	11:38	11:42	11:46	11:49	11:52	11:56	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X	12:00X
11:55	11:59	12:02	12:05	12:08	12:12	12:16	12:19	12:22	12:26	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30	12:30
12:25	12:29	12:32	12:35	12:38	12:42	12:46	12:49	12:52	12:56	1:00X	1:00X	1:00X	1:00X	1:00X	1:00X	1:00X	1:00X	1:00X	1:00X	1:00X	1:00X
12:55	12:59	1:02	1:05	1:08	1:12	1:16	1:19	1:22	1:26	1:30	1:30	1:30	1:30	1:30	1:30	1:30	1:30	1:30	1:30	1:30	1:30
1:25	1:29	1:32	1:35	1:38	1:42	1:46	1:49	1:52	1:56	2:00X	2:00X	2:00X	2:00X	2:00X	2:00X	2:00X	2:00X	2:00X	2:00X	2:00X	2:00X
1:55	1:59	2:02	2:05	2:08	2:12	2:16	2:19	2:22	2:26	2:30	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X
2:25	2:29	2:32	2:35	2:38	2:42	2:46	2:49	2:52	2:56	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X	3:00X
2:55	2:59	3:02	3:05	3:08	3:12	3:16	3:19	3:22	3:26	3:30	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X
3:25	3:29	3:32	3:35	3:38	3:42	3:46	3:49	3:52	3:56	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X	4:00X
3:55	3:59	4:02	4:05	4:08	4:12	4:16	4:19	4:22	4:26	4:30	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X
4:25	4:29	4:32	4:35	4:38	4:42	4:46	4:49	4:52	4:56	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X	5:00X
4:55	4:59	5:02	5:05	5:08	5:12	5:16	5:19	5:22	5:26	5:30	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X
5:25	5:29	5:32	5:35	5:38	5:42	5:46	5:49	5:52	5:56	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X	6:00X
5:55	5:59	6:02	6:05	6:08	6:12	6:16	6:19	6:22	6:26	6:30	6:30	6:30	6:30	6:30	6:30	6:30	6:30	6:30	6:30	6:30	6:30
SATURDAYS																					
MORNINGS											AFTERNOONS										
8:30	8:34	8:37	8:39	8:42	8:46	8:48	8:50	8:52	8:55	8:59X	X8:00	8:03	8:05	8:07	8:09	8:12	8:16	8:19	8:22	8:25	8:29
9:30	9:34	9:37	9:39	9:42	9:46	9:48	9:50	9:52	9:55	9:59X	X9:00	9:03	9:05	9:07	9:09	9:12	9:16	9:19	9:22	9:25	9:29
10:30	10:34	10:37	10:39	10:42	10:46	10:48	10:50	10:52	10:55	10:59X	X10:00	10:03	10:05	10:07	10:09	10:12	10:16	10:19	10:22	10:25	10:29
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2:30	2:34	2:37	2:39	2:42	2:46	2:48	2:50	2:52	2:55	2:59X	X2:00	2:03	2:05	2:07	2:09	2:12	2:16	2:19	2:22	2:25	2:29

• No services on Sundays and Holidays.

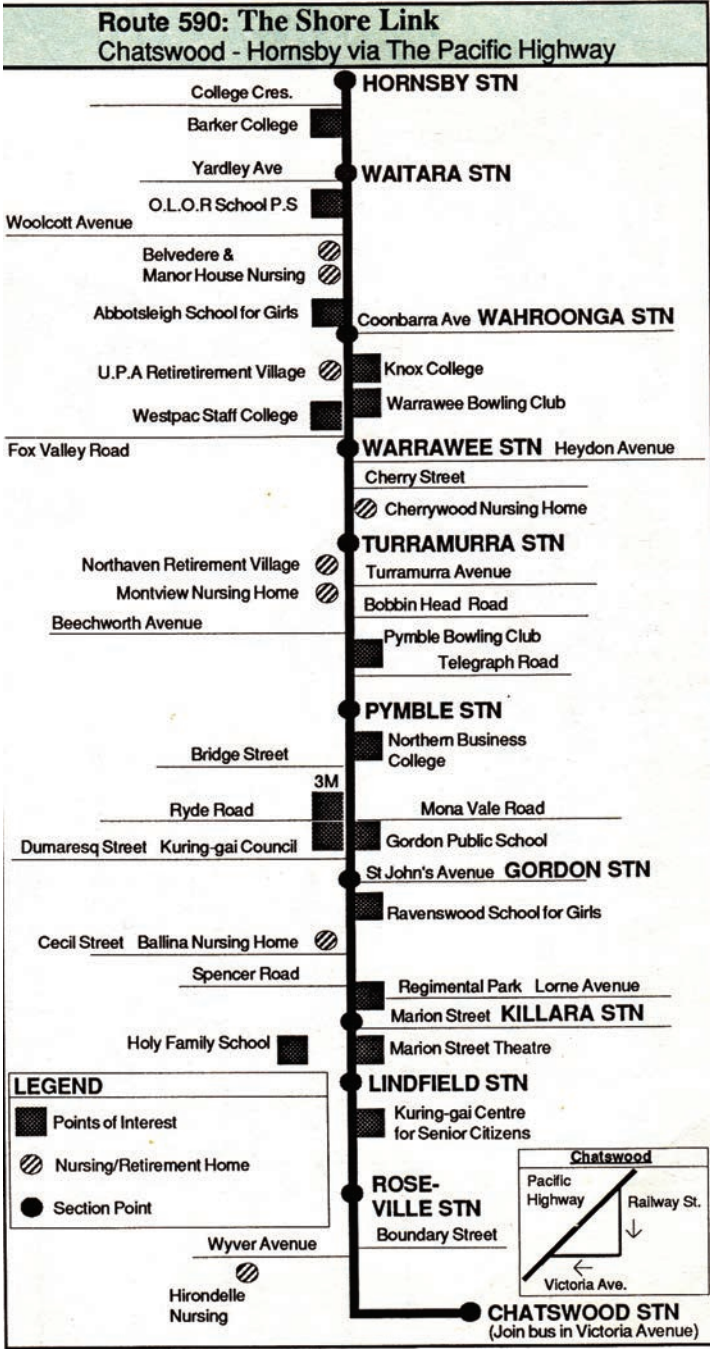
• No services on Sundays and Holidays.

EXPLANATIONS

EXPLANATIONS

X — Connects at Hornsby with Route 594 Berowra Heights via Asquith, Mt. Colah and Mt. Kuring-gai bus. Through fares allowed.

X — Connects at Hornsby with Route 594 Berowra Heights via Asquith, Mt. Colah and Mt. Kuring-gai bus. Through fares allowed.



