

# The Times

June 2014

A journal of transport timetable history and analysis



rex.



**Inside: Parallel timetabling rises from the grave**  
**The timetable graveyard**  
**Bis Boy—the bus that served the graveyard**  
**Going Home**

RRP \$4.95  
Incl. GST

# The Times

A journal of the Australian Timetable Association Inc. (A0043673H)

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

June 2014

Vol 31 No. 06, Issue No. 36

**The Times** welcomes all contributions. Our Authors' Guide will soon be available on our web-site  
**Reproduction** Material appearing in The Times may be reproduced in other publications, with an acknowledgement.  
**Disclaimer** Opinions expressed in our magazines are not necessarily those of the Association or its members.  
**Editor, The Times** Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW G.Lambert@iinet.com.au  
A full AATTC contact list can be found in our current Members News, at <http://www.aattc.org.au/newsletter.pdf>  
Colour PDF versions of our magazines are at <http://www.austta.org.au>

## —CONTENTS—

JIM WELLS	PARALLEL TIMETABLING	3
ROBERT HENDERSON	BIS BOY 124—MATRAVILLE	4
GEOFF MANN	GOING HOME	7
	LETTERS	2, 12
ROUTE 101	GEOFF LAMBERT	13



## Bradshaw's Air Guide

Letter from

DEREK SCRAFTON

**T**hank you for Victor's review of the 1934 Bradshaw's air guide. In addition to the services, the airports and seaplane ports being used made interesting reading. For example, London was served mainly by Croydon at that time, but services are also shown from Heston (later to develop into Heathrow) and also Stapleford, in Essex, a location north of Romford. A flight to France in summer could be taken from any of these three aerodromes, but, as Victor points out, there were fewer options in winter.

I thought it was wonderful that on a flight from Croydon to Bembridge, you could request to be set down at Ryde. These two towns on the Isle of Wight are just a bike-ride apart!

It was also interesting to see the number of airports that were already in existence in 1934, which later developed into major hubs, such as Schiphol and Don Huang.



# Parallel Timetabling: It's Back

JIM WELLS

**F**OR DECADES THE SCOURGE of Australian domestic civil aviation was parallel timetabling; the practice of the two major airlines running schedules on trunk routes that were almost identical.

The announcement at upper right appeared in The Australian of 3rd March 2014.

What a pity for Armidale that the six services that they will get from March 28<sup>th</sup> won't be better spread during the day.

As of the time of writing Rex was not reflected in Quicktrips's schedule [shown at the bottom of this page]

If the Australian's 'wheels up' times are really proper departure ("block") times, then it doesn't look quite so bad as the morning flight is nearly an hour after Qantas'.

It will be interesting to see Qantas' reaction. Will they continue with the existing schedule or recognise the inevitability of a loss of share?

The question though is whether parallel timetabling ever went away. It certainly ceased to matter on key trunk routes as frequency improved. It never existed on regional routes until there was competition.

So I did a quick check on some lesser routes; timetables drawn from QuickTrip

Rex will run three flights every weekday from March 28 with Armidale departures at 6.35am, 10.50am and 5.30pm, while the return legs from Sydney will be wheels up at 9.15am, 3.40pm and 6.55pm. Not coincidentally, those timings line up directly against QantasLink's own services.

for Wednesdays. Brisbane - Cairns is at right.

There is no objective way to analyse this. Some passengers will not fly Jetstar (JQ) or Tiger (TT) as they want business class service or they don't like so called low cost airlines. Grouping of flights around peak hours is to be expected.

**Key points**

- Span of service between first (06:20a) and last (09:20p) is good'
- Five gaps of 0:30 or less – not good'
- Main problem is the 04:10 mid afternoon gap.

The lower table at right is for Brisbane-Mt Isa. No parallel timetabling here but not a good spread of services.

Dep	Gap	Flight	Equip
6:10a		JQ 0926	320
7:00a	0:50	VA 0773*	73H
7:00a	0:00	QF 0798	73H
9:40a	2:40	VA 0779*	73H
9:45a	0:05	QF 0782	73H
10:55a	1:10	JQ 0930	320
12:20p	1:25	TT 0486	320
1:20p	1:00	JQ 0932	320
1:35p	0:15	VA 0785*	73H
2:00p	0:25	QF 0784	73H
6:10p	4:10	VA 0795*	E90
7:10p	1:10	QF 0786	73H
7:40p	0:30	VA 0797*	73H
9:20p	1:40	JQ 0942	320

Dep	Gap	Flight	Equip
6:10a		VA 1273*	E90
9:00a	2:50	QF 1076	73H
3:30p	6:30	QF 1078	73H

DEPARTURE				ARRIVAL			FLIGHT INFORMATION			
Apt	Tm	Time		Apt	Tm	Time	Duration	Carrier / FlightNo	Equip	Freq
	<a href="#">SYD</a>	3	8:20a	<a href="#">ARM</a>	-	9:30a	1h 10m	<a href="#">QF 2020*</a>	<a href="#">DH3</a>	MTWTFSS
	<a href="#">SYD</a>	3	10:45a	<a href="#">ARM</a>	-	11:55a	1h 10m	<a href="#">QF 2024*</a>	<a href="#">DH3</a>	MTW****
	<a href="#">SYD</a>	3	12:10p	<a href="#">ARM</a>	-	1:20p	1h 10m	<a href="#">QF 2022*</a>	<a href="#">DH8</a>	MTW****
	<a href="#">SYD</a>	3	3:30p	<a href="#">ARM</a>	-	4:40p	1h 10m	<a href="#">QF 2030*</a>	<a href="#">DH3</a>	MTWTF*S
	<a href="#">SYD</a>	3	7:00p	<a href="#">ARM</a>	-	8:10p	1h 10m	<a href="#">QF 2034*</a>	<a href="#">DH3</a>	MTWTF*S

An asterisk (\*) following a flight indicates this flight operated by another airline

# Buses in Sydney – timetables of yesteryear

## 2. Matraville – Central Railway (extended to La Perouse on Sundays & Holidays)

By ROBERT HENDERSON

This is the second of a series of short articles about old bus timetables around Sydney.

**Background:** This is another timetable which I acquired in a recent ATC auction. It shows a bus route between Matraville in Sydney's south and Central Railway. It is not dated, but would have been effective sometime between 1924 and 1926.

The background to Matraville – Central Railway bus routes is this. Bus route 124 was shown in the Government Gazette dated 19 December 1924 as operating between Matraville and Central Railway via Cleveland Street. In the following Gazette which listed bus routes (13 November 1925), all the route numbers changed and new routes added, etc. Running Matraville – Central Railway there were three routes, with numbers 148 and 150 via Cleveland Street and 149 via Darlinghurst. Routes 148 and 150 were listed as having identical routes, so the likelihood is that they were run by different operators. However, later

Gazettes, by 1926, show that 150 had disappeared. At round the same time 148 was altered to run via Darlinghurst. By 1927, the only Matraville – Central Railway route was 148, which continued to run (via Darlinghurst) until 31 October 1931.

From the running times between Cleveland Street Junction (known in tram terms as Anzac Parade Junction) and Central Railway, the 1925 Government Gazette identifies the timetable in this article as being via Cleveland Street, rather than Darlinghurst.

Hence it can be concluded that this timetable is either for Route 124 in 1924/5 or either 148 or 150 in 1925/6.

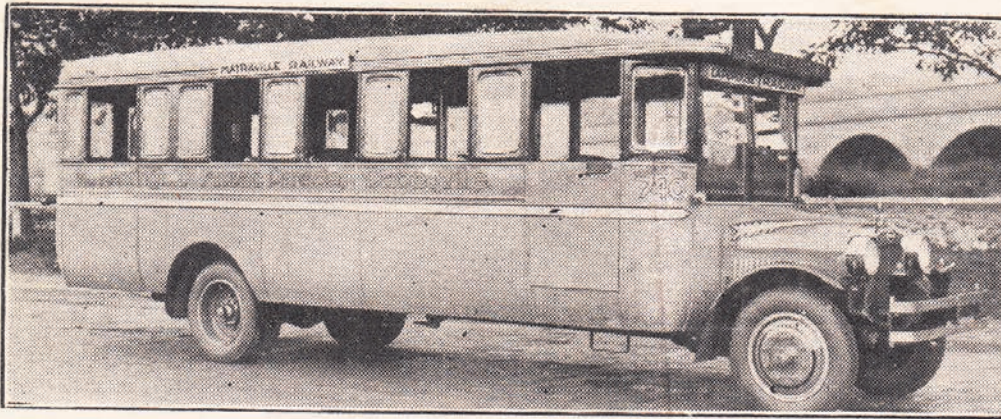
Matraville, outer terminus of our bus route, was named after James Matra, a midshipman on the *Endeavour*, in which Captain Cook had sailed to Australia in 1770. Matra had walked through the area with Cook after they had landed. The suburb became a soldier settlement after World War One. The sand dunes of the area were subdivided in 1917 in anticipation of these soldiers

returning and the first cottages were completed in 1919. The early users of the bus service to Matraville were in all probability therefore returned soldiers and their families.

