

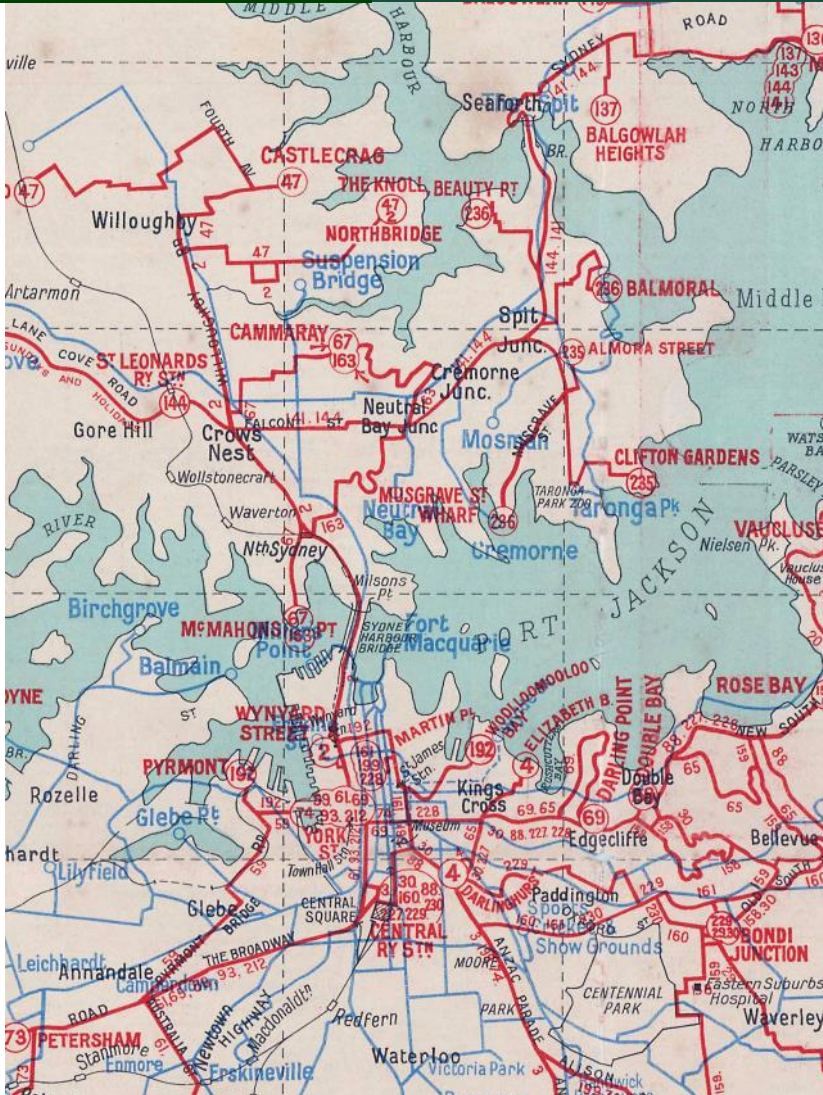


The Times

June 2023

AUSTRALIAN TIMETABLE ASSOCIATION

A journal of transport timetable history and analysis



DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS, NEW SOUTH WALES.

OMNIBUS TIME-TABLE



Routes 302-303

Sans Souci – Dolls Point

Doncaster Avenue

Central Railway

Via Eastlakes

Commencing:
SATURDAY, 10th FEB., 1951

Issued Gratis

(All previous Time-tables Cancelled)

Published by Authority of Commissioner for Road Transport and Tramways, N.S.W.

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Look what happened to Melton Railway Station

Inside: Going Hungry on the Gauge (2)

The rise and rise of Melton

The Paperwork (6)

Totally Loopy—the 161 bus revisited

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 2023

Vol 40 No. 06 Issue No. 473

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The Times is posted in full colour to our website <https://www.timetable.org.au/times.html>, two months after publication in paper and to the National Library [website](https://www.nla.gov.au) 6 months after publication.

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ADELAIDE AND PENFIELD																
Mondays to Fridays—Down																
Miles	11	21	3	21	48	51	45	51	181	51	111	121	121	141	18	18
Adelaide	North Adelaide	Ovington	Dudley Park	Islington	Kilburn	Trae Mills	Dry Creek	Green Fields	Penfield Green	Pen. Sals	Chicks	Salisbury	Hills	No. 1	No. 2	No. 3
8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00
8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05	8.05
8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10	8.10
8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20	8.20
8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.25
8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30	8.30
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12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00

Bob Ritchie's favourite timetable

If you Google Search on “My Favourite Timetable”, mostly what comes up is a swathe of school timetables. Schools are also about the only other entities on the planet who run to “Working Timetables”. Try it and see. But, if you add the word “rail” after “My Favourite Timetable”, everything points to AATTC/ATA’s “The Times” Funny about that. A series of articles on this theme started with our February 1998 issue.

One of the first hits a Google Search throws up is the image above, by Bob Ritchie, a former employee in the NSWGR timetabling section, a member of The Times Production Team, a member of the Sydney branch and a close neighbour of mine in Fairlight. It can be found in The Times of July 1998. Bob died some years ago and I more or less inherited some of his WTTs. They are on my bookshelf as I type these words.

As part of its 40th anniversary celebrations, ATA has revived the notion of a “Favourite Timetable”. The first article of its ilk is in the mind of one of our contributors now.

What's YOUR favourite timetable?

Going Hungry on the Gauge—*Letter to the Editor*

MAX MICHELL writes (twice) in response to our article on rumbling stomachs in April

I WAS RATHER STRUCK by your comment (1st para, column three on page 3 of TT for April 2023) "... installing a buffet in the middle, **non-powered**, car of each three car set ...". I feel you should immediately advise both V/Line and Alstom, both of whom are working on the belief that there is an engine (two actually) under there. In fact all Vlocity vehicles, regardless of configuration or gauge are powered, much as the Explorer cars in another colony are.

Moving on, the table at the foot of page 3 is not all that clear so lets try and put the VS set rotations into some sort of perspective.

Five of the six VS sets are required for normal daily use (timetables are basically Mon to Sun so in this case daily means daily). The morning (07:07) down and evening (17:27) up are rostered as single (3 car) sets while the rest are rostered as double sets. In effect two trains are required to run the Albury service, but with some wonks in the consists.

So starting from Day 1 the 07:07 down is a three car set. On arrival at Albury (10.43) it marries up with a set that has been stabled in the old run round loop (now Vlocity stabling siding) to form the 12:51 up double consist. This arrives into platform 2A at SX on top of a standing VS set ex Sth Dynon. The leading arrival set and standing set marry up, while the trailing arrival set goes empty back to Sth Dynon. This six car consist then runs the evening (18:02) down to Albury and stables.

On Day 2 the stabled set at Albury (off the 18.02 down) runs the 06:45 up with six cars. On arrival at SX a similar process applies - the lead arrival set and a standing set marry up to make the 12.04 down to Albury while the rear arrival set goes home to Sth Dynon. On arrival back at Albury at 15:40, one set detaches and stables in the stabling road while the other set forms the evening (17:27) up as a single set. The stabled set at Albury slumbers until midday next day before again becoming active.

All this mixing and matching allows for fuelling and a weekly maintenance period for each set (if all goes well) but also provides a bit of resilience to the service since three active sets are at SX for the 12:04 and 18:02 down trains, allowing for late transpositions should there be any operating problems.

At the end of March, Victoria brought in a capped fare system across the state - \$9.60 per day, or \$4.60 concession. In effect Victoria now has a single flat fare across the state - one stop on the tram or Bairnsdale to Mildura are all the same fare.

It is too early to get any clear perspective but on Easter Sunday the 07:07 down Albury (three car VS set) was full and standing, with the result that the 07:07 down and 17:27 up ran as six car sets for the remainder of the holiday period. Even last Tuesday (18/4) the three car train was noticeably fuller than it had been prior to the cheap fares. It is entirely possible that six car running will become normal on all Albury trains at some stage in the not too distant future. Just how V/Line can generate more capacity remains to be seen although two six car trains could run a four trip roster with a bit of imagination and a lot of between times care and attention, but the long mooted five train a day service would seem to be out of range with low fares and limited train sets.

