



# The Times

October 2021

A journal of transport timetable history and analysis

## Palmerston North Urban Bus Timetable

6  
DECEMBER  
2020

- 101
- 102
- 103
- 104
- 105
- 106
- 107
- 108
- 109
- 110
- 111
- 112
- 113



Inside: Take the Port Fairy Train Timetable Quiz  
 Colourful Loops  
 437, School buses, 436 and all that

RRP \$4.95  
Incl. GST

# The Times

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

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

**October 2021**

**Vol 38 No. 10 Issue No. 453**

**The Times** welcomes all contributions. Our Authors' Guide is available on our web-site at <https://www.timetable.org.au/>

**Reproduction** Provided a Creative Commons acknowledgement is made, material appearing in The Times may be reproduced anywhere.

**Disclaimer** Opinions expressed in our magazines are not necessarily those of the Association or its members.

**Editor** Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: [thetimes@timetable.org.au](mailto:thetimes@timetable.org.au)

[The Times](https://www.timetable.org.au/times.html) 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](#) 6 months after publication.

Colour PDF versions of previous issues of our magazines are at <https://www.timetable.org.au/>

## —Contents—

<b>DAVID HENNELL</b>	<b><u>PORT FAIRY TIMETABLE WITH ARITHMETIC</u></b>	<b>3</b>
<b>HILAIRE FRASER</b>	<b><u>COLOURFUL LOOPS</u></b>	<b>8</b>
<b>RICHARD PECK</b>	<b><u>SYDNEY BUS ROUTE T437</u></b>	<b>14</b>
<b>RICHARD PECK</b>	<b><u>SYDNEY SCHOOL BUSES GO THE FULL TURN</u></b>	<b>15</b>
<b>RICHARD PECK</b>	<b><u>GOING TO ROZELLE ... OR ... LEICHHARDT?</u></b>	<b>17</b>



# The 1941 Port Fairy Timetable and Arithmetic

DAVID HENNELL *takes up his position at the front of the class, chalk in hand*

## 1. The document

The Victorian Education Department produced a series of reading and arithmetic hard cover textbooks for students up to Grade VIII (Form II and now Year 8) level. This ensured that a comparable standard in literacy and numeracy was attained across the state. I used these texts when at school in the 1950s and early 1960s. The first edition of the deep red hardcover [Grade VII arithmetic](#) volume, published in 1941, is the one that we're looking at here. It's interesting to consider the place of this book in the government's wartime priorities but this was before Pearl Harbor.

The book is divided into Sections A to J along with Cumulative Revisions I to IV. The sections cover basic arithmetic such as whole numbers, compound quantities, fractions and ratios. Arithmetic in daily life deals with graphs, profit & loss, area & volume and tables.

It was printed 'By Authority: J. J. GOURLEY, Government Printer, Melbourne.'

## 2. The Exercises

The part of interest to us in Arithmetic for Grade VII is Section I: Tables. Using the railway time and fare table as found on pages 150 and 151, your job is to do Exercise 7 (Money) and Exercise 8 (Time and Distance).

The exercises are on page 19 and the answers will be provided in a future edition of The Times. Comments on the railway content appear in the timetable sections below.

## 3. Hints for younger readers – not to be read by those in their seventh (or subsequent) decade

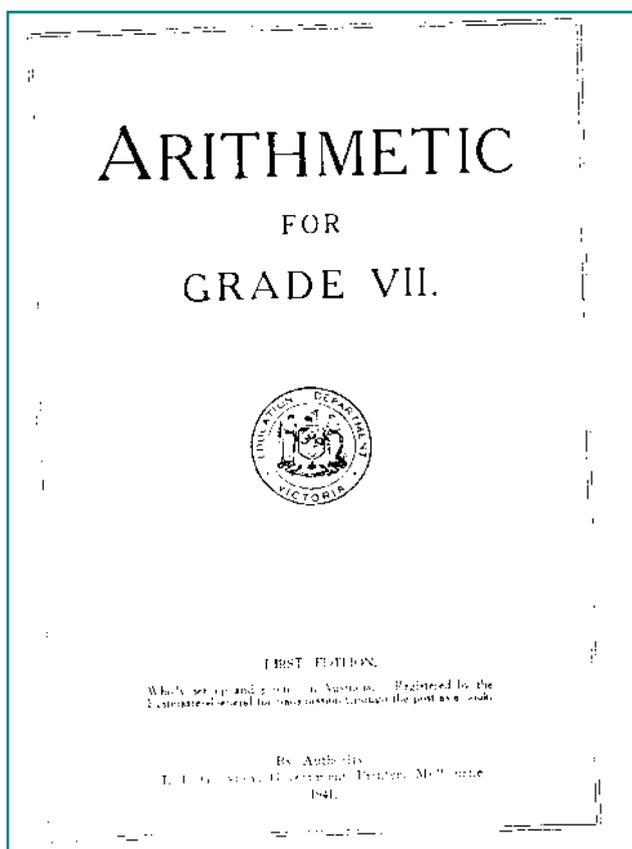
Australia adopted decimal currency on 14th February 1966.

Those of us at or above a certain age grew up with imperial currency so won't need this explanation as to how

it worked. Believe me (or not) – it wasn't as complicated as it seems when one was using it every day and we could all do amazing arithmetic in our heads. No electronic calculators in those days, mechanical yes but electronic no.

The basic unit of currency was the pound (£ – a fancy L derived from the Latin libra meaning scales (as in lb for pound mass and, incorrectly, weight). The pound was subdivided into 20 shillings (s) which were further subdivided into 12 pence (d). Fractions of the penny were the halfpenny ( $\frac{1}{2}d$  – pronounced 'hayp-nee') and the farthing ( $\frac{1}{4}d$ ). Scrabble players will no doubt be aware of the very useful half a farthing ( $\frac{1}{8}d$ ) known as the qu. The s and d symbols come from the Latin solidus and denarius respectively, the slash symbol (/) technically being a solidus.

Imperial currency was frequently referred to as LSD – well, money is a drug for some people.



## FOREWORD.

This book has been compiled by experienced teachers to meet the requirements of the revised course of study in arithmetic for elementary schools. The grading of the examples has received close attention and the topic sequence is considered fundamentally sound.

Definite treatment is accorded the four rules in whole numbers and compound quantities, which are presented in a meaningful and realistic manner. The inter-relationship between vulgar and decimal fractions and percentage is a special feature, and the exercises in mensuration are chosen on the grounds of practical utility. Revision exercises appear frequently and additional exercises are provided for faster-moving pupils.

It is hoped that teachers will use the textbook more as an aid to the better teaching of arithmetic than merely as a series of exercises to be worked as a matter of routine.

DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown

Table 39. MELBOURNE—GEELONG—WARRNAMBOOL—PORT FAIRY. (See below for Werribee local service).

READ DOWN	READ DOWN										SUNDAY TRAINS							
	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Melbourne R (Flinders Street)	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Geelong R	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Warrnambool R	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Port Fairy R	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45

**LOCAL SERVICE TO WERRIBEE.**  
In addition to the above through services the following local trains serve stations to Werribee—

READ DOWN	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Geelong	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Warrnambool	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45

**LOCAL SERVICE FROM WERRIBEE.**  
In addition to the through services shown on opposite page the following local trains serve stations from Werribee—

READ DOWN	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Geelong	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45
Warrnambool	7.00	7.15	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45



4/7 is half of 9/2. That's 'four and seven' is half of 'nine and two' or 'four and sevenpence' is half of 'nine and tuppence'. And that  $8d + 9d = 1/5$  ('eightpence plus ninepence equals one and five or one and fivepence'). And also that  $£1/18/9 + £7/1/10½ = £9/0/7½$  ('nine pound and sevenpence haypnee').

It will also be of assistance to know that 8 furlongs equals 1 mile (8 fur = 1 mi and 1 fur = 201.7 m). Note that in times past (and, disgracefully, still today on occasions), the symbol for metre (m) was used to mean 'mile'. This keeps us on our toes especially when reading older documents.

Now you're in a position to attempt the exercises, but please try not to use any other information or knowledge that you have to hand – stick to what's given in the table and above. Fingers may be helpful here. Enjoy and good luck!

**4. The timetable and fares extract**

From the perspective of the rail enthusiast, there are some problems with the timetable as shown in Arithmetic for Grade VII.

The first of these is that it isn't a 1941 timetable. The 15th December 1941 PTT has the 8.22 a.m. The Flier arriving at Port Fairy at 2.15 p.m., 20 min earlier than in our textbook table. Similarly, the PTT of 7th October 1940 has the same schedule as the 1941 timetable. Interesting, all down schedules beyond Geelong to Warrnambool or Port Fairy are the same in both these timetables but the corresponding ups have slightly

To help you understand this complicated system ...  
I'll simplify it by telling you that £1 = 20s = 240d (= \$2 on conversion day) ...  
and complicate it by telling you that there are two plurals of 'penny'; viz: pennies (the coins) and pence (the value)...  
to complicate it further, 1d is 'one penny' or 'a penny'; 2d is written as twopence but read and said as 'tuppence' and 3d (threepence) is 'thripence'. Fortunately, thereafter it's reasonably logical as in fourpence being 'four-pence', etc. But not twelvepence, as that's 1 shilling (or a shilling)...  
and still further, the pound symbol appears before the quantity but the other symbols, where used, are located after the quantity; and with no space between the quantity and the symbol...  
yet again, there are multiple ways of writing a value:- e.g. 2 pounds 11 shillings and 2 pence halfpenny may be written as £2/11/2½, £2 11s 2½d or, rarely, £2.11.2½ even though none of

it is decimal  
or this amount may also be written as either 51/2½ or 51s 2½d (as used in the fare table but with added full stops) and is read as 'fifty one and tuppence haypnee'. This use of only shillings and pence makes smaller amounts seem friendlier but has the opposite effect for larger amounts, such as 720s which is nicer as £36 but converts more easily to \$72.  
and still more, if there are no pence, the amount is written as, say, 17/- and not 17/0. Both are read as 'seventeen shillings', or, if using the slang for a shilling, 'seventeen bob'. But the PMG (Postmaster General's Department – one of its descendants being Australia Post) issued an indigo 1/0½ stamp in 1952 (that's 'one and a haypnee' or 'one shilling and a haypnee').[above right].  
To save further blowing your mind, I won't mention the guinea which was used by exclusive upmarket clothing shops in the days before the word 'upmarket' had been coined. (Money crops up everywhere.)  
Now, please convince yourself that

different ones. It appears, then, that the compilers of the arithmetic book used an earlier issue so, perhaps, they developed the exercises during 1940 or early 1941 (the information in the various exercises in, say, the invoices section is dated early to mid 1941). The only differences between the book and the 1941 timetable are beyond Warrnambool. This can be explained by, at times, the Port Fairy passenger train conveyed goods vehicles beyond Warrnambool and so it had a slower schedule for that section to allow for possible shunts and lower speeds.

Secondly, all the times (apart from Spencer Street of course) are arrival times. Our exercise doesn't allow for extended station stops – refreshments at Geelong and Camperdown, as well as shorter periods at Colac, Terang and Warrnambool. This isn't a problem when calculating the duration of journeys which commence at Spencer Street but makes the calculation of travelling times for those starting at other stations plain wrong, although non-rail enthusiast students or their parents probably wouldn't realise this unless, perhaps, they lived in South Western Victoria and used the train.

Although not a difficulty at the time, it is interesting to note that the fares are quoted in shillings and pence in all documents but I'd expect that the booking clerk would quote the total fare to the passenger(s) in pounds especially when multiple tickets were booked. The fares in the exercise and both the 1940 and 1941 timetables are identical – no annual increases then!

