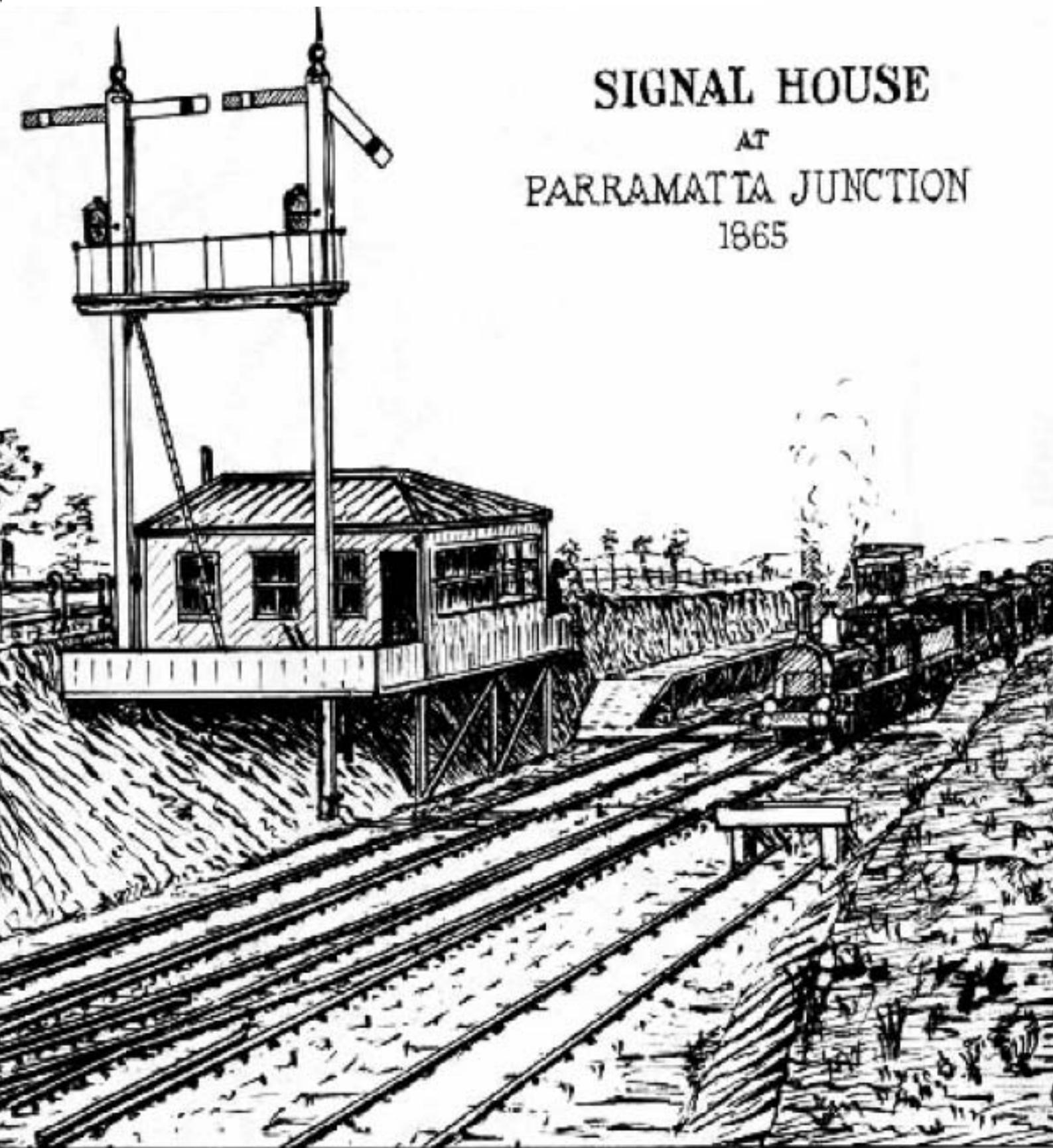




# The Times

January 2004

A journal of transport timetable history and analysis



## SIGNAL HOUSE AT PARRAMATTA JUNCTION 1865

**Inside: Shuffling trains at Parramatta in 1863.  
Mickey Mouse bus timetable.**

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# The Times

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

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

**January 2004**

**Issue No. 238 Vol 21 No. 1**

## —Contents—

<b>1863 Hotspot</b>	<b>3</b>
<b>Buses from Mortdale to Punchbowl</b>	<b>6</b>
<b>This wasn't what I was looking for</b>	<b>11</b>
<b>Shortest bus ride on the planet?</b>	<b>13</b>
<b>Mind the stop!</b>	<b>15</b>
<b>Graphic Insight #81– Twin Peaks revisited</b>	<b>16</b>

### On the front cover

This is Parramatta Junction (Granville) in 1865, an illustration by well-known NSW rail historian C.C.Singleton. In these very early days of the NSW railways, the line to Parramatta and Penrith and the line junctioning from it at Parramatta Junction were virtually all that existed. Even so, a complicated and fascinating shuffling of trains took place at the junction every day.

Welcome to 2004. As well as a new look to *The Times*, we have what we hope will be an interesting range of timetable articles coming up over the next few months. These include a timetable quiz from David Hennell; the first of a series on famous timetable collectors; how the TGV timetable got into a Victorian schools examination; more timetable marginalia—this time from the US; a Lithgow Zig-Zag you probably hadn't heard about; an examination of the idea that timetable collecting is archaeology; timetabling for 'The Game They Play in Heaven' and *On a Toorak Tram on a Friday night*.

That said, we are still touting for articles that *you* would like to see—more particularly ones that *you* are willing to write. A regular feature of the Sydney branch meetings is a revival of the *Why I collect timetables* topic. This is equally suited to the pages of *The Times* and we are sure your story—and your pet timetables—will be of interest to all. Ross Willson has recently forwarded some gems from his collection—NSW line-specific brochures from the never-to-be-forgotten Shirley era. So, what's *your* pet piece?

**Editorial Team** Geoff Lambert, Victor Isaacs, Duncan MacAuslan.

The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300dpi resolution on disk or via e-mail.