**Timetable:** Partly similar to the timetable in the previous article in this series, the same timetable Mondays to Saturdays, with one additional trip on Saturdays for those attending late evening entertainment in the City.

Note the extension of the bus service to La Perouse on Sundays and Holidays. La Perouse takes its name from the French explorer of that name, who sailed into Botany Bay at almost the same time as Cook in 1788. A reserve for Aborigines was established there in 1885, and a kiosk was built in 1896 for tourists. For many years, the main attractions for tourists were the "snake men", who held exhibitions of snake-handling from the early years of the 20<sup>th</sup> century. Possibly the existence of the kiosk prompted the extension of the tram

### TIME TABLE—MATRAVILLE TO RAILWAY



Fred Kerr's  
De Luxe  
Motor  
Service

My Luxurious Six-Cylinder Ruggles Motor Bus

Note the easy running and the absence of shock or jolting  
For Comfort and Safety ride in one of these Ruggles Busses

For an enjoyable outing take my Bus to La Perouse on Sundays or Holidays

SEE SPECIAL TIME-TABLE INSIDE



service there in 1902. The passengers on our bus service no doubt watched the snake charmers displaying their skills, after possibly enjoying a picnic by the shores of Botany Bay.

**Operator:** Fred Kerr, whose address is shown as Rhodes Street, Matraville, in another timetable. This Matraville – Central Railway route appears to be the only service ever operated by Mr Kerr. Assuming he was still operating it in 1931, he would have been put out of business when the State Transport (Co-ordination) Act was passed. We can only hope that he had already made his fortune by taking passengers for an “enjoyable outing” to La Perouse in one of his “luxurious” six-cylinder Ruggles motor bus(es) with their “absence of shock or jolting”!

**Route:** The Government Gazettes tell us that Matraville terminus was at the corner of Australia Avenue and Bunnerong Road. The route between Matraville and Central Railway was along Bunnerong Road, Anzac Parade, Cleveland Street and Chalmers Street to a terminus in Eddy Avenue outside Central Railway. **The part of the route between Daceyville Junction (now Kingsford) and Central Railway totally followed tram lines.**

**The extension from Matraville to La Perouse followed Bunnerong Road and Anzac Parade. The La Perouse terminus in Quambi Avenue was located in what is now part of Anzac Parade,**

**where it forms a loop near the small commercial centre there. The La Perouse extension followed part of the La Perouse via Botany tram line, which went through what was mostly sand dunes and had at best spasmodic services other than on summer weekends.** [Editor’s note: Quambi Avenue was re-named Anzac Parade in 1934.]

#### Later history of transport to Matraville

After Fed Kerr’s bus service to Matraville was cancelled in the wake of the State Transport (Co-ordination) Act, the Transport Department authorised a feeder service from Daceyville Junction to Matraville via part of the old Route 148. The feeder was numbered 138 and run by Mick Sullivan. Sullivan introduced extensions northwards to Doncaster Avenue, Kensington and southwards to Botany Cemetery in 1934.

Interestingly, when the outer end of the **La Perouse via Botany tram line** was closed in August 1933, Sullivan was called upon to provide a replacement bus service at weekends as part of his license for Route 138. A tram service continued to run from Circular Quay to Matraville via Botany until 1952, when it was curtailed back to Chelmsford Avenue, Botany and Route 309 buses of the Department of Government Transport (DGT) ran to Matraville instead.

In 1946-47 Sullivan sold his bus services

to Reo Motors, owned by John A Gilbert, a company which still exists under the name of the Buslines Group. However the Reo Motors period of ownership only lasted until 10 August 1952, when the DGT took over his routes, following pressure from residents of the area, all of whose other transport was provided by Government trams or buses.

Under the DGT, the Kensington-Matraville -Botany Cemetery route was given route number 337 and it was again extended to the City at certain times and some trips to Prince Henry Hospital. In 1989, 337 was split into 336 to Prince Henry Hospital via Chifley and 337 to Botany Cemetery. Then in 1995, 336 was split into 390 and 392 (slightly different routes in the Little Bay area), while 337 was renumbered 391. In 2002, 390 and 392 were combined as 392. They remain that way today. Numbers in the 39x series were chosen to complement other routes along Anzac Parade, whose numbers are in the range of 393 to 399.

When the DGT first took over the Matraville area routes, service right through to La Perouse was infrequent, but it has slowly improved since and now runs seven days a week.

Editor’s note. It will probably not escaped your attention that the Matraville route shares something in common with other articles in this issue– the association with a graveyard– in this case Botany Cemetery.

### From Matraville, Australia Avenue, to Central Railway Station

**Fares:**—Through fare, 6d. Railway to Cleveland St. Junction, 2d. Cleveland St. Junction to High St., Kensington, 2d. High St., Kensington, to Maroubra Bay Road, 2d. Maroubra Bay Road to Australia Avenue, Matraville, 2d. Two Sections, 3d. Three Sections, 4d. Children under 12 years, half fare. Minimum fare after 11.30 p.m., journey from terminus, 6d.

**Time of Journey:**—38 minutes: Australia Avenue, Matraville to Maroubra Bay Road, 10 minutes. Maroubra Bay Road to Rainbow St., Kensington, 6 minutes. Rainbow St., Kensington, to Alison Road, 9 minutes. Alison Road to Cleveland St. Junction, 2 minutes. Cleveland St. Junction to Central Railway, 11 minutes.

### From La Perouse, Quambi Avenue, to Central Railway Station, via Matraville

**Time of Journey:**—51 minutes: Quambi Avenue, La Perouse to Australia Avenue, Matraville, 13 minutes. Australia Avenue, Matraville to Maroubra Bay Road, 10 minutes. Maroubra Bay Road to Rainbow St., Kensington, 6 minutes. Rainbow St., Kensington, to Alison Road, 9 minutes. Alison Road to Cleveland St. Junction, 2 minutes. Cleveland St. Junction to Central Railway, 11 minutes.

**Fares:**—Through fare 7d; Kensington to Cleveland St. Junction, 2d. Cleveland St. Junction to High St., Kensington, 2d. High St., Kensington, to Maroubra Bay Rd., 2d. Maroubra Bay Road to Australia Avenue, Matraville, 2d. Australia Avenue, Matraville, to Quambi Avenue, La Perouse, 2d. Two Sections, 3d. Three Sections, 4d. Four Sections, 6d. Children under 12 years, half fare.

All previous Timetables are cancelled. Stand:—Matraville: Australia Avenue, 20 feet west of Bunnerong Road.

General Printing Co., 15 Parker Street,



### From MATRAVILLE (AUSTRALIA AVENUE) to CENTRAL RAILWAY STATION.

Leave Matraville.	Arrive Marouba Bay Rd.	Arrive Rainbow Street.	Arrive Cleveland St. Junct.	Arrive Central Railway.	Leave Central Railway.	Arrive Cleveland St. Junct.	Arrive Rainbow Street.	Arrive Marouba Bay Rd.	Arrive Matraville.
<b>MONDAYS TO SATURDAYS.</b>									
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
6.26	6.36	6.42	6.53	7.4	7.6	7.17	7.28	7.34	7.44
6.50	7.0	7.6	7.17	7.28	7.30	7.41	7.52	7.58	8.8
7.45	7.55	8.1	8.12	8.23	8.26	8.37	8.48	8.54	9.4
8.10	8.20	8.26	8.37	8.48	8.50	9.1	9.12	9.18	9.28
9.18	9.28	9.34	9.45	9.56	9.59	10.10	10.21	10.27	10.37
9.40	9.50	9.56	10.7	10.18	10.21	10.32	10.43	10.49	10.59
10.39	10.49	10.55	11.6	11.17	11.20	11.31	11.42	11.48	11.58
11.4	11.14	11.20	11.31	11.42	11.45	11.56	12.7	12.13	12.23*
11.59	12.9	12.15	12.26	12.37	12.40	12.51	1.2	1.8	1.18*
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
1.4	1.14	1.20	1.31	1.42	1.45	1.56	2.7	2.13	2.23
2.11	2.21	2.27	2.38	2.49	2.52	3.3	3.14	3.20	3.30
2.29	2.39	2.45	2.56	3.7	3.10	3.21	3.32	3.38	3.48
3.31	3.41	3.47	3.58	4.9	4.12	4.23	4.34	4.40	4.50
3.54	4.4	4.10	4.21	4.32	4.35	4.46	4.57	5.3	5.13
4.51	5.1	5.7	5.18	5.29	5.32	5.43	5.54	6.0	6.10*
5.15	5.25	5.31	5.42	5.53	5.56	6.7	6.18	6.24	6.34*
6.34	6.44	6.50	7.1	7.12	7.15	7.26	7.37	7.43	7.53
7.1	7.11	7.17	7.28	7.39	7.42	7.53	8.4	8.10	8.20
8.19	8.29	8.35	8.46	8.57	9.0	9.11	9.22	9.28	9.38
8.39	8.49	8.55	9.6	9.17	9.20	9.31	9.42	9.48	9.58
9.40	9.50	9.56	10.7	10.18	10.21	10.32	10.43	10.49	10.59
9.59	10.9	10.15	10.26	10.37	10.40	10.51	11.2	11.8	11.18
11.0	11.10	11.16	11.27	11.38	11.41	11.52	12.3	12.9	12.19
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.
11.19	11.29	11.35	11.46	11.57	12.0	12.11	12.22	12.28	12.38

MINIMUM FARE AFTER 11.30 P.M., 6d.