**5. The VR 15th December 1941 country timetable**

It was fashionable for many years to show tables for country trains in the "Read Down – Read Up" format. This made some sense for small tables, especially those for branch lines, as it saved space and therefore paper. But, by 1941, when some main lines' tables required a full page for each direction due to the number of trains being shown, this layout had become somewhat ridiculous. So be careful when you read the Port Fairy to Melbourne table.

Nevertheless, the 15th December 1941 country timetable is presented in this format. To complicate matters, the

DAILY means Mondays to Saturdays inclusive. LEADS do not run on Sundays unless so shown.

Table 39.

Table 39. PORT FAIRY—WARRNAMBOOL—GEELONG—MELBOURNE. (For Werribee Local Service see opposite page.)																								
READ UP.						READ UP.						SUNDAY (CRAMS).												
Melbourne						Geelong						Warrnambool												
Spencer Street	12 21	1 30	2 33	3 57	5 0	6 24	7 28	8 24	9 40	10 27	11 15	12 12	1 32	2 45	3 58	5 11	6 24	7 37	8 50	10 03	11 16	12 29		
North Melbourne																								
Footscray																								
Essendon																								
Traralgon																								
Geelong																								
Camperdown																								
Terang																								
Warrnambool																								
Port Fairy																								

**FORTNIGHTLY ALL-LINES TICKETS.**

A CONVENIENCE FOR BUSINESS MEN AND HOLIDAYMAKERS.

1st Class - £7 10 0  
2nd Class - £5 10 0

A week's extension can be arranged for half the original cost.

Tickets obtainable on any day at Victorian Government Tourist Bureau, 272 Collins Street, Melbourne, and at Flinders Street, Spencer Street, Geelong, Ballarat, Bendigo, Seymour, Warragul and Melbourne stations, and at other stations on two days' notice.

1. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
2. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
3. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
4. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
5. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
6. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
7. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
8. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
9. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
10. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
11. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
12. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
13. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
14. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
15. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
16. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
17. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
18. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
19. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
20. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
21. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
22. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
23. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
24. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
25. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
26. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
27. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
28. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
29. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
30. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
31. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
32. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
33. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
34. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
35. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
36. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
37. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
38. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
39. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
40. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
41. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
42. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
43. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
44. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
45. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
46. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
47. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
48. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
49. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
50. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
51. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
52. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
53. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
54. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
55. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
56. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
57. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
58. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
59. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
60. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
61. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
62. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
63. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
64. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
65. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
66. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
67. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
68. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
69. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
70. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
71. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
72. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
73. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
74. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
75. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
76. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
77. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
78. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
79. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
80. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
81. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
82. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
83. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
84. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
85. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
86. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
87. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
88. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
89. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
90. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
91. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
92. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
93. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
94. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
95. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
96. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
97. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
98. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
99. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.  
100. For continuous Road Motor services between Melbourne, Port Fairy and Portland, see page 34.

tables of Werribee locals are both "Read Down"! Also, as stated at the top of each page, "Daily" means Monday to Saturday. The last train to Geelong Daily shows the complexity of this form of labelling as it is shown as "Mon. exc. Sun. inc." from Laverton. Isn't "Tue - Sun" simpler and clearer? Present day readers sometimes get caught by these conventions when reading older timetables.

In summary, the Melbourne – Geelong service is shown on the next page.

Some Sunday trains were shown as running in 2 divisions when required. These are indicated by a letter in the middle of the time of departure and an appropriate footnote explaining the additions and alterations. No doubt this was due to the demands of wartime traffic both military and civilian. As well as on the Geelong line, two divisions are also shown as running when necessary to and from Seymour (bus connections to/from the Puckapunyal army camp are mentioned but without times) but only from Ballarat (via North Geelong

Loop) and Bendigo to Melbourne.

During the mid 1950s, the Geelong service was not as frequent as that shown in this timetable and the 1941 one was not bettered until 1975 (Monday to Saturday) and the mid 1980s (Sunday).

The stopping of Geelong trains between Newport and Laverton is somewhat strange but it makes more sense when the Werribee locals are interleaved. C.O.R. Platform (later known as B.P. Platform) was located at the Kororoit Creek Road (then) level crossing. The 3 30 p.m. up Geelong has an interesting stop at Aircraft Platform – didn't VR trust the young RAAF hordes liberated from the Laverton and Point Cook bases for the weekend? The Werribee locals are unbalanced so there must have been empty car workings at times, originating at either Spencer Street or Newport.

Apart from the gradual introduction of Sunday evening Warrnambools in both directions (the up appeared years before the down) and the cancellation

Depart Melbourne for Geelong	Monday to Friday		Saturday		Sunday	
	Flinders Street	Spencer Street	Flinders Street	Spencer Street	Flinders Street	Spencer Street
		0635		0635	0902	0907
		0822		0822	1420	1424
		0925		0925	1900	1905
		1105		1105	2235	2240
		1330		1230		
		1530		1330		
		1712		1530		
		1805		1752		
		1916		1805		
	2325	2330	1912	1916		
			2325	2330		
total		10		11		4

Depart Geelong for Melbourne	Monday to Friday		Saturday		Sunday	
	To Spencer Street	To Flinders Street	To Spencer Street	To Flinders Street	To Spencer Street	To Flinders Street
	0625	- nil -	0625		0845	0845
	0750		0750		1420	1420
	0815		0815		1720	
	0915		0915		1855	1855
	1115		1115		2010	2010
	1300		1222			
	1530		1310	1310		
	1708		1425			
	1800		1708			
	2035		1755			
	2100		2035			
		2100				
total	11		12		5	

of the train from Colac, the basic service beyond Geelong remained the same right until the 4th October 1981 New Deal, although the railway from

Dennington to Port Fairy had closed in 1977. Times changed as trains became faster and not just due to dieselisation, the Friday departure from Port Fairy became significantly later and many

roadside stations were closed. Some Geelong trains were extended to South Geelong for commuters to Melbourne. [This is the correct use of the term 'commuter' as most would have held periodical tickets.] The local train from Colac on a Monday appears to be a mixed train as its running time to Geelong is significantly greater than those of the through trains.

Mustn't have the football hooligans travelling on the expresses especially if their team lost, must we? Football extras ran to South Geelong for the VFL's Geelong matches at Kardinia Park a couple of blocks from the station. Did these extras survive war restrictions? [As an aside, the State Electricity Commission's Belmont trams ran right past the football ground until 1956.]

The Port Fairy table includes a pair of references to co-ordinated road motor services, these being Port Fairy – Portland – Mt. Gambier which connected with the Port Fairy train and Warrnambool – Port Fairy with the Warrnambools (and thus providing a day return service from Port Fairy to Melbourne). Details of these and other co-ordinated services in the region are shown on the timetable's page 56.

In earlier times, the Warrnambool trains ran to/from Port Fairy so this road service is merely a rail replacement one. The co-ordinated 1st single fare from Melbourne to Port Fairy is 31/5, compared with the through rail fare of 30/11, a mere 6d extra although the fare differential is somewhat greater for other types of journey such as the 2nd return Melbourne to Koroit being 1/2 dearer by "co-ord". The route for the 2 modes is slightly different with the road motor sticking to the main roads in the area whereas the railway took a more diagonal cross country route from Illowa to Port Fairy.

Note that the Mt. Gambier times in both tables are Victorian times which is hardly fair on the Crow Eaters – if they turned up at the same South Australian numerical time, then they'd missed the bus. The Heywood – Mt. Gambier rail service table quotes both Victorian and South Australian times for Mt. Gambier despite the trains being considerably less useful to non

railfans. VR's Heywood – Mt. Gambier passenger service was an early casualty of the war, it being withdrawn on 2nd February 1942.

However:-

The Japanese attack on Pearl Harbor in Hawaii occurred eight days prior to the commencement of this timetable. Consequentially, with WW II now almost on Australia's doorstep, VR cancelled the vast majority of Sunday passenger trains in country Victoria from the 14th December (the last day of the previous timetable), as the cover sticker states.

**NOTE. ALL COUNTRY SUNDAY TRAINS SHOWN IN THIS FOLDER, WITH THE EXCEPTION OF THE INTERSTATE EXPRESSES, ARE CANCELLED UNTIL FURTHER NOTICE.**

The withdrawal of these Sunday trains also rated a mention in the South Australian Railways' Weekly Notice WN 50/41 of 15/12/41:- "From and including Sunday, 14th December, 1941, all Steam Sunday country cheap excursion passenger trains in Victoria are cancelled, and this includes Warburton, Healesville, Whittlesea, Mornington, Stony Point, and Gembrook lines.". This wording would suggest that the 9 00 p.m.

Sunday departure from Mildura continued to run, as did the Albury Express in both directions as they connected from/to Sydney and it was not, at the time, a Sunday Excursion train. At the time of their withdrawal, Sunday Excursion trains ran from Melbourne to Geelong, Ballarat, Daylesford, Bendigo, Seymour, Whittlesea, Healesville, Warburton, Gembrook, Sale, Lang Lang, Stony Point, Mornington and, during the summer months and at Easter, also from Ballarat to Queenscliff with Melbourne connections at Geelong. The Stony Point train connected with the ferry to Cowes. Without being disrespectful, a stay in Lang Lang from 11 10 a.m. to 7 00 p.m. (7 h 50 min) would have been so exciting, especially in winter!

Aircraft Platform trains appeared on Sunday for those returning from weekend leave, so it is likely that they commenced on 14th December upon the withdrawal of the Geelongs. Later in the war, some were extended to Werribee thus re-establishing its full outer suburban status.

When Sunday Excursion trains reappeared well after the war in 1953/1954, they were extended to operate to Leongatha and Wonthaggi (a combined train to/from Nyora), but

Whittlesea, Gembrook and Mornington (its passenger service having been withdrawn during the war) were not so fortunate as they did not resume. The Sale train was truncated at Traralgon but reinstated to Sale shortly after. The Ballarat – Geelong – Queenscliff trains also reappeared during the summer months but not at Easter. Occasional Sunday Excursion trains ran from Ararat to Portland from 1955 and the area covered by the others gradually expanded over the years, eventually reaching as far afield as Swan Hill, Horsham, Numurkah, Albury and Mansfield.

It is highly likely that other days of the week were affected by service reductions at this time or shortly thereafter to allow for essential wartime traffic, so that this PTT was very much a statement of hope although this was not planned to be the case.

My thanks to Andrew Hennell and Len Regan for their assistance in the preparation of this article.

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

Return to [Contents Page](#)



A2 845 exits the Geelong tunnel on an up Port Fairy pass, circa 1930

# Colourful Loops—The Palmerston North Bus Timetable

## HILAIRE FRASER

### INTRODUCTION

**P**almerston North is a city of 90 000 people on New Zealand’s North Island. Its bus service is operated by the Transit Group under contract to the Horizons Regional Council.

Accompanying this article is the front page of the Palmerston North Urban Bus Timetable, [our front cover], plus the network map and timetables for routes 101 to 108 [pp 9-12]. You can see from the map that the network comprises thirteen colour-coded routes numbered 101 to 113. Because these coloured services are ALL loop services, I have entitled my article “Colourful Loops”.

### Palmerston North Urban Bus Network

The thirteen routes start at the Main St. Terminal (designated “MST” on timetables) and are as follows: -

- 101 Awapuni via Park Road (Orange)
- 102 Awapuni via Rugby St (Green)
- 103 Highbury via Cuba St (Blue)
- 104 Takaro via Featherston St (Red)
- 105 Cloverlea via Wood St (Purple)
- 106 Milson via Ruahine St (Pink)
- 107 Kelvin Grove via Tremain Ave (Dark Blue)
- 108 Roslyn via Featherston St (Goldenrod)
- 109 Roslyn via Rangiora Ave (Dark Green)
- 110 Terrace End via Brightwater Terrace “selective yellow”
- 111 Kelvin Grove via Fernlea Ave (Aqua)
- 112 Kelvin Grove via Parnell Heights (Rose)
- 113 Summerhill via Ruapehu Dr (Brown)

101/102, 103/104, 105/106, 107/108, 109/110 and 111/112 are linked to form clockwise

and counter-clockwise loops. For example, 101 Awapuni via Park Road, returns along the outward route for 102 Awapuni via Rugby St, 102 Awapuni via Rugby St returns along the outward route for 101 Awapuni via Park Rd.