SHORELINK
BUS TIMETABLE

Route 590
Chatswood - Turramurra

Linking

- ▶ Chatswood
- ▶ Roseville
- ▶ Lindfield
- ▶ Killara
- ▶ Gordon
- ▶ Pymble
- ▶ Turramurra

Effective Date
26 June 2000

Information Line
131 500
www.shorelink.com.au

TRANSDEV

Current Bus Services in Hobart's Southern Suburbs & Kingston

By HILAIRE FRASER

Continuing from articles previously published in "The Times" on the Hobart-Glenorchy corridor, serving Hobart's middle northern suburbs, and bus services on Hobart's eastern shore this article will describe current bus services in Hobart's Southern Suburbs.

Historically Hobart's southern suburbs were served by trams to Sandy Bay, Proctors Road and Cascades. These were later replaced by trolley bus services with the Proctors Road route renamed Dynnyrne and the Cascades route extended to Strickland Avenue. Another trolley bus route, in fact Hobart's first in 1935, operated to Huon Road.

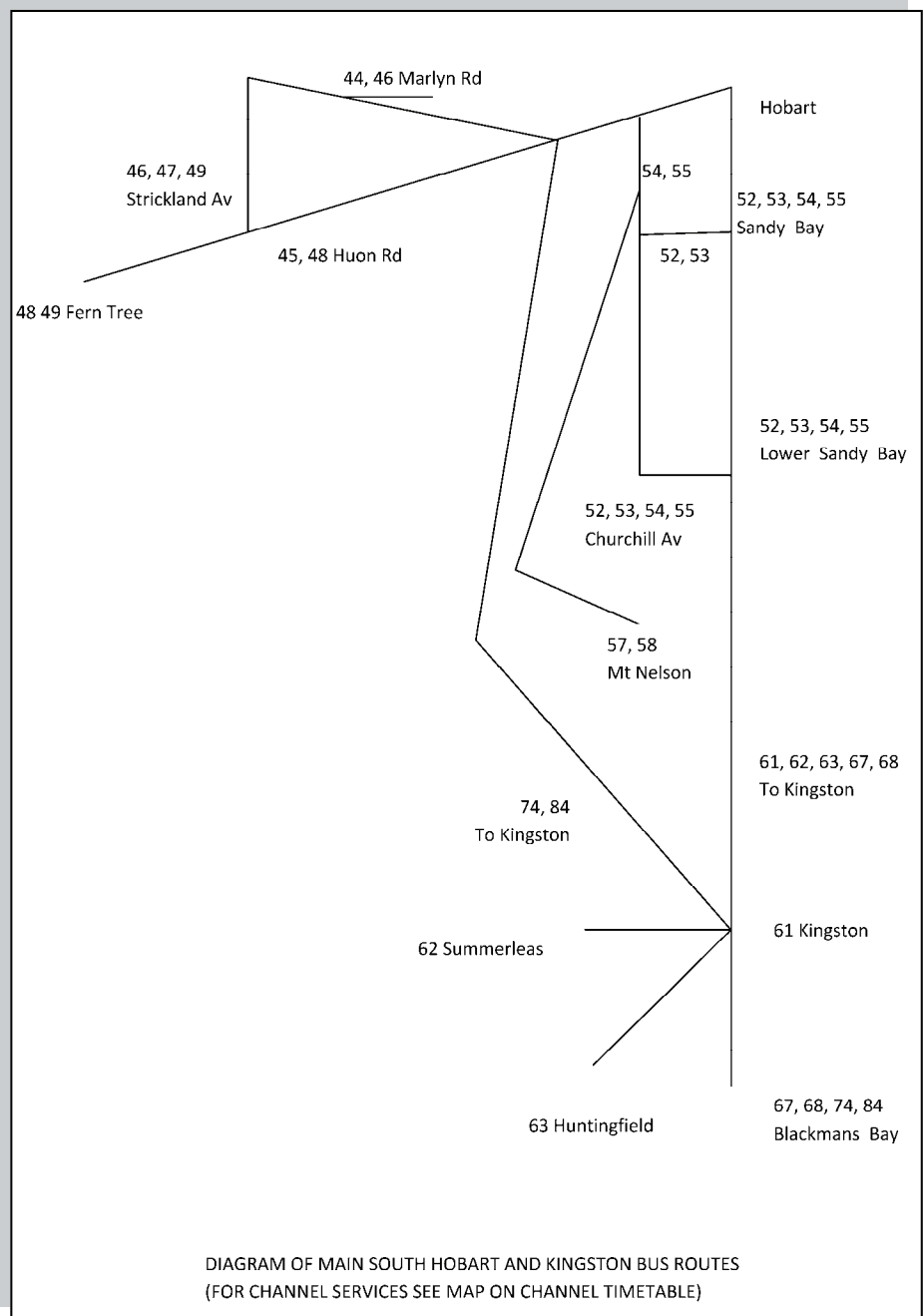
Kingston is a township and council seat for the municipality of Kingsborough and is situated fifteen kilometres south of Hobart. Today Kingston serves as the gateway between Hobart and the D'Entrecasteaux Channel region which meets the Derwent River nearby. It is one of the fastest growing regions in Tasmania. Although the Kingston-Blackmans Bay region is statistically classed as a separate urban area to Hobart, Kingston is part of the Greater Hobart area. This is in part possibly due to the continuous urbanization along the river front, its significant size, and the high number of Kingston residents working in the CBD of Hobart.

During the day Mondays to Fridays buses leave Franklin Square Hobart every 15 minutes for Kingston. A typical pattern of service is as follows:-

Route & Destination Depart Hobart

- 63 Huntingfield via Channel H 10.10am
- 74 Blackmans Bay anti-clockwise 10.25am
- 62 Summerleas via Channel Hwy 10.40am
- 84 Blackmans Bay clockwise 10.55am
- 63 Huntingfield via Channel Hwy 11.10am

These services are supplemented by Channel services, which also service Huntingfield. 74 and 84 travel via the Southern Outlet and are timetabled to reach Kingston in 13 minutes, 62 and 63 travel along the coast through Sandy Bay, Lower Sandy Bay and Taroona and are timetabled to reach Kingston in 31 minutes, so by taking the Southern Outlet route fifteen minutes later than the coastal route one gets to Kingston three minutes earlier and obtains a connection to the outer areas of Summerleas and Huntingfield. The above pattern of service continues on Saturdays with 10 minutes past the hour service becoming a 61 Kingston Central via Channel Hwy in lieu of 63.



The evening and Sunday service pattern provides for only an hourly service from Hobart to Kingston as follows for Monday to Friday evenings:-

Route & Destination Depart Hobart

- 68 Blackmans Bay clockwise 8.10pm
- 67 Blackmans Bay anti-clockwise 9.10pm
- 68 Blackmans Bay clockwise 10.10pm

On Mondays to Thursdays the last service from Hobart is at 11.10pm (67), on Fridays

and Saturdays at 1.15am (68) and Sundays 8.10pm (68). Both 67 & 68 travel along the Channel Hwy. In the peak periods 61 and 62 provide a twenty minutes service to and from Kingston with some short-working 56 Hobart to Taroona services operating.

