



REPUBLIC OF SOUTH AFRICA GOVERNMENT GAZETTE

STAATSKOERANT VAN DIE REPUBLIEK VAN SUID-AFRIKA

PRICE + 1c GST 20c PRYS + 1c AVB

Registered at the Post Office as a Newspaper

ABROAD 30c BUITELANDS

As 'n Nuusblad by die Poskantoor Geregistreer

POST FREE · POSVRY

VOL. 174]

PRETORIA, 21 DECEMBER 1979
DESEMBER

[No. 6791

APPLICATIONS FOR PUBLIC ROAD CARRIER PERMITS

The undermentioned applications for public road carrier permits indicating (1) reference number, (2) name of applicant and nature of application, (3) number and type of vehicles, (4) nature of proposed road transport, and (5) points between and routes over or area within which the proposed conveyance is to be effected, are published in terms of section 14 (1) of the Road Transportation Act, 1977 (No. 74 of 1977).

Written representations, supporting or opposing these applications must be submitted in terms of regulation 4 (2) of the Road Transportation Regulations, 1977, in quadruplicate, to address indicated, within 10 (ten) days from the date of this publication.

AANSOEKE OM OPENBARE PADVERVOERPERMITTE

Die onderstaande aansoeke om openbare padvervoerpermitte, met aanduiding van (1) verwysingsnommer, (2) naam van applikant en aard van aansoek, (3) getal en tipe voertuie, (4) aard van voorgestelde padvervoer, en (5) plekke waartussen en roetes waaroor of gebied waarin die voorgestelde vervoer sal plaasvind, word kragtens die bepaling van artikel 14 (1) van die Wet op Padvervoer, 1977 (No. 74 van 1977), gepubliseer.

Ingevolge regulasie 4 (2) van die Padvervoerregulasies, 1977, moet skriftelike vertoë ter ondersteuning of bestryding van hierdie aansoeke in viervoud binne 10 (tien) dae vanaf die datum van hierdie publikasie aan die aangeduide adres gerig word.

JOHANNESBURG

Address to which representation must be submitted: The Secretary, Local Road Transportation Board, Nedbank East City Buildings, Room 1411, 14th Floor, 120 End Street, Doornfontein, Johannesburg (Private Bag X12, Johannesburg).

ANNEXURE A

Sir,

re: APPLICATION FOR REVISED TARIFFS

This application is for revised tariffs which have been necessitated by the increased fuel price announced by the Honourable Minister of Economic Affairs, which became effective on 8/6/79. This Company is not in a position to carry this additional expense. This increase will add an amount of approximately 4,3 million rand per annum to our fuel bill on the Witwatersrand.

Our fleet of 1 075 vehicles operating in the area is using approximately 27,840,000 litres of fuel per annum at an increased cost of 14,98c per litre, which approximates an annual cost of 4,17 million rand which, together with an estimated increase in the cost of oils and lubricants of approximately 0,13 million rand per annum, results in a total increase of 4,3 million rand per annum.

Should this application be granted by your Board, it would enable us to recover, by 30/6/80, an approximate amount of R2 345 000, provided that we are able to implement the revised tariffs by 7/1/80.

Yours faithfully,

R. W. BUTTON, Financial Controller.

OP1065/A4242—SANDTON. (2) Putco Ltd, Mimosa Park, Mimosa Way, Gallo Manor, Sandton (Private Bag 3, Wendywood); amendment of tariffs.

DIRECTORS

Full name, ethnic group and nationality

- J. P. van Onselen, White, South African.
- A. Carleo, White, South African.
- R. J. Raath, White, South African.
- D. J. Joubert, White, South African.
- D. H. Scholtz, White, South African.
- L. Carleo, White, Italian.

(3) One thousand and seventy-five existing buses as per Annexure E. (4) Black, Asiatic and Coloured persons and

their personal effects. (5) Over/Within existing approved routes/areas and subject to existing restrictions as per Annexure D and subject to existing time-tables as per Annexure C with amendment of tariffs as per Annexure B.

MOTIVATION FOR APPLICATION

We supply the existing transport facilities (as per Annexure D). This application is for amendment of the tariffs charged for the use of these existing transport facilities. See Annexure A for support for this amendment required.

Previous applications refused or not yet been disposed of, as per Annexure F.

ANNEXURE B

PUTCO LTD

A. FARE RATE INCREASES

The following are the rates per passenger per kilometer used as a basis for rationalising the adult cash fares applied for in the route tables attached:

- (i) From R0,0200 ppk to R0,0250 ppk for all routes operating from Boksburg, Springs and Kameelkraal Depots.
- (ii) From R0,0225 ppk to R0,0275 ppk for all routes (excluding station services, Greater Soweto internal services, Coloured services and Reefhomeland services) operating from Wynberg, Putcoton, Edenvale and southern depots.
- (iii) From R0,0250 ppk to R0,0300 ppk for station services, Greater Soweto internal services and Coloured services.
- (iv) From R0,0200 ppk to R0,0250 ppk for Reef homeland services.

B. PASSENGER FARE INCREASES

Key to tables:

Scholars: Valid during school days only.

Old: Existing fares.

New: Proposed fares.

Km: Average distance.

C: Cash fare for child under 12.

A: Adult cash fare.

5: Adult 5-day ticket (Monday-Friday).

6: Adult 6-day ticket (Monday-Saturday).

10: Adult 10-trip ticket (Monday-Sunday).

12: Adult 12-trip ticket (Monday-Sunday).

ALEXANDRA

| | km | C | A | 5 | 6 | |
|----------|-------|------|------|------|------|------------------------------------|
| Old..... | 34,47 | 30 | 60 | — | — | Six Mile Spruit |
| New..... | 34,47 | 35 | 70 | — | — | Six Mile Spruit |
| Old..... | 43,09 | 35 | 70 | — | — | Iscor Training Depot |
| New..... | 43,09 | 40 | 80 | — | — | Iscor Training Depot |
| Old..... | 48,86 | 45 | 85 | — | — | Pretoria |
| New..... | 48,86 | 50 | 1,00 | — | — | Pretoria |
| Old..... | 17,21 | 15 | 30 | — | — | Snake Park Stop 9 |
| New..... | 17,21 | 20 | 35 | — | — | Snake Park Stop 9 |
| Old..... | 22,29 | 20 | 40 | — | — | Grand Central Stop 15 |
| New..... | 22,29 | 25 | 50 | 4,20 | — | Grand Central Stop 15 |
| Old..... | 27,26 | 25 | 50 | — | — | Stop 20 |
| New..... | 27,26 | 30 | 60 | — | — | Stop 20 |
| Old..... | 33,70 | 30 | 60 | — | — | Clubview Stop 25 |
| New..... | 33,70 | 35 | 70 | — | — | Clubview Stop 25 |
| Old..... | 42,74 | 35 | 70 | — | — | Wagon Wheel Iscor |
| New..... | 42,74 | 40 | 80 | — | — | Wagon Wheel Iscor |
| Old..... | 48,62 | 45 | 85 | — | — | Pretoria |
| New..... | 48,62 | 50 | 1,00 | 9,50 | — | Pretoria |
| Old..... | 18,29 | 25 | 45 | 2,20 | 2,70 | Ferndale |
| New..... | 18,29 | 30 | 55 | 2,35 | 2,90 | Ferndale |
| Old..... | 27,12 | 25 | 50 | — | — | Witkoppen |
| New..... | 27,12 | 30 | 60 | — | — | Witkoppen |
| Old..... | 32,20 | 30 | 60 | — | — | Sewefontein |
| New..... | 32,20 | 35 | 70 | — | — | Sewefontein |
| Old..... | 36,99 | 35 | 70 | — | — | Kudu Café |
| New..... | 36,99 | 40 | 80 | — | — | Kudu Café |
| Old..... | 45,68 | 40 | 80 | — | — | Doornrandje |
| New..... | 45,68 | 50 | 1,00 | — | — | Doornrandje |
| Old..... | 56,13 | 60 | 1,20 | — | — | Pelindaba Cross Roads |
| New..... | 56,13 | 70 | 1,50 | — | — | Pelindaba Cross Roads |
| Old..... | 66,49 | 70 | 1,50 | — | — | Schoemansville |
| New..... | 66,49 | 80 | 1,90 | — | — | Schoemansville |
| Old..... | 84,49 | 1,00 | 1,80 | — | — | Brits |
| New..... | 84,49 | 1,00 | 2,20 | — | — | Brits |
| Old..... | 17,80 | 20 | 35 | — | — | Riverside |
| New..... | 17,80 | 25 | 45 | — | — | Riverside |
| Old..... | 20,70 | 20 | 40 | 3,30 | — | Petervale/Rivonia |
| New..... | 20,70 | 25 | 50 | 3,50 | — | Petervale/Rivonia |
| Old..... | 13,64 | 20 | 35 | 1,60 | 2,00 | Craighall Turn-off |
| New..... | 13,64 | 20 | 40 | 1,70 | 2,15 | Craighall Turn-off |
| Old..... | 18,79 | 25 | 45 | 2,20 | 2,70 | Republic Road/Hans Strydom Drive |
| New..... | 18,79 | 30 | 55 | 2,35 | 2,90 | Republic Road/Hans Strydom Drive |
| Old..... | 23,87 | 25 | 50 | 3,40 | — | Blackheath |
| New..... | 23,87 | 30 | 60 | 3,60 | — | Blackheath |
| Old..... | 14,69 | 15 | 30 | — | — | Hurlingham |
| New..... | 14,69 | 20 | 40 | — | — | Hurlingham |
| Old..... | 17,97 | 20 | 40 | — | — | Bryanston Crescent |
| New..... | 17,97 | 25 | 50 | — | — | Bryanston Crescent |
| Old..... | 25,06 | 30 | 55 | — | — | Leeukop Farm Colony |
| New..... | 25,06 | 35 | 65 | — | — | Leeukop Farm Colony |
| Old..... | 7,36 | 15 | 20 | — | — | Stop 4/Wendywood |
| New..... | 7,36 | 15 | 25 | 2,10 | — | Stop 4/Wendywood |
| Old..... | 12,68 | 15 | 25 | — | — | Rivonia |
| New..... | 12,68 | 15 | 30 | — | — | Rivonia |
| Old..... | 16,90 | 20 | 40 | — | — | Vienna Tea Gardens |
| New..... | 16,90 | 25 | 45 | — | — | Vienna Tea Gardens |
| Old..... | 19,75 | 25 | 45 | — | — | Johannesburg North |
| New..... | 19,75 | 25 | 50 | — | — | Johannesburg North |
| Old..... | 9,66 | 15 | 20 | — | — | Jewish Old Age Home |
| New..... | 9,66 | 15 | 25 | — | — | Jewish Old Age Home |
| Old..... | 13,27 | 15 | 25 | — | — | Edenvale Hospital via Old Age Home |
| New..... | 13,27 | 15 | 30 | — | — | Edenvale Hospital via Old Age Home |
| Old..... | 17,44 | 20 | 35 | 2,30 | 2,80 | Edenvale |
| New..... | 17,44 | 20 | 40 | 2,45 | 3,00 | Edenvale |
| Old..... | 21,52 | 25 | 45 | — | — | Brickor or Gundle Plastics |
| New..... | 21,52 | 25 | 50 | — | — | Brickor or Gundle Plastics |
| Old..... | 24,00 | 25 | 50 | — | — | Primrose Stop 5 |
| New..... | 24,00 | 30 | 60 | — | — | Primrose Stop 5 |
| Old..... | 28,28 | 30 | 55 | 3,00 | 3,70 | Germiston Station |
| New..... | 28,28 | 35 | 65 | 3,20 | 3,90 | Germiston Station |
| Old..... | 13,77 | 15 | 30 | — | — | Juikskei Stop 7 |
| New..... | 13,77 | 20 | 35 | — | — | Juikskei Stop 7 |
| Old..... | 21,65 | 20 | 40 | — | — | Blue Hills Cross Roads |
| New..... | 21,65 | 25 | 50 | — | — | Blue Hills Cross Roads |
| Old..... | 27,68 | 25 | 50 | — | — | Circle Stop 14 |
| New..... | 27,68 | 30 | 60 | — | — | Circle Stop 14 |
| Old..... | 14,09 | 15 | 20 | 1,50 | 1,90 | Noord Street |
| New..... | 14,09 | 15 | 25 | 1,60 | 2,00 | Noord Street |
| Old..... | 13,45 | 15 | 20 | 1,50 | — | Doornfontein |
| New..... | 13,45 | 15 | 25 | 1,60 | — | Doornfontein |
| Old..... | 5,23 | 15 | 20 | — | — | Clarendon Place |
| New..... | 5,23 | 15 | 25 | — | — | Clarendon Place |
| Old..... | 15,94 | 20 | 35 | 2,00 | — | Milner Park |
| New..... | 15,94 | 25 | 45 | 2,15 | — | Milner Park |
| Old..... | 12,40 | 15 | 20 | — | — | Sandton City |
| New..... | 12,40 | 15 | 20 | — | — | Sandton City |
| Old..... | 12,10 | 15 | 20 | 1,50 | 1,90 | Parkmore/Hurlingham/Benmore |
| New..... | 12,10 | 15 | 25 | 1,60 | 2,00 | Parkmore/Hurlingham/Benmore |

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------------------|
| Old..... | 15,20 | 20 | 40 | — | — | River Club |
| New..... | 15,20 | 20 | 40 | 2,70 | — | River Club |
| Old..... | 7,63 | 15 | 20 | — | — | Dunkeld |
| New..... | 7,63 | 15 | 25 | — | — | Dunkeld |
| Old..... | 12,47 | 15 | 25 | — | — | Balalaika (Sandton Offices) |
| New..... | 12,47 | 20 | 35 | — | — | Balalaika (Sandton Offices) |
| Old..... | 16,32 | 20 | 35 | — | — | Stop 13, Morningside |
| New..... | 16,32 | 25 | 45 | — | — | Stop 13, Morningside |
| Old..... | 20,44 | 20 | 40 | 3,30 | — | Rivonia via Sandton Office |
| New..... | 20,44 | 25 | 50 | 3,50 | — | Rivonia via Sandton Office |
| Old..... | 8,52 | 15 | 20 | 1,50 | 1,90 | Rosebank |
| New..... | 8,52 | 15 | 25 | 1,60 | 2,00 | Rosebank |
| Old..... | 10,60 | 15 | 25 | — | — | Senderwood |
| New..... | 10,60 | 15 | 30 | — | — | Senderwood |
| Old..... | 5,30 | 15 | 25 | — | — | Goldfields/Tempo |
| New..... | 5,30 | 15 | 25 | — | — | Goldfields/Tempo |
| Old..... | 9,82 | 15 | 20 | — | — | St John's/Louis Botha Avenue |
| New..... | 9,82 | 15 | 25 | — | — | St John's/Louis Botha Avenue |
| Old..... | 13,39 | 15 | 30 | 2,20 | 2,70 | Kitchener Avenue/Lancaster Street |
| New..... | 13,39 | 20 | 35 | 2,35 | 2,90 | Kitchener Avenue/Lancaster Street |
| Old..... | 19,33 | 20 | 40 | 2,40 | 3,00 | Denver Hostel |
| New..... | 19,33 | 25 | 45 | 2,55 | 3,20 | Denver Hostel |
| Old..... | 24,08 | 25 | 50 | 3,60 | — | Rosherville |
| New..... | 24,08 | 30 | 60 | 3,80 | — | Rosherville |
| Old..... | 15,34 | 20 | 35 | 2,10 | — | Linden |
| New..... | 15,34 | 20 | 40 | 2,25 | — | Linden |
| Old..... | 11,59 | 15 | 25 | — | — | Hyde Park Shopping Centre |
| New..... | 11,59 | 15 | 30 | — | — | Hyde Park Shopping Centre |

BRYANSTON CRESCENT

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------------|
| Old..... | 7,09 | 15 | 20 | — | — | Leeukop Farm Colony |
| New..... | 7,09 | 15 | 20 | — | — | Leeukop Farm Colony |

BRICKOR OR GUNDLE PLASTICS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-------------------|
| Old..... | 2,48 | 15 | 15 | — | — | Primrose Stop 5 |
| New..... | 2,48 | 15 | 15 | — | — | Primrose Stop 5 |
| Old..... | 6,76 | 15 | 20 | — | — | Germiston Station |
| New..... | 6,76 | 15 | 20 | — | — | Germiston Station |

BLUE HILLS CROSS ROADS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------------------|
| Old..... | 6,03 | 15 | 20 | — | — | Circle Stop 14 |
| New..... | 6,03 | 15 | 25 | — | — | Circle Stop 14 |
| Old..... | 12,82 | 15 | 30 | — | — | Six Mile Spruit Stop 117 |
| New..... | 12,82 | 20 | 35 | — | — | Six Mile Spruit Stop 117 |
| Old..... | 21,44 | 20 | 40 | — | — | Iscor Training Depot |
| New..... | 21,44 | 25 | 50 | — | — | Iscor Training Depot |
| Old..... | 27,21 | 25 | 50 | — | — | Pretoria |
| New..... | 27,21 | 30 | 60 | — | — | Pretoria |

CIRCLE STOP 14

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------------|
| Old..... | 6,79 | 15 | 20 | — | — | Six Mile Spruit Stop 17 |
| New..... | 6,79 | 15 | 25 | — | — | Six Mile Spruit Stop 17 |
| Old..... | 15,41 | 15 | 30 | — | — | Iscor Training Depot |
| New..... | 15,41 | 20 | 35 | — | — | Iscor Training Depot |
| Old..... | 21,18 | 20 | 40 | — | — | Pretoria |
| New..... | 21,18 | 25 | 50 | — | — | Pretoria |

CLUBVIEW STOP 25

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 9,04 | 15 | 20 | — | — | Wagon Wheel Iscor |
| New..... | 9,04 | 15 | 25 | — | — | Wagon Wheel Iscor |
| Old..... | 14,92 | 15 | 30 | — | — | Pretoria |
| New..... | 14,92 | 20 | 35 | — | — | Pretoria |

CRAIGHALL/TURNOFF

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|----------------------------------|
| Old..... | 5,15 | 15 | 20 | — | — | Republic Road/Hans Strydom Drive |
| New..... | 5,15 | 15 | 20 | — | — | Republic Road/Hans Strydom Drive |
| Old..... | 10,23 | 15 | 25 | — | — | Blackheath |
| New..... | 10,23 | 15 | 30 | — | — | Blackheath |
| Old..... | 4,65 | 10 | 20 | — | — | Ferndale |
| New..... | 4,65 | 10 | 20 | — | — | Ferndale |
| Old..... | 13,48 | 20 | 35 | — | — | Witkoppen |
| New..... | 13,48 | 20 | 40 | — | — | Witkoppen |
| Old..... | 18,56 | 25 | 50 | — | — | Sewefontein |
| New..... | 18,56 | 30 | 60 | — | — | Sewefontein |
| Old..... | 22,83 | 30 | 60 | — | — | Kudu Café |
| New..... | 22,83 | 35 | 70 | — | — | Kudu Café |
| Old..... | 31,52 | 35 | 70 | — | — | Doornrandje |
| New..... | 31,52 | 40 | 80 | — | — | Doornrandje |
| Old..... | 41,97 | 40 | 80 | — | — | Pelindaba Cross Roads |
| New..... | 41,97 | 50 | 1,00 | — | — | Pelindaba Cross Roads |

| | km | C | A | 5 | 6 | |
|------------------------------|-------|----|------|------|------|----------------------------|
| Old..... | 52,33 | 60 | 1,20 | — | — | Schoemansville |
| New..... | 52,33 | 70 | 1,50 | — | — | Schoemansville |
| Old..... | 70,33 | 80 | 1,50 | — | — | Brits |
| New..... | 70,33 | 80 | 1,90 | — | — | Brits |
| DENVER HOSTEL | | | | | | |
| Old..... | 4,75 | 15 | 15 | — | — | Rosherville |
| New..... | 4,75 | 15 | 15 | — | — | Rosherville |
| DOORNRANDJE | | | | | | |
| Old..... | 10,45 | 15 | 20 | — | — | Pelindaba Cross Roads |
| New..... | 10,45 | 15 | 20 | — | — | Pelindaba Cross Roads |
| Old..... | 20,81 | 20 | 40 | — | — | Schoemansville |
| New..... | 20,81 | 25 | 50 | — | — | Schoemansville |
| Old..... | 38,81 | 35 | 70 | — | — | Brits |
| New..... | 38,81 | 40 | 80 | — | — | Brits |
| DUNKELD | | | | | | |
| Old..... | 4,84 | 15 | 15 | — | — | Sandton Office (Balalaika) |
| New..... | 4,84 | 15 | 15 | — | — | Sandton Office (Balalaika) |
| Old..... | 8,69 | 15 | 25 | — | — | Morningside Stop 13 |
| New..... | 8,69 | 15 | 25 | — | — | Morningside Stop 13 |
| Old..... | 12,81 | 15 | 30 | — | — | Rivonia |
| New..... | 12,81 | 20 | 35 | — | — | Rivonia |
| Old..... | 10,20 | 15 | 25 | — | — | Riverside |
| New..... | 10,20 | 15 | 25 | — | — | Riverside |
| Old..... | 13,10 | 15 | 30 | — | — | Petervale |
| New..... | 13,10 | 20 | 35 | — | — | Petervale |
| EDENVALE | | | | | | |
| Old..... | 4,08 | 15 | 20 | — | — | Brickor or Gundle Plastics |
| New..... | 4,08 | 15 | 20 | — | — | Brickor or Gundle Plastics |
| Old..... | 6,56 | 15 | 20 | — | — | Primrose Stop 5 |
| New..... | 6,56 | 15 | 25 | — | — | Primrose Stop 5 |
| Old..... | 10,84 | 15 | 25 | 2,20 | 2,70 | Germiston Station |
| New..... | 10,84 | 15 | 30 | 2,35 | 2,90 | Germiston Station |
| EDENVALE HOSPITAL | | | | | | |
| Old..... | 5,67 | 15 | 20 | — | — | Modderfontein |
| New..... | 5,67 | 15 | 20 | — | — | Modderfontein |
| Old..... | 4,39 | 15 | 15 | — | — | Edenvale |
| New..... | 4,39 | 15 | 20 | — | — | Edenvale |
| Old..... | 8,47 | 15 | 20 | — | — | Brickor or Gundle Plastics |
| New..... | 8,47 | 15 | 25 | — | — | Brickor or Gundle Plastics |
| Old..... | 10,95 | 15 | 30 | — | — | Primrose Stop 5 |
| New..... | 10,95 | 20 | 40 | — | — | Primrose Stop 5 |
| Old..... | 15,23 | 20 | 40 | — | — | Germiston Station |
| New..... | 15,23 | 25 | 50 | — | — | Germiston Station |
| FERNDAL | | | | | | |
| Old..... | 8,83 | 15 | 20 | — | — | Witkoppen |
| New..... | 8,83 | 15 | 20 | — | — | Witkoppen |
| Old..... | 13,91 | 20 | 40 | — | — | Sewefontein |
| New..... | 13,91 | 25 | 50 | — | — | Sewefontein |
| Old..... | 18,68 | 25 | 50 | — | — | Kudu Café |
| New..... | 18,68 | 30 | 60 | — | — | Kudu Café |
| Old..... | 27,37 | 30 | 60 | — | — | Doornrandje |
| New..... | 27,37 | 35 | 70 | — | — | Doornrandje |
| Old..... | 37,82 | 40 | 80 | — | — | Pelindaba Cross Roads |
| New..... | 37,82 | 50 | 1,00 | — | — | Pelindaba Cross Roads |
| Old..... | 38,18 | 60 | 1,20 | — | — | Schoemansville |
| New..... | 38,18 | 70 | 1,50 | — | — | Schoemansville |
| Old..... | 56,18 | 80 | 1,50 | — | — | Brits |
| New..... | 56,18 | 80 | 1,90 | — | — | Brits |
| GERMISTON STATION | | | | | | |
| Old..... | 2,69 | 15 | 15 | — | — | Germiston Location |
| New..... | 2,69 | 15 | 15 | — | — | Germiston Location |
| Old..... | 4,28 | 15 | 15 | — | — | Primrose Stop 5 |
| New..... | 4,28 | 15 | 15 | — | — | Primrose Stop 5 |
| GRAND CENTRAL STOP 15 | | | | | | |
| Old..... | 5,07 | 15 | 20 | — | — | Stop 20 |
| New..... | 5,07 | 15 | 25 | — | — | Stop 20 |
| Old..... | 11,51 | 15 | 30 | — | — | Stop 25 Club View |
| New..... | 11,51 | 20 | 35 | — | — | Stop 25 Club View |
| Old..... | 20,55 | 20 | 40 | — | — | Wagon Wheel Iscor |
| New..... | 20,55 | 25 | 50 | — | — | Wagon Wheel Iscor |
| Old..... | 26,43 | 25 | 50 | — | — | Pretoria |
| New..... | 26,43 | 30 | 60 | — | — | Pretoria |

HANS STRYDOM DRIVE/REPUBLIC ROAD

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------|
| Old..... | 5,08 | 15 | 20 | — | — | Blackheath |
| New..... | 5,08 | 15 | 20 | — | — | Blackheath |

HURLINGHAM

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------|
| Old..... | 3,28 | 15 | 15 | — | — | Bryanston Crescent |
| New..... | 3,28 | 15 | 15 | — | — | Bryanston Crescent |
| Old..... | 10,37 | 15 | 20 | — | — | Leeukop Farm Colony |
| New..... | 10,37 | 15 | 25 | — | — | Leeukop Farm Colony |

HYDE PARK/SHOPPING CENTRE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------------|
| Old..... | 2,05 | 15 | 15 | — | — | Craighall Turn-off |
| New..... | 2,05 | 15 | 20 | — | — | Craighall Turn-off |
| Old..... | 7,20 | 15 | 20 | — | — | Hans Strydom Drive/Republic Road |
| New..... | 7,20 | 15 | 20 | — | — | Hans Strydom Drive/Republic Road |
| Old..... | 12,28 | 15 | 30 | — | — | Blackheath |
| New..... | 12,28 | 15 | 30 | — | — | Blackheath |
| Old..... | 3,10 | 15 | 15 | — | — | Hurlingham |
| New..... | 3,10 | 15 | 15 | — | — | Hurlingham |
| Old..... | 6,38 | 15 | 20 | — | — | Bryanston Crescent |
| New..... | 6,38 | 15 | 20 | — | — | Bryanston Crescent |
| Old..... | 13,47 | 15 | 30 | — | — | Leeukop Farm Colony |
| New..... | 13,47 | 15 | 30 | — | — | Leeukop Farm Colony |
| Old..... | 6,70 | 15 | 20 | — | — | Ferndale |
| New..... | 6,70 | 15 | 20 | — | — | Ferndale |
| Old..... | 15,53 | 20 | 35 | — | — | Witkoppen |
| New..... | 15,53 | 20 | 40 | — | — | Witkoppen |
| Old..... | 20,61 | 25 | 50 | — | — | Sewefontein |
| New..... | 20,61 | 30 | 60 | — | — | Sewefontein |
| Old..... | 25,38 | 30 | 60 | — | — | Kudu Café |
| New..... | 25,38 | 35 | 70 | — | — | Kudu Café |
| Old..... | 34,07 | 35 | 70 | — | — | Doornrandje |
| New..... | 34,07 | 40 | 80 | — | — | Doornrandje |

ISCOR TRAINING DEPOT

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------|
| Old..... | 5,77 | 15 | 20 | — | — | Pretoria |
| New..... | 5,77 | 15 | 25 | — | — | Pretoria |

JOHANNESBURG NORTH

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|--------------------|
| Old..... | 2,85 | 15 | 20 | — | — | Vienna Tea Gardens |
| New..... | 2,85 | 15 | 25 | — | — | Vienna Tea Gardens |

JEWISH OLD AGE HOME

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------|
| Old..... | 3,61 | 15 | 20 | — | — | Edenvale Hospital |
| New..... | 3,61 | 15 | 25 | — | — | Edenvale Hospital |
| Old..... | 9,28 | 15 | 20 | — | — | Modderfontein |
| New..... | 9,28 | 15 | 25 | — | — | Modderfontein |
| Old..... | 10,80 | 15 | 30 | — | — | Edenvale |
| New..... | 10,80 | 20 | 40 | — | — | Edenvale |
| Old..... | 14,88 | 20 | 35 | — | — | Brickor or Gundle Plastics |
| New..... | 14,88 | 20 | 40 | — | — | Brickor or Gundle Plastics |
| Old..... | 17,36 | 25 | 45 | — | — | Primrose Stop 5 |
| New..... | 17,36 | 25 | 50 | — | — | Primrose Stop 5 |
| Old..... | 21,64 | 25 | 50 | — | — | Germiston Station |
| New..... | 21,64 | 30 | 60 | — | — | Germiston Station |

JUKSKEI STOP 7

| | km | C | A | 5 | X 6 | |
|----------|-------|----|----|---|-----|-------------------------|
| Old..... | 7,88 | 15 | 20 | — | — | Blue Hills Cross Roads |
| New..... | 7,88 | 15 | 25 | — | — | Blue Hills Cross Roads |
| Old..... | 13,91 | 15 | 30 | — | — | Circle Stop 14 |
| New..... | 13,91 | 20 | 35 | — | — | Circle Stop 14 |
| Old..... | 20,70 | 20 | 40 | — | — | Six Mile Spruit Stop 17 |
| New..... | 20,70 | 25 | 50 | — | — | Six Mile Spruit Stop 17 |
| Old..... | 29,32 | 25 | 50 | — | — | Iscor Training Depot |
| New..... | 29,32 | 30 | 60 | — | — | Iscor Training Depot |
| Old..... | 35,09 | 30 | 60 | — | — | Pretoria |
| New..... | 35,09 | 35 | 70 | — | — | Pretoria |

KITCHENER AVENUE/LANCASTER STREET

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------|
| Old..... | 5,94 | 15 | 20 | — | — | Denver Hostel |
| New..... | 8,94 | 15 | 20 | — | — | Denver Hostel |
| Old..... | 10,69 | 15 | 30 | — | — | Rosherville |
| New..... | 10,69 | 20 | 35 | — | — | Rosherville |

KRAMERVILLE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-------------|
| Old..... | 3,44 | 15 | 15 | — | — | Gallo Manor |
| New..... | 3,44 | 15 | 20 | — | — | Gallo Manor |

KUDU CAFÉ

| | km | C | A | 5 | X 6 | |
|----------|-------|----|------|---|-----|-----------------------|
| Old..... | 8,69 | 15 | 20 | — | — | Doornrandje |
| New..... | 8,69 | 15 | 20 | — | — | Doornrandje |
| Old..... | 19,14 | 20 | 40 | — | — | Pelindaba Cross Roads |
| New..... | 19,14 | 25 | 50 | — | — | Pelindaba Cross Roads |
| Old..... | 29,50 | 35 | 70 | — | — | Schoemansville |
| New..... | 29,50 | 40 | 80 | — | — | Schoemansville |
| Old..... | 47,50 | 40 | 80 | — | — | Brits |
| New..... | 47,50 | 50 | 1,00 | — | — | Brits |

MILNER PARK

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 10,71 | 15 | 20 | — | — | Clarendon Place |
| New..... | 10,71 | 15 | 25 | — | — | Clarendon Place |

MORNINGSIDE STOP 13

| | km | C | A | 5 | X 6 | |
|----------|------|----|----|---|-----|--------------------------------------|
| Old..... | 9,97 | 15 | 20 | — | — | Corlett Drive/Athol to Oaklands Road |
| New..... | 9,97 | 15 | 25 | — | — | Corlett Drive/Athol to Oaklands Road |

NOORD STREET

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|---|
| Old..... | 6,21 | 15 | 20 | — | — | Orange Grove/O.K. Bazaars |
| New..... | 6,21 | 15 | 25 | — | — | Orange Grove/O.K. Bazaars |
| Old..... | 10,22 | 15 | 25 | 2,10 | — | Senderwood |
| New..... | 10,22 | 15 | 30 | 2,25 | — | Senderwood |
| Old..... | 7,03 | 15 | 20 | — | — | Vale Garage |
| New..... | 7,03 | 15 | 25 | — | — | Vale Garage |
| Old..... | 9,63 | 15 | 25 | 1,80 | 2,20 | Jewish Old Age Home |
| New..... | 9,63 | 15 | 30 | 1,90 | 2,35 | Jewish Old Age Home |
| Old..... | 13,24 | 15 | 30 | 2,30 | 2,80 | Edenvale Hospital |
| New..... | 13,24 | 20 | 35 | 2,45 | 3,00 | Edenvale Hospital |
| Old..... | 18,91 | 20 | 40 | 3,30 | 4,00 | Modderfontein |
| New..... | 18,91 | 25 | 50 | 3,50 | 4,25 | Modderfontein |
| Old..... | 8,71 | 15 | 20 | — | — | Corlett Drive/Athol-Oaklands Road |
| New..... | 8,71 | 15 | 25 | — | — | Corlett Drive/Athol-Oaklands Road |
| Old..... | 14,83 | 20 | 35 | 2,20 | 2,70 | Sandton Offices/Balalaika |
| New..... | 14,83 | 20 | 40 | 2,35 | 2,90 | Sandton Offices/Balalaika |
| Old..... | 18,68 | 20 | 40 | — | — | Stop 13 Morningside |
| New..... | 18,68 | 25 | 50 | — | — | Stop 13 Morningside |
| Old..... | 22,80 | 25 | 50 | 3,40 | 4,20 | Rivonia |
| New..... | 22,80 | 30 | 60 | 3,60 | 4,45 | Rivonia |
| Old..... | 12,00 | 15 | 20 | — | — | Wynberg Checkpoint/or Sunnyside Chicken |
| New..... | 12,00 | 15 | 25 | — | — | Wynberg Checkpoint/or Sunnyside Chicken |
| Old..... | 15,06 | 20 | 35 | 2,50 | — | Kramerville |
| New..... | 15,06 | 20 | 40 | 2,65 | — | Kramerville |
| Old..... | 18,50 | 20 | 40 | 3,20 | — | Gallo Manor |
| New..... | 18,50 | 25 | 50 | 3,40 | — | Gallo Manor |

ORANGE GROVE TO O.K. BAZAARS

| | km | C | A | 5 | X6 | |
|----------|------|----|----|---|----|------------|
| Old..... | 4,01 | 15 | 20 | — | — | Senderwood |
| New..... | 4,01 | 15 | 20 | — | — | Senderwood |

PARKMORE/HURLINGHAM/BENMORE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------|
| Old..... | 3,10 | 15 | 25 | — | — | River Club |
| New..... | 3,10 | 15 | 25 | — | — | River Club |

PELINDABA CROSS-ROADS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------|
| Old..... | 10,36 | 15 | 20 | — | — | Schoemansville |
| New..... | 10,36 | 15 | 20 | — | — | Schoemansville |
| Old..... | 28,36 | 25 | 50 | — | — | Brits |
| New..... | 28,36 | 30 | 60 | — | — | Brits |

RIVERSIDE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------|
| Old..... | 3,00 | 15 | 15 | — | — | Petervale |
| New..... | 3,00 | 15 | 15 | — | — | Petervale |

RIVONIA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------------------|
| Old..... | 4,12 | 15 | 15 | — | — | Morningside Stop 13 |
| New..... | 4,12 | 15 | 15 | — | — | Morningside Stop 13 |
| Old..... | 14,09 | 15 | 30 | — | — | Corlett Drive/Athol-Oaklands Road |
| New..... | 14,09 | 20 | 35 | — | — | Corlett Drive/Athol-Oaklands Road |
| Old..... | 5,32 | 15 | 20 | — | — | Stop 4 |
| New..... | 5,32 | 15 | 25 | — | — | Stop 4 |
| Old..... | 4,22 | 15 | 20 | — | — | Vienna Tea Gardens |
| New..... | 4,22 | 15 | 25 | — | — | Vienna Tea Gardens |
| Old..... | 7,07 | 15 | 25 | — | — | Johannesburg North |
| New..... | 7,07 | 15 | 30 | — | — | Johannesburg North |

ROSEBANK

| | km | C | A | 5 | 6 | |
|----------|-------|------|------|---|---|----------------------------------|
| Old..... | 6,82 | 15 | 20 | — | — | Linden |
| New..... | 6,82 | 15 | 25 | — | — | Linden |
| Old..... | 3,07 | 15 | 15 | — | — | Hyde Park Shopping Centre |
| New..... | 3,07 | 15 | 20 | — | — | Hyde Park Shopping Centre |
| Old..... | 5,12 | 15 | 20 | — | — | Craighall Turn-off |
| New..... | 5,12 | 15 | 20 | — | — | Craighall Turn-off |
| Old..... | 10,27 | 15 | 30 | — | — | Hans Strydom Drive/Republic Road |
| New..... | 10,27 | 15 | 30 | — | — | Hans Strydom Drive/Republic Road |
| Old..... | 15,35 | 20 | 40 | — | — | Blackheath |
| New..... | 15,35 | 20 | 40 | — | — | Blackheath |
| Old..... | 6,17 | 15 | 20 | — | — | Hurlingham |
| New..... | 6,17 | 15 | 20 | — | — | Hurlingham |
| Old..... | 9,45 | 15 | 30 | — | — | Bryanston Crescent |
| New..... | 9,45 | 15 | 30 | — | — | Bryanston Crescent |
| Old..... | 16,54 | 20 | 40 | — | — | Leeukop Farm Colony |
| New..... | 16,54 | 20 | 40 | — | — | Leeukop Farm Colony |
| Old..... | 11,17 | 15 | 30 | — | — | Ferndale |
| New..... | 11,17 | 15 | 30 | — | — | Ferndale |
| Old..... | 20,00 | 20 | 40 | — | — | Witkoppen |
| New..... | 20,00 | 25 | 50 | — | — | Witkoppen |
| Old..... | 25,08 | 25 | 50 | — | — | Sewerfontein |
| New..... | 25,08 | 30 | 60 | — | — | Sewerfontein |
| Old..... | 29,87 | 30 | 60 | — | — | Kudu Café |
| New..... | 29,87 | 35 | 70 | — | — | Kudu Café |
| Old..... | 38,56 | 35 | 80 | — | — | Doornrandje |
| New..... | 38,56 | 40 | 80 | — | — | Doornrandje |
| Old..... | 47,59 | 60 | 1,20 | — | — | Pelindaba Cross-Roads |
| New..... | 47,59 | 70 | 1,50 | — | — | Pelindaba Cross-Roads |
| Old..... | 57,95 | 80 | 1,50 | — | — | Schoemansville |
| New..... | 57,95 | 80 | 1,90 | — | — | Schoemansville |
| Old..... | 75,95 | 1,00 | 1,80 | — | — | Brits |
| New..... | 75,95 | 1,00 | 2,20 | — | — | Brits |

SCHOEMANSVILLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------|
| Old..... | 18,00 | 20 | 40 | — | — | Brits |
| New..... | 18,00 | 25 | 50 | — | — | Brits |

ST JOHN'S/LOUIS BOTHA AVENUE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------------------|
| Old..... | 3,57 | 15 | 20 | — | — | Kitchener Avenue/Lancaster Street |
| New..... | 3,57 | 15 | 20 | — | — | Kitchener Avenue/Lancaster Street |
| Old..... | 9,51 | 15 | 30 | — | — | Denver Hostel |
| New..... | 9,51 | 20 | 35 | — | — | Denver Hostel |
| Old..... | 14,26 | 20 | 40 | — | — | Rosherville |
| New..... | 14,26 | 25 | 45 | — | — | Rosherville |

SIX MILE SPRUIT STOP 17

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------|
| Old..... | 8,62 | 15 | 20 | — | — | Iscor Training Depot |
| New..... | 8,62 | 15 | 25 | — | — | Iscor Training Depot |
| Old..... | 14,39 | 15 | 30 | — | — | Pretoria |
| New..... | 14,39 | 20 | 35 | — | — | Pretoria |

SNAKE PARK STOP 9

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|-----------------------|
| Old..... | 4,98 | 15 | 20 | — | — | Grand Central Stop 15 |
| New..... | 4,98 | 15 | 25 | — | — | Grand Central Stop 15 |
| Old..... | 10,05 | 15 | 30 | — | — | Stop 20 |
| New..... | 10,05 | 20 | 35 | — | — | Stop 20 |
| Old..... | 16,49 | 20 | 40 | — | — | Clubview Stop 25 |
| New..... | 16,49 | 25 | 50 | — | — | Clubview Stop 25 |
| Old..... | 25,53 | 25 | 50 | — | — | Wagon Wheel Iscor |
| New..... | 25,53 | 30 | 60 | — | — | Wagon Wheel Iscor |
| Old..... | 31,41 | 30 | 60 | — | — | Pretoria |
| New..... | 31,41 | 35 | 70 | 6,20 | — | Pretoria |

STOP 4/WENDYWOOD

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 9,54 | 15 | 30 | — | — | Vienna Tea Gardens |
| New..... | 9,54 | 15 | 30 | — | — | Vienna Tea Gardens |
| Old..... | 12,39 | 20 | 35 | — | — | Johannesburg North |
| New..... | 12,39 | 25 | 45 | — | — | Johannesburg North |
| Old..... | 6,41 | 15 | 20 | — | — | Jukskei Stop 7 |
| New..... | 6,41 | 15 | 25 | — | — | Jukskei Stop 7 |
| Old..... | 14,29 | 15 | 30 | — | — | Blue Hills Cross Roads |
| New..... | 14,29 | 20 | 35 | — | — | Blue Hills Cross Roads |
| Old..... | 20,32 | 20 | 40 | — | — | Circle Stop 14 |
| New..... | 20,32 | 25 | 50 | — | — | Circle Stop 14 |
| Old..... | 27,11 | 25 | 50 | — | — | Six Mile Spruit |
| New..... | 27,11 | 30 | 60 | — | — | Six Mile Spruit |
| Old..... | 35,73 | 30 | 60 | — | — | Iscor Training Depot |
| New..... | 35,73 | 35 | 70 | — | — | Iscor Training Depot |
| Old..... | 41,50 | 35 | 70 | — | — | Pretoria |
| New..... | 41,50 | 40 | 80 | — | — | Pretoria |

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 9,85 | 15 | 20 | — | — | Snake Park Stop 9 |
| New..... | 9,85 | 15 | 25 | — | — | Snake Park Stop 9 |
| Old..... | 14,83 | 15 | 30 | — | — | Grand Central Stop 15 |
| New..... | 14,83 | 20 | 35 | — | — | Grand Central Stop 15 |
| Old..... | 19,90 | 20 | 40 | — | — | Stop 20 |
| New..... | 19,90 | 25 | 50 | — | — | Stop 20 |
| Old..... | 26,34 | 25 | 50 | — | — | Clubview Stop 25 |
| New..... | 26,34 | 30 | 60 | — | — | Clubview Stop 25 |
| Old..... | 35,38 | 30 | 60 | — | — | Wagon Wheel Iscor |
| New..... | 35,38 | 35 | 70 | — | — | Wagon Wheel Iscor |
| Old..... | 41,26 | 35 | 70 | — | — | Pretoria |
| New..... | 41,26 | 40 | 80 | — | — | Pretoria |

STOP 20

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 6,44 | 15 | 20 | — | — | Clubview Stop 25 |
| New..... | 6,44 | 15 | 25 | — | — | Clubview Stop 25 |
| Old..... | 15,48 | 15 | 30 | — | — | Wagon Wheel Iscor |
| New..... | 15,48 | 20 | 35 | — | — | Wagon Wheel Iscor |
| Old..... | 21,36 | 20 | 40 | — | — | Pretoria |
| New..... | 21,36 | 25 | 50 | — | — | Pretoria |

SANDTON OFFICES BALALAIKA

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------------------------|
| Old..... | 3,85 | 15 | 15 | — | — | Morningside Stop 13 |
| New..... | 3,85 | 15 | 15 | — | — | Morningside Stop 13 |
| Old..... | 7,97 | 15 | 20 | — | — | Rivonia |
| New..... | 7,97 | 15 | 25 | — | — | Rivonia |
| Old..... | 6,12 | 15 | 15 | — | — | Corlett Drive/Athol-Oaklands Road |
| New..... | 6,12 | 15 | 15 | — | — | Corlett Drive/Athol-Oaklands Road |
| Old..... | 6,00 | 15 | 15 | — | — | Riverside |
| New..... | 6,00 | 15 | 15 | — | — | Riverside |
| Old..... | 9,00 | 15 | 20 | — | — | Petervale |
| New..... | 9,00 | 15 | 25 | — | — | Petervale |

SANDTON CITY

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------|
| Old..... | 9,20 | 15 | 25 | — | — | River Club |
| New..... | 9,20 | 15 | 25 | — | — | River Club |

SENDERWOOD

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------------|
| Old..... | 5,30 | 15 | 25 | — | — | Goldfields/Tempo |
| New..... | 5,30 | 15 | 25 | — | — | Goldfields/Tempo |

SEWERFONTEIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|-----------------------|
| Old..... | 4,77 | 15 | 20 | — | — | Kudu Café |
| New..... | 4,77 | 15 | 20 | — | — | Kudu Café |
| Old..... | 13,46 | 15 | 30 | — | — | Doornrandje |
| New..... | 13,46 | 15 | 30 | — | — | Doornrandje |
| Old..... | 23,91 | 25 | 50 | — | — | Pelindaba Cross-Roads |
| New..... | 23,91 | 30 | 60 | — | — | Pelindaba Cross-Roads |
| Old..... | 34,27 | 40 | 80 | — | — | Schoemansville |
| New..... | 34,27 | 50 | 1,00 | — | — | Schoemansville |
| Old..... | 52,27 | 60 | 1,20 | — | — | Brits |
| New..... | 52,27 | 80 | 1,50 | — | — | Brits |

VALE GARAGE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------|
| Old..... | 2,60 | 15 | 20 | — | — | Jewish Old Age Home |
| New..... | 2,60 | 15 | 25 | — | — | Jewish Old Age Home |
| Old..... | 6,21 | 15 | 20 | — | — | Edenvale Hospital |
| New..... | 6,21 | 15 | 25 | — | — | Edenvale Hospital |
| Old..... | 11,88 | 15 | 30 | — | — | Modderfontein |
| New..... | 11,88 | 20 | 35 | — | — | Modderfontein |

WAGON WHEEL ISCOR

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------|
| Old..... | 5,88 | 15 | 20 | — | — | Pretoria |
| New..... | 5,88 | 15 | 25 | — | — | Pretoria |

WITKOPPEN

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|-----------------------|
| Old..... | 5,08 | 15 | 20 | — | — | Sewerfontein |
| New..... | 5,08 | 15 | 20 | — | — | Sewerfontein |
| Old..... | 9,85 | 15 | 30 | — | — | Kudu Café |
| New..... | 9,85 | 15 | 30 | — | — | Kudu Café |
| Old..... | 18,54 | 25 | 50 | — | — | Doornrandje |
| New..... | 18,54 | 30 | 60 | — | — | Doornrandje |
| Old..... | 28,99 | 35 | 70 | — | — | Pelindaba Cross-Roads |
| New..... | 28,99 | 40 | 80 | — | — | Pelindaba Cross-Roads |
| Old..... | 40,35 | 50 | 1,00 | — | — | Schoemansville |
| New..... | 40,35 | 70 | 1,50 | — | — | Schoemansville |
| Old..... | 58,35 | 60 | 1,20 | — | — | Brits |
| New..... | 58,35 | 70 | 1,50 | — | — | Brits |

WYNBERG CHECK POINT OR SUNNYSIDE CHICKENS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-------------|
| Old..... | 2,06 | 15 | 15 | — | — | Kramerville |
| New..... | 2,06 | 15 | 20 | — | — | Kramerville |
| Old..... | 6,00 | 15 | 20 | — | — | Gallo Manor |
| New..... | 6,00 | 15 | 25 | — | — | Gallo Manor |

ALEXANDRA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|------------------------|
| Old..... | 7,66 | 15 | 15 | — | — | Edenvale Hospital |
| New..... | 7,66 | 15 | 15 | — | — | Edenvale Hospital |
| Old..... | 10,39 | 15 | 25 | — | — | Illiondale |
| New..... | 10,39 | 15 | 30 | — | — | Illiondale |
| Old..... | 16,02 | 15 | 30 | — | — | Kelvin |
| New..... | 16,02 | 25 | 40 | — | — | Kelvin |
| Old..... | 23,37 | 25 | 45 | 2,70 | 3,30 | Tembisa |
| New..... | 23,37 | 30 | 55 | 2,85 | 3,50 | Tembisa |
| Old..... | 32,51 | 30 | 60 | 4,50 | 5,50 | Tembisa Hospital/Tsepo |
| New..... | 32,51 | 35 | 70 | 4,75 | 5,80 | Tembisa Hospital/Tsepo |
| Old..... | 21,20 | 25 | 50 | 3,50 | — | Heinemann |
| New..... | 21,20 | 30 | 60 | 3,70 | — | Heinemann |
| Old..... | 13,85 | 20 | 35 | — | — | Sebenza |
| New..... | 13,85 | 25 | 40 | — | — | Sebenza |

BRICKOR

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------|
| Old..... | 5,74 | 15 | 15 | — | — | Heinemann |
| New..... | 5,74 | 15 | 15 | — | — | Heinemann |

BLUE HILLS CROSS ROADS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------------|
| Old..... | 5,14 | 15 | 20 | — | — | Knoppieslaagte P.O. |
| New..... | 5,14 | 15 | 20 | — | — | Knoppieslaagte P.O. |
| Old..... | 9,18 | 15 | 20 | — | — | Kudu Café |
| New..... | 9,18 | 15 | 25 | — | — | Kudu Café |

BRICKOR OR PEPSI COLA

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------------------|
| Old..... | 6,09 | 15 | 15 | — | — | Bedfordview (Eastgate) |
| New..... | 6,09 | 15 | 15 | — | — | Bedfordview (Eastgate) |

DUNVEGAN

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------------|
| Old..... | 1,80 | 15 | 15 | — | — | T.P.A. Workshops |
| New..... | 1,80 | 15 | 15 | — | — | T.P.A. Workshops |

EDENVALE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------|
| Old..... | 5,80 | 15 | 15 | — | — | Airtec Davidson |
| New..... | 5,80 | 15 | 20 | — | — | Airtec Davidson |
| Old..... | 9,15 | 15 | 20 | — | — | Heinemann |
| New..... | 9,15 | 15 | 25 | — | — | Heinemann |

EDENVALE HOSPITAL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 2,73 | 15 | 15 | — | — | Illiondale |
| New..... | 2,73 | 15 | 15 | — | — | Illiondale |
| Old..... | 8,36 | 15 | 20 | — | — | Kelvin |
| New..... | 8,36 | 15 | 25 | — | — | Kelvin |
| Old..... | 15,71 | 20 | 35 | — | — | Tembisa |
| New..... | 15,71 | 25 | 40 | — | — | Tembisa |
| Old..... | 24,85 | 25 | 50 | — | — | Tembisa Hospital/Tsepo |
| New..... | 24,85 | 30 | 55 | — | — | Tembisa Hospital/Tsepo |
| Old..... | 6,19 | 15 | 20 | — | — | Sebenza |
| New..... | 6,19 | 15 | 20 | — | — | Sebenza |

ELANDSFONTEIN STATION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|------------------------|
| Old..... | 2,90 | 15 | 15 | — | — | Makro |
| New..... | 2,90 | 15 | 15 | — | — | Makro |
| Old..... | 5,19 | 15 | 15 | — | — | Brickor or Pepsi Cola |
| New..... | 5,19 | 15 | 15 | — | — | Brickor or Pepsi Cola |
| Old..... | 10,70 | 15 | 25 | 2,50 | — | Bedfordview (Eastgate) |
| New..... | 10,70 | 15 | 30 | 2,65 | — | Bedfordview (Eastgate) |
| Old..... | 3,04 | 15 | 15 | — | — | Afgate |
| New..... | 3,04 | 15 | 15 | — | — | Afgate |
| Old..... | 8,82 | 15 | 25 | — | — | Edenvale |
| New..... | 8,82 | 15 | 30 | — | — | Edenvale |
| Old..... | 5,10 | 15 | 15 | — | — | Isando |
| New..... | 5,10 | 15 | 15 | — | — | Isando |

HORWOOD/VAN RIEBEECK

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------|
| Old..... | 4,38 | 15 | 15 | — | — | Dunvegan |
| New..... | 4,38 | 15 | 15 | — | — | Dunvegan |
| Old..... | 6,18 | 15 | 15 | — | — | T.P.A. Workshop |
| New..... | 6,18 | 15 | 15 | — | — | T.P.A. Workshop |

ILLIONDALE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 5,63 | 15 | 15 | — | — | Edenvale |
| New..... | 5,63 | 15 | 15 | — | — | Edenvale |
| Old..... | 22,12 | 25 | 45 | — | — | Tembisa Hospital/Tsepo |
| New..... | 22,12 | 30 | 55 | — | — | Tembisa Hospital/Tsepo |

ISANDO STATION

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------------|
| Old..... | 4,20 | 15 | 15 | — | — | Isando Termini |
| New..... | 4,20 | 15 | 15 | — | — | Isando Termini |

ISANDO

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------|
| Old..... | 7,20 | 15 | 15 | — | — | Edenvale |
| New..... | 7,20 | 15 | 15 | — | — | Edenvale |

ISIVANA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|------------|
| Old..... | 1,60 | 15 | 15 | — | — | Tembisa |
| New..... | 1,60 | 15 | 15 | — | — | Tembisa |
| Old..... | 8,95 | 15 | 15 | — | — | Kelvin |
| New..... | 8,95 | 15 | 15 | — | — | Kelvin |
| Old..... | 14,58 | 20 | 35 | — | — | Illiondale |
| New..... | 14,58 | 15 | 30 | — | — | Illiondale |
| Old..... | 17,98 | 20 | 35 | 2,30 | 2,80 | Edenvale |
| New..... | 17,98 | 25 | 40 | 2,45 | 2,95 | Edenvale |

JEWISH OLD AGE HOME

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------|
| Old..... | 6,34 | 15 | 20 | — | — | Illiondale |
| New..... | 6,34 | 15 | 25 | — | — | Illiondale |
| Old..... | 11,97 | 15 | 25 | — | — | Kelvin |
| New..... | 11,97 | 15 | 30 | — | — | Kelvin |
| Old..... | 19,32 | 20 | 35 | — | — | Tembisa |
| New..... | 19,32 | 25 | 40 | — | — | Tembisa |
| Old..... | 28,46 | 25 | 50 | — | — | Tembisa Hospital |
| New..... | 28,46 | 30 | 55 | — | — | Tembisa Hospital |

KELVIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 5,63 | 15 | 15 | — | — | Illiondale |
| New..... | 5,63 | 15 | 15 | — | — | Illiondale |
| Old..... | 9,03 | 15 | 20 | — | — | Edenvale |
| New..... | 9,03 | 15 | 25 | — | — | Edenvale |
| Old..... | 16,49 | 15 | 30 | — | — | Tembisa Hospital/Tsepo |
| New..... | 16,49 | 15 | 30 | — | — | Tembisa Hospital/Tsepo |
| Old..... | 3,60 | 15 | 15 | — | — | Modderfontein |
| New..... | 3,60 | 15 | 15 | — | — | Modderfontein |
| Old..... | 7,00 | 15 | 15 | — | — | Springkell |
| New..... | 7,00 | 15 | 15 | — | — | Springkell |
| Old..... | 9,25 | 15 | 30 | — | — | Birch Acres |
| New..... | 9,25 | 25 | 35 | — | — | Birch Acres |
| Old..... | 7,50 | 15 | 15 | — | — | Kempton Park Station |
| New..... | 7,50 | 15 | 15 | — | — | Kempton Park Station |

KEMPTON PARK STATION

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------------------|
| Old..... | 6,37 | 15 | 15 | — | — | Spartan |
| New..... | 6,37 | 15 | 15 | — | — | Spartan |
| Old..... | 4,36 | 15 | 15 | — | — | Kelvin Power Station |
| New..... | 4,36 | 15 | 15 | — | — | Kelvin Power Station |

KNOPPIESLAAGTE POST OFFICE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------|
| Old..... | 4,04 | 15 | 20 | — | — | Kudu Café |
| New..... | 4,04 | 15 | 20 | — | — | Kudu Café |

KELVIN

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|--------|
| Old..... | 7,63 | 15 | 25 | — | — | Isando |
| New..... | 7,63 | 15 | 25 | — | — | Isando |

MODDERFONTEIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------|
| Old..... | 3,40 | 15 | 15 | — | — | Springkell |
| New..... | 3,40 | 15 | 15 | — | — | Springkell |
| Old..... | 11,10 | 15 | 25 | — | — | Kempton Park Station |
| New..... | 11,10 | 15 | 30 | — | — | Kempton Park Station |

MORITENG

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|---------|
| Old..... | 6,92 | 15 | 15 | — | — | Tembisa |
| New..... | 6,92 | 15 | 15 | — | — | Tembisa |
| Old..... | 14,27 | 15 | 30 | — | — | Kelvin |
| New..... | 14,27 | 15 | 30 | — | — | Kelvin |
| Old..... | 21,90 | 25 | 45 | 4,50 | 5,40 | Isando |
| New..... | 21,90 | 25 | 50 | 5,00 | 6,00 | Isando |

MAKRO

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------------------|
| Old..... | 2,29 | 15 | 15 | — | — | Brickor or Pepsi Cola |
| New..... | 2,29 | 15 | 15 | — | — | Brickor or Pepsi Cola |
| Old..... | 7,80 | 15 | 15 | — | — | Bedfordview (Eastgate) |
| New..... | 7,80 | 15 | 15 | — | — | Bedfordview (Eastgate) |

NOORD STREET

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|------------------|
| Old..... | 15,88 | 20 | 35 | — | — | Illiondale |
| New..... | 15,88 | 25 | 45 | — | — | Illiondale |
| Old..... | 21,51 | 25 | 50 | — | — | Kelvin |
| New..... | 21,51 | 30 | 60 | — | — | Kelvin |
| Old..... | 28,86 | 30 | 60 | 4,50 | 5,50 | Tembisa |
| New..... | 28,86 | 35 | 70 | 4,75 | 5,80 | Tembisa |
| Old..... | 38,00 | 35 | 75 | 6,00 | 7,30 | Tembisa Hospital |
| New..... | 38,00 | 45 | 85 | 6,30 | 7,70 | Tembisa Hospital |

OLIFANTSFONTEIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------|
| Old..... | 9,08 | 15 | 20 | — | — | Randjiesfontein Road |
| New..... | 9,08 | 15 | 20 | — | — | Randjiesfontein Road |
| Old..... | 13,77 | 15 | 35 | — | — | Blue Hills Cross Roads |
| New..... | 13,77 | 25 | 40 | — | — | Blue Hills Cross Roads |
| Old..... | 18,91 | 25 | 45 | — | — | Knoppieslaagte Post Office |
| New..... | 18,91 | 25 | 50 | — | — | Knoppieslaagte Post Office |
| Old..... | 22,95 | 25 | 50 | — | — | Kudu Café |
| New..... | 22,95 | 30 | 60 | — | — | Kudu Café |

RANDJIESFONTEIN ROAD

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------|
| Old..... | 4,69 | 15 | 20 | — | — | Blue Hills Cross Roads |
| New..... | 4,69 | 15 | 20 | — | — | Blue Hills Cross Roads |
| Old..... | 9,83 | 15 | 20 | — | — | Knoppieslaagte Post Office |
| New..... | 9,83 | 15 | 25 | — | — | Knoppieslaagte Post Office |
| Old..... | 13,87 | 15 | 35 | — | — | Kudu Café |
| New..... | 13,87 | 25 | 40 | — | — | Kudu Café |

TEMBISA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|------------------------|
| Old..... | 7,35 | 15 | 15 | — | — | Kelvin |
| New..... | 7,35 | 15 | 15 | — | — | Kelvin |
| Old..... | 12,98 | 15 | 25 | — | — | Illiondale |
| New..... | 12,98 | 15 | 30 | — | — | Illiondale |
| Old..... | 16,38 | 20 | 35 | 2,30 | 2,80 | Edenvale |
| New..... | 16,38 | 25 | 40 | 2,45 | 2,95 | Edenvale |
| Old..... | 16,20 | 20 | 35 | — | — | Horwood/Van Riebeeck |
| New..... | 16,20 | 25 | 40 | — | — | Horwood/Van Riebeeck |
| Old..... | 20,58 | 25 | 45 | — | — | Dunvegan |
| New..... | 20,58 | 25 | 50 | — | — | Dunvegan |
| Old..... | 22,38 | 25 | 50 | 3,50 | 4,30 | T.P.A. Workshops |
| New..... | 22,38 | 30 | 60 | 3,70 | 4,55 | T.P.A. Workshops |
| Old..... | 22,26 | 25 | 50 | 3,50 | 4,30 | Airtec Davidson |
| New..... | 22,26 | 30 | 60 | 3,70 | 4,55 | Airtec Davidson |
| Old..... | 9,14 | 15 | 15 | — | — | Tembisa Hospital/Tsepo |
| New..... | 9,14 | 15 | 15 | — | — | Tembisa Hospital/Tsepo |
| Old..... | 10,95 | 15 | 25 | 2,10 | 2,60 | Modderfontein |
| New..... | 10,95 | 15 | 30 | 2,20 | 2,75 | Modderfontein |
| Old..... | 14,35 | 15 | 30 | — | — | Springkell |
| New..... | 14,35 | 25 | 35 | — | — | Springkell |
| Old..... | 16,60 | 15 | 30 | — | — | Birch Acres |
| New..... | 16,60 | 25 | 35 | — | — | Birch Acres |
| Old..... | 8,17 | 15 | 25 | — | — | Triomf |
| New..... | 8,17 | 15 | 25 | — | — | Triomf |
| Old..... | 17,67 | 20 | 35 | — | — | Grand Central |
| New..... | 17,67 | 25 | 45 | — | — | Grand Central |
| Old..... | 14,98 | 20 | 25 | 3,00 | 3,60 | Isando |
| New..... | 14,98 | 25 | 35 | 3,50 | 4,20 | Isando |

TRIOMF

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------|
| Old..... | 9,50 | 15 | 25 | — | — | Grand Central |
| New..... | 9,50 | 15 | 25 | — | — | Grand Central |

TEMBISA OFFICES

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|----------------------------|
| Old..... | 9,00 | 15 | 20 | 2,00 | 2,40 | Olifantsfontein |
| New..... | 9,00 | 15 | 25 | 2,50 | 3,00 | Olifantsfontein |
| Old..... | 15,05 | 15 | 35 | — | — | Randjiesfontein Road |
| New..... | 15,05 | 20 | 40 | — | — | Randjiesfontein Road |
| Old..... | 19,74 | 25 | 45 | — | — | Blue Hills Cross Roads |
| New..... | 19,74 | 25 | 50 | — | — | Blue Hills Cross Roads |
| Old..... | 24,88 | 25 | 50 | — | — | Knoppieslaagte Post Office |
| New..... | 24,88 | 30 | 60 | — | — | Knoppieslaagte Post Office |
| Old..... | 28,92 | 30 | 60 | — | — | Kudu Café |
| New..... | 28,92 | 40 | 70 | — | — | Kudu Café |
| Old..... | 7,01 | 15 | 15 | — | — | Tembisa |
| New..... | 7,01 | 15 | 15 | — | — | Tembisa |
| Old..... | 13,80 | 15 | 35 | — | — | Triomf |
| New..... | 13,80 | 25 | 45 | — | — | Triomf |
| Old..... | 24,68 | 25 | 50 | — | — | Grand Central |
| New..... | 24,68 | 30 | 60 | — | — | Grand Central |

TEMBISA CEMETERY

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------|
| Old..... | 7,01 | 15 | 15 | — | — | Tembisa |
| New..... | 7,01 | 15 | 15 | — | — | Tembisa |
| Old..... | 14,36 | 15 | 30 | — | — | Kelvin |
| New..... | 14,36 | 15 | 30 | — | — | Kelvin |
| Old..... | 23,01 | 25 | 45 | — | — | Birch Acres |
| New..... | 23,01 | 25 | 50 | — | — | Birch Acres |

BLOEDFONTEIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------|
| Old..... | 26,00 | 25 | 50 | — | — | Uitvlugt |
| New..... | 26,00 | 30 | 60 | — | — | Uitvlugt |

ALEXANDRA

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|--|
| Old..... | 120,00 | 1,50 | 2,50 | — | — | Pankoppen |
| New..... | 120,00 | 2,00 | 3,00 | — | — | Pankoppen |
| Old..... | 161,00 | 1,50 | 3,00 | — | — | Rooifontein/Kalkfontein/Skilpadfontein |
| New..... | 161,00 | 2,00 | 3,50 | — | — | Rooifontein/Kalkfontein/Skilpadfontein |
| Old..... | 175,00 | 1,50 | 3,50 | — | — | Bloedfontein/Lefiso |
| New..... | 175,00 | 2,00 | 4,00 | — | — | Bloedfontein/Lefiso |

NOORD STREET

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|----------------------|
| Old..... | 96,62 | 1,50 | 2,00 | — | — | Mabopane/Winterveldt |
| New..... | 96,62 | 2,00 | 2,50 | — | — | Mabopane/Winterveldt |
| Old..... | 127,00 | 1,50 | 2,50 | — | — | Zoutpan/Swartdam |
| New..... | 127,00 | 2,00 | 3,00 | — | — | Zoutpan/Swartdam |
| Old..... | 149,73 | 1,50 | 3,00 | — | — | Makapanstad |
| New..... | 149,73 | 2,00 | 3,50 | — | — | Makapanstad |
| Old..... | 96,62 | 1,50 | 2,00 | — | — | Hebron |
| New..... | 96,62 | 2,00 | 2,50 | — | — | Hebron |
| Old..... | 127,00 | 1,50 | 2,50 | — | — | Kleinfontein/Madidi |
| New..... | 127,00 | 2,00 | 3,00 | — | — | Kleinfontein/Madidi |

BENONI

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|---|
| Old..... | 120,00 | 1,50 | 2,50 | — | — | Dennilton/Moteti/Goed Rede/Kwarrielaagte/Stomp/Kgobokwane |
| New..... | 120,00 | 2,00 | 3,00 | — | — | |
| Old..... | 161,00 | 1,50 | 3,00 | — | — | Valschfontein/Waterval |
| New..... | 161,00 | 2,00 | 3,50 | — | — | Valschfontein/Waterval |
| Old..... | 175,00 | 1,50 | 3,50 | — | — | Kameelrivier/Rhenosterkop |
| New..... | 175,00 | 2,00 | 4,00 | — | — | Kameelrivier/Rhenosterkop |
| Old..... | 175,00 | 1,50 | 3,50 | — | — | Bloedfontein |
| New..... | 175,00 | 2,00 | 4,00 | — | — | Bloedfontein |

WYNBERG

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|----------------------|
| Old..... | 83,62 | 1,50 | 2,00 | — | — | Mabopane/Winterveldt |
| New..... | 83,62 | 2,00 | 2,50 | — | — | Mabopane/Winterveldt |
| Old..... | 114,00 | 1,50 | 2,50 | — | — | Zoutpan/Swartdam |
| New..... | 114,00 | 2,00 | 3,00 | — | — | Zoutpan/Swartdam |
| Old..... | 136,73 | 1,50 | 3,00 | — | — | Makapanstad |
| New..... | 136,73 | 2,00 | 3,50 | — | — | Makapanstad |
| Old..... | 83,62 | 1,50 | 2,00 | — | — | Hebron |
| New..... | 83,62 | 2,00 | 2,50 | — | — | Hebron |
| Old..... | 114,00 | 1,50 | 2,50 | — | — | Kleinfontein/Madidi |
| New..... | 114,00 | 2,00 | 3,00 | — | — | Kleinfontein/Madidi |

ALBERTVILLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------|
| Old..... | 5,30 | 15 | 15 | — | — | R.A.U. Robots |
| New..... | 5,30 | 15 | 20 | — | — | R.A.U. Robots |
| Old..... | 11,30 | 15 | 25 | — | — | City |
| New..... | 11,30 | 15 | 30 | — | — | City |

AMOROSA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------------|
| Old..... | 6,10 | 15 | 15 | — | — | Krugersdorp/Pretoria Cross Roads |
| New..... | 6,10 | 15 | 20 | — | — | Krugersdorp/Pretoria Cross Roads |
| Old..... | 12,80 | 15 | 25 | — | — | Laurentia Farm |
| New..... | 12,80 | 15 | 30 | — | — | Laurentia Farm |

BARAGWANATH

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------------------|
| Old..... | 4,20 | 15 | 15 | — | — | Orlando Station |
| New..... | 4,20 | 15 | 15 | — | — | Orlando Station |
| Old..... | 15,30 | 15 | 30 | 1,90 | 2,40 | Meadowlands |
| New..... | 15,30 | 20 | 35 | 2,05 | 2,55 | Meadowlands |
| Old..... | 16,80 | 15 | 30 | — | — | Dobsonville |
| New..... | 16,80 | 20 | 35 | — | — | Dobsonville |
| Old..... | 26,00 | 20 | 40 | — | — | Lappies |
| New..... | 26,00 | 25 | 50 | — | — | Lappies |
| Old..... | 28,38 | 30 | 60 | — | — | Culembeeck Garage |
| New..... | 28,38 | 35 | 70 | — | — | Culembeeck Garage |
| Old..... | 32,77 | 30 | 60 | — | — | Leratong Hospital |
| New..... | 32,77 | 35 | 70 | — | — | Leratong Hospital |
| Old..... | 38,08 | 30 | 60 | 3,50 | — | Chamdor |
| New..... | 38,08 | 35 | 70 | 3,75 | — | Chamdor |
| Old..... | 4,67 | 15 | 15 | — | — | Uncle Charlies |
| New..... | 4,67 | 15 | 20 | — | — | Uncle Charlies |
| Old..... | 6,95 | 15 | 20 | — | — | Robertsham Bridge |
| New..... | 6,95 | 15 | 25 | — | — | Robertsham Bridge |
| Old..... | 15,44 | 15 | 25 | 1,80 | 2,20 | Springfield |
| New..... | 15,44 | 15 | 30 | 1,90 | 2,35 | Springfield |
| Old..... | 15,95 | 20 | 35 | 2,50 | 3,10 | Doornfontein |
| New..... | 15,95 | 20 | 40 | 2,70 | 3,30 | Doornfontein |
| Old..... | 18,37 | 25 | 50 | 3,00 | 3,70 | Lorentzville |
| New..... | 18,37 | 30 | 60 | 3,20 | 3,95 | Lorentzville |
| Old..... | 13,08 | 15 | 25 | 1,80 | 2,20 | City |
| New..... | 13,08 | 15 | 30 | 1,90 | 2,35 | City |
| Old..... | 14,78 | 15 | 30 | 2,20 | 2,70 | Noord Street |
| New..... | 14,78 | 20 | 35 | 2,35 | 2,90 | Noord Street |
| Old..... | 10,44 | 15 | 20 | 1,50 | 1,90 | Robertsham/Chrisville |
| New..... | 10,44 | 15 | 25 | 1,60 | 2,05 | Robertsham/Chrisville |
| Old..... | 7,30 | 20 | 35 | — | — | South Rand Hospital |
| New..... | 7,30 | 20 | 40 | — | — | South Rand Hospital |
| Old..... | 18,00 | 25 | 45 | 2,50 | 3,10 | Steeldale |
| New..... | 18,00 | 30 | 55 | 2,70 | 3,30 | Steeldale |
| Old..... | 4,30 | 15 | 15 | — | — | Pimville |
| New..... | 4,30 | 15 | 15 | — | — | Pimville |
| Old..... | 9,59 | 15 | 25 | — | — | Mondeor |
| New..... | 9,59 | 15 | 30 | — | — | Mondeor |
| Old..... | 11,46 | 15 | 25 | — | — | Nancefield Industries |
| New..... | 11,46 | 15 | 30 | — | — | Nancefield Industries |
| Old..... | 5,14 | 15 | 20 | — | — | Merabe Garage |
| New..... | 5,14 | 15 | 20 | — | — | Merabe Garage |
| Old..... | 11,58 | 15 | 30 | — | — | Croesus |
| New..... | 11,58 | 20 | 40 | — | — | Croesus |
| Old..... | 17,98 | 20 | 35 | — | — | R.A.U. Robots |
| New..... | 17,98 | 20 | 40 | — | — | R.A.U. Robots |
| Old..... | 19,19 | 20 | 40 | — | — | Milner Park |
| New..... | 19,19 | 25 | 50 | 2,80 | 3,40 | Milner Park |
| Old..... | 38,10 | 30 | 60 | — | — | Corlett Drive/Athol-Oaklands Road |
| New..... | 38,10 | 35 | 70 | — | — | Corlett Drive/Athol-Oaklands Road |
| Old..... | 32,95 | 35 | 70 | 4,20 | 5,10 | Sandton Offices |
| New..... | 32,95 | 40 | 80 | 4,50 | 5,40 | Sandton Offices |
| Old..... | 37,45 | — | — | — | — | Kramerville |
| New..... | 37,45 | 45 | 90 | — | — | Kramerville |
| Old..... | 32,95 | 35 | 70 | 4,20 | 5,10 | Kew |
| New..... | 32,95 | 40 | 80 | 4,50 | 5,40 | Kew |
| Old..... | 3,25 | 15 | 15 | — | — | Diepkloof |
| New..... | 3,25 | 15 | 15 | — | — | Diepkloof |
| Old..... | 14,58 | 15 | 25 | — | — | Morris Isaacs |
| New..... | 14,58 | 15 | 30 | — | — | Morris Isaacs |

BROEDERSTROOM/SKEERPOORT JUNCTION

| | km | C | A | 5 | 6 | |
|----------|-------|------|------|---|---|----------------------------|
| Old..... | 30,20 | 35 | 60 | — | — | Wolhuterskop/Mogales/Brits |
| New..... | 30,20 | 35 | 70 | — | — | Wolhuterskop/Mogales/Brits |
| Old..... | 70,55 | 1,00 | 1,50 | — | — | Bethanie/Berseba |
| New..... | 70,55 | 1,00 | 2,00 | — | — | Bethanie/Berseba |
| Old..... | 69,70 | 1,00 | 2,00 | — | — | Rankelenyane |
| New..... | 69,70 | 1,20 | 2,50 | — | — | Rankelenyane |
| Old..... | 54,70 | 1,00 | 1,50 | — | — | Wonderkop |
| New..... | 54,70 | 1,00 | 2,00 | — | — | Wonderkop |

BROWN/MAIN ROADS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------------|
| Old..... | 4,50 | 15 | 15 | — | — | Quellerina Junction |
| New..... | 4,50 | 15 | 20 | — | — | Quellerina Junction |
| Old..... | 8,20 | 15 | 25 | — | — | Panorama Store/Hyperama |
| New..... | 8,20 | 15 | 30 | — | — | Panorama Store/Hyperama |
| Old..... | 13,90 | 15 | 30 | — | — | Amorosa |
| New..... | 13,90 | 20 | 35 | — | — | Amorosa |
| Old..... | 20,00 | 20 | 40 | — | — | Krugersdorp/Pretoria Cross Roads |
| New..... | 20,00 | 25 | 50 | — | — | Krugersdorp/Pretoria Cross Roads |
| Old..... | 26,70 | 35 | 65 | — | — | Laurentia Farm |
| New..... | 26,70 | 40 | 80 | — | — | Laurentia Farm |

"C" COMPOUND

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 2,93 | 15 | 15 | — | — | Culembeeck Garage |
| New..... | 2,93 | 15 | 20 | — | — | Culembeeck Garage |
| Old..... | 4,21 | 15 | 20 | — | — | Leratong Hospital |
| New..... | 4,21 | 15 | 25 | — | — | Leratong Hospital |
| Old..... | 10,68 | 15 | 25 | — | — | South Roodepoort Mine |
| New..... | 10,68 | 15 | 30 | — | — | South Roodepoort Mine |

CHIAWELO

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-------------------|
| Old..... | 6,13 | 15 | 15 | — | — | Moroka S.A.P. |
| New..... | 6,13 | 15 | 15 | — | — | Moroka S.A.P. |
| Old..... | 6,49 | 15 | 20 | — | — | Dube Station |
| New..... | 6,49 | 15 | 25 | — | — | Dube Station |
| Old..... | 11,87 | 15 | 25 | — | — | Orlando Station |
| New..... | 11,87 | 15 | 30 | — | — | Orlando Station |
| Old..... | 14,11 | 20 | 35 | — | — | Merabe Garage |
| New..... | 14,11 | 20 | 40 | — | — | Merabe Garage |
| Old..... | 20,55 | 25 | 50 | — | — | Croesus |
| New..... | 20,55 | 30 | 60 | — | — | Croesus |
| Old..... | 19,93 | 30 | 60 | — | — | Makro |
| New..... | 19,93 | 35 | 70 | — | — | Makro |
| Old..... | 25,06 | 30 | 60 | 2,90 | 3,60 | City |
| New..... | 25,06 | 35 | 70 | 3,10 | 3,85 | City |
| Old..... | 9,60 | 15 | 20 | — | — | Pimville |
| New..... | 9,60 | 15 | 25 | — | — | Pimville |
| Old..... | 13,90 | 15 | 25 | 1,90 | 2,40 | Baragwanath |
| New..... | 13,90 | 15 | 30 | 2,05 | 2,55 | Baragwanath |
| Old..... | 17,02 | 20 | 35 | — | — | Uncle Charlies |
| New..... | 17,02 | 20 | 40 | — | — | Uncle Charlies |
| Old..... | 19,30 | 20 | 40 | — | — | Robertsham Bridge |
| New..... | 19,30 | 25 | 50 | — | — | Robertsham Bridge |
| Old..... | 3,51 | 15 | 15 | — | — | Morris Isaacs |
| New..... | 3,51 | 15 | 15 | — | — | Morris Isaacs |

CITY

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 7,68 | 15 | 20 | — | — | Robertsham/Chrisville |
| New..... | 7,68 | 15 | 25 | — | — | Robertsham/Chrisville |
| Old..... | 1,70 | 15 | 15 | — | — | Noord Street |
| New..... | 1,70 | 15 | 20 | — | — | Noord Street |
| Old..... | 2,17 | 15 | 15 | — | — | Sherwell Street |
| New..... | 2,17 | 15 | 20 | — | — | Sherwell Street |
| Old..... | 5,80 | 15 | 25 | — | — | Lorentzville |
| New..... | 5,80 | 15 | 30 | — | — | Lorentzville |
| Old..... | 3,80 | 15 | 15 | — | — | Doornfontein |
| New..... | 3,80 | 15 | 20 | — | — | Doornfontein |
| Old..... | 5,13 | 15 | 15 | — | — | Makro |
| New..... | 5,13 | 15 | 20 | — | — | Makro |
| Old..... | 15,00 | 20 | 35 | — | — | Orlando Station |
| New..... | 15,00 | 20 | 40 | — | — | Orlando Station |

CORLETT DRIVE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 6,12 | 15 | 15 | — | — | Sandton Offices |
| New..... | 6,12 | 15 | 15 | — | — | Sandton Offices |
| Old..... | 10,42 | — | — | — | — | Kramerville |
| New..... | 10,42 | 15 | 20 | — | — | Kramerville |
| Old..... | 5,84 | 15 | 20 | — | — | Kew |
| New..... | 5,84 | 15 | 25 | — | — | Kew |

CROESUS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-------------------|
| Old..... | 11,70 | 15 | 30 | — | — | Aeroton |
| New..... | 11,70 | 20 | 40 | — | — | Aeroton |
| Old..... | 8,40 | 15 | 20 | — | — | Northcliff Corner |
| New..... | 8,40 | 15 | 25 | — | — | Northcliff Corner |
| Old..... | 10,61 | 15 | 25 | 1,70 | 2,10 | Pick 'n Pay |
| New..... | 10,61 | 15 | 30 | 1,80 | 2,25 | Pick 'n Pay |
| Old..... | 14,72 | 15 | 30 | 2,40 | 3,00 | Fairlands |
| New..... | 14,72 | 20 | 40 | 2,55 | 3,20 | Fairlands |
| Old..... | 2,07 | 15 | 15 | — | — | Makro |
| New..... | 2,07 | 15 | 20 | — | — | Makro |

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|--|
| Old..... | 7,20 | 15 | 20 | — | — | City |
| New..... | 7,20 | 15 | 25 | — | — | City |
| Old..... | 7,74 | 15 | 20 | — | — | West Park |
| New..... | 7,74 | 15 | 25 | — | — | West Park |
| Old..... | 4,40 | 15 | 15 | — | — | New Canada |
| New..... | 4,40 | 15 | 20 | — | — | New Canada |
| Old..... | 4,40 | 15 | 15 | — | — | C.M.R. Hospital |
| New..... | 4,40 | 15 | 20 | — | — | C.M.R. Hospital |
| Old..... | 8,10 | 15 | 25 | — | — | Lea Glen |
| New..... | 8,10 | 15 | 30 | — | — | Lea Glen |
| Old..... | 6,14 | 15 | 15 | — | — | Brown/Main Roads |
| New..... | 6,14 | 15 | 20 | — | — | Brown/Main Roads |
| Old..... | 10,90 | 15 | 25 | — | — | Quellerina Junction |
| New..... | 10,90 | 15 | 30 | — | — | Quellerina Junction |
| Old..... | 14,60 | 15 | 30 | — | — | Panorama Store/Hyperama |
| New..... | 14,60 | 20 | 40 | — | — | Panorama Store/Hyperama |
| Old..... | 20,30 | 20 | 40 | — | — | Amorosa |
| New..... | 20,30 | 25 | 50 | — | — | Amorosa |
| Old..... | 26,40 | 30 | 55 | — | — | Krugersdorp/Pretoria Cross Road |
| New..... | 26,40 | 35 | 70 | — | — | Krugersdorp/Pretoria Cross Road |
| Old..... | 33,10 | 35 | 65 | — | — | Laurentia Farm |
| New..... | 33,10 | 40 | 80 | — | — | Laurentia Farm |
| Old..... | 14,70 | 15 | 30 | — | — | Ferndale (Hans Strydom Avenue/Republic Road) |
| New..... | 14,70 | 20 | 35 | — | — | Ferndale (Hans Strydom Avenue/Republic Road) |
| Old..... | 19,60 | 20 | 40 | — | — | Northriding |
| New..... | 19,60 | 25 | 50 | — | — | Northriding |
| Old..... | 23,10 | 25 | 50 | — | — | Honeydew Police Station |
| New..... | 23,10 | 30 | 60 | — | — | Honeydew Police Station |
| Old..... | 31,40 | 30 | 60 | — | — | Outspan Café |
| New..... | 31,40 | 35 | 70 | — | — | Outspan Café |
| Old..... | 35,50 | 35 | 70 | — | — | Swartkops |
| New..... | 35,50 | 40 | 80 | — | — | Swartkops |
| Old..... | 24,60 | 25 | 50 | — | — | Jacaranda Tea Room |
| New..... | 24,60 | 30 | 60 | — | — | Jacaranda Tea Room |
| Old..... | 27,50 | 30 | 60 | — | — | Nana's Store |
| New..... | 27,50 | 35 | 70 | — | — | Nana's Store |
| Old..... | 38,80 | 35 | 70 | — | — | Renos |
| New..... | 38,80 | 40 | 80 | — | — | Renos |
| Old..... | 65,70 | 1,00 | 1,50 | — | — | Broederstroom/Skeerpoort Junction |
| New..... | 65,70 | 1,00 | 2,00 | — | — | Broederstroom/Skeerpoort Junction |
| Old..... | 122,00 | 1,00 | 2,00 | — | — | Wolhuterskop/Mogales/Brits |
| New..... | 122,00 | 1,20 | 2,50 | — | — | Wolhuterskop/Mogales/Brits |
| Old..... | 133,85 | 1,00 | 2,50 | — | — | Bethane/Berseba/Wonderkop |
| New..... | 133,85 | 2,00 | 3,00 | — | — | Bethane/Berseba/Wonderkop |
| Old..... | 148,85 | 1,50 | 3,00 | — | — | Rankelenyane |
| New..... | 148,85 | 2,00 | 3,50 | — | — | Rankelenyane |
| Old..... | 43,90 | 1,00 | 1,50 | — | — | Kudu Café |
| New..... | 43,90 | 1,00 | 2,00 | — | — | Kudu Café |
| Old..... | 73,19 | 1,00 | 2,00 | — | — | Marabastad |
| New..... | 73,19 | 1,20 | 2,50 | — | — | Marabastad |
| Old..... | 103,30 | 1,00 | 2,50 | — | — | Mabopane |
| New..... | 103,30 | 1,50 | 3,00 | — | — | Mabopane |
| Old..... | 159,30 | 1,50 | 3,00 | — | — | Makapanstad |
| New..... | 159,30 | 2,00 | 3,50 | — | — | Makapanstad |
| Old..... | 9,60 | 15 | 25 | — | — | Sherwell Street |
| New..... | 9,60 | 15 | 30 | — | — | Sherwell Street |
| Old..... | 2,87 | 15 | 15 | — | — | R.A.U. Robots |
| New..... | 2,87 | 15 | 20 | — | — | R.A.U. Robots |
| Old..... | 6,73 | 15 | 20 | — | — | Milner Park |
| New..... | 6,73 | 15 | 25 | — | — | Milner Park |
| Old..... | 17,48 | 20 | 35 | — | — | Corlett Drive |
| New..... | 17,48 | 20 | 40 | — | — | Corlett Drive |
| Old..... | 18,93 | 20 | 40 | — | — | Sandton Offices |
| New..... | 18,93 | 25 | 50 | — | — | Sandton Offices |
| Old..... | 23,43 | — | — | — | — | Kramerville |
| New..... | 23,43 | 30 | 60 | — | — | Kramerville |
| Old..... | 29,19 | 20 | 40 | — | — | Kew |
| New..... | 29,19 | 25 | 50 | — | — | Kew |

CROSS ROADS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 4,53 | 15 | 15 | — | — | Pimville |
| New..... | 4,53 | 15 | 15 | — | — | Pimville |
| Old..... | 6,92 | 15 | 20 | — | — | Baragwanath |
| New..... | 6,92 | 15 | 25 | — | — | Baragwanath |
| Old..... | 11,59 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 11,59 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 13,87 | 15 | 30 | — | — | Robertsham Bridge |
| New..... | 13,87 | 20 | 35 | — | — | Robertsham Bridge |
| Old..... | 20,00 | 20 | 40 | — | — | City |
| New..... | 20,00 | 25 | 50 | — | — | City |
| Old..... | 17,26 | 20 | 35 | 2,20 | 2,70 | Robertsham/Chrisville |
| New..... | 17,26 | 20 | 40 | 2,35 | 2,90 | Robertsham/Chrisville |
| Old..... | 15,61 | 20 | 35 | — | — | Mondeor |
| New..... | 15,61 | 20 | 40 | — | — | Mondeor |
| Old..... | 2,69 | 15 | 15 | — | — | Kliptown Turn-off |
| New..... | 2,69 | 15 | 15 | — | — | Kliptown Turn-off |

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 7,90 | 15 | 20 | — | — | Kliptown Terminus |
| New..... | 7,90 | 15 | 25 | — | — | Kliptown Terminus |
| Old..... | 19,40 | 15 | 25 | — | — | Nancefield Industries |
| New..... | 19,40 | 20 | 35 | — | — | Nancefield Industries |
| Old..... | 8,67 | 15 | 20 | — | — | Merabe Garage |
| New..... | 8,67 | 15 | 20 | — | — | Merabe Garage |
| Old..... | 20,00 | 20 | 40 | — | — | Springfield |
| New..... | 20,00 | 25 | 50 | — | — | Springfield |
| Old..... | 22,87 | 25 | 50 | 3,00 | 3,70 | Doornfontein |
| New..... | 22,87 | 30 | 60 | 3,20 | 3,95 | Doornfontein |
| Old..... | 24,39 | 30 | 60 | 3,50 | 4,30 | Lorentzville |
| New..... | 24,39 | 35 | 70 | 3,75 | 4,60 | Lorentzville |
| Old..... | 32,95 | 35 | 70 | — | — | Sandton Offices |
| New..... | 32,95 | 40 | 80 | — | — | Sandton Offices |
| Old..... | 15,11 | 15 | 30 | — | — | Croesus |
| New..... | 15,11 | 20 | 40 | — | — | Croesus |
| Old..... | 17,98 | 20 | 35 | — | — | R.A.U. Robots |
| New..... | 17,98 | 20 | 40 | — | — | R.A.U. Robots |
| Old..... | 19,19 | 20 | 40 | — | — | Milner Park |
| New..... | 19,19 | 25 | 50 | — | — | Milner Park |
| Old..... | 30,81 | 30 | 60 | — | — | Corlett Drive |
| New..... | 30,81 | 35 | 70 | — | — | Corlett Drive |
| Old..... | 32,95 | 35 | 70 | — | — | Kew |
| New..... | 32,95 | 40 | 80 | — | — | Kew |
| Old..... | 32,39 | 35 | 70 | — | — | Alrode |
| New..... | 32,39 | 40 | 80 | — | — | Alrode |
| Old..... | 14,84 | 20 | 40 | — | — | Kliprivier Garage |
| New..... | 14,84 | 30 | 50 | — | — | Kliprivier Garage |
| Old..... | 21,24 | 30 | 60 | — | — | Alberton Cross Roads |
| New..... | 21,24 | 40 | 70 | — | — | Alberton Cross Roads |

CULEMBEECK GARAGE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------------|
| Old..... | 2,38 | 15 | 15 | — | — | Leratong Hospital |
| New..... | 2,38 | 15 | 20 | — | — | Leratong Hospital |
| Old..... | 8,85 | 15 | 20 | — | — | South Roodepoort Mine |
| New..... | 8,85 | 15 | 25 | — | — | South Roodepoort Mine |
| Old..... | 7,69 | 15 | 20 | — | — | Chamdor |
| New..... | 7,69 | 15 | 25 | — | — | Chamdor |
| Old..... | 4,39 | 15 | 15 | — | — | Lappies |
| New..... | 4,39 | 15 | 20 | — | — | Lappies |

DIEPKLOOF

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------------------|
| Old..... | 7,14 | 15 | 20 | — | — | Uncle Charlies |
| New..... | 7,14 | 15 | 25 | — | — | Uncle Charlies |
| Old..... | 8,65 | 15 | 25 | — | — | Robertsham Bridge |
| New..... | 8,65 | 15 | 30 | — | — | Robertsham Bridge |
| Old..... | 15,44 | 15 | 30 | 2,20 | 2,70 | City |
| New..... | 15,44 | 20 | 35 | 2,35 | 2,90 | City |
| Old..... | 16,48 | 20 | 35 | 2,50 | 3,10 | Noord Street |
| New..... | 16,48 | 20 | 40 | 2,70 | 3,30 | Noord Street |
| Old..... | 3,82 | 15 | 15 | — | — | Merabe Garage |
| New..... | 3,82 | 15 | 15 | — | — | Merabe Garage |
| Old..... | 10,26 | 15 | 20 | 1,50 | 1,90 | Croesus |
| New..... | 10,26 | 15 | 30 | 1,60 | 2,05 | Croesus |
| Old..... | 12,33 | 15 | 30 | — | — | Makro |
| New..... | 12,33 | 20 | 35 | — | — | Makro |
| Old..... | 5,35 | 15 | 20 | — | — | Pimville |
| New..... | 5,35 | 15 | 25 | — | — | Pimville |
| Old..... | 11,14 | 15 | 25 | — | — | Kliptown |
| New..... | 11,14 | 15 | 30 | — | — | Kliptown |
| Old..... | 13,16 | 15 | 30 | 3,00 | 3,70 | Nancefield Industries |
| New..... | 13,16 | 20 | 40 | 3,20 | 3,95 | Nancefield Industries |
| Old..... | 13,69 | 15 | 25 | 2,00 | 2,50 | Robertsham/Chrisville |
| New..... | 13,69 | 15 | 30 | 2,15 | 2,70 | Robertsham/Chrisville |
| Old..... | 14,91 | 15 | 25 | — | — | R.A.U. Robots |
| New..... | 14,91 | 20 | 40 | — | — | R.A.U. Robots |
| Old..... | 16,12 | 20 | 35 | — | — | Milner Park |
| New..... | 16,12 | 20 | 40 | — | — | Milner Park |
| Old..... | 27,74 | 25 | 50 | — | — | Corlett Drive/Athol-Oaklands Road |
| New..... | 27,74 | 30 | 60 | — | — | Corlett Drive/Athol-Oaklands Road |
| Old..... | 29,19 | 30 | 60 | — | — | Sandton Office |
| New..... | 29,19 | 35 | 70 | — | — | Sandton Office |
| Old..... | 33,69 | — | — | — | — | Kramerville |
| New..... | 33,69 | 40 | 80 | — | — | Kramerville |
| Old..... | 29,19 | 30 | 60 | — | — | Kew |
| New..... | 29,19 | 35 | 70 | — | — | Kew |
| Old..... | 15,96 | 20 | 35 | — | — | Westcol |
| New..... | 15,96 | 20 | 40 | — | — | Westcol |
| Old..... | 19,88 | 25 | 50 | — | — | Northcliff Corner |
| New..... | 19,88 | 30 | 60 | — | — | Northcliff Corner |
| Old..... | 24,68 | 30 | 55 | — | — | Pick 'n Pay |
| New..... | 24,68 | 35 | 65 | — | — | Pick 'n Pay |

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|--------------------|
| Old..... | 28,79 | 30 | 60 | — | — | Fairlands |
| New..... | 28,79 | 35 | 70 | — | — | Fairlands |
| Old..... | 9,50 | 15 | 30 | — | — | Bosmont |
| New..... | 9,50 | 15 | 30 | — | — | Bosmont |
| Old..... | 11,75 | 20 | 35 | — | — | Maraisburg Station |
| New..... | 11,75 | 20 | 35 | — | — | Maraisburg Station |
| Old..... | 15,44 | 15 | 30 | 2,20 | 2,70 | Springfield |
| New..... | 15,44 | 20 | 35 | 2,35 | 2,90 | Springfield |
| Old..... | 18,37 | 25 | 45 | 3,00 | 3,70 | Lorentzville |
| New..... | 18,37 | 30 | 60 | 3,20 | 3,95 | Lorentzville |
| Old..... | 16,37 | 20 | 35 | 2,50 | 3,10 | Doornfontein |
| New..... | 16,37 | 20 | 40 | 2,70 | 3,30 | Doornfontein |
| Old..... | 3,57 | 15 | 15 | — | — | Orlando Station |
| New..... | 3,57 | 15 | 15 | — | — | Orlando Station |

DUBE STATION

| | km | C | A | 5 | 5 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 4,80 | 15 | 15 | — | — | Orlando Station |
| New..... | 4,80 | 15 | 15 | — | — | Orlando Station |
| Old..... | 7,64 | 15 | 20 | — | — | Baragwanath |
| New..... | 7,64 | 15 | 25 | — | — | Baragwanath |
| Old..... | 12,17 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 12,17 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 14,45 | 15 | 30 | — | — | Robertsham Bridge |
| New..... | 14,45 | 20 | 40 | — | — | Robertsham Bridge |
| Old..... | 19,80 | 20 | 40 | — | — | City |
| New..... | 19,80 | 25 | 50 | — | — | City |
| Old..... | 7,04 | 15 | 20 | — | — | Merabe Garage |
| New..... | 7,04 | 15 | 20 | — | — | Merabe Garage |
| Old..... | 13,48 | 15 | 30 | — | — | Croesus |
| New..... | 13,48 | 20 | 40 | — | — | Croesus |
| Old..... | 15,55 | 20 | 40 | — | — | Makro |
| New..... | 15,55 | 25 | 50 | — | — | Makro |
| Old..... | 19,89 | 20 | 35 | — | — | Mondeor |
| New..... | 19,89 | 20 | 40 | — | — | Mondeor |

DOBSONVILLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|--------------------------------|
| Old..... | 7,68 | 15 | 20 | — | — | Superocla |
| New..... | 7,68 | 15 | 25 | — | — | Superocla |
| Old..... | 9,72 | 15 | 25 | 1,80 | — | Lea Glen |
| New..... | 9,72 | 15 | 30 | 1,90 | — | Lea Glen |
| Old..... | 14,85 | 15 | 30 | 2,10 | — | Cadac |
| New..... | 14,85 | 20 | 40 | 2,25 | — | Cadac |
| Old..... | 8,70 | 15 | 20 | 1,25 | — | Roodepoort Municipal Workshops |
| New..... | 8,70 | 15 | 25 | 1,35 | — | Roodepoort Municipal Workshops |
| Old..... | 14,85 | 15 | 30 | 3,00 | 3,60 | Florida/Florida North |
| New..... | 14,85 | 20 | 40 | 3,20 | 3,85 | Florida/Florida North |
| Old..... | 10,58 | 15 | 25 | 1,80 | 2,20 | Roodepoort |
| New..... | 10,58 | 15 | 30 | 1,90 | 2,35 | Roodepoort |
| Old..... | 14,85 | 15 | 30 | — | — | Florida Hills Ext/Horison Park |
| New..... | 14,85 | 20 | 40 | — | — | Florida Hills Ext/Horison Park |
| Old..... | 10,78 | 15 | 25 | — | — | Horison Station |
| New..... | 10,78 | 15 | 30 | — | — | Horison Station |
| Old..... | 13,39 | 15 | 30 | 2,20 | 2,70 | Witpoortjie/Wilro Park |
| New..... | 13,39 | 20 | 40 | 2,35 | 2,90 | Witpoortjie/Wilro Park |
| Old..... | 14,89 | 20 | 35 | — | — | Roodekrans |
| New..... | 14,89 | 20 | 40 | — | — | Roodekrans |
| Old..... | 10,70 | 15 | 25 | — | — | Lappies |
| New..... | 10,70 | 15 | 30 | — | — | Lappies |
| Old..... | 15,09 | 20 | 35 | — | — | Culembeeck Garage |
| New..... | 15,09 | 20 | 40 | — | — | Culembeeck Garage |
| Old..... | 17,47 | 20 | 35 | — | — | Leratong Hospital |
| New..... | 17,47 | 25 | 50 | — | — | Leratong Hospital |
| Old..... | 22,78 | 20 | 40 | — | — | Chamdor |
| New..... | 22,78 | 25 | 50 | — | — | Chamdor |
| Old..... | 14,85 | 15 | 30 | — | — | Ontdekkers Road |
| New..... | 14,85 | 20 | 40 | — | — | Ontdekkers Road |
| Old..... | 17,66 | 20 | 40 | — | — | Fourways Panorama |
| New..... | 17,66 | 25 | 50 | — | — | Fourways Panorama |
| Old..... | 21,66 | 25 | 50 | 3,50 | 4,20 | Kanyumba/Library/OK Hyperama |
| New..... | 21,66 | 30 | 60 | 3,75 | 4,50 | Kanyumba/Library/OK Hyperama |
| Old..... | 28,50 | 30 | 60 | 4,00 | 5,00 | Honeydew/Weltevreden Park |
| New..... | 28,50 | 35 | 70 | 4,30 | 5,30 | Honeydew/Weltevreden Park |

FOURWAYS PANORAMA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------------|
| Old..... | 4,00 | 15 | 15 | — | — | Kanyumba/Library/OK Hyperama |
| New..... | 4,00 | 15 | 20 | — | — | Kanyumba/Library/OK Hyperama |
| Old..... | 10,84 | 15 | 30 | — | — | Honeydew/Weltevreden Park |
| New..... | 10,84 | 20 | 40 | — | — | Honeydew/Weltevreden Park |

FERNDALE (HANS STRYDOM AVE/REPUBLIC ROAD)

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------------|
| Old..... | 4,90 | 15 | 15 | — | — | Northriding Café |
| New..... | 4,90 | 15 | 20 | — | — | Northriding Café |
| Old..... | 8,40 | 15 | 20 | — | — | Honeydew Police Station |
| New..... | 8,40 | 15 | 25 | — | — | Honeydew Police Station |
| Old..... | 16,70 | 20 | 35 | — | — | Outspan Café |
| New..... | 16,70 | 20 | 40 | — | — | Outspan Café |
| Old..... | 20,80 | 20 | 40 | — | — | Swartkops |
| New..... | 20,80 | 25 | 50 | — | — | Swartkops |
| Old..... | 9,90 | 15 | 25 | — | — | Jacaranda Tea Room |
| New..... | 9,90 | 15 | 25 | — | — | Jacaranda Tea Room |
| Old..... | 12,80 | 20 | 40 | — | — | Nana's Store |
| New..... | 12,80 | 25 | 50 | — | — | Nana's Store |
| Old..... | 24,10 | 25 | 50 | — | — | Renos |
| New..... | 24,10 | 30 | 60 | — | — | Renos |

HONEYDEW POLICE STATION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------|
| Old..... | 8,30 | 15 | 20 | — | — | Outspan Café |
| New..... | 8,30 | 15 | 20 | — | — | Outspan Café |
| Old..... | 12,40 | 15 | 20 | — | — | Swartkops |
| New..... | 12,40 | 15 | 25 | — | — | Swartkops |

HORISON STATION

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------------------|
| Old..... | 2,81 | 15 | 15 | — | — | Witpoortjie/Wilro Park |
| New..... | 2,81 | 15 | 20 | — | — | Witpoortjie/Wilro Park |
| Old..... | 5,31 | 15 | 20 | — | — | Roodekrans |
| New..... | 5,31 | 15 | 20 | — | — | Roodekrans |

IKWEZI STATION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|-------------------|
| Old..... | 2,51 | 15 | 15 | — | — | Dobsonville |
| New..... | 2,51 | 15 | 15 | — | — | Dobsonville |
| Old..... | 10,70 | 15 | 30 | — | — | Lappies |
| New..... | 10,70 | 15 | 30 | — | — | Lappies |
| Old..... | 15,09 | 20 | 35 | — | — | Culembeeck Garage |
| New..... | 15,09 | 25 | 45 | — | — | Culembeeck Garage |
| Old..... | 17,47 | 20 | 35 | — | — | Leratong Hospital |
| New..... | 17,47 | 25 | 50 | — | — | Leratong Hospital |
| Old..... | 22,78 | 20 | 40 | 2,50 | — | Chamdor |
| New..... | 22,78 | 25 | 50 | 2,70 | — | Chamdor |
| Old..... | 2,53 | 15 | 15 | — | — | Dube Station |
| New..... | 2,53 | 15 | 15 | — | — | Dube Station |
| Old..... | 6,05 | 15 | 20 | — | — | Orlando Station |
| New..... | 6,05 | 15 | 25 | — | — | Orlando Station |
| Old..... | 10,17 | 15 | 25 | — | — | Baragwanath |
| New..... | 10,17 | 15 | 30 | — | — | Baragwanath |
| Old..... | 14,70 | 15 | 30 | — | — | Uncle Charlies |
| New..... | 14,70 | 20 | 35 | — | — | Uncle Charlies |
| Old..... | 16,98 | 20 | 35 | — | — | Robertsham Bridge |
| New..... | 16,98 | 25 | 45 | — | — | Robertsham Bridge |
| Old..... | 22,16 | 25 | 50 | — | — | City |
| New..... | 22,16 | 30 | 60 | — | — | City |
| Old..... | 21,50 | 20 | 40 | — | — | Mondeor |
| New..... | 21,50 | 25 | 45 | — | — | Mondeor |
| Old..... | 3,51 | 15 | 15 | — | — | Meadowlands |
| New..... | 3,51 | 15 | 15 | — | — | Meadowlands |
| Old..... | 10,02 | 15 | 25 | — | — | Merabe Garage |
| New..... | 10,02 | 15 | 30 | — | — | Merabe Garage |
| Old..... | 16,46 | 20 | 35 | — | — | Croesus |
| New..... | 16,46 | 20 | 40 | — | — | Croesus |
| Old..... | 18,53 | 25 | 50 | — | — | Makro |
| New..... | 18,53 | 30 | 60 | — | — | Makro |
| Old..... | 22,16 | 25 | 50 | — | — | Springfield |
| New..... | 22,16 | 30 | 60 | — | — | Springfield |
| Old..... | 25,96 | — | — | — | — | Doornfontein |
| New..... | 25,96 | 35 | 70 | — | — | Doornfontein |
| Old..... | 27,96 | — | — | — | — | Lorentzville |
| New..... | 27,96 | 40 | 80 | — | — | Lorentzville |

INHLAZANE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------|
| Old..... | 3,98 | 15 | 15 | — | — | Dube |
| New..... | 3,98 | 15 | 15 | — | — | Dube |
| Old..... | 8,18 | 15 | 20 | — | — | Orlando Bridge |
| New..... | 8,18 | 15 | 25 | — | — | Orlando Bridge |
| Old..... | 12,76 | 15 | 25 | — | — | Baragwanath |
| New..... | 12,76 | 15 | 30 | — | — | Baragwanath |

JACARANDA TEA ROOM

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------|
| Old..... | 2,90 | 15 | 20 | — | — | Nana's Store |
| New..... | 2,90 | 15 | 20 | — | — | Nana's Store |
| Old..... | 14,20 | 15 | 25 | — | — | Renos |
| New..... | 14,20 | 15 | 25 | — | — | Renos |

KANYUMBA/LIBRARY/OK HYPERAMA

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------------------|
| Old..... | 6,84 | 15 | 15 | — | — | Honeydew/Weltevreden Park |
| New..... | 6,84 | 15 | 20 | — | — | Honeydew/Weltevreden Park |

KLIPTOWN TERMINUS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------------|
| Old..... | 5,79 | 15 | 15 | — | — | Pimville |
| New..... | 5,79 | 15 | 20 | — | — | Pimville |
| Old..... | 9,44 | 15 | 20 | — | — | Baragwanath |
| New..... | 9,44 | 15 | 25 | — | — | Baragwanath |
| Old..... | 2,02 | 15 | 15 | — | — | Nancefield Industries |
| New..... | 2,02 | 15 | 20 | — | — | Nancefield Industries |
| Old..... | 5,21 | 15 | 15 | — | — | Kliptown Turn-off |
| New..... | 5,21 | 15 | 15 | — | — | Kliptown Turn-off |

KLIPTOWN TURN-OFF

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------------|
| Old..... | 7,23 | 15 | 20 | — | — | Nancefield Industries |
| New..... | 7,23 | 15 | 25 | — | — | Nancefield Industries |

KRUGERSDORP/PRETORIA CROSS ROADS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------------|
| Old..... | 6,70 | 15 | 15 | — | — | Laurentia Farm |
| New..... | 6,70 | 15 | 20 | — | — | Laurentia Farm |

KUDU CAFÉ

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|-------------|
| Old..... | 29,29 | 50 | 1,00 | — | — | Marabastad |
| New..... | 29,29 | 60 | 1,20 | — | — | Marabastad |
| Old..... | 63,30 | 1,00 | 1,50 | — | — | Mabopane |
| New..... | 63,30 | 1,00 | 2,00 | — | — | Mabopane |
| Old..... | 119,30 | 1,00 | 2,00 | — | — | Makapanstad |
| New..... | 119,30 | 1,20 | 2,50 | — | — | Makapanstad |

LANGLAAGTE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------|
| Old..... | 5,35 | 15 | 15 | — | — | Auckland Park |
| New..... | 5,35 | 15 | 20 | — | — | Auckland Park |

LAPPIES

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------|
| Old..... | 12,08 | 15 | 25 | — | — | Chamdor |
| New..... | 12,08 | 15 | 30 | — | — | Chamdor |

LEA GLEN

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------|
| Old..... | 5,13 | 15 | 15 | — | — | Cadac |
| New..... | 5,13 | 15 | 20 | — | — | Cadac |
| Old..... | 3,70 | 15 | 15 | — | — | C.M.R. Hospital |
| New..... | 3,70 | 15 | 20 | — | — | C.M.R. Hospital |
| Old..... | 7,75 | — | — | — | — | Florida |
| New..... | 7,75 | 15 | 30 | — | — | Florida |

LERATONG HOSPITAL

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------------|
| Old..... | 6,47 | 15 | 15 | — | — | South Roodepoort Mine |
| New..... | 6,47 | 15 | 20 | — | — | South Roodepoort Mine |
| Old..... | 5,31 | 15 | 15 | — | — | Chamdor |
| New..... | 5,31 | 15 | 20 | — | — | Chamdor |
| Old..... | 6,77 | 15 | 20 | — | — | Lappies |
| New..... | 6,77 | 15 | 25 | — | — | Lappies |

LORENTZVILLE

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|--------------|
| Old..... | 2,00 | 15 | 15 | — | — | Doornfontein |
| New..... | 2,00 | 15 | 20 | — | — | Doornfontein |

MEADOWLANDS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 18,59 | 20 | 40 | 2,50 | 3,10 | City |
| New..... | 18,59 | 25 | 50 | 2,70 | 3,30 | City |
| Old..... | 13,60 | 15 | 25 | — | — | Diepkloof |
| New..... | 13,60 | 15 | 30 | — | — | Diepkloof |
| Old..... | 35,55 | — | — | — | — | Kramerville |
| New..... | 35,55 | 45 | 90 | — | — | Kramerville |
| Old..... | 19,97 | 15 | 30 | — | — | Uncle Charlies |
| New..... | 19,97 | 20 | 40 | — | — | Uncle Charlies |
| Old..... | 20,54 | 20 | 40 | 2,80 | 3,40 | Robertsham/Chrisville |
| New..... | 20,54 | 25 | 50 | 3,00 | 3,60 | Robertsham/Chrisville |
| Old..... | 2,50 | 15 | 15 | — | — | Dobsonville |
| New..... | 2,50 | 15 | 15 | — | — | Dobsonville |
| Old..... | 10,70 | 15 | 30 | — | — | Lappies |
| New..... | 10,70 | 15 | 30 | — | — | Lappies |
| Old..... | 15,09 | 20 | 35 | — | — | Culembeeck Garage |
| New..... | 15,09 | 25 | 45 | — | — | Culembeeck Garage |

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|---------------------------|
| Old..... | 17,47 | 20 | 35 | — | — | Leratong Hospital |
| New..... | 17,47 | 25 | 50 | — | — | Leratong Hospital |
| Old..... | 22,78 | 20 | 40 | — | — | Chamdor |
| New..... | 22,78 | 25 | 50 | — | — | Chamdor |
| Old..... | 15,96 | — | — | — | — | Lea Glen |
| New..... | 15,96 | 25 | 40 | 2,70 | 3,30 | Lea Glen |
| Old..... | 22,39 | 25 | 50 | 3,00 | 3,70 | Doornfontein |
| New..... | 22,39 | 30 | 60 | 3,20 | 3,95 | Doornfontein |
| Old..... | 24,39 | 30 | 60 | 3,50 | 4,30 | Lorentzville |
| New..... | 24,39 | 35 | 70 | 3,75 | 4,60 | Lorentzville |
| Old..... | 4,13 | 15 | 15 | — | — | Phomolong Station |
| New..... | 4,13 | 15 | 15 | — | — | Phomolong Station |
| Old..... | 31,05 | 35 | 70 | 4,20 | 5,10 | Sandton Offices |
| New..... | 31,05 | 40 | 80 | 4,50 | 5,40 | Sandton Offices |
| Old..... | 21,09 | — | — | — | — | Florida |
| New..... | 21,09 | 25 | 50 | — | — | Florida |
| Old..... | 31,05 | 35 | 70 | 4,20 | 5,10 | Kew |
| New..... | 31,05 | 40 | 80 | 4,50 | 5,40 | Kew |
| Old..... | 18,59 | 20 | 40 | — | — | Milner Park |
| New..... | 18,59 | 25 | 50 | 2,80 | 3,40 | Milner Park |
| Old..... | 29,60 | 30 | 60 | — | — | Corlett Drive |
| New..... | 29,60 | 35 | 70 | — | — | Corlett Drive |
| Old..... | 5,68 | 15 | 20 | — | — | Merabe Garage |
| New..... | 5,68 | 15 | 20 | — | — | Merabe Garage |
| Old..... | 14,22 | 20 | 35 | — | — | Coronationville |
| New..... | 14,22 | 20 | 40 | — | — | Coronationville |
| Old..... | 16,94 | 20 | 35 | — | — | R.A.U. Robots |
| New..... | 16,94 | 20 | 40 | — | — | R.A.U. Robots |
| Old..... | 19,80 | 25 | 45 | — | — | Melville Hotel |
| New..... | 19,80 | 25 | 50 | 2,80 | 3,40 | Melville Hotel |
| Old..... | 29,26 | 30 | 60 | — | — | Rosebank |
| New..... | 29,26 | 35 | 70 | — | — | Rosebank |
| Old..... | 32,36 | 35 | 70 | 4,20 | 5,10 | Randburg |
| New..... | 32,36 | 30 | 80 | 4,50 | 5,40 | Randburg |
| Old..... | 13,07 | 15 | 30 | — | — | Croesus |
| New..... | 13,07 | 20 | 40 | — | — | Croesus |
| Old..... | 15,96 | 20 | 35 | 2,50 | 3,10 | Westcol |
| New..... | 15,96 | 20 | 40 | 2,70 | 3,30 | Westcol |
| Old..... | 19,88 | 25 | 50 | — | — | Northcliff Corner |
| New..... | 19,88 | 30 | 60 | — | — | Northcliff Corner |
| Old..... | 24,68 | 30 | 55 | 3,50 | 4,30 | Pick 'n Pay |
| New..... | 24,68 | 35 | 65 | 3,75 | 4,60 | Pick 'n Pay |
| Old..... | 28,79 | 30 | 60 | 4,80 | 5,90 | Fairlands |
| New..... | 28,79 | 35 | 70 | 5,10 | 6,30 | Fairlands |
| Old..... | 13,69 | 15 | 30 | — | — | Bosmont |
| New..... | 13,69 | 20 | 40 | — | — | Bosmont |
| Old..... | 15,76 | 20 | 35 | — | — | Maraisburg Station |
| New..... | 15,76 | 20 | 40 | — | — | Maraisburg Station |
| Old..... | 5,36 | 15 | 15 | — | — | Vincent/Odendaal Junction |
| New..... | 5,36 | 15 | 15 | — | — | Vincent/Odendaal Junction |
| Old..... | 10,88 | 15 | 20 | — | — | Orlando Station |
| New..... | 10,88 | 15 | 25 | — | — | Orlando Station |
| Old..... | 16,23 | 15 | 30 | — | — | Pimville |
| New..... | 16,23 | 20 | 35 | — | — | Pimville |
| Old..... | 22,02 | 20 | 35 | — | — | Kliptown Terminus |
| New..... | 22,02 | 20 | 40 | — | — | Kliptown Terminus |
| Old..... | 24,04 | 20 | 40 | — | — | Nancefield Industries |
| New..... | 24,04 | 25 | 50 | — | — | Nancefield Industries |
| Old..... | 2,82 | 15 | 15 | 1,00 | 1,30 | Dube Station |
| New..... | 2,82 | 15 | 15 | 1,10 | 1,40 | Dube Station |
| Old..... | 13,46 | 20 | 40 | — | — | Makro |
| New..... | 13,46 | 25 | 50 | — | — | Makro |

MERABE GARAGE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------------|
| Old..... | 6,44 | 15 | 20 | — | — | Croesus |
| New..... | 6,44 | 15 | 20 | — | — | Croesus |
| Old..... | 8,33 | 15 | 20 | — | — | Westcol |
| New..... | 8,33 | 15 | 25 | — | — | Westcol |
| Old..... | 12,75 | 15 | 30 | — | — | Northcliff Corner |
| New..... | 12,75 | 20 | 40 | — | — | Northcliff Corner |
| Old..... | 17,05 | 20 | 35 | — | — | Pick 'n Pay |
| New..... | 17,05 | 20 | 40 | — | — | Pick 'n Pay |
| Old..... | 21,16 | 20 | 40 | — | — | Fairlands |
| New..... | 21,16 | 25 | 50 | — | — | Fairlands |
| Old..... | 6,06 | 15 | 20 | — | — | Bosmont |
| New..... | 6,06 | 15 | 25 | — | — | Bosmont |
| Old..... | 8,31 | 15 | 25 | — | — | Maraisburg Station |
| New..... | 8,31 | 15 | 30 | — | — | Maraisburg Station |
| Old..... | 6,59 | 15 | 20 | — | — | Coronationville |
| New..... | 6,59 | 15 | 20 | — | — | Coronationville |
| Old..... | 9,31 | 15 | 20 | — | — | R.A.U. (Robots) |
| New..... | 9,31 | 15 | 25 | — | — | R.A.U. (Robots) |
| Old..... | 12,17 | 20 | 35 | — | — | Melville Hotel |
| New..... | 12,17 | 20 | 40 | — | — | Melville Hotel |
| Old..... | 21,63 | 20 | 40 | — | — | Rosebank |
| New..... | 21,63 | 30 | 55 | — | — | Rosebank |
| Old..... | 26,28 | 25 | 50 | — | — | Randburg |
| New..... | 26,28 | 30 | 60 | — | — | Randburg |

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 23,92 | 25 | 50 | — | — | Corlett Drive |
| New..... | 23,92 | 30 | 60 | — | — | Corlett Drive |
| Old..... | 25,37 | 30 | 60 | — | — | Sandton Offices |
| New..... | 25,37 | 35 | 70 | — | — | Sandton Offices |
| Old..... | 29,67 | — | — | — | — | Kramerville |
| New..... | 29,67 | 40 | 80 | — | — | Kramerville |
| Old..... | 25,37 | 30 | 60 | — | — | Kew |
| New..... | 25,37 | 35 | 70 | — | — | Kew |
| Old..... | 7,63 | 15 | 30 | — | — | Makro |
| New..... | 7,63 | 20 | 35 | — | — | Makro |
| Old..... | 12,76 | 15 | 30 | — | — | City |
| New..... | 12,76 | 20 | 35 | — | — | City |
| Old..... | 9,30 | 15 | 20 | — | — | Lea Glen |
| New..... | 9,30 | 15 | 25 | — | — | Lea Glen |
| Old..... | 12,09 | 15 | 30 | — | — | Robertsham Bridge |
| New..... | 12,09 | 15 | 30 | — | — | Robertsham Bridge |
| Old..... | 12,76 | 15 | 30 | — | — | Springfield |
| New..... | 12,76 | 20 | 35 | — | — | Springfield |
| Old..... | 16,71 | 20 | 35 | — | — | Doornfontein |
| New..... | 16,71 | 20 | 40 | — | — | Doornfontein |
| Old..... | 18,71 | 25 | 45 | — | — | Lorentzville |
| New..... | 18,71 | 30 | 60 | — | — | Lorentzville |
| Old..... | 12,30 | 15 | 30 | — | — | Milner Park |
| New..... | 12,30 | 20 | 40 | — | — | Milner Park |
| Old..... | 2,24 | 15 | 15 | — | — | Orlando Station |
| New..... | 2,24 | 15 | 15 | — | — | Orlando Station |

MILNER PARK

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 11,62 | 15 | 25 | — | — | Corlett Drive |
| New..... | 11,62 | 15 | 30 | — | — | Corlett Drive |
| Old..... | 13,76 | 15 | 30 | — | — | Sandton Offices |
| New..... | 13,76 | 25 | 45 | — | — | Sandton Offices |
| Old..... | 18,06 | — | — | — | — | Kramerville |
| New..... | 18,06 | 25 | 50 | — | — | Kramerville |
| Old..... | 13,76 | 15 | 30 | — | — | Kew |
| New..... | 13,76 | 25 | 45 | — | — | Kew |

MOROKO S.A.P./TLADI/ZOLA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 6,46 | 15 | 15 | — | — | Ikwezi Station |
| New..... | 6,46 | 15 | 15 | — | — | Ikwezi Station |
| Old..... | 8,46 | 15 | 20 | — | — | Dobsonville |
| New..... | 8,46 | 15 | 20 | — | — | Dobsonville |
| Old..... | 17,16 | 20 | 35 | — | — | Lappies |
| New..... | 17,16 | 25 | 50 | — | — | Lappies |
| Old..... | 21,55 | 20 | 40 | — | — | Culembeek Garage |
| New..... | 21,55 | 25 | 50 | — | — | Culembeek Garage |
| Old..... | 23,93 | 20 | 40 | — | — | Leratong Hospital |
| New..... | 23,93 | 25 | 50 | — | — | Leratong Hospital |
| Old..... | 29,24 | 25 | 50 | — | — | Chamdor |
| New..... | 29,24 | 35 | 70 | — | — | Chamdor |

MAKRO

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------|
| Old..... | 7,30 | 15 | 20 | — | — | Sherwell Street |
| New..... | 7,30 | 15 | 25 | — | — | Sherwell Street |

MERAFI

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 5,36 | 15 | 15 | — | — | Moroka S.A.P. |
| New..... | 5,36 | 15 | 15 | — | — | Moroka S.A.P. |
| Old..... | 8,40 | 15 | 20 | — | — | Pimville |
| New..... | 8,40 | 15 | 25 | — | — | Pimville |
| Old..... | 12,13 | 15 | 25 | 1,90 | 2,20 | Baragwanath |
| New..... | 12,13 | 15 | 30 | 2,05 | 2,55 | Baragwanath |
| Old..... | 16,80 | 20 | 35 | — | — | Uncle Charlies |
| New..... | 16,80 | 20 | 40 | — | — | Uncle Charlies |
| Old..... | 22,57 | 20 | 40 | 2,00 | 2,50 | Robertsham/Chrisville |
| New..... | 22,57 | 25 | 50 | 2,15 | 2,70 | Robertsham/Chrisville |
| Old..... | 7,52 | 15 | 20 | — | — | Kliptown Turn-off |
| New..... | 7,52 | 15 | 25 | — | — | Kliptown Turn-off |
| Old..... | 12,73 | 15 | 30 | — | — | Kliptown Terminus |
| New..... | 12,73 | 20 | 35 | — | — | Kliptown Terminus |
| Old..... | 14,75 | 20 | 35 | — | — | Nancefield Industries |
| New..... | 14,75 | 20 | 40 | — | — | Nancefield Industries |
| Old..... | 8,08 | 15 | 20 | — | — | Ikwezi Station |
| New..... | 8,08 | 15 | 20 | — | — | Ikwezi Station |
| Old..... | 9,83 | 15 | 25 | — | — | Dobsonville |
| New..... | 9,83 | 15 | 25 | — | — | Dobsonville |
| Old..... | 17,16 | 20 | 40 | — | — | Lappies |
| New..... | 17,16 | 25 | 50 | — | — | Lappies |
| Old..... | 21,55 | 25 | 50 | — | — | Culembeek Garage |
| New..... | 21,55 | 35 | 70 | — | — | Culembeek Garage |
| Old..... | 23,93 | 25 | 50 | — | — | Leratong Hospital |
| New..... | 23,93 | 35 | 70 | — | — | Leratong Hospital |
| Old..... | 29,24 | 30 | 60 | 2,50 | — | Chamdor |
| New..... | 29,24 | 35 | 70 | 2,70 | — | Chamdor |

MELVILLE HOTEL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 9,46 | 15 | 20 | — | — | Rosebank |
| New..... | 9,46 | 15 | 20 | — | — | Rosebank |
| Old..... | 14,11 | 15 | 30 | — | — | Randburg |
| New..... | 14,11 | 20 | 40 | — | — | Randburg |
| Old..... | 5,58 | 15 | 20 | — | — | Coronationville |
| New..... | 5,58 | 15 | 25 | — | — | Coronationville |

MOROKO S.A.P.