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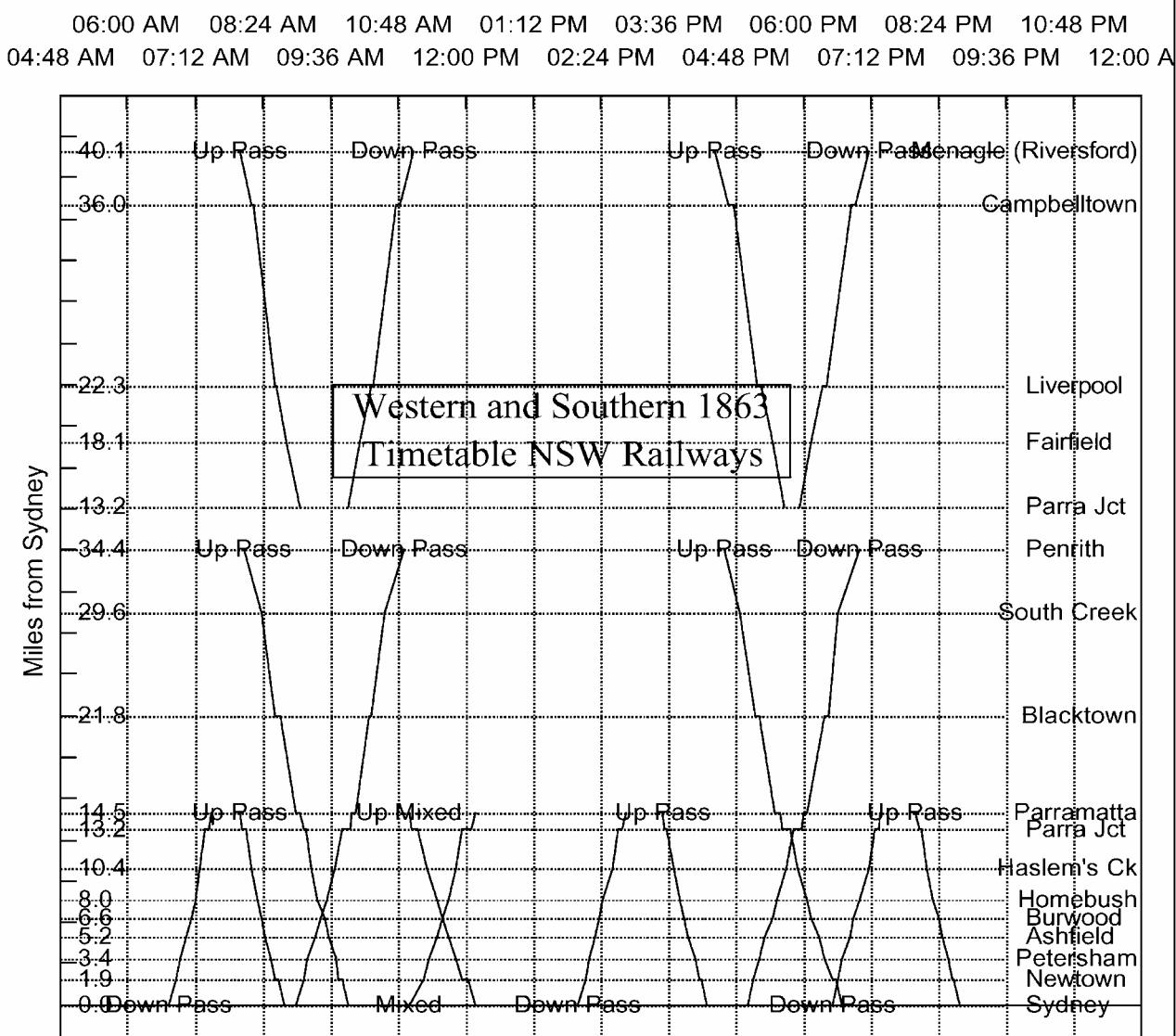
# 1863 Hotspot

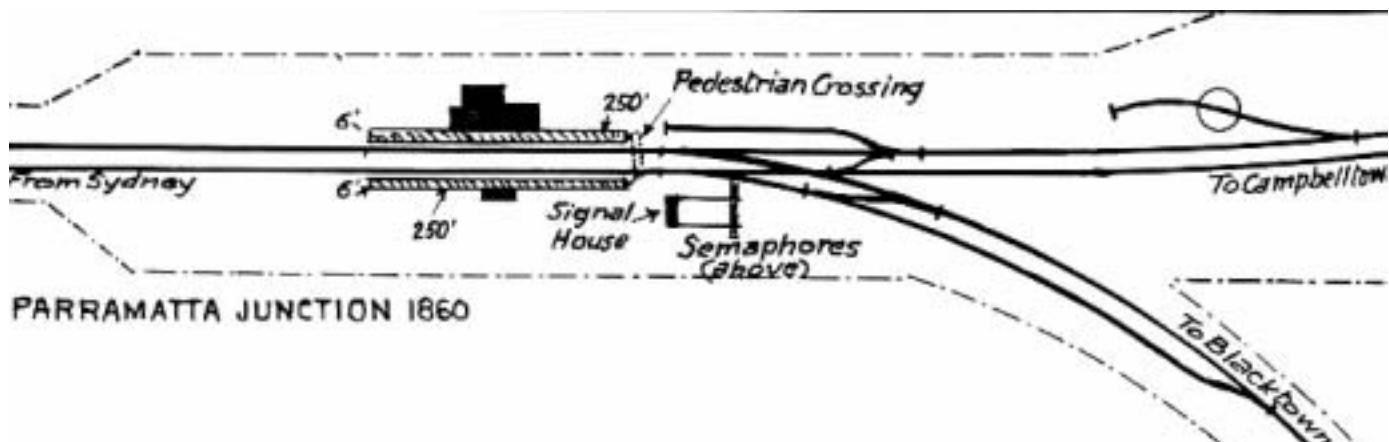
*If you were able to time-travel back to the early days of railways in New South Wales, 1863 would be an interesting time to choose.*  
**By DERICK CULLEN.**

The 1855 line from Sydney had pushed beyond the original terminus (now Granville) westwards to Penrith at the foot of the awesome heave off the coastal plain that is the Blue Mountains, and southwards past Liverpool and Campbelltown. Both lines were now stalled temporarily on the right bank of the Nepean river, awaiting erection of the first of those amazing works, which the

engineer John Whitton has left for posterity. In both cases, the Nepean was to be crossed by box girder iron bridges. The one on the southern line at Menangle still carries the Main South line; the one at Penrith carries road traffic. Work on the Menangle bridge was delayed due to the wreck of the ship carrying some of the ironwork from the UK. The 1855 terminus lasted until 1860.

In the meantime, the lines which did exist began to function as a network. If you wanted to railfan this system, where would you go for action? Perhaps Tunnel Box, the signal box at the throat of the Sydney terminus where the tracks were constricted to pass through Cleveland Street 'tunnel'; perhaps the two outer termini, with the action associated with the big bridges. Both these and other





places would be fascinating, but a look at the 1863 timetable (see page 5) suggests that Parramatta Junction (later to become Granville), where the south and west lines diverge, would be the place to set up.

The 1863 passenger timetable showed 3 down and return 'suburban' services to Parramatta, supplemented by both up and down mixed (goods train with passenger accommodation) trains between Sydney and Parramatta. There were also two up and down 'long-distance' services to both Penrith and Menangle. It is these services which made Parramatta Junction such an interesting place. The down services were combined as far as the junction and then split into two; the up services started as two trains but combined at the junction. This set the pattern of working for many years to come.

With the aid of the timetable and the train graph on page 3 derived

from it, trace the morning action:

The first train of the day is a Sydney-Parramatta-Sydney suburban. While it is turning at Parramatta, trains leave both Penrith and Menangle carrying long-distance commuters, establishing the tradition of '*he Fish*' on the Western line, and the *Southern Highlands* on the south. Meanwhile, a train with carriages for both Penrith and Menangle departs Sydney. These trains converge on Parramatta Junction which sees the following sequence of events:

9.03 a.m. train from Menangle arrives.

9.08 a.m. train from Penrith arrives trains combined.

9.10 a.m. combined train to Sydney departs hauled by Penrith locomotive\*.

9.50 a.m. train from Sydney arrives train cut into Southern and Western portions

9.55 a.m. train to Menangle de-

parts with loco from the earlier up train from Menangle\*.

9.57 a.m. train to Penrith departs, probably with locomotive from Sydney.

\* C.C. Singleton suggests trains were double-headed Sydney-Parramatta Junction and return.

Between then and the afternoon peak, there is plenty of time for both an up and down daily mixed to ply their trade between Sydney and Parramatta, and a return trip to Parramatta by a passenger. I can imagine one of those neat little Fairbairn single wheelers (below), all green paint and polished brass in charge of a short train of 4-wheel carriages. No doubt goods trains ran in this period as well, with construction materials for the end of line works being the best freight customer. The evening peak is almost identical to the morning, and the action at Parramatta Junction unfolded:

5.38 p.m. train from Penrith arrives.

