



# The Times

November 2021

A journal of transport timetable history and analysis

Stops	N60 to Fairfield Station	
Albert Rd, Stand G		On time
The Crescent opp Homebush Station	Homebush	02:14 1m late
The Crescent At Hampstead Rd	Homebush West	02:17 1m late
Lidcombe Station	Church St, Stand B	02:23 2m late
Auburn Station	Northumberland Rd, Stand D	02:27 2m late
Parramatta Rd opp Wentworth St	Clyde	02:30 1m late
Granville Station	Bridge St, Stand D	02:32 1m late
Parramatta Station	Stand B2	02:39 1m late
Merrylands Station	Merrylands Rd	02:44 On time
Railway St opp Guildford Station	Guildford	02:47 On time
Railway St opp Yennora Station	Yennora	02:50 1m late
Fairfield Station	Arrives: Stand B	02:54 On time

Forms: 03:05 N60 to Town Hall, Park St

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Forms: 03:05 N60 to Town Hall, Park St



Inside: Shedding light on Nightrider  
Apsley & Zillmere

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# The Times

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### *Letter to The Editor* FROM ALBERT ISAACS

Included in David Hennell's article "The 1941 Port Fairy Timetable and Arithmetic" (The Times, October 2021) is a photo of an Australian postage stamp with an image of King George VI and the unusual denomination of 1/0½d (one shilling and a halfpenny) [which in a straight conversion, not considering inflation, was 10.4¢]. The obvious questions are why and when was a stamp with such an unusual value issued?

Like much of David's article, this letter is not directly associated with timetables, but because of the unusual story it tells, should be of interest to readers.

The 1/0½d stamp was issued in early 1952, in the last days of the reign of King George VI and just before the subsequent ascension of Queen Elizabeth II. At the time, World War II had been over for about 6½ years but, sadly, Britain was still suffering from food rationing and an inability to find suitable provisions. On the other hand, in Australia food was plentiful and readily available. A number of Australian companies made parcels of dehydrated comestibles available for the many Australians who wished to send food parcels to Britain. The British Government assisted by getting the British Post-Master General's Department to make a special postage rate for food parcels from Australia (and other places) of Stg 1/- (one shilling in British currency) [10¢]. The problem was that, in 1952, Sterling and Australian currency were not completely compatible, and Stg 1/- equated to 1/0½d Australian. Therefore, the Australian Post-Master General's Department was instructed to issue the 1/0½d stamp to assist those Australians wishing to send food parcels to the place that many Aussies still referred to as back home.

Whilst I hope that readers found this story to be intriguing, let us now get back to discussing timetables.

# The Nightrider rides again

CHRIS PANDILOVSKI

**T**HIS ARTICLE RECOUNTS and stores for historical purposes, my experiences with the use and provision of a second bus (or overflow bus) on Sydney's NightRide as a result of COVID-19 social distancing restrictions, which greatly reduce the capacity of each bus. All journeys recounted were on the N60 service between Railway Square and Granville or vice versa. Whilst Greater Sydney was in lockdown at the time of this article, and I resided in a local government area of concern (along with a curfew in place during some of these trips), as a NSW "authorised worker", I was exempted. For the purposes of this article, buses are notated as "original bus" and secondary "overflow bus" for ease. Some personal (or customer perspective) thoughts from that time are provided in brackets.

NightRide buses operate overnight seven days-a-week, generally between midnight and 4am, in lieu of Sydney Trains rail services. NightRide bus routes often only loosely follow the pre-existing train stopping patterns. CDC Hillsbus operates the N60 service between Sydney Town Hall and Fairfield on an hourly frequency on Sunday through to Wednesday nights, departing Town Hall at 00:40, 01:40, 02:40 and 03:40, and, in the opposite direction, departing Fairfield at 00:05, 01:05, 02:05 and 03:05. On Thursday, Friday and Saturday nights, services operate half-hourly in both directions, while N61 operates only on these nights to an hourly frequency, with the same route and stops as N60 between Town Hall and Clyde.

For more information on the NightRide network, see the Jim Wells article in the ATA's The Times from Feb 2021, pp. 3-4.

## Trip 1 – early Thursday AM outbound

One early morning in August, travelling away from the City, I experienced first-hand the use of a

non-timetabled special COVID overflow bus.

After a few minutes waiting at Railway Square stop, I see the bus pass the traffic lights towards us. As it approaches, I read the destination board "N60" (here's my bus), followed by STANDBY BUS on the top row, then SET DOWN ONLY on the row underneath in smaller font size (huh? Set down only?) - I see a small handful of passengers inside it. At this time, I see a **second** bus right behind it "N60 Fairfield" (ah, that must be my bus), and start walking towards it — although I see there's a lot more people in this one. The driver of the extra bus yells out "Hey, here, the other bus is full" (it is at this time I know for sure what has happened - the "Set Down Only" threw me off). So I, and the few others waiting, board the overflow bus, then we are off.

Before the first set of lights, the original bus overtakes us, although we gain back the lead only 30 seconds later. The overflow bus then maintains this lead thereafter, although I notice a couple of occasions where the driver noticeably slows down on straight stretches (is he trying to stay close to the original bus? - or maybe there was another reason - I don't know).

Intrigued by this situation, I open the NextThere mobile application to see what the real-time data (RTD) says - only one bus on the map (but with both buses close to each other, I don't know which bus was being tracked). By Burwood, I finally confirm that the RTD is tracking the extra bus I am on, not the original - which was out of sight somewhere behind us at this time.

At Strathfield, half-a-dozen passengers board, one enquires about "Granville" - the driver tells him to go onto the other bus. (Is this bus not going all the way? - however he said nothing to me when I boarded, so I dismiss any concern).

We arrive at Flemington, the driver

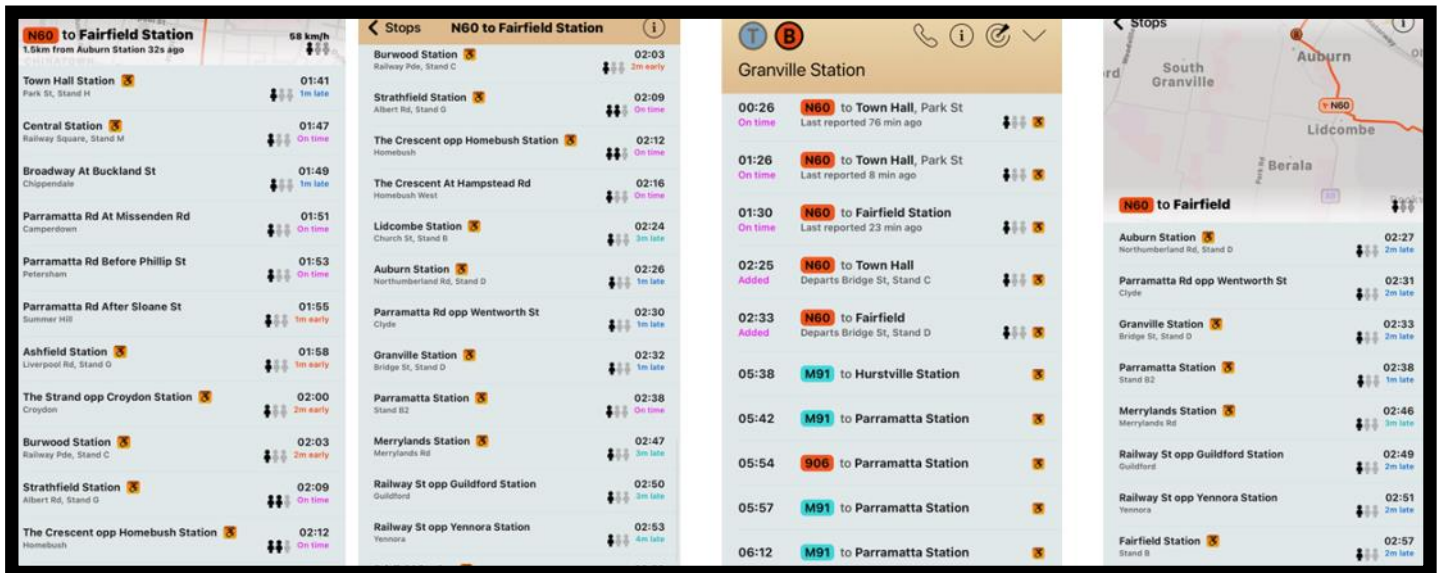
gets out of his seat, one-by-one asks the four of us remaining where are we going: "Granville", "Lidcombe", "Auburn", "Granville" are the responses. He gets out to talk to the driver of the original bus, which is sitting directly behind us at this time, then returns a short time later, and we continue our journey.

We arrive at Lidcombe, the driver gets out to talk to the driver of the original bus again, then comes back - asking us to go onto the original bus behind. We have eight people combined on the original bus towards Fairfield. As we go on our way, I lose sight of the extra bus.

At Auburn, I check the app, and confirm it is now tracking the original bus, not the extra. Shortly after, on the corner about to turn back onto Parramatta Road, I sight a "CDC BUS" whiz by (I wonder if it is the same bus, soon after as we are nearly alongside it, I read the four-digit bus number, and check it against the number scanned on the COVID QR Code App (Service NSW) - yep, same bus (where's he going now, will he eventually turn off?). The bus turns off at James Ruse Drive, either back to the depot, or onto another job elsewhere.

As I make my way home five minutes later, I see another bus whiz by in the opposite direction, it is a smaller (but not a mini) bus - the credentials read "CDC COMMERCIAL" (hmmm, at 2.30am?) - having lived in a Connex/Veolia/Transdev region for many years, I have not seen so many CDC buses in my life.

On reflection about my trip, having not ridden a NightRide bus in quite a long time, I do not know if this extra bus runs every day, based on predicted patronage, or if it sits on standby at Town Hall waiting for a job. I also presume the operator is only paid for the kilometrage rate of the extra bus while it was actually in service - between Town Hall and Lidcombe, but then the question in my mind is why would the operator be so anxious to cut the overflow trip short, unless it



1.1

1.2

1.3

1.4

was eating into their profit margin or otherwise directed by Transport for NSW (especially knowing the data that Transport for NSW has access to in this day and age).