Some Blackman's Bay services extend to serve Suncoast Dr and operate as 75 anti-clockwise and 85 clockwise. A single 86 service departing Hobart at 5.10pm operates to Pearsall Av Blackmans bay bypass-

ing Kingston Central. 82 Kingston Central-Hobart services and 72 Hobart-Kingston Central services operate in the morning and afternoon peaks respectively to serve a park and ride facility. Peak hour services on 72, 74, 75, 82, 84, 85, 86 and Channel services operate approximately every ten minutes to and from Kingston via the Southern Outlet. The logic behind the route-numbering is that routes proceeding around Blackmans Bay in anti-clockwise direction contain the digit "7" as in 67, 72, 74 and 75, whilst those proceeding in a clockwise direction contain the digit "8" as in 68, 82, 84, 85, 86 and 89 Howden.

Proceeding towards the Hobart City centre, timetables are configured to provide a 15 minute Monday to Saturday daytime service (30 minutes otherwise) to the suburb of Sandy Bay five minutes from the CBD. The Sandy Bay shopping precinct has cafes and boutiques and is adjacent to motels and tourist apartments. The tram and trolleybus Sandy Bay terminus was at Lower Sandy Bay further south. Lower Sandy Bay has a popular beach and is often correctly designated by modern bus destination displays.

During the day on Mondays and Fridays a typical pattern is as follows:-

<u>Route & Destination</u>	<u>Depart Hobart</u>
63 Huntingfield via Channel Hwy	10.10am
54 Lower Sandy Bay	10.25am
62 Summerleas via Channel Hwy	10.40am
54 Lower Sandy Bay	10.55am
63 Huntingfield via Channel Hwy	11.10am

54 is a clockwise loop service operating Hobart-Sandy Bay-Lower Sandy Bay-Churchill Av-Regent St-Hobart. Its return anti-clockwise loop is designated 55, also operating every 30 minutes.

On Saturdays the pattern becomes:-

<u>Route & Destination</u>	<u>Depart Hobart</u>
61 Kingston via Channel Hwy	10.10am
52 Lower Sandy Bay	10.25am
62 Summerleas via Channel Hwy	10.40am
53 Churchill Av	10.55am
61 Kingston via Channel Hwy	11.10am

52 is a clockwise loop service operating Hobart-Sandy Bay-Lower Sandy Bay-Churchill Av-Sandy Bay-Hobart. Its return anti-clockwise loop is designated 53.

Thus the inner section of Regent St misses a service so that Sandy Bay has a more regular service.

The evening and Sunday service pattern provides is as follows for Monday to Friday evenings:-

<u>Route & Destination</u>	<u>Depart Hobart</u>
68 Blackmans Bay anti-clockwise	8.10pm
52 Lower Sandy Bay	8.40pm
67 Blackmans Bay clockwise	9.10pm
53 Churchill Av	9.40pm
68 Blackmans Bay anti-clockwise	10.10pm

On Mondays to Thursdays the last service from Hobart is at 10.40pm (52), on Fridays and Saturdays at 12.40am (52) and Sundays 7.40pm (53).

Lower Sandy Bay services detour via the university on outward and inward services with the exception of four Monday to Friday am inward services which are designated route 51 and three outward services which are still designated 54.

Churchill Av services pass by the university. Morning inbound peak services operate on routes 51 and 54 approximately every fifteen minutes whilst afternoon peak services operate on routes 54 and 55 every twenty minutes.

Four Monday to Friday trips operate as 154 to St Canice Av via Battery Point leaving Hobart at 9.35am, 10.35am, 12.35pm and 2.20pm, returning at 9.55am, 10.55am, 12.55am and 2.40pm. 55 and 54 Monday to Friday services to and from the university are supplemented by 888 Hobart-University services operating every 15 minutes during university semesters. The 888 also services the University Medical Campus at Campbell St Hobart.

To the west of Sandy Bay, Dynnryne and Mt Nelson are served by the hourly 58 via Hobart College Monday to Friday extending to two-hourly in the evening, the last departure from Hobart being at 9.10pm. In the morning peak Mt Nelson and Dynnryne are served by a thirty minute 156 service completing a loop Hobart-Tolmans Hill-Mt Nelson-Dynnryne- Hobart. In the afternoon peak an hourly 158 service operating Hobart-Dynnryne-Mt Nelson-Hobart College-Tolmans Hill supplements the 58 to provide a half-hourly service to Dynnryne and Mt Nelson. One morning trip operates as 59 Hobart-University-Hobart College and two morning trips operate as 60 Tolmans Hill-Hobart. Saturday services are provided as 57 Hobart-Dynnryne-Mt Nelson every 90 minutes with the last departure from Hobart at 9.10pm. Sunday services are also provided by 57 operating every two hours with the last departure from Hobart at 5.10pm.

Through South Hobart the service is provided Mondays to Fridays as follows:-

<u>Route & Destination</u>	<u>Depart Hobart</u>
45 Huon Rd	10.10am
49 Fern Tree via Strickland Av	10.15am

44 Marlyn Rd	10.40am
45 Huon Rd	11.10am

The 49 serves Marlyn Rd terminus on request and returns as 48 Fern Tree-Huon Rd-Hobart. The 45 returns as 46 Strickland Av-Marlyn Rd-Hobart

However, the afternoon pattern is as follows:-

<u>Route & Destination</u>	<u>Depart Hobart</u>
47 Strickland Av	2.10pm
44 Marlyn Rd	2.40pm
48 Fern Tree via Huon Rd	2.55pm
47 Strickland Av	3.10pm

These 47 services serve Marlyn Rd on request and return as 45 Huon Rd-Hobart. The 48 returns as 49 Fern Tree-Strickland Av-Hobart. 45, 45 and 46 have a common terminus at the intersection of Strickland Av/Huon Rd. Morning and afternoon peak services operate every approximately 20 minutes along both Strickland Av and Huon Rd. On Monday to Thursday evenings services depart Hobart to 47 Strickland Av (Marlyn Rd on request) at 7.10pm and 10.10pm. Return is at 7.35pm. However, on Fridays services depart Hobart as 49 Fern Tree at 7.10pm, 8.10pm, 9.10pm and 10.10pm, returning at 7.40, 8.40, 9.40 and 10.40 (as 48). The last Monday to Friday service to 48 Fern Tree via Huon Rd is at 6.15pm

Hourly Saturday services are provided to Strickland Av alternating between 44 and 47 (Marlyn Rd on request) returning as 45. Two hourly Saturday services are provided to Huon Rd as 48 returning as 49. Saturday evening services leave Hobart at 7.10 and 11.10 as 49 Fern Tree services.