The destination shown in a picture of a bus operating on route 101 is Awapuni (Park) / Park-Rugby-MST. In the 101 timetable, the colour orange also covers the inward journey, which is 102 outwards. For these linked services, a combined Monday to Friday off-peak 45-minute service is provided, that is, a ninety-minute frequency on each route. This is seen in the 101 and 102 timetables.

While a 45-minute frequency may occur for buses leaving MST and at outer points on the loop, points closer to MST may have an unbalanced frequency. For example: at an inward point on 101, the next bus passing may come twenty minutes later on 102, however, the following bus would be a 101 – seventy minutes later.

There is also the awkward business of inward buses departing on the opposite sides of the street. I have observed that, where bi-directional loops operate, people prefer to take the shorter service. This would not be practical with a ninety-minute frequency on each loop.

Saturday services on 101 to 112 are also every ninety minutes or forty-five minutes combined;



# 101 Awapuni via Park Road



WEEKDAYS								
6:50 am	6:56 am	6:59 am	7:01 am	<b>7:05 am</b>	7:09 am	7:13 am	7:16 am	<b>7:25 am</b>
7:35 am	7:41 am	7:44 am	7:46 am	<b>7:50 am</b>	7:54 am	7:58 am	8:01 am	<b>8:10 am</b>
8:20 am	8:26 am	8:29 am	8:31 am	<b>8:35 am</b>	8:39 am	8:43 am	8:46 am	<b>8:55 am</b>
9:05 am	9:11 am	9:14 am	9:16 am	<b>9:20 am</b>	9:24 am	9:28 am	9:31 am	<b>9:40 am</b>
10:15 am	10:21 am	10:24 am	10:26 am	<b>10:30 am</b>	10:34 am	10:38 am	10:41 am	<b>10:50 am</b>
11:45 am	11:51 am	11:54 am	11:56 am	<b>12:00 pm</b>	12:04 pm	12:08 pm	12:11 pm	<b>12:20 pm</b>
1:15 pm	1:21 pm	1:24 pm	1:26 pm	<b>1:30 pm</b>	1:34 pm	1:38 pm	1:41 pm	<b>1:50 pm</b>
2:45 pm	2:51 pm	2:54 pm	2:56 pm	<b>3:00 pm</b>	3:04 pm	3:08 pm	3:11 pm	<b>3:20 pm</b>
3:30 pm	3:36 pm	3:39 pm	3:41 pm	<b>3:45 pm</b>	3:49 pm	3:53 pm	3:56 pm	<b>4:05 pm</b>
4:35 pm	4:41 pm	4:44 pm	4:46 pm	<b>4:50 pm</b>	4:54 pm	4:58 pm	5:01 pm	<b>5:10 pm</b>
5:20 pm	5:26 pm	5:29 pm	5:31 pm	<b>5:35 pm</b>	5:39 pm	5:43 pm	5:46 pm	<b>5:55 pm</b>
6:05 pm	6:11 pm	6:14 pm	6:16 pm	<b>6:20 pm</b>	6:24 pm	6:28 pm	6:31 pm	<b>6:40 pm</b>
6:50 pm	6:56 pm	6:59 pm	7:01 pm	<b>7:05 pm</b>	7:09 pm	7:13 pm	7:16 pm	<b>7:25 pm</b>

SATURDAY								
8:00 am	8:06 am	8:09 am	8:11 am	<b>8:15 am</b>	8:19 am	8:23 am	8:26 am	<b>8:35 am</b>
9:30 am	9:36 am	9:39 am	9:41 am	<b>9:45 am</b>	9:49 am	9:53 am	9:56 am	<b>10:05 am</b>
11:00 am	11:06 am	11:09 am	11:11 am	<b>11:15 am</b>	11:19 am	11:23 am	11:26 am	<b>11:35 am</b>
12:30 pm	12:36 pm	12:39 pm	12:41 pm	<b>12:45 pm</b>	12:49 pm	12:53 pm	12:56 pm	<b>1:05 pm</b>
2:00 pm	2:06 pm	2:09 pm	2:11 pm	<b>2:15 pm</b>	2:19 pm	2:23 pm	2:26 pm	<b>2:35 pm</b>
3:30 pm	3:36 pm	3:39 pm	3:41 pm	<b>3:45 pm</b>	3:49 pm	3:53 pm	3:56 pm	<b>4:05 pm</b>
5:00 pm	5:06 pm	5:09 pm	5:11 pm	<b>5:15 pm</b>	5:19 pm	5:23 pm	5:26 pm	<b>5:35 pm</b>
6:30 pm	6:36 pm	6:39 pm	6:41 pm	<b>6:45 pm</b>	6:49 pm	6:53 pm	6:56 pm	<b>7:05 pm</b>

SUNDAY/PUBLIC HOLIDAY								
8:00 am	8:06 am	8:09 am	8:11 am	<b>8:15 am</b>	8:19 am	8:23 am	8:26 am	<b>8:35 am</b>
10:00 am	10:06 am	10:09 am	10:11 am	<b>10:15 am</b>	10:19 am	10:23 am	10:26 am	<b>10:35 am</b>
12:00 pm	12:06 pm	12:09 pm	12:11 pm	<b>12:15 pm</b>	12:19 pm	12:23 pm	12:26 pm	<b>12:35 pm</b>
2:00 pm	2:06 pm	2:09 pm	2:11 pm	<b>2:15 pm</b>	2:19 pm	2:23 pm	2:26 pm	<b>2:35 pm</b>
4:00 pm	4:06 pm	4:09 pm	4:11 pm	<b>4:15 pm</b>	4:19 pm	4:23 pm	4:26 pm	<b>4:35 pm</b>
6:00 pm	6:06 pm	6:09 pm	6:11 pm	<b>6:15 pm</b>	6:19 pm	6:23 pm	6:26 pm	<b>6:35 pm</b>

MST, Square, Fitzherbert, Park, Botanical, College, Pitama, Maxwells, Outer Terminal (OT), Maxwells, Long Melford, Kent, College, Maxwells, Rugby, Ferguson, West, Church, Square, MST

Times in **BOLD** are scheduled, all other times are approximate. For public holiday services see page 3

# 102 Awapuni via Rugby St



WEEKDAYS								
6:30 am	6:34 am	6:38 am	6:42 am	<b>6:45 am</b>	6:48 am	6:51 am	6:55 am	<b>7:05 am</b>
7:15 am	7:19 am	7:23 am	7:27 am	<b>7:30 am</b>	7:33 am	7:36 am	7:40 am	<b>7:50 am</b>
8:00 am	8:04 am	8:08 am	8:12 am	<b>8:15 am</b>	8:18 am	8:21 am	8:25 am	<b>8:35 am</b>
8:45 am	8:49 am	8:53 am	8:57 am	<b>9:00 am</b>	9:03 am	9:06 am	9:10 am	<b>9:20 am</b>
9:30 am	9:34 am	9:38 am	9:42 am	<b>9:45 am</b>	9:48 am	9:51 am	9:55 am	<b>10:05 am</b>
11:00 am	11:04 am	11:08 am	11:12 am	<b>11:15 am</b>	11:18 am	11:21 am	11:25 am	<b>11:35 am</b>
12:30 pm	12:34 pm	12:38 pm	12:42 pm	<b>12:45 pm</b>	12:48 pm	12:51 pm	12:55 pm	<b>1:05 pm</b>
2:00 pm	2:04 pm	2:08 pm	2:12 pm	<b>2:15 pm</b>	2:18 pm	2:21 pm	2:25 pm	<b>2:35 pm</b>
3:05 pm	3:09 pm	3:13 pm	3:17 pm	<b>3:20 pm</b>	3:23 pm	3:26 pm	3:30 pm	<b>3:40 pm</b>
3:50 pm	3:54 pm	3:58 pm	4:02 pm	<b>4:05 pm</b>	4:08 pm	4:11 pm	4:15 pm	<b>4:25 pm</b>
4:15 pm	4:19 pm	4:23 pm	4:27 pm	<b>4:30 pm</b>	4:33 pm	4:36 pm	4:40 pm	<b>4:50 pm</b>
5:00 pm	5:04 pm	5:08 pm	5:12 pm	<b>5:15 pm</b>	5:18 pm	5:21 pm	5:25 pm	<b>5:35 pm</b>
5:45 pm	5:49 pm	5:53 pm	5:57 pm	<b>6:00 pm</b>	6:03 pm	6:06 pm	6:10 pm	<b>6:20 pm</b>
6:30 pm	6:34 pm	6:38 pm	6:42 pm	<b>6:45 pm</b>	6:48 pm	6:51 pm	6:55 pm	<b>7:05 pm</b>

SATURDAY								
8:45 am	8:49 am	8:53 am	8:57 am	<b>9:00 am</b>	9:03 am	9:06 am	9:10 am	<b>9:20 am</b>
10:15 am	10:19 am	10:23 am	10:27 am	<b>10:30 am</b>	10:33 am	10:36 am	10:40 am	<b>10:50 am</b>
11:45 am	11:49 am	11:53 am	11:57 am	<b>12:00 pm</b>	12:03 pm	12:06 pm	12:10 pm	<b>12:20 pm</b>
1:15 pm	1:19 pm	1:23 pm	1:27 pm	<b>1:30 pm</b>	1:33 pm	1:36 pm	1:40 pm	<b>1:50 pm</b>
2:45 pm	2:49 pm	2:53 pm	2:57 pm	<b>3:00 pm</b>	3:03 pm	3:06 pm	3:10 pm	<b>3:20 pm</b>
4:15 pm	4:19 pm	4:23 pm	4:27 pm	<b>4:30 pm</b>	4:33 pm	4:36 pm	4:40 pm	<b>4:50 pm</b>
5:45 pm	5:49 pm	5:53 pm	5:57 pm	<b>6:00 pm</b>	6:03 pm	6:06 pm	6:10 pm	<b>6:20 pm</b>

SUNDAY/PUBLIC HOLIDAY								
9:00 am	9:04 am	9:08 am	9:12 am	<b>9:15 am</b>	9:18 am	9:21 am	9:25 am	<b>9:35 am</b>
11:00 am	11:04 am	11:08 am	11:12 am	<b>11:15 am</b>	11:18 am	11:21 am	11:25 am	<b>11:35 am</b>
1:00 pm	1:04 pm	1:08 pm	1:12 pm	<b>1:15 pm</b>	1:18 pm	1:21 pm	1:25 pm	<b>1:35 pm</b>
3:00 pm	3:04 pm	3:08 pm	3:12 pm	<b>3:15 pm</b>	3:18 pm	3:21 pm	3:25 pm	<b>3:35 pm</b>
5:00 pm	5:04 pm	5:08 pm	5:12 pm	<b>5:15 pm</b>	5:18 pm	5:21 pm	5:25 pm	<b>5:35 pm</b>

MST, Square, Church, West, Ferguson, Rugby, Maxwells, College, Kent, Long Melford, Maxwells, Outer Terminal (OT), Maxwells, Slacks, Pitama, College, Botanical, Park, Fitzherbert, Square, MST

Times in **BOLD** are scheduled, all other times are approximate. For public holiday services see page 3