[all images have been “reverse coloured” to save on black ink! - Editor]

**Image 1.1:** Real-time trip data, the bus was at Lidcombe – part 1 showing actual real-time and capacity data of the overflow bus.

**Image 1.2:** Real-time trip data up to Lidcombe inclusive. At Lidcombe, the overflow bus was terminated, with the original bus tracked thereafter. At the time of this screenshot, real-time and capacity data after Lidcombe was “predictive.”

**Image 1.3:** I picked a random

location further down the route to see what the stop data was providing. It shows two timetabled N60 bus services as “added”. Also see image 4 for more.

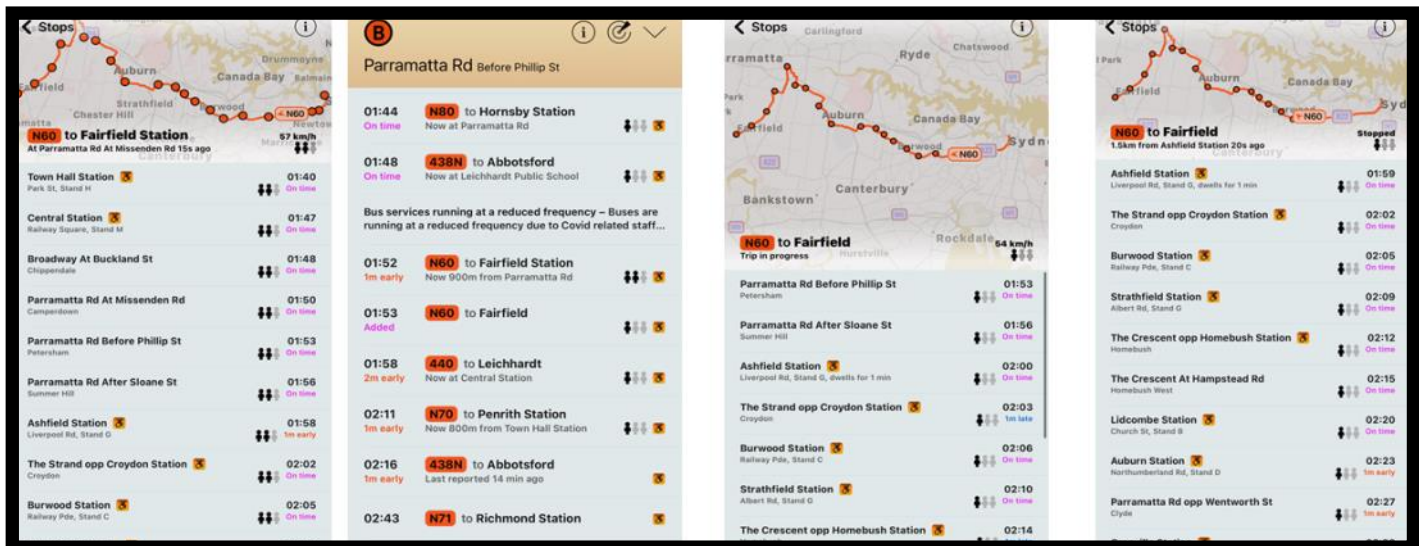
**Image 1.4:** Looking inside the “added” trip to Fairfield, it shows the bus service as started at Auburn. A look at the provided map showed the “B” icons placed at stops only between Auburn and Fairfield, while the blue [≡“orange”] line extends along the whole regular route – in my experience, standard practice when an extra trip is inserted into the application. I am not sure what happened with data from the original bus.

### Trip 2 – early Tuesday AM outbound

A few weeks later, I had a second opportunity, and thus gained further insights into the operation, knowing what I knew from Trip 1.

Whilst waiting at the Railway Square stop, two minutes before due time, I see two entries in NextThere – the original bus (listed as normal) and what must be an overflow bus (listed as 'Added'). Indeed, both buses were being tracked live this time – screenshots commence below.

Upon boarding, the driver directly said to me the changeover would happen at “Flemington or Strathfield”. So I asked him “which one?”, to which he replied he ‘would let you know’. This overflow bus only had a small handful of people, I recorded three onboard as we passed Croydon, and it was terminated at Strathfield, with the

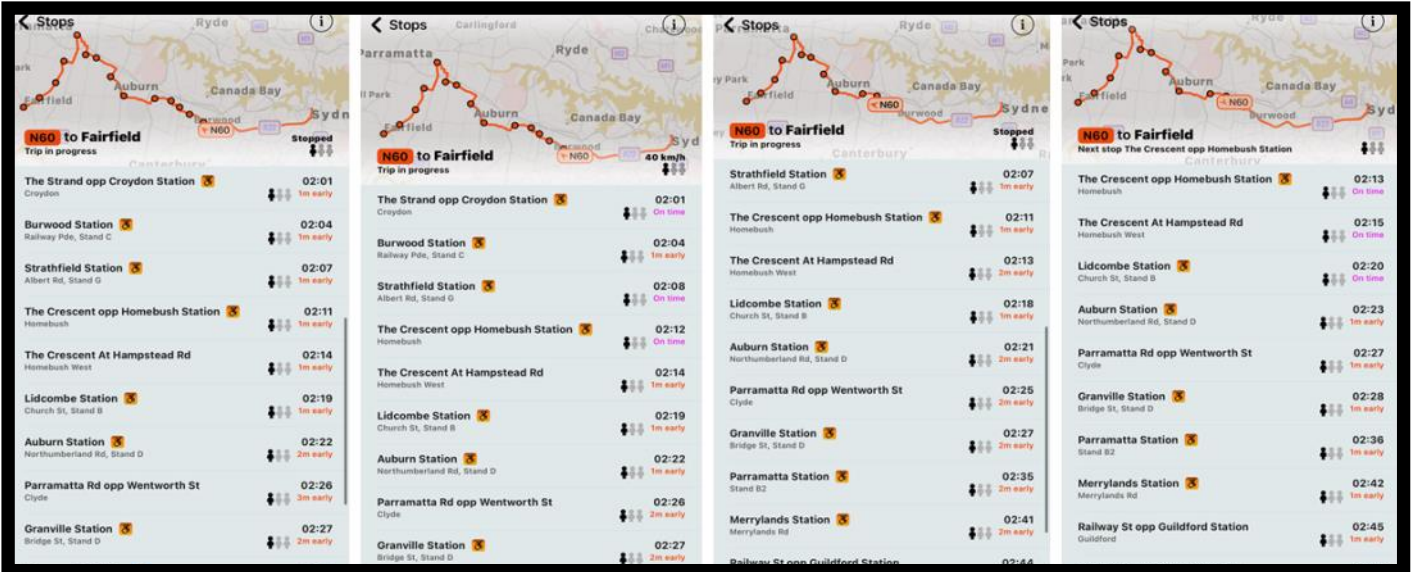


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2.5

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2.8

three joining the original bus (image 2.9: original bus reaches full capacity “3 red/blue people”).

On this trip, I observed the specific behaviour of the “added trip” in NextThere. As the overflow or “added” bus passes each stop, that stop gets deleted from the list, showing the next stop as the 'first stop' of the added trip. See images 2.3-2.8 – Pacman in action. Once the stop is deleted, it no longer shows on the live bus service list for that stop. Later experience shows the bus driver disconnects the live connection for the trip once the trip is terminated. The remainder of the added trip stays in the system until

it eventually falls off the live data cliff.

**Image 2.1:** Original bus while stopped at Camperdown stop.

**Image 2.2:** Original bus (normal entry time 01:52) and overflow bus (added entry 01:53).

**Image 2.3:** Overflow bus after passing Camperdown stop. The stop disappears from the trip. The N60 icon turns into Pacman – eating each “B” stop on the map as it departs said stop. Bus location shown as “trip in progress”. It is unclear why it sometimes shows this, rather than showing the usual x metres before stop y line (as in image 2.4).

**Image 2.4:** Overflow bus after Summer Hill stop.

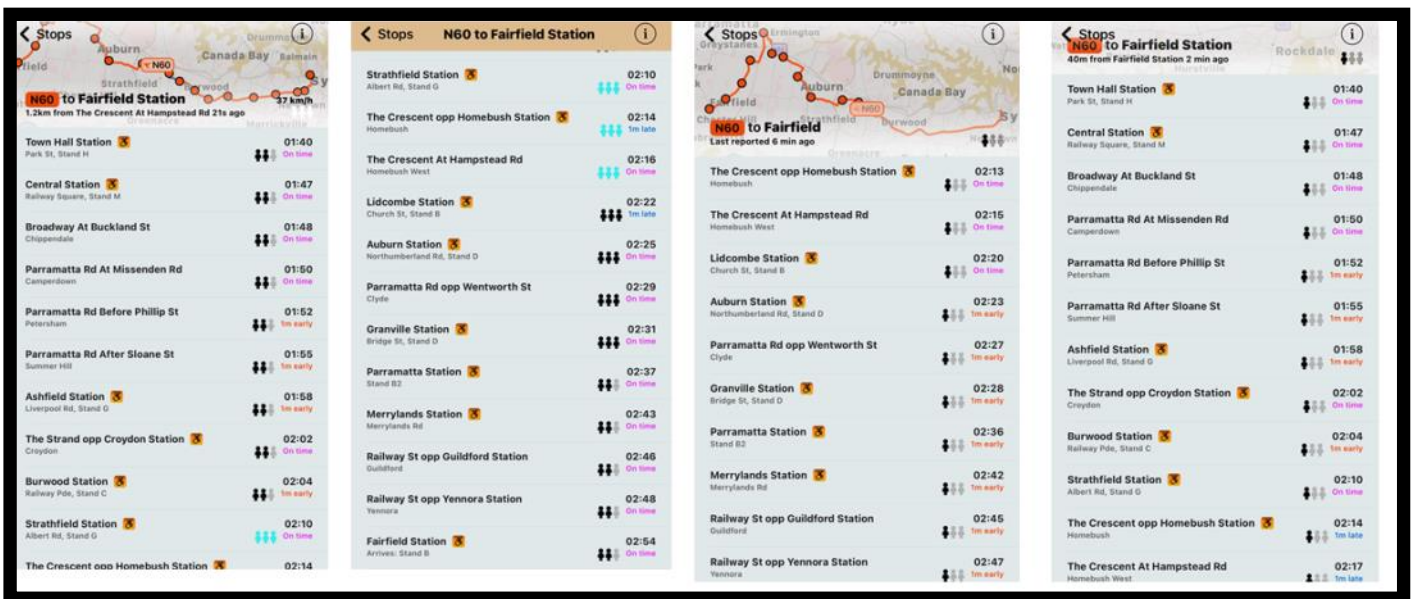
**Image 2.5:** Overflow bus after Ashfield stop. Note the return of “trip in progress”.