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 3,47 | 15 | 15 | — | — | Pimville |
| New..... | 3,47 | 15 | 15 | — | — | Pimville |
| Old..... | 6,77 | 15 | 20 | — | — | Baragwanath |
| New..... | 6,77 | 15 | 25 | — | — | Baragwanath |
| Old..... | 6,46 | 15 | 15 | — | — | Dube Station |
| New..... | 6,46 | 15 | 15 | — | — | Dube Station |
| Old..... | 7,29 | 15 | 20 | — | — | Orlando Station |
| New..... | 7,29 | 15 | 25 | — | — | Orlando Station |
| Old..... | 9,53 | 15 | 25 | — | — | Merabe Garage |
| New..... | 9,53 | 15 | 30 | — | — | Merabe Garage |
| Old..... | 15,97 | 15 | 30 | — | — | Croesus |
| New..... | 15,97 | 20 | 40 | — | — | Croesus |
| Old..... | 16,41 | 20 | 40 | — | — | Makro |
| New..... | 16,41 | 25 | 50 | — | — | Makro |
| Old..... | 21,54 | 20 | 40 | 2,20 | 2,70 | City |
| New..... | 21,54 | 25 | 50 | 2,35 | 2,90 | City |
| Old..... | 12,44 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 12,44 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 14,72 | 15 | 30 | — | — | Robertsham Bridge |
| New..... | 14,72 | 20 | 40 | — | — | Robertsham Bridge |
| Old..... | 17,21 | 20 | 35 | — | — | Robertsham/Chrisville |
| New..... | 17,21 | 20 | 40 | — | — | Robertsham/Chrisville |
| Old..... | 2,61 | 15 | 15 | — | — | Kliptown Turn-off |
| New..... | 2,61 | 15 | 15 | — | — | Kliptown Turn-off |
| Old..... | 7,37 | 15 | 20 | — | — | Kliptown Terminus |
| New..... | 7,37 | 15 | 25 | — | — | Kliptown Terminus |
| Old..... | 9,39 | 15 | 25 | — | — | Nancefield Industries |
| New..... | 9,39 | 15 | 30 | — | — | Nancefield Industries |

MARAISBURG STATION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 7,05 | 15 | 20 | — | — | Northcliff Corner |
| New..... | 7,05 | 15 | 20 | — | — | Northcliff Corner |
| Old..... | 9,26 | 15 | 25 | — | — | Pick 'n Pay |
| New..... | 9,26 | 15 | 25 | — | — | Pick 'n Pay |
| Old..... | 13,37 | 15 | 30 | — | — | Fairlands |
| New..... | 13,37 | 15 | 30 | — | — | Fairlands |

MORRIS ISAACS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------|
| Old..... | 2,98 | 15 | 15 | — | — | Dube |
| New..... | 2,98 | 15 | 15 | — | — | Dube |
| Old..... | 7,78 | 15 | 20 | — | — | Orlando Station |
| New..... | 7,78 | 15 | 25 | — | — | Orlando Station |

NANA'S STORE

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|-----------------------------------|
| Old..... | 11,30 | 15 | 20 | — | — | Renos |
| New..... | 11,30 | 15 | 20 | — | — | Renos |
| Old..... | 35,80 | 1,00 | 1,50 | — | — | Broederstroom/Skeerpoort Junction |
| New..... | 35,80 | 1,00 | 2,00 | — | — | Broederstroom/Skeerpoort Junction |
| Old..... | 66,00 | 1,00 | 1,50 | — | — | Wolhuterskop/Mogales/Brits |
| New..... | 66,00 | 1,00 | 2,00 | — | — | Wolhuterskop/Mogales/Brits |
| Old..... | 90,50 | 1,00 | 2,00 | — | — | Wonderkop |
| New..... | 90,50 | 1,20 | 2,50 | — | — | Wonde kop |
| Old..... | 105,50 | 1,20 | 2,50 | — | — | Rankelenyane |
| New..... | 105,50 | 1,50 | 3,00 | — | — | Rankelenyane |
| Old..... | 14,00 | 20 | 40 | — | — | Kudu Café |
| New..... | 14,00 | 25 | 50 | — | — | Kudu Café |
| Old..... | 43,29 | 1,00 | 1,50 | — | — | Marabastad |
| New..... | 43,29 | 1,00 | 2,00 | — | — | Marabastad |
| Old..... | 77,30 | 1,00 | 2,00 | — | — | Mabopane |
| New..... | 77,30 | 1,20 | 2,50 | — | — | Mabopane |
| Old..... | 133,30 | 1,20 | 2,50 | — | — | Makapanstad |
| New..... | 133,30 | 1,50 | 3,00 | — | — | Makapanstad |
| Old..... | 101,15 | 1,00 | 2,00 | — | — | Bethanie/Berseba |
| New..... | 101,15 | 1,20 | 2,50 | — | — | Bethanie/Berseba |

NEW CANADA

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------|
| Old..... | 4,40 | 15 | 15 | — | — | C.M.R. Hospital |
| New..... | 4,40 | 15 | 20 | — | — | C.M.R. Hospital |
| Old..... | 8,10 | — | — | — | — | Lea Glen |
| New..... | 8,10 | 15 | 25 | — | — | Lea Glen |

NORTHCLIFF CORNER

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--|
| Old..... | 8,89 | 15 | 15 | — | — | Ferndale (Hans Strydom Avenue/Republic Road) |
| New..... | 8,89 | 15 | 20 | — | — | Ferndale (Hans Strydom Avenue/Republic Road) |
| Old..... | 13,79 | 15 | 25 | — | — | Northriding |
| New..... | 13,79 | 15 | 30 | — | — | Northriding |
| Old..... | 17,29 | 15 | 30 | — | — | Honeydew Police Station |
| New..... | 17,29 | 20 | 35 | — | — | Honeydew Police Station |
| Old..... | 25,59 | 25 | 50 | — | — | Outspan Café |
| New..... | 25,59 | 30 | 60 | — | — | Outspan Café |
| Old..... | 29,69 | 30 | 60 | — | — | Swartkops |
| New..... | 29,69 | 35 | 70 | — | — | Swartkops |
| Old..... | 18,79 | 20 | 35 | — | — | Jacaranda Tea Room |
| New..... | 18,79 | 20 | 40 | — | — | Jacaranda Tea Room |
| Old..... | 21,69 | 25 | 50 | — | — | Nana's Store |
| New..... | 21,69 | 30 | 60 | — | — | Nana's Store |
| Old..... | 32,99 | 30 | 60 | — | — | Renos |
| New..... | 32,99 | 35 | 70 | — | — | Renos |
| Old..... | 4,50 | 15 | 15 | — | — | Pick 'n Pay |
| New..... | 4,50 | 15 | 20 | — | — | Pick 'n Pay |
| Old..... | 8,91 | 15 | 20 | — | — | Fairlands |
| New..... | 8,91 | 15 | 25 | — | — | Fairlands |

NORTHRIDING CAFÉ

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------------|
| Old..... | 3,50 | 15 | 20 | — | — | Honeydew Police Station |
| New..... | 3,50 | 15 | 20 | — | — | Honeydew Police Station |
| Old..... | 11,80 | 15 | 25 | — | — | Outspan Café |
| New..... | 11,80 | 15 | 25 | — | — | Outspan Café |
| Old..... | 15,90 | 15 | 30 | — | — | Swartkops |
| New..... | 15,90 | 20 | 35 | — | — | Swartkops |
| Old..... | 5,00 | 15 | 20 | — | — | Jacaranda Tea Room |
| New..... | 5,00 | 15 | 20 | — | — | Jacaranda Tea Room |
| Old..... | 7,90 | 15 | 25 | — | — | Nana's Store |
| New..... | 7,90 | 15 | 25 | — | — | Nana's Store |
| Old..... | 19,20 | 20 | 35 | — | — | Renos |
| New..... | 19,20 | 20 | 40 | — | — | Renos |

OLIFANTSVLEI

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 1,98 | 15 | 15 | — | — | Nancefield Industries |
| New..... | 1,98 | 15 | 15 | — | — | Nancefield Industries |
| Old..... | 4,00 | 15 | 15 | — | — | Kliptown Terminus |
| New..... | 4,00 | 15 | 20 | — | — | Kliptown Terminus |
| Old..... | 9,79 | 15 | 25 | — | — | Pimville |
| New..... | 9,79 | 15 | 30 | — | — | Pimville |
| Old..... | 13,44 | 15 | 30 | 1,60 | 2,00 | Baragwanath |
| New..... | 13,44 | 20 | 35 | 1,70 | 2,15 | Baragwanath |

ONTDEKKERS ROAD

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------------------------|
| Old..... | 2,81 | 15 | 15 | — | — | Fourways Panorama |
| New..... | 2,81 | 15 | 20 | — | — | Fourways Panorama |
| Old..... | 6,81 | 15 | 30 | — | — | Kanyumba/Library/O.K. Hyperama |
| New..... | 6,81 | 20 | 40 | — | — | Kanyumba/Library/O.K. Hyperama |
| Old..... | 13,65 | 20 | 40 | — | — | Honeydew/Weltevreden Park |
| New..... | 13,65 | 25 | 50 | — | — | Honeydew/Weltevreden Park |

ORLANDO STATION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 29,19 | 30 | 70 | — | — | Sandton Offices |
| New..... | 29,19 | 35 | 70 | — | — | Sandton Offices |
| Old..... | 8,29 | 15 | 20 | — | — | Uncle Charlies |
| New..... | 8,29 | 15 | 25 | — | — | Uncle Charlies |
| Old..... | 10,57 | 15 | 25 | — | — | Robertsham Bridge |
| New..... | 10,57 | 15 | 30 | — | — | Robertsham Bridge |
| Old..... | 27,74 | 25 | 50 | — | — | Corlett Drive |
| New..... | 27,74 | 30 | 60 | — | — | Corlett Drive |
| Old..... | 32,04 | — | — | — | — | Kramerville |
| New..... | 32,04 | 40 | 80 | — | — | Kramerville |
| Old..... | 6,86 | 15 | 25 | — | — | Croesus |
| New..... | 6,86 | 15 | 30 | — | — | Croesus |
| Old..... | 9,87 | 20 | 35 | — | — | Makro |
| New..... | 9,87 | 20 | 40 | — | — | Makro |
| Old..... | 29,19 | 30 | 60 | — | — | Kew |
| New..... | 29,19 | 35 | 70 | — | — | Kew |
| Old..... | 16,12 | 20 | 35 | — | — | Milner Park |
| New..... | 16,12 | 20 | 40 | — | — | Milner Park |
| Old..... | 14,64 | 15 | 30 | — | — | Robertsham/Chrisville |
| New..... | 14,64 | 20 | 40 | — | — | Robertsham/Chrisville |
| Old..... | 6,22 | 15 | 20 | — | — | Kliptown Terminus |
| New..... | 6,22 | 15 | 25 | — | — | Kliptown Terminus |
| Old..... | 11,43 | 15 | 25 | — | — | Nancefield Industries |
| New..... | 11,43 | 15 | 30 | — | — | Nancefield Industries |
| Old..... | 12,60 | 15 | 20 | — | — | Dobsonville |
| New..... | 12,60 | 15 | 20 | — | — | Dobsonville |
| Old..... | 21,80 | 20 | 35 | — | — | Lappies |
| New..... | 21,80 | 25 | 50 | — | — | Lappies |

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 26,19 | 20 | 40 | — | — | Culembeeck Garage |
| New..... | 26,19 | 25 | 50 | — | — | Culembeeck Garage |
| Old..... | 28,57 | 20 | 40 | — | — | Leratong Hospital |
| New..... | 28,57 | 25 | 50 | — | — | Leratong Hospital |
| Old..... | 33,88 | 25 | 50 | — | — | Chamdor |
| New..... | 33,88 | 35 | 70 | — | — | Chamdor |
| Old..... | 15,09 | 15 | 30 | — | — | Mondeor |
| New..... | 15,09 | 20 | 35 | — | — | Mondeor |

OUTSPAN CAFÉ

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------|
| Old..... | 4,10 | 15 | 20 | — | — | Swartkops |
| New..... | 4,10 | 15 | 20 | — | — | Swartkops |

PANORAMA STORE/HYPERAMA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------------|
| Old..... | 5,70 | 15 | 15 | — | — | Amorosa |
| New..... | 5,70 | 15 | 20 | — | — | Amorosa |
| Old..... | 11,80 | 15 | 25 | — | — | Krugersdorp/Pretoria Cross Roads |
| New..... | 11,80 | 15 | 30 | — | — | Krugersdorp/Pretoria Cross Roads |
| Old..... | 18,50 | 20 | 40 | — | — | Laurentia Farm |
| New..... | 18,50 | 25 | 50 | — | — | Laurentia Farm |

PHOMOLONG STATION

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------|
| Old..... | 2,38 | 15 | 15 | — | — | Orlando Station |
| New..... | 2,38 | 15 | 15 | — | — | Orlando Station |
| Old..... | 4,68 | 15 | 20 | — | — | Diepkloof |
| New..... | 4,68 | 15 | 25 | — | — | Diepkloof |
| Old..... | 6,38 | 15 | 25 | — | — | Baragwanath |
| New..... | 6,38 | 15 | 30 | — | — | Baragwanath |

PICK 'N PAY

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------|
| Old..... | 4,11 | 15 | 15 | — | — | Fairlands |
| New..... | 4,11 | 15 | 20 | — | — | Fairlands |

PIMVILLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 15,47 | 20 | 40 | — | — | Kliprivier Garage |
| New..... | 15,47 | 30 | 50 | — | — | Kliprivier Garage |
| Old..... | 8,97 | 15 | 20 | — | — | Uncle Charlies |
| New..... | 8,97 | 15 | 25 | — | — | Uncle Charlies |
| Old..... | 11,25 | 15 | 25 | — | — | Robertsham Bridge |
| New..... | 11,25 | 15 | 30 | — | — | Robertsham Bridge |
| Old..... | 18,14 | 20 | 35 | 2,20 | 2,70 | City |
| New..... | 18,14 | 20 | 40 | 2,35 | 2,90 | City |
| Old..... | 14,74 | 15 | 30 | 2,00 | 2,50 | Robertsham/Chrisville |
| New..... | 14,74 | 20 | 35 | 2,15 | 2,70 | Robertsham/Chrisville |
| Old..... | 20,87 | 25 | 50 | — | — | Alberton Cross Roads |
| New..... | 20,87 | 30 | 60 | — | — | Alberton Cross Roads |
| Old..... | 7,81 | 15 | 20 | — | — | Nancefield Industries |
| New..... | 7,81 | 15 | 25 | — | — | Nancefield Industries |
| Old..... | 11,98 | 15 | 30 | — | — | Mondeor |
| New..... | 11,98 | 20 | 35 | — | — | Mondeor |
| Old..... | 7,88 | 15 | 20 | — | — | Merabe Garage |
| New..... | 7,88 | 15 | 25 | — | — | Merabe Garage |
| Old..... | 18,14 | 20 | 35 | 2,20 | 2,70 | Springfield |
| New..... | 18,14 | 20 | 40 | 2,35 | 2,90 | Springfield |
| Old..... | 18,34 | 20 | 40 | — | — | Doornfontein |
| New..... | 18,34 | 25 | 50 | — | — | Doornfontein |
| Old..... | 20,34 | 25 | 50 | — | — | Lorentzville |
| New..... | 20,34 | 30 | 60 | — | — | Lorentzville |
| Old..... | 5,64 | 15 | 15 | — | — | Orlando Station |
| New..... | 5,64 | 15 | 15 | — | — | Orlando Station |
| Old..... | 25,97 | 30 | 60 | — | — | Alrode |
| New..... | 25,97 | 35 | 70 | — | — | Alrode |

PROTEA VIA SOWETO

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------|
| Old..... | 4,31 | 15 | 15 | — | — | Chiawelo |
| New..... | 4,31 | 15 | 15 | — | — | Chiawelo |
| Old..... | 7,82 | 15 | 20 | — | — | Morris Isaacs |
| New..... | 7,82 | 15 | 25 | — | — | Morris Isaacs |
| Old..... | 10,80 | 15 | 25 | — | — | Dube |
| New..... | 10,80 | 15 | 30 | — | — | Dube |
| Old..... | 15,60 | 15 | 30 | — | — | Orlando |
| New..... | 15,60 | 20 | 35 | — | — | Orlando |
| Old..... | 22,40 | 20 | 35 | — | — | Baragwanath |
| New..... | 22,40 | 20 | 40 | — | — | Baragwanath |

QUELLERINA JUNCTION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------------|
| Old..... | 3,70 | 15 | 15 | — | — | Panorama Store/Hyperama |
| New..... | 3,70 | 15 | 20 | — | — | Panorama Store/Hyperama |
| Old..... | 9,40 | 15 | 25 | — | — | Amorosa |
| New..... | 9,40 | 15 | 30 | — | — | Amorosa |
| Old..... | 15,50 | 15 | 30 | — | — | Krugersdorp/Pretoria Cross Roads |
| New..... | 15,50 | 20 | 35 | — | — | Krugersdorp/Pretoria Cross Roads |
| Old..... | 22,20 | 30 | 55 | — | — | Laurentia Farm |
| New..... | 22,20 | 35 | 70 | — | — | Laurentia Farm |

R.A.U. ROBOTS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 6,00 | 15 | 15 | — | — | City |
| New..... | 6,00 | 15 | 20 | — | — | City |
| Old..... | 2,86 | 15 | 15 | — | — | Melville Hotel |
| New..... | 2,86 | 15 | 20 | — | — | Melville Hotel |
| Old..... | 12,32 | 15 | 25 | — | — | Rosebank |
| New..... | 12,32 | 15 | 30 | — | — | Rosebank |
| Old..... | 16,97 | 20 | 35 | — | — | Randburg |
| New..... | 16,97 | 20 | 40 | — | — | Randburg |
| Old..... | 3,86 | 15 | 15 | — | — | Milner Park |
| New..... | 3,86 | 15 | 20 | — | — | Milner Park |
| Old..... | 14,61 | 15 | 30 | — | — | Corlett Drive |
| New..... | 14,61 | 20 | 40 | — | — | Corlett Drive |
| Old..... | 20,56 | — | — | — | — | Kramerville |
| New..... | 20,56 | 25 | 50 | — | — | Kramerville |
| Old..... | 16,05 | 20 | 35 | — | — | Kew |
| New..... | 16,05 | 25 | 45 | — | — | Kew |
| Old..... | 14,91 | 20 | 35 | — | — | Orlando Station |
| New..... | 14,91 | 20 | 40 | — | — | Orlando Station |
| Old..... | 16,05 | 20 | 35 | — | — | Sandton Offices |
| New..... | 16,05 | 25 | 45 | — | — | Sandton Offices |
| Old..... | 2,72 | 15 | 15 | — | — | Coronationville |
| New..... | 2,72 | 15 | 20 | — | — | Coronationville |

ROODEPOORT STATION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------------------|
| Old..... | 7,13 | 15 | 20 | — | — | "C" Compound |
| New..... | 7,13 | 15 | 20 | — | — | "C" Compound |
| Old..... | 9,13 | 15 | 20 | — | — | Culembecck Garage |
| New..... | 9,13 | 15 | 25 | — | — | Culembecck Garage |
| Old..... | 11,51 | 15 | 25 | — | — | Leratong Hospital |
| New..... | 11,51 | 15 | 30 | — | — | Leratong Hospital |
| Old..... | 17,98 | 20 | 35 | — | — | South Roodepoort Mine |
| New..... | 17,98 | 20 | 40 | — | — | South Roodepoort Mine |
| Old..... | 7,83 | 15 | 25 | — | — | Lea Glen |
| New..... | 7,83 | 15 | 25 | — | — | Lea Glen |
| Old..... | 4,70 | 15 | 15 | — | — | Florida Hills Ext./Horison Park |
| New..... | 4,70 | 15 | 20 | — | — | Florida Hills Ext./Horison Park |

RANDBURG

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 19,69 | 20 | 40 | — | — | Coronationville |
| New..... | 19,69 | 30 | 55 | — | — | Coronationville |

RENOS

| | km | C | A | 5 | 6 | |
|----------|-------|------|------|---|---|-----------------------------------|
| Old..... | 24,50 | 35 | 70 | — | — | Broederstroom/Skeerpoort Junction |
| New..... | 24,50 | 40 | 80 | — | — | Broederstroom/Skeerpoort Junction |
| Old..... | 54,70 | 1,00 | 1,50 | — | — | Wolhunteerskop |
| New..... | 54,70 | 1,00 | 2,00 | — | — | Wolhunteerskop |
| Old..... | 95,05 | 1,00 | 2,00 | — | — | Bethanie/Berseba |
| New..... | 95,05 | 1,20 | 2,50 | — | — | Bethanie/Berseba |
| Old..... | 94,20 | 1,20 | 2,50 | — | — | Rankelenyane |
| New..... | 94,20 | 1,50 | 3,00 | — | — | Rankelenyane |
| Old..... | 79,20 | 1,00 | 2,00 | — | — | Wonderkop |
| New..... | 79,20 | 1,20 | 2,50 | — | — | Wonderkop |
| Old..... | 59,90 | 1,00 | 1,50 | — | — | Mogales/Brits |
| New..... | 59,90 | 1,00 | 2,00 | — | — | Mogales/Brits |

ROBERTSHAM BRIDGE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------|
| Old..... | 6,13 | 15 | 15 | — | — | City |
| New..... | 6,13 | 15 | 20 | — | — | City |
| Old..... | 7,83 | 15 | 20 | — | — | Noord Street |
| New..... | 7,83 | 15 | 25 | — | — | Noord Street |
| Old..... | 6,13 | 15 | 15 | — | — | Springfield |
| New..... | 6,13 | 15 | 20 | — | — | Springfield |
| Old..... | 9,93 | 15 | 20 | — | — | Doornfontein |
| New..... | 9,93 | 15 | 25 | — | — | Doornfontein |
| Old..... | 11,93 | 15 | 30 | — | — | Lorentzville |
| New..... | 11,93 | 20 | 35 | — | — | Lorentzville |
| Old..... | 6,13 | 15 | 15 | — | — | Bree Street |
| New..... | 6,13 | 15 | 20 | — | — | Bree Street |

ROODEPOORT MUNICIPAL WORKSHOP

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------------|
| Old..... | 5,46 | 15 | 15 | — | — | Florida/Florida North |
| New..... | 5,46 | 15 | 20 | — | — | Florida/Florida North |
| Old..... | 5,46 | 15 | 20 | — | — | Ontdekkers Road |
| New..... | 5,46 | 15 | 20 | — | — | Ontdekkers Road |
| Old..... | 8,27 | 15 | 25 | — | — | Fourways Panorama |
| New..... | 8,27 | 15 | 30 | — | — | Fourways Panorama |
| Old..... | 12,27 | 20 | 40 | — | — | Kanyumba/Library/OK Hyperama |
| New..... | 12,27 | 25 | 50 | — | — | Kanyumba/Library/OK Hyperama |
| Old..... | 19,11 | 25 | 50 | — | — | Honeydew/Weltevreden Park |
| New..... | 19,11 | 30 | 60 | — | — | Honeydew/Weltevreden Park |

ROSEBANK

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 4,65 | 15 | 20 | — | — | Randburg |
| New..... | 4,65 | 15 | 30 | — | — | Randburg |
| Old..... | 15,04 | 15 | 30 | — | — | Coronationville |
| New..... | 15,04 | 20 | 40 | — | — | Coronationville |

SANDTON OFFICES

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-------------|
| Old..... | 4,30 | — | — | — | — | Kramerville |
| New..... | 4,30 | 15 | 25 | — | — | Kramerville |

SOUTH RAND HOSPITAL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------|
| Old..... | 10,70 | 15 | 25 | — | — | Steeldale |
| New..... | 10,70 | 15 | 30 | — | — | Steeldale |

SOWETO

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|---------------------|
| Old..... | 22,60 | 25 | 50 | — | — | South Rand Hospital |
| New..... | 22,60 | 30 | 60 | — | — | South Rand Hospital |
| Old..... | 33,30 | 35 | 65 | 3,00 | 3,70 | Steeldale |
| New..... | 33,30 | 40 | 75 | 3,20 | 3,95 | Steeldale |

SUPEROCIA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------------------|
| Old..... | 2,04 | 15 | 15 | — | — | Lea Glen |
| New..... | 2,04 | 15 | 20 | — | — | Lea Glen |
| Old..... | 7,17 | 15 | 20 | — | — | Cadac |
| New..... | 7,17 | 15 | 25 | — | — | Cadac |
| Old..... | 2,90 | 15 | 15 | — | — | Roodepoort |
| New..... | 2,90 | 15 | 20 | — | — | Roodepoort |
| Old..... | 5,50 | 15 | 25 | — | — | Florida Hills Ext./Horison Park |
| New..... | 5,50 | 15 | 30 | — | — | Florida Hills Ext./Horison Park |
| Old..... | 3,28 | 15 | 15 | — | — | Horison Station |
| New..... | 3,28 | 15 | 20 | — | — | Horison Station |
| Old..... | 5,71 | 15 | 20 | — | — | Witpoortjie/Wilro Park |
| New..... | 5,71 | 15 | 25 | — | — | Witpoortjie/Wilro Park |
| Old..... | 8,21 | 15 | 25 | — | — | Roodekrans |
| New..... | 8,21 | 15 | 25 | — | — | Roodekrans |
| Old..... | 1,40 | 15 | 15 | — | — | Roodepoort Municipal Workshops |
| New..... | 1,40 | 15 | 20 | — | — | Roodepoort Municipal Workshops |
| Old..... | 5,50 | 15 | 20 | — | — | Ontdekkers Road |
| New..... | 5,50 | 15 | 25 | — | — | Ontdekkers Road |
| Old..... | 8,31 | 15 | 30 | — | — | Fourways Panorama |
| New..... | 8,31 | 20 | 40 | — | — | Fourways Panorama |
| Old..... | 12,31 | 20 | 40 | — | — | Kanyumba/Library/O.K. Hyperama |
| New..... | 12,31 | 25 | 50 | — | — | Kanyumba/Library/O.K. Hyperama |
| Old..... | 19,11 | 25 | 50 | — | — | Honeydew/Weltevreden Park |
| New..... | 19,11 | 30 | 60 | — | — | Honeydew/Weltevreden Park |

TLADI/MAPETLA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 5,38 | 15 | 15 | — | — | Cross Roads |
| New..... | 5,38 | 15 | 15 | — | — | Cross Roads |
| Old..... | 9,91 | 15 | 20 | — | — | Pimville |
| New..... | 9,91 | 15 | 25 | — | — | Pimville |
| Old..... | 12,30 | 15 | 25 | — | — | Baragwanath |
| New..... | 12,30 | 15 | 30 | — | — | Baragwanath |
| Old..... | 16,97 | 15 | 30 | — | — | Uncle Charlies |
| New..... | 16,97 | 20 | 35 | — | — | Uncle Charlies |
| Old..... | 19,25 | 20 | 35 | — | — | Robertsham Bridge |
| New..... | 19,25 | 20 | 40 | — | — | Robertsham Bridge |
| Old..... | 25,38 | 25 | 50 | — | — | City |
| New..... | 25,38 | 30 | 60 | — | — | City |
| Old..... | 21,89 | 20 | 40 | — | — | Mondeor |
| New..... | 21,89 | 25 | 45 | — | — | Mondeor |
| Old..... | 7,55 | 15 | 20 | — | — | Kliptown Turn-off |
| New..... | 7,55 | 15 | 25 | — | — | Kliptown Turn-off |
| Old..... | 12,76 | 15 | 30 | — | — | Kliptown Terminus |
| New..... | 12,76 | 20 | 35 | — | — | Kliptown Terminus |
| Old..... | 14,78 | 20 | 35 | — | — | Nancefield Industries |
| New..... | 14,78 | 20 | 40 | — | — | Nancefield Industries |
| Old..... | 12,62 | 15 | 25 | — | — | Merabe Garage |
| New..... | 12,62 | 15 | 30 | — | — | Merabe Garage |

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|-----------------------|
| Old..... | 29,18 | 30 | 60 | — | — | Doornfontein |
| New..... | 29,18 | 35 | 70 | — | — | Doornfontein |
| Old..... | 31,18 | 35 | 70 | — | — | Lorentzville |
| New..... | 31,18 | 40 | 80 | — | — | Lorentzville |
| Old..... | 25,38 | 25 | 50 | — | — | Springfield |
| New..... | 25,38 | 30 | 60 | — | — | Springfield |
| Old..... | 22,74 | 20 | 40 | — | — | Robertsham/Chrisville |
| New..... | 22,74 | 25 | 45 | — | — | Robertsham/Chrisville |
| Old..... | 22,47 | 25 | 50 | — | — | Kliprivier Garage |
| New..... | 22,47 | 30 | 60 | — | — | Kliprivier Garage |
| Old..... | 27,87 | 35 | 70 | — | — | Alberton Cross Roads |
| New..... | 27,87 | 40 | 80 | — | — | Alberton Cross Roads |
| Old..... | 37,77 | 40 | 80 | — | — | Alrode |
| New..... | 37,77 | 50 | 1,00 | — | — | Alrode |

TSHIAWELO (KLIPRIVIERSOOG)

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 5,27 | 15 | 15 | — | — | Pimville |
| New..... | 5,27 | 15 | 15 | — | — | Pimville |
| Old..... | 8,92 | 15 | 20 | — | — | Baragwanath |
| New..... | 8,92 | 15 | 25 | — | — | Baragwanath |
| Old..... | 13,59 | 15 | 30 | — | — | Uncle Charlies |
| New..... | 13,59 | 20 | 35 | — | — | Uncle Charlies |
| Old..... | 15,87 | 20 | 35 | — | — | Robertsham Bridge |
| New..... | 15,87 | 25 | 45 | — | — | Robertsham Bridge |
| Old..... | 22,00 | 20 | 40 | 2,50 | 3,10 | City |
| New..... | 22,00 | 25 | 50 | 2,70 | 3,30 | City |
| Old..... | 19,36 | 20 | 35 | 2,20 | 2,70 | Robertsham/Chrisville |
| New..... | 19,36 | 25 | 45 | 2,35 | 2,90 | Robertsham/Chrisville |

UNCLE CHARLIES

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 2,28 | 15 | 15 | — | — | Robertsham Bridge |
| New..... | 2,28 | 15 | 20 | — | — | Robertsham Bridge |
| Old..... | 7,82 | 15 | 20 | — | — | City |
| New..... | 7,82 | 15 | 25 | — | — | City |
| Old..... | 5,77 | 15 | 15 | — | — | Robertsham/Chrisville |
| New..... | 5,77 | 15 | 20 | — | — | Robertsham/Chrisville |
| Old..... | 9,52 | 15 | 25 | — | — | Noord Street |
| New..... | 9,52 | 15 | 30 | — | — | Noord Street |
| Old..... | 4,72 | 15 | 15 | — | — | Viking Garage |
| New..... | 4,72 | 15 | 20 | — | — | Viking Garage |
| Old..... | 8,41 | 15 | 25 | — | — | Bree Street |
| New..... | 8,41 | 15 | 30 | — | — | Bree Street |
| Old..... | 17,78 | 15 | 30 | — | — | Van Wyksrust |
| New..... | 17,78 | 20 | 40 | — | — | Van Wyksrust |
| Old..... | 4,92 | 15 | 15 | — | — | Mondeor |
| New..... | 4,92 | 15 | 20 | — | — | Mondeor |
| Old..... | 10,92 | 15 | 25 | — | — | Croesus |
| New..... | 10,92 | 15 | 30 | — | — | Croesus |
| Old..... | 19,32 | 20 | 35 | — | — | Lea Glen |
| New..... | 19,32 | 20 | 40 | — | — | Lea Glen |
| Old..... | 20,22 | — | — | — | — | Hyperama |
| New..... | 20,22 | 30 | 60 | — | — | Hyperama |
| Old..... | 13,75 | 15 | 15 | — | — | Aeroton |
| New..... | 13,75 | 15 | 20 | — | — | Aeroton |
| Old..... | 7,82 | 15 | 20 | — | — | Springfield |
| New..... | 7,82 | 15 | 25 | — | — | Springfield |
| Old..... | 11,62 | 15 | 25 | — | — | Doornfontein |
| New..... | 11,62 | 15 | 30 | — | — | Doornfontein |
| Old..... | 13,62 | 20 | 35 | — | — | Lorentzville |
| New..... | 13,62 | 20 | 40 | — | — | Lorentzville |

VILAKAZI

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------------|
| Old..... | 3,89 | 15 | 15 | — | — | Inhlazane Station |
| New..... | 3,89 | 15 | 15 | — | — | Inhlazane Station |
| Old..... | 11,03 | 15 | 25 | — | — | Dube Station |
| New..... | 11,03 | 15 | 30 | — | — | Dube Station |
| Old..... | 28,84 | 25 | 50 | — | — | Kliprivier Garage |
| New..... | 28,84 | 30 | 60 | — | — | Kliprivier Garage |
| Old..... | 18,67 | 15 | 30 | 1,90 | 2,40 | Baragwanath |
| New..... | 18,67 | 20 | 35 | 2,05 | 2,55 | Baragwanath |
| Old..... | 34,24 | 35 | 70 | — | — | Alberton Cross Roads |
| New..... | 34,24 | 40 | 80 | — | — | Alberton Cross Roads |
| Old..... | 8,71 | 15 | 20 | — | — | Cross Roads |
| New..... | 8,71 | 15 | 25 | — | — | Cross Roads |
| Old..... | 13,24 | 15 | 30 | — | — | Pimville |
| New..... | 13,24 | 20 | 35 | — | — | Pimville |
| Old..... | 6,58 | 15 | 15 | — | — | Moroko S.A.P. |
| New..... | 6,58 | 15 | 15 | — | — | Moroko S.A.P. |
| Old..... | 20,30 | 20 | 40 | — | — | Uncle Charlies |
| New..... | 20,30 | 25 | 50 | — | — | Uncle Charlies |
| Old..... | 26,37 | 25 | 50 | 2,80 | 3,40 | Robertsham/Chrisville |
| New..... | 26,37 | 30 | 60 | 3,00 | 3,60 | Robertsham/Chrisville |
| Old..... | 28,12 | 30 | 60 | 2,90 | 3,60 | City |
| New..... | 28,12 | 35 | 70 | 3,10 | 3,85 | City |

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|------|------|-----------------------|
| Old..... | 8,50 | 15 | 15 | — | — | Ikwezi Station |
| New..... | 8,50 | 15 | 15 | — | — | Ikwezi Station |
| Old..... | 15,83 | 15 | 30 | — | — | Orlando Station |
| New..... | 15,83 | 20 | 35 | — | — | Orlando Station |
| Old..... | 22,58 | 25 | 50 | — | — | Robertsham Bridge |
| New..... | 22,58 | 30 | 60 | — | — | Robertsham Bridge |
| Old..... | 11,01 | 15 | 25 | — | — | Dobsonville |
| New..... | 11,01 | 15 | 30 | — | — | Dobsonville |
| Old..... | 17,16 | 20 | 40 | — | — | Lappies |
| New..... | 17,16 | 25 | 50 | — | — | Lappies |
| Old..... | 12,01 | 15 | 25 | — | — | Meadowlands |
| New..... | 12,01 | 15 | 30 | — | — | Meadowlands |
| Old..... | 16,73 | 20 | 35 | — | — | Merabe Garage |
| New..... | 16,73 | 20 | 40 | — | — | Merabe Garage |
| Old..... | 23,17 | 25 | 50 | — | — | Croesus |
| New..... | 23,17 | 30 | 60 | — | — | Croesus |
| Old..... | 18,04 | 30 | 60 | — | — | Makro |
| New..... | 18,04 | 35 | 70 | — | — | Makro |
| Old..... | 44,14 | 40 | 80 | 6,00 | 7,40 | Alrode |
| New..... | 44,14 | 50 | 1,00 | 6,35 | 7,85 | Alrode |
| Old..... | 3,33 | 15 | 15 | — | — | Tladi |
| New..... | 3,33 | 15 | 15 | — | — | Tladi |
| Old..... | 15,67 | 15 | 30 | — | — | Kliptown Turn-off |
| New..... | 15,67 | 20 | 35 | — | — | Kliptown Turn-off |
| Old..... | 20,88 | 20 | 35 | — | — | Kliptown Terminus |
| New..... | 20,88 | 20 | 40 | — | — | Kliptown Terminus |
| Old..... | 22,90 | 20 | 40 | 3,00 | 3,70 | Nancefield Industries |
| New..... | 22,90 | 35 | 50 | 3,20 | 3,95 | Nancefield Industries |
| Old..... | 28,21 | 30 | 55 | — | — | Mondeor |
| New..... | 28,21 | 35 | 70 | — | — | Mondeor |
| Old..... | 31,92 | 35 | 70 | 3,50 | 4,30 | Doornfontein |
| New..... | 31,92 | 40 | 80 | 3,75 | 4,60 | Doornfontein |
| Old..... | 33,92 | 40 | 80 | 4,00 | 4,90 | Lorentzville |
| New..... | 33,92 | 45 | 90 | 4,30 | 5,20 | Lorentzville |
| Old..... | 21,55 | 25 | 50 | — | — | Culembeeck Garage |
| New..... | 21,55 | 35 | 70 | — | — | Culembeeck Garage |
| Old..... | 23,93 | 25 | 50 | — | — | Leratong Hospital |
| New..... | 23,93 | 35 | 70 | — | — | Leratong Hospital |
| Old..... | 29,94 | 30 | 60 | — | — | Chamdor |
| New..... | 29,94 | 35 | 70 | — | — | Chamdor |

VINCENT/ODENDAAL JUNCTION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 5,52 | 15 | 15 | — | — | Orlando Station |
| New..... | 5,52 | 15 | 20 | — | — | Orlando Station |
| Old..... | 10,87 | 15 | 25 | — | — | Pimville |
| New..... | 10,87 | 15 | 30 | — | — | Pimville |
| Old..... | 16,66 | 15 | 30 | — | — | Kliptown Terminus |
| New..... | 16,66 | 20 | 40 | — | — | Kliptown Terminus |
| Old..... | 18,68 | 20 | 35 | — | — | Nancefield Industries |
| New..... | 18,68 | 20 | 40 | — | — | Nancefield Industries |
| Old..... | 8,24 | 15 | 20 | — | — | Diepkloof |
| New..... | 8,24 | 15 | 25 | — | — | Diepkloof |
| Old..... | 9,94 | 15 | 25 | — | — | Baragwanath |
| New..... | 9,94 | 15 | 30 | — | — | Baragwanath |

VIKING GARAGE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 7,00 | 15 | 20 | — | — | Robertsham Bridge |
| New..... | 7,00 | 15 | 25 | — | — | Robertsham Bridge |
| Old..... | 11,29 | 15 | 20 | — | — | Van Wyksrust |
| New..... | 11,29 | 15 | 30 | — | — | Van Wyksrust |
| Old..... | 8,99 | 15 | 20 | — | — | Robertsham |
| New..... | 8,99 | 15 | 25 | — | — | Robertsham |
| Old..... | 13,13 | 20 | 35 | — | — | Bree Street |
| New..... | 13,13 | 20 | 40 | — | — | Bree Street |
| Old..... | 15,64 | 15 | 30 | — | — | Croesus |
| New..... | 15,64 | 20 | 40 | — | — | Croesus |
| Old..... | 24,04 | 25 | 45 | — | — | Lea Glen |
| New..... | 24,04 | 30 | 55 | — | — | Lea Glen |
| Old..... | 24,94 | — | — | — | — | Hyperama |
| New..... | 24,94 | 35 | 70 | — | — | Hyperama |
| Old..... | 15,44 | 20 | 40 | — | — | Doornfontein |
| New..... | 15,44 | 25 | 45 | — | — | Doornfontein |

WESTCOL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--|
| Old..... | 3,92 | 15 | 15 | — | — | Northcliff Corner |
| New..... | 3,92 | 15 | 20 | — | — | Northcliff Corner |
| Old..... | 10,22 | 15 | 30 | — | — | Ferndale (Hans Strydom Avenue/Republic Road) |
| New..... | 10,22 | 20 | 35 | — | — | Ferndale (Hans Strydom Avenue/Republic Road) |
| Old..... | 15,12 | 20 | 40 | — | — | Northriding Café |
| New..... | 15,12 | 25 | 50 | — | — | Northriding Café |
| Old..... | 18,62 | 25 | 50 | — | — | Honeydew Police Station |
| New..... | 18,62 | 30 | 60 | — | — | Honeydew Police Station |
| Old..... | 26,92 | 30 | 60 | — | — | Outspan Café |
| New..... | 26,92 | 35 | 70 | — | — | Outspan Café |
| Old..... | 31,02 | 35 | 70 | — | — | Swartkops |
| New..... | 31,02 | 40 | 80 | — | — | Swartkops |
| Old..... | 20,12 | 25 | 50 | — | — | Jacaranda Tea Room |
| New..... | 20,12 | 30 | 60 | — | — | Jacaranda Tea Room |
| Old..... | 23,02 | 30 | 60 | — | — | Nana's Store |
| New..... | 23,02 | 35 | 70 | — | — | Nana's Store |
| Old..... | 34,32 | 35 | 70 | — | — | Renos |
| New..... | 34,32 | 40 | 80 | — | — | Renos |
| Old..... | 8,72 | 15 | 20 | — | — | Pick 'n Pay |
| New..... | 8,72 | 15 | 25 | — | — | Pick 'n Pay |
| Old..... | 12,83 | 15 | 25 | — | — | Fairlands |
| New..... | 12,83 | 15 | 30 | — | — | Fairlands |
| Old..... | 3,26 | 15 | 15 | — | — | West Park |
| New..... | 3,26 | 15 | 20 | — | — | West Park |
| Old..... | 4,48 | 15 | 15 | — | — | Croesus |
| New..... | 4,48 | 15 | 20 | — | — | Croesus |

WITPOORTJIE/WILRO PARK

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------|
| Old..... | 2,50 | 15 | 15 | — | — | Roodekrans |
| New..... | 2,50 | 10 | 20 | — | — | Roodekrans |

WONDERKOP

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------|
| Old..... | 15,00 | 25 | 50 | — | — | Rankelenyane |
| New..... | 15,00 | 30 | 60 | — | — | Rankelenyane |

ALBERTON

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------|
| Old..... | 7,80 | 15 | 20 | — | — | Natalspruit Hospital |
| New..... | 7,80 | 15 | 20 | — | — | Natalspruit Hospital |
| Old..... | 10,13 | 15 | 25 | — | — | Angus |
| New..... | 10,13 | 15 | 30 | — | — | Angus |
| Old..... | 20,04 | 20 | 40 | — | — | Kliprivier (Everite) |
| New..... | 20,04 | 25 | 45 | — | — | Kliprivier (Everite) |

ALBERTON CROSS ROADS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------------|
| Old..... | 7,04 | 15 | 15 | — | — | Jackson's Drift |
| New..... | 7,04 | 15 | 20 | — | — | Jackson's Drift |
| Old..... | 13,65 | 15 | 30 | — | — | Bronkhorst Bottle Store |
| New..... | 13,65 | 20 | 40 | — | — | Bronkhorst Bottle Store |
| Old..... | 11,20 | 15 | 25 | — | — | Misgund |
| New..... | 11,20 | 20 | 40 | — | — | Misgund |
| Old..... | 17,30 | 20 | 40 | — | — | Walkerville Post Office |
| New..... | 17,30 | 25 | 50 | — | — | Walkerville Post Office |
| Old..... | 27,43 | 30 | 60 | — | — | De Deur |
| New..... | 27,43 | 40 | 70 | — | — | De Deur |
| Old..... | 46,42 | 35 | 70 | — | — | Evaton |
| New..... | 49,42 | 50 | 90 | — | — | Evaton |
| Old..... | 5,10 | 15 | 15 | — | — | Alrode |
| New..... | 5,10 | 15 | 15 | — | — | Alrode |
| Old..... | 16,40 | 20 | 35 | — | — | Wadeville |
| New..... | 16,40 | 20 | 40 | — | — | Wadeville |
| Old..... | 6,40 | 15 | 20 | — | — | Kliprivier Garage |
| New..... | 6,40 | 15 | 20 | — | — | Kliprivier Garage |
| Old..... | 2,15 | 15 | 15 | — | — | Rand Water Board |
| New..... | 2,15 | 15 | 20 | — | — | Rand Water Board |
| Old..... | 11,46 | 15 | 25 | — | — | Angus |
| New..... | 11,46 | 15 | 30 | — | — | Angus |
| Old..... | 21,37 | 15 | 20 | — | — | Kliprivier (Everite) |
| New..... | 21,37 | 20 | 40 | — | — | Kliprivier (Everite) |

ALFA LAVAL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------|
| Old..... | 18,03 | 20 | 35 | — | — | Evaton |
| New..... | 18,03 | 20 | 40 | — | — | Evaton |

ALRODE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------|
| Old..... | 11,30 | 15 | 25 | — | — | Wadeville |
| New..... | 11,30 | 15 | 30 | — | — | Wadeville |
| Old..... | 11,50 | 20 | 35 | — | — | Kliprivier Garage |
| New..... | 11,50 | 20 | 40 | — | — | Kliprivier Garage |

ANGUS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------------------|
| Old..... | 3,65 | 15 | 15 | — | — | Eden Park |
| New..... | 3,65 | 15 | 20 | — | — | Eden Park |
| Old..... | 9,91 | 15 | 20 | — | — | Kliprivier (Everite) |
| New..... | 9,91 | 15 | 20 | — | — | Kliprivier (Everite) |

BARAGWANATH

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|------|------|---------------------------|
| Old..... | 4,67 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 4,67 | 15 | 25 | — | — | Uncle Charlies |
| Old..... | 9,11 | 15 | 30 | — | — | Chrisville (Harry Street) |
| New..... | 9,11 | 20 | 40 | — | — | Chrisville (Harry Street) |
| Old..... | 10,17 | 15 | 30 | — | — | Glenanda |
| New..... | 10,17 | 20 | 40 | — | — | Glenanda |
| Old..... | 15,57 | 20 | 40 | — | — | Alberton Cross Road |
| New..... | 15,57 | 30 | 50 | — | — | Alberton Cross Road |
| Old..... | 25,47 | 30 | 55 | 4,50 | 5,50 | Alrode |
| New..... | 25,47 | 30 | 60 | 4,80 | 5,85 | Alrode |
| Old..... | 32,97 | 40 | 75 | 7,00 | — | Wadeville |
| New..... | 32,97 | 50 | 90 | 7,50 | — | Wadeville |
| Old..... | 10,17 | 20 | 35 | — | — | Kliprivier Garage |
| New..... | 10,17 | 20 | 40 | — | — | Kliprivier Garage |
| Old..... | 53,61 | 40 | 80 | — | — | Evaton |
| New..... | 53,61 | 50 | 1,00 | — | — | Evaton |
| Old..... | 35,58 | 35 | 70 | — | — | Alfa Laval |
| New..... | 35,58 | 50 | 90 | — | — | Alfa Laval |
| Old..... | 29,69 | 30 | 60 | — | — | Yvonne's Garage |
| New..... | 29,69 | 40 | 70 | — | — | Yvonne's Garage |
| Old..... | 26,19 | 30 | 60 | — | — | Unaville |
| New..... | 26,19 | 40 | 70 | — | — | Unaville |
| Old..... | 20,97 | 25 | 45 | — | — | Van Wyksrust |
| New..... | 20,97 | 30 | 50 | — | — | Vah Wyksrust |
| Old..... | 9,39 | 20 | 35 | — | — | Viking Garage |
| New..... | 9,39 | 20 | 40 | — | — | Viking Garage |

BRACKENDOWNS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------------|
| Old..... | 4,15 | 15 | 25 | — | — | Rand Water Board |
| New..... | 4,15 | 15 | 30 | — | — | Rand Water Board |

BRONKHORST BOTTLE STORE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------------------|
| Old..... | 5,29 | 15 | 15 | — | — | Walkerville Post Office |
| New..... | 5,29 | 15 | 20 | — | — | Walkerville Post Office |
| Old..... | 13,78 | 15 | 30 | — | — | De Deur |
| New..... | 13,78 | 20 | 40 | — | — | De Deur |
| Old..... | 31,77 | 25 | 50 | — | — | Evaton |
| New..... | 31,77 | 30 | 60 | — | — | Evaton |
| Old..... | 10,40 | 15 | 30 | — | — | Kibler Park |
| New..... | 10,40 | 20 | 40 | — | — | Kibler Park |

CHRISVILLE (HARRY ST) OR MONDEOR

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|--|
| Old..... | 4,44 | 15 | 15 | — | — | Uncle Charlies |
| New..... | 4,44 | 15 | 15 | — | — | Uncle Charlies |
| Old..... | 12,42 | 15 | 30 | — | — | Jackson's Drift |
| New..... | 12,42 | 20 | 40 | — | — | Jackson's Drift |
| Old..... | 18,02 | 20 | 40 | — | — | Junction Road 1313 |
| New..... | 18,02 | 30 | 50 | — | — | Junction Road 1313 |
| Old..... | 19,03 | 20 | 40 | — | — | Bronkhorst Bottle Store |
| New..... | 19,03 | 30 | 50 | — | — | Bronkhorst Bottle Store |
| Old..... | 24,32 | 25 | 50 | — | — | Walkerville Post Office |
| New..... | 24,32 | 30 | 60 | — | — | Walkerville Post Office |
| Old..... | 32,81 | 35 | 70 | — | — | De Deur |
| New..... | 32,81 | 50 | 90 | — | — | De Deur |
| Old..... | 50,80 | 40 | 80 | — | — | Evaton |
| New..... | 50,80 | 50 | 1,00 | — | — | Evaton |
| Old..... | 11,74 | 15 | 20 | — | — | Kibler Park |
| New..... | 11,74 | 15 | 30 | — | — | Kibler Park |
| Old..... | 1,06 | 15 | 15 | — | — | Glenanda |
| New..... | 1,06 | 15 | 15 | — | — | Glenanda |
| Old..... | 7,46 | 15 | 20 | — | — | Alberton Cross Roads |
| New..... | 7,46 | 15 | 20 | — | — | Alberton Cross Roads |
| Old..... | 12,56 | 15 | 30 | — | — | Alrode |
| New..... | 12,56 | 20 | 40 | — | — | Alrode |
| Old..... | 23,86 | 30 | 55 | — | — | Wadeville |
| New..... | 23,86 | 30 | 60 | — | — | Wadeville |
| Old..... | 15,02 | 20 | 35 | — | — | Vereeniging/Heidelberg District Boundary |
| New..... | 15,02 | 20 | 40 | — | — | Vereeniging/Heidelberg District Boundary |
| Old..... | 18,42 | 20 | 40 | — | — | Tandalana Farm |
| New..... | 18,42 | 30 | 50 | — | — | Tandalana Farm |
| Old..... | 28,42 | 25 | 50 | — | — | Kliprivier (Everite) |
| New..... | 28,42 | 30 | 60 | — | — | Kliprivier (Everite) |

CROSS ROAD (64/817)

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------|
| Old..... | 3,00 | 15 | 15 | — | — | Galaxcia Farm |
| New..... | 3,00 | 15 | 20 | — | — | Galaxcia Farm |

DE DEUR

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------|
| Old..... | 17,99 | 15 | 20 | — | — | Evaton |
| New..... | 17,99 | 15 | 20 | — | — | Evaton |
| Old..... | 23,18 | 30 | 60 | — | — | Kibler Park |
| New..... | 23,18 | 40 | 70 | — | — | Kibler Park |

FARADAY

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|------|------|--|
| Old..... | 3,06 | 15 | 15 | — | — | Forest Hill |
| New..... | 3,06 | 15 | 15 | — | — | Forest Hill |
| Old..... | 6,06 | 15 | 20 | — | — | Chrisville (Harry Street) or Mondeor |
| New..... | 6,06 | 15 | 20 | — | — | Chrisville (Harry Street) or Mondeor |
| Old..... | 10,50 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 10,50 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 18,48 | 20 | 40 | — | — | Jackson's Drift |
| New..... | 18,48 | 30 | 50 | — | — | Jackson's Drift |
| Old..... | 24,08 | 25 | 50 | — | — | Junction Road 1313 |
| New..... | 24,08 | 30 | 60 | — | — | Junction Road 1313 |
| Old..... | 25,09 | 25 | 50 | — | — | Bronkhorst Bottle Store |
| New..... | 25,09 | 30 | 60 | — | — | Bronkhorst Bottle Store |
| Old..... | 30,38 | 30 | 60 | 4,00 | 4,90 | Walkerville Post Office |
| New..... | 30,38 | 35 | 70 | 4,25 | 5,20 | Walkerville Post Office |
| Old..... | 38,87 | 40 | 80 | — | — | De Deur |
| New..... | 38,87 | 50 | 1,00 | 4,50 | — | De Deur |
| Old..... | 56,86 | 40 | 80 | — | — | Evaton |
| New..... | 56,86 | 50 | 1,00 | — | — | Evaton |
| Old..... | 2,00 | 15 | 15 | — | — | Mai Mai |
| New..... | 2,00 | 15 | 20 | — | — | Mai Mai |
| Old..... | 2,90 | 15 | 15 | — | — | Jeppe (Wolhuter) Hostel |
| New..... | 2,90 | 15 | 20 | — | — | Jeppe (Wolhuter) Hostel |
| Old..... | 9,10 | 15 | 25 | — | — | Denver Hostel |
| New..... | 9,10 | 15 | 30 | — | — | Denver Hostel |
| Old..... | 13,24 | 15 | 30 | — | — | Alberton Cross Roads |
| New..... | 13,24 | 20 | 40 | — | — | Alberton Cross Roads |
| Old..... | 8,47 | 15 | 20 | — | — | Glenanda |
| New..... | 8,47 | 15 | 30 | — | — | Glenanda |
| Old..... | 24,45 | 25 | 50 | — | — | Misgund |
| New..... | 24,45 | 30 | 60 | — | — | Misgund |
| Old..... | 17,50 | 15 | 30 | — | — | Kibler Park |
| New..... | 17,50 | 20 | 40 | — | — | Kibler Park |
| Old..... | 21,08 | 25 | 45 | — | — | Vereeniging/Heidelberg District Border |
| New..... | 21,08 | 30 | 50 | — | — | Vereeniging/Heidelberg District Border |
| Old..... | 24,48 | 25 | 50 | — | — | Tandalana Farm |
| New..... | 24,48 | 30 | 60 | — | — | Tandalana Farm |
| Old..... | 34,48 | 30 | 60 | — | — | Kliprivier (Everite) |
| New..... | 34,48 | 40 | 70 | — | — | Kliprivier (Everite) |
| Old..... | 15,26 | 20 | 35 | — | — | Rand Water Board |
| New..... | 15,26 | 20 | 40 | — | — | Rand Water Board |
| Old..... | 20,53 | 25 | 45 | 2,50 | — | Angus |
| New..... | 20,53 | 30 | 50 | 2,70 | — | Angus |
| Old..... | 4,67 | 15 | 15 | — | — | Market |
| New..... | 4,67 | 15 | 20 | — | — | Market |
| Old..... | 7,72 | 15 | 20 | — | — | Steel and Barnett or Abattoirs |
| New..... | 7,72 | 15 | 20 | — | — | Steel and Barnett or Abattoirs |
| Old..... | 10,40 | 15 | 25 | — | — | Alberton |
| New..... | 10,40 | 15 | 30 | — | — | Alberton |
| Old..... | 17,39 | 20 | 40 | — | — | Natalspruit Hospital |
| New..... | 17,39 | 30 | 50 | — | — | Natalspruit Hospital |
| Old..... | 2,87 | 15 | 15 | — | — | Jeppe Station |
| New..... | 2,87 | 15 | 20 | — | — | Jeppe Station |
| Old..... | 10,40 | 15 | 15 | — | — | South Hills |
| New..... | 10,40 | 15 | 20 | — | — | South Hills |
| Old..... | 7,07 | 15 | 15 | — | — | The Hill |
| New..... | 7,07 | 15 | 15 | — | — | The Hill |
| Old..... | 7,33 | 15 | 15 | — | — | Linmeyer |
| New..... | 7,33 | 15 | 15 | — | — | Linmeyer |
| Old..... | 7,23 | 15 | 15 | — | — | North/Majorie Roads |
| New..... | 7,23 | 15 | 20 | — | — | North/Majorie Roads |
| Old..... | 9,25 | 15 | 20 | — | — | South Hills or South Rand Hospital |
| New..... | 9,25 | 15 | 20 | — | — | South Hills or South Rand Hospital |
| Old..... | 3,06 | 15 | 15 | — | — | Forest Hill |
| New..... | 3,06 | 15 | 15 | — | — | Forest Hill |
| Old..... | 8,40 | 15 | 20 | — | — | Glenvista |
| New..... | 8,40 | 15 | 30 | — | — | Glenvista |

SPECIAL SERVICES—FARADAY

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 12,21 | 20 | 40 | — | — | Newmarket Race Course |
| New..... | 12,21 | 30 | 50 | — | — | Newmarket Race Course |
| Old..... | 11,00 | 20 | 40 | — | — | Germiston Race Course |
| New..... | 11,00 | 30 | 50 | — | — | Germiston Race Course |
| Old..... | 4,89 | 15 | 15 | — | — | Turfontein Race Course |
| New..... | 4,89 | 20 | 20 | — | — | Turfontein Race Course |

FOREST HILL

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|--|
| Old..... | 3,00 | 15 | 15 | — | — | Chrisville (Harry Street) or Mondeor |
| New..... | 3,00 | 15 | 15 | — | — | Chrisville (Harry Street) or Mondeor |
| Old..... | 7,44 | 15 | 15 | — | — | Uncle Charlies |
| New..... | 7,44 | 15 | 20 | — | — | Uncle Charlies |
| Old..... | 15,42 | 15 | 30 | — | — | Jackson's Drift |
| New..... | 15,42 | 20 | 40 | — | — | Jackson's Drift |
| Old..... | 21,02 | 25 | 45 | — | — | Junction Road 1313 |
| New..... | 21,02 | 30 | 50 | — | — | Junction Road 1313 |
| Old..... | 22,03 | 25 | 45 | — | — | Bronkhorst Bottle Store |
| New..... | 22,03 | 30 | 50 | — | — | Bronkhorst Bottle Store |
| Old..... | 25,51 | 25 | 50 | — | — | Walkerville Post Office |
| New..... | 25,51 | 30 | 60 | — | — | Walkerville Post Office |
| Old..... | 36,03 | 35 | 70 | — | — | De Deur |
| New..... | 36,03 | 50 | 90 | — | — | De Deur |
| Old..... | 53,80 | 40 | 80 | — | — | Evaton |
| New..... | 53,80 | 50 | 1,00 | — | — | Evaton |
| Old..... | 5,41 | 15 | 15 | — | — | Glenanda |
| New..... | 5,41 | 15 | 15 | — | — | Glenanda |
| Old..... | 7,44 | 15 | 20 | — | — | Alberton Cross Roads |
| New..... | 7,44 | 15 | 30 | — | — | Alberton Cross Roads |
| Old..... | 18,65 | 25 | 45 | — | — | Misgund |
| New..... | 18,65 | 30 | 50 | — | — | Misgund |
| Old..... | 2,60 | 15 | 15 | — | — | Glenvista |
| New..... | 2,60 | 15 | 15 | — | — | Glenvista |
| Old..... | 14,44 | 15 | 20 | — | — | Kibler Park |
| New..... | 14,44 | 15 | 30 | — | — | Kibler Park |
| Old..... | 18,02 | 20 | 35 | — | — | Vereeniging Heidelberg District Border |
| New..... | 18,02 | 20 | 40 | — | — | Vereeniging Heidelberg District Border |
| Old..... | 21,42 | 25 | 45 | — | — | Tandalana Farm |
| New..... | 21,42 | 30 | 50 | — | — | Tandalana Farm |
| Old..... | 31,42 | 25 | 50 | — | — | Kliprivier (Everite) |
| New..... | 31,42 | 30 | 60 | — | — | Kliprivier (Everite) |
| Old..... | 21,51 | 20 | 35 | — | — | Angus |
| New..... | 21,51 | 20 | 40 | — | — | Angus |
| Old..... | 12,20 | 15 | 25 | — | — | Rand Water Board |
| New..... | 12,20 | 15 | 30 | — | — | Rand Water Board |

GLENANDA

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|-------------------------|
| Old..... | 6,40 | 15 | 15 | — | — | Alberton Cross Roads |
| New..... | 6,40 | 15 | 15 | — | — | Alberton Cross Roads |
| Old..... | 13,44 | 15 | 30 | — | — | Jackson's Drift |
| New..... | 13,44 | 20 | 40 | — | — | Jackson's Drift |
| Old..... | 20,02 | 20 | 40 | — | — | Bronkhorst Bottle Store |
| New..... | 20,02 | 30 | 50 | — | — | Bronkhorst Bottle Store |
| Old..... | 17,60 | 20 | 35 | — | — | Misgund |
| New..... | 17,60 | 30 | 50 | — | — | Misgund |
| Old..... | 23,53 | 25 | 50 | — | — | Walkerville Post Office |
| New..... | 23,53 | 30 | 60 | — | — | Walkerville Post Office |
| Old..... | 33,83 | 35 | 70 | — | — | De Deur |
| New..... | 33,83 | 50 | 90 | — | — | De Deur |
| Old..... | 52,82 | 40 | 80 | — | — | Evaton |
| New..... | 52,82 | 50 | 1,00 | — | — | Evaton |
| Old..... | 8,42 | 15 | 20 | — | — | Rand Water Board |
| New..... | 8,42 | 15 | 30 | — | — | Rand Water Board |
| Old..... | 16,10 | 15 | 30 | — | — | Angus |
| New..... | 16,10 | 20 | 40 | — | — | Angus |
| Old..... | 12,56 | 15 | 25 | — | — | Alrode |
| New..... | 12,56 | 15 | 30 | — | — | Alrode |
| Old..... | 23,86 | 25 | 50 | — | — | Wadeville |
| New..... | 23,86 | 30 | 60 | — | — | Wadeville |
| Old..... | 30,38 | 15 | 30 | — | — | Kliprivier (Everite) |
| New..... | 30,38 | 20 | 40 | — | — | Kliprivier (Everite) |

HARRY'S CORNER

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------|
| Old..... | 7,40 | 15 | 15 | — | — | T-junction (Roads 64/1484) |
| New..... | 7,40 | 15 | 20 | — | — | T-junction (Roads 64/1484) |
| Old..... | 10,00 | 15 | 15 | — | — | Cross Roads (Roads 64/817) |
| New..... | 10,00 | 15 | 20 | — | — | Cross Roads (Roads 64/817) |
| Old..... | 14,00 | 15 | 20 | — | — | Galaxcia Farm |
| New..... | 14,00 | 15 | 20 | — | — | Galaxcia Farm |

JACKSON'S DRIFT

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---|
| Old..... | 5,60 | 15 | 15 | — | — | Junction Road 1313 |
| New..... | 5,60 | 15 | 20 | — | — | Junction Road 1313 |
| Old..... | 6,61 | 15 | 15 | — | — | Bronkhorst Bottle Store |
| New..... | 6,61 | 15 | 20 | — | — | Bronkhorst Bottle Store |
| Old..... | 11,90 | 15 | 30 | — | — | Walkerville Post Office |
| New..... | 11,90 | 20 | 40 | — | — | Walkerville Post Office |
| Old..... | 20,39 | 25 | 45 | — | — | De Deur |
| New..... | 20,39 | 30 | 50 | — | — | De Deur |
| Old..... | 43,44 | 30 | 60 | — | — | Evaton |
| New..... | 43,44 | 40 | 70 | — | — | Evaton |
| Old..... | 7,04 | 15 | 15 | — | — | Misgund |
| New..... | 7,04 | 15 | 20 | — | — | Misgund |
| Old..... | 15,20 | 20 | 35 | — | — | Yvonne's Garage |
| New..... | 15,20 | 20 | 40 | — | — | Yvonne's Garage |
| Old..... | 31,03 | 25 | 50 | — | — | Alfa Laval |
| New..... | 31,03 | 30 | 60 | — | — | Alfa Laval |
| Old..... | 3,79 | 15 | 15 | — | — | Kibler Park |
| New..... | 3,79 | 15 | 20 | — | — | Kibler Park |
| Old..... | 2,50 | 15 | 15 | — | — | Vereeniging/Heidelberg District of Boundary |
| New..... | 2,50 | 15 | 20 | — | — | Vereeniging/Heidelberg District of Boundary |

JEPPE STATION

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|--------------------------------|
| Old..... | 2,59 | 15 | 15 | — | — | Market |
| New..... | 2,59 | 15 | 20 | — | — | Market |
| Old..... | 7,50 | 15 | 15 | 1,30 | — | Steel and Barnett or Abattoirs |
| New..... | 7,50 | 15 | 20 | 1,40 | — | Steel and Barnett or Abattoirs |
| Old..... | 7,60 | 15 | 20 | — | — | Alberton |
| New..... | 7,60 | 15 | 20 | — | — | Alberton |
| Old..... | 14,51 | 20 | 40 | — | — | Natalspruit Hospital |
| New..... | 14,51 | 30 | 50 | — | — | Natalspruit Hospital |
| Old..... | 17,66 | 25 | 45 | — | — | Angus |
| New..... | 17,66 | 30 | 50 | — | — | Angus |
| Old..... | 27,57 | 30 | 60 | — | — | Kliprivier (Everite) |
| New..... | 27,57 | 40 | 70 | — | — | Kliprivier (Everite) |
| Old..... | 6,38 | 15 | 20 | — | — | South Hills |
| New..... | 6,38 | 15 | 20 | 1,40 | — | South Hills |

JEPPE (WOLHUTER) HOSTEL

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------|
| Old..... | 6,30 | 15 | 15 | — | — | Denver Hostel |
| New..... | 6,30 | 15 | 20 | — | — | Denver Hostel |

JUNCTION ROAD 1313

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------|
| Old..... | 35,46 | 25 | 50 | — | — | Evaton |
| New..... | 35,46 | 30 | 60 | — | — | Evaton |
| Old..... | 9,60 | 15 | 20 | — | — | Middale Turn-off |
| New..... | 9,60 | 15 | 20 | — | — | Middale Turn-off |

MAI MAI

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------|
| Old..... | 7,40 | 15 | 15 | — | — | Denver Hostel |
| New..... | 7,40 | 15 | 20 | — | — | Denver Hostel |

MARKET

| | km | C | A | 6 | 6 | |
|----------|-------|----|----|---|---|---------------------------------|
| Old..... | 2,26 | 15 | 15 | — | — | Steele and Barnett or Abattoirs |
| New..... | 2,26 | 15 | 20 | — | — | Steele and Barnett or Abattoirs |
| Old..... | 5,73 | 15 | 15 | — | — | Alberton |
| New..... | 5,73 | 15 | 20 | — | — | Alberton |
| Old..... | 12,72 | 15 | 30 | — | — | Natalspruit Hospital |
| New..... | 12,72 | 20 | 40 | — | — | Natalspruit Hospital |
| Old..... | 15,86 | 20 | 35 | — | — | Angus |
| New..... | 15,86 | 30 | 50 | — | — | Angus |
| Old..... | 25,77 | 25 | 50 | — | — | Kliprivier (Everite) |
| New..... | 25,77 | 30 | 50 | — | — | Kliprivier (Everite) |

NORTH/MARJORIE ROADS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|------------------------------------|
| Old..... | 2,02 | 15 | 15 | — | — | South Hills or South Rand Hospital |
| New..... | 3,34 | 15 | 15 | — | — | South Hills or South Rand Hospital |
| Old..... | 3,34 | 15 | 15 | — | — | South Hills |
| New..... | 3,34 | 15 | 15 | — | — | South Hills |

NATALSPRUIT HOSPITAL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------|
| Old..... | 3,14 | 15 | 20 | — | — | Angus |
| New..... | 3,14 | 15 | 20 | — | — | Angus |
| Old..... | 9,05 | 15 | 20 | — | — | Eden Park |
| New..... | 9,05 | 15 | 20 | — | — | Eden Park |
| Old..... | 13,05 | 20 | 35 | — | — | Kliprivier (Everite) |
| New..... | 13,05 | 20 | 35 | — | — | Kliprivier (Everite) |

RAND WATER BOARD

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------|
| Old..... | 9,31 | 15 | 20 | — | — | Angus |
| New..... | 9,31 | 15 | 20 | — | — | Angus |
| Old..... | 19,22 | 15 | 30 | — | — | Kliprivier (Everite) |
| New..... | 19,22 | 20 | 40 | — | — | Kliprivier (Everite) |

STEEL & BARNETT OR ABATTOIRS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|----------------------|
| Old..... | 2,75 | 15 | 15 | — | — | Alberton |
| New..... | 2,75 | 15 | 20 | — | — | Alberton |
| Old..... | 10,46 | 15 | 25 | 2,00 | — | Natalspruit Hospital |
| New..... | 10,46 | 15 | 30 | 2,15 | — | Natalspruit Hospital |
| Old..... | 12,72 | 15 | 30 | — | — | Angus |
| New..... | 12,72 | 20 | 40 | — | — | Angus |
| Old..... | 23,51 | 25 | 45 | — | — | Kliprivier (Everite) |
| New..... | 23,51 | 30 | 50 | — | — | Kliprivier (Everite) |

THOKOZA HOSTEL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|----------------------------|
| Old..... | 1,10 | 15 | 15 | — | — | Eden Park |
| New..... | 1,10 | 15 | 20 | — | — | Eden Park |
| Old..... | 6,70 | 15 | 20 | — | — | Harry's Corner |
| New..... | 6,70 | 15 | 20 | — | — | Harry's Corner |
| Old..... | 14,10 | 15 | 30 | — | — | T-junction (Roads 64/1484) |
| New..... | 14,10 | 15 | 30 | — | — | T-junction (Roads 64/1484) |
| Old..... | 16,70 | 20 | 40 | — | — | Cross Road (Roads 64/817) |
| New..... | 16,70 | 20 | 40 | — | — | Cross Road (Roads 64/817) |
| Old..... | 20,70 | 25 | 45 | — | — | Galaxcia Farm |
| New..... | 20,70 | 30 | 50 | 4,50 | — | Galaxcia Farm |
| Old..... | 13,05 | 20 | 35 | 2,30 | — | Kliprivier (Everite) |
| New..... | 13,05 | 20 | 40 | 2,45 | — | Kliprivier (Everite) |
| Old..... | 16,05 | 15 | 25 | — | — | Brackendowns |
| New..... | 16,05 | 15 | 30 | — | — | Brackendowns |
| Old..... | 20,20 | 25 | 45 | 3,00 | 3,70 | Rand Water Board |
| New..... | 20,20 | 30 | 50 | 3,20 | 4,00 | Rand Water Board |

TANDALANA FARM

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------|
| Old..... | 10,00 | 15 | 20 | — | — | Kliprivier (Everite) |
| New..... | 10,00 | 15 | 20 | — | — | Kliprivier (Everite) |

T-JUNCTION (ROADS 64/1484)

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|----------------------------|
| Old..... | 3,50 | 15 | 15 | — | — | Cross Roads (Roads 64/817) |
| New..... | 3,50 | 15 | 15 | — | — | Cross Roads (Roads 64/817) |
| Old..... | 6,60 | 15 | 15 | — | — | Galaxcia Farm |
| New..... | 6,60 | 15 | 15 | — | — | Galaxcia Farm |

VAN WYKSRUST

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------|
| Old..... | 5,22 | 15 | 15 | — | — | Unaville |
| New..... | 5,22 | 15 | 20 | — | — | Unaville |
| Old..... | 8,72 | 15 | 20 | — | — | Yvonne's Garage |
| New..... | 8,72 | 15 | 20 | — | — | Yvonne's Garage |
| Old..... | 14,61 | 20 | 40 | — | — | Alfa Laval |
| New..... | 14,61 | 30 | 50 | — | — | Alfa Laval |
| Old..... | 32,64 | 30 | 60 | — | — | Evaton |
| New..... | 32,64 | 40 | 70 | — | — | Evaton |
| Old..... | 8,72 | 15 | 20 | — | — | Middale Turn-off |
| New..... | 8,72 | 15 | 20 | — | — | Middale Turn-off |

VEREENIGING/HEIDELBERG DISTRICT BOARD

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------|
| Old..... | 3,40 | 15 | 15 | — | — | Tandalana Farm |
| New..... | 3,40 | 15 | 20 | — | — | Tandalana Farm |
| Old..... | 13,40 | 15 | 30 | — | — | Kliprivier (Everite) |
| New..... | 13,40 | 20 | 40 | — | — | Kliprivier (Everite) |

VIKING GARAGE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------|
| Old..... | 4,39 | 15 | 15 | — | — | Van Wyksrust |
| New..... | 4,39 | 15 | 20 | — | — | Van Wyksrust |
| Old..... | 9,61 | 20 | 35 | — | — | Unaville |
| New..... | 9,61 | 20 | 40 | — | — | Unaville |
| Old..... | 13,11 | 20 | 35 | — | — | Yvonne's Garage |
| New..... | 13,11 | 20 | 40 | — | — | Yvonne's Garage |
| Old..... | 19,00 | 25 | 50 | — | — | Alfa Laval |
| New..... | 19,00 | 30 | 60 | — | — | Alfa Laval |
| Old..... | 37,03 | 35 | 70 | — | — | Evaton |
| New..... | 37,03 | 50 | 90 | — | — | Evaton |
| Old..... | 13,11 | 20 | 35 | — | — | Middale Turn-off |
| New..... | 13,11 | 20 | 40 | — | — | Middale Turn-off |

UNCLE CHARLIES

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|--|
| Old..... | 7,98 | 15 | 20 | — | — | Jackson's Drift |
| New..... | 7,98 | 15 | 20 | — | — | Jackson's Drift |
| Old..... | 13,58 | 15 | 30 | — | — | Junctions Road 1313 |
| New..... | 13,58 | 20 | 40 | — | — | Junctions Road 1313 |
| Old..... | 14,59 | 15 | 30 | — | — | Bronkhorst Bottle Store |
| New..... | 14,59 | 20 | 40 | — | — | Bronkhorst Bottle Store |
| Old..... | 19,88 | 20 | 40 | — | — | Walkerville Post Office |
| New..... | 19,88 | 30 | 50 | — | — | Walkerville Post Office |
| Old..... | 28,37 | 30 | 60 | — | — | De Deur |
| New..... | 28,37 | 40 | 70 | — | — | De Deur |
| Old..... | 46,14 | 40 | 80 | — | — | Evaton |
| New..... | 46,14 | 50 | 1,00 | — | — | Evaton |
| Old..... | 7,30 | 15 | 15 | — | — | Kibler Park |
| New..... | 7,30 | 15 | 20 | — | — | Kibler Park |
| Old..... | 4,44 | 15 | 15 | — | — | Chrisville (Harry St) |
| New..... | 4,44 | 15 | 15 | — | — | Chrisville (Harry St) |
| Old..... | 5,50 | 15 | 15 | — | — | Glenanda |
| New..... | 5,50 | 15 | 20 | — | — | Glenanda |
| Old..... | 11,90 | 15 | 25 | — | — | Alberton Cross Roads |
| New..... | 11,90 | 15 | 30 | — | — | Alberton Cross Roads |
| Old..... | 17,00 | 20 | 40 | — | — | Alrode |
| New..... | 17,00 | 25 | 50 | — | — | Alrode |
| Old..... | 28,30 | 35 | 65 | — | — | Wadeville |
| New..... | 28,30 | 40 | 80 | — | — | Wadeville |
| Old..... | 4,72 | 15 | 15 | — | — | Viking Garage |
| New..... | 4,72 | 15 | 20 | — | — | Viking Garage |
| Old..... | 13,50 | 25 | 45 | — | — | Van Wyksrust |
| New..... | 13,50 | 30 | 50 | — | — | Van Wyksrust |
| Old..... | 5,50 | 15 | 20 | — | — | Kliprivier Garage |
| New..... | 5,50 | 15 | 20 | — | — | Kliprivier Garage |
| Old..... | 28,11 | 35 | 70 | — | — | Alfa Laval |
| New..... | 28,11 | 50 | 90 | — | — | Alfa Laval |
| Old..... | 22,22 | 30 | 60 | — | — | Yvonne's Garage |
| New..... | 22,22 | 40 | 70 | — | — | Yvonne's Garage |
| Old..... | 22,22 | 35 | 70 | — | — | Middle Turn-off |
| New..... | 22,22 | 40 | 70 | — | — | Middle Turn-off |
| Old..... | 10,58 | 15 | 25 | — | — | Vereeniging/Heidelberg District Border |
| New..... | 10,58 | 15 | 30 | — | — | Vereeniging/Heidelberg District Border |
| Old..... | 13,98 | 15 | 30 | — | — | Tandalana Farm |
| New..... | 13,98 | 20 | 40 | — | — | Tandalana Farm |
| Old..... | 23,98 | 25 | 50 | — | — | Kliprivier (Everite) |
| New..... | 23,98 | 30 | 60 | — | — | Kliprivier (Everite) |

UNAVILLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------|
| Old..... | 3,50 | 15 | 15 | — | — | Middale Turn-off |
| New..... | 3,50 | 15 | 20 | — | — | Middale Turn-off |
| Old..... | 3,50 | 15 | 15 | — | — | Yvonne's Garage |
| New..... | 3,50 | 15 | 20 | — | — | Yvonne's Garage |
| Old..... | 9,39 | 15 | 30 | — | — | Alfa Laval |
| New..... | 9,39 | 20 | 40 | — | — | Alfa Laval |
| Old..... | 29,42 | 25 | 50 | — | — | Evaton |
| New..... | 29,42 | 30 | 60 | — | — | Evaton |

WESTGATE

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|------|------|---------------------------------|
| Old..... | 16,42 | 20 | 35 | — | — | Viking Garage |
| New..... | 16,42 | 20 | 40 | — | — | Viking Garage |
| Old..... | 20,81 | 25 | 45 | — | — | Van Wyksrust |
| New..... | 20,81 | 30 | 50 | — | — | Van Wyksrust |
| Old..... | 26,03 | 30 | 60 | — | — | Unaville |
| New..... | 26,03 | 40 | 70 | — | — | Unaville |
| Old..... | 29,53 | 30 | 60 | — | — | Yvonne's Garage |
| New..... | 29,53 | 40 | 70 | — | — | Yvonne's Garage |
| Old..... | 35,42 | 35 | 70 | — | — | Alfa Laval |
| New..... | 35,42 | 50 | 90 | — | — | Alfa Laval |
| Old..... | 53,45 | 40 | 80 | 4,20 | 5,10 | Evaton |
| New..... | 53,45 | 50 | 1,00 | 4,50 | 5,40 | Evaton |
| Old..... | 3,87 | 15 | 15 | — | — | Jeppe Station |
| New..... | 3,87 | 15 | 20 | — | — | Jeppe Station |
| Old..... | 5,67 | 15 | 20 | — | — | Market |
| New..... | 5,67 | 15 | 20 | — | — | Market |
| Old..... | 8,72 | 15 | 20 | 1,70 | — | Steele and Barnett or Abattoirs |
| New..... | 8,72 | 15 | 20 | 1,80 | — | Steele and Barnett or Abattoirs |
| Old..... | 7,31 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 7,31 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 16,39 | 20 | 40 | — | — | Jackson's Drift |
| New..... | 16,39 | 30 | 50 | — | — | Jackson's Drift |
| Old..... | 21,99 | 25 | 50 | — | — | Junction Road 1313 |
| New..... | 21,99 | 30 | 60 | — | — | Junction Road 1313 |

WALKERVILLE POST OFFICE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-------------|
| Old..... | 8,49 | 15 | 20 | — | — | De Deur |
| New..... | 8,49 | 15 | 20 | — | — | De Deur |
| Old..... | 28,29 | 25 | 50 | — | — | Evaton |
| New..... | 28,29 | 30 | 60 | — | — | Evaton |
| Old..... | 12,88 | 20 | 40 | — | — | Kibler Park |
| New..... | 12,88 | 25 | 50 | — | — | Kibler Park |

YVONNE'S GARAGE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------|
| Old..... | 5,89 | 15 | 15 | — | — | Alfa Laval |
| New..... | 5,89 | 15 | 20 | — | — | Alfa Laval |
| Old..... | 25,92 | 25 | 50 | — | — | Evaton |
| New..... | 25,92 | 30 | 60 | — | — | Evaton |

DIEPKLOOF

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|-------------------------------|
| Old..... | 69,24 | 1,00 | 1,50 | — | — | Kudu Café |
| New..... | 69,24 | 1,00 | 2,00 | — | — | Kudu Café |
| Old..... | 88,38 | 1,00 | 1,50 | — | — | Pelindaba Cross Roads |
| New..... | 88,38 | 1,00 | 2,00 | — | — | Pelindaba Cross Roads |
| Old..... | 105,94 | 1,00 | 2,00 | — | — | Schoemansville or De Wildt |
| New..... | 105,94 | 1,00 | 2,50 | — | — | Schoemansville or De Wildt |
| Old..... | 128,00 | 1,50 | 2,50 | — | — | Hebron or Ga-Rankuwa |
| New..... | 128,00 | 1,50 | 3,00 | — | — | Hebron or Ga-Rankuwa |
| Old..... | 155,00 | 1,50 | 2,70 | — | — | Mabuluka/Oskraal/Kgabalatsane |
| New..... | 155,00 | 1,50 | 3,00 | — | — | Mabuluka/Oskraal/Kgabalatsane |
| Old..... | 172,00 | 1,50 | 3,00 | — | — | Jericho/Madinyane |
| New..... | 172,00 | 2,00 | 3,50 | — | — | Jericho/Madinyane |

CITY

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|-------------------------------|
| Old..... | 41,46 | 1,00 | 1,50 | — | — | Kudu Café |
| New..... | 41,46 | 1,00 | 2,00 | — | — | Kudu Café |
| Old..... | 60,60 | 1,00 | 1,50 | — | — | Pelindaba Cross Roads |
| New..... | 60,60 | 1,00 | 2,00 | — | — | Pelindaba Cross Roads |
| Old..... | 78,16 | 1,00 | 1,50 | — | — | Schoemansville or De Wildt |
| New..... | 78,16 | 1,00 | 2,00 | — | — | Schoemansville or De Wildt |
| Old..... | 97,95 | 1,00 | 2,30 | — | — | Hebron or Ga-Rankuwa |
| New..... | 97,95 | 1,50 | 2,50 | — | — | Hebron or Ga-Rankuwa |
| Old..... | 124,95 | 1,50 | 2,50 | — | — | Mabuluka/Oskraal/Kgabalatsane |
| New..... | 124,95 | 1,50 | 3,00 | — | — | Mabuluka/Oskraal/Kgabalatsane |
| Old..... | 136,05 | 1,50 | 2,70 | — | — | Jericho/Madinyane |
| New..... | 136,05 | 1,50 | 3,00 | — | — | Jericho/Madinyane |

WYNBERG OR RANDBURG

| | km | C | A | 5 | 6 | |
|----------|--------|------|------|---|---|-------------------------------|
| Old..... | 29,10 | 50 | 1,00 | — | — | Kudu Café |
| New..... | 29,10 | 50 | 1,00 | — | — | Kudu Café |
| Old..... | 48,24 | 1,00 | 1,50 | — | — | Pelindaba Cross Roads |
| New..... | 48,24 | 1,00 | 1,50 | — | — | Pelindaba Cross Roads |
| Old..... | 65,80 | 1,00 | 1,50 | — | — | Schoemansville or De Wildt |
| New..... | 65,80 | 1,00 | 2,00 | — | — | Schoemansville or De Wildt |
| Old..... | 85,59 | 1,00 | 2,00 | — | — | Hebron or Ga-Rankuwa |
| New..... | 85,59 | 1,00 | 2,50 | — | — | Hebron or Ga-Rankuwa |
| Old..... | 112,59 | 1,00 | 2,30 | — | — | Mabuluka/Oskraal/Kgabalatsane |
| New..... | 112,59 | 1,50 | 3,00 | — | — | Mabuluka/Oskraal/Kgabalatsane |
| Old..... | 129,59 | 1,50 | 2,50 | — | — | Jericho/Madinyane |
| New..... | 129,59 | 1,50 | 3,00 | — | — | Jericho/Madinyane |

BENONI

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|-----------------------------------|
| Old..... | 7,46 | 10 | 15 | — | — | President Pretorius Road |
| New..... | 7,46 | 10 | 20 | — | — | President Pretorius Road |
| Old..... | 11,62 | 10 | 20 | — | — | Bredel Road Junction |
| New..... | 11,62 | 15 | 25 | — | — | Bredel Road Junction |
| Old..... | 21,77 | 20 | 40 | — | — | Kliprand General Dealer |
| New..... | 21,77 | 25 | 45 | — | — | Kliprand General Dealer |
| Old..... | 26,49 | 25 | 50 | — | — | Elandsfontein Cross Roads |
| New..... | 26,49 | 30 | 60 | — | — | Elandsfontein Cross Roads |
| Old..... | 45,92 | 40 | 80 | — | — | Bapsfontein |
| New..... | 45,92 | 45 | 90 | — | — | Bapsfontein |
| Old..... | 11,73 | 15 | 25 | — | — | Zesfontein (near Benoni Boundary) |
| New..... | 11,73 | 15 | 25 | — | — | Zesfontein (near Benoni Boundary) |
| Old..... | 25,08 | 25 | 45 | — | — | Varkfontein Shops |
| New..... | 25,08 | 25 | 50 | — | — | Varkfontein Shops |
| Old..... | 24,31 | 30 | 55 | — | — | Bapsfontein |
| New..... | 24,31 | 30 | 60 | — | — | Bapsfontein |
| Old..... | 32,69 | 35 | 65 | — | — | Welkom Store |
| New..... | 32,69 | 40 | 75 | — | — | Welkom Store |
| Old..... | 34,93 | 35 | 70 | — | — | Klipkop/Boschkop Road Junction |
| New..... | 34,93 | 40 | 80 | — | — | Klipkop/Boschkop Road Junction |
| Old..... | 41,80 | 40 | 75 | — | — | Kameelkraal |
| New..... | 41,80 | 45 | 85 | — | — | Kameelkraal |
| Old..... | 74,29 | 50 | 1,00 | — | — | Klein Zonderhout (Festive Farms) |
| New..... | 74,29 | 60 | 1,10 | — | — | Klein Zonderhout (Festive Farms) |
| Old..... | 37,60 | 35 | 65 | — | — | Rietfontein Store |
| New..... | 37,60 | 40 | 75 | — | — | Rietfontein Store |
| Old..... | 71,38 | 50 | 1,00 | — | — | Waaikraal |
| New..... | 71,38 | 60 | 1,10 | — | — | Waaikraal |
| Old..... | 80,47 | 45 | 90 | — | — | Witpoort School |
| New..... | 80,47 | 50 | 1,00 | — | — | Witpoort School |
| Old..... | 60,09 | 50 | 1,00 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 60,09 | 60 | 1,10 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 54,65 | 50 | 95 | — | — | Alpha Bad |
| New..... | 54,65 | 60 | 1,10 | — | — | Alpha Bad |

| | km | C | A | 4 | 6 | |
|----------|-------|----|----|---|---|------------------------------|
| Old..... | 45,20 | 40 | 80 | — | — | Waaikraal/Delmas Cross Roads |
| New..... | 45,20 | 45 | 90 | — | — | Waaikraal/Delmas Cross Roads |
| Old..... | 21,19 | 20 | 35 | — | — | Putfontein Turn-off |
| New..... | 21,19 | 20 | 40 | — | — | Putfontein Turn-off |
| Old..... | 16,31 | 20 | 35 | — | — | Umgababa |
| New..... | 16,31 | 20 | 40 | — | — | Umgababa |

VISTA BUS STOP

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------------------|
| Old..... | 4,35 | 10 | 10 | — | — | Elandsfontein T-junction (Brickor) |
| New..... | 4,35 | 10 | 15 | — | — | Elandsfontein T-junction (Brickor) |
| Old..... | 9,07 | 15 | 25 | — | — | Kliprand General Dealer |
| New..... | 9,07 | 15 | 25 | — | — | Kliprand General Dealer |
| Old..... | 12,96 | 15 | 30 | — | — | Sunnyside Bus Stop |
| New..... | 12,96 | 15 | 30 | — | — | Sunnyside Bus Stop |
| Old..... | 19,22 | 20 | 40 | — | — | Zestfontein/Bredel T-junction |
| New..... | 19,22 | 25 | 45 | — | — | Zestfontein/Bredel T-junction |
| Old..... | 23,38 | 25 | 50 | — | — | President Pretorius Road |
| New..... | 23,38 | 30 | 60 | — | — | President Pretorius Road |
| Old..... | 27,13 | 30 | 55 | — | — | 14th Avenue/O'Reilly Merry Street |
| New..... | 27,13 | 35 | 65 | — | — | 14th Avenue/O'Reilly Merry Street |
| Old..... | 30,84 | 30 | 60 | — | — | Benoni |
| New..... | 30,84 | 35 | 70 | — | — | Benoni |
| Old..... | 15,08 | 15 | 30 | — | — | Bapsfontein |
| New..... | 15,08 | 20 | 35 | — | — | Bapsfontein |

BAPSFONTEIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------------------------|
| Old..... | 8,83 | 10 | 20 | — | — | Putfontein Turn-off |
| New..... | 8,83 | 15 | 25 | — | — | Putfontein Turn-off |
| Old..... | 13,71 | 15 | 30 | — | — | Umgababa |
| New..... | 13,71 | 20 | 35 | — | — | Umgababa |
| Old..... | 18,55 | 20 | 40 | — | — | Putfontein P.O. |
| New..... | 18,55 | 25 | 45 | — | — | Putfontein P.O. |
| Old..... | 22,13 | 25 | 50 | — | — | Cloverdene Flint Café |
| New..... | 22,13 | 30 | 55 | — | — | Cloverdene Flint Café |
| Old..... | 28,04 | 25 | 50 | — | — | Sunnyside Bus Stop |
| New..... | 28,04 | 30 | 60 | — | — | Sunnyside Bus Stop |
| Old..... | 30,07 | 25 | 50 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 30,07 | 30 | 60 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 24,63 | 20 | 40 | — | — | Alpha Bad |
| New..... | 24,63 | 25 | 45 | — | — | Alpha Bad |
| Old..... | 15,18 | 15 | 25 | — | — | Waaikraal/Delmas Cross |
| New..... | 15,18 | 15 | 30 | — | — | Waaikraal/Delmas Cross |
| Old..... | 4,94 | 10 | 10 | — | — | Varkfontein Shop |
| New..... | 4,94 | 10 | 15 | — | — | Varkfontein Shop |
| Old..... | 8,62 | 15 | 25 | — | — | Klipkop/Bronkhorstspuit Road Junction |
| New..... | 8,62 | 15 | 25 | — | — | Klipkop/Bronkhorstspuit Road Junction |
| Old..... | 8,62 | 15 | 25 | — | — | Klipkop/Bronkhorstspuit Road Junction |
| New..... | 8,62 | 15 | 25 | — | — | Klipkop/Bronkhorstspuit Road Junction |

WITPOORT SCHOOL

| | km | C | A | 5 | 6 | |
|----------|-------|----|-----|---|---|---|
| Old..... | 12,67 | 10 | 20 | — | — | Waaikraal/Bronkhorstspuit Road Junction |
| New..... | 12,67 | 15 | 25 | — | — | Waaikraal/Bronkhorstspuit Road Junction |
| Old..... | 41,61 | 40 | 75 | — | — | Rietfontein or Katboschfontein/Delmas Road Junction |
| New..... | 41,61 | 45 | 85 | — | — | Rietfontein or Katboschfontein/Delmas Road Junction |
| Old..... | 67,74 | 45 | 90 | — | — | Putfontein Post Office |
| New..... | 67,74 | 50 | 100 | — | — | Putfontein Post Office |
| Old..... | 3,58 | 10 | 10 | — | — | Welbekend/Rietfontein T-junction |
| New..... | 3,58 | 10 | 15 | — | — | Welbekend/Rietfontein T-junction |
| Old..... | 9,76 | 10 | 15 | — | — | Festive Farm/Klein Zonderhout |
| New..... | 9,76 | 10 | 20 | — | — | Festive Farm/Klein Zonderhout |
| Old..... | 19,12 | 20 | 35 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 19,12 | 20 | 40 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 24,56 | 25 | 45 | — | — | Alpha Bad |
| New..... | 24,56 | 25 | 50 | — | — | Alpha Bad |
| Old..... | 34,01 | 30 | 60 | — | — | Waaikraal/Delmas Cross |
| New..... | 34,01 | 35 | 70 | — | — | Waaikraal/Delmas Cross |
| Old..... | 49,19 | 40 | 80 | — | — | Bapsfontein |
| New..... | 49,19 | 45 | 90 | — | — | Bapsfontein |
| Old..... | 54,13 | 45 | 90 | — | — | Varkfontein Shop |
| New..... | 54,13 | 50 | 100 | — | — | Varkfontein Shop |
| Old..... | 62,90 | 45 | 90 | — | — | Umgababa |
| New..... | 62,90 | 50 | 100 | — | — | Umgababa |
| Old..... | 71,32 | 45 | 90 | — | — | Cloverdene Flint Café |
| New..... | 71,32 | 50 | 100 | — | — | Cloverdene Flint Café |

ELANDSFONTEIN CROSS ROADS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---|
| Old..... | 4,72 | 10 | 10 | — | — | Kliprand General Dealer |
| New..... | 4,72 | 10 | 15 | — | — | Kliprand General Dealer |
| Old..... | 14,87 | 15 | 30 | — | — | Bredel Road Junction |
| New..... | 14,87 | 20 | 35 | — | — | Bredel Road Junction |
| Old..... | 19,03 | 20 | 40 | — | — | President Pretorius Road |
| New..... | 19,03 | 25 | 45 | — | — | President Pretorius Road |
| Old..... | 22,78 | 25 | 45 | — | — | Cor. of 14th Avenue/O'Reilly Merry Street |
| New..... | 22,78 | 25 | 50 | — | — | Cor. of 14th Avenue/O'Reilly Merry Street |
| Old..... | 8,61 | 10 | 20 | — | — | Sunnyside Bus Stop |
| New..... | 8,61 | 10 | 20 | — | — | Sunnyside Bus Stop |

EMCANDENI/EGG STALL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---|
| Old..... | 13,48 | 15 | 25 | — | — | Via Vista Elandsfontein Cross Roads |
| New..... | 13,48 | 15 | 30 | — | — | Via Vista Elandsfontein Cross Roads |
| Old..... | 18,20 | 20 | 35 | — | — | Kliprand General Dealer |
| New..... | 18,20 | 20 | 40 | — | — | Kliprand General Dealer |
| Old..... | 28,35 | 25 | 50 | — | — | Bredel Road Junction |
| New..... | 28,35 | 30 | 60 | — | — | Bredel Road Junction |
| Old..... | 32,51 | 30 | 60 | — | — | President Pretorius Road |
| New..... | 32,51 | 35 | 70 | — | — | President Pretorius Road |
| Old..... | 36,26 | 35 | 65 | — | — | Cor. of 14th Avenue/O'Reilly Merry Street |
| New..... | 36,26 | 40 | 75 | — | — | Cor. of 14th Avenue/O'Reilly Merry Street |
| Old..... | 9,13 | 10 | 15 | — | — | Vista Bus Stop |
| New..... | 9,13 | 10 | 20 | — | — | Vista Bus Stop |
| Old..... | 22,09 | 20 | 40 | — | — | Sunnyside Bus Stop |
| New..... | 22,09 | 25 | 45 | — | — | Sunnyside Bus Stop |

KAMEELKRAAL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------------------------|
| Old..... | 6,87 | 10 | 10 | — | — | Klipkop/Boschkop Road Junction |
| New..... | 6,87 | 10 | 15 | — | — | Klipkop/Boschkop Road Junction |
| Old..... | 9,11 | 10 | 15 | — | — | Welkom Store |
| New..... | 9,11 | 10 | 20 | — | — | Welkom Store |
| Old..... | 17,49 | 15 | 30 | — | — | Bapsfontein |
| New..... | 17,49 | 20 | 35 | — | — | Bapsfontein |
| Old..... | 22,43 | 20 | 40 | — | — | Varkfontein Shops |
| New..... | 22,43 | 25 | 45 | — | — | Varkfontein Shops |
| Old..... | 30,07 | 30 | 60 | — | — | Zesfontein |
| New..... | 30,07 | 35 | 70 | — | — | Zesfontein |
| Old..... | 26,2 | 25 | 50 | — | — | Putfontein Turn-off |
| New..... | 26,32 | 30 | 60 | — | — | Putfontein Turn-off |

VARKFONTEIN SHOPS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|-----------------------------------|
| Old..... | 7,64 | 10 | 20 | — | — | Zesfontein (Near Benoni Boundary) |
| New..... | 7,64 | 10 | 20 | — | — | Zesfontein (Near Benoni Boundary) |
| Old..... | 3,89 | 10 | 10 | — | — | Putfontein Turn-off |
| New..... | 3,89 | 10 | 15 | — | — | Putfontein Turn-off |

WITPOORT SCHOOL

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|---|
| Old..... | 12,67 | 10 | 20 | — | — | Waaikraal/Bronkhorstspuit Road Junction |
| New..... | 12,67 | 15 | 25 | — | — | Waaikraal/Bronkhorstspuit Road Junction |
| Old..... | 41,61 | 40 | 75 | — | — | Rietfontein or Katboschfontein/Delmas Road Junction |
| New..... | 41,61 | 45 | 85 | — | — | Rietfontein or Katboschfontein/Delmas Road Junction |
| Old..... | 67,74 | 45 | 90 | — | — | Putfontein Post Office |
| New..... | 67,74 | 50 | 1,00 | — | — | Putfontein Post Office |
| Old..... | 3,58 | 10 | 10 | — | — | Welbekend/Rietfontein T-junction |
| New..... | 3,58 | 10 | 15 | — | — | Welbekend/Rietfontein T-junction |
| Old..... | 9,76 | 10 | 15 | — | — | Festive Farm/Klein Zonderhout |
| New..... | 9,76 | 10 | 20 | — | — | Festive Farm/Klein Zonderhout |
| Old..... | 19,12 | 20 | 35 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 19,12 | 20 | 40 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 24,56 | 25 | 45 | — | — | Alpha Bad |
| New..... | 24,56 | 25 | 50 | — | — | Alpha Bad |
| Old..... | 34,01 | 30 | 60 | — | — | Waaikraal/Delmas Cross |
| New..... | 34,01 | 35 | 70 | — | — | Waaikraal/Delmas Cross |
| Old..... | 49,19 | 40 | 80 | — | — | Bapsfontein |
| New..... | 49,19 | 45 | 90 | — | — | Bapsfontein |
| Old..... | 54,13 | 45 | 90 | — | — | Varkfontein Shop |
| New..... | 54,13 | 50 | 1,00 | — | — | Varkfontein Shop |
| Old..... | 62,90 | 45 | 90 | — | — | Umgababa |
| New..... | 62,90 | 50 | 1,00 | — | — | Umgababa |
| Old..... | 71,32 | 45 | 90 | — | — | Cloverdene Flint Café |
| New..... | 71,32 | 50 | 1,00 | — | — | Cloverdene Flint Café |

ELANDSFONTEIN CROSS ROADS

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---|
| Old..... | 4,72 | 10 | 10 | — | — | Kliprand General Dealer |
| New..... | 4,72 | 10 | 15 | — | — | Kliprand General Dealer |
| Old..... | 14,87 | 15 | 30 | — | — | Bredel Road Junction |
| New..... | 14,87 | 20 | 35 | — | — | Bredel Road Junction |
| Old..... | 19,03 | 20 | 40 | — | — | President Pretorius Road |
| New..... | 19,03 | 25 | 45 | — | — | President Pretorius Road |
| Old..... | 22,78 | 25 | 45 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |
| New..... | 22,78 | 25 | 50 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |
| Old..... | 8,61 | 10 | 20 | — | — | Sunnyside Bus Stop |
| New..... | 8,61 | 10 | 20 | — | — | Sunnyside Bus Stop |

BRONKHORSTSPRUIT/DELMAS BOUNDARY

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 5,44 | 10 | 10 | — | — | Alpha Bad |
| New..... | 5,44 | 10 | 15 | — | — | Alpha Bad |
| Old..... | 14,89 | 15 | 25 | — | — | Waaikraal/Delmas Cross |
| New..... | 14,89 | 15 | 30 | — | — | Waaikraal/Delmas Cross |
| Old..... | 22,49 | 20 | 40 | — | — | Rietfontein Stores |
| New..... | 22,49 | 25 | 45 | — | — | Rietfontein Stores |

ALPHA BAD

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 9,45 | 10 | 15 | — | — | Waaikraal/Delmas Cross |
| New..... | 9,45 | 10 | 20 | — | — | Waaikraal/Delmas Cross |
| Old..... | 17,05 | 15 | 30 | — | — | Rietfontein Stores |
| New..... | 17,05 | 20 | 35 | — | — | Rietfontein Stores |

WAAIKRAAL/DELMAS CROSS

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|--------------------|
| Old..... | 7,60 | 10 | 15 | — | — | Rietfontein Stores |
| New..... | 7,60 | 10 | 20 | — | — | Rietfontein Stores |

PUTFONTEIN P.O.