Of course the fare issue may well have a lot of unplanned (or unexpected) results with all sorts of considerations for train times, train consists and fleet planning - early indications are that maybe some of the 'classic' trains (loco and cars) may hang on longer than intended to allow Vlocity consists to be doubled or trebled to provide capacity in other places. Hopefully your Victorian correspondents will keep everyone abreast of events as things unfold.

The morning down / evening up SG trains on Albury line are reasonably frequently being run as double sets. The midday down does not detach a

set at Albury but rather comes back on the evening up as two sets, which rotate to run the next morning down with two sets. Loading on all SG trains seems to be higher in recent weeks, but Easter, Anzac day and school holidays may have disrupted the underlying level of patronage. The next month or two should give an indication of the uptake of cheap fares. It is notable that a couple of SRHC stalwarts who regularly drove to Seymour now travel by train - an indication perhaps.

Addendum: The absurdly cheap fares may be poor policy but the impact on regional development could be significant if it is played properly (in effect the genie is out of the bottle - so how do we optimise the benefits that might come from it?). The sleeper in all this is for capacity - both with trains on the commuter V/Line sectors (all MTM was inside the zone 1/2 area so got no direct gain from this change) - Geelong, Ballarat, Bendigo, Seymour and Traralgon sectors and more particularly for the longer distance sectors where frequency is not great.

Early signs are that loco-hauled trains (real trains) will remain longer than planned on some lines (notably Warrnambool, Swan Hill) and additional Vlocity sets will go into running to places like Bacchus Marsh, displacing H sets as they do. The longer distance lines have both train and infrastructure capacity problems. Warrnambool for instance cannot handle any more trains during the day (despite the "new" loops and signalling) while all platforms are too short for longer trains of any sort. On the N.E. SG there are persistent rumours of a fourth service - mid morning up from Albury and mid afternoon down which will require one (at least one?) more Vlocity to enable it to operate. Time will tell on this one but it does perhaps flag that the fares at absurdly low levels could well be a major disrupter of the Vline network.

Comment on this article – [Letter to the Editor](#)

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The Rise and Rise of Melton—its effect on train traffic

GEOFF LAMBERT who used to pass through Melton twice a day in his school days reflects on the changes time has wrought.

THERE WAS A LOT OF wringing of hands in Sydney recently, when the rearranging of deckchairs on the SS Demographic, resulted in Melbourne getting its head in front of Sydney in the population stakes — mixed metaphor lovers, eat your hearts out!

It happened because Melton—once a sleepy dusty spot on the Western Highway — is no longer just a dormitory suburb; it is a “City” in its own right. It has a University!

I have before me, a tissue-paper typescript book of Victorian Railway traffic statistics for the “Central-Western District” for the decade beginning in 1923/1924. During this time, the daily statistics looked like those in left column of the box at right.

In the traffic statistics book, the goods dealt with at Melton were **hay, chaff, wool, cream, eggs, milk and vealers.** By the 1960s, a good deal of this traffic had vanished but was, by then, supplemented by traffic in oats, for which there were Behlen Sheds all along the line. Even these are now [heritage items](#)! They were built to [withstand an atomic bomb](#).

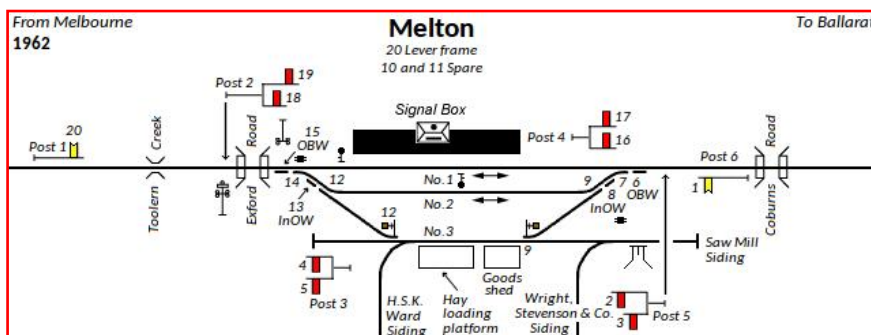
	1933	(2016) 2021	2021/1933%
Population of Melton	1,493	181,223	12138%
Daily averages			
Daily Outward passengers	53	2000	3774%
Outwards goods (tons)	66	0	0%
Inward Goods (tons)	11	0	0%
Down Passenger train movements	3	58	1933%
Up passenger train movements	4	60	1500%
Down Goods trains	1.2	0	0%
Up Goods trains	0.4	0	0%

For many years in the mid- to late 20th Century, there were two sidings which ran out of the station yard to chaff mills on the south side of Staughton St. They have been replaced by station carparks. The VicSig track diagram of Melton in 1962 (below) shows what Melton looked like to me when I travelled daily to Sunshine High School 60 years ago.

A description of what travelling on that train (illustrated in the upper left photo below) appears in “[Travelling with Ted](#)”, in The Times of September 2017.

Comment on this article – [Letter to the Editor](#)

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Bank Box Loop	6 2*	7 34*	See
Bacchus Marsh ES W ...	arr. ...	5	5, 198	15	...	
	dep. ...	6 14††	6 23	7 20	7 45*	
Parwan O ES ...	arr.	5	...	15	
	dep. ...	6 19*	6 32	7 28—15	7 50*	
Melton ES ...	arr. ...	15	...	...	...
	dep. ...	6 27*	6 43—15	7 38	7 57*	
Rail Motor Stop, Place, No. 65 N C ...	arr. ...	...	Z	↑	...
Rockbank O ES ...	...	...	198	198	198
	dep. ...	6 33*	6 51	7 46	8 2*	



Maddingley Sidings		07:17		N	N	07:59														
	Plat	2RD				6RD														
Maddingley		07:18*		07:36*		07:57*	08:00*		08:18*											08:57*
		N		N		N	N		N											N
BACCHUS MARSH		07:22	07:26	07:38		08:00	08:04	08:08	08:20											09:00
Advertised Departure		07:22	07:26	07:38		08:00	08:04	08:08	08:20											09:00
	Plat	1	1	1		1	1	1	1											1
Parwan Loop		07:30*	07:42*			08:04*		08:12*	08:24*											09:03*
	Plat	ML	ML			ML		ML	ML											ML
Melton Weir Jct.		07:34*	07:45*			08:07*		08:16*	08:27*											09:06*
		N	N			N		N	N											N
MELTON		07:37	07:46*	08:03	08:08*			08:19	08:28*	08:42	09:02									09:09
	Plat	1	1	1	1	1	1	1	1	1	1									1
East Melton		07:38*	07:47*	08:03*	08:09*			08:20*	08:29*	08:43*	09:03*									09:11*
COBBLEBANK		07:41	07:48*	08:06	08:10*			08:23	08:30*	08:46	09:06									09:13
	Plat	1	1	1	1	1	1	1	1	1	1									1
ROCKBANK		07:44*	07:51	08:09*	08:13			08:26*	08:33	08:49	09:09									09:17

The morning Up peak at Melton—1963 and 2023

Rockbank O ES ...	...	...	...	...	6 1	6 49—138	8 39*	9 8*
Rail Mtr. Stop. Pl. No. 65 N C ...	...	...	...	...	...	...	...	...
Melton ES ...	arr. ...	...	...	...	...	...	...	...
	dep. ...	...	...	...	6 9	6 56	8 44*	9 13*
Parwan O ES ...	arr. ...	...	...	...	16	34	...	...
	dep. ...	...	...	...	6 18	7 5	8 51*	9 20*
Bacchus Marsh ES W ...	...	...	...	...	6 25	7 11	8 56*	9 25*—159
Bank Box Loop ...	arr. ...	...	...	...	6 45*	...	...	...
	dep. ...	...	...	...	6 47—34	7 28*	9 15*	9 44*