5.40 p.m. train from Menangle arrives, trains combined

5.46 p.m. combined train to Sydney departs hauled by Penrith locomotive

5.50 p.m. train from Sydney arrives, train cut into Southern and Western portions

5.55 p.m. train to Menangle departs, probably with loco from the earlier up train from Menangle

5.57 p.m. train to Penrith departs, probably with locomotive from Sydney



**Fig 1: NSW 1863 Timetable**

<b>Down</b>	<b>Pass</b>	<b>Pass</b>	<b>Mixed</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>
Sydney (dep)	06:45	09:00	11:00	14:00	17:00	18:30
Newtown	06:52	09:07	11:15	14:07	17:07	18:37
Petersham	06:57	09:12	11:22	14:12	17:12	18:42
Ashfield	07:03	09:20	11:30	14:18	17:20	18:49
Burwood	07:08	09:27	11:36	14:23	17:27	18:54
Homebush	07:12	09:32	11:42	14:27	17:32	19:00
Haslem's Creek	07:18	09:41	11:51	14:36	17:41	19:09
<b>Parramatta Junct (a)</b>	<b>07:24</b>	<b>09:50</b>	<b>11:57</b>	<b>14:43</b>	<b>17:50</b>	<b>19:16</b>
<b>Parramatta Junct (d)</b>	<b>07:27</b>	<b>09:57</b>	<b>12:06</b>	<b>14:46</b>	<b>17:57</b>	<b>19:20</b>
Parramatta (arr)	07:30	10:00	12:10	14:50	18:00	19:23
Parramatta (dep)		10:03			18:03	
Blacktown (arr)		10:18			18:23	
Blacktown (dep)		10:20			18:26	
South Creek		10:35			18:38	
Penrith		10:55			19:00	
<b>Parramatta Junction (dep)</b>	<b>09:55</b>				<b>17:55</b>	
Fairfield		10:08			18:08	
Liverpool (arr)		10:20			18:20	
Liverpool (dep)		10:22			18:25	
Campbelltown (arr)		10:47			18:52	
Campbelltown (dep)		10:50			18:55	
Menagle (Riversford)		11:05			19:10	
<b>Up</b>	<b>Pass</b>	<b>Pass</b>	<b>Mixed</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>
Menagle (Riversford) (dep)	08:00				16:25	
Campbelltown (arr)		08:12			16:40	
Campbelltown (dep)		08:15			16:45	
Liverpool (arr)		08:37			17:10	
Liverpool (dep)		08:40			17:14	
Fairfield		08:50			17:27	
<b>Parramatta Junction (arr)</b>	<b>09:03</b>				<b>17:40</b>	
Penrith (dep)		08:05			16:35	
South Creek		08:23			16:53	
Blacktown (arr)		08:38			17:08	
Blacktown (dep)		08:43			17:12	
Parramatta (arr)		09:00			17:30	
Parramatta (dep)	08:00	09:05	11:00	15:30	17:35	20:00
<b>Parramatta Junct (a)</b>	<b>08:03</b>	<b>09:08</b>	<b>11:03</b>	<b>15:33</b>	<b>17:38</b>	<b>20:03</b>
<b>Parramatta Junct (d)</b>	<b>08:06</b>	<b>09:10</b>	<b>11:10</b>	<b>15:35</b>	<b>17:46</b>	<b>20:06</b>
Haslem's Creek	08:12	09:17	11:20	15:42	17:54	20:12
Homebush	08:18	09:23	11:30	15:48	18:03	20:18
Burwood	08:23	09:30	11:36	15:53	18:09	20:23
Ashfield	08:27	09:35	11:43	15:57	18:16	20:27
Petersham	08:34	09:42	11:50	16:04	18:23	20:34
Newtown (arr)	08:38	09:45	11:56	16:09	18:31	20:38
Newtown (dep)	08:41	09:48	12:02	16:12	18:34	20:41
Menagle (Riversford)	08:45	09:55	12:10	16:15	18:38	20:45

# Buses from Mortdale to Punchbowl

**JIM O'NEIL** recounts the story of the buses that plied between these two rather curiously-named southern Sydney suburbs.

The Punchbowl Bus Company ran a number of services in the area between the Illawarra and the Bankstown lines, east of Salt Pan Creek. As this area had long been developed by the 1960s, they had numerous routes running in close proximity to one another. Two of these, the 36 and the 188, ran from Mortdale station to Riverwood and on to Punchbowl. The 188 ran on the more direct route, via Boundary Road to Riverwood and Belmore Road to the North. The 36 ran west on Roberts Avenue and Isaac St, then north on Belmore Road, diverting two blocks to Victoria Rd about a mile out from Punchbowl.

My earliest timetable for the 188 is dated Monday 23rd January, 1963 (right). There is half hourly service requiring two buses, numbers 4 and 10, in the off-peak period, and another bus, number 13 is added in both morning and afternoon peak hours. Two further buses, 21 and 22, provide a single run each for school children in the afternoon. Were there also School Specials in the morning?

There was an hourly bus in the evenings with additional runs after 11: the 11.25EE from Mortdale can be found on the Route 36 timetable and the 11.32 from Punchbowl is coming off another service, the 189 from Bankstown, and running back to the depot in Hannans Road. Basically the 188 was run from one end of the route to the other, with a small number of short runnings or diversions.

At about the same time, a timetable for the 36 was issued dated Monday 28th January (page 7). I wonder which was the right date? It also has half-hourly service off peak, run by two buses, the 8 and the 14. An additional bus, the 6, runs in both peak hours, but its service is largely between Riverwood and Mortdale, with some runs going to South Peakhurst.