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|---------------------------------|
| Old..... | 3,58 | 10 | 20 | — | — | Cloverdene Flint Café |
| New..... | 3,58 | 10 | 20 | — | — | Cloverdene Flint Café |
| Old..... | 48,62 | 45 | 85 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 48,62 | 50 | 1,00 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 43,18 | 40 | 75 | — | — | Alpha Bad |
| New..... | 43,18 | 45 | 85 | — | — | Alpha Bad |
| Old..... | 33,73 | 30 | 60 | — | — | Waaikraal/Delmas Cross |
| New..... | 33,73 | 35 | 70 | — | — | Waaikraal/Delmas Cross |
| Old..... | 11,47 | 15 | 30 | — | — | Benoni |
| New..... | 11,47 | 15 | 30 | — | — | Benoni |

VARKFONTEIN SHOP

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------------------|
| Old..... | 8,77 | 10 | 20 | — | — | Umgabana |
| New..... | 8,77 | 15 | 25 | — | — | Umgabana |
| Old..... | 13,61 | 15 | 30 | — | — | Putfontein P.O. |
| New..... | 13,61 | 20 | 35 | — | — | Putfontein P.O. |
| Old..... | 17,19 | 20 | 40 | — | — | Cloverdene Flint Café |
| New..... | 17,19 | 25 | 45 | — | — | Cloverdene Flint Café |
| Old..... | 35,01 | 30 | 60 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 35,01 | 35 | 70 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 29,57 | 25 | 50 | — | — | Alpha Bad |
| New..... | 29,57 | 30 | 60 | — | — | Alpha Bad |
| Old..... | 20,12 | 20 | 35 | — | — | Waaikraal/Delmas Cross |
| New..... | 20,12 | 20 | 40 | — | — | Waaikraal/Delmas Cross |
| Old..... | 3,89 | 10 | 10 | — | — | Putfontein Turn-off |
| New..... | 3,89 | 10 | 15 | — | — | Putfontein Turn-off |
| Old..... | 8,77 | 10 | 20 | — | — | Umgabana |
| New..... | 8,77 | 15 | 25 | — | — | Umgabana |

WELBEKEND (WELKOM STORE)

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|------------------------|
| Old..... | 29,40 | 25 | 50 | — | — | Alpha Bad |
| New..... | 29,40 | 30 | 60 | — | — | Alpha Bad |
| Old..... | 38,85 | 35 | 65 | — | — | Waaikraal/Delmas Cross |
| New..... | 38,85 | 40 | 75 | — | — | Waaikraal/Delmas Cross |
| Old..... | 46,45 | 40 | 80 | — | — | Rietfontein Store |
| New..... | 46,45 | 45 | 90 | — | — | Rietfontein Store |

UMGABABA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------------------|
| Old..... | 4,84 | 10 | 10 | — | — | Putfontein P.O. |
| New..... | 4,84 | 10 | 15 | — | — | Putfontein P.O. |
| Old..... | 8,42 | 15 | 25 | — | — | Cloverdene Flint Café |
| New..... | 8,42 | 15 | 25 | — | — | Cloverdene Flint Café |
| Old..... | 43,78 | 40 | 75 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 43,78 | 45 | 85 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 38,34 | 35 | 65 | — | — | Alpha Bad |
| New..... | 38,34 | 40 | 75 | — | — | Alpha Bad |
| Old..... | 28,89 | 25 | 50 | — | — | Waaikraal/Delmas Cross |
| New..... | 28,89 | 30 | 60 | — | — | Waaikraal/Delmas Cross |
| Old..... | 4,88 | 10 | 10 | — | — | Putfontein Turn-off |
| New..... | 4,88 | 10 | 15 | — | — | Putfontein Turn-off |

FESTIVE FARM (KLEINZONDERHOUT)

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|--------------------------------------|
| Old..... | 6,18 | 10 | 10 | — | — | Welbekend/Rietfontein T-junction |
| New..... | 6,18 | 10 | 15 | — | — | Welbekend/Rietfontein T-junction |
| Old..... | 11,96 | 10 | 20 | — | — | Knoppiesfontein Shop |
| New..... | 11,96 | 15 | 25 | — | — | Knoppiesfontein Shop |
| Old..... | 26,40 | 25 | 45 | — | — | Bapsfontein |
| New..... | 26,40 | 25 | 50 | — | — | Bapsfontein |
| Old..... | 31,34 | 25 | 50 | — | — | Varkfontein Shop |
| New..... | 31,34 | 30 | 60 | — | — | Varkfontein Shop |
| Old..... | 35,23 | 30 | 60 | — | — | Putfontein Turn-off |
| New..... | 35,23 | 35 | 70 | — | — | Putfontein Turn-off |
| Old..... | 40,11 | 35 | 70 | — | — | Umgababa |
| New..... | 40,11 | 40 | 80 | — | — | Umgababa |
| Old..... | 44,95 | 40 | 80 | — | — | Putfontein P.O. |
| New..... | 44,95 | 45 | 90 | — | — | Putfontein P.O. |
| Old..... | 48,53 | 45 | 90 | — | — | Cloverdene Flint Café |
| New..... | 48,53 | 50 | 1,00 | — | — | Cloverdene Flint Café |
| Old..... | 14,60 | 15 | 25 | — | — | Welbekend Welkom Store |
| New..... | 14,60 | 15 | 30 | — | — | Welbekend Welkom Store |
| Old..... | 2,91 | 10 | 10 | — | — | Waaikraal/Bronkhorstspuit T-junction |
| New..... | 2,91 | 10 | 15 | — | — | Waaikraal/Bronkhorstspuit T-junction |
| Old..... | 9,56 | 10 | 15 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 9,56 | 10 | 20 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 14,80 | 15 | 25 | — | — | Alpha Bad |
| New..... | 14,80 | 15 | 30 | — | — | Alpha Bad |
| Old..... | 24,25 | 20 | 40 | — | — | Waaikraal/Delmas Cross |
| New..... | 24,25 | 25 | 45 | — | — | Waaikraal/Delmas Cross |
| Old..... | 31,85 | 15 | 30 | — | — | Rietfontein Store |
| New..... | 31,85 | 20 | 35 | — | — | Rietfontein Store |
| Old..... | 39,43 | 25 | 45 | — | — | Bapsfontein |
| New..... | 39,43 | 25 | 50 | — | — | Bapsfontein |
| Old..... | 44,37 | 25 | 50 | — | — | Varkfontein Shop |
| New..... | 44,37 | 30 | 60 | — | — | Varkfontein Shop |
| Old..... | 48,26 | 30 | 60 | — | — | Putfontein Turn-off via Alpha Bad |
| New..... | 48,26 | 35 | 70 | — | — | Putfontein Turn-off via Alpha Bad |
| Old..... | 53,14 | 35 | 70 | — | — | Umgababa via Alpha Bad |
| New..... | 53,14 | 40 | 80 | — | — | Umgababa via Alpha Bad |
| Old..... | 57,98 | 40 | 80 | — | — | Putfontein Post Office via Alpha Bad |
| New..... | 57,98 | 45 | 90 | — | — | Putfontein Post Office via Alpha Bad |
| Old..... | 61,56 | 45 | 90 | — | — | Cloverdene Flint Café |
| New..... | 61,56 | 50 | 1,00 | — | — | Cloverdene Flint Café |

PUTFONTEIN TURN-OFF

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|--------------------------------------|
| Old..... | 4,88 | 10 | 10 | — | — | Umgababa |
| New..... | 4,88 | 10 | 15 | — | — | Umgababa |
| Old..... | 9,72 | 10 | 20 | — | — | Putfontein P.O. |
| New..... | 9,72 | 15 | 25 | — | — | Putfontein P.O. |
| Old..... | 13,30 | 15 | 30 | — | — | Cloverdene Flint Café |
| New..... | 13,30 | 20 | 35 | — | — | Cloverdene Flint Café |
| Old..... | 3,75 | 10 | 10 | — | — | Zestfontein/Near Benoni Boundary |
| New..... | 3,75 | 10 | 15 | — | — | Zestfontein/Near Benoni Boundary |
| Old..... | 45,35 | 40 | 80 | — | — | Waaikraal/Bronkhorstspuit T-junction |
| New..... | 45,35 | 45 | 90 | — | — | Waaikraal/Bronkhorstspuit T-junction |
| Old..... | 38,90 | 35 | 70 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 38,90 | 40 | 80 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 33,46 | 30 | 60 | — | — | Alpha Bad |
| New..... | 33,46 | 35 | 70 | — | — | Alpha Bad |
| Old..... | 24,01 | 20 | 40 | — | — | Waaikraal/Delmas Cross |
| New..... | 24,01 | 25 | 45 | — | — | Waaikraal/Delmas Cross |
| Old..... | 58,02 | 45 | 90 | — | — | Witpoort School |
| New..... | 58,02 | 50 | 1,00 | — | — | Witpoort School |

WAAIKRAAL/BRONKHORSTSPUIT T-JUNCTION

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---------------------------------|
| Old..... | 6,45 | 10 | 10 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 6,45 | 10 | 15 | — | — | Bronkhorstspuit/Delmas Boundary |

CLOVERDENE (FLINT CAFE)

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|---------------------------------|
| Old..... | 52,20 | 45 | 90 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 52,20 | 50 | 1,00 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 46,76 | 40 | 80 | — | — | Alpha Bad |
| New..... | 46,76 | 45 | 90 | — | — | Alpha Bad |
| Old..... | 37,31 | 35 | 65 | — | — | Waaikraal/Delmas Cross |
| New..... | 37,31 | 40 | 75 | — | — | Waaikraal/Delmas Cross |

PRESIDENT PRETORIUS ROAD

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---|
| Old..... | 3,75 | 5 | 10 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |
| New..... | 3,75 | 10 | 15 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |

WELBEKEND (GERBER'S SHOP)

| | km | C | A | 5 | 6 | |
|----------|-------|----|-----|---|---|----------------------------------|
| Old..... | 4,33 | 5 | 10 | — | — | Festive Farm |
| New..... | 4,33 | 10 | 15 | — | — | Festive Farm |
| Old..... | 10,51 | 10 | 20 | — | — | Welbekend/Rietfontein T-junction |
| New..... | 10,51 | 15 | 25 | — | — | Welbekend/Rietfontein T-junction |
| Old..... | 16,29 | 15 | 30 | — | — | Knoppiesfontein Shop |
| New..... | 16,29 | 20 | 35 | — | — | Knoppiesfontein Shop |
| Old..... | 23,15 | 20 | 40 | — | — | Rietfontein Stores |
| New..... | 23,15 | 25 | 45 | — | — | Rietfontein Stores |
| Old..... | 30,73 | 25 | 50 | — | — | Bapsfontein |
| New..... | 30,73 | 30 | 60 | — | — | Bapsfontein |
| Old..... | 35,67 | 30 | 60 | — | — | Varkfontein Shop |
| New..... | 35,67 | 35 | 70 | — | — | Varkfontein Shop |
| Old..... | 39,56 | 35 | 70 | — | — | Putfontein Turn-off |
| New..... | 39,56 | 40 | 80 | — | — | Putfontein Turn-off |
| Old..... | 44,44 | 40 | 80 | — | — | Umgababa |
| New..... | 44,44 | 45 | 90 | — | — | Umgababa |
| Old..... | 49,28 | 45 | 90 | — | — | Putfontein P.O. |
| New..... | 49,28 | 50 | 100 | — | — | Putfontein P.O. |
| Old..... | 52,86 | 50 | 95 | — | — | Cloverdene Flint Café |
| New..... | 52,86 | 60 | 110 | — | — | Cloverdene Flint Café |

WELKOM STORE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------------------------|
| Old..... | 4,84 | 10 | 10 | — | — | Witpoort School |
| New..... | 4,84 | 10 | 15 | — | — | Witpoort School |
| Old..... | 21,21 | 20 | 40 | — | — | Waaikraal |
| New..... | 21,21 | 25 | 45 | — | — | Waaikraal |
| Old..... | 8,42 | 10 | 20 | — | — | Welbekend/Rietfontein Road T-junction |
| New..... | 8,42 | 10 | 20 | — | — | Welbekend/Rietfontein Road T-junction |
| Old..... | 15,87 | 15 | 30 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 15,87 | 20 | 35 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 8,38 | 10 | 15 | — | — | Bapsfontein |
| New..... | 8,38 | 10 | 20 | — | — | Bapsfontein |
| Old..... | 13,33 | 10 | 20 | — | — | Varkfontein Shops |
| New..... | 13,33 | 15 | 25 | — | — | Varkfontein Shops |
| Old..... | 20,96 | 25 | 45 | — | — | Zesfontein (Near Benoni Boundary) |
| New..... | 20,96 | 25 | 50 | — | — | Zesfontein (Near Benoni Boundary) |
| Old..... | 17,21 | 15 | 30 | — | — | Putfontein Turn-off |
| New..... | 17,21 | 20 | 35 | — | — | Putfontein Turn-off |

BAPSFONTEIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--|
| Old..... | 5,95 | 10 | 20 | — | — | Emcandeni (Egg Stall) |
| New..... | 5,95 | 10 | 20 | — | — | Emcandeni (Egg Stall) |
| Old..... | 24,15 | 20 | 40 | — | — | Elandsfontein T-junction (Brickor) |
| New..... | 24,15 | 25 | 45 | — | — | Elandsfontein T-junction (Brickor) |
| Old..... | 28,04 | 25 | 40 | — | — | Kliprand General Dealer |
| New..... | 28,04 | 25 | 50 | — | — | Kliprand General Dealer |
| Old..... | 34,30 | 30 | 60 | — | — | Zestfontein/Bredal T-junction |
| New..... | 34,30 | 35 | 70 | — | — | Zestfontein/Bredal T-junction |
| Old..... | 38,46 | 35 | 70 | — | — | President Pretorius Road |
| New..... | 38,46 | 40 | 80 | — | — | President Pretorius Road |
| Old..... | 42,21 | 35 | 75 | — | — | Cor. off 14th Avenue and O'Reilly Merry Street |
| New..... | 42,21 | 45 | 85 | — | — | Cor. off 14th Avenue and O'Reilly Merry Street |
| Old..... | 4,94 | 10 | 10 | — | — | Varkfontein Shops |
| New..... | 4,94 | 10 | 15 | — | — | Varkfontein Shops |
| Old..... | 11,73 | 20 | 35 | — | — | Zesfontein (Near Benoni Boundary) |
| New..... | 11,73 | 15 | 30 | — | — | Zesfontein (Near Benoni Boundary) |

RIETFONTein STORE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 7,58 | 10 | 15 | — | — | Bapsfontein |
| New..... | 7,58 | 10 | 20 | — | — | Bapsfontein |
| Old..... | 12,52 | 10 | 20 | — | — | Varkfontein Shops |
| New..... | 12,52 | 15 | 25 | — | — | Varkfontein Shops |
| Old..... | 16,41 | 15 | 30 | — | — | Putfontein Turn-off |
| New..... | 16,41 | 20 | 35 | — | — | Putfontein Turn-off |
| Old..... | 21,29 | 20 | 40 | — | — | Umgababa |
| New..... | 21,29 | 25 | 45 | — | — | Umgababa |
| Old..... | 29,71 | 30 | 60 | — | — | Cloverdene Flint Café |
| New..... | 29,71 | 35 | 70 | — | — | Cloverdene Flint Café |

KLIPKOP/BOSCHKOP ROAD JUNCTION

| | km | C | A | 6 | 6 | |
|----------|-------|----|----|---|---|-----------------------------------|
| Old..... | 2,24 | 5 | 10 | — | — | Welkom Store |
| New..... | 2,24 | 10 | 15 | — | — | Welkom Store |
| Old..... | 10,62 | 15 | 25 | — | — | Bapsfontein |
| New..... | 10,62 | 15 | 25 | — | — | Bapsfontein |
| Old..... | 15,56 | 15 | 30 | — | — | Varkfontein Shops |
| New..... | 15,56 | 20 | 35 | — | — | Varkfontein Shops |
| Old..... | 23,20 | 25 | 50 | — | — | Zesfontein (Near Benoni Boundary) |
| New..... | 23,20 | 30 | 55 | — | — | Zesfontein (Near Benoni Boundary) |
| Old..... | 19,45 | 20 | 40 | — | — | Putfontein Turn-off |
| New..... | 19,45 | 25 | 45 | — | — | Putfontein Turn-off |

SUNNYSIDE BUS STOP

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---|
| Old..... | 10,42 | 10 | 20 | — | — | President Pretorius Road |
| New..... | 10,42 | 15 | 25 | — | — | President Pretorius Road |
| Old..... | 14,17 | 15 | 25 | — | — | Cor. of 14th Avenue and O'Reilly Street |
| New..... | 14,17 | 15 | 30 | — | — | Cor. of 14th Avenue and O'Reilly Street |

BENONI

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---------------------|
| Old..... | 39,07 | 35 | 70 | — | — | Emcandeni/Egg Stall |
| New..... | 39,07 | 40 | 80 | — | — | Emcandeni/Egg Stall |
| Old..... | 17,88 | 15 | 30 | — | — | Sunnyside Bus Stop |
| New..... | 17,88 | 20 | 35 | — | — | Sunnyside Bus Stop |

KNOPPIESFONTEIN SHOP

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------------|
| Old..... | 14,44 | 15 | 25 | — | — | Bapsfontein |
| New..... | 14,44 | 15 | 30 | — | — | Bapsfontein |
| Old..... | 19,38 | 15 | 30 | — | — | Varkfontein Shop |
| New..... | 19,38 | 20 | 35 | — | — | Varkfontein Shop |
| Old..... | 23,27 | 20 | 40 | — | — | Putfontein Turn-off |
| New..... | 23,27 | 25 | 45 | — | — | Putfontein Turn-off |
| Old..... | 28,15 | 25 | 50 | — | — | Umgababa |
| New..... | 28,15 | 30 | 60 | — | — | Umgababa |
| Old..... | 32,99 | 30 | 60 | — | — | Putfontein P.O. |
| New..... | 32,99 | 35 | 70 | — | — | Putfontein P.O. |
| Old..... | 36,57 | 35 | 70 | — | — | Cloverdene Flint Café |
| New..... | 36,57 | 40 | 80 | — | — | Cloverdene Flint Café |
| Old..... | 44,46 | 40 | 80 | — | — | Benoni |
| New..... | 44,46 | 45 | 90 | — | — | Benoni |

KLIPRAND GENERAL DEALER

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|---|
| Old..... | 10,15 | 10 | 20 | — | — | Bredel Road Junction |
| New..... | 10,15 | 15 | 25 | — | — | Bredel Road Junction |
| Old..... | 14,31 | 20 | 30 | — | — | President Pretorius Road |
| New..... | 14,31 | 25 | 35 | — | — | President Pretorius Road |
| Old..... | 18,06 | 20 | 35 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |
| New..... | 18,06 | 20 | 40 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |
| Old..... | 3,89 | 10 | 10 | — | — | Sunnyside Bus Stop |
| New..... | 3,89 | 10 | 10 | — | — | Sunnyside Bus Stop |

WELBEKEND/RIETFontein T-JUNCTION

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|---|---|--|
| Old..... | 5,78 | 10 | 10 | — | — | Knoppiesfontein Shop |
| New..... | 5,78 | 10 | 15 | — | — | Knoppiesfontein Shop |
| Old..... | 20,22 | 20 | 35 | — | — | Bapsfontein |
| New..... | 20,22 | 20 | 40 | — | — | Bapsfontein |
| Old..... | 25,16 | 20 | 40 | — | — | Varkfontein Shop |
| New..... | 25,16 | 25 | 45 | — | — | Varkfontein Shop |
| Old..... | 29,05 | 25 | 50 | — | — | Putfontein Turn-off |
| New..... | 29,05 | 30 | 60 | — | — | Putfontein Turn-off |
| Old..... | 33,93 | 30 | 60 | — | — | Umgababa |
| New..... | 33,93 | 35 | 70 | — | — | Umgababa |
| Old..... | 38,77 | 35 | 70 | — | — | Putfontein P.O. |
| New..... | 38,77 | 40 | 80 | — | — | Putfontein P.O. |
| Old..... | 42,35 | 40 | 80 | — | — | Cloverdene Flint Café |
| New..... | 42,35 | 45 | 90 | — | — | Cloverdene Flint Café |
| Old..... | 50,24 | 50 | 1,00 | — | — | Benoni |
| New..... | 50,24 | 60 | 1,10 | — | — | Benoni |
| Old..... | 50,44 | 45 | 90 | — | — | Marabastad |
| New..... | 50,44 | 50 | 1,00 | — | — | Marabastad |
| Old..... | 3,58 | 10 | 10 | — | — | Witpoort School |
| New..... | 3,58 | 10 | 15 | — | — | Witpoort School |
| Old..... | 7,45 | 10 | 15 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 7,45 | 10 | 20 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 12,78 | 10 | 20 | — | — | Waaikraal Shops |
| New..... | 12,78 | 15 | 25 | — | — | Waaikraal Shops |
| Old..... | 9,09 | 10 | 15 | — | — | Waaikraal/Bronkhorstspuit T-junction |
| New..... | 9,09 | 10 | 20 | — | — | Waaikraal/Bronkhorstspuit T-junction |
| Old..... | 15,54 | 15 | 25 | — | — | Bronkhorstspuit/Delmas Boundary via Festive Farm |
| New..... | 15,54 | 15 | 30 | — | — | Bronkhorstspuit/Delmas Boundary via Festive Farm |
| Old..... | 20,98 | 20 | 35 | — | — | Alpha Bad |
| New..... | 20,98 | 20 | 40 | — | — | Alpha Bad |
| Old..... | 30,43 | 30 | 55 | — | — | Waaikraal/Delmas Cross |
| New..... | 30,43 | 35 | 65 | — | — | Waaikraal/Delmas Cross |

BREDEL ROAD JUNCTION

| | km | C | A | 5 | 6 | |
|----------|------|----|----|---|---|---|
| Old..... | 4,16 | 10 | 10 | — | — | President Pretorius Road |
| New..... | 4,16 | 10 | 15 | — | — | President Pretorius Road |
| Old..... | 7,91 | 10 | 15 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |
| New..... | 7,91 | 10 | 20 | — | — | Cor. of 14th Avenue and O'Reilly Merry Street |

WAAIKRAAL

| | km | C | A | 5 | 6 | |
|----------|-------|----|-----|---|---|---------------------------------|
| Old..... | 28,94 | 25 | 50 | — | — | Rietfontein Store |
| New..... | 28,94 | 30 | 60 | — | — | Rietfontein Store |
| Old..... | 50,19 | 50 | 95 | — | — | Putfontein Post Office |
| New..... | 50,19 | 60 | 110 | — | — | Putfontein Post Office |
| Old..... | 12,67 | 15 | 30 | — | — | Witpoort School |
| New..... | 12,67 | 15 | 30 | — | — | Witpoort School |
| Old..... | 6,45 | 10 | 10 | — | — | Bronkhorstspuit/Delmas Boundary |
| New..... | 6,45 | 10 | 15 | — | — | Bronkhorstspuit/Delmas Boundary |
| Old..... | 11,89 | 10 | 20 | — | — | Alpha Bad |
| New..... | 11,89 | 15 | 25 | — | — | Alpha Bad |
| Old..... | 21,34 | 20 | 35 | — | — | Waaikraal/Delmas Road |
| New..... | 21,34 | 20 | 40 | — | — | Waaikraal/Delmas Road |
| Old..... | 36,52 | 35 | 65 | — | — | Bapsfontein |
| New..... | 36,52 | 40 | 75 | — | — | Bapsfontein |
| Old..... | 41,46 | 35 | 70 | — | — | Varkfontein Shop |
| New..... | 41,46 | 40 | 80 | — | — | Varkfontein Shop |
| Old..... | 45,35 | 45 | 90 | — | — | Umgababa |
| New..... | 45,35 | 50 | 100 | — | — | Umgababa |
| Old..... | 53,77 | 50 | 100 | — | — | Cloverdene Flint Café |
| New..... | 53,77 | 60 | 110 | — | — | Cloverdene Flint Café |

RIETFontein STORE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------------------------|
| Old..... | 26,13 | 25 | 50 | — | — | Putfontein Post Office |
| New..... | 26,13 | 30 | 55 | — | — | Putfontein Post Office |
| Old..... | 6,86 | 10 | 10 | — | — | Knoppiesfontein Shop |
| New..... | 6,86 | 10 | 15 | — | — | Knoppiesfontein Shop |
| Old..... | 12,64 | 10 | 20 | — | — | Welbekend/Rietfontein T-junction |
| New..... | 12,64 | 15 | 25 | — | — | Welbekend/Rietfontein T-junction |
| Old..... | 18,82 | 15 | 30 | — | — | Festive Farm (Kleinzonderhout) |
| New..... | 18,82 | 20 | 35 | — | — | Festive Farm (Kleinzonderhout) |

BOSMONT

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|--------------------|
| Old..... | 2,25 | 15 | 15 | — | — | Maraisburg Station |
| New..... | 2,25 | 15 | 20 | — | — | Maraisburg Station |
| Old..... | 9,30 | 15 | 25 | — | — | Northcliff Corner |
| New..... | 9,30 | 15 | 30 | — | — | Northcliff Corner |
| Old..... | 14,10 | 15 | 30 | — | — | Pick 'n Pay |
| New..... | 14,10 | 20 | 40 | — | — | Pick 'n Pay |
| Old..... | 18,21 | 20 | 35 | — | — | Hyperama/Fairlands |
| New..... | 18,21 | 20 | 40 | — | — | Hyperama/Fairlands |
| Old..... | 9,40 | 15 | 20 | — | — | Lea Glen |
| New..... | 9,40 | 15 | 20 | — | — | Lea Glen |
| Old..... | 8,51 | 15 | 20 | 2,00 | 2,40 | City |
| New..... | 8,51 | 15 | 25 | 2,15 | 2,55 | City |
| Old..... | 10,97 | 15 | 25 | 2,20 | — | Sherwell Street |
| New..... | 10,97 | 15 | 30 | 2,35 | — | Sherwell Street |
| Old..... | 1,20 | 15 | 15 | — | — | Croesus |
| New..... | 1,20 | 15 | 20 | — | — | Croesus |
| Old..... | 12,12 | 15 | 30 | — | — | Uncle Charlies |
| New..... | 12,12 | 20 | 40 | — | — | Uncle Charlies |
| Old..... | 16,84 | 25 | 45 | — | — | Viking Garage |
| New..... | 16,84 | 30 | 55 | — | — | Viking Garage |

BREE STREET

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|--------------------|
| Old..... | 13,13 | 20 | 35 | — | — | Viking Garage |
| New..... | 13,13 | 20 | 40 | — | — | Viking Garage |
| Old..... | 22,03 | 25 | 45 | — | — | Van Wyksrust |
| New..... | 22,03 | 30 | 50 | — | — | Van Wyksrust |
| Old..... | 27,25 | 35 | 70 | — | — | Unaville |
| New..... | 27,25 | 40 | 70 | — | — | Unaville |
| Old..... | 29,91 | 35 | 70 | — | — | Middale Turn-off |
| New..... | 29,91 | 40 | 70 | — | — | Middale Turn-off |
| Old..... | 37,97 | 40 | 75 | 4,50 | 5,50 | Middale |
| New..... | 37,97 | 50 | 90 | 4,80 | 5,85 | Middale |
| Old..... | 8,41 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 8,41 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 16,39 | 20 | 40 | — | — | Jackson's Drift |
| New..... | 16,39 | 30 | 50 | — | — | Jackson's Drift |
| Old..... | 21,99 | 25 | 50 | — | — | Junction Road 1313 |
| New..... | 21,99 | 30 | 60 | — | — | Junction Road 1313 |
| Old..... | 31,53 | 35 | 65 | — | — | Lenasia |
| New..... | 31,53 | 40 | 80 | — | — | Lenasia |
| Old..... | 37,97 | 40 | 75 | 4,50 | 5,50 | Lawley |
| New..... | 37,97 | 50 | 90 | 4,80 | 5,85 | Lawley |

CORONATIONVILLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------|
| Old..... | 6,98 | 15 | 15 | — | — | Riverlea |
| New..... | 6,98 | 15 | 20 | — | — | Riverlea |
| Old..... | 13,00 | 15 | 25 | — | — | Uncle Charlies |
| New..... | 13,00 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 19,49 | 15 | 30 | — | — | Viking Garage |
| New..... | 19,49 | 20 | 40 | — | — | Viking Garage |
| Old..... | 21,07 | 25 | 45 | — | — | Eldorado Park |
| New..... | 21,07 | 30 | 55 | — | — | Eldorado Park |
| Old..... | 28,00 | 25 | 50 | — | — | Van Wyksrust |
| New..... | 28,00 | 30 | 55 | — | — | Van Wyksrust |

DAVIDSONVILLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|--------------------|
| Old..... | 3,17 | 15 | 20 | — | — | Roodepoort Station |
| New..... | 3,17 | 15 | 20 | — | — | Roodepoort Station |
| Old..... | 11,00 | 20 | 40 | — | — | Lea Glen |
| New..... | 11,00 | 20 | 40 | — | — | Lea Glen |

DOORNFONTEIN

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|------|---|----------------------|
| Old..... | 2,31 | 15 | 15 | — | — | Bree Street |
| New..... | 2,31 | 15 | 20 | — | — | Bree Street |
| Old..... | 15,44 | 20 | 40 | — | — | Viking Garage |
| New..... | 15,44 | 30 | 50 | — | — | Viking Garage |
| Old..... | 24,34 | 30 | 55 | — | — | Van Wyksrust |
| New..... | 24,34 | 30 | 60 | — | — | Van Wyksrust |
| Old..... | 29,56 | 40 | 75 | — | — | Unaville |
| New..... | 29,56 | 50 | 90 | — | — | Unaville |
| Old..... | 31,94 | 40 | 75 | — | — | Middale Turn-off |
| New..... | 31,94 | 50 | 90 | — | — | Middale Turn-off |
| Old..... | 40,29 | 40 | 80 | 5,50 | — | Middale |
| New..... | 40,29 | 50 | 1,00 | 5,85 | — | Middale |
| Old..... | 4,67 | 15 | 15 | — | — | Market |
| New..... | 4,67 | 15 | 20 | — | — | Market |
| Old..... | 7,72 | 15 | 20 | — | — | Steel & Barnett |
| New..... | 7,72 | 15 | 20 | — | — | Steel & Barnett |
| Old..... | 10,40 | 15 | 25 | — | — | Alberton |
| New..... | 10,40 | 15 | 30 | — | — | Alberton |
| Old..... | 17,39 | 20 | 40 | — | — | Natalspruit Hospital |
| New..... | 17,39 | 30 | 50 | — | — | Natalspruit Hospital |
| Old..... | 20,53 | 25 | 45 | — | — | Angus |
| New..... | 20,53 | 30 | 50 | — | — | Angus |
| Old..... | 27,00 | 30 | 60 | 4,00 | — | Eden Park |
| New..... | 27,00 | 40 | 70 | 4,25 | — | Eden Park |
| Old..... | 10,72 | 20 | 35 | — | — | Uncle Charlies |
| New..... | 10,72 | 20 | 40 | — | — | Uncle Charlies |
| Old..... | 33,84 | 40 | 75 | — | — | Lenasia |
| New..... | 33,84 | 50 | 90 | — | — | Lenasia |
| Old..... | 40,29 | 40 | 80 | 5,50 | — | Lawley |
| New..... | 40,29 | 50 | 1,00 | 5,85 | — | Lawley |

EDEN PARK

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|----------------------------|
| Old..... | 3,30 | 15 | 15 | — | — | Harry's Corner |
| New..... | 3,30 | 15 | 20 | — | — | Harry's Corner |
| Old..... | 8,10 | 15 | 20 | — | — | T-junction (Roads 64/1484) |
| New..... | 8,10 | 15 | 20 | — | — | T-junction (Roads 64/1484) |
| Old..... | 11,60 | 15 | 25 | — | — | Cross Roads (Roads 64/817) |
| New..... | 11,60 | 15 | 30 | — | — | Cross Roads (Roads 64/817) |
| Old..... | 14,70 | 20 | 35 | — | — | Galaxcia Farm |
| New..... | 14,70 | 20 | 40 | — | — | Galaxcia Farm |
| Old..... | 17,41 | 20 | 40 | — | — | Alberton |
| New..... | 17,41 | 25 | 50 | — | — | Alberton |
| Old..... | 27,00 | 30 | 60 | 4,00 | — | Faraday |
| New..... | 27,00 | 40 | 70 | 4,25 | — | Faraday |
| Old..... | 22,33 | 25 | 50 | — | — | Market |
| New..... | 22,33 | 30 | 60 | — | — | Market |
| Old..... | 20,07 | 25 | 45 | 3,00 | — | Steel & Barnett |
| New..... | 20,07 | 30 | 50 | 3,20 | — | Steel & Barnett |

ELDORADO PARK

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|----------------|
| Old..... | 3,28 | 15 | 20 | — | — | Van Wyksrust |
| New..... | 3,28 | 15 | 30 | — | — | Van Wyksrust |
| Old..... | 8,01 | 15 | 20 | — | — | Viking Garage |
| New..... | 8,01 | 15 | 20 | — | — | Viking Garage |
| Old..... | 14,50 | 15 | 30 | — | — | Uncle Charlies |
| New..... | 14,50 | 20 | 35 | — | — | Uncle Charlies |
| Old..... | 19,00 | 20 | 35 | — | — | Riverlea |
| New..... | 19,00 | 20 | 40 | — | — | Riverlea |

| | km | C | A | 5 | 6 | |
|----------|-------|----|------|------|------|---------------------------|
| Old..... | 23,90 | 25 | 45 | — | — | Croesus |
| New..... | 23,90 | 30 | 55 | — | — | Croesus |
| Old..... | 25,10 | 25 | 45 | — | — | Bosmont |
| New..... | 25,10 | 30 | 55 | — | — | Bosmont |
| Old..... | 20,36 | 25 | 45 | 3,00 | — | Lea Glen |
| New..... | 20,36 | 30 | 55 | 3,20 | 3,95 | Lea Glen |
| Old..... | 33,20 | — | — | — | — | Hyperama/Fairlands |
| New..... | 33,20 | 40 | 80 | 5,50 | 6,60 | Hyperama/Fairlands |
| Old..... | 11,06 | 15 | 25 | — | — | Merabe Garage |
| New..... | 11,06 | 15 | 30 | — | — | Merabe Garage |
| Old..... | 18,67 | 25 | 45 | — | — | Westcol |
| New..... | 18,67 | 30 | 55 | — | — | Westcol |
| Old..... | 15,28 | 20 | 40 | — | — | Robertsham Bridge |
| New..... | 15,28 | 25 | 45 | — | — | Robertsham Bridge |
| Old..... | 17,27 | 20 | 40 | — | — | Robertsham |
| New..... | 17,27 | 25 | 45 | — | — | Robertsham |
| Old..... | 21,41 | 25 | 45 | — | — | Bree Street |
| New..... | 21,41 | 30 | 55 | — | — | Bree Street |
| Old..... | 23,72 | 25 | 50 | — | — | Doornfontein |
| New..... | 23,72 | 30 | 60 | — | — | Doornfontein |
| Old..... | 4,72 | 15 | 15 | — | — | Nancefield Industries |
| New..... | 4,72 | 15 | 20 | — | — | Nancefield Industries |
| Old..... | 19,04 | 20 | 40 | — | — | Chrisville (Harry Street) |
| New..... | 19,04 | 30 | 50 | — | — | Chrisville (Harry Street) |
| Old..... | 20,10 | 20 | 40 | — | — | Glenanda |
| New..... | 20,10 | 30 | 50 | — | — | Glenanda |
| Old..... | 26,50 | 25 | 50 | — | — | Alberton Cross Roads |
| New..... | 26,50 | 30 | 60 | — | — | Alberton Cross Roads |
| Old..... | 31,60 | 35 | 65 | 5,50 | — | Alrode |
| New..... | 31,60 | 40 | 75 | 5,85 | — | Alrode |
| Old..... | 42,90 | 45 | 85 | 7,50 | — | Wadeville |
| New..... | 42,90 | 50 | 1,00 | 8,00 | — | Wadeville |

ELDORADO PARK SCHOLARS

| | km | C | A | 5 | 6 | |
|----------|-------|----|---|------|---|-------------------------|
| Old..... | 5,00 | 15 | — | 1,00 | — | Internal |
| New..... | 5,00 | 15 | — | 1,00 | — | Internal |
| Old..... | 21,07 | 25 | — | 1,10 | — | Bosmont/Coronationville |
| New..... | 21,07 | 25 | — | 1,10 | — | Bosmont/Coronationville |

LAWLEY

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|----------------|
| Old..... | 9,80 | 15 | 20 | 1,80 | — | Lenasia |
| New..... | 9,80 | 15 | 20 | 1,95 | — | Lenasia |
| Old..... | 19,30 | 20 | 35 | — | — | Van Wyksrust |
| New..... | 19,30 | 20 | 40 | — | — | Van Wyksrust |
| Old..... | 28,20 | 20 | 40 | — | — | Viking Garage |
| New..... | 28,20 | 30 | 50 | — | — | Viking Garage |
| Old..... | 32,92 | 40 | 75 | — | — | Uncle Charlies |
| New..... | 32,92 | 50 | 90 | — | — | Uncle Charlies |

MIDDLE

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|----------|----------------------|
| Old..... | 16,52 | 20 | 40 | — | — | Eldorado Park |
| New..... | 16,52 | 30 | 50 | — | — | Eldorado Park |
| Old..... | 5,50 | 15 | 15 | — | — | Grasmere Post Office |
| New..... | 5,50 | 15 | 20 | — | — | Grasmere Post Office |
| Old..... | 5,00 | 15 | 25 | — | — | Lawley |
| New..... | 5,00 | 15 | 30 | — | — | Lawley |
| Old..... | 8,06 | 15 | 15 | — | — | Middle Turn-off |
| New..... | 8,06 | 15 | 20 | — | — | Middle Turn-off |
| Old..... | 42,38 | 40 | 75 | 1,10 | Scholars | Coronationville |
| New..... | 42,38 | 50 | 90 | 1,10 | Scholars | Coronationville |
| Old..... | 14,00 | 25 | 40 | — | — | Junction 1313 |
| New..... | 14,00 | 30 | 50 | — | — | Junction 1313 |
| Old..... | 13,72 | 20 | 35 | — | — | Van Wyksrust |
| New..... | 13,72 | 20 | 40 | — | — | Van Wyksrust |
| Old..... | 18,21 | 20 | 40 | — | — | Viking Garage |
| New..... | 18,21 | 30 | 50 | — | — | Viking Garage |
| Old..... | 10,72 | 20 | 35 | — | — | Unaville |
| New..... | 10,72 | 20 | 40 | — | — | Unaville |
| Old..... | 27,22 | 40 | 75 | — | — | Uncle Charlies |
| New..... | 27,22 | 50 | 90 | — | — | Uncle Charlies |

NOORDGESIG

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|------|-----------------|
| Old..... | 6,30 | 15 | 20 | 1,50 | 1,90 | Croesus |
| New..... | 6,30 | 15 | 25 | 1,60 | 2,05 | Croesus |
| Old..... | 8,37 | 15 | 30 | — | — | Makro |
| New..... | 8,37 | 20 | 35 | — | — | Makro |
| Old..... | 13,50 | 15 | 30 | 2,50 | 3,10 | City |
| New..... | 13,50 | 20 | 35 | 2,70 | 3,30 | City |
| Old..... | 15,90 | 20 | 35 | 3,00 | 3,70 | Sherwell Street |
| New..... | 15,90 | 20 | 40 | 3,20 | 3,95 | Sherwell Street |
| Old..... | 7,95 | 15 | 15 | 2,00 | 2,40 | Westcol |
| New..... | 7,95 | 15 | 25 | 2,15 | 2,55 | Westcol |
| Old..... | 9,11 | 15 | 20 | 2,00 | — | Lea Glen |
| New..... | 9,11 | 15 | 25 | 2,15 | — | Lea Glen |

PROTEA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|----------|-------------------------|
| Old..... | 7,64 | 15 | 20 | 1,00 | Scholars | Eldorado Park |
| New..... | 7,64 | 15 | 30 | 1,00 | Scholars | Eldorado Park |
| Old..... | 13,51 | 20 | 35 | — | — | Viking Garage |
| New..... | 13,51 | 20 | 40 | — | — | Viking Garage |
| Old..... | 18,23 | 20 | 40 | — | — | Uncle Charlies |
| New..... | 18,23 | 25 | 45 | — | — | Uncle Charlies |
| Old..... | 20,51 | 25 | 45 | — | — | Robertsham Bridge |
| New..... | 20,51 | 30 | 55 | — | — | Robertsham Bridge |
| Old..... | 26,64 | 30 | 55 | — | — | Bree Street |
| New..... | 26,64 | 35 | 70 | — | — | Bree Street |
| Old..... | 24,28 | 20 | 35 | — | — | Merabe Garage |
| New..... | 24,28 | 20 | 40 | — | — | Merabe Garage |
| Old..... | 44,59 | 25 | 50 | 1,10 | Scholars | Coronationville/Bosmont |
| New..... | 44,59 | 30 | 60 | 1,10 | Scholars | Coronationville/Bosmont |

RIVERLEA

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|---|---|-----------------|
| Old..... | 6,02 | 15 | 15 | — | — | Uncle Charlies |
| New..... | 6,02 | 15 | 20 | — | — | Uncle Charlies |
| Old..... | 12,51 | 15 | 25 | — | — | Viking Garage |
| New..... | 12,51 | 20 | 35 | — | — | Viking Garage |
| Old..... | 9,38 | 15 | 15 | — | — | Westcol |
| New..... | 9,38 | 15 | 20 | — | — | Westcol |
| Old..... | 21,02 | 20 | 40 | — | — | Van Wyksrust |
| New..... | 21,02 | 30 | 55 | — | — | Van Wyksrust |
| Old..... | 4,90 | 15 | 15 | — | — | Croesus |
| New..... | 4,90 | 15 | 20 | — | — | Croesus |
| Old..... | 6,10 | 15 | 15 | — | — | Bosmont |
| New..... | 6,10 | 15 | 20 | — | — | Bosmont |
| Old..... | 13,30 | 15 | 30 | — | — | Lea Glen |
| New..... | 13,30 | 20 | 35 | — | — | Lea Glen |
| Old..... | 2,42 | 15 | 15 | — | — | Makro |
| New..... | 2,42 | 15 | 20 | — | — | Makro |
| Old..... | 7,55 | 15 | 20 | — | — | City |
| New..... | 7,55 | 15 | 25 | — | — | City |
| Old..... | 9,18 | 15 | 25 | — | — | Sherwell Street |
| New..... | 9,18 | 15 | 30 | — | — | Sherwell Street |
| Old..... | 14,20 | — | — | — | — | Hyperama |
| New..... | 14,20 | 25 | 50 | — | — | Hyperama |
| Old..... | 7,73 | 15 | 20 | — | — | Aeroton |
| New..... | 7,73 | 15 | 25 | — | — | Aeroton |

WESTCOL

| | km | C | A | 5 | 6 | |
|----------|-------|----|----|------|---|---------------------------|
| Old..... | 12,77 | 20 | 35 | — | — | Aeroton |
| New..... | 12,77 | 20 | 40 | — | — | Aeroton |
| Old..... | 11,80 | 15 | 30 | — | — | Uncle Charlies |
| New..... | 11,80 | 15 | 30 | — | — | Uncle Charlies |
| Old..... | 9,44 | 15 | 25 | — | — | Baragwanath |
| New..... | 9,44 | 15 | 30 | — | — | Baragwanath |
| Old..... | 16,34 | 20 | 40 | — | — | Chrisville (Harry Street) |
| New..... | 16,34 | 25 | 50 | — | — | Chrisville (Harry Street) |
| Old..... | 17,30 | 20 | 40 | — | — | Glenanda |
| New..... | 17,30 | 25 | 50 | — | — | Glenanda |
| Old..... | 23,70 | 25 | 50 | — | — | Alberton Cross Roads |
| New..... | 23,70 | 30 | 60 | — | — | Alberton Cross Roads |
| Old..... | 28,80 | 35 | 65 | 5,50 | — | Alrode |
| New..... | 28,80 | 40 | 80 | 5,85 | — | Alrode |

14TH AVENUE (BOKSBURG NORTH)

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|-----------------------|
| Old..... | 7,80 | 10 | 20 | — | — | Lilianton |
| New..... | 7,80 | 10 | 20 | — | — | Lilianton |
| Old..... | 8,60 | 10 | 20 | — | — | Witfield |
| New..... | 8,60 | 10 | 20 | — | — | Witfield |
| Old..... | 12,10 | 15 | 30 | — | — | Elandsfontein Station |
| New..... | 12,10 | 15 | 30 | — | — | Elandsfontein Station |
| Old..... | 15,40 | 15 | 30 | — | — | LTA/SKF |
| New..... | 15,40 | 15 | 30 | — | — | LTA/SKF |

LILANTON

| | km | C | A | 5 | 12 day | |
|----------|------|----|----|---|--------|-----------------------|
| Old..... | 0,80 | 10 | 15 | — | — | Witfield |
| New..... | 0,80 | 10 | 15 | — | — | Witfield |
| Old..... | 4,30 | 10 | 15 | — | — | Elandsfontein Station |
| New..... | 4,30 | 10 | 15 | — | — | Elandsfontein Station |
| Old..... | 7,60 | 10 | 15 | — | — | LTA/SKF |
| New..... | 7,60 | 10 | 15 | — | — | LTA/SKF |

WITFIELD

| | km | C | A | 5 | 12 day | |
|----------|------|----|----|---|--------|-----------------------|
| Old..... | 3,50 | 10 | 15 | — | — | Elandsfontein Station |
| New..... | 3,50 | 10 | 15 | — | — | Elandsfontein Station |
| Old..... | 6,80 | 10 | 15 | — | — | LTA/SKF |
| New..... | 6,80 | 10 | 15 | — | — | LTA/SKF |

ELANDSFONTEIN STATION

| | km | C | A | 5 | 12 day | |
|----------|------|----|----|---|--------|---------|
| Old..... | 3,30 | 10 | 10 | — | — | LTA/SKF |
| New..... | 3,30 | 10 | 10 | — | — | LTA/SKF |

NATALSPRUIT HOSPITAL

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|----------------------------|
| Old..... | 9,90 | 10 | 20 | — | — | Vosloorus |
| New..... | 9,90 | 15 | 25 | — | — | Vosloorus |
| Old..... | 24,90 | 20 | 40 | — | — | Van Dyk Park |
| New..... | 24,90 | 25 | 50 | — | — | Van Dyk Park |
| Old..... | 29,80 | 30 | 60 | — | — | Industries |
| New..... | 29,80 | 50 | 80 | — | — | Industries |
| Old..... | 37,00 | 30 | 60 | — | — | 14th Avenue Boksburg North |
| New..... | 37,00 | 50 | 80 | — | — | 14th Avenue Boksburg North |

EAST RAND STATION/JANSEN PARK

| | km | C | A | 5 | 12 day | |
|----------|------|----|----|---|--------|-------------|
| Old..... | 8,90 | 10 | 15 | — | — | Hypermarket |
| New..... | 8,90 | 10 | 15 | — | — | Hypermarket |

RONDEBULT/BRAKPAN RDS

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|-------------------|
| Old..... | 5,40 | 10 | 20 | — | — | Libradene |
| New..... | 5,40 | 10 | 20 | — | — | Libradene |
| Old..... | 7,20 | 15 | 25 | — | — | Market |
| New..... | 7,20 | 15 | 25 | — | — | Market |
| Old..... | 9,60 | 15 | 30 | — | — | East Rand Station |
| New..... | 9,60 | 15 | 30 | — | — | East Rand Station |
| Old..... | 15,50 | 15 | 35 | — | — | Jansen Park |
| New..... | 15,50 | 20 | 35 | — | — | Jansen Park |
| Old..... | 18,50 | 15 | 35 | — | — | Hypermarket |
| New..... | 18,50 | 20 | 35 | — | — | Hypermarket |

LIBRADENE

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|-------------------|
| Old..... | 1,80 | 10 | 20 | — | — | Market |
| New..... | 1,80 | 10 | 20 | — | — | Market |
| Old..... | 4,20 | 15 | 25 | — | — | East Rand Station |
| New..... | 4,20 | 15 | 25 | — | — | East Rand Station |
| Old..... | 10,10 | 15 | 30 | — | — | Jansen Park |
| New..... | 10,10 | 15 | 30 | — | — | Jansen Park |
| Old..... | 13,10 | 15 | 30 | — | — | Hypermarket |
| New..... | 13,10 | 15 | 30 | — | — | Hypermarket |

MARKET

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|-------------------|
| Old..... | 2,40 | 10 | 20 | — | — | East Rand Station |
| New..... | 2,40 | 10 | 20 | — | — | East Rand Station |
| Old..... | 8,30 | 10 | 20 | — | — | Jansen Park |
| New..... | 8,30 | 10 | 20 | — | — | Jansen Park |
| Old..... | 11,30 | 10 | 20 | — | — | Hypermarket |
| New..... | 11,30 | 10 | 20 | — | — | Hypermarket |

PARKRAND

| | km | C | A | 5 | 12 day | |
|----------|------|----|----|---|--------|-----------------------|
| Old..... | 9,50 | 10 | 20 | — | — | Market/Boksburg South |
| New..... | 9,50 | 10 | 20 | — | — | Market/Boksburg South |

TEMB SA

| | km | C | A | 5 | 12 day | |
|----------|-------|------|------|---|--------|----------|
| Old..... | 70,00 | 1,20 | 1,50 | — | — | Mabopane |
| New..... | 70,00 | 1,30 | 1,70 | — | — | Mabopane |

REIGER PARK

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|-------------------|
| Old..... | 3,10 | 10 | 10 | — | — | East Rand Station |
| New..... | 3,10 | 10 | 10 | — | — | East Rand Station |
| Old..... | 15,40 | 15 | 25 | — | — | Isando |
| New..... | 15,40 | 15 | 30 | — | — | Isando |

EAST RAND STATION

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|--------|
| Old..... | 12,30 | 15 | 25 | — | — | Isando |
| New..... | 12,30 | 15 | 30 | — | — | Isando |

VANDYK PARK

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|------------------------------|
| Old..... | 4,90 | 10 | 20 | — | — | Industries |
| New..... | 4,90 | 10 | 20 | — | — | Industries |
| Old..... | 9,30 | 15 | 25 | — | — | 14th Avenue (Boksburg North) |
| New..... | 9,30 | 15 | 25 | — | — | 14th Avenue (Boksburg North) |
| Old..... | 17,10 | 20 | 35 | — | — | Lilian on |
| New..... | 17,10 | 20 | 35 | — | — | Lilianton |
| Old..... | 17,90 | 20 | 35 | — | — | Witfield |
| New..... | 17,90 | 20 | 35 | — | — | Witfield |
| Old..... | 21,40 | 20 | 40 | — | — | Elandsfontein Station |
| New..... | 21,40 | 25 | 50 | — | — | Elandsfontein Station |
| Old..... | 24,70 | 20 | 40 | — | — | LTA/SKF |
| New..... | 24,70 | 25 | 50 | — | — | LTA/SKF |

INDUSTRIES

| | km | C | A | 5 | 12 day | |
|----------|-------|----|----|---|--------|------------------------------|
| Old..... | 4,40 | 10 | 20 | — | — | 14th Avenue (Boksburg North) |
| New..... | 4,40 | 10 | 20 | — | — | 14th Avenue (Boksburg North) |
| Old..... | 12,20 | 15 | 25 | — | — | Lilianton |
| New..... | 12,20 | 15 | 25 | — | — | Lilianton |
| Old..... | 13,00 | 15 | 25 | — | — | Witfield |
| New..... | 13,00 | 15 | 25 | — | — | Witfield |
| Old..... | 16,50 | 20 | 40 | — | — | Elandsfontein Station |
| New..... | 16,50 | 25 | 50 | — | — | Elandsfontein Station |
| Old..... | 19,80 | 20 | 40 | — | — | LTA/SKF |
| New..... | 19,80 | 25 | 50 | — | — | LTA/SKF |

VOSLOORUS

| | km | C | A | 5 | 12 day | |
|----------|--------|------|------|------|--------|------------------------------|
| Old..... | 14,40 | 15 | 30 | — | — | Rondebult/Brakpan Roads |
| New..... | 14,40 | 15 | 30 | — | — | Rondebult/Brakpan Roads |
| Old..... | 19,80 | 20 | 40 | — | — | Libradene |
| New..... | 19,80 | 25 | 50 | — | — | Libradene |
| Old..... | 21,60 | 20 | 40 | 1,60 | 2,00 | Market/Boksburg South |
| New..... | 21,60 | 25 | 50 | 1,75 | 2,20 | Market/Boksburg South |
| Old..... | 24,00 | 20 | 40 | 1,60 | 2,00 | East Rand Station |
| New..... | 24,00 | 25 | 50 | 1,75 | 2,20 | East Rand Station |
| Old..... | 29,90 | 30 | 60 | 2,00 | 2,50 | Jansen Park |
| New..... | 29,90 | 35 | 75 | 2,20 | 2,75 | Jansen Park |
| Old..... | 32,90 | 30 | 60 | 2,00 | 2,50 | Hypermarket |
| New..... | 32,90 | 35 | 75 | 2,20 | 2,75 | Hypermarket |
| Old..... | 5,80 | 10 | 20 | — | — | Katlehong (Solly Circle) |
| New..... | 5,80 | 15 | 25 | — | — | Katlehong (Solly Circle) |
| Old..... | 17,80 | 15 | 30 | 1,80 | 2,20 | Alrode |
| New..... | 17,80 | 20 | 40 | 2,00 | 2,40 | Alrode |
| Old..... | 10,10 | 10 | 20 | — | — | Castrol (Leondale) |
| New..... | 10,10 | 15 | 25 | — | — | Castrol (Leondale) |
| Old..... | 9,00 | 10 | 20 | 1,40 | 1,70 | Vlakplaats |
| New..... | 9,00 | 15 | 25 | 1,55 | 1,90 | Vlakplaats |
| Old..... | 61,00 | 60 | 1,20 | — | — | Tembisa |
| New..... | 61,00 | 65 | 1,30 | — | — | Tembisa |
| Old..... | 131,00 | 1,30 | 2,60 | — | — | Mabopane |
| New..... | 131,00 | 1,70 | 3,30 | — | — | Mabopane |
| Old..... | 16,60 | 20 | 35 | — | — | Van Dyk Park |
| New..... | 16,60 | 20 | 35 | — | — | Van Dyk Park |
| Old..... | 21,50 | 20 | 40 | 1,60 | 2,00 | Industries |
| New..... | 21,50 | 25 | 50 | 1,75 | 2,20 | Industries |
| Old..... | 25,90 | 20 | 40 | 1,60 | 2,00 | 14th Avenue (Boksburg North) |
| New..... | 25,90 | 25 | 50 | 1,75 | 2,20 | 14th Avenue (Boksburg North) |
| Old..... | 33,70 | 30 | 60 | 2,00 | 2,50 | Lilianton |
| New..... | 33,70 | 35 | 75 | 2,20 | 2,70 | Lilianton |
| Old..... | 34,50 | 30 | 60 | — | — | Witfield |
| New..... | 34,50 | 35 | 75 | — | — | Witfield |
| Old..... | 38,00 | 30 | 65 | 2,20 | 2,70 | Elandsfontein Station |
| New..... | 38,00 | 50 | 80 | 2,40 | 3,00 | Elandsfontein Station |
| Old..... | 41,30 | 30 | 65 | 2,20 | 2,70 | LTA/SKF |
| New..... | 41,30 | 50 | 80 | 2,40 | 3,00 | LTA/SKF |
| Old..... | 20,60 | 20 | 40 | — | — | Parkrand |
| New..... | 20,60 | 25 | 50 | — | — | Parkrand |

KWATHEMA (R.I.P./CIVIC CENTRE)

| | km | C | A | 10 | 12 day | |
|----------|-------|----|----|------|--------|-----------------|
| Old..... | 9,10 | 10 | 20 | 1,50 | 1,90 | Zone 1 |
| New..... | 9,10 | 15 | 25 | 1,60 | 2,05 | Zone 1 |
| Old..... | 11,75 | 15 | 25 | 1,60 | 2,00 | Zone 2 |
| New..... | 11,75 | 15 | 30 | 1,70 | 2,15 | Zone 2 |
| Old..... | 16,15 | 15 | 30 | 1,90 | 2,40 | Zone 3 |
| New..... | 16,15 | 20 | 40 | 2,05 | 2,60 | Zone 3 |
| Old..... | 22,10 | 20 | 40 | 2,70 | — | Zone 4 |
| New..... | 22,10 | 25 | 50 | 2,90 | — | Zone 4 |
| Old..... | 5,20 | 5 | 10 | — | — | Tornado/Hostels |
| New..... | 5,20 | 8 | 12 | — | — | Tornado/Hostels |

TORNADO/HOSTELS

| | km | C | A | 10 | 12 day | |
|----------|-------|----|----|------|--------|--------|
| Old..... | 5,10 | 10 | 15 | 1,00 | 1,30 | Zone 1 |
| New..... | 5,10 | 10 | 15 | 1,10 | 1,40 | Zone 1 |
| Old..... | 8,00 | 10 | 18 | 1,20 | 1,50 | Zone 2 |
| New..... | 8,00 | 10 | 20 | 1,30 | 1,60 | Zone 2 |
| Old..... | 10,30 | 15 | 25 | 1,50 | 1,90 | Zone 3 |
| New..... | 10,30 | 15 | 30 | 1,60 | 2,05 | Zone 3 |
| Old..... | 14,95 | 20 | 35 | 2,50 | — | Zone 4 |
| New..... | 14,95 | 20 | 40 | 2,70 | — | Zone 4 |

ZONE 1

| | km | C | A | 10 | 12 day | |
|----------|-------|----|----|----|--------|--------|
| Old..... | 5,10 | 10 | 15 | — | — | Zone 2 |
| New..... | 5,10 | 10 | 15 | — | — | Zone 2 |
| Old..... | 8,00 | 10 | 20 | — | — | Zone 3 |
| New..... | 8,00 | 10 | 20 | — | — | Zone 3 |
| Old..... | 11,75 | 15 | 25 | — | — | Zone 4 |
| New..... | 11,75 | 15 | 25 | — | — | Zone 4 |

ZONE 2

| | km | C | A | 10 | 12 day | |
|----------|------|----|----|----|--------|--------|
| Old..... | 5,10 | 10 | 15 | — | — | Zone 3 |
| New..... | 5,10 | 10 | 15 | — | — | Zone 3 |
| Old..... | 8,00 | 10 | 20 | — | — | Zone 4 |
| New..... | 8,00 | 10 | 20 | — | — | Zone 4 |

ZONE 3

| | km | C | A | 10 | 12 day | |
|----------|------|----|----|----|--------|--------|
| Old..... | 5,10 | 5 | 10 | — | — | Zone 4 |
| New..... | 5,10 | 10 | 15 | — | — | Zone 4 |

NEW ERA

| | km | C | A | 10 | 12 day | |
|----------|-------|----|----|------|--------|--------------------------------|
| Old..... | 5,10 | 5 | 10 | — | — | Pollak Park |
| New..... | 5,10 | 10 | 15 | — | — | Pollak Park |
| Old..... | 8,00 | 10 | 15 | — | — | Duck Pond |
| New..... | 8,00 | 10 | 20 | — | — | Duck Pond |
| Old..... | 11,75 | 15 | 25 | — | — | Selcourt |
| New..... | 11,75 | 15 | 30 | — | — | Selcourt |
| Old..... | 17,35 | 20 | 35 | 2,00 | 2,50 | Sharon Park |
| New..... | 17,35 | 20 | 40 | 2,15 | 2,70 | Sharon Park |
| Old..... | 5,10 | 10 | 15 | — | — | New Era Administration Offices |
| New..... | 5,10 | 10 | 15 | — | — | New Era Administration Offices |

PAYNEVILLE

| | km | C | A | 10 | 12 day | |
|----------|-------|----|----|------|--------|--------------------------------|
| Old..... | 5,10 | 10 | 15 | 1,00 | 1,30 | Springs Station |
| New..... | 5,10 | 10 | 15 | 1,10 | 1,40 | Springs Station |
| Old..... | 8,00 | 10 | 20 | — | — | New Era Administration Offices |
| New..... | 8,00 | 15 | 25 | — | — | New Era Administration Offices |
| Old..... | 10,30 | 15 | 25 | 1,50 | 1,90 | New Era |
| New..... | 10,30 | 15 | 30 | 1,60 | 2,05 | New Era |
| Old..... | 8,00 | 10 | 20 | — | — | Duck Pond |
| New..... | 8,00 | 15 | 25 | — | — | Duck Pond |
| Old..... | 17,35 | 20 | 35 | 2,00 | — | Nuffield |
| New..... | 17,35 | 25 | 45 | 2,15 | — | Nuffield |
| Old..... | 5,10 | 10 | 15 | — | — | Casseldale |
| New..... | 5,10 | 10 | 15 | — | — | Casseldale |

SPRINGS STATION

| | km | C | A | 10 | 12 day | |
|----------|-------|----|----|------|--------|------------------------|
| Old..... | 5,10 | 10 | 15 | 1,00 | 1,30 | Far East Rand Hospital |
| New..... | 5,10 | 10 | 15 | 1,10 | 1,40 | Far East Rand Hospital |
| Old..... | 8,00 | 10 | 15 | 1,00 | 1,30 | Dersley Park |
| New..... | 8,00 | 10 | 20 | 1,10 | 1,40 | Dersley Park |
| Old..... | 13,20 | 15 | 25 | 1,60 | 2,00 | Santa (TB) Hospital |
| New..... | 13,20 | 15 | 30 | 1,70 | 2,15 | Santa (TB) Hospital |
| Old..... | 5,10 | 10 | 15 | 1,00 | 1,30 | SAPPI |
| New..... | 5,10 | 10 | 15 | 1,10 | 1,40 | SAPPI |
| Old..... | 8,00 | 10 | 15 | — | — | Casseldale |
| New..... | 8,00 | 10 | 20 | — | — | Casseldale |
| Old..... | 10,30 | 15 | 25 | 1,50 | 1,90 | Largo |
| New..... | 10,30 | 15 | 25 | 1,60 | 2,05 | Largo |
| Old..... | 5,10 | 10 | 15 | 1,00 | 1,30 | Duck Pond |
| New..... | 5,10 | 10 | 15 | 1,10 | 1,40 | Duck Pond |
| Old..... | 7,90 | 10 | 18 | 1,40 | 1,70 | Selcourt/Nuffield |
| New..... | 7,90 | 10 | 20 | 1,50 | 1,80 | Selcourt/Nuffield |

POLLAK PARK

| | km | C | A | 10 | 12 day | |
|----------|------|----|----|------|--------|-------------------|
| Old..... | 7,90 | 10 | 18 | 1,40 | 1,70 | Selcourt/Nuffield |
| New..... | 7,90 | 10 | 20 | 1,50 | 1,80 | Selcourt/Nuffield |
| Old..... | 5,10 | 10 | 15 | 1,00 | 1,30 | Duck Pond |
| New..... | 5,10 | 10 | 15 | 1,10 | 1,40 | Duck Pond |

WITHOK

| | km | C | A | 10 | 12 day | |
|----------|-------|----|----|------|--------|-----------------|
| Old..... | 11,75 | 15 | 25 | 1,60 | 2,00 | New Era |
| New..... | 11,75 | 15 | 30 | 1,70 | 2,15 | New Era |
| Old..... | 17,35 | 20 | 35 | 2,00 | 2,50 | Springs Station |
| New..... | 17,35 | 20 | 40 | 2,15 | 2,70 | Springs Station |
| Old..... | 22,10 | 20 | 40 | 2,70 | — | Payneville |
| New..... | 22,10 | 25 | 50 | 2,90 | — | Payneville |

ANNEXURE C
PUTCO LTD—SECTION A

WDA 5/78

Specimen time-table

Monday to Friday

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|---------|------|------|---|--------------|---------|------|------|---|------|---------|------|------|---|--------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 3 | — | 3.30 | — | — | 3 | — | 4.10 | — | — | 47 | — | 6.15 | — | — | 54 | — | 7.05 | — | — |
| 5 | — | 3.55 | — | — | 5 | — | 4.35 | — | — | 40 | C. CN | 6.15 | — | — | 40 | X. PRS | 7.05 | — | — |
| 7 | — | 4.15 | — | — | 7 | — | 4.55 | — | — | 3 | LD | 6.30 | — | — | 3 | — | 7.10 | — | — |
| 9 | — | 4.30 | — | — | 9 | — | 5.15 | — | — | 192 | XWN | 6.30 | — | — | 192 | — | 7.15 | — | — |
| 1 | — | 4.40 | — | — | 1 | — | 5.20 | — | — | 61 | — | 6.30 | — | — | 15 | — | 7.15 | — | — |
| 11 | — | 4.45 | — | — | 11 | — | 5.30 | — | — | 55 | X. ST 1 | 6.30 | — | — | 55 | — | 7.15 | — | — |
| 13 | — | 4.45 | — | — | 16 | — | 5.40 | — | — | 60 | — | 6.35 | — | — | 4 | — | 7.20 | — | — |
| 15 | — | 5.00 | — | — | 15 | — | 5.45 | — | — | 18 | X. VG | 6.35 | — | — | 60 | — | 7.20 | — | — |
| 30 | — | 5.00 | — | — | 30 | — | 5.45 | — | — | 5 | — | 6.40 | — | — | 35 | — | 7.25 | — | — |
| 3 | — | 5.00 | — | — | 3 | — | 5.50 | — | — | 35 | X. WN | 6.40 | — | — | 5 | — | 7.25 | — | — |
| 16 | — | 5.00 | — | — | 60 | — | 5.50 | — | — | 45 | X. WN | 6.50 | — | — | 45 | — | 7.30 | — | — |
| 121 | — | 5.00 | — | — | 5 | — | 5.55 | — | — | 41 | — | 6.50 | — | — | 52 | — | 7.35 | — | — |
| 4 | — | 5.05 | — | — | 35 | T. WN | 5.55 | — | — | 44 | X. ST 4 | 6.55 | — | — | 13 | — | 7.35 | — | — |
| 60 | — | 5.10 | — | — | 46 | — | 5.55 | — | — | 63 | — | 6.55 | — | — | 23 | — | 7.35 | — | — |
| 56 | X. WN | 5.10 | — | — | 19 | — | 6.00 | — | — | 52 | X. ST 1 | 6.55 | — | — | 25 | — | 7.40 | — | — |
| 5 | — | 5.15 | — | — | 71 | — | 6.00 | — | — | 17 | — | 6.55 | — | — | 64 | — | 7.40 | — | — |
| 19 | — | 5.15 | — | — | 41 | — | 6.05 | — | — | 64 | X. WN | 6.55 | — | — | 2 | — | 7.40 | — | — |
| 35 | L. D | 5.15 | — | — | 17 | — | 6.10 | — | — | 193 | — | 7.00 | — | — | 21 | — | 7.40 | — | — |
| 46 | X. WN | 5.15 | — | — | 64 | T. WN | 6.15 | — | — | 21 | X. WN | 7.00 | — | — | 42 | — | 7.45 | — | — |
| 17 | X. ST 1 | 5.30 | — | — | 21 | T. WN | 6.15 | — | — | 25 | X. WN | 7.00 | — | — | 193 | — | 7.45 | — | — |
| 23 | — | 5.30 | — | — | 25 | T. WN | 6.15 | — | — | 68 | X. WN | 7.05 | — | — | 68 | — | 7.45 | — | — |
| 64 | — | 5.30 | — | — | 92 | — | 6.20 | — | — | 7 | — | 7.05 | — | — | 38 | — | 7.50 | — | — |
| 25 | — | 5.35 | — | — | 18 | T. VG | 6.20 | — | — | 190 | — | 7.05 | — | — | 190 | — | 7.50 | — | — |
| 92 | X. WN | 5.35 | — | — | 38 | X. PRS | 6.25 | — | — | 38 | — | 7.05 | — | — | 7 | — | 7.50 | — | — |
| 18 | — | 5.35 | — | — | 68 | — | 6.25 | — | — | 53 | X. WN | 7.10 | — | — | 56 | T. WN | 7.55 | — | — |
| 7 | — | 5.40 | — | — | 7 | — | 6.25 | — | — | 56 | X. ST 1 | 7.15 | — | — | 43 | — | 7.55 | — | — |
| 42 | X. ST 1 | 5.45 | — | — | 52 | T. ST 1 | 6.30 | — | — | 49 | — | 7.15 | — | — | 53 | — | 8.00 | — | — |
| 52 | — | 5.45 | — | — | 1 | T. WN | 6.35 | — | — | 6 | X. ST 1 | 7.20 | — | — | 62 | — | 8.00 | — | — |
| 68 | X. WN | 5.45 | — | — | 33 | — | 6.40 | — | — | 65 | X. WN | 7.20 | — | — | 49 | — | 8.00 | — | — |
| 62 | — | 5.50 | — | — | 65 | T. WN | 6.40 | — | — | 33 | — | 7.25 | — | — | 6 | — | 8.00 | — | — |
| 1 | — | 5.55 | — | — | 6 | T. ST 1 | 6.50 | — | — | 200 | — | 7.25 | — | — | 65 | — | 8.00 | — | — |
| 33 | X. ST 1 | 6.00 | — | — | 191 | — | 6.50 | — | — | 9 | — | 7.30 | — | — | 200 | — | 8.10 | — | — |
| 26 | — | 6.00 | — | — | 28 | T. WN | 6.55 | — | — | 16 | X. WN | 7.30 | — | — | 9 | — | 8.10 | — | — |
| 44 | X. VG | 6.00 | — | — | 63 | — | 6.55 | — | — | 40 | X. WN | 7.35 | — | — | 26 | — | 8.10 | — | — |
| 65 | X. WN | 6.00 | — | — | 11 | — | 6.55 | — | — | 28 | X. WN | 7.35 | — | — | 33 | T. WN | 8.10 | — | — |
| 191 | — | 6.05 | — | — | 51 | T. WN | 7.00 | — | — | 11 | — | 7.35 | — | — | 16 | — | 8.15 | — | — |
| 6 | X. ST 2 | 6.10 | — | — | 47 | — | 7.00 | — | — | 51 | X. WN | 7.40 | — | — | 40 | T. WN | 8.15 | — | — |
| 28 | X. WN | 6.15 | — | — | 18 | T. 3 Az | 7.05 | — | — | 121 | — | 7.45 | — | — | 11 | — | 8.15 | — | — |

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|-------|-------|----------|---|--------------|-------|-------|----------|---|------|-------|-------|----------|---|--------------|-------|-------|----------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 29 | — | 7.45 | — | — | 28 | — | 8.15 | — | — | 3 | — | 10.40 | — | — | 36 | — | 10.55 | — | — |
| 54 | — | 7.50 | — | — | 51 | — | 8.20 | — | — | 32 | — | 10.45 | — | — | 66 | — | 11.00 | M.T.W.F. | — |
| 37 | — | 7.50 | — | — | 104 | — | 8.20 | — | — | 62 | X. WN | 10.45 | Thur. | — | 8 | — | 11.05 | — | — |
| 192 | — | 8.00 | — | — | 32 | — | 8.30 | — | — | 31 | X. WN | 10.50 | — | — | 59 | — | 11.10 | — | — |
| 15 | — | 8.00 | — | — | 29 | — | 8.30 | — | — | 10 | — | 10.55 | — | — | 30 | — | 11.10 | — | — |
| 55 | — | 8.00 | Mon. | — | 54 | T. WN | 8.35 | — | — | 53 | X. WN | 11.00 | Thur. | — | 13 | — | 11.10 | — | — |
| 35 | — | 8.10 | — | — | 37 | — | 8.35 | — | — | 60 | X. WN | 11.00 | — | — | 5 | — | 11.20 | — | — |
| 34 | X. WN | 8.10 | — | — | 18 | — | 8.35 | — | — | 22 | — | 11.00 | — | — | 62 | — | 11.25 | Thur. | — |
| 52 | — | 8.15 | — | — | 15 | — | 8.45 | — | — | 12 | X. WN | 11.10 | — | — | 3 | — | 11.30 | — | — |
| 114 | — | 8.15 | — | — | 192 | — | 8.45 | — | — | 1 | — | 11.15 | — | — | 32 | — | 11.30 | — | — |
| 45 | — | 8.15 | — | — | 55 | — | 8.45 | Mon. | — | 52 | X. WN | 11.20 | Thur. | — | 31 | — | 11.35 | — | — |
| 21 | — | 8.25 | — | — | 44 | — | 8.50 | — | — | 64 | X. WN | 11.20 | — | — | 60 | — | 11.40 | — | — |
| 193 | — | 8.30 | — | — | 35 | — | 8.55 | — | — | 48 | — | 11.20 | — | — | 154 | — | 11.40 | Thur. | — |
| 68 | — | 8.30 | — | — | 34 | — | 8.55 | — | — | 61 | — | 11.25 | — | — | 10 | T. WN | 11.40 | — | — |
| 38 | — | 8.35 | — | — | 52 | T. WN | 9.00 | — | — | 7 | — | 11.30 | — | — | 22 | — | 11.46 | — | — |
| 36 | X. WN | 8.40 | — | — | 45 | — | 9.00 | — | — | 9 | — | 11.35 | — | — | 53 | — | 11.45 | — | — |
| 6 | — | 8.45 | — | — | 21 | T. WN | 9.10 | — | — | 14 | — | 11.40 | — | — | 12 | — | 11.55 | — | — |
| 66 | — | 8.45 | M.T.W.F. | — | 68 | — | 9.15 | — | — | 66 | — | 11.45 | M.T.W.F. | — | 1 | — | 12.00 | — | — |
| 8 | — | 8.50 | — | — | 17 | — | 9.15 | — | — | 54 | X. WN | 11.45 | Thur. | — | 48 | — | 12.05 | — | — |
| 26 | — | 8.55 | — | — | 193 | — | 9.15 | — | — | 11 | — | 11.50 | — | — | 52 | T. VG | 12.05 | Thur. | — |
| 40 | X. WN | 9.00 | — | — | 38 | — | 9.20 | — | — | 13 | — | 11.55 | — | — | 64 | — | 12.05 | — | — |
| 59 | X. WN | 9.05 | — | — | 36 | — | 9.25 | — | — | 43 | — | 12.00 | Thur. | — | 61 | — | 12.10 | — | — |
| 3 | X. WN | 9.15 | — | — | 6 | — | 9.30 | — | — | 67 | X. WN | 12.00 | — | — | 7 | — | 12.15 | — | — |
| 32 | — | 9.15 | — | — | 66 | — | 9.30 | M.T.W.F. | — | 5 | — | 12.05 | — | — | 66 | — | 12.15 | Thur. | — |
| 10 | — | 9.25 | — | — | 8 | — | 9.35 | — | — | 46 | X. WN | 12.10 | Thur. | — | 9 | — | 12.20 | — | — |
| 34 | — | 9.35 | — | — | 26 | — | 9.40 | — | — | 33 | X. WN | 12.15 | Thur. | — | 14 | — | 12.25 | — | — |
| 1 | X. WN | 9.40 | — | — | 59 | — | 9.45 | — | — | 24 | — | 12.15 | — | — | 66 | — | 12.30 | M.T.W.F. | — |
| 48 | — | 9.50 | — | — | 40 | T. WN | 9.45 | — | — | 31 | — | 12.20 | — | — | 54 | — | 12.30 | Thur. | — |
| 61 | X. WN | 10.00 | — | — | 3 | — | 9.55 | — | — | 60 | — | 12.25 | — | — | 11 | — | 12.35 | — | — |
| 7 | — | 10.00 | — | — | 32 | — | 10.00 | — | — | 52 | X. VG | 12.25 | Thur. | — | 43 | — | 12.40 | Thur. | — |
| 9 | X. WN | 10.05 | — | — | 10 | — | 10.10 | — | — | 22 | — | 12.30 | — | — | 13 | — | 12.40 | — | — |
| 36 | — | 10.10 | — | — | 34 | T. WN | 10.20 | — | — | 152 | — | 12.40 | Thur. | — | 67 | — | 12.45 | — | — |
| 66 | — | 10.15 | M.T.W.F. | — | 152 | — | 10.30 | Thur. | — | 12 | — | 12.40 | — | — | 46 | — | 12.45 | Thur. | — |
| 8 | — | 10.20 | — | — | 1 | — | 10.30 | — | — | 1 | — | 12.45 | — | — | 5 | — | 12.50 | — | — |
| 59 | — | 10.25 | — | — | 48 | — | 10.35 | — | — | 64 | — | 12.50 | — | — | 52 | — | 12.55 | Thur. | — |
| 13 | X. WN | 10.25 | M.T.W.F. | — | 61 | — | 10.40 | — | — | 61 | — | 12.55 | — | — | 24 | — | 1.00 | — | — |
| 30 | X. WN | 10.30 | Thur. | — | 7 | — | 10.45 | — | — | 2 | — | 1.00 | — | — | 33 | — | 1.00 | Thur. | — |
| 5 | X. WN | 10.35 | — | — | 9 | — | 10.50 | — | — | 17 | X. WN | 1.05 | — | — | 31 | — | 1.05 | — | — |

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|-------|------|-------|---|--------------|---------|------|-------|---|------|---------|------|----------|---|--------------|----------|------|----------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 66 | — | 1 05 | Thur. | — | 60 | — | 1 10 | — | — | 55 | — | 3 20 | — | — | 191 | — | 4 00 | — | — |
| 14 | — | 1 10 | — | — | 22 | — | 1 15 | — | — | 16 | X. WN | 3 25 | — | — | 48 | — | 4 05 | — | — |
| 20 | — | 1 15 | — | — | 12 | — | 1 25 | — | — | 48 | X. WN | 3 25 | — | — | 16 | — | 4 05 | — | — |
| 11 | — | 1 20 | — | — | 1 | — | 1 30 | — | — | 40 | X. WN | 3 30 | — | — | 55 | — | 4 05 | — | — |
| 43 | — | 1 20 | Thur. | — | 61 | — | 1 40 | — | — | 46 | X. WN | 3 30 | — | — | 4 | X. PRS | 4 10 | — | — |
| 13 | — | 1 25 | — | — | 2 | — | 1 45 | — | — | 190 | — | 3 30 | — | — | 40 | — | 4 10 | — | — |
| 15 | — | 1 30 | — | — | 66 | — | 1 50 | Thur. | — | 38 | X. WN | 3 35 | — | — | 190 | — | 4 15 | — | — |
| 67 | — | 1 30 | — | — | 17 | — | 1 50 | — | — | 19 | — | 3 35 | — | — | 46 | X. ST 4 | 4 25 | — | — |
| 23 | X. WN | 1 35 | — | — | 14 | T. WN | 1 55 | — | — | 18 | X. WN | 3 35 | — | — | 41 | T. WN | 4 30 | — | — |
| 24 | — | 1 50 | — | — | 20 | — | 2 00 | — | — | 42 | — | 3 40 | — | — | 33 | — | 4 30 | — | — |
| 55 | X. WN | 1 50 | — | — | 11 | — | 2 05 | — | — | 25 | — | 3 45 | — | — | 50 | X. PRS | 4 30 | — | — |
| 60 | — | 1 55 | — | — | 43 | — | 2 05 | Thur. | — | 50 | X. WN | 3 45 | — | — | 47 | — | 4 35 | — | — |
| 19 | X. WN | 2 10 | — | — | 23 | — | 2 15 | — | — | 54 | X. WN | 3 45 | — | — | 30 | — | 4 35 | — | — |
| 42 | — | 2 10 | — | — | 67 | — | 2 15 | Fri. | — | 30 | — | 3 50 | — | — | 38 | X. CV | 4 35 | — | — |
| 153 | — | 2 10 | Thur. | — | 15 | — | 2 15 | — | — | 33 | X. WN | 3 50 | — | — | 65 | — | 4 40 | — | — |
| 25 | X. WN | 2 15 | — | — | 13 | — | 2 20 | — | — | 41 | — | 3 55 | — | — | 68 | — | 4 45 | — | — |
| 65 | — | 2 25 | — | — | 24 | — | 2 30 | — | — | 65 | — | 3 55 | — | — | 52 | — | 4 45 | — | — |
| 29 | X. WN | 2 25 | Thur. | — | 55 | — | 2 35 | — | — | 47 | X. WN | 3 55 | — | — | 54 | X. PRS | 4 45 | — | — |
| 27 | X. WN | 2 30 | — | — | 60 | — | 2 40 | — | — | 52 | X. WN | 4 00 | — | — | 31 | X. PRS | 5 00 | — | — |
| 2 | — | 2 30 | — | — | 151 | — | 2 50 | — | — | 2 | X. ST 1 | 4 00 | — | — | 62 | X. ST 10 | 5 00 | — | — |
| 30 | X. WN | 2 35 | — | — | 19 | — | 2 50 | — | — | 68 | X. ST 1 | 4 00 | — | — | 49 | — | 5 00 | M.T.W.F. | — |
| 17 | — | 2 35 | — | — | 42 | — | 2 55 | — | — | 27 | — | 4 00 | — | — | 27 | X. ST 4 | 5 00 | — | — |
| 49 | X. WN | 2 40 | — | — | 25 | — | 3 00 | — | — | 34 | X. WN | 4 00 | — | — | 37 | — | 5 10 | — | — |
| 35 | X. WN | 2 45 | — | — | 64 | — | 3 05 | — | — | 31 | X. WN | 4 05 | — | — | 49 | T. WN | 5 10 | Fri. | — |
| 20 | X. WN | 2 50 | — | — | 30 | — | 3 10 | — | — | 49 | — | 4 10 | M.T.W.T. | — | 43 | — | 5 15 | — | — |
| 37 | — | 2 55 | — | — | 65 | — | 3 10 | — | — | 154 | X. WN | 4 15 | Thur. | — | 57 | X. PRS | 5 15 | — | — |
| 23 | — | 3 00 | — | — | 29 | — | 3 10 | Thur. | — | 57 | X. WN | 4 15 | — | — | 26 | — | 5 20 | — | — |
| 88 | — | 3 00 | — | — | 27 | T. ST 1 | 3 15 | — | — | 12 | X. ST 1 | 4 20 | — | — | 192 | — | 5 25 | — | — |
| 15 | — | 3 00 | — | — | 27 | — | 3 15 | — | — | 37 | — | 4 25 | — | — | 14 | X. PRS | 5 25 | — | — |
| 21 | X. WN | 3 05 | — | — | 17 | — | 3 20 | — | — | 49 | — | 4 25 | Fri. | — | 44 | X. ST 6 | 5 25 | — | — |
| 26 | X. WN | 3 10 | Fri. | — | 35 | — | 3 25 | — | — | 43 | — | 4 30 | — | — | 21 | X. ST 4 | 5 25 | — | — |
| 63 | X. WN | 3 10 | — | — | 49 | — | 3 25 | — | — | 44 | X. WN | 4 30 | — | — | 16 | — | 5 30 | — | — |
| 4 | — | 3 10 | — | — | 20 | — | 3 30 | — | — | 23 | — | 4 30 | — | — | 32 | — | 5 35 | — | — |
| 200 | X. WN | 3 15 | — | — | 37 | — | 3 40 | — | — | 26 | X. WN | 4 35 | — | — | 48 | — | 5 35 | — | — |
| 53 | — | 3 15 | — | — | 23 | — | 3 45 | — | — | 14 | X. ST 3 | 4 40 | — | — | 36 | — | 5 40 | — | — |
| 191 | — | 3 15 | — | — | 15 | — | 3 45 | — | — | 21 | X. ST 1 | 4 40 | — | — | 59 | — | 5 40 | — | — |
| 145 | — | 3 15 | Thur. | — | 21 | — | 3 50 | — | — | 192 | — | 4 40 | — | — | 66 | X. OK | 5 40 | Thur. | — |
| 24 | — | 3 20 | — | — | 53 | — | 4 00 | — | — | 63 | — | 4 45 | — | — | 4 | X. PRS | 5 50 | — | — |

| ALEX | | | | | ROSHERVILLE | | | | | NOORD STREET | | | | | MODDERFONTEIN | | | | |
|--------|-------|------|--------|---|-------------|-----|------|--------|---|--------------|-----|-------|--------|---|---------------|-----|-------|--------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 53 | — | 5.10 | T. DEN | — | 53 | — | 6.20 | X. DEN | — | 56 | — | 5.50 | — | — | 57 | — | 5.50 | X. EDH | — |
| 50 | — | 5.15 | — | — | 50 | — | 6.25 | — | — | 57 | — | 6.30 | — | — | 57 | — | 7.30 | — | — |
| 29 | — | 5.45 | — | — | 200 | — | 6.40 | X. DEN | — | 9 | — | 4.40 | T. EDH | — | 57 | — | 9.30 | — | — |
| 200 | — | 5.50 | T. DEN | — | 29 | — | 6.45 | — | — | 57 | — | 8.30 | — | — | 58 | — | 11.30 | — | — |
| 39 | — | 6.00 | — | — | 39 | — | 7.05 | — | — | 58 | — | 10.40 | — | — | 56 | — | 1.30 | — | — |
| 30 | — | 5.25 | T. KEN | — | 30 | — | 7.10 | T. EVD | — | 58 | — | 1.00 | — | — | 56 | — | 1.30 | — | — |
| 46 | — | 6.40 | T. DEN | — | 46 | — | 7.30 | X. DEN | — | 56 | — | 2.30 | — | — | 6 | — | 3.30 | — | — |
| 50 | — | 7.30 | T. DEN | — | 50 | — | 8.20 | X. DEN | — | 200 | — | 4.00 | — | — | 6 | — | 4.30 | X. EDH | — |
| 28 | — | 3.15 | — | — | 28 | — | 4.15 | — | — | 6 | — | 5.15 | — | — | 58 | — | 6.10 | — | — |
| 51 | X. WN | 3.25 | — | — | 29 | — | 4.45 | — | — | 58 | — | 6.15 | T. EDH | — | — | — | 7.00 | X. EDH | — |
| 29 | — | 3.50 | — | — | 35 | — | 5.10 | — | — | 12 | — | 8.00 | T. EDH | — | — | — | — | — | — |
| 35 | — | 4.10 | — | — | 191 | — | 5.15 | X. KEN | — | | | | | | | | | | |
| 8 | — | 4.30 | — | — | 8 | — | 5.30 | — | — | | | | | | | | | | |
| 191 | — | 4.40 | T. KEN | — | 39 | — | 6.00 | X. DEN | — | | | | | | | | | | |
| 39 | — | 5.10 | T. DEN | — | 28 | — | 6.15 | X. DEN | — | | | 6.00 | — | — | | | 6.00 | — | — |
| 28 | — | 5.20 | T. DEN | — | 51 | — | 7.00 | — | — | | | 7.00 | — | — | | | 7.00 | — | — |
| 8 | — | 6.30 | — | — | 8 | — | 7.30 | — | — | | | 4.00 | — | — | | | 4.30 | — | — |
| | | | | | | | | | | | | 5.30 | — | — | | | 5.00 | — | — |
| DENVER | | | | | ROSHERVILLE | | | | | NOORD STREET | | | | | GALLO MANOR | | | | |
| 51 | — | 5.05 | — | — | 51 | — | 4.40 | — | — | | | | | | | | | | |
| 51 | — | 5.55 | — | — | 51 | — | 5.30 | — | — | | | | | | | | | | |
| 51 | — | 6.45 | — | — | 51 | — | 6.20 | — | — | | | | | | | | | | |

Saturday

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|---------|------|------|---|--------------|---------|------|------|---|------|---------|------|------|---|--------------|---------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 1 | — | 3.30 | — | — | 1 | — | 4.15 | — | — | 190 | — | 6.50 | — | — | 38 | T. WN | 7.40 | — | — |
| 3 | — | 3.50 | — | — | 3 | — | 4.35 | — | — | 42 | X. 3 Ax | 6.50 | — | — | 17 | — | 7.40 | — | — |
| 7 | — | 4.10 | — | — | 7 | — | 4.50 | — | — | 25 | X. WN | 6.50 | — | — | 43 | — | 7.40 | — | — |
| 9 | — | 4.15 | — | — | 13 | — | 5.10 | — | — | 26 | X. ST 1 | 6.50 | — | — | 37 | — | 7.45 | — | — |
| 57 | — | 4.25 | — | — | 15 | — | 5.25 | — | — | 43 | — | 6.55 | — | — | 41 | T. 3 Ax | 7.45 | — | — |
| 13 | — | 4.30 | — | — | 1 | — | 5.40 | — | — | 38 | X. WN | 7.00 | — | — | 39 | — | 7.50 | — | — |
| 15 | — | 4.40 | — | — | 21 | — | 5.50 | — | — | 37 | — | 7.00 | — | — | 5 | — | 7.55 | — | — |
| 17 | — | 4.45 | — | — | 23 | — | 6.00 | — | — | 39 | — | 7.05 | — | — | 4 | — | 8.00 | — | — |
| 1 | — | 4.55 | — | — | 3 | — | 6.05 | — | — | 41 | X. 3 Ax | 7.05 | — | — | 123 | — | 8.00 | — | — |
| 21 | — | 5.05 | — | — | 190 | — | 6.05 | — | — | 5 | — | 7.10 | — | — | 49 | T. WN | 8.00 | — | — |
| 190 | — | 5.10 | — | — | 42 | T. 3Ax | 6.10 | — | — | 4 | — | 7.15 | — | — | 11 | — | 8.05 | — | — |
| 123 | — | 5.15 | — | — | 7 | — | 6.15 | — | — | 49 | — | 7.15 | — | — | 47 | — | 8.05 | — | — |
| 23 | — | 5.15 | — | — | 5 | — | 6.25 | — | — | 11 | — | 7.20 | — | — | 69 | T. WN | 8.10 | — | — |
| 3 | — | 5.20 | — | — | 4 | — | 6.30 | — | — | 45 | — | 7.25 | — | — | 45 | — | 8.10 | — | — |
| 7 | — | 5.30 | — | — | 11 | — | 6.35 | — | — | 47 | X. 3 Ax | 7.25 | — | — | 13 | — | 8.15 | — | — |
| 42 | X. 3 Ax | 5.30 | — | — | 68 | — | 6.40 | — | — | 13 | — | 7.30 | — | — | 33 | — | 8.15 | — | — |
| 5 | — | 5.40 | — | — | 13 | — | 6.45 | — | — | 49 | X. WN | 7.30 | — | — | 191 | — | 8.20 | — | — |
| 4 | — | 5.45 | — | — | 47 | T. 3 Ax | 6.45 | — | — | 16 | — | 7.35 | — | — | 16 | T. WN | 8.20 | — | — |
| 11 | — | 5.50 | — | — | 16 | — | 6.50 | — | — | 191 | — | 7.35 | — | — | 52 | T. WN | 8.25 | — | — |
| 68 | — | 5.55 | — | — | 69 | T. WN | 6.50 | — | — | 33 | X. 3 Ax | 7.35 | — | — | 15 | — | 8.25 | — | — |
| 13 | — | 6.00 | — | — | 15 | — | 6.55 | — | — | 15 | — | 7.40 | — | — | 30 | T. ST 2 | 8.25 | — | — |
| 16 | — | 6.05 | — | — | 33 | T. 3 Ax | 6.55 | — | — | 52 | X. WN | 7.40 | — | — | 48 | — | 8.30 | — | — |
| 47 | X. 3 Ax | 6.05 | — | — | 48 | — | 7.00 | — | — | 48 | — | 7.45 | — | — | 140 | — | 8.30 | — | — |
| 15 | — | 6.10 | — | — | 19 | — | 7.05 | — | — | 30 | X. 3 Ax | 7.45 | — | — | 21 | — | 8.35 | — | — |
| 33 | X. WN | 6.15 | — | — | 30 | T. 3 Ax | 7.05 | — | — | 19 | — | 7.50 | — | — | 19 | — | 8.35 | — | — |
| 69 | X. ST 1 | 6.15 | — | — | 1 | — | 7.10 | — | — | 81 | X. WN | 7.55 | — | — | 35 | T. WN | 8.40 | — | — |
| 48 | — | 6.15 | — | — | 18 | — | 7.15 | — | — | 46 | — | 7.55 | — | — | 36 | — | 8.40 | — | — |
| 19 | — | 6.20 | — | — | 9 | — | 7.20 | — | — | 8 | — | 8.00 | — | — | 46 | — | 8.40 | — | — |
| 1 | — | 6.25 | — | — | 21 | T. WN | 7.20 | — | — | 18 | — | 8.00 | — | — | 18 | T. WN | 8.45 | — | — |
| 30 | X. 3 Ax | 6.25 | — | — | 35 | T. WN | 7.20 | — | — | 35 | X. WN | 8.00 | — | — | 62 | — | 8.45 | — | — |
| 18 | — | 6.30 | — | — | 36 | — | 7.20 | — | — | 36 | — | 8.00 | — | — | 63 | — | 8.50 | — | — |
| 21 | — | 6.35 | — | — | 53 | — | 7.25 | — | — | 62 | — | 8.00 | — | — | 200 | T. WN | 8.50 | — | — |
| 53 | — | 6.40 | — | — | 23 | — | 7.30 | — | — | 200 | X. WN | 8.05 | — | — | 53 | — | 8.55 | — | — |
| 36 | X. 3 Ax | 6.40 | — | — | 26 | — | 7.30 | — | — | 63 | — | 8.05 | — | — | 26 | — | 9.00 | — | — |
| 35 | X. WN | 6.40 | — | — | 42 | — | 7.30 | — | — | 53 | — | 8.10 | — | — | 38 | — | 9.00 | — | — |
| 23 | — | 6.45 | — | — | 3 | — | 7.35 | — | — | 26 | — | 8.15 | — | — | 118 | — | 9.05 | — | — |
| 144 | — | 6.50 | — | — | 190 | — | 7.35 | — | — | 25 | — | 8.20 | — | — | 25 | — | 9.05 | — | — |
| 3 | — | 6.50 | — | — | 25 | — | 7.35 | — | — | 38 | X. WN | 8.20 | — | — | 41 | — | 9.05 | — | — |

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|---------|-------|------|---|--------------|-------|-------|------|---|------|---------|-------|------|---|--------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 43 | — | 8.25 | — | — | 40 | T. WN | 9.10 | — | — | 20 | — | 10.00 | — | — | 20 | — | 10.45 | — | — |
| 41 | X. 3 Ax | 8.25 | — | — | 43 | — | 9.10 | — | — | 45 | X. VG | 10.05 | — | — | 12 | T. WN | 10.50 | — | — |
| 128 | — | 8.30 | — | — | 37 | — | 9.15 | — | — | 60 | — | 10.05 | — | — | 69 | — | 10.50 | — | — |
| 37 | — | 8.30 | — | — | 39 | — | 9.20 | — | — | 12 | X. WN | 10.10 | — | — | 60 | — | 10.50 | — | — |
| 40 | X. WN | 8.30 | — | — | 49 | T. WN | 9.20 | — | — | 32 | — | 10.10 | — | — | 32 | — | 10.55 | — | — |
| 39 | — | 8.35 | — | — | 5 | — | 9.25 | — | — | 69 | X. WN | 10.10 | — | — | 1 | — | 11.00 | — | — |
| 5 | — | 8.40 | — | — | 4 | — | 9.30 | — | — | 142 | — | 10.15 | — | — | 28 | — | 11.00 | — | — |
| 49 | X. WN | 8.40 | — | — | 12 | T. WN | 9.30 | — | — | 44 | — | 10.15 | — | — | 44 | — | 11.00 | — | — |
| 4 | — | 8.45 | — | — | 59 | — | 9.30 | — | — | 28 | X. WN | 10.20 | — | — | 2 | — | 11.05 | — | — |
| 2 | — | 8.50 | — | — | 2 | — | 9.35 | — | — | 2 | — | 10.20 | — | — | 128 | — | 11.10 | — | — |
| 12 | X. WN | 8.50 | — | — | 30 | — | 9.35 | — | — | 1 | X. ST 1 | 10.20 | — | — | 68 | — | 11.10 | — | — |
| 45 | — | 8.55 | — | — | 16 | T. WN | 9.40 | — | — | 68 | X. WN | 10.30 | — | — | 190 | — | 11.10 | — | — |
| 30 | X. ST 2 | 9.00 | — | — | 45 | T. VG | 9.40 | — | — | 50 | — | 10.30 | — | — | 50 | — | 11.15 | — | — |
| 16 | X. WN | 9.00 | — | — | 201 | — | 9.45 | — | — | 201 | — | 10.30 | — | — | 9 | — | 11.15 | — | — |
| 201 | — | 9.00 | — | — | 50 | — | 9.45 | — | — | 190 | X. WN | 10.30 | — | — | 201 | — | 11.15 | — | — |
| 50 | — | 9.00 | — | — | 52 | — | 9.50 | — | — | 9 | — | 10.30 | — | — | 14 | T. WN | 11.15 | — | — |
| 51 | — | 9.05 | — | — | 191 | — | 9.50 | — | — | 14 | — | 10.30 | — | — | 23 | — | 11.15 | — | — |
| 191 | — | 9.05 | — | — | 51 | — | 9.50 | — | — | 23 | X. WN | 10.35 | — | — | 7 | — | 11.20 | — | — |
| 48 | — | 9.10 | — | — | 48 | — | 9.55 | — | — | 51 | — | 10.35 | — | — | 51 | — | 11.20 | — | — |
| 52 | X. WN | 9.10 | — | — | 35 | — | 10.00 | — | — | 7 | X. ST 1 | 10.40 | — | — | 11 | — | 11.25 | — | — |
| 35 | X. WN | 9.20 | — | — | 18 | — | 10.05 | — | — | 64 | — | 10.45 | — | — | 13 | T. WN | 11.30 | — | — |
| 19 | — | 9.20 | — | — | 19 | T. WN | 10.05 | — | — | 11 | X. WN | 10.45 | — | — | 58 | — | 11.35 | — | — |
| 36 | — | 9.20 | — | — | 36 | — | 10.05 | — | — | 13 | X. WN | 10.50 | — | — | 64 | — | 11.40 | — | — |
| 18 | X. WN | 9.25 | — | — | 46 | — | 10.10 | — | — | 15 | X. WN | 10.55 | — | — | 15 | X. PRS | 11.40 | — | — |
| 46 | — | 9.25 | — | — | 202 | — | 10.15 | — | — | 46 | — | 10.55 | — | — | 46 | — | 11.40 | — | — |
| 202 | X. WN | 9.30 | — | — | 62 | — | 10.15 | — | — | 31 | — | 11.00 | — | — | 31 | — | 11.45 | — | — |
| 54 | — | 9.30 | — | — | 56 | — | 10.15 | — | — | 202 | — | 11.00 | — | — | 202 | — | 11.45 | — | — |
| 62 | — | 9.30 | — | — | 200 | — | 10.20 | — | — | 66 | X. WN | 11.00 | — | — | 66 | — | 11.45 | — | — |
| 200 | X. WN | 9.35 | — | — | 31 | — | 10.20 | — | — | 56 | — | 11.05 | — | — | 56 | — | 11.50 | — | — |
| 31 | — | 9.35 | — | — | 26 | — | 10.25 | — | — | 42 | X. WN | 11.15 | — | — | 42 | T. WN | 11.55 | — | — |
| 26 | — | 9.40 | — | — | 63 | — | 10.25 | — | — | 40 | — | 11.15 | — | — | 146 | — | 12.00 | — | — |
| 63 | — | 9.40 | — | — | 38 | — | 10.30 | — | — | 17 | — | 11.15 | — | — | 17 | — | 12.00 | — | — |
| 38 | — | 9.45 | — | — | 40 | — | 10.30 | — | — | 22 | X. WN | 11.20 | — | — | 40 | — | 12.00 | — | — |
| 40 | X. WN | 9.50 | — | — | 25 | — | 10.35 | — | — | 10 | — | 11.20 | — | — | 22 | T. WN | 12.00 | — | — |
| 25 | — | 9.50 | — | — | 45 | — | 10.35 | — | — | 72 | — | 11.25 | — | — | 10 | — | 12.05 | — | — |
| 43 | — | 9.55 | — | — | 10 | — | 10.45 | — | — | 21 | — | 11.25 | — | — | 12 | — | 12.10 | — | — |
| 22 | X. ST 1 | 10.00 | — | — | 22 | T. WN | 10.40 | — | — | 33 | X. ST 1 | 11.30 | — | — | 21 | X. PRS | 12.10 | — | — |
| 10 | X. WN | 10.00 | — | — | 43 | — | 10.40 | — | — | 12 | X. WN | 11.30 | — | — | 33 | — | 12.10 | — | — |