ROCKBANK		17:53*	18:04			18:09*	18:24	18:36*	18:43*											18:55
COBBLEBANK		17:57	18:07*			18:13	18:27*	18:40	18:45*											18:59
	Plat	2	2			2	2	2	2											2
East Melton		17:59*	18:08*			18:14*	18:28*	18:42*	18:46*											19:01*
		N	S			N	S	N	S											S
MELTON		18:02	18:09*	18:12		18:19	18:29*	18:45	18:47/18:48	18:50										19:04
	Plat	1	2	1		1	2	1	2	1										2
Melton Weir Jct.			18:10*	18:13*			18:30*		18:49*	18:52*										19:05*
Parwan Loop			18:12*	18:19/18:21			18:32*		18:52*	18:58/19:02										19:09*
	Plat		ML	LP			ML		ML	LP										ML
BACCHUS MARSH			18:16	18:28	18:31		18:36		18:56	19:08	19:11	19:17	19:20							
	Plat		2	1	1		2		2	1	1	1	1							1
			S		N		S		S		N	N	N							
Maddingley			18:18*		18:33*		18:38*		18:58*		19:13*		19:24							
			S				S		S											
Maddingley Sidings					18:37						19:17	19:27								
	Plat				6RD						4RD	5RD								

The afternoon Down peak at Melton—1963 and 2023

The Paperwork 6 – Bus timetables

DUNCAN MACAUSLAN

AS THE DRT&T EXPANDED the government's bus network, the quantity of paperwork exploded. Timetables and handbills proliferated, but there was little change from the tram examples. However, there are many of interest. Part 6 covers the DRTT and its short-lived successor.

The first NSW Government bus service operated from Darlinghurst to Potts Point and its timetable appeared in the SMH on Saturday 2 December 1904¹. The accompanying Weekly Notice entry directed that it will be 'worked in accordance with the Tramway Rules, Regulation and

Working Orders as far as applicable to steam omnibuses, the Metropolitan Traffic Act, Sections III to XIV, together with such other instructions as may be issued from time to time'. A lot of reading for the driver and conductor.

The route was only 1.83km long and had a trip time of less than ten minutes and thus required only one bus in steam. (Figure 1, below).

The Darlinghurst service was unsuccessful, and the operation was moved to Enmore from 23 April 1906 and the timetable published in Tramway Notice 92. (Figure 2, below).

This too was a failure and finished

within two months². As far as is known the Government did not operate any buses, steam, petrol, diesel or electric for over 25 years.

The DRT&T's first petrol engine motor bus service was the 144 from Cremorne Junction to Manly which started on 25 December 1932. Neither a handbill nor public timetable have been found but there was an advert on page 2 of the SMH (Figure 3, page 7).

The oldest Government bus timetable in SBM's collection is dated 15 February 1934 for route 67 two separate services, McMahons Point to Cammeray and McMahons Point to Neutral Bay. Both had started as

GOVERNMENT TRAMWAYS.
POTTS POINT-OXFORD-STREET OMNIBUS SERVICE.
 COMMENCING MONDAY, 4th DECEMBER.

On and after the above date a **MOTOR OMNIBUS SERVICE** will be run between **POTTS POINT** and the Corner of **OXFORD** and **FLINDERS STREETS**.
 'BUS will run from **Wylde-street**, via **Macleay-street**, **Darlinghurst-road**, and **Oxford-street**, to **Bourke-street**, returning via **Forbes** and **Burton streets**, **Darlinghurst-road**, and **Macleay-street**, to **Wylde-street**.

THE TIME-TABLE WILL BE AS FOLLOWS:—
WEEK DAYS.
POTTS POINT—Dep. 7.51, 8.11, 8.31, 8.51, 9.11, 9.31, 9.51, 10.11, 10.31, 10.51, 11.21, 11.41 a.m., 12.1, 12.21, 12.41, 1.1, 1.21, 1.41, 2.1, 2.21, 2.51, 3.11, 3.31, 3.51, 4.11, 4.31, 4.51, 5.21, 5.41, 6.1, 6.21, 6.41, 7.1, 7.21, 7.41, 8.1, 8.31, 8.51, 9.11, 9.31, 9.51 p.m.
DARLINGHURST—Dep. 8.1, 8.21, 8.41, 9.1, 9.21, 9.41, 10.1, 10.21, 10.41, 11.11, 11.31, 11.51 a.m., 12.11, 12.31, 12.51, 1.11, 1.31, 1.51, 2.21, 2.41, 3.1, 3.21, 3.41, 4.1, 4.21, 4.41, 5.11, 5.31, 5.51, 6.11, 6.31, 6.51, 7.11, 7.31, 7.51, 8.21, 8.41, 9.1, 9.21, 9.41, 10.1 p.m.

STOPPING PLACES: Omnibus will stop where required between **Potts Point** and **Oxford-street**.
FARES: Between **Potts Point** and **William-street**, 1d; between **William-street** and **Oxford-street**, 1d.
 By order of the Commissioners.
H. McLACHLAN, Secretary.

NEW SOUTH WALES GOVERNMENT TRAMWAYS. No. 92.
ENMORE-WARDELL ROAD
OMNIBUS SERVICE.
 Commencing **MONDAY, APRIL 23, 1906.**

It is notified for public information that on and after the above date a Motor Omnibus Service will be run between Enmore Tram Terminus and Wardell Road.

'Bus will run from Enmore Tram Terminus via Stanmore Road, Wemyss-st., Agar-st., Addison Road, Livingstone Road, Morgan-st., Wardell and New Canterbury Roads, returning via Livingstone Road, Addison Road, Agar and Wemyss Sts., Stanmore Road, Liberty, Cavendish, and Cambridge Sts.

THE TIME-TABLE WILL BE AS FOLLOWS:—
WEEK-DAYS.
 Enmore—Dep. 7.21, 7.41, 8.1, 8.21, 8.41, 9.1, 9.21, 9.41, 10.1, 10.21, 10.41, 11.1, 11.21, 11.41 a.m., 12.1, 12.21, 12.41, 1.1, 1.21, 1.41, 2.1, 2.21, 2.41, 3.1, 3.21, 3.41, 4.1, 4.21, 4.41, 5.1, 5.21, 5.41, 6.1, 6.21, 6.41, 7.1, 7.21, 7.41, 8.1, 8.21, 8.41, 9.1, 9.21, 9.41, 10.1 p.m.
 Wardell Road—Dep. 7.44, 8.4, 8.24, 8.44, 9.4, 9.24, 9.44, 10.4, 10.24, 10.44, 11.4, 11.24, 11.44 a.m., 12.4, 12.24, 12.44, 1.4, 1.24, 1.44, 2.4, 2.24, 2.44, 3.4, 3.24, 3.44, 4.4, 4.24, 4.44, 5.4, 5.24, 5.44, 6.4, 6.24, 6.44, 7.4, 7.24, 7.44, 8.4, 8.24, 8.44, 9.4, 9.24, 9.44, 10.4, 10.24 p.m.

SUNDAYS.
 Enmore—Dep. 1.32, 1.52, 2.12, 2.32, 2.52, 3.12, 3.32, 3.52, 4.12, 4.32, 4.52, 5.12, 5.32, 5.52, 6.12, 6.32, 6.52, 7.12, 8.36, 8.56, 9.16, 9.36, 9.56 p.m.
 Wardell Road—Dep. 1.55, 2.15, 2.35, 2.55, 3.15, 3.35, 3.55, 4.15, 4.35, 4.55, 5.15, 5.35, 5.55, 6.15, 6.35, 6.53, 7.58, 8.18, 8.59, 9.19, 9.39, 9.59, 10.19 p.m.

STOPPING PLACES—Omnibus will stop where required.
FARES—Between Enmore and Wardell Road, by Ticket 1½d., Cash 2d.; Children between 5 and 12 years (or under 5 years if occupying a seat), 1d.; strips of tickets to the value of one shilling may be obtained from the Conductor.

Sydney, April, 1906. By order of the Commissioners, **H. McLACHLAN, Secretary.**
 75727 Sydney: William Applegate Gullick, Government Printer.—1906.