**Image 2.6:** Overflow bus again after Ashfield stop – change in the predictive times ahead.

**Image 2.7:** Overflow bus after Burwood stop – still eating.

**Image 2.8:** Overflow bus after Strathfield stop.

**Image 2.9:** Original bus between Homebush and Flemington. Passengers from the overflow bus

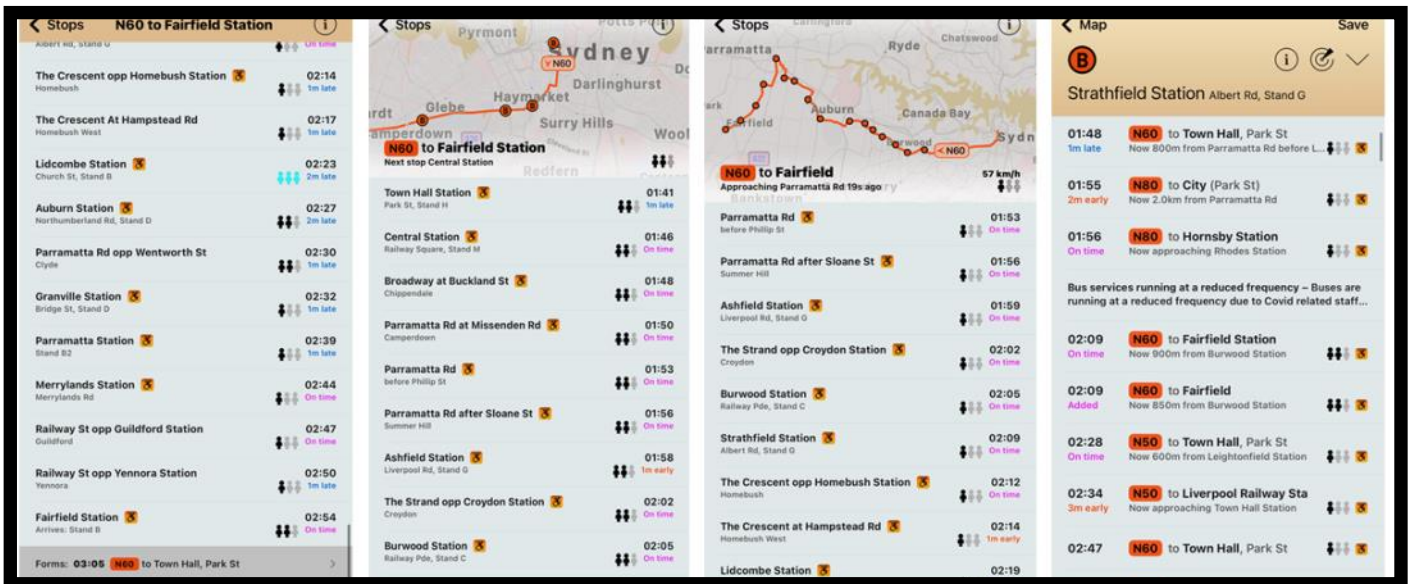


2.9

2.10

2.11

2.12a



2.12b

3.1

3.2

3.3

transferred onto this one at Strathfield.

**Image 2.10:** Original bus between Homebush and Flemington. Predictive data thinks the capacity will stay at near-full capacity until Granville.

**Image 2.11:** Overflow bus terminated at Strathfield.

**Image 2.12a:** Original bus after Auburn stop, note the changed capacity data between the city and Lidcombe, which is inaccurate.

**Image 2.12b:** Original bus after Auburn stop, note the changed capacity data between the city and Lidcombe, which is inaccurate. Screenshot taken after the trip was completed.

### Trip 3 – early Thursday AM outbound

Same process again at Railway Square with the overflow bus taking all boarding passengers. The original bus

left before the overflow, with the lead switching back just 15 seconds later. On this occasion, the original bus was tracked live, while I did not see the overflow bus appear on the application until Camperdown, where the original bus re-took the lead, driving straight past the overflow.

Stopping with both buses side-by-side at Summer Hill, the drivers spoke to each other through the now-open doorway, where the extra bus thence re-took the ever changing lead. The lead swapped again at Ashfield with both drivers again stopped and talking to each other. On the overflow bus, six passengers became seven.

The original bus stopped at the Croydon stop, with the overflow bus taking (what might be considered) its rightful lead. At this time, I am unsure if the reason for both buses constantly swapping the lead is because of available capacity onboard the original

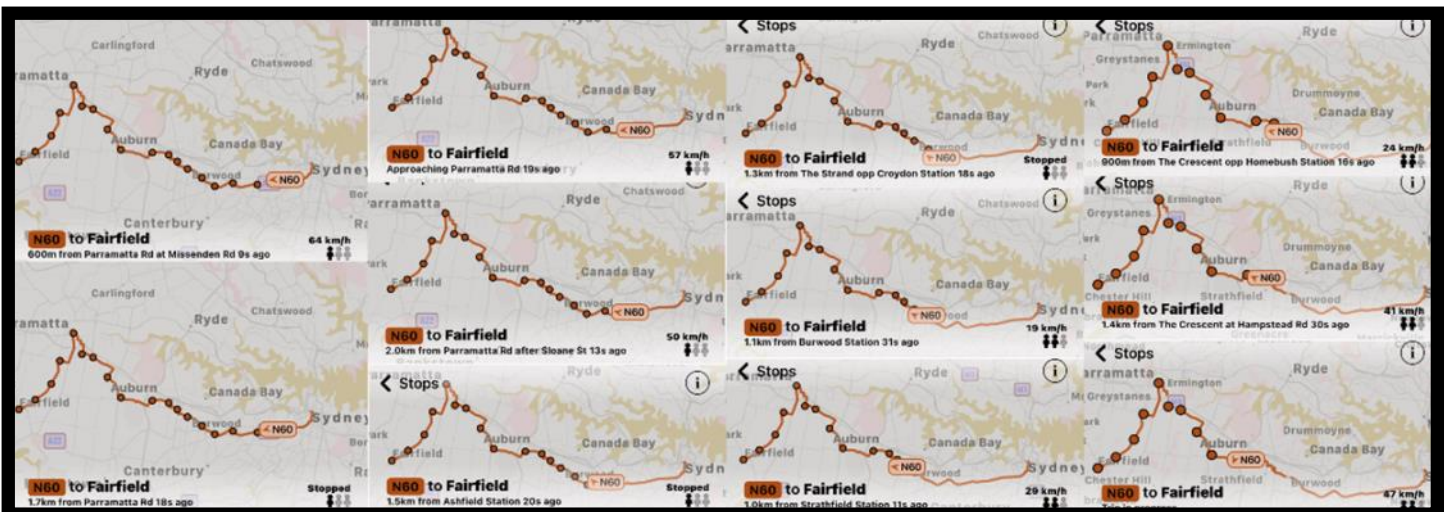
bus. Lead changes also occurred at both Strathfield (two alighted while another two boarded the overflow bus - notes suggest there was a total of seven onboard before and after) and Homebush.

At Flemington, three alighted, and the driver asked four of the remaining five where we are going. It was then terminated after the driver walked out to speak to the original bus's driver. The original bus departed with 12 people on board, six remained after Auburn, and one after Granville.

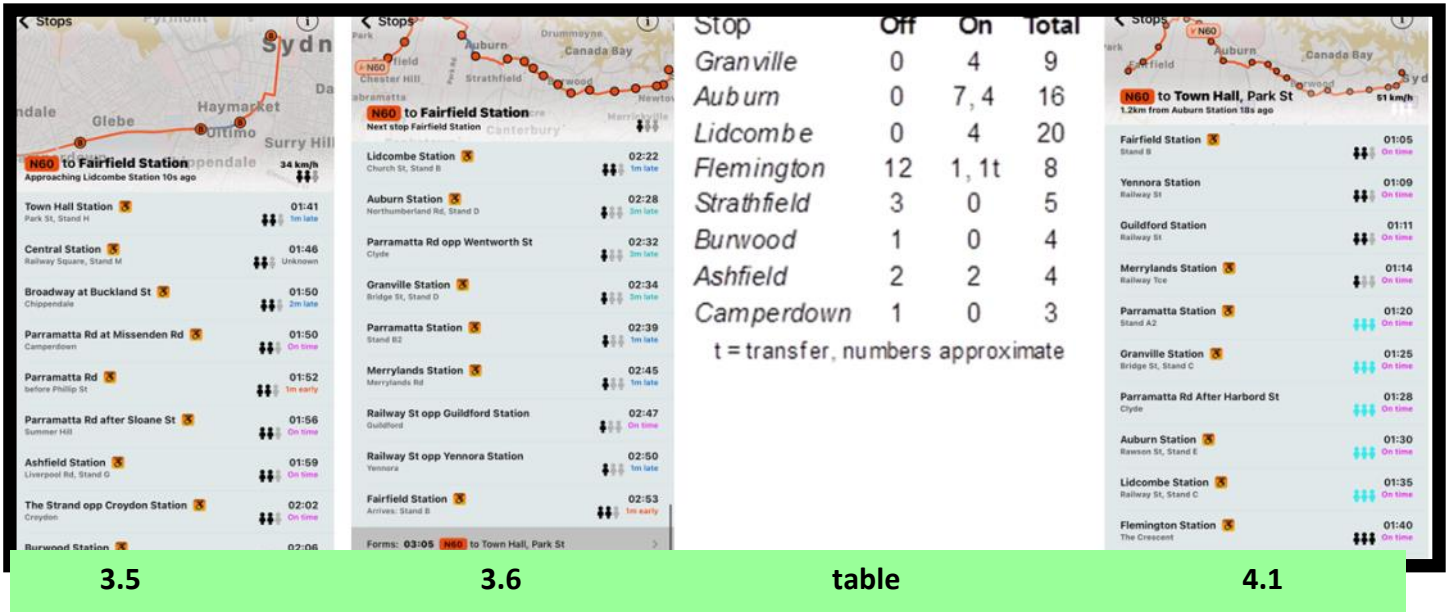
**Image 3.1:** Original bus after departing Town Hall stop.