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|-------|-------|------|---|--------------|--------|-------|------|---|------|-------|-------|------|---|--------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 69 | — | 11.30 | — | — | 20 | — | 12.15 | — | — | 10 | — | 12.50 | — | — | 17 | X. PRS | 1.40 | — | — |
| 20 | — | 11.30 | — | — | 65 | — | 12.15 | — | — | 33 | — | 12.55 | — | — | 21 | — | 1.40 | — | — |
| 65 | — | 11.30 | — | — | 69 | — | 12.15 | — | — | 21 | — | 12.55 | — | — | 20 | — | 1.45 | — | — |
| 60 | — | 11.35 | — | — | 60 | — | 12.20 | — | — | 20 | — | 1.00 | — | — | 69 | — | 1.45 | — | — |
| 3 | X. WN | 11.40 | — | — | 32 | — | 12.25 | — | — | 69 | — | 1.00 | — | — | 3 | — | 1.50 | — | — |
| 32 | — | 11.40 | — | — | 3 | X. PRS | 12.30 | — | — | 3 | — | 1.05 | — | — | 32 | — | 1.55 | — | — |
| 2 | — | 11.45 | — | — | 1 | — | 12.30 | — | — | 32 | — | 1.10 | — | — | 25 | X. PRS | 2.00 | — | — |
| 44 | — | 11.45 | — | — | 2 | — | 12.30 | — | — | 25 | X. WN | 1.15 | — | — | 44 | — | 2.00 | — | — |
| 1 | X. WN | 11.45 | — | — | 44 | — | 12.30 | — | — | 200 | X. WN | 1.15 | — | — | 47 | T. WN | 2.05 | — | — |
| 47 | — | 11.50 | — | — | 47 | — | 12.35 | — | — | 44 | — | 1.15 | — | — | 14 | — | 2.10 | — | — |
| 190 | — | 11.55 | — | — | 68 | — | 12.40 | — | — | 47 | — | 1.20 | — | — | 191 | — | 2.10 | — | — |
| 68 | — | 11.55 | — | — | 191 | T. WN | 12.40 | — | — | 35 | X. WN | 1.25 | — | — | 35 | X. PRS | 2.10 | — | — |
| 30 | — | 11.55 | — | — | 30 | — | 12.40 | — | — | 14 | — | 1.25 | — | — | 30 | — | 2.10 | — | — |
| 191 | X. WN | 11.55 | — | — | 9 | — | 12.45 | — | — | 30 | — | 1.25 | — | — | 36 | — | 2.15 | — | — |
| 14 | X. WN | 12.00 | — | — | 201 | — | 12.45 | — | — | 191 | — | 1.25 | — | — | 5 | — | 2.20 | — | — |
| 9 | — | 12.00 | — | — | 51 | — | 12.45 | — | — | 36 | — | 1.30 | — | — | 23 | — | 2.20 | — | — |
| 201 | — | 12.00 | — | — | 14 | X. PRS | 12.50 | — | — | 23 | — | 1.35 | — | — | 7 | — | 2.20 | — | — |
| 51 | — | 12.05 | — | — | 7 | — | 12.50 | — | — | 5 | X. WN | 1.35 | — | — | 11 | — | 2.20 | — | — |
| 7 | — | 12.05 | — | — | 23 | — | 12.50 | — | — | 7 | — | 1.35 | — | — | 26 | — | 2.25 | — | — |
| 23 | — | 12.05 | — | — | 5 | T. WN | 12.55 | — | — | 11 | — | 1.40 | — | — | 64 | — | 2.30 | — | — |
| 13 | X. WN | 12.10 | — | — | 11 | — | 12.55 | — | — | 26 | — | 1.40 | — | — | 59 | — | 2.35 | — | — |
| 5 | — | 12.10 | — | — | 13 | X. PRS | 1.00 | — | — | 43 | — | 1.40 | — | — | 8 | X. PRS | 2.40 | — | — |
| 11 | — | 12.10 | — | — | 202 | X. OR | 1.00 | — | — | 64 | — | 1.45 | — | — | 4 | — | 2.40 | — | — |
| 64 | — | 12.15 | — | — | 64 | — | 1.00 | — | — | 8 | — | 1.50 | — | — | 24 | — | 2.40 | — | — |
| 15 | — | 12.20 | — | — | 142 | — | 1.00 | — | — | 59 | — | 1.50 | — | — | 43 | X. CV | 2.45 | — | — |
| 8 | X. WN | 12.25 | — | — | 8 | — | 1.05 | — | — | 4 | — | 1.55 | — | — | 61 | — | 2.45 | — | — |
| 4 | — | 12.25 | — | — | 15 | — | 1.05 | — | — | 24 | — | 1.55 | — | — | 27 | X. PRS | 2.50 | — | — |
| 24 | — | 12.25 | — | — | 24 | — | 1.10 | — | — | 61 | — | 2.00 | — | — | 29 | — | 2.50 | — | — |
| 61 | X. WN | 12.30 | — | — | 61 | — | 1.15 | — | — | 27 | — | 2.00 | — | — | 16 | — | 2.55 | — | — |
| 66 | — | 12.30 | — | — | 66 | — | 1.15 | — | — | 29 | — | 2.05 | — | — | 42 | — | 2.55 | — | — |
| 27 | — | 12.30 | — | — | 4 | X. PRS | 1.15 | — | — | 42 | X. WN | 2.10 | — | — | 19 | — | 3.00 | — | — |
| 42 | X. WN | 12.35 | — | — | 27 | — | 1.15 | — | — | 16 | — | 2.10 | — | — | 41 | — | 3.05 | — | — |
| 29 | — | 12.35 | — | — | 29 | — | 1.20 | — | — | 19 | — | 2.15 | — | — | 122 | — | 3.10 | — | — |
| 22 | X. WN | 12.40 | — | — | 42 | X. PRS | 1.25 | — | — | 135 | — | 2.15 | — | — | 33 | X. PRS | 3.10 | — | — |
| 16 | X. WN | 12.45 | — | — | 16 | — | 1.25 | — | — | 41 | X. WN | 2.20 | — | — | 40 | — | 3.10 | — | — |
| 17 | — | 12.45 | — | — | 19 | — | 1.30 | — | — | 33 | — | 2.20 | — | — | 18 | — | 3.15 | — | — |
| 19 | — | 12.45 | — | — | 10 | — | 1.35 | — | — | 40 | — | 2.25 | — | — | 25 | — | 3.20 | — | — |
| 140 | — | 12.50 | — | — | 33 | — | 1.35 | — | — | 18 | — | 2.30 | — | — | 38 | — | 3.25 | — | — |

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|-------|------|------|---|--------------|--------|------|------|---|------|-------|------|------|---|--------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 38 | — | 2:35 | — | — | 39 | — | 3:30 | — | — | 37 | — | 4:50 | — | — | 2 | — | 5:50 | — | — |
| 25 | — | 2:40 | — | — | 47 | — | 3:35 | — | — | 32 | — | 4:55 | — | — | 31 | — | 5:55 | — | — |
| 39 | — | 2:45 | — | — | 48 | — | 3:35 | — | — | 62 | — | 5:00 | — | — | 41 | — | 6:05 | — | — |
| 47 | X. WN | 2:50 | — | — | 45 | — | 3:40 | — | — | 202 | — | 5:00 | — | — | 20 | — | 6:15 | — | — |
| 35 | — | 2:50 | — | — | 191 | — | 3:40 | — | — | 2 | — | 5:05 | — | — | 201 | — | 6:15 | — | — |
| 48 | — | 2:55 | — | — | 35 | X. PRS | 3:45 | — | — | 31 | X. WN | 5:15 | — | — | 46 | — | 6:20 | — | — |
| 45 | — | 2:55 | — | — | 36 | — | 3:45 | — | — | 41 | — | 5:20 | — | — | 28 | — | 6:25 | — | — |
| 191 | — | 2:55 | — | — | 53 | X. PRS | 3:55 | — | — | 63 | — | 5:25 | — | — | 60 | — | 6:25 | — | — |
| 36 | — | 3:00 | — | — | 26 | — | 3:55 | — | — | 20 | — | 5:30 | — | — | 39 | — | 6:30 | — | — |
| 53 | X. WN | 3:10 | — | — | 59 | — | 4:00 | — | — | 201 | — | 5:30 | — | — | 64 | — | 6:30 | — | — |
| 26 | — | 3:10 | — | — | 200 | — | 4:00 | — | — | 46 | — | 5:35 | — | — | 55 | — | 6:35 | — | — |
| 37 | — | 3:20 | — | — | 37 | — | 4:05 | — | — | 28 | — | 5:40 | — | — | 51 | — | 6:45 | — | — |
| 43 | T. MD | 3:20 | — | — | 24 | — | 4:10 | — | — | 39 | — | 5:45 | — | — | 65 | — | 6:50 | — | — |
| 59 | — | 3:20 | — | — | 202 | — | 4:15 | — | — | 55 | — | 5:50 | — | — | 12 | — | 6:55 | — | — |
| 24 | — | 3:25 | — | — | 61 | — | 4:15 | — | — | 51 | — | 6:00 | — | — | 34 | — | 7:00 | — | — |
| 61 | — | 3:30 | — | — | 62 | — | 4:15 | — | — | 65 | — | 6:05 | — | — | 37 | — | 7:05 | — | — |
| 202 | — | 3:30 | — | — | 27 | X. PRS | 4:20 | — | — | 12 | — | 6:10 | — | — | 32 | — | 7:10 | — | — |
| 27 | — | 3:30 | — | — | 29 | — | 4:20 | — | — | 34 | — | 6:15 | — | — | 62 | — | 7:15 | — | — |
| 62 | X. WN | 3:35 | — | — | 63 | — | 4:25 | — | — | 37 | — | 6:20 | — | — | 63 | — | 7:15 | — | — |
| 29 | — | 3:35 | — | — | 31 | T. WN | 4:30 | — | — | 32 | — | 6:25 | — | — | 2 | — | 7:20 | — | — |
| 63 | — | 3:40 | — | — | 52 | — | 4:30 | — | — | 62 | — | 6:30 | — | — | 31 | — | 7:25 | — | — |
| 31 | — | 3:45 | — | — | 41 | — | 4:35 | — | — | 2 | — | 6:35 | — | — | 67 | — | 7:30 | — | — |
| 52 | — | 3:45 | — | — | 40 | — | 4:40 | — | — | 31 | X. WN | 6:40 | — | — | 10 | — | 7:30 | — | — |
| 41 | — | 3:50 | — | — | 18 | — | 4:45 | — | — | 67 | — | 6:45 | — | — | 44 | — | 7:35 | — | — |
| 40 | — | 3:55 | — | — | 201 | — | 4:45 | — | — | 10 | — | 6:45 | — | — | 20 | — | 7:45 | — | — |
| 18 | — | 4:00 | — | — | 46 | — | 4:50 | — | — | 116 | — | 6:50 | — | — | 28 | — | 7:55 | — | — |
| 201 | — | 4:00 | — | — | 39 | — | 5:00 | — | — | 44 | — | 6:50 | — | — | 14 | — | 8:05 | — | — |
| 46 | — | 4:05 | — | — | 48 | — | 5:05 | — | — | 20 | — | 7:00 | — | — | 66 | — | 8:10 | — | — |
| 38 | — | 4:10 | — | — | 55 | — | 5:05 | — | — | 28 | — | 7:10 | — | — | 22 | — | 8:15 | — | — |
| 39 | — | 4:15 | — | — | 45 | — | 5:10 | — | — | 14 | — | 7:20 | — | — | 12 | — | 8:25 | — | — |
| 48 | — | 4:20 | — | — | 51 | — | 5:15 | — | — | 66 | — | 7:25 | — | — | 24 | — | 8:40 | — | — |
| 55 | X. WN | 4:25 | — | — | 65 | — | 5:20 | — | — | 22 | — | 7:30 | — | — | 27 | — | 8:50 | — | — |
| 45 | — | 4:25 | — | — | 53 | — | 5:25 | — | — | 12 | — | 7:40 | — | — | 10 | — | 9:00 | — | — |
| 51 | X. WN | 4:30 | — | — | 34 | — | 5:30 | — | — | 24 | — | 7:55 | — | — | 44 | — | 9:05 | — | — |
| 65 | — | 4:35 | — | — | 37 | — | 5:35 | — | — | 27 | — | 8:05 | — | — | 67 | — | 9:10 | — | — |
| 60 | X. WN | 4:40 | — | — | 32 | — | 5:40 | — | — | 10 | — | 8:15 | — | — | 29 | — | 9:15 | — | — |
| 53 | — | 4:40 | — | — | 62 | — | 5:45 | — | — | 44 | — | 8:20 | — | — | 28 | — | 9:25 | — | — |
| 34 | X. WN | 4:45 | — | — | 202 | — | 5:45 | — | — | 29 | — | 8:30 | — | — | 14 | — | 9:35 | — | — |

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|--------------|--------|-------|------|---|---------------|--------|-------|------|---|--------------|--------|-------|------|---|---------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 28 | — | 8 40 | — | — | 66 | — | 9 40 | — | — | 24 | — | 9 25 | — | — | 27 | — | 10 25 | — | — |
| 14 | — | 8 50 | — | — | 22 | — | 9 50 | — | — | 27 | — | 9 40 | — | — | 29 | — | 10 40 | — | — |
| 66 | — | 8 55 | — | — | 24 | — | 10 10 | — | — | 29 | — | 10 00 | — | — | | | | | |
| 22 | — | 9 05 | — | — | 27 | — | 10 25 | — | — | | | | | | | | | | |
| NOORD STREET | | | | | MODDERFONTEIN | | | | | NOORD STREET | | | | | MODDERFONTEIN | | | | |
| 6 | — | 6.20 | — | — | 6 | X. EDN | 5.40 | — | — | 34 | T. EDN | 1 05 | — | — | 34 | — | 12 15 | — | — |
| 57 | — | 7.00 | — | — | 57 | — | 6.00 | — | — | 57 | — | 1 30 | — | — | 57 | — | 12 40 | — | — |
| 59 | — | 7.30 | — | — | 59 | — | 6.30 | — | — | 200 | — | 2 00 | — | — | 6 | — | 1 30 | — | — |
| 6 | — | 8.15 | — | — | 6 | — | 7.15 | — | — | 6 | — | 2 30 | — | — | 57 | — | 2 30 | — | — |
| 8 | — | 8.45 | — | — | 57 | — | 8.00 | — | — | 57 | — | 3 30 | — | — | 200 | — | 3 00 | — | — |
| 58 | — | 9.30 | — | — | 59 | — | 8.30 | — | — | 6 | — | 4 30 | — | — | 6 | — | 3 30 | — | — |
| 54 | — | 10.15 | — | — | 56 | — | 9.25 | — | — | 56 | — | 5 30 | — | — | 56 | — | 4 30 | — | — |
| 34 | — | 11.20 | — | — | 58 | — | 10.30 | — | — | 58 | — | 6 30 | — | — | 58 | — | 5 30 | — | — |
| 54 | — | 12 10 | — | — | 54 | — | 11.15 | — | — | 56 | T. EDN | 7 30 | — | — | 56 | — | 6 30 | — | — |
| | | | | | | | | | | 58 | T. EDN | 8 30 | — | — | 58 | — | 7 30 | — | — |
| ALEX | | | | | ROSHERVILLE | | | | | DENVER | | | | | ROSHERVILLE | | | | |
| 8 | — | 5.50 | — | — | 8 | — | 6.55 | — | — | 55 | — | 11.00 | — | — | 55 | — | 11.20 | — | — |
| 61 | T. DEN | 6.25 | — | — | 61 | X. DEN | 7.20 | — | — | 55 | — | 11.40 | — | — | 55 | — | 12 00 | — | — |
| 68 | — | 7.25 | — | — | 68 | — | 8.15 | — | — | 55 | — | 12 20 | — | — | 55 | — | 12 40 | — | — |
| 61 | T. DEN | 8.05 | — | — | 61 | X. DEN | 8.55 | — | — | 55 | — | 1 00 | — | — | 55 | — | 1 20 | — | — |
| 53 | T. DEN | 9.40 | — | — | 53 | X. DEN | 10.30 | — | — | 55 | — | 1 40 | — | — | 49 | — | 4 40 | — | — |
| 55 | T. DEN | 10.15 | — | — | 28 | X. DEN | 12 30 | — | — | 49 | — | 4 20 | — | — | 50 | — | 5 20 | — | — |
| 28 | T. DEN | 11.45 | — | — | 65 | X. DEN | 1 50 | — | — | 50 | — | 5 00 | — | — | | | | | |
| 65 | T. DEN | 11 00 | — | — | 55 | — | 2 00 | — | — | 50 | — | 5 40 | — | — | | | | | |
| 49 | T. DEN | 1 55 | — | — | 49 | X. DEN | 2 40 | — | — | ALEX | | | | | MILNER PARK | | | | |
| 50 | T. DEN | 2 35 | — | — | 50 | X. DEN | 3 25 | — | — | 52 | — | 6.20 | — | — | 52 | T. WN | 7.00 | — | — |
| 49 | T. DEN | 3 30 | — | — | 49 | X. DEN | 5 00 | — | — | 43 | — | 3 20 | — | — | 43 | — | 4 05 | — | — |
| 50 | T. DEN | 4 10 | — | — | 54 | X. DEN | 5 20 | — | — | ALEX | | | | | SENDERWOOD | | | | |
| 54 | T. DEN | 4 30 | — | — | 50 | — | 6 00 | — | — | 34 | X. WN | 10 00 | — | — | 22 | — | 1 55 | — | — |
| 52 | T. DEN | 5 15 | — | — | 52 | X. DEN | 6 00 | — | — | 66 | — | 5 55 | — | — | 66 | — | 6 30 | — | — |
| 54 | T. DEN | 6 10 | — | — | 54 | X. DEN | 7 00 | — | — | ALEX | | | | | WOODMEAD | | | | |
| 60 | T. DEN | 7 10 | — | — | 60 | X. DEN | 7 55 | — | — | 45 | — | 5 55 | — | — | 45 | — | 6 10 | — | — |

| NOORD STREET | | | | | SENDERWOOD | | | | | NOORD STREET | | | | | SENDERWOOD | | | | |
|--------------|-----|------|------|---|-------------|--------|------|------|---|--------------|-----|------|------|---|------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 9 | — | 5.00 | — | — | 9 | — | 5.35 | — | — | 22 | — | 1:25 | — | — | 34 | — | 10.40 | — | — |
| 57 | — | 5.05 | — | — | 57 | T. MOD | 5.40 | — | — | 64 | — | 5:20 | — | — | 64 | — | 4:45 | — | — |
| 17 | — | 5.30 | — | — | 17 | — | 6.05 | — | — | 60 | — | 5:20 | — | — | 60 | — | 5:50 | — | — |
| 9 | — | 6.10 | — | — | 9 | — | 6.45 | — | — | 63 | — | 6:05 | — | — | 64 | — | 5:50 | — | — |
| 17 | — | 6.35 | — | — | 17 | — | 7.05 | — | — | | | | | | 63 | — | 6:40 | — | — |
| NOORD STREET | | | | | GALLO MANOR | | | | | | | | | | | | | | |
| — | — | 1:30 | — | — | — | — | 7.00 | — | — | | | | | | | | | | |

Sunday

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|-------|------|------|---|--------------|-----|------|------|---|------|-------|-------|------|---|--------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 1 | — | 4.15 | — | — | 1 | — | 5.00 | — | — | 11 | — | 7.50 | — | — | 18 | — | 8.50 | — | — |
| 5 | — | 4.30 | — | — | 5 | — | 5.15 | — | — | 30 | X. WN | 7.55 | — | — | 35 | — | 8.55 | — | — |
| 3 | — | 4.35 | — | — | 7 | — | 5.25 | — | — | 28 | — | 7.55 | — | — | 38 | — | 9.00 | — | — |
| 7 | — | 4.40 | — | — | 11 | — | 5.40 | — | — | 44 | — | 8.00 | — | — | 95 | — | 9.00 | — | — |
| 9 | — | 4.50 | — | — | 55 | — | 5.55 | — | — | 33 | X. WN | 8.05 | — | — | 25 | — | 9.05 | — | — |
| 11 | — | 5.00 | — | — | 13 | — | 6.05 | — | — | 18 | X. WN | 8.10 | — | — | 50 | — | 9.10 | — | — |
| 15 | — | 5.10 | — | — | 21 | — | 6.10 | — | — | 38 | — | 8.15 | — | — | 2 | — | 9.15 | — | — |
| 55 | X. WN | 5.15 | — | — | 23 | — | 6.15 | — | — | 25 | — | 8.20 | — | — | 61 | — | 9.20 | — | — |
| 39 | — | 5.20 | — | — | 6 | — | 6.25 | — | — | 50 | — | 8.25 | — | — | 6 | — | 9.25 | — | — |
| 21 | — | 5.25 | — | — | 1 | — | 6.30 | — | — | 2 | — | 8.30 | — | — | 16 | — | 9.30 | — | — |
| 13 | X. WN | 5.25 | — | — | 4 | — | 6.35 | — | — | 144 | — | 8.35 | — | — | 32 | — | 9.35 | — | — |
| 23 | — | 5.30 | — | — | 9 | — | 6.40 | — | — | 6 | — | 8.40 | — | — | 17 | — | 9.40 | — | — |
| 6 | — | 5.40 | — | — | 5 | — | 6.45 | — | — | 61 | X. WN | 8.40 | — | — | 42 | — | 9.45 | — | — |
| 1 | — | 5.45 | — | — | 7 | — | 6.55 | — | — | 16 | — | 8.45 | — | — | 43 | — | 9.50 | — | — |
| 81 | X. WN | 5.50 | — | — | 15 | — | 7.00 | — | — | 32 | — | 8.50 | — | — | 45 | — | 9.55 | — | — |
| 4 | — | 5.50 | — | — | 11 | — | 7.05 | — | — | 17 | — | 8.55 | — | — | 14 | — | 10.05 | — | — |
| 5 | — | 6.00 | — | — | 28 | — | 7.10 | — | — | 43 | — | 9.05 | — | — | 34 | — | 10.05 | — | — |
| 7 | — | 6.10 | — | — | 44 | — | 7.15 | — | — | 45 | — | 9.10 | — | — | 30 | — | 10.10 | — | — |
| 35 | — | 6.15 | — | — | 55 | — | 7.25 | — | — | 58 | X. WN | 9.10 | — | — | 37 | — | 10.15 | — | — |
| 11 | — | 6.20 | — | — | 38 | — | 7.30 | — | — | 63 | — | 9.15 | — | — | 18 | — | 10.20 | — | — |
| 28 | — | 6.25 | — | — | 13 | — | 7.35 | — | — | 51 | — | 9.15 | — | — | 25 | — | 10.30 | — | — |
| 44 | — | 6.30 | — | — | 21 | — | 7.40 | — | — | 30 | — | 9.20 | — | — | 66 | — | 10.30 | — | — |
| 55 | — | 6.40 | — | — | 23 | — | 7.45 | — | — | 14 | X. WN | 9.20 | — | — | 31 | — | 10.30 | — | — |
| 38 | X. WN | 6.45 | — | — | 39 | — | 7.45 | — | — | 34 | — | 9.25 | — | — | 33 | — | 10.40 | — | — |
| 13 | — | 6.50 | — | — | 2 | — | 7.50 | — | — | 37 | — | 9.30 | — | — | 50 | — | 10.45 | — | — |
| 21 | — | 6.55 | — | — | 6 | — | 7.55 | — | — | 18 | — | 9.35 | — | — | 61 | — | 10.45 | — | — |
| 23 | — | 7.00 | — | — | 4 | — | 8.00 | — | — | 25 | — | 9.45 | — | — | 59 | — | 10.50 | — | — |
| 2 | X. WN | 7.05 | — | — | 9 | — | 8.05 | — | — | 31 | X. WN | 9.45 | — | — | 16 | — | 11.00 | — | — |
| 42 | — | 7.05 | — | — | 32 | — | 8.10 | — | — | 50 | — | 9.55 | — | — | 17 | — | 11.05 | — | — |
| 6 | — | 7.10 | — | — | 5 | — | 8.15 | — | — | 61 | — | 10.00 | — | — | 51 | — | 11.10 | — | — |
| 4 | — | 7.15 | — | — | 17 | — | 8.15 | — | — | 10 | — | 10.05 | — | — | 200 | — | 11.10 | — | — |
| 9 | — | 7.20 | — | — | 43 | — | 8.20 | — | — | 59 | X. WN | 10.10 | — | — | 36 | — | 11.15 | — | — |
| 32 | X. WN | 7.25 | — | — | 7 | — | 8.25 | — | — | 16 | — | 10.15 | — | — | 1 | — | 11.20 | — | — |
| 5 | — | 7.30 | — | — | 81 | — | 8.30 | — | — | 17 | — | 10.20 | — | — | 43 | — | 11.25 | — | — |
| 17 | — | 7.30 | — | — | 11 | — | 8.30 | — | — | 200 | X. WN | 10.25 | — | — | 34 | — | 11.30 | — | — |
| 43 | — | 7.35 | — | — | 30 | — | 8.35 | — | — | 36 | — | 10.30 | — | — | 14 | — | 11.35 | — | — |
| 7 | — | 7.40 | — | — | 28 | — | 8.40 | — | — | 1 | — | 10.35 | — | — | 45 | — | 11.35 | — | — |
| 66 | — | 7.45 | — | — | 44 | — | 8.45 | — | — | 43 | — | 10.40 | — | — | 58 | — | 11.40 | — | — |

| ALEX | | | | | NOORD STREET | | | | | ALEX | | | | | NOORD STREET | | | | |
|------|-------|-------|------|---|--------------|-------|-------|------|---|------|-------|------|------|---|--------------|-------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 34 | — | 10.45 | — | — | 57 | — | 11.45 | — | — | 5 | X. WN | 1.40 | — | — | 30 | — | 2.35 | — | — |
| 56 | X. WN | 10.45 | — | — | 18 | — | 11.50 | — | — | 29 | X. WN | 1.45 | — | — | 64 | — | 2.40 | — | — |
| 14 | — | 10.50 | — | — | 24 | — | 11.55 | — | — | 30 | — | 1.50 | — | — | 44 | — | 2.45 | — | — |
| 45 | — | 10.50 | — | — | 63 | — | 12.00 | — | — | 64 | — | 1.55 | — | — | 9 | X. VG | 2.50 | — | — |
| 37 | — | 11.00 | — | — | 31 | — | 12.00 | — | — | 11 | — | 2.00 | — | — | 24 | T. VG | 2.50 | — | — |
| 57 | — | 11.05 | — | — | 22 | — | 12.10 | — | — | 44 | — | 2.00 | — | — | 11 | — | 2.50 | — | — |
| 18 | — | 11.10 | — | — | 12 | — | 12.15 | — | — | 23 | — | 2.05 | — | — | 13 | — | 3.00 | — | — |
| 24 | X. WN | 11.15 | — | — | 41 | — | 12.25 | — | — | 24 | — | 2.10 | — | — | 21 | — | 3.05 | — | — |
| 31 | — | 11.15 | — | — | 3 | — | 12.25 | — | — | 13 | — | 2.15 | — | — | 41 | — | 3.10 | — | — |
| 22 | — | 11.25 | — | — | 27 | — | 12.30 | — | — | 21 | — | 2.20 | — | — | 24 | X. VG | 3.10 | — | — |
| 12 | — | 11.30 | — | — | 51 | — | 12.35 | — | — | 2 | — | 2.30 | — | — | 2 | — | 3.15 | — | — |
| 41 | — | 11.30 | — | — | 10 | — | 12.40 | — | — | 38 | X. WN | 2.30 | — | — | 3 | — | 3.20 | — | — |
| 3 | — | 11.40 | — | — | 36 | — | 12.45 | — | — | 41 | — | 2.30 | — | — | 4 | — | 3.25 | — | — |
| 27 | — | 11.45 | — | — | 1 | — | 12.50 | — | — | 3 | — | 2.35 | — | — | 28 | T. WN | 3.25 | — | — |
| 51 | — | 11.50 | — | — | 26 | — | 12.55 | — | — | 4 | — | 2.40 | — | — | 27 | — | 3.30 | — | — |
| 9 | X. WN | 11.55 | — | — | 14 | — | 1.05 | — | — | 28 | X. WN | 2.45 | — | — | 39 | T. VG | 3.35 | — | — |
| 36 | — | 12.00 | — | — | 64 | — | 1.10 | — | — | 27 | — | 2.45 | — | — | 7 | — | 3.40 | — | — |
| 1 | — | 12.00 | — | — | 13 | — | 1.15 | — | — | 7 | — | 2.55 | — | — | 5 | — | 3.45 | — | — |
| 26 | — | 12.10 | — | — | 56 | — | 1.20 | — | — | 5 | — | 3.00 | — | — | 26 | — | 3.50 | — | — |
| 79 | — | 12.15 | — | — | 23 | — | 1.20 | — | — | 26 | X. WN | 3.05 | — | — | 39 | X. VG | 3.55 | — | — |
| 14 | — | 12.20 | — | — | 24 | — | 1.25 | — | — | 55 | — | 3.10 | — | — | 15 | — | 3.55 | — | — |
| 64 | — | 12.25 | — | — | 31 | — | 1.30 | — | — | 15 | — | 3.10 | — | — | 45 | X. VG | 4.00 | — | — |
| 13 | — | 12.30 | — | — | 21 | — | 1.35 | — | — | 29 | — | 3.15 | — | — | 29 | T. WN | 4.00 | — | — |
| 57 | — | 12.30 | — | — | 22 | T. VG | 1.40 | — | — | 30 | — | 3.15 | — | — | 30 | — | 4.00 | — | — |
| 23 | X. WN | 12.40 | — | — | 12 | — | 1.45 | — | — | 32 | — | 3.20 | — | — | 32 | — | 4.05 | — | — |
| 24 | — | 12.40 | — | — | 41 | — | 1.45 | — | — | 25 | X. WN | 3.20 | — | — | 25 | — | 4.05 | — | — |
| 31 | — | 12.45 | — | — | 38 | T. WN | 1.50 | — | — | 34 | X. WN | 3.30 | — | — | 34 | T. WN | 4.15 | — | — |
| 21 | — | 12.50 | — | — | 3 | — | 1.55 | — | — | 44 | — | 3.30 | — | — | 44 | — | 4.15 | — | — |
| 22 | — | 12.55 | — | — | 22 | X. VG | 2.00 | — | — | 61 | — | 3.35 | — | — | 61 | — | 4.20 | — | — |
| 12 | — | 1.00 | — | — | 87 | — | 2.00 | — | — | 11 | — | 3.40 | — | — | 11 | — | 4.25 | — | — |
| 41 | — | 1.00 | — | — | 36 | T. VG | 2.10 | — | — | 50 | — | 3.45 | — | — | 50 | — | 4.30 | — | — |
| 38 | X. WN | 1.10 | — | — | 7 | — | 2.15 | — | — | 21 | — | 3.50 | — | — | 21 | — | 4.35 | — | — |
| 3 | — | 1.10 | — | — | 5 | — | 2.20 | — | — | 22 | X. WN | 3.55 | — | — | 22 | T. WN | 4.40 | — | — |
| 27 | — | 1.15 | — | — | 1 | — | 2.20 | — | — | 2 | — | 4.00 | — | — | 23 | — | 4.40 | — | — |
| 36 | — | 1.25 | — | — | 26 | T. WN | 2.25 | — | — | 37 | X. WN | 4.05 | — | — | 2 | — | 4.45 | — | — |
| 7 | — | 1.30 | — | — | 29 | — | 2.30 | — | — | 28 | X. WN | 4.10 | — | — | 28 | — | 4.50 | — | — |
| 1 | — | 1.35 | — | — | 9 | T. VG | 2.30 | — | — | 4 | — | 4.10 | — | — | 37 | — | 4.50 | — | — |
| 26 | — | 1.40 | — | — | 36 | X. VG | 2.30 | — | — | 16 | — | 4.15 | — | — | 4 | — | 4.55 | — | — |

6791--2

| NOORD STREET | | | | | MODDERFONTEIN | | | | | ALEX | | | | | ROSHERVILLE | | | | |
|--------------|-----|-------|------|---|---------------|-----|-------|------|---|-------------|--------|-------|------|---|-------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 39 | — | 6.00 | — | — | 39 | — | 6.50 | — | — | 19 | T. DEN | 6.00 | — | — | 19 | X. DEN | 6.50 | — | — |
| 3 | — | 6.30 | — | — | 35 | — | 7.55 | — | — | 40 | — | 6.45 | — | — | 40 | — | 7.45 | — | — |
| 35 | — | 7.00 | — | — | 42 | — | 8.50 | — | — | 19 | T. DEN | 7.40 | — | — | 19 | X. DEN | 8.30 | — | — |
| 42 | — | 7.50 | — | — | 33 | — | 9.45 | — | — | 40 | T. DEN | 8.45 | — | — | 40 | X. DEN | 9.35 | — | — |
| 33 | — | 8.50 | — | — | 58 | — | 10.45 | — | — | 8 | — | 10.20 | — | — | 8 | — | 11.15 | — | — |
| 58 | — | 9.50 | — | — | 10 | — | 11.40 | — | — | 20 | T. DEN | 11.00 | — | — | 20 | X. DEN | 11.50 | — | — |
| 10 | — | 10.45 | — | — | 56 | — | 12.25 | — | — | 52 | — | 11.20 | — | — | 59 | X. DEN | 12.30 | — | — |
| 56 | — | 11.30 | — | — | 39 | — | 12.50 | — | — | 59 | T. DEN | 11.30 | — | — | 8 | X. DEN | 1.10 | — | — |
| 37 | — | 11.45 | — | — | 9 | — | 1.35 | — | — | 8 | T. DEN | 12.15 | — | — | 15 | — | 2.00 | — | — |
| 9 | — | 12.40 | — | — | 39 | — | 2.35 | — | — | 15 | — | 1.00 | — | — | 19 | X. DEN | 2.30 | — | — |
| 57 | — | 1.15 | — | — | 35 | — | 3.25 | — | — | 19 | T. DEN | 1.40 | — | — | 42 | X. DEN | 3.10 | — | — |
| 39 | — | 1.45 | — | — | 23 | — | 3.45 | — | — | 42 | T. DEN | 2.15 | — | — | 19 | X. DEN | 4.15 | — | — |
| 23 | — | 2.50 | — | — | 38 | — | 4.05 | — | — | 19 | T. DEN | 3.20 | — | — | 42 | — | 5.00 | — | — |
| 38 | — | 3.10 | — | — | 57 | — | 4.30 | — | — | 42 | — | 4.00 | — | — | 59 | X. DEN | 5.35 | — | — |
| 55 | — | 3.55 | — | — | 55 | — | 5.00 | — | — | 59 | T. DEN | 4.35 | — | — | 31 | X. DEN | 6.00 | — | — |
| 35 | — | 4.25 | — | — | 35 | — | 5.25 | — | — | 31 | T. DEN | 5.00 | — | — | 52 | — | 6.00 | — | — |
| 66 | — | 5.05 | — | — | 66 | — | 6.00 | — | — | 43 | — | 5.35 | — | — | 43 | — | 6.30 | — | — |
| 57 | — | 5.30 | — | — | 57 | — | 6.30 | — | — | 24 | T. DEN | 6.10 | — | — | 24 | X. DEN | 7.00 | — | — |
| 63 | — | 6.00 | — | — | 63 | — | 7.00 | — | — | 59 | T. DEN | 6.45 | — | — | 59 | X. DEN | 7.40 | — | — |
| 67 | — | 6.30 | — | — | | | | | | | | | | | | | | | |
| 66 | — | 7.00 | — | — | | | | | | | | | | | | | | | |
| 63 | — | 7.50 | — | — | | | | | | | | | | | | | | | |
| NOORD STREET | | | | | SENDERWOOD | | | | | ROSHERVILLE | | | | | DENVER | | | | |
| 3 | — | 5.20 | — | — | 3 | — | 6.00 | — | — | 52 | — | 12.30 | — | — | 52 | — | 1.00 | — | — |
| 9 | — | 5.30 | — | — | 9 | — | 6.10 | — | — | 52 | — | 1.30 | — | — | 52 | — | 2.00 | — | — |
| 15 | — | 5.55 | — | — | 15 | — | 6.25 | — | — | 52 | — | 2.30 | — | — | 52 | — | 4.00 | — | — |
| 51 | — | 10.00 | — | — | 51 | — | 10.35 | — | — | 52 | — | 4.25 | — | — | 52 | — | 4.50 | — | — |
| 20 | — | 2.00 | — | — | 20 | — | 1.30 | — | — | 52 | — | 5.15 | — | — | 52 | — | 5.40 | — | — |
| 58 | — | 5.05 | — | — | 58 | — | 5.40 | — | — | | | | | | | | | | |
| 58 | — | 6.05 | — | — | 58 | — | 6.40 | — | — | ALEX | | | | | SENDERWOOD | | | | |
| | | | | | | | | | | 20 | — | 12.50 | — | — | 20 | — | 2.30 | — | — |

PUTCO LTD: SECTION B.—WYNBERG

Specimen time-table

3/79

Monday to Friday

| ALEXANDRA (10013) | | | | | FERNDALE | | | | | ALEXANDRA (10013) | | | | | FERNDALE | | | | |
|-------------------|-----|-------|--------|---|----------|-------|-------|------|---|-------------------|-------|-------|------|---|----------|-------|-------|-------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 114 | — | 3.45 | — | — | 114 | — | 4.30 | — | — | 156 | Thur. | 10.40 | — | — | 157 | Thur. | 11.35 | — | — |
| 61 | — | 4.45 | — | — | 61 | — | 5.40 | — | — | 157 | Thur. | 10.50 | — | — | 77 | — | 11.45 | — | — |
| 114 | — | 5.15 | — | — | 114 | — | 6.00 | — | — | 77 | — | 11.00 | — | — | 159 | Thur. | 11.55 | — | — |
| 89 | — | 5.30 | — | — | 89 | — | 6.15 | — | — | 159 | Thur. | 11.10 | — | — | 101 | — | 12.15 | — | — |
| 124 | — | 5.45 | — | — | 124 | — | 6.30 | — | — | 101 | — | 11.30 | — | — | 156 | Thur. | 12.55 | — | — |
| 101 | — | 6.00 | — | — | 101 | — | 6.45 | — | — | 123 | — | 12.00 | — | — | 77 | — | 1.15 | — | — |
| 99 | — | 6.05 | — | — | 99 | — | 6.50 | — | — | 156 | Thur. | 12.10 | — | — | 159 | Thur. | 1.25 | — | — |
| 90 | WN | 6.15 | — | — | 90 | — | 6.55 | — | — | 77 | — | 12.30 | — | — | 155 | — | 1.30 | X. WK | — |
| 78 | — | 6.25 | — | — | 78 | — | 7.10 | — | — | 155 | TO. | 12.30 | WK | — | 98 | — | 1.45 | — | — |
| *71 | — | 6.45 | To DKD | — | 81 | — | 7.25 | — | — | 159 | Thur. | 12.40 | — | — | 104 | — | 2.10 | — | — |
| 71 | — | 7.00 | DKD | — | 71 | — | 7.30 | — | — | 98 | — | 1.00 | — | — | 82 | — | 2.30 | — | — |
| 81 | WN | 6.45 | — | — | 143 | — | 7.30 | — | — | 104 | — | 1.25 | — | — | 101 | — | 2.45 | — | — |
| 143 | — | 6.45 | — | — | 105 | — | 7.40 | — | — | 82 | — | 1.45 | — | — | 108 | — | 3.05 | — | — |
| 105 | — | 6.55 | — | — | 107 | Fri. | 7.40 | — | — | 101 | — | 2.00 | — | — | 75 | — | 3.15 | — | — |
| 107 | — | 6.55 | Fri. | — | 92 | — | 7.50 | — | — | 108 | — | 2.20 | — | — | 122 | — | 3.30 | — | — |
| — | — | 7.00 | — | — | — | — | 7.00 | — | — | 75 | — | 2.30 | — | — | 83 | — | 3.45 | To SM | — |
| 92 | MT | 7.05 | WF | — | 139 | — | 7.55 | — | — | 122 | — | 2.50 | — | — | 131 | — | 3.45 | — | — |
| 139 | WN | 7.10 | — | — | 87 | — | 7.55 | — | — | 83 | — | 2.45 | — | — | 81 | — | 3.50 | — | — |
| 87 | — | 7.10 | — | — | 124 | — | 8.00 | — | — | 131 | — | 3.00 | — | — | 150 | Thur. | 3.55 | — | — |
| 124 | — | 7.15 | — | — | 98 | — | 8.10 | — | — | 81 | — | 3.05 | — | — | 100 | — | 3.55 | — | — |
| 98 | WN | 7.30 | — | — | 101 | — | 8.15 | — | — | 150 | Thur. | 3.10 | — | — | 78 | — | 4.05 | — | — |
| 101 | — | 7.30 | — | — | 108 | — | 8.25 | — | — | 100 | — | 3.10 | — | — | 79 | — | 4.15 | — | — |
| 146 | — | 7.50 | Mon. | — | 146 | Mon. | 8.35 | — | — | 78 | — | 3.20 | — | — | 87 | — | 4.25 | — | — |
| 108 | — | 7.40 | — | — | 78 | — | 8.40 | — | — | 79 | — | 3.30 | — | — | 108 | — | 4.35 | — | — |
| 78 | — | 7.55 | — | — | 118 | — | 9.05 | — | — | 87 | — | 3.40 | — | — | 132 | — | 4.45 | — | — |
| 118 | — | 8.20 | — | — | 153 | Thur. | 9.25 | — | — | 108 | — | 3.50 | — | — | 122 | — | 5.00 | — | — |
| 153 | — | 8.40 | Thur. | — | 154 | Thur. | 9.45 | — | — | 132 | — | 4.00 | — | — | 113 | — | 5.10 | To SM | — |
| 154 | — | 9.00 | Thur. | — | 96 | — | 9.50 | — | — | 122 | — | 4.15 | — | — | 93 | — | 5.10 | — | — |
| 96 | — | 9.05 | — | — | 156 | Thur. | 9.55 | — | — | 113 | — | 4.25 | — | — | 76 | — | 5.20 | — | — |
| 156 | — | 9.10 | Thur. | — | 157 | Thur. | 10.05 | — | — | 93 | — | 4.25 | — | — | 150 | Thur. | 5.25 | — | — |
| 157 | — | 9.20 | Thur. | — | 70 | — | 10.15 | — | — | 76 | — | 4.35 | — | — | 81 | MT | 5.25 | WF | — |
| 70 | — | 9.30 | — | — | 159 | Thur. | 10.25 | — | — | 150 | Thur. | 4.40 | — | — | 92 | MT | 5.30 | WF | — |
| 159 | — | 9.40 | Thur. | — | 150 | Thur. | 10.40 | — | — | 81 | MT | 4.40 | — | — | 146 | Thur. | 5.30 | — | — |
| 150 | — | 9.55 | Thur. | — | 145 | X. WK | 11.00 | — | — | 92 | MT | 4.45 | WF | — | 78 | — | 5.35 | — | — |
| 145 | WK | 10.00 | Thur. | — | 161 | — | 10.45 | — | — | 146 | Thur. | 4.45 | — | — | 87 | — | 5.55 | — | — |
| 101 | — | 10.00 | — | — | 146 | Thur. | 11.05 | — | — | 78 | — | 4.50 | — | — | 70 | — | 6.15 | To SM | — |
| 146 | — | 10.20 | Thur. | — | 123 | — | 11.15 | — | — | 87 | — | 5.10 | — | — | 132 | — | 6.15 | — | — |
| 123 | — | 10.30 | — | — | 156 | Thur. | 11.25 | — | — | 130 | — | 5.30 | — | — | 91 | — | 6.30 | — | — |

*DKD=Dunkeld

| ALEXANDRA (10013) | | | | | FERNDALE | | | | | ALEXANDRA (10013) | | | | | FERNDALE | | | | |
|-------------------|-------|-------|-------|---|------------|-------|-------|------|---|-------------------|-------|------|------|---|----------|-------|------|--------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 70 | — | 5:30 | — | — | 76 | — | 6:50 | — | — | 119 | — | 6:30 | — | — | 115 | — | 8:05 | — | — |
| 91 | — | 5:45 | — | — | 149 | Thur. | 7:00 | — | — | 161 | — | 6:55 | — | — | | | | | |
| 76 | — | 6:05 | — | — | 119 | — | 7:15 | — | — | 115 | — | 7:20 | — | — | | | | | |
| 149 | Thur. | 6:15 | — | — | 161 | — | 7:40 | — | — | | | | | | | | | | |
| ALEXANDRA (10002) | | | | | ROSEBANK | | | | | ALEXANDRA (10002) | | | | | ROSEBANK | | | | |
| 83 | — | 5:10 | — | — | 83 | — | 5:40 | — | — | 161 | Weds. | 1:25 | — | — | 161 | Weds. | 1:55 | — | — |
| 88 | — | 5:30 | — | — | 88 | — | 6:00 | — | — | 92 | Thur. | 1:30 | — | — | 92 | Thur. | 2:00 | — | — |
| 79 | — | 5:40 | — | — | 79 | — | 6:10 | — | — | 77 | — | 2:00 | — | — | 77 | — | 2:30 | — | — |
| 93 | — | 6:00 | — | — | 93 | — | 6:30 | — | — | 98 | — | 2:30 | — | — | 98 | — | 3:00 | — | — |
| 119 | X 3rd | 6:05 | Aren. | — | 119 | — | 6:50 | — | — | 110 | — | 2:45 | — | — | 110 | — | 3:15 | — | — |
| 132 | — | 6:15 | — | — | 132 | — | 6:45 | — | — | 121 | — | 3:00 | — | — | 121 | — | 3:30 | — | — |
| 82 | — | 6:30 | — | — | 82 | — | 7:00 | — | — | 94 | — | 3:30 | — | — | | | | | |
| 79 | 3rd | 6:40 | Aren. | — | 79 | — | 7:10 | — | — | 118 | — | 3:30 | — | — | 118 | — | 4:00 | — | — |
| 131 | — | 6:45 | — | — | 131 | — | 7:15 | — | — | 116 | — | 3:50 | — | — | 116 | — | 4:20 | — | — |
| 118 | — | 7:15 | — | — | 118 | — | 7:45 | — | — | 75 | — | 4:00 | — | — | 75 | — | 4:30 | — | — |
| 75 | X. WN | 7:20 | — | — | 75 | — | 7:50 | — | — | 138 | — | 4:25 | — | — | 138 | — | 4:55 | — | — |
| 132 | — | 7:25 | — | — | 132 | — | 7:55 | — | — | | | | | | | | | | |
| 82 | — | 7:35 | — | — | 82 | — | 8:05 | — | — | 94 | — | 4:40 | — | — | 94 | — | 5:10 | — | — |
| 90 | — | 7:45 | — | — | 90 | — | 8:15 | — | — | 110 | — | 4:50 | — | — | 110 | — | 5:20 | — | — |
| 131 | — | 7:50 | — | — | 131 | — | 8:20 | — | — | 116 | — | 5:00 | — | — | 116 | — | 5:30 | — | — |
| 147 | — | 8:00 | — | — | 147 | — | 8:30 | — | — | 89 | — | 5:10 | — | — | 89 | — | 5:40 | — | — |
| 143 | — | 8:15 | — | — | 143 | — | 8:45 | — | — | 108 | — | 5:20 | — | — | 108 | — | 5:50 | — | — |
| 116 | — | 8:30 | — | — | 116 | — | 9:00 | — | — | 141 | — | 5:30 | — | — | 141 | — | 6:00 | — | — |
| 144 | — | 9:00 | — | — | 144 | — | 9:30 | — | — | 110 | — | 5:50 | — | — | 110 | — | 6:20 | — | — |
| 105 | MT | 10:00 | WT | — | 105 | MT | 10:30 | WF | — | 89 | — | 6:10 | — | — | 89 | — | 6:45 | — | — |
| 107 | Fri. | 10:00 | — | — | 107 | Fri. | 10:30 | — | — | 146 | Thur. | 6:15 | — | — | 146 | Thur. | 6:45 | — | — |
| 139 | — | 11:00 | — | — | 139 | — | 11:30 | — | — | 63 | — | 6:20 | — | — | 63 | — | 6:50 | — | — |
| 161 | — | 11:30 | — | — | 81 | Thur. | 12:00 | — | — | 147 | — | 6:50 | — | — | 147 | — | 7:20 | — | — |
| 81 | Thur. | 11:30 | — | — | 161 | — | 12:00 | — | — | 95 | — | 7:20 | — | — | 95 | — | 7:50 | — | — |
| — | — | 12:00 | — | — | — | — | 12:30 | — | — | 123 | — | 8:00 | — | — | 123 | — | 8:30 | — | — |
| 143 | Weds. | 12:15 | — | — | 143 | Weds. | 12:45 | — | — | | | | | | | | | | |
| 149 | Thur. | 12:30 | — | — | 149 | Thur. | 1:00 | — | — | ALEXANDRA (10012) | | | | | BRITS | | | | |
| 112 | — | 12:30 | — | — | 112 | — | 1:00 | — | — | 105 | Mon. | 2:20 | — | — | 105 | — | 4:00 | To AX | — |
| 101 | — | 1:00 | — | — | 101 | — | 1:30 | — | — | 105 | ST 1 | 6:00 | Fri. | — | 105 | — | 8:30 | To ATD | — |
| WYNBERG (10022) | | | | | ROCKEYMEAD | | | | | 158 | — | 6:00 | — | — | 158 | — | 8:30 | To ATD | — |
| 160 | — | 6:25 | — | — | 100 | — | 6:55 | — | — | | | | | | | | | | |
| 100 | — | 4:40 | — | — | 100 | — | 5:05 | — | — | | | | | | | | | | |

| ALEXANDRA (10014/15) | | | | | PRETORIA | | | | | ALEXANDRA (10014/15) | | | | | PRETORIA | | | | |
|----------------------|------|-------|----------|---|----------|------|-------|------|---|----------------------|-----|------|------|---|----------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 84 | — | 4.30 | — | — | 107 | NWH | 4.15 | Mon. | — | | | | | | 111 | — | 5.15 | — | — |
| 146 | NWH | 4.45 | Mon. | — | 117 | — | 4.30 | Mon. | — | | | | | | 90 | — | 5.30 | — | — |
| 142 | NWH | 4.45 | — | — | 108 | — | 4.45 | Mon. | — | | | | | | 118 | — | 6.00 | — | — |
| 109 | — | 5.15 | — | — | 47 | — | 4.55 | Mon. | — | | | | | | 140 | NWH | 6.30 | — | — |
| 117 | NWH | 5.30 | — | — | 106 | — | 5.00 | Mon. | — | | | | | | | | | | |
| 120 | — | 5.45 | — | — | 102 | — | 5.00 | — | — | | | | | | | | | | |
| 107 | NWH | 6.00 | M.T.W.T. | — | 105 | MT | 5.20 | WT | — | | | | | | | | | | |
| 162 | Fri. | 6.00 | — | — | 107 | Fri. | 5.20 | — | — | | | | | | | | | | |
| 106 | — | 6.30 | — | — | 139 | NWH | 5.40 | — | — | | | | | | | | | | |
| 111 | NWH | 7.00 | — | — | 84 | — | 6.00 | — | — | | | | | | | | | | |
| 119 | — | 7.20 | — | — | 146 | Mon. | 6.15 | — | — | | | | | | | | | | |
| 95 | NWH | 8.00 | — | — | 142 | NWH | 6.15 | — | — | | | | | | | | | | |
| 140 | — | 8.30 | — | — | 109 | — | 6.45 | — | — | | | | | | | | | | |
| 113 | NWH | 9.00 | — | — | 117 | — | 7.00 | — | — | | | | | | | | | | |
| 112 | — | 9.30 | — | — | 120 | — | 7.15 | — | — | | | | | | | | | | |
| 141 | NWH | 10.00 | — | — | 107 | MT | 7.30 | WT | — | | | | | | | | | | |
| 73 | — | 10.30 | — | — | 162 | NWH | 7.30 | Fri. | — | | | | | | | | | | |
| 107 | — | 11.00 | M.T.W.T. | — | 106 | — | 8.00 | — | — | | | | | | | | | | |
| 162 | Fri. | 11.00 | — | — | 111 | NWH | 8.30 | — | — | | | | | | | | | | |
| 102 | — | 11.30 | — | — | 119 | — | 9.00 | — | — | | | | | | | | | | |
| 139 | NW | 12.00 | — | — | 95 | NWH | 9.30 | — | — | | | | | | | | | | |
| 142 | — | 12.30 | — | — | 140 | — | 10.00 | — | — | | | | | | | | | | |
| 84 | NWH | 1.00 | — | — | 113 | NWH | 10.30 | — | — | | | | | | | | | | |
| 109 | — | 1.30 | — | — | 112 | — | 11.00 | — | — | | | | | | | | | | |
| 106 | NWH | 2.00 | — | — | 141 | NWH | 11.30 | — | — | | | | | | | | | | |
| 120 | — | 2.30 | — | — | 73 | — | 12.00 | — | — | | | | | | | | | | |
| 107 | MT | 3.00 | WT | — | 107 | MT | 12.30 | WT | — | | | | | | | | | | |
| 162 | Fri. | 3.00 | NWH | — | 162 | Fri. | 12.30 | — | — | | | | | | | | | | |
| 102 | — | 3.30 | — | — | 102 | — | 1.00 | — | — | | | | | | | | | | |
| 111 | NWH | 3.45 | — | — | 139 | NWH | 1.30 | — | — | | | | | | | | | | |
| 90 | — | 4.00 | — | — | 142 | — | 2.00 | — | — | | | | | | | | | | |
| 118 | — | 4.30 | — | — | 84 | — | | | | | | | | | | | | | |

| ALEXANDRA (10009) | | | | | PARKMORE | | | | | ALEXANDRA (10009) | | | | | PARKMORE | | | | |
|-------------------|-------|-------|-------|---|----------|-------|-------|-------|---|-------------------|-------|------|-------|---|--------------|-----|------|-------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 77 | — | 5.00 | — | — | 77 | — | 5.30 | — | — | 79 | — | 2 30 | — | — | 79 | — | 3 00 | — | — |
| 78 | — | 5.25 | — | — | 78 | — | 5.55 | — | — | 99 | — | 3 00 | — | — | 99 | — | 3 30 | — | — |
| 81 | — | 5.45 | — | — | 81 | — | 6.15 | — | — | 82 | — | 3 15 | — | — | 82 | — | 3 45 | — | — |
| 76 | — | 5.55 | — | — | 76 | — | 6.25 | — | — | 94 | — | 3 30 | — | — | 94 | — | 4 00 | — | — |
| 77 | — | 6.00 | — | — | 77 | — | 6.30 | — | — | 146 | — | 3 45 | Thur. | — | 146 | — | 4 15 | Thur. | — |
| 147 | SC | 6.10 | — | — | 147 | SC | 6.35 | — | — | 92 | MT | 3 45 | WT | — | 92 | MT | 4 15 | WF | — |
| 83 | — | 6.15 | — | — | 83 | — | 6.45 | — | — | 110 | — | 3 50 | — | — | 110 | — | 4 20 | — | — |
| 110 | SC | 6.35 | — | — | 110 | SC | 7.00 | — | — | 130 | — | 4 00 | — | — | 130 | — | 4 30 | — | — |
| 96 | — | 6.45 | — | — | 96 | — | 7.15 | — | — | 91 | SC | 4 00 | — | — | 91 | SC | 4 25 | — | — |
| 76 | — | 6.55 | — | — | 76 | — | 7.25 | — | — | 147 | — | 4 10 | — | — | 147 | — | 4 40 | — | — |
| 147 | SC | 7.00 | — | — | 147 | SC | 7.25 | — | — | 109 | SC | 4 30 | — | — | 109 | SC | 4 55 | — | — |
| 77 | XW | 7.00 | — | — | 77 | — | 7.30 | — | — | 83 | — | 4 30 | — | — | 83 | — | 5 00 | — | — |
| 122 | SC | 7.10 | — | — | 122 | SC | 7.35 | — | — | 91 | — | 4 45 | — | — | 91 | — | 5 15 | — | — |
| 140 | — | 7.15 | — | — | 140 | — | 7.45 | — | — | 95 | — | 4 50 | — | — | 115 | SC | 5 15 | — | — |
| 110 | SC | 7.25 | — | — | 110 | SC | 7.50 | — | — | 115 | SC | 4 50 | — | — | 95 | — | 5 20 | — | — |
| 99 | — | 7.35 | — | — | 99 | — | 8.00 | — | — | 124 | — | 5 00 | — | — | 124 | — | 5 30 | — | — |
| 88 | SC | 7.40 | — | — | 88 | SC | 8.05 | — | — | 130 | SC | 5 10 | — | — | 130 | SC | 5 35 | — | — |
| 85 | — | 7.45 | — | — | 85 | — | 8.15 | — | — | 96 | — | 5 10 | — | — | 96 | — | 5 40 | — | — |
| 138 | SC | 7.50 | — | — | 238 | SC | 8.15 | — | — | 83 | — | 5 30 | — | — | 83 | — | 6 00 | — | — |
| 76 | — | 8.00 | — | — | 190 | SC | 8.25 | — | — | 85 | SC | 5 30 | — | — | 85 | SC | 6 00 | — | — |
| 190 | SC | 8.00 | — | — | 76 | — | 8.30 | — | — | 122 | — | 5 45 | — | — | 122 | — | 6 15 | — | — |
| 110 | — | 8.20 | — | — | 110 | — | 8.50 | — | — | 150 | Thur. | 6 10 | — | — | 150 | — | 6 40 | Thur. | — |
| 121 | — | 8.30 | — | — | 121 | — | 9.00 | — | — | 81 | MT | 6 10 | WT | — | 81 | MT | 6 40 | WF | — |
| 138 | — | 8.40 | — | — | 138 | — | 9.10 | — | — | 153 | — | 6 15 | Thur. | — | 153 | — | 6 45 | Thur. | — |
| 120 | — | 9.00 | — | — | 120 | — | 9.30 | — | — | 85 | — | 6 30 | — | — | 85 | — | 7 00 | — | — |
| 151 | Thur. | 9.40 | — | — | 151 | — | 10.10 | Thur. | — | 87 | — | 6 45 | — | — | 87 | — | 7 15 | — | — |
| 144 | — | 10.00 | — | — | 144 | — | 10.30 | — | — | 123 | — | 7 00 | — | — | 123 | — | 7 30 | — | — |
| 81 | Thur. | 10.20 | — | — | 81 | Thur. | 10.50 | — | — | 159 | — | 7 15 | — | — | 159 | — | 7 45 | Thur. | — |
| 92 | Thur. | 10.40 | — | — | 92 | — | 11.05 | Thur. | — | ALEXANDRA (10019) | | | | | WINDSOR PARK | | | | |
| 70 | — | 11.00 | — | — | 70 | — | 11.30 | — | — | 82 | — | 4 50 | — | — | 82 | — | 5 40 | — | — |
| 150 | — | 11.20 | Thur. | — | 150 | — | 11.50 | Thur. | — | 122 | — | 5 30 | — | — | 122 | — | 6 20 | — | — |
| 155 | — | 11.30 | Thur. | — | 155 | — | 12 00 | Thur. | — | 102 | — | 6 30 | — | — | 102 | — | 1 20 | — | — |
| 148 | Thur. | 11.40 | — | — | — | — | 12 10 | Thur. | — | 94 | — | 5 45 | — | — | 94 | — | 6 35 | — | — |
| 98 | — | 12 00 | — | — | 98 | — | 12 30 | — | — | 85 | — | 3 15 | — | — | 85 | — | 4 15 | — | — |
| 82 | X. WN | 12 45 | — | — | 82 | — | 1 15 | — | — | 99 | — | 4 20 | — | — | 99 | — | 5 10 | — | — |
| 103 | — | 1 15 | — | — | 103 | — | 1 45 | — | — | 95 | — | 5 50 | — | — | 95 | — | 6 40 | — | — |
| 75 | — | 1 30 | — | — | 75 | — | 2 00 | — | — | | | | | | | | | | |
| 76 | — | 2 00 | — | — | 76 | — | 2 30 | — | — | | | | | | | | | | |

| ALEXANDRA 10013 | | | | | DOORNRANDJIE | | | | | WYNBERG 10031 | | | | | VREDEDORP SCHOOL | | | | |
|-----------------|------|------|-------|---|--------------|-------|------|------|---|---------------|-------|------|------|---|------------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 72 | — | 5.00 | — | — | 72 | — | 6.45 | — | — | 113 | M.-F. | 7.45 | — | — | 113 | — | 8.15 | — | — |
| 74 | — | 5.20 | — | — | 74 | — | 7.00 | — | — | 100 | M.-F. | 7.20 | — | — | 100 | — | 7.55 | — | — |
| 72 | — | 2.45 | — | — | 72 | — | 4.30 | — | — | 72 | Fri. | 1.50 | Only | — | 72 | — | 2.15 | — | — |
| 74 | — | 3.30 | — | — | 74 | — | 5.15 | — | — | 93 | Fri. | 1.50 | — | — | 93 | — | 2.15 | — | — |
| 73 | — | 5.30 | — | — | 73 | — | 7.15 | — | — | 100 | MT | 2.15 | WT | — | 100 | — | 2.45 | — | — |
| ALEXANDRA 10025 | | | | | TOYOTA | | | | | 100 | Fri. | 1.50 | — | — | 100 | — | 2.15 | — | — |
| 84 | MT | 7.30 | M.-F. | — | 84 | M.-F. | 7.50 | — | — | 105 | Fri. | 1.50 | — | — | 105 | — | 2.15 | — | — |
| 73 | Fri. | 4.20 | — | — | 73 | Fri. | 4.45 | — | — | 117 | Fri. | 1.50 | — | — | 117 | — | 2.15 | — | — |
| 23 | MT | 4.45 | WT | — | 73 | — | 5.10 | — | — | 138 | Fri. | 1.50 | — | — | 138 | — | 2.15 | — | — |
| ALEXANDRA 10017 | | | | | LINDEN | | | | | 158 | Fri. | 1.50 | — | — | 158 | — | 2.15 | — | — |
| 97 | — | 6.05 | — | — | 97 | — | 6.50 | — | — | 161 | Fri. | 1.50 | — | — | 161 | — | 2.15 | — | — |
| 97 | — | 3.45 | — | — | 97 | — | 4.30 | — | — | | | | | | | | | | |

Saturday

| ALEXANDRA 10013 | | | | | FERNDALE | | | | | ALEXANDRA 10013 | | | | | FERNDALE | | | | |
|-----------------|-------|-------|------|---|----------|-----|-------|------|---|-------------------|-----|-------|-------|---|--------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 117 | — | 3.45 | — | — | 117 | — | 4.30 | — | — | 67 | — | 1 20 | — | — | 67 | — | 2 05 | — | — |
| 78 | — | 4.50 | — | — | 78 | — | 5.35 | — | — | 147 | — | 1 35 | — | — | 147 | — | 2 20 | — | — |
| 90 | — | 5.25 | — | — | 90 | — | 6.10 | — | — | 123 | — | 1 40 | — | — | 123 | — | 2 25 | — | — |
| 114 | — | 5.55 | — | — | 114 | — | 6.40 | — | — | 93 | — | 1 45 | — | — | 93 | — | 2 30 | — | — |
| 147 | — | 6.10 | — | — | 147 | — | 6.55 | — | — | 77 | WN | 2 10 | — | — | 77 | — | 2 55 | — | — |
| 92 | — | 6.25 | — | — | 92 | — | 7.10 | — | — | 125 | — | 2 15 | — | — | 125 | — | 3 00 | — | — |
| 89 | X. WN | 6.35 | — | — | 89 | — | 7.20 | — | — | 121 | — | 2 40 | — | — | 121 | — | 3 25 | — | — |
| 101 | — | 6.40 | — | — | 101 | — | 7.25 | — | — | 118 | — | 2 50 | — | — | 118 | — | 3 35 | — | — |
| 103 | — | 6.45 | — | — | 103 | — | 7.30 | — | — | 83 | — | 3 10 | — | — | 83 | — | 3 55 | — | — |
| 83 | — | 6.55 | — | — | 83 | — | 7.40 | — | — | 75 | — | 3 25 | — | — | 75 | — | 4 10 | — | — |
| 93 | WN | 7.10 | — | — | 93 | — | 7.55 | — | — | 119 | — | 3 30 | — | — | 119 | — | 4 15 | — | — |
| 95 | — | 7.20 | — | — | 95 | — | 8.05 | — | — | 82 | — | 3 50 | — | — | 82 | — | 4 35 | — | — |
| 120 | WN | 7.30 | — | — | 120 | — | 8.15 | — | — | 121 | — | 4 10 | — | — | 121 | — | 4 55 | — | — |
| 100 | — | 7.40 | — | — | 100 | — | 8.25 | — | — | 165 | — | 4 25 | — | — | 165 | — | 5 05 | — | — |
| 119 | — | 7.45 | — | — | 119 | — | 8.30 | — | — | 124 | — | 4 45 | — | — | 124 | — | 5 30 | — | — |
| 96 | — | 7.50 | — | — | 96 | — | 8.35 | — | — | 75 | — | 5 00 | — | — | 75 | — | 5 45 | — | — |
| 121 | — | 8.20 | — | — | 121 | — | 9.05 | — | — | 85 | — | 5 40 | — | — | 85 | — | 6 25 | — | — |
| 99 | — | 8.30 | — | — | 99 | — | 9.15 | — | — | 146 | — | 6 00 | — | — | 146 | — | 6 45 | — | — |
| 125 | — | 8.45 | — | — | 125 | — | 9.30 | — | — | 124 | — | 6 15 | — | — | 124 | — | 7 00 | — | — |
| 124 | — | 9.10 | — | — | 124 | — | 9.55 | — | — | 127 | — | 6 45 | — | — | 127 | — | 7 30 | — | — |
| 116 | — | 9.20 | — | — | 116 | — | 10.05 | — | — | 146 | — | 7 30 | — | — | 146 | — | 8 15 | — | — |
| 77 | — | 9.30 | — | — | 77 | — | 10.15 | — | — | ALEXANDRA (10010) | | | | | HURLINGHAM | | | | |
| 115 | — | 9.45 | — | — | 115 | — | 10.30 | — | — | 76 | BC | 7.10 | — | — | 76 | BC | 7.50 | BC | — |
| 101 | WN | 10.25 | — | — | 101 | — | 11.10 | — | — | 76 | BC | 11.00 | X. WN | — | 76 | BC | 11.45 | BC | — |
| 89 | — | 10.25 | — | — | 89 | — | 11.10 | — | — | 77 | BC | 12 30 | — | — | 77 | BC | 1 15 | BC | — |
| 124 | — | 10.45 | — | — | 124 | — | 11.30 | — | — | ALEXANDRA (10023) | | | | | WOONMERA | | | | |
| 103 | — | 11.60 | — | — | 103 | — | 11.50 | — | — | 95 | — | 6.35 | — | — | 95 | — | 6.55 | — | — |
| 142 | — | 11.20 | — | — | 142 | — | 12 05 | — | — | 136 | — | 5 45 | — | — | 136 | — | 6 00 | — | — |
| 92 | — | 11.35 | — | — | 92 | — | 12 20 | — | — | ALEXANDRA (10019) | | | | | WINDSOR PARK | | | | |
| 101 | — | 11.50 | — | — | 161 | — | 12 35 | — | — | 119 | — | 0.45 | — | — | 119 | — | 6.45 | — | — |
| 89 | WN | 12 00 | — | — | 89 | — | 12 45 | — | — | 119 | — | 1 30 | — | — | 119 | — | 2 30 | — | — |
| 141 | — | 12 00 | — | — | 147 | — | 12 45 | — | — | ALEXANDRA (10018) | | | | | JOHANNESBURG NORTH | | | | |
| 93 | — | 12 15 | — | — | 93 | — | 1 00 | — | — | 94 | — | 11.00 | — | — | 94 | — | 11.40 | — | — |
| 123 | WN | 12 15 | — | — | 123 | — | 1 00 | — | — | | | | | | | | | | |
| 76 | — | 12 30 | — | — | 76 | — | 1 15 | — | — | | | | | | | | | | |
| 103 | — | 12 35 | — | — | 103 | — | 1 20 | — | — | | | | | | | | | | |
| 85 | — | 12 50 | — | — | 85 | — | 1 35 | — | — | | | | | | | | | | |
| 92 | — | 1 05 | — | — | 92 | — | 1 50 | — | — | | | | | | | | | | |

| ALEXANDRA (10002) | | | | | ROSEBANK | | | | | ALEXANDRA (10002) | | | | | ROSEBANK | | | | |
|-------------------|-----|-------|------|---|----------|-----|-------|------|---|-------------------|-----|-------|------|---|---------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 76 | — | 5.00 | — | — | 76 | — | 5.30 | — | — | 115 | — | 12.20 | — | — | 115 | — | 12.50 | — | — |
| 117 | — | 5.20 | — | — | 117 | — | 5.50 | — | — | 71 | — | 12.40 | — | — | 71 | — | 1.10 | — | — |
| 96 | — | 5.40 | — | — | 96 | — | 6.10 | — | — | 129 | — | 12.50 | — | — | 129 | — | 1.20 | — | — |
| 76 | — | 6.00 | — | — | 76 | — | 6.30 | — | — | 83 | — | 1.00 | — | — | 83 | — | 1.30 | — | — |
| 121 | WN | 6.10 | — | — | 121 | — | 6.40 | — | — | 130 | — | 1.15 | — | — | 130 | — | 1.45 | — | — |
| 117 | — | 6.20 | — | — | 117 | — | 6.50 | — | — | 89 | — | 1.30 | — | — | 89 | — | 2.00 | — | — |
| 74 | — | 6.30 | — | — | 74 | — | 7.00 | — | — | 70 | — | 1.40 | — | — | 70 | — | 2.10 | — | — |
| 82 | — | 6.40 | — | — | 82 | — | 7.10 | — | — | 143 | — | 1.50 | — | — | 143 | — | 2.20 | — | — |
| 125 | — | 6.50 | — | — | 125 | — | 7.20 | — | — | 83 | — | 2.10 | — | — | 83 | — | 2.40 | — | — |
| 138 | — | 7.00 | — | — | 138 | — | 7.30 | — | — | 110 | — | 2.30 | — | — | 110 | — | 3.00 | — | — |
| 121 | — | 7.10 | — | — | 121 | — | 7.40 | — | — | 120 | — | 2.50 | — | — | 120 | — | 3.20 | — | — |
| 77 | — | 7.20 | — | — | 77 | — | 7.50 | — | — | 78 | — | 3.15 | — | — | 78 | — | 3.45 | — | — |
| 128 | — | 7.30 | — | — | 128 | — | 8.60 | — | — | 111 | — | 3.30 | — | — | 111 | — | 4.00 | — | — |
| 147 | — | 7.40 | — | — | 147 | — | 8.10 | — | — | 100 | — | 3.50 | — | — | 100 | — | 4.20 | — | — |
| 138 | — | 8.00 | — | — | 138 | — | 8.30 | — | — | 99 | — | 4.15 | — | — | 99 | — | 4.45 | — | — |
| 77 | — | 8.20 | — | — | 77 | — | 8.50 | — | — | 111 | — | 4.30 | — | — | 111 | — | 5.00 | — | — |
| 147 | — | 8.40 | — | — | 147 | — | 9.10 | — | — | 135 | — | 4.50 | — | — | 135 | — | 5.20 | — | — |
| 137 | — | 9.00 | — | — | 137 | — | 9.30 | — | — | 136 | — | 5.10 | — | — | 136 | — | 5.40 | — | — |
| 104 | — | 9.15 | — | — | 104 | — | 9.45 | — | — | 111 | — | 5.30 | — | — | 111 | — | 6.00 | — | — |
| 79 | — | 9.40 | — | — | 79 | — | 10.10 | — | — | 109 | — | 5.50 | — | — | 109 | — | 6.20 | — | — |
| 131 | — | 10.00 | — | — | 131 | — | 10.30 | — | — | 159 | — | 6.10 | — | — | 159 | — | 6.40 | — | — |
| 153 | — | 10.20 | — | — | 153 | — | 10.50 | — | — | 75 | — | 6.30 | — | — | 75 | — | 7.00 | — | — |
| 117 | — | 10.40 | — | — | 117 | — | 11.10 | — | — | 134 | — | 7.00 | — | — | 134 | — | 7.30 | — | — |
| 131 | — | 11.00 | — | — | 131 | — | 11.30 | — | — | 94 | — | 7.30 | — | — | 94 | — | 8.00 | — | — |
| 115 | — | 11.20 | — | — | 115 | — | 11.50 | — | — | 84 | — | 8.00 | — | — | 84 | — | 8.30 | — | — |
| 117 | — | 11.40 | — | — | 117 | — | 12.10 | — | — | 94 | — | 8.30 | — | — | 94 | — | 9.00 | — | — |
| 131 | — | 12.00 | — | — | 131 | — | 12.30 | — | — | | | | | | | | | | |
| ALEXANDRA (10012) | | | | | BRITZ | | | | | ALEXANDRA (10013) | | | | | DOORN RANDJIE | | | | |
| 80 | — | 6.15 | — | — | 80 | — | 8.35 | — | — | 126 | — | 5.30 | — | — | 126 | — | 7.15 | — | — |
| 90 | — | 7.60 | — | — | 90 | — | 1.00 | — | — | 130 | — | 6.00 | — | — | 130 | — | 7.45 | — | — |
| 161 | X | 7.00 | CH | — | 161 | — | 9.00 | — | — | 87 | — | 12.00 | — | — | 87 | — | 1.45 | — | — |
| 114 | — | 7.30 | — | — | 114 | — | 11.00 | — | — | 126 | — | 1.00 | — | — | 126 | — | 2.45 | — | — |
| 86 | — | 10.30 | — | — | 86 | — | 3.00 | — | — | 72 | — | 3.30 | — | — | 72 | — | 5.30 | — | — |
| 91 | — | 1.00 | — | — | 91 | — | 5.00 | — | — | 131 | — | 5.30 | — | — | 131 | — | 7.15 | — | — |
| 157 | — | 2.60 | — | — | 157 | — | 6.15 | — | — | ALEXANDRA (10013) | | | | | SEWEFONTEIN | | | | |
| | | | | | | | | | | 87 | — | 6.40 | — | — | 87 | — | 8.00 | — | — |

| RIVONIA (10004) | | | | | NOORD STREET | | | | | ALEXANDRA (10004) | | | | | RIVONIA | | | | |
|-------------------|-----|-------|------|---|--------------|-----|-------|------|---|-------------------|-----|-------|------|---|-----------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 140 | — | 5.30 | — | — | 123 | — | 6.00 | — | — | 138 | — | 5.10 | — | — | 138 | — | 6.05 | — | — |
| 118 | — | 6.10 | — | — | 140 | — | 6.30 | — | — | 135 | — | 6.00 | — | — | 135 | — | 6.55 | — | — |
| 123 | — | 7.00 | — | — | 118 | — | 7.10 | — | — | 111 | — | 6.40 | — | — | 111 | — | 7.35 | — | — |
| 140 | — | 7.30 | — | — | 144 | — | 7.35 | — | — | 137 | — | 7.15 | — | — | 137 | — | 8.10 | — | — |
| 118 | — | 8.05 | — | — | 133 | — | 8.30 | — | — | 135 | — | 7.55 | — | — | 144 | — | 8.35 | — | — |
| 136 | — | 9.00 | — | — | 128 | — | 9.15 | — | — | 111 | — | 8.30 | — | — | 135 | — | 8.55 | — | — |
| 133 | — | 9.30 | — | — | 136 | — | 10.00 | — | — | 73 | — | 9.00 | — | — | 111 | — | 9.25 | — | — |
| 138 | — | 10.10 | — | — | 133 | — | 10.30 | — | — | 144 | — | 9.40 | — | — | 73 | — | 9.50 | — | — |
| 146 | — | 11.00 | — | — | 142 | — | 11.00 | — | — | 146 | — | 10.00 | — | — | 144 | — | 10.35 | — | — |
| 142 | — | 12.00 | — | — | 72 | — | 12.00 | — | — | 127 | — | 10.30 | — | — | 136 | — | 11.00 | — | — |
| 122 | — | 12.10 | — | — | 190 | — | 12.40 | — | — | 85 | — | 11.00 | — | — | 127 | — | 11.25 | — | — |
| 95 | — | 1.10 | — | — | 122 | — | 1.10 | — | — | 157 | — | 12.00 | — | — | 85 | — | 11.55 | — | — |
| 122 | — | 2.10 | — | — | 140 | — | 1.35 | — | — | 95 | — | 12.15 | — | — | 157 | — | 1.00 | — | — |
| 88 | — | 3.00 | — | — | 95 | — | 2.10 | — | — | 127 | — | 12.25 | — | — | 127 | — | 1.30 | — | — |
| 168 | — | 4.00 | — | — | 135 | — | 3.00 | — | — | 118 | — | 1.00 | — | — | 118 | — | 1.55 | — | — |
| 164 | — | 4.30 | — | — | 164 | — | 3.30 | — | — | 82 | — | 2.00 | — | — | 82 | — | 2.50 | — | — |
| 88 | — | 5.00 | — | — | 88 | — | 4.00 | — | — | 130 | — | 2.20 | — | — | 130 | — | 3.10 | — | — |
| 166 | — | 5.30 | — | — | 168 | — | 5.00 | — | — | 128 | — | 3.00 | — | — | 128 | — | 3.55 | — | — |
| 168 | — | 6.00 | — | — | 164 | — | 5.30 | — | — | 167 | — | 3.30 | — | — | 135 | — | 4.00 | — | — |
| | | | | | 88 | — | 6.00 | — | — | 137 | — | 4.00 | — | — | 167 | — | 4.25 | — | — |
| | | | | | 166 | — | 6.30 | — | — | 127 | — | 5.00 | — | — | 137 | — | 4.55 | — | — |
| | | | | | 71 | — | 7.00 | — | — | 137 | — | 5.55 | — | — | 127 | — | 5.55 | — | — |
| | | | | | 116 | — | 7.35 | — | — | 115 | — | 6.40 | — | — | 137 | — | 6.55 | — | — |
| | | | | | | | | | | 85 | — | 7.11 | — | — | 115 | — | 7.35 | — | — |
| | | | | | | | | | | | | | | | 85 | — | 8.05 | — | — |
| ALEXANDRA (10012) | | | | | CRAIGHALL | | | | | ALEXANDRA (10012) | | | | | CRAIGHALL | | | | |
| 143 | — | 5.40 | — | — | 143 | — | 6.20 | — | — | 135 | — | 12.45 | — | — | 135 | — | 1.25 | — | — |
| 75 | — | 6.10 | — | — | 75 | — | 6.50 | — | — | 84 | — | 1.20 | — | — | 84 | — | 2.00 | — | — |
| 143 | — | 7.00 | — | — | 143 | — | 7.40 | — | — | 78 | — | 1.50 | — | — | 78 | — | 2.30 | — | — |
| 75 | — | 7.30 | — | — | 75 | — | 8.10 | — | — | 96 | — | 2.35 | — | — | 96 | — | 3.15 | — | — |
| 92 | — | 8.00 | — | — | 92 | — | 8.40 | — | — | 116 | — | 4.36 | — | — | 116 | — | 5.10 | — | — |
| 126 | — | 9.00 | — | — | 126 | — | 9.40 | — | — | 115 | — | 5.26 | — | — | 115 | — | 6.00 | — | — |
| 72 | — | 10.05 | — | — | 72 | — | 10.45 | — | — | 142 | — | 6.10 | — | — | 142 | — | 6.56 | — | — |
| 116 | — | 11.00 | — | — | 116 | — | 11.40 | — | — | 142 | — | 7.30 | — | — | 142 | — | 8.10 | — | — |
| 78 | — | 12.30 | — | — | 78 | — | 1.16 | — | — | | | | | | | | | | |

| ALEXANDRA (10009) | | | | | PARKMORE | | | | | ALEXANDRA (10009) | | | | | PARKMORE | | | | |
|----------------------|-----|-------|------|---|----------|-----|-------|------|---|----------------------|-----|-------|-------|---|----------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 89 | — | 5.30 | — | — | 89 | — | 6.00 | — | — | 192 | SC | 12.00 | — | — | 192 | SC | 12.25 | — | — |
| 103 | — | 5.50 | — | — | 103 | — | 6.20 | — | — | 138 | — | 12.00 | — | — | 138 | — | 12.30 | — | — |
| 93 | — | 6.10 | — | — | 93 | — | 6.40 | — | — | 84 | — | 12.15 | — | — | 84 | — | 12.45 | — | — |
| 78 | — | 6.20 | — | — | 78 | — | 6.50 | — | — | 96 | — | 12.30 | — | — | 96 | — | 1.00 | — | — |
| 99 | — | 6.30 | — | — | 99 | — | 7.00 | — | — | 145 | — | 12.40 | — | — | 145 | — | 1.10 | — | — |
| 96 | — | 6.45 | — | — | 96 | — | 7.15 | — | — | 146 | — | 12.50 | — | — | 146 | — | 1.20 | — | — |
| 73 | — | 7.00 | — | — | 73 | — | 7.30 | — | — | 138 | — | 1.00 | — | — | 138 | — | 1.30 | — | — |
| 98 | — | 7.10 | — | — | 98 | — | 7.40 | — | — | 101 | — | 1.15 | — | — | 101 | — | 1.45 | — | — |
| 78 | — | 7.20 | — | — | 78 | — | 7.50 | — | — | 96 | — | 1.35 | — | — | 96 | — | 2.05 | — | — |
| 169 | — | 7.25 | — | — | 109 | — | 7.55 | — | — | 132 | — | 1.50 | — | — | 132 | — | 2.20 | — | — |
| 99 | — | 7.30 | — | — | 99 | — | 8.00 | — | — | 94 | — | 2.10 | — | — | 94 | — | 2.40 | — | — |
| 82 | — | 7.40 | — | — | 82 | — | 8.10 | — | — | 92 | — | 2.35 | — | — | 92 | — | 3.05 | — | — |
| 125 | — | 7.45 | — | — | 125 | — | 8.15 | — | — | 143 | — | 2.50 | — | — | 143 | — | 3.20 | — | — |
| 73 | — | 8.00 | — | — | 73 | — | 8.30 | — | — | 94 | — | 3.10 | — | — | 94 | — | 3.40 | — | — |
| 86 | — | 8.30 | — | — | 86 | — | 9.00 | — | — | 81 | — | 3.30 | — | — | 81 | — | 4.00 | — | — |
| 95 | — | 8.50 | — | — | 95 | — | 9.20 | — | — | 143 | — | 3.50 | — | — | 143 | — | 4.20 | — | — |
| 100 | — | 9.10 | — | — | 100 | — | 9.40 | — | — | 94 | — | 4.10 | — | — | 94 | — | 4.40 | — | — |
| 86 | — | 9.30 | — | — | 86 | — | 10.00 | — | — | 144 | — | 4.30 | — | — | 144 | — | 5.00 | — | — |
| 137 | — | 10.00 | — | — | 137 | — | 10.30 | — | — | 128 | — | 4.50 | — | — | 128 | — | 5.20 | — | — |
| 84 | — | 10.10 | — | — | 84 | — | 10.40 | — | — | 71 | — | 5.15 | — | — | 71 | — | 5.45 | — | — |
| 88 | — | 10.30 | — | — | 88 | — | 11.00 | — | — | 144 | — | 5.30 | — | — | 144 | — | 6.00 | — | — |
| 138 | — | 11.00 | — | — | 138 | — | 11.30 | — | — | 116 | — | 5.50 | — | — | 116 | — | 6.20 | — | — |
| 84 | — | 11.10 | — | — | 84 | — | 11.40 | — | — | 144 | — | 6.30 | — | — | 144 | — | 7.00 | — | — |
| 88 | — | 11.30 | — | — | 88 | — | 12.00 | — | — | 84 | — | 7.00 | — | — | 84 | — | 7.30 | — | — |
| 193 | SC | 11.35 | — | — | 193 | SC | 12.00 | — | — | | | | | | | | | | |
| ALEXANDRA (10014/15) | | | | | PRETORIA | | | | | ALEXANDRA (10014/15) | | | | | PRETORIA | | | | |
| 122 | — | 5.30 | — | — | 107 | — | 5.30 | — | — | 105 | — | 7.45 | — | — | 153 | — | 8.45 | — | — |
| 108 | HH | 5.30 | — | — | 139 | — | 6.00 | — | — | 102 | HH | 8.00 | — | — | 74 | HH | 8.55 | — | — |
| 81 | — | 5.45 | — | — | 102 | HH | 6.30 | — | — | 98 | — | 8.15 | — | — | 139 | — | 9.00 | — | — |
| 110 | HH | 6.15 | WN | — | 122 | HH | 7.60 | — | — | 109 | HH | 8.30 | — | — | 105 | HH | 9.15 | — | — |
| 113 | — | 6.15 | — | — | 168 | — | 7.15 | — | — | 168 | — | 8.50 | — | — | 102 | — | 9.30 | — | — |
| 79 | HH | 6.30 | — | — | 81 | HH | 7.30 | — | — | 163 | NN | 9.00 | — | — | 98 | HH | 9.45 | — | — |
| 198 | — | 6.45 | — | — | 110 | — | 7.45 | — | — | 134 | HH | 9.00 | — | — | 169 | — | 10.00 | — | — |
| 107 | HH | 7.10 | — | — | 113 | HH | 7.45 | — | — | 145 | — | 9.15 | — | — | 106 | HH | 10.15 | — | — |
| 153 | — | 7.15 | — | — | 79 | — | 8.00 | — | — | 139 | HH | 9.15 | X. WN | — | 134 | — | 10.30 | — | — |
| 74 | — | 7.25 | — | — | 148 | HH | 8.57 | — | — | 71 | HH | 9.30 | X. WN | — | 103 | HH | 10.40 | — | — |
| 139 | HH | 7.30 | — | — | 107 | — | 8.30 | — | — | 148 | — | 9.45 | — | — | 159 | — | 10.45 | — | — |

| ALEXANDRA (10014/15) | | | | | PRETORIA | | | | | ALEXANDRA (10014/15) | | | | | PRETORIA | | | | |
|----------------------|-----|-------|-------|---|----------|-----|-------|------|---|----------------------|-----|-------|------|---|-------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 164 | HH | 9.45 | X. WN | — | 145 | — | 10.45 | — | — | 102 | HH | 11.45 | WN | — | 74 | — | 21.45 | — | — |
| 129 | — | 10.00 | — | — | 71 | HH | 11.00 | — | — | 136 | HH | 2.00 | — | — | 99 | HH | 2.45 | — | — |
| 165 | HH | 10.00 | WN | — | 112 | — | 11.15 | — | — | 98 | — | 2.15 | — | — | 139 | HH | 3.00 | — | — |
| 104 | — | 10.15 | — | — | 164 | HH | 11.15 | — | — | 109 | HH | 2.36 | — | — | 102 | — | 3.15 | — | — |
| 166 | — | 10.15 | WN | — | 129 | — | 11.30 | — | — | 159 | — | 2.45 | — | — | 136 | HH | 3.30 | — | — |
| 141 | HH | 10.30 | — | — | 165 | — | 11.30 | — | — | 153 | — | 3.00 | — | — | 98 | — | 3.45 | — | — |
| 160 | — | 10.45 | — | — | 104 | HH | 11.45 | — | — | 133 | HH | 3.15 | WN | — | 109 | HH | 4.00 | — | — |
| 167 | HH | 10.45 | WN | — | 166 | — | 11.45 | — | — | 105 | — | 3.30 | — | — | 106 | — | 4.15 | — | — |
| 70 | — | 10.45 | — | — | 141 | HH | 12.00 | — | — | 148 | — | 3.45 | — | — | 159 | HH | 4.15 | — | — |
| 132 | HH | 11.00 | — | — | 70 | — | 12.15 | — | — | 134 | HH | 4.00 | — | — | 153 | — | 4.30 | — | — |
| 168 | — | 11.00 | WN | — | 167 | HH | 12.15 | — | — | 104 | — | 4.15 | — | — | 133 | — | 4.45 | — | — |
| 97 | HH | 11.20 | WN | — | 160 | — | 12.15 | — | — | 141 | — | 4.30 | — | — | 105 | HH | 5.00 | — | — |
| 110 | — | 11.30 | — | — | 132 | — | 12.30 | — | — | 160 | HH | 4.30 | WN | — | 112 | — | 5.15 | — | — |
| 106 | HH | 11.45 | — | — | 168 | HH | 12.30 | — | — | 97 | — | 4.45 | — | — | 134 | HH | 5.30 | — | — |
| 113 | — | 12.00 | — | — | 97 | — | 12.45 | — | — | 132 | HH | 5.00 | — | — | 104 | — | 5.45 | — | — |
| 79 | HH | 12.15 | — | — | 110 | HH | 1.00 | — | — | 70 | — | 5.15 | — | — | 141 | HH | 6.50 | — | — |
| 81 | — | 12.30 | — | — | 108 | — | 1.15 | — | — | 145 | HH | 5.30 | — | — | 160 | — | 6.00 | — | — |
| 112 | — | 12.45 | — | — | 113 | HH | 1.30 | — | — | 106 | — | 5.45 | — | — | 97 | — | 6.15 | — | — |
| 107 | HH | 1.00 | — | — | 79 | — | 1.45 | — | — | 129 | HH | 6.15 | — | — | 132 | HH | 6.30 | — | — |
| 99 | — | 1.15 | — | — | 81 | HH | 2.00 | — | — | 105 | — | 6.30 | — | — | 70 | — | 6.45 | — | — |
| 74 | HH | 1.15 | WM | — | 148 | — | 2.15 | — | — | 112 | — | 7.00 | — | — | 145 | HH | 7.00 | — | — |
| 139 | — | 1.30 | — | — | 107 | HH | 2.30 | — | — | 141 | HH | 7.30 | — | — | 129 | — | 7.45 | — | — |
| ALEXANDRA (10017) | | | | | LINDEN | | | | | ALEXANDRA (10013) | | | | | KOEDOE CAFÉ | | | | |
| 120 | — | 6.00 | — | — | 120 | — | 6.45 | — | — | 73 | — | 3.30 | — | — | 73 | — | 5.00 | — | — |
| 120 | — | 1.15 | — | — | 120 | — | 2.00 | — | — | | | | | | | | | | |

Sunday

| ALEXANDRA (10013) | | | | | FERNDALE | | | | | ALEXANDRA (10013) | | | | | FERNDALE | | | | |
|-------------------|-----|-------|------|---|--------------|-----|-------|------|---|-------------------|-----|------|------|---|--------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 71 | — | 6.00 | — | — | 71 | — | 6.45 | — | — | 124 | — | 2.05 | — | — | 124 | — | 2.50 | — | — |
| 75 | — | 6.45 | — | — | 75 | — | 7.30 | — | — | 67 | — | 2.20 | — | — | 67 | — | 3.05 | — | — |
| 76 | — | 7.15 | — | — | 76 | — | 8.00 | — | — | 92 | — | 2.40 | — | — | 92 | — | 3.25 | — | — |
| 78 | — | 7.55 | — | — | 78 | — | 8.40 | — | — | 101 | — | 3.10 | — | — | 101 | — | 3.55 | — | — |
| 75 | — | 8.15 | — | — | 75 | — | 9.00 | — | — | 115 | — | 3.25 | — | — | 115 | — | 4.10 | — | — |
| 106 | — | 8.30 | — | — | 106 | — | 9.15 | — | — | 71 | — | 3.45 | — | — | 71 | — | 4.30 | — | — |
| 84 | — | 9.10 | — | — | 84 | — | 10.00 | — | — | 131 | — | 4.10 | — | — | 131 | — | 4.55 | — | — |
| 86 | — | 9.45 | — | — | 86 | — | 10.30 | — | — | 87 | — | 4.15 | — | — | 87 | — | 5.05 | — | — |
| 94 | — | 10.15 | — | — | 94 | — | 11.00 | — | — | 81 | — | 4.30 | — | — | 81 | — | 5.15 | — | — |
| 82 | — | 10.25 | — | — | 82 | — | 11.10 | — | — | 100 | — | 4.40 | — | — | 100 | — | 5.25 | — | — |
| 93 | — | 10.35 | — | — | 93 | — | 11.20 | — | — | 89 | — | 5.10 | — | — | 89 | — | 5.55 | — | — |
| 84 | — | 10.45 | — | — | 84 | — | 11.30 | — | — | 82 | — | 5.20 | — | — | 82 | — | 6.05 | — | — |
| 132 | — | 11.15 | — | — | 132 | — | 12.00 | — | — | 93 | WN | 5.35 | — | — | 93 | — | 6.20 | — | — |
| 121 | — | 11.30 | — | — | 121 | — | 12.15 | — | — | 95 | — | 5.45 | — | — | 95 | — | 6.30 | — | — |
| 73 | — | 12.00 | — | — | 73 | — | 12.45 | — | — | 87 | — | 5.50 | — | — | 87 | — | 6.35 | — | — |
| 93 | — | 12.10 | — | — | 93 | — | 12.55 | — | — | 84 | — | 6.10 | — | — | 84 | — | 6.55 | — | — |
| 128 | — | 12.30 | — | — | 128 | — | 1.15 | — | — | 110 | — | 6.15 | — | — | 110 | — | 7.00 | — | — |
| 102 | — | 12.45 | — | — | 102 | — | 1.30 | — | — | 103 | WN | 6.25 | — | — | 103 | — | 7.10 | — | — |
| 110 | — | 1.00 | — | — | 110 | — | 1.45 | — | — | 89 | — | 6.40 | — | — | 89 | — | 7.20 | — | — |
| 117 | — | 1.20 | — | — | 117 | — | 2.15 | — | — | 121 | WN | 6.40 | — | — | 121 | — | 7.25 | — | — |
| 143 | — | 1.30 | — | — | 143 | — | 2.15 | — | — | 117 | — | 6.45 | — | — | 117 | — | 7.25 | — | — |
| 88 | — | 1.35 | — | — | 88 | — | 2.20 | — | — | 93 | — | 7.05 | — | — | 93 | — | 7.50 | — | — |
| 96 | — | 1.45 | — | — | 96 | — | 2.30 | — | — | 88 | — | 7.20 | — | — | 88 | — | 8.05 | — | — |
| ALEXANDRA (10012) | | | | | CRAIGHALL | | | | | ALEXANDRA (10012) | | | | | CRAIGHALL | | | | |
| 80 | — | 5.30 | — | — | 80 | — | 6.10 | — | — | 111 | — | 1.15 | — | — | 111 | — | 1.55 | — | — |
| 72 | — | 6.30 | — | — | 72 | — | 7.10 | — | — | 76 | — | 1.55 | — | — | 76 | — | 2.30 | — | — |
| 71 | — | 7.30 | — | — | 71 | — | 8.10 | — | — | 97 | — | 3.10 | — | — | 97 | — | 3.50 | — | — |
| 83 | — | 9.00 | — | — | 83 | — | 9.40 | — | — | 104 | — | 5.00 | — | — | 104 | — | 5.40 | — | — |
| 87 | — | 9.55 | — | — | 87 | — | 10.35 | — | — | 81 | — | 6.00 | — | — | 81 | — | 6.40 | — | — |
| 145 | — | 10.55 | — | — | 145 | — | 11.35 | — | — | 98 | — | 6.35 | — | — | 98 | — | 7.15 | — | — |
| 110 | — | 11.40 | — | — | 110 | — | 12.30 | — | — | 122 | — | 7.05 | — | — | 122 | — | 7.45 | — | — |
| 82 | — | 11.55 | — | — | 82 | — | 12.35 | — | — | 124 | — | 7.45 | — | — | 124 | — | 8.20 | — | — |
| ALEXANDRA (10013) | | | | | DOORNRANDJIE | | | | | ALEXANDRA (10013) | | | | | DOORNRANDJIE | | | | |
| 90 | — | 8.15 | — | — | 90 | — | 10.00 | — | — | 119 | TO | 4.00 | SF | — | 119 | X | 5.30 | SF | — |
| 99 | — | 12.00 | — | — | 99 | — | 1.45 | — | — | 99 | — | 7.00 | — | — | 99 | — | 8.45 | — | — |
| 145 | — | 3.00 | — | — | 145 | — | 4.45 | — | — | | | | | | | | | | |

| ALEXANDRA (10002) | | | | | ROSEBANK | | | | | ALEXANDRA (10002) | | | | | ROSEBANK | | | | |
|-------------------|-----|-------|------|---|--------------|-----|-------|------|---|-------------------|-------|------|------|---|--------------|-----|------|------|----|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 71 | — | 5.00 | — | — | 71 | — | 5.30 | — | — | 75 | — | 3.00 | — | — | 75 | — | 3.30 | — | — |
| 72 | — | 5.30 | — | — | 72 | — | 6.00 | — | — | 96 | — | 3.15 | — | — | 96 | — | 3.45 | — | — |
| 77 | — | 6.00 | — | — | 77 | — | 6.30 | — | — | 81 | — | 3.30 | — | — | 81 | — | 4.00 | — | — |
| 96 | — | 6.30 | — | — | 96 | — | 7.00 | — | — | 75 | — | 4.00 | — | — | 75 | — | 4.30 | — | — |
| 77 | — | 7.00 | — | — | 77 | — | 7.30 | — | — | 97 | — | 4.30 | — | — | 97 | — | 5.00 | — | — |
| 96 | — | 7.30 | — | — | 96 | — | 8.00 | — | — | 74 | — | 4.45 | — | — | 74 | — | 5.15 | — | — |
| 77 | — | 8.00 | — | — | 77 | — | 8.30 | — | — | 122 | — | 5.00 | — | — | 122 | — | 5.30 | — | — |
| 6 | — | 8.30 | — | — | 86 | — | 9.00 | — | — | 143 | — | 5.00 | — | — | 143 | — | 5.30 | — | — |
| 115 | — | 9.00 | — | — | 115 | — | 9.30 | — | — | 118 | X. WN | 5.15 | — | — | 118 | — | 5.45 | — | — |
| 145 | — | 9.55 | — | — | 145 | — | 10.25 | — | — | 110 | — | 5.15 | — | — | 110 | — | 5.45 | — | — |
| 95 | — | 10.10 | — | — | 95 | — | 10.40 | — | — | 121 | — | 5.30 | — | — | 121 | — | 6.00 | — | — |
| 111 | — | 10.30 | — | — | 111 | — | 11.00 | — | — | 98 | — | 5.35 | — | — | 98 | — | 6.05 | — | — |
| 144 | — | 11.00 | — | — | 144 | — | 11.30 | — | — | 101 | — | 5.50 | — | — | 101 | — | 6.20 | — | — |
| 107 | — | 11.30 | — | — | 107 | — | 12.00 | — | — | 117 | X. WN | 5.50 | — | — | 117 | — | 6.20 | — | — |
| 89 | — | 12.00 | — | — | 89 | — | 12.30 | — | — | 122 | — | 6.00 | — | — | 122 | — | 6.30 | — | — |
| 121 | — | 12.15 | — | — | 121 | — | 12.45 | — | — | 100 | — | 6.10 | — | — | 100 | — | 6.40 | — | — |
| 141 | — | 12.30 | — | — | 141 | — | 1.00 | — | — | 88 | — | 6.20 | — | — | 88 | — | 6.50 | — | — |
| 121 | — | 1.00 | — | — | 121 | — | 1.30 | — | — | 128 | — | 6.30 | — | — | 128 | — | 7.00 | — | — |
| 72 | — | 1.20 | — | — | 72 | — | 1.50 | — | — | 124 | — | 6.45 | — | — | 124 | — | 7.15 | — | — |
| 130 | — | 1.30 | — | — | 130 | — | 2.00 | — | — | 119 | — | 7.00 | — | — | 119 | — | 7.30 | — | — |
| 93 | — | 1.50 | — | — | 93 | — | 2.20 | — | — | 104 | — | 7.20 | — | — | 104 | — | 7.50 | — | — |
| 75 | — | 2.00 | — | — | 75 | — | 2.30 | — | — | 110 | — | 7.45 | — | — | 110 | — | 8.15 | — | — |
| 85 | — | 2.30 | — | — | 85 | — | 3.00 | — | — | 102 | — | 8.30 | — | — | 102 | — | 9.00 | — | — |
| 71 | — | 2.45 | — | — | 71 | — | 3.15 | — | — | | | | | | | | | | |
| RIVONIA (10020) | | | | | NOORD STREET | | | | | RIVONIA (10020) | | | | | NOORD STREET | | | | |
| 81 | — | 6.30 | — | — | 79 | — | 6.30 | — | — | 79 | — | 3.00 | — | — | 79 | — | 2.00 | — | — |
| 79 | — | 7.30 | — | — | 81 | — | 7.30 | — | — | 144 | — | 4.00 | — | — | 106 | — | 3.00 | — | — |
| 66 | — | 8.30 | — | — | 92 | — | 8.00 | — | — | 103 | — | 5.00 | — | — | 103 | — | 4.00 | — | — |
| 144 | — | 9.20 | — | — | 66 | — | 9.30 | — | — | 83 | — | 5.30 | — | — | 144 | — | 5.00 | — | — |
| 63 | — | 10.00 | — | — | 146 | — | 10.00 | — | — | 131 | — | 6.30 | — | — | 103 | — | 6.00 | TO | WN |
| 146 | — | 11.00 | — | — | 63 | — | 11.00 | — | — | 118 | — | 7.00 | — | — | | | | | |
| 9 | — | 1.00 | — | — | 146 | — | 12.00 | — | — | | | | | | | | | | |
| 186 | — | 2.00 | — | — | 106 | — | 1.00 | — | — | | | | | | | | | | |

| ALEXANDRA (10004) | | | | | RIVONIA | | | | | ALEXANDRA (10004) | | | | | RIVONIA | | | | |
|----------------------|-----|-------|------|---|----------|-----|-------|------|---|----------------------|--------|-------|------|---|----------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 78 | — | 6.10 | — | — | 78 | — | 7.00 | — | — | 113 | — | 12.55 | — | — | 113 | — | 1.45 | — | — |
| 80 | — | 6.45 | — | — | 80 | — | 7.35 | — | — | 121 | Direct | 2.00 | — | — | 121 | — | 2.30 | — | — |
| 83 | — | 7.15 | — | — | 83 | — | 8.05 | — | — | 72 | — | 2.20 | — | — | 72 | — | 3.10 | — | — |
| 72 | — | 7.50 | — | — | 72 | — | 8.40 | — | — | — | — | 3.00 | — | — | — | — | — | — | — |
| 142 | — | 8.05 | — | — | 142 | — | 8.55 | — | — | 76 | — | 3.15 | — | — | 76 | — | 4.05 | — | — |
| 95 | — | 8.25 | — | — | 95 | — | 9.15 | — | — | 98 | — | 3.50 | — | — | 98 | — | 4.40 | — | — |
| 122 | — | 9.05 | — | — | 122 | — | 9.55 | — | — | 111 | — | 4.40 | — | — | 111 | — | 5.30 | — | — |
| 100 | — | 9.20 | — | — | 100 | — | 10.10 | — | — | 70 | — | 5.10 | — | — | 70 | — | 6.00 | — | — |
| 142 | — | 9.50 | — | — | 142 | — | 10.40 | — | — | 97 | — | 5.30 | — | — | 97 | — | 6.15 | — | — |
| 133 | — | 10.20 | — | — | 133 | — | 11.10 | — | — | 143 | — | 6.00 | — | — | 143 | — | 6.50 | — | — |
| 122 | — | 10.50 | — | — | 122 | — | 11.40 | — | — | 82 | — | 6.15 | — | — | 82 | — | 7.05 | — | — |
| 100 | — | 11.05 | — | — | 100 | — | 11.55 | — | — | 102 | — | 6.50 | — | — | 102 | — | 7.40 | — | — |
| 111 | — | 11.30 | — | — | 111 | — | 12.20 | — | — | 70 | — | 6.55 | — | — | 70 | — | 7.45 | — | — |
| 104 | — | 12.00 | — | — | 104 | — | 12.50 | — | — | 86 | — | 7.30 | — | — | 86 | — | 8.20 | — | — |
| 124 | — | 12.20 | — | — | 124 | — | 1.10 | — | — | | | | | | | | | | |
| ALEXANDRA (10014/15) | | | | | PRETORIA | | | | | ALEXANDRA (10014/15) | | | | | PRETORIA | | | | |
| 115 | — | 6.00 | — | — | 112 | — | 6.00 | — | — | 80 | — | 2.30 | — | — | 114 | HH | 3.15 | — | — |
| 85 | HH | 6.30 | — | — | 108 | — | 6.30 | — | — | 95 | HH | 2.45 | — | — | 128 | HH | 3.30 | — | — |
| 118 | — | 7.00 | — | — | 106 | HH | 7.00 | — | — | 78 | — | 3.00 | — | — | 102 | — | 3.45 | — | — |
| 112 | HH | 7.30 | — | — | 115 | — | 7.30 | — | — | 142 | — | 3.15 | — | — | 80 | HH | 4.00 | — | — |
| 123 | — | 8.00 | — | — | 85 | — | 8.00 | — | — | 85 | HH | 3.30 | — | — | 95 | — | 4.15 | — | — |
| 70 | HH | 8.30 | — | — | 118 | HH | 8.30 | — | — | 112 | — | 3.30 | — | — | 78 | HH | 4.30 | — | — |
| 114 | — | 8.45 | — | — | 112 | — | 9.00 | — | — | 146 | — | 3.45 | — | — | 142 | — | 4.45 | — | — |
| 89 | — | 9.00 | — | — | 123 | HH | 9.30 | — | — | 113 | HH | 4.00 | — | — | 85 | HH | 5.00 | — | — |
| 141 | HH | 9.30 | — | — | 70 | — | 10.00 | — | — | 123 | — | 4.10 | — | — | 112 | — | 5.05 | — | — |
| 168 | — | 9.45 | — | — | 114 | — | 10.15 | — | — | 108 | — | 4.15 | — | — | 146 | HH | 5.15 | — | — |
| 163 | — | 10.00 | — | — | 89 | HH | 10.30 | — | — | 86 | HH | 4.30 | — | — | 113 | — | 5.30 | — | — |
| 143 | HH | 10.30 | — | — | 141 | — | 10.50 | — | — | 109 | — | 4.45 | — | — | 123 | HH | 5.45 | — | — |
| 94 | — | 11.00 | — | — | 109 | — | 11.10 | — | — | 116 | HH | 5.00 | — | — | 86 | — | 6.00 | — | — |
| 147 | HH | 11.50 | — | — | 103 | — | 11.30 | — | — | 94 | — | 5.30 | — | — | 109 | HH | 6.15 | — | — |
| 116 | — | 12.00 | — | — | 143 | — | 12.00 | — | — | 147 | — | 6.00 | — | — | 116 | — | 6.30 | — | — |
| 107 | HH | 12.30 | — | — | 94 | — | 12.30 | — | — | 167 | HH | 6.30 | — | — | 94 | HH | 7.00 | — | — |
| 77 | — | 1.00 | — | — | 147 | — | 1.00 | — | — | 113 | — | 7.00 | — | — | 147 | — | 7.30 | — | — |
| 108 | — | 1.15 | — | — | 116 | HH | 1.30 | — | — | 149 | — | 7.30 | — | — | | | | | |
| 114 | HH | 1.45 | — | — | 147 | — | 2.00 | — | — | | | | | | | | | | |
| 128 | — | 3.10 | — | — | 77 | HH | 2.30 | — | — | | | | | | | | | | |
| 162 | HH | 3.15 | — | — | 108 | — | 2.45 | — | — | | | | | | | | | | |

[illegible]