Fig 1 Potts Point omnibus service SMH 2Dec1904 p2

Fig 2 Enmore-Wardell Road steam bus timetable

DEPARTMENT OF ROAD TRANSPORT
BUS SERVICE BETWEEN MANLY WHARF AND
CREMORNE JUNCTION

An Omnibus Service between Manly Wharf and Cremorne Junction will commence on Christmas Day, Sunday, 25th December. On Christmas Day, New Year's Day, and the Public Holidays, buses will leave Cremorne Junction, commencing at 8.15 a.m. and thence every 15 minutes until 11.30 p.m. and Manly Wharf commencing at 8.45 a.m. and every fifteen minutes till 12 midnight. A regular 15-minute service will also be maintained on week-days, commencing at 6.41 a.m. from Cremorne Junction and 7.11 a.m. from Manly Wharf.

	Adults	Children
Manly Wharf to Spit Tram Terminus (Mosman side)	6d	3d
Dudley-street Balgowlah, to Cremorne Junction	6d	3d
Through Fare	9d	3d

S. A. MADDOCKS,
Acting Commissioner. (85)

Fig 3 new 144 service SMH p2

private bus routes when the Harbour Bridge opened and were acquired by the DRT&T on this date³. Issued by the DRT&T's Motor Omnibus section it was wordy, e.g., 'particulars of timetables are as follows' and densely printed by James and James of Ashfield. The departure times were written in a paragraph style which is usable for point-to-point services with short trip times, coincidentally 18 minutes for either route. The notes at the bottom of the page are confusing, there are no trips identified as running to or from the Orpheum Theatre, and does the quarter-hourly service to North Sydney Station apply to Sundays only? (Figure 4, right above).

On 24 February 1935 the DRT&T started a long-distance service to provide direct connection from Cronulla to Sydney. The five-trip-a-day timetable was in horizontal table format over two pages showing times at four intermediate locations, needed on the 55-minute journey. The crew appears to have no layover at Cronulla on the first trip and only five minutes on others. For some reason most of the route description is in upper case significantly reducing the readability (Figure 5, page 8, upper).

In 1938 the DRTT published the very first map of its services with buses in red and trams in blue. The printing was poor with the blue tram imprint slightly too high⁴. Until this time only a few tramway maps had been published and maps appeared in the DRTT's annual reports. Note the 61 heading for Cronulla down Australia Street. The map covered from Dee Why south to Dolls Point and west to

Commencing Thursday, 15th February 1934

MOTOR OMNIBUS SERVICE WILL OPERATE BETWEEN McMAHON'S POINT AND CAMMARAY VIA CROWS NEST AND BETWEEN McMAHON'S POINT AND BENELONG ROAD VIA NEUTRAL BAY

Particulars of Timetables are as follows

McMahons Point-Cammaray

MONDAYS TO THURSDAYS

Buses Depart from McMahon's Point for Cammaray via Crows Nest—7.25 a.m., 7.55 a.m. then half hourly at 25 and 55 minutes past each hour to 4.55 p.m., *5.10, 5.25, *5.40, 5.55, *6.10, 6.25, *6.40, 6.55, 7.25, 7.55, *8.25, *8.42, *9.10, *9.40, *10.10, *10.40, *11.10, *11.40 p.m.

Buses Depart from Cammaray for McMahon's Point via Crows Nest—6.44 a.m., 7.14, 7.44, 8.14, 8.44, 9.14, 9.43, 10.13, 10.43, then half hourly at 14 and 44 minutes past each hour to 5.14 p.m. *5.22, 5.44, *5.52, 6.14, *6.22, 6.44, 7.14, 7.44 8.14, *8.52, *9.22, *9.52, *10.22, *10.52, *11.22 p.m.

* denotes between McMahon's Point and Crows Nest Only.

FRIDAYS

Buses Depart from McMahon's Point for Cammaray via Crows Nest—Same as Mondays to Thursdays to 7.55 p.m. then at 25 and 55 minute past each hour to 11.25 p.m.

Buses Depart from Cammaray for McMahon's Point via Crows Nest—Same as Mondays to Thursdays to 6.44 p.m., 7.14, 7.43, 8.13, then at 44 and 14 minutes past each hour to 11.14 p.m.

SATURDAYS

Buses Depart from McMahon's Point for Cammaray via Crows Nest—Same as Mondays to Thursdays to 11.25 a.m., *11.40, 11.55, *12.10, 12.25, *12.40, 12.55, *1.10, 1.25, *1.40, 1.55 then at 25 and 55 minutes past each hour to 11.25 p.m.

Buses Depart from Cammaray for McMahon's Pt. via Crows Nest—Same as Mondays to Thursdays to 11.44 a.m., *11.52, 12.14, *12.22, 12.44, *12.52, 1.14, *1.22, 1.44 then at 14 and 44 minutes past each hour to 5.44 p.m., 6.13, 6.43, *7.13, 7.44 then at 14 and 44 minutes past each hour to 11.14 p.m.

* denotes between McMahon's Point and Crows Nest Only.

SUNDAYS

The Service will run between McMahon's Point and Crows Nest only leaving McMahon's Point at 1.55 p.m. then at 25 and 55 minutes past each hour to 10.55 p.m.

Buses Depart from Crows Nest for McMahon's Point 1.36 p.m. then at 6 and 36 minutes past each hour to 10.36 p.m.

Quarter-hourly Service will be maintained between McMahon's Point and North Sydney Railway Station from 7.10 a.m. to 8.40 p.m. then half hourly from 8.40 p.m. to 11.40 p.m.

McMahons Point-Benelong Rd.

MONDAYS TO THURSDAYS

Buses Depart from McMahon's Point for Benelong Road via Neutral Bay—7.10 a.m., 7.40 then half hourly at 10 and 40 minutes past each hour to 8.10 p.m.

Benelong Road via Neutral Bay for McMahon's Point—7.0 a.m., 7.30 then half hourly to 8.0 p.m.

FRIDAYS AND SATURDAYS

Buses Depart from McMahon's Point for Benelong via Neutral Bay—Same as Mondays to Thursdays to 8.10 p.m. then half hourly at 40 and 10 minutes past each hour to 11.40 p.m.

Benelong Road via Neutral Bay for McMahon's Pt. —Same as Mondays to Thursdays to 7.30 p.m. 7.59, 8.30 then half hourly to 11.0 p.m.

NO SERVICE ON SUNDAYS

FARES

Sections Between	Adults	Children
1 McMahon's Point—Walker and Mount Street	2d	1d.
2 North Sydney Station—Corner of Eaton and Rawson Street	2d.	1d.
3 Eaton and Alfred Street—Military Road	2d.	1d.
4 Military Road—Benelong Road	2d.	1d.
Any Two or Three Sections	3d.	1d.
Through Fare	4d.	2d.
1 McMahon's Point—Crows Nest	2d.	1d.
2 Crows Nest—Cammaray	2d.	1d.
Through Fare	4d.	1d.

ROUTE

McMahon's Point—Cammaray via North Sydney Station and Crows Nest. Time of Journey 18 minutes.

McMahon's Point, Blues Point Road, Blue, Walker and Mount Streets, Pacific Highway, Willoughby Road, Ernest, Alexander, Chandos, Amhurst, Miller Falmer and Carter Streets to the intersection of the latter Streets with Stratford Street.

McMahon's Point—Benelong Road via North Sydney Station and Neutral Bay. Time of Journey 18 minutes.

McMahon's Point, Blues Point Road, Blue, Walker Mount, Alfred, Eaton, Montpelier, Spruson and Phillip Streets, Ben Boyd Road, Grosvenor and Young Streets, Grasmere and Benelong Roads, Brightmore Street, Benelong Road, to its intersection with Reynold Street.

NOTE—On trips to and from Orpheum Picture Theatre, Omnibus to run via Alfred Street and Pacific Highway.

James & James, General Printers, 198 Liverpool Road, Ashfield

Figure 4

Rookwood, only the central panel is shown here (Left panel, front cover).

For the 1 October 1939 closure of the Manly tram network and its replacement by buses a 104-page card-covered book (102 by 158mm) was published⁵, containing the timetables for regular routes 136 to 157, tourist trips and 'omnibuses operated for conveyance of school children'. All timetables showed the relevant Manly ferry departures from Circular Quay or Manly and five pages at the back were devoted to fares and regulations (Figure 6, page 8, lower).