On Sundays buses leave Hobart to Fern Tree at 10.20am (48), 12.20pm (49), 2.10 (49), 4.10 (49) and 5.10 (49). Return services from Fern Tree leave at 10.50am (49), 12.50pm (49), 2.40 (49), 4.40 (49) and 5.40 (48).

From 30 December 2012 to 2 February 2013 most 45 and 48 services were operated by buses fitted with bike racks. Bikes could be loaded and unloaded at Franklin Square Hobart, Stop 7 Davey St and the Huon Rd/Strickland Av stop. This was a trial service. The other route selected for a trial bike service was 615 Hobart-Camelot Park on Hobart's Eastern Shore.

Channel Services comprise the following routes:-

65 Margate-Hobart via Taroona (inwards only)
89 Hobart-Howden
92 Hobart-Margate via Southern Outlet
93 Hobart-Snug



Look for bus numbers

65 95
89 96
92 97
93 98
94

Channel to Hobart City

Buses operate linking:

- ↓
- Cygnet
- Woodbridge
- Kettering
- Snug
- Channel Hwy
- Margate
- Huntingfield
- Kingston
- Hobart City

See back for detailed route descriptions

Effective 27 August 2012



Bus Route Descriptions

- 65** Margate to Hobart City via Kingston & Taroona. Service operates Monday–Friday.
- 89** Howden to Hobart City via Kingston. Service operates Monday–Friday.
- 92** Margate to Hobart City via Kingston. Service operates Monday–Friday.
- 93** Snug to Hobart City via Margate & Kingston. Service operates Monday–Saturday.
- 94** Woodbridge to Hobart City via Snug, Margate & Kingston. Service operates Monday–Friday.
- 95** Woodbridge to Hobart City via Snug, Margate & Kingston. Service operates Monday–Saturday.
- 96** Middleton to Hobart City via Snug, Margate & Kingston. Service operates Monday–Friday.
- 97** Gordon to Hobart City via Snug, Margate & Kingston. Service operates Monday–Friday.
- 98** Cygnet to Hobart City via Snug, Margate & Kingston. Service operates Monday–Friday.



For timetables, maps, fares and tickets call the Information Hotline

13 22 01

or visit

www.metrotas.com.au

PO Box 61, Moonah TAS 7009

TG10500 | Version 7 | 27 August 2012

Welcome Aboard Metro

This timetable details the bus services operated by **Metro** in the areas listed on the cover.

Our bus services will enable you to go shopping, to work, to school or to social events, quickly and comfortably.

At the bus stop please ensure you “hail” the bus driver of the bus you wish to catch and where possible tender the correct fare.

Please move to the back of the bus and make the seats in the front rows of the bus available for elderly or less able passengers.

Copies of timetables and other information about services we operate are available by calling **13 22 01** or by visiting www.metrotas.com.au.

How to use this timetable

1. Using the route map provided, find the two timing points you are located between.
2. Locate these two timing points on the timetables.
3. Your bus is scheduled to arrive between the times shown for these points. For example, if your bus stop is situated between timing points **A** and **B** on the map, then the bus is scheduled to arrive between the time listed for **A** and the time listed for **B**.

Please note all times are approximate only and may vary due to traffic conditions. It is advisable to be at your bus stop at least five minutes ahead of the indicated time.

Metro Tickets

A range of tickets are available for travel on **Metro** services. Tickets work on a sectional basis: the further you travel, the more you pay. Section numbers are indicated on all bus stops.

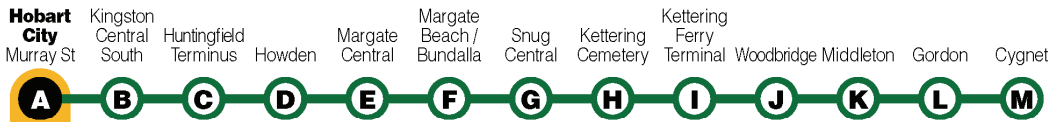
Our most popular ticket options include:

- **Single use** tickets, which are purchased from the bus driver; or
- **Metro Greencard**, a smartcard that can be recharged with credit. Customers may recharge on any **Metro** bus (cash only), online or at a **Metro** agent.

For more information on all **Metro** tickets please call **13 22 01** or visit www.metrotas.com.au



Hobart City - Howden - Margate - Channel Hwy - Gordon - Cygnet



Monday to Friday

am	95	7.57	8.16	8.20	....	8.26	....	8.35	8.41	8.45	8.54	....	....	....
	93	9.57	L10.18	10.26	....	10.35	A10.37	10.46	....	....	....	....	....	....
	95V	11.57	12.17	12.21	....	12.27	....	12.35	12.43	12.45	12.54	....	....	....
	95S	H11.57	12.20	12.24	....	12.31	....	12.36	12.43	12.49	1.01	....	....	....
	94V	2.25	2.43	2.48	....	2.58	A3.00	T3.09	3.17	J	3.27	....	....	....
	94S	H2.25	2.48	2.53	....	3.03	A3.05	T3.14	3.22	J	3.32	....	....	....
	93S	H3.15	L3.36	3.44	....	3.53	A3.55	4.04	....	....	....	....	....	....
	95V	3.55	4.14	4.19	....	4.26	....	4.35	4.42	4.43	4.52	....	....	....
	95S	H4.00	4.23	4.27	....	4.34	....	4.43	4.49	4.53	5.02	....	....	....
	93S	H4.05	L4.26	4.36	....	4.45	A4.47	4.56	....	....	....	....	....	....
	93V	4.10	4.30	4.35	....	4.44	A4.46	4.52	....	....	....	....	....	....
	89S	HP4.20	4.42	....	5.04	....	....	....	....	....	....	....	....	....
pm	97V	4.45	5.05	5.10	....	5.18	A5.20	5.26	5.35	....	5.44	5.53	6.00	....
	97S	H4.45	5.12	5.17	....	5.27	A5.29	5.35	5.45	....	5.55	6.05	6.12	....
	98	5.10	5.30	5.35	....	5.48	....	5.59	....	....	....	....	....	6.29
	96	5.15	5.35	5.40	....	5.51	A5.53	T5.59	6.09	....	6.19	6.29	....	....
	92	5.30	BM5.49	5.59	....	6.08	A6.10	....	....	....	....	....	....	....
	89	P5.35	5.55	....	6.17	....	....	....	....	....	....	....	....	....
	94	6.13	BM6.32	6.43	....	6.51	R	R6.59	7.09	....	7.19	....	....	....