PUTCO LTD: SECTION.—TKWEZI TO DOBSONVILLE

Mondays to Thursdays

Specimen time-table

| DOBSONVILLE TERMINUS (DVT) (21005) | | | | | ROODEPOORT WEST (RW) | | | | | DOBSONVILLE TERMINUS (DVT) (21005) | | | | | ROODEPOORT WEST (RW) | | | | |
|------------------------------------|-------|------|------|---|----------------------|----------|------|------|---|------------------------------------|-------|-------|------|---|----------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 1 | — | 3.45 | — | — | D 1 | — | 4.15 | — | — | D 27 | — | 8.30 | — | — | D 37 | — | 9.30 | — | — |
| D 2 | — | 4.00 | — | — | D 2 | — | 4.30 | — | — | D 28 | — | 8.40 | — | — | D 38 | — | 9.40 | — | — |
| D 3 | — | 4.30 | — | — | D 3 | — | 5.00 | — | — | D 35 | — | 8.50 | — | — | D 40 | — | 10.00 | — | — |
| D 1 | — | 4.45 | — | — | D 1 | — | 5.10 | — | — | D 37 | — | 9.00 | — | — | D 39 | — | 10.20 | — | — |
| D 2 | — | 5.00 | — | — | D 2 | — | 5.25 | — | — | D 38 | — | 9.10 | — | — | D 37 | — | 10.30 | — | — |
| D 5 | — | 5.15 | — | — | D 5 | — | 5.40 | — | — | D 40 | — | 9.30 | — | — | D 38 | — | 10.40 | — | — |
| D 9 | Ex. 2 | 5.30 | — | — | D 9 | T. Ex. 2 | 5.55 | — | — | D 29 | — | 9.40 | — | — | D 42 | — | 10.50 | — | — |
| D 3 | ST 1 | 5.30 | — | — | D 1 | T. ST 1 | 6.00 | — | — | D 39 | — | 9.50 | — | — | D 40 | — | 11.00 | — | — |
| D 1 | — | 5.35 | — | — | D 3 | — | 6.00 | — | — | D 37 | — | 10.00 | — | — | D 43 | — | 11.10 | — | — |
| D 16 | Ex. 2 | 5.40 | — | — | D 16 | T. Ex. 2 | 6.05 | — | — | D 38 | — | 10.10 | — | — | D 39 | — | 11.20 | — | — |
| D 17 | — | 5.40 | — | — | D 17 | — | 6.05 | — | — | D 42 | — | 10.20 | — | — | D 15 | — | 11.40 | — | — |
| D 20 | — | 5.45 | — | — | D 20 | T. ST 1 | 6.10 | — | — | D 40 | — | 10.30 | — | — | D 42 | — | 11.50 | — | — |
| D 26 | — | 5.55 | — | — | D 26 | T. ST 1 | 6.20 | — | — | D 43 | — | 10.40 | — | — | D 40 | — | 12.00 | — | — |
| D 27 | ST 1 | 6.00 | — | — | D 28 | — | 6.25 | — | — | D 39 | — | 10.50 | — | — | D 43 | — | 12.10 | — | — |
| D 28 | — | 6.00 | — | — | D 29 | T. Ex. 2 | 6.25 | — | — | D 37 | — | 11.00 | — | — | D 1 | — | 12.20 | — | — |
| D 29 | Ex. 2 | 6.00 | — | — | D 33 | T. Ex. 2 | 6.35 | — | — | D 38 | — | 11.10 | — | — | D 44 | — | 12.30 | — | — |
| D 5 | T. RS | 6.05 | — | — | D 8 | — | 6.35 | — | — | D 42 | — | 11.20 | — | — | D 15 | — | 12.40 | — | — |
| D 8 | — | 6.10 | — | — | D 10 | T. ST 1 | 6.40 | — | — | D 40 | — | 11.30 | — | — | D 42 | — | 12.50 | — | — |
| D 33 | Ex. 2 | 6.10 | — | — | D 9 | T. Ex. 2 | 6.45 | — | — | D 41 | T. RS | 11.30 | — | — | D 40 | — | 1.00 | — | — |
| D 10 | ST 1 | 6.15 | — | — | D 16 | T. DV | 6.55 | — | — | D 43 | — | 11.40 | — | — | D 43 | — | 1.10 | — | — |
| D 9 | Ex. 2 | 6.20 | — | — | D 1 | — | 6.55 | — | — | D 39 | — | 11.50 | — | — | D 14 | — | 1.20 | — | — |
| D 16 | Ex. 2 | 6.30 | — | — | D 17 | T. ST 1 | 6.55 | — | — | D 44 | — | 12.00 | — | — | D 44 | — | 1.30 | — | — |
| D 17 | — | 6.30 | — | — | D 22 | T. DV | 6.55 | — | — | D 15 | — | 12.10 | — | — | D 15 | — | 1.40 | — | — |
| D 1 | ST 1 | 6.30 | — | — | D 2 | — | 7.05 | — | — | D 42 | — | 12.20 | — | — | D 42 | — | 1.50 | — | — |
| D 2 | — | 6.40 | — | — | D 26 | — | 7.15 | — | — | D 40 | — | 12.30 | — | — | D 2 | — | 2.00 | — | — |
| D 26 | ST 1 | 6.45 | — | — | D 28 | — | 7.15 | — | — | D 43 | — | 12.40 | — | — | D 9 | — | 2.10 | — | — |
| D 28 | — | 6.50 | — | — | D 29 | T. DV | 7.15 | — | — | D 14 | — | 12.50 | — | — | D 14 | — | 2.20 | — | — |
| D 29 | Ex. 2 | 6.50 | — | — | D 34 | T. DV | 7.15 | — | — | D 44 | — | 1.00 | — | — | D 44 | — | 2.30 | — | — |
| D 8 | — | 7.00 | — | — | D 8 | — | 7.30 | — | — | D 15 | — | 1.10 | — | — | D 14 | — | 2.40 | — | — |
| D 33 | Ex. 2 | 7.00 | — | — | D 21 | — | 7.30 | — | — | D 42 | — | 1.20 | — | — | D 39 | — | 2.50 | — | — |
| D 1 | — | 7.15 | — | — | D 33 | T. DV | 7.30 | — | — | D 2 | — | 1.30 | — | — | D 28 | — | 3.00 | — | — |
| D 9 | Ex. 2 | 7.15 | — | — | D 16 | — | 7.40 | — | — | D 43 | — | 1.40 | — | — | D 19 | — | 3.10 | — | — |
| D 16 | ST 1 | 7.20 | — | — | D 17 | — | 7.45 | — | — | D 14 | — | 1.50 | — | — | D 44 | — | 3.30 | — | — |
| D 4 | — | 7.30 | — | — | D 4 | — | 8.00 | — | — | D 44 | — | 2.00 | — | — | D 23 | — | 3.40 | — | — |
| D 2 | — | 7.30 | — | — | D 29 | T. DV | 8.10 | — | — | D 15 | — | 2.10 | — | — | D 37 | — | 3.50 | — | — |
| D 28 | — | 7.45 | — | — | D 28 | — | 8.15 | — | — | D 41 | T. RS | 2.30 | — | — | D 39 | — | 4.00 | — | — |
| D 17 | — | 8.10 | — | — | D 33 | — | 8.25 | — | — | D 19 | — | 2.45 | — | — | D 16 | — | 4.10 | — | — |
| D 15 | — | 8.20 | — | — | D 29 | — | 9.10 | — | — | D 44 | — | 3.00 | — | — | D 25 | — | 4.20 | — | — |

| DOBSONVILLE TERM. (DVT) (21005) | | | | | ROODEPOORT WEST (RW) | | | | | DOBSONVILLE TERM (DVT) (21005) | | | | | ROODEPOORT WEST (RW) | | | | |
|---------------------------------|-------|------|------|---|----------------------|-------|------|------|---|--------------------------------|---------|------|------|---|----------------------|----------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 17 | T. RS | 3 10 | — | — | D 23 | — | 4 30 | — | — | D 42 | — | 8 00 | — | — | | | | | |
| D 39 | — | 3 25 | — | — | D 5 | X. LL | 4 40 | — | — | D 40 | — | 8 30 | — | — | | | | | |
| D 19 | T. RS | 3 40 | — | — | D 37 | — | 4 50 | — | — | D 42 | — | 9 00 | — | — | | | | | |
| D 25 | — | 3 50 | — | — | D 16 | — | 5 00 | — | — | | | | | | | | | | |
| D 23 | — | 4 05 | — | — | D 25 | — | 5 15 | — | — | | | | | | | | | | |
| D 37 | — | 4 20 | — | — | D 5 | — | 5 30 | — | — | | | | | | | | | | |
| D 36 | T. RS | 4 25 | — | — | D 37 | — | 5 40 | — | — | | | | | | | | | | |
| D 24 | T. RS | 4 30 | — | — | D 16 | — | 6 00 | — | — | D 14 | BH/CHD | 5.20 | — | — | D 14 | T. IKS | 6.30 | — | — |
| D 16 | — | 4 35 | — | — | D 25 | — | 6 15 | — | — | D 11 | CHT/CHD | 5.40 | — | — | D 14 | T. ST 1 | 6.30 | — | — |
| D 24 | — | 4 45 | — | — | D 5 | X. LL | 6 30 | — | — | D 44 | DVT/CHD | 5.45 | — | — | D 44 | T. Ex. 2 | 6.30 | — | — |
| D 32 | T. RS | 4 50 | — | — | D 21 | — | 6 30 | — | — | D 32 | CHT/CHD | 6.15 | — | — | D 32 | T. DVT | 7.10 | — | — |
| D 5 | — | 5 05 | — | — | D 37 | — | 6 40 | — | — | D 11 | IKS/CHD | 7.00 | — | — | | | | | |
| D 26 | T. RS | 5 05 | — | — | D 32 | — | 6 50 | — | — | D 22 | DV/CHD | 7.20 | — | — | | | | | |
| D 37 | — | 5 15 | — | — | D 40 | — | 7 00 | — | — | | | | | | D 18 | CHA | 3 20 | — | — |
| D 8 | T. RS | 5 20 | — | — | D 30 | — | 7 15 | — | — | D 18 | BN/LT | 1 00 | — | — | D 18 | X. 4T | 3 40 | — | — |
| D 19 | T. RS | 5 25 | — | — | D 42 | — | 7 30 | — | — | D 22 | X. CHT | 2 50 | — | — | D 22 | T. IKS | 4 00 | — | — |
| D 11 | T. RS | 5 30 | — | — | D 37 | — | 7 45 | — | — | D 45 | X. IKS | 4 10 | — | — | D 45 | T. CHT | 4 45 | — | — |
| D 16 | — | 5 30 | — | — | D 40 | — | 8 00 | — | — | D 38 | X. DVT | 4 20 | — | — | D 38 | T. BH | 5 10 | — | — |
| D 20 | T. RS | 5 40 | — | — | D 42 | — | 8 30 | — | — | D 18 | X. CHT | 4 40 | — | — | D 18 | T. DVT | 5 20 | — | — |
| D 39 | T. RS | 5 40 | — | — | D 40 | — | 9 00 | — | — | D 29 | X. DVT | 5 15 | — | — | D 29 | T. CHT | 5 40 | — | — |
| D 30 | T. RS | 5 45 | — | — | D 42 | — | 9 30 | — | — | D 38 | X. BH | 6 00 | — | — | D 38 | T. CHT | 7 00 | — | — |
| D 24 | — | 5 45 | — | — | | | | | | | | | | | | | | | |
| D 10 | T. RS | 5 45 | — | — | | | | | | | | | | | | | | | |
| D 17 | T. RS | 5 45 | — | — | | | | | | | | | | | | | | | |
| D 9 | T. RS | 5 00 | — | — | | | | | | | | | | | | | | | |
| D 36 | T. RS | 5 55 | — | — | | | | | | | | | | | | | | | |
| D 5 | T. LL | 6 00 | — | — | | | | | | | | | | | | | | | |
| D 21 | — | 6 10 | — | — | | | | | | | | | | | | | | | |
| D 33 | T. RS | 6 00 | — | — | | | | | | | | | | | | | | | |
| D 22 | T. RS | 6 10 | — | — | | | | | | | | | | | | | | | |
| D 37 | — | 6 10 | — | — | | | | | | | | | | | | | | | |
| D 6 | T. RS | 6 15 | — | — | | | | | | | | | | | | | | | |
| D 20 | T. RS | 6 30 | — | — | | | | | | | | | | | | | | | |
| D 40 | — | 6 30 | — | — | | | | | | | | | | | | | | | |
| D 30 | — | 6 45 | — | — | | | | | | | | | | | | | | | |
| D 42 | — | 7 00 | — | — | | | | | | | | | | | | | | | |
| D 37 | — | 7 15 | — | — | | | | | | | | | | | | | | | |
| D 40 | — | 7 30 | — | — | | | | | | | | | | | | | | | |

SOWETO (21010)

CHAMDOR (CHD) LERATONG (LT)

DOBSONVILLE TERM. (DVT) (21006)

ROODEKRANS (RK)

| DOBSONVILLE (DV) (21005) | | | | | ROODEPOORT STATION (RS) | | | | | DOBSONVILLE (DV) (21005) | | | | | ROODEPOORT STATION (RS) | | | | |
|--------------------------|-------|------|------|---|-------------------------|--------|------|------|---|--------------------------|-----|------|------|---|-------------------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 6 | — | 5.15 | — | — | D 8 | T. DVT | 5.50 | — | — | | | | | | D 30 | T. DVT | 6.10 | — | — |
| D 8 | — | 5.30 | — | — | D 6 | T. IKS | 6.05 | — | — | | | | | | D 7 | — | 6.15 | — | — |
| D 19 | — | 5.40 | — | — | D 30 | T. DVT | 6.20 | — | — | | | | | | D 9 | — | 6.15 | — | — |
| D 30 | — | 6.00 | — | — | D 5 | T. DVT | 6.30 | — | — | | | | | | D 23 | T. DVT | 6.20 | — | — |
| D 34 | — | 6.10 | — | — | D 34 | — | 6.30 | — | — | | | | | | D 22 | T. DVT | 6.30 | — | — |
| D 18 | — | 6.30 | — | — | D 31 | — | 7.05 | — | — | | | | | | D 49 | T. DVT | 6.40 | — | — |
| D 22 | T. RW | 6.30 | — | — | D 15 | T. DVT | 7.55 | — | — | | | | | | D 6 | T. DVT | 6.45 | — | — |
| D 31 | — | 6.45 | — | — | D 27 | T. DVT | 8.05 | — | — | | | | | | D 39 | — | 6.45 | — | — |
| D 34 | T. RW | 6.50 | — | — | D 41 | T. DVT | 2.00 | — | — | | | | | | D 36 | T. DVT | 6.50 | — | — |
| D 21 | T. RW | 7.00 | — | — | D 11 | — | 2.10 | — | — | | | | | | D 10 | — | 6.55 | — | — |
| D 16 | T. RW | 7.20 | — | — | D 45 | — | 2.30 | — | — | | | | | | D 20 | T. DVT | 7.00 | — | — |
| D 31 | T. RW | 7.30 | — | — | D 23 | — | 2.50 | — | — | | | | | | D 33 | — | 7.00 | — | — |
| D 29 | T. RW | 7.45 | — | — | D 41 | T. DVT | 3.00 | — | — | | | | | | D 34 | T. DVT | 7.45 | — | — |
| D 33 | T. RW | 8.00 | — | — | D 36 | — | 3.10 | — | — | | | | | | D 41 | T. DVT | 8.00 | — | — |
| D 29 | T. RW | 8.40 | — | — | D 33 | T. DVT | 3.30 | — | — | | | | | | | | | | |
| D 11 | — | 2.35 | — | — | D 17 | — | 3.40 | — | — | | | | | | | | | | |
| D 23 | T. RW | 3.15 | — | — | D 5 | T. DVT | 3.50 | — | — | | | | | | | | | | |
| D 17 | — | 4.05 | — | — | D 36 | T. DVT | 4.00 | — | — | | | | | | | | | | |
| D 4 | LL | 4.15 | — | — | D 29 | T. DVT | 4.05 | — | — | | | | | | | | | | |
| D 17 | — | 4.55 | — | — | D 19 | T. DVT | 4.15 | — | — | | | | | | | | | | |
| D 36 | — | 5.10 | — | — | D 17 | T. DVT | 4.30 | — | — | | | | | | | | | | |
| D 24 | — | 5.20 | — | — | D 36 | — | 4.50 | — | — | | | | | | | | | | |
| D 34 | — | 5.35 | — | — | D 24 | — | 4.55 | — | — | | | | | | | | | | |
| D 49 | — | 5.40 | — | — | D 11 | T. DVT | 5.00 | — | — | | | | | | | | | | |
| D 26 | — | 5.50 | — | — | D 17 | T. DVT | 5.00 | — | — | | | | | | | | | | |
| D 41 | — | 6.15 | — | — | D 49 | — | 5.20 | — | — | | | | | | | | | | |
| D 39 | — | 6.20 | — | — | D 26 | — | 5.25 | — | — | | | | | | | | | | |
| D 29 | — | 6.20 | — | — | D 35 | T. DVT | 5.30 | — | — | | | | | | | | | | |
| D 10 | — | 6.30 | — | — | D 24 | T. DVT | 5.40 | — | — | | | | | | | | | | |
| | | | | | D 8 | T. DVT | 5.45 | — | — | | | | | | | | | | |
| | | | | | D 19 | T. DVT | 5.45 | — | — | | | | | | | | | | |
| | | | | | D 39 | — | 6.00 | — | — | | | | | | | | | | |
| | | | | | D 49 | T. DVT | 6.00 | — | — | | | | | | | | | | |
| | | | | | D 11 | — | 6.05 | — | — | | | | | | | | | | |
| | | | | | D 20 | T. DVT | 6.05 | — | — | | | | | | | | | | |
| | | | | | D 17 | — | 6.10 | — | — | | | | | | | | | | |
| | | | | | D 26 | T. DVT | 6.10 | — | — | | | | | | | | | | |

| DOBSONVILLE TERM. (DVT) (21002) | | | | | MUN. WORKSHOP (MWS) | | | | |
|---------------------------------|-------|------|------|---|---------------------|---------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 10 | Ex. 1 | 5.30 | — | — | D 10 | T. ST 1 | 5.55 | — | — |
| D 13 | Ex. 1 | 5.30 | — | — | D 13 | — | 5.55 | — | — |
| D 15 | Ex. 1 | 5.35 | — | — | D 15 | — | 5.55 | — | — |
| D 18 | — | 5.40 | — | — | D 18 | T. DVT | 6.00 | — | — |
| D 4 | — | 5.50 | — | — | D 4 | — | 6.10 | — | — |
| D 22 | — | 6.00 | — | — | D 22 | T. DV | 6.15 | — | — |
| D 31 | — | 6.10 | — | — | D 31 | T. DV | 6.30 | — | — |
| D 33 | — | 3.55 | — | — | D 38 | — | 4.00 | — | — |
| D 9 | — | 4.00 | — | — | D 9 | — | 4.20 | — | — |
| D 32 | — | 4.10 | — | — | D 33 | — | 4.25 | — | — |
| D 29 | — | 4.30 | — | — | D 32 | — | 4.30 | — | — |
| D 19 | — | 4.40 | — | — | D 21 | — | 4.40 | — | — |
| | | | | | D 29 | — | 4.50 | — | — |
| | | | | | D 19 | — | 5.00 | — | — |

| ROODEPOORT STATION (RS) (21009) | | | | | SOUTH ROODEPOORT (SR) | | | | | DOBSONVILLE TERM. (DVT) (21001) | | | | | GLENLEA (GL) | | | | |
|---------------------------------|-------|-------|------|---|-----------------------|-------|-------|------|---|---------------------------------|------|------|------|---|----------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 27 | V. LT | 6.35 | — | — | D 15 | X. CC | 7.15 | — | — | D 2 | — | 5.50 | — | — | D 2 | — | 6.15 | — | — |
| D 31 | V. LT | 8.10 | — | — | D 27 | V. LT | 7.20 | — | — | D 4 | — | 6.30 | — | — | D 19 | — | 6.50 | — | — |
| D 1 | V. LT | 10.00 | — | — | D 31 | V. LT | 9.00 | — | — | D 20 | ST 1 | 6.40 | — | — | D 4 | — | 7.00 | — | — |
| D 45 | T. CC | 10.30 | — | — | D 1 | V. LT | 11.00 | — | — | D 5 | — | 6.50 | — | — | D 18 | — | 7.20 | — | — |
| D 27 | V. LT | 11.00 | — | — | D 45 | X. CC | 11.00 | — | — | D 19 | — | 7.15 | — | — | — | — | — | — | — |
| D 45 | T. CC | 11.30 | — | — | D 27 | V. LT | 12.00 | — | — | — | — | — | — | — | D 12 | — | 4.35 | — | — |
| D 41 | V. LT | 12.00 | — | — | D 45 | X. CC | 12.00 | — | — | D 12 | — | 5.00 | — | — | D 6 | — | 4.50 | — | — |
| D 45 | T. CC | 12.30 | — | — | D 41 | V. LT | 1.00 | — | — | D 23 | — | 5.00 | — | — | D 12 | — | 5.30 | — | — |
| D 27 | V. LT | 1.00 | — | — | D 45 | X. CC | 1.00 | — | — | D 21 | — | 5.00 | — | — | D 21 | — | 5.30 | — | — |
| D 45 | T. CC | 1.30 | — | — | D 27 | V. LT | 2.00 | — | — | D 6 | — | 5.20 | — | — | D 6 | — | 5.45 | — | — |
| D 16 | V. LT | 2.00 | — | — | D 45 | X. CC | 2.00 | — | — | DOBSONVILLE TERM. (DVT) (21001) | | | | | SUPEROLLA (SC) | | | | |
| D 7 | T. CC | 2.30 | — | — | D 4 | X. CC | 2.30 | — | — | D 4 | — | 5.00 | — | — | D 4 | — | 5.25 | — | — |
| D 4 | T. CC | 2.50 | — | — | D 7 | X. CC | 2.50 | — | — | D 13 | — | 6.15 | — | — | D 13 | — | 6.35 | — | — |
| D 11 | V. LT | 3.00 | — | — | D 16 | V. LT | 3.00 | — | — | D 8 | — | 4.35 | — | — | D 8 | — | 5.00 | — | — |
| D 7 | T. CC | 3.10 | — | — | D 4 | X. CC | 3.10 | — | — | D 34 | — | 4.55 | — | — | D 34 | — | 5.15 | — | — |
| D 4 | T. CC | 3.30 | — | — | D 7 | X. CC | 3.30 | — | — | | | | | | | | | | |
| D 7 | T. CC | 3.50 | — | — | D 4 | X. CC | 3.50 | — | — | | | | | | | | | | |
| D 4 | T. CC | 4.10 | — | — | D 11 | V. LT | 4.00 | — | — | | | | | | | | | | |
| D 7 | T. CC | 4.30 | — | — | D 7 | X. CC | 4.10 | — | — | | | | | | | | | | |
| D 7 | T. CC | 5.05 | — | — | D 4 | X. CC | 4.30 | — | — | | | | | | | | | | |
| D 32 | T. CC | 5.15 | — | — | D 7 | X. CC | 4.50 | — | — | | | | | | | | | | |
| D 7 | T. CC | 5.35 | — | — | D 7 | X. CC | 5.20 | — | — | | | | | | | | | | |
| D 32 | T. CC | 5.55 | — | — | D 32 | X. CC | 5.35 | — | — | | | | | | | | | | |
| D 34 | V. LT | 6.00 | — | — | D 7 | X. CC | 5.55 | — | — | | | | | | | | | | |
| D 33 | T. CC | 6.20 | — | — | D 32 | X. CC | 6.20 | — | — | | | | | | | | | | |
| D 41 | T. CC | 6.40 | — | — | D 33 | X. CC | 7.00 | — | — | | | | | | | | | | |
| D 41 | T. CC | 7.20 | — | — | D 34 | V. LT | 7.00 | — | — | | | | | | | | | | |
| D 41 | T. CC | 7.20 | — | — | D 34 | V. LT | 7.00 | — | — | | | | | | | | | | |
| — | — | — | — | — | D 41 | X. CC | 7.40 | — | — | | | | | | | | | | |
| DAVIDSONVILLE (DAV) (21201) | | | | | GLENLEA (GL) | | | | | | | | | | | | | | |
| D 19 | V. RS | 6.15 | — | — | D 49 | V. RS | 4.35 | — | — | | | | | | | | | | |
| D 17 | V. RS | 6.50 | — | — | D 23 | V. RS | 5.30 | — | — | | | | | | | | | | |

[illegible]

Fridays only

DOBSONVILLE TER., (DVT) (21005)

ROODEPOORT WEST (RW)

DOBSONVILLE TER. (DVT) (21005)

ROODEPOORT WEST (RW)

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|------|-------|------|------|---|------|----------|------|------|---|------|-------|-------|------|---|------|-----|-------|------|---|
| D 1 | — | 3.45 | — | — | D 1 | — | 4.15 | — | — | D 15 | — | 8.20 | — | — | D 39 | — | 9.50 | — | — |
| D 2 | — | 4.00 | — | — | D 2 | — | 4.30 | — | — | D 27 | — | 8.30 | — | — | D 40 | — | 10.00 | — | — |
| D 3 | — | 4.30 | — | — | D 3 | T. ST 1 | 5.00 | — | — | D 28 | — | 8.30 | — | — | D 41 | — | 10.20 | — | — |
| D 1 | — | 4.45 | — | — | D 1 | — | 5.10 | — | — | D 33 | — | 8.50 | — | — | D 37 | — | 10.30 | — | — |
| D 2 | — | 5.00 | — | — | D 2 | — | 5.25 | — | — | D 37 | — | 9.00 | — | — | D 38 | — | 10.40 | — | — |
| D 5 | — | 5.15 | — | — | D 5 | — | 5.40 | — | — | D 38 | — | 9.10 | — | — | D 39 | — | 10.50 | — | — |
| D 9 | Ex. 2 | 5.30 | — | — | D 9 | T. Ex. 2 | 5.55 | — | — | D 39 | — | 9.20 | — | — | D 40 | — | 11.00 | — | — |
| D 3 | ST 1 | 5.30 | — | — | D 1 | T. ST 1 | 6.00 | — | — | D 40 | — | 9.30 | — | — | D 14 | — | 11.10 | — | — |
| D 1 | — | 5.35 | — | — | D 3 | — | 6.00 | — | — | D 29 | — | 9.40 | — | — | D 41 | — | 11.20 | — | — |
| D 16 | Ex. 2 | 5.40 | — | — | D 16 | T. Ex. 2 | 6.05 | — | — | D 41 | — | 9.50 | — | — | D 3 | — | 11.40 | — | — |
| D 17 | — | 5.40 | — | — | D 17 | — | 6.05 | — | — | D 37 | — | 10.00 | — | — | D 39 | — | 11.50 | — | — |
| D 20 | — | 5.45 | — | — | D 20 | T. ST 1 | 6.10 | — | — | D 38 | — | 10.10 | — | — | D 40 | — | 12.00 | — | — |
| D 25 | — | 5.55 | — | — | D 26 | T. ST 1 | 6.20 | — | — | D 39 | — | 10.20 | — | — | D 14 | — | 12.10 | — | — |
| D 27 | ST 1 | 6.00 | — | — | D 28 | — | 6.25 | — | — | D 40 | — | 10.30 | — | — | D 1 | — | 12.20 | — | — |
| D 28 | — | 6.00 | — | — | D 29 | T. Ex. 2 | 6.25 | — | — | D 14 | — | 10.40 | — | — | D 44 | — | 12.30 | — | — |
| D 29 | Ex. 2 | 6.00 | — | — | D 33 | T. Ex. 2 | 6.35 | — | — | D 41 | — | 10.50 | — | — | D 3 | — | 12.40 | — | — |
| D 5 | T. RS | 6.05 | — | — | D 10 | T. ST 1 | 6.40 | — | — | D 37 | — | 11.00 | — | — | D 39 | — | 12.50 | — | — |
| D 8 | — | 6.10 | — | — | D 9 | T. Ex. 2 | 6.45 | — | — | D 38 | — | 11.10 | — | — | D 40 | — | 1.00 | — | — |
| D 33 | Ex. 2 | 6.10 | — | — | D 16 | T. DV | 6.55 | — | — | D 39 | — | 11.20 | — | — | D 14 | — | 1.10 | — | — |
| D 10 | ST 1 | 6.15 | — | — | D 1 | — | 6.55 | — | — | D 31 | — | 11.30 | — | — | D 43 | — | 1.20 | — | — |
| D 9 | Ex. 2 | 6.20 | — | — | D 17 | T. ST 1 | 6.55 | — | — | D 14 | — | 11.40 | — | — | D 44 | — | 1.30 | — | — |
| D 16 | Ex. 2 | 6.30 | — | — | D 22 | T. DV | 6.55 | — | — | D 41 | — | 11.50 | — | — | D 3 | — | 1.40 | — | — |
| D 17 | — | 6.30 | — | — | D 2 | — | 7.05 | — | — | D 44 | — | 12.00 | — | — | D 42 | — | 1.50 | — | — |
| D 1 | ST 1 | 6.30 | — | — | D 26 | — | 7.15 | — | — | D 3 | — | 12.10 | — | — | D 2 | — | 2.00 | — | — |
| D 2 | — | 6.40 | — | — | D 28 | — | 7.15 | — | — | D 39 | — | 12.20 | — | — | D 15 | — | 2.10 | — | — |
| D 26 | ST 1 | 6.45 | — | — | D 29 | T. AV | 7.15 | — | — | D 40 | — | 12.30 | — | — | D 43 | — | 2.20 | — | — |
| D 29 | — | 6.50 | — | — | D 34 | T. DV | 7.15 | — | — | D 14 | — | 12.40 | — | — | D 29 | — | 2.30 | — | — |
| D 29 | Ex. 2 | 6.50 | — | — | D 8 | — | 7.30 | — | — | D 43 | — | 12.50 | — | — | D 3 | — | 2.40 | — | — |
| D 8 | — | 7.00 | — | — | D 33 | T. DV | 7.30 | — | — | D 44 | — | 1.00 | — | — | D 42 | — | 2.50 | — | — |
| D 33 | Ex. 2 | 7.00 | — | — | D 16 | — | 7.40 | — | — | D 3 | — | 1.10 | — | — | D 23 | — | 3.00 | — | — |
| D 1 | — | 7.15 | — | — | D 17 | — | 7.45 | — | — | D 42 | — | 1.20 | — | — | D 15 | — | 3.10 | — | — |
| D 9 | Ex. 2 | 7.15 | — | — | D 4 | — | 8.00 | — | — | D 2 | — | 1.30 | — | — | D 19 | — | 3.20 | — | — |
| D 17 | ST 1 | 7.20 | — | — | D 29 | T. DV | 8.10 | — | — | D 43 | — | 1.50 | — | — | D 29 | — | 3.30 | — | — |
| D 2 | — | 7.30 | — | — | D 28 | — | 8.05 | — | — | D 44 | — | 2.00 | — | — | D 36 | — | 3.40 | — | — |
| D 4 | — | 7.30 | — | — | D 33 | — | 8.25 | — | — | D 3 | — | 2.10 | — | — | D 42 | — | 3.50 | — | — |
| D 44 | — | 7.30 | — | — | D 29 | — | 9.10 | — | — | D 16 | T. RS | 2.10 | — | — | D 23 | — | 4.00 | — | — |
| D 28 | — | 7.45 | — | — | D 37 | — | 9.30 | — | — | D 42 | — | 2.20 | — | — | D 19 | — | 4.20 | — | — |
| D 17 | — | 8.10 | — | — | D 38 | — | 9.40 | — | — | D 23 | — | 2.30 | — | — | D 39 | — | 4.40 | — | — |

| DOBSONVILLE (DV) (21005) | | | | | ROODEPOORT STATION (RS) | | | | | DOBSONVILLE (DV) (21005) | | | | | ROODEPOORT STATION (RS) | | | | |
|--------------------------|-------|------|------|---|-------------------------|--------|------|------|---|--------------------------|-----|------|------|---|-------------------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 6 | — | 5.15 | — | — | D 8 | T. DVT | 5.50 | — | — | | | | | | D 30 | — | 6.00 | — | — |
| D 8 | — | 5.30 | — | — | D 6 | T. IKS | 6.05 | — | — | | | | | | D 11 | T. DVT | 6.00 | — | — |
| D 19 | — | 5.40 | — | — | D 30 | T. DVT | 6.20 | — | — | | | | | | D 8 | — | 6.10 | — | — |
| D 30 | — | 6.00 | — | — | D 5 | T. DVT | 6.30 | — | — | | | | | | D 7 | T. DVT | 6.10 | — | — |
| D 34 | — | 6.10 | — | — | D 34 | — | 6.30 | — | — | | | | | | D 32 | T. DVT | 6.20 | — | — |
| D 18 | — | 6.20 | — | — | D 31 | — | 7.05 | — | — | | | | | | D 36 | T. DVT | 6.30 | — | — |
| D 22 | T. RW | 6.30 | — | — | D 21 | T. DVT | 7.30 | — | — | | | | | | D 5 | — | 6.30 | — | — |
| D 31 | — | 6.45 | — | — | D 15 | T. DVT | 7.55 | — | — | | | | | | D 25 | T. DVT | 6.40 | — | — |
| D 34 | T. RW | 6.50 | — | — | D 27 | T. DVT | 8.05 | — | — | | | | | | D 30 | — | 6.45 | — | — |
| D 21 | — | 7.00 | — | — | D 16 | T. DVT | 1.40 | — | — | | | | | | D 33 | T. DVT | 6.50 | — | — |
| D 16 | T. RW | 7.15 | — | — | D 17 | T. DVT | 2.00 | — | — | | | | | | D 41 | T. DVT | 7.00 | — | — |
| D 31 | T. RW | 7.30 | — | — | D 45 | T. DVT | 2.30 | — | — | | | | | | D 43 | T. DVT | 7.50 | — | — |
| D 29 | T. RW | 7.45 | — | — | D 16 | T. DVT | 2.40 | — | — | | | | | | D 34 | — | 8.00 | — | — |
| D 33 | T. RW | 8.00 | — | — | D 17 | T. DVT | 3.00 | — | — | | | | | | | | | | |
| D 29 | T. RW | 8.40 | — | — | D 24 | T. DVT | 3.10 | — | — | | | | | | | | | | |
| D 11 | — | 4.30 | — | — | D 16 | T. DVT | 3.40 | — | — | | | | | | | | | | |
| D 34 | — | 4.40 | — | — | D 46 | T. DVT | 3.50 | — | — | | | | | | | | | | |
| D 7 | — | 4.50 | — | — | D 17 | T. DVT | 4.00 | — | — | | | | | | | | | | |
| D 11 | — | 5.30 | — | — | D 11 | — | 4.05 | — | — | | | | | | | | | | |
| D 36 | — | 5.30 | — | — | D 43 | T. DVT | 4.10 | — | — | | | | | | | | | | |
| D 7 | — | 5.40 | — | — | D 34 | — | 4.15 | — | — | | | | | | | | | | |
| D 37 | — | 5.50 | — | — | D 7 | — | 4.25 | — | — | | | | | | | | | | |
| D 30 | — | 6.25 | — | — | D 36 | T. DVT | 4.30 | — | — | | | | | | | | | | |
| | | | | | D 16 | T. DVT | 4.40 | — | — | | | | | | | | | | |
| | | | | | D 33 | T. DVT | 4.50 | — | — | | | | | | | | | | |
| | | | | | D 11 | — | 4.55 | — | — | | | | | | | | | | |
| | | | | | D 43 | T. DVT | 5.00 | — | — | | | | | | | | | | |
| | | | | | D 34 | T. DVT | 5.05 | — | — | | | | | | | | | | |
| | | | | | D 30 | T. DVT | 5.10 | — | — | | | | | | | | | | |
| | | | | | D 7 | — | 5.15 | — | — | | | | | | | | | | |
| | | | | | D 32 | T. DVT | 5.30 | — | — | | | | | | | | | | |
| | | | | | D 36 | T. DVT | 5.30 | — | — | | | | | | | | | | |
| | | | | | D 22 | — | 5.35 | — | — | | | | | | | | | | |

| DOBSONVILLE TER (DVT) (21003) | | | | | FLORIDA HILLS EXT. (FHE) | | | | | DOBSONVILLE TER (DVT) (21007) | | | | | JOUBERT STREET, ROODEPOORT (R) | | | | |
|-------------------------------|------|-------|------|---|--------------------------|---------|-------|------|---|-------------------------------|-------|-------|------|---|--------------------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 21 | — | 5.45 | — | — | D 21 | T. DV | 6.25 | — | — | D 7 | — | 5.30 | — | — | D 7 | — | 5.55 | — | — |
| D 3 | — | 6.25 | — | — | D 13 | T. ST 1 | 7.45 | — | — | D 23 | — | 5.45 | — | — | D 23 | — | 6.10 | — | — |
| D 13 | — | 7.00 | — | — | | | | | | D 24 | — | 6.00 | — | — | D 24 | — | 6.25 | — | — |
| D 36 | — | 7.10 | — | — | D 24 | — | 2100 | — | — | D 7 | — | 6.15 | — | — | D 7 | — | 6.45 | — | — |
| D 6 | — | 7.25 | — | — | D 25 | — | 3100 | — | — | D 23 | — | 6.30 | — | — | D 23 | — | 7.00 | — | — |
| D 26 | — | 7.45 | — | — | D 32 | — | 3130 | — | — | D 24 | — | 6.45 | — | — | D 24 | — | 7.15 | — | — |
| D 18 | — | 8.00 | — | — | D 30 | — | 4100 | — | — | D 44 | — | 7.00 | — | — | D 44 | — | 7.30 | — | — |
| | | | | | D 13 | — | 4130 | — | — | D 7 | — | 7.15 | — | — | D 7 | — | 7.40 | — | — |
| D 20 | — | 4115 | — | — | D 20 | — | 5100 | — | — | D 23 | — | 7.30 | — | — | D 23 | — | 7.55 | — | — |
| D 13 | — | 5110 | — | — | D 13 | — | 5140 | — | — | D 24 | — | 7.45 | — | — | D 49 | — | 9.00 | — | — |
| | | | | | | | | | | D 7 | — | 8.00 | — | — | D 49 | — | 10.00 | — | — |
| DOBSONVILLE TER (DVT) (21004) | | | | | FLORIDA HILLS (FH) | | | | | D 23 | — | 8.15 | — | — | D 49 | — | 11.00 | — | — |
| D 12 | ST 1 | 5.30 | — | — | D 12 | T. ST 1 | 6.00 | — | — | D 49 | — | 8.30 | — | — | D 49 | — | 12100 | — | — |
| D 25 | — | 5.50 | — | — | D 25 | T. ST 1 | 6.30 | — | — | D 49 | — | 9.30 | — | — | D 6 | — | 1100 | — | — |
| D 35 | — | 6.10 | — | — | D 35 | — | 6.45 | — | — | D 49 | — | 10.30 | — | — | D 6 | — | 2100 | — | — |
| D 12 | ST 1 | 6.30 | — | — | D 12 | T. ST 1 | 7.10 | — | — | D 49 | — | 11.30 | — | — | D 6 | — | 3100 | — | — |
| D 25 | ST 1 | 6.50 | — | — | D 14 | — | 7.45 | — | — | | | | | | D 28 | — | 3130 | — | — |
| D 14 | ST 1 | 7.00 | — | — | | | | | | D 6 | — | 12130 | — | — | D 31 | — | 4100 | — | — |
| D 10 | ST 1 | 7.10 | — | — | | | | | | D 6 | — | 1130 | — | — | D 28 | — | 4115 | — | — |
| D 35 | — | 7.30 | — | — | | | | | | D 6 | — | 2130 | — | — | D 37 | — | 4130 | — | — |
| D 12 | ST 1 | 7.40 | — | — | D 2 | — | 12100 | — | — | D 28 | — | 3155 | — | — | D 31 | — | 4150 | — | — |
| D 32 | — | 7.45 | — | — | D 2 | — | 1100 | — | — | D 31 | — | 4125 | — | — | D 28 | — | 5105 | — | — |
| D 21 | — | 8.00 | — | — | D 19 | — | 2100 | — | — | D 28 | — | 4140 | — | — | D 37 | — | 5120 | — | — |
| D 14 | — | 8.15 | — | — | D 26 | — | 3100 | — | — | D 37 | — | 4155 | — | — | D 31 | — | 5140 | — | — |
| D 13 | ST 1 | 8.30 | — | — | D 20 | — | 3130 | — | — | D 31 | — | 5115 | — | — | D 28 | — | 5155 | — | — |
| | | | | | D 5 | — | 4100 | — | — | D 28 | — | 5130 | — | — | D 49 | — | 6110 | — | — |
| | | | | | D 25 | — | 4130 | — | — | D 49 | — | 5135 | — | — | D 31 | — | 6130 | — | — |
| | | | | | D 35 | — | 4145 | — | — | D 31 | — | 6105 | — | — | D 28 | — | 6150 | — | — |
| | | | | | D 10 | — | 5100 | — | — | D 28 | — | 6120 | — | — | | | | | |
| D 2 | — | 12130 | — | — | D 21 | — | 5120 | — | — | DOBSONVILLE TER (DVT) (21001) | | | | | CADAC (CAD) | | | | |
| D 25 | — | 3145 | — | — | D 25 | — | 5140 | — | — | D 30 | V. LG | 6.40 | — | — | D 21 | — | 4110 | — | — |
| D 10 | — | 4140 | — | — | D 35 | — | 6100 | — | — | | | | | | | | | | |
| D 21 | — | 4145 | — | — | D 21 | — | 6130 | — | — | | | | | | | | | | |
| D 25 | — | 5110 | — | — | D 35 | — | 7115 | — | — | | | | | | | | | | |
| D 35 | — | 5125 | — | — | | | | | | | | | | | | | | | |
| D 21 | — | 6100 | — | — | | | | | | | | | | | | | | | |
| D 34 | — | 6140 | — | — | | | | | | | | | | | | | | | |

| DOBSONVILLE TER (DVT) (21002) | | | | | MUNICIPAL W/SHOPS (MWS) | | | | | ROODEPOORT STATION (RS) (21009) | | | | | SOUTH ROODEPOORT (SR) | | | | |
|-------------------------------|-------|------|------|---|-------------------------|---------|------|------|---|---------------------------------|-------|-------|------|---|-----------------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 10 | Ex. 1 | 5.30 | — | — | D 10 | T. ST 1 | 5.55 | — | — | D 27 | V. LT | 6.35 | — | — | D 15 | X. CC | 7.15 | — | — |
| D 13 | Ex. 1 | 5.30 | — | — | D 13 | T. DVT | 5.55 | — | — | D 31 | H. LT | 8.10 | — | — | D 27 | V. LT | 7.20 | — | — |
| D 15 | Ex. 1 | 5.35 | — | — | D 15 | T. DVT | 5.55 | — | — | D 1 | V. LT | 10.00 | — | — | D 31 | V. LT | 9.00 | — | — |
| D 18 | — | 5.40 | — | — | D 18 | T. DVT | 6.00 | — | — | D 45 | T. CC | 10.30 | — | — | D 1 | V. LT | 11.00 | — | — |
| D 4 | — | 5.50 | — | — | D 4 | T. DVT | 6.10 | — | — | D 27 | V. LT | 11.00 | — | — | D 45 | X. CC | 11.00 | — | — |
| D 22 | — | 6.00 | — | — | D 31 | T. DV | 6.30 | — | — | D 45 | T. CC | 11.30 | — | — | D 27 | V. LT | 12.00 | — | — |
| D 31 | — | 6.10 | — | — | D 22 | T. DV | 6.15 | — | — | D 15 | V. LT | 12.00 | — | — | D 45 | X. CC | 12.00 | — | — |
| D 24 | — | 3.45 | — | — | D 33 | — | 3.50 | — | — | D 45 | T. CC | 12.30 | — | — | D 15 | V. LT | 1.00 | — | — |
| D 26 | — | 3.45 | — | — | D 24 | — | 4.00 | — | — | D 27 | V. LT | 1.00 | — | — | D 45 | X. CC | 1.00 | — | — |
| D 24 | — | 4.25 | — | — | D 26 | — | 4.10 | — | — | D 45 | T. CC | 1.30 | — | — | D 27 | V. LT | 2.00 | — | — |
| D 26 | — | 4.35 | — | — | D 10 | — | 4.20 | — | — | D 11 | V. LT | 2.00 | — | — | D 45 | X. CC | 2.00 | — | — |
| D 32 | — | 4.15 | — | — | D 32 | — | 4.40 | — | — | D 9 | T. CC | 2.30 | — | — | D 9 | X. CC | 2.50 | — | — |
| D 4 | — | 4.40 | — | — | D 24 | — | 4.50 | — | — | D 8 | T. CC | 2.50 | — | — | D 11 | V. LT | 3.00 | — | — |
| | | | | | D 26 | — | 5.00 | — | — | D 41 | V. LT | 3.00 | — | — | D 8 | X. CC | 3.10 | — | — |
| | | | | | D 4 | — | 5.00 | — | — | D 9 | T. CC | 3.10 | — | — | D 9 | X. CC | 3.30 | — | — |
| | | | | | | | | | | D 8 | T. CC | 3.10 | — | — | D 8 | X. CC | 3.30 | — | — |
| | | | | | | | | | | D 9 | T. CC | 3.50 | — | — | D 41 | V. LT | 4.00 | — | — |
| | | | | | | | | | | D 8 | T. CC | 4.10 | — | — | D 9 | X. CC | 4.10 | — | — |
| | | | | | | | | | | D 9 | T. CC | 4.30 | — | — | D 8 | X. CC | 4.30 | — | — |
| | | | | | | | | | | D 8 | T. CC | 4.50 | — | — | D 8 | X. CC | 4.50 | — | — |
| | | | | | | | | | | D 41 | V. LT | 5.00 | — | — | D 8 | X. CC | 5.10 | — | — |
| | | | | | | | | | | D 9 | T. CC | 5.10 | — | — | D 8 | X. CC | 5.30 | — | — |
| | | | | | | | | | | D 8 | T. CC | 5.30 | — | — | D 8 | X. CC | 5.50 | — | — |
| | | | | | | | | | | D 43 | T. CC | 5.50 | — | — | D 41 | V. LT | 6.00 | — | — |
| | | | | | | | | | | D 34 | V. LT | 6.00 | — | — | D 43 | X. CC | 6.10 | — | — |
| | | | | | | | | | | D 37 | T. CC | 6.10 | — | — | D 37 | X. CC | 6.30 | — | — |
| | | | | | | | | | | D 43 | T. CC | 6.30 | — | — | D 43 | X. CC | 6.50 | — | — |
| | | | | | | | | | | D 37 | T. CC | 6.50 | — | — | D 34 | V. LT | 7.00 | — | — |
| | | | | | | | | | | D 43 | T. CC | 7.10 | — | — | D 37 | X. CC | 7.10 | — | — |
| | | | | | | | | | | | | | | | D 43 | X. CC | 7.30 | — | — |

DOBSONVILLE TER (DVT) (21001)

GLENLEA

| | | | | | | | | | |
|------|------|------|---|---|------|---|------|---|---|
| D 2 | — | 5.50 | — | — | D 2 | — | 6.15 | — | — |
| D 4 | — | 6.30 | — | — | D 19 | — | 6.50 | — | — |
| D 20 | ST 1 | 6.40 | — | — | D 4 | — | 7.00 | — | — |
| D 5 | — | 6.50 | — | — | D 17 | — | 7.20 | — | — |
| D 19 | — | 7.15 | — | — | | | | | |
| D 12 | — | 4.05 | — | — | D 12 | — | 3.35 | — | — |
| D 49 | — | 4.35 | — | — | D 49 | — | 4.05 | — | — |
| D 12 | — | 5.05 | — | — | D 12 | — | 4.35 | — | — |
| | | | | | D 49 | — | 5.05 | — | — |
| | | | | | D 12 | — | 5.30 | — | — |

| DOBSONVILLE TERM. (DVT) (21001) | | | | | SUPEROLLA (SC) | | | | | ROODEPOORT WEST OFF | | | | | ROODEPOORT WEST ON | | | | |
|-----------------------------------|-----|------|------|---|-----------------|-----|------|------|---|---------------------|-----|-------|------|---|--------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 4 | — | 5.05 | — | — | D 4 | — | 5.25 | — | — | D 1 | — | 7.40 | — | — | D 1 | — | 9.50 | — | — |
| D 13 | — | 6.15 | — | — | D 13 | — | 6.35 | — | — | D 9 | — | 7.45 | — | — | D 27 | — | 10.50 | — | — |
| D 46 | — | 4.20 | — | — | D 46 | — | 4.50 | — | — | D 11 | — | 8.10 | — | — | D 3 | — | 11.30 | — | — |
| D 4 | — | 5.20 | — | — | D 4 | — | 5.40 | — | — | D 17 | — | 8.40 | — | — | D 15 | — | 11.50 | — | — |
| DOBSONVILLE (TERM.) (DVT) (21006) | | | | | ROODEKRANS (RK) | | | | | D 15 | — | 8.50 | — | — | D 16 | — | 1.35 | — | — |
| D 48 | — | 5.50 | — | — | D 48 | — | 6.30 | — | — | D 23 | — | 8.50 | — | — | D 17 | — | 1.45 | — | — |
| D 48 | — | 7.05 | — | — | D 48 | — | 7.40 | — | — | D 27 | — | 8.55 | — | — | D 11 | — | 1.50 | — | — |
| D 48 | — | 8.10 | — | — | — | — | — | — | — | D 48 | — | 9.05 | — | — | D 4 | — | 2.15 | — | — |
| — | — | — | — | — | D 48 | — | 3.15 | — | — | D 28 | — | 9.10 | — | — | D 9 | — | 2.20 | — | — |
| D 48 | — | 3.55 | — | — | D 48 | — | 4.25 | — | — | D 33 | — | 9.20 | — | — | D 8 | — | 2.40 | — | — |
| D 48 | — | 5.05 | — | — | D 48 | — | 5.35 | — | — | D 31 | — | 9.55 | — | — | D 41 | — | 2.50 | — | — |
| | | | | | | | | | | D 29 | — | 10.10 | — | — | D 48 | — | 2.55 | — | — |
| | | | | | | | | | | D 37 | — | 11.30 | — | — | D 28 | — | 3.15 | — | — |
| | | | | | | | | | | D 38 | — | 11.40 | — | — | D 21 | — | 3.20 | — | — |
| | | | | | | | | | | D 41 | — | 12.20 | — | — | D 39 | — | 3.40 | — | — |
| | | | | | | | | | | D 27 | — | 3.00 | — | — | D 37 | — | 4.00 | — | — |
| | | | | | | | | | | D 43 | — | 3.20 | — | — | D 43 | — | 4.00 | — | — |

Saturdays

DOBSONVILLE TERM. (DVT) (21005)

ROODEPOORT STATION (RS)

DOBSONVILLE TERM. (DVT) (21005)

ROODEPOORT STATION (RS)

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|------|-------|-------|------|---|------|-------|-------|------|---|------|-------|-------|------|---|------|-------|-------|------|---|
| D 1 | T. RW | 4.30 | — | — | D 1 | X. RW | 5.00 | — | — | D 39 | T. RW | 10.30 | — | — | D 5 | X. RW | 11.30 | — | — |
| D 3 | T. RW | 5.00 | — | — | D 5 | — | 5.40 | — | — | D 4 | — | 10.40 | — | — | D 3 | — | 11.35 | — | — |
| D 4 | T. RW | 5.15 | — | — | D 4 | X. RW | 5.45 | — | — | D 1 | — | 10.50 | — | — | D 19 | — | 11.50 | — | — |
| D 1 | T. RW | 5.30 | — | — | D 7 | — | 5.55 | — | — | D 29 | T. RW | 11.00 | — | — | D 41 | — | 12.00 | — | — |
| D 8 | T. RW | 5.40 | — | — | D 1 | X. RW | 6.00 | — | — | D 3 | — | 11.10 | — | — | D 39 | X. RW | 12.00 | — | — |
| D 2 | — | 5.50 | — | — | D 8 | X. RW | 6.10 | — | — | D 31 | — | 11.20 | — | — | D 10 | X. RW | 12.00 | — | — |
| D 10 | T. RW | 5.50 | — | — | D 1 | — | 6.15 | — | — | D 5 | T. RW | 11.30 | — | — | D 4 | — | 12.10 | — | — |
| D 14 | T. RW | 6.05 | — | — | D 10 | X. RW | 6.20 | — | — | D 39 | — | 11.30 | — | — | D 1 | — | 12.20 | — | — |
| D 5 | T. RW | 6.10 | — | — | D 14 | X. RW | 6.30 | — | — | D 4 | — | 11.40 | — | — | D 13 | — | 12.20 | — | — |
| D 16 | — | 6.10 | — | — | D 16 | — | 6.35 | — | — | D 1 | — | 11.50 | — | — | D 5 | X. RW | 12.00 | — | — |
| D 4 | T. RW | 6.15 | — | — | D 5 | — | 6.40 | — | — | D 3 | — | 12.00 | — | — | D 3 | — | 12.30 | — | — |
| D 7 | T. RW | 6.20 | — | — | D 4 | — | 6.45 | — | — | D 5 | T. RW | 12.00 | — | — | D 19 | — | 12.40 | — | — |
| D 20 | T. RW | 6.25 | — | — | D 7 | X. RW | 6.50 | — | — | D 19 | — | 12.15 | — | — | D 17 | — | 12.50 | — | — |
| D 1 | T. RW | 6.30 | — | — | D 1 | X. RW | 7.00 | — | — | D 39 | T. RW | 12.30 | — | — | D 41 | — | 12.50 | — | — |
| D 25 | T. RW | 6.35 | — | — | D 25 | X. RW | 7.00 | — | — | D 4 | — | 12.35 | — | — | D 39 | X. RW | 1.00 | — | — |
| D 8 | T. RW | 6.40 | — | — | D 8 | X. RW | 7.10 | — | — | D 13 | T. RW | 12.45 | — | — | D 4 | — | 1.00 | — | — |
| D 27 | — | 6.45 | — | — | D 27 | — | 7.15 | — | — | D 7 | — | 12.45 | — | — | D 7 | — | 1.10 | — | — |
| D 10 | T. RW | 6.50 | — | — | D 12 | X. RW | 7.30 | — | — | D 3 | — | 12.55 | — | — | D 13 | X. RW | 1.15 | — | — |
| D 12 | T. RW | 7.00 | — | — | D 1 | — | 8.00 | — | — | D 5 | T. RW | 1.00 | — | — | D 3 | — | 1.20 | — | — |
| D 5 | — | 7.10 | — | — | D 27 | — | 8.20 | — | — | D 19 | — | 1.05 | — | — | D 19 | — | 1.30 | — | — |
| D 4 | T. RW | 7.15 | — | — | D 24 | — | 8.40 | — | — | D 17 | — | 1.15 | — | — | D 5 | X. RW | 1.30 | — | — |
| D 1 | T. RW | 7.30 | — | — | D 22 | — | 9.00 | — | — | D 41 | T. RW | 1.15 | — | — | D 17 | — | 1.40 | — | — |
| D 8 | T. RW | 7.45 | — | — | D 4 | X. RW | 9.10 | — | — | D 39 | T. RW | 1.30 | — | — | D 41 | X. RW | 1.45 | — | — |
| D 27 | — | 7.50 | — | — | D 32 | — | 9.20 | — | — | D 7 | — | 1.35 | — | — | D 36 | — | 1.45 | — | — |
| D 12 | T. RW | 8.00 | — | — | D 29 | X. RW | 9.30 | — | — | D 13 | T. RW | 1.45 | — | — | D 37 | X. RW | 2.00 | — | — |
| D 24 | — | 8.10 | — | — | D 24 | — | 9.35 | — | — | D 19 | — | 1.55 | — | — | D 7 | — | 2.00 | — | — |
| D 1 | T. RW | 8.30 | — | — | D 3 | — | 9.40 | — | — | D 5 | T. RW | 2.00 | — | — | D 29 | — | 2.10 | — | — |
| D 30 | — | 8.35 | — | — | D 31 | — | 9.55 | — | — | D 17 | — | 2.05 | — | — | D 2 | — | 2.10 | — | — |
| D 31 | — | 8.45 | — | — | D 28 | X. RW | 10.00 | — | — | D 7 | — | 2.30 | — | — | D 13 | X. RW | 2.15 | — | — |
| D 32 | — | 8.50 | — | — | D 4 | — | 10.10 | — | — | D 24 | — | 2.35 | — | — | D 19 | — | 2.20 | — | — |
| D 29 | T. RW | 9.10 | — | — | D 1 | — | 10.20 | — | — | D 21 | — | 2.45 | — | — | D 17 | — | 2.30 | — | — |
| D 24 | — | 9.10 | — | — | D 32 | X. RW | 10.20 | — | — | D 19 | — | 2.50 | — | — | D 5 | X. RW | 2.30 | — | — |
| D 25 | T. RW | 9.30 | — | — | D 29 | X. RW | 10.30 | — | — | — | — | — | — | — | D 6 | — | 2.40 | — | — |
| D 4 | — | 9.40 | — | — | D 3 | — | 10.40 | — | — | — | — | — | — | — | D 31 | — | 2.50 | — | — |
| D 32 | — | 9.50 | — | — | D 31 | — | 10.50 | — | — | — | — | — | — | — | D 29 | — | 3.00 | — | — |
| D 29 | T. RW | 10.00 | — | — | D 29 | X. RW | 11.00 | — | — | — | — | — | — | — | — | — | — | — | — |
| D 3 | — | 10.10 | — | — | D 4 | — | 11.10 | — | — | — | — | — | — | — | — | — | — | — | — |
| D 31 | — | 10.20 | — | — | D 13 | — | 11.20 | — | — | — | — | — | — | — | — | — | — | — | — |

| DOBSONVILLE TERMINUS (DVT) (21005) | | | | | ROODEPOORT STATION (RS) | | | | | DOBSONVILLE (DV) (21005) | | | | | ROODEPOORT STATION (RS) | | | | |
|------------------------------------|-------|------|------|---|-------------------------|-------|------|------|---|--------------------------|-------|-------|------|---|-------------------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 17 | — | 3 00 | — | — | D 7 | X. RW | 3 00 | — | — | D 5 | — | 5.15 | — | — | D 3 | X. RW | 5.30 | — | — |
| D 5 | T. RW | 3 00 | — | — | D 21 | — | 3 10 | — | — | D 7 | — | 5.30 | — | — | D 3 | — | 6.25 | — | — |
| D 6 | — | 3 10 | — | — | D 19 | — | 3 20 | — | — | D 9 | — | 5.45 | — | — | D 19 | — | 6.45 | — | — |
| D 31 | — | 3 30 | — | — | D 17 | — | 3 30 | — | — | D 3 | — | 6.00 | — | — | D 20 | X. RW | 6.55 | — | — |
| D 21 | — | 3 40 | — | — | D 5 | X. RW | 3 30 | — | — | D 19 | — | 6.20 | — | — | D 19 | — | 7.35 | — | — |
| D 41 | — | 3 50 | — | — | D 6 | — | 3 40 | — | — | D 22 | — | 6.30 | — | — | D 20 | — | 7.45 | — | — |
| D 17 | — | 4 00 | — | — | D 12 | — | 3 50 | — | — | D 3 | — | 6.50 | — | — | D 18 | — | 8.05 | — | — |
| D 9 | — | 4 10 | — | — | D 31 | X. RW | 4 00 | — | — | D 19 | — | 7.10 | — | — | D 19 | — | 8.25 | — | — |
| D 34 | — | 4 20 | — | — | D 39 | — | 4 00 | — | — | D 20 | — | 7.20 | — | — | D 20 | — | 8.35 | — | — |
| D 31 | T. RW | 4 30 | — | — | D 21 | — | 4 10 | — | — | D 18 | — | 7.40 | — | — | D 18 | — | 8.55 | — | — |
| D 39 | — | 4 30 | — | — | D 41 | — | 4 20 | — | — | D 19 | — | 8.00 | — | — | D 18 | — | 9.45 | — | — |
| D 21 | — | 4 40 | — | — | D 43 | X. RW | 4 30 | — | — | D 20 | — | 8.10 | — | — | D 9 | — | 9.50 | — | — |
| D 41 | — | 4 50 | — | — | D 17 | — | 4 30 | — | — | D 18 | — | 8.30 | — | — | D 36 | — | 10.25 | — | — |
| D 26 | — | 5 00 | — | — | D 8 | — | 4 30 | — | — | D 17 | T. RW | 8.40 | — | — | D 37 | — | 10.35 | — | — |
| D 28 | — | 5 00 | — | — | D 37 | — | 4 40 | — | — | D 19 | — | 8.50 | — | — | D 38 | — | 10.55 | — | — |
| D 43 | R. RW | 5 00 | — | — | D 34 | X. RW | 4 50 | — | — | D 18 | — | 9.20 | — | — | D 29 | — | 11.00 | — | — |
| D 37 | — | 5 10 | — | — | D 31 | X. RW | 5 00 | — | — | D 35 | — | 9.40 | — | — | D 36 | — | 11.15 | — | — |
| D 34 | — | 5 20 | — | — | D 39 | — | 5 00 | — | — | D 36 | — | 10.00 | — | — | D 37 | — | 11.25 | — | — |
| D 31 | R. RW | 5 30 | — | — | D 35 | — | 5 00 | — | — | D 37 | — | 10.00 | — | — | D 38 | — | 11.45 | — | — |
| D 39 | — | 5 30 | — | — | D 21 | — | 5 10 | — | — | D 38 | — | 10.30 | — | — | D 36 | — | 12 05 | — | — |
| D 38 | — | 5 40 | — | — | D 41 | — | 5 20 | — | — | D 40 | — | 10.30 | — | — | D 37 | — | 12 15 | — | — |
| D 41 | — | 5 50 | — | — | D 43 | X. RW | 5 30 | — | — | D 36 | — | 10.50 | — | — | D 38 | — | 12 35 | — | — |
| D 43 | T. RW | 6 00 | — | — | D 26 | — | 5 30 | — | — | D 37 | — | 11.00 | — | — | D 36 | — | 12 55 | — | — |
| D 26 | — | 6 00 | — | — | D 8 | — | 5 30 | — | — | D 41 | — | 11.00 | — | — | D 37 | — | 1 05 | — | — |
| D 37 | — | 6 10 | — | — | D 37 | — | 5 40 | — | — | D 38 | — | 11.20 | — | — | D 38 | — | 1 25 | — | — |
| D 34 | — | 6 20 | — | — | D 9 | — | 5 40 | — | — | D 36 | — | 11.40 | — | — | D 2 | — | 1 30 | — | — |
| D 39 | — | 6 30 | — | — | D 34 | — | 5 50 | — | — | D 37 | — | 11.50 | — | — | D 6 | — | 1 45 | — | — |
| D 36 | T. RW | 6 30 | — | — | D 31 | X. RW | 6 00 | — | — | D 13 | — | 11.55 | — | — | D 25 | — | 1 55 | — | — |
| D 38 | — | 6 40 | — | — | D 39 | — | 6 00 | — | — | D 34 | — | 12 00 | — | — | D 35 | — | 5 00 | — | — |
| D 43 | T. RW | 7 00 | — | — | D 38 | — | 6 10 | — | — | D 38 | — | 12 10 | — | — | D 49 | — | 6 50 | — | — |
| D 36 | T. RW | 7 30 | — | — | D 41 | — | 6 20 | — | — | D 41 | — | 12 25 | — | — | | | | | |
| D 43 | T. RW | 8 00 | — | — | D 43 | X. RW | 6 30 | — | — | D 36 | — | 12 30 | — | — | | | | | |
| D 36 | T. RW | 8 30 | — | — | D 26 | — | 6 30 | — | — | D 37 | — | 12 40 | — | — | | | | | |
| | | | | | D 37 | — | 6 40 | — | — | D 6 | — | 12 45 | — | — | | | | | |
| | | | | | D 34 | — | 6 50 | — | — | D 38 | — | 1 00 | — | — | | | | | |
| | | | | | D 36 | X. RW | 7 00 | — | — | D 36 | — | 2 20 | — | — | | | | | |
| | | | | | D 39 | — | 7 00 | — | — | D 6 | — | 2 10 | — | — | | | | | |
| | | | | | D 43 | X. RW | 7 30 | — | — | D 37 | — | 4 20 | — | — | | | | | |
| | | | | | D 28 | — | 7 30 | — | — | | | | | | | | | | |

| DOBSONVILLE TER. (DVT) (21007) | | | | | ROODEPOORT—JOUBERT STREET | | | | | ROODEPOORT STATION (RS) (21009) | | | | | C COMPOUND (CC) | | | | |
|--------------------------------|-----|-------|------|---|---------------------------|-----|-------|------|---|---------------------------------|-----|-------|------|---|-----------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 17 | — | 6.00 | — | — | D 17 | — | 6.30 | — | — | D 10 | — | 7.30 | — | — | D 10 | — | 7.50 | — | — |
| D 26 | — | 6.20 | — | — | D 26 | — | 6.50 | — | — | D 42 | — | 7.50 | — | — | D 42 | — | 8.10 | — | — |
| D 21 | — | 6.40 | — | — | D 21 | — | 7.10 | — | — | D 10 | — | 8.10 | — | — | D 10 | — | 8.30 | — | — |
| D 17 | — | 7.00 | — | — | D 17 | — | 7.30 | — | — | D 42 | — | 8.30 | — | — | D 42 | — | 8.50 | — | — |
| D 26 | — | 7.20 | — | — | D 26 | — | 7.50 | — | — | D 10 | — | 8.50 | — | — | D 10 | — | 9.10 | — | — |
| D 21 | — | 7.40 | — | — | D 21 | — | 8.10 | — | — | D 42 | — | 9.10 | — | — | D 42 | — | 9.30 | — | — |
| D 17 | — | 8.00 | — | — | D 17 | — | 8.30 | — | — | D 10 | — | 9.30 | — | — | D 10 | — | 9.50 | — | — |
| D 26 | — | 8.20 | — | — | D 26 | — | 8.50 | — | — | D 42 | — | 9.50 | — | — | D 42 | — | 10.10 | — | — |
| D 21 | — | 8.40 | — | — | D 21 | — | 9.10 | — | — | D 2 | — | 10.10 | — | — | D 1 | — | 10.30 | — | — |
| D 33 | — | 9.00 | — | — | D 33 | — | 9.30 | — | — | D 42 | — | 10.30 | — | — | D 42 | — | 10.50 | — | — |
| D 34 | — | 9.20 | — | — | D 34 | — | 9.50 | — | — | D 2 | — | 10.50 | — | — | D 2 | — | 11.10 | — | — |
| D 21 | — | 9.40 | — | — | D 21 | — | 10.10 | — | — | D 42 | — | 11.10 | — | — | D 42 | — | 11.30 | — | — |
| D 33 | — | 10.00 | — | — | D 33 | — | 10.30 | — | — | D 2 | — | 11.30 | — | — | D 2 | — | 11.50 | — | — |
| D 34 | — | 10.20 | — | — | D 34 | — | 10.50 | — | — | D 48 | — | 11.50 | — | — | D 48 | — | 12.10 | — | — |
| D 49 | — | 10.40 | — | — | D 49 | — | 11.10 | — | — | D 2 | — | 12.10 | — | — | D 2 | — | 12.30 | — | — |
| D 33 | — | 11.00 | — | — | D 33 | — | 11.30 | — | — | D 8 | — | 12.30 | — | — | D 8 | — | 12.50 | — | — |
| D 34 | — | 11.20 | — | — | D 34 | — | 11.50 | — | — | D 2 | — | 12.50 | — | — | D 2 | — | 1.10 | — | — |
| D 49 | — | 11.40 | — | — | D 49 | — | 12.10 | — | — | D 8 | — | 1.10 | — | — | D 8 | — | 1.30 | — | — |
| D 43 | — | 12.00 | — | — | D 43 | — | 12.30 | — | — | D 2 | — | 1.30 | — | — | D 2 | — | 1.50 | — | — |
| D 10 | — | 12.25 | — | — | D 10 | — | 12.50 | — | — | D 8 | — | 1.50 | — | — | D 8 | — | 2.10 | — | — |
| D 49 | — | 12.40 | — | — | D 49 | — | 1.10 | — | — | D 42 | — | 2.10 | — | — | D 18 | — | 2.30 | — | — |
| D 43 | — | 1.00 | — | — | D 43 | — | 1.30 | — | — | D 8 | — | 2.30 | — | — | D 42 | — | 2.50 | — | — |
| D 10 | — | 1.20 | — | — | D 10 | — | 1.50 | — | — | D 42 | — | 2.50 | — | — | D 8 | — | 3.10 | — | — |
| D 49 | — | 1.40 | — | — | D 49 | — | 2.10 | — | — | D 8 | — | 3.10 | — | — | D 42 | — | 3.30 | — | — |
| D 43 | — | 2.00 | — | — | D 43 | — | 2.30 | — | — | D 42 | — | 3.30 | — | — | D 8 | — | 3.50 | — | — |
| ROODEPOORT STATION (21201) | | | | | DAVIDSONVILLE (DSN) | | | | | | | | | | | | | | |
| D 3 | — | 7.15 | — | — | D 3 | — | 7.30 | — | — | D 49 | — | 4.20 | — | — | D 49 | — | 4.40 | — | — |
| D 31 | — | 9.15 | — | — | D 31 | — | 9.35 | — | — | D 49 | — | 5.20 | — | — | D 49 | — | 5.10 | — | — |
| D 41 | — | 11.25 | — | — | D 41 | — | 11.40 | — | — | D 28 | — | 5.40 | — | — | D 49 | — | 5.50 | — | — |
| D 6 | — | 1.10 | — | — | D 6 | — | 1.25 | — | — | D 49 | — | 6.10 | — | — | D 28 | — | 6.10 | — | — |
| DOBSONVILLE (DVT) (21001) | | | | | GLEN LEA (GL) | | | | | | | | | | | | | | |
| D 7 | — | 7.15 | — | — | D 7 | — | 7.45 | — | — | | | | | | | | | | |
| | | | | | D 7 | — | 12.45 | — | — | | | | | | | | | | |

| ROODEPOORT STATION (RS) VIA LERATONG (21009) | | | | | SOUTH ROODEPOORT (SR) VIA LERATONG | | | | | DOBSONVILLE (21002) | | | | | FLORIDA HILLS (FH) | | | | |
|--|--------|-------|--------|---|------------------------------------|--------|-------|--------|---|---------------------|-----|-------|------|---|--------------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 9 | T. LT | 6.15 | — | — | D 9 | X. LT | 7.00 | — | — | D 15 | — | 6.00 | — | — | D 15 | — | 6.40 | — | — |
| D 22 | — | 7.00 | — | — | D 22 | — | 8.00 | — | — | D 18 | — | 6.15 | — | — | D 18 | — | 6.55 | — | — |
| D 9 | — | 8.00 | — | — | D 9 | — | 9.00 | — | — | D 23 | — | 6.30 | — | — | D 23 | — | 7.10 | — | — |
| D 30 | — | 9.00 | — | — | D 30 | — | 10.00 | — | — | D 28 | — | 6.45 | — | — | D 28 | — | 7.25 | — | — |
| D 35 | — | 10.05 | — | — | D 35 | — | 11.00 | — | — | D 15 | — | 7.15 | — | — | D 16 | — | 7.50 | — | — |
| D 40 | — | 11.00 | — | — | D 40 | — | 12.00 | — | — | D 29 | — | 7.30 | — | — | D 15 | — | 7.55 | — | — |
| D 12 | — | 12.00 | — | — | D 12 | — | 1.00 | — | — | D 23 | — | 7.45 | — | — | D 29 | — | 8.15 | — | — |
| D 35 | — | 1.00 | — | — | D 35 | — | 2.00 | — | — | D 28 | — | 8.00 | — | — | D 23 | — | 8.25 | — | — |
| D 12 | — | 2.00 | — | — | D 12 | — | 3.00 | — | — | D 16 | — | 10.15 | — | — | D 28 | — | 8.50 | — | — |
| D 35 | — | 3.00 | — | — | D 35 | — | 4.00 | — | — | D 14 | — | 11.30 | — | — | D 16 | — | 11.00 | — | — |
| D 33 | — | 4.00 | — | — | D 33 | — | 5.00 | — | — | D 16 | — | 11.45 | — | — | D 14 | — | 12.00 | — | — |
| D 40 | — | 5.00 | — | — | D 40 | — | 6.00 | — | — | D 23 | — | 12.20 | — | — | D 16 | — | 12.30 | — | — |
| D 33 | — | 6.00 | — | — | D 33 | — | 7.00 | — | — | D 14 | — | 12.45 | — | — | D 23 | — | 1.00 | — | — |
| D 40 | — | 7.00 | — | — | D 40 | — | 8.00 | — | — | D 16 | — | 1.15 | — | — | D 14 | — | 1.30 | — | — |
| DOBSONVILLE (DVT) (21006) | | | | | ROODEKRANS (RK) | | | | | D 23 | — | 1.45 | — | — | D 16 | — | 2.00 | — | — |
| D 48 | — | 6.55 | — | — | D 48 | — | 7.35 | — | — | D 14 | — | 2.15 | — | — | D 23 | — | 2.30 | — | — |
| D 48 | — | 8.10 | — | — | D 48 | — | 8.50 | — | — | D 20 | — | 2.45 | — | — | D 14 | — | 3.00 | — | — |
| D 48 | — | 9.25 | — | — | D 48 | — | 1.10 | — | — | D 23 | — | 3.15 | — | — | D 20 | — | 3.30 | — | — |
| D 48 | — | 1.50 | — | — | D 48 | — | 2.25 | — | — | D 20 | — | 4.15 | — | — | D 23 | — | 4.00 | — | — |
| DOBSONVILLE (DVT) (21005) | | | | | WITPOORTJIE (WP) | | | | | DOBSONVILLE (21003) | | | | | FLORIDA HILLS EXT. (FHE) | | | | |
| D 2 | — | 6.40 | — | — | D 2 | T. RS | 7.20 | — | — | D 13 | — | 6.00 | — | — | D 13 | — | 7.00 | — | — |
| D 25 | — | 3.20 | — | — | D 21 | X. RS | 2.00 | — | — | D 24 | — | 6.30 | — | — | D 24 | — | 7.30 | — | — |
| | | | | | D 18 | V. RS | 3.00 | — | — | D 14 | — | 7.00 | — | — | D 14 | — | 8.00 | — | — |
| | | | | | D 25 | V. RS | 4.00 | — | — | D 25 | — | 7.30 | — | — | D 25 | — | 8.20 | — | — |
| | | | | | | | | | | D 13 | — | 8.00 | — | — | D 13 | — | 9.00 | — | — |
| | | | | | | | | | | D 15 | — | 11.20 | — | — | D 15 | — | 12.00 | — | — |
| | | | | | | | | | | D 25 | — | 12.20 | — | — | D 25 | — | 1.00 | — | — |
| | | | | | | | | | | D 15 | — | 12.45 | — | — | D 15 | — | 1.30 | — | — |
| | | | | | | | | | | D 20 | — | 1.30 | — | — | D 20 | — | 2.00 | — | — |
| | | | | | | | | | | D 25 | — | 1.45 | — | — | D 25 | — | 2.30 | — | — |
| | | | | | | | | | | D 15 | — | 2.15 | — | — | D 15 | — | 3.00 | — | — |
| | | | | | | | | | | D 26 | — | 3.30 | — | — | D 26 | — | 4.00 | — | — |
| | | | | | | | | | | D 38 | — | 4.20 | — | — | D 38 | — | 5.00 | — | — |
| SOWETO VIA DVT (21010) | | | | | CHAMDOR TO LERATONG | | | | | | | | | | | | | | |
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 12 | X. DVT | 6.00 | — | — | D 12 | X. CHD | 6.35 | T. DVT | — | | | | | | | | | | |
| D 11 | X. CHT | 6.00 | T. CHD | — | D 11 | X. CHD | 7.00 | T. CHT | — | | | | | | | | | | |
| D 18 | X. BH | 1.00 | T. CHD | — | D 44 | X. CHD | 1.00 | T. CHT | — | | | | | | | | | | |
| D 44 | X. CHT | 12.00 | T. CHD | — | D 44 | X. CHD | 3.30 | T. CHT | — | | | | | | | | | | |
| D 44 | X. CHT | 2.10 | T. CHD | — | D 29 | X. CT | 4.10 | T. CHT | — | | | | | | | | | | |
| D 29 | X. DVT | 3.30 | T. CT | — | D 44 | X. CHD | 7.10 | T. CHT | — | | | | | | | | | | |

Sunday

DOBSONVILLE TER (21005)

ROODEPOORT STATION

DOBSONVILLE TER (21005)

ROODEPOORT STATION

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|------|-------|-------|------|---|------|----------|-------|------|---|------|-------|-------|------|---|------|-------|------|------|---|
| D 1 | T. RW | 4.45 | — | — | D 1 | X. RW | 5.15 | — | — | D 16 | — | 12 30 | — | — | D 3 | X. RW | 1 30 | — | — |
| D 2 | T. RW | 5.00 | — | — | D 2 | X. RW | 5.30 | — | — | D 15 | — | 12 50 | — | — | D 19 | — | 1 30 | — | — |
| D 3 | T. RW | 5.15 | — | — | D 3 | X. RW | 5.45 | — | — | D 3 | T. RW | 1 00 | — | — | D 20 | — | 1 50 | — | — |
| D 4 | T. RW | 5.30 | — | — | D 4 | X. RW | 6.00 | — | — | D 19 | — | 1 00 | — | — | D 4 | — | 2 00 | — | — |
| D 1 | T. RW | 5.45 | — | — | D 1 | X. RW | 6.15 | — | — | D 20 | — | 1 20 | — | — | D 6 | X. RW | 2 00 | — | — |
| D 2 | T. RW | 6.00 | — | — | D 2 | — | 6.30 | — | — | D 16 | — | 1 30 | — | — | D 16 | — | 2 00 | — | — |
| D 3 | — | 6.10 | — | — | D 3 | T. ST. 1 | 6.35 | — | — | D 18 | — | 1 30 | — | — | D 2 | — | 2 20 | — | — |
| D 6 | — | 6.20 | — | — | D 6 | — | 6.50 | — | — | D 7 | T. RW | 1 30 | — | — | D 8 | X. RW | 2 30 | — | — |
| D 8 | T. RW | 6.30 | — | — | D 8 | RW | 7.00 | — | — | D 14 | — | 1 45 | — | — | D 19 | — | 2 30 | — | — |
| D 1 | — | 6.40 | — | — | D 1 | — | 7.10 | — | — | D 2 | — | 1 50 | — | — | D 20 | — | 2 30 | — | — |
| D 9 | — | 6.50 | — | — | D 9 | — | 7.15 | — | — | D 8 | T. RW | 2 00 | — | — | D 16 | — | 3 00 | — | — |
| D 2 | T. RW | 7.00 | — | — | D 2 | X. RW | 7.30 | — | — | D 19 | — | 2 00 | — | — | D 6 | X. RW | 3 00 | — | — |
| D 6 | — | 7.15 | — | — | D 6 | — | 7.45 | — | — | D 20 | — | 2 20 | — | — | D 2 | — | 3 20 | — | — |
| D 8 | T. RW | 7.30 | — | — | D 8 | X. RW | 8.00 | — | — | D 16 | — | 2 30 | — | — | D 8 | X. RW | 3 30 | — | — |
| D 9 | — | 7.45 | — | — | D 9 | — | 8.15 | — | — | D 6 | T. RW | 2 30 | — | — | D 9 | — | 3 50 | — | — |
| D 2 | T. RW | 8.00 | — | — | D 2 | X. RW | 8.30 | — | — | D 2 | — | 2 50 | — | — | D 6 | X. RW | 4 00 | — | — |
| D 6 | — | 8.15 | — | — | D 6 | — | 8.45 | — | — | D 8 | T. RW | 3 00 | — | — | D 11 | — | 4 10 | — | — |
| D 8 | T. RW | 8.30 | — | — | D 8 | X. RW | 9.00 | — | — | D 19 | — | 3 00 | — | — | D 2 | — | 4 20 | — | — |
| D 9 | — | 8.45 | — | — | D 9 | — | 9.15 | — | — | D 9 | — | 3 20 | — | — | D 8 | X. RW | 4 30 | — | — |
| D 11 | T. RW | 9.00 | — | — | D 11 | X. RW | 9.30 | — | — | D 6 | T. RW | 3 30 | — | — | D 12 | — | 4 30 | — | — |
| D 10 | — | 9.00 | — | — | D 12 | — | 9.45 | — | — | D 11 | — | 3 40 | — | — | D 19 | — | 4 30 | — | — |
| D 12 | — | 9.15 | — | — | D 1 | X. RW | 10.00 | — | — | D 2 | — | 3 50 | — | — | D 9 | — | 4 45 | — | — |
| D 1 | T. RW | 9.30 | — | — | D 9 | — | 10.15 | — | — | D 8 | T. RW | 4 00 | — | — | D 6 | X. RW | 5 00 | — | — |
| D 13 | — | 9.30 | — | — | D 11 | X. RW | 10.30 | — | — | D 12 | — | 4 00 | — | — | D 11 | — | 5 00 | — | — |
| D 9 | — | 9.45 | — | — | D 12 | — | 10.45 | — | — | D 9 | — | 4 15 | — | — | D 22 | — | 5 15 | — | — |
| D 11 | T. RW | 10.00 | — | — | D 1 | X. RW | 11.00 | — | — | D 6 | T. RW | 4 30 | — | — | D 16 | — | 5 20 | — | — |
| D 12 | — | 10.15 | — | — | D 15 | — | 11.15 | — | — | D 11 | — | 4 40 | — | — | D 8 | X. RW | 5 30 | — | — |
| D 1 | T. RW | 10.30 | — | — | D 11 | X. RW | 11.30 | — | — | D 22 | — | 4 45 | — | — | D 12 | — | 5 30 | — | — |
| D 15 | — | 10.45 | — | — | D 12 | — | 11.45 | — | — | D 16 | — | 4 50 | — | — | D 9 | — | 5 45 | — | — |
| D 11 | T. RW | 11.00 | — | — | D 1 | X. RW | 12.00 | — | — | D 8 | T. RW | 5 00 | — | — | D 23 | — | 5 45 | — | — |
| D 12 | — | 11.15 | — | — | D 16 | — | 12.00 | — | — | D 12 | — | 5 00 | — | — | D 14 | — | 5 45 | — | — |
| D 1 | T. RW | 11.30 | — | — | D 15 | — | 12.20 | — | — | D 9 | — | 5 15 | — | — | D 15 | X. RW | 6 00 | — | — |
| D 16 | — | 11.30 | — | — | D 3 | X. RW | 12.30 | — | — | D 23 | — | 5 15 | — | — | D 11 | — | 6 10 | — | — |
| D 15 | — | 11.45 | — | — | D 10 | — | 12.30 | — | — | D 15 | T. RW | 5 30 | — | — | D 22 | — | 6 15 | — | — |
| D 3 | T. RW | 12.00 | — | — | D 20 | — | 12.50 | — | — | D 11 | — | 5 40 | — | — | D 10 | T. DV | 6 20 | — | — |
| D 21 | — | 12.00 | — | — | D 1 | X. RW | 1 00 | — | — | D 22 | — | 5 45 | — | — | D 16 | — | 6 20 | — | — |
| D 20 | — | 12.00 | — | — | D 16 | — | 1 00 | — | — | D 16 | — | 5 50 | — | — | D 12 | — | 6 30 | — | — |
| D 1 | T. RW | 12.30 | — | — | D 15 | — | 1 20 | — | — | D 10 | X. DV | 5 55 | — | — | D 20 | X. RW | 6 30 | — | — |

| DOBSONVILLE TER (DVT) (21005) | | | | | ROODEPOORT STATION | | | | | ROODEPOORT STATION (21009) | | | | | SOUTH ROODEPOORT | | | | |
|-------------------------------|-------|-------|------|---|--------------------|-------|-------|------|---|----------------------------|-------|-------|------|---|--------------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| D 12 | — | 6 00 | — | — | D 23 | — | 6 45 | — | — | D 14 | V. LT | 4 00 | — | — | D 13 | X. CC | 5 00 | — | — |
| D 20 | T. RW | 6 00 | — | — | D 19 | — | 6 50 | — | — | D 21 | T. CC | 4 00 | — | — | D 14 | V. LT | 5 00 | — | — |
| D 23 | — | 6 15 | — | — | D 15 | X. RW | 7 00 | — | — | D 13 | T. CC | 4 30 | — | — | D 21 | X. CC | 5 30 | — | — |
| D 19 | — | 6 20 | — | — | D 11 | — | 7 10 | — | — | D 18 | T. CC | 5 00 | — | — | D 18 | X. CC | 5 30 | — | — |
| D 15 | T. RW | 6 30 | — | — | D 10 | X. RW | 7 15 | — | — | D 21 | T. CC | 5 00 | — | — | D 13 | X. CC | 6 00 | — | — |
| D 11 | — | 6 40 | — | — | D 16 | — | 7 20 | — | — | D 13 | T. CC | 5 30 | — | — | D 21 | X. CC | 6 30 | — | — |
| D 10 | T. RW | 6 45 | — | — | D 12 | — | 7 30 | — | — | D 21 | T. CC | 6 00 | — | — | D 18 | V. LT | 7 00 | — | — |
| D 22 | — | 6 45 | — | — | D 20 | X. RW | 7 30 | — | — | D 18 | V. LT | 6 00 | — | — | D 13 | X. CC | 7 00 | — | — |
| D 16 | — | 6 50 | — | — | D 19 | X. RW | 7 45 | — | — | D 13 | T. CC | 6 30 | — | — | D 21 | X. CC | 7 30 | — | — |
| D 12 | — | 7 00 | — | — | D 23 | — | 7 45 | — | — | D 21 | T. CC | 7 00 | — | — | D 18 | V. LT | 9 00 | — | — |
| D 20 | T. RW | 7 00 | — | — | D 21 | — | 8 00 | — | — | D 13 | T. CC | 7 30 | — | — | | | | | |
| D 19 | T. RW | 7 15 | — | — | D 15 | — | 8 00 | — | — | D 18 | V. LT | 8 00 | — | — | | | | | |
| D 23 | — | 7 15 | — | — | D 10 | — | 8 15 | — | — | | | | | | | | | | |
| D 15 | — | 7 30 | — | — | D 20 | — | 8 30 | — | — | DOBSONVILLE TER (21003) | | | | | FLORIDA HILLS EXT. | | | | |
| D 10 | — | 7 45 | — | — | D 19 | — | 8 45 | — | — | D 7 | — | 6.30 | — | — | D 7 | — | 7.15 | — | — |
| D 20 | — | 8 00 | — | — | D 15 | — | 9 00 | — | — | D 7 | — | 8.00 | — | — | D 7 | — | 8.45 | — | — |
| D 19 | — | 8 15 | — | — | D 20 | — | 9 30 | — | — | D 7 | — | 2 15 | — | — | D 7 | — | 3 00 | — | — |
| D 15 | — | 8 30 | — | — | | | | | | D 7 | — | 3 45 | — | — | D 7 | — | 4 30 | — | — |
| D 20 | — | 9 00 | — | — | | | | | | | | | | | | | | | |
| ROODEPOORT STATION (21009) | | | | | SOUTH ROODEPOORT | | | | | STOP 1 (21002) | | | | | FLORIDA HILLS | | | | |
| D 4 | V. LT | 6.15 | — | — | D 4 | V. LT | 7.00 | — | — | D 3 | — | 7.00 | — | — | D 3 | — | 7.45 | — | — |
| D 4 | V. LT | 8.00 | — | — | D 4 | V. LT | 9.00 | — | — | D 3 | — | 1 55 | — | — | D 3 | — | 2 30 | — | — |
| D 10 | T. CC | 9.30 | — | — | D 10 | X. CC | 10.00 | — | — | D 17 | — | 4 20 | — | — | D 17 | — | 5 00 | — | — |
| D 13 | V. LT | 10.00 | — | — | D 10 | X. CC | 11.00 | — | — | DOBSONVILLE (21010) | | | | | LERATONG | | | | |
| D 10 | T. CC | 10.30 | — | — | D 13 | V. LT | 11.00 | — | — | D 5 | — | 6.10 | — | — | D 5 | T. DVT | 7.10 | — | — |
| D 10 | T. CC | 11.30 | — | — | D 10 | X. CC | 12 00 | — | — | D 17 | — | 12 10 | — | — | D 17 | — | 1 10 | — | — |
| D 4 | V. LT | 12 00 | — | — | D 21 | X. CC | 1 00 | — | — | D 5 | X. BH | 12 50 | — | — | D 5 | T. BH | 3 40 | — | — |
| D 21 | T. CC | 12 30 | — | — | D 4 | V. LT | 1 00 | — | — | D 17 | — | 6 10 | — | — | D 17 | — | 7 10 | — | — |
| D 21 | T. LT | 12 30 | — | — | D 21 | X. LT | 2 00 | — | — | | | | | | | | | | |
| D 21 | T. LT | 1 30 | — | — | D 5 | X. LT | 2 00 | — | — | | | | | | | | | | |
| D 18 | T. CC | 2 00 | — | — | D 18 | X. CC | 2 30 | — | — | | | | | | | | | | |
| D 14 | V. LT | 2 10 | — | — | D 14 | V. LT | 3 00 | — | — | | | | | | | | | | |
| D 5 | V. LT | 2 30 | — | — | D 18 | X. CC | 3 30 | — | — | | | | | | | | | | |
| D 18 | T. CC | 3 00 | — | — | D 19 | X. CC | 4 00 | — | — | | | | | | | | | | |
| D 19 | T. CC | 3 30 | — | — | D 21 | X. CC | 4 30 | — | — | | | | | | | | | | |

PUTCO LTD.—IKWEZI TO A SECTION

Specimen time-table

Monday to Friday

| ZOLA (ZL) (22002) | | | | | IKWEZI STN (IKS) | | | | | ZOLA (ZL) (22002) | | | | | IKWEZI STN (IKS) | | | | |
|-------------------|-------|-------|------|---|------------------|-------|-------|------|---|-------------------|-------|------|------|---|------------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 3 | — | 3.30 | — | — | A 3 | — | 3.45 | — | — | A 32 | — | 5.30 | — | — | A 68 | — | 5.25 | — | — |
| A 3 | — | 4.00 | — | — | A 3 | — | 4.15 | — | — | A 68 | — | 5.40 | — | — | A 25 | — | 5.30 | — | — |
| A 3 | — | 4.30 | — | — | A 3 | — | 4.45 | — | — | A 25 | — | 5.45 | — | — | A 48 | — | 5.30 | — | — |
| A 14 | — | 4.45 | — | — | A 14 | — | 5.00 | — | — | A 48 | — | 5.45 | — | — | A 32 | — | 5.45 | — | — |
| A 3 | — | 5.00 | — | — | A 3 | — | 5.15 | — | — | A 78 | X. EM | 5.45 | — | — | A 68 | — | 5.55 | — | — |
| A 14 | — | 5.15 | — | — | A 14 | — | 5.30 | — | — | A 32 | — | 6.00 | — | — | A 25 | — | 6.00 | — | — |
| A 3 | — | 5.30 | — | — | A 3 | — | 5.45 | — | — | A 95 | — | 6.00 | — | — | A 48 | — | 6.00 | — | — |
| A 32 | — | 5.40 | — | — | A 32 | — | 5.55 | — | — | A 68 | — | 6.10 | — | — | A 78 | — | 6.05 | — | — |
| A 14 | — | 5.45 | — | — | A 14 | — | 6.00 | — | — | A 78 | — | 6.20 | — | — | A 95 | — | 6.10 | — | — |
| A 3 | — | 6.00 | — | — | A 3 | — | 6.15 | — | — | A 95 | — | 6.30 | — | — | A 32 | — | 6.15 | — | — |
| A 43 | — | 6.00 | — | — | A 43 | — | 6.20 | — | — | A 79 | — | 6.30 | — | — | A 79 | — | 6.15 | — | — |
| A 32 | — | 6.10 | — | — | A 32 | — | 6.25 | — | — | A 68 | — | 6.40 | — | — | A 68 | — | 6.25 | — | — |
| A 14 | — | 6.15 | — | — | A 14 | — | 6.30 | — | — | A 75 | — | 6.45 | — | — | A 75 | — | 6.30 | — | — |
| A 3 | — | 6.30 | — | — | A 3 | T. NL | 6.45 | — | — | A 78 | — | 6.50 | — | — | A 78 | — | 6.35 | — | — |
| A 43 | — | 6.35 | — | — | A 43 | — | 6.50 | — | — | A 79 | — | 7.00 | — | — | A 79 | — | 6.45 | — | — |
| A 32 | — | 6.40 | — | — | A 32 | — | 6.55 | — | — | A 95 | — | 7.05 | — | — | A 95 | — | 6.50 | — | — |
| A 14 | — | 6.45 | — | — | A 14 | — | 7.00 | — | — | A 68 | — | 7.10 | — | — | A 68 | — | 6.55 | — | — |
| A 32 | — | 7.05 | — | — | A 14 | T. EM | 7.30 | — | — | A 75 | — | 7.15 | — | — | A 75 | — | 7.00 | — | — |
| A 1 | X. EM | 7.00 | — | — | A 16 | T. EM | 11.20 | — | — | A 79 | — | 7.30 | — | — | A 78 | — | 7.05 | — | — |
| A 14 | — | 7.15 | — | — | A 16 | T. EM | 11.45 | — | — | A 75 | — | 7.45 | — | — | A 79 | — | 7.15 | — | — |
| A 16 | X. EM | 11.30 | — | — | A 24 | — | 12.30 | — | — | A 79 | — | 8.00 | — | — | A 95 | — | 7.20 | — | — |
| A 70 | X. EM | 12.00 | — | — | A 7 | — | 12.50 | — | — | A 75 | — | 8.15 | — | — | A 68 | — | 7.25 | — | — |
| A 7 | X. EM | 1.05 | — | — | A 7 | X. EM | 1.20 | — | — | A 79 | — | 8.30 | — | — | A 75 | — | 7.30 | — | — |
| A 25 | — | 2.15 | — | — | A 25 | — | 2.00 | — | — | A 75 | — | 8.45 | — | — | A 79 | — | 7.45 | — | — |
| A 32 | — | 2.30 | — | — | A 32 | — | 2.15 | — | — | | | | | | A 75 | — | 8.00 | — | — |
| A 25 | — | 2.45 | — | — | A 25 | — | 2.30 | — | — | | | | | | A 79 | — | 8.15 | — | — |
| A 32 | — | 3.00 | — | — | A 32 | — | 2.45 | — | — | | | | | | A 75 | — | 8.30 | — | — |
| A 25 | — | 3.15 | — | — | A 25 | — | 3.00 | — | — | | | | | | A 79 | — | 8.45 | — | — |
| A 32 | — | 3.30 | — | — | A 32 | — | 3.15 | — | — | | | | | | A 75 | — | 9.00 | — | — |
| A 25 | — | 3.45 | — | — | A 25 | — | 3.30 | — | — | | | | | | | | | | |
| A 32 | — | 4.00 | — | — | A 32 | — | 3.45 | — | — | | | | | | | | | | |
| A 25 | — | 4.15 | — | — | A 25 | — | 4.00 | — | — | | | | | | | | | | |
| A 32 | — | 4.30 | — | — | A 32 | — | 4.15 | — | — | A 20 | — | 5.00 | — | — | A 20 | — | 5.15 | — | — |
| A 25 | — | 4.45 | — | — | A 25 | — | 4.30 | — | — | A 20 | — | 5.30 | — | — | A 20 | — | 5.45 | — | — |
| A 32 | — | 5.00 | — | — | A 32 | — | 4.45 | — | — | A 20 | — | 6.00 | — | — | A 41 | — | 6.15 | — | — |
| A 25 | — | 5.15 | — | — | A 25 | — | 5.00 | — | — | A 41 | — | 6.00 | — | — | A 41 | — | 6.15 | — | — |
| A 68 | X. EM | 5.15 | — | — | A 48 | FO | 5.00 | — | — | A 41 | — | 6.30 | — | — | A 41 | — | 6.45 | — | — |
| A 48 | FO | 5.15 | — | — | A 32 | — | 5.15 | — | — | | | | | | | | | | |

| EMDENI (EM) (22002) | | | | | LESELING STN (LES) | | | | | EMDENI (EM) (22002) | | | | | LESELING STN (LES) | | | | | | | | | | | | | | |
|---------------------|------|------|------|---|--------------------|-------|------|------|---|--------------------------|-----|------|------|---|--------------------|-----|------|------|---|--------------------|--|--|--|--|--|--|--|--|--|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | | | | | | | | | | |
| A 1 | — | 3.30 | — | — | A 1 | — | 3.50 | — | — | A 39 | — | 6 05 | — | — | A 39 | — | 5 45 | — | — | | | | | | | | | | |
| A 1 | — | 4.00 | — | — | A 1 | — | 4.20 | — | — | A 71 | — | 6 10 | — | — | A 71 | — | 5 50 | — | — | | | | | | | | | | |
| A 1 | — | 4.30 | — | — | A 11 | — | 4.25 | — | — | A 74 | — | 6 20 | — | — | A 74 | — | 6 00 | — | — | | | | | | | | | | |
| A 11 | — | 4.40 | — | — | A 1 | — | 4.50 | — | — | A 63 | — | 6 25 | — | — | A 63 | — | 6 05 | — | — | | | | | | | | | | |
| A 15 | — | 4.50 | — | — | A 11 | — | 5.00 | — | — | A 55 | — | 6 30 | — | — | A 55 | — | 6 10 | — | — | | | | | | | | | | |
| A 1 | — | 5.00 | — | — | A 15 | — | 5.10 | — | — | A 39 | — | 6 35 | — | — | A 39 | — | 6 15 | — | — | | | | | | | | | | |
| A 11 | — | 5.10 | — | — | A 1 | — | 5.20 | — | — | A 71 | — | 6 40 | — | — | A 71 | — | 6 20 | — | — | | | | | | | | | | |
| A 5 | — | 5.20 | — | — | A 11 | — | 5.30 | — | — | A 74 | — | 6 50 | — | — | A 74 | — | 6 30 | — | — | | | | | | | | | | |
| A 1 | — | 5.30 | — | — | A 15 | — | 5.40 | — | — | A 63 | — | 6 55 | — | — | A 63 | — | 6 35 | — | — | | | | | | | | | | |
| A 31 | — | 5.35 | — | — | A 1 | — | 5.50 | — | — | A 71 | — | 7 10 | — | — | A 55 | — | 6 40 | — | — | | | | | | | | | | |
| A 11 | — | 5.40 | — | — | A 31 | — | 5.55 | — | — | A 65 | — | 7 15 | — | — | A 39 | — | 6 45 | — | — | | | | | | | | | | |
| A 35 | — | 5.45 | — | — | A 11 | — | 6.00 | — | — | A 74 | — | 7 20 | — | — | A 71 | — | 6 50 | — | — | | | | | | | | | | |
| A 15 | — | 5.50 | — | — | A 35 | — | 6.05 | — | — | A 65 | — | 7 45 | — | — | A 74 | — | 7 00 | — | — | | | | | | | | | | |
| A 38 | — | 5.55 | — | — | A 15 | — | 6.10 | — | — | A 65 | — | 8 15 | — | — | A 63 | — | 7 05 | — | — | | | | | | | | | | |
| A 1 | — | 6.00 | — | — | A 38 | — | 6.15 | — | — | A 65 | — | 8 35 | — | — | A 71 | — | 7 20 | — | — | | | | | | | | | | |
| A 31 | — | 6.05 | — | — | A 1 | — | 6.20 | — | — | | | | | | A 65 | — | 7 25 | — | — | | | | | | | | | | |
| A 11 | — | 6.10 | — | — | A 11 | — | 6.30 | — | — | | | | | | A 74 | — | 7 30 | — | — | | | | | | | | | | |
| A 35 | — | 6.15 | — | — | A 35 | T. NL | 6.35 | — | — | | | | | | A 65 | — | 8 00 | — | — | | | | | | | | | | |
| A 15 | — | 6.20 | — | — | A 15 | — | 6.40 | — | — | | | | | | A 65 | — | 8 20 | — | — | | | | | | | | | | |
| A 1 | — | 6.30 | — | — | A 1 | — | 6.50 | — | — | | | | | | A 51 | — | 8 30 | — | — | | | | | | | | | | |
| A 11 | — | 6.40 | — | — | A 11 | — | 7.00 | — | — | | | | | | A 65 | — | 8 45 | — | — | | | | | | | | | | |
| A 5 | — | 6.50 | — | — | A 15 | — | 7.10 | — | — | | | | | | | | | | | | | | | | | | | | |
| A 5 | — | 7.20 | — | — | A 15 | — | 7.40 | — | — | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | MERAPE STN (MES) (22002) | | | | | | | | | | CHIAWELD STN (CHS) | | | | | | | | | |
| A 39 | — | 4 05 | — | — | A 55 | — | 3 30 | — | — | A 86 | — | 5.00 | — | — | A 86 | — | 5.20 | — | — | | | | | | | | | | |
| A 39 | — | 4 35 | — | — | A 39 | — | 3 50 | — | — | A 86 | — | 5.35 | — | — | A 86 | — | 5.55 | — | — | | | | | | | | | | |
| A 54 | F.O. | 4 40 | — | — | A 39 | — | 4 15 | — | — | A 86 | — | 6.10 | — | — | A 86 | — | 6.30 | — | — | | | | | | | | | | |
| A 74 | — | 4 50 | — | — | A 74 | — | 4 30 | — | — | A 86 | — | 6.45 | — | — | | | | | | | | | | | | | | | |
| A 39 | — | 5 05 | — | — | A 39 | — | 4 45 | — | — | | | | | | | | | | | | | | | | | | | | |
| A 71 | — | 5 10 | — | — | A 71 | — | 4 50 | — | — | A 85 | — | 3 40 | — | — | A 85 | — | 3 20 | — | — | | | | | | | | | | |
| A 54 | — | 5 20 | — | — | A 54 | F.O. | 5 00 | — | — | A 85 | — | 4 20 | — | — | A 85 | — | 4 00 | — | — | | | | | | | | | | |
| A 74 | — | 5 20 | — | — | A 74 | — | 5 00 | — | — | A 85 | — | 5 00 | — | — | A 85 | — | 4 40 | — | — | | | | | | | | | | |
| A 63 | — | 5 25 | — | — | A 63 | — | 5 05 | — | — | A 85 | — | 5 40 | — | — | A 85 | — | 5 20 | — | — | | | | | | | | | | |
| A 39 | — | 5 35 | — | — | A 39 | — | 5 15 | — | — | | | | | | A 85 | — | 6 00 | — | — | | | | | | | | | | |
| A 71 | — | 5 40 | — | — | A 71 | — | 5 20 | — | — | | | | | | | | | | | | | | | | | | | | |
| A 74 | — | 5 50 | — | — | A 54 | — | 5 30 | — | — | | | | | | | | | | | | | | | | | | | | |
| A 63 | — | 5 55 | — | — | A 74 | — | 5 30 | — | — | | | | | | | | | | | | | | | | | | | | |
| A 55 | — | 6 00 | — | — | A 63 | — | 5 35 | — | — | | | | | | | | | | | | | | | | | | | | |

| ZOLA (ZL) (22002) | | | | | INHLAZANE STATION (INH) | | | | | EMDENI (EM) (22002) | | | | | INHLAZANE STATION (INH) | | | | |
|---------------------|-----|------|------|---|-------------------------|-------|------|------|---|------------------------|-----|-------|------|---|-------------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 8 | — | 4.30 | — | — | A 8 | — | 4.40 | — | — | A 77 | — | 12.50 | — | — | A 77 | — | 12.35 | — | — |
| A 8 | — | 4.45 | — | — | A 8 | — | 4.55 | — | — | A 77 | — | 2.10 | — | — | A 77 | — | 1.50 | — | — |
| A 8 | — | 5.00 | — | — | A 8 | — | 5.10 | — | — | A 77 | — | 2.55 | — | — | A 77 | — | 2.40 | — | — |
| A 8 | — | 5.15 | — | — | A 8 | — | 5.25 | — | — | A 86 | — | 4.30 | — | — | A 77 | — | 3.15 | — | — |
| A 8 | — | 5.30 | — | — | A 8 | — | 5.40 | — | — | A 28 | — | 4.45 | — | — | A 86 | — | 4.10 | — | — |
| A 8 | — | 5.45 | — | — | A 8 | — | 5.55 | — | — | A 86 | — | 5.00 | — | — | A 86 | — | 4.40 | — | — |
| A 8 | — | 6.00 | — | — | A 8 | — | 6.10 | — | — | A 86 | — | 5.40 | — | — | A 86 | — | 5.20 | — | — |
| A 8 | — | 6.15 | — | — | A 8 | — | 6.25 | — | — | A 73 | — | 6.30 | — | — | A 73 | — | 6.10 | — | — |
| A 8 | — | 6.30 | — | — | A 8 | — | 6.40 | — | — | A 78 | — | 7.45 | — | — | A 65 | — | 6.55 | — | — |
| A 8 | — | 6.45 | — | — | A 8 | T. VK | 6.55 | — | — | | | | | | A 78 | — | 7.30 | — | — |
| | | | | | | | | | | | | | | | A 78 | — | 8.00 | — | — |
| A 33 | — | 4.45 | — | — | A 33 | — | 4.30 | — | — | SENAOANE (SEN) (22002) | | | | | INHLAZANE STATION (INH) | | | | |
| A 28 | — | 5.05 | — | — | A 28 | — | 4.50 | — | — | A 13 | — | 4.50 | — | — | A 13 | — | 5.05 | — | — |
| A 33 | — | 5.15 | — | — | A 33 | — | 5.05 | — | — | A 13 | — | 5.15 | — | — | A 13 | — | 5.30 | — | — |
| A 28 | — | 5.35 | — | — | A 28 | — | 5.20 | — | — | A 13 | — | 5.45 | — | — | A 13 | — | 6.00 | — | — |
| A 33 | — | 5.50 | — | — | A 33 | — | 5.35 | — | — | A 13 | — | 6.15 | — | — | A 13 | — | 6.30 | — | — |
| A 28 | — | 6.05 | — | — | A 28 | — | 5.50 | — | — | A 13 | — | 6.45 | — | — | A 13 | — | 7.00 | — | — |
| A 33 | — | 6.20 | — | — | A 33 | — | 6.05 | — | — | A 13 | — | 7.15 | — | — | A 13 | — | 7.30 | — | — |
| A 73 | — | 7.05 | — | — | A 28 | — | 6.20 | — | — | A 59 | — | 4.10 | — | — | A 59 | — | 3.55 | — | — |
| A 78 | — | 7.20 | — | — | A 33 | — | 6.30 | — | — | A 59 | — | 4.45 | — | — | A 59 | — | 4.30 | — | — |
| A 73 | — | 7.30 | — | — | A 73 | — | 6.50 | — | — | A 59 | — | 5.15 | — | — | A 59 | — | 5.00 | — | — |
| | | | | | A 73 | — | 7.15 | — | — | A 59 | — | 5.45 | — | — | A 59 | — | 5.30 | — | — |
| | | | | | A 73 | — | 7.40 | — | — | A 59 | — | 6.15 | — | — | A 59 | — | 6.00 | — | — |
| EMDENI (EM) (22002) | | | | | INHLAZANE STATION (INH) | | | | | A 51 | — | 6.30 | — | — | A 51 | — | 6.15 | — | — |
| A 12 | — | 4.45 | — | — | A 12 | — | 5.00 | — | — | A 59 | — | 6.45 | — | — | A 59 | — | 6.30 | — | — |
| A 12 | — | 5.15 | — | — | A 12 | — | 5.35 | — | — | A 51 | — | 7.00 | — | — | A 51 | — | 6.45 | — | — |
| A 12 | — | 5.50 | — | — | A 12 | — | 6.05 | — | — | A 51 | — | 7.45 | — | — | A 59 | — | 7.00 | — | — |
| A 12 | — | 6.15 | — | — | A 12 | — | 6.35 | — | — | | | | | | A 51 | — | 7.30 | — | — |
| A 12 | — | 6.50 | — | — | A 12 | — | 7.05 | — | — | | | | | | A 51 | — | 8.00 | — | — |
| A 12 | — | 7.15 | — | — | A 12 | — | 7.35 | — | — | | | | | | | | | | |
| A 12 | — | 7.45 | — | — | | | | | | | | | | | | | | | |

| MOROKA WEST (MKW) (22002) | | | | | NANCEFIELD STATION (NAS) | | | | | MOROKA WEST (MKW) (22002) | | | | | NANCEFIELD STATION (NAS) | | | | |
|---------------------------|---------|------|------|---|--------------------------|---------|------|------|---|---------------------------|-------|-------|------|---|--------------------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 2 | — | 3.30 | — | — | A 2 | — | 3.50 | — | — | A 24 | — | 7.55 | — | — | A 80 | — | 9.50 | — | — |
| A 2 | — | 4.00 | — | — | A 2 | — | 4.20 | — | — | A 6 | — | 8.00 | — | — | A 59 | — | 10.10 | — | — |
| A 6 | — | 4.30 | — | — | A 6 | — | 4.50 | — | — | A 80 | — | 8.20 | — | — | A 2 | — | 10.30 | — | — |
| A 2 | — | 4.45 | — | — | A 2 | — | 5.05 | — | — | A 59 | — | 8.40 | — | — | A 89 | — | 10.50 | — | — |
| A 24 | — | 4.55 | — | — | A 24 | — | 5.15 | — | — | A 2 | — | 9.00 | — | — | A 59 | — | 11.10 | — | — |
| A 19 | X. MI | 5.00 | — | — | A 84 | T. CR | 5.15 | — | — | A 80 | — | 9.20 | — | — | A 63 | — | 11.30 | — | — |
| A 84 | X. CR | 5.00 | — | — | A 19 | T. MI | 5.20 | — | — | A 59 | — | 9.40 | — | — | A 89 | — | 11.50 | — | — |
| A 6 | — | 5.05 | — | — | A 6 | — | 5.25 | — | — | A 2 | — | 10.00 | — | — | A 6 | — | 12.10 | — | — |
| A 30 | — | 5.15 | — | — | A 30 | — | 5.35 | — | — | A 80 | — | 10.20 | — | — | A 63 | — | 12.30 | — | — |
| A 25 | X. MI | 5.20 | — | — | A 25 | T. MI | 5.40 | — | — | A 59 | — | 10.40 | — | — | A 23 | — | 12.45 | — | — |
| A 2 | — | 5.20 | — | — | A 2 | — | 5.40 | — | — | A 63 | — | 11.00 | — | — | A 18 | — | 1.00 | — | — |
| A 24 | — | 5.30 | — | — | A 84 | T. CR | 5.45 | — | — | A 89 | — | 11.20 | — | — | A 6 | — | 1.15 | — | — |
| A 84 | X. CR | 5.30 | — | — | A 24 | — | 5.50 | — | — | A 59 | — | 11.40 | — | — | A 63 | — | 1.30 | — | — |
| A 6 | — | 5.40 | — | — | A 19 | T. MI | 6.00 | — | — | A 63 | — | 12.00 | — | — | A 23 | — | 1.45 | — | — |
| A 19 | X. MI | 5.40 | — | — | A 6 | — | 6.00 | — | — | A 89 | — | 12.20 | — | — | A 18 | — | 2.00 | — | — |
| A 21 | X. CR | 5.45 | — | — | A 21 | T. CR | 6.00 | — | — | A 6 | — | 12.40 | — | — | A 6 | — | 2.15 | — | — |
| A 30 | — | 5.50 | — | — | A 30 | — | 6.10 | — | — | A 63 | — | 1.00 | — | — | A 23 | — | 2.45 | — | — |
| A 2 | — | 5.55 | — | — | A 2 | — | 6.15 | — | — | A 23 | — | 1.15 | — | — | A 36 | — | 2.55 | — | — |
| A 25 | X. MI | 6.00 | — | — | A 84 | T. CR | 6.15 | — | — | A 18 | — | 1.30 | — | — | A 49 | — | 3.25 | — | — |
| A 84 | X. CR | 6.00 | — | — | A 25 | T. MI | 6.20 | — | — | A 6 | — | 1.45 | — | — | A 36 | — | 3.30 | — | — |
| A 24 | — | 6.05 | — | — | A 24 | — | 6.25 | — | — | A 63 | — | 2.00 | — | — | A 70 | — | 3.50 | — | — |
| A 6 | — | 6.15 | — | — | A 21 | T. CR | 6.30 | — | — | A 23 | — | 2.15 | — | — | A 61 | — | 4.00 | — | — |
| A 21 | X. CR | 6.15 | — | — | A 6 | — | 6.35 | — | — | A 18 | — | 2.30 | — | — | A 66 | T. MI | 4.00 | — | — |
| A 19 | X. MI | 6.20 | — | — | A 19 | T. MOL | 6.40 | — | — | A 36 | — | 3.15 | — | — | A 36 | T. MI | 4.05 | — | — |
| A 30 | — | 6.25 | — | — | A 84 | F.O. CR | 6.45 | — | — | A 61 | — | 3.45 | — | — | A 49 | — | 4.10 | — | — |
| A 2 | — | 6.30 | — | — | A 30 | — | 6.45 | — | — | A 36 | — | 3.50 | — | — | A 30 | — | 4.15 | — | — |
| A 84 | X. CR | 6.30 | — | — | A 2 | — | 6.50 | — | — | A 49 | — | 3.50 | — | — | A 70 | — | 4.25 | — | — |
| A 24 | — | 6.40 | — | — | A 24 | — | 7.00 | — | — | A 70 | — | 4.10 | — | — | A 61 | — | 4.35 | — | — |
| A 25 | X. MI | 6.40 | — | — | A 6 | T. MI | 7.10 | — | — | A 66 | X. MI | 4.15 | — | — | A 66 | T. MI | 4.35 | — | — |
| A 21 | X. CR | 6.40 | — | — | A 30 | — | 7.15 | — | — | A 61 | — | 4.20 | — | — | A 36 | — | 4.40 | — | — |
| A 6 | — | 6.50 | — | — | A 2 | — | 7.25 | — | — | A 36 | — | 4.25 | — | — | A 49 | T. MI | 4.45 | — | — |
| A 30 | — | 7.00 | — | — | A 24 | — | 7.35 | — | — | A 49 | X. MI | 4.30 | — | — | A 30 | — | 4.50 | — | — |
| A 84 | F.O. CR | 7.00 | — | — | A 6 | — | 7.45 | — | — | A 30 | — | 4.35 | — | — | A 70 | — | 5.00 | — | — |
| A 2 | — | 7.05 | — | — | A 24 | — | 8.10 | — | — | A 70 | — | 4.45 | — | — | A 47 | T. MI | 5.05 | — | — |
| A 24 | — | 7.15 | — | — | A 2 | — | 8.40 | — | — | A 66 | X. MI | 4.50 | — | — | A 66 | T. MI | 5.05 | — | — |
| A 6 | — | 7.25 | — | — | A 80 | — | 8.50 | — | — | A 61 | — | 4.55 | — | — | A 61 | — | 5.10 | — | — |
| A 30 | — | 7.30 | — | — | A 59 | — | 9.10 | — | — | A 36 | — | 5.00 | — | — | A 36 | — | 5.15 | — | — |
| A 2 | — | 7.40 | — | — | A 2 | — | 9.30 | — | — | A 49 | X. MI | 5.05 | — | — | A 49 | T. MI | 5.20 | — | — |