**Image 3.2:** Note the bus stop is called "Parramatta Road".. For people unfamiliar with Sydney, according to Parramatta Council, Parramatta Rd extends for 35 kilometres [1].

**Image 3.3:** Strathfield stop – list of buses showing both trips. The added



3.4



trip will disappear from this list once the bus departs the stop.

**Image 3.4:** Collage of the overflow bus doing its thing a la Pacman (order of listing is top-to-bottom then left-to-right).

**Image 3.5:** Original bus showing actual performance/capacity information.

**Image 3.6:** Original bus showing actual information, nearly at completion of trip. The bus actually departed Lidcombe after around four minutes of dwell time, but RTD (for whatever reason) allocated this extra

time within the section between Lidcombe and Auburn.

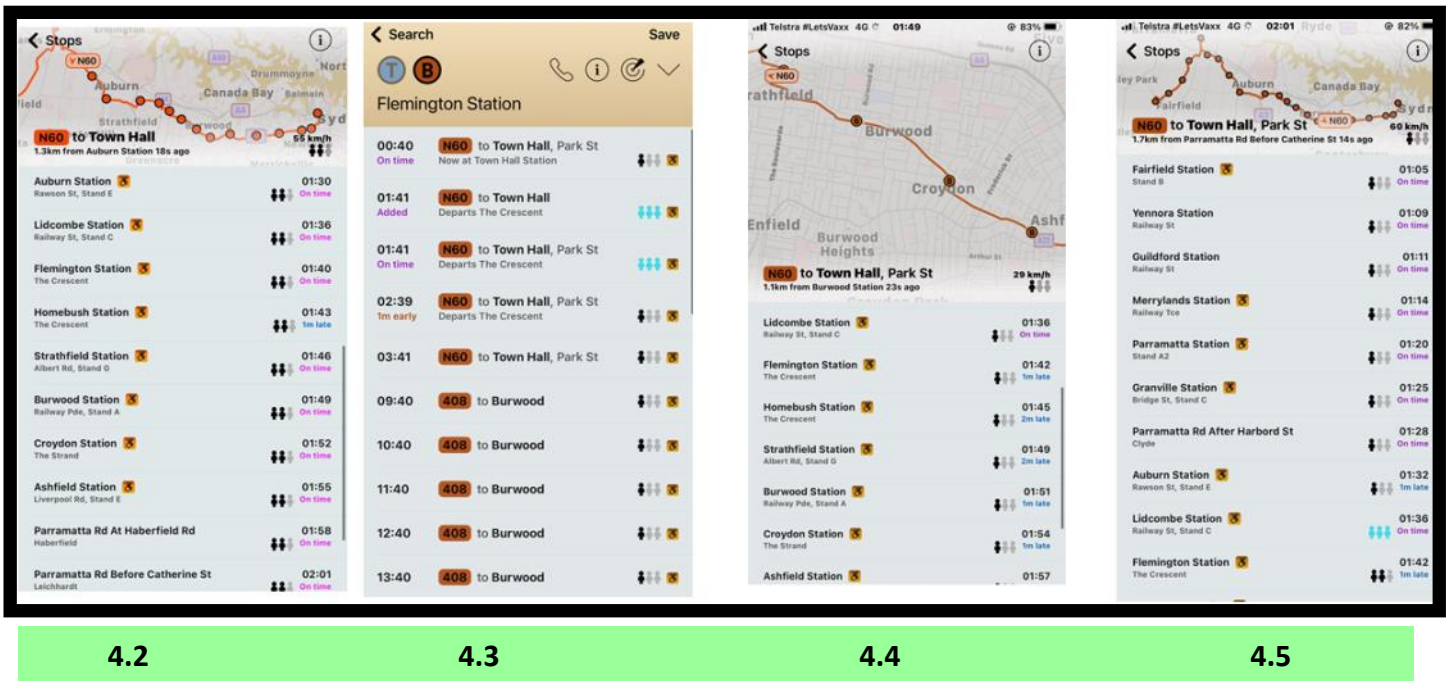
### Trip 4 – early Wednesday AM inbound

This time, I used the service in the opposite direction, towards the city, which I knew would provide a decent contrast (the numbers onboard might be off by one or two, as I was unable to see the entire bus from my lowly seat behind the second door without looking suspicious, hence some numbers in the below table do not reconcile).

Two buses arrive in succession at

Granville – so I know they are already using an overflow bus. I board the first one, which I later found out was actually the original bus, not the overflow, so I have no idea how many were on the overflow bus, outside any capacity information provided on the application. As seen in **image 4.1**, the RTD shows that the bus is already heavily crowded. I don't know if the overflow bus started from Fairfield or possibly Parramatta.

At Auburn, 11 people are waiting to board (this posed an interesting conundrum in my mind – what happens when both buses are full?). Seven boarded the original, with the



remainder boarding the overflow.

Four more joined at Lidcombe, totalling 20 now on board the original (are all these people going into the City?). If we had this many, I wonder how many were on the overflow, but before Flemington, the RTD showed that both buses had “3 red/blue people” – full capacity (**image 4.3**).

At Flemington, 12 alight the original, like a funeral procession (understandably, many are still half-asleep). As it turned out, the overflow bus also terminated here, with just one person swapping across to continue the N60 journey. Evidently, Flemington is the place to be at 2am... or more likely many are workers at the nearby Sydney Markets. We depart with 'just' eight people on board - back within COVID capacity and, at Railway Square, the numbers drop to just one or two going to Town Hall.

**Image 4.1:** Original bus before Auburn stop.

**Image 4.2:** Over flow bus before Auburn stop.

**Image 4.3:** Bus list for Flemington stop, shown individually within trips as 'Homebush West' stop — which is the suburb name.

**Image 4.4:** Original bus after Strathfield stop.

**Image 4.5:** Original bus before Leichhardt stop. Data before Lidcombe appears to have been wiped again, although the transition was at

Flemington stop.

### Trip 5 – early Friday AM inbound

A second trek into the City. Unlike previous trips, there was no use of the overflow bus today, no doubt contributed by the Thursday/Friday/Saturday night timetable operating, with a bus every 30 minutes, instead of hourly. In saying that, with the overflow buses only running part of the route, it may still be cheaper for TfNSW to pay for the COVID standby buses for selected services, rather than providing the increased timetable seven days-a-week along the entire route.

Although the RTD showed that the bus reached “3 red/blue people” at Lidcombe, 70 per cent alighted the next stop (Flemington), with just three passengers remaining thereafter. A table of passenger counts on this trip is provided at the top of page 7, 3rd image.

In conclusion, I have found the customer experience to be pretty amateurish when you have drivers idling their buses side-by-side or otherwise running in and out of their cabs to talk numbers with the other driver at consecutive stops. Although, in saying that, thinking of alternatives, depending on the number of these extra buses running around at any one time across various routes, their radios may not be suitable for information

exchange (read: they would clog up the airwaves!).

After my experiences, a clear option would be to schedule (read: “guarantee”) these extra trips as short-workings (without publication in public timetables, just within the bus operator), then have further stops thereafter on an 'as required' basis, with the bus drivers communicating at each “as required” stop until they are satisfied the one bus can handle the capacity for the remainder of the trip. However, there can be no doubt that financial considerations then enter the equation, with the operator looking to minimise the running of the extra buses, as every additional stop directly adds to operational costs.

In a more general sense, both Auburn and Flemington appear to be the more significant patronage generators along the route, although whole numbers are a fraction of what they were pre-COVID, especially on a late Friday or Saturday night coming out of the City. However, note the closer to the City you get, the more routes that operate at that bus stop (e.g.: Strathfield station has three NightRide routes servicing it, while Haberfield has four, logically meaning the total patronage is divided over more services).

[1] [Parramatta Road—a brief History](#) (2021) ), City of Parramatta Research and Collections, retrieved on 24 October 2021,

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# Now and Then: Brisbane's Aspley and Zillmere Bus Services