Saturday

am	95	8.30	8.48	8.53	....	8.59	....	9.06	9.07	9.16	9.23	....	....	....
	93	12.10	BL12.27	12.31	....	12.38	A12.40	12.45	....	....	....	....	....	....
pm	93	2.10	BM2.27	2.37	....	2.44	A2.46	2.51	....	....	....	....	....	....
	95	3.56	4.14	4.19	....	4.25	....	4.32	4.33	4.42	4.49	....	....	....
	93	6.20	BM6.38	6.48	....	6.55	A6.57	7.03	....	....	....	....	....	....



Cygnet - Gordon - Channel Hwy - Margate - Howden - Hobart City



Monday to Friday

am	96	....	....	6.32	6.40	....	6.48	6.57	A7.02	7.03	....	M7.10	B7.23	7.42
	98	6.40	....	....	....	....	....	7.22	....	7.29	....	7.36	U	7.55
	94S	....	....	....	6.55	....	7.03	7.12	....	7.26	....	7.33	N	C8.04
	89	....	....	....	....	....	....	....	....	....	7.20	....	B7.50	8.15
	65	....	....	....	....	....	....	....	A7.24	7.26	....	L7.33	7.41	8.21
	92V	....	....	....	....	....	....	....	A7.54	7.55	....	M8.03	8.19	8.45
	94S	....	....	....	7.30	....	7.39	7.48	A7.55	7.59	....	L8.08	BH8.16	8.49
	94V	....	....	....	7.40	....	7.47	7.55	A8.05	8.08	....	L8.16	8.22	8.40
	97V	....	7.27	7.32	7.40	....	7.48	7.55	A8.07	8.08	....	8.16	N	8.37
	97S	....	7.27	7.32	7.43	....	7.49	7.58	A8.09	8.10	....	8.19	HN	8.52
	95V	....	....	....	9.00	9.07	9.11	9.21	....	9.26	....	9.34	9.39	9.57
	95S	....	....	....	9.00	9.07	9.11	9.20	....	9.26	....	9.34	H9.39	10.05
	93	....	....	....	....	....	....	10.57	A11.06	11.07	....	L11.17	B11.24	11.44
pm	95	....	....	....	1.06	1.13	1.17	1.26	....	1.31	....	1.39	1.44	2.00
	94	....	....	....	3.37	J	3.50	3.59	....	4.04	....	4.11	B4.14	4.34
	95	....	....	....	5.07	5.14	5.18	5.27	....	5.32	....	5.41	5.46	6.06

Saturday

am	93	....	....	....	....	....	....	8.09	A8.16	8.17	....	M8.23	B8.37	8.54
	95	....	....	....	9.30	9.38	9.42	9.51	....	9.56	....	10.03	10.08	10.24
pm	93	....	....	....	....	....	....	12.51	A12.58	12.59	....	L1.06	B1.12	1.29
	93	....	....	....	....	....	....	2.59	A3.06	3.07	....	M3.13	B3.27	3.44
	95	....	....	....	5.05	5.13	5.17	5.26	....	5.31	....	5.38	5.43	5.59
	93	....	....	....	....	....	....	7.11	A7.18	7.19	....	M7.25	B7.39	7.56

Explanations

- A** Via Beach Rd, Margate.
- B** Via Browns Rd, Kingston.
- C** Terminates St Mary's College, Harrington St.
- H** Via Hobart College on school days only.
For complete details please see the separate Hobart College timetable.
- J** Via Kettering Ferry Terminal on request only.
- L** Via Maranoa Rd, Redwood Rd, Channel Hwy.
- M** Via Maranoa Heights (Maranoa Rd, Redwood Rd, Hawthorn Dr and Algona Rd).
- N** Not via Kingston Central.
- P** Bus departs from Franklin Sq Stop P.
- R** Via Beach Rd, Margate and Beach Rd, Snug on request only.
- S** Bus operates school days only.
- T** Via Beach Rd, Snug, on request only.
- U** Via Kingston Central on request only.
- V** Bus operates school holidays only.