| MOROKA WEST (MKW) (22002) | | | | | NANCEFIELD STN (NAS) | | | | | WHITE CITY (WC) (22002) | | | | | DUBE STN (DS) | | | | |
|---------------------------|-------|------|------|---|----------------------|-------|------|------|---|-------------------------|-----|------|------|---|---------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 30 | — | 5 10 | — | — | A 30 | — | 5 25 | — | — | A 4 | — | 4.10 | — | — | A 4 | — | 4.30 | — | — |
| A 70 | — | 5 20 | — | — | A 70 | — | 5 35 | — | — | A 9 | — | 4.30 | — | — | A 9 | — | 4.45 | — | — |
| A 66 | X. M1 | 5 20 | — | — | A 66 | T. M1 | 5 35 | — | — | A 4 | — | 4.45 | — | — | A 4 | — | 5.00 | — | — |
| A 47 | X. M | 5 25 | — | — | A 47 | T. M1 | 5 40 | — | — | A 9 | — | 5.00 | — | — | A 9 | — | 5.15 | — | — |
| A 61 | — | 5 30 | — | — | A 61 | — | 5 45 | — | — | A 4 | — | 5.15 | — | — | A 4 | — | 5.30 | — | — |
| A 36 | — | 5 35 | — | — | A 36 | — | 5 50 | — | — | A 9 | — | 5.30 | — | — | A 9 | — | 5.45 | — | — |
| A 49 | X. M1 | 5 40 | — | — | A 49 | T. M1 | 5 55 | — | — | A 4 | — | 5.45 | — | — | A 4 | — | 6.00 | — | — |
| A 62 | — | 5 45 | — | — | A 62 | — | 6 00 | — | — | A 9 | — | 6.00 | — | — | A 9 | — | 6.15 | — | — |
| A 66 | X. M1 | 5 50 | — | — | A 66 | T. M1 | 6 05 | — | — | A 4 | — | 6.15 | — | — | A 4 | — | 6.30 | — | — |
| A 70 | — | 5 55 | — | — | A 77 | T. M1 | 6 05 | — | — | A 9 | — | 6.30 | — | — | A 9 | — | 6.45 | — | — |
| A 47 | X. M1 | 6 00 | — | — | A 70 | — | 6 10 | — | — | A 4 | — | 6.45 | — | — | A 4 | — | 7.00 | — | — |
| A 61 | — | 6 05 | — | — | A 47 | T. M1 | 6 15 | — | — | A 9 | — | 7.00 | — | — | A 9 | — | 7.15 | — | — |
| A 36 | — | 6 10 | — | — | A 61 | — | 6 20 | — | — | A 9 | — | 7.30 | — | — | — | — | — | — | — |
| A 49 | X. M1 | 6 15 | — | — | A 36 | — | 6 25 | — | — | A 42 | — | 3 45 | — | — | A 42 | — | 3 30 | — | — |
| A 62 | — | 6 20 | — | — | A 49 | T. M1 | 6 30 | — | — | A 42 | — | 4 15 | — | — | A 42 | — | 4 00 | — | — |
| A 66 | X. M1 | 6 20 | — | — | A 77 | T. M1 | 6 35 | — | — | A 56 | — | 4 30 | — | — | A 56 | — | 4 15 | — | — |
| A 77 | X. M1 | 6 20 | — | — | A 66 | — | 6 35 | — | — | A 42 | — | 4 45 | — | — | A 42 | — | 4 30 | — | — |
| A 70 | — | 6 30 | — | — | A 62 | — | 6 35 | — | — | A 56 | — | 5 00 | — | — | A 56 | — | 4 45 | — | — |
| A 47 | X. M1 | 6 35 | — | — | A 70 | — | 6 45 | — | — | A 42 | — | 5 15 | — | — | A 42 | — | 5 00 | — | — |
| A 49 | X. M1 | 6 50 | — | — | A 47 | T. M1 | 6 50 | — | — | A 56 | — | 5 30 | — | — | A 56 | — | 5 15 | — | — |
| A 66 | X. M1 | 6 50 | — | — | A 77 | — | 7 00 | — | — | A 42 | — | 5 45 | — | — | A 42 | — | 5 30 | — | — |
| A 77 | X. M1 | 6 50 | — | — | A 49 | T. M1 | 7 05 | — | — | A 56 | — | 6 00 | — | — | A 56 | — | 5 45 | — | — |
| A 62 | — | 6 50 | — | — | A 66 | — | 7 05 | — | — | A 42 | — | 6 15 | — | — | A 42 | — | 6 00 | — | — |
| A 70 | — | 7 05 | — | — | A 62 | — | 7 10 | — | — | A 56 | — | 6 30 | — | — | A 56 | — | 6 15 | — | — |
| A 77 | — | 7 20 | — | — | A 70 | — | 7 20 | — | — | A 42 | — | 6 45 | — | — | A 42 | — | 6 30 | — | — |
| A 62 | — | 7 25 | — | — | A 77 | — | 7 35 | — | — | A 56 | — | 7 00 | — | — | A 56 | — | 6 45 | — | — |
| A 77 | — | 8 00 | — | — | A 66 | — | 7 40 | — | — | A 56 | — | 7 30 | — | — | A 42 | — | 7 00 | — | — |
| A 77 | — | 8 45 | — | — | A 77 | — | 8 20 | — | — | A 56 | — | 8 00 | — | — | A 56 | — | 7 15 | — | — |
| | | | | | A 77 | — | 9 00 | — | — | A 56 | — | | | | A 56 | — | 7 45 | — | — |
| | | | | | | | | | | | | | | | A 56 | — | 8 15 | — | — |

| WHITE CITY (WC) (22002) | | | | | MOFOLO NORTH (MFN) | | | | | KLIPTOWN STN (KLS) (22002) | | | | | MERAFAI STN (MES) | | | | |
|----------------------------|-------|-------|------|---|--------------------|-----|-------|------|---|----------------------------|-----|-------|------|---|-------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 4 | — | 7.15 | — | — | A 54 | — | 8.15 | — | — | A 52 | — | 10.25 | — | — | A 52 | — | 11.00 | — | — |
| A 12 | — | 8.15 | — | — | A 56 | — | 8.45 | — | — | A 5 | — | 11.10 | — | — | A 5 | — | 11.30 | — | — |
| A 54 | — | 8.45 | — | — | A 54 | — | 9.15 | — | — | A 52 | — | 11.30 | — | — | A 5 | — | 12.10 | — | — |
| A 56 | — | 9.15 | — | — | A 56 | — | 9.45 | — | — | A 5 | — | 11.50 | — | — | A 5 | — | 12.50 | — | — |
| A 54 | — | 9.45 | — | — | A 54 | — | 10.10 | — | — | A 5 | — | 12.30 | — | — | A 9 | — | 1.50 | — | — |
| A 56 | — | 10.15 | — | — | A 4 | — | 10.45 | — | — | A 5 | — | 1.10 | — | — | A 9 | — | 2.45 | — | — |
| A 80 | — | 10.45 | — | — | A 74 | — | 11.15 | — | — | A 9 | — | 1.30 | — | — | A 33 | — | 3.20 | — | — |
| A 4 | — | 11.15 | — | — | A 4 | — | 11.35 | — | — | A 9 | — | 2.15 | — | — | A 9 | — | 3.45 | — | — |
| A 74 | — | 11.45 | — | — | A 74 | — | 12.15 | — | — | A 9 | — | 3.15 | — | — | A 58 | — | 4.00 | — | — |
| A 4 | — | 12.15 | — | — | A 4 | — | 12.45 | — | — | A 33 | — | 3.45 | — | — | A 46 | — | 4.20 | — | — |
| A 74 | — | 12.45 | — | — | A 13 | — | 1.15 | — | — | A 21 | — | 4.10 | — | — | A 21 | — | 4.35 | — | — |
| A 4 | — | 1.15 | — | — | A 30 | — | 1.45 | — | — | A 58 | — | 4.25 | — | — | A 58 | — | 4.50 | — | — |
| A 13 | — | 1.45 | — | — | A 13 | — | 2.15 | — | — | A 46 | — | 4.40 | — | — | A 46 | — | 5.05 | — | — |
| A 30 | — | 2.15 | — | — | A 30 | — | 2.45 | — | — | A 21 | — | 4.55 | — | — | A 87 | — | 5.15 | — | — |
| A 13 | — | 2.45 | — | — | A 13 | — | 3.15 | — | — | A 58 | — | 5.10 | — | — | A 21 | — | 5.20 | — | — |
| A 20 | — | 3.15 | — | — | A 30 | — | 3.45 | — | — | A 46 | — | 5.25 | — | — | A 58 | — | 5.35 | — | — |
| A 13 | — | 3.45 | — | — | | | | | | A 87 | — | 5.35 | — | — | A 46 | — | 5.50 | — | — |
| A 30 | T.NRS | 4.05 | — | — | | | | | | A 21 | — | 5.40 | — | — | A 87 | — | 6.00 | — | — |
| KLIPTOWN STN (KLS) (22002) | | | | | MERAFAI STN (MES) | | | | | A 58 | — | 5.55 | — | — | A 38 | — | 6.00 | — | — |
| A 7 | — | 4.30 | — | — | A 5 | — | 4.30 | — | — | A 46 | — | 6.10 | — | — | A 58 | — | 6.20 | — | — |
| A 5 | — | 4.50 | — | — | A 7 | — | 4.45 | — | — | A 52 | — | 6.20 | — | — | A 46 | — | 6.30 | — | — |
| A 7 | — | 5.05 | — | — | A 16 | — | 5.00 | — | — | A 87 | — | 6.20 | — | — | A 38 | — | 6.40 | — | — |
| A 16 | — | 5.20 | — | — | A 5 | — | 5.10 | — | — | A 38 | — | 6.25 | — | — | A 52 | — | 6.45 | — | — |
| A 5 | — | 5.35 | — | — | A 7 | — | 5.30 | — | — | A 58 | — | 6.40 | — | — | A 87 | — | 6.45 | — | — |
| A 7 | — | 5.50 | — | — | A 16 | — | 5.45 | — | — | A 46 | — | 6.50 | — | — | A 76 | — | 7.00 | — | — |
| A 16 | — | 6.05 | — | — | A 5 | — | 6.00 | — | — | A 52 | — | 7.05 | — | — | A 58 | — | 7.05 | — | — |
| A 5 | — | 6.20 | — | — | A 7 | — | 6.15 | — | — | A 87 | — | 7.10 | — | — | A 52 | — | 7.25 | — | — |
| A 7 | — | 6.35 | — | — | A 16 | — | 6.30 | — | — | A 76 | — | 7.20 | — | — | A 87 | — | 7.30 | — | — |
| A 16 | — | 6.50 | — | — | A 7 | — | 6.55 | — | — | A 58 | — | 7.25 | — | — | A 52 | — | 8.05 | — | — |
| A 7 | — | 7.15 | — | — | A 16 | — | 7.10 | — | — | A 52 | — | 7.45 | — | — | | | | | |
| A 16 | — | 7.30 | — | — | A 7 | — | 7.35 | — | — | A 87 | — | 7.50 | — | — | | | | | |
| A 7 | — | 7.55 | — | — | A 7 | — | 8.15 | — | — | A 52 | — | 8.25 | — | — | | | | | |
| A 52 | — | 8.30 | — | — | A 52 | — | 9.00 | — | — | | | | | | | | | | |
| A 52 | — | 9.20 | — | — | A 52 | — | 9.55 | — | — | | | | | | | | | | |

| BARAGWANATH (BH) (22002) | | | | | ORLANDO STN (OS) | | | | | NALEDI (NL) (22015) | | | | | KLIPTOWN (KL) | | | | |
|--|--------|-------|------|------|-----------------------------|-----|-------|------|-------|--------------------------|--------|-------|------|---|---------------|--------|-------|------|-------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 22 | — | 4.30 | — | — | A 22 | — | 4.00 | — | — | A 44 | ZL/NFI | 6.10 | — | — | A 33 | T. BH | 7.00 | — | — |
| A 22 | — | 5.30 | — | — | A 22 | — | 5.00 | — | — | A 31 | TL/NFI | 6.30 | — | — | A 44 | — | 7.10 | — | — |
| A 22 | — | 6.30 | — | — | A 22 | — | 6.00 | — | — | A 38 | TL/NFI | 6.30 | — | — | A 31 | — | 7.30 | — | — |
| A 33 | — | 7.30 | — | — | A 22 | — | 7.00 | — | — | A 44 | — | 8.00 | — | — | A 88 | — | 9.30 | — | — |
| A 33 | — | 8.30 | — | — | A 33 | — | 8.00 | — | — | A 76 | — | 8.15 | — | — | A 95 | — | 10.00 | — | — |
| A 49 | — | 9.00 | — | — | A 49 | — | 8.30 | — | — | A 31 | — | 8.30 | — | — | A 31 | — | 10.30 | — | — |
| A 87 | — | 9.30 | — | — | A 87 | — | 9.00 | — | — | A 88 | — | 8.45 | — | — | A 70 | — | 11.00 | — | — |
| A 49 | — | 10.00 | — | — | A 49 | — | 9.30 | — | — | A 95 | — | 9.00 | — | — | A 44 | — | 11.30 | — | — |
| A 87 | — | 10.30 | — | — | A 87 | — | 10.00 | — | — | A 70 | — | 10.00 | — | — | A 88 | T. BH | 11.30 | — | — |
| A 57 | — | 11.00 | — | — | A 49 | — | 10.30 | — | — | A 88 | — | 10.30 | — | — | A 93 | — | 12.00 | — | — |
| A 50 | — | 11.30 | — | — | A 87 | — | 11.00 | — | — | A 93 | — | 11.00 | — | — | A 31 | — | 12.30 | — | — |
| A 57 | — | 12.00 | — | — | A 57 | — | 11.30 | — | — | A 31 | — | 11.30 | — | — | A 16 | — | 1.00 | — | — |
| A 50 | — | 12.30 | — | — | A 50 | — | 12.00 | — | — | A 16 | — | 12.00 | — | — | A 44 | — | 1.30 | — | — |
| A 57 | — | 1.00 | — | — | A 57 | — | 12.30 | — | — | A 44 | — | 12.30 | — | — | A 24 | — | 2.00 | — | — |
| A 50 | — | 1.30 | — | — | A 50 | — | 1.00 | — | — | A 24 | — | 1.00 | — | — | A 7 | — | 2.30 | — | — |
| A 40 | — | 2.15 | — | — | A 57 | — | 1.30 | — | — | A 7 | — | 1.30 | — | — | A 86 | — | 3.00 | — | — |
| A 50 | — | 2.30 | — | — | A 50 | — | 2.00 | — | — | A 86 | — | 2.00 | — | — | A 95 | NFI/TL | 3.40 | — | F.O. |
| A 28 | — | 2.45 | — | — | A 40 | — | 2.45 | — | — | A 34 | X. BH | 2.50 | — | — | A 54 | NFI/ZL | 3.40 | — | F.O. |
| A 40 | — | 3.15 | — | — | A 50 | — | 3.00 | — | — | A 95 | T. NFI | 4.30 | — | — | A 76 | NFI/TL | 4.15 | — | M.-T. |
| A 17 | — | 3.45 | — | — | A 28 | — | 3.15 | — | — | A 80 | T. NFI | 4.45 | — | — | A 54 | NFI/ZL | 4.20 | — | M.-T. |
| A 40 | — | 4.15 | — | — | A 40 | — | 3.45 | — | — | | | | | | A 34 | NFI/TL | 4.30 | — | F.O. |
| A 57 | — | 4.45 | — | — | A 17 | — | 4.15 | — | — | | | | | | A 34 | NFI/TL | 4.40 | — | — |
| A 64 | — | 5.15 | — | — | A 40 | — | 4.45 | — | — | | | | | | A 95 | NFI/ZL | 5.15 | — | — |
| A 57 | — | 5.45 | — | — | A 57 | — | 5.15 | — | — | | | | | | A 80 | NFI/TL | 5.20 | — | — |
| A 64 | — | 6.15 | — | — | A 64 | — | 5.45 | — | — | | | | | | | | | | |
| | | | | | A 57 | — | 6.15 | — | — | | | | | | | | | | |
| | | | | | A 64 | — | 6.45 | — | — | | | | | | | | | | |
| MEADOWLANDS (M ¹⁰) (22015) | | | | | NANCEFIELD INDUSTRIES (NFI) | | | | | MERAPE STN (MES) (22015) | | | | | KLIPTOWN (KL) | | | | |
| A 33 | — | 6.15 | — | — | A 48 | — | 3.40 | — | F.O. | A 5 | T. NFI | 6.15 | — | — | A 5 | X. NFI | 7.15 | — | — |
| A 48 | T. IRS | 4.40 | — | F.O. | A 48 | — | 4.15 | — | M.-T. | A 5 | — | 8.00 | — | — | A 38 | X. NFI | 7.30 | — | — |
| A 48 | T. IKS | 5.15 | — | — | | | | | | A 51 | — | 9.15 | — | — | A 76 | — | 9.15 | — | — |
| | | | | | | | | | | A 51 | — | 10.45 | — | — | A 51 | — | 10.00 | — | — |
| | | | | | | | | | | A 64 | — | 11.30 | — | — | A 51 | — | 11.30 | — | — |
| | | | | | | | | | | A 75 | — | 12.30 | — | — | A 64 | — | 12.15 | — | — |
| | | | | | | | | | | A 75 | — | 2.00 | — | — | A 75 | — | 1.15 | — | — |
| | | | | | | | | | | A 34 | T. NFI | 4.00 | — | — | A 75 | — | 2.40 | — | — |
| | | | | | | | | | | | | | | | A 34 | X. NFI | 3.15 | — | — |
| | | | | | | | | | | | | | | | A 35 | X. NFI | 3.40 | — | F.O. |
| | | | | | | | | | | | | | | | A 35 | X. NFI | 4.15 | — | M.-T. |

| EMDENI (EM) (22001) | | | | | BARAGWANATH (BH) | | | | | EMDENI (EM) (22001) | | | | | BARAGWANATH (BH) | | | | |
|---------------------|--------|-------|------|---|------------------|--------|-------|------|---|---------------------|--------|-------|------|---|------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 18 | — | 5.00 | — | — | A 18 | — | 5.50 | — | — | A 55 | T. MSA | 3.45 | — | — | 90 | — | 5.30 | — | — |
| A 29 | X. ZL | 5.30 | — | — | A 29 | T. ZL | 6.30 | — | — | A 53 | — | 4.00 | — | — | 35 | — | 5.45 | — | — |
| A 36 | T. MSR | 5.45 | — | — | A 36 | X. MSR | 6.45 | — | — | A 64 | — | 4.15 | — | — | 45 | — | 6.00 | — | — |
| A 83 | — | 6.00 | — | — | A 46 | T. ZL | 7.00 | — | — | A 90 | — | 4.30 | — | — | 81 | — | 6.20 | — | — |
| A 46 | X. ZL | 6.00 | — | — | A 47 | — | 7.15 | — | — | A 43 | — | 5.00 | — | — | 57 | — | 6.40 | — | — |
| A 47 | — | 6.15 | — | — | A 35 | — | 7.45 | — | — | A 81 | — | 5.25 | — | — | 54 | — | 7.15 | — | — |
| A 20 | X. ZL | 6.30 | — | — | A 43 | T. ZL | 8.00 | — | — | A 54 | — | 6.00 | — | — | 72 | — | 7.35 | — | — |
| A 18 | — | 6.45 | — | — | A 55 | — | 8.15 | — | — | A 72 | — | 6.35 | — | — | 81 | — | 8.10 | — | — |
| A 43 | X. ZL | 7.00 | — | — | A 29 | — | 8.30 | — | — | A 81 | — | 7.20 | — | — | | | | | |
| A 11 | — | 7.15 | — | — | A 60 | — | 9.00 | — | — | | | | | | | | | | |
| A 32 | X. IKS | 7.30 | — | — | A 79 | — | 9.20 | — | — | | | | | | | | | | |
| A 29 | X. ZL | 7.30 | — | — | A 53 | — | 9.30 | — | — | | | | | | | | | | |
| A 36 | — | 7.45 | — | — | A 22 | — | 10.00 | — | — | | | | | | | | | | |
| A 46 | X. ZL | 8.00 | — | — | A 55 | — | 10.20 | — | — | A 91 | — | 6.00 | — | — | A 28 | — | 6.00 | — | — |
| A 47 | — | 8.15 | — | — | A 65 | — | 10.40 | — | — | A 28 | — | 7.15 | — | — | A 91 | — | 7.15 | — | — |
| A 53 | X. ZL | 8.30 | — | — | A 60 | — | 11.00 | — | — | A 91 | — | 8.30 | — | — | A 94 | — | 8.45 | — | — |
| A 35 | — | 8.45 | — | — | 79 | — | 11.20 | — | — | A 94 | — | 10.00 | — | — | A 94 | — | 11.00 | — | — |
| A 43 | X. ZL | 9.00 | — | — | 71 | — | 11.40 | — | — | | | | | | A 91 | — | 12.15 | — | — |
| A 55 | — | 9.20 | — | — | 22 | — | 12.00 | — | — | A 94 | — | 12.30 | — | — | A 17 | — | 1.15 | — | — |
| A 65 | — | 9.40 | — | — | 73 | — | 12.20 | — | — | A 91 | — | 1.30 | — | — | A 92 | — | 4.15 | — | — |
| A 60 | — | 10.00 | — | — | 65 | — | 12.40 | — | — | A 92 | — | 5.30 | — | — | A 94 | — | 4.45 | — | — |
| A 79 | — | 10.20 | — | — | 62 | — | 1.00 | — | — | A 94 | — | 6.00 | — | — | A 92 | — | 6.45 | — | — |
| A 71 | — | 10.40 | — | — | 81 | — | 1.20 | — | — | | | | | | | | | | |
| A 22 | — | 11.00 | — | — | 82 | — | 1.45 | — | — | | | | | | | | | | |
| A 73 | — | 11.20 | — | — | 19 | — | 2.00 | — | — | | | | | | | | | | |
| A 65 | — | 11.40 | — | — | 10 | — | 2.20 | — | — | | | | | | | | | | |
| A 62 | — | 12.00 | — | — | 29 | — | 2.30 | — | — | A 85 | — | 6.00 | — | — | A 85 | — | 6.45 | — | — |
| A 79 | — | 12.20 | — | — | 14 | — | 2.45 | — | — | A 8 | — | 7.00 | — | — | A 85 | — | 8.15 | — | — |
| A 71 | — | 12.40 | — | — | 53 | — | 3.00 | — | — | A 85 | — | 7.30 | — | — | A 58 | — | 9.15 | — | — |
| A 19 | — | 1.00 | — | — | 64 | — | 3.15 | — | — | A 85 | — | 9.00 | — | — | A 58 | — | 10.45 | — | — |
| A 10 | — | 1.20 | — | — | 90 | — | 3.30 | — | — | A 58 | — | 10.00 | — | — | A 93 | — | 1.45 | — | — |
| A 14 | — | 1.40 | — | — | 28 | — | 3.45 | — | — | A 93 | — | 1.00 | — | — | A 80 | — | 2.30 | — | — |
| A 53 | — | 2.00 | — | — | 43 | — | 4.00 | — | — | A 80 | — | 3.15 | — | — | A 80 | — | 4.00 | — | — |
| A 81 | — | 2.20 | — | — | 68 | — | 4.15 | — | — | A 80 | — | 4.45 | — | — | A 40 | — | 5.30 | — | — |
| A 82 | — | 2.40 | — | — | 81 | — | 4.30 | — | — | | | | | | A 64 | — | 7.10 | — | — |
| A 19 | — | 3.00 | — | — | 78 | — | 4.45 | — | — | | | | | | | | | | |
| A 10 | — | 3.20 | — | — | 53 | — | 5.00 | — | — | | | | | | | | | | |
| A 29 | — | 3.30 | — | — | 55 | X. MSA | 5.10 | — | — | | | | | | | | | | |

MERAPE STN (MES) (22001)

BARAGWANATH (BH)

NALEDI (NL) (22001)

BARAGWANATH (BH)

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|------|-----|-------|------|------|------|-----|-------|------|---|------|---------|-------|------|---|------|--------|-------|------|---|
| A 10 | — | 5.00 | — | — | A 10 | — | 5.45 | — | — | A 23 | — | 5.15 | — | — | A 23 | — | 6.15 | — | — |
| A 27 | — | 5.30 | — | — | A 27 | — | 6.10 | — | — | A 26 | — | 5.30 | — | — | A 26 | — | 6.30 | — | — |
| A 41 | — | 5.50 | — | — | A 41 | — | 6.45 | — | — | A 34 | — | 5.45 | — | — | A 34 | — | 6.45 | — | — |
| A 48 | — | 6.10 | — | — | A 48 | — | 6.55 | — | — | A 40 | — | 6.00 | — | — | A 40 | — | 7.00 | — | — |
| A 10 | — | 6.30 | — | — | A 18 | — | 7.45 | — | — | A 42 | — | 6.15 | — | — | A 42 | — | 7.15 | — | — |
| A 27 | — | 6.50 | — | — | A 27 | — | 7.45 | — | — | A 35 | — | 6.45 | — | — | A 18 | — | 7.45 | — | — |
| A 21 | — | 7.10 | — | — | A 41 | — | 8.15 | — | — | A 3 | — | 7.00 | — | — | A 95 | — | 8.00 | — | — |
| A 41 | — | 7.30 | — | — | A 48 | — | 8.45 | — | — | A 19 | X. Mon. | 7.00 | — | — | A 23 | — | 8.15 | — | — |
| A 48 | — | 7.50 | — | — | A 11 | — | 9.15 | — | — | A 23 | — | 7.15 | — | — | A 34 | — | 8.45 | — | — |
| A 38 | — | 8.10 | — | — | A 67 | — | 9.45 | — | — | A 26 | — | 7.30 | — | — | A 47 | — | 9.15 | — | — |
| A 27 | — | 8.30 | — | — | A 1 | — | 10.15 | — | — | A 34 | — | 7.45 | — | — | A 68 | — | 9.45 | — | — |
| A 18 | — | 8.45 | — | — | A 11 | — | 10.45 | — | — | A 42 | — | 8.15 | — | — | A 61 | — | 10.15 | — | — |
| A 41 | — | 9.00 | — | — | A 67 | — | 11.15 | — | — | A 18 | — | 8.45 | — | — | A 66 | — | 10.45 | — | — |
| A 48 | — | 9.30 | — | — | A 1 | — | 11.45 | — | — | A 61 | — | 9.15 | — | — | A 72 | — | 10.55 | — | — |
| A 11 | — | 10.00 | — | — | A 82 | — | 12.10 | — | — | A 66 | — | 9.45 | — | — | A 69 | — | 11.15 | — | — |
| A 67 | — | 10.30 | — | — | A 26 | — | 12.45 | — | — | A 69 | — | 10.15 | — | — | A 68 | — | 11.45 | — | — |
| A 1 | — | 11.00 | — | — | A 12 | — | 1.15 | — | — | A 68 | — | 10.45 | — | — | A 78 | — | 12.15 | — | — |
| A 11 | — | 11.30 | — | — | A 21 | — | 1.45 | — | — | A 61 | — | 11.15 | — | — | A 72 | — | 12.45 | — | — |
| A 26 | — | 12.00 | — | — | A 26 | — | 2.15 | — | — | A 72 | — | 11.45 | — | — | A 15 | — | 1.15 | — | — |
| A 1 | — | 12.30 | — | — | A 12 | — | 2.45 | — | — | A 69 | — | 12.15 | — | — | A 8 | — | 1.45 | — | — |
| A 64 | — | 1.00 | — | — | A 57 | — | 3.15 | — | — | A 68 | — | 12.45 | — | — | A 78 | — | 2.15 | — | — |
| A 82 | — | 1.00 | — | — | A 40 | — | 3.30 | — | — | A 78 | — | 1.15 | — | — | A 72 | — | 2.45 | — | — |
| A 26 | — | 1.30 | — | — | A 38 | — | 3.45 | — | — | A 72 | — | 1.45 | — | — | A 15 | — | 3.15 | — | — |
| A 12 | — | 2.00 | — | — | A 69 | — | 4.15 | — | — | A 16 | — | 2.00 | — | — | A 95 | — | 3.30 | — | — |
| A 21 | — | 2.30 | — | — | A 87 | — | 4.30 | — | — | A 15 | — | 2.15 | — | — | A 71 | — | 3.45 | — | — |
| A 26 | — | 3.00 | — | — | A 67 | — | 4.45 | — | — | A 8 | — | 2.45 | — | — | A 63 | — | 4.00 | — | — |
| A 12 | — | 3.30 | — | — | A 38 | — | 5.15 | — | — | A 45 | — | 3.00 | — | — | A 45 | — | 4.15 | — | — |
| A 57 | — | 4.00 | — | — | A 69 | — | 5.45 | — | — | A 78 | — | 3.15 | — | — | A 41 | — | 4.30 | — | — |
| A 38 | — | 4.30 | — | — | A 76 | — | 6.15 | — | — | A 60 | — | 3.45 | — | — | A 60 | — | 4.45 | — | — |
| A 35 | — | 4.30 | — | F.O. | A 82 | — | 6.45 | — | — | A 15 | — | 4.00 | — | — | A 50 | X. MSA | 5.10 | — | — |
| A 69 | — | 5.00 | — | — | A 69 | — | 7.15 | — | — | A 45 | — | 5.15 | — | — | A 43 | — | 5.45 | — | — |
| A 35 | — | 5.00 | — | M-T | A 82 | — | 8.10 | — | — | A 76 | — | 5.15 | — | — | A 67 | — | 6.15 | — | — |
| A 67 | — | 5.30 | — | — | | | | | | A 60 | — | 5.45 | — | — | A 60 | — | 6.45 | — | — |
| A 82 | — | 6.00 | — | — | | | | | | A 50 | — | 6.15 | — | — | A 50 | — | 7.15 | — | — |
| A 69 | — | 6.30 | — | — | | | | | | A 67 | — | 7.15 | — | — | A 67 | — | 8.10 | — | — |
| A 82 | — | 7.30 | — | — | | | | | | | | | | | | | | | |

BARAGWANATH (BH)

[illegible]

Saturday

| EMDENI (EM) (22001) | | | | | BARAGWANATH (BH) | | | | | EMDENI (EM) (22001) | | | | | BARAGWANATH (BH) | | | | |
|---------------------|--------|-------|------|---|------------------|-----|-------|------|---|---------------------|-------|-------|------|---|------------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 8 | T. OS | 5.15 | — | — | A 15 | — | 6.30 | — | — | A 35 | — | 4.20 | — | — | A 74 | — | 5.50 | — | — |
| A 15 | — | 5.30 | — | — | A 17 | — | 6.50 | — | — | A 79 | — | 4.30 | — | — | A 82 | — | 6.10 | — | — |
| A 17 | — | 5.50 | — | — | A 25 | — | 7.10 | — | — | A 74 | — | 4.50 | — | — | A 42 | X. OS | 6.15 | — | — |
| A 10 | T. OS | 6.00 | — | — | A 30 | — | 7.30 | — | — | A 82 | — | 5.10 | — | — | A 67 | — | 6.30 | — | — |
| A 25 | — | 6.10 | — | — | A 34 | — | 7.50 | — | — | A 67 | — | 5.30 | — | — | A 94 | — | 6.45 | — | — |
| A 30 | — | 6.30 | — | — | A 38 | — | 8.10 | — | — | A 61 | — | 5.50 | — | — | A 61 | — | 6.50 | — | — |
| A 34 | — | 6.50 | — | — | A 53 | — | 8.30 | — | — | A 69 | T. OS | 6.00 | — | — | A 63 | — | 7.10 | — | — |
| A 38 | — | 7.10 | — | — | A 57 | — | 8.50 | — | — | A 63 | — | 6.10 | — | — | A 79 | — | 7.30 | — | — |
| A 15 | — | 7.30 | — | — | A 62 | — | 9.10 | — | — | A 79 | — | 6.30 | — | — | A 82 | — | 8.10 | — | — |
| A 17 | — | 7.50 | — | — | A 15 | — | 9.30 | — | — | A 82 | — | 7.10 | — | — | | | | | |
| A 25 | — | 8.10 | — | — | A 17 | — | 9.50 | — | — | | | | | | | | | | |
| A 30 | — | 8.30 | — | — | A 38 | — | 10.10 | — | — | | | | | | | | | | |
| A 34 | — | 8.50 | — | — | A 53 | — | 10.30 | — | — | | | | | | | | | | |
| A 38 | — | 9.10 | — | — | A 90 | — | 10.50 | — | — | A 86 | — | 6.00 | — | — | A 86 | — | 6.45 | — | — |
| A 53 | — | 9.30 | — | — | A 62 | — | 11.10 | — | — | A 86 | — | 7.30 | — | — | A 86 | — | 8.15 | — | — |
| A 57 | — | 9.50 | — | — | A 15 | — | 11.30 | — | — | A 85 | — | 9.00 | — | — | A 85 | — | 9.45 | — | — |
| A 62 | — | 10.10 | — | — | A 17 | — | 11.50 | — | — | A 85 | — | 10.30 | — | — | A 85 | — | 11.15 | — | — |
| A 15 | — | 10.30 | — | — | A 70 | — | 12.10 | — | — | A 84 | — | 1.30 | — | — | A 84 | — | 2.15 | — | — |
| A 17 | — | 10.50 | — | — | A 19 | — | 12.30 | — | — | A 85 | — | 2.00 | — | — | A 85 | — | 2.45 | — | — |
| A 70 | — | 11.10 | — | — | A 90 | — | 12.50 | — | — | A 85 | — | 3.30 | — | — | A 85 | — | 4.15 | — | — |
| A 53 | — | 11.30 | — | — | A 76 | — | 1.10 | — | — | A 62 | — | 5.10 | — | — | A 62 | — | 5.45 | — | — |
| A 90 | — | 11.50 | — | — | A 55 | — | 1.30 | — | — | | | | | | | | | | |
| A 76 | — | 12.10 | — | — | A 56 | — | 1.50 | — | — | | | | | | | | | | |
| A 15 | — | 12.30 | — | — | A 70 | — | 2.10 | — | — | | | | | | | | | | |
| A 17 | — | 12.50 | — | — | A 19 | — | 2.30 | — | — | | | | | | | | | | |
| A 70 | — | 1.10 | — | — | A 45 | — | 2.50 | — | — | | | | | | | | | | |
| A 19 | — | 1.30 | — | — | A 76 | — | 3.10 | — | — | | | | | | | | | | |
| A 90 | — | 1.50 | — | — | A 35 | — | 3.20 | — | — | | | | | | | | | | |
| A 76 | — | 2.10 | — | — | A 53 | — | 3.30 | — | — | | | | | | | | | | |
| A 53 | — | 2.30 | — | — | A 56 | — | 3.50 | — | — | | | | | | | | | | |
| A 50 | — | 2.50 | — | — | A 34 | — | 4.00 | — | — | | | | | | | | | | |
| A 56 | — | 2.50 | — | — | A 62 | — | 4.10 | — | — | | | | | | | | | | |
| A 26 | X. IKS | 2.50 | — | — | A 61 | — | 4.20 | — | — | | | | | | | | | | |
| A 62 | — | 3.00 | — | — | A 67 | — | 4.30 | — | — | | | | | | | | | | |
| A 65 | X. IKS | 3.15 | — | — | A 57 | — | 4.50 | — | — | | | | | | | | | | |
| A 67 | — | 3.30 | — | — | A 63 | — | 5.10 | — | — | | | | | | | | | | |
| A 45 | — | 3.50 | — | — | A 35 | — | 5.20 | — | — | | | | | | | | | | |
| A 63 | — | 4.10 | — | — | A 79 | — | 5.30 | — | — | | | | | | | | | | |

| MERAFAI STATION (MES) (22001) | | | | | BARAGWANATH (BH) | | | | | MERAFAI STATION (MES) (22001) | | | | | BARAGWANATH (BH) | | | | |
|-------------------------------|-----|-------|------|---|------------------|-----|-------|------|---|-------------------------------|-----|-------|------|---|----------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 21 | — | 6.00 | — | — | A 21 | — | 6.50 | — | — | A — | — | — | — | — | A 72 | — | 7.40 | — | — |
| A 28 | — | 6.30 | — | — | A 28 | — | 7.15 | — | — | A — | — | — | — | — | A 80 | — | 8.15 | — | — |
| A 11 | — | 7.00 | — | — | A 45 | — | 7.50 | — | — | BARAGWANATH (BH) (22002) | | | | | ORLANDO STATION (OS) | | | | |
| A 36 | — | 7.20 | — | — | A 36 | — | 8.10 | — | — | A 8 | — | 6.30 | — | — | A 8 | — | 6.00 | — | — |
| A 21 | — | 7.40 | — | — | A 35 | — | 8.30 | — | — | A 10 | — | 7.00 | — | — | A 10 | — | 6.30 | — | — |
| A 28 | — | 8.00 | — | — | A 28 | — | 8.50 | — | — | A 8 | — | 7.30 | — | — | A 8 | — | 7.00 | — | — |
| A 44 | — | 8.15 | — | — | A 44 | — | 9.10 | — | — | A 10 | — | 8.00 | — | — | A 10 | — | 7.30 | — | — |
| A 45 | — | 8.40 | — | — | A 11 | — | 9.30 | — | — | A 48 | — | 8.30 | — | — | A 8 | — | 8.00 | — | — |
| A 36 | — | 9.00 | — | — | A 45 | — | 9.40 | — | — | A 10 | — | 9.00 | — | — | A 10 | — | 8.30 | — | — |
| A 35 | — | 9.20 | — | — | A 8 | — | 10.10 | — | — | A 48 | — | 9.30 | — | — | A 48 | — | 9.00 | — | — |
| A 28 | — | 9.40 | — | — | A 22 | — | 10.30 | — | — | A 83 | — | 10.00 | — | — | A 10 | — | 9.30 | — | — |
| A 44 | — | 10.00 | — | — | A 71 | — | 10.50 | — | — | A 48 | — | 10.30 | — | — | A 48 | — | 10.00 | — | — |
| A 11 | — | 10.20 | — | — | A 11 | — | 11.10 | — | — | A 5 | — | 11.00 | — | — | A 83 | — | 10.20 | — | — |
| A 45 | — | 10.40 | — | — | A 21 | — | 11.30 | — | — | A 48 | — | 11.30 | — | — | A 5 | — | 10.30 | — | — |
| A 8 | — | 11.00 | — | — | A 8 | — | 11.50 | — | — | A 48 | — | 12.00 | — | — | A 48 | — | 11.00 | — | — |
| A 22 | — | 11.20 | — | — | A 22 | — | 12.10 | — | — | A 10 | — | 12.30 | — | — | A 5 | — | 11.30 | — | — |
| A 71 | — | 11.40 | — | — | A 71 | — | 12.30 | — | — | A 5 | — | 12.00 | — | — | A 48 | — | 12.00 | — | — |
| A 11 | — | 12.00 | — | — | A 11 | — | 12.50 | — | — | A 34 | — | 12.30 | — | — | A 10 | — | 12.30 | — | — |
| A 21 | — | 12.20 | — | — | A 21 | — | 1.10 | — | — | A 10 | — | 1.00 | — | — | A 34 | — | 1.00 | — | — |
| A 8 | — | 12.40 | — | — | A 57 | — | 1.30 | — | — | A 5 | — | 1.00 | — | — | A 10 | — | 1.30 | — | — |
| A 22 | — | 1.00 | — | — | A 22 | — | 1.50 | — | — | A 34 | — | 2.00 | — | — | A 34 | — | 2.00 | — | — |
| A 71 | — | 1.20 | — | — | A 71 | — | 2.10 | — | — | A 40 | — | 3.00 | — | — | A 42 | — | 3.00 | — | — |
| A 27 | — | 1.40 | — | — | A 27 | — | 2.30 | — | — | A 42 | — | 3.45 | — | — | A 40 | — | 4.00 | — | — |
| A 21 | — | 2.00 | — | — | A 21 | — | 2.50 | — | — | A 65 | — | 4.00 | — | — | A 42 | — | 4.15 | — | — |
| A 57 | — | 2.20 | — | — | A 57 | — | 3.10 | — | — | A 40 | — | 4.30 | — | — | A 65 | — | 4.30 | — | — |
| A 44 | — | 2.40 | — | — | A 44 | — | 3.30 | — | — | A 42 | — | 4.45 | — | — | A 40 | — | 5.00 | — | — |
| A 23 | — | 3.00 | — | — | A 23 | — | 3.50 | — | — | A 40 | — | 5.00 | — | — | A 42 | — | 5.15 | — | — |
| A 27 | — | 3.15 | — | — | A 54 | — | 4.00 | — | — | A 42 | — | 5.30 | — | — | A 65 | — | 5.30 | — | — |
| A 64 | — | 3.40 | — | — | A 27 | — | 4.10 | — | — | A 65 | — | 6.00 | — | — | A 40 | — | 6.00 | — | — |
| A 57 | — | 4.00 | — | — | A 64 | — | 4.20 | — | — | A 40 | — | 6.30 | — | — | A 69 | — | 7.00 | — | — |
| A 44 | — | 4.20 | — | — | A 72 | — | 4.30 | — | — | A 42 | — | 7.30 | — | — | | | | | |
| A 54 | — | 4.40 | — | — | A 45 | — | 4.50 | — | — | A 65 | — | | | | | | | | |
| A 64 | — | 5.10 | — | — | A 80 | — | 5.10 | — | — | A 40 | — | | | | | | | | |
| A 72 | — | 5.20 | — | — | A 54 | — | 5.30 | — | — | A 42 | — | | | | | | | | |
| A 80 | — | 6.00 | — | — | A 64 | — | 5.50 | — | — | A 65 | — | | | | | | | | |
| A 54 | — | 6.20 | — | — | A 72 | — | 6.10 | — | — | A 40 | — | | | | | | | | |
| A 72 | — | 6.55 | — | — | A 80 | — | 6.50 | — | — | A 69 | — | | | | | | | | |
| A 80 | — | 7.30 | — | — | A 54 | — | 7.10 | — | — | | | | | | | | | | |

| PROTEA (PRT) (22001) | | | | | BARAGWANATH (BH) | | | | | KLIPTOWN (KL) (22015) | | | | | NALEDI (NL) | | | | |
|-----------------------|--------|-------|------|---|--------------------------------|--------|-------|------|---|-----------------------|--------|-------|------|---|-------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 91 | — | 6.00 | — | — | A 92 | — | 6.00 | — | — | A 20 | X. NFI | 7.15 | — | — | A 20 | T. NFI | 6.30 | — | — |
| A 92 | — | 7.15 | — | — | A 91 | — | 7.15 | — | — | A 24 | — | 7.45 | — | — | A 24 | — | 7.00 | — | — |
| A 91 | — | 8.30 | — | — | A 92 | — | 8.30 | — | — | A 26 | — | 8.00 | — | — | A 26 | — | 7.15 | — | — |
| A 94 | — | 10.00 | — | — | A 93 | — | 10.00 | — | — | A 27 | — | 8.15 | — | — | A 29 | — | 7.30 | — | — |
| A 93 | — | 11.15 | — | — | A 94 | — | 11.15 | — | — | A 40 | — | 8.30 | — | — | A 40 | — | 7.45 | — | — |
| A 94 | — | 12.30 | — | — | A 91 | — | 12.45 | — | — | A 20 | — | 8.45 | — | — | A 20 | — | 8.00 | — | — |
| A 91 | — | 2.00 | — | — | A 92 | — | 1.45 | — | — | A 42 | — | 9.00 | — | — | A 42 | — | 8.15 | — | — |
| A 92 | — | 3.00 | — | — | A 93 | — | 3.45 | — | — | A 24 | — | 9.15 | — | — | A 24 | — | 8.30 | — | — |
| A 93 | — | 5.00 | — | — | A 94 | — | 4.15 | — | — | A 26 | — | 9.30 | — | — | A 26 | — | 8.45 | — | — |
| A 94 | — | 5.30 | — | — | A 93 | — | 6.15 | — | — | A 27 | — | 9.45 | — | — | A 27 | — | 9.00 | — | — |
| KLIPTOWN (KL) (22015) | | | | | MEADOWLANDS (M ¹⁰) | | | | | A 40 | — | 10.00 | — | — | A 40 | — | 9.15 | — | — |
| A 12 | X. NFI | 7.15 | — | — | A 12 | T. NFI | 6.30 | — | — | A 65 | — | 10.15 | — | — | A 65 | — | 9.30 | — | — |
| A 32 | — | 8.15 | — | — | A 32 | — | 7.30 | — | — | A 42 | — | 10.30 | — | — | A 42 | — | 9.45 | — | — |
| A 12 | — | 8.50 | — | — | A 12 | — | 8.00 | — | — | A 87 | — | 10.45 | — | — | A 87 | — | 10.00 | — | — |
| A 50 | — | 9.15 | — | — | A 50 | — | 8.30 | — | — | A 81 | — | 11.00 | — | — | A 26 | — | 10.15 | — | — |
| A 32 | — | 9.45 | — | — | A 32 | — | 9.00 | — | — | A 84 | — | 11.10 | — | — | A 6 | — | 10.30 | — | — |
| A 75 | — | 10.15 | — | — | A 75 | — | 9.30 | — | — | A 6 | — | 11.20 | — | — | A 77 | — | 10.45 | — | — |
| A 50 | — | 10.45 | — | — | A 50 | — | 10.00 | — | — | A 77 | — | 11.30 | — | — | A 9 | — | 11.00 | — | — |
| A 72 | — | 11.15 | — | — | A 72 | — | 10.30 | — | — | A 75 | — | 11.40 | — | — | A 65 | — | 11.15 | — | — |
| A 14 | — | 11.45 | — | — | A 14 | — | 11.00 | — | — | A 9 | — | 11.50 | — | — | A 31 | — | 11.30 | — | — |
| A 26 | — | 12.15 | — | — | A 75 | — | 11.00 | — | — | A 65 | — | 12.00 | — | — | A 83 | — | 11.40 | — | — |
| A 33 | — | 12.45 | — | — | A 33 | — | 12.00 | — | — | A 31 | — | 12.10 | — | — | A 81 | — | 11.45 | — | — |
| A 14 | — | 1.15 | — | — | A 14 | — | 12.30 | — | — | A 83 | — | 12.20 | — | — | A 84 | — | 12.00 | — | — |
| A 26 | — | 1.45 | — | — | A 26 | — | 1.00 | — | — | A 81 | — | 12.30 | — | — | A 6 | — | 12.05 | — | — |
| A 33 | — | 2.15 | — | — | A 33 | — | 1.30 | — | — | A 84 | — | 12.40 | — | — | A 24 | — | 12.15 | — | — |
| — | — | — | — | — | A 26 | — | 2.30 | — | — | A 6 | — | 12.50 | — | — | A 32 | — | 12.20 | — | — |
| | | | | | | | | | | A 24 | — | 1.00 | — | — | A 39 | — | 12.30 | — | — |
| | | | | | | | | | | A 32 | — | 1.10 | — | — | A 9 | — | 12.40 | — | — |
| | | | | | | | | | | A 39 | — | 1.20 | — | — | A 31 | — | 1.00 | — | — |
| | | | | | | | | | | A 9 | — | 1.30 | — | — | A 81 | — | 1.15 | — | — |
| | | | | | | | | | | A 31 | — | 1.45 | — | — | A 24 | — | 1.45 | — | — |
| | | | | | | | | | | A 81 | — | 2.00 | — | — | A 32 | — | 2.15 | — | — |
| | | | | | | | | | | A 24 | — | 2.30 | — | — | A 41 | — | 2.45 | — | — |
| | | | | | | | | | | A 32 | — | 3.00 | — | — | A 60 | — | 3.15 | — | — |
| | | | | | | | | | | A 41 | — | 3.30 | — | — | A 41 | — | 4.15 | — | — |
| | | | | | | | | | | A 60 | — | 4.00 | — | — | — | — | — | — | — |
| | | | | | | | | | | A 41 | — | 5.00 | — | — | — | — | — | — | — |

| KLIPTOWN (KL) (22015) | | | | | MERAFAI STN (MES) | | | | | KLIPTOWN STN (KLS) (22002) | | | | | MERAFAI STN (MES) | | | | |
|---------------------------|--------|-------|------|---|--------------------|--------|-------|------|---|----------------------------|-----|-------|------|---|-------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 13 | X. NFI | 7.15 | — | — | A 13 | T. NFI | 6.30 | — | — | A 9 | — | 5.00 | — | — | A 9 | — | 5.30 | — | — |
| A 33 | — | 7.45 | — | — | A 33 | — | 7.00 | — | — | A 11 | — | 5.30 | — | — | A 11 | — | 6.00 | — | — |
| A 13 | — | 8.50 | — | — | A 13 | — | 8.00 | — | — | A 9 | — | 6.00 | — | — | A 44 | — | 6.15 | — | — |
| A 33 | — | 9.15 | — | — | A 33 | — | 8.30 | — | — | A 11 | — | 6.30 | — | — | A 9 | — | 6.30 | — | — |
| A 46 | — | 9.45 | — | — | A 46 | — | 9.00 | — | — | A 44 | — | 6.45 | — | — | A 37 | — | 7.00 | — | — |
| A 64 | — | 10.15 | — | — | A 64 | — | 9.30 | — | — | A 9 | — | 7.00 | — | — | A 44 | — | 7.15 | — | — |
| A 73 | — | 10.45 | — | — | A 73 | — | 10.00 | — | — | A 37 | — | 7.30 | — | — | A 9 | — | 7.30 | — | — |
| A 46 | — | 11.15 | — | — | A 46 | — | 10.30 | — | — | A 44 | — | 7.45 | — | — | A 37 | — | 8.00 | — | — |
| A 64 | — | 11.45 | — | — | A 64 | — | 11.00 | — | — | A 47 | — | 8.00 | — | — | A 47 | — | 8.30 | — | — |
| A 20 | — | 12.15 | — | — | A 20 | — | 11.30 | — | — | A 37 | — | 8.30 | — | — | A 37 | — | 9.00 | — | — |
| A 13 | — | 12.45 | — | — | A 13 | — | 12.00 | — | — | A 47 | — | 9.00 | — | — | A 47 | — | 9.30 | — | — |
| A 49 | — | 1.15 | — | — | A 49 | — | 12.30 | — | — | A 37 | — | 9.30 | — | — | A 37 | — | 10.00 | — | — |
| A 20 | — | 1.45 | — | — | A 20 | — | 1.00 | — | — | A 47 | — | 10.00 | — | — | A 67 | — | 10.30 | — | — |
| A 13 | — | 2.15 | — | — | A 13 | — | 1.30 | — | — | A 68 | — | 10.30 | — | — | A 68 | — | 11.00 | — | — |
| MERAFAI STN (MES) (22002) | | | | | CHIAWELO STN (CHS) | | | | | A 67 | — | 11.00 | — | — | A 67 | — | 11.30 | — | — |
| A 19 | — | 6.00 | — | — | A 19 | — | 6.20 | — | — | A 68 | — | 11.30 | — | — | A 68 | — | 12.00 | — | — |
| A 19 | — | 6.35 | — | — | A 19 | — | 6.55 | — | — | A 73 | — | 11.45 | — | — | A 78 | — | 12.15 | — | — |
| A 19 | — | 7.10 | — | — | A 19 | — | 7.30 | — | — | A 67 | — | 12.00 | — | — | A 67 | — | 12.30 | — | — |
| A 19 | — | 7.45 | — | — | A 19 | — | 8.05 | — | — | A 68 | — | 12.30 | — | — | A 68 | — | 1.00 | — | — |
| A 19 | — | 8.20 | — | — | A 19 | — | 8.40 | — | — | A 78 | — | 12.40 | — | — | A 78 | — | 1.05 | — | — |
| A 19 | — | 8.55 | — | — | A 19 | — | 12.35 | — | — | A 37 | — | 1.00 | — | — | A 37 | — | 1.30 | — | — |
| A 86 | — | 12.20 | — | — | A 86 | — | 1.10 | — | — | A 78 | — | 1.30 | — | — | A 78 | — | 2.00 | — | — |
| A 86 | — | 12.55 | — | — | A 86 | — | 1.45 | — | — | A 37 | — | 2.00 | — | — | A 37 | — | 2.30 | — | — |
| A 86 | — | 1.30 | — | — | A 86 | — | 2.20 | — | — | A 48 | — | 2.30 | — | — | A 78 | — | 3.00 | — | — |
| A 86 | — | 2.05 | — | — | A 86 | — | 2.55 | — | — | A 37 | — | 3.00 | — | — | A 37 | — | 3.30 | — | — |
| A 86 | — | 2.40 | — | — | A 86 | — | 3.30 | — | — | A 55 | — | 3.30 | — | — | A 55 | — | 4.00 | — | — |
| A 86 | — | 3.15 | — | — | A 86 | — | | — | — | A 48 | — | 4.00 | — | — | A 48 | — | 4.30 | — | — |
| | | | | | | | | | | A 55 | — | 4.30 | — | — | A 55 | — | 5.00 | — | — |
| | | | | | | | | | | A 48 | — | 5.00 | — | — | A 48 | — | 5.30 | — | — |
| | | | | | | | | | | A 55 | — | 5.30 | — | — | A 55 | — | 6.00 | — | — |
| | | | | | | | | | | A 48 | — | 6.00 | — | — | A 48 | — | 6.30 | — | — |
| | | | | | | | | | | A 55 | — | 6.30 | — | — | | | | | |

| MOROKA WEST (MKW) (22002) | | | | | NANCEFIELD STN (NAS) | | | | | MOROKA WEST (MKW) (22002) | | | | | NANCEFIELD STN (NAS) | | | | |
|---------------------------|-----|-------|------|---|----------------------|-----|-------|------|---|---------------------------|-----|------|------|---|----------------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 1 | — | 4.00 | — | — | A 1 | — | 4.30 | — | — | A 29 | — | 1 45 | — | — | A 7 | — | 1 50 | — | — |
| A 2 | — | 4.30 | — | — | A 2 | — | 5.00 | — | — | A 23 | — | 1 55 | — | — | A 29 | — | 2 05 | — | — |
| A 1 | — | 4.45 | — | — | A 1 | — | 5.15 | — | — | A 7 | — | 2 15 | — | — | A 23 | — | 2 15 | — | — |
| A 5 | — | 5.00 | — | — | A 5 | — | 5.30 | — | — | A 29 | — | 2 30 | — | — | A 36 | — | 2 20 | — | — |
| A 2 | — | 5.15 | — | — | A 2 | — | 5.45 | — | — | A 36 | — | 2 45 | — | — | A 7 | — | 2 35 | — | — |
| A 1 | — | 5.30 | — | — | A 1 | — | 6.00 | — | — | A 7 | — | 3 00 | — | — | A 29 | — | 2 50 | — | — |
| A 5 | — | 5.45 | — | — | A 5 | — | 6.15 | — | — | A 29 | — | 3 15 | — | — | A 36 | — | 3 05 | — | — |
| A 2 | — | 6.00 | — | — | A 2 | — | 6.30 | — | — | A 36 | — | 3 30 | — | — | A 7 | — | 3 20 | — | — |
| A 1 | — | 6.15 | — | — | A 1 | — | 6.45 | — | — | A 29 | — | 4 00 | — | — | A 29 | — | 3 35 | — | — |
| A 5 | — | 6.30 | — | — | A 5 | — | 7.00 | — | — | A 36 | — | 4 15 | — | — | A 36 | — | 3 50 | — | — |
| A 2 | — | 6.45 | — | — | A 2 | — | 7.15 | — | — | A 75 | — | 4 30 | — | — | A 75 | — | 4 05 | — | — |
| A 1 | — | 7.00 | — | — | A 5 | — | 7.45 | — | — | A 36 | — | 5 00 | — | — | A 29 | — | 4 20 | — | — |
| A 5 | — | 7.15 | — | — | A 2 | — | 8.00 | — | — | A 75 | — | 5 15 | — | — | A 36 | — | 4 35 | — | — |
| A 2 | — | 7.30 | — | — | A 39 | — | 8.15 | — | — | A 78 | — | 5 30 | — | — | A 75 | — | 4 50 | — | — |
| A 39 | — | 7.45 | — | — | A 1 | — | 8.30 | — | — | A 36 | — | 5 45 | — | — | A 78 | — | 5 05 | — | — |
| A 5 | — | 8.00 | — | — | A 39 | — | 9.00 | — | — | A 75 | — | 6 00 | — | — | A 36 | — | 5 20 | — | — |
| A 2 | — | 8.15 | — | — | A 66 | — | 9.10 | — | — | A 78 | — | 6 15 | — | — | A 75 | — | 5 35 | — | — |
| A 39 | — | 8.30 | — | — | A 1 | — | 9.30 | — | — | A 75 | — | 6 45 | — | — | A 78 | — | 5 50 | — | — |
| A 66 | — | 8.45 | — | — | A 2 | — | 9.40 | — | — | A 78 | — | 7 00 | — | — | A 36 | — | 6 05 | — | — |
| A 1 | — | 9.00 | — | — | A 39 | — | 9.45 | — | — | A 78 | — | 7 45 | — | — | A 75 | — | 6 20 | — | — |
| A 39 | — | 9.15 | — | — | A 66 | — | 9.55 | — | — | | | | | | A 78 | — | 6 35 | — | — |
| A 66 | — | 9.30 | — | — | A 1 | — | 10.10 | — | — | | | | | | A 75 | — | 7 05 | — | — |
| A 1 | — | 9.45 | — | — | A 2 | — | 10.25 | — | — | | | | | | A 78 | — | 7 20 | — | — |
| A 2 | — | 10.00 | — | — | A 66 | — | 10.40 | — | — | | | | | | A 78 | — | 8 00 | — | — |
| A 66 | — | 10.15 | — | — | A 1 | — | 10.55 | — | — | | | | | | | | | | |
| A 1 | — | 10.30 | — | — | A 2 | — | 11.10 | — | — | | | | | | | | | | |
| A 2 | — | 10.45 | — | — | A 52 | — | 11.20 | — | — | | | | | | | | | | |
| A 52 | — | 11.00 | — | — | A 1 | — | 11.40 | — | — | | | | | | | | | | |
| A 1 | — | 11.15 | — | — | A 2 | — | 11.50 | — | — | | | | | | | | | | |
| A 2 | — | 11.30 | — | — | A 52 | — | 12 05 | — | — | A 3 | — | 4.30 | — | — | A 3 | — | 4.15 | — | — |
| A 52 | — | 11.45 | — | — | A 7 | — | 12 20 | — | — | A 3 | — | 5.00 | — | — | A 3 | — | 5.15 | — | — |
| A 7 | — | 12 00 | — | — | A 29 | — | 12 35 | — | — | A 3 | — | 5.30 | — | — | A 3 | — | 5.45 | — | — |
| A 52 | — | 12 30 | — | — | A 23 | — | 12 45 | — | — | | | | | | | | | | |
| A 7 | — | 12 45 | — | — | A 52 | — | 12 50 | — | — | | | | | | | | | | |
| A 29 | — | 1 00 | — | — | A 7 | — | 1 05 | — | — | | | | | | | | | | |
| A 23 | — | 1 10 | — | — | A 29 | — | 1 20 | — | — | | | | | | | | | | |
| A 52 | — | 1 15 | — | — | A 23 | — | 1 30 | — | — | | | | | | | | | | |
| A 7 | — | 1 30 | — | — | A 52 | — | 1 35 | — | — | | | | | | | | | | |

WHITE CITY (WC) (22002)

DUBE STN (DS)

| SENAOANE (SEN) (22002) | | | | | INHLAZANE STN (INH) | | | | | EMDENI (EM) 22002 | | | | | INHLAZANE STN (INH) | | | | |
|------------------------|-----|-------|------|---|---------------------|-----|-------|------|---|-------------------|-----|-------|------|---|---------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 23 | — | 6.15 | — | — | A 23 | — | 6.30 | — | — | A 14 | — | 5.30 | — | — | A 14 | — | 5.50 | — | — |
| A 23 | — | 6.45 | — | — | A 23 | — | 7.00 | — | — | A 14 | — | 6.00 | — | — | A 14 | — | 6.20 | — | — |
| A 23 | — | 7.15 | — | — | A 23 | — | 7.30 | — | — | A 14 | — | 6.30 | — | — | A 14 | — | 6.50 | — | — |
| A 23 | — | 7.45 | — | — | A 23 | — | 8.00 | — | — | A 14 | — | 7.00 | — | — | A 14 | — | 7.20 | — | — |
| A 23 | — | 8.15 | — | — | A 23 | — | 8.30 | — | — | A 14 | — | 7.30 | — | — | A 14 | — | 7.50 | — | — |
| A 23 | — | 8.45 | — | — | A 55 | — | 9.30 | — | — | A 14 | — | 8.00 | — | — | A 14 | — | 8.20 | — | — |
| A 55 | — | 9.15 | — | — | A 55 | — | 10.00 | — | — | A 14 | — | 8.30 | — | — | A 58 | — | 9.20 | — | — |
| A 55 | — | 10.15 | — | — | A 55 | — | 10.30 | — | — | A 58 | — | 9.00 | — | — | A 58 | — | 9.50 | — | — |
| A 55 | — | 10.45 | — | — | A 55 | — | 11.00 | — | — | A 58 | — | 9.30 | — | — | A 58 | — | 10.20 | — | — |
| A 55 | — | 11.15 | — | — | A 55 | — | 11.30 | — | — | A 58 | — | 10.00 | — | — | A 58 | — | 10.50 | — | — |
| A 55 | — | 11.45 | — | — | A 55 | — | 12.00 | — | — | A 58 | — | 10.30 | — | — | A 58 | — | 11.20 | — | — |
| A 49 | — | 2.15 | — | — | A 49 | — | 2.30 | — | — | A 58 | — | 11.00 | — | — | A 58 | — | 11.50 | — | — |
| A 49 | — | 2.45 | — | — | A 49 | — | 3.00 | — | — | A 58 | — | 11.30 | — | — | A 79 | — | 12.45 | — | — |
| A 49 | — | 3.15 | — | — | A 49 | — | 3.30 | — | — | A 58 | — | 12.00 | — | — | A 79 | — | 1.15 | — | — |
| A 49 | — | 3.45 | — | — | A 49 | — | 4.00 | — | — | A 79 | — | 12.30 | — | — | A 79 | — | 1.45 | — | — |
| A 49 | — | 4.15 | — | — | A 49 | — | 4.30 | — | — | A 79 | — | 1.00 | — | — | A 79 | — | 2.15 | — | — |
| A 66 | — | 4.45 | — | — | A 66 | — | 5.00 | — | — | A 79 | — | 1.30 | — | — | A 79 | — | 2.45 | — | — |
| A 66 | — | 5.15 | — | — | A 66 | — | 5.30 | — | — | A 79 | — | 2.00 | — | — | A 58 | — | 2.45 | — | — |
| A 66 | — | 5.45 | — | — | A 66 | — | 6.00 | — | — | A 79 | — | 2.30 | — | — | A 58 | — | 3.15 | — | — |
| A 66 | — | 6.15 | — | — | A 66 | — | 6.30 | — | — | A 58 | — | 3.00 | — | — | A 58 | — | 3.45 | — | — |
| | | | | | | | | | | A 58 | — | 3.30 | — | — | A 58 | — | 4.15 | — | — |
| | | | | | | | | | | A 58 | — | 4.00 | — | — | A 58 | — | 4.45 | — | — |
| | | | | | | | | | | A 58 | — | 4.30 | — | — | A 58 | — | 5.15 | — | — |
| | | | | | | | | | | A 58 | — | 5.00 | — | — | A 58 | — | 5.45 | — | — |
| | | | | | | | | | | A 58 | — | 5.30 | — | — | A 74 | — | 7.15 | — | — |
| | | | | | | | | | | A 74 | — | 6.50 | — | — | A 74 | — | 7.45 | — | — |
| | | | | | | | | | | A 74 | — | 7.30 | — | — | | | | | |

| ZOLA (ZL) (22002) | | | | | IKWEZI STN (IKS) | | | | | ZOLA (ZL) (22002) | | | | | IKWEZI STN (IKS) | | | | |
|-------------------|-----|-------|------|---|------------------|-----|-------|------|---|-------------------|-------|------|------|---|------------------|-------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 4 | — | 4.30 | — | — | A 4 | — | 4.45 | — | — | A 12 | — | 2 00 | — | — | A 66 | — | 2 45 | — | — |
| A 6 | — | 4.45 | — | — | A 6 | — | 5.00 | — | — | A 59 | — | 2 15 | — | — | A 59 | — | 3 00 | — | — |
| A 4 | — | 5.00 | — | — | A 4 | — | 5.15 | — | — | A 59 | — | 2 45 | — | — | A 66 | — | 3 15 | — | — |
| A 6 | — | 5.15 | — | — | A 6 | — | 5.30 | — | — | A 66 | — | 3 00 | — | — | A 59 | — | 3 30 | — | — |
| A 4 | — | 5.30 | — | — | A 4 | — | 5.45 | — | — | A 59 | — | 3 15 | — | — | A 66 | — | 3 45 | — | — |
| A 6 | — | 5.45 | — | — | A 6 | — | 6.00 | — | — | A 66 | — | 3 30 | — | — | A 59 | — | 4 00 | — | — |
| A 4 | — | 6.00 | — | — | A 4 | — | 6.15 | — | — | A 59 | — | 3 45 | — | — | A 66 | — | 4 15 | — | — |
| A 6 | — | 6.15 | — | — | A 6 | — | 6.30 | — | — | A 66 | — | 4 00 | — | — | A 59 | — | 4 30 | — | — |
| A 4 | — | 6.30 | — | — | A 4 | — | 6.45 | — | — | A 59 | — | 4 15 | — | — | A 70 | — | 4 45 | — | — |
| A 6 | — | 6.45 | — | — | A 6 | — | 7.00 | — | — | A 59 | — | 4 45 | — | — | A 59 | — | 5 00 | — | — |
| A 4 | — | 7.00 | — | — | A 4 | — | 7.15 | — | — | A 70 | — | 5 00 | — | — | A 83 | — | 5 00 | — | — |
| A 6 | — | 7.15 | — | — | A 6 | — | 7.30 | — | — | A 83 | — | 5 15 | — | — | A 70 | — | 5 15 | — | — |
| A 4 | — | 7.30 | — | — | A 4 | — | 7.45 | — | — | A 61 | X. EM | 5 20 | — | — | A 83 | — | 5 30 | — | — |
| A 6 | — | 7.45 | — | — | A 4 | — | 8.15 | — | — | A 70 | — | 5 30 | — | — | A 61 | T. EM | 5 35 | — | — |
| A 4 | — | 8.00 | — | — | A 49 | — | 8.30 | — | — | A 83 | — | 5 45 | — | — | A 70 | — | 5 45 | — | — |
| A 49 | — | 8.15 | — | — | A 49 | — | 9.00 | — | — | A 70 | — | 6 00 | — | — | A 83 | — | 6 00 | — | — |
| A 4 | — | 8.30 | — | — | A 59 | — | 9.15 | — | — | A 83 | — | 6 15 | — | — | A 70 | — | 6 15 | — | — |
| A 49 | — | 8.45 | — | — | A 49 | — | 9.30 | — | — | A 70 | — | 6 30 | — | — | A 83 | — | 6 30 | — | — |
| A 59 | — | 9.00 | — | — | A 59 | — | 9.45 | — | — | A 83 | — | 6 45 | — | — | A 70 | — | 6 45 | — | — |
| A 49 | — | 9.15 | — | — | A 49 | — | 10.00 | — | — | A 83 | — | 7 15 | — | — | A 83 | — | 7 00 | — | — |
| A 59 | — | 9.30 | — | — | A 59 | — | 10.15 | — | — | A 83 | — | 7 45 | — | — | A 83 | — | 7 30 | — | — |
| A 49 | — | 9.45 | — | — | A 4 | — | 10.30 | — | — | | | | | | A 83 | — | 8 00 | — | — |
| A 59 | — | 10.00 | — | — | A 59 | — | 10.45 | — | — | | | | | | | | | | |
| A 49 | — | 10.15 | — | — | A 4 | — | 11.00 | — | — | | | | | | | | | | |
| A 59 | — | 10.30 | — | — | A 12 | — | 11.15 | — | — | | | | | | | | | | |
| A 4 | — | 10.45 | — | — | A 4 | — | 11.30 | — | — | | | | | | | | | | |
| A 59 | — | 11.00 | — | — | A 12 | — | 11.45 | — | — | | | | | | | | | | |
| A 4 | — | 11.15 | — | — | A 4 | — | 12 00 | — | — | | | | | | | | | | |
| A 12 | — | 11.30 | — | — | A 12 | — | 12 15 | — | — | | | | | | | | | | |
| A 4 | — | 11.45 | — | — | A 4 | — | 12 30 | — | — | | | | | | | | | | |
| A 12 | — | 12 00 | — | — | A 12 | — | 12 45 | — | — | | | | | | | | | | |
| A 4 | — | 12 15 | — | — | A 59 | — | 1 00 | — | — | | | | | | | | | | |
| A 12 | — | 12 30 | — | — | A 12 | — | 1 15 | — | — | | | | | | | | | | |
| A 4 | — | 12 45 | — | — | A 59 | — | 1 30 | — | — | | | | | | | | | | |
| A 12 | — | 1 00 | — | — | A 12 | — | 1 45 | — | — | | | | | | | | | | |
| A 59 | — | 1 15 | — | — | A 59 | — | 2 00 | — | — | | | | | | | | | | |
| A 12 | — | 1 30 | — | — | A 12 | — | 2 15 | — | — | | | | | | | | | | |
| A 58 | — | 1 45 | — | — | A 59 | — | 2 30 | — | — | | | | | | | | | | |

Sundays

| EMDENI (EM) (22001) | | | | | BARAGWANATH (BH) | | | | | EMDENI (EM) (22001) | | | | | BARAGWANATH (BH) | | | | |
|---------------------|-----|-------|------|---|------------------|-----|-------|------|---|---------------------|--------|-------|------|---|------------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 6 | — | 5.30 | — | — | A 6 | — | 6.30 | — | — | A 51 | — | 12 20 | — | — | A 15 | — | 1 20 | — | — |
| A 7 | — | 5.45 | — | — | A 7 | — | 6.50 | — | — | A 54 | — | 12 30 | — | — | A 55 | — | 1 30 | — | — |
| A 10 | — | 6.00 | — | — | A 10 | — | 7.00 | — | — | A 73 | — | 12 40 | — | — | A 73 | — | 1 40 | — | — |
| A 13 | — | 6.15 | — | — | A 13 | — | 7.20 | — | — | A 61 | — | 12 50 | — | — | A 56 | — | 1 30 | — | — |
| A 14 | — | 6.30 | — | — | A 14 | — | 7.30 | — | — | A 64 | — | 1 00 | — | — | A 64 | — | 2 00 | — | — |
| A 17 | — | 6.45 | — | — | A 17 | — | 7.50 | — | — | A 53 | — | 1 10 | — | — | A 39 | — | 2 10 | — | — |
| A 18 | — | 7.00 | — | — | A 18 | — | 8.00 | — | — | A 93 | — | 1 15 | — | — | A 67 | — | 2 20 | — | — |
| A 22 | — | 7.10 | — | — | A 22 | — | 8.10 | — | — | A 67 | — | 1 20 | — | — | A 12 | — | 2 30 | — | — |
| A 25 | — | 7.20 | — | — | A 25 | — | 8.20 | — | — | A 12 | — | 1 30 | — | — | A 1 | — | 2 40 | — | — |
| A 6 | — | 7.30 | — | — | A 39 | — | 8.30 | — | — | A 66 | — | 1 40 | — | — | A 42 | — | 2 50 | — | — |
| A 28 | — | 7.40 | — | — | A 28 | — | 8.40 | — | — | A 7 | — | 2 00 | — | — | A 30 | — | 3 00 | — | — |
| A 7 | — | 7.50 | — | — | A 7 | — | 8.50 | — | — | A 5 | — | 2 10 | — | — | A 47 | — | 3 10 | — | — |
| A 10 | — | 8.00 | — | — | A 10 | — | 9.00 | — | — | A 15 | — | 2 20 | — | — | A 15 | — | 3 20 | — | — |
| A 34 | — | 8.10 | — | — | A 34 | — | 9.10 | — | — | A 19 | — | 2 30 | — | — | A 19 | — | 3 30 | — | — |
| A 13 | — | 8.20 | — | — | A 13 | — | 9.20 | — | — | A 73 | — | 2 40 | — | — | A 66 | — | 3 40 | — | — |
| A 14 | — | 8.30 | — | — | A 14 | — | 9.30 | — | — | A 14 | — | 2 50 | — | — | A 41 | T. ZL | 3 45 | — | — |
| A 38 | — | 8.40 | — | — | A 38 | — | 9.40 | — | — | A 57 | — | 3 00 | — | — | A 14 | — | 3 50 | — | — |
| A 18 | — | 8.50 | — | — | A 17 | — | 9.50 | — | — | A 39 | — | 3 10 | — | — | A 92 | T. ZL | 4 05 | — | — |
| A 17 | — | 9.00 | — | — | A 18 | — | 10.00 | — | — | A 60 | — | 3 20 | — | — | A 39 | — | 4 10 | — | — |
| A 22 | — | 9.10 | — | — | A 53 | — | 10.10 | — | — | A 23 | — | 3 30 | — | — | A 85 | — | 4 15 | — | — |
| A 25 | — | 9.20 | — | — | A 25 | — | 10.20 | — | — | A 45 | — | 3 40 | — | — | A 23 | — | 4 30 | — | — |
| A 39 | — | 9.30 | — | — | A 39 | — | 10.30 | — | — | A 42 | — | 3 50 | — | — | A 45 | — | 4 40 | — | — |
| A 28 | — | 9.40 | — | — | A 66 | — | 10.45 | — | — | A 69 | — | 4 00 | — | — | A 42 | — | 4 50 | — | — |
| A 44 | — | 9.50 | — | — | A 44 | — | 10.50 | — | — | A 47 | — | 4 10 | — | — | A 69 | — | 5 00 | — | — |
| A 49 | — | 10.00 | — | — | A 5 | — | 11.10 | — | — | A 55 | — | 4 20 | — | — | A 47 | — | 5 10 | — | — |
| A 34 | — | 10.10 | — | — | A 51 | — | 11.20 | — | — | A 61 | — | 4 30 | — | — | A 55 | — | 5 20 | — | — |
| A 51 | — | 10.20 | — | — | A 54 | — | 11.30 | — | — | A 66 | — | 4 40 | — | — | A 61 | — | 5 30 | — | — |
| A 54 | — | 10.30 | — | — | A 73 | — | 11.40 | — | — | A 68 | — | 4 50 | — | — | A 66 | — | 5 40 | — | — |
| A 38 | — | 10.40 | — | — | A 61 | — | 11.50 | — | — | A 57 | — | 5 00 | — | — | A 68 | — | 5 50 | — | — |
| A 61 | — | 10.50 | — | — | A 64 | — | 12 00 | — | — | A 58 | X. ZL | 5 05 | — | — | A 57 | — | 6 00 | — | — |
| A 64 | — | 11.00 | — | — | A 53 | — | 12 10 | — | — | A 51 | — | 5 10 | — | — | A 92 | T. ZL | 6 05 | — | — |
| A 53 | — | 11.10 | — | — | A 67 | — | 12 20 | — | — | A 85 | — | 5 20 | — | — | A 36 | X. OS | 6 00 | — | — |
| A 67 | — | 11.20 | — | — | A 12 | — | 12 30 | — | — | A 45 | — | 5 40 | — | — | A 51 | — | 6 15 | — | — |
| A 39 | — | 11.30 | — | — | A 66 | — | 12 40 | — | — | A 69 | — | 6 00 | — | — | A 85 | — | 6 30 | — | — |
| A 66 | — | 11.40 | — | — | A 44 | — | 12 50 | — | — | A 65 | — | 6 15 | — | — | A 45 | — | 6 45 | — | — |
| A 44 | — | 11.50 | — | — | A 7 | — | 1 00 | — | — | A 80 | — | 6 40 | — | — | A 69 | — | 7 00 | — | — |
| A 7 | — | 12 00 | — | — | A 5 | — | 1 10 | — | — | A 51 | — | 7 15 | — | — | A 79 | T. IKS | 7 00 | — | — |
| A 5 | — | 12 10 | — | — | A 15 | — | 1 20 | — | — | A 93 | X. IKS | 7 30 | — | — | A 65 | — | 7 15 | — | — |

| EMDENI (EM) (22001) | | | | | BARAGWANATH (BH) | | | | | NALEDI (NL) (22001) | | | | | BARAGWANATH | | | | |
|---------------------|-----|------|------|---|------------------|-----|------|------|---|---------------------|-----|-------|------|---|-------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| | | | | | A 80 | — | 7 45 | — | — | A 68 | — | 12 50 | — | — | A 61 | — | 1 50 | — | — |
| | | | | | A 51 | — | 8 15 | — | — | A 65 | — | 1 00 | — | — | A 68 | — | 1 50 | — | — |
| | | | | | | | | | | A 47 | — | 1 10 | — | — | A 65 | — | 2 00 | — | — |
| | | | | | | | | | | A 38 | — | 1 20 | — | — | A 16 | — | 2 10 | — | — |
| | | | | | | | | | | A 74 | — | 1 30 | — | — | A 38 | — | 2 20 | — | — |
| | | | | | | | | | | A 32 | — | 1 40 | — | — | A 74 | — | 2 30 | — | — |
| | | | | | | | | | | A 30 | — | 1 50 | — | — | A 32 | — | 2 40 | — | — |
| | | | | | | | | | | A 75 | — | 2 00 | — | — | A 21 | — | 2 50 | — | — |
| | | | | | | | | | | A 40 | — | 2 20 | — | — | A 75 | — | 3 00 | — | — |
| | | | | | | | | | | A 10 | — | 2 30 | — | — | A 53 | — | 3 10 | — | — |
| | | | | | | | | | | A 34 | — | 2 40 | — | — | A 40 | — | 3 20 | — | — |
| | | | | | | | | | | A 25 | — | 2 45 | — | — | A 10 | — | 3 30 | — | — |
| | | | | | | | | | | A 8 | — | 2 50 | — | — | A 34 | — | 3 40 | — | — |
| | | | | | | | | | | A 68 | — | 2 50 | — | — | A 25 | — | 3 45 | — | — |
| | | | | | | | | | | A 46 | — | 3 00 | — | — | A 8 | — | 3 50 | — | — |
| | | | | | | | | | | A 16 | — | 3 10 | — | — | A 46 | — | 4 00 | — | — |
| | | | | | | | | | | A 38 | — | 3 20 | — | — | A 16 | — | 4 10 | — | — |
| | | | | | | | | | | A 48 | — | 3 30 | — | — | A 60 | — | 4 20 | — | — |
| | | | | | | | | | | A 32 | — | 3 40 | — | — | A 48 | — | 4 30 | — | — |
| | | | | | | | | | | A 21 | — | 3 50 | — | — | A 73 | — | 4 40 | — | — |
| | | | | | | | | | | A 75 | — | 4 00 | — | — | A 21 | — | 4 50 | — | — |
| | | | | | | | | | | A 53 | — | 4 10 | — | — | A 71 | — | 5 00 | — | — |
| | | | | | | | | | | A 70 | — | 4 20 | — | — | A 53 | — | 5 10 | — | — |
| | | | | | | | | | | A 34 | — | 4 30 | — | — | A 70 | — | 5 20 | — | — |
| | | | | | | | | | | A 72 | — | 4 40 | — | — | A 34 | — | 5 30 | — | — |
| | | | | | | | | | | A 52 | — | 4 50 | — | — | A 72 | — | 5 40 | — | — |
| | | | | | | | | | | A 46 | — | 5 00 | — | — | A 52 | — | 5 50 | — | — |
| | | | | | | | | | | A 60 | — | 5 20 | — | — | A 46 | — | 6 00 | — | — |
| | | | | | | | | | | A 73 | — | 5 40 | — | — | A 60 | — | 6 20 | — | — |
| | | | | | | | | | | A 71 | — | 6 00 | — | — | A 73 | — | 6 40 | — | — |
| | | | | | | | | | | A 70 | — | 6 20 | — | — | A 71 | — | 7 00 | — | — |
| | | | | | | | | | | A 72 | — | 6 40 | — | — | A 70 | — | 7 20 | — | — |
| | | | | | | | | | | A 64 | — | 7 15 | — | — | A 72 | — | 7 40 | — | — |
| | | | | | | | | | | | | | | | A 64 | — | 8 15 | — | — |

| MERAPE STATION (MES) (22001) | | | | | BARAGWANATH (BH) | | | | | MERAPE STATION (MES) (22001) | | | | | BARAGWANATH (BH) | | | | |
|------------------------------|-----|-------|------|---|------------------|-----|-------|------|---|------------------------------|-----|-------|------|---|------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 12 | — | 6.00 | — | — | A 12 | — | 6.45 | — | — | A 71 | — | 3 15 | — | — | A 2 | — | 4 15 | — | — |
| A 16 | — | 6.30 | — | — | A 16 | — | 7.15 | — | — | A 2 | — | 3 30 | — | — | A 78 | — | 4 20 | — | — |
| A 21 | — | 7.00 | — | — | A 21 | — | 7.45 | — | — | A 4 | — | 3 45 | — | — | A 4 | — | 4 30 | — | — |
| A 23 | — | 7.15 | — | — | A 23 | — | 8.00 | — | — | A 59 | — | 4 00 | — | — | A 59 | — | 4 45 | — | — |
| A 12 | — | 7.30 | — | — | A 12 | — | 8.15 | — | — | A 63 | — | 4 15 | — | — | A 75 | — | 5 00 | — | — |
| A 30 | — | 7.45 | — | — | A 30 | — | 8.30 | — | — | A 58 | — | 4 45 | — | — | A 63 | — | 5 10 | — | — |
| A 16 | — | 8.00 | — | — | A 16 | — | 8.45 | — | — | A 78 | — | 5 00 | — | — | A 58 | — | 5 30 | — | — |
| A 31 | — | 8.15 | — | — | A 31 | — | 9.00 | — | — | A 74 | — | 5 15 | — | — | A 78 | — | 5 50 | — | — |
| A 21 | — | 8.30 | — | — | A 21 | — | 9.15 | — | — | A 59 | — | 5 30 | — | — | A 74 | — | 6 00 | — | — |
| A 23 | — | 8.45 | — | — | A 23 | — | 9.30 | — | — | A 63 | — | 5 50 | — | — | A 59 | — | 6 15 | — | — |
| A 12 | — | 9.00 | — | — | A 46 | — | 9.45 | — | — | A 58 | — | 6 15 | — | — | A 63 | — | 6 30 | — | — |
| A 30 | — | 9.15 | — | — | A 30 | — | 10.00 | — | — | A 74 | — | 6 45 | — | — | A 58 | — | 7 00 | — | — |
| A 16 | — | 9.30 | — | — | A 70 | — | 10.15 | — | — | | | | | | A 74 | — | 7 30 | — | — |
| A 31 | — | 9.45 | — | — | A 31 | — | 10.30 | — | — | | | | | | A 93 | — | 8 15 | — | — |
| A 21 | — | 10.00 | — | — | A 63 | — | 10.45 | — | — | | | | | | | | | | |
| A 23 | — | 10.15 | — | — | A 6 | — | 11.00 | — | — | | | | | | | | | | |
| A 46 | — | 10.30 | — | — | A 46 | — | 11.15 | — | — | | | | | | | | | | |
| A 30 | — | 10.45 | — | — | A 71 | — | 11.30 | — | — | | | | | | | | | | |
| A 70 | — | 11.00 | — | — | A 70 | — | 11.45 | — | — | A 91 | — | 8.00 | — | — | A 91 | — | 9.15 | — | — |
| A 31 | — | 11.15 | — | — | A 74 | — | 12 00 | — | — | A 84 | — | 9.15 | — | — | A 84 | — | 10.30 | — | — |
| A 63 | — | 11.30 | — | — | A 63 | — | 12 15 | — | — | A 91 | — | 10.30 | — | — | A 94 | — | 11.45 | — | — |
| A 6 | — | 11.45 | — | — | A 6 | — | 12 30 | — | — | A 84 | — | 11.45 | — | — | A 91 | — | 1 00 | — | — |
| A 46 | — | 12 00 | — | — | A 41 | — | 12 45 | — | — | A 94 | — | 1 00 | — | — | A 93 | — | 2 15 | — | — |
| A 71 | — | 12 15 | — | — | A 71 | — | 1 00 | — | — | A 91 | — | 2 15 | — | — | A 94 | — | 3 30 | — | — |
| A 1 | — | 12 30 | — | — | A 1 | — | 1 15 | — | — | A 94 | — | 4 45 | — | — | A 84 | — | 4 45 | — | — |
| A 4 | — | 12 45 | — | — | A 4 | — | 1 30 | — | — | | | | | | A 94 | — | 6 00 | — | — |
| A 29 | — | 1 00 | — | — | A 29 | — | 1 45 | — | — | | | | | | | | | | |
| A 6 | — | 1 15 | — | — | A 6 | — | 2 00 | — | — | | | | | | | | | | |
| A 41 | — | 1 30 | — | — | A 41 | — | 2 15 | — | — | | | | | | | | | | |
| A 71 | — | 1 45 | — | — | A 31 | — | 2 20 | — | — | | | | | | | | | | |
| A 13 | — | 2 00 | — | — | A 71 | — | 2 30 | — | — | | | | | | | | | | |
| A 1 | — | 2 10 | — | — | A 13 | — | 2 45 | — | — | | | | | | | | | | |
| A 4 | — | 2 15 | — | — | A 4 | — | 3 00 | — | — | | | | | | | | | | |
| A 22 | — | 2 30 | — | — | A 29 | — | 3 15 | — | — | | | | | | | | | | |
| A 28 | — | 2 40 | — | — | A 63 | — | 3 30 | — | — | | | | | | | | | | |
| A 63 | — | 2 50 | — | — | A 28 | — | 3 40 | — | — | | | | | | | | | | |
| A 41 | — | 3 00 | — | — | A 31 | — | 3 50 | — | — | | | | | | | | | | |
| A 31 | — | 3 05 | — | — | A 58 | — | 4 00 | — | — | | | | | | | | | | |

PROTEA (PRT) (22001)

BARAGWANATH

| CHIAWELO (CH) (22001) | | | | | BARAGWANATH (BH) | | | | | VILA KAZI (VK) (22001) | | | | | BARAGWANATH (BH) | | | | |
|-----------------------|-----|-------|------|---|------------------|-----|-------|------|---|------------------------|-----|-------|------|---|------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 96 | — | 6.00 | — | — | A 96 | — | 6.45 | — | — | A 86 | — | 8.00 | — | — | A 86 | — | 9.00 | — | — |
| A 37 | — | 6.45 | — | — | A 37 | — | 7.30 | — | — | A 86 | — | 10.00 | — | — | A 83 | — | 12.00 | — | — |
| A 96 | — | 7.30 | — | — | A 96 | — | 8.15 | — | — | A 83 | — | 11.00 | — | — | A 86 | — | 1.00 | — | — |
| A 37 | — | 8.15 | — | — | A 37 | — | 9.00 | — | — | A 83 | — | 1.00 | — | — | A 86 | — | 3.00 | — | — |
| A 96 | — | 9.00 | — | — | A 87 | — | 10.15 | — | — | A 86 | — | 2.00 | — | — | A 83 | — | 4.00 | — | — |
| A 37 | — | 9.45 | — | — | A 88 | — | 10.45 | — | — | A 83 | — | 5.00 | — | — | A 83 | — | 6.00 | — | — |
| A 85 | — | 10.30 | — | — | A 85 | — | 11.15 | — | — | NALEDI | | | | | KLIPTOWN | | | | |
| A 87 | — | 11.00 | — | — | A 87 | — | 11.45 | — | — | | | | | | | | | | |
| A 88 | — | 11.30 | — | — | A 88 | — | 12.15 | — | — | | | | | | | | | | |
| A 85 | — | 12.00 | — | — | A 85 | — | 12.45 | — | — | | | | | | | | | | |
| A 87 | — | 12.30 | — | — | A 87 | — | 1.15 | — | — | A 62 | — | 8.00 | — | — | A 62 | — | 10.00 | — | — |
| A 88 | — | 1.00 | — | — | A 96 | — | 1.45 | — | — | A 62 | — | 10.00 | — | — | A 62 | — | 11.00 | — | — |
| A 85 | — | 1.30 | — | — | A 37 | — | 2.15 | — | — | A 24 | — | 12.00 | — | — | A 24 | — | 1.00 | — | — |
| A 87 | — | 2.00 | — | — | A 88 | — | 2.45 | — | — | A 24 | — | 2.00 | — | — | A 24 | — | 3.00 | — | — |
| A 96 | — | 2.30 | — | — | A 96 | — | 3.15 | — | — | | | | | | | | | | |
| A 37 | — | 3.00 | — | — | A 37 | — | 3.45 | — | — | | | | | | | | | | |
| A 88 | — | 3.30 | — | — | A 88 | — | 4.15 | — | — | | | | | | | | | | |
| A 96 | — | 4.00 | — | — | A 62 | — | 4.45 | — | — | | | | | | | | | | |
| A 88 | — | 5.00 | — | — | A 87 | — | 5.15 | — | — | | | | | | | | | | |
| A 62 | — | 5.30 | — | — | A 88 | — | 5.45 | — | — | | | | | | | | | | |
| A 87 | — | 6.00 | — | — | A 62 | — | 6.15 | — | — | | | | | | | | | | |
| | | | | | A 87 | — | 6.45 | — | — | | | | | | | | | | |

| MOROKA WEST (MKW) (22002) | | | | | NANCEFIELD STN (NAS) | | | | | MOROKA WEST (MKW) (22002) | | | | | NANCEFIELD STN (NAS) | | | | |
|---------------------------|-----|-------|------|---|----------------------|-----|-------|------|---|---------------------------|-----|------|------|---|----------------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 2 | — | 5.00 | — | — | A 2 | — | 5.20 | — | — | A 28 | — | 5.40 | — | — | A 50 | — | 6.20 | — | — |
| A 5 | — | 5.20 | — | — | A 5 | — | 5.40 | — | — | A 50 | — | 6.00 | — | — | A 67 | — | 6.40 | — | — |
| A 2 | — | 5.40 | — | — | A 2 | — | 6.00 | — | — | A 67 | — | 6.20 | — | — | A 50 | — | 7.00 | — | — |
| A 5 | — | 6.00 | — | — | A 5 | — | 6.20 | — | — | A 50 | — | 6.40 | — | — | A 67 | — | 7.20 | — | — |
| A 2 | — | 6.20 | — | — | A 2 | — | 6.40 | — | — | A 67 | — | 7.00 | — | — | A 50 | — | 7.40 | — | — |
| A 5 | — | 6.40 | — | — | A 5 | — | 7.00 | — | — | A 50 | — | 7.20 | — | — | A 50 | — | 8.20 | — | — |
| A 2 | — | 7.00 | — | — | A 2 | — | 7.20 | — | — | A 67 | — | 7.40 | — | — | A 67 | — | 8.40 | — | — |
| A 5 | — | 7.20 | — | — | A 31 | — | 7.40 | — | — | A 50 | — | 8.00 | — | — | A 50 | — | 9.00 | — | — |
| A 2 | — | 7.40 | — | — | A 32 | — | 8.20 | — | — | A 67 | — | 8.20 | — | — | | | | | |
| A 32 | — | 8.00 | — | — | A 92 | — | 8.40 | — | — | A 50 | — | 8.40 | — | — | | | | | |
| A 92 | — | 8.20 | — | — | A 32 | — | 9.00 | — | — | | | | | — | | | | | |
| A 32 | — | 8.40 | — | — | A 92 | — | 9.20 | — | — | | | | | — | | | | | |
| A 92 | — | 9.00 | — | — | A 32 | — | 9.40 | — | — | | | | | — | | | | | |
| A 32 | — | 9.20 | — | — | A 92 | — | 10.00 | — | — | | | | | — | | | | | |
| A 92 | — | 9.40 | — | — | A 32 | — | 10.20 | — | — | | | | | — | | | | | |
| A 32 | — | 10.00 | — | — | A 92 | — | 10.40 | — | — | | | | | — | | | | | |
| A 92 | — | 10.20 | — | — | A 32 | — | 11.00 | — | — | | | | | — | | | | | |
| A 32 | — | 10.40 | — | — | A 92 | — | 11.20 | — | — | | | | | — | | | | | |
| A 92 | — | 11.00 | — | — | A 3 | — | 11.40 | — | — | | | | | — | | | | | |
| A 32 | — | 11.20 | — | — | A 72 | — | 12.00 | — | — | | | | | — | | | | | |
| A 92 | — | 11.40 | — | — | A 3 | — | 12.20 | — | — | | | | | — | | | | | |
| A 3 | — | 12.00 | — | — | A 72 | — | 12.40 | — | — | | | | | — | | | | | |
| A 72 | — | 12.20 | — | — | A 3 | — | 1.00 | — | — | | | | | — | | | | | |
| A 3 | — | 12.40 | — | — | A 72 | — | 1.20 | — | — | | | | | — | | | | | |
| A 72 | — | 1.00 | — | — | A 3 | — | 1.40 | — | — | | | | | — | | | | | |
| A 3 | — | 1.20 | — | — | A 72 | — | 2.00 | — | — | | | | | — | | | | | |
| A 72 | — | 1.40 | — | — | A 3 | — | 2.20 | — | — | | | | | — | | | | | |
| A 3 | — | 2.00 | — | — | A 17 | — | 2.40 | — | — | | | | | — | | | | | |
| A 72 | — | 2.20 | — | — | A 81 | — | 3.00 | — | — | | | | | — | | | | | |
| A 3 | — | 2.40 | — | — | A 17 | — | 3.20 | — | — | | | | | — | | | | | |
| A 17 | — | 3.00 | — | — | A 81 | — | 3.40 | — | — | | | | | — | | | | | |
| A 81 | — | 3.20 | — | — | A 17 | — | 4.00 | — | — | | | | | — | | | | | |
| A 17 | — | 3.40 | — | — | A 81 | — | 4.20 | — | — | | | | | — | | | | | |
| A 81 | — | 4.00 | — | — | A 17 | — | 4.40 | — | — | | | | | — | | | | | |
| A 17 | — | 4.20 | — | — | A 81 | — | 5.00 | — | — | | | | | — | | | | | |
| A 81 | — | 4.40 | — | — | A 28 | — | 5.20 | — | — | | | | | — | | | | | |
| A 28 | — | 5.00 | — | — | A 81 | — | 5.40 | — | — | | | | | — | | | | | |
| A 81 | — | 5.20 | — | — | A 28 | — | 6.00 | — | — | | | | | — | | | | | |

WHITE CITY (WC.) (22002)

MOFOLO NORTH (MFN)

| | | | | | | | | | |
|------|---|-------|---|---|------|---|-------|---|---|
| A 24 | — | 8.00 | — | — | A 24 | — | 7.30 | — | — |
| A 24 | — | 9.00 | — | — | A 24 | — | 8.30 | — | — |
| A 47 | — | 10.05 | — | — | A 24 | — | 9.30 | — | — |
| A 47 | — | 11.02 | — | — | A 47 | — | 10.30 | — | — |
| A 33 | — | 12.00 | — | — | A 47 | — | 11.30 | — | — |
| A 33 | — | 1.00 | — | — | A 33 | — | 12.30 | — | — |
| A 22 | — | 1.30 | — | — | A 33 | — | 1.30 | — | — |
| A 33 | — | 2.00 | — | — | A 22 | — | 2.00 | — | — |
| A 22 | — | 2.30 | — | — | A 33 | — | 2.30 | — | — |
| A 33 | — | 3.00 | — | — | A 22 | — | 3.00 | — | — |
| A 22 | — | 3.30 | — | — | A 33 | — | 3.30 | — | — |
| A 56 | — | 4.00 | — | — | A 22 | — | 4.00 | — | — |
| A 22 | — | 4.30 | — | — | A 56 | — | 4.30 | — | — |
| A 56 | — | 5.00 | — | — | A 43 | — | 5.00 | — | — |
| A 43 | — | 5.30 | — | — | A 56 | — | 5.30 | — | — |
| A 56 | — | 6.00 | — | — | A 43 | — | 6.00 | — | — |
| A 43 | — | 6.30 | — | — | A 56 | — | 6.30 | — | — |
| A 56 | — | 7.00 | — | — | A 43 | — | 7.00 | — | — |
| A 43 | — | 7.30 | — | — | | | | | |

| ZOLA (ZL) (22002) | | | | | IKWEZI STN. (IKS) | | | | | EMDENI (EM) (22002) | | | | | INHLANZANE (INH) | | | | |
|-------------------|-------|-------|------|---|-------------------|--------|-------|------|---|---------------------|-----|-------|------|---|------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 3 | — | 5.00 | — | — | A 3 | — | 5.15 | — | — | A 68 | — | 10.40 | — | — | A 68 | — | 11.00 | — | — |
| A 3 | — | 5.30 | — | — | A 3 | — | 5.45 | — | — | A 68 | — | 11.20 | — | — | A 20 | — | 11.20 | — | — |
| A 3 | — | 6.00 | — | — | A 3 | — | 6.15 | — | — | A 20 | — | 11.40 | — | — | A 68 | — | 11.40 | — | — |
| A 3 | — | 6.30 | — | — | A 3 | — | 6.45 | — | — | A 18 | — | 12.00 | — | — | A 20 | — | 12.00 | — | — |
| A 3 | — | 7.00 | — | — | A 3 | — | 7.15 | — | — | A 20 | — | 1.00 | — | — | A 68 | — | 12.20 | — | — |
| A 3 | — | 7.30 | — | — | A 3 | — | 7.45 | — | — | A 20 | — | 1.40 | — | — | A 20 | — | 12.40 | — | — |
| A 3 | — | 8.00 | — | — | A 3 | — | 8.15 | — | — | A 20 | — | 2.20 | — | — | A 20 | — | 1.20 | — | — |
| A 49 | — | 8.30 | — | — | A 49 | — | 8.45 | — | — | A 20 | — | 3.00 | — | — | A 20 | — | 2.00 | — | — |
| A 49 | — | 9.00 | — | — | A 49 | — | 9.15 | — | — | A 44 | — | 3.40 | — | — | A 20 | — | 2.40 | — | — |
| A 49 | — | 9.30 | — | — | A 49 | — | 9.45 | — | — | A 44 | — | 4.20 | — | — | A 20 | — | 3.20 | — | — |
| A 48 | — | 10.00 | — | — | A 48 | To. EM | 10.15 | — | — | A 44 | — | 5.00 | — | — | A 44 | — | 4.00 | — | — |
| A 48 | — | 10.30 | — | — | A 48 | — | 10.45 | — | — | A 44 | — | 5.40 | — | — | A 44 | — | 4.40 | — | — |
| A 48 | — | 11.00 | — | — | A 48 | — | 11.15 | — | — | A 44 | — | | — | — | A 44 | — | 5.20 | — | — |
| A 48 | — | 11.30 | — | — | A 48 | — | 11.45 | — | — | | — | | — | — | A 44 | — | 6.00 | — | — |
| A 48 | — | 12.00 | — | — | A 48 | — | 12.15 | — | — | | — | | — | — | | — | | — | — |
| A 48 | — | 12.30 | — | — | A 48 | — | 12.45 | — | — | | — | | — | — | | — | | — | — |
| A 48 | — | 1.00 | — | — | A 48 | — | 1.15 | — | — | | — | | — | — | | — | | — | — |
| A 48 | — | 1.30 | — | — | A 48 | — | 1.45 | — | — | | — | | — | — | | — | | — | — |
| A 48 | — | 2.00 | — | — | A 48 | — | 2.15 | — | — | | — | | — | — | | — | | — | — |
| A 18 | — | 2.30 | — | — | A 18 | — | 2.45 | — | — | | — | | — | — | | — | | — | — |
| A 18 | — | 3.00 | — | — | A 18 | — | 3.15 | — | — | | — | | — | — | | — | | — | — |
| A 18 | — | 3.30 | — | — | A 18 | — | 3.45 | — | — | | — | | — | — | | — | | — | — |
| A 18 | — | 4.00 | — | — | A 18 | — | 4.15 | — | — | | — | | — | — | | — | | — | — |
| A 18 | — | 4.30 | — | — | A 18 | — | 4.45 | — | — | | — | | — | — | | — | | — | — |
| A 14 | X. EM | 4.50 | — | — | A 18 | — | 5.00 | — | — | | — | | — | — | | — | | — | — |
| A 18 | — | 5.00 | — | — | A 93 | — | 5.15 | — | — | | — | | — | — | | — | | — | — |
| A 93 | — | 5.15 | — | — | A 14 | — | 5.30 | — | — | | — | | — | — | | — | | — | — |
| A 23 | X. EM | 5.30 | — | — | A 93 | — | 5.45 | — | — | | — | | — | — | | — | | — | — |
| A 93 | — | 5.45 | — | — | A 23 | — | 6.00 | — | — | | — | | — | — | | — | | — | — |
| A 42 | X. EM | 5.50 | — | — | A 93 | — | 6.15 | — | — | | — | | — | — | | — | | — | — |
| A 23 | — | 6.00 | — | — | A 42 | — | 6.30 | — | — | | — | | — | — | | — | | — | — |
| A 93 | — | 6.15 | — | — | A 93 | — | 6.45 | — | — | | — | | — | — | | — | | — | — |
| A 61 | X. EM | 6.30 | — | — | A 61 | — | 7.00 | — | — | | — | | — | — | | — | | — | — |
| A 93 | — | 6.45 | — | — | A 93 | — | 7.15 | — | — | | — | | — | — | | — | | — | — |
| A 36 | X. EM | 6.50 | — | — | A 61 | — | 7.20 | — | — | | — | | — | — | | — | | — | — |
| A 61 | — | 7.00 | — | — | A 75 | — | 7.50 | — | — | | — | | — | — | | — | | — | — |
| A 93 | — | 7.15 | — | — | A 75 | — | 8.20 | — | — | | — | | — | — | | — | | — | — |
| A 75 | — | 7.35 | — | — | A 75 | — | | — | — | | — | | — | — | | — | | — | — |
| A 75 | — | 8.05 | — | — | | — | | — | — | | — | | — | — | | — | | — | — |

| MERAFAE STN. (MES) (22002) | | | | | KLIPTOWN STN. (KLS) | | | | | BARAGWANATH (BH) (22002) | | | | | ORLANDO STN. (OS) | | | | |
|----------------------------|-----|-------|------|---|---------------------|-----|-------|------|---|--------------------------|-----|-------|------|---|-------------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| A 56 | — | 7.00 | — | — | A 56 | — | 7.30 | — | — | A 36 | — | 9.30 | — | — | A 79 | — | 9.30 | — | — |
| A 27 | — | 7.30 | — | — | A 27 | — | 8.00 | — | — | A 79 | — | 10.00 | — | — | A 36 | — | 10.00 | — | — |
| A 56 | — | 8.00 | — | — | A 56 | — | 8.30 | — | — | A 36 | — | 10.30 | — | — | A 79 | — | 10.30 | — | — |
| A 27 | — | 8.30 | — | — | A 27 | — | 9.00 | — | — | A 79 | — | 11.00 | — | — | A 36 | — | 11.00 | — | — |
| A 56 | — | 9.00 | — | — | A 56 | — | 9.30 | — | — | A 80 | — | 11.45 | — | — | A 79 | — | 11.30 | — | — |
| A 27 | — | 9.30 | — | — | A 27 | — | 10.00 | — | — | A 9 | — | 12.00 | — | — | A 35 | — | 12.00 | — | — |
| A 50 | — | 10.00 | — | — | A 50 | — | 10.30 | — | — | A 82 | — | 12.15 | — | — | A 80 | — | 12.15 | — | — |
| A 57 | — | 10.30 | — | — | A 57 | — | 11.00 | — | — | A 35 | — | 12.30 | — | — | A 9 | — | 12.30 | — | — |
| A 50 | — | 11.00 | — | — | A 50 | — | 11.30 | — | — | A 80 | — | 12.45 | — | — | A 82 | — | 12.45 | — | — |
| A 57 | — | 11.30 | — | — | A 57 | — | 12.00 | — | — | A 9 | — | 1.00 | — | — | A 35 | — | 1.00 | — | — |
| A 50 | — | 12.00 | — | — | A 50 | — | 12.30 | — | — | A 82 | — | 1.15 | — | — | A 80 | — | 1.15 | — | — |
| A 57 | — | 12.30 | — | — | A 57 | — | 1.00 | — | — | A 35 | — | 1.30 | — | — | A 9 | — | 1.30 | — | — |
| A 13 | — | 1.00 | — | — | A 13 | — | 1.30 | — | — | A 80 | — | 1.45 | — | — | A 82 | — | 1.45 | — | — |
| A 2 | — | 1.30 | — | — | A 2 | — | 2.00 | — | — | A 9 | — | 2.00 | — | — | A 35 | — | 2.00 | — | — |
| A 11 | — | 2.00 | — | — | A 11 | — | 2.30 | — | — | A 82 | — | 2.15 | — | — | A 80 | — | 2.15 | — | — |
| A 2 | — | 2.30 | — | — | A 2 | — | 3.00 | — | — | A 35 | — | 2.30 | — | — | A 9 | — | 2.30 | — | — |
| A 11 | — | 3.00 | — | — | A 11 | — | 3.30 | — | — | A 80 | — | 2.45 | — | — | A 82 | — | 2.45 | — | — |
| A 54 | — | 4.00 | — | — | A 76 | — | 4.00 | — | — | A 9 | — | 3.00 | — | — | A 35 | — | 3.00 | — | — |
| A 76 | — | 4.30 | — | — | A 54 | — | 4.30 | — | — | A 49 | — | 3.15 | — | — | A 80 | — | 3.15 | — | — |
| A 54 | — | 5.00 | — | — | A 76 | — | 5.00 | — | — | A 36 | — | 3.30 | — | — | A 9 | — | 3.30 | — | — |
| A 76 | — | 5.30 | — | — | A 54 | — | 5.30 | — | — | A 84 | — | 3.45 | — | — | A 49 | — | 3.45 | — | — |
| A 54 | — | 6.00 | — | — | A 76 | — | 6.00 | — | — | A 79 | — | 4.00 | — | — | A 36 | — | 4.00 | — | — |
| A 78 | — | 6.30 | — | — | A 54 | — | 6.30 | — | — | A 49 | — | 4.15 | — | — | A 84 | — | 4.15 | — | — |
| | | | | | A 78 | — | 7.00 | — | — | A 36 | — | 4.30 | — | — | A 79 | — | 4.30 | — | — |
| | | | | | | | | | | A 82 | — | 4.45 | — | — | A 49 | — | 4.45 | — | — |
| | | | | | | | | | | A 79 | — | 5.00 | — | — | A 36 | — | 5.00 | — | — |
| | | | | | | | | | | A 49 | — | 5.15 | — | — | A 82 | — | 5.15 | — | — |
| | | | | | | | | | | A 36 | — | 5.30 | — | — | A 79 | — | 5.30 | — | — |
| | | | | | | | | | | A 82 | — | 5.45 | — | — | A 49 | — | 5.45 | — | — |
| | | | | | | | | | | A 79 | — | 6.00 | — | — | | — | 6.00 | — | — |
| | | | | | | | | | | A 49 | — | 6.15 | — | — | A 82 | — | 6.15 | — | — |
| | | | | | | | | | | A 82 | — | 6.45 | — | — | A 79 | — | 6.30 | — | — |
| | | | | | | | | | | A 82 | — | 7.45 | — | — | A 49 | — | 6.45 | — | — |
| | | | | | | | | | | | | | | | A 82 | — | 7.15 | — | — |
| BARAGWANATH (BH) (22002) | | | | | ORLANDO STN. (OS) | | | | | | | | | | | | | | |
| A 9 | — | 6.00 | — | — | A 35 | — | 6.00 | — | — | | | | | | | | | | |
| A 35 | — | 6.30 | — | — | A 9 | — | 6.30 | — | — | | | | | | | | | | |
| A 9 | — | 7.00 | — | — | A 35 | — | 7.00 | — | — | | | | | | | | | | |
| A 35 | — | 7.30 | — | — | A 9 | — | 7.30 | — | — | | | | | | | | | | |
| A 9 | — | 8.00 | — | — | A 35 | — | 8.00 | — | — | | | | | | | | | | |
| A 36 | — | 8.30 | — | — | A 9 | — | 8.30 | — | — | | | | | | | | | | |
| A 79 | — | 9.00 | — | — | A 36 | — | 9.00 | — | — | | | | | | | | | | |