HILAIRE FRASER

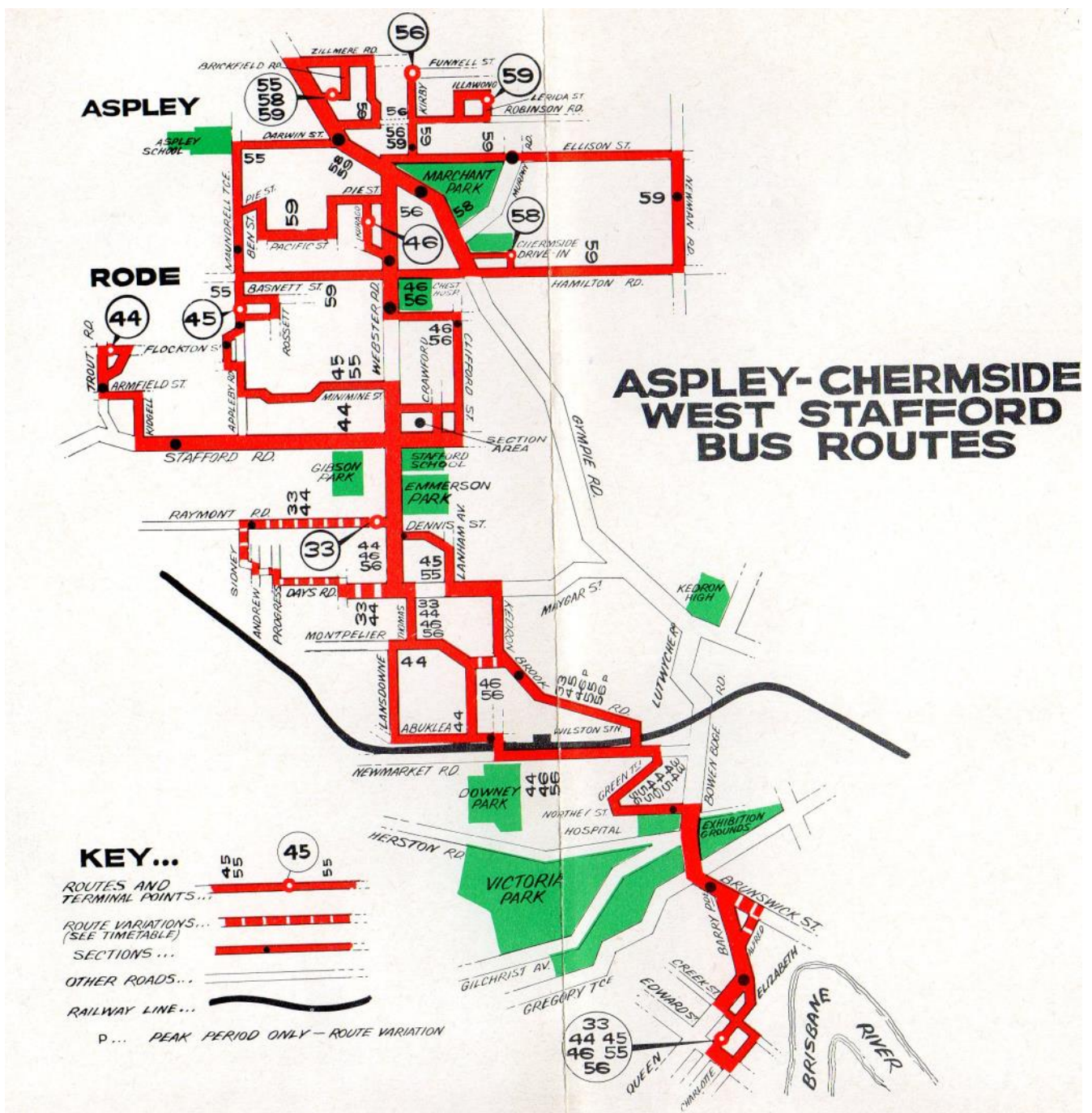
**I**NTRODUCTION  
 At a Sydney ATA Meeting grab table, I picked up a leaflet detailing new bus services to Aspley and Zillmere commencing 3rd November 1969. These services were included in the first set of bus timetables I obtained

from the Brisbane City Council in December 1969. This article will detail these services, the Cityxpress services introduced in 1982 and current services.

## New Aspley Bus Services 3rd November 1969

The map below shows these bus services. The Chermerside 45 service

was extended from Maundrell Terrace, West Chermerside to Brickfield Road, Aspley to become the Aspley 55 service. The Chermerside 45 service continued in peak periods. The Chermerside 56 service was extended from Kurago St, West Chermerside to Funnell Street, Aspley to become the Aspley 56 service. The Kurago Street service continued in peak periods as the Chermerside 46 service. Route 46



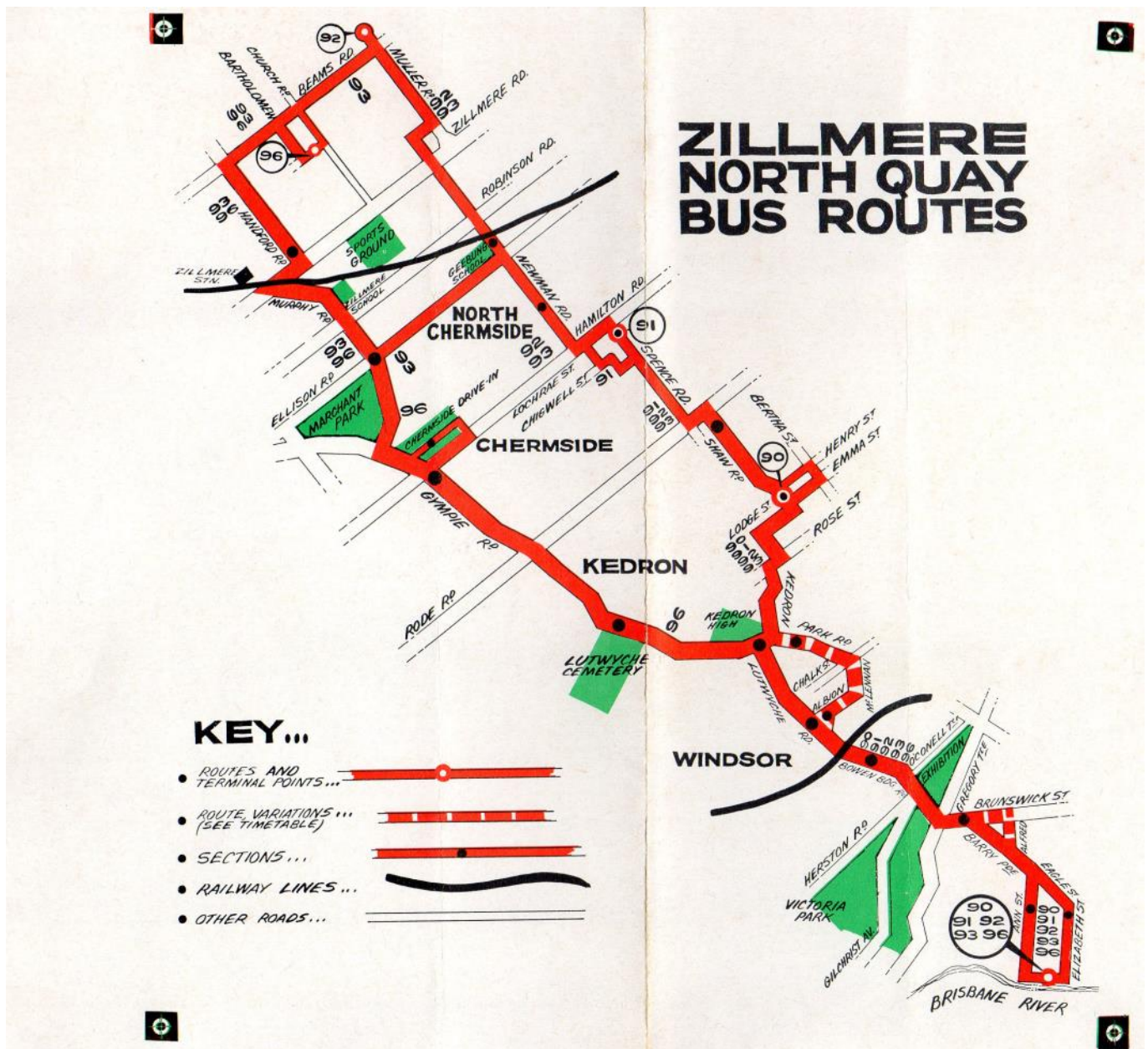
was previously used for discontinued service terminating at Chermerside Hospital. The West Stafford 44 service was extended from Armfield Street to Flockton Street. The peak period Grange 33 service continued with no change. Routes 44, 55 and 56 operated a sixty-minute Monday to Friday off-peak service on each route. That is, a combined frequency of every twenty minutes from Elizabeth Street, Brisbane City to Newmarket Road, Windsor. Previously, West Chermerside and West Stafford services operated as feeder services to the Stafford tram service, evenings, Saturday afternoons and Sundays. When the tram service to Stafford was replaced by the 144 bus service, evening, Saturday afternoon

and Sunday bus services were extended as a loop service to West Chermerside and West Stafford numbered 154. From 3rd November 1969 West Stafford and Aspley services always ran directly to the city and the 154 Stafford Loop service was discontinued.

To provide a service from West Chermerside, Aspley, and Geebung to the Chermerside Shopping Centre, now Westfield Chermerside, the Aspley 59 service was introduced, with four trips each way between Brickfield Rd and Lerida St. weekdays and two trips Saturdays. A direct Aspley-Chermerside 58 service via Gympie Rd was provided in peak periods.

### New Zillmere Bus Services 3rd November 1969

Another map accompanying this article [below] shows these bus services. The Wavell Heights 41, now Wavell Heights 91 service was extended to Beams Road, Zillmere to become the Zillmere 92 service. This service covers the former Kalinga tram route. The Kalinga 43 service was renumbered as Kalinga 90. A new Zillmere 96 was provided to Hinchcliff Street, Zillmere via Gympie Road and Chermerside Shopping Centre. Evening, Saturday afternoon and Sunday services were provided by the combined Zillmere 93 service. Routes 90 and 91 were peak



period services. Route 92 had a Monday to Friday off-peak frequency of forty-five minutes, route 96 had an hourly Monday to Friday off-peak frequency.

### Generic Destination Signs

Of interest is the fact that single destination signs such as “Chermside”, “Aspley” and “Zillmere” were used for multiple routes. The route number designated a particular service. Inward West Stafford and Aspley services displayed a “City” destination, inward Zillmere services displayed a “North Quay” destination.

### Cityxpress Services

In 1982 six limited stop Cityxpress services were introduced to Carseldine 502, Stafford Heights 504, Carindale 505, The Gap 506, Centenary Shopping Centre 508, and Garden City 509. The 504 provided a direct service to Rode Road on the 55 route via Alderley Station. The 504 was extended to Maundrell Terrace, West Chermside and later to the Aspley Hypermarket as Aspley 504. The Carseldine 502 operated from the City to Carseldine just beyond the Brickfield Rd, Aspley terminus,

directly via Gympie Road. This route was extended to Carseldine Station. Initially Cityxpress services operated at thirty-minute intervals Mondays to Fridays daytime only. The Cityxpress concept was popular and new routes were introduced to many Brisbane suburbs. In about 1989, the Bracken Ridge 522 Cityxpress service was introduced supplementing the Webster Road section of the 56 and the Handford Road section of the 96.

### Current Services

If you study the map of current route Chermside 353 service accompanying this article you will notice that it is the former 44 route extended to McDowall and Westfield Chermside. It has an hourly frequency weekdays and Saturdays and two-hourly on Sundays. The map of Carseldine 346 service shows that this is the former 55 route extended to Carseldine with a diversion through Stringybark Drive, Aspley. The map of the Sandgate 335 Cityxpress service shows that it is the former 56 route extended to Sandgate with a diversion to Westfield Chermside. The map of Boondall 325 Cityxpress shows that it covers the Webster Road section of the former 56

and the Newman Road section of the former 92. The 325 and 335 Cityxpress services are local services in the suburbs and have limited stops on approach to the city centre. They operated at least hourly seven days a week.