### From La-Perouse (Quambi Avenue) to Central Railway Station via Matraville

#### SUNDAYS & HOLIDAYS.

Leave Quambi Avenue.	Arrive Matraville.	Leave Matraville.	Arrive Marouba Bay Rd.	Arrive Rainbow Street.	Arrive Cleveland St. Junct.	Arrive Central Railway.	Leave Central Railway.	Arrive Cleveland St. Junct.	Arrive Rainbow Street.	Arrive Marouba Bay Rd.	Arrive Matraville.	Leave Matraville.	Arrive Quambi Avenue.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
—	—	7.54	8.4	8.10	8.21	8.32	8.35	8.46	8.57	9.3	9.13	9.13	9.26
9.33	9.46	9.46	9.56	10.2	10.13	10.24	10.27	10.38	10.49	10.55	11.5	11.5	11.18
10.9	10.22	10.22	10.32	10.38	10.49	11.0	11.3	11.14	11.25	11.31	11.41	11.41	11.54
11.21	11.34	11.34	11.44	11.50	12.1	12.12	12.15	12.26	12.37	12.43	12.53	12.53	1.6
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
12.1	12.14	12.14	12.24	12.30	12.41	12.52	12.55	1.6	1.17	1.23	1.33	1.33	1.46
1.29	1.42	1.42	1.52	1.58	2.9	2.20	2.23	2.34	2.45	2.51	3.1	3.1	3.14
1.48	2.1	2.1	2.11	2.17	2.28	2.39	2.42	2.53	3.4	3.10	3.20	3.20	3.33
3.16	3.29	3.29	3.39	3.45	3.56	4.7	4.10	4.21	4.32	4.38	4.48	4.48	5.1
3.35	3.48	3.48	3.58	4.4	4.15	4.26	4.29	4.40	4.51	4.57	5.7	5.7	5.20
5.3	5.16	5.16	5.26	5.32	5.43	5.54	5.57	6.8	6.19	6.25	6.35	6.35	6.48
5.21	5.34	5.34	5.44	5.50	6.1	6.12	6.15	6.26	6.37	6.43	6.53	6.53	7.6
6.49	7.2	7.2	7.12	7.18	7.29	7.40	7.42	7.53	8.4	8.10	8.20	—	—
7.7	7.20	7.20	7.30	7.36	7.47	7.58	8.0	8.11	8.22	8.28	8.38	—	—
—	—	8.39	8.49	8.55	9.6	9.17	9.20	9.31	9.42	9.48	9.58	—	—
—	—	9.59	10.9	10.15	10.26	10.37	10.40	10.51	11.2	11.8	11.18	—	—
<b>HOLIDAYS ADDITIONAL.</b>													
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
—	—	8.20	8.30	8.36	8.47	8.58	9.0	9.11	9.22	9.28	9.38	—	—
—	—	9.40	9.50	9.56	10.7	10.18	10.21	10.32	10.43	10.49	10.59	—	—
—	—	11.0	11.10	11.16	11.27	11.38	11.41	11.52	12.3	12.9	12.19	—	—
—	—	11.19	11.29	11.35	11.46	11.57	12.0	12.11	12.22	12.28	12.38	—	—

\*Denotes meal relief.



# Going Home

By GEOFF MANN

It all began when I was watching the Test Cricket at the MCG. I overheard a discussion between two gents, one of whom resided in North East Victoria. He said that he was going home on the 6 o'clock train. "It is not as fast as it used to be", he said. Was he correct?

The phrase "going home" brings to my mind the music of Czech composer Antonín Dvořák's *Symphony from the New World*.

Dvořák went to the USA in 1892. It has been said that he was a railway enthusiast, and on arrival in America, he asked a friend to take him to a railway line to watch the trains. He composed the *Symphony* in the following year. Nothing like getting your priorities right! [Editor's note—Dvořák once said: "All of my symphonies I would give if I had invented the locomotive!"]

Dvořák also had an interest in and empathy with Native Americans and African Americans. Part of the *Symphony* was adopted by these groups as a spiritual entitled "Goin' Home".

Getting back to the journey to North East Victoria on the evening train to Albury, let us look at the overall times to see if our man is correct.

I have selected some timetables over the last 30 years, from 1984. This was after the introduction of accelerated timings following closure of little used stations, the introduction of the N series carriages and fixed consists and car sets.

The "6 o'clock" service has varied over the years in departure times between 17:10 and 18:13. Overall running times have fluctuat-

Year	Departure time	Albury arrival	No of Stops	Total running time
2014	18:01	22:00	10	3h 59m
2007	18:13	21:58	11	3h 45m
2004	17:10	20:49	11	3h 39m
1994	17:10	21:00	9	3h 50m
1984	17:20	21:15	10	3h 55m

ed, but stopping patterns have been relatively consistent. The 2014 route is now slightly longer due to being on Standard Gauge via the Albion–Broadmeadows line. This has been offset to a degree by the more direct new route through Wodonga. However, pathing should be easier as there are no suburban trains to tangle with (but isn't – there is a lengthy crossing delay).

It was indeed on a Friday that I overheard our cricket loving friend's remark. If he stayed until stumps in years gone by, he could have caught a later Albury train.

The late Friday evening additional service was introduced in Spring 1981 as part of the new High Frequency Intercity and Interurban Timetable re-vamp. At this time, it departed Spencer Street at 20:40, ran express to Euroa and arrived in Albury at 00:20. By November 1982, it had been rescheduled to depart an hour earlier at 19:40, arriving Albury at 23:25 (slowed by 5 minutes due to the addition of stops at Springhurst and Chiltern) in time to connect into the "Southern Aurora" to Sydney which departed Albury at 00:13.

By April 1985, departure time was advanced to 19:30, and a stop at Seymour was introduced, but the schedule tightened to an overall 3h 40m with a 23:10 arrival in Albury.

In February 1987, departure was put back to 19:50 from Spencer Street, all the stops remained, but arrival at Albury was now 23:15. An overall time of 3h 25m with 7 intermediate stops. A creditable average of 90km/h, **making this train the record holder**. By October 1988, the tight schedule had been eased by 5 minutes and a further 5 minutes by December 1990.

The timetable dated August 1991 showed a further 5 minute slowing. The rot had set in, but it was still quite a speedy service with an overall time of 3h 40m.

Whilst the August 1992 timetable retained the Albury service at 19:55, the Sydney Express (the combined Spirit and Aurora train) departed Spencer Street only 5 minutes later and stopped at Benalla and Wangaratta. This possibly hastened the demise of the Friday late train, for it had disappeared from the August 1993 timetable.

So I guess we can say that our man was correct. Yes, the Albury evening trains were quicker some years ago.

**Note:** I have confined my comparisons to V/Line services. The Melbourne – Sydney XPT was shown in the V/Line timetable in 2004 with a running time of 3h 5m from Melbourne to Albury. The 2014 XPT is operated by NSW Trainlink and has a running time of 3h 15m.



TABLE 18

MELBOURNE-SEYMOUR-ALBURY

(Continued on next page)

AM- Miles In Miles	Kilo- metres from Melb.	Operates on Compulsory Reservation Food and Drinks Air-Conditioning Service Number	R X	MONDAY TO FRIDAY							
				Rail Motor 8303 E	R X AC 8305	R ACN 8307	R X AC 8301	R X AC 8311	R ACN 8313	Rail Motor 8315 E	Rail Car AC 8319
9.5	—	MELBOURNE Q (Spencer Street) (Platform No.)	dep.	a.m. 7 0 (8)	a.m. 7 55 (3)	a.m. 8 0 (4)	a.m. 8 40 (2)	p.m. 12 15 (2)	p.m. 12 55 (3)	p.m. 1 10 (6)	p.m. 4 15 (5)
5.6	1.5	North Melbourne Q	arr.	..	..	..	..	..	..	..	..
38		Sunshine Q	dep.	..	..	..	8 58 9 0	..	..	..	..
44.5	8	Essendon Q	..	..	..	..	..	..	..	..	4 30u
124	17	Broadmeadows Q	..	7 25u	..	9 20u	..	..	1 15u	1 35u	4 45u
188	26	Craigleburn Q	..	7 35	..	..	..	..	..	1 45	4 54
223	33	Dannybrook	..	7 44	..	..	..	..	..	1 54	5 1
301	41.5	Beveridge	..	..	..	..	..	..	..	..	5 5
299	47	Wallan	..	8 0	..	..	..	..	..	2 10	5 14
349	53	Heathcote Junction	..	..	..	..	..	..	..	..	5 19
319	66	Wandong	..	8 9	..	..	..	..	..	2 20	5 21
277	83	Killmore East	..	8 18	..	..	..	..	..	2 27	5 28
221	75	Broadford	..	8 27	..	..	..	..	..	2 35	5 36
178	90	Tallarook	..	8 39	..	..	..	..	..	2 48	5 47
141	99	SEYMOUR	arr. dep.	9 50 9 13	9 11 9 13	10 12 10 14	..	1 28 1 31	2 7 2 9	..	..
150	116	Avenel	..	..	9 48	..	..	2 8	..	..	..
175	151	Euroa	..	..	..	..	..	..	..	..	..
178	169	Violet Town	..	..	..	..	..	..	..	..	..
170	195	BENALLA	arr. dep.	..	10 16 10 18	..	..	2 34 2 36	..	..	..
150	294	WANGARATTA	arr. dep.	..	10 43 10 45	..	..	2 41 2 43	..	..	..
191	257	Springhurst	..	..	11 2	..	..	..	..	..	..
211	271	Chillaram	..	..	11 13	..	..	..	..	..	..
189	260	Barnswartha	..	..	..	..	..	..	..	..	..
164	301	WODONGA	arr. dep.	..	11 34 11 38	..	..	2 45 2 47	..	..	..
163	307	ALBURY (N.S.W.)	arr.	..	11 45	..	12 20 12 20	3 55	..	..	..