PUTCO LTD: SECTION.—WESTERN SECTION
Monday to Friday

P.C.W.W. 3/79

Specimen time-table

| NOORDGESIG (23207) | | | | | CITY | | | | | NOORDGESIG (23207) | | | | | CITY | | | | |
|--------------------|-------|-------|------|---|------|--------|-------|------|---|----------------------|-------|------|------|---|------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 109 | — | 5.30 | — | — | 109 | — | 6.00 | — | — | 139 | — | 5.15 | — | — | 139 | — | 7.00 | — | — |
| 114 | — | 5.45 | — | — | 120 | — | 6.15 | — | — | 121 | T. SS | 5.25 | — | — | 155 | — | 7.30 | — | — |
| 133 | — | 6.00 | — | — | 123 | — | 6.30 | — | — | 138 | — | 5.40 | — | — | 154 | — | 8.00 | — | — |
| 140 | T. W | 6.10 | — | — | 133 | — | 6.30 | — | — | 148 | — | 5.45 | — | — | | | | | |
| 139 | — | 6.15 | — | — | 139 | — | 6.55 | — | — | 156 | — | 6.10 | — | — | | | | | |
| 138 | T. SS | 6.15 | — | — | 137 | X. BB | 7.00 | — | — | 138 | — | 6.20 | — | — | | | | | |
| 109 | — | 6.30 | — | — | 121 | X. SS | 7.15 | — | — | 139 | — | 6.20 | — | — | | | | | |
| 137 | T. BB | 6.30 | — | — | 149 | X. SS | 7.15 | — | — | 151 | — | 6.30 | — | — | | | | | |
| 146 | T. W | 6.30 | — | — | 147 | — | 7.40 | — | — | | | | | | | | | | |
| 147 | X. MG | 6.30 | — | — | 151 | — | 9.30 | — | — | ALBERTSVILLE (23006) | | | | | CITY | | | | |
| 148 | — | 6.35 | — | — | 152 | — | 10.10 | — | — | 108 | — | 5.30 | — | — | 125 | — | 6.45 | — | — |
| 149 | T. SS | 6.35 | — | — | 104 | — | 10.45 | — | — | 125 | — | 6.15 | — | — | 109 | — | 7.25 | — | — |
| 121 | T. SS | 6.40 | — | — | 113 | — | 11.30 | — | — | 125 | — | 7.15 | — | — | 125 | — | 7.45 | — | — |
| 120 | T. SS | 6.45 | — | — | 104 | — | 12.15 | — | — | 109 | — | 7.50 | — | — | 129 | — | 3.00 | — | — |
| 122 | — | 6.45 | — | — | 113 | — | 1.00 | — | — | 125 | — | 8.15 | — | — | 120 | — | 4.00 | — | — |
| 140 | — | 7.00 | — | — | 114 | — | 1.30 | — | — | 129 | — | 2.30 | — | — | 142 | — | 5.00 | — | — |
| 123 | — | 7.10 | — | — | 136 | — | 3.30 | — | — | 147 | F/O | 3.30 | — | — | 152 | — | 6.00 | — | — |
| 139 | — | 7.30 | — | — | 146 | — | 4.00 | — | — | 129 | — | 4.00 | — | — | | | | | |
| 121 | — | 7.45 | — | — | 107 | — | 4.05 | — | — | 129 | — | 4.30 | — | — | | | | | |
| 149 | — | 8.00 | — | — | 112 | — | 4.15 | — | — | 147 | X. GW | 4.30 | — | — | | | | | |
| 147 | — | 8.30 | — | — | 137 | X. HRA | 4.30 | — | — | 120 | — | 4.30 | — | — | | | | | |
| 124 | — | 9.00 | — | — | 119 | X. BB | 4.30 | — | — | 142 | — | 5.30 | — | — | | | | | |
| 151 | — | 10.00 | — | — | 144 | — | 4.30 | — | — | | | | | | | | | | |
| 152 | — | 10.45 | — | — | 139 | X. SS | 4.30 | — | — | | | | | | | | | | |
| 104 | — | 11.30 | — | — | 121 | — | 4.45 | — | — | | | | | | | | | | |
| 113 | — | 12.15 | — | — | 124 | X. HRA | 5.00 | — | — | | | | | | | | | | |
| 104 | — | 1.00 | — | — | 138 | X. SS | 5.00 | — | — | | | | | | | | | | |
| 113 | — | 1.45 | — | — | 140 | — | 5.00 | — | — | | | | | | | | | | |
| 136 | — | 2.55 | — | — | 148 | T. WC | 5.10 | — | — | | | | | | | | | | |
| 127 | — | 3.00 | — | — | 112 | — | 5.20 | — | — | | | | | | | | | | |
| 140 | — | 3.30 | — | — | 122 | — | 5.30 | — | — | | | | | | | | | | |
| 136 | — | 4.30 | — | — | 137 | — | 5.40 | — | — | | | | | | | | | | |
| 146 | P 6 | 4.40 | — | — | 139 | — | 5.45 | — | — | | | | | | | | | | |
| 112 | P 6 | 4.50 | — | — | 146 | X. BB | 5.50 | — | — | | | | | | | | | | |
| 107 | — | 4.40 | — | — | 152 | — | 6.00 | — | — | | | | | | | | | | |
| 119 | — | 5.00 | — | — | 121 | X. SS | 6.00 | — | — | | | | | | | | | | |
| 144 | — | 5.10 | — | — | 138 | — | 6.15 | — | — | | | | | | | | | | |
| 137 | — | 5.10 | — | — | 119 | — | 6.30 | — | — | | | | | | | | | | |

| NEWCLARE (23201) | | | | | CITY | | | | | NEWCLARE (23201) | | | | | CITY | | | | |
|------------------|--------|-------|------|---|------|---------|-------|------|---|------------------|-------|-------|------|---|------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 106 | W | 5.20 | — | — | 106 | — | 6.00 | — | — | 153 | — | 7:00 | — | — | | | | | |
| 107 | — | 5.30 | — | — | 142 | — | 7.00 | — | — | 156 | — | 7:30 | — | — | | | | | |
| 123 | W | 6.00 | — | — | 117 | T. W | 7.30 | — | — | BOSMONT (23201) | | | | | CITY | | | | |
| 126 | — | 6.00 | — | — | 146 | — | 8.00 | — | — | | | | | | | | | | |
| 143 | T. SS | 6.20 | — | — | 144 | — | 8.20 | — | — | | | | | | | | | | |
| 144 | W. SS | 6.30 | — | — | 141 | T. W | 8.30 | — | — | 112 | — | 5.45 | — | — | 129 | — | 6.30 | — | — |
| 106 | W | 6.30 | — | — | 140 | — | 9.00 | — | — | 136 | — | 6.15 | — | — | 136 | — | 6.45 | — | — |
| 140 | T. NG | 6.40 | — | — | 105 | — | 10.30 | — | — | 119 | — | 6.40 | — | — | 111 | — | 7.15 | — | — |
| 118 | — | 6.45 | — | — | 102 | — | 11.00 | — | — | 111 | — | 7.00 | — | — | 141 | — | 7.25 | — | — |
| 101 | — | 7.00 | — | — | 105 | — | 11.30 | — | — | 129 | — | 7.15 | — | — | 106 | — | 8.00 | — | — |
| 117 | W | 7.00 | — | — | 102 | — | 12:30 | — | — | 136 | — | 7.30 | — | — | 148 | — | 8.00 | — | — |
| 113 | — | 7.15 | — | — | 156 | — | 1.30 | — | — | 111 | — | 7.40 | — | — | 142 | — | 8.25 | — | — |
| 142 | — | 7.30 | — | — | 125 | — | 2.00 | — | — | 141 | — | 8.00 | — | — | 142 | — | 9.30 | — | — |
| 143 | — | 7.30 | — | — | 108 | — | 2.30 | — | — | 106 | — | 8.30 | — | — | 148 | — | 9.25 | — | — |
| 117 | W | 8.00 | — | — | 126 | — | 2.45 | — | — | 148 | — | 9.45 | — | — | 153 | — | 10.00 | — | — |
| 105 | — | 8.00 | — | — | 146 | — | 3.00 | — | — | 142 | — | 9.00 | — | — | 151 | — | 10.30 | — | — |
| 146 | — | 8.30 | — | — | 133 | — | 3.20 | — | — | 152 | — | 9.30 | — | — | 153 | — | 11.00 | — | — |
| 141 | W | 9.00 | — | — | 108 | — | 3.30 | — | — | 148 | — | 10.00 | — | — | 155 | — | 11.30 | — | — |
| 144 | — | 9.00 | — | — | 140 | — | 4.00 | — | — | 153 | — | 10.30 | — | — | 156 | — | 12:00 | — | — |
| 153 | — | 9.30 | — | — | 127 | — | 4.15 | — | — | 155 | — | 10.45 | — | — | 105 | — | 12.30 | — | — |
| 140 | — | 9.45 | — | — | 156 | Ex. SS | 4.30 | — | — | 151 | — | 11.15 | — | — | 106 | — | 1.00 | — | — |
| 104 | — | 10.00 | — | — | 142 | Ex. FBG | 4.30 | — | — | 153 | — | 11.45 | — | — | 112 | — | 1.35 | — | — |
| 102 | — | 10.30 | — | — | 135 | — | 4.30 | — | — | 155 | — | 12:00 | — | — | 110 | — | 2.00 | — | — |
| 105 | — | 11.00 | — | — | 152 | — | 4.35 | — | — | 156 | — | 12.45 | — | — | 112 | — | 2.45 | — | — |
| 102 | — | 11.30 | — | — | 108 | — | 4.50 | — | — | 105 | — | 1.00 | — | — | 110 | — | 3.30 | — | — |
| 105 | — | 12:00 | — | — | 154 | T. W | 5.00 | — | — | 112 | — | 2.00 | — | — | 126 | — | 4.00 | — | — |
| 156 | — | 2.00 | — | — | 155 | Ex. SS | 5.00 | — | — | 110 | — | 2.45 | — | — | 129 | — | 4.30 | — | — |
| 133 | — | 2.50 | — | — | 107 | — | 5.10 | — | — | 149 | T. SS | 4.20 | — | — | 151 | — | 4.45 | — | — |
| 108 | — | 3.00 | — | — | 119 | — | 5.20 | — | — | 112 | — | 3.30 | — | — | 153 | — | 5.00 | — | — |
| 126 | — | 3.20 | — | — | 110 | T. W | 5.30 | — | — | 126 | — | 4.45 | — | — | 126 | — | 5.20 | — | — |
| 146 | — | 3.30 | — | — | 150 | — | 5.45 | — | — | 129 | — | 5.10 | — | — | 144 | — | 5.45 | — | — |
| 114 | F/O | 4.00 | — | — | 129 | — | 5.45 | — | — | 151 | — | 5.15 | — | — | 155 | — | 6:15 | — | — |
| 108 | — | 4.10 | — | — | 136 | — | 6.00 | — | — | 153 | — | 5.40 | — | — | | | | | |
| 141 | X. FBG | 4.15 | — | — | 148 | — | 6.15 | — | — | 155 | — | 6:55 | — | — | | | | | |
| 152 | — | 5.20 | — | — | 153 | — | 6.30 | — | — | | | | | | | | | | |
| 154 | W | 5.40 | — | — | 156 | — | 7.00 | — | — | | | | | | | | | | |
| 155 | — | 5.40 | — | — | 153 | — | 7.30 | — | — | | | | | | | | | | |
| 119 | — | 5:50 | — | — | 156 | — | 8:00 | — | — | | | | | | | | | | |

| RIVERLEA (23203) | | | | | CITY | | | | | RIVERLEA (23204) | | | | | CORONATION | | | | |
|------------------|--------|-------|--------|---|------|-------|-------|------|---|------------------|-------|-------|------|---|------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 120 | Ext. | 5.50 | — | — | 108 | Ext. | 6.00 | — | — | 149 | — | 9.00 | — | — | 137 | — | 2110 | — | — |
| 124 | — | 6.00 | — | — | 107 | Ext. | 6.10 | — | — | 137 | — | 2130 | — | — | 154 | — | 4105 | — | — |
| 129 | Ext. | 6.10 | — | — | 114 | — | 6.15 | — | — | 123 | — | 3115 | — | — | | | | | |
| 108 | Ext. | 6.20 | T. OPH | — | 124 | — | 6.20 | — | — | | | | | | | | | | |
| 141 | — | 6.30 | — | — | 112 | Ext. | 6.25 | — | — | | | | | | | | | | |
| 107 | Ext. | 6.30 | T. SS | — | 126 | — | 6.35 | — | — | | | | | | | | | | |
| 142 | Ext. | 6.30 | — | — | 106 | Ext. | 7.00 | — | — | | | | | | | | | | |
| 124 | — | 6.40 | — | — | 124 | — | 7.10 | — | — | | | | | | | | | | |
| 112 | Ext. | 6.50 | — | — | 107 | X. SS | 7.10 | — | — | | | | | | | | | | |
| 126 | — | 7.00 | — | — | 140 | Ext. | 7.45 | — | — | 115 | T. SS | 6.45 | — | — | 119 | — | 7.15 | — | — |
| 108 | Ext. | 7.10 | — | — | 139 | Ext. | 8.10 | — | — | 146 | — | 7.00 | — | — | 101 | — | 7.45 | — | — |
| 148 | — | 7.20 | — | — | 149 | Ext. | 8.35 | — | — | 147 | — | 7.20 | — | — | 146 | — | 9.00 | — | — |
| 106 | Ext. | 7.30 | — | — | 147 | — | 9.05 | — | — | 146 | — | 9.30 | — | — | 147 | F/O | 4100 | — | — |
| 107 | — | 7.45 | — | — | 154 | — | 11.00 | — | — | 113 | — | 11.00 | — | — | 148 | — | 4120 | — | — |
| 144 | Ext. | 7.45 | — | — | 152 | — | 11.25 | — | — | 137 | — | 3100 | — | — | 136 | — | 5100 | — | — |
| 140 | — | 8.20 | — | — | 154 | — | 12100 | — | — | 135 | — | 3145 | — | — | 133 | — | 5130 | — | — |
| 139 | — | 8.40 | — | — | 154 | — | 11.00 | — | — | 123 | T. SS | 3145 | — | — | 154 | — | 6100 | — | — |
| 147 | — | 9.35 | — | — | 154 | — | 1.00 | — | — | 147 | F/O | 4130 | — | — | | | | | |
| 154 | Ext. | 10.30 | — | — | 126 | — | 1.30 | — | — | 133 | — | 5100 | — | — | | | | | |
| 154 | — | 11.30 | — | — | 107 | — | 1.55 | — | — | 110 | — | 5105 | — | — | | | | | |
| 152 | — | 12100 | — | — | 107 | — | 3.00 | — | — | 136 | — | 5130 | — | — | | | | | |
| 154 | — | 12130 | — | — | 137 | — | 3.30 | — | — | 119 | — | 6100 | — | — | | | | | |
| 154 | — | 1.30 | — | — | 151 | — | 4.00 | — | — | 154 | — | 6130 | — | — | | | | | |
| 126 | — | 2.05 | — | — | 141 | — | 4.30 | — | — | | | | | | | | | | |
| 107 | — | 2.30 | — | — | 123 | X. SS | 4.30 | — | — | | | | | | | | | | |
| 107 | — | 3.30 | — | — | 122 | — | 4.30 | — | — | | | | | | | | | | |
| 137 | T. MRN | 4.00 | — | — | 114 | — | 5.00 | — | — | | | | | | | | | | |
| 181 | Ext. | 4.25 | — | — | 122 | — | 5.00 | — | — | | | | | | | | | | |
| 149 | — | 4.30 | — | — | 147 | — | 5.00 | — | — | | | | | | | | | | |
| 141 | — | 5.00 | — | — | 149 | X. SS | 5.00 | — | — | | | | | | | | | | |
| 122 | — | 5.00 | — | — | 146 | Ext. | 5.10 | — | — | | | | | | | | | | |
| 123 | — | 5.15 | — | — | 141 | — | 5.30 | — | — | | | | | | | | | | |
| 147 | — | 5.30 | — | — | 151 | — | 5.45 | — | — | | | | | | | | | | |
| 149 | Ext. | 5.45 | — | — | 123 | — | 5.45 | — | — | | | | | | | | | | |
| 141 | — | 6.00 | — | — | 147 | — | 6.00 | — | — | | | | | | | | | | |
| 154 | Ext. | 7130 | — | — | 149 | Ext. | 6.15 | — | — | | | | | | | | | | |
| | | | | | 141 | — | 6.30 | — | — | | | | | | | | | | |
| | | | | | 154 | Ext. | 7100 | — | — | | | | | | | | | | |

6791-4

CROESUS STATION (23002)

FAIRLANDS

CROESUS STATION (23001)

SWARTKOPS

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-------|-------|------|---|-----|---------|-------|------|---|-----|-----|------|------|---|-----|-----|------|------|---|
| 111 | FLDS | 5.30 | — | — | 111 | X. FLDS | 6.10 | — | — | 138 | — | 7.30 | — | — | 138 | — | 9.00 | — | — |
| 121 | T. WP | 5.45 | — | — | 128 | X. FLDS | 6.40 | — | — | 134 | — | 4.30 | — | — | 134 | — | 6.15 | — | — |
| 122 | T. PP | 5.45 | — | — | 116 | X. PP | 7.20 | — | — | 143 | — | 5.30 | — | — | 143 | — | 6.30 | — | — |
| 128 | FLDS | 6.00 | — | — | 102 | X. MR | 7.20 | — | — | | | | | | | | | | |
| 125 | T. WP | 5.45 | — | — | 103 | X. FLDS | 7.30 | — | — | | | | | | | | | | |
| 113 | T. PP | 6.10 | — | — | 105 | T. NCL | 7.25 | — | — | | | | | | | | | | |
| 104 | T. PP | 6.20 | — | — | 128 | X. PP | 7.50 | — | — | | | | | | | | | | |
| 103 | T. MR | 6.35 | — | — | 122 | X. FLDS | 8.15 | — | — | | | | | | | | | | |
| 116 | T. PP | 6.45 | — | — | 119 | X. FLDS | 8.25 | — | — | | | | | | | | | | |
| 105 | T. PP | 6.45 | — | — | 120 | X. FLDS | 8.30 | — | — | | | | | | | | | | |
| 116 | T. PP | 6.45 | — | — | 115 | X. FLDS | 8.45 | — | — | | | | | | | | | | |
| 102 | T. NR | 7.00 | — | — | 143 | X. FLDS | 9.00 | — | — | | | | | | | | | | |
| 128 | T. PP | 7.15 | — | — | 150 | X. FLDS | 9.30 | — | — | | | | | | | | | | |
| 122 | T. NR | 7.35 | — | — | 111 | X. FLDS | 10.00 | — | — | | | | | | | | | | |
| 102 | T. NR | 7.45 | — | — | 150 | X. FLDS | 11.00 | — | — | | | | | | | | | | |
| 120 | FLDS | 7.45 | — | — | 101 | X. FLDS | 12.00 | — | — | | | | | | | | | | |
| 119 | FLDS | 7.45 | — | — | 111 | X. FLDS | 1.00 | — | — | | | | | | | | | | |
| 135 | T. PP | 7.40 | — | — | 103 | X. FLDS | 2.00 | — | — | | | | | | | | | | |
| 102 | FLDS | 8.00 | — | — | 118 | X. FLDS | 2.30 | — | — | | | | | | | | | | |
| 115 | FLDS | 8.00 | — | — | 125 | X. FLDS | 3.00 | — | — | | | | | | | | | | |
| 143 | T. PP | 8.30 | — | — | 115 | X. FLDS | 3.30 | — | — | | | | | | | | | | |
| 150 | FLDS | 8.45 | — | — | 116 | X. PP | 3.30 | — | — | | | | | | | | | | |
| 111 | FLDS | 9.45 | — | — | 128 | X. FLDS | 3.45 | — | — | | | | | | | | | | |
| 150 | FLDS | 10.15 | — | — | 124 | X. PP | 4.00 | — | — | | | | | | | | | | |
| 101 | FLDS | 11.20 | — | — | 125 | X. PP | 4.15 | — | — | | | | | | | | | | |
| 111 | FLDS | 12.15 | — | — | 150 | X. FLDS | 4.15 | — | — | | | | | | | | | | |
| 103 | FLDS | 1.15 | — | — | 114 | X. WP | 4.20 | — | — | | | | | | | | | | |
| 118 | FLDS | 2.00 | — | — | 158 | X. WP | 4.30 | — | — | | | | | | | | | | |
| 116 | FLDS | 2.40 | — | — | 143 | X. PP | 4.45 | — | — | | | | | | | | | | |
| 115 | FLDS | 2.50 | — | — | 118 | X. FLDS | 5.00 | — | — | | | | | | | | | | |
| 118 | FLDS | 3.30 | — | — | 128 | X. PP | 5.00 | — | — | | | | | | | | | | |
| 150 | FLDS | 3.30 | — | — | 125 | X. PP | 5.30 | — | — | | | | | | | | | | |
| 124 | PP | 3.30 | — | — | 116 | X. FLDS | 6.00 | — | — | | | | | | | | | | |
| 125 | PP | 3.40 | — | — | 120 | X. FLDS | 6.00 | — | — | | | | | | | | | | |
| 128 | PP | 4.25 | — | — | 150 | X. PP | 6.10 | F/O | — | | | | | | | | | | |
| 125 | PP | 4.45 | — | — | 128 | X. PP | 6.20 | — | — | | | | | | | | | | |
| 150 | PP | 5.10 | F/O | — | 135 | X. FLDS | 6.45 | — | — | | | | | | | | | | |
| 128 | — | 5.40 | — | — | 144 | X. PP | 6.45 | — | — | | | | | | | | | | |

CROESUS STATION (23012)

RENOS

CROESUS STATION (23014)

PINEHAVEN

PUTCO LTD: SECTION.—CROESUS DEPOT (WESTERN)

Specimen time-table

Saturdays

[illegible]

| NEWCLARE (23201) | | | | | BREESTREET | | | | | NEWCLARE (23201) | | | | | BREE STREET | | | | |
|------------------|-----|-------|------|---|------------|-----|-------|------|---|------------------|-----|------|------|---|-------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 104 | — | 5.30 | — | — | 104 | — | 6.05 | — | — | 146 | — | 3.50 | — | — | 138 | — | 3.55 | — | — |
| 110 | — | 6.00 | — | — | 110 | — | 6.35 | — | — | 154 | — | 4.05 | — | — | 146 | — | 4.25 | — | — |
| 117 | — | 6.15 | — | — | 117 | — | 6.55 | — | — | 147 | W | 4.15 | — | — | 154 | W | 4.50 | — | — |
| 124 | — | 6.30 | — | — | 124 | — | 7.05 | — | — | 152 | — | 4.30 | — | — | 147 | — | 5.00 | — | — |
| 104 | — | 6.45 | — | — | 104 | — | 7.20 | — | — | 146 | — | 5.05 | — | — | 152 | W | 5.15 | — | — |
| 131 | — | 7.00 | — | — | 131 | — | 7.35 | — | — | 154 | — | 5.30 | — | — | 146 | — | 5.45 | — | — |
| 110 | — | 7.15 | — | — | 110 | — | 7.50 | — | — | 147 | W | 5.45 | — | — | 154 | — | 6.15 | — | — |
| 117 | — | 7.30 | — | — | 117 | — | 8.05 | — | — | 152 | — | 5.55 | — | — | 147 | — | 6.30 | — | — |
| 124 | — | 7.45 | — | — | 124 | — | 8.20 | — | — | 154 | — | 6.55 | — | — | 152 | W | 6.30 | — | — |
| 104 | — | 8.00 | — | — | 131 | — | 8.50 | — | — | 157 | — | 7.30 | — | — | 154 | W | 7.30 | — | — |
| 131 | — | 8.15 | — | — | 110 | — | 9.05 | — | — | | | | | | 157 | W | 8.00 | — | — |
| 110 | — | 8.30 | — | — | 117 | — | 9.20 | — | — | | | | | | | | | | |
| 117 | — | 8.45 | — | — | 124 | — | 9.35 | — | — | | | | | | | | | | |
| 124 | — | 9.00 | — | — | 144 | — | 9.50 | — | — | | | | | | | | | | |
| 144 | — | 9.15 | — | — | 131 | — | 10.10 | — | — | | | | | | | | | | |
| 131 | — | 9.30 | — | — | 139 | — | 10.25 | — | — | | | | | | | | | | |
| 139 | — | 9.45 | — | — | 149 | — | 10.40 | — | — | | | | | | | | | | |
| 149 | — | 10.00 | — | — | 152 | — | 10.55 | — | — | | | | | | | | | | |
| 152 | — | 10.15 | — | — | 144 | — | 11.10 | — | — | | | | | | | | | | |
| 144 | — | 10.30 | — | — | 139 | — | 11.40 | — | — | | | | | | | | | | |
| 139 | — | 11.00 | — | — | 149 | — | 11.55 | — | — | | | | | | | | | | |
| 149 | — | 11.15 | — | — | | | | — | — | | | | | | | | | | |
| 152 | — | 11.30 | — | — | 152 | — | 12.10 | — | — | | | | | | | | | | |
| 144 | — | 11.45 | — | — | 144 | — | 12.25 | — | — | | | | | | | | | | |
| | | | | | 157 | — | 12.40 | — | — | | | | | | | | | | |
| 157 | — | 12.00 | — | — | 139 | — | 12.55 | — | — | | | | | | | | | | |
| 139 | — | 12.15 | — | — | 136 | — | 1.10 | — | — | | | | | | | | | | |
| 117 | — | 12.30 | — | — | 117 | — | 1.10 | — | — | | | | | | | | | | |
| 152 | — | 12.45 | — | — | 152 | — | 1.20 | — | — | | | | | | | | | | |
| 136 | — | 1.00 | — | — | 136 | — | 1.40 | — | — | | | | | | | | | | |
| 131 | — | 1.15 | — | — | 131 | — | 1.55 | — | — | | | | | | | | | | |
| 110 | — | 1.30 | — | — | 110 | — | 2.10 | — | — | | | | | | | | | | |
| 117 | — | 1.45 | — | — | 117 | — | 2.25 | — | — | | | | | | | | | | |
| 138 | — | 2.00 | — | — | 138 | — | 2.40 | — | — | | | | | | | | | | |
| 136 | — | 2.15 | — | — | 136 | — | 2.55 | — | — | | | | | | | | | | |
| 131 | — | 2.30 | — | — | 131 | — | 3.10 | — | — | | | | | | | | | | |
| 110 | — | 2.45 | — | — | 147 | W | 3.20 | — | — | | | | | | | | | | |
| 138 | — | 3.15 | — | — | 110 | — | 3.25 | — | — | | | | | | | | | | |

| RIVERLEA (23203) | | | | | BREE STREET | | | | | RIVERLEA EXT. (23203) | | | | | BREE STREET | | | | |
|------------------|-----|-------|------|---|-------------|-----|-------|------|---|-----------------------|------|-------|------|---|-------------|------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 108 | — | 6.00 | — | — | 108 | — | 6.30 | — | — | 115 | — | 6.10 | — | — | 115 | — | 6.40 | — | — |
| 122 | — | 6.30 | — | — | 122 | — | 7.00 | — | — | 121 | — | 6.30 | — | — | 121 | — | 7.00 | — | — |
| 108 | — | 7.00 | — | — | 108 | — | 7.30 | — | — | 129 | — | 6.50 | — | — | 129 | — | 7.20 | — | — |
| 122 | — | 7.30 | — | — | 122 | — | 8.00 | — | — | 115 | — | 7.10 | — | — | 115 | — | 7.40 | — | — |
| 108 | — | 8.00 | — | — | 122 | — | 9.00 | — | — | 121 | — | 7.30 | — | — | 121 | — | 8.00 | — | — |
| 122 | — | 8.30 | — | — | 143 | — | 9.30 | — | — | 129 | — | 7.50 | — | — | 129 | — | 8.20 | — | — |
| 143 | — | 9.00 | — | — | 102 | — | 10.00 | — | — | 115 | — | 8.10 | — | — | 115 | — | 8.40 | — | — |
| 143 | — | 10.00 | — | — | 143 | — | 10.30 | — | — | 121 | — | 8.30 | — | — | 121 | — | 9.00 | — | — |
| 102 | — | 10.30 | — | — | 102 | — | 11.00 | — | — | 129 | — | 8.50 | — | — | 129 | — | 9.20 | — | — |
| 143 | — | 11.00 | — | — | 143 | — | 11.30 | — | — | 151 | — | 9.15 | — | — | 151 | — | 9.40 | — | — |
| 102 | — | 11.30 | — | — | 108 | — | 11.30 | — | — | 145 | — | 9.30 | — | — | 145 | — | 10.00 | — | — |
| 108 | — | 12.00 | — | — | 128 | — | 12.20 | — | — | 147 | — | 9.50 | — | — | 147 | — | 10.20 | — | — |
| 128 | — | 1.00 | — | — | 108 | — | 12.30 | — | — | 151 | — | 10.10 | — | — | 151 | — | 10.40 | — | — |
| 108 | — | 1.00 | — | — | 140 | — | 1.10 | — | — | 145 | — | 10.30 | — | — | 145 | — | 11.00 | — | — |
| 118 | — | 1.05 | — | — | 108 | — | 1.30 | — | — | 147 | — | 10.50 | — | — | 147 | — | 11.20 | — | — |
| 140 | — | 1.30 | — | — | 108 | — | 2.30 | — | — | 141 | — | 11.10 | — | — | 151 | — | 11.40 | — | — |
| 108 | — | 2.00 | — | — | 140 | — | 3.00 | — | — | 115 | — | 11.30 | — | — | 115 | — | 12.00 | — | — |
| | | | | | | | | | | 145 | — | 11.30 | — | — | 128 | — | 12.20 | — | — |
| | | | | | | | | | | 147 | — | 11.50 | — | — | 115 | — | 1.00 | — | — |
| | | | | | | | | | | 115 | — | 12.30 | — | — | 128 | — | 1.30 | — | — |
| | | | | | | | | | | 140 | — | 1.30 | — | — | 140 | Riv. | 2.00 | — | — |
| | | | | | | | | | | 128 | — | 2.00 | — | — | 128 | — | 2.30 | — | — |
| | | | | | | | | | | 140 | Riv. | 2.30 | — | — | | | | | |

| CROESUS STATION (23002) | | | | | FAIRLANDS | | | | | CROESUS STATION (2302) | | | | | FAIRLANDS | | | | |
|-------------------------|-----|-------|------|---|-----------|-------|-------|------|---|------------------------|----------|-------|------|---|-----------|----------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 106 | — | 5.30 | — | — | 106 | — | 6.15 | — | — | 156 | — | 3 40 | — | — | 158 | — | 5 00 | — | — |
| 107 | — | 5.45 | — | — | 107 | — | 6.15 | — | — | 158 | — | 4 15 | — | — | 156 | — | 5 45 | — | — |
| 113 | — | 6.00 | — | — | 119 | X. MR | 6.40 | — | — | 156 | — | 5 00 | — | — | 149 | X. N/Cor | 5 50 | — | — |
| 119 | MR | 6.15 | — | — | 113 | — | 6.45 | — | — | 149 | T. N/Cor | 5 10 | — | — | 158 | — | 6 50 | — | — |
| 118 | — | 6.20 | — | — | 118 | — | 7.00 | — | — | 158 | — | 5 45 | — | — | 157 | X. ALB | 7 10 | — | — |
| 136 | — | 6.40 | — | — | 105 | — | 7.25 | — | — | 157 | T. ALB | 6 30 | — | — | 156 | — | 7 15 | — | — |
| 107 | MR | 6.45 | — | — | 136 | — | 7.25 | — | — | 156 | — | 6 30 | — | — | | | | | |
| 106 | — | 6.50 | — | — | 106 | — | 7.30 | — | — | | | | | | | | | | |
| 105 | — | 6.50 | — | — | 114 | X. MR | 7.30 | — | — | | | | | | | | | | |
| 133 | — | 7.00 | — | — | 133 | — | 7.45 | — | — | | | | | | | | | | |
| 114 | MR | 7.10 | — | — | 120 | — | 8.00 | — | — | | | | | | | | | | |
| 120 | — | 7.15 | — | — | 113 | — | 8.10 | — | — | | | | | | | | | | |
| 113 | — | 7.30 | — | — | 105 | — | 8.25 | — | — | 103 | — | 6.00 | — | — | 103 | — | 6.15 | — | — |
| 118 | — | 7.45 | — | — | 118 | — | 8.30 | — | — | 103 | — | 6.30 | — | — | 103 | — | 7.00 | — | — |
| 105 | — | 7.55 | — | — | 136 | — | 8.45 | — | — | 103 | — | 7.15 | — | — | 130 | — | 7.30 | — | — |
| 136 | — | 8.00 | — | — | 106 | — | 8.50 | — | — | 103 | — | 12 45 | — | — | 103 | — | 12 30 | — | — |
| 106 | — | 8.10 | — | — | 133 | — | 9.15 | — | — | | | | | | | | | | |
| 133 | — | 8.30 | — | — | 134 | — | 9.30 | — | — | | | | | | | | | | |
| 134 | — | 8.45 | — | — | 127 | — | 9.40 | — | — | | | | | | | | | | |
| 127 | — | 9.10 | — | — | 136 | — | 10.10 | — | — | | | | | | | | | | |
| 136 | — | 9.30 | — | — | 105 | — | 10.45 | — | — | 125 | — | 7.15 | — | — | 125 | — | 7.40 | — | — |
| 105 | — | 10.05 | — | — | 113 | — | 11.15 | — | — | 155 | — | 3 00 | — | — | 155 | — | 4 05 | — | — |
| 113 | — | 10.30 | — | — | 125 | — | 12 00 | — | — | 149 | — | 6 40 | — | — | 149 | — | 7 10 | — | — |
| 125 | — | 11.15 | — | — | 150 | — | 12 15 | — | — | | | | | | | | | | |
| 105 | — | 11.30 | — | — | 113 | — | 12 40 | — | — | | | | | | | | | | |
| 113 | — | 11.55 | — | — | 106 | — | 1 00 | — | — | | | | | | | | | | |
| 106 | — | 12 55 | — | — | 122 | X. PP | 1 15 | — | — | | | | | | | | | | |
| 122 | PP | 12 30 | — | — | 129 | — | 1 15 | — | — | | | | | | | | | | |
| 129 | — | 12 30 | — | — | 112 | — | 1 30 | — | — | | | | | | | | | | |
| 112 | — | 12 50 | — | — | 113 | — | 2 00 | — | — | | | | | | | | | | |
| 113 | — | 1 20 | — | — | 129 | — | 2 45 | — | — | | | | | | | | | | |
| 129 | — | 2 00 | — | — | 120 | X. PP | 2 45 | — | — | | | | | | | | | | |
| 120 | PP | 2 00 | — | — | 112 | — | 3 00 | — | — | | | | | | | | | | |
| 112 | — | 2 15 | — | — | 134 | X. MR | 3 05 | — | — | | | | | | | | | | |
| 134 | MR | 2 55 | — | — | 134 | X. MR | 3 40 | — | — | | | | | | | | | | |
| 151 | — | 3 10 | — | — | 151 | — | 3 45 | — | — | | | | | | | | | | |
| 134 | MR | 3 20 | — | — | 156 | — | 4 15 | — | — | | | | | | | | | | |

| NOORDGESIG (23207) | | | | | BREE STREET | | | | | NOORDGESIG (23207) | | | | | BREE STREET | | | | |
|--------------------|-------|-------|------|---|-------------|-----|-------|------|---|--------------------|-------|-------|------|---|---------------|---------|-------|---------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 109 | — | 6.00 | — | — | 109 | — | 6.40 | — | — | 142 | — | 3 05 | — | — | 142 | — | 3 45 | — | — |
| 116 | — | 6.15 | — | — | 116 | — | 6.55 | — | — | 123 | — | 3 15 | — | — | 123 | — | 4 00 | — | — |
| 120 | T. SS | 6.20 | — | — | 126 | — | 7.25 | — | — | 148 | Riv. | 3 50 | — | — | 148 | Riv. | 4 30 | — | — |
| 126 | — | 6.40 | — | — | 130 | — | 7.35 | — | — | 142 | — | 4 30 | — | — | 142 | Riv. | 5 05 | — | — |
| 130 | — | 6.50 | — | — | 109 | — | 7.55 | — | — | 153 | Riv. | 4 50 | — | — | 153 | Riv. | 5 30 | — | — |
| 109 | — | 7.15 | — | — | 116 | — | 8.10 | — | — | 148 | Riv. | 5 15 | — | — | 148 | Riv. | 6 00 | — | — |
| 116 | — | 7.30 | — | — | 123 | — | 8.25 | — | — | 153 | Riv. | 6 15 | — | — | 153 | Riv. | 7 00 | — | — |
| 123 | — | 7.45 | — | — | 126 | — | 8.40 | — | — | CORONATION (23206) | | | | | ELDORADO PARK | | | | |
| 126 | — | 8.00 | — | — | 130 | — | 8.55 | — | — | | | | | | | | | | |
| 130 | — | 8.15 | — | — | 109 | — | 9.10 | — | — | | | | | | | | | | |
| 109 | — | 8.30 | — | — | 116 | — | 9.15 | — | — | | | | | | | | | | |
| 116 | — | 8.45 | — | — | 142 | — | 9.25 | — | — | 162 | — | 11 00 | — | — | 162 | X. NG | 10.30 | T. CORO | — |
| 142 | — | 8.45 | — | — | 123 | — | 9.40 | — | — | 162 | T. NG | 1 00 | — | — | 162 | — | 12 00 | — | — |
| 142 | — | 8.45 | — | — | 126 | — | 9.55 | — | — | 162 | — | 1 30 | — | — | 162 | T. CORO | 1 15 | X. NG | — |
| 123 | — | 9.00 | — | — | 104 | — | 10.00 | — | — | 162 | T. NG | 3 30 | — | — | 162 | — | 2 30 | — | — |
| 126 | — | 9.15 | — | — | 130 | — | 10.15 | — | — | 162 | — | 5 00 | — | — | 162 | T. CORO | 4 45 | X. NG | — |
| 130 | — | 9.30 | — | — | 116 | — | 10.25 | — | — | 162 | T. NG | 7 00 | — | — | 162 | — | 6 00 | — | — |
| 116 | — | 9.45 | — | — | 148 | — | 10.40 | — | — | | | | | | | | | | |
| 148 | — | 9.50 | — | — | 142 | — | 10.50 | — | — | | | | | | | | | | |
| 142 | — | 10.00 | — | — | 153 | — | 11.10 | — | — | | | | | | | | | | |
| 153 | — | 10.15 | — | — | 104 | — | 11.25 | — | — | | | | | | | | | | |
| 104 | — | 10.30 | — | — | 156 | — | 11.35 | — | — | | | | | | | | | | |
| 156 | — | 10.45 | — | — | 148 | — | 11.55 | — | — | | | | | | | | | | |
| 148 | — | 11.00 | — | — | 142 | — | 12 00 | — | — | | | | | | | | | | |
| 142 | — | 11.15 | — | — | 145 | — | 12 10 | — | — | | | | | | | | | | |
| 153 | — | 11.30 | — | — | 153 | — | 12 25 | — | — | | | | | | | | | | |
| 104 | — | 11.45 | — | — | 104 | — | 12 35 | — | — | | | | | | | | | | |
| 156 | — | 12 00 | — | — | 156 | — | 12 45 | — | — | | | | | | | | | | |
| 148 | — | 12 10 | — | — | 148 | — | 12 55 | — | — | | | | | | | | | | |
| 116 | — | 12 15 | — | — | 116 | — | 1 10 | — | — | | | | | | | | | | |
| 109 | — | 12 30 | — | — | 109 | — | 1 25 | — | — | | | | | | | | | | |
| 153 | — | 12 45 | — | — | 153 | — | 1 40 | — | — | | | | | | | | | | |
| 126 | — | 1 00 | — | — | 126 | — | 2 10 | — | — | | | | | | | | | | |
| 116 | — | 1 30 | — | — | 116 | — | 2 25 | — | — | | | | | | | | | | |
| 109 | — | 1 45 | — | — | 109 | — | 2 40 | — | — | | | | | | | | | | |
| 123 | — | 2 00 | — | — | 123 | — | | | | | | | | | | | | | |
| 126 | — | 2 15 | — | — | | | | | | | | | | | | | | | |

Specimen time-table

Sunday

| NEWCLARE (23201) | | | | | BREE STREET | | | | | ALBERTSVILLE (23006) | | | | | JEPPE STREET | | | | |
|--------------------|-----|-------|------|---|---------------|-----|-------|------|---|----------------------|-----|-------|------|---|---------------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 117 | — | 6.30 | — | — | 117 | — | 7.15 | — | — | 140 | — | 12.30 | — | — | 140 | — | 1.00 | — | — |
| 117 | — | 8.00 | — | — | 117 | — | 8.45 | — | — | 158 | — | 1.30 | — | — | 158 | — | 2.00 | — | — |
| 134 | — | 9.30 | — | — | 134 | — | 10.15 | — | — | 158 | — | 2.30 | — | — | 158 | — | 3.00 | — | — |
| 113 | — | 10.15 | — | — | 113 | — | 11.00 | — | — | 140 | — | 3.30 | — | — | 128 | — | 3.30 | — | — |
| 134 | — | 11.00 | — | — | 134 | — | 11.45 | — | — | 158 | — | 3.30 | — | — | 140 | — | 4.00 | — | — |
| 113 | — | 11.45 | — | — | 113 | — | 12.30 | — | — | 140 | — | 4.40 | — | — | 140 | — | 5.00 | — | — |
| 117 | — | 12.30 | — | — | 117 | — | 1.15 | — | — | 140 | — | 5.30 | — | — | 127 | — | 5.30 | — | — |
| 113 | — | 1.15 | — | — | 113 | — | 2.00 | — | — | 127 | — | 6.00 | — | — | 140 | — | 6.00 | — | — |
| 117 | — | 2.00 | — | — | 117 | — | 2.45 | — | — | | | | | | | | | | |
| 128 | — | 3.00 | — | — | 134 | — | 4.15 | — | — | | | | | | | | | | |
| 134 | — | 3.30 | — | — | 157 | — | 4.45 | — | — | | | | | | | | | | |
| 157 | — | 4.00 | — | — | 143 | — | 5.15 | — | — | | | | | | | | | | |
| 134 | — | 5.00 | — | — | 134 | — | 5.45 | — | — | | | | | | | | | | |
| 157 | — | 5.45 | — | — | 157 | — | 6.30 | — | — | 140 | — | 10.20 | — | — | 140 | — | 11.00 | — | — |
| 158 | — | 6.30 | — | — | 158 | — | 7.30 | — | — | 143 | — | 4.40 | — | — | 158 | — | 4.00 | — | — |
| NOORDGESIG (23207) | | | | | BREE STREET | | | | | BOSMONT (23201) | | | | | BREE STREET | | | | |
| 119 | — | 6.30 | — | — | 119 | — | 7.15 | — | — | 118 | — | 6.30 | — | — | 131 | — | 8.50 | — | — |
| 119 | — | 8.00 | — | — | 119 | — | 8.45 | — | — | 131 | — | 8.30 | — | — | 131 | — | 10.05 | — | — |
| 133 | — | 9.30 | — | — | 133 | — | 10.15 | — | — | 131 | — | 9.15 | — | — | 115 | — | 1.30 | — | — |
| 133 | — | 11.00 | — | — | 133 | — | 11.45 | — | — | 131 | — | 10.20 | — | — | 122 | — | 2.20 | — | — |
| 119 | — | 12.30 | — | — | 119 | — | 1.15 | — | — | 115 | — | 1.10 | — | — | 122 | — | 4.00 | — | — |
| 119 | — | 2.00 | — | — | 119 | — | 2.45 | — | — | 122 | — | 2.00 | — | — | 127 | — | 4.15 | — | — |
| 133 | — | 3.30 | — | — | 133 | — | 4.15 | — | — | 122 | — | 2.30 | — | — | 122 | T. BOS | 5.00 | — | — |
| 127 | — | 4.45 | — | — | 133 | — | 5.45 | — | — | 122 | — | 4.30 | — | — | 122 | — | 5.15 | — | — |
| 133 | — | 5.00 | — | — | 127 | — | 6.30 | — | — | 155 | — | 6.00 | — | — | 155 | — | 5.30 | — | — |
| 155 | — | 6.30 | — | — | 155 | — | 7.15 | — | — | | | | | | | | | | |
| NOORDGESIG (23206) | | | | | ELDORADO PARK | | | | | RIVERLEA (23204) | | | | | CORONATION HOSPITAL | | | | |
| 121 | — | 9.30 | — | — | 121 | — | 11.00 | — | — | | | | | | | | | | |
| 161 | — | 10.30 | — | — | 161 | — | 12.00 | — | — | | | | | | | | | | |
| 121 | — | 12.15 | — | — | 121 | — | 1.30 | — | — | | | | | | | | | | |
| 161 | — | 1.15 | — | — | 161 | — | 2.30 | — | — | | | | | | | | | | |
| 121 | — | 4.40 | — | — | 121 | — | 5.15 | — | — | | | | | | | | | | |
| 161 | — | 4.30 | — | — | 161 | — | 5.45 | — | — | | | | | | | | | | |

| CROESUS STATION (23002) | | | | | FAIRLANDS | | | | | CROESUS STATION (23011) | | | | | RENOS—S/KOPS | | | | |
|-------------------------|--------|-------|------|---|-----------|-----|-------|------|---|----------------------------|--------|-------|------|---|--------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 114 | — | 6.00 | — | — | 114 | — | 6.45 | — | — | 115 | S/Kops | 8.00 | — | — | 115 | S/Kops | 9.10 | — | — |
| 115 | — | 6.30 | — | — | 115 | — | 7.15 | — | — | 129 | Renos | 8.30 | — | — | 129 | Renos | 9.45 | — | — |
| 123 | — | 7.00 | — | — | 123 | — | 7.45 | — | — | 142 | Renos | 3.30 | — | — | 142 | Renos | 4.45 | — | — |
| 114 | — | 7.30 | — | — | 114 | — | 8.15 | — | — | 129 | S/Kops | 3.45 | — | — | 129 | S/Kops | 5.00 | — | — |
| 123 | — | 8.30 | — | — | 123 | — | 9.15 | — | — | 138 | Renos | 4.45 | — | — | 138 | Renos | 6.00 | — | — |
| 132 | — | 9.00 | — | — | 132 | — | 9.45 | — | — | CROESUS STATION (23014) | | | | | PINE HAVEN | | | | |
| 136 | — | 10.00 | — | — | 136 | — | 10.45 | — | — | 124 | — | 9.00 | — | — | 124 | — | 9.50 | — | — |
| 132 | — | 10.30 | — | — | 132 | — | 11.15 | — | — | 138 | — | 12.00 | — | — | 138 | — | 1.00 | — | — |
| 136 | — | 11.30 | — | — | 124 | — | 11.15 | — | — | 124 | — | 5.15 | — | — | 124 | — | 6.00 | — | — |
| 124 | — | 10.35 | — | — | 136 | — | 12.15 | — | — | CROESUS STATION (23011/12) | | | | | F.B.L. | | | | |
| 143 | — | 12.00 | — | — | 143 | — | 12.45 | — | — | 122 | — | 6.30 | — | — | 122 | — | 7.00 | — | — |
| 155 | — | 12.30 | — | — | 155 | — | 1.15 | — | — | 122 | — | 7.30 | — | — | 122 | — | 8.00 | — | — |
| 123 | — | 1.00 | — | — | 123 | — | 1.45 | — | — | 154 | — | 8.30 | — | — | 122 | — | 9.00 | — | — |
| 143 | — | 1.30 | — | — | 114 | — | 2.15 | — | — | 157 | — | 12.30 | — | — | 157 | — | 1.00 | — | — |
| 114 | — | 1.30 | — | — | 143 | — | 2.15 | — | — | 157 | — | 1.30 | — | — | 157 | — | 2.00 | — | — |
| 155 | — | 2.00 | — | — | 155 | — | 2.45 | — | — | 115 | — | 2.10 | — | — | 115 | — | 2.50 | — | — |
| 122 | — | 2.30 | — | — | 123 | — | 3.15 | — | — | 124 | — | 4.00 | — | — | 124 | — | 4.40 | — | — |
| 114 | — | 3.00 | — | — | 114 | — | 3.45 | — | — | 129 | — | 6.30 | — | — | 129 | — | 7.00 | — | — |
| 136 | — | 4.00 | — | — | 136 | — | 4.45 | — | — | | | | | | | | | | |
| 132 | — | 4.30 | — | — | 132 | — | 5.15 | — | — | | | | | | | | | | |
| 118 | — | 5.00 | — | — | 118 | — | 5.45 | — | — | | | | | | | | | | |
| 131 | — | 5.15 | — | — | 131 | — | 5.55 | — | — | | | | | | | | | | |
| 113 | W Bury | 5.45 | — | — | 136 | — | 6.15 | — | — | | | | | | | | | | |
| 132 | — | 6.00 | — | — | 113 | — | 6.30 | — | — | | | | | | | | | | |
| 143 | — | 6.30 | — | — | 132 | — | 6.45 | — | — | | | | | | | | | | |
| NEW CANADA (23301) | | | | | C.M.R.H. | | | | | | | | | | | | | | |
| 118 | — | 7.15 | — | — | 118 | — | 7.55 | — | — | | | | | | | | | | |
| 118 | — | 2.45 | — | — | 118 | — | 4.05 | — | — | | | | | | | | | | |
| 131 | — | 6.45 | — | — | 131 | — | 7.05 | — | — | | | | | | | | | | |

| CROESUS STATION (23002) | | | | | FAIRLANDS | | | | | CROESUS STATION (23011) | | | | | RENOS TO S/KOPS | | | | | | | | | |
|-------------------------|----------|-------|------|---|-----------|-----|-------|------|---|----------------------------|--------|-------|------|---|-----------------|---------|------|------|---|--|--|--|--|--|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | | | | | |
| 114 | — | 6.00 | — | — | 114 | — | 6.45 | — | — | 115 | S/Kops | 8.00 | — | — | 115 | S/Kops | 9.10 | — | — | | | | | |
| 115 | — | 6.30 | — | — | 115 | — | 7.15 | — | — | 129 | Renos. | 8.30 | — | — | 129 | Renos. | 9.45 | — | — | | | | | |
| 123 | — | 7.00 | — | — | 123 | — | 7.45 | — | — | 142 | Renos. | 3.30 | — | — | 142 | Renos. | 4.45 | — | — | | | | | |
| 114 | — | 7.30 | — | — | 114 | — | 8.15 | — | — | 129 | S/Kops | 3.45 | — | — | 129 | S/Kops. | 5.00 | — | — | | | | | |
| 123 | — | 8.30 | — | — | 123 | — | 9.15 | — | — | 138 | Renos. | 4.45 | — | — | 138 | Renos. | 6.00 | — | — | | | | | |
| 132 | — | 9.00 | — | — | 132 | — | 9.45 | — | — | CROESUS STATION (23014) | | | | | PINE HAVEN | | | | | | | | | |
| 136 | — | 10.00 | — | — | 136 | — | 10.45 | — | — | 124 | — | 9.00 | — | — | 124 | — | 9.50 | — | — | | | | | |
| 132 | — | 10.30 | — | — | 132 | — | 11.15 | — | — | 138 | — | 12.00 | — | — | 138 | — | 1.00 | — | — | | | | | |
| 136 | — | 11.30 | — | — | 124 | — | 11.15 | — | — | 124 | — | 5.15 | — | — | 124 | — | 6.00 | — | — | | | | | |
| 124 | — | 10.35 | — | — | 136 | — | 12.15 | — | — | CROESUS STATION (23011/12) | | | | | F.B.L. | | | | | | | | | |
| 143 | — | 12.00 | — | — | 143 | — | 12.45 | — | — | 122 | — | 6.30 | — | — | 122 | — | 7.00 | — | — | | | | | |
| 155 | — | 12.30 | — | — | 155 | — | 1.15 | — | — | 122 | — | 7.30 | — | — | 122 | — | 8.00 | — | — | | | | | |
| 123 | — | 1.00 | — | — | 123 | — | 1.45 | — | — | 122 | — | 8.30 | — | — | 122 | — | 9.00 | — | — | | | | | |
| 143 | — | 1.30 | — | — | 114 | — | 2.15 | — | — | 157 | — | 12.30 | — | — | 159 | — | 1.00 | — | — | | | | | |
| 114 | — | 1.30 | — | — | 143 | — | 2.15 | — | — | 157 | — | 1.30 | — | — | 157 | — | 2.00 | — | — | | | | | |
| 155 | — | 2.00 | — | — | 155 | — | 2.45 | — | — | 115 | — | 2.10 | — | — | 115 | — | 2.50 | — | — | | | | | |
| 122 | — | 2.30 | — | — | 123 | — | 3.15 | — | — | 124 | — | 4.00 | — | — | 124 | — | 4.40 | — | — | | | | | |
| 114 | — | 3.00 | — | — | 114 | — | 3.45 | — | — | 129 | — | 6.30 | — | — | 129 | — | 7.00 | — | — | | | | | |
| 136 | — | 4.00 | — | — | 136 | — | 4.45 | — | — | | | | | | | | | | | | | | | |
| 132 | — | 4.30 | — | — | 132 | — | 5.15 | — | — | | | | | | | | | | | | | | | |
| 118 | — | 5.00 | — | — | 118 | — | 5.45 | — | — | | | | | | | | | | | | | | | |
| 131 | — | 5.15 | — | — | 131 | — | 5.55 | — | — | | | | | | | | | | | | | | | |
| 113 | W. Burg. | 5.45 | — | — | 136 | — | 6.15 | — | — | | | | | | | | | | | | | | | |
| 132 | — | 6.00 | — | — | 113 | — | 6.30 | — | — | | | | | | | | | | | | | | | |
| 143 | — | 6.30 | — | — | 132 | — | 6.45 | — | — | | | | | | | | | | | | | | | |
| | | | | | 143 | — | 7.15 | — | — | | | | | | | | | | | | | | | |
| NEW CANADA (23301) | | | | | C.M.R.H. | | | | | | | | | | | | | | | | | | | |
| 118 | — | 7.15 | — | — | 118 | — | 7.55 | — | — | | | | | | | | | | | | | | | |
| 118 | — | 2.45 | — | — | 118 | — | 4.05 | — | — | | | | | | | | | | | | | | | |
| 131 | — | 6.45 | — | — | 131 | — | 7.05 | — | — | | | | | | | | | | | | | | | |

PUTCO LTD: SECTION.—CROESUS "B" SECTION

P.C.M. 3/79

Specimen time-table

Mondays to Fridays

| DUBE STATION (24011) | | | | | MEADOWLANDS | | | | | DUBE STATION (24011) | | | | | MEADOWLANDS | | | | |
|----------------------|--------|------|------|---|-------------|--------|------|------|---|----------------------|---------|-------|------|--------|-------------|------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 301 | — | 4.00 | — | — | 301 | — | 3.45 | — | — | 373 | — | 8.15 | — | — | 301 | — | 7.15 | — | — |
| 301 | — | 4.30 | — | — | 301 | — | 4.15 | — | — | 405 | 87 | 8.15 | — | — | 405 | 87 | 7.30 | — | — |
| 302 | 78 | 4.30 | — | — | 302 | 78 | 4.15 | — | — | 373 | — | 8.45 | — | — | 301 | — | 7.45 | — | — |
| 304 | 98 | 4.45 | — | — | 304 | 98 | 4.30 | — | — | 364 | — | 9.00 | — | — | 373 | — | 8.00 | — | — |
| 305 | — | 4.45 | — | — | 305 | — | 4.30 | — | — | 364 | — | 9.30 | — | — | 373 | — | 8.30 | — | — |
| 301 | — | 5.00 | — | — | 301 | — | 4.45 | — | — | 364 | — | 10.00 | — | — | 364 | — | 8.45 | — | — |
| 302 | 78 | 5.00 | — | — | 302 | 78 | 4.45 | — | — | 400 | — | 10.30 | — | — | 373 | — | 9.00 | — | — |
| 304 | 98 | 5.15 | — | — | 304 | 98 | 5.00 | — | — | 400 | — | 11.00 | — | — | 364 | — | 9.15 | — | — |
| 305 | — | 5.15 | — | — | 305 | — | 5.00 | — | — | 400 | — | 11.30 | — | — | 364 | — | 9.45 | — | — |
| 311 | — | 5.25 | — | — | 311 | 87 | 5.10 | — | — | 400 | — | 12.00 | — | — | 364 | — | 10.15 | — | — |
| 315 | — | 5.30 | — | — | 301 | — | 5.15 | — | — | 400 | — | 12.30 | — | — | 400 | — | 10.45 | — | — |
| 301 | — | 5.30 | — | — | 302 | 78 | 5.15 | — | — | 309 | 78 | 12.45 | — | — | 400 | — | 11.15 | — | — |
| 302 | 78 | 5.30 | — | — | 315 | 97 | 5.15 | — | — | 400 | — | 1.00 | — | — | 400 | — | 11.45 | — | — |
| 304 | 98 | 5.45 | — | — | 320 | 10.9 | 5.30 | — | — | 309 | 78 | 1.15 | — | — | 400 | — | 12.15 | — | — |
| 305 | — | 5.45 | — | — | 305 | — | 5.30 | — | — | 400 | — | 1.30 | — | — | 309 | 78 | 12.30 | — | — |
| 317 | — | 5.45 | — | — | 304 | 98 | 5.30 | — | — | 309 | 78 | 1.45 | — | — | 400 | — | 12.45 | — | — |
| 320 | 10.9 | 5.45 | — | — | 317 | — | 5.30 | — | — | 384 | — | 2.00 | — | — | 309 | 78 | 1.00 | — | — |
| 301 | — | 6.00 | — | — | 311 | 87 | 5.40 | — | — | 309 | 78 | 2.15 | — | — | 400 | — | 1.15 | — | — |
| 315 | — | 6.00 | — | — | 315 | 97 | 5.45 | — | — | 384 | — | 2.30 | — | — | 309 | 78 | 1.30 | — | — |
| 302 | 78 | 6.00 | — | — | 302 | 78 | 5.45 | — | — | 309 | 78 | 2.45 | — | — | 400 | — | 1.45 | — | — |
| 311 | T. MED | 6.00 | — | — | 301 | — | 5.45 | — | — | 342 | — | 3.00 | — | — | 309 | 78 | 2.00 | — | — |
| 304 | 98 | 6.15 | — | — | 320 | 10.9 | 6.00 | — | — | 384 | — | 3.00 | — | — | 384 | — | 2.15 | — | — |
| 305 | — | 6.15 | — | — | 304 | 98 | 6.00 | — | — | 309 | T. TUBR | 3.15 | — | Direct | 309 | 78 | 2.30 | — | — |
| 310 | T. M10 | 6.15 | — | — | 317 | — | 6.00 | — | — | 400 | — | 3.20 | — | — | 384 | — | 2.45 | — | — |
| 317 | T. YY. | 6.15 | — | — | 305 | — | 6.00 | — | — | 342 | — | 3.30 | — | — | 309 | 78 | 3.00 | — | — |
| 320 | 10.9 | 6.15 | — | — | 310 | 98 | 6.00 | — | — | 384 | — | 3.40 | — | — | 342 | — | 3.15 | — | — |
| 405 | — | 6.15 | — | — | 405 | 87 | 6.00 | — | — | 400 | — | 3.50 | — | — | 384 | — | 3.20 | — | — |
| 302 | T. M10 | 6.30 | — | — | 301 | — | 6.15 | — | — | 342 | — | 4.00 | — | — | 400 | — | 3.35 | — | — |
| 315 | — | 6.30 | — | — | 302 | 78 | 6.15 | — | — | 353 | Fri. | 4.00 | — | — | 342 | — | 3.45 | — | — |
| 301 | — | 6.30 | — | — | 315 | 97 | 6.15 | — | — | 384 | — | 4.15 | — | — | 384 | — | 3.55 | — | — |
| 405 | — | 6.45 | — | — | 405 | — | 6.30 | — | — | 400 | — | 4.20 | — | — | 400 | — | 4.05 | — | — |
| 304 | T. CC | 6.45 | — | — | 304 | 98 | 6.30 | — | — | 342 | — | 4.30 | — | — | 342 | — | 4.15 | — | — |
| 320 | T. M10 | 6.45 | — | — | 305 | T. CC | 6.30 | — | — | 353 | Fri. | 4.30 | — | — | 353 | Fri. | 4.15 | — | — |
| 405 | — | 6.45 | — | — | 320 | 10.9 | 6.30 | — | — | 384 | — | 4.45 | — | — | 384 | — | 4.30 | — | — |
| 301 | — | 7.00 | — | — | 405 | 87 | 6.30 | — | — | 400 | — | 5.00 | — | — | 400 | — | 4.00 | — | — |
| 405 | — | 7.15 | — | — | 301 | — | 6.45 | — | — | 342 | — | 5.00 | — | — | 342 | — | 4.45 | — | — |
| 301 | — | 7.30 | — | — | 315 | T. MOT | 6.45 | — | — | 353 | Fri. | 5.00 | — | — | 353 | Fri. | 4.45 | — | — |
| 405 | — | 7.45 | — | — | 405 | 87 | 7.00 | — | — | 364 | Fri. | 5.00 | — | — | 384 | — | 5.00 | — | — |

| MEADOWLANDS (24002) | | | | | WESTCOL | | | | | MEADOWLANDS (24002) | | | | | WESTCOL | | | | |
|---------------------|---------|-------|------|-----|---------|-----------|-------|------|---|---------------------|--------|------|------|---|---------|---------|------|------|--------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 307 | — | 4.45 | — | — | 307 | — | 5.20 | — | — | 319 | T. CH | 5 00 | — | — | 401 | X. CH | 5 00 | — | — |
| 313 | Phom. | 5.15 | — | — | 313 | Phom. | 5.55 | — | — | 331 | — | 5 00 | — | — | 335 | X. CH | 5 05 | — | — |
| 322 | — | 5.30 | — | — | 322 | T. DK 1. | 6.10 | — | — | 372 | P 6 | 5 25 | — | — | 396 | T. M 10 | 5 10 | — | — |
| 392 | ST 3 | 5.30 | — | — | 391 | T. BH. | 6.10 | — | — | 333 | T. CH | 5 30 | — | — | 311 | — | 5 15 | — | — |
| 331 | Phom. | 5.45 | — | — | 331 | — | 6.25 | — | — | 401 | — | 5 35 | — | — | 326 | X. FLDS | 5 15 | — | WC |
| 307 | P 6 | 6.00 | — | — | 307 | T. DK 3 | 6.30 | — | — | 357 | M.-Th. | 5 45 | — | — | 403 | — | 5 30 | — | — |
| 346 | T. AP | 6.00 | — | — | 346 | X. AP.Mot | 6.35 | — | — | 403 | — | 6 15 | — | — | 319 | X. CH | 5 30 | — | — |
| 311 | P 6 | 6.15 | — | — | 311 | — | 6.55 | — | — | 331 | P 6 | 6 30 | — | — | 331 | — | 5 45 | — | — |
| 351 | ST 1 | 6.15 | — | — | 351 | Phom. | 6.55 | — | — | 372 | Phom. | 6 40 | — | — | 333 | Phom. | 6 00 | — | X. CH |
| 372 | X. YOD | 6.30 | — | — | 372 | T. NG | 7.05 | — | — | 403 | P 6 | 7 30 | — | — | 372 | Phom. | 6 00 | — | — |
| 313 | Phom. | 6.30 | — | — | 313 | Phom. | 7.10 | — | — | | | | | | 401 | — | 6 15 | — | — |
| 326 | — | 6.45 | — | — | 326 | T. M 10 | 7.25 | — | — | | | | | | 357 | T. M 10 | 6 30 | — | M.-Th. |
| 331 | — | 7.00 | — | — | 386 | — | 8.20 | — | — | | | | | | 403 | Phom. | 6 45 | — | — |
| 352 | — | 7.15 | — | — | 303 | — | 8.45 | — | — | | | | | | 331 | Phom. | 7 00 | — | — |
| 351 | Phom | 7.30 | — | — | 397 | — | 9.15 | — | — | | | | | | 372 | Phom. | 7 20 | — | — |
| 313 | Phom. | 7.45 | — | — | 401 | — | 9.45 | — | — | | | | | | 403 | — | 8 00 | — | — |
| 376 | — | 8.00 | — | — | 303 | — | 10.15 | — | — | | | | | | | | | | |
| 323 | — | 8.30 | — | — | 397 | — | 10.45 | — | — | | | | | | | | | | |
| 362 | — | 9.00 | — | — | 401 | — | 11.15 | — | — | | | | | | | | | | |
| 303 | — | 9.30 | — | — | 303 | — | 11.45 | — | — | | | | | | | | | | |
| 397 | — | 10.00 | — | — | 313 | Phom. | 12 15 | — | — | | | | | | | | | | |
| 401 | — | 10.30 | — | — | 402 | — | 12 45 | — | — | | | | | | | | | | |
| 303 | — | 11.00 | — | — | 314 | — | 1 15 | — | — | | | | | | | | | | |
| 397 | — | 11.30 | — | — | 313 | — | 1 45 | — | — | | | | | | | | | | |
| 402 | — | 12 00 | — | — | 382 | Phom. | 2 00 | — | — | | | | | | | | | | |
| 314 | — | 12 30 | — | — | 310 | — | 2 15 | — | — | | | | | | | | | | |
| 313 | — | 1 00 | — | — | 311 | — | 2 30 | — | — | | | | | | | | | | |
| 402 | — | 1 30 | — | — | 314 | — | 2 45 | — | — | | | | | | | | | | |
| 314 | — | 2 00 | — | — | 349 | — | 3 00 | — | — | | | | | | | | | | |
| 313 | — | 2 25 | — | — | 326 | — | 3 20 | — | — | | | | | | | | | | |
| 382 | Fri. | 2 40 | — | — | 382 | Fri. | 3 20 | — | — | | | | | | | | | | |
| 382 | M.-Th. | 2 45 | — | — | 382 | M.-Th. | 3 30 | — | — | | | | | | | | | | |
| 310 | — | 3 00 | — | — | 310 | — | 3 50 | — | — | | | | | | | | | | |
| 311 | — | 3 20 | — | — | 311 | — | 4 00 | — | — | | | | | | | | | | |
| 349 | — | 3 45 | — | — | 331 | Phom. | 4 15 | — | — | | | | | | | | | | |
| 327 | T. FLDS | 4 00 | — | WC. | 335 | X. AP. | 4 30 | — | — | | | | | | | | | | |
| | | | | | | T. CH. | | | | | | | | | | | | | |
| 326 | T. FLDS | 4 10 | — | WC. | 349 | — | 4 30 | — | — | | | | | | | | | | |
| 311 | — | 4 40 | — | — | 372 | Phom. | 4 45 | — | — | | | | | | | | | | |

MEADOWLANDS/DIEPKLOOF (24004)

FAIRLANDS

| | | | | |
|-----|---------|------|---|---|
| 327 | MRG | 5.45 | — | — |
| 341 | — | 6.00 | — | — |
| 347 | X. DK 4 | 6.00 | — | — |
| 310 | — | 6.30 | — | — |
| 392 | X.BH.DK | 6.40 | — | — |
| 320 | — | 7.00 | — | — |
| 365 | X. DK 4 | 7.30 | — | — |
| 326 | MRG | 8.00 | — | — |
| 391 | — | 4 00 | — | — |
| 327 | WC | 4 00 | — | — |
| 326 | WC | 4 10 | — | — |
| 347 | X. DK 4 | 4 45 | — | — |
| 341 | — | 5 00 | — | — |
| 343 | — | 5 30 | — | — |

| | | | | |
|-----|---------|------|---|---|
| 326 | WC | 6.40 | — | — |
| 347 | T. VV | 6.45 | — | — |
| 341 | T. DK 1 | 6.50 | — | — |
| 365 | T. M 10 | 8.30 | — | — |
| 327 | MRG | 3 00 | — | — |
| 392 | T. BH | 3 15 | — | — |
| 390 | WC | 3 30 | — | — |
| 341 | — | 4 00 | — | — |
| 347 | T. DK 4 | 4 00 | — | — |
| 343 | — | 4 30 | — | — |
| 391 | T. BH | 4 45 | — | — |
| 327 | MRG | 5 00 | — | — |
| 326 | WC | 5 15 | — | — |
| 347 | T. DK 4 | 5 30 | — | — |
| 341 | — | 6 00 | — | — |
| 343 | — | 6 15 | — | — |

BARAGWANATH CROSSROADS (24012)

DOORNFONTEIN

BARAGWANATH CROSSROADS (24012)

DOORNFONTEIN

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|------|------|-----|-----|---------|------|------|--------|---------------------|--------|------|------|-----|----------|--------|------|------|---|
| 334 | BH | 5.20 | — | — | 334 | T. PIM | 6.15 | — | — | 361 | M.-Th. | 5.20 | — | — | | | | | |
| 321 | — | 5.30 | — | — | 321 | T. BH | 6.15 | — | — | 385 | Fri. | 5.20 | — | — | 361 | M.-Th. | 6.00 | — | — |
| 328 | — | 5.40 | — | — | 328 | — | 6.25 | — | — | 381 | T. JSP | 5.30 | — | — | 385 | Fri. | 6.15 | — | — |
| 339 | — | 5.50 | — | — | 344 | R. PIM | 6.30 | — | — | 391 | X. BH | 5.35 | — | — | 393 | M.-Th. | 6.15 | — | — |
| 344 | Express | 6.00 | — | — | 339 | — | 6.40 | — | — | 393 | Fri. | 5.40 | — | JPS | 385 | M.-Th. | 6.30 | — | — |
| 354 | — | 6.10 | — | — | 390 | Express | 6.50 | — | — | 385 | M.-Th. | 5.50 | — | — | | | | | |
| 390 | Express | 6.10 | — | — | 362 | T. BH | 7.00 | — | — | CROSSROADS (24017) | | | | | SANDTON | | | | |
| 361 | — | 6.20 | — | — | 379 | Express | 7.00 | — | — | 378 | — | 6.45 | — | — | 378 | — | 5.15 | — | — |
| 379 | Express | 6.30 | — | — | 361 | T. MOT | 7.10 | — | — | BARAGWANATH (24015) | | | | | KEW | | | | |
| 377 | — | 6.30 | — | — | 385 | T. JPS | 7.40 | — | — | 335 | — | 5.45 | — | — | 335 | T. MOT | 6.35 | — | — |
| 362 | BH | 6.30 | — | — | 339 | Fri. | 3.15 | — | — | 345 | — | 6.00 | — | — | 362 | Fri. | 3.50 | — | — |
| 381 | PIM | 6.35 | — | — | 354 | Fri. | 3.30 | — | — | 363 | — | 6.20 | — | — | 371 | — | 4.50 | — | — |
| 385 | — | 6.40 | — | — | 336 | — | 3.30 | — | — | 371 | — | 5.40 | — | — | 345 | — | 5.20 | — | — |
| 321 | BH | 6.45 | — | — | 361 | Fri. | 4.00 | — | — | BARAGWANATH (24007) | | | | | RANDBURG | | | | |
| 334 | PIM | 6.45 | — | — | 365 | — | 4.00 | — | — | 366 | — | 6.20 | — | — | 386 | T. WC | 7.45 | — | — |
| 328 | — | 6.50 | — | — | 354 | M.-Th. | 4.10 | — | — | 386 | — | 6.40 | — | — | 386 | T. BH | 3.00 | — | — |
| 339 | — | 7.05 | — | — | 328 | Fri. | 4.15 | — | — | 386 | — | 4.00 | — | — | 366 | T. BH | 4.00 | — | — |
| 344 | PIM | 7.10 | — | — | 377 | MST | 4.15 | — | — | MEADOWLANDS | | | | | RANDBURG | | | | |
| 390 | Express | 7.20 | — | — | 362 | M.-Th. | 4.20 | — | — | 359 | — | 6.30 | — | — | 399 | M.-Th. | 5.15 | — | — |
| 379 | — | 7.30 | — | — | 385 | Fri. | 4.30 | — | — | 327 | — | 7.20 | — | — | 406 | Fri. | 5.15 | — | — |
| 318 | Fri. | 3.10 | — | — | 361 | M.-Th. | 4.30 | — | — | | | | | | 399 | Fri. | 5.45 | — | — |
| 346 | M.-Th. | 3.20 | — | DFN | 381 | MST | 4.45 | — | — | | | | | | | | | | |
| 346 | Fri. | 3.20 | — | JPS | 393 | Fri. | 4.45 | — | — | | | | | | | | | | |
| 318 | M.-Th. | 3.35 | — | — | 328 | M.-Th. | 4.50 | — | — | | | | | | | | | | |
| 395 | X. BH | 4.00 | — | — | 339 | Fri. | 5.00 | — | — | | | | | | | | | | |
| 339 | Fri. | 4.10 | — | — | 354 | Fri. | 5.00 | — | — | | | | | | | | | | |
| 354 | T. MST | 4.20 | — | — | 385 | M.-Th. | 5.00 | — | — | | | | | | | | | | |
| 398 | T. JSP | 4.30 | — | — | 321 | Fri. | 5.10 | — | — | | | | | | | | | | |
| 344 | X. OS | 4.30 | — | — | 339 | M.-Th. | 5.10 | — | — | | | | | | | | | | |
| 398 | M.-Th. | 4.30 | — | — | 344 | MST | 5.10 | — | M.-Th. | | | | | | | | | | |
| 362 | Fri. | 4.45 | — | — | 321 | M.-Th. | 5.20 | — | — | | | | | | | | | | |
| 365 | T. CM | 4.45 | — | — | 344 | Fri. | 5.20 | — | — | | | | | | | | | | |
| 361 | Fri. | 4.50 | — | — | 364 | MST | 5.20 | — | M.-Th. | | | | | | | | | | |
| 328 | T. JPS | 5.00 | — | — | 362 | Fri. | 5.20 | — | — | | | | | | | | | | |
| 354 | MST | 5.00 | — | — | 392 | — | 5.30 | — | — | | | | | | | | | | |
| 377 | WJB | 5.05 | — | — | 354 | MST | 5.40 | — | M.-Th. | | | | | | | | | | |
| 362 | — | 5.10 | — | — | 361 | Fri. | 5.45 | — | — | | | | | | | | | | |
| 366 | T. MST | 5.15 | — | — | 362 | M.-Th. | 5.45 | — | — | | | | | | | | | | |

[illegible]

| DIEPKLOOF AND MEADOWLANDS (24012) | | | | | DOORNFONTEIN | | | | | DIEPKLOOF AND MEADOWLANDS (24012) | | | | | DOORNFONTEIN | | | | |
|--------------------------------------|------|------|------|---|--------------|----------|-------|------|-----|--------------------------------------|-----------------|-------|------|-------|--------------|-------|------|------|-------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 309 | — | 5.00 | — | — | 309 | T. JPS | 5.45 | — | — | 332 | VOD | 7.00 | — | — | 370 | JPS | 2.40 | — | — |
| 312 | — | 5.15 | — | — | 312 | — | 6.00 | — | — | 364 | — | 7.10 | — | — | 338 | Fri. | 3.00 | — | — |
| 318 | — | 5.30 | — | — | 318 | — | 6.10 | — | — | 306 | DK 3 | 7.10 | — | — | 338 | M-Th. | 3.20 | — | — |
| 323 | — | 5.40 | — | — | 324 | DK 3 | 6.15 | — | — | 342 | DK 1 | 7.10 | — | — | 379 | Fri. | 3.30 | — | — |
| 324 | DK 3 | 5.40 | — | — | 323 | VOD | 6.20 | — | — | 346 | MOT | 7.15 | — | — | 374 | Fri. | 3.40 | — | — |
| 329 | — | 5.50 | — | — | 330 | — | 6.30 | — | — | 338 | — | 7.20 | — | — | 348 | — | 3.40 | — | — |
| 330 | DK 3 | 5.50 | — | — | 329 | — | 6.30 | — | — | 340 | VV | 7.20 | — | — | 312 | Fri. | 3.40 | — | — |
| 340 | MOT | 5.55 | — | — | 343 | T. DKO | 6.35 | — | — | 354 | DK 3 | 7.20 | — | — | 318 | Fri. | 3.50 | — | — |
| 338 | — | 6.00 | — | — | 338 | — | 6.40 | — | — | 349 | P 6 | 7.30 | — | — | 356 | Fri. | 3.50 | — | — |
| 343 | DK 1 | 6.00 | — | — | 340 | VV | 6.40 | — | — | 357 | DK 3 | 7.30 | — | — | 379 | M-Th. | 3.50 | — | — |
| 349 | — | 6.05 | — | — | 352 | — | 6.45 | — | — | 356 | — | 7.45 | — | — | 323 | DK | 4.00 | — | Fri. |
| 336 | VV | 6.10 | — | — | 349 | P 6 | 6.50 | — | — | 375 | DK 3 | 7.50 | — | — | 346 | M-Th. | 4.00 | — | — |
| 352 | DK 1 | 6.10 | — | — | 354 | T. DK 3 | 6.50 | — | — | 368 | — | 8.00 | — | — | 374 | M-Th. | 4.00 | — | — |
| 355 | DKO | 6.10 | — | — | 355 | — | 6.55 | — | — | 380 | — | 8.15 | — | — | 312 | DK | 4.00 | — | M-Th. |
| 356 | — | 6.20 | — | — | 336 | Direct | 7.00 | — | MOT | 387 | — | 8.30 | — | — | 324 | Fri. | 4.10 | — | — |
| 357 | VV | 6.20 | — | — | 356 | — | 7.00 | — | — | 307 | Sauer | 9.30 | — | — | 356 | M-Th. | 4.10 | — | — |
| 358 | DKO | 6.20 | — | — | 357 | T. DK 3 | 7.00 | — | — | 306 | — | 10.10 | — | — | 318 | DK | 4.10 | — | M-Th. |
| 365 | DK 1 | 6.20 | — | — | 365 | T. DK 4 | 7.00 | — | — | 307 | Sauer | 11.10 | — | — | 352 | Fri. | 4.20 | — | — |
| 370 | DK 1 | 6.30 | — | — | 358 | — | 7.10 | — | — | 306 | — | 11.50 | — | — | 324 | M-Th. | 4.20 | — | — |
| 376 | VOD | 6.30 | — | — | 375 | T. DK 3 | 7.10 | — | — | 370 | DK | 12.10 | — | — | 332 | MST | 4.20 | — | — |
| 375 | DKO | 6.30 | — | — | 371 | T. BH | 7.10 | — | — | 370 | — | 1.50 | — | — | 404 | DK | 4.20 | — | Fri. |
| 322 | DK 1 | 6.30 | — | — | 368 | — | 7.15 | — | — | 338 | Fri. | 3.50 | — | — | 323 | DK 3 | 4.20 | — | M-Th. |
| 371 | CC | 6.30 | — | — | 370 | T. CC | 7.15 | — | — | 393 | XOS. P 6 | 4.00 | — | Fri. | 395 | — | 4.30 | — | — |
| 368 | — | 6.30 | — | — | 373 | T. Zones | 7.20 | — | — | 382 | Fri. | 4.00 | — | — | 338 | DK | 4.30 | — | Fri. |
| 373 | MOT | 6.30 | — | — | 376 | T. MED | 7.20 | — | — | 338 | M-Th. | 4.00 | — | — | 357 | Fri. | 4.30 | — | — |
| 382 | DKO | 6.35 | — | — | 321 | T. MOT | 7.30 | — | — | 308 | T. MST | 4.05 | — | — | 329 | — | 4.30 | — | — |
| 380 | YH | 6.40 | — | — | 308 | — | 7.30 | — | — | 382 | M-Th. | 4.15 | — | — | 315 | MST | 4.30 | — | — |
| 384 | DK 1 | 6.40 | — | — | 388 | — | 7.30 | — | — | 322 | T. CM | 4.15 | — | — | 382 | Fri. | 4.40 | — | — |
| 383 | MOT | 6.40 | — | — | 389 | — | 7.30 | — | — | 375 | M-Th. | 4.15 | — | — | 308 | MST | 4.40 | — | — |
| 312 | P 6 | 6.45 | — | — | 318 | — | 7.40 | — | — | 312 | X. DK | 4.20 | — | Fri. | 352 | M-Th. | 4.40 | — | — |
| 388 | VOD | 6.45 | — | — | 332 | — | 7.50 | — | — | 376 | M-Th. | 4.25 | — | — | 338 | Fri. | 4.40 | — | — |
| 307 | DK 3 | 6.45 | — | — | 364 | T. Zones | 8.00 | — | — | 356 | Fri. | 4.30 | — | — | 338 | DK 3 | 4.40 | — | M-Th. |
| 324 | DK 3 | 6.50 | — | — | 356 | T. JPS | 8.35 | — | — | 320 | T. WJB | 4.30 | — | — | 322 | X. CM | 4.45 | — | — |
| 389 | DK 1 | 6.50 | — | — | 307 | JPS | 10.20 | — | — | 321 | — | 4.30 | — | — | 357 | M-Th. | 4.45 | — | — |
| 325 | DK 1 | 6.50 | — | — | 306 | — | 11.00 | — | — | 367 | M-Th. | 4.30 | — | P 6 | 368 | DK | 4.45 | — | M-Th. |
| 315 | MOT | 6.55 | — | — | 307 | — | 12.00 | — | — | 318 | DK | 4.40 | — | Fri. | 404 | M-Th. | 4.50 | — | — |
| 318 | — | 6.55 | — | — | 306 | — | 12.35 | — | — | 325 | M-Th. | 4.40 | — | — | 402 | MST | 4.50 | — | — |
| 343 | DK 0 | 7.00 | — | — | 370 | JPS | 1.00 | — | — | 312 | X. DK T. IPS | 4.40 | — | M-Th. | 312 | Fri. | 5.00 | — | — |

DOORNFONTEIN[illegible]

| MEADOWLANDS (24010) | | | | | JEPPE STREET | | | | | MEADOWLANDS (24010) | | | | | JEPPE STREET | | | | |
|---------------------|----------|------|------|---|--------------|----------|-------|------|---|---------------------|------------|-------|------|--------|--------------|--------|------|------|--------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 306 | — | 4.45 | — | — | 306 | IND. YY. | 5.30 | — | — | 374 | VH | 7.45 | — | — | 316 | — | 2 20 | — | — |
| 308 | — | 5.00 | — | — | 308 | T. MOT. | 5.40 | — | — | 321 | X.Mot.Ind. | 8.00 | — | — | 405 | — | 2 30 | — | — |
| 314 | Ind. | 5.15 | — | — | 314 | P6 | 5.55 | — | — | 358 | — | 8.00 | — | — | 363 | Ind. | 2 35 | — | — |
| 316 | Ind. | 5.30 | — | — | 309 | Ind. | 6.00 | — | — | 388 | Ind. | 8.15 | — | — | 330 | — | 2 50 | — | — |
| 325 | — | 5.40 | — | — | 316 | P6 | 6.15 | — | — | 323 | T. MED | 8.20 | — | — | 353 | Ind. | 3 00 | — | — |
| 326 | VV | 5.40 | — | — | 325 | T. DK1 | 6.15 | — | — | 332 | — | 8.30 | — | — | 388 | Ind. | 3 15 | — | — |
| 332 | Ind. | 5.45 | — | — | 326 | T. MED | 6.15 | — | — | 360 | Ind. | 8.45 | — | — | 312 | T. DNF | 3 15 | — | — |
| 337 | — | 5.50 | — | — | 332 | T. VOD | 6.30 | — | — | 385 | — | 9.00 | — | — | 308 | Ind. | 3 25 | — | — |
| 342 | — | 6.00 | — | — | 337 | T. MOT | 6.30 | — | — | 365 | — | 9.15 | — | — | 375 | Ind. | 3 30 | — | — |
| 306 | VV | 6.00 | — | — | 306 | T. DK3 | 6.40 | — | — | 398 | — | 9.40 | — | — | 376 | — | 3 40 | — | — |
| 353 | — | 6.10 | — | — | 342 | T. DK1 | 6.40 | — | — | 305 | — | 10.00 | — | — | 312 | T. DNF | 3 40 | — | M.-Th. |
| 308 | MOT | 6.10 | — | — | 308 | P6 MOT | 6.45 | — | — | 301 | — | 10.20 | — | — | 367 | — | 3 50 | — | — |
| 360 | VH | 6.20 | — | — | 364 | X. OPH | 6.50 | — | — | 334 | — | 10.40 | — | — | 320 | — | 3 50 | — | — |
| 364 | T. OPH | 6.20 | — | — | 353 | VV | 6.55 | — | — | 351 | — | 11.00 | — | — | 346 | Fri. | 4 00 | — | — |
| 367 | Ind. | 6.25 | — | — | 360 | P6 | 6.55 | — | — | 380 | — | 11.20 | — | — | 317 | — | 4 00 | — | — |
| 369 | VOD | 6.30 | — | — | 369 | Ind. | 7.05 | — | — | 305 | — | 12 00 | — | — | 328 | T. DNF | 4 10 | — | — |
| 374 | MOT | 6.30 | — | — | 317 | VV | 7.10 | — | — | 316 | X. BB | 12 00 | — | — | 364 | — | 4 10 | — | — |
| 317 | VV | 6.30 | — | — | 367 | P6 MOT | 7.10 | — | — | 404 | — | 12 20 | — | — | 360 | — | 4 20 | — | — |
| 314 | Ind. | 6.35 | — | — | 314 | Ind. | 7.20 | — | — | 330 | X. BB | 12 20 | — | — | 337 | Ind. | 4 20 | — | — |
| 305 | X. CC | 6.45 | — | — | 387 | Ind. | 7.40 | — | — | 334 | — | 12 40 | — | — | 355 | — | 4 30 | — | — |
| 387 | VOD | 6.45 | — | — | 323 | — | 7.45 | — | — | 351 | — | 1 00 | — | — | 373 | Ind. | 4 30 | — | — |
| 309 | T. MOT | 6.45 | — | — | 360 | P6 | 8.15 | — | — | 316 | — | 1 20 | — | — | 353 | Ind. | 4 35 | — | Ind. |
| 316 | — | 6.45 | — | — | 385 | — | 8.15 | — | — | 380 | — | 1 40 | — | — | 350 | X. HRD | 4 45 | — | — |
| 309 | MOT | 6.50 | — | — | 356 | — | 8.50 | — | — | 330 | — | 2 00 | — | — | 388 | X. BB | 4 45 | — | — |
| 323 | VOD | 7.00 | — | — | 305 | — | 9.00 | — | — | 404 | — | 2 20 | — | — | 393 | M.-Th. | 4 50 | — | — |
| 337 | MOT | 7.00 | — | — | 360 | Ind. | 9.30 | — | — | 312 | Ind. | 2 40 | — | — | 375 | Fri. | 5 00 | — | — |
| 304 | X. CC | 7.00 | — | — | 380 | — | 10.20 | — | — | 328 | Ind. | 3 10 | — | M.-Th. | 390 | — | 5 00 | — | — |
| 330 | Ind. | 7.00 | — | — | 398 | — | 10.40 | — | — | 405 | T. TUBR | 3 15 | — | — | 379 | Fri. | 5 00 | — | — |
| 335 | MOT | 7.10 | — | — | 305 | — | 11.00 | — | — | 373 | Ind. | 3 50 | — | M.-Th. | 405 | — | 5 00 | — | — |
| 329 | — | 7.15 | — | — | 301 | — | 11.20 | — | — | 353 | Ind. | 3 50 | — | — | 348 | — | 5 00 | — | — |
| 308 | MOT Ind. | 7.20 | — | — | 334 | — | 11.40 | — | — | 353 | T. DS | 3 50 | — | Fri. | 376 | Fri. | 5 05 | — | — |
| 336 | MOT Ind. | 7.30 | — | — | 351 | — | 12 00 | — | — | 393 | X. OS | 4 00 | — | M.-Th. | 312 | M.-Th. | 5 10 | — | — |
| 353 | W. Ind. | 7.30 | — | — | 316 | Ind. | 12 20 | — | — | 388 | T. BB | 4 10 | — | — | 398 | Fri. | 5 15 | — | — |
| 360 | Ind. | 7.30 | — | — | 380 | — | 12 45 | — | — | 350 | T. HRD | 4 10 | — | — | 310 | — | 5 15 | — | — |
| 361 | VV Ind. | 7.40 | — | — | 330 | — | 1 00 | — | — | 405 | X. BB | 4 15 | — | X. CMR | 367 | Fri. | 5 15 | — | — |
| 317 | VV | 7.40 | — | — | 404 | — | 1 20 | — | — | 379 | Ind. | 4 20 | — | Fri. | 374 | Fri. | 5 15 | — | — |
| 369 | Ind. | 7.45 | — | — | 334 | — | 1 40 | — | — | 375 | Fri. | 4 15 | — | — | 379 | X. BB | 5 15 | — | M.-Th. |
| 367 | MOT Ind. | 7.45 | — | — | 351 | — | 2 00 | — | — | 390 | Ind. | 4 20 | — | — | 325 | Fri. | 5 20 | — | — |

| MEADOWLANDS (24010) | | | | | JEPPE STREET | | | | | MEADOWLANDS (24010) | | | | | JEPPE STREET | | | | |
|---------------------|--------|------|------|--------|--------------|--------|------|------|--------|---------------------|-----------|------|------|---|--------------|------------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 348 | — | 4 20 | — | — | 346 | Fri. | 5 20 | — | — | 398 | — | 6.00 | — | — | | | | | |
| 376 | Fri. | 4 25 | — | — | 397 | X. MAK | 5 20 | — | — | 387 | Ind. | 6.20 | — | — | | | | | |
| 374 | Fri. | 4 30 | — | — | 363 | — | 5 25 | — | — | 355 | Ind. | 6.30 | — | — | | | | | |
| 310 | Ind. | 4 30 | — | — | 374 | M.-Th. | 5 30 | — | — | 404 | Fri. | 6.30 | — | — | | | | | |
| 367 | Fri. | 4 30 | — | — | 346 | M.-Th. | 5 30 | — | — | 394 | Ind. | 6.45 | — | — | | | | | |
| 325 | Fri. | 4 40 | — | — | 360 | Ind. | 5 45 | — | — | 402 | Ind. | 7.00 | — | — | | | | | |
| 379 | T. BB | 4 40 | — | M.-Th. | 355 | Ind. | 5 45 | — | — | | | | | | | | | | |
| 317 | T. BTY | 4 45 | — | — | 328 | Fri. | 5 45 | — | — | | | | | | | | | | |
| 346 | Fri. | 4 45 | — | — | 353 | M.-Th. | 5 50 | — | P6 | | | | | | | | | | |
| 364 | T. DS | 4 45 | — | Fri. | 352 | Fri. | 5 50 | — | — | | | | | | | | | | |
| 374 | M.-Th. | 4 50 | — | — | 332 | — | 6 00 | — | — | | | | | | | | | | |
| 363 | Ind. | 4 50 | — | — | 315 | Fri. | 6 00 | — | — | | | | | | | | | | |
| 346 | M.-Th. | 4 50 | — | — | 338 | Fri. | 6 00 | — | — | 355 | M 10-OW | 7.30 | — | — | 373 | OHS-M 10 | 3 30 | — | — |
| 360 | Ind. | 5 00 | — | — | 357 | Ind. | 6 00 | — | Fri. | 341 | DK 1-M 10 | 7.30 | — | — | 342 | MRG-M 10 | 2 40 | — | — |
| 355 | P6 | 5 10 | — | — | 373 | Ind. | 6 00 | — | — | 370 | CC-RCD | 7.45 | — | — | 391 | M 10-MG | 3 00 | — | — |
| 353 | M.-Th. | 5 10 | — | Ind. | 349 | — | 6 00 | — | — | | | | | | | OS | — | — | — |
| 352 | Fri. | 5 10 | — | — | 390 | BB | 6 00 | — | M.-Th. | | | | | | 393 | M 10-MG | 3 30 | — | — |
| 332 | Ind. | 5 15 | — | — | 381 | — | 6 00 | — | — | | | | | | | OS | — | — | — |
| 394 | X. BB | 5 10 | — | — | 394 | BTY | 6 00 | — | — | | | | | | 391 | OS-PH- | 3 30 | — | — |
| 349 | Ind. | 5 15 | — | — | 393 | Ind. | 6 10 | — | Fri. | | | | | | | M 10 | — | — | — |
| 373 | Ind. | 5 15 | — | — | 388 | — | 6 15 | — | — | | | | | | 396 | Z 9 H Sch. | 9 00 | — | — |
| 335 | T. DNF | 5 15 | — | — | 390 | Fri. | 6 15 | — | — | | | | | | | Med.-SAP | — | — | — |
| 315 | Fri. | 5 20 | — | — | 402 | Ind. | 6 15 | — | — | | | | | | | | | | |
| 357 | Ind. | 5 20 | — | Fri. | 340 | — | 6 20 | — | — | | | | | | | | | | |
| 388 | Ind. | 5 30 | — | — | 379 | Fri. | 6 30 | — | — | | | | | | | | | | |
| 338 | Fri. | 5 30 | — | — | 375 | Fri. | 6 30 | — | — | | | | | | | | | | |
| 350 | T. DS | 5 30 | — | — | 398 | — | 6 45 | — | — | | | | | | | | | | |
| 340 | — | 5 40 | — | — | 379 | M.-Th. | 6 50 | — | — | | | | | | | | | | |
| 390 | Fri. | 5 40 | — | — | 387 | — | 7 00 | — | — | | | | | | | | | | |
| 390 | T. BB | 5 40 | — | M.-Th. | 404 | Fri. | 7 15 | — | — | | | | | | | | | | |
| 402 | P 6 | 5 40 | — | — | 355 | Ind. | 7 15 | — | — | | | | | | | | | | |
| 379 | Fri. | 5 45 | — | — | 394 | — | 7 30 | — | — | | | | | | | | | | |
| 375 | Fri. | 5 45 | — | — | 402 | Ind. | 7 45 | — | — | | | | | | | | | | |
| 397 | T. DS | 5 50 | — | — | | | | | | | | | | | | | | | |
| 367 | T. DS | 6 00 | — | Fri. | | | | | | | | | | | | | | | |
| 379 | M.-Th. | 6 00 | — | — | | | | | | | | | | | | | | | |
| 396 | T. DS | 6 00 | — | — | | | | | | | | | | | | | | | |
| 398 | X. DK | 6 00 | — | M.-Th. | | | | | | | | | | | | | | | |

SOWETO SCHOOL TRIPS (24018)

P.C. Sat. 3/79

PUTCO LTD: SECTION.—CROESUS "B"

Specimen time-table

Saturdays

| DUBE STATION (24011) | | | | | MEADOWLANDS | | | | | DUBE STATION (24011) | | | | | MEADOWLANDS | | | | |
|----------------------|------|-------|------|---|-------------|------|-------|------|---|----------------------|-----|-------|------|---|-------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 301 | 78 | 4.20 | — | — | 301 | 987 | 4.00 | — | — | 370 | 78 | 11.00 | — | — | 370 | 78 | 10.15 | — | — |
| 302 | 78 | 4.40 | — | — | 302 | 78 | 4.20 | — | — | 304 | Z | 11.10 | — | — | 303 | Z | 10.30 | — | — |
| 301 | 78 | 5.00 | — | — | 301 | 78 | 4.40 | — | — | 303 | Z | 11.20 | — | — | 370 | 78 | 10.45 | — | — |
| 372 | 78 | 5.30 | — | — | 302 | 78 | 5.00 | — | — | 370 | 78 | 11.30 | — | — | 303 | Z | 11.00 | — | — |
| 392 | 87 | 5.35 | — | — | 301 | 78 | 5.15 | — | — | 304 | Z | 11.40 | — | — | 370 | 78 | 11.15 | — | — |
| 307 | 98 | 5.45 | — | — | 392 | 87 | 5.20 | — | — | 390 | Z | 11.45 | — | — | 304 | Z | 11.25 | — | — |
| 373 | 987 | 5.45 | — | — | 373 | 989 | 5.30 | — | — | 303 | Z | 11.50 | — | — | 390 | Z | 11.30 | — | — |
| 390 | Z | 5.45 | — | — | 307 | 98 | 5.30 | — | — | 392 | Z | 12.00 | — | — | 303 | Z | 11.35 | — | — |
| 372 | YV | 6.00 | — | — | 390 | Z | 5.30 | — | — | 304 | Z | 12.10 | — | — | 370 | 78 | 11.45 | — | — |
| 392 | 87 | 6.05 | — | — | 372 | 78 | 5.45 | — | — | 390 | Z | 12.15 | — | — | 304 | Z | 11.55 | — | — |
| 307 | 98 | 6.15 | — | — | 392 | 87 | 5.50 | — | — | 303 | Z | 12.20 | — | — | 390 | Z | 12.00 | — | — |
| 373 | 987 | 6.15 | — | — | 307 | 98 | 6.00 | — | — | 392 | Z | 12.30 | — | — | 303 | Z | 12.05 | — | — |
| 390 | Z | 6.15 | — | — | 373 | 987 | 6.00 | — | — | 304 | Z | 12.40 | — | — | 392 | Z | 12.15 | — | — |
| 392 | 87 | 6.35 | — | — | 390 | Z | 6.00 | — | — | 390 | Z | 12.45 | — | — | 304 | Z | 12.25 | — | — |
| 307 | 98 | 6.45 | — | — | 392 | 87 | 6.20 | — | — | 303 | Z | 12.50 | — | — | 390 | Z | 12.30 | — | — |
| 373 | 987 | 6.45 | — | — | 307 | 98 | 6.30 | — | — | 392 | Z | 1.00 | — | — | 303 | Z | 12.35 | — | — |
| 390 | Z | 6.45 | — | — | 373 | 987 | 6.30 | — | — | 304 | Z | 1.10 | — | — | 392 | Z | 12.45 | — | — |
| 392 | 87 | 7.05 | — | — | 390 | Z | 6.30 | — | — | 390 | Z | 1.15 | — | — | 304 | Z | 12.55 | — | — |
| 307 | 98 | 7.15 | — | — | 392 | 87 | 6.50 | — | — | 303 | 78 | 1.20 | — | — | 390 | Z | 1.00 | — | — |
| 373 | 987 | 7.15 | — | — | 307 | 98 | 7.00 | — | — | 315 | Z | 1.20 | — | — | 303 | Z | 1.05 | — | — |
| 392 | Z | 7.35 | — | — | 373 | 987 | 7.00 | — | — | 392 | Z | 1.30 | — | — | 392 | Z | 1.15 | — | — |
| 307 | 98 | 7.45 | — | — | 392 | 87 | 7.20 | — | — | 304 | Z | 1.40 | — | — | 304 | Z | 1.25 | — | — |
| 373 | 987 | 7.45 | — | — | 307 | 98 | 7.30 | — | — | 390 | Z | 1.45 | — | — | 390 | Z | 1.30 | — | — |
| 372 | 78 | 8.00 | — | — | 373 | 987 | 7.30 | — | — | 315 | Z | 1.50 | — | — | 315 | Z | 1.35 | — | — |
| 392 | Z | 8.05 | — | — | 372 | M 10 | 7.45 | — | — | 392 | Z | 2.00 | — | — | 392 | Z | 1.45 | — | — |
| 307 | 98 | 8.15 | — | — | 392 | Z | 7.50 | — | — | 304 | Z | 2.10 | — | — | 304 | Z | 1.55 | — | — |
| 373 | 987 | 8.15 | — | — | 307 | 98 | 8.00 | — | — | 390 | Z | 2.15 | — | — | 390 | Z | 2.00 | — | — |
| 382 | M 10 | 8.20 | — | — | 373 | 987 | 8.00 | — | — | 315 | Z | 2.20 | — | — | 315 | Z | 2.05 | — | — |
| 372 | 78 | 8.30 | — | — | 382 | 78 | 8.05 | — | — | 392 | Z | 2.30 | — | — | 392 | Z | 2.15 | — | — |
| 307 | 98 | 8.45 | — | — | 372 | 78 | 8.15 | — | — | 315 | Z | 2.50 | — | — | 304 | Z | 2.25 | — | — |
| 373 | 987 | 8.45 | — | — | 307 | 98 | 8.30 | — | — | 392 | Z | 3.00 | — | — | 315 | Z | 2.35 | — | — |
| 370 | 78 | 9.00 | — | — | 373 | 987 | 8.30 | — | — | 370 | Z | 3.10 | — | — | 392 | Z | 2.45 | — | — |
| 370 | 78 | 9.30 | — | — | 370 | 78 | 8.45 | — | — | 315 | Z | 3.20 | — | — | 315 | Z | 3.05 | — | — |
| 303 | Z | 9.45 | — | — | 307 | 98 | 9.00 | — | — | 370 | Z | 3.40 | — | — | 370 | Z | 3.25 | — | — |
| 370 | 78 | 10.00 | — | — | 373 | 987 | 9.00 | — | — | 315 | Z | 3.50 | — | — | 315 | Z | 3.35 | — | — |
| 303 | Z | 10.15 | — | — | 370 | 78 | 9.15 | — | — | 332 | Z | 4.00 | — | — | 370 | Z | 3.55 | — | — |
| 370 | 78 | 10.30 | — | — | 370 | 78 | 9.45 | — | — | 370 | Z | 4.10 | — | — | 315 | Z | 4.05 | — | — |
| 303 | Z | 10.45 | — | — | 303 | Z | 10.00 | — | — | 315 | Z | 4.20 | — | — | 332 | Z | 4.15 | — | — |

| MEADOWLANDS (24010) | | | | | JEPPE STREET | | | | | MEADOWLANDS (24010) | | | | | JEPPE STREET | | | | |
|---------------------|--------|------|------|---|--------------|-------|-------|------|---|---------------------|--------|-------|------|---|--------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 316 | — | 5.30 | — | — | 316 | — | 6.15 | — | — | 358 | X. VV | 9.25 | — | — | 305 | — | 11.00 | — | — |
| 308 | — | 5.45 | — | — | 308 | — | 6.30 | — | — | 333 | — | 9.30 | — | — | 352 | — | 11.00 | — | — |
| 310 | — | 6.00 | — | — | 310 | — | 6.45 | — | — | 342 | X. VV | 9.35 | — | — | 362 | — | 11.15 | — | — |
| 314 | — | 6.10 | — | — | 314 | — | 7.00 | — | — | 377 | X. VV | 9.35 | — | — | 387 | — | 11.15 | — | — |
| 319 | — | 6.30 | — | — | 319 | — | 7.15 | — | — | 320 | — | 9.45 | — | — | 318 | — | 11.30 | — | — |
| 372 | X. VV | 6.30 | — | — | 372 | — | 7.15 | — | — | 381 | X. OT | 9.45 | — | — | 381 | — | 11.35 | — | — |
| 320 | — | 6.45 | — | — | 320 | — | 7.30 | — | — | 359 | X. VV | 9.50 | — | — | 316 | — | 11.40 | — | — |
| 358 | X. VV | 6.55 | — | — | 358 | T. VV | 7.35 | — | — | 355 | X. VV | 10.00 | — | — | 310 | — | 11.45 | — | — |
| 316 | — | 7.00 | — | — | 316 | — | 7.45 | — | — | 382 | — | 10.00 | — | — | 333 | — | 11.45 | — | — |
| 327 | — | 7.15 | — | — | 359 | T. VV | 7.55 | — | — | 360 | X. VV | 10.15 | — | — | 324 | — | 12.00 | — | — |
| 359 | X. VV | 7.15 | — | — | 327 | — | 8.00 | — | — | 327 | — | 10.15 | — | — | 320 | — | 12.05 | — | — |
| 308 | — | 7.20 | — | — | 360 | T. VV | 8.05 | — | — | 350 | X. VV | 10.30 | — | — | 313 | — | 12.15 | — | — |
| 360 | X. VV | 7.30 | — | — | 308 | T. VV | 8.10 | — | — | 352 | X. DTN | 10.30 | — | — | 314 | — | 12.30 | — | — |
| 310 | — | 7.30 | — | — | 310 | — | 8.15 | — | — | 387 | — | 10.30 | — | — | 327 | — | 12.30 | — | — |
| 317 | — | 7.50 | — | — | 350 | T. VV | 8.40 | — | — | 362 | X. OT | 10.35 | — | — | 352 | — | 12.40 | — | — |
| 362 | X. OT | 8.00 | — | — | 362 | T. OT | 8.40 | — | — | 342 | X. VV | 10.50 | — | — | 382 | — | 12.45 | — | — |
| 319 | — | 8.00 | — | — | 318 | — | 8.40 | — | — | 377 | X. VV | 10.50 | — | — | 316 | — | 1.00 | — | — |
| 318 | X. VOD | 8.00 | — | — | 319 | — | 8.45 | — | — | 316 | — | 10.55 | — | — | 318 | — | 1.00 | — | — |
| 350 | X. VV | 8.00 | — | — | 358 | T. VV | 8.50 | — | — | 310 | — | 11.00 | — | — | 324 | — | 1.10 | — | — |
| 358 | X. VV | 8.10 | — | — | 320 | — | 9.00 | — | — | 333 | — | 11.00 | — | — | 310 | — | 1.15 | — | — |
| 320 | — | 8.15 | — | — | 342 | T. VV | 9.00 | — | — | 381 | — | 11.00 | — | — | 350 | — | 1.25 | — | — |
| 377 | X. VV | 8.20 | — | — | 377 | T. VV | 9.00 | — | — | 355 | X. VV | 11.15 | — | — | 320 | — | 1.30 | — | — |
| 342 | X. VV | 8.20 | — | — | 381 | T. OT | 9.10 | — | — | 314 | — | 11.40 | — | — | 308 | — | 1.40 | — | — |
| 381 | X. OT | 8.30 | — | — | 359 | T. VV | 9.15 | — | — | 352 | — | 11.45 | — | — | 313 | — | 1.45 | — | — |
| 359 | X. VV | 8.30 | — | — | 382 | — | 9.15 | — | — | 318 | — | 12.15 | — | — | 307 | — | 1.45 | — | — |
| 382 | — | 8.30 | — | — | 355 | T. VV | 9.25 | — | — | 316 | — | 12.20 | — | — | 342 | — | 1.45 | — | — |
| 387 | — | 8.40 | — | — | 327 | — | 9.30 | — | — | 333 | — | 12.20 | — | — | 373 | — | 1.45 | — | — |
| 360 | X. VV | 8.40 | — | — | 387 | — | 9.30 | — | — | 310 | — | 12.30 | — | — | 327 | — | 2.00 | — | — |
| 308 | X. VH | 8.45 | — | — | 360 | T. VV | 9.30 | — | — | 324 | — | 12.40 | — | — | 355 | — | 2.10 | — | — |
| 322 | X. CC | 8.45 | — | — | 323 | — | 9.45 | — | — | 320 | — | 12.45 | — | — | 318 | — | 2.15 | — | — |
| 313 | — | 8.45 | — | — | 350 | T. VV | 9.55 | — | — | 313 | — | 1.00 | — | — | 382 | — | 2.15 | — | — |
| 355 | X. VV | 8.45 | — | — | 362 | T. OT | 9.55 | — | — | 327 | — | 1.15 | — | — | 324 | — | 2.20 | — | — |
| 327 | — | 8.45 | — | — | 377 | T. VV | 10.15 | — | — | 352 | — | 1.25 | — | — | 312 | — | 2.30 | — | — |
| 323 | — | 9.00 | — | — | 333 | — | 10.15 | — | — | 382 | — | 1.30 | — | — | 323 | — | 2.30 | — | — |
| 350 | X. VV | 9.15 | — | — | 342 | T. VV | 10.15 | — | — | 318 | P 6 | 1.45 | — | — | 350 | — | 2.50 | — | — |
| 318 | — | 9.15 | — | — | 381 | — | 10.20 | — | — | 324 | — | 1.45 | — | — | 308 | — | 2.50 | — | — |
| 361 | X. OT | 9.15 | — | — | 355 | T. VV | 10.40 | — | — | 312 | — | 2.00 | — | — | 320 | — | 2.50 | — | — |
| 324 | — | 9.20 | — | — | 306 | — | 10.45 | — | — | 323 | P 6 | 2.00 | — | — | 307 | — | 3.00 | — | — |

| MEADOWLANDS (24010) | | | | | JEPPE STREET | | | | | MEADOWLANDS (24002) | | | | | WESTCOL | | | | |
|---------------------|--------|------|------|---|--------------|-----|------|------|---|---------------------|-----|-------|------|---|---------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 350 | — | 2 10 | — | — | 373 | — | 3 00 | — | — | 325 | — | 9 30 | — | — | 338 | — | 10 03 | — | — |
| 320 | — | 2 15 | — | — | 342 | — | 3 05 | — | — | 369 | — | 9 45 | — | — | 383 | — | 10 45 | — | — |
| 308 | — | 2 15 | — | — | 333 | — | 3 10 | — | — | 329 | — | 10 00 | — | — | 336 | — | 11 00 | — | — |
| 307 | P 6 | 2 30 | — | — | 387 | — | 3 15 | — | — | 330 | — | 10 15 | — | — | 302 | — | 11 15 | — | — |
| 342 | — | 2 30 | — | — | 355 | — | 3 35 | — | — | 301 | — | 10 30 | — | — | 372 | — | 11 30 | — | — |
| 373 | — | 2 30 | — | — | 352 | — | 3 40 | — | — | 331 | — | 10 45 | — | — | 334 | — | 11 45 | — | — |
| 387 | X. PTN | 2 45 | — | — | 382 | — | 3 45 | — | — | 334 | — | 11 00 | — | — | 338 | — | 12 00 | — | — |
| 355 | — | 2 55 | — | — | 350 | — | 4 10 | — | — | 338 | — | 11 15 | — | — | 383 | — | 12 15 | — | — |
| 382 | — | 3 00 | — | — | 345 | — | 4 15 | — | — | 383 | — | 11 30 | — | — | 336 | — | 12 30 | — | — |
| 345 | — | 3 15 | — | — | 333 | — | 4 30 | — | — | 336 | — | 11 45 | — | — | 302 | — | 12 45 | — | — |
| 350 | — | 3 30 | — | — | 387 | — | 4 45 | — | — | 302 | — | 12 00 | — | — | 372 | — | 1 00 | — | — |
| 333 | — | 3 45 | — | — | 352 | — | 5 00 | — | — | 372 | — | 12 15 | — | — | 325 | — | 1 15 | — | — |
| 387 | — | 4 00 | — | — | 333 | — | 6 00 | — | — | 334 | — | 12 30 | — | — | 369 | — | 1 30 | — | — |
| 352 | — | 4 15 | — | — | 352 | — | 6 30 | — | — | 338 | — | 12 45 | — | — | 329 | — | 1 45 | — | — |
| 333 | — | 5 15 | — | — | | | | | | 383 | — | 1 00 | — | — | 330 | — | 2 00 | — | — |
| 352 | — | 5 45 | — | — | | | | | | 336 | — | 1 15 | — | — | 331 | — | 2 30 | — | — |
| | | | | | | | | | | 302 | — | 1 30 | — | — | 325 | — | 2 45 | — | — |
| | | | | | | | | | | 372 | — | 1 45 | — | — | 369 | — | 3 00 | — | — |
| | | | | | | | | | | 325 | — | 2 00 | — | — | 329 | — | 3 15 | — | — |
| | | | | | | | | | | 369 | — | 2 15 | — | — | 330 | — | 3 30 | — | — |
| | | | | | | | | | | 329 | — | 2 30 | — | — | 338 | — | 3 45 | — | — |
| | | | | | | | | | | 330 | — | 2 45 | — | — | 331 | — | 4 00 | — | — |
| | | | | | | | | | | 331 | — | 3 15 | — | — | 334 | — | 4 15 | — | — |
| | | | | | | | | | | 325 | — | 3 30 | — | — | 349 | — | 4 30 | — | — |
| | | | | | | | | | | 369 | — | 3 45 | — | — | 383 | — | 4 45 | — | — |
| | | | | | | | | | | 329 | — | 4 00 | — | — | 367 | — | 5 00 | — | — |
| | | | | | | | | | | 330 | — | 4 15 | — | — | 338 | — | 5 15 | — | — |
| | | | | | | | | | | 338 | — | 4 30 | — | — | 336 | — | 5 30 | — | — |
| | | | | | | | | | | 331 | — | 4 45 | — | — | 334 | — | 5 45 | — | — |
| | | | | | | | | | | 334 | — | 5 00 | — | — | 349 | — | 6 00 | — | — |
| | | | | | | | | | | 349 | — | 5 15 | — | — | 383 | — | 6 20 | — | — |
| | | | | | | | | | | 383 | — | 5 30 | — | — | 367 | — | 6 40 | — | — |
| | | | | | | | | | | 367 | — | 5 50 | — | — | 336 | — | 7 00 | — | — |
| | | | | | | | | | | 338 | — | 6 00 | — | — | 349 | — | 7 30 | — | — |
| | | | | | | | | | | 336 | — | 6 15 | — | — | 367 | — | 8 00 | — | — |
| | | | | | | | | | | 334 | — | 6 30 | — | — | | | | | |
| | | | | | | | | | | 349 | — | 6 45 | — | — | | | | | |
| | | | | | | | | | | 367 | — | 7 15 | — | — | | | | | |