Metro Route Map 65, 89, 92, 93, 94, 95, 96, 97, 98



Legend

- Bus Route
- Route Number
- Urban Section Point
- Non-Urban Zone Point

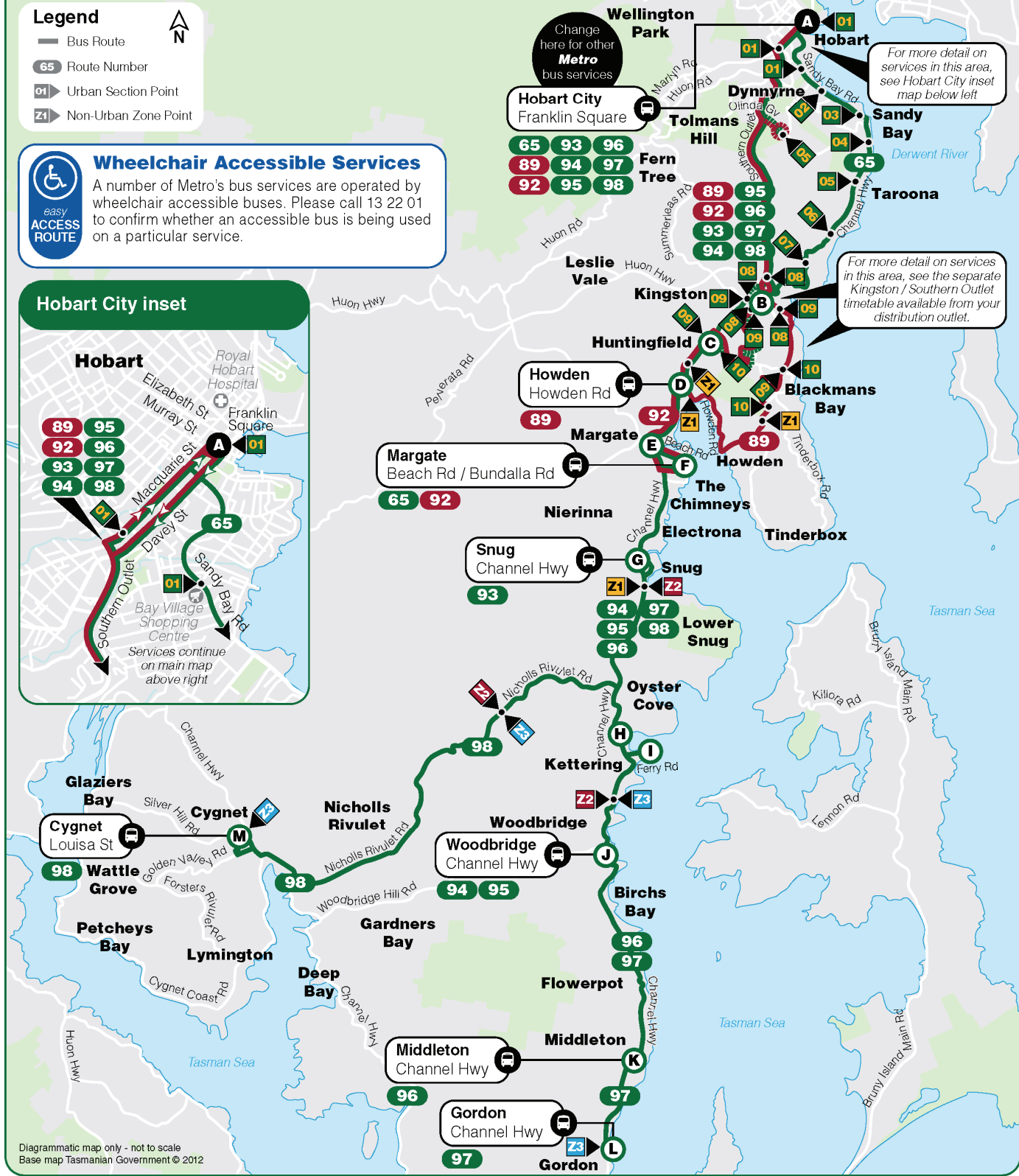


Wheelchair Accessible Services

A number of Metro's bus services are operated by wheelchair accessible buses. Please call 13 22 01 to confirm whether an accessible bus is being used on a particular service.

Hobart City inset

Services continue on main map above right



For more detail on services in this area, see Hobart City inset map below left.

For more detail on services in this area, see the separate Kingston / Southern Outlet timetable available from your distribution outlet.

Diagrammatic map only - not to scale
Base map Tasmanian Government © 2012



- 94 Hobart-Woodbridge
- 95 Hobart-Woodbridge via Kettering Ferry Terminal
- 96 Hobart-Middleton
- 97 Hobart-Gordon
- 98 Hobart-Cygnnet

Most Channel Services operate to and from Woodbridge as seen in the attached Channel to Hobart City timetables. On Mondays to Fridays there is one service to and from

Middleton, Gordon and Cygnnet. There are no Sunday services.

Metro Tasmania has six passport size timetable leaflets produced by transitgraphics covering the Southern Suburbs and Kingston as follows:-

- 44, 45, 46, 47, 48, 49, Fern Tree to Hobart City
- 51, 52, 53, 54, 55, 154, 88 Sandy Bay & University to Hobart City

56, 61, 62, 63, 67, 68 Kingston to Hobart City

57, 58, 59, 60, 156, 158 Mt Nelson to Hobart City

65, 89, 92, 93, 94, 95, 96, 97, 98 Channel to Hobart City

72, 74, 75, 82, 84, 85, 86 Kingston to Hobart City



It appears that I need to make one important correction to my article “China commences world’s longest operation of VHS trains” in the February 2013 issue. The distances quoted are apparently used for calculating fares and are greater than actual kilometres. In my defence, the world’s media, including The Australian, The Age, BBC and Railway Gazette International also quoted the same figures based on information supplied by the PR people in China. A Google search on “Beijing Guangzhou high speed train” reveals many such media articles. The Chinese media are worth looking at as some include impressive photographs of the trains. The actual length of the line is

unclear from the few sources I have located.

A Wikipedia article:

(http://en.wikipedia.org/wiki/Beijing-Guangzhou-Shenzhen-Hong_Kong_High-Speed_Railway)

contains a detailed table showing stations on the line with cumulative distances from Beijing West station. On this basis Guangzhou South is 2105 km from Beijing (not 2298 km shown in timetables, repeated throughout the media and in my article), the current terminus of Shenzhen North is 2208 km (not 2400 km) and the future terminus West Kowloon is 2247 km. Un-

fortunately this Wikipedia article is internally inconsistent, elsewhere quoting the distance to West Kowloon as 2230 km.

International Railway Journal quotes yet another figure of 2287 km from Beijing to Shenzhen:

(<http://www.railjournal.com/index.php/high-speed/chinas-high-speed-programme-back-on-track.html>).

Finally, for those interested, Duncan Peattie at his website <http://www.chinatt.org/> advises that he is working on a new (eighth) edition of his full Chinese Railway Timetable in English



China Rail's High Speed Network in 2020

CPH on the SSFL

Geoff Lambert, with photos by John Hoyle



AUSTRALIAN RAIL TRACK CORPORATION LTD

TRAIN ALTERATION ADVICE NO: 1608-2012

AMENDMENT 1

Please Note: Heritage Services are to be managed as passenger trains, in accordance with Network Management Principles

DUE TO THE FOLLOWING:

THE RAIL MOTOR SOCIETY
"CHULLORA RAIL MOTORS"
(FOR ARTC SSFL TRAINING)

27th – 28th DECEMBER 2012

THE FOLLOWING TIMETABLES WILL APPLY:

7R00 on Thu 27/12/2012 will depart Rail Motor Society Siding 740, pass Paterson Loop 0752, Mindaribba 0801, Telarah 0807, Maitland 0811, Thornton 0820, Sandgate 0830, Warabrook 0831, Islington Junction 0835, thence as tabled by RailCorp.

7R53 on Fri 28/12/2012 will run as tabled by RailCorp to pass Islington Junction 1527, Warabrook 1536, Sandgate 1539, Thornton 1550, Maitland 1559, Telarah 1602, Mindaribba 1611, Paterson Loop 1622, arrive Rail Motor Society Siding 1632, stable

Train Consist: CPH 1 and CPH 7

Weight: 54 tonnes

Length: 27 metres

This TAA has been entered into TRIMS



AUSTRALIAN RAIL TRACK CORPORATION LTD

TRAIN ALTERATION ADVICE NO: 0005-2013

Please Note## Heritage Services are to be managed as passenger trains, in accordance with Network Management Principles

DUE TO THE FOLLOWING:

THE RAIL MOTOR SOCIETY
"CHULLORA RAIL MOTORS"
6th - 9th JANUARY 2013

THE FOLLOWING TIMETABLES WILL APPLY:

7R00 on Sun 06/01/2013 will depart Rail Motor Society Sidings 1300, pass Paterson Loop 1310, pass Mindaribba 1319, Telarah 1325, Maitland 1329, Thornton 1338, Sandgate 1346, Warabrook 1347, Islington Junction 1350, thence as tabled by RailCorp.

7R53 on Wed 09/01/2013 will run as tabled by RailCorp to pass Islington Junction 1500, Warabrook 1505, Sandgate 1507, Thornton 1516, Maitland 1526, Telarah 1529, arrive Mindaribba 1537, x, depart 1548, pass Paterson Loop 1600, arrive Rail Motor Society Siding 1610, stable.

Train Consist: CPH 1 and CPH 7 Weight: 54 tonnes. Length: 27metres

This TAA has been entered into TRIMS.