Operates on Compulsory Reservation Food and Drinks Air-Conditioning Sleeping Lounges LC Dining OR Motorail M Service Number	MONDAY TO FRIDAY				FRI. ONLY		SATURDAY				
	R X AC 8321	R X AC 8323	R X ACN 8327	R X AC ORM 8641	Rail Car AC 8329	Rail Car ACN 8331	Rail Car AC 8333	Rail Motor 8309	R X AC 8305	R ACN 8307	
MELBOURNE Q (Spencer Street) (Platform No.)	dep.	p.m. 5 20 (2)	p.m. 5 30 (4)	p.m. 6 20 (2)	p.m. 6 45 (1)	p.m. 8 55 (8)	p.m. 7 40 (4)	p.m. 8 0 (8)	a.m. 7 10 (8)	a.m. 7 55 (3)	a.m. 8 55 (3)
North Melbourne Q	arr.	..	..	..	..	..	..	..	..	..	..
Sunshine Q	dep.	..	..	..	..	..	..	..	..	..	..
Essendon Q	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows Q	..	6 55u	..	8 40u	..	7 15u	..	9 20u	7 34u	..	9 14u
Craigleburn Q	..	7 7	..	..	..	7 24	..	8 28	7 45	..	..
Dannybrook	..	7 15	..	..	..	7 31	..	8 35	7 53	..	..
Beveridge	..	7 24	..	..	..	7 40	..	8 45	8 0	..	..
Wallan	..	7 31	..	..	..	7 44	..	8 50	8 17	..	..
Heathcote Junction	..	7 37	..	..	..	7 50	..	9 00	8 24	..	..
Wandong	..	7 40	..	..	..	8 00	..	9 10	8 34	..	..
Killmore East	..	7 48	..	..	..	8 17	..	9 25	8 47	..	..
Broadford	..	7 58	..	..	..	8 30	..	9 40	9 0	..	..
Tallarook	..	7 11	..	..	..	..	..	..	..	..	..
SEYMOUR	arr. dep.	8 37 8 39	7 20	7 33 7 35	..	..	..	..	9 9	9 11	10 7
Avenel	..	8 53	..	..	..	..	..	..	9 24	9 47	..
Euroa	..	7 16	..	..	..	..	9 24	..	10 0	10 6	..
Violet Town	..	7 29	..	..	..	..	..	..	10 17	10 19	..
BENALLA	arr. dep.	7 45 7 47	..	..	9 19	..	9 51 9 53	..	10 17	10 19	..
WANGARATTA	arr. dep.	8 12 8 14	..	..	9 48	..	10 17 10 18	..	10 44	10 46	..
Springhurst	..	8 31	..	..	..	..	10 34	..	11 3	11 5	..
Chillaram	..	8 42	..	..	..	..	10 46	..	11 14	11 14	..
Barnswartha	..	8 49	..	..	..	..	..	..	..	..	..
WODONGA	arr. dep.	9 3 9 5	..	..	..	..	11 8 11 10	..	11 35 11 37	..	..
ALBURY (N.S.W.)	arr.	9 15	..	..	10 45	..	11 25	..	11 45	..	..

Explanation of Symbols—See page 4.





Combined Albury/Cobram X3 Peter J. Vincent Collection Peter J. Vincent

MELBOURNE - SEYMOUR -  
ALBURY

MELBOURNE - SEYMOUR -  
ALBURY

1994

Days of operation	Monday to Friday					Fri
	Train	Train/ Coach	Train/ Coach	Train	Train	
Reservation						•
Wheelchair Reservation		•	•			
Catering						
Seating	Econ	1st & Econ	1st & Econ	1st & Econ	1st & Econ	Econ
<b>MELBOURNE</b> = (Spencer St) (Coach Terminal)	am 7 00	am 8 10	am 8 10	pm 12 00	pm 1 50	pm 2 15
North Melbourne						
Sunshine						
Essendon						
Broadmeadows	7 22	8 29	8 29		2 09	
Craigieburn	7 32				2 17	
Donnybrook	7 38				2 22	
Wallan	7 51				2 32	
Heathcote Junction	7 57				2 37	
Wandong	7 59				2 39	
Kilmore East	8 07				2 45	
Broadford	8 15				2 52	
Tallaroak	8 26				3 02	
<b>SEYMOUR</b> ®	arr. 8 37	9 22	9 22	1 08	3 13	
Change Service						
Reservation		•	•			
Wheelchair Reservation		•	•			
Seating		Econ	Econ			
Seymour	dep. . . .	9 35	9 40	1 11		
Avenel						
Euroa		10 15				4 15
Euroa Strn				1 45		
Violet Town						
<b>BENALLA</b>	arr. . . .	10 53	10 52	2 21		
Benalla	dep. . . .	10 55	10 54	2 23		4 55
Glenrowan						5 10
Wangaratta	arr. . . .	11 28	11 27	2 45		
Wangaratta	dep. . . .	11 30	11 29	2 47		5 35
Springhurst			11 55			
Chiltern		pm 12 00	pm			
<b>WODONGA</b>	arr. . . .	12 27	12 27	3 29		
Wodonga	dep. . . .	12 30	12 29	3 31		6 30
Albury Vienna World			12 35			
<b>ALBURY</b> ®	arr. . . .	12 40	12 45	3 45		6 40

Days of operation	Monday to Friday					
	Train	Train	Train	Train	Train	XPT Train
Reservation		•				•
Wheelchair Reservation		•		•		•
Catering						•
Sleeping						•
Seating	Econ	1st & Econ	Econ	1st & Econ	Econ	1st & Econ
<b>MELBOURNE</b> = (Spencer St)	pm 4 30	pm 5 10	pm 5 31	pm 6 15	pm 6 30	pm 8 05
North Melbourne	4 34u		5 35u		6 34u	
Sunshine						
Essendon	4 42u					
Broadmeadows	4 52u		5 51u	6 34u	6 50u	
Craigieburn	5 02		6 01		7 00	
Donnybrook	5 08		6 07		7 06	
Wallan	5 21	TCL	6 20	GVL	7 19	
Heathcote Junction	5 27		6 26		7 25	
Wandong	5 29		6 28		7 27	
Kilmore East	5 38		6 37		7 36	
Broadford	5 48		6 47		7 46	
Tallaroak	5 58		6 57		7 56	
<b>SEYMOUR</b> ®	arr. 6 10	6 25	7 08	7 27	8 06	
Seymour	dep. . . .	6 27		7 30		
Avenel		6 41				
Euroa		7 02		SH		
Violet Town		7 14				
<b>BENALLA</b>	arr. . . .	7 31				9 58
Benalla	dep. . . .	7 34				10 01
Wangaratta	arr. . . .	7 57				10 23
Wangaratta	dep. . . .	8 00				10 26
Springhurst		8 15				
Chiltern		8 25				
<b>WODONGA</b>	arr. . . .	8 45				
Wodonga	dep. . . .	8 48				
<b>ALBURY</b>	arr. . . .	9 00				11 13 S

Additional Symbols:  
S - To Sydney, see page 36.  
SH - To Shepparton, see page 24.  
TCL - Twin City Limited.  
GVL - Goulburn Valley Limited.

COACH STOP LOCATIONS:  
See page 14.