This is the only 'regional' bus book

known; as mentioned, tram timetables of the 1940s were in similar books.

Coal miner's strikes had an immediate effect on tram services forcing the Government to use scarce imported oil to run substitute bus services as described in a 1940 handbill (Figure 7, page 9, left upper).

After the war, paper supplies were low and handbills were printed on poorer quality stock such as this 1947 handbill. Was it the front bus that left earlier?

The poorer quality paper has aged and is badly discoloured which is part of the reason SBM is digitising its

ROUTE No. 61

SYDNEY - CRONULLA
(via Rockdale)

COMMENCING ON SUNDAY, 24th FEBRUARY, 1935. A DEPARTMENTAL OMNIBUS SERVICE WILL OPERATE (ON TRIAL) DAILY BETWEEN YORK STREET, SYDNEY, AND CRONULLA, VIA CENTRAL STATION, THE BROADWAY, AUSTRALIA STREET, NEWTOWN, TEMPE, PRINCES HIGHWAY, ROCKDALE, GEORGE'S RIVER BRIDGE AND CARINGBAH. THE COMPLETE ROUTE IS AS FOLLOWS—

ROUTE

OUTWARD JOURNEY:

YORK, DRUITT, GEORGE, HAY, PITT AND GEORGE STREETS, GEORGE STREET WEST, (THE BROADWAY), PARRAMATTA ROAD, AUSTRALIA STREET, PRINCES HIGHWAY, GEORGE'S RIVER BRIDGE, PRINCES HIGHWAY, MADEIRA STREET, PORT HACKING, KIA-ORA AND KINGSWAY ROAD, CURRUNULLA AND WARATAH STREETS, EWOS PARADE.

INWARD JOURNEY:

THE SAME ROUTE WILL BE FOLLOWED EXCEPT THAT THE BUS WILL RUN TO YORK STREET VIA GEORGE AND MARKET STREETS.

SUNDAYS

YORK ST., SYDNEY, FOR CRONULLA					CRONULLA FOR YORK ST., SYDNEY					
York St. Sydney dep.	Central Railway dep.	St. Peters Railway dep.	Rockdale dep.	Cronulla arr.	Cronulla dep.	Tom Ugly's Point Bridge dep.	Rockdale dep.	St. Peters Railway dep.	Central Railway dep.	York St. Sydney arr.
8 0	9 4	9 14	9 25	9 35	10 0	10 19	10 29	10 40	10 50	10 54
11 0	11 4	11 14	11 25	11 35	11 54	12 0	12 19	12 29	12 50	12 54
1 0	1 4	1 14	1 25	1 35	1 54	2 0	2 19	2 29	2 50	2 54
4 0	4 4	4 14	4 25	4 35	4 54	5 0	5 19	5 29	5 50	5 54
7 0	7 4	7 14	7 25	7 35	7 54	8 0	8 19	8 29	8 50	8 54

MONDAYS TO FRIDAYS

YORK ST., SYDNEY, FOR CRONULLA					CRONULLA FOR YORK ST., SYDNEY					
York St. Sydney dep.	Central Railway dep.	St. Peters Railway dep.	Rockdale dep.	Cronulla arr.	Cronulla dep.	Tom Ugly's Point Bridge dep.	Rockdale dep.	St. Peters Railway dep.	Central Railway dep.	York St. Sydney arr.
6 50	7 0	7 10	7 21	7 31	7 50	8 0	8 19	8 29	8 50	8 54
9 0	9 4	9 14	9 25	9 35	9 54	10 0	10 19	10 29	10 50	10 54
1 0	1 4	1 14	1 25	1 35	1 54	2 0	2 19	2 29	2 50	2 54
4 0	4 4	4 14	4 25	4 35	4 54	5 0	5 19	5 29	5 50	5 54
7 0	7 4	7 14	7 25	7 35	7 54	8 0	8 19	8 29	8 50	8 54

SATURDAYS

York St. Sydney dep.	Central Railway dep.	St. Peters Railway dep.	Rockdale dep.	Cronulla arr.	Cronulla dep.	Tom Ugly's Point Bridge dep.	Rockdale dep.	St. Peters Railway dep.	Central Railway dep.	York St. Sydney arr.
8 0	9 4	9 14	9 25	9 35	9 54	10 0	10 19	10 29	10 50	10 54
1 0	1 4	1 14	1 25	1 35	1 54	2 0	2 19	2 29	2 50	2 54
4 0	4 4	4 14	4 25	4 35	4 54	5 0	5 19	5 29	5 50	5 54
7 0	7 4	7 14	7 25	7 35	7 54	8 0	8 19	8 29	8 50	8 54

Sydney—Cronulla via Rockdale Omnibus Service

ROUTE No. 61

SECTIONS AND FARES.

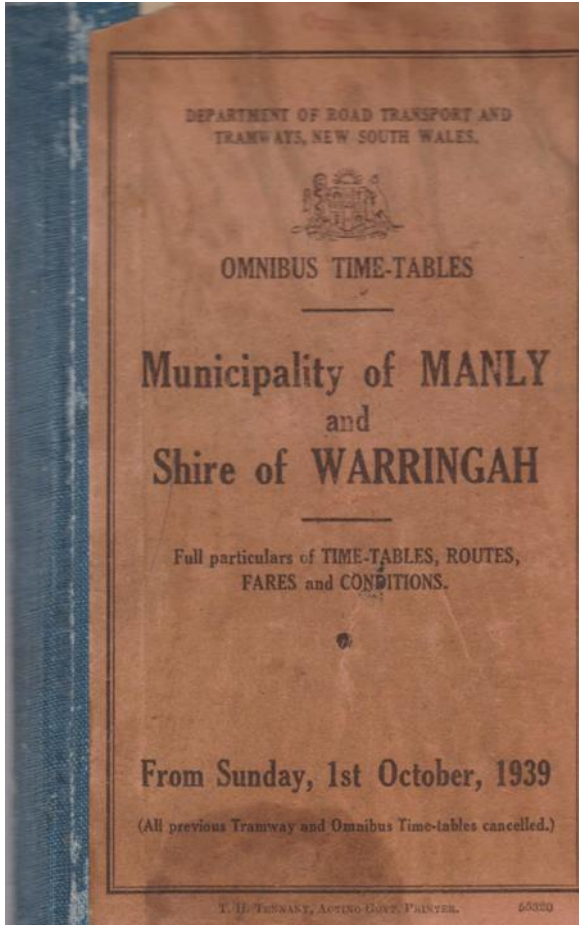
Section No.	Sections between	Fares	Between the intermediate points and	Newtown	Cook's River	Rockdale	Tom Ugly's Bridge	Caringbah	Cronulla
1	York Street, Sydney - Rockdale	Ad. Ch.	York Street	Ad. Ch.	Ad. Ch.	Ad. Ch.	Ad. Ch.	Ad. Ch.	Ad. Ch.
2	Cook's River - Tom Ugly's Bridge	1/3 7d.	Newtown	5	1/3 7d.	1/6 9d.	1/3 7d.	1/6 9d.	1/9 10d.
3	Rockdale - Tom Ugly's Bridge	6d. 3d.	Cook's River	...	...	6d. 3d.	1/- 6d.	1/3 7d.	1/6 9d.
4	Tom Ugly's Bridge - Caringbah	9d. 4d.	Rockdale	...	...	...	9d. 4d.	1/- 6d.	1/3 7d.
5	Caringbah - Cronulla	9d. 4d.	Tom Ugly's Bridge	...	...	...	...	9d. 4d.	1/- 6d.
	Through Fare	2/- 1/-	Caringbah	...	...	...	...	...	9d. 4d.

Ad.—Indicates Adult Fare.

Ch.—Indicates fares for children under 12 years of age.

5—Indicates on the Outward Journey passengers will only be picked up between York Street and Cook's River Tram Terminus for points beyond Cook's River. —Indicates on the Inward Journey passengers will be picked up between Cronulla and Cook's River Tram Terminus and set down as required.

Figure 5



OMNIBUS TIME-TABLES. 81

TOURIST TRIPS.
MANLY DISTRICT AND WARRINGAH SHIRE.