RAIL CORPORATION NEW SOUTH WALES

SPECIAL TRAIN NOTICE NO. 0321-2013

TIMETABLE FOR HERITAGE OPERATED TOUR

Islington Junction – Chullora

(TRAVELLING UNDER BLOCKWORKING CONDITIONS AS DESCRIBED IN THE TOC MANUAL)

(TRAK II Identification Number: ST034801)

TRAIN ARRANGEMENTS

SUNDAY, JANUARY 06

TIMETABLE FOR EMPTY CARS Islington Junction – Chullora

7R00 (Special Train) will run as arranged by **ARTC**, pass Islington Junction 1350 hours (**Empty**), **R** Woodville Junction 1352, Broadmeadow 1353, Broadmeadow Yard 1355 **XM**, Adamstown 1356, Sulphide Junction 1403, Sulphide Junction Yard 1404, Sulphide South Turnback 1404, Fassifern 1413, Awaba 1417, Morisset 1430, Wyee 1438, Wyong Turnback 1449, Wyong 1452, Ourimbah 1459, Gosford North 1507, Gosford 1509, Woy Woy 1518, Hawkesbury River Turnback 1532, Hawkesbury River 1533, Cowan 1547 **R**, Cowan Inner Refuge arrive 1550, depart 1630 **XM**, pass Berowra 1634, Hornsby Car Sidings Junction 1644, Hornsby 1645, Thornleigh 1651, Epping North Turnback 1702 **M**, Epping 1703, Eastwood 1706, West Ryde 1710, Rhodes 1716, **XR** Concord West 1718, North Strathfield Junction 1721, Homebush Loop 1722, **G DG** Flemington Markets 1725, Flemington Goods Junctions 1729, Flemington Goods South 1732, Chullora Junctions 1737, arrive Chullora SOY 1741 hours, **terminate**.

Consist: CPH 1, CPH 7

(54 tonnes, 27 metres)

WEDNESDAY, JANUARY 09

TIMETABLE FOR EMPTY CARS Chullora – Islington Junction

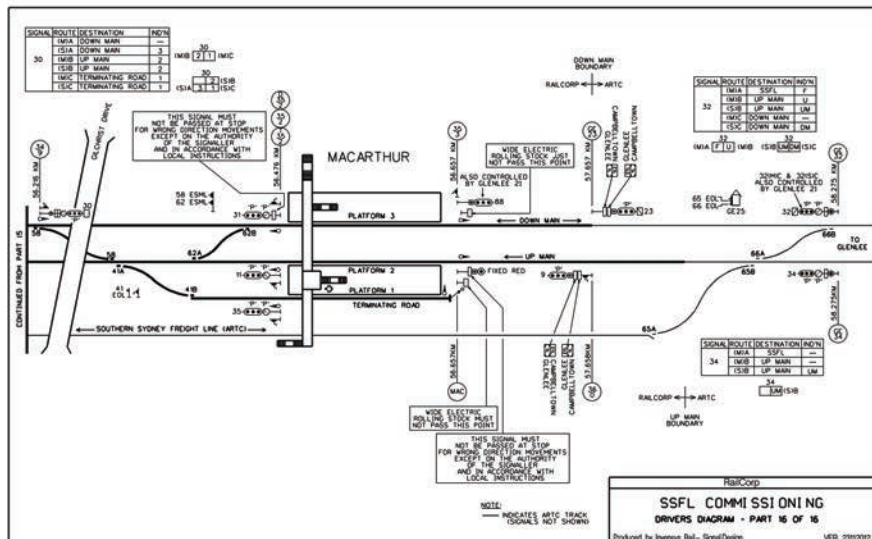
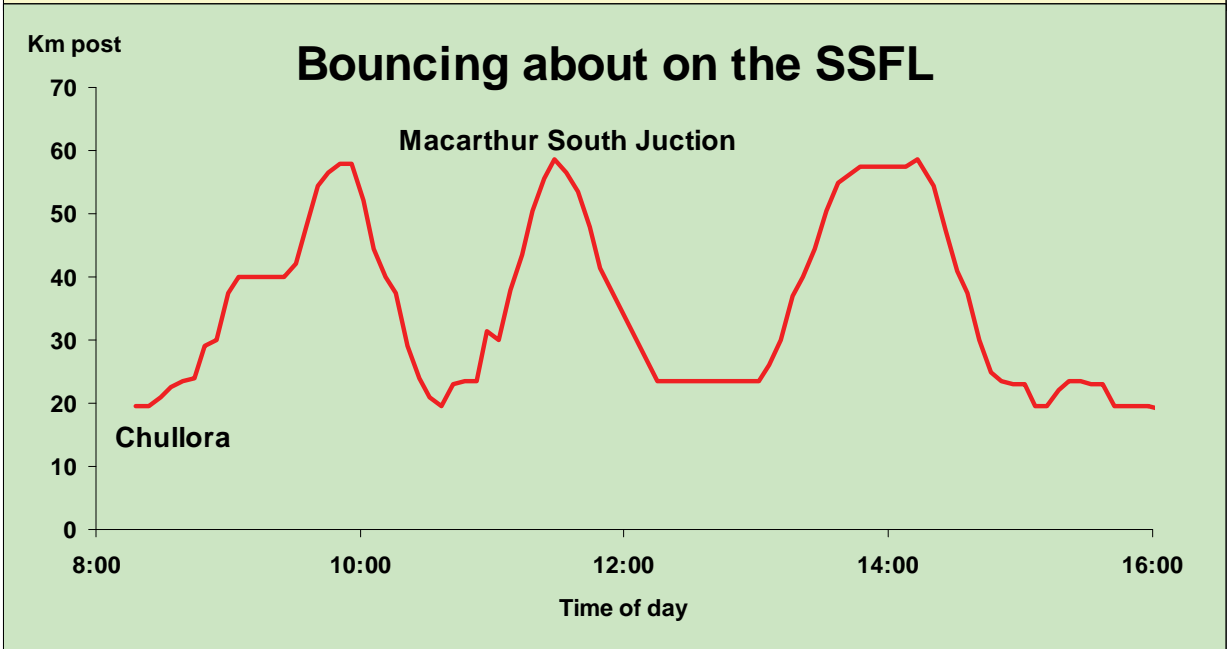
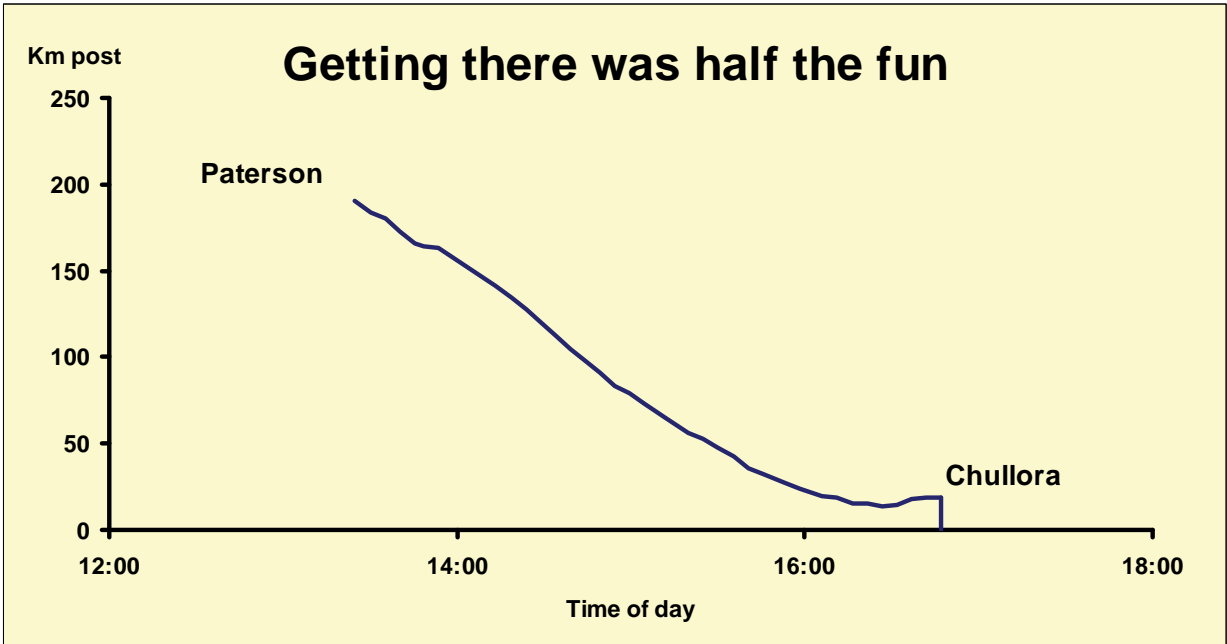
7R53 (Special Train) will depart Chullora SOY 1140 hours (**Empty**), pass Chullora Junctions 1143, Flemington Goods South 1148, Flemington Goods Junctions 1151, Flemington Markets 1156, Homebush Loop 1159 **R**, North Strathfield Junction 1200, Concord West 1204, Rhodes 1206 **XDM**, West Ryde 1210 **S**, Eastwood 1215, Epping 1218, Epping North Turnback 1219, Cheltenham South Turnback 1221, Thornleigh 1231, Hornsby 1237, Hornsby Car Sidings Junction 1238, Berowra 1247, Cowan 1251, Hawkesbury River 1300, Hawkesbury River Turnback 1301, Woy Woy 1316, Gosford 1325, Gosford North 1326, Ourimbah 1335, Wyong 1342, Wyong Turnback 1343, Wyee 1354, Morisset 1402, Morisset Turnback 1402, Awaba 1414, Fassifern 1419, Sulphide South Turnback 1428 **R**, Sulphide Junction Yard arrive 1429, depart 1445 **XM**, pass Sulphide Junction 1446, Sulphide North Turnback 1446, Adamstown 1454, Broadmeadow Yard 1456, Broadmeadow 1457, Woodville Junction 1458, Islington Junction 1500 hours, thence run as arranged by **ARTC**.