## Melbourne to Albury/Wodonga via Seymour, Benalla and Wangaratta

69

Service No.	MONDAY – FRIDAY							SATURDAY & SUNDAY				
	C303	8605	8611	8615	8321	8625	8621	8605	8611	8615	8625	8621
Train/Coach	COACH	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering		★☺	★☺	★☺		★☺	★☺	★☺	★☺	★☺	★☺	★☺
MELBOURNE		IC	XPT	IC		IC	XPT	IC	XPT	IC	IC	XPT
(Southern Cross) dep		07:10	08:30	12:00	14:32	18:01	19:55	07:10	08:30	12:00	18:01	19:55
North Melbourne					14:36u							
Broadmeadows		07:36u	08:54u	12:26u	14:50u	18:30u	20:19u	07:36u	08:54u	12:26u	18:30u	20:19u
Craigieburn					14:59u							
Dennybrook					15:04							
Wollan					15:13							
Heathcote Junction					15:18							
Wandong					15:20							
Killmore East					15:26							
Broadford					15:33							
Tallarook					15:42							
SEYMOUR arr		08:24		13:14	15:54	19:30		08:24		13:14	19:30	

Service No.	C301											
Train/Coach	COACH											
Seymour dep		08:26	09:44u	13:16	16:05	19:32	21:00u	08:26	09:44u	13:16	19:32	21:00u
Avenel Stn		08:38		13:28		19:44		08:38		13:28	19:44	
Euroa					16:45							
Euroa Stn		09:00		13:50		20:06		09:00		13:50	20:06	
Violet Town Stn		09:12		14:02		20:18		09:12		14:02	20:18	
BENALLA Stn arr		09:28		14:18		20:34		09:28		14:18	20:34	
Benalla Stn dep		09:30	10:36	14:20	17:20	20:36	22:00	09:30	10:36	14:20	20:36	22:00
WANGARATTA STN arr		09:53		14:43		20:59		09:53		14:43	20:59	
Wangaratta Stn dep	07:30	09:55	11:01	14:45	17:55	21:01	22:26	09:55	11:01	14:45	21:01	22:26
Wangaratta City Stn	07:32u											
Springhurst Stn		10:13		15:03		21:19		10:13		15:03	21:19	
Chiltern Stn		10:23		15:13		21:29		10:23		15:13	21:29	
Wodonga TAFE, Univ.	08:10d											
WODONGA Stn arr		10:40		15:30		21:46		10:40		15:30	21:46	
Wodonga Stn dep		10:43		15:33	18:40	21:49		10:43		15:33	21:49	
Wodonga CBD, Elgin Blvd	08:15d											
ALBURY Stn arr	08:25	10:55	11:47	15:45	18:50	22:00	23:15	10:55	11:47	15:45	22:00	23:15

Legend  
 ★ – First Class available. ☺ – Catering available. arr – Arrive, dep – Depart, d – Stops to set down passengers only, Red times represent coach services. Black times represent train services. IC – Inter-City Service.  
 u – Stops to pick up passengers only. [ ] – Reservation required on these services. [ ] XPT – Train service operated by CountryLink NSW & CountryLink tickets apply. For more information call 132 232.

## Melbourne to Albury/Wodonga via Seymour, Benalla and Wangaratta

	MONDAY – FRIDAY		FRIDAY	MON-FRI	SATURDAY			SUNDAY		
	★☺ IC	★☺ IC		★☺ IC	★☺ IC	★☺ IC	★☺ IC	★☺ IC	★☺ IC	★☺ IC
MELBOURNE										
(Southern Cross) dep	08:13R	12:13R	14:33	18:13R	08:13R	12:13R	18:13R	08:33R	12:33R	18:13R
North Melbourne			14:36u	18:16u						
Broadmeadows	08:35u	12:30u	14:50u	18:35u	08:31u	12:31u	18:31u	08:51u	12:51u	18:31u
SEYMOUR arr	09:23	13:18	15:51	19:24	09:20	13:18	19:20	09:40	13:38	19:20
CHANGE SERVICE			COACH							
SEYMOUR dep	09:28	13:23	16:00r	19:29	09:25	13:23	19:25	09:45	13:43	19:27
Avenel	09:39	13:34		19:40	09:36	13:34	19:36	09:56	13:54	19:38
Euroa			16:40							
Euroa Stn	10:01	13:56		20:02	09:58	13:56	19:58	10:18	14:16	20:00
Violet Town	10:16	14:22		20:17	10:13	14:22	20:13	10:33	14:42	20:15
BENALLA arr	10:32	14:38	17:15	20:33	10:29	14:38	20:29	10:49	14:58	20:31
BENALLA dep	10:34	14:40		20:35	10:31	14:40	20:31	10:51	15:00	20:33
Glenrowan			17:30							
WANGARATTA arr	10:56	15:02		20:57	10:53	15:02	20:53	11:13	15:22	20:55
WANGARATTA dep	10:58	15:04	17:55	20:59	10:55	15:04	20:55	11:15	15:24	20:57
Springhurst	11:16	15:21		21:17	11:13	15:22	21:13	11:33	15:41	21:15
Chiltern	11:26	15:30		21:27	11:23	15:32	21:23	11:43	15:50	21:25
WODONGA arr	11:43	15:46	18:45	21:44	11:40	15:49	21:40	12:00	16:07	21:42
WODONGA dep	11:45	15:49		21:46	11:42	15:51	21:42	12:02	16:09	21:44
ALBURY arr	11:55	16:00	18:55	21:58	11:54	16:02	21:54	12:14	16:20	21:56

Legend  
 ★ – First Class available. ☺ – Catering available. arr – Arrive, dep – Depart, R – Reservation required, r – Reservation available, u – Stops to pick up passengers only. Red times represent coach services. Black times represent train services. IC – Inter-City. [ ] – Reservation required on these services.



# Melbourne – Albury/Wodonga via Seymour, Benalla and Wangaratta

Service	MONDAY – FRIDAY							SATURDAY, SUNDAY				
	COACH	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Service Info.		★ ▼ LD	★ ▼ XPT	★ ▼ LD		★ ▼ LD	★ ▼ XPT	★ ▼ LD	★ ▼ XPT	★ ▼ LD	★ ▼ LD	★ ▼ XPT
Melbourne (Southern Cross) dep		07:10	08:30	12:00	14:32	18:01	19:50	07:10	08:30	12:00	18:01	19:50
North Melbourne					14:36u							
Broadmeadows		07:36u	08:54u	12:26u	14:50u	18:30u	20:16u	07:36u	08:54u	12:26u	18:30u	20:16u
Craigieburn					14:59u							
Donnybrook					15:04							
Wallan					15:13							
Heathcote Junction					15:18							
Wandong					15:20							
Kilmore East					15:26							
Broadford					15:33							
Tallarook					15:42							
Seymour arr		08:24		13:14	15:54	19:30		08:24		13:14	19:30	
<b>Change Service</b>					COACH							
Seymour dep		08:26	09:48u	13:16	16:05	19:32	20:59u	08:26	09:48u	13:16	19:32	20:59u
Avenel Stn		08:38		13:28		19:44		08:38		13:28	19:44	
Euroa					16:45							
Euroa Stn		09:00		13:50		20:06		09:00		13:50	20:06	
Violet Town Stn		09:12		14:02		20:18		09:12		14:02	20:18	
Benalla Stn arr		09:28		14:18		20:34		09:28		14:18	20:34	
Benalla Stn dep		09:30	10:41	14:20	17:20	20:36	21:54	09:30	10:41	14:20	20:36	21:54
Wangaratta Stn arr		09:53		14:43		20:59		09:53		14:43	20:59	
Wangaratta Stn dep	07:30	09:55	11:06	14:45	17:55	21:01	22:20	09:55	11:06	14:45	21:01	22:20
Wangaratta City	07:32u											
Springhurst Stn		10:13		15:03		21:19		10:13		15:03	21:19	
Chiltern Stn		10:23		15:13		21:29		10:23		15:13	21:29	
Wodonga Tafe, Univ.	08:10d											
Wodonga Stn arr		10:40		15:30		21:46		10:40		15:30	21:46	
Wodonga Stn dep		10:43		15:33	18:40	21:49		10:43		15:33	21:49	
Wodonga Cbd	08:15d											
Albury Stn arr	08:25	10:55	11:49	15:45	18:50	22:00	23:05	10:55	11:49	15:45	22:00	23:05

**LEGEND**  
 ★ – First Class available. ▼ – Catering available. arr – Arrive. dep – Depart. Stn – Station. u – Stops to pick up passengers only. d – Stops to set down passengers only. Times in black text represent train services. Times in red text represent coach services. LD – Long distance service. □ – Reservation required on these services. XPT – Train service operated by NSW TrainLink & their tickets apply.  
 For more information call 132 922



2014

# To publish or not to publish?

Letter from **BRENDAN WHYTE**

**F**urther to the Holocaust timetable debate, the latest issue of "the Portolan" (journal of the Washington Map Society) has an article on 'The holocaust in contemporary maps' by Harrie Teunissen discussing and reproducing a dozen German and Jewish maps of racial theories, Jewish populations ghettos etc., including a secret Wehrmacht map of the ghetto in Warsaw, one from the 'Handbuch fuer die Juedische Auswanderung' of 1938, and a street poster produced by the governor of the Ukraine showing the routes required to be used by Jews when relocating to the Lvov slums into which they were compelled to move Nov-Dec 1941. This latter is effectively a timetable

for ethnic cleansing. His related work and the maps are online at [www.siger.org/holocaustincontemporarymaps](http://www.siger.org/holocaustincontemporarymaps) and [www.siger.org/warsawghettomaps](http://www.siger.org/warsawghettomaps)

He even mentions timetables: "Large maps with the railway network exploited by Germany with names like Sobibor and Auschwitz can still be collected easily (map 9)... Are the locations of Sobibor, Belzec and maybe even Treblinka based on their being near a railway junction of standard and broad gauges? But... a more important question comes up: Why does the aim of the Nazis radicalize as the war escalates? The answer lies not in the timetables of 'special trains' and arguably not even in the 'race science' of the Nazis."