# 103 Highbury via Cuba St



WEEKDAYS								
6:30 am	6:35 am	6:39 am	6:42 am	<b>6:45 am</b>	6:49 am	6:53 am	6:57 am	<b>7:05 am</b>
7:15 am	7:20 am	7:24 am	7:27 am	<b>7:30 am</b>	7:34 am	7:38 am	7:42 am	<b>7:50 am</b>
8:00 am	8:05 am	8:09 am	8:12 am	<b>8:15 am</b>	8:19 am	8:23 am	8:27 am	<b>8:35 am</b>
8:45 am	8:50 am	8:54 am	8:57 am	<b>9:00 am</b>	9:04 am	9:08 am	9:12 am	<b>9:20 am</b>
9:30 am	9:35 am	9:39 am	9:42 am	<b>9:45 am</b>	9:49 am	9:53 am	9:57 am	<b>10:05 am</b>
11:00 am	11:05 am	11:09 am	11:12 am	<b>11:15 am</b>	11:19 am	11:23 am	11:27 am	<b>11:35 am</b>
12:30 pm	12:35 pm	12:39 pm	12:42 pm	<b>12:45 pm</b>	12:49 pm	12:53 pm	12:57 pm	<b>1:05 pm</b>
2:00 pm	2:05 pm	2:09 pm	2:12 pm	<b>2:15 pm</b>	2:19 pm	2:23 pm	2:27 pm	<b>2:35 pm</b>
3:05 pm	3:10 pm	3:14 pm	3:17 pm	<b>3:20 pm</b>	3:24 pm	3:28 pm	3:32 pm	<b>3:40 pm</b>
3:50 pm	3:55 pm	3:59 pm	4:02 pm	<b>4:05 pm</b>	4:09 pm	4:13 pm	4:17 pm	<b>4:25 pm</b>
4:15 pm	4:20 pm	4:24 pm	4:27 pm	<b>4:30 pm</b>	4:34 pm	4:38 pm	4:42 pm	<b>4:50 pm</b>
5:00 pm	5:05 pm	5:09 pm	5:12 pm	<b>5:15 pm</b>	5:19 pm	5:23 pm	5:27 pm	<b>5:35 pm</b>
5:45 pm	5:50 pm	5:54 pm	5:57 pm	<b>6:00 pm</b>	6:04 pm	6:08 pm	6:12 pm	<b>6:20 pm</b>
6:30 pm	6:35 pm	6:39 pm	6:42 pm	<b>6:45 pm</b>	6:49 pm	6:53 pm	6:57 pm	<b>7:05 pm</b>

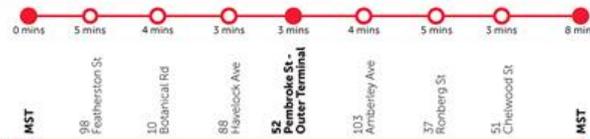
SATURDAY								
8:00 am	8:05 am	8:09 am	8:12 am	<b>8:15 am</b>	8:19 am	8:23 am	8:27 am	<b>8:35 am</b>
9:30 am	9:35 am	9:39 am	9:42 am	<b>9:45 am</b>	9:49 am	9:53 am	9:57 am	<b>10:05 am</b>
11:00 am	11:05 am	11:09 am	11:12 am	<b>11:15 am</b>	11:19 am	11:23 am	11:27 am	<b>11:35 am</b>
12:30 pm	12:35 pm	12:39 pm	12:42 pm	<b>12:45 pm</b>	12:49 pm	12:53 pm	12:57 pm	<b>1:05 pm</b>
2:00 pm	2:05 pm	2:09 pm	2:12 pm	<b>2:15 pm</b>	2:19 pm	2:23 pm	2:27 pm	<b>2:35 pm</b>
3:30 pm	3:35 pm	3:39 pm	3:42 pm	<b>3:45 pm</b>	3:49 pm	3:53 pm	3:57 pm	<b>4:05 pm</b>
5:00 pm	5:05 pm	5:09 pm	5:12 pm	<b>5:15 pm</b>	5:19 pm	5:23 pm	5:27 pm	<b>5:35 pm</b>
6:30 pm	6:35 pm	6:39 pm	6:42 pm	<b>6:45 pm</b>	6:49 pm	6:53 pm	6:57 pm	<b>7:05 pm</b>

SUNDAY/PUBLIC HOLIDAY								
8:00 am	8:05 am	8:09 am	8:12 am	<b>8:15 am</b>	8:19 am	8:23 am	8:27 am	<b>8:35 am</b>
10:00 am	10:05 am	10:09 am	10:12 am	<b>10:15 am</b>	10:19 am	10:23 am	10:27 am	<b>10:35 am</b>
12:00 pm	12:05 pm	12:09 pm	12:12 pm	<b>12:15 pm</b>	12:19 pm	12:23 pm	12:27 pm	<b>12:35 pm</b>
2:00 pm	2:05 pm	2:09 pm	2:12 pm	<b>2:15 pm</b>	2:19 pm	2:23 pm	2:27 pm	<b>2:35 pm</b>
4:00 pm	4:05 pm	4:09 pm	4:12 pm	<b>4:15 pm</b>	4:19 pm	4:23 pm	4:27 pm	<b>4:35 pm</b>
6:00 pm	6:05 pm	6:09 pm	6:12 pm	<b>6:15 pm</b>	6:19 pm	6:23 pm	6:27 pm	<b>6:35 pm</b>

MST, Princess, Grey, Walding, Lombard, Cuba, Lyndhurst, Chelwood, Botanical, Highbury, Ronberg, Pencarrow, Amberley, Clarke, Dalwood, Chatsworth, Clarke, Pembroke, Outer Terminal (OT), Highbury, Havelock, Amberley, Tremaine, Botanical, Liverpool, Seddon, Featherston, Rangitikei, Square, MST

# 104 Takaro via Featherston St



WEEKDAYS								
6:50 am	6:55 am	6:59 am	7:02 am	<b>7:05 am</b>	7:09 am	7:14 am	7:17 am	<b>7:25 am</b>
7:35 am	7:40 am	7:44 am	7:47 am	<b>7:50 am</b>	7:54 am	7:59 am	8:02 am	<b>8:10 am</b>
8:20 am	8:25 am	8:29 am	8:32 am	<b>8:35 am</b>	8:39 am	8:44 am	8:47 am	<b>8:55 am</b>
9:05 am	9:10 am	9:14 am	9:17 am	<b>9:20 am</b>	9:24 am	9:29 am	9:32 am	<b>9:40 am</b>
10:15 am	10:20 am	10:24 am	10:27 am	<b>10:30 am</b>	10:34 am	10:39 am	10:42 am	<b>10:50 am</b>
11:45 am	11:50 am	11:54 am	11:57 am	<b>12:00 pm</b>	12:04 pm	12:09 pm	12:12 pm	<b>12:20 pm</b>
1:15 pm	1:20 pm	1:24 pm	1:27 pm	<b>1:30 pm</b>	1:34 pm	1:39 pm	1:42 pm	<b>1:50 pm</b>
2:45 pm	2:50 pm	2:54 pm	2:57 pm	<b>3:00 pm</b>	3:04 pm	3:09 pm	3:12 pm	<b>3:20 pm</b>
3:30 pm	3:35 pm	3:39 pm	3:42 pm	<b>3:45 pm</b>	3:49 pm	3:54 pm	3:57 pm	<b>4:05 pm</b>
4:35 pm	4:40 pm	4:44 pm	4:47 pm	<b>4:50 pm</b>	4:54 pm	4:59 pm	5:02 pm	<b>5:10 pm</b>
5:20 pm	5:25 pm	5:29 pm	5:32 pm	<b>5:35 pm</b>	5:39 pm	5:44 pm	5:47 pm	<b>5:55 pm</b>
6:05 pm	6:10 pm	6:14 pm	6:17 pm	<b>6:20 pm</b>	6:24 pm	6:29 pm	6:32 pm	<b>6:40 pm</b>
6:50 pm	6:55 pm	6:59 pm	7:02 pm	<b>7:05 pm</b>	7:09 pm	7:14 pm	7:17 pm	<b>7:25 pm</b>

SATURDAY								
8:45 am	8:50 am	8:54 am	8:57 am	<b>9:00 am</b>	9:04 am	9:09 am	9:12 am	<b>9:20 am</b>
10:15 am	10:20 am	10:24 am	10:27 am	<b>10:30 am</b>	10:34 am	10:39 am	10:42 am	<b>10:50 am</b>
11:45 am	11:50 am	11:54 am	11:57 am	<b>12:00 pm</b>	12:04 pm	12:09 pm	12:12 pm	<b>12:20 pm</b>
1:15 pm	1:20 pm	1:24 pm	1:27 pm	<b>1:30 pm</b>	1:34 pm	1:39 pm	1:42 pm	<b>1:50 pm</b>
2:45 pm	2:50 pm	2:54 pm	2:57 pm	<b>3:00 pm</b>	3:04 pm	3:09 pm	3:12 pm	<b>3:20 pm</b>
4:15 pm	4:20 pm	4:24 pm	4:27 pm	<b>4:30 pm</b>	4:34 pm	4:39 pm	4:42 pm	<b>4:50 pm</b>
5:45 pm	5:50 pm	5:54 pm	5:57 pm	<b>6:00 pm</b>	6:04 pm	6:09 pm	6:12 pm	<b>6:20 pm</b>

SUNDAY/PUBLIC HOLIDAY								
9:00 am	9:05 am	9:09 am	9:12 am	<b>9:15 am</b>	9:19 am	9:24 am	9:27 am	<b>9:35 am</b>
1								

# PALMERSTON NORTH

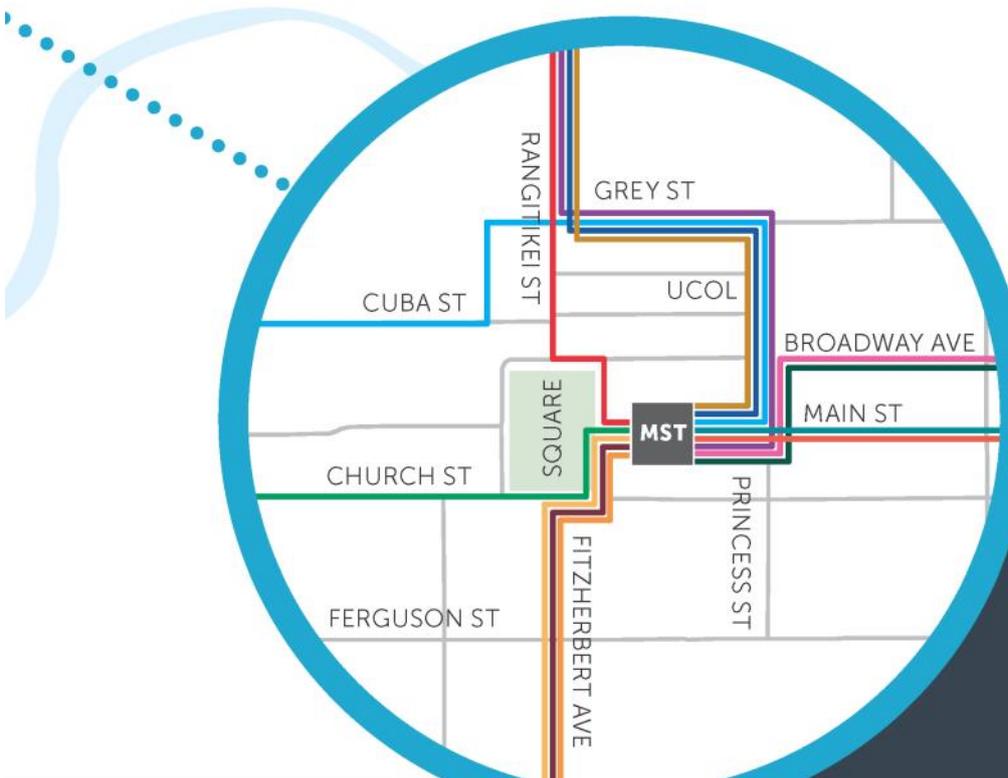
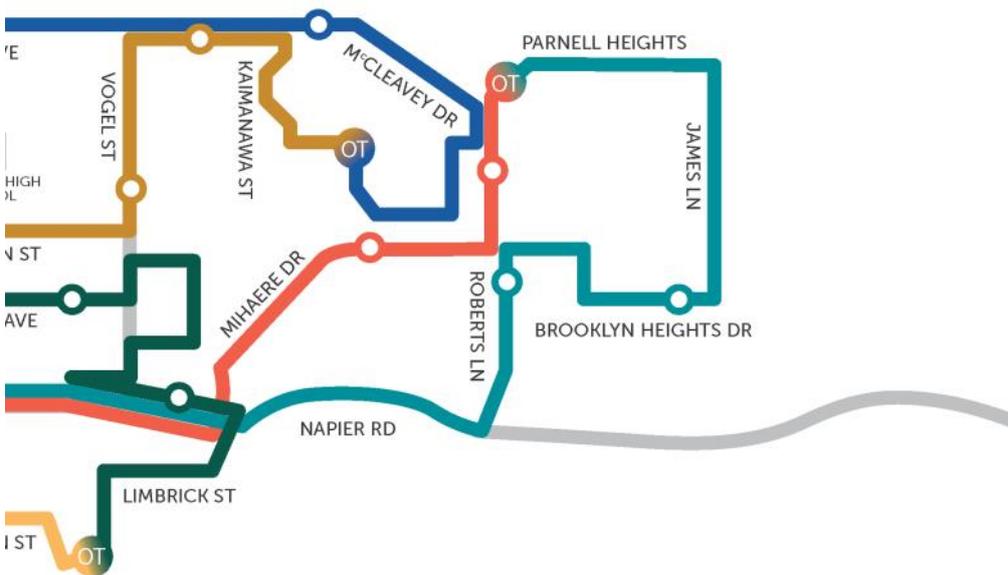