PUNCHBOWL BUS CO. PTY. LTD. 56 Hannans Road, Riverwood.										Phone: 53.8787
B U S   T I M E - T A B L E										
ROUTE NO. 188										ROUTE NO. 188
PUNCHBOWL STATION to MORTDALE STATION via Riverwood Station - Peakhurst - Boundary Rd										
DEPART	Depart	DEPART	Depart	MORTDALE	Depart	DEPART	DEPART	Depart	ARRIVE	
PUNCH-	Hannans	RIVER-	Boundary	STATION	Boundary	RIVER-	RIVER-	Hannans	PUNCH-	
BOWL	and	WOOD	Road &	STATION	Road &	WOOD	WOOD	and	BOWL	
STATION	Belmore	STATION	Kemp	ARRIVE	DEPART	Kemp	STATION	Belmore	STATION	
Run	TO MORTDALE	→			TO PUNCHBOWL	→				
No.										
	MONDAYS to FRIDAYS									
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
4	-	-	-	-	-	-	-	5.38	5.44	
10	-	-	-	-	-	-	-	6.8	6.15	
4	5.46	5.54	5.56	6.3	6.6	6.8	6.12	6.19	6.21	6.29
13	-	6.14	6.16	6.23	6.26	6.32	6.36	6.44	6.46	6.55
10	6.20	6.28	6.30	6.37	6.40	6.47	6.51	6.58	7.0	7.8
4	6.35	6.43	6.46	6.54	6.57	7.1	7.5	7.14	7.16	7.26
13	6.58	7.6	7.9	7.17	7.20	7.23	7.27	7.35	7.38	7.48
10	7.15	7.24	7.27	7.35	7.39	7.42	7.46	7.54	7.57	8.5
4	7.33	7.41	7.44	7.52	7.56	7.59	8.3	8.17	8.20	8.30
13	7.51	8.0	8.3	8.11	8.15	8.20	8.24	8.32	8.34	8.42
10	8.8	8.17	8.20	8.28	8.32	8.39	8.43	8.51	8.53	9.2
4	8.33	8.42	C8.45	8.53	8.56	9.0	9.4	9.12	9.14	9.22
13	E8.46	8.51B	8.55B	FS8.59	-	-	-	-	-	-
10	9.5	9.14	9.17	9.25	9.28	9.32	9.36	9.44	-	
4	-	-	9.46	9.53	9.56	10.0	10.4	10.12	10.14	10.22
10	-	-	10.0	10.12	10.19	10.22	10.30	10.34	10.42	10.52
10	10.30	10.39	10.42	10.49	10.52	11.0	11.4	11.12	11.14	11.22
4	11.0	11.9	11.12	11.19	11.22	11.30	11.34	11.42	11.44	11.52
10	11.30	11.39	11.42	11.49	11.52	12.0	12.4	12.12	12.14	12.22
4	12.0	12.9	12.12	12.19	12.22	12.30	12.34	12.42	12.44	12.52
10	12.30	12.39	12.42	12.49	12.52	1.0	1.4	1.12	1.14	1.22
4	1.0	1.9	1.12	1.19	1.22	1.30	1.34	1.42	1.44	1.52
10	1.30	1.39	1.42	1.49	1.52	2.0	2.4	2.12	2.14	2.22
4	2.0	2.9	2.12	2.19	2.22	2.30	2.34	2.42	2.44	2.52
10	2.30	2.39	2.42	2.49	2.52	3.0	3.4	3.12	3.14	3.22
22	-	-	-	-	-	FS3.31	3.40B	3.43B	E3.46	
4	3.0	3.9	3.12	3.19	3.22	3.35	3.40	3.48	3.51	3.59
13	-	-	-	-	-	-	-	4.6	4.14	
10	3.25	3.39	3.43	3.54	3.57	4.1	4.5	4.15	4.18	4.26
21	-	-	4.1	4.8	4.11	4.14M	4.18M	4.25	via Route 35	3.37M
									to Punchbowl	
4	4.3	4.13	4.16	4.24	4.27	4.33	4.37	4.44	4.47	4.55
13	4.21	4.31	4.34	4.41	4.44	4.48	4.52	4.59	5.1	5.9
10	4.32	4.41	4.44	4.51	4.54	5.3	5.7	5.14	5.16	5.24
4	5.0	5.9	5.15	5.22	5.25	5.29	5.34	5.42	5.44	5.51
13	5.12	5.21	5.24	5.31	5.34	5.47	5.51	5.58	6.0	6.7
10	5.34	5.43	5.46	5.53	5.56	6.0	6.4	6x11	via Route 36	6.21
4	5.54	6.3	6.5	6.12	6.15	6.17	6.21	6.30	6.32	6.39
13	6.11	6.20	6.22	6.29	6.32	6.34	6.38	6x44	via Route 36	6.53
4	6.41	6.49	6.51	6.58	7.1	7.3	7.7	7.14	7.16	7.23
4	7.26	7.34	7.38	7.45	7.48	7.52	7.56	8.3	8.5	8.12
4	8.26	8.34	8.38	8.45	8.48	8.52	8.56	9.3	9.5	9.12
4	9.26	9.34	9.38	9.45	9.48	9.52	9.56	10.3	10.5	10.12
4	10.26	10.34	10.38	10.45	10.48	10.52	10.56	11.3	11.5	-
8	-	-	-	-	-	11.25EE	11.29EE	-	-	-
7	11.32	11.39	-	-	-	-	-	-	-	-

For additional connections between BANKSTOWN - EAST HILLS - ILLAWARRA LINES, see the Route 28 & 33 Punchbowl to Hurstville time-table OR Route 36 Punchbowl to Mortdale time-table.

-----:o:-----

THIS TIME-TABLE COMMENCES ON MONDAY 23RD JANUARY, 1963

This area is not otherwise identified, but it must be along Lorraine St, to the south of Roberts Avenue, where new housing was being built. In the off-peak period, alternate services divert to South Peakhurst, the 14 going there *en route* to Mortdale, the 8

on the way back.

We also find two buses running in school terms only (marked B): the 22 in the morning and the 21 in the afternoon (the same two buses as ran school term only services on the 188). The 21 fin-

ishes on route 36 at Riverwood at 3.59, before commencing on the 188 at 4.1 - a swift turn around. There is, once again, hourly service in the evening and the last bus, the 11.25EE from Mortdale runs for half a mile over the route 188, before rejoining the 36 and terminating at Hannans Road, for the Depot.

On Monday 13 January 1992 (pp 8 & 9), new timetables were issued for both routes.

Punchbowl Bus Company had taken over the route 26 from Revesby Bus Co. (See *The Times* no. 215, February 2002, for

## Buses from Mortdale to Punchbowl



timetables of the route 26). The route 188 was diverted north of Riverwood over the old 26 and ran to Bankstown instead of Punchbowl. See page 8, upper right, for the 1992 timetable of the 188. It is still running approximately half-hourly in the off-peak, and still run by buses number 4 and 10. However, it can no longer complete the cir-

cuit in an hour. So each bus drops back five minutes in the following hour. For example, bus number ten leaves Mortdale at 10.20, 11.25, 12.30, 1.35 and so on.

The same service, with the same buses, now runs in the peak hours as well. Buses are increasingly used by the old, the young and the infirm, and working people don't use them much. In 1992, there was no evening service on the 188.

The 36 also had an approximately half-hourly service, though here successive runs fell back only two minutes each hour (see page 9 for timetable), with bus fourteen leaving Mortdale at 10.12, 11.14, 12.16 and 1.18. The extra time is needed since during shopping hours the buses return from Punchbowl via Roselands. They do not return to Punchbowl from Roselands (you have to catch other Punchbowl Bus Co. routes for that), but rejoin the old 36 on Belmore Road.

South Peakhurst has become Lorraine W/side (for Waterside Pde) and is served by alternate buses in each direction, as before. The 36 does require an additional bus (the 6) in both peak hours, and most of its services are restricted to the Riverwood to Mortdale section of the route. However, it does reach Punchbowl at 5.53 a.m., and again at 11.09. This last trip allows the drivers of both the 8 and the 14 to take a half-hour crib break. The 36, like the 188, no longer had an evening service.

On 18 August 1997, the Punchbowl Bus Co's routes were renumbered in the new, higher number series. The 36 became the 944, while the 188 became the 945. Both routes remained the same, except for the fact that the 944 had short extensions. It now ran to Sunshine Pde in