He concludes: "It is time to develop an international project which helps to localize, catalogue, digitize and connect the multitude of still remaining maps related to the Holocaust." So if a respectable American map collector and scholar can collect, analyse, publicize and reproduce such maps in a respectable American journal, encourage their collecting by private individuals, and not feel the need to wash his hands of them or donate them with kid gloves to a Holocaust Museum. The AATTC shouldn't feel the need to shy away from potential Holocaust timetables in *The Times*?

# Sydney Bus Timetable design

Letter from **LOURIE SMIT**

**I**n the second paragraph [of his article on the new Sydney bus timetables] Steven [Haby] writes: "The new timetable design has common branding across all modes and the production has been brought back in house rather than provided by printers such as Transit Graphics".

In fact from my experience with these new timetables Transit Graphics has been more

heavily involved than ever before in these new timetables. Only one bus operator did not use Transit Graphics and that was Buses who prepared them in-house.

Transit Graphics prepared all other bus timetables as well as the train ones and arranged the printing of them as well, except for Sydney/Newcastle Buses who arranged their own printing. I am not aware who ar-

anged the printing of the train timetables.

In the case of Blue Mountain Buses it was the first time that Transit Graphics was used and I believe that this may also have been the case with the one Greens Northern timetable which was produced in the new format.

## Blyth, Seghill, and Percy Main Railway.



# WINTER RUNNING,

ON AND AFTER OCTOBER 1, 1847.

STATIONS.	FROM BLYTH.			STATIONS.	FROM PERCY MAIN		
	1.	2.	3.		1.	2.	3.
TRAINS LEAVE.				TRAINS LEAVE.			
	A.M.	A.M.	P.M.		A.M.	P.M.	P.M.
Blyth .....	7 0	9 45	3 30	Percy Main .....	8 30	12 30	5 0
Hartley Pit .....	7 15	10 0	3 45	Prospect Hill .....	8 40	12 40	5 10
Seaton Delaval .....	7 25	10 10	3 45	Holywell .....	8 50	12 50	5 20
Seghill .....	7 30	10 15	4 0	Seghill .....	9 0	1 0	5 30
Holywell .....	7 40	10 25	4 10	Seaton Delaval .....	9 5	1 5	5 35
Prospect Hill .....	7 50	10 35	4 20	Hartley Pit .....	9 15	1 15	5 45
ARRIVE AT				ARRIVE AT			
Percy Main .....	8 0	10 45	4 30	Blyth .....	9 30	1 30	6 0

### SATURDAYS.

From Blyth, at 7, 9'45, and 3'30. From Percy Main, at 8'30, 1'30, and 5.

Printed by WILLIAM DOUGLAS, Observer Office, High-street, Gateshead.



# Route 101 and other tales from the timetable graveyard

GEOFF LAMBERT

*You asked me once what was in n Room 101. I told you that you knew the answer already. Everyone knows it. The thing that is in Room 101 is the worst thing in the world.*

**G**EORGE ORWELL NAMED THE torture room in his novel *Nineteen Eighty Four* after a BBC Committee room in which he spent countless boring hours. The number has become a synonym for places or things that create a feeling of dread. For Winston Smith, the worst thing in the world was rats. For *amavophobes*, the worst thing in the world is riding in a bus. Hang onto your hats— we are going to catch a Route 101.

London has always been famous for its buses and Londoners seem inordinately proud of them. I say “inordinately”, but really Londoners have every reason to be proud. As Duncan MacAuslan pointed out in these pages some years ago, they invented the things. Perhaps this is why the web contains a Christmas stocking of London bus goodies. In this article I examine London Buses route 101 through the prism of a small selection of a myriad of web-sites devoted to London Buses, including the “Timetable Graveyard”.

Route 101 is, apart from its sinister number, a mundane bus route. North South in nature, it connects Wanstead to Gallion’s Reach Retail Park. The latter is a newly-coined name (or re-coined name) for the part of London Docklands. The old route 101 didn’t mess about with modern and dispiriting frivolities such as this— its destination was Woolwich Dockyards— a typical grime area established by Henry the Eighth in 1512. Charles Darwin’s ship, the HMS Beagle, was built here.

The **Timetable Graveyard** is a web site devoted to all past on-line London bus timetables and older digitized timetables. The Timetable Graveyard therefore deals mostly with the “living dead”— zombie web-based timetables only recently deceased. It does have, however, a selection of older timetables. A route 101 timetable from 1961 appears at the top of our page 14.

The graveyard has a link to another page is a spin-off page of a much more extensive site devoted to the London bus system, including current bus timetables, both public and working timetables— **London Bus Routes**. A screen shot of its Route 101 timetable appears in the bottom half of page 14. The screen shot indicates that a PDF version of this timetable is also available, but this actually leads one away to a site to be described later.

If you are seeking information on vehicle type on each route, this can be found on the **Operational Details** web site, which contains much “thumbnail” information

besides. The Route 101 information on this site is shown in the second illustration on page 15.

**Bus Working timetables** is another site, this one devoted to a collation of Working Timetables that have been obtained under Freedom of Information legislation. FoI legislation has been used extensively by timetable students to acquire WTTs from Network Rail, London Underground, London Buses and other operators. The flood of requests eventually led the organisations to make WTTs open-access and free. London Buses is the latest to join this queue. Its new site will be operational in a “month or two”.

The WTTs are available in both PDF and Excel forms. An example of the latter is shown at the top of page 15. Like the Tube WTTs, the WTT contains a great deal of supplementary information relating to run numbers, rostering and the like.

**London Buses own printable public timetables** are currently under con-

struction, but there is a link to previous versions on the London Bus Routes page described above. The example for Route 101 appears next on our page 15.

Now we come to the **Live London bus map** - a humdinger of a site which shows every bus on every route in real time. It is updated every few seconds and, in between updates, the cookie loaded to your computer will make a best guess at what is happening, so the buses jiggle along continuously. The right-hand strip map on page 15 shows most of the Route 101 in a recent morning peak. Some nine buses, making their way past some 50 bus stops, are shown.

Transport for London have created a prodigious number of **bus maps** at a city-wide, regional and local level. The local area maps are referred to as “Spider Maps”. The map for Wanstead, showing both detail (in the spider’s body) and the destinations (via her legs) is shown at the top of page 16. Route 101 winds down a rear leg and heads for Woolwich. And, yes—the Route 101 serves a graveyard!. Can you find it?

<b>Timetable Graveyard</b>	<a href="http://mjcarchive.www.idnet.com/">http://mjcarchive.www.idnet.com/</a>
<b>London Bus Routes</b>	<a href="http://www.londonbusroutes.net/">http://www.londonbusroutes.net/</a>
<b>London Bus Timetables</b>	<a href="http://www.londonbusroutes.net/timetables.htm">http://www.londonbusroutes.net/timetables.htm</a>
<b>Operational Details</b>	<a href="http://www.londonbusroutes.net/details.htm">http://www.londonbusroutes.net/details.htm</a>
<b>Operators and Garages</b>	<a href="http://www.londonbusroutes.net/garages.htm">http://www.londonbusroutes.net/garages.htm</a>
<b>Bus Working Timetables</b>	<a href="http://mjcarchive.www.idnet.com/wt_index.html">http://mjcarchive.www.idnet.com/wt_index.html</a>
<b>London Buses</b>	<a href="http://www.tfl.gov.uk/modes/buses/">http://www.tfl.gov.uk/modes/buses/</a>
<b>Live London Bus map</b>	<a href="http://traintimes.org.uk/map/london-buses/#73">http://traintimes.org.uk/map/london-buses/#73</a>
<b>Transport for London</b>	<a href="https://www.tfl.gov.uk/">https://www.tfl.gov.uk/</a>
<b>Bus Spider maps</b>	<a href="http://origin.tfl.gov.uk/gettingaround/maps/buses/">http://origin.tfl.gov.uk/gettingaround/maps/buses/</a>
<b>London Transport maps</b>	<a href="http://www.londonlocalmaps.com/">http://www.londonlocalmaps.com/</a>
<b>Greater London bus map</b>	<a href="http://www.busmap.co.uk/">http://www.busmap.co.uk/</a>

*The door opened. With a small gesture the officer indicated the skull-faced man. ‘Route 101’, he said.  
The man’s face, already very pale, turned a colour Winston would not have believed possible. It was definitely, unmistakably, a shade of green.  
“Do anything to me”, he yelled. “Shoot me. Hang me, Sentence me to twenty-five years. But not Route 101!”*



**ROUTE 101**

**North Woolwich - East Ham - Wanstead**

P.M. times are in heavy figures

Via Pier Road, Albert Road, Woolwich Manor Way, Cyprus Place, East Ham Manor Way, High Street South, High Street North, Station Road, Forest Drive, Aldersbrook Road, Blake Hall Road, Cambridge Park Road.