For the benefit of passengers desirous of availing themselves of Tourist and Boat Trips in Manly District and Warringah Shire the following timetables are given. Other journeys are shown in the time-tables for the routes concerned.

ROUTE No. 150.
WYNYARD—PALM BEACH.

ROUTE No. 142.
PALM BEACH—MANLY.

SATURDAYS.

	a.m.	p.m.	p.m.	p.m.	p.m.
Depart Wynyard for Palm Beach	10 0	12 30	12 45	1 45	...
Arrive Palm Beach	11 47	2 17	2 32	3 32	...
Depart Palm Beach for Manly	12 25	2 20	2 40	4 5	...
Depart Manly by Boat for Sydney	1 40	3 40	4 0	5 20	...
Arrive Sydney	2 13	4 13	4 33	5 53	...
Depart Sydney by Boat for Manly	...	1 40	5 40	...	...
Depart Manly for Palm Beach	...	2 16	6 15	...	...
Arrive Palm Beach	...	3 26	7 26	...	...
Depart Palm Beach for Wynyard	...	3 43	8 0	...	...
Arrive Wynyard	...	5 34	9 51	...	...

SUNDAYS.

	a.m.	a.m.	a.m.	p.m.	p.m.
Depart Wynyard for Palm Beach	9 15	9 30	11 15	1 15	3 15
Arrive Palm Beach	11 2	11 17	1 2	3 2	5 2
Depart Palm Beach for Manly	11 27	11 27	2 7	4 7	5 54
Depart Manly by Boat for Sydney	12 40	12 40	3 20	5 20	7 20
Arrive Sydney	1 13	1 13	3 53	5 53	7 53
Depart Sydney by Boat for Manly	10 20	12 20	2 20	4 0	...
Depart Manly for Palm Beach	10 56	12 56	2 56	4 36	...
Arrive Palm Beach	12 6	2 6	4 6	5 46	...
Depart Palm Beach for Wynyard	1 10	3 10	5 10	6 10	...
Arrive Wynyard	3 1	5 1	7 1	8 1	...

T. H. FERRARY, ACTING GOVT. PRINTER. 60320

Figure 6

Department of Road Transport and Tramways—Motor Omnibus Services. No. 28

Temporary Substitution of Omnibuses for Trams owing to Coal Strike

CREMORNE JUNCTION—MOSMAN and LANE COVE—TARONGA PARK LINES

Mondays to Fridays
(SLACK HOURS)

Commencing Monday, 8th April, 1940
(AND UNTIL FURTHER NOTICE)

The Tramway Services on the Cremorne Jct.—Mosman and Lane Cove—Taronga Park Lines will be substituted by Motor Omnibuses between the hours of 9 a.m. to 4 p.m. and 8 p.m. to finish of traffic.

Railway Print—1940

Figure 7 Mosman coal strike tram substitution

Department of Road Transport and Tramways—Motor Omnibus Services. No. 82

ALTERED JOURNEY

ROUTE No. 150

Wynyard—Dee Why Beach

MONDAYS TO FRIDAYS


Commencing Monday, August II, 1947

One of the two omnibuses departing Wynyard at 5.35 p.m. for Dee Why Beach will be altered to depart at 5.18 p.m.

Railway Print—1947

Figure 8 HB082 150 altered journey

DEPARTMENT OF ROAD TRANSPORT AND
TRAMWAYS, NEW SOUTH WALES.



BUS TIME-TABLES.

ROUTE 140

MANLY WHARF—MANLY WEST

Commencing SUNDAY, October 29, 1950.

(All Previous Time-tables Cancelled.)
Published by Authority of the Commissioner for Road
Transport and Tramways, New South Wales.
(Crown Copyright Reserved.)

(ISSUED GRATIS).

Figure 9

ROUTES 302—303.

Outward Journey—MONDAY TO FRIDAYS.

Central Railway.	Taylor Square.	Doncaster Avenue.	Maloney and George Sts.	Florence Ave. (302).	King St. and Botany Rd.	President Avenue.	Ramsgate.	Dolls Point.	Rocky Point Road.
dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.	dep. a.m.
...	...	4 25	4 36	...	b4 3	4 5	4 12	4 17	...
...	...	5 21	5 32	...	b5 36	5 38	5 45	5 50	...
...	...	5 40	5 51	...	b5 37	5 52	5 59	6 4	...
5 24	5 30	5 40	5 51	...	b5 52	6 7	6 14	6 19	...
...	...	...	...	...	b5 56	6 11	6 18	6 23	...
...	...	5 57	6 8	...	b6 16	6 18	6 25	...	...
...	5 50	6 0	6 11	...	b6 24	6 26	6 33	6 38	...
...	...	...	...	...	b6 13	6 28	...	...	...
...	...	...	...	...	b6 16	6 31	6 38	6 43	...
...	...	...	...	...	b6 30	6 32	6 39	...	...
...	...	...	...	...	b6 32	6 34	6 41	6 46	...
...	...	...	...	...	b6 21	6 36	6 43	6 48	...
...	...	...	...	...	b6 37	6 39	6 46	...	...
...	6 4	6 14	6 25	...	b6 30	6 45	6 52	6 57	...
6 12	6 18	6 28	6 39	...	b6 44	6 59	...	...	...
...	6 29	6 39	6 50	...	b6 58	7 0	7 7	7 12	...
...	...	...	...	...	b7 16	7 18	7 25	...	...
...	r6 52	6 57	7 8	...	7 13	7 28	...	...	...
...	6 49	6 59	7 10	...	7 15	7 30	7 37	7 42	...
6 56	7 2	7 12	7 23	...	7 28	7 43	7 50	7 55	...
...	...	...	...	...	7 43	7 58	8 5	8 10	...
...	7 23	7 33	7 44	7 46	7 53	a7 59	...	...	...
7 30	7 36	7 46	7 57	7 59	8 6	8 21	8 28	8 33	...
...	7 48	7 58	8 9	...	8 14	...	...	...	...
7 55	8 1	8 11	8 22	...	8 27	8 42	8 49	8 54	...
8 15	8 21	8 31	8 42	...	8 47	9 2	9 9	9 14	...
8 29	8 35	8 45	8 56	8 58	9 5	9 20	9 27	9 32	...
8 45	8 51	9 1	9 12	...	9 17	9 32	9 39	9 44	9 47
9 1	9 7	9 17	9 28	9 30	9 37	9 52	9 59	10 4	10 7
9 20	9 26	9 36	9 47	...	9 52	10 7	10 14	10 19	10 22
9 40	9 46	9 56	10 7	10 9	10 16	10 31	10 38	10 43	10 46
10 1	10 7	10 17	10 28	...	10 33	10 48	10 55	11 0	11 3
10 19	10 25	10 35	10 46	10 48	10 55	11 10	11 17	11 22	11 25
10 39	10 45	10 55	11 6	...	11 11	11 26	11 33	11 38	11 41
...	...	...	...	...	...	...	...	p.m.	p.m.
10 59	11 5	11 15	11 26	11 28	11 35	11 50	11 57	12 2	12 5
...	...	...	...	...	...	...	...	p.m.	p.m.
11 19	11 25	11 35	11 46	...	11 51	12 6	12 13	12 18	12 21
...	...	...	p.m.	p.m.	12 15	12 30	12 37	12 42	12 45
11 39	11 45	11 55	12 6	12 8	12 15	12 30	12 37	12 42	12 45
...
11 59	12 5	12 15	12 26	...	12 31	12 46	12 53	12 58	1 1
...
12 19	12 25	12 35	12 46	12 48	12 55	1 10	1 17	1 22	1 25
12 39	12 45	12 55	1 6	...	1 11	1 26	1 33	1 38	1 41
12 59	1 5	1 15	1 26	1 28	1 35	1 50	1 57	2 2	2 5
1 19	1 25	1 35	1 46	...	1 51	2 6	2 13	2 18	2 21

r Robertson Road depart.
b Bay Street depart.
Wright Rd. and Ross Smith Ave. arr.

Figure 10

timetable collection.

Unlike London Transport, the DRTT never developed a distinctive house style or instantly recognisable logo. Thus, some timetables were numbered as handbills others not, some were in large page size 160mm by 250mm books and others in smaller 104mm by 165mm booklets. There was no standard layout, typeface or font size; readability was not important as the dense paragraph style continued to be used.