PUNCHBOWL STATION to MORTDALE STATION via Riverwood Station - Peakhurst - South Peakhurst											
Run No.	DEPART PUNCHBOWL STATION	Depart Mortdale & Belmore Rd	Depart Riverwood Station	Depart Isaac St & Belmore Rd	Depart South Peakhurst	ARRIVE MORTDALE STATION	DEPART MORTDALE STATION	Depart South Peakhurst	Depart Isaac St & Belmore Rd	Depart Riverwood Station	ARRIVE PUNCHBOWL STATION
TO MORTDALE						TO PUNCHBOWL					
6	a.m.	a.m.	a.m.	a.m.	a.m.	-	-	-	-	-	-
8	-	5.51	5.53	5.57	-	6.5	6.9	6.17	5.47	5.49	5.57
8	6.0	6.8	6.10	6.14	-	6.22	6.24	6.32	6.22	6.24	6.32
14	-	6.14	6.16	6.20	6.24	6.32	6.34	-	6.42	6.47/49	6.52
6	-	-	-	6.38	-	6.48	6.51	7.0	7.4	-	-
8	6.36	6.45	6.47	6.51	6.56	7.7	7.10	-	7.19	7.23	7.26
6	-	-	-	7.6	7.10	-	7.21	7.24	-	7.33	7.38
14	7.8	7.18	7.21	7.25	7.30	7.40	7.42	-	7.52	7.57	7.59
6	-	-	-	7.40	7.43	-	7.55	7.56	#8.1	-	-
22	-	-	-	-	-	-	7.58B	8.3B	8.8SJB	8.11SJB	-
6	-	-	-	-	-	-	8.10	-	8.17	-	-
8	7.41	7.50	7.52	7.56	8.0	8.9	9.12	-	8.22	8.27	8.29
6	-	-	-	-	-	-	9.31	-	9.40	-	-
14	8.12	8.22	8.25	8.29	8.34	8.42	8.44	-	8.53	8.58	9.0
22	-	-	-	-	-	-	8.57B	9.12B	-	-	-
6	-	-	8.46	8.50	-	9.0	9.2	-	9.11	9.17	PS9.21
8	8.42	8.52	8.54	8.59	9.4	9.14	9.16	-	9.25	9.29	9.31
14	9.15	9.26	9.28	9.32	-	9.40	9.42	-	9.50	9.54	9.58
9	9.43	9.54	9.56	10.0	10.4	10.12	10.15	-	10.24	10.28	10.30
8	10.15	10.26	10.28	10.32	-	10.40	10.45	-	10.53	10.57	11.1
14	10.43	10.54	10.56	11.0	11.4	11.12	11.15	-	11.24	11.28	11.30
8	11.15	11.26	11.28	11.32	-	11.40	11.45	-	11.53	11.57	12.1
14	11.43	11.54	11.56	12.0	12.4	12.12	12.15	-	12.24	12.28	12.30
8	12.15	12.26	12.28	12.32	-	12.40	12.45	-	12.53	12.57	1.1
14	12.43	12.54	12.56	1.0	1.4	1.12	1.15	-	1.24	1.28	1.30
8	1.15	1.26	1.28	1.32	-	1.40	1.45	-	1.53	1.57	2.1
14	1.43	1.54	1.56	2.0	2.4	2.12	2.14	-	2.22	2.28	2.28
8	2.18	2.28	2.30	2.34	-	2.42	2.45	-	2.52	2.56	2.58
14	2.43	2.54	2.56	3.0	-	3.8	3.10	-	3.18	3.23	3.27
21	-	-	3.13B	3.18B	-	3.26B	3.30B	-	*3.36B	-	-
8	3.11	3.23	3.26	3.31	-	3.40	3.42	-	3.52	3.56	4.0
21	-	-	-	-	-	-	3.45B	-	3.55B	3.59B	-
13	-	-	3.36SJB	3.38SJB	-	-	-	-	-	-	-
6	-	-	-	-	3.35	3.48	3.56	4.6	4.11	4.15	-
14	3.43	3.54	3.57	4.1	-	4.11	4.15	-	4.25	4.29	4.31
6	-	-	4.18	4.22	-	4.31	4.33	-	4.43	4.47	-
8	4.18	4.26	4.32	4.37	-	4.45	4.48	-	4.58	5.3	5.17
6	-	-	4.49	4.53	-	5.1	5.3	-	5.13	5.17	-
14	4.45	4.56	4.59	5.4	-	5.12	5.15	-	5.25	5.30	5.34
6	-	-	5.19	5.24	-	5.32	5.34	-	5.44	5.48	-
8	5.19	5.30	5.33	5.38	-	5.46	5.48	-	5.58	6.3	6.11
6	-	-	5.50	5.55	-	6.3	6.12	-	6.23	6.26	6.29
14	5.51	6.1	6.4	6.9	6.14	6.22	6.29	-	6.39	6.43	6.45
8	6.25	6.34	6.36	6.40	-	6.48	6.50	-	6.58	7.2	7.6
14	6.55	7.4	7.8	7.12	-	7.20	7.22	-	7.30	7.34	-
14	-	-	7.38	7.42	-	7.50	7.52	-	8.0	8.3	8.5
8	7.48	7.57	7.59	8.3	-	8.10	8.20	-	8.28	8.32	8.34
8	8.46	8.55	8.59	9.3	-	9.10	9.20	-	9.28	9.32	9.34
8	9.46	9.55	9.59	10.3	-	10.10	10.20	-	10.28	10.32	10.34
8	10.46	10.55	10.59	11.3	-	11.10	11.23EE	-	11.38	11.39	11.41

### Abbreviations or notes used:

- R Denotes - Runs to or from Romilly St & Bonds Road.
- 6 Denotes - Runs to or from Kendall St & Roberts Avenue.
- B Denotes - Runs on School Days only.
- PS Denotes - Runs to or from Bailey Parade entrance of Peakhurst School.
- # Denotes - Runs to or from Lorraine St & Roberts Avenue.
- EE Denotes - On Weekdays & Saturdays runs via Route 188 from Mortdale to corner Boundary Road & Kemp Street, then rejoins Route 36 at the intersection of Boundary Road & Roberts Ave.
- RC Denotes - Calls at Riverwood Catholic Church.
- aa Denotes - On Holidays runs 10 minutes later than shown between Punchbowl & Riverwood.
- xx Denotes - On Holidays runs 8 minutes later than shown between Mortdale & Punchbowl.
- F Denotes - During Summer Months (October to April) runs 5 minutes later than shown from Mortdale & 4 minutes later than shown from Punchbowl.
- SJB Denotes - Runs to or from Sir Joseph Banks High School Revesby, via Belmore Road, Wiggs Road, Victoria Road, Mitcham Street, Cullens Road, Canterbury Road, Gibson Avenue, Turvey Street.

## Buses from Mortdale to Punchbowl

Monday 13 January 1992

South Peakhurst (a block south of Waterside), as can be seen in the timetable on page 9, lower left. Since buses ran to Sunshine Pde in both directions, to and from Mortdale, the time taken had to be lengthened. Buses now ran from each terminal at forty minute intervals. At the northern end of the route, they still ran to Punchbowl and then to Roselands. But Roselands is now shown as the destination of northbound buses, while they are still shown as starting from

*(Continued on page 10)*

## Timetables

944

PHONE 53-8787  
53-6882

PUNCHBOWL BUS CO. PTY. LTD  
56 HANNANS ROAD  
RIVERWOOD, 2210.

**BUS TIMETABLE**

ROUTE: MORTDALE TO BANKSTOWN

MORTS RD (R) PITT ST (R) THE STRAND (R) MACQUARIE PLACE (L) MORTS RD (L) KEMP ST (R) BOUNDARY RD  
CHANGES NAME TO BONDS RD (L) THURLOW ST RIVERWOOD STATION (R) BELMORO RD (L) WIGGS RD (R) CULLENS RD  
(L) KYLIE PRIDE (L) JOYCE ST (R) MOXON RD (R) CANTERBURY RD (L) PUNCHBOWL RD (L) WARWICK ST (L)  
LANCASTER AVE (R) STACEY ST (L) RICKARD RD (L) LADY CUTLER DRIVE BANKSTOWN SQUARE NORTH TERRACE  
BANKSTOWN STATION RETURN VIA BANKSTOWN SQUARE JACOBS ST (R) RICHARD RD (R) STACEY ST

**ABBREVIATIONS USED IN THIS TIMETABLE:**

B.....DENOTES COMMENCES FROM BELMOR AND HANNANS  
T.....DENOTES TRAVELS VIA TRAFALGAR STREET IN LIEU OF THURLOW ST AND BONDS ROAD  
H.....DENOTES TRAVELS VIA COLERIDGE ST UNION ST KENTUCKY ST WASHINGTON AVE  
(SUNDAY PUBLIC HOLIDAYS ONLY 9.40 AM RX. RIVERWOOD.)



## To Mortdale

**Route 944: From Punchbowl via Roselands and Riverwood to Mortdale**

## To Roselands

**Route 944: From Mortdale via Riverwood and Punchbowl to Roselands**

**Explanations - see back**

## Buses from Mortdale to Punchbowl

Monday to Saturday 1992.