**RAILWAY STATIONS SERVED OR NEAR: North Woolwich, East Ham, Woodgrange Park, Manor Park, Wanstead.**

Service interval: MON. to FRI., North Woolwich-Royal Albert Dock 9-12 mins. (peak hours 2-5 mins.), Royal Albert Dock-Manor Park Station 4-6 mins. (peak hours 1-3 mins.), Manor Park Station-Wanstead 7-9 mins. (peak hours 4-5 mins., eve. 10-12 mins.); SATURDAY, North Woolwich-Royal Albert Dock 6-10 mins. (before 9<sup>30</sup> a.m. 4-5 mins.), Royal Albert Dock-Manor Park Station 3-5 mins., Manor Park Station-Wanstead 6-10 mins.; SUNDAY, North Woolwich-Royal Albert Dock 12-15 mins., Royal Albert Dock-Manor Park Station 6-8 mins., Manor Park Station-Wanstead 12-15 mins. The intervals between buses may be longer in the early morning and late evening.

	MONDAY to FRIDAY												SATURDAY																	
	First						Last						First						Last											
<b>NORTH WOOLWICH Free Ferry</b>	5 5	...	...	...	...	11 38	12 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 36	12 6	...	...	...	...
Royal Albert Docks	5 11	...	6 5	...	...	11 14	11 44	12 13	12 16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 25	11 42	12 12	12 16	...	...
East Ham Beckton Road	5 14	...	6 8	...	...	11 17	11 47	12 16	12 19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 28	11 45	12 15	12 19	...	...
East Ham Town Hall	5 21	...	5 55	6 15	...	11 24	11 54	12 23	12 26	4 56	5 9	5 21	6 34	5 47	5 57	6 1	6 15	...	...	...	...	...	...	...	11 35	11 52	12 22	12 26	...	...
East Ham Station	4 59	5 24	5 58	6 18	...	11 27	11 57	12 26	12 29	4 59	5 12	5 24	6 37	5 50	6 0	6 4	6 18	...	...	...	...	...	...	...	11 38	11 55	12 25	12 29	...	...
Manor Park Station	5 6	5 31	6 4	6 24	...	11 33	12 4	...	...	5 6	5 19	5 31	5 44	5 57	6 6	6 11	6 25	...	...	...	...	...	...	...	11 44	12 2	...	...	...	...
Aldersbrook Road Blake Hall Road	5 6	5 31	6 11	6 31	...	11 40	...	...	...	5 6	5 19	5 31	5 44	5 57	6 6	6 11	6 25	...	...	...	...	...	...	...	11 51	...	...	...	...	...
<b>WANSTEAD LT Station</b>	...	...	...	...	...	11 45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 56	...	...	...	...	...
<b>WANSTEAD LT Station</b>	...	...	6 21	...	...	X	11 26	11 42	11 57	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6 25	...	11 39	12 0	...	...
Aldersbrook Road Blake Hall Road	...	...	6 26	...	...	11 31	11 47	12 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6 30	...	11 44	12 5	...	...
Manor Park Station	...	...	5 10	6 33	...	11 38	11 54	12 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6 37	11 30	11 51	12 12	...	...
East Ham Station	4 38	5 18	6 39	...	...	11 44	12 0	12 15	4 38	4 53	5 8	5 18	5 28	5 40	5 46	5 53	6 6	6 20	6 34	6 43	11 38	11 57	12 18	...	...	...	...	...	...	
East Ham Town Hall	4 41	5 21	6 42	...	...	11 47	12 3	12 18	4 41	4 56	5 11	5 21	5 31	5 43	5 49	5 56	6 9	6 23	6 37	6 46	11 41	12 0	12 21	...	...	...	...	...	...	
East Ham Beckton Road	4 48	5 28	6 49	...	...	11 54	12 10	...	4 48	5 3	5 18	5 28	5 38	5 50	5 56	6 3	6 16	6 30	6 44	6 53	11 48	12 7	...	...	...	...	...	...	...	
Royal Albert Docks	4 51	5 31	6 52	...	...	11 57	12 13	...	4 51	5 6	5 21	5 31	5 41	5 53	5 59	6 6	6 19	6 33	6 47	6 56	11 51	12 10	...	...	...	...	...	...	...	
<b>NORTH WOOLWICH Free Ferry</b>	4 58	5 38	...	...	...	12 4	...	...	4 58	5 13	5 28	5 38	5 48	6 0	6 6	6 13	6 26	6 40	6 54	7 3	11 58	...	...	...	...	...	...	...	...	

\*-Early journey. X-Service normally runs in two parts: North Woolwich-Manor Park Station and Royal Albert Docks-Wanstead.

[Home](#) | [Bus routes](#) | [Operational details](#) | [Service changes](#) | [Operators & Garages](#) | [Photo gallery](#)

# Route 101

Wanstead - Manor Park - East Ham - Beckton - Cyprus - Gallions Retail Park

[Mondays to Fridays](#)

[Saturdays](#)

[Sundays](#)

[Printable PDF version](#)

[Route record](#) (places served and roads followed)

*Note: This route is classed as high frequency, and as such controllers will endeavour to provide an even service rather than necessarily adhering exactly to the times shown.*

**101 Mondays to Fridays towards Gallions Reach** [Other direction](#) [Sat](#) [Sun](#)

Wanstead, Woodbine Place	0500	0520	0535	0550	0605	0617	0629	0640	0651	0701	0711	0721	0731	0742	0754	0806	0818	0830
Aldersbrook Road, Queenswood Gardens	0505	0525	0540	0555	0610	0622	0634	0645	0656	0706	0716	0727	0738	0750	0802	0814	0826	0838
Manor Park Station	0510	0530	0545	0600	0615	0627	0639	0650	0701	0712	0722	0734	0745	0757	0809	0821	0833	0845
East Ham Station	0515	0535	0550	0606	0621	0633	0645	0656	0708	0719	0730	0742	0754	0806	0818	0830	0842	0854
East Ham, Newham Town Hall	0520	0540	0555	0611	0626	0638	0650	0702	0714	0726	0738	0750	0802	0814	0826	0838	0850	0902
Beckton, Bus Station	0527	0547	0602	0618	0633	0645	0657	0709	0721	0733	0746	0758	0810	0822	0834	0846	0858	0910
Cyprus Station, Cyprus Place	0529	0549	0605	0621	0636	0648	0700	0712	0724	0737	0750	0802	0814	0826	0838	0850	0902	0914
Gallions Reach, Shopping Park	0535	0555	0611	0627	0642	0654	0706	0718	0730	0743	0756	0808	0820	0832	0844	0856	0908	0920
Wanstead, Woodbine Place	0842	0854	0906	0918	0930	0942	0954	1006	Then	18 30	42 54	06	...	...	...	1442	1454	1506
Aldersbrook Road, Queenswood Gardens	0850	0902	0914	0926	0938	0950	1001	1012	every 12	24 36	48 00	12	...	...	...	1448	1500	1512
Manor Park Station	0857	0909	0921	0933	0944	0956	1007	1018	minutes	30 42	54 06	18	...	...	...	1454	1506	1518
East Ham Station	0906	0918	0930	0942	0953	1005	1016	1027	at	39 51	03 15	27	...	...	...	1503	1516	1528
East Ham, Newham Town Hall	0914	0926	0938	0950	1001	1013	1024	1036	these	48 00	12 24	36	until	...	...	1512	1524	1536
Beckton, Bus Station	0922	0934	0946	0958	1010	1022	1034	1046	minutes	58 10	22 34	46	...	...	...	1522	1534	1546
Cyprus Station, Cyprus Place	0926	0938	0950	1002	1014	1026	1038	1050	past	02 14	26 38	50	...	...	...	1526	1538	1550
Gallions Reach, Shopping Park	0932	0944	0956	1008	1020	1032	1044	1056	the hour	08 20	32 44	56	...	...	...	1532	1544	1556