Some timetables were issued as small, stapled booklets such as this eight-page 140 timetable in 1951 (Figure 9 page 9, lower left). It has no handbill number and wasted paper with three blank pages. The staples rust and destroy the paper, another reason for digitisation. The next issue,

two-page handbill 40 on 30 March 1952 returned to the dense paragraph style, perhaps because of a paper shortage, or perhaps the personal choice of the layout person.

Suddenly innovation! This 44-page booklet for route 302-3 had a green and red colour cover (right panel, front cover) and contained advertising. The timetables were in tabular format and occupied right-hand pages with advertising occupying the opposite pages. A note on page 3 indicated that it had a planned life of three months after which a 'fresh' edition could be obtained from any of the advertisers, local newsagents or from the DRTT (Figure 10, page 9, lower right). A full fare table and description of the route was in the back pages. The only other timetable of this style was for route 318 which was blue and issued in May

1951 but lasted until at least August despite having the promised three-month life. The use of advertising to pay for timetables was reasonably common with private operators, often this was arranged by the printer. The two known DRTT examples were printed by Terence W Gibbs of 19 Bligh Street for the DRTT which may indicate that it was a similar arrangement.

The DRTT became the Department of Government Tramways and Omnibus Services (DGOS) on 1 June 1952 which lasted nearly five months becoming the Department of Government Transport (DGT) on 27 October 1952. Hence DGOS timetables are rare but still in the conservative, dense and unreadable paragraph style such as HB255 of 1952 (Figure 11, below left).

Part 7 will cover the DGT's publications.

DEPARTMENT OF GOVERNMENT TRAM AND OMNIBUS SERVICES. No. 255.

ROUTE 144

Manly Wharf—St. Leonards Station

COMMENCING SUNDAY, OCTOBER 5, 1952.

TIME-TABLE

MONDAYS TO FRIDAYS.

FROM MANLY WHARF TO ST. LEONARDS STATION—D4.39, E5.14, 5.51, B6.9, 6.15, 6.30, 6.40, 6.53, 7.4, 7.15, C7.26, 7.30, 7.42, K7.52, AK8.8, B8.10, K8.20, 8.35, 8.51, 9.10, 9.25, 9.40, 9.55 a.m., thence at 10, 25, 40 and 55 minutes past each hour to 2.40, N2.51, 2.55, 3.10, A3.20, C3.24, A3.30, C3.39, A3.40, A3.50, A4.0, A4.5, 4.10, 4.14, T4.17, A4.23, A4.35, E4.38, A4.40, E4.52, A4.55, 5.10, 5.35, A5.45, 5.55, 6.10, 6.30, 6.40, 6.55, 7.13, 7.25, 7.38, 8.13, 8.38, 9.6, 9.40, 10.8, 10.38, 11.8, 11.38 p.m., 12.5, 12.46, D1.8, D2.4, D3.0, D3.56 a.m.

FROM ST. LEONARDS STATION TO MANLY WHARF—G4.37, G5.21, F5.48, M6.17, F6.26, 6.45, F6.54, V7.5, F7.19, 7.9, 7.21, 7.28, 7.47, M8.33, 8.7, G8.21, 8.38, 8.51 a.m., thence at 6, 21, 36 and 51 minutes past each hour to 2.36, 2.53, P3.7, 3.7, 3.21, M3.52, 3.33, 3.45, 3.55, M4.29, 4.5, 4.15, 4.22, 4.35, 4.41, 4.51, 4.58, 5.6, 5.12, 5.19, 5.30, F6.0, 5.44, 5.51, 6.6, F6.32, 6.22, 6.36, 6.51, 7.6, 7.21, 7.36, 7.51, 8.1, 8.24, 8.57, 9.24, 9.54, 10.24, 10.54, 11.22 p.m., 12.0, 12.24, 12.51, C1.30, G1.36, G2.32, G3.28 a.m.

SATURDAYS.

FROM MANLY WHARF TO ST. LEONARDS STATION—D4.41, E5.24, E5.55, 6.40, 6.55, 7.10 a.m., thence at 10, 25, 40 and 55 minutes past each hour to 1.25 p.m., 1.38, 1.53, 2.10, 2.25, 2.40, 2.55, 3.10, 3.25, 3.40, 3.55, 4.10, 4.20, 4.28, 4.40, 4.50, 4.58, 5.10, 5.20, 5.28, 5.40, 5.50, 5.58, 6.10, 6.25, 6.40, 6.55, 7.10, 7.25, 7.40, 8.8, 8.38, 9.8, 9.38, 10.8, 10.40, 11.10, 11.40 p.m., 12.15, 12.45, D1.8, D2.4, D3.0, D3.56 a.m.

FROM ST. LEONARDS STATION TO MANLY WHARF—G4.37, G5.25, F5.49, F6.19, M6.54, F7.18, 7.21, 7.36, 7.51, 8.6 a.m., thence at 6, 21, 36 and 51 minutes past each hour to 1.51 p.m., 2.9, 2.25, 2.40, 2.54, 3.9, 3.24, 3.39, 3.54, 4.9, 4.24, 4.39, 4.54, 5.9, 5.17, 5.25, M5.30, 5.36, 5.45, 5.55, 6.6, 6.17, 6.25, M6.30, 6.36, 6.45, 6.55, 7.10, 7.24, 7.39, 7.54, 8.9, 8.24, 8.54, 9.24, 9.54, 10.24, 10.54, 11.24, 11.54 p.m., 12.24, 12.59, C1.29, G1.36, G2.32, G3.28 a.m.

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Endnotes and references

1. See 'Steam Buses in Sydney 1905 and 1906', Willson RK, *Trolley Wire* No 210, February 1984, Vol 25, No 1.
- 2 'Steam Buses in Sydney 1905 and 1906', R. Willson, *Trolley Wire*, No 210, February 1984, Vol 25, No 1.
3. See the 67 and 163 history on Robert Henderson's comprehensive Sydney Bus Routes site now hosted on the SBM's website at <https://www.sydneybusmuseum.com/sydneybusroutes>.
4. Digitised copies of this, and other maps, are available on USBs from <https://shop.sydneybusmuseum.com/shop/dvds-and-usbs/15>.
5. See 'A Manly Mystery', MacAuslan D, *The Times* (ATA), No. 217 10 Vol. 19, No. 4, April. 2002, Size 102 by 158.

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Figure 11 — 144 TT

Totally Loopy—the 161 Bus

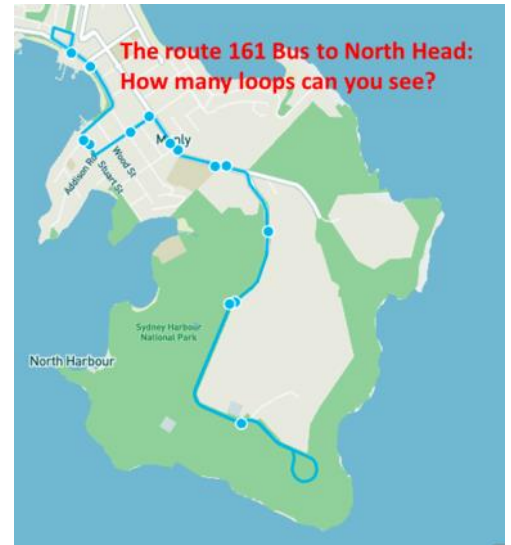
GEOFF LAMBERT gets taken for a ride

THE FOLLOWING CONVERSATION occurred recently on [Reddit](#):
How are Loop Bus Services Advantageous?