Brisbane’s premier bus services are now the Bus Upgrade Zone or BUZ services which operate at least every fifteen minutes, throughout the day seven, days a week. BUZ services through Aspley and Zillmere are Aspley 345, previously 504, Carseldine 340, previously 502 and Bracken Ridge 330, previously 522, now direct to the city via the Airport Link motorway.

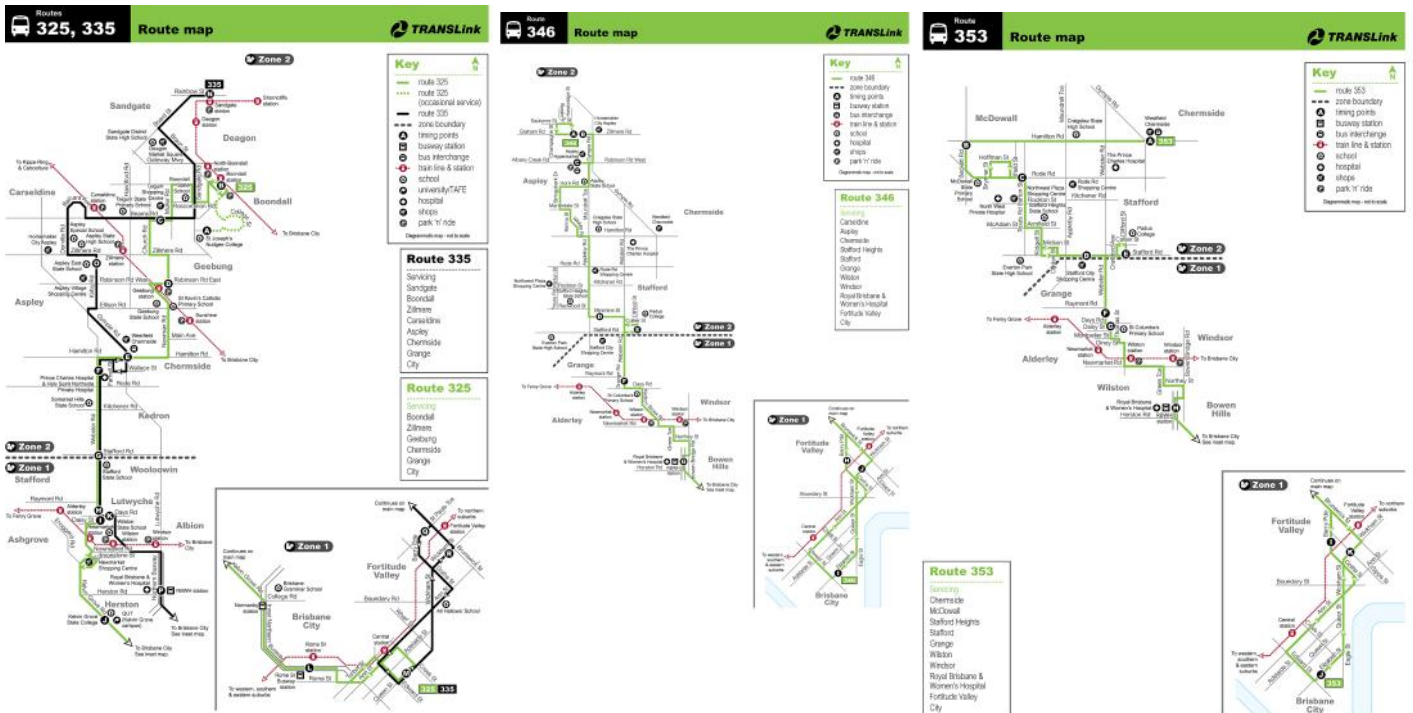
The 59 Chermside to Aspley service is now replaced by Chermside-Aspley 336 clockwise and Chermside-Aspley 337 anti-clockwise with five trips on each route weekdays and Saturdays.

### Reference


Spence, P. Brisbane by Public Transport, St Peters, NSW. 1982.

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## Ticketing information

Ticket type	Where to buy tickets			
	Selected go card agents and on the TransLink website	TransLink bus operators <sup>A</sup>	Queensland Rail selected stations	TransLink fare machines
<b>TransLink go card</b> A smart card that stores value for travel on TransLink services.	✓	✓	✓	✓
<b>TransLink single<sup>#</sup></b> One-way ticket to reach your destination (not return). Final transfers must be made within two hours of ticket issue.		✓	✓	✓

Proof of concession entitlement must be presented upon request or full fare will be charged. Please visit [translink.com.au](http://translink.com.au) for more information including where to buy a go card, or call TransLink on 13 12 30.

<sup>A</sup> - Top up an existing go card only. <sup>#</sup> - Excludes Transport for Brisbane.  
<sup>-</sup> - Top up an existing go card at all fare machines with adult go-cards also available for purchase from selected fare machines at busway stations and bus interchanges.

<sup>#</sup> - Further conditions apply for single tickets. Passengers travelling through 4 zones or more will have their final transfer time extended a further 90 minutes in addition to the two hours.

**Track your bus  
in real-time with our  
MyTransLink app.**



Also available for train, ferry and tram.

## Timetable information

### How to read this timetable


- Use the route map to find the two timing points you are located between.
- Locate these points on the timetable.
- 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 times listed for **A** and **B**.

Please be advised that the times shown are approximate. We ask that passengers be at the bus stop no less than five minutes prior to the scheduled departure time.

### Travel tips

- Pre-plan your trip at [translink.com.au](http://translink.com.au) or call **13 12 30**.
- Make sure you top up your go card or have the correct fare ready before boarding. If you have a concession card, have it ready to show the driver.
- Check the approaching bus is the service you require by looking at the destination sign.
- Raise your hand to signal to the driver that you want the bus to stop.
- Once you've boarded just sit back and enjoy the ride. If you need to stand, securely hold onto a handle. Don't forget to ring the bell when you need to alight, have your go card ready to touch off, and remain seated until the bus stops.
- If crossing the road after alighting, wait for the bus to move away and check the road is clear.


Due to unforeseen circumstances, details on this timetable may change.

 Download the MyTransLink app for the most relevant bus, train, ferry and tram information in the palm of your hand.




Visit [translink.com.au](http://translink.com.au) or call **13 12 30**

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325, 335

325 Boondall to City (cityxpress)  
335 Sandgate to City (cityxpress)

Effective from 9 January 2017

## Route descriptions

**325 Boondall to City (cityxpress)** servicing Boondall, Zillmere, Geebung, Chermerside, Grange and City. Operates 7 days.

**335 Sandgate to City (cityxpress)** servicing Sandgate, Boondall, Zillmere, Carseldine, Aspley, Chermerside, Grange and City. Operates 7 days.



Dedicated to a better Brisbane





Route  
**325**

Boondall to City (cityxpress)

servicing Boondall, Zillmere, Geebung, Chermerside, Grange and City

Monday to Friday																			
map ref	Route number	325	325	325	325	325	325	325	325	325	325	325	325	325	325	325	325	325	
		am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	
<b>A</b>	College Green	-	-	6.20	6.35	6.59	7.34	8.23	8.53	-	9.53	10.57	-	-	-	-	-	-	
<b>B</b>	Boondall station	5.19	5.47	6.28	6.43	7.07	7.42	8.31	9.01	9.38	10.01	11.05	12.12	1.07	2.00	2.35	3.02	3.32	4.30
<b>C</b>	Taigum Shopping Centre (Beams Rd)	5.26	5.57	6.38	6.54	7.18	7.53	8.41	9.11	9.48	10.11	11.15	12.22	1.17	2.10	2.45	3.12	3.42	4.46
<b>D</b>	Geebung station	5.33	6.04	6.45	7.01	7.27	8.02	8.50	9.20	9.57	10.20	11.24	12.30	1.25	2.18	2.53	3.20	3.50	4.53
<b>E</b>	Chermerside (Hamilton Rd)	5.39	6.10	6.52	7.09	7.35	8.10	8.58	9.28	10.05	10.28	11.32	12.38	1.33	2.26	3.01	3.28	3.58	5.01
<b>F</b>	Prince Charles Hospital	5.42	6.13	6.55	7.14	7.40	8.15	9.03	9.33	10.10	10.33	11.37	12.43	1.38	2.31	3.06	3.33	4.03	5.07
<b>G</b>	Stafford	5.45	6.18	7.00	7.22	7.49	8.24	9.07	9.37	10.14	10.37	11.41	12.47	1.42	2.35	3.10	3.37	4.07	5.11
<b>H</b>	Grange (Grange Rd)	5.49	6.22	7.06	7.30	7.58	8.33	9.11	9.41	10.18	10.41	11.45	12.51	1.46	2.39	3.14	3.41	4.11	5.16
<b>J</b>	Kelvin Grove	5.58	6.33	7.17	7.46	8.16	8.51	9.23	9.53	10.30	10.53	11.57	1.03	1.58	2.51	3.26	3.53	4.23	5.26
<b>L</b>	Roma St Busway station PL2	6.03	6.38	7.22	7.52	8.22	8.57	9.28	9.58	10.35	10.58	12.02	1.08	2.03	2.56	3.31	3.58	4.28	5.31
<b>M</b>	City, Queen St app ped xing stop 56	6.11	6.46	7.31	8.01	8.31	9.06	9.36	10.06	10.43	11.06	12.10	1.16	2.11	3.04	3.39	4.06	4.36	5.43