Trip No.	Duty Start	Duty End	Bus Run No.	WL	ELEFS B S	ELEFN C	SWRKS N	BFRSS N	SPLSS N	LONW OB	ALDGS N	MNSSR M	WAPPS N	SHADC S	SHADC S S	WL	Form Time	Next Trip
				J2334	J1542	3112	3204	1901	1E06	1H06	1002	B202	B807	B702	J2141	J2334		
				WL	ELEFS B S	33626	2585	538	35432	BP4111	8583	4829	BP1867	33586	SHADC S S	WL		
				Dep.	Dep.	Dep.	Dep.	Dep.	Dep.	Dep.	Dep.	Dep.	Dep.	Dep.	Dep.	Dep.		
1	1302	1302	409	0545	0600	0600	0604	0607	0613	0619	0623	0627	0633	0639	0639		0650	10
3	1304	1304	410	0600	0615	0615	0619	0622	0628	0634	0638	0642	0648	0654	0654		0705	14
5	1306	1306	412	0615	0630	0630	0634	0637	0643	0649	0654	0659	0706	0712	0712		0719	18
7	1308	1308	414	0625	0640	0640	0644	0647	0653	0701	0706	0711	0718	0724	0724		0731	22
9	1301	1301	401	0650	0650	0650	0656	0700	0706	0714	0719	0724	0731	0737	0737		0745	26
11	1311	1311	402	0645	0700	0700	0706	0710	0716	0724	0729	0734	0741	0747	0747		0800	30
13	1303	1303	403	0708	0708	0708	0714	0718	0724	0732	0737	0742	0749	0757	0757		0807	32
15	1313	1313	404	0700	0715	0715	0721	0725	0731	0739	0744	0749	0756	0804	0804		0815	34
17	1305	1305	405	0722	0722	0722	0728	0732	0738	0746	0752	0757	0804	0812	0812		0822	36
19	1315	1315	406	0714	0729	0729	0735	0739	0745	0753	0759	0804	0811	0819	0819		0830	38
21	1307	1307	407	0736	0736	0736	0742	0746	0752	0801	0807	0812	0819	0827	0827		0837	40
23	1317	1317	408	0726	0741	0741	0747	0752	0759	0808	0814	0819	0826	0834	0834		0845	42
25	1302	1302	409	0748	0748	0748	0755	0800	0807	0816	0822	0827	0834	0842	0842		0852	44

## Operational details of bus routes forming the core London bus route network

Information correct to 10 May 2014

Rte nr.	Vehicle Type	Op. Gar.	PVR	Length km	mi	minutes	Frequencies Mon-Sat	Sunday	evening	Timetable date	Contract specification
101	E40D 10.2m/Enviro400 2D Trident 10.5m/ALX400 2D§ * 12 Sundays	BK	11*	11	7	32-54	12	15	15	03/03/12 TQ 5	03/03/12
102	Trident 9.9m/Enviro400 2D * 9 at certain times Mon-Fri.	AD	23	19	12	50-87	8	12	12	24/03/12 TQ 5	+10/11/07
103	Trident 10.5m/ALX400 2D E40D 10.2m/Enviro400 2D * Plus one bus from 86 AM peak	NS	13*	16	10	32-60	10	20	20	03/05/14 TQ 5	13/10/12

# 101

Daily

# N101

Every night

**Mondays to Fridays**

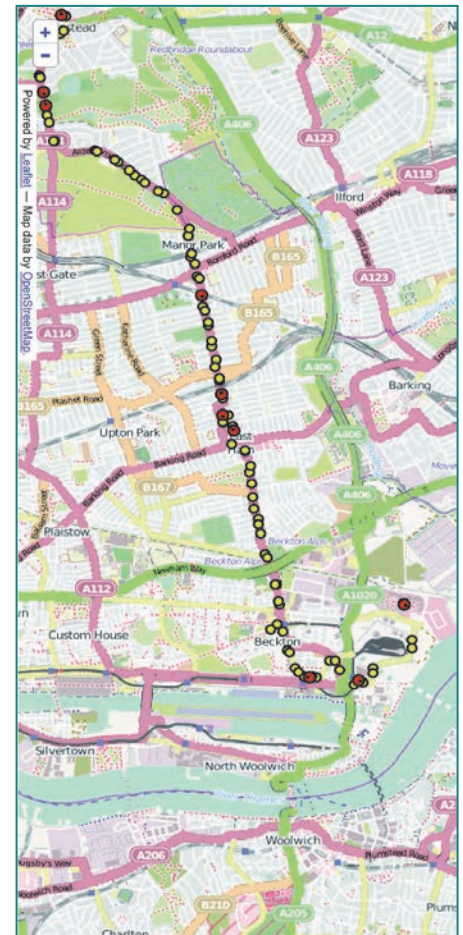
### Wanstead - East Ham - North Woolwich

BUS PASS ZONE 4(5,6)  
BUS PASS ZONE 3

Wanstead Station	Aldersbrook Park Road	Manor Park Station	East Ham Station	East Ham Newham Town Hall	East Becton Asda	Cyprus Station DLR	North Woolwich Free Ferry
0014	0030	0035	0042	0047	0054	0101	0108
0019	0035	0038	0042	0047	0054	0101	0108
0026	0042	0047	0054	0059	0106	0113	0120
0031	0047	0054	0059	0106	0113	0120	0127
0038	0054	0059	0106	0113	0120	0127	0134
0045	0101	0106	0113	0120	0127	0134	0141

**Saturdays (also Good Friday)**

Wanstead Station	Aldersbrook Park Road	Manor Park Station	East Ham Station	East Ham Newham Town Hall	East Becton Asda	Cyprus Station DLR	North Woolwich Free Ferry
0014	0030	0035	0042	0047	0054	0101	0108
0019	0035	0038	0042	0047	0054	0101	0108
0026	0042	0047	0054	0059	0106	0113	0120
0031	0047	0054	0059	0106	0113	0120	0127
0038	0054	0059	0106	0113	0120	0127	0134
0045	0101	0106	0113	0120	0127	0134	0141





# Bus services from Wanstead

**Key**

- 66 Day buses in black
- N8 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Docklands Light Railway

Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

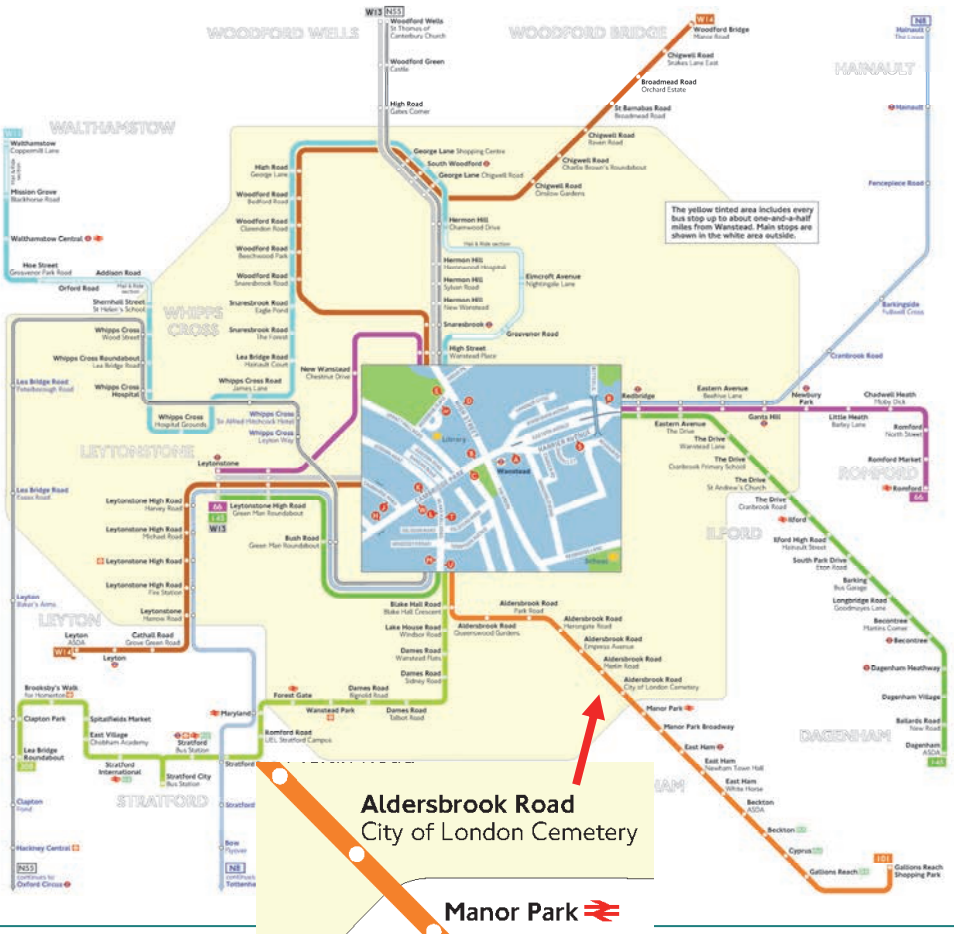
## Route finder

**Day buses**

Bus route	Towards	Bus stops
66	Leytonstone	A S
	Romford	D A
101	Gallions Reach Shopping Park	G D E F U
145	Dagenham	G D E F U
	Leytonstone	A D E F U
308	Lea Bridge Roundabout	A D E F U
W12	Walthamstow	E
W13	Leytonstone	G D F W
	Woodford Wells	E H W
W14	Leyton	G D E W
	Woodford Bridge	E H W

**Night buses**

Bus route	Towards	Bus stops
N8	Hainault	D H E A
	Tottenham Court Road	A D E F U
N55	Oxford Circus	G D F U
	Woodford Wells	E H W



© Transport for London TFL 27390.01.14 (T)  
Information correct from January 2014



© SDBP 2012