### BUS TIMETABLE

#### ROUTE 36

#### WEEKDAYS

PUNCHBOWL STATION...ROSELANDS CENTRE...MORTDALE STATION VIA..RIVERWOOD STATION...PEAKHURST..AND..SOUTH PEAKHURST.

BUS NO.	DEPART MORT DALE STN.	DEPART LORR AINE W/SIDE	DEPART ISAAC BELMORE	DEPART RIVER WOOD STN.	DEPART BELMORE HANNANS STN.	ARRIVE PUNCH BOWL STN.	BUS NO.	DEPART PUNCH BOWL STN.	DEPART ROSE LANDS CENTRE	DEPART BELMOR HANNAN	DEPART RIVER WOOD STN.	DEPART ISAAC BELMORE	DEPART LORR AINE W/SIDE	ARR MOR DAL STN.
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TO PUNCHBOWL STATION

TO ROSELANDS CENTRE AND MORTDALE STATION

-	-	-	-	-	-	8	-	-	5.46	5.48	5.50	-	-	5.56	
6 -	-	-	5.42R	5.43	5.45	5.53	6	5.54	-	6.00	6.02/06	6.10	-	-	6.16
8 6.00	-	-	6.08	6.12	6.16	6.24	-	-	-	-	-	-	-	-	-
6 6.22	-	-	6.30	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	14	-	-	6.08	6.10	6.14	6.17S	6.25	-
-	-	-	-	-	-	-	6	-	-	-	-	6.34	-	6.42	-
-	-	-	-	-	-	-	8	6.27	-	6.36	6.38	6.42	6.45S	6.56	-
-	-	-	-	-	-	-	6	-	-	-	7.00	7.04	7.07S	7.16	-
14 6.32	-	-	6.40	6.44	6.46	6.54	14	6.55	-	7.04	7.06	7.10	7.14	7.22	-
6 6.44	-	-	6.52	6.57	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	14	-	-	-	-	-	-	7.27	7.35
8 7.05	-	-	7.13	7.18	7.20	7.31	-	-	-	-	-	-	-	-	-
5 7.17	-	-	7.25	7.29	-	-	6	-	-	-	7.30	7.35	7.38S	7.48	-
-	-	-	-	-	-	-	6	7.34	-	7.45	7.47	7.52	7.56S	8.05	-
14 7.37	7.45	7.48	7.53	7.55	8.07	-	-	-	-	-	-	-	-	-	-
6 7.49 TO PINDARI RD & SUNSHINE PDE ARRIVE 7.56 AM	-	-	-	-	-	-	6	COMMENCES PINDAR RD & SUNSHINE PDE AT	-	-	-	-	-	7.58S	8.06
6 8.07 ALSO OATLEY STATION...PEAKHURST HIGH 8.20 AM	-	-	-	-	-	-	6	COMMENCES LORRAINE ST & ROBERTS AVE AT 8.22 AM	-	-	-	-	-	8.29	-
-	-	-	-	-	-	-	14	8.10	-	8.21	8.23	8.27	8.31S	8.41	-
8 8.06	-	-	8.14	8.18X	8.20X	8.29X	-	-	-	-	-	-	-	-	-
6 8.30	8.41S	8.44	8.46	-	-	-	6	-	-	-	8.49C	8.53C	-	-	9.03C
-	-	-	-	-	-	-	8	8.30X	8.38/39	8.48	8.50	8.54	8.57S	9.06	-
14 8.42	-	-	8.53	8.57	8.59	9.08	14	9.09	9.15/16	9.24	9.26	9.30	9.33	9.41	-
6 9.03	9.12S	9.16	9.21	9.23	9.35	6	9.37	9.43/44	9.53	9.55	9.59	10.02S	10.11	-	-
8 9.39	9.47	9.50	9.54	9.56	10.05	8	10.07	10.13/15	10.23	10.25	10.29	-	-	10.37	-
14 10.12	-	10.20	10.24	10.26	10.35	14	10.37	10.43/45	10.53	10.55	10.59	11.02	11.10	-	-
6 10.42	10.51S	10.54	10.58	11.00	11.09	8	11.11	11.17/19	11.27	11.29	11.33	-	-	11.41	-
14 11.14	-	11.22	11.26	11.28	11.37	14	11.39	11.45/47	11.55	11.57	12.01	12.04S	12.13	-	-
8 11.45	11.53	11.56	12.00	12.02	12.11	8	12.13	12.19/21	12.29	12.31	12.35	-	-	12.43	-
14 12.16	-	12.24	12.28	12.30	12.39	14	12.41	12.47/49	12.57	12.59	1.03	1.06	1.14	-	-
8 12.46	12.55S	12.58	1.02	1.04	1.13	8	1.15	1.21/23	1.31	1.33	1.37	-	-	1.45	-
14 1.18	-	1.26	1.30	1.32	1.41	14	1.43	1.49/51	1.59	2.01	2.05	2.08S	2.17	-	-
8 1.48	1.57	2.00	2.04	2.06	2.15	8	2.16	2.22/23	2.31	2.33	2.37	-	-	2.45	-
14 2.20	-	2.28	2.32	2.34	2.43	14	2.45	2.51/53	3.01	3.03	3.07	-	-	3.15	-
-	-	-	-	-	-	6	-	-	-	3.20B	3.25B	3.30C	3.45B	-	-
8 2.46	-	2.54	2.58	3.00	3.09	8	3.10X	3.18/19X	3.30	3.32/34	3.39	3.43	3.52	-	-
14 3.16	3.25	3.29	3.35	3.37	3.47	14	3.50	-	4.03	4.05	4.09	4.13S	4.22	-	-
6 3.50	3.59S	4.03	4.07	-	-	6	-	-	-	4.25	4.29	-	-	4.38	-
8 3.54	4.04	4.07	4.11	4.13	4.24	8	4.25	4.31/32	4.39	4.41	4.45	-	-	4.55	-
14 4.25	4.35	4.39	4.43	4.45	4.56	6	-	-	-	4.59	5.03	-	-	5.12	-
6 4.42	-	4.52	4.56	-	-	14	4.59	-	5.11	5.13	5.17	5.21	5.29	-	-
8 4.58	5.08S	5.12	5.16	5.18	5.30	-	-	-	-	-	-	-	-	-	-
6 5.15	5.25	5.28	5.32	-	-	6	-	-	-	5.33 A	5.37 A	LUGARNO	5.51	-	-
-	-	-	-	-	-	8	5.32	5.37	5.42	5.44	5.48	5.52S	6.00	-	-
14 5.33	5.42S	5.45	5.49	5.51	6.00	-	-	-	-	-	-	-	-	-	-
6 5.53	6.02S	6.05	6.09	-	-	6	-	-	-	6.11	6.15	-	-	6.23	-
-	-	-	-	-	-	14	6.05	-	6.14	6.16	6.20	6.23	6.31	-	-
8 6.02	6.08	6.10	6.14	6.16	6.25	8	6.25	-	6.33	6.35	6.39	-	-	6.47	-
6 6.24	6.32	6.35	6.39	6.41	-	-	-	-	-	-	-	-	-	-	-
14 6.34	6.41	6.44	6.48	6.52	6.59	14	7.00	-	7.05	7.09	7.13	7.17	7.21	-	-
8 6.53	7.01	7.04	7.06	7.12	7.19	-	-	-	-	-	-	-	-	-	-

TIMETABLE NO. 1

## Buses from Mortdale to Punchbowl



Current route of the 944, aka the old Route 36. The map is taken from the Company's web site.