Monday to Friday (cont...)																		
map ref	Route number	325	325	325	325	325	325	325	325									
		pm	pm	pm	pm	pm	pm	pm	pm									
<b>A</b>	College Green	-	-	-	-	-	-	-	-									
<b>B</b>	Boondall station	5.02	5.42	6.47	7.50	8.15	8.50	9.50	10.50									
<b>C</b>	Taigum Shopping Centre (Beams Rd)	5.12	5.53	6.58	7.59	8.24	8.59	9.56	10.56									
<b>D</b>	Geebung station	5.19	5.57	7.02	8.03	8.28	9.03	10.00	11.00									
<b>E</b>	Chermerside (Hamilton Rd)	5.27	6.04	7.09	8.10	8.35	9.10	10.07	11.07									
<b>F</b>	Prince Charles Hospital	5.32	6.08	7.13	8.14	8.39	9.14	10.11	11.11									
<b>G</b>	Stafford	5.37	6.12	7.17	8.18	8.43	9.18	10.15	11.15									
<b>H</b>	Grange (Grange Rd)	5.42	6.16	7.21	8.22	8.47	9.22	10.19	11.19									
<b>J</b>	Kelvin Grove	5.53	6.27	7.32	8.32	8.57	9.32	10.29	11.29									
<b>L</b>	Roma St Busway station PL2	5.58	6.32	7.37	8.37	9.02	9.37	10.34	11.34									
<b>M</b>	City, Queen St app ped xing stop 56	6.06	6.40	7.45	8.45	9.10	9.45	10.42	11.42									



## Route 325 City to Boondall (cityxpress)

servicing City, Grange, Chermside, Geebung, Zillmere and Boondall

### Monday to Friday

map ref	Route number	325	325	325	325	325	325	325	325	325	325	325	325	325	325	325	325	325
M	City, Queen St app ped xing stop 56	6.15	6.50	7.35	8.05	8.35	9.10	9.40	10.10	11.10	12.15	1.20	1.21	1.22	1.23	1.24	1.25	1.26
L	Roma St Busway station PL1	6.19	6.56	7.41	8.13	8.43	9.18	9.48	10.18	11.16	12.21	1.26	1.27	1.28	1.29	1.30	1.31	1.32
J	Kelvin Grove	6.24	7.01	7.46	8.19	8.49	9.24	9.54	10.24	11.21	12.26	1.31	1.32	1.33	1.34	1.35	1.36	1.37
I	Grange (Thomas St)	6.34	7.11	7.58	8.30	9.00	9.35	10.05	10.35	11.31	12.36	1.41	1.42	1.43	1.44	1.45	1.46	1.47
G	Stafford	6.37	7.15	8.03	8.35	9.05	9.40	10.10	10.40	11.35	12.40	1.45	1.46	1.47	1.48	1.49	1.50	1.51
F	Prince Charles Hospital	6.42	7.21	8.07	8.39	9.09	9.44	10.14	10.44	11.39	12.44	1.49	1.50	1.51	1.52	1.53	1.54	1.55
E	Chermside (Hamilton Rd)	6.45	7.25	8.13	8.45	9.15	9.50	10.20	10.50	11.44	12.49	1.54	1.55	1.56	1.57	1.58	1.59	1.60
D	Geebung station	6.52	7.32	8.20	8.54	9.24	9.59	10.29	10.59	11.51	12.56	2.01	2.02	2.03	2.04	2.05	2.06	2.07
C	Taigum Shopping Centre (inside)	6.59	7.39	8.27	8.59	9.29	10.04	10.34	11.04	11.58	1.03	2.08	3.02	4.09	4.46	5.11	5.41	6.16
B	Boondall station	7.13	7.54	8.41	9.12	9.42	10.17	10.47	11.17	12.06	1.11	2.16	3.12	4.20	4.57	5.22	5.52	6.27
A	College Green	-	-	-	-	-	-	-	-	-	1.18	2.23	3.19	4.29	-	5.31	6.01	6.36

### Monday to Friday (cont...)

map ref	Route number	325	325	325	325	325	325	325	325
M	City, Queen St app ped xing stop 56	6.45	7.10	7.50	8.50	9.50	10.50	11.50	F12.20
L	Roma St Busway station PL1	6.50	7.15	7.55	8.55	9.55	10.55	11.55	F12.25
J	Kelvin Grove	6.55	7.20	8.00	9.00	10.00	11.00	12.00	F12.30
I	Grange (Thomas St)	7.05	7.30	8.10	9.10	10.10	11.10	12.10	F12.40
G	Stafford	7.09	7.34	8.13	9.13	10.13	11.13	12.13	F12.43
F	Prince Charles Hospital	7.14	7.39	8.18	9.18	10.18	11.18	12.18	F12.48
E	Chermside (Hamilton Rd)	7.18	7.43	8.22	9.22	10.22	11.22	12.22	F12.52
D	Geebung station	7.26	7.51	8.27	9.27	10.27	11.27	12.27	F12.57
C	Taigum Shopping Centre (inside)	7.31	7.56	8.34	9.34	10.34	11.34	12.34	F1.04
B	Boondall station	7.39	8.04	8.42	9.42	10.42	11.42	12.42	F1.12
A	College Green	-	-	-	-	-	-	-	-



## Route 346 Carseldine to City

servicing Carseldine, Aspley, Stafford Heights, Stafford, Grange, Wilston, Windsor, RBWH, Fortitude Valley and City

### Monday to Friday

map ref	Route number	346	346	346	346	346	346	346	346	346	
A	Graham Rd opp Hawbridge St	A6.00	A6.22	A6.37	A6.52	A7.15	A7.50	A8.42	9.05	10.07	11.07
B	Graham Rd adj shops	6.03	6.25	6.40	6.55	7.18	7.53	8.45	9.08	10.10	11.10
C	Aspley Hypermarket C	-	-	-	-	-	-	8.58	9.15	10.17	11.17
D	Minimime St close to Appley Rd	6.18	6.43	6.58	7.14	7.37	8.12	9.04	9.27	10.29	11.29
E	Stafford (Clifford St)	-	-	-	-	-	-	9.13	9.36	10.38	11.38
F	Grange (Grange Rd)	6.29	6.55	7.13	7.33	7.56	8.28	9.19	9.40	10.42	11.42
G	RBWH station PL1	6.39	7.08	7.29	7.50	8.13	8.45	9.29	9.49	10.51	11.51
H	Valley, Barry Pde far side Gipps St	6.45	7.15	7.35	7.57	8.20	8.52	9.40	9.56	10.58	11.58
I	City, Elizabeth St near Edward St stop 87	6.54	7.24	7.45	8.08	8.31	9.03	9.49	10.05	11.07	12.07

### Monday to Friday (cont...)

map ref	Route number	346	346	346	346	346
A	Graham Rd opp Hawbridge St	12.10	1.10	2.10	3.14	3.44
B	Graham Rd adj shops	12.20	1.20	2.20	3.25	3.55
C	Aspley Hypermarket C	12.32	1.32	2.32	3.38	4.08
D	Minimime St close to Appley Rd	12.41	1.41	2.41	3.46	4.16
E	Stafford (Clifford St)	12.45	1.45	2.45	3.51	4.21
F	Grange (Grange Rd)	12.54	1.54	2.54	4.04	4.34
G	RBWH station PL1	1.01	2.01	3.01	4.12	4.42
H	Valley, Barry Pde far side Gipps St	1.10	2.10	3.10	4.21	4.51
I	City, Elizabeth St near Edward St stop 87	1.10	2.10	3.10	4.21	4.51

#### Please note

Some 346 services do not service the Clifford St loop, Stafford or Aspley Hypermarket. Please check the timetable for details.



## Route 346 City to Carseldine

servicing City, Fortitude Valley, RBWH, Windsor, Wilston, Grange, Stafford, Stafford Heights, Aspley and Carseldine

### Monday to Friday

map ref	Route number	346	346	346	346	346	346	346	346	346
I	City, Elizabeth St near Edward St stop 87	7.00	8.35	9.10	10.10	11.15	12.15	1.15	2.15	2.45
H	Wickham St far side Gotha St stop 227	7.05	8.41	9.15	10.15	11.20	12.20	1.20	2.20	2.52
G	RBWH station PL2	7.12	8.49	9.22	10.22	11.27	12.27	1.27	2.27	2.59
F	Grange Days Rd	7.19	8.57	9.31	10.31	11.37	12.37	1.37	2.37	3.10
E	Stafford (Clifford St)	-	9.06	9.38	10.38	11.44	12.44	1.44	2.45	3.18
D	Minimime St close to Appley Rd	7.31	9.19	9.49	10.49	11.56	12.56	1.56	2.58	3.34
C	Aspley Hypermarket D	7.44	9.29	9.58	10.58	12.05	1.05	2.05	3.09	3.47
B	Graham Rd opp Hawbridge St	7.52	9.36	10.06	11.06	12.11	1.11	2.11	3.15	3.54
A	Graham Rd adj shops	-	-	-	-	12.16	1.16	2.16	3.20	3.59

### Monday to Friday (cont...)

map ref	Route number	346	346	346	346
I	City, Elizabeth St near Edward St stop 87	4.25	4.55	5.25	5.55
H	Wickham St far side Gotha St stop 227	4.32	5.02	5.33	6.01
G	RBWH station PL2	4.41	5.14	5.45	6.09
F	Grange Days Rd	4.58	5.30	6.01	6.21
E	Stafford (Clifford St)	-	-	-	-
D	Minimime St close to Appley Rd	5.13	5.46	6.14	6.32
C	Aspley Hypermarket D	5.28	-	-	-
B	Graham Rd opp Hawbridge St	5.36	6.04	6.28	6.46
A	Graham Rd adj shops	5.41	6.09	6.33	6.51

#### Explanations

- Bus does not travel via this location.
- A Does not service Gympie Rd stop 43 far side Windrest St.

### Ticketing information

Ticket type	Where to buy tickets
 <b>TransLink go card</b> A smart card that stores value for travel on TransLink services.	Selected go card agents and on the TransLink website TransLink bus operators Queensland Rail selected stations TransLink fare machines
<b>TransLink single #</b> One-way ticket to reach your destination (not return). Final transfers must be made within two hours of ticket issue.	Selected go card agents and on the TransLink website TransLink bus operators Queensland Rail selected stations TransLink fare machines

Proof of concession entitlement must be presented upon request by a driver or authorised person to travel on a concession fare. Please visit [translink.com.au](http://translink.com.au) for more information about ticketing including where to buy a go card, or call TransLink on 13 12 30.

- \* - Top up an existing go card only. ^ - Excludes Transport for Brisbane.
- - Top up an existing go card at all fare machines with adult go cards also available for purchase from selected fare machines at busway stations and bus interchanges.
- # - Further conditions apply for single tickets. Passengers travelling through 4 zones or more will have their final transfer time extended a further 30 minutes in addition to the two hours.