## ROUTES

- 101 Awapuni via Park Road
- 102 Awapuni via Rugby St
- 103 Highbury via Cuba St
- 104 Takaro via Featherston St
- 105 Cloverlea via Wood St
- 106 Milson via Ruahine St
- 107 Kelvin Grove via Tremain Ave
- 108 Roslyn via Featherston St
- 109 Roslyn via Rangiora Ave
- 110 Terrace End via Brightwater Terrace
- 111 Kelvin Grove via Fernlea Ave
- 112 Kelvin Grove via Parnell Heights
- 113 Summerhill via Ruapehu Dr

- Key bus stops
- OT Outer Terminals (OT)
- MST Main St Terminal (MST)

All routes are complete loops, once the bus departs the Main St Terminal (MST), it will travel in either a clockwise or anticlockwise direction until it arrives back at the Main St Terminal.



## PUBLIC HOLIDAY?

No bus services operate on Good Friday, Easter Sunday, Christmas Day or ANZAC Day.

On all other public holidays, services operate according to the Sunday timetable.

## GOT A QUESTION?

For individual route maps, bus stop locations, questions and comments, check out [www.horizons.govt.nz](http://www.horizons.govt.nz) or call freephone 0508 800 800.

For Feilding and Massey services please see separate timetable.

# Bee

**Bee Cards are your electronic bus card making travel cheaper and easier.**

**Get yours from the driver or online and register it today.**

**[BeeCard.co.nz](http://BeeCard.co.nz)**

# 105 Cloverlea via Wood St



WEEKDAYS										
6:30 am	6:34 am	6:38 am	6:42 am	<b>6:45 am</b>	6:50 am	6:52 am	6:55 am	6:58 am	<b>7:05 am</b>	
7:15 am	7:19 am	7:23 am	7:27 am	<b>7:30 am</b>	7:35 am	7:37 am	7:40 am	7:43 am	<b>7:50 am</b>	
8:00 am	8:04 am	8:08 am	8:12 am	<b>8:15 am</b>	8:20 am	8:22 am	8:25 am	8:28 am	<b>8:35 am</b>	
8:45 am	8:49 am	8:53 am	8:57 am	<b>9:00 am</b>	9:05 am	9:07 am	9:10 am	9:13 am	<b>9:20 am</b>	
9:30 am	9:34 am	9:38 am	9:42 am	<b>9:45 am</b>	9:50 am	9:52 am	9:55 am	9:58 am	<b>10:05 am</b>	
11:00 am	11:04 am	11:08 am	11:12 am	<b>11:15 am</b>	11:20 am	11:22 am	11:25 am	11:28 am	<b>11:35 am</b>	
12:30 pm	12:34 pm	12:38 pm	12:42 pm	<b>12:45 pm</b>	12:50 pm	12:52 pm	12:55 pm	12:58 pm	<b>1:05 pm</b>	
2:00 pm	2:04 pm	2:08 pm	2:12 pm	<b>2:15 pm</b>	2:20 pm	2:22 pm	2:25 pm	2:28 pm	<b>2:35 pm</b>	
3:05 pm	3:09 pm	3:13 pm	3:17 pm	<b>3:20 pm</b>	3:25 pm	3:27 pm	3:30 pm	3:33 pm	<b>3:40 pm</b>	
3:50 pm	3:54 pm	3:58 pm	4:02 pm	<b>4:05 pm</b>	4:10 pm	4:12 pm	4:15 pm	4:18 pm	<b>4:25 pm</b>	
4:15 pm	4:19 pm	4:23 pm	4:27 pm	<b>4:30 pm</b>	4:35 pm	4:37 pm	4:40 pm	4:43 pm	<b>4:50 pm</b>	
5:00 pm	5:04 pm	5:08 pm	5:12 pm	<b>5:15 pm</b>	5:20 pm	5:22 pm	5:25 pm	5:28 pm	<b>5:35 pm</b>	
5:45 pm	5:49 pm	5:53 pm	5:57 pm	<b>6:00 pm</b>	6:05 pm	6:07 pm	6:10 pm	6:13 pm	<b>6:20 pm</b>	
6:30 pm	6:34 pm	6:38 pm	6:42 pm	<b>6:45 pm</b>	6:50 pm	6:52 pm	6:55 pm	6:58 pm	<b>7:05 pm</b>	

SATURDAY										
8:00 am	8:04 am	8:08 am	8:12 am	<b>8:15 am</b>	8:20 am	8:22 am	8:25 am	8:28 am	<b>8:35 am</b>	
9:30 am	9:34 am	9:38 am	9:42 am	<b>9:45 am</b>	9:50 am	9:52 am	9:55 am	9:58 am	<b>10:05 am</b>	
11:00 am	11:04 am	11:08 am	11:12 am	<b>11:15 am</b>	11:20 am	11:22 am	11:25 am	11:28 am	<b>11:35 am</b>	
12:30 pm	12:34 pm	12:38 pm	12:42 pm	<b>12:45 pm</b>	12:50 pm	12:52 pm	12:55 pm	12:58 pm	<b>1:05 pm</b>	
2:00 pm	2:04 pm	2:08 pm	2:12 pm	<b>2:15 pm</b>	2:20 pm	2:22 pm	2:25 pm	2:28 pm	<b>2:35 pm</b>	
3:30 pm	3:34 pm	3:38 pm	3:42 pm	<b>3:45 pm</b>	3:50 pm	3:52 pm	3:55 pm	3:58 pm	<b>4:05 pm</b>	
5:00 pm	5:04 pm	5:08 pm	5:12 pm	<b>5:15 pm</b>	5:20 pm	5:22 pm	5:25 pm	5:28 pm	<b>5:35 pm</b>	
6:30 pm	6:34 pm	6:38 pm	6:42 pm	<b>6:45 pm</b>	6:50 pm	6:52 pm	6:55 pm	6:58 pm	<b>7:05 pm</b>	

SUNDAY/PUBLIC HOLIDAY										
8:00 am	8:04 am	8:08 am	8:12 am	<b>8:15 am</b>	8:20 am	8:22 am	8:25 am	8:28 am	<b>8:35 am</b>	
10:00 am	10:04 am	10:08 am	10:12 am	<b>10:15 am</b>	10:20 am	10:22 am	10:25 am	10:28 am	<b>10:35 am</b>	
12:00 pm	12:04 pm	12:08 pm	12:12 pm	<b>12:15 pm</b>	12:20 pm	12:22 pm	12:25 pm	12:28 pm	<b>12:35 pm</b>	
2:00 pm	2:04 pm	2:08 pm	2:12 pm	<b>2:15 pm</b>	2:20 pm	2:22 pm	2:25 pm	2:28 pm	<b>2:35 pm</b>	
4:00 pm	4:04 pm	4:08 pm	4:12 pm	<b>4:15 pm</b>	4:20 pm	4:22 pm	4:25 pm	4:28 pm	<b>4:35 pm</b>	
6:00 pm	6:04 pm	6:08 pm	6:12 pm	<b>6:15 pm</b>	6:20 pm	6:22 pm	6:25 pm	6:28 pm	<b>6:35 pm</b>	

MST, Princess, Grey, Rangitikei, Featherston, Wood, Tremaine, Gillespies, Benmore, **Outer Terminal (OT)**, Bennett, JFK, Fairs, Rennie, Holdsworth, Aspiring, JFK, Langley, Fairs, Milson, Ruahine, Broadway, Princess, MST

Times in **BOLD** are scheduled, all other times are approximate. For public holiday services see page 3

# 106 Milson via Ruahine St



WEEKDAYS										
6:50 am	6:54 am	6:56 am	6:59 am	7:02 am	<b>7:05 am</b>	7:09 am	7:13 am	7:17 am	<b>7:25 am</b>	
7:35 am	7:39 am	7:41 am	7:44 am	7:47 am	<b>7:50 am</b>	7:54 am	7:58 am	8:02 am	<b>8:10 am</b>	
8:20 am	8:24 am	8:26 am	8:29 am	8:32 am	<b>8:35 am</b>	8:39 am	8:43 am	8:47 am	<b>8:55 am</b>	
9:05 am	9:09 am	9:11 am	9:14 am	9:17 am	<b>9:20 am</b>	9:24 am	9:28 am	9:32 am	<b>9:40 am</b>	
10:15 am	10:19 am	10:21 am	10:24 am	10:27 am	<b>10:30 am</b>	10:34 am	10:38 am	10:42 am	<b>10:50 am</b>	
11:45 am	11:49 am	11:51 am	11:54 am	11:57 am	<b>12:00 pm</b>	12:04 pm	12:08 pm	12:12 pm	<b>12:20 pm</b>	
1:15 pm	1:19 pm	1:21 pm	1:24 pm	1:27 pm	<b>1:30 pm</b>	1:34 pm	1:38 pm	1:42 pm	<b>1:50 pm</b>	
2:45 pm	2:49 pm	2:51 pm	2:54 pm	2:57 pm	<b>3:00 pm</b>	3:04 pm	3:08 pm	3:12 pm	<b>3:20 pm</b>	
3:30 pm	3:34 pm	3:36 pm	3:39 pm	3:42 pm	<b>3:45 pm</b>	3:49 pm	3:53 pm	3:57 pm	<b>4:05 pm</b>	
4:35 pm	4:39 pm	4:41 pm	4:44 pm	4:47 pm	<b>4:50 pm</b>	4:54 pm	4:58 pm	5:02 pm	<b>5:10 pm</b>	
5:20 pm	5:24 pm	5:26 pm	5:29 pm	5:32 pm	<b>5:35 pm</b>	5:39 pm	5:43 pm	5:47 pm	<b>5:55 pm</b>	
6:05 pm	6:09 pm	6:11 pm	6:14 pm	6:17 pm	<b>6:20 pm</b>	6:24 pm	6:28 pm	6:32 pm	<b>6:40 pm</b>	
6:50 pm	6:54 pm	6:56 pm	6:59 pm	7:02 pm	<b>7:05 pm</b>	7:09 pm	7:13 pm	7:17 pm	<b>7:25 pm</b>	