Punchbowl. Some buses still do short runs from Mortdale, but they now terminate north of Riverwood, at Kentucky and Washington, in a new housing development on the west side of Belmore Road, opposite Hanson's Road, through which all 944 services now run.

The number of people taking buses in the service area of Punchbowl Bus Company has been declining, but the company continues to provide service for those who use its buses, and has been adapting its times and routes so it can do the best to serve them.

The modern graphics are from the Company's web site—Editor.



# This wasn't what I was looking for!

DUNCAN MACAUSLAN has been crawling around in the subterranean world of Balmain, examining the old counterweight tram tunnel. Among the detritus of Sydney's vanished system and stormwater—he found this....

Some weeks ago the Balmain Association asked me to write a few paragraphs on the counterweight dummy used to assist Balmain trams on the steep hill down to Darling Street wharf. That task was fairly easy requiring only a summary of the published material in David Keenan's book on *The Western Lines of the Sydney Tramway System*.

But as with many research tasks it

was only the beginning. A comment that there were at least seven other proposals for the means of conquering the hill lead me to the Mitchell Library and then State Records. Unfortunately much of the material I was looking for has long since disappeared, however in looking at one file of correspondence on the electrification of the tramline I found a copy of the timetable for the conversion from steam to electric service.

As can be seen (page 12) it is a single sided handbill showing the times in the then standard 'paragraph' format. It was mere coincidence that I found it 101 years to the day it started. Note the additional unbalanced 4 minute inward service in the morning from Johnstone Street, Annandale from 06:53 until around 07:53 and again in the afternoon with no corresponding short workings on outward trips.



*Inside the tunnel. Opened out for inspection at the time they were first commissioned, are the innards of the counterweight tunnel. Visible is the hydraulic buffer meant to cushion the downwards arrival of the counterweight car which, in this photo would be somewhere up near the top of the hill. Drivers of ascending trams were cautioned to bring their cars gently to a stop at the top of the grade 'to avoid shocks'- the buffer was there to catch the counterweight should this not be achieved. Up above, the tram and the dummy had their own substantial buffer to rest against, although the balancing of the system was such that the natural tendency was to push the tram back up the hill.— power had to be applied to descend.*

*The tunnel is still there under the street in 2004 and a recent expedition by a Sydney speleological group managed to crawl the length of it— encountering a dead duck in the process. Both illustrations are from Keenan.... *The Western Lines of the Sydney Tramway System* © Transit Press*

*Ascending the grade. Electric tram, F-class car 337, with the dummy car just visible at the rear, ascends the Darling St grade. Unseen, but possibly audible, the counterweight car is going down the hill inside its tunnel. The dummy was an ex-cable car truck from the North Sydney system and it had a grip to the cable below and operated in many ways just like the cable cars themselves.*



This wasn't what I was looking for!

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

**BALMAIN & FOREST LODGE LINE.**

*Conversion of Steam - -  
to Electrical Working.*

COMMENCING MONDAY, 11TH AUGUST, 1902.

ON and after the above date, a frequent service of Electric Trams will run between Circular Quay and Forest Lodge and Balmain, *via* George-street, and the existing Steam Trams will be withdrawn. The Time-table will be as follows:—

**BALMAIN.**

WEEK-DAYS.

From Circular Quay—5.50, 6.6, 6.30, 6.38, 6.46, 6.59, 7.7, 7.18, 7.23, 7.26, every 4 minutes to 8.6 a.m., every 8 minutes to 3.50 p.m., every 4 minutes to 6.46, every 8 minutes to 11.26 p.m. D12.30, D1.30, D2.30, D3.30, D4.30 a.m.  
*Workmen's Trams leave Railway Gates 5.6, 5.16, 5.26, 5.36, 5.46, 5.56, 6.6, 6.12, 6.22, and Circular Quay 5.50 and 6.6 a.m.*

From Balmain—5.0, 5.20, 5.40, 5.50, every 10 minutes to 6.30, every 8 minutes to 7.42, every 4 minutes to 8.54 a.m., every 8 minutes to 4.38 p.m., every 4 minutes to 5.58, every 8 minutes to 11.26, 11.42 p.m. D12.20, D1.20, D2.20, D3.20, D4.20 a.m.  
*Workmen's Fares from 5 to 6.38 a.m.*

SATURDAYS.

From Circular Quay—Additional Service will be run between 11.54 a.m. and 1.22 p.m., and 6.42 to 11.6, 11.10, 11.18. Last tram, 11.26 p.m.

From Balmain—Additional Service will be run between 5.54 p.m. and 10.18 p.m., 10.22, every 8 minutes to 11.18. Last tram, 11.26 p.m.

SUNDAYS.

From Circular Quay—8.0, 8.24, 8.48 every 12 minutes to 10.48 a.m., 12.8, 12.20, 12.32, 12.39, 12.49, 12.57, 1.7, 1.22, 1.32, 1.42, 1.52, 1.59, 2.7, every 5 minutes to 7.2, 8.2, every 5 minutes to 10.27. Last tram, 10.32 p.m.

From Balmain—8.0 every 12 minutes to 10.48 a.m., 12.8 p.m., every 12 minutes to 1.20, every 5 minutes to 7.0, 8.0, every 5 minutes to 10.35. Last tram, 10.40 p.m.

**FOREST LODGE.**

WEEK-DAYS.

From Circular Quay—See Balmain.

From Johnston-street—(Forest Lodge 5 minutes later), 5.15, 5.35, 5.55, 6.5, every 10 minutes to 6.45, 6.58, every 4 minutes to 9.9 a.m., every 8 minutes to 1.57 p.m., every 4 minutes to 6.13, every 8 minutes to 11.41, 11.57 p.m. D12.35, D1.35, D2.35, D3.35, D4.35 a.m.  
*Workmen's Fares from 5.15 to 6.53 a.m.*

SATURDAYS.

From Circular Quay—See Balmain.

From Johnstone-street—Additional Service will be run between 6.9 and 10.33 p.m., 10.37, every 8 minutes to 11.33. Last tram, 11.41 p.m.

SUNDAYS.

From Circular Quay—See Balmain.

From Forest Lodge—8.15, every 12 minutes to 11.3 a.m., 12.23 p.m., every 12 minutes to 1.35, every 5 minutes to 7.15, 8.15, every 5 minutes to 10.50. Last tram, 10.55 p.m.

D—Double fares will be charged on these trams.

**Alteration of Stopping Places on Second Section as follows:—**

SECOND SECTION—Railway Gates, Regent-st., Abercrombie-st. (Down journey only), Wattle-st. (Up journey only), Newtown Road, Derwent-st., Westmoreland-st., corner of Catherine and Mt. Vernon-sts., St. John's Road, Ross-st., Pyrmont Bridge Road, Hereford-st., Wigram-st., Nelson-st., Johnston-st.

By order of the Commissioners,

Sydney, , 1902.  
1900

H. McLACHLAN, Secretary.

Sydney : William Applegate Gullick, Government Printer.—1902.

# Shortest bus ride on the planet—a Mickey Mouse bus service?

*While in his second childhood(?) at Disneyland, DAVID CRANNEY found a bus service that advertises ‘it would be faster to walk’*

I HAVE a nomination for the shortest regularly scheduled bus route in the world. Does a 200 metre route sound short? I think so. Please bear with me while I provide some background.

Tokyo Disneyland Resort is a well attended attraction in Japan, being one of the Disney theme parks originating out of Anaheim, USA. The Tokyo Disneyland complex consists of two adjacent parks, Disneyland® and DisneySea®, together with seven hotels and a shopping precinct. Two of these hotels are operated by the Disney

company while the other five belong to Japanese or US hotel chains. Most visitors to the complex arrive by rail at a conveniently adjacent station, Maihama, on the Tokyo suburban Keiyo line.