Due to unforeseen circumstances, details on this timetable may change.

Download the MyTransLink app for the most relevant bus, train, ferry and tram information in the palm of your hand.



Visit [translink.com.au](http://translink.com.au) or call 13 12 30  
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## 346 Carseldine to City

Effective from 30 November 2020

### Route description

**346** Carseldine to City servicing Carseldine, Aspley, Stafford Heights, Stafford, Grange, Wilston, Windsor, RBWH, Fortitude Valley and City. Operates Monday to Friday only.



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Queensland Government

## Ticketing information

Ticket type	Where to buy tickets			
	Selected go card agents and on the TransLink website	TransLink bus operators <sup>A</sup>	Queensland Rail selected stations	TransLink fare machines
<b>TransLink go card</b> A smart card that stores value for travel on TransLink services.	✓	✓	✓	✓
<b>TransLink single<sup>#</sup></b> One-way ticket to reach your destination (not return). Final transfers must be made within two hours of ticket issue.		✓	✓	✓

Proof of concession entitlement must be presented upon request by a driver or authorised person to travel on a concession fare. Please visit [translink.com.au](http://translink.com.au) for more information about ticketing including where to buy a go card, or call TransLink on 13 12 30.

<sup>A</sup> - Top up an existing go card only. <sup>#</sup> - Excludes Transport for Brisbane.  
<sup>-</sup> - Top up an existing go card at all fare machines with adult go cards also available for purchase from selected fare machines at busway stations and bus interchanges.

<sup>#</sup> - Further conditions apply for single tickets. Passengers travelling through 4 zones or more will have their final transfer time extended a further 90 minutes in addition to the two hours.

Track your bus in real-time with our MyTransLink app.



Also available for train, ferry and tram.

## Timetable information

### How to read this timetable

- Use the route map to find the two timing points your stop is located between.
- Find these points on the timetable. Your bus is scheduled to arrive between the times shown for these points. For example, if your bus stop is between timing points **A** and **B** on the map, then the bus is scheduled to arrive between the times listed for **A** and **B**.

Please note the times shown are approximate. We advise customers to be at their bus stop at least five minutes before the scheduled departure time.

### Travel tips

- Pre-plan your trip at **MyTransLink** app, [translink.com.au](http://translink.com.au) or call **13 12 30**.
- Top up your go card or have the correct fare ready before boarding. If you have a concession card, have it ready to show the driver.
- Read the number on the approaching bus to check if it is the one you want.
- Raise your hand so the driver knows to stop.
- On the bus find your seat quickly. If you need to stand, hold onto a handle.
- Ring the bell to let the driver know to stop at the next stop for you to get off. Stay seated until the bus stops and touch off with your go card as you get off.
- Wait for the bus to move away and check the road is clear before crossing the road.

Due to unforeseen circumstances, details on this timetable may change.

Download the MyTransLink app for the most relevant bus, train, ferry and tram information in the palm of your hand.



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**353**

**Chermside to City**

Effective from 30 November 2020

### Route description

**353** Chermside to City servicing Chermside, McDowall, Stafford Heights, Stafford, Grange, Wilston, Windsor, RBWH, Fortitude Valley and City. Operates 7 days.

Route **353**

## Chermside to City

servicing Chermside, McDowall, Stafford Heights, Stafford, Grange, Wilston, Windsor, RBWH, Fortitude Valley and City

### Monday to Friday

map ref	Route number	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353
		am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
<b>A</b>	Chermside D	5.40	6.10	6.25	6.40	7.00	7.30	8.20	9.00	9.40	10.40	11.40	12.40	1.40	2.40	3.10	4.20	5.40	6.15
<b>B</b>	McDowall (Hamilton and Beckett Rds)	5.49	6.21	6.36	6.52	7.12	7.42	8.31	9.11	9.51	10.51	11.51	12.51	1.51	2.53	3.26	4.32	5.52	6.27
<b>C</b>	McDowall (Rode Rd and Parton St)	5.56	6.28	6.43	6.59	7.24	7.54	8.43	9.18	9.56	10.56	11.56	12.56	1.56	2.59	3.32	4.43	6.03	6.35
<b>D</b>	Stafford City, Stafford Rd	6.02	6.38	6.53	7.11	7.32	8.02	8.51	9.26	10.04	11.04	12.04	1.04	2.04	3.07	3.41	4.51	6.07	6.39
<b>E</b>	Stafford (Clifford St)	-	-	-	-	-	-	-	9.29	10.08	11.08	12.08	1.08	2.08	3.12	A3.47	-	-	-
<b>F</b>	Grange (Grange Rd)	6.08	6.42	6.57	7.18	7.42	8.12	8.55	9.35	10.14	11.14	12.14	1.14	2.14	3.19	-	5.01	6.11	6.43
<b>G</b>	Grange (Thomas St)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.58	-	-	-
<b>H</b>	RBWH station PL1	6.18	6.55	7.10	7.34	7.59	8.29	9.10	9.48	10.26	11.26	12.26	1.26	2.26	3.32	4.10	5.13	6.24	6.55
<b>I</b>	Fortitude Valley, Barry Pde far side Gipps St	6.24	7.03	7.18	7.42	8.08	8.38	9.17	9.55	10.32	11.32	12.32	1.32	2.32	3.39	4.17	5.20	6.31	7.00
<b>J</b>	City, Elizabeth St near Edward St stop 87	6.33	7.12	7.27	7.53	8.21	8.51	9.26	10.03	10.39	11.39	12.39	1.39	2.39	3.45	4.26	5.29	6.38	7.07

Route **353**

## City to Chermside

servicing City, Fortitude Valley, RBWH, Windsor, Wilston, Grange, Stafford, Stafford Heights, McDowall and Chermside

### Monday to Friday

map ref	Route number	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353	353
		am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
<b>J</b>	City, Elizabeth St near Edward St stop 87	7.05	8.10	8.40	9.40	10.40	11.40	12.40	1.40	2.30	E3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.20
<b>K</b>	Wickham St far side Gotha St stop 227	7.11	8.16	8.52	9.52	10.45	11.45	12.45	1.46	2.36	E3.16	3.46	4.16	4.46	5.17	5.47	6.17	6.47	7.27
<b>H</b>	RBWH station PL2	7.17	8.24	8.57	9.57	10.52	11.52	12.52	1.53	2.42	E3.26	3.54	4.24	4.54	5.27	5.57	6.23	6.53	7.33
<b>G</b>	Grange (Thomas St)	B7.27	8.34	9.04	10.04	11.01	12.01	1.01	2.03	2.52	E3.42	4.06	4.40	5.10	5.42	6.09	6.35	7.04	7.44
<b>E</b>	Stafford (Clifford St)	B7.41	8.41	9.20	10.20	11.07	12.07	1.07	2.10	2.58	E3.52	4.16	-	-	-	-	-	-	-
<b>D</b>	Stafford City, Stafford Rd	B7.45	8.48	9.24	10.24	11.10	12.10	1.10	2.13	3.04	E3.56	4.20	4.48	5.18	5.50	6.17	6.41	7.07	7.47
<b>C</b>	McDowall (Rode Rd and Parton St)	B7.59	9.02	9.32	10.32	11.20	12.20	1.20	2.22	3.14	E4.07	4.32	5.00	5.30	6.01	6.25	6.49	7.15	7.55
<b>B</b>	McDowall (Hamilton and Beckett Rds)	B8.05	9.10	9.41	10.41	11.27	12.27	1.27	2.31	D3.24	E4.17	4.42	5.16	5.46	6.09	6.32	6.57	7.23	8.03
<b>A</b>	Chermside Interchange	B8.21	9.26	9.55	10.55	11.40	12.40	1.40	2.44	-	E4.33	5.00	5.29	5.59	6.23	6.44	7.08	7.35	8.15

## Answers to the School Quiz

**Exercise 7 (Money)** – answers of £1 or more are given in both shillings & pence and pounds, shillings & pence formats

1. 1/5
2. 5/5
3. 50/3 and £2/10/3
4. 182/11 and £9/2/11
5. 173/3 and £8/13/3
6. 20/7 and £1/0/7
7. 82/6 and £4/2/6
8. 123/9 and 123/10 or £6/3/9 and £6/3/10 [Current VR practice was to round ½d up to 1d so that the child fare would have been 20s 8d rather than 20s 7½d. However, 2 children travelling together could use 1 adult ticket. Hence, there are 2 correct answers here.]









**Exercise 8 (Time and Distance)**

1. 50¼ mi
  2. 49¼ mi
  3. a/ 11 mi b/ 88 fur
  4. 32 min
  5. 6 h 13 min
  6. 3 min
  7. ⅔h
  8. 2 d/mi [VR fares worked on a sliding scale so that the longer your journey, the cheaper per unit distance it became. V/Line long distance fares behave similarly but the distance increments are larger.]
- ADDENDUM 1 guinea (gn) is 21/- or £1/1/-; hence 100 gns is £105. Note the use of a non-standard plural unit symbol – despite appearances, it's not 'guinea second'! Fractions of a guinea weren't used. I'm sure that the Toorak or Vaucluse matrons didn't care.










## Dean Ogle's answers

**Note**, the table in the test was strictly in shillings and pence, so I've left my answers in that form, rather than try to convert the larger ones to pounds.

**Exercise 7 Money**

- 1 – 1s 5p 
- 2 – 5s 5p 
- 3 – 50s 3p 
- 4 – 183s 6p 
- 5 – 173s 5p 
- 6 – 20s 6p 
- 7 – 82s 10p 
- 8 – 91s 9p 

**Exercise 8 Time & Distance**

- 1 – 50 ¼ miles 
- 2 – 49 ¼ miles 
- 3a – 11 miles 
- 3b – 88 furlongs 
- 4 – 32 mins 
- 5 – 6 hours 13 mins 
- 6 – 3 mins 
- 7 – 2/3 of an hour 
- 8 – 2 pence a mile 

Please feel free to award either a gold star or a dunce cap, as appropriate.



## NightRide bus network



The train Network (upper) and the corresponding NightRide Bus Network (lower)