SATURDAY										
8:45 am	8:49 am	8:51 am	8:54 am	8:57 am	<b>9:00 am</b>	9:04 am	9:08 am	9:12 am	<b>9:20 am</b>	
10:15 am	10:19 am	10:21 am	10:24 am	10:27 am	<b>10:30 am</b>	10:34 am	10:38 am	10:42 am	<b>10:50 am</b>	
11:45 am	11:49 am	11:51 am	11:54 am	11:57 am	<b>12:00 pm</b>	12:04 pm	12:08 pm	12:12 pm	<b>12:20 pm</b>	
1:15 pm	1:19 pm	1:21 pm	1:24 pm	1:27 pm	<b>1:30 pm</b>	1:34 pm	1:38 pm	1:42 pm	<b>1:50 pm</b>	
2:45 pm	2:49 pm	2:51 pm	2:54 pm	2:57 pm	<b>3:00 pm</b>	3:04 pm	3:08 pm	3:12 pm	<b>3:20 pm</b>	
4:15 pm	4:19 pm	4:21 pm	4:24 pm	4:27 pm	<b>4:30 pm</b>	4:34 pm	4:38 pm	4:42 pm	<b>4:50 pm</b>	
5:45 pm	5:49 pm	5:51 pm	5:54 pm	5:57 pm	<b>6:00 pm</b>	6:04 pm	6:08 pm	6:12 pm	<b>6:20 pm</b>	

SUNDAY/PUBLIC HOLIDAY										
9:00 am	9:04 am	9:06 am	9:09 am	9:12 am	<b>9:15 am</b>	9:19 am	9:23 am	9:27 am	<b>9:35 am</b>	
11:00 am	11:04 am	11:06 am	11:09 am	11:12 am	<b>11:15 am</b>	11:19 am	11:23 am	11:27 am	<b>11:35 am</b>	
1:00 pm	1:04 pm	1:06 pm	1:09 pm	1:12 pm	<b>1:15 pm</b>	1:19 pm	1:23 pm	1:27 pm	<b>1:35 pm</b>	
3:00 pm	3:04 pm	3:06 pm	3:09 pm	3:12 pm	<b>3:15 pm</b>	3:19 pm	3:23 pm	3:27 pm	<b>3:35 pm</b>	
5:00 pm	5:04 pm	5:06 pm	5:09 pm	5:12 pm	<b>5:15 pm</b>	5:19 pm	5:23 pm	5:27 pm	<b>5:35 pm</b>	

MST, Princess, Broadway, Ruahine, Milson, Fairs, Langley, JFK, Aspiring, Holdsworth, Rennie, Fairs, JFK, Bennett, **Outer Terminal (OT)**, Benmore, Gillespies, Tremaine, Wood, Featherston, Rangitikei, Square, MST

Times in **BOLD** are scheduled, all other times are approximate. For public holiday services see page 3

# 107 Kelvin Grove via Tremaine Ave



WEEKDAYS										
6:30 am	6:34 am	6:38 am	6:42 am	<b>6:45 am</b>	6:48 am	6:51 am	6:55 am	<b>7:05 am</b>		
7:15 am	7:19 am	7:23 am	7:27 am	<b>7:30 am</b>	7:33 am	7:36 am	7:40 am	<b>7:50 am</b>		
8:00 am	8:04 am	8:08 am	8:12 am	<b>8:15 am</b>	8:18 am	8:21 am	8:25 am	<b>8:35 am</b>		
8:45 am	8:49 am	8:53 am	8:57 am	<b>9:00 am</b>	9:03 am	9:06 am	9:10 am	<b>9:20 am</b>		
9:30 am	9:34 am	9:38 am	9:42 am	<b>9:45 am</b>	9:48 am	9:51 am	9:55 am	<b>10:05 am</b>		
11:00 am	11:04 am	11:08 am	11:12 am	<b>11:15 am</b>	11:18 am	11:21 am	11:25 am	<b>11:35 am</b>		
12:30 pm	12:34 pm	12:38 pm	12:42 pm	<b>12:45 pm</b>	12:48 pm	12:51 pm	12:55 pm	<b>1:05 pm</b>		
2:00 pm	2:04 pm	2:08 pm	2:12 pm	<b>2:15 pm</b>	2:18 pm	2:21 pm	2:25 pm	<b>2:35 pm</b>		
3:05 pm	3:09 pm	3:13 pm	3:17 pm	<b>3:20 pm</b>	3:23 pm	3:26 pm	3:30 pm	<b>3:40 pm</b>		
3:50 pm	3:54 pm	3:58 pm	4:02 pm	<b>4:05 pm</b>	4:08 pm	4:11 pm	4:15 pm	<b>4:25 pm</b>		
4:15 pm	4:19 pm	4:23 pm	4:27 pm	<b>4:30 pm</b>	4:33 pm	4:36 pm	4:40 pm	<b>4:50 pm</b>		
5:00 pm	5:04 pm	5:08 pm	5:12 pm	<b>5:15 pm</b>	5:18 pm	5:21 pm	5:25 pm	<b>5:35 pm</b>		
5:45 pm	5:49 pm	5:53 pm	5:57 pm	<b>6:00 pm</b>	6:03 pm	6:06 pm	6:10 pm	<b>6:20 pm</b>		
6:30 pm	6:34 pm	6:38 pm	6:42 pm	<b>6:45 pm</b>	6:48 pm	6:51 pm	6:55 pm	<b>7:05 pm</b>		

SATURDAY										
8:00 am	8:04 am	8:08 am	8:12 am	<b>8:15 am</b>	8:18 am	8:21 am	8:25 am	<b>8:35 am</b>		
9:30 am	9:34 am	9:38 am	9:42 am	<b>9:45 am</b>	9:48 am	9:51 am	9:55 am	<b>10:05 am</b>		
11:00 am	11:04 am	11:08 am	11:12 am	<b>11:15 am</b>	11:18 am	11:21 am	11:25 am	<b>11:35 am</b>		
12:30 pm	12:34 pm	12:38 pm	12:42 pm	<b>12:45 pm</b>	12:48 pm	12:51 pm	12:55 pm	<b>1:05 pm</b>		
2:00 pm	2:04 pm	2:08 pm	2:12 pm	<b>2:15 pm</b>	2:18 pm	2:21 pm	2:25 pm	<b>2:35 pm</b>		
3:30 pm	3:34 pm	3:38 pm	3:42 pm	<b>3:45 pm</b>	3:48 pm	3:51 pm	3:55 pm	<b>4:05 pm</b>		
5:00 pm	5:04 pm	5:08 pm	5:12 pm	<b>5:15 pm</b>	5:18 pm	5:21 pm	5:25 pm	<b>5:35 pm</b>		
6:30 pm	6:34 pm	6:38 pm	6:42 pm	<b>6:45 pm</b>	6:48 pm	6:51 pm	6:55 pm	<b>7:05 pm</b>		

SUNDAY/PUBLIC HOLIDAY										
8:00 am	8:04 am	8:08 am	8:12 am	<b>8:15 am</b>	8:18 am	8:21 am	8:25 am	<b>8:35 am</b>		
10:00 am	10:04 am	10:08 am	10:12 am	<b>10:15 am</b>	10:18 am	10:21 am	10:25 am	<b>10:35 am</b>		
12:00 pm	12:04 pm	12:08 pm	12:12 pm	<b>12:15 pm</b>	12:18 pm	12:21 pm	12:25 pm	<b>12:35 pm</b>		
2:00 pm	2:04 pm	2:08 pm	2:12 pm	<b>2:15 pm</b>	2:18 pm	2:21 pm	2:25 pm	<b>2:35 pm</b>		
4:00 pm	4:04 pm	4:08 pm	4:12 pm	<b>4:15 pm</b>	4:18 pm	4:21 pm	4:25 pm	<b>4:35 pm</b>		
6:00 pm	6:04 pm	6:08 pm	6:12 pm	<b>6:15 pm</b>	6:18 pm	6:21 pm	6:25 pm	<b>6:35 pm</b>		

MST, Princess, Grey, Rangitikei, Tremaine, Kelvin Grove, McLeavey, Roberts, Peter Hall, Hillcrest, Rhodes, **Outer Terminal (OT)**, Rhodes, Kaimanawa, Tremaine, Vogel, Featherston, Rangitikei, Square, MST

Times in **BOLD** are scheduled, all other times are approximate. For public holiday services see page 3

# 108 Roslyn via Featherston St



WEEKDAYS										
6:50 am	6:54 am	6:57 am	7:01 am	<b>7:05 am</b>	7:09 am	7:11 am	7:16 am	<b>7:25 am</b>		
7:35 am	7:39 am	7:42 am	7:46 am	<b>7:50 am</b>	7:54 am	7:56 am	8:01 am	<b>8:10 am</b>		
8:20 am	8:24 am	8:27 am	8:31 am	<b>8:35 am</b>	8:39 am	8:41 am	8:46 am	<b>8:55 am</b>		
9:05 am	9:09 am	9:12 am	9:16 am	<b>9:20 am</b>	9:24 am	9:26 am	9:31 am	<b>9:40 am</b>		
10:15 am	10:19 am	10:22 am	10:26 am	<b>10:30 am</b>	10:34 am	10:36 am	10:41 am	<b>10:50 am</b>		
11:45 am	11:49 am	11:52 am	11:56 am	<b>12:00 pm</b>	12:04 pm	12:06 pm	12:11 pm	<b>12:20 pm</b>		
1:15 pm	1:19 pm	1:22 pm	1:26 pm	<b>1:30 pm</b>	1:34 pm	1:36 pm	1:41 pm	<b>1:50 pm</b>		
2:45 pm	2:49 pm	2:52 pm	2:56 pm	<b>3:00 pm</b>	3:04 pm	3:06 pm	3:11 pm	<b>3:20 pm</b>		
3:30 pm	3:34 pm	3:37 pm	3:41 pm	<b>3:45 pm</b>	3:49 pm	3:51 pm	3:56 pm	<b>4:05 pm</b>		
4:35 pm	4:39 pm	4:42 pm	4:46 pm	<b>4:50 pm</b>	4:54 pm	4:56 pm	5:01 pm	<b>5:10 pm</b>		
5:20 pm	5:24 pm	5:27 pm	5:31 pm	<b>5:35 pm</b>	5:39 pm	5:41 pm	5:46 pm	<b>5:55 pm</b>		
6:05 pm	6:09 pm	6:12 pm	6:16 pm	<b>6:20 pm</b>	6:24 pm	6:26 pm	6:31 pm	<b>6:40 pm</b>		
6:50 pm	6:54 pm									

Sunday services are two-hourly or hourly combined. The route 113 service comprises a single loop outward via Ruapehu Dr and return via Summerhill Dr, at a Monday to Friday off-peak 45-minute frequency. The 113 does not operate on Saturdays or Sundays. On weekends, the Summerhill service is combined with the Massey University service as 158 Summerhill/Massey and 159 Massey/Summerhill. Saturday services on 158/159 are every ninety minutes or forty-five minutes combined; Sunday services are two-hourly or hourly combined.

The excellent twenty-page colour timetable is available [HERE](#)

### Further Afield

A fifteen-minute bus journey south of MST is Massey University across the Manawatu River. [Massey University](#) and adjacent [International Pacific University](#) are served by bus routes 150 to 160 inclusive. During semesters, services from MST operate at least every twenty minutes. At non-semester periods, services from MST operate at least every

thirty minutes. Weekend services are combined with the Summerhill route as described already. An excellent sixteen-page colour timetable is available [HERE](#).

Horizons Regional Council also manages [Whanganui](#) urban bus services routes 201 to 209 and the Whanganui to Palmerston North bus service route 225. 201/2, 203/4, 205/6 and 207/8 operate as coloured clockwise and counter-clockwise loops like the Palmerston North routes. 220 to 224 inclusive are Whanganui school services. An excellent twenty-four-page colour timetable is available [HERE](#).