Consist: CPH 1, CPH 7

(54 tonnes, 27 metres)

SPECIAL INSTRUCTIONS

- RMS (Paterson) will arrange suitable qualified operating crews.
- Train consist details will be submitted by RMS (Paterson) on a Train Manifest form which will be faxed to all relevant Control offices prior to departure from originating point each day.
- Trains will be comprised of Railmotors as listed in the Train Operation Conditions (TOC) Manual.



There were two of these trips but, as the first one ran during the Boxing Day Test and while people were still digesting their turkey, it was little-remarked. The object of both trips, so far as outsiders can ascertain, was “learning the road” or, as it is now called “Route Learning.”

The “how to become a Train Driver” website says this of the matter: *You are now a Train Driver, but it isn't quite over yet. Before you are of any actual use for driving trains you need to learn the routes you will be driving over. For all that route learning seems to be treated as a 'bolt-on' to basic driver training, route knowledge is really the heart of the job in my opinion. In a way a train driver drives the route as much as he drives the train and without a really thorough knowledge of his routes a driver can't function properly.*

Route Learning was a concept developed in the United Kingdom, where the network was of bewildering complexity. It was imported into Australia in a somewhat less formalised fashion. I recall an old “steam man”, Ted Cody, telling me that it was important to know all lineside features as a guide to the railway. His favourite was the red bull in a paddock outside Rockbank—by which he knew he was approaching the Rockbank Up distant signal even in fog.

CityRail provides a lavishly illustrated route learning book for all of its lines. This

was available on Timetables on DVD in February. This book does not cover the Freight Lines which have been leased to ARTC and it certainly does not cover the SSFL which is owned by ARTC.

The event was a crash-course in route knowledge. The SSFL (Southern Sydney Freight Line) was to be opened by the Federal Minister in a fortnight's time. How to force feed the maximum number of drivers before then? A CPH, of course. Students can fit four-abreast, two either side of the driver and learn the route through the front windows. Better yet, a CPH is double-ended and easily reversed.

Train Advices and Special Train Notices were issued by ARTC and RailCorp for the “placement” journeys of the rail motors, but none were issued for the shuttles on the SSFL. The trains were listed as “Heritage Operated Tours” by RailCorp and attributed to the Rail Motor Society by ARTC. They were, however, strictly speaking, ARTC “work trains”.

The graphical timetable charts show the actual running as seen by ARTC Train Control.

Chart 1 shows the forward trip from Paterson to Chullora. The motors seem to have had an uninterrupted, almost express, run. Not even the Cowan Bank slowed them noticeably.

Our second graph shows how this played out on the second day, with 3 return trips made between Chullora and the end of the SSFL at Macarthur South Junction. The SSFL has not been incorporated into the databases used by the CountryNet radio system used by ARTC and RailCorp. Hence the trains appeared on the control boards as running on the existing Goods Lines and the Main South RC line,

Two trips only were run on the first day and three on the second, as shown on Chart 2. The CPHs seem to have run out south of the junction at Macarthur South. It was important, of course, for drivers to get a feel for this junction from both directions. The “inner driver” was not forgotten either— you can see where they paused for lunch.

The line was opened two weeks later, with the first train being duly waved off by the Federal Minister Anthony Albanese, who waxed lyrical about the benefits the new line would produce. He would be galled to learn that the inaugural train was held for three-quarters of an hour at Macarthur South Junction awaiting a path to the south.

The line is yet to become an unalloyed success. No new timetables have been offered for it. RailCorp studiously ignores it and some operators prefer to run their trains over the parallel double-track. Most Intrastate trains appear not to use it.