- **Person 1.** Part of the recent cuts / results of bus privatisation in the Eastern Suburbs was turning some services into Loops. For example the 373 used to go from Coogee to Circular Quay. Now it is a loop service Coogee - Liverpool Street - Coogee. I'm struggling to work out how this is advantageous to the bus company besides the obvious shortening of the route. Any ideas?
- **Person 2:** You only have to layover the driver at one end of the route.
- **Person 3:** Layover space is seriously lacking in the CBD which is why many routes either through-work through the CBD to other destinations or are loop services so they don't need to layover.
- **Person 4:** The loop part has no relevance to passengers. It's simply a loop because the route is too short for the driver to need a break at both ends. They usually loop it on the end that has less layover space. As for why they cut the 373 to Museum, in my experience, most passengers get off by Museum, so the few passengers that need to continue can change at Taylor Square for a 333 or 396, both of which are high frequency. This frees up capacity to boost other routes like the 350 or 370. And avoids congestion at the Quay end too which is tight for space.

That seems plain on its face ... but let's take a look at the route 161, which has featured often in these pages because of its peculiarities.

The Route 161 bus replaced the old Route 135 Warringah Mall to North Head bus in January 2021, about the time that COVID took hold and in the lead-up to privatisation of the service. Until early February 2023, the Route



The Three Clockwise Loops of the outbound 161 bus at Manly Wharf

161 bus was formed from the Route 162 Seaforth-Manly bus, which terminated at the “Old Wharf Bus Stop” at the North West corner of West Esplanade, Belgrave St, East Esplanade T-junction.

With this change, for reasons that have not been made clear, the departure point for the 161 was transferred to the diagonally-opposite corner of the T-junction. As I related in an odd-spot item in the March 2023 issue of ATA’s Table Talk, this caused total confusion among prospective passengers, and still does. The situation was not helped by the failure of Keolis-Downer (aka “Chaois-Downer”), to inform its drivers of the change.

The map that comes with the on-line timetable (upper right), already makes it clear that this loop service has two loops. The Manly loop, while understandable from a map-readers point of view is not understandable from a person waiting at the new 161 outbound stop—the bus appears to be heading in a diametrically-opposite direction to what they expect.

If the hapless waiting passengers happen to be peering at their Tripview app, the confusion becomes amplified.

Its hard to follow but, from the Layover Point, the (empty) bus

travels:

- North on Eustace St,
- East on Gilbert St
- South on Belgrave St
- East on East Esplanade
- North East on Victoria Parade
- South East on Darley Rd
- South West on East Esplanade.

and gets to the pick-up point at the Manly Wharf bus stop.

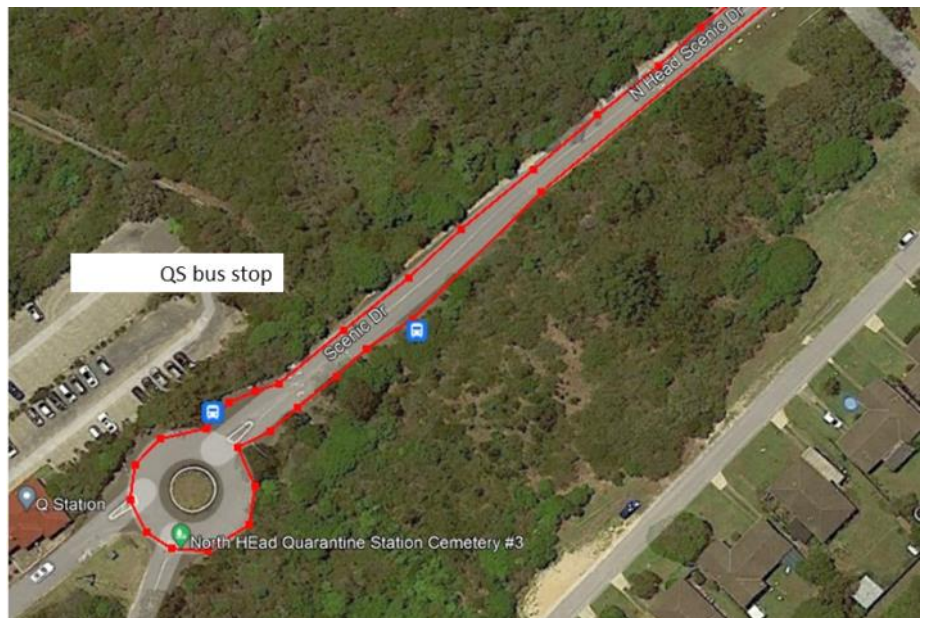
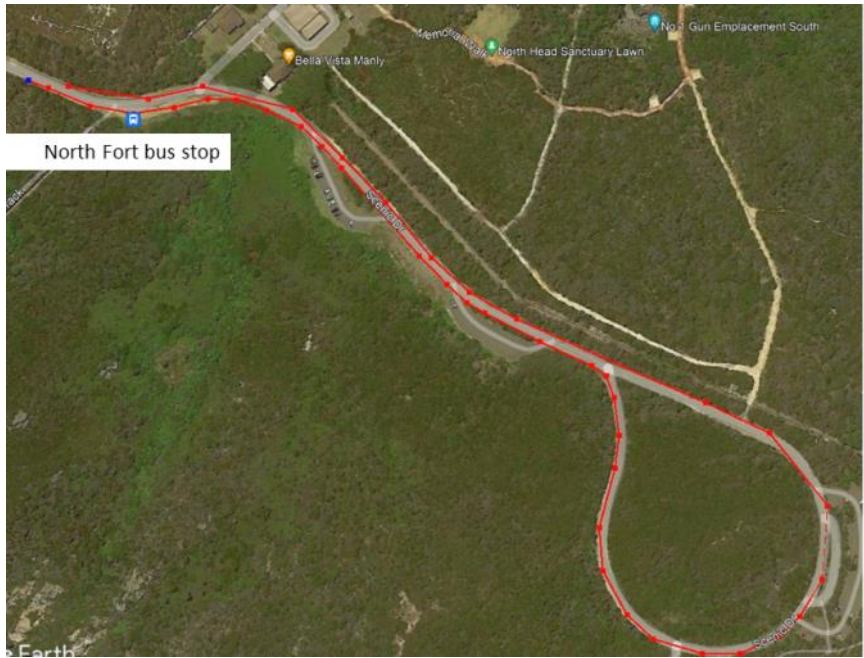
Then, with passengers on board, it travels:

- West on West Esplanade
- North on Eustace St,
- East on Gilbert St
- South on Belgrave St
- East on East Esplanade
- South West on East Esplanade
- South East on Stuart St
- North East on Addison Rd
- South East on Darley Rd

... and it's on its way!

But wait ... there's more! Although there's no such a thing as a "terminus" on a loop service, the 161 has two of them on North Head. Perhaps we might say it has two loops on North Head.

1. During the hours that the Visitor Centre and Restaurant are open at North Fort, the loop is in the Fairfax Lookout area [map, upper right]. There is no set-down point on the left side of the road at North Fort—passengers stay on board while the bus zooms around the loop and returns to the "inbound" pick-up point. Passengers who contrive to bribe the driver with a liquorice all-sort or other sweetmeat, will be set down at the North Fort gate. If there be no on-board passengers at that spot, the driver might reverse direction at the North Fort Gate, by means of a 3-point turn ... but not with a "Bendy". These buses run once an hour between 08:42 and 15:42.



2. However, during the early morning and late afternoon, the bus frequency increases to two per hour and the new loop at the Quarantine Station ("Q-Station") roundabout is substituted for the "Fairfax Loop" (map, lower right).

The shortened route is used for the convenience of Q-station staff and its guests and for the staff and children of the Montessori School and the Montessori Child-care Centre ... both of which are in the Sydney Harbour Trust's "North Head Sanctuary".

Date	Event
10-Oct-20	TfNSW announces replacement of 135 by a shorter 161
17-Oct-20	Fire destroys the southern end of route 161
20-Dec-20	"Truncated" 161 TT replaces 135 TT
20-Dec-20	Hastus posts a (non-truncated) TT at the North Fort stop
6-Apr-21	TfNSW re-posts 20-Dec-2020 TT on the web as a 16-apr-2021 TT
7-Apr-21	Hastus posts a (non-truncated) TT at the Q Station
16-Apr-21	TfNSW re-issues the 20-Dec-2020 TT to take effect from 19-Apr-2021
28-May-21	Buses recommence running to North Fort on the 6-Apr-2021 TT
31-May-21	Re-issue of 161 TT
6-Feb-23	Manly departure bus stop moved to south side of Esplanade

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