Within the complex, there is a monorail of the Alweg type (where a six car train straddles a concrete beam resting on pylons). This monorail runs in a single track endless loop and has four stations, Resort Gateway, Disneyland, Bayside and DisneySea. These trains take 12 minutes to complete the circuit and either two or three

trains operate, providing a six-minute or four-minute headway. Bayside station principally serves the five non-Disney hotels. Five bus routes, one to each hotel, radiate from Bayside station and their frequency corresponds approximately with train arrivals and departures.

As this is Disneyland, a monorail train is called a Resort Liner® and the connecting bus is a Resort Cruiser®. From inside and out, there is no mistaking their Disney connection, from the Mickey Mouse® shape windows, to the grab

***Disney Resort Cruiser® en route from the Sheraton Grande Hotel to Bayside monorail station. Note the unmistakable mouse ears. Photo by David Cranney 8 October 2003.***



handles for standees embellished with the ears of you-know-who. Both monorail and bus services are available to the general public, be-

### Mickey Mouse bus service?

ing outside the entrance gates for Disneyland® and DisneySea®, and the hotels in fact provide a range of non-Disney services such as wedding receptions. Fares are charged for travel by monorail but bus travel is free.

The Sheraton Grande and Okura hotels would each appear, in my estimation, to be no more than 200 metres distant from Bayside station, while the other three hotels would be a little further. Why is there a separate bus route to each hotel? I can only speculate that after a hard day of sightseeing inside Disneyland® or DisneySea®, customers of these five star hotels are deemed to be in need of comfortable transport. However, the display at the Bayside station bus stop does advise potential passengers: "Buses may be delayed due to heavy traffic on the roads around Tokyo Disney Resort. It may be faster to walk to the hotel from here." So there, take the bus or leave it!

Does any reader know of a shorter scheduled route service?

*Photos by David Cranney 7 October 2003.*

**Passenger information display at the Bayside station bus stop, including a diagram of the bus route to the Sheraton and advice that it may be faster to walk.**



# Mind the stop!

A little while ago, Sydney buses made available on its web site complete bus timetables for all routes showing the time for each bus at every stop along every route. That's disappeared, but now you can get almost the same thing while standing at the stop, using your mobile phone. This is from the Transport Infoline, a web site with a 'phone number'

The screenshot shows a web page with a blue header bar containing links like 'plan your trip', 'bus and about', 'service changes and news', 'customer service', and 'maps'. Below the header is a banner with a person holding a mobile phone. The main content area has a heading 'Late breaking news' followed by a section titled 'New Bus Stop Timetable Service'. A table of frequently asked questions (FAQs) is displayed:

Details	Question	Answer
	What is the new bus stop timetable service and what does it do?	The Infoline timetable service is a new feature on the Transport Infoline website menu (131500) that lets you find out when the next 3 buses are scheduled to arrive at any bus stop. Before you can use this service, you must know the bus stop number of the stop where your journey will begin.
	Can I find out when a bus is scheduled to arrive on another day or time?	All bus stops in the Transport Infoline area have been given a unique bus stop number. On Sydney Buses bus signs only, this number can be found on a blue and yellow Transport Infoline sticker on the bus stop. You can also find bus stop numbers by clicking on Bus Stop Search on the home page of this website.
	Is the information real-time or based on timetables?	Once you know your bus stop number, phone 131500 and select 1 at the main menu and follow the prompts. You will then hear when the next three buses are scheduled to arrive at your bus stop.
	How do I find out the stop number for my stops?	Yes, just follow the prompts and you will be able to find out when the bus is scheduled to arrive any time today or up to one week in the future.
	There are lots of numbers on my bus stop. What exactly do the stickers look like?	This service provides you with information so to where the next 3 buses are scheduled to arrive at your bus stop. Up-to-date service information is available by selecting 2 from the 131500 main menu or 4 after hearing the scheduled times for your bus.
	How are the bus stop numbers assigned?	There are three ways you can find your stop number: <ol style="list-style-type: none"><li>For Sydney Buses, look for the blue and yellow sticker on the bus stop.</li><li>Click on Bus Stop Search on the home page of this website and enter the requested information or <a href="#">click here</a>.</li><li>Call 131500 and ask an Infoline Operator.</li></ol>
	Why are there stickers on some stops and not on others?	There are three ways you can find your stop number: <ol style="list-style-type: none"><li>For Sydney Buses, look for the blue and yellow sticker on the bus stop.</li><li>Click on Bus Stop Search on the home page of this website and enter the requested information or <a href="#">click here</a>.</li><li>Call 131500 and ask an Infoline Operator.</li></ol>
	Can I use the bus stop number to do a trip plan on this website?	There are three ways you can find your stop number: <ol style="list-style-type: none"><li>For Sydney Buses, look for the blue and yellow sticker on the bus stop.</li><li>Click on Bus Stop Search on the home page of this website and enter the requested information or <a href="#">click here</a>.</li><li>Call 131500 and ask an Infoline Operator.</li></ol>

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# Graphic Insight #81: Twin Peaks revisited

**GEOFF LAMBERT** has been reading the Parry Report into Sydney's transport 'woes'.

**Y**OU'VE seen something like this twice before in The Times. The first was a Graphic Insight by Chris Brownbill in the November 1999 issue, detailing the number of trains departing Flinders St for the Box Hill line in Melbourne. The second was in my own article (*The Times*, October 2002) and illustrated the number of different types of rolling stock 'rolling' around the Sydney rail system during the dreadful timetable of May 1975. This time, our graph comes from a government source, the notorious 'Parry Report' and it's a graph of the number of people coming and going through the railway turnstiles throughout the Sydney network on both weekdays and weekends.

Tom Parry, Chair of IPART, the Independent Pricing and Regulatory Tribunal, was commissioned by the then new Transport Services Minister, Michael Costa, to investigate the financial performance of NSW's transport agencies. He found (as if we didn't already know) that public transport recovered only about one-third of its costs through 'fare box revenue'. One of the reasons is that, with so much of the public transport task focused on urban transport, the system must provide investment, infrastructure and staff to handle high peaks of traffic that only last for a few hours each day. This is an age-old dilemma of course, although it hasn't always dragged down financial performance as much as it has now. Until well past the middle of the twentieth century fare-box revenue *did* cover costs and the railways, at least, made an operating profit.

The graph below shows the current situation, focusing on only the Sydney CBD. Sydney's commuter traffic is radial, centering on the city, so the numbers below represent a substantial fraction of the total daily traffic. About half of the comings and goings shown below are accounted for by Town Hall station, for long regarded as unsuitable for handling its daily load. You can see that, in the morning peak, the number of people through the turnstiles peaks at more than 4 times the inter-peak period (the graph, inadequately labelled, appears to refer to passengers per hour). Naturally, there are no peak periods at weekends and, as noted by Parry, there appears to be a broad 'hump' in the middle of the day.

This is a world-wide and transport-wide phenomenon of course. There have been sporadic attempts in the past to alter this pattern, such as by attempting to regulate the hours of work for different people in different places, thus smoothing the humps and reducing the up-front investment needed. These have rarely worked, except perhaps in war-time, when people could be convinced it was in the national interest. Sydney is currently undergoing a number of enquiries like the Parry Report. One of them has revealed an interesting variation- Triple Peaks. A substantial proportion, indeed a majority, of the traffic carried by Sydney's private buses is for school children, whose hours of education mean that the afternoon traffic pattern has two bumps about 90 minutes apart.

**Figure 3.4 CBD Weekend vs Weekday  
Total of Entries and Exits by Time of Day**