Horizons Regional Council provides bus services from Palmerston North to Feilding, Ashhurst, Marton, Taihape and Levin and from Levin to Waikanae (connecting with Wellington trains) and Levin to Foxton.

Palmerston North and Whanganui use the electronic Bee Card for fare payment. The Bee Card is now in use in Whangarei, Hamilton, Bay of Plenty (Tauranga/Rotorua),

Hawkes Bay (Napier/Hastings), New Plymouth, Nelson, Dunedin, and Invercargill.

### No More Loops

Recently, Horizons Regional Council has [invited feedback](#) on proposals for a new network to commence at the conclusion of present contracts in November 2023. Two options are presented, both eliminating loop services, replacing them with point-to-point routes crossing the city through MST, such as an Awapuni to Kelvin Grove service. Option one has more routes with thirty-minute frequencies throughout the day. Option two has fewer routes with a fifteen-minute service at peak times.

*Editor's note : the Palmy feedback site says "We know our current bus routes can be confusing, services are infrequent, and journey times are long and inconsistent."*

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

Return to [Contents Page](#)



**Better buses for Palmy**  
**He pahi pai mō Te Papaioea**

Help us create better routes, better frequency to provide a bus network that is simple, connected, frequent and fast.

# Sydney bus route T437

**RICHARD C PECK**

**W**HEN THERE WAS A PROBLEM providing services from [Leichhardt Depot](#), five temporary routes were organized by “Bus Replacement” which ran from 12 to 15 August 2021.

Timetables and route maps were shown on the Transport for NSW website however the creator of these got the route for T437 wrong! Realising that this was a mistake, I checked out the route on Sunday 15

August. I saw a chartered bus on the correct 437 route followed by 3820 doing a full 437. I also saw a temporary bus and a 438X shadowing each other on the way to Abbotsford.

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

Return to [Contents Page](#)



Valid from: 12 July 2021

Creation date: 03 Sept 2021

NOTE: Information is correct on date of download.

Monday to Friday	♻	♻	♻	♻	♻	♻	♻	♻	♻
QVB, Sydney	06:38	07:08	07:28	07:50	08:10	08:30	08:50	09:08	09:23
Norton St near William St, Leichhardt	06:50	07:20	07:40	08:05	08:25	08:45	09:05	09:23	09:38
Leichhardt Market Place, Marion St, Leichhardt	06:53	07:23	07:44	08:09	08:29	08:49	09:09	09:27	09:42
Ramsay St before Dalhousie St, Haberfield	06:56	07:26	07:48	08:13	08:33	08:53	09:13	09:31	09:46
Rodd Point Shops, Arthur St, Rodd Point	07:01	07:31	07:55	08:20	08:40	09:00	09:20	09:37	09:52
Barnstaple Rd at Ingham Ave, Five Dock	07:03	07:33	07:57	08:22	08:42	09:02	09:22	09:39	09:54
First Ave at Ramsay Rd, Five Dock	07:06	07:36	08:00	08:26	08:46	09:05	09:25	09:42	09:57



Valid: 12 Aug 2021 - 15 Aug 2021

Creation date: 13 Aug 2021

NOTE: Information is correct on date of download.

Monday to Sunday	♻	♻	♻	♻	♻	♻	♻	♻	♻
Leichhardt Public School, Norton St, Leichhardt	05:01	05:31	06:01	06:31	07:01	07:31	08:01	08:31	09:01
Marion St at Elswick St, Leichhardt	05:02	05:32	06:02	06:32	07:02	07:32	08:02	08:32	09:02
Ramsay St before Dalhousie St, Haberfield	05:05	05:35	06:05	06:35	07:05	07:35	08:05	08:35	09:05
Five Dock Shops, Great North Rd, Five Dock	05:11	05:41	06:11	06:41	07:11	07:41	08:11	08:41	09:11
Leichhardt Public School, Norton St, Leichhardt	09:31	10:01	10:31	11:01	11:31	12:01	12:31	13:01	13:31
Marion St at Elswick St, Leichhardt	09:32	10:02	10:32	11:02	11:32	12:02	12:32	13:02	13:32
Ramsay St before Dalhousie St, Haberfield	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35
Five Dock Shops, Great North Rd, Five Dock	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41
Leichhardt Public School, Norton St, Leichhardt	14:01	14:31	15:01	15:31	16:01	16:31	17:01	17:31	18:01
Marion St at Elswick St, Leichhardt	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02
Ramsay St before Dalhousie St, Haberfield	14:05	14:35	15:05	15:35	16:05	16:35	17:05	17:35	18:05
Five Dock Shops, Great North Rd, Five Dock	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:11
Leichhardt Public School, Norton St, Leichhardt	18:31	19:01	19:31	20:01	20:31	21:01	21:31	22:01	22:31
Marion St at Elswick St, Leichhardt	18:32	19:02	19:32	20:02	20:32	21:02	21:32	22:02	22:32
Ramsay St before Dalhousie St, Haberfield	18:35	19:05	19:35	20:05	20:35	21:05	21:35	22:05	22:35
Five Dock Shops, Great North Rd, Five Dock	18:41	19:11	19:41	20:11	20:41	21:11	21:41	22:11	22:41
Leichhardt Public School, Norton St, Leichhardt	23:01	23:31	00:01						
Marion St at Elswick St, Leichhardt	23:02	23:32	00:02						
Ramsay St before Dalhousie St, Haberfield	23:05	23:35	00:05						
Five Dock Shops, Great North Rd, Five Dock	23:11	23:41	00:11						

# Sydney government school special buses go the full turn

RICHARD C PECK

**R**ECENT CHANGES TO STA school specials on the northern beaches to curb dead running are much like the changes on Victoria Rd where the 507, 515 and 518 no longer run into the city. If you can integrate school and public buses to accommodate the needs of both with one bus, why not?

Sydney's first government school specials began in the early 1930s when government and private buses were numbered in the same series. One of the first was Watson's Bay to Sydney High Schools. From 1940, when government routes were renumbered with 3 figures, school specials generally used the same number as the public bus. Timetables often forbade school children on normal services

when there was a nearby school bus timetabled.

In the early 1950s, some routes from Manly that did not traverse regular routes were numbered in the 500s and, with the replacement of trams by buses from 1957-1961, school buses were now grouped in their own series - east 600s, north 700s, etc. The Willoughby Depot area changed from 600 to 700. Routes which did not follow an established public route were given their own numbers. The 659 followed the 359 but the 673 (which converted to a 359 at Bondi Junction in the afternoon) was separate.

By the 2000s (particularly after the acquisition by the STA of North & Western routes with their labyrinth of

school buses), school specials were numbered 500s-700s in each of the 4 areas with "n" "w" "e" or "s" suffixes. This also allowed them to be integrated onto the new Trip Planners being devised.

Recently, Transport Info has announced the renumbering of private country school specials in some areas into a unified state-wide system - again to aid tracking. Non-STA school specials had used 4 figure numbers for many years.

It should be noted that Newcastle, having used its own series 700-800s for many years, is also now integrating new school routes into its



own series, such as 75.

Tracing individual STA school routes over the years can be done by consulting early working timetables (both in the Sydney Bus Museum archives and in State Records at

Kingswood) and from downloads of routes which have regularly appeared on the TfNSW website since about 2010.

Old and unusual buses usually ended their working lives on school special

runs; Bendies are now regularly used on school runs—pictures below.

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

Return to [Contents Page](#)



# If you were going to “Rozelle” why would you get a bus to “Leichhardt”?

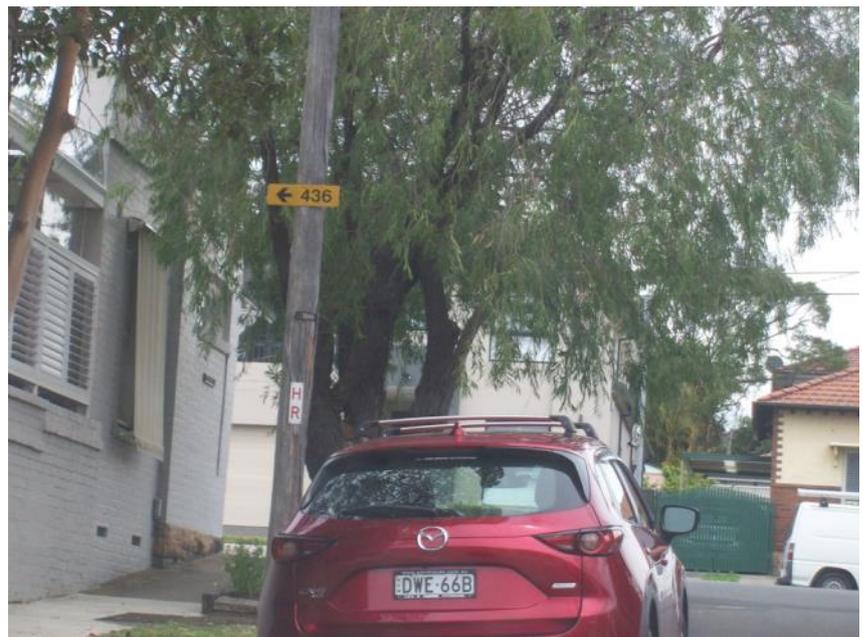
**RICHARD C PECK**

**T**HE ORIGINAL TRAM ROUTE on part of the “red lines” terminated at Abbotsford, with short workings to “Leichhardt”, by which was meant Leichhardt Town Hall. It ran along Parramatta Rd. To get to Rozelle by this route, you had to change to the cross-city Hurlstone Park-Balmain tram. The first tram replacement services were introduced on 15.8.54 as 453/454 and gradually replaced the tram as it was truncated. It was renumbered 438 on 23.11.58. (In early 1964 “Opera House” replaced “Fort Macquarie” and with many variations this remained the inner terminus till August 2003. With changes to the city routes from 4.10.15, its inner terminus became “Martin Place”. It was renumbered 438X and 438N on 25.10.20.)

The 440 “Circular Quay” to “Leichhardt” commenced the same day as the 438 but operated to Rozelle. This was not officially altered on the destinations until 5.10.86 ... on the theory that passengers were used to going to Leichhardt along Parramatta Rd but Rozelle along Victoria Rd. From 17.11.97, the outer terminus was altered to Wellington St via Terry St for lay-overs (timetabled), but many buses starting their journey and coming from Leichhardt Depot commence at Darling St. (The 440 “Opera House” followed a similar pattern to 438). However the 440 was extended to Bronte over the old route 378 from 4.10.15 and then Bondi Junction from 26.11.17, and still operates as such. From 26.10.20 some trips of the ceasing M10 were renumbered 440 operating to “Railway Square” only.

A 435 Circular Quay or Millers Point to Leichhardt (Town Hall) peak hour route also commenced 24.11.58 and was renumbered into 439 from 25.5.81. It was re-introduced from 17.11.97 as the main number for (Sydney) “University” trips. These trips were renumbered into 440 from 21.3.10.

A short working 436 Circular Quay to Haberfield in peaks commenced 24.11.58. After 6.2.87, 430 (University) and 495 (York St-Rodd Pt) were combined as 436. (From 23.3.93, the University trips were extended to Johnston St, Annandale -



though still showing “University”. These were the trips that were renumbered 435 in 1997 and 440 in 2010 mentioned above). From 7.10.90, every second off-peak trip of 436 was extended to Chiswick, partially replacing 491, 503 & 505, including Sundays from 21.6.92. However, from 16.10.97, the Sunday service, and half of the daily 436, were re-numbered 437 and diverted to “Five Dock”. More Chiswick services were curtailed to Rodd Point from 21.3.10. On 4.10.15 the inner terminus became Barlow St and, from 2.12.18, Chiswick trips were peak only when the outer terminus was altered to

Parkview Rd (but still showed “Chiswick”). It ceased from 24.10.20 though there are some stops still existing (Lyons & Hampden Rds. showing “436”).

From 23.11.58, peak hour short workings of the 453 to “Five Dock” were re-numbered 437. The route was extended on 2.2.77 via Canada Bay to Burwood Depot and later Burwood Station. It ceased ??? [sic].

437 was revived from 17.11.97—being 436 trips diverted to Five Dock (see above). These ceased 21.3.10, when replaced by combinations of 439/406/436/490.



A temporary charter 437 commenced from 1.2.17 for 5 months during the re-construction of Chiswick Wharf till 30.7.17 but revived from 30.7.17-4.6.18 while Abbotsford Wharf was upgraded.

A new full time innovative service of 437, "Five Dock"-Queen Victoria Building via the City West Link commenced 25.10.20 (part replacing the local 447 and L37). Because of Covid-19 affecting Leichhardt Depot, a temporary chartered "T437" ran from 12-15.8.21 from Five Dock shops to Leichhardt Town Hall via

Rodd Pt (though the Transport for NSW website showed this as running via Ramsay St!) [see article on page 14].

But we are not finished yet! 439 commenced on 23.11.58 for trips to Leichhardt Depot. These were re-numbered into 440 from 7.2.87. A 438 "Express" from the Opera House to Abbotsford via Dobroyd Pt was introduced from 1.11.65, later diverted to Parramatta Rd, with PM trips from 26.10.81 diverted via Haberfield Shops and running "Special" from Five Dock. From 26.10.87 outward express trips were diverted from Pyrmont to the F4 Freeway and were re-numbered 439 from 1989, and X40 from 7.10.90. Inbound trips later only ran to Wynyard. After various changes of route, this became L38 from 17.11.97, being curtailed to Martin Place from 4.10.15. Because of roadworks, from 21.1.17-28.5.17, it was replaced by a hired minibus (Five Dock shops-Haberfield Shops). L38 ceased 24.10.20.

An L39 (Harrington St, city-Haberfield via Victoria Rd) started 17.11.97, with a new L40 replacing X40. It was renumbered L37 on 21.3.10 and the route altered to Kent St "Town Hall" inwards and from Park St outwards from 4.10.15. It was replaced by the current 437 from 26.10.20.

An X437 Circular Quay (pm)/Wynyard (am) – Mortlake via Leichhardt Town Hall, Haberfield, Five Dock, Canada Bay and Central Concord started on 7.10.90, replacing former all-stops services. Some trips

extended to Burwood Depot. "437" was displayed on some occasional trips from the City to Lyons Rd, Five Dock before being re-numbered 438 from 7.10.90. There were diversions of the route in 1991 and 1995, before being replaced by L03 on 1.11.96.

The 439 was revived for a new service from Mortlake -City via Five Dock and Haberfield from 21.3.10 (with new L40 replacing X40). Both were curtailed to Martin Place from 4.10.15, replaced by the minibus in 2017 and ceased from 26.10.20.

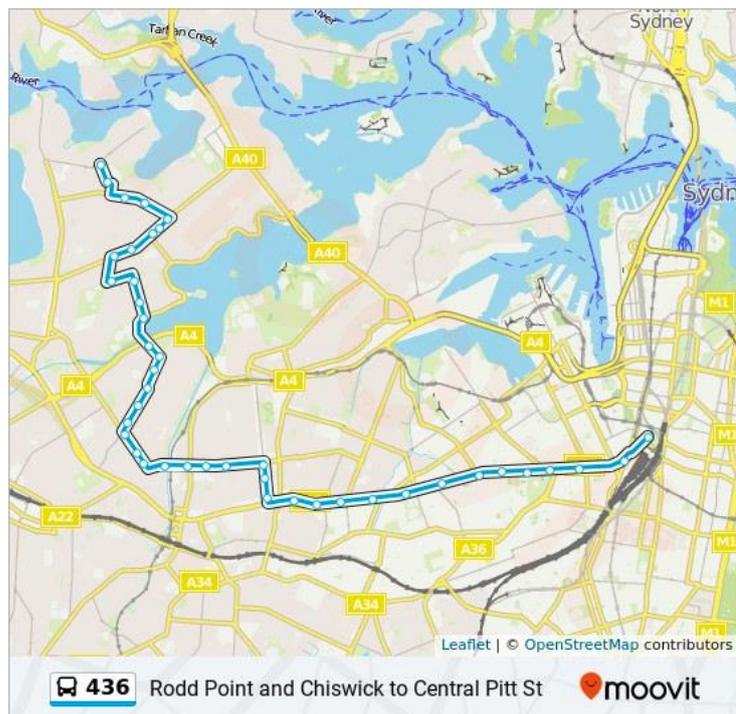
From 5.9.90 an inwards Rozelle-Circular Quay via Leichhardt am service was introduced via Parramatta Rd, with pm trips via Victoria Rd to Rozelle then Leichhardt Town Hall from 14.1.91 operating via Marino Bvd. It was replaced by L39 & L40 on 17.11.97.

L40 was a Circular Quay-Rozelle via Parramatta Rd route, introduced on 17.11.97 and with L39 replacing X40. Inner terminus became Harrington St 14.2.99 and it was Prepay Only from 28.7.08. Trips were converted to 440 from 21.3.10.

When the 436 [see below] was extended to Chiswick, two special "436 only" stops were placed on either side of Lyons Rd near the corner of Hampden Rd (and are still there!). All of the other photos (taken 18.9.21) show infrastructure still in place.

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

Return to [Contents Page](#)



# SCHOOL QUIZ (see page 3)

**Exercise 7.**

**Money.**

Miles.	Station.	Times.	Single.		Ordinary Return.	
			1st.	2nd.	1st.	2nd.
0	Spencer-street	8.22	..	..	..	..
45	Geelong ..	9.17	7s. 2d.	5s. 9d.	9s. 7d.	7s. 8d.
95½	Colac ..	10.58	15s. 9d.	12s. 7d.	20s. 11d.	16s. 9d.
123½	Camperdown ..	11.51	20s. 4d.	16s. 3d.	27s. 1d.	21s. 8d.
137½	Terang ..	12.23	22s. 9d.	18s. 2d.	30s. 4d.	24s. 3d.
166	Warrnambool	1.20	27s. 5d.	21s. 11d.	36s. 7d.	29s. 3d.
175½	Koroit ..	2.0	29s. 2d.	23s. 4d.	38s. 10d.	31s. 1d.
186½	Port Fairy ..	2.35	30s. 11d.	24s. 9d.	41s. 3d.	33s. 0d.

Children—Half adult fare.

Here is a portion of the time-table for the 8.22 a.m. Melbourne-Geelong-Warrnambool-Port Fairy train. From it find:—

1. The difference between 1st and 2nd class single fares from Melbourne to Geelong.
2. The difference between 1st and 2nd ordinary return fares from Melbourne to Camperdown.
3. The cost of three 2nd return tickets from Melbourne to Colac.
4. The cost of five 1st returns from Melbourne to Warrnambool.
5. The cost of seven 2nd singles from Melbourne to Port Fairy.
6. A man travelled from Melbourne to Port Fairy and back. He bought 1st class single tickets each way. How much more did this cost him than if he had bought a 1st return?

7. A family of two adults and one child, aged 10, bought 2nd class return tickets from Melbourne to Port Fairy. What was the total cost of their tickets?
8. Mr. and Mrs. Thompson and their two children went from Melbourne to Warrnambool for a holiday. They bought 1st class return tickets. What was the total cost of their tickets?

**Exercise 8.**

**Time and Distance.**

Using the time-table of the previous exercise, answer or complete the following:—

1. How far is it by rail from Geelong to Colac?
2. It is ..... miles by rail from Terang to Port Fairy.
3. (a) Express the distance by rail between Koroit and Port Fairy in miles. (b) How many furlongs is this?
4. How long does it take the train to travel from Camperdown to Terang?
5. It takes ..... h. .... min. to travel by train from Melbourne to Port Fairy.
6. How many minutes short of an hour does it take to do the journey from Terang to Warrnambool?
7. Express as a fraction of an hour the time taken to travel by rail from Warrnambool to Koroit.
8. If you travel 1st single from Melbourne to Geelong, the cost per mile of travel is ..... pence (to the nearest penny).

## ANSWERS TO TANYA'S QUIZ #5

(No Entries were received for Quiz #5)

1. 5 [Aside: The 3 Saturday lunchtime departures a few minutes apart (Lota, Beenleigh and Corinda) in early 1970s on the day that I travelled departed from platforms 1, 3 and 5. Well, it is Queensland.]
2. Grange (Henley Beach until 1957).
3. The locals strenuously objected to their suburban having the same name as the adjacent cemetery. The mayors were Lidbury and Larcombe, so Lidbury + Larcombe = Lidcombe (so much better than Larbury for a station next to a cemetery!).
4. Silverton Tramway Company – the line was the Tarrawingee Tramway north from Broken Hill (and it's very worthwhile exploring this railway as there's a lot to see despite its closure in 1931 following a period of restricted use).
5. Zamia: \* WAGR at 20 mi 11 ch (32.4 km) from Perth on the original line ascending the Darling Escarpment, between Mahogany Creek and Mundaring (line closed 1954). \* QR just north of Springsure in the section beyond Waubra Junction which was closed 2013
6. Raptors are birds of prey so you would stable your raptor at a Hawkstowe (Mernda line in suburban Melbourne). This stabling facility would be located beside a Hawksburn (Caulfield line) which would be found in a Hawkesdale (on the former Koroit to Hamilton line in south west Victoria).

for  
**TRAVEL**  
by



VICTORIAN RAILWAYS  
**COUNTRY LINES SERVICES**

**NOTE.**

ALL COUNTRY SUNDAY TRAINS SHOWN IN THIS FOLDER, WITH THE EXCEPTION OF THE INTERSTATE EXPRESSES, ARE CANCELLED UNTIL FURTHER NOTICE.

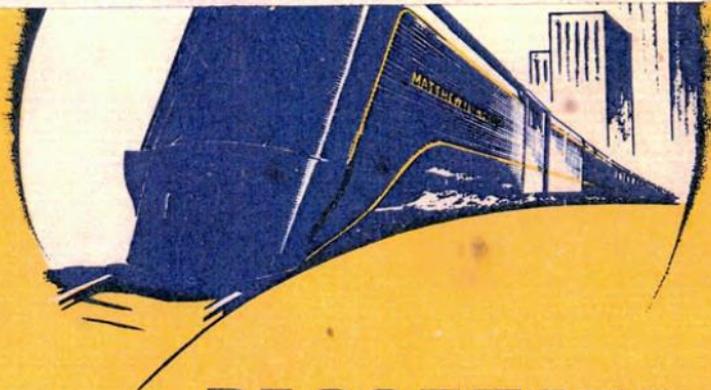
1555/41.



**CONSULT**  
THE VICTORIAN GOVERNMENT  
**TOURIST BUREAU**

272 Collins Street, Melbourne  
Phone:— F. 0404

Branches at 28 Martin Place, Sydney; 131 King William Street, Adelaide; 204 Adelaide Street, Brisbane; 31-32 Plaza Arcade, Perth; 99 Macquarie Street, Hobart; 72 Deakin Avenue, Mildura; 34 Lydiard Street North, Ballarat; Charing Cross, Bendigo; and 6 Malop Street, Geelong.



**PASSENGER  
TIME-TABLES**



Official Issue  
December 15, 1941

Changes in Time-tables are advertised in the Press.

See Suburban Folder for Mornington, Stony Point & Cowes, Red Hill, Healesville, Warburton, Whittlesea, Upper Ferntree Gully & Gembrook Lines.

East Beach, Port Fairy