MEADOWLANDS (24010)

JEPPE STREET

MEADOWLANDS (24002)

WESTCOL

MEADOWLANDS (24002)

WESTCOL

| MEADOWLANDS (24001) | | | | | BARAGWANATH | | | | | DIEPKLOOF DK 4 (24003) | | | | | RANDBURG | | | | |
|---------------------|--------|-------|------|---|-------------|-----|-------|------|---|------------------------|-------|------|------|---|----------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 363 | — | 5.20 | — | — | 311 | — | 7.00 | — | — | 396 | 5.1.3 | 6.45 | — | — | 396 | — | 1115 | — | — |
| 345 | — | 5.45 | — | — | 326 | — | 8.20 | — | — | | | | | | | | | | |
| 311 | — | 6.00 | — | — | 388 | — | 9.00 | — | — | | | | | | | | | | |
| 390 | — | 7.15 | — | — | 332 | — | 9.40 | — | — | | | | | | | | | | |
| 326 | — | 7.20 | — | — | 340 | — | 10.20 | — | — | | | | | | | | | | |
| 311 | — | 8.00 | — | — | 388 | — | 11.00 | — | — | 363 | — | 6.00 | — | — | 363 | — | 12130 | — | — |
| 326 | — | 9.20 | — | — | 332 | — | 11.40 | — | — | 345 | — | 6.30 | — | — | 345 | — | 1110 | — | — |
| 388 | — | 10.00 | — | — | 349 | — | 11.45 | — | — | | | | | | | | | | |
| 332 | — | 10.40 | — | — | 358 | — | 12.00 | — | — | | | | | | | | | | |
| 349 | — | 10.45 | — | — | 341 | — | 12.15 | — | — | | | | | | | | | | |
| 340 | — | 11.20 | — | — | 340 | — | 12.20 | — | — | | | | | | | | | | |
| 341 | X. VOD | 11.30 | — | — | 359 | — | 12.30 | — | — | 378 | — | 6.40 | — | — | 378 | — | 1115 | — | — |
| 388 | — | 12.00 | — | — | 360 | — | 12.45 | — | — | | | | | | | | | | |
| 319 | — | 12.30 | — | — | 311 | — | 1.00 | — | — | | | | | | | | | | |
| 349 | — | 12.45 | — | — | 319 | — | 1.15 | — | — | | | | | | | | | | |
| 358 | — | 1.00 | — | — | 363 | — | 1.30 | — | — | | | | | | | | | | |
| 306 | — | 1.05 | — | — | 317 | — | 1.40 | — | — | | | | | | | | | | |
| 341 | — | 1.10 | — | — | 358 | — | 2.00 | — | — | 312 | — | 6.00 | — | — | 312 | — | 7.00 | — | — |
| 305 | — | 1.20 | — | — | 359 | — | 2.15 | — | — | 322 | — | 7.00 | — | — | 322 | — | 8.00 | — | — |
| 340 | — | 1.20 | — | — | 378 | — | 2.15 | — | — | 312 | — | 8.00 | — | — | 312 | — | 1100 | — | — |
| 359 | — | 1.30 | — | — | 326 | — | 2.20 | — | — | | | | | | 322 | — | 2100 | — | — |
| 360 | — | 1.45 | — | — | 345 | — | 2.30 | — | — | | | | | | | | | | |
| 311 | — | 2.00 | — | — | 360 | — | 2.30 | — | — | | | | | | | | | | |
| 319 | — | 2.15 | — | — | 396 | — | 2.30 | — | — | | | | | | | | | | |
| 363 | — | 2.15 | — | — | 377 | — | 2.40 | — | — | | | | | | | | | | |
| 317 | — | 2.40 | — | — | 311 | — | 3.00 | — | — | 323 | — | 7.00 | — | — | 323 | — | 8.00 | — | — |
| 322 | — | 3.00 | — | — | 363 | — | 3.00 | — | — | | | | | | 323 | — | 1100 | — | — |
| 326 | — | 3.20 | — | — | 317 | — | 3.40 | — | — | | | | | | | | | | |
| 396 | — | 3.30 | — | — | 341 | — | 3.50 | — | — | | | | | | | | | | |
| 311 | — | 4.00 | — | — | 322 | — | 4.00 | — | — | | | | | | | | | | |
| 377 | — | 4.00 | — | — | 326 | — | 4.20 | — | — | | | | | | | | | | |
| 317 | — | 4.40 | — | — | 340 | — | 4.25 | — | — | | | | | | | | | | |
| 341 | — | 4.40 | — | — | 388 | — | 5.00 | — | — | | | | | | | | | | |
| 326 | — | 5.20 | — | — | 341 | — | 5.40 | — | — | | | | | | | | | | |
| 340 | — | 5.25 | — | — | 340 | — | 6.20 | — | — | | | | | | | | | | |
| 388 | — | 6.00 | — | — | 388 | — | 7.00 | — | — | | | | | | | | | | |
| 341 | — | 6.40 | — | — | 341 | — | 7.20 | — | — | | | | | | | | | | |

Sunday only

| MEADOWLANDS ZONES (24011) | | | | | DUBE STATION | | | | | MEADOWLANDS ZONES (24011) | | | | | DUBE STATION | | | | |
|---------------------------|------|-------|------|---|--------------|-------|-------|------|---|---------------------------|------|------|------|---|--------------|------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 311 | 78 | 5.30 | — | — | 311 | 78 | 5.50 | — | — | 336 | 87 | 2 30 | — | — | 343 | 1098 | 3 10 | — | — |
| 311 | 78 | 6.10 | — | — | 311 | 78 | 6.30 | — | — | 388 | 1098 | 2 30 | — | — | 403 | 78 | 3 10 | — | — |
| 311 | 78 | 6.50 | — | — | 311 | 78 | 7.10 | — | — | 343 | 1098 | 2 50 | — | — | 331 | 78 | 3 30 | — | — |
| 336 | 87 | 7.10 | — | — | 336 | 87 | 7.30 | — | — | 403 | 78 | 2 50 | — | — | 336 | 87 | 3 30 | — | — |
| 311 | 78 | 7.30 | — | — | 311 | 78 | 7.50 | — | — | 336 | 87 | 3 10 | — | — | 343 | 1098 | 3 50 | — | — |
| 343 | 1098 | 7.30 | — | — | 343 | 1098 | 7.50 | — | — | 331 | 78 | 3 15 | — | — | 336 | 87 | 4 10 | — | — |
| 336 | 87 | 7.50 | — | — | 336 | 87 | 8.10 | — | — | 343 | 1098 | 3 30 | — | — | 403 | 78 | 4 30 | — | — |
| 311 | 78 | 8.10 | — | — | 343 | 1098 | 8.30 | — | — | 403 | 78 | 3 30 | — | — | 388 | 1098 | 4 50 | — | — |
| 343 | 1098 | 8.10 | — | — | 336 | 87 | 8.50 | — | — | 331 | 78 | 3 45 | — | — | 397 | 78 | 4 50 | — | — |
| 336 | 87 | 8.30 | — | — | 343 | 1098 | 9.10 | — | — | 336 | 87 | 3 50 | — | — | 342 | 78 | 5 00 | — | — |
| 343 | 1098 | 8.50 | — | — | 336 | 87 | 9.30 | — | — | 343 | 1098 | 4 10 | — | — | 388 | 1098 | 5 30 | — | — |
| 336 | 87 | 9.10 | — | — | 343 | 1098 | 9.50 | — | — | 403 | 78 | 4 10 | — | — | 397 | 78 | 5 30 | — | — |
| 343 | 1098 | 9.30 | — | — | 336 | 87 | 10.10 | — | — | 388 | 1098 | 4 30 | — | — | 342 | 87 | 5 40 | — | — |
| 336 | 87 | 9.50 | — | — | 343 | 10987 | 10.30 | — | — | 397 | 78 | 4 30 | — | — | 388 | 1098 | 6 10 | — | — |
| 343 | 1098 | 10.10 | — | — | 388 | 10987 | 10.50 | — | — | 388 | 1098 | 5 10 | — | — | 397 | 78 | 6 10 | — | — |
| 388 | 1098 | 10.30 | — | — | 311 | 87 | 11.10 | — | — | 397 | 78 | 5 10 | — | — | 342 | 78 | 6 20 | — | — |
| 311 | 87 | 10.50 | — | — | 388 | 10987 | 11.30 | — | — | 342 | 87 | 5 20 | — | — | 353 | 78 | 6 30 | — | — |
| 343 | 1098 | 10.50 | — | — | 397 | 78 | 11.30 | — | — | 388 | 1098 | 5 50 | — | — | 403 | 1098 | 6 30 | — | — |
| 388 | 1098 | 11.10 | — | — | 311 | 87 | 11.50 | — | — | 397 | 78 | 5 50 | — | — | 397 | 78 | 6 50 | — | — |
| 397 | 78 | 11.10 | — | — | 388 | 10987 | 12 10 | — | — | 342 | 87 | 6 00 | — | — | 342 | 87 | 7 00 | — | — |
| 311 | 87 | 11.30 | — | — | 397 | 78 | 12 10 | — | — | 388 | 1098 | 6 30 | — | — | 353 | 78 | 7 00 | — | — |
| 388 | 1098 | 11.50 | — | — | 311 | 87 | 12.30 | — | — | 397 | 78 | 6 30 | — | — | 403 | 1098 | 7 10 | — | — |
| 397 | 78 | 11.50 | — | — | 388 | 10987 | 12.50 | — | — | 342 | 87 | 6 40 | — | — | 353 | 78 | 7 30 | — | — |
| 311 | 87 | 12 10 | — | — | 397 | 87 | 12.50 | — | — | 353 | 78 | 6 45 | — | — | 397 | 78 | 7 30 | — | — |
| 388 | 1098 | 12.30 | — | — | 311 | 87 | 1 10 | — | — | 403 | 1098 | 6 50 | — | — | 399 | 78 | 7 40 | — | — |
| 397 | 78 | 12.30 | — | — | 336 | | | | | | | | | | | | | | |

| MEADOWLANDS (24002) | | | | | WESTCOL | | | | | MEADOWLANDS (24002) | | | | | WESTCOL | | | | |
|---------------------|-----|------------------|------|---|---------|-----|------------------|------|---|---------------------|-----|-----------------|------|---|---------|-----|-----------------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 312 | — | 5.30 | — | — | 312 | — | 6.20 | — | — | 355 | — | 6 ¹⁰ | — | — | 355 | — | 7 ⁰⁰ | — | — |
| 313 | — | 5.50 | — | — | 313 | — | 6.40 | — | — | 373 | — | 6 ³⁰ | — | — | 373 | — | 7 ²⁰ | — | — |
| 318 | — | 6.10 | — | — | 318 | — | 7.00 | — | — | | | | | | | | | | |
| 321 | — | 6.30 | — | — | 321 | — | 7.20 | — | — | | | | | | | | | | |
| 326 | — | 6.50 | — | — | 326 | — | 7.40 | — | — | | | | | | | | | | |
| 312 | — | 7.10 | — | — | 312 | — | 8.00 | — | — | | | | | | | | | | |
| 313 | — | 7.30 | — | — | 313 | — | 8.20 | — | — | | | | | | | | | | |
| 318 | — | 7.50 | — | — | 318 | — | 8.40 | — | — | | | | | | | | | | |
| 321 | — | 8.10 | — | — | 321 | — | 9.00 | — | — | | | | | | | | | | |
| 326 | — | 8.30 | — | — | 326 | — | 9.20 | — | — | | | | | | | | | | |
| 349 | — | 8.50 | — | — | 349 | — | 9.40 | — | — | | | | | | | | | | |
| 313 | — | 9.10 | — | — | 376 | — | 10.00 | — | — | | | | | | | | | | |
| 351 | — | 9.30 | — | — | 351 | — | 10.20 | — | — | | | | | | | | | | |
| 355 | — | 9.50 | — | — | 355 | — | 10.40 | — | — | | | | | | | | | | |
| 373 | — | 10.10 | — | — | 373 | — | 11.00 | — | — | | | | | | | | | | |
| 349 | — | 10.30 | — | — | 349 | — | 11.20 | — | — | | | | | | | | | | |
| 376 | — | 10.50 | — | — | 376 | — | 11.40 | — | — | | | | | | | | | | |
| 351 | — | 11.10 | — | — | 351 | — | 12 ⁰⁰ | — | — | | | | | | | | | | |
| 355 | — | 11.30 | — | — | 355 | — | 12 ²⁰ | — | — | | | | | | | | | | |
| 373 | — | 11.50 | — | — | 373 | — | 12 ⁴⁰ | — | — | | | | | | | | | | |
| 312 | — | 12 ¹⁰ | — | — | 312 | — | 1 ⁰⁰ | — | — | | | | | | | | | | |
| 376 | — | 12 ³⁰ | — | — | 376 | — | 1 ²⁰ | — | — | | | | | | | | | | |
| 318 | — | 12 ⁵⁰ | — | — | 318 | — | 1 ⁴⁰ | — | — | | | | | | | | | | |
| 321 | — | 1 ¹⁰ | — | — | 321 | — | 2 ⁰⁰ | — | — | | | | | | | | | | |
| 326 | — | 1 ³⁰ | — | — | 326 | — | 2 ²⁰ | — | — | | | | | | | | | | |
| 312 | — | 1 ⁵⁰ | — | — | 312 | — | 2 ⁴⁰ | — | — | | | | | | | | | | |
| 313 | — | 2 ¹⁰ | — | — | 313 | — | 3 ⁰⁰ | — | — | | | | | | | | | | |
| 318 | — | 2 ³⁰ | — | — | 318 | — | 3 ²⁰ | — | — | | | | | | | | | | |
| 321 | — | 2 ⁵⁰ | — | — | 321 | — | 3 ⁴⁰ | — | — | | | | | | | | | | |
| 326 | — | 3 ¹⁰ | — | — | 326 | — | 4 ⁰⁰ | — | — | | | | | | | | | | |
| 349 | — | 3 ³⁰ | — | — | 349 | — | 4 ²⁰ | — | — | | | | | | | | | | |
| 313 | — | 3 ⁵⁰ | — | — | 313 | — | 4 ⁴⁰ | — | — | | | | | | | | | | |
| 351 | — | 4 ¹⁰ | — | — | 351 | — | 5 ⁰⁰ | — | — | | | | | | | | | | |
| 355 | — | 4 ³⁰ | — | — | 355 | — | 5 ²⁰ | — | — | | | | | | | | | | |
| 373 | — | 4 ⁵⁰ | — | — | 373 | — | 5 ⁴⁰ | — | — | | | | | | | | | | |
| 349 | — | 5 ¹⁰ | — | — | 351 | — | 6 ⁰⁰ | — | — | | | | | | | | | | |
| 376 | — | 5 ³⁰ | — | — | 376 | — | 6 ²⁰ | — | — | | | | | | | | | | |
| 351 | — | 5 ⁵⁰ | — | — | 351 | — | 6 ⁴⁰ | — | — | | | | | | | | | | |

JEPPE STREET

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-----|-------|------|---|-----|-----|-------|------|---|-----|-----|------|------|---|-----|-----|------|------|---|
| 314 | — | 6.00 | — | — | 314 | — | 6.50 | — | — | 393 | — | 6.40 | — | — | 393 | — | 7 30 | — | — |
| 319 | — | 6.20 | — | — | 319 | — | 7.10 | — | — | | | | | | | | | | |
| 324 | — | 6.40 | — | — | 324 | — | 7.30 | — | — | | | | | | | | | | |
| 332 | — | 7.00 | — | — | 332 | — | 7.50 | — | — | | | | | | | | | | |
| 341 | — | 7.20 | — | — | 341 | — | 8.10 | — | — | | | | | | | | | | |
| 314 | — | 7.40 | — | — | 314 | — | 8.30 | — | — | | | | | | | | | | |
| 319 | — | 8.00 | — | — | 319 | — | 8.50 | — | — | | | | | | | | | | |
| 324 | — | 8.20 | — | — | 324 | — | 9.10 | — | — | | | | | | | | | | |
| 332 | — | 8.40 | — | — | 332 | — | 9.30 | — | — | | | | | | | | | | |
| 341 | — | 9.00 | — | — | 341 | — | 9.50 | — | — | | | | | | | | | | |
| 314 | — | 9.20 | — | — | 380 | — | 10.10 | — | — | | | | | | | | | | |
| 319 | — | 9.40 | — | — | 382 | — | 10.30 | — | — | | | | | | | | | | |
| 324 | — | 10.00 | — | — | 391 | — | 10.50 | — | — | | | | | | | | | | |
| 332 | — | 10.20 | — | — | 393 | — | 11.10 | — | — | | | | | | | | | | |
| 387 | — | 10.40 | — | — | 387 | — | 11.30 | — | — | | | | | | | | | | |
| 380 | — | 11.00 | — | — | 380 | — | 11.50 | — | — | | | | | | | | | | |
| 382 | — | 11.20 | — | — | 382 | — | 12 10 | — | — | | | | | | | | | | |
| 391 | — | 11.40 | — | — | 391 | — | 12 30 | — | — | | | | | | | | | | |
| 393 | — | 12 00 | — | — | 393 | — | 12 50 | — | — | | | | | | | | | | |
| 387 | — | 12 20 | — | — | 387 | — | 1 10 | — | — | | | | | | | | | | |
| 380 | — | 12 40 | — | — | 314 | — | 1 30 | — | — | | | | | | | | | | |
| 382 | — | 1 00 | — | — | 319 | — | 1 50 | — | — | | | | | | | | | | |
| 391 | — | 1 20 | — | — | 324 | — | 2 10 | — | — | | | | | | | | | | |
| 332 | — | 1 40 | — | — | 332 | — | 2 30 | — | — | | | | | | | | | | |
| 341 | — | 2 00 | — | — | 341 | — | 2 50 | — | — | | | | | | | | | | |
| 314 | — | 2 20 | — | — | 314 | — | 3 10 | — | — | | | | | | | | | | |
| 319 | — | 2 40 | — | — | 319 | — | 3 30 | — | — | | | | | | | | | | |
| 324 | — | 3 00 | — | — | 324 | — | 3 50 | — | — | | | | | | | | | | |
| 332 | — | 3 20 | — | — | 393 | — | 4 10 | — | — | | | | | | | | | | |
| 341 | — | 3 40 | — | — | 341 | — | 4 30 | — | — | | | | | | | | | | |
| 380 | — | 4 00 | — | — | 380 | — | 4 50 | — | — | | | | | | | | | | |
| 382 | — | 4 20 | — | — | 382 | — | 5 10 | — | — | | | | | | | | | | |
| 391 | — | 4 40 | — | — | 391 | — | 5 30 | — | — | | | | | | | | | | |
| 393 | — | 5 00 | — | — | 393 | — | 5 50 | — | — | | | | | | | | | | |
| 396 | — | 5 20 | — | — | 396 | — | 6 10 | — | — | | | | | | | | | | |
| 380 | — | 5 40 | — | — | 380 | — | 6 30 | — | — | | | | | | | | | | |
| 382 | — | 6 00 | — | — | 382 | — | 6 50 | — | — | | | | | | | | | | |
| 391 | — | 6 20 | — | — | 391 | — | 7 10 | — | — | | | | | | | | | | |

MEADOWLANDS (24001)

BARAGWANATH

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-----|-------|------|---|-----|-------|-------|------|---|-----|-----|-------|------|---|-----|-----|------|------|---|
| 315 | — | 6.00 | — | — | 315 | — | 6.50 | — | — | 401 | — | 6 00 | — | — | 401 | — | 6 50 | — | — |
| 320 | — | 6.20 | — | — | 320 | — | 7.10 | — | — | 353 | TDS | 6 20 | — | — | 400 | — | 7 10 | — | — |
| 325 | — | 6.40 | — | — | 325 | — | 7.30 | — | — | 402 | — | 6 40 | — | — | 402 | — | 7 30 | — | — |
| 333 | — | 7.00 | — | — | 333 | — | 7.50 | — | — | 400 | TDS | 8 00 | — | — | | | | | |
| 342 | — | 7.20 | — | — | 342 | — | 8.10 | — | — | | | | | | | | | | |
| 315 | — | 7.40 | — | — | 350 | — | 8.50 | — | — | | | | | | | | | | |
| 320 | — | 8.00 | — | — | 325 | — | 9.10 | — | — | | | | | | | | | | |
| 325 | — | 8.25 | — | — | 333 | — | 9.30 | — | — | | | | | | | | | | |
| 333 | — | 8.40 | — | — | 342 | — | 9.50 | — | — | | | | | | | | | | |
| 342 | — | 9.00 | — | — | 352 | — | 10.10 | — | — | | | | | | | | | | |
| 352 | — | 9.20 | — | — | 315 | — | 10.30 | — | — | 400 | — | 12 00 | — | — | 400 | — | 1 15 | — | — |
| 350 | — | 9.40 | — | — | 396 | — | 10.50 | — | — | 387 | — | 4 00 | — | — | 387 | — | 5 15 | — | — |
| 325 | — | 10.00 | — | — | 320 | — | 11.10 | — | — | 400 | — | 5 00 | — | — | 400 | — | 6 15 | — | — |
| 333 | — | 10.20 | — | — | 399 | — | 11.30 | — | — | | | | | | | | | | |
| 342 | — | 10.40 | — | — | 352 | — | 11.50 | — | — | | | | | | | | | | |
| 352 | — | 11.00 | — | — | 315 | T. VV | 12 10 | — | — | | | | | | | | | | |
| 315 | — | 11.20 | — | — | 401 | — | 12 10 | — | — | | | | | | | | | | |
| 396 | — | 11.40 | — | — | 402 | — | 12 30 | — | — | | | | | | | | | | |
| 320 | — | 12 00 | — | — | 320 | — | 12 50 | — | — | | | | | | | | | | |
| 399 | — | 12 20 | — | — | 325 | — | 1 10 | — | — | | | | | | | | | | |
| 322 | VOD | 12 30 | — | — | 322 | — | 1 15 | — | — | | | | | | | | | | |
| 315 | VV | 1 00 | — | — | 333 | — | 1 30 | — | — | | | | | | | | | | |
| 401 | — | 1 00 | — | — | 401 | — | 1 50 | — | — | | | | | | | | | | |
| 331 | VOD | 1 20 | — | — | 331 | — | 2 00 | — | — | | | | | | | | | | |
| 402 | — | 1 20 | — | — | 396 | — | 2 35 | — | — | | | | | | | | | | |
| 320 | — | 1 40 | — | — | 322 | — | 3 00 | — | — | | | | | | | | | | |
| 322 | VOD | 2 00 | — | — | 353 | — | 3 40 | — | — | | | | | | | | | | |
| 333 | — | 2 20 | — | — | 350 | — | 3 50 | — | — | | | | | | | | | | |
| 401 | — | 2 40 | — | — | 396 | — | 4 00 | — | — | | | | | | | | | | |
| 331 | TDS | 2 50 | — | — | 402 | — | 4 10 | — | — | | | | | | | | | | |
| 356 | — | 3 00 | — | — | 352 | — | 4 20 | — | — | | | | | | | | | | |
| 396 | — | 3 20 | — | — | 331 | — | 4 40 | — | — | | | | | | | | | | |
| 331 | — | 4 00 | — | — | 399 | — | 4 50 | — | — | | | | | | | | | | |
| 353 | — | 4 20 | — | — | 353 | — | 5 20 | — | — | | | | | | | | | | |
| 350 | — | 4 40 | — | — | 350 | — | 5 30 | — | — | | | | | | | | | | |
| 402 | — | 5 00 | — | — | 402 | — | 5 50 | — | — | | | | | | | | | | |
| 352 | — | 5 20 | — | — | 352 | — | 6 10 | — | — | | | | | | | | | | |
| 399 | — | 5 40 | — | — | 399 | — | 6 30 | — | — | | | | | | | | | | |

BARAGWANATH (24015)

ALEX 2 SO

D.K.D. (W) 2/79

PUTCO LTD: SECTION.—DIEPKLOOF DEPOT

Specimen time-table

Monday to Friday

| DIEPKLOOF ZONE ONE (25002) | | | | | WEST STREET | | | | | DIEPKLOOF ZONE ONE (25003) | | | | | NOORD STREET | | | | |
|----------------------------|-------|------|------|---|-------------|----------|------|------|-----|----------------------------|-----|-------|------|------|--------------|---------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 503 | P 6 | 5.15 | — | — | 503 | 2, 3, 4. | 4.30 | — | — | 525 | BH | 5.15 | — | — | 506 | P 6 | 5.10 | — | — |
| 530 | P 6 | 5.30 | — | — | 523 | P 6 | 5.40 | — | — | 537 | BH | 5.30 | — | — | 509 | P 6 | 5.25 | — | — |
| 541 | P 6 | 5.40 | — | — | 519 | XNS | 5.55 | — | P 6 | 506 | BH | 5.45 | — | — | 525 | P 6 | 6.00 | — | — |
| 518 | P 6 | 5.55 | — | — | 535 | P 6 | 6.05 | — | — | 558 | BH | 6.00 | — | — | 537 | P 6 | 6.15 | — | — |
| 556 | P 6 | 6.00 | — | — | 545 | P 6 | 6.25 | — | — | 568 | BH | 6.15 | — | — | 558 | P 6 | 6.45 | — | — |
| 557 | P 6 | 6.00 | — | — | 564 | P 6 | 6.35 | — | — | 525 | BH | 6.30 | — | — | 560 | BH | 6.50 | — | — |
| 523 | P 6 | 6.05 | — | — | 503 | P 6 | 6.40 | — | — | 537 | P 6 | 6.45 | — | — | 558 | T. DK 4 | 8.00 | — | — |
| 569 | P 6 | 6.15 | — | — | 521 | X. Oph. | 6.45 | — | — | 533 | BH | 7.00 | — | — | 562 | BH | 9.15 | — | — |
| 526 | P 6 | 6.20 | — | — | 526 | P 6 | 6.45 | — | — | 558 | BH | 7.15 | — | — | 587 | BH | 11.00 | — | — |
| 519 | P 6 | 6.25 | — | — | 553 | X. NS | 6.50 | — | P 6 | 544 | BH | 7.30 | — | — | 514 | BH | 12.00 | — | — |
| 535 | P 6 | 6.30 | — | — | 511 | P 6 | 6.55 | — | — | 562 | BH | 8.30 | — | — | 590 | BH | 12.30 | — | — |
| 552 | P 6 | 6.30 | — | — | 552 | P 6 | 6.55 | — | — | 587 | BH | 10.00 | — | — | 507 | BH | 1.00 | — | — |
| 555 | P 6 | 6.30 | — | — | 570 | P 6 | 7.00 | — | — | 514 | BH | 11.00 | — | — | 514 | BH | 1.45 | — | — |
| 546 | P 6 | 6.40 | — | — | 544 | P 6 | 7.05 | — | — | 587 | BH | 12.00 | — | — | 590 | BH | 2.30 | — | — |
| 545 | P 6 | 6.50 | — | — | 546 | P 6 | 7.05 | — | — | 514 | BH | 12.45 | — | — | 537 | BH | 3.00 | — | — |
| 564 | P 6 | 7.00 | — | — | 562 | P 6 | 7.10 | — | — | 590 | BH | 1.30 | — | — | 527 | BH | 3.30 | — | — |
| 503 | P 6 | 7.05 | — | — | 545 | P 6 | 7.20 | — | — | 537 | BH | 2.15 | — | — | 566 | BH | 3.30 | — | — |
| 526 | P 6 | 7.10 | — | — | 548 | P 6 | 7.20 | — | — | 525 | BH | 3.15 | — | — | 551 | BH | 4.00 | — | — |
| 521 | P 6 | 7.15 | — | — | 549 | P 6 | 7.20 | — | — | 547 | BH | 4.15 | — | — | 573 | BH | 4.15 | — | — |
| 511 | P 6 | 7.20 | — | — | 563 | X. Oph. | 7.55 | — | P 6 | 566 | BH | 4.15 | — | F.O. | 575 | BH | 4.30 | — | — |
| 552 | P 6 | 7.20 | — | — | 562 | P 6 | 8.05 | — | — | 538 | P 6 | 5.10 | — | — | 547 | BH | 5.00 | — | — |
| 553 | P 6 | 7.25 | — | — | | | | | | 542 | P 6 | 5.20 | — | — | 518 | BH | 5.15 | — | — |
| 546 | P 6 | 7.30 | — | — | | | | | | 584 | P 6 | 5.40 | — | — | 591 | BH | 5.30 | — | — |
| 570 | P 6 | 7.30 | — | — | | | | | | | | | | | 557 | BH | 5.40 | — | — |
| 562 | P 6 | 7.40 | — | — | | | | | | | | | | | 542 | BH | 5.50 | — | — |
| 548 | P 6 | 7.50 | — | — | | | | | | | | | | | 566 | BH | 6.20 | — | — |
| 545 | P 6 | 7.50 | — | — | | | | | | | | | | | 589 | BH | 6.45 | — | — |
| 549 | P 6 | 8.00 | — | — | | | | | | | | | | | 579 | BH | 7.00 | — | — |
| 563 | P 6 | 8.15 | — | — | | | | | | | | | | | 587 | BH | 7.15 | — | — |
| 575 | P 6 | 8.10 | — | — | | | | | | | | | | | | | | | |
| 547 | T. BB | 8.45 | — | — | | | | | | | | | | | | | | | |
| 589 | P 6 | 7.30 | — | — | | | | | | | | | | | | | | | |

M.-Th.
F.O.

DIEPKLOOF ZONE TWO (25002/1)

WEST STREET

DIEPKLOOF ZONE TWO (25002/1)

WEST STREET

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-------|-------|---------|------|-----|-------|-------|------|---|-----|---------|------|------|------|-----|-------|------|------|---|
| 508 | Ind. | 4.30 | — | — | 512 | P 6. | 5.30 | — | — | 536 | T. BB | 3.50 | — | — | 536 | X. BB | 4.30 | — | — |
| 512 | Ind. | 4.50 | — | — | 536 | X. BR | 5.50 | — | — | 535 | Ind. | 4.00 | — | — | 522 | P 6 | 4.40 | — | — |
| 521 | P 6 | 5.10 | — | — | 530 | P 6 | 6.00 | — | — | 529 | P 6 | 4.10 | — | — | 533 | P 6 | 4.45 | — | — |
| 527 | P 6 | 5.20 | — | — | 518 | P 6 | 6.25 | — | — | 572 | T. N8 | 4.20 | — | Ind. | 532 | P 6 | 5.00 | — | — |
| 536 | T. BB | 5.30 | — | — | 550 | P 6 | 6.40 | — | — | 532 | P 6 | 4.30 | — | — | 543 | X. RR | 5.00 | — | — |
| 545 | BH | 5.30 | — | — | 512 | P 6 | 6.50 | — | — | 553 | P 6 | 4.30 | — | — | 553 | P 6 | 5.10 | — | — |
| 540 | P 6 | 5.40 | — | — | 532 | X. BB | 6.50 | — | — | 548 | P 6 | 4.40 | — | — | 570 | P 6 | 5.20 | — | — |
| 512 | Ind. | 6.00 | — | — | 565 | X. BB | 7.25 | — | — | 560 | T. Oph. | 4.45 | — | — | 567 | P 6 | 5.30 | — | — |
| 536 | P 6 | 6.10 | — | — | 564 | Ind. | 7.30 | — | — | 570 | P 6 | 4.50 | — | — | 528 | X. BB | 5.35 | — | — |
| 513 | Ind. | 6.20 | — | — | 516 | Ind. | 7.45 | — | — | 536 | P 6 | 5.10 | — | — | 522 | P 6 | 5.40 | — | — |
| 570 | P 6 | 6.25 | X. DK 2 | Shop | 521 | Ind. | 8.00 | — | — | 528 | T. BB | 5.05 | — | — | 521 | X. BB | 5.40 | — | — |
| 530 | Ind. | 6.30 | — | — | 565 | Ind. | 8.30 | — | — | 522 | P 6 | 5.10 | — | — | 533 | P 6 | 5.45 | — | — |
| 518 | Ind. | 6.50 | — | — | 561 | Ind. | 9.00 | — | — | 533 | P 6 | 5.15 | — | — | 526 | P 6 | 5.50 | — | — |
| 550 | P 6 | 7.10 | — | — | 576 | Ind. | 9.15 | — | — | 532 | P 6 | 5.30 | — | — | 543 | P 6 | 6.00 | — | — |
| 532 | Ind. | 7.20 | — | — | 579 | Ind. | 9.30 | — | — | 543 | P 6 | 5.30 | — | — | 549 | Ind. | 6.05 | — | — |
| 512 | Ind. | 7.30 | — | — | 502 | Ind. | 9.45 | — | — | 553 | P 6 | 5.40 | — | — | 553 | Ind. | 6.10 | — | — |
| 565 | Ind. | 7.50 | — | — | 506 | Ind. | 10.00 | — | — | 570 | P 6 | 5.50 | — | — | 559 | X. BR | 6.15 | — | — |
| 564 | Ind. | 8.10 | — | — | 571 | Ind. | 10.15 | — | — | 594 | P 6 | 7.10 | — | — | 558 | P 6 | 6.20 | — | — |
| 516 | Ind. | 8.30 | — | — | 575 | Ind. | 10.30 | — | — | 573 | P 6 | 7.15 | — | — | 570 | Ind. | 6.20 | — | — |
| 579 | Ind. | 8.45 | — | — | 582 | Ind. | 10.45 | — | — | | | | | | 594 | P 6 | 6.30 | — | — |
| 581 | Ind. | 9.00 | — | — | 579 | Ind. | 11.00 | — | — | | | | | | 573 | P 6 | 6.45 | — | — |
| 584 | Ind. | 9.20 | — | — | 506 | Ind. | 11.30 | — | — | | | | | | 588 | Ind. | 7.00 | — | — |
| 571 | Ind. | 9.40 | — | — | 508 | Ind. | 12.00 | — | — | | | | | | 580 | Ind. | 7.30 | — | — |
| 576 | Ind. | 10.00 | — | — | 511 | Ind. | 12.30 | — | — | | | | | | 581 | Ind. | 7.45 | — | — |
| 579 | Ind. | 10.15 | — | — | 592 | Ind. | 1.00 | — | — | | | | | | 593 | Ind. | 8.30 | — | — |
| 502 | Ind. | 10.30 | — | — | 508 | Ind. | 1.30 | — | — | | | | | | | | | | |
| 506 | Ind. | 10.45 | — | — | 511 | Ind. | 2.00 | — | — | | | | | | | | | | |
| 571 | Ind. | 11.00 | — | — | 515 | Ind. | 2.20 | — | — | | | | | | | | | | |
| 575 | Ind. | 11.15 | — | — | 554 | Ind. | 2.40 | — | — | | | | | | | | | | |
| 510 | Ind. | 11.30 | — | — | 536 | Ind. | 3.00 | — | — | | | | | | | | | | |
| 511 | Ind. | 11.45 | — | — | 535 | Ind. | 3.15 | — | — | | | | | | | | | | |
| 593 | Ind. | 12.15 | — | — | 529 | Ind. | 3.30 | — | — | | | | | | | | | | |
| 508 | Ind. | 12.45 | — | — | 532 | Ind. | 3.45 | — | — | | | | | | | | | | |
| 511 | Ind. | 1.15 | — | — | 553 | P 6 | 4.00 | — | — | | | | | | | | | | |
| 592 | Ind. | 1.45 | — | — | 548 | P 6 | 4.10 | — | — | | | | | | | | | | |
| 524 | Ind. | 2.15 | — | — | 540 | P 6 | 4.15 | — | — | | | | | | | | | | |
| 529 | Ind. | 2.45 | — | — | 570 | P 6 | 4.20 | — | — | | | | | | | | | | |
| 554 | Ind. | 3.30 | — | — | 528 | P 6 | 4.30 | — | — | | | | | | | | | | |

| DIEPKLOOF ZONE THREE (25001/2) | | | | | WEST STREET | | | | | DIEPKLOOF ZONE THREE (25001/2) | | | | | WEST STREET | | | | |
|--------------------------------|---------|------|------|------|-------------|--------|------|------|---------|--------------------------------|--------|------|------|---------|-------------|--------|------|------|-------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 517 | P 6 | 5.00 | — | — | 503 | P 6 | 5.45 | — | — | 564 | P 6 | 5 50 | — | — | 551 | P 6 | 6 20 | — | — |
| 511 | Ind. | 5.25 | — | — | 540 | P 6 | 6.05 | — | — | 559 | T. BB | 5 50 | — | — | 568 | Ind. | 6 30 | — | — |
| 544 | P 6 | 5.45 | — | — | 511 | T. DKO | 6.05 | — | P 6 | 558 | P 6 | 5 55 | — | — | 575 | Ind. | 6 40 | — | — |
| 559 | P 6 | 6.00 | — | — | 554 | X. BB | 6.20 | — | — | 565 | P 6 | 6 00 | — | — | 576 | Ind. | 6 50 | — | — |
| 554 | T. BB | 6.00 | — | — | 549 | P 6 | 6.25 | — | — | 580 | Ind. | 6 45 | — | — | 593 | Ind. | 7 00 | — | — |
| 503 | P 6 | 6.10 | — | — | 523 | P 6 | 6.30 | — | — | 593 | Ind. | 7 45 | — | — | | | | | |
| 564 | X. DKO | 6.10 | — | — | 516 | T. DKO | 6.35 | — | X. Oph. | | | | | | | | | | |
| 532 | T. BB | 6.20 | — | — | 536 | P 6 | 6.40 | — | — | | | | | | | | | | |
| 520 | P 6 | 6.25 | — | — | 565 | X. BB | 6.40 | — | — | MERABE GARAGE (25004) | | | | | BARAGWANATH | | | | |
| 522 | P 6 | 6.30 | — | — | 569 | P 6 | 6.45 | — | — | 540 | X. DK3 | 6 25 | — | 1, 4, 5 | 589 | V. OE | 2 00 | — | — |
| 551 | T. BB | 6.30 | — | — | 555 | P 6 | 6.55 | — | — | 589 | V. OE | 2 45 | — | — | 531 | V. OE | 2 45 | — | — |
| 511 | X. DKO | 6.30 | — | — | 522 | P 6 | 7.00 | — | — | 531 | V. OE | 3 30 | — | — | 589 | V. OE | 3 30 | — | — |
| 554 | P 6 | 6.40 | — | — | 527 | P 6 | 7.10 | — | — | 531 | T. WS | 5 00 | — | — | 531 | V. OE | 4 15 | — | T. OW |
| 528 | P 6 | 6.45 | — | — | 523 | P 6 | 7.30 | — | — | | | | | | | | | | |
| 549 | P 6 | 6.50 | — | — | 569 | P 6 | 7.40 | — | — | AM SCHOOLS | | | | | PM SCHOOLS | | | | |
| 523 | P 6 | 7.00 | — | — | 524 | Ind. | 3 00 | — | — | 515 | BH-SHP | 7.30 | — | — | 544 | SHP-BH | 3 30 | — | — |
| 516 | X. DKO | 7.00 | — | — | 533 | Ind. | 3 15 | — | — | | | | | | | | | | |
| 565 | T. BB | 7.00 | — | — | 565 | P 6 | 3 30 | — | F.O. | | | | | | | | | | |
| 536 | P 6 | 7.10 | — | — | 560 | Ind. | 3 30 | — | — | | | | | | | | | | |
| 569 | P 6 | 7.10 | — | — | 542 | P 6 | 3 45 | — | — | | | | | | | | | | |
| 555 | Ind. | 7.20 | — | — | 550 | Ind. | 4 00 | — | — | | | | | | | | | | |
| 522 | P 6 | 7.30 | — | — | 565 | P 6 | 4 10 | — | M.-Th. | | | | | | | | | | |
| 527 | P 6 | 7.40 | — | — | 564 | P 6 | 4 20 | — | — | | | | | | | | | | |
| 540 | P 6 | 7.50 | — | — | 557 | P 6 | 4 30 | — | — | | | | | | | | | | |
| 523 | P 6 | 8.00 | — | — | 565 | P 6 | 4 30 | — | F.O. | | | | | | | | | | |
| 569 | Ind. | 8.15 | — | — | 561 | X. BB | 4 35 | — | — | | | | | | | | | | |
| 524 | Ind. | 3 45 | — | — | 535 | P 6 | 4 45 | — | — | | | | | | | | | | |
| 533 | Ind. | 4 00 | — | F.O. | 545 | P 6 | 5 00 | — | — | | | | | | | | | | |
| 565 | P 6 | 4 00 | — | — | 548 | P 6 | 5 10 | — | — | | | | | | | | | | |
| 560 | Ind. | 4 15 | — | — | 564 | P 6 | 5 20 | — | — | | | | | | | | | | |
| 542 | P 6 | 4 15 | — | — | 559 | X. HRD | 5 20 | — | — | | | | | | | | | | |
| 564 | P 6 | 4 50 | — | — | 565 | P 6 | 5 30 | — | — | | | | | | | | | | |
| 557 | T. NB | 5 00 | — | — | 558 | X. BB | 5 35 | — | — | | | | | | | | | | |
| 561 | T. BB | 5 00 | — | — | 524 | P 6 | 5 40 | — | — | | | | | | | | | | |
| 565 | P 6 | 5 00 | — | F.O. | 529 | P 6 | 5 50 | — | — | | | | | | | | | | |
| 535 | T. Oph. | 5 20 | — | P 6 | 532 | P 6 | 6 00 | — | — | | | | | | | | | | |
| 545 | P 6 | 5 30 | — | — | 534 | P 6 | 6 00 | — | — | | | | | | | | | | |
| 548 | P 6 | 5 40 | — | — | 580 | P 6 | 6 10 | — | — | | | | | | | | | | |

DIEPKLOOF ZONE FOUR (25001/2)

WEST STREET

DIEPKLOOF ZONE FOUR (25001/2)

WEST STREET

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|-------|------|-------|------|--------|-------|------|------|---------|-------|-------|------|-------|-----|--------|-------|------|---|
| 503 | Ind. | 3.40 | — | — | 541 | P 6 | 6.05 | — | — | 563 | P 6 | 4.40 | — | — | 558 | X. HRD | 4.45 | — | — |
| 507 | Ind. | 4.30 | — | — | 557 | P 6 | 6.30 | — | — | 554 | P 6 | 4.50 | — | — | 574 | P 6 | 4.50 | — | — |
| 515 | Ind. | 5.00 | — | — | 551 | X. BB | 6.50 | — | — | 567 | P 6 | 5.00 | — | — | 583 | P 6 | 5.00 | — | — |
| 504 | Ind. | 5.20 | — | — | 535 | P 6 | 7.00 | — | — | 568 | P 6 | 5.00 | — | — | 534 | P 6 | 5.00 | — | — |
| 542 | P 6 | 5.40 | — | — | 556 | P 6 | 7.30 | — | — | 524 | P 6 | 5.10 | — | — | 523 | P 6 | 5.10 | — | — |
| 549 | P 6 | 5.55 | — | — | 561 | P 6 | 7.45 | — | — | 558 | T. BB | 5.15 | — | — | 555 | P 6 | 5.20 | — | — |
| 563 | P 6 | 6.10 | — | — | 547 | Ind. | 8.00 | — | — | 529 | P 6 | 5.15 | — | — | 561 | X. BB | 5.25 | — | — |
| 565 | T. BB | 6.15 | — | — | 566 | Ind. | 8.30 | — | — | 550 | Ind. | 5.20 | — | T. NS | 586 | P 6 | 5.30 | — | — |
| 541 | Ind. | 6.30 | — | — | 569 | Ind. | 9.00 | — | — | 574 | P 6 | 5.20 | — | — | 575 | P 6 | 5.40 | — | — |
| 548 | P 6 | 6.45 | — | — | 573 | Ind. | 9.30 | — | — | 534 | P 6 | 5.30 | — | F.O. | 579 | P 6 | 5.45 | — | — |
| 557 | P 6 | 7.00 | — | — | 583 | Ind. | 9.45 | — | — | 583 | P 6 | 5.30 | — | — | 574 | P 6 | 5.50 | — | — |
| 551 | P 6 | 7.15 | — | — | Ind. | 10.00 | — | — | 582 | T. Sel. | 5.35 | — | — | 583 | P 6 | 6.00 | — | — | — |
| 535 | Ind. | 7.30 | — | — | 574 | Ind. | 10.20 | — | — | 555 | P 6 | 5.50 | — | — | 562 | Ind. | 6.10 | — | — |
| 556 | Ind. | 8.00 | — | — | 509 | Ind. | 10.40 | — | — | 561 | Ind. | 5.50 | — | — | 547 | X. BB | 6.15 | — | — |
| 561 | Ind. | 8.20 | — | — | 580 | Ind. | 11.00 | — | — | 586 | Ind. | 6.00 | — | — | 555 | P 6 | 6.20 | — | — |
| 573 | Ind. | 8.40 | — | — | 583 | Ind. | 11.20 | — | — | 575 | P 6 | 6.10 | — | — | 565 | Ind. | 6.30 | — | — |
| 558 | Ind. | 9.00 | — | — | 584 | Ind. | 11.40 | — | — | 579 | Ind. | 6.15 | — | T. NS | 581 | P 6 | 6.40 | — | — |
| 570 | Ind. | 9.20 | — | — | 575 | Ind. | 12.00 | — | — | 574 | Ind. | 6.20 | — | — | 586 | Ind. | 6.50 | — | — |
| 586 | Ind. | 9.40 | — | — | 570 | Ind. | 12.15 | — | — | 583 | P 6 | 6.30 | — | — | 583 | Ind. | 7.00 | — | — |
| 588 | Ind. | 10.00 | — | — | 515 | Ind. | 12.45 | — | — | 581 | P 6 | 7.15 | — | — | 590 | Ind. | 7.20 | — | — |
| 573 | Ind. | 10.20 | — | — | 593 | Ind. | 1.15 | — | — | 594 | Ind. | 8.20 | — | — | 594 | Ind. | 7.40 | — | — |
| 583 | Ind. | 10.40 | — | — | 509 | Ind. | 1.45 | — | — | 595 | Ind. | 8.45 | — | — | 595 | Ind. | 8.00 | — | — |
| 574 | Ind. | 11.00 | — | — | 539 | Ind. | 2.00 | — | — | 595 | Ind. | 10.15 | — | — | 592 | Ind. | 8.30 | — | — |
| 509 | Ind. | 11.20 | — | — | 513 | Ind. | 2.15 | — | — | | | | | | 594 | Ind. | 9.00 | — | — |
| 515 | Ind. | 11.40 | — | — | 592 | Ind. | 2.30 | — | — | | | | | | 595 | Ind. | 9.30 | — | — |
| 586 | Ind. | 12.00 | — | — | 593 | Ind. | 2.45 | — | — | | | | | | 595 | Ind. | 11.00 | — | — |
| 589 | Ind. | 12.30 | — | — | 540 | Ind. | 3.00 | — | — | | | | | | | | | | |
| 510 | Ind. | 1.00 | — | — | 530 | Ind. | 3.15 | — | — | | | | | | | | | | |
| 515 | Ind. | 1.30 | — | — | 522 | Ind. | 3.30 | — | — | | | | | | | | | | |
| 593 | Ind. | 2.00 | — | — | 527 | P 6 | 3.30 | — | F.O. | | | | | | | | | | |
| 538 | Ind. | 2.30 | — | — | 571 | Ind. | 3.45 | — | — | | | | | | | | | | |
| 532 | Ind. | 3.00 | — | — | 543 | P 6 | 4.00 | — | — | | | | | | | | | | |
| 539 | T. Sel. | 3.00 | — | P 6 | 563 | P 6 | 4.10 | — | — | | | | | | | | | | |
| 540 | P 6 | 3.45 | — | — | 568 | X. HRD | 4.15 | — | — | | | | | | | | | | |
| 530 | P 6 | 4.00 | — | — | 554 | P 6 | 4.20 | — | — | | | | | | | | | | |
| 522 | P 6 | 4.10 | — | — | 524 | Ind. | 4.30 | — | — | | | | | | | | | | |
| 543 | T. RR | 4.30 | — | — | 567 | X. BB | 4.40 | — | — | | | | | | | | | | |
| 571 | P 6 | 4.30 | — | T. NS | 529 | P 6 | 4.40 | — | — | | | | | | | | | | |

| DIEPKLOOF ZONE FIVE (25002/3) | | | | | WEST STREET | | | | | DIEPKLOOF ZONE FIVE (25002/3) | | | | | WEST STREET | | | | |
|-------------------------------|---------|-------|------|-------|-------------|---------|-------|------|------|-------------------------------|--------|------|------|---|-------------|---------|------|------|------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 510 | BH | 4.45 | — | — | 516 | P 6 | 5.40 | — | — | 544 | T. UC | 5:35 | — | — | 541 | X. Oph. | 5:00 | — | P 6 |
| 516 | BH | 5.00 | — | — | 504 | P 6 | 6.00 | — | — | 549 | P 6 | 5:40 | — | — | 549 | X. Sel. | 5:05 | — | P 6 |
| 523 | P 6 | 5.15 | — | — | 542 | P 6 | 6.10 | — | — | 554 | T. Bay | 5:50 | P 6 | — | 584 | P 6 | 5:10 | — | — |
| 535 | P 6 | 5.40 | — | — | 544 | P 6 | 6.10 | — | — | 568 | P 6 | 6:00 | — | — | 540 | X. Oph. | 5:15 | — | BH |
| 509 | P 6 | 6.00 | — | — | 559 | P 6 | 6.25 | — | — | 569 | P 6 | 6:00 | — | — | 554 | P 6 | 5:20 | — | — |
| 561 | P 6 | 6.05 | — | — | 533 | P 6 | 6.30 | — | — | 573 | BH | 6:00 | — | — | 569 | X. Oph. | 5:20 | — | BH |
| 516 | T. Oph. | 6.10 | — | V. BH | 556 | P 6 | 6.30 | — | — | 581 | P 6 | 6:10 | — | — | 568 | P 6 | 5:30 | — | — |
| 504 | P 6 | 6.25 | — | — | 561 | P 6 | 6.40 | — | — | 591 | P 6 | 6:15 | — | — | 573 | X. Sel. | 5:30 | — | P 6 |
| 544 | P 6 | 6.35 | — | — | 508 | X. Oph. | 7.05 | — | — | 592 | BH | 7:45 | — | — | 581 | X. Sel. | 5:30 | — | BH |
| 542 | T. Oph. | 6.40 | — | V. BH | 542 | X. Oph. | 7.15 | — | — | | | | | | 530 | P 6 | 5:40 | — | — |
| 562 | P 6 | 6.40 | — | — | 541 | P 6 | 7.15 | — | — | | | | | | 537 | X. Bay | 5:45 | — | BH |
| 559 | P 6 | 6.50 | — | — | 557 | P 6 | 7.30 | — | — | | | | | | 552 | P 6 | 5:50 | — | — |
| 556 | P 6 | 7.00 | — | — | 546 | P 6 | 8.10 | — | — | | | | | | 535 | X. Oph. | 5:50 | — | BH |
| 561 | P 6 | 7.10 | — | — | 570 | BH | 8.10 | — | — | | | | | | 596 | X. Sel. | 5:50 | — | BH |
| 508 | BH | 7.20 | — | — | 568 | BH | 8.30 | — | — | | | | | | 541 | X. Sel. | 6:00 | — | BH |
| 560 | BH | 7.30 | — | — | 546 | BH | — | — | — | | | | | | 544 | X. VC | 6:00 | — | — |
| 541 | P 6 | 7.40 | — | — | 581 | BH | 10.00 | — | — | | | | | | 545 | BH | 6:00 | — | — |
| 542 | BH | 7.50 | — | — | 503 | BH | 11.15 | — | — | | | | | | 520 | X. HRD | 6:10 | — | Ind. |
| 557 | BH | 8.00 | — | — | 571 | BH | 11.45 | — | — | | | | | | 556 | P 6 | 6:10 | — | — |
| 546 | — | 8.40 | — | — | 525 | BH | 2:30 | — | — | | | | | | 564 | BH | 6:20 | — | — |
| 583 | BH | 9.00 | — | — | 552 | P 6 | 3:00 | — | — | | | | | | 544 | X. Bay | 6:20 | — | BH |
| 581 | BH | 10.45 | — | — | 547 | BH | 3:30 | — | — | | | | | | 561 | P 6 | 6:30 | — | — |
| 552 | P 6 | 3:30 | — | — | 539 | X. Sel. | 3:40 | — | BH | | | | | | 572 | BH | 6:45 | — | — |
| 537 | P 6 | 4:00 | — | — | 541 | BH | 3:45 | — | — | | | | | | 592 | BH | 7:00 | — | — |
| 539 | T. Sel. | 4:25 | — | P 6 | 552 | P 6 | 4:00 | — | — | | | | | | 582 | BH | 7:15 | — | — |
| 541 | T. Oph. | 4:30 | — | P 6 | 549 | X. VC | 4:00 | — | — | | | | | | 584 | BH | 7:30 | — | — |
| 552 | T. MSA | 4:30 | — | — | 580 | X. Edg. | 4:10 | — | Ind. | | | | | | 589 | BH | 8:00 | — | — |
| 549 | T. Sel. | 4:30 | — | P 6 | 559 | X. Bay. | 4:10 | — | BH | | | | | | | | | | |
| 551 | T. Sel. | 4:40 | — | P 6 | 555 | P 6 | 4:15 | — | — | | | | | | | | | | |
| 559 | T. HRN | 4:50 | — | P 6 | 530 | P 6 | 4:30 | — | — | | | | | | | | | | |
| 555 | P 6 | 4:50 | — | — | 569 | P 6 | 4:30 | — | — | | | | | | | | | | |
| 569 | T. Oph. | 5:00 | — | P 6 | 538 | X. Sel. | 4:35 | — | BH | | | | | | | | | | |
| 530 | P 6 | 5:00 | — | — | 537 | P 6 | 4:40 | — | — | | | | | | | | | | |
| 573 | T. Sel. | 5:00 | — | P 6 | 521 | X. Sel. | 4:45 | — | P 6 | | | | | | | | | | |
| 537 | T. Bay | 5:10 | — | P 6 | 542 | P 6 | 4:50 | — | — | | | | | | | | | | |
| 521 | T. BB | 5:15 | — | — | 516 | P 6 | 5:00 | — | — | | | | | | | | | | |
| 516 | P 6 | 5:30 | — | — | 544 | X. Bay | 5:00 | — | BH | | | | | | | | | | |
| 541 | T. Sel. | 5:30 | — | P 6 | 539 | X. Sel. | 5:00 | — | BH | | | | | | | | | | |

| DIEPKLOOF HOSTEL (25003) | | | | | NOORD STREET | | | | | BARAGWANATH (25005) | | | | | NOORD STREET | | | | |
|--------------------------|-----|------|------|---|--------------|---------|------|------|-----|---------------------|--------------|-------|------|---|--------------|---------|------|------|------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 513 | — | 5.00 | — | — | 507 | X. West | 5.15 | — | — | 504 | — | 4.00 | — | — | 504 | T. DK 4 | 4.40 | — | Ind. |
| 519 | — | 5.15 | — | — | 513 | T. DK 2 | 5.45 | — | P 6 | 506 | — | 4.30 | — | — | 514 | — | 5.45 | — | — |
| 502 | — | 5.30 | — | — | | | | | | 509 | — | 4.45 | — | — | 522 | T. DK 3 | 6.00 | — | P 6 |
| 524 | — | 5.30 | — | — | | | | | | 514 | — | 5.00 | — | — | 502 | T. DK 3 | 6.00 | — | P 6 |
| 529 | — | 5.40 | — | — | | | | | | 522 | — | 5.15 | — | — | 534 | P 6 | 6.10 | — | — |
| 507 | — | 5.45 | — | — | | | | | | 534 | — | 5.30 | — | — | 524 | — | 6.10 | — | — |
| 547 | — | 6.00 | — | — | | | | | | 510 | — | 6.00 | — | — | 507 | — | 6.20 | — | — |
| 553 | — | 6.05 | — | — | | | | | | 515 | — | 6.15 | — | — | 529 | P 6 | 6.20 | — | — |
| 560 | — | 6.10 | — | — | | | | | | 514 | — | 6.30 | — | — | 506 | — | 6.30 | — | — |
| | | | | | | | | | | 524 | — | 6.45 | — | — | 547 | — | 6.40 | — | — |
| | | | | | | | | | | 507 | — | 7.00 | — | — | 510 | P 6 | 6.45 | — | — |
| | | | | | | | | | | 506 | — | 7.15 | — | — | 568 | — | 7.10 | — | — |
| | | | | | | | | | | 520 | — | 7.30 | — | — | 514 | — | 7.15 | — | — |
| | | | | | | | | | | 530 | — | 7.40 | — | — | 507 | — | 7.45 | — | — |
| | | | | | | | | | | 528 | — | 7.50 | — | — | 559 | — | 8.45 | — | — |
| | | | | | | | | | | 559 | — | 8.00 | — | — | 534 | — | 3.50 | — | — |
| | | | | | | | | | | 507 | V. Pres. st. | 12.00 | — | — | 525 | — | 4.10 | — | — |
| | | | | | | | | | | 551 | — | 3.10 | — | — | 587 | — | 4.30 | — | — |
| | | | | | | | | | | 518 | — | 4.30 | — | — | 520 | — | 4.45 | — | — |
| | | | | | | | | | | 591 | V. Pres. st. | 4.50 | — | — | 566 | — | 5.00 | — | — |
| | | | | | | | | | | 588 | — | 5.10 | — | — | 571 | — | 5.10 | — | — |
| | | | | | | | | | | 566 | P 6 | 5.45 | — | — | 572 | — | 5.20 | — | — |
| | | | | | | | | | | 571 | — | 5.50 | — | — | 527 | — | 5.30 | — | — |
| | | | | | | | | | | 587 | — | 6.30 | — | — | 538 | — | 5.40 | — | — |
| | | | | | | | | | | | | | | | 588 | — | 5.50 | — | — |
| | | | | | | | | | | | | | | | 550 | — | 6.00 | — | — |
| | | | | | | | | | | | | | | | 584 | — | 6.15 | — | — |
| | | | | | | | | | | | | | | | 571 | — | 6.30 | — | — |

| DIEPKLOOF (25003) | | | | | ORLANDO STATION | | | | |
|-------------------|---------|------|------|---|-----------------|---------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 511 | X. DK 2 | 4.50 | — | — | 511 | T. DK 3 | 5.05 | — | — |
| 518 | X. DK 4 | 5.00 | — | — | 518 | T. DK 4 | 5.15 | — | — |
| 528 | X. DK 4 | 5.15 | — | — | 528 | T. DK 4 | 5.30 | — | — |
| 526 | X. DK 2 | 5.20 | — | — | 526 | T. DK 2 | 5.35 | — | — |
| 518 | X. DK 4 | 5.30 | — | — | 518 | T. DK 1 | 5.45 | — | — |
| 528 | X. DK 4 | 5.45 | — | — | 528 | T. DK 4 | 6.00 | — | — |
| 526 | X. DK 2 | 5.50 | — | — | 526 | T. DK 1 | 6.05 | — | — |
| 551 | X. DK 4 | 5.55 | — | — | 551 | T. DK 3 | 6.10 | — | — |
| 555 | X. DK 2 | 6.00 | — | — | 552 | T. DK 1 | 6.15 | — | — |
| 552 | X. DK 4 | 6.00 | — | — | 555 | T. DK 1 | 6.15 | — | — |
| 562 | X. DK 4 | 6.10 | — | — | 562 | T. DK 5 | 6.25 | — | — |
| 528 | X. DK 4 | 6.15 | — | — | 528 | T. DK 3 | 6.30 | — | — |
| 550 | X. DK 3 | 4.45 | — | — | 582 | T. DK 4 | 4.50 | — | — |
| 582 | X. DK 4 | 5.05 | — | — | 550 | T. DK 4 | 5.05 | — | — |
| 523 | X. DK 4 | 5.40 | — | — | 582 | T. DK 4 | 5.20 | — | — |
| 539 | X. DK 5 | 5.45 | — | — | 523 | T. DK 4 | 5.55 | — | — |
| 540 | X. DK 5 | 6.00 | — | — | 539 | T. DK 2 | 6.00 | — | — |
| 567 | X. DK 2 | 6.00 | — | — | 540 | T. DK 4 | 6.15 | — | — |
| 552 | X. DK 5 | 6.20 | — | — | 567 | T. DK 4 | 6.20 | — | — |
| 557 | X. DK 5 | 6.20 | — | — | 557 | T. DK 4 | 6.35 | — | — |
| 596 | X. DK 5 | 6.30 | — | — | 552 | T. DK 2 | 6.35 | — | — |
| 567 | X. DK 4 | 6.40 | — | — | 596 | T. DK 4 | 6.45 | — | — |
| | | | | | 567 | T. DK 4 | 7.00 | — | — |

| BARAGWANATH (25003) | | | | | PRESIDENT STREET | | | | | BARAGWANATH (25003) | | | | | PRESIDENT STREET | | | | |
|---------------------|---------|-------|------|---|------------------|---------|-------|------|-----|---------------------|---------|-------|------|--------|------------------|---------|------|------|------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 533 | — | 5.45 | — | — | 507 | T. DKH | 5.15 | — | — | 509 | — | 12.45 | — | — | 594 | — | 1.15 | — | — |
| 508 | T. Oph. | 5.45 | — | — | 508 | P 6 | 5.15 | — | — | 504 | — | 1.15 | — | — | 589 | — | 1.20 | — | — |
| 550 | — | 5.55 | — | — | 510 | P 6 | 5.30 | — | — | 513 | — | 1.60 | — | — | 510 | — | 1.40 | — | — |
| 517 | — | 6.10 | — | — | 517 | — | 5.30 | — | — | 594 | — | 2.00 | — | — | 504 | — | 2.00 | — | — |
| 521 | T. Oph. | 6.15 | — | — | 515 | — | 5.40 | — | — | 536 | — | 2.15 | — | — | 541 | — | 2.20 | — | — |
| 527 | — | 6.30 | — | — | 521 | — | 5.40 | — | — | 533 | — | 2.30 | — | — | 594 | — | 2.40 | — | — |
| 566 | T. Oph. | 6.30 | — | — | 527 | — | 5.50 | — | — | 522 | — | 2.45 | — | — | 549 | — | 3.00 | — | — |
| 534 | — | 6.40 | — | — | 508 | X. Oph. | 6.15 | — | P 6 | 541 | — | 3.00 | — | — | 538 | — | 3.15 | — | — |
| 508 | T. Oph. | 6.40 | — | — | 509 | P 6 | 6.25 | — | — | 591 | — | 3.30 | — | — | 545 | — | 3.30 | — | — |
| 529 | — | 6.50 | — | — | 563 | — | 6.40 | — | — | 549 | T. UC | 3.40 | — | — | 556 | — | 3.45 | — | — |
| 509 | — | 7.00 | — | — | 520 | — | 6.55 | — | — | 557 | — | 3.45 | — | — | 523 | — | 4.00 | — | — |
| 563 | T. Oph. | 7.15 | — | — | 504 | — | 7.00 | — | — | 538 | T. Sel. | 3.55 | — | — | 591 | — | 4.10 | — | — |
| 510 | — | 7.15 | — | — | 513 | P 6 | 7.00 | — | — | 521 | T. Sel. | 4.00 | — | — | 581 | — | 4.20 | — | — |
| 547 | — | 7.20 | — | — | 519 | — | 7.00 | — | — | 526 | — | 4.00 | — | — | 588 | — | 4.30 | — | — |
| 513 | — | 7.30 | — | — | 530 | P 6 | 7.05 | — | — | 576 | T. MSA | 4.10 | — | — | 576 | X. MSA | 4.35 | — | — |
| 566 | — | 7.35 | — | — | 566 | X. Oph. | 7.05 | — | — | 545 | — | 4.15 | — | — | 526 | — | 4.40 | — | — |
| 554 | — | 7.40 | — | — | 554 | P 6 | 7.10 | — | — | 556 | T. Oph. | 4.30 | — | — | 596 | — | 4.40 | — | — |
| 519 | — | 7.45 | — | — | 528 | — | 7.15 | — | — | 534 | P 6 | 4.30 | — | F.O. | 579 | X. Sel. | 4.45 | — | — |
| 568 | — | 7.50 | — | — | 559 | — | 7.20 | — | — | 523 | P 6 | 4.40 | — | — | 590 | — | 4.50 | — | — |
| 534 | — | 8.00 | — | — | 550 | — | 7.45 | — | — | 525 | P 6 | 4.50 | — | — | 552 | X. MSA | 5.00 | — | — |
| 576 | — | 8.15 | — | — | 551 | — | 8.00 | — | — | 576 | P 6 | 5.00 | — | — | 562 | — | 5.00 | — | F.O. |
| 550 | — | 8.30 | — | — | 512 | — | 8.10 | — | — | 581 | T. Sel. | 5.00 | — | P 6 | 560 | — | 5.00 | — | — |
| 580 | — | 8.45 | — | — | 560 | — | 8.20 | — | — | 579 | P 6 | 5.15 | — | — | 556 | X. Oph. | 5.00 | — | — |
| 502 | — | 9.00 | — | — | 563 | — | 9.00 | — | — | 587 | — | 5.15 | — | — | 563 | — | 5.10 | — | — |
| 591 | — | 9.15 | — | — | 580 | — | 9.30 | — | — | 526 | P 6 | 5.20 | — | — | 551 | X. Sel. | 5.10 | — | — |
| 574 | — | 9.30 | — | — | 503 | — | 9.45 | — | — | 552 | P 6 | 5.20 | — | — | 525 | — | 5.20 | — | — |
| 575 | — | 9.45 | — | — | 591 | — | 10.00 | — | — | 596 | T. Sel. | 5.20 | — | — | 536 | — | 5.30 | — | — |
| 582 | — | 10.00 | — | — | 584 | — | 10.15 | — | — | 534 | P 6 | 5.25 | — | M.-Th. | 576 | — | 5.30 | — | — |
| 580 | — | 10.15 | — | — | 586 | — | 10.30 | — | — | 562 | — | 5.30 | — | M.-Th. | 531 | — | 5.40 | — | — |
| 503 | — | 10.30 | — | — | 588 | — | 10.45 | — | — | 520 | P 6 | 5.30 | — | T. HRD | 587 | — | 5.50 | — | — |
| 591 | — | 10.45 | — | — | 502 | — | 11.15 | — | — | 556 | — | 5.30 | — | — | 590 | — | 6.00 | — | — |
| 584 | — | 11.00 | — | — | 591 | — | 11.30 | — | — | 580 | — | 5.30 | — | — | 582 | X. Sel. | 6.00 | — | — |
| 508 | — | 11.15 | — | — | 574 | — | 11.45 | — | — | 590 | P 6 | 5.30 | — | — | 516 | — | 6.05 | — | — |
| 588 | — | 11.30 | — | — | 509 | — | 12.00 | — | — | 560 | P 6 | 5.40 | — | — | 548 | — | 6.10 | — | — |
| 504 | — | 11.45 | — | — | 588 | — | 12.15 | — | — | 562 | P 6 | 5.40 | — | F.O. | 560 | — | 6.10 | — | — |
| 582 | — | 12.00 | — | — | 504 | — | 12.30 | — | — | 551 | — | 5.45 | — | — | 563 | — | 6.20 | — | — |
| 592 | — | 12.15 | — | — | 582 | — | 12.46 | — | — | 563 | P 6 | 5.50 | — | — | 569 | — | 6.30 | — | — |
| 594 | — | 12.30 | — | — | 513 | — | 1.00 | — | — | 572 | — | 6.05 | — | — | 591 | — | 6.45 | — | — |

PRESIDENT STREET

[illegible]

D.K.D. Sat. 3/78

PUTCO LTD: SECTION.—“A” SECTION

Specimen time-table

Diepkloof Depot (Saturday)

| DIEPKLOOF ZONE 5 (25003) | | | | | NOORD STREET | | | | | BARA HOSPITAL (25304) | | | | | NOORD STREET | | | | |
|--------------------------|-----|-------|------|---|--------------|-----|-------|------|---|-----------------------|----------|------|----------|---|--------------|-----|------|---------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 503 | BH | 4.00 | — | — | 512 | BH | 6.00 | — | — | 527 | — | 6.00 | — | — | 503 | — | 5.00 | — | — |
| 506 | BH | 4.30 | — | — | 518 | BH | 6.20 | — | — | 533 | — | 6.20 | — | — | 506 | — | 5.30 | — | — |
| 512 | BH | 5.00 | — | — | 526 | BH | 7.00 | — | — | 540 | — | 6.40 | — | — | 523 | — | 6.40 | — | — |
| 518 | BH | 5.20 | — | — | 535 | BH | 7.30 | — | — | 546 | — | 7.00 | — | — | 527 | — | 6.45 | — | — |
| 523 | BH | 5.40 | — | — | 546 | BH | 7.45 | — | — | 527 | — | 7.30 | — | — | 533 | — | 7.10 | — | — |
| 526 | BH | 6.00 | — | — | 512 | BH | 8.00 | — | — | 533 | — | 8.00 | — | — | 540 | — | 7.25 | — | — |
| 509 | BH | 6.15 | — | — | 522 | BH | 8.30 | — | — | 564 | — | 3 40 | — | — | 505 | — | 7.45 | — | — |
| 535 | BH | 6.30 | — | — | 542 | BH | 9.00 | — | — | 572 | — | 4 40 | — | — | 527 | P 6 | 8.15 | T. DK 4 | — |
| 505 | BH | 6.45 | — | — | 549 | BH | 9.30 | — | — | | | | | | | | | | |
| 512 | BH | 7.00 | — | — | 565 | BH | 10.00 | — | — | | | | | | | | | | |
| 518 | BH | 7.15 | — | — | 560 | BH | 10.30 | — | — | | | | | | | | | | |
| 522 | BH | 7.30 | — | — | 519 | BH | 11.00 | — | — | | | | | | | | | | |
| 536 | BH | 7.45 | — | — | 518 | BH | 11.20 | — | — | | | | | | | | | | |
| 542 | BH | 8.00 | — | — | 521 | BH | 11.40 | — | — | | | | | | | | | | |
| 549 | BH | 8.20 | — | — | 573 | BH | 12.00 | — | — | | | | | | | | | | |
| 531 | BH | 8.40 | — | — | 583 | BH | 12.20 | — | — | 502 | X. Atlas | 2.30 | T. DKH | — | | | | | |
| 565 | BH | 9.00 | — | — | 519 | BH | 12.40 | — | — | 502 | X. DKH | 3.30 | T. Atlas | — | | | | | |
| 519 | BH | 10.00 | — | — | 525 | BH | 1.00 | — | — | | | | | | | | | | |
| 523 | BH | 11.00 | — | — | 575 | BH | 1.20 | — | — | | | | | | | | | | |
| 519 | P 6 | 12.00 | — | — | 532 | BH | 1.40 | — | — | | | | | | | | | | |
| 525 | BH | 12.00 | — | — | 585 | BH | 2.00 | — | — | | | | | | | | | | |
| 585 | BH | 1.00 | — | — | 562 | BH | 2.20 | — | — | | | | | | | | | | |
| 543 | BH | 2.00 | — | — | 540 | BH | 2.40 | — | — | | | | | | | | | | |
| 561 | BH | 3.00 | — | — | 543 | BH | 3.00 | — | — | | | | | | | | | | |
| 585 | BH | 4.00 | — | — | 546 | BH | 3.20 | — | — | | | | | | | | | | |
| 590 | BH | 5.00 | — | — | 578 | BH | 3.40 | — | — | | | | | | | | | | |
| 573 | P 6 | 5.10 | — | — | 561 | BH | 4.00 | — | — | | | | | | | | | | |
| 585 | BH | 6.00 | — | — | 573 | BH | 4.20 | — | — | | | | | | | | | | |
| 573 | BH | 6.30 | — | — | 564 | BH | 4.40 | — | — | | | | | | | | | | |
| 590 | BH | 7.00 | — | — | 585 | BH | 5.00 | — | — | | | | | | | | | | |
| | | | | | 572 | BH | 5.20 | — | — | | | | | | | | | | |
| | | | | | 573 | BH | 5.40 | — | — | | | | | | | | | | |
| | | | | | 590 | BH | 6.00 | — | — | | | | | | | | | | |
| | | | | | 569 | BH | 6.20 | — | — | | | | | | | | | | |
| | | | | | 570 | BH | 6.40 | — | — | | | | | | | | | | |
| | | | | | 585 | BH | 7.00 | — | — | | | | | | | | | | |
| | | | | | 573 | BH | 7.30 | — | — | | | | | | | | | | |
| | | | | | 590 | BH | 8.00 | — | — | | | | | | | | | | |

CONTRACTS

| BARA HOSPITAL (25005) | | | | | ORLANDO STATION | | | | | ORLANDO-WEST (25004) | | | | | BARA HOSPITAL | | | | |
|-----------------------|-----|-------|------|---|-----------------|-----|-------|-------|---|----------------------|--------|-------|------|---|---------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 529 | — | 6.30 | — | — | 529 | — | 6.00 | — | — | 547 | X. MLM | 7.00 | — | — | 547 | T. MLM | 7.30 | — | — |
| 539 | — | 7.00 | — | — | 539 | — | 6.30 | — | — | 557 | — | 8.00 | — | — | 557 | — | 8.45 | — | — |
| 529 | — | 7.30 | — | — | 529 | — | 7.00 | — | — | 561 | — | 8.45 | — | — | 561 | — | 9.30 | — | — |
| 556 | — | 8.00 | — | — | 525 | — | 7.30 | — | — | 557 | — | 9.30 | — | — | 557 | — | 10.15 | — | — |
| 560 | — | 8.30 | — | — | 529 | — | 8.00 | — | — | 561 | — | 10.15 | — | — | 561 | — | 11.00 | — | — |
| 556 | — | 9.00 | — | — | 547 | — | 8.15 | — | — | 557 | — | 11.00 | — | — | 562 | — | 11.30 | — | — |
| 540 | — | 9.30 | — | — | 556 | — | 8.30 | — | — | 579 | — | 11.45 | — | — | 506 | — | 12.00 | — | — |
| 503 | — | 10.00 | — | — | 560 | — | 9.00 | — | — | | | | | | 542 | — | 12.30 | — | — |
| 509 | — | 10.30 | — | — | 556 | — | 9.30 | — | — | 554 | — | 1.45 | — | — | 554 | — | 1.00 | — | — |
| 503 | — | 11.00 | — | — | 509 | — | 10.00 | — | — | 544 | — | 2.45 | — | — | 544 | — | 2.00 | — | — |
| 509 | — | 11.30 | — | — | 503 | — | 10.30 | — | — | 554 | — | 3.15 | — | — | 554 | — | 2.30 | — | — |
| 550 | — | 12.00 | — | — | 509 | — | 11.00 | — | — | 582 | — | 4.00 | — | — | 586 | — | 3.00 | — | — |
| 509 | — | 12.30 | — | — | 515 | — | 11.30 | — | — | | | | | | 544 | — | 3.30 | — | — |
| 517 | — | 1.00 | — | — | 509 | — | 12.00 | — | — | | | | | | 554 | — | 4.00 | — | — |
| 547 | — | 1.30 | — | — | 550 | — | 12.30 | — | — | | | | | | 559 | — | 4.30 | — | — |
| 590 | — | 1.45 | — | — | 540 | — | 1.00 | — | — | | | | | | 567 | — | 5.00 | — | — |
| 533 | — | 2.00 | — | — | 547 | — | 2.00 | — | — | | | | | | 571 | — | 5.30 | — | — |
| 547 | — | 2.30 | — | — | 559 | — | 2.30 | — | — | | | | | | 568 | — | 6.00 | — | — |
| 567 | — | 3.00 | — | — | 547 | — | 3.00 | — | — | | | | | | | | | | |
| 547 | — | 3.30 | — | — | 567 | — | 3.30 | — | — | | | | | | | | | | |
| 568 | — | 3.45 | — | — | 584 | — | 4.00 | — | — | | | | | | | | | | |
| 567 | — | 4.00 | — | — | 568 | — | 4.15 | — | — | | | | | | | | | | |
| 569 | — | 4.15 | — | — | 567 | — | 4.30 | — | — | | | | | | | | | | |
| 584 | — | 4.30 | — | — | 568 | — | 4.45 | — | — | | | | | | | | | | |
| 568 | — | 4.45 | — | — | 584 | — | 5.00 | — | — | | | | | | | | | | |
| 589 | — | 5.00 | — | — | 568 | — | 5.15 | — | — | | | | | | | | | | |
| 569 | — | 5.15 | — | — | 589 | — | 5.30 | — | — | | | | | | | | | | |
| 584 | — | 5.30 | — | — | 569 | P 6 | 5.45 | T. NS | — | | | | | | | | | | |
| 589 | — | 6.00 | — | — | 584 | — | 6.00 | — | — | | | | | | | | | | |
| 584 | — | 6.30 | — | — | 589 | — | 6.30 | — | — | | | | | | | | | | |
| 589 | — | 7.00 | — | — | 584 | — | 7.00 | — | — | | | | | | | | | | |
| 584 | — | 7.30 | — | — | 589 | — | 7.30 | — | — | | | | | | | | | | |
| 589 | — | 8.00 | — | — | | | | | | | | | | | | | | | |

| DIEPKLOOF ZONE THREE (25001/2) | | | | | CITY | | | | | DIEPKLOOF ZONE THREE (25001/2) | | | | | CITY | | | | |
|--------------------------------|------|-------|------|---|------|-----|-------|------|---|--------------------------------|-----|------|------|-------|------|------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 515 | Ind. | 5.00 | — | — | 514 | P 6 | 5.45 | — | — | 526 | P 6 | 1 00 | — | — | 529 | P 6 | 1 40 | — | — |
| 522 | P 6 | 5.30 | — | — | 504 | P 6 | 6.15 | — | — | 546 | P 6 | 1 30 | — | — | 546 | P 6 | 2 00 | — | — |
| 510 | P 6 | 6.00 | — | — | 510 | P 6 | 6.30 | — | — | 552 | P 6 | 2 00 | — | — | 551 | Ind. | 2 20 | — | — |
| 514 | P 6 | 6.15 | — | — | 514 | P 6 | 6.45 | — | — | 546 | P 6 | 2 30 | — | T. NS | 592 | Ind. | 2 40 | — | — |
| 538 | P 6 | 6.30 | — | — | 537 | P 6 | 7.00 | — | — | 551 | P 6 | 3 05 | — | — | 553 | Ind. | 3 00 | — | — |
| 504 | P 6 | 6.45 | — | — | 516 | P 6 | 7.20 | — | — | 592 | P 6 | 3 30 | — | — | 545 | Ind. | 3 20 | — | — |
| 510 | P 6 | 7.00 | — | — | 501 | P 6 | 7.30 | — | — | 577 | P 6 | 4 30 | — | — | 577 | Ind. | 3 40 | — | — |
| 550 | P 6 | 7.10 | — | — | 550 | P 6 | 7.40 | — | — | | | | | | 562 | Ind. | 4 00 | — | — |
| 514 | P 6 | 7.20 | — | — | 537 | P 6 | 8.00 | — | — | | | | | | | | | | |
| 537 | P 6 | 7.30 | — | — | 513 | P 6 | 8.10 | — | — | | | | | | | | | | |
| 551 | P 6 | 7.40 | — | — | 534 | P 6 | 8.20 | — | — | | | | | | | | | | |
| 539 | P 6 | 7.50 | — | — | 524 | P 6 | 8.30 | — | — | | | | | | | | | | |
| 501 | P 6 | 8.00 | — | — | 550 | P 6 | 8.40 | — | — | | | | | | | | | | |
| 550 | P 6 | 8.10 | — | — | 559 | P 6 | 9.00 | — | — | | | | | | | | | | |
| 559 | P 6 | 8.20 | — | — | 535 | P 6 | 9.10 | — | — | | | | | | | | | | |
| 537 | P 6 | 8.30 | — | — | 564 | P 6 | 9.20 | — | — | | | | | | | | | | |
| 562 | P 6 | 8.40 | — | — | 566 | P 6 | 9.30 | — | — | | | | | | | | | | |
| 564 | P 6 | 8.50 | — | — | 568 | P 6 | 9.40 | — | — | | | | | | | | | | |
| 566 | P 6 | 9.00 | — | — | 539 | P 6 | 9.50 | — | — | | | | | | | | | | |
| 568 | P 6 | 9.10 | — | — | 531 | P 6 | 10.00 | — | — | | | | | | | | | | |
| 539 | P 6 | 9.20 | — | — | 510 | P 6 | 10.10 | — | — | | | | | | | | | | |
| 559 | P 6 | 9.30 | — | — | 564 | P 6 | 10.20 | — | — | | | | | | | | | | |
| 510 | P 6 | 9.40 | — | — | 566 | P 6 | 10.30 | — | — | | | | | | | | | | |
| 564 | P 6 | 9.50 | — | — | 568 | P 6 | 10.45 | — | — | | | | | | | | | | |
| 566 | P 6 | 10.00 | — | — | 524 | P 6 | 11.00 | — | — | | | | | | | | | | |
| 568 | P 6 | 10.15 | — | — | 508 | P 6 | 11.15 | — | — | | | | | | | | | | |
| 524 | P 6 | 10.30 | — | — | 526 | P 6 | 11.30 | — | — | | | | | | | | | | |
| 510 | P 6 | 10.45 | — | — | 516 | P 6 | 11.45 | — | — | | | | | | | | | | |
| 526 | P 6 | 11.00 | — | — | 522 | P 6 | 12 00 | — | — | | | | | | | | | | |
| 536 | P 6 | 11.15 | — | — | 528 | P 6 | 12 10 | — | — | | | | | | | | | | |
| 524 | P 6 | 11.30 | — | — | 508 | P 6 | 12 20 | — | — | | | | | | | | | | |
| 508 | P 6 | 11.45 | — | — | 526 | P 6 | 12 30 | — | — | | | | | | | | | | |
| 526 | P 6 | 12 00 | — | — | 512 | P 6 | 12 40 | — | — | | | | | | | | | | |
| 516 | P 6 | 12 15 | — | — | 516 | P 6 | 12 50 | — | — | | | | | | | | | | |
| 535 | P 6 | 12 20 | — | — | 546 | P 6 | 1 00 | — | — | | | | | | | | | | |
| 537 | P 6 | 12 30 | — | — | 578 | P 6 | 1 10 | — | — | | | | | | | | | | |
| 522 | P 6 | 12 40 | — | — | 552 | P 6 | 1 20 | — | — | | | | | | | | | | |
| 528 | P 6 | 12 50 | — | — | 524 | P 6 | 1 30 | — | — | | | | | | | | | | |

| DIEPKLOOF ZONE 5 (25001/3) | | | | | CITY | | | | | DIEPKLOOF ZONE 5 (25001/3) | | | | | CITY | | | | |
|----------------------------|------|-------|------|---|------|-----|-------|------|---|----------------------------|-----|------|------|---|------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 517 | P 6 | 5.15 | — | — | 505 | P 6 | 5.05 | — | — | | | | | | 558 | BH | 4.00 | — | — |
| 505 | P 6 | 5.45 | — | — | 509 | P 6 | 5.40 | — | — | | | | | | 574 | BH | 4.30 | — | — |
| 532 | P 6 | 6.15 | — | — | 522 | P 6 | 6.00 | — | — | | | | | | 577 | BH | 5.00 | — | — |
| 522 | P 6 | 6.30 | — | — | 505 | P 6 | 6.15 | — | — | | | | | | 580 | BH | 5.30 | — | — |
| 543 | P 6 | 6.45 | — | — | 524 | P 6 | 6.30 | — | — | | | | | | 587 | BH | 6.00 | — | — |
| 524 | P 6 | 7.00 | — | — | 517 | P 6 | 6.45 | — | — | | | | | | 577 | BH | 6.30 | — | — |
| 517 | P 6 | 7.20 | — | — | 522 | P 6 | 7.00 | — | — | | | | | | 580 | BH | 7.00 | — | — |
| 552 | P 6 | 7.40 | — | — | 515 | P 6 | 7.15 | — | — | | | | | | 587 | BH | 7.30 | — | — |
| 516 | P 6 | 8.00 | — | — | 536 | P 6 | 7.15 | — | — | | | | | | | | | | |
| 535 | BH | 8.20 | — | — | 542 | P 6 | 7.30 | — | — | | | | | | | | | | |
| 546 | BH | 8.40 | — | — | 549 | P 6 | 7.50 | — | — | | | | | | | | | | |
| 501 | BH | 9.00 | — | — | 531 | P 6 | 8.00 | — | — | | | | | | | | | | |
| 516 | BH | 9.30 | — | — | 501 | P 6 | 8.30 | — | — | | | | | | | | | | |
| 567 | P 6 | 10.30 | — | — | 538 | BH | 9.00 | — | — | | | | | | | | | | |
| 523 | BH | 10.30 | — | — | 567 | BH | 9.40 | — | — | | | | | | | | | | |
| 516 | BH | 11.00 | — | — | 559 | BH | 10.00 | — | — | | | | | | | | | | |
| 567 | BH | 11.30 | — | — | 516 | BH | 10.15 | — | — | | | | | | | | | | |
| 523 | P 6 | 11.45 | — | — | 563 | BH | 10.30 | — | — | | | | | | | | | | |
| 518 | P 6 | 12.15 | — | — | 556 | P 6 | 10.45 | — | — | | | | | | | | | | |
| 533 | BH | 12.30 | — | — | 567 | P 6 | 11.00 | — | — | | | | | | | | | | |
| 521 | P 6 | 12.40 | — | — | 523 | P 6 | 11.15 | — | — | | | | | | | | | | |
| 523 | P 6 | 12.45 | — | — | 525 | P 6 | 11.30 | — | — | | | | | | | | | | |
| 583 | P 6 | 1.20 | — | — | 536 | P 6 | 11.45 | — | — | | | | | | | | | | |
| 548 | BH | 1.30 | — | — | 533 | P 6 | 12.00 | — | — | | | | | | | | | | |
| 563 | BH | 1.50 | — | — | 523 | P 6 | 12.15 | — | — | | | | | | | | | | |
| 565 | BH | 2.30 | — | — | 585 | P 6 | 12.30 | — | — | | | | | | | | | | |
| 562 | Ind. | 3.15 | — | — | 514 | P 6 | 12.40 | — | — | | | | | | | | | | |
| 560 | BH | 3.30 | — | — | 544 | P 6 | 12.50 | — | — | | | | | | | | | | |
| 578 | BH | 4.30 | — | — | 548 | P 6 | 1.00 | — | — | | | | | | | | | | |
| 574 | BH | 5.15 | — | — | 563 | P 6 | 1.10 | — | — | | | | | | | | | | |
| 577 | BH | 5.46 | — | — | 523 | P 6 | 1.20 | — | — | | | | | | | | | | |
| 560 | BH | 6.15 | — | — | 542 | P 6 | 1.30 | — | — | | | | | | | | | | |
| 587 | BH | 6.45 | — | — | 565 | BH | 1.45 | — | — | | | | | | | | | | |
| | | | | | 583 | BH | 2.00 | — | — | | | | | | | | | | |
| | | | | | 561 | P 6 | 2.20 | — | — | | | | | | | | | | |
| | | | | | 560 | BH | 2.40 | — | — | | | | | | | | | | |
| | | | | | 550 | BH | 3.00 | — | — | | | | | | | | | | |
| | | | | | 551 | P 6 | 3.30 | — | — | | | | | | | | | | |

Sunday

BARA HOSPITAL (25003)

NOORD STREET

BARA HOSPITAL (25003)

CITY

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-----|-------|------|---|-----|-----|-------|------|---|-----|-----|-------|------|---|-----|-----|-------|------|---|
| 502 | — | 4.30 | — | — | 502 | — | 5.15 | — | — | 509 | — | 5.45 | — | — | 519 | — | 6.30 | — | — |
| 504 | — | 5.00 | — | — | 504 | — | 5.45 | — | — | 514 | — | 6.15 | — | — | 514 | — | 7.00 | — | — |
| 507 | — | 5.30 | — | — | 507 | — | 6.15 | — | — | 516 | — | 6.45 | — | — | 505 | — | 7.15 | — | — |
| 511 | — | 6.00 | — | — | 511 | — | 6.45 | — | — | 509 | — | 7.15 | — | — | 516 | — | 7.30 | — | — |
| 504 | — | 6.30 | — | — | 504 | — | 7.15 | — | — | 514 | — | 7.45 | — | — | 509 | — | 8.00 | — | — |
| 507 | — | 7.00 | — | — | 507 | — | 7.45 | — | — | 516 | — | 8.15 | — | — | 514 | — | 8.30 | — | — |
| 511 | — | 7.30 | — | — | 511 | — | 8.15 | — | — | 524 | — | 8.45 | — | — | 516 | — | 9.00 | — | — |
| 520 | — | 8.00 | — | — | 520 | — | 8.45 | — | — | 527 | — | 9.15 | — | — | 524 | — | 9.30 | — | — |
| 521 | — | 8.30 | — | — | 521 | — | 9.15 | — | — | 504 | — | 9.45 | — | — | 527 | — | 10.00 | — | — |
| 501 | — | 9.00 | — | — | 501 | — | 9.45 | — | — | 524 | — | 10.15 | — | — | 504 | — | 10.30 | — | — |
| 520 | — | 9.30 | — | — | 520 | — | 10.15 | — | — | 527 | — | 10.45 | — | — | 524 | — | 11.00 | — | — |
| 521 | — | 10.00 | — | — | 521 | — | 10.45 | — | — | 504 | — | 11.15 | — | — | 527 | — | 11.30 | — | — |
| 501 | — | 10.30 | — | — | 501 | — | 11.15 | — | — | 511 | — | 11.45 | — | — | 504 | — | 12.00 | — | — |
| 506 | — | 11.00 | — | — | 506 | — | 11.45 | — | — | 512 | — | 12.00 | — | — | 511 | — | 12.30 | — | — |
| 507 | — | 11.30 | — | — | 507 | — | 12.15 | — | — | 514 | — | 12.15 | — | — | 512 | — | 12.45 | — | — |
| 513 | — | 12.00 | — | — | 513 | — | 12.45 | — | — | 540 | — | 12.45 | — | — | 514 | — | 1.00 | — | — |
| 506 | — | 12.30 | — | — | 506 | — | 1.15 | — | — | 511 | — | 1.15 | — | — | 540 | — | 1.30 | — | — |
| 542 | — | 1.00 | — | — | 542 | — | 1.45 | — | — | 516 | — | 1.30 | — | — | 511 | — | 2.00 | — | — |
| 512 | — | 1.30 | — | — | 512 | — | 2.15 | — | — | 514 | — | 1.45 | — | — | 516 | — | 2.15 | — | — |
| 546 | — | 2.00 | — | — | 546 | — | 2.45 | — | — | 519 | — | 2.00 | — | — | 514 | — | 2.30 | — | — |
| 521 | — | 2.30 | — | — | 521 | — | 3.15 | — | — | 540 | — | 2.15 | — | — | 519 | — | 2.45 | — | — |
| 523 | — | 3.00 | — | — | 523 | — | 3.45 | — | — | 542 | — | 2.30 | — | — | 540 | — | 3.00 | — | — |
| 546 | — | 3.30 | — | — | 546 | — | 4.15 | — | — | 547 | — | 2.45 | — | — | 542 | — | 3.15 | — | — |
| 521 | — | 4.00 | — | — | 521 | — | 4.45 | — | — | 516 | — | 3.00 | — | — | 547 | — | 3.30 | — | — |
| 530 | — | 4.15 | — | — | 530 | — | 5.00 | — | — | 525 | — | 3.15 | — | — | 516 | — | 3.45 | — | — |
| 523 | — | 4.30 | — | — | 523 | — | 5.15 | — | — | 526 | — | 3.30 | — | — | 525 | — | 4.00 | — | — |
| 537 | — | 4.45 | — | — | 537 | — | 5.30 | — | — | 527 | — | 3.45 | — | — | 517 | — | 4.15 | — | — |
| 535 | — | 5.00 | — | — | 535 | — | 5.45 | — | — | 529 | — | 4.00 | — | — | 527 | — | 4.30 | — | — |
| 542 | — | 5.30 | — | — | 542 | — | 6.15 | — | — | 547 | — | 4.15 | — | — | 529 | — | 4.45 | — | — |
| 545 | — | 6.00 | — | — | 545 | — | 6.45 | — | — | 536 | — | 4.30 | — | — | 547 | — | 5.00 | — | — |
| 535 | — | 6.30 | — | — | 535 | — | 7.15 | — | — | 525 | — | 4.45 | — | — | 536 | — | 5.15 | — | — |
| 542 | — | 7.00 | — | — | 542 | — | 7.45 | — | — | 540 | — | 5.00 | — | — | 525 | — | 5.30 | — | — |
| 545 | — | 7.30 | — | — | 545 | — | 8.15 | — | — | 527 | — | 5.15 | — | — | 540 | — | 5.45 | — | — |
| | | | | | | | | | | 529 | — | 5.30 | — | — | 527 | — | 6.00 | — | — |
| | | | | | | | | | | 533 | — | 5.45 | — | — | 529 | — | 6.15 | — | — |
| | | | | | | | | | | 536 | — | 6.00 | — | — | 533 | — | 6.30 | — | — |
| | | | | | | | | | | 537 | — | 6.15 | — | — | 536 | — | 6.45 | — | — |
| | | | | | | | | | | 540 | — | 6.30 | — | — | 537 | — | 7.00 | — | — |
| | | | | | | | | | | 541 | — | 7.00 | — | — | 540 | — | 7.15 | — | — |
| | | | | | | | | | | | | | | | 541 | — | 7.45 | — | — |

| DIEPKLOOF ZONE 5 (25005) | | | | | CITY | | | | | DIEPKLOOF ZONE 2 (25001) | | | | | CITY | | | | |
|--------------------------|-----|-------|------|---|------|-----|-------|------|---|--------------------------|-----|-------|------|---|------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 505 | — | 5.00 | — | — | 505 | — | 5.45 | — | — | 506 | — | 5.15 | — | — | 506 | — | 6.00 | — | — |
| 508 | — | 5.30 | — | — | 508 | — | 6.15 | — | — | 510 | — | 5.45 | — | — | 510 | — | 6.30 | — | — |
| 512 | — | 6.00 | — | — | 512 | — | 6.45 | — | — | 515 | — | 6.15 | — | — | 515 | — | 7.00 | — | — |
| 505 | — | 6.30 | — | — | 508 | — | 7.45 | — | — | 506 | — | 6.45 | — | — | 506 | — | 7.30 | — | — |
| 508 | — | 7.00 | — | — | 512 | — | 8.15 | — | — | 510 | — | 7.15 | — | — | 510 | — | 8.00 | — | — |
| 512 | — | 7.30 | — | — | 518 | — | 8.45 | — | — | 515 | — | 7.45 | — | — | 515 | — | 8.00 | — | — |
| 518 | — | 8.00 | — | — | 522 | — | 9.15 | — | — | 519 | — | 8.15 | — | — | 519 | — | 9.00 | — | — |
| 522 | — | 8.30 | — | — | 526 | — | 9.45 | — | — | 525 | — | 8.45 | — | — | 525 | — | 9.30 | — | — |
| 526 | — | 9.00 | — | — | 518 | — | 10.15 | — | — | 528 | — | 9.15 | — | — | 528 | — | 10.00 | — | — |
| 518 | — | 9.30 | — | — | 522 | — | 10.45 | — | — | 519 | — | 9.45 | — | — | 519 | — | 10.30 | — | — |
| 522 | — | 10.00 | — | — | 526 | — | 11.15 | — | — | 525 | — | 10.15 | — | — | 525 | — | 11.00 | — | — |
| 526 | — | 10.30 | — | — | 505 | — | 11.45 | — | — | 528 | — | 10.45 | — | — | 528 | — | 11.30 | — | — |
| 505 | — | 11.00 | — | — | 508 | — | 12.15 | — | — | 231 | — | 11.15 | — | — | 531 | — | 12.00 | — | — |
| 508 | — | 11.30 | — | — | 509 | — | 12.45 | — | — | 536 | — | 11.45 | — | — | 536 | — | 12.30 | — | — |
| 509 | — | 12.00 | — | — | 505 | — | 1.15 | — | — | 541 | — | 12.15 | — | — | 541 | — | 1.00 | — | — |
| 505 | — | 12.30 | — | — | 508 | — | 1.45 | — | — | 531 | — | 12.45 | — | — | 531 | — | 1.30 | — | — |
| 508 | — | 1.00 | — | — | 509 | — | 2.15 | — | — | 536 | — | 1.15 | — | — | 536 | — | 2.00 | — | — |
| 509 | — | 1.30 | — | — | 517 | — | 2.45 | — | — | 541 | — | 1.45 | — | — | 541 | — | 2.30 | — | — |
| 517 | — | 2.00 | — | — | 545 | — | 3.15 | — | — | 518 | — | 2.15 | — | — | 518 | — | 3.00 | — | — |
| 545 | — | 2.30 | — | — | 522 | — | 3.45 | — | — | 520 | — | 2.45 | — | — | 520 | — | 3.30 | — | — |
| 522 | — | 3.00 | — | — | 526 | — | 4.15 | — | — | 524 | — | 3.15 | — | — | 524 | — | 4.00 | — | — |
| 517 | — | 3.30 | — | — | 528 | — | 4.45 | — | — | 518 | — | 3.45 | — | — | 518 | — | 4.30 | — | — |
| 528 | — | 4.00 | — | — | 522 | — | 5.15 | — | — | 531 | — | 4.00 | — | — | 531 | — | 4.45 | — | — |
| 522 | — | 4.30 | — | — | 526 | — | 5.45 | — | — | 520 | — | 4.15 | — | — | 520 | — | 5.00 | — | — |
| 526 | — | 5.00 | — | — | 538 | — | 6.00 | — | — | 534 | — | 4.30 | — | — | 534 | — | 5.15 | — | — |
| 528 | — | 5.30 | — | — | 528 | — | 6.15 | — | — | 524 | — | 4.45 | — | — | 524 | — | 5.30 | — | — |
| 544 | — | 6.00 | — | — | 544 | — | 6.45 | — | — | 538 | — | 5.00 | — | — | 539 | — | 6.00 | — | — |
| 546 | — | 6.30 | — | — | 546 | — | 7.15 | — | — | 539 | — | 5.15 | — | — | 531 | — | 6.30 | — | — |
| 547 | — | 7.00 | — | — | 539 | — | 7.30 | — | — | 531 | — | 5.45 | — | — | 543 | — | 6.45 | — | — |
| 544 | — | 7.30 | — | — | 547 | — | 7.45 | — | — | 543 | — | 6.00 | — | — | 534 | — | 7.00 | — | — |
| 546 | — | 8.00 | — | — | 544 | — | 8.15 | — | — | 534 | — | 6.15 | — | — | 543 | — | 8.15 | — | — |
| 547 | — | 8.30 | — | — | 546 | — | 8.45 | — | — | 539 | — | 6.45 | — | — | | | | | |
| | | | | | 547 | — | 9.15 | — | — | 543 | — | 7.30 | — | — | | | | | |

| BARAGWANATH (25005) | | | | | ORLANDO STATION | | | | | BARAGWANATH (25005) | | | | | ORLANDO STATION | | | | |
|---------------------|-----|-------|------|---|-----------------|-----|-------|------|---|---------------------|-----|------|------|---|-----------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 502 | — | 6.00 | — | — | 513 | — | 6.00 | — | — | 530 | — | 6 45 | — | — | 532 | — | 6 45 | — | — |
| 513 | — | 6.30 | — | — | 502 | — | 6.30 | — | — | 538 | — | 7 45 | — | — | 538 | — | 7 15 | — | — |
| 517 | — | 7.00 | — | — | 513 | — | 7.00 | — | — | | | | | | | | | | |
| 513 | — | 7.30 | — | — | 517 | — | 7.30 | — | — | | | | | | | | | | |
| 517 | — | 8.00 | — | — | 513 | — | 8.00 | — | — | | | | | | | | | | |
| 507 | — | 8.30 | — | — | 517 | — | 8.30 | — | — | | | | | | | | | | |
| 517 | — | 9.00 | — | — | 507 | — | 9.00 | — | — | | | | | | | | | | |
| 502 | — | 9.30 | — | — | 517 | — | 9.30 | — | — | | | | | | | | | | |
| 517 | — | 10.00 | — | — | 502 | — | 10.00 | — | — | | | | | | | | | | |
| 502 | — | 10.30 | — | — | 517 | — | 10.30 | — | — | | | | | | | | | | |
| 520 | — | 11.00 | — | — | 502 | — | 11.00 | — | — | | | | | | | | | | |
| 502 | — | 11.30 | — | — | 520 | — | 11.30 | — | — | | | | | | | | | | |
| 501 | — | 12 00 | — | — | 502 | — | 12 00 | — | — | | | | | | | | | | |
| 510 | — | 12 15 | — | — | 540 | — | 12 15 | — | — | | | | | | | | | | |
| 502 | — | 12 30 | — | — | 542 | — | 12 30 | — | — | | | | | | | | | | |
| 504 | — | 12 45 | — | — | 510 | — | 12 45 | — | — | | | | | | | | | | |
| 507 | — | 1 00 | — | — | 502 | — | 1 00 | — | — | | | | | | | | | | |
| 510 | — | 1 15 | — | — | 545 | — | 1 15 | — | — | | | | | | | | | | |
| 513 | — | 1 30 | — | — | 546 | — | 1 30 | — | — | | | | | | | | | | |
| 545 | — | 1 45 | — | — | 510 | — | 1 45 | — | — | | | | | | | | | | |
| 506 | — | 2 00 | — | — | 513 | — | 2 00 | — | — | | | | | | | | | | |
| 510 | — | 2 15 | — | — | 547 | — | 2 15 | — | — | | | | | | | | | | |
| 513 | — | 2 30 | — | — | 523 | — | 2 30 | — | — | | | | | | | | | | |
| 511 | — | 2 45 | — | — | 510 | — | 2 45 | — | — | | | | | | | | | | |
| 512 | — | 3 00 | — | — | 513 | — | 3 00 | — | — | | | | | | | | | | |
| 514 | — | 3 15 | — | — | 533 | — | 3 15 | — | — | | | | | | | | | | |
| 519 | — | 3 30 | — | — | 529 | — | 3 30 | — | — | | | | | | | | | | |
| 533 | — | 3 45 | — | — | 514 | — | 3 45 | — | — | | | | | | | | | | |
| 535 | — | 4 00 | — | — | 519 | — | 4 00 | — | — | | | | | | | | | | |
| 532 | — | 4 15 | — | — | 533 | — | 4 15 | — | — | | | | | | | | | | |
| 519 | — | 4 30 | — | — | 535 | — | 4 30 | — | — | | | | | | | | | | |
| 533 | — | 4 45 | — | — | 532 | — | 4 45 | — | — | | | | | | | | | | |
| 541 | — | 5 00 | — | — | 519 | — | 5 00 | — | — | | | | | | | | | | |
| 532 | — | 5 15 | — | — | 533 | — | 5 15 | — | — | | | | | | | | | | |
| 521 | — | 5 30 | — | — | 541 | — | 5 30 | — | — | | | | | | | | | | |
| 530 | — | 5 45 | — | — | 532 | — | 5 45 | — | — | | | | | | | | | | |
| 541 | — | 6 00 | — | — | 530 | — | 6 15 | — | — | | | | | | | | | | |
| 532 | — | 6 15 | — | — | 541 | — | 6 30 | — | — | | | | | | | | | | |

CONTRACTS

548 DKH-Atlas
548 Atlas-M/Dale
548 M/Dale-DKH

BARAGWANATH (25004)

ORLANDO WEST

| | | | | | | | | | |
|-----|---|-------|---|---|-----|---|-------|---|---|
| 549 | — | 8.00 | — | — | 549 | — | 8.30 | — | — |
| 549 | — | 9.00 | — | — | 549 | — | 9.30 | — | — |
| 549 | — | 10.00 | — | — | 549 | — | 10.30 | — | — |
| 549 | — | 12 00 | — | — | 549 | — | 12 30 | — | — |
| 549 | — | 1 00 | — | — | 549 | — | 1 30 | — | — |
| 549 | — | 2 00 | — | — | 549 | — | 2 30 | — | — |
| 549 | — | 3 00 | — | — | 549 | — | 3 30 | — | — |
| 549 | — | 4 00 | — | — | | | | | |

Specimen time-table

PUTCO LTD: SECTION.—BARAGWANATH (DIEPKLOOF DEPOT)

Monday to Friday

| KLIPTOWN (26011) | | | | | BARAGWANATH HOSPITAL | | | | | MERABE GARAGE (26013) | | | | | NANCEFIELD INDUSTRIES | | | | |
|------------------|--------|-------|------|--------|----------------------|-----------|-------|------|------|-----------------------|---------|------|------|-------|-----------------------|-----|------|------|--------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 715 | — | 5.30 | — | — | 853 | T. NFI | 5.45 | — | — | 821 | T. OFV | 5.30 | — | — | 719 | — | 3 40 | — | F.O. |
| 728 | — | 6.00 | — | — | 715 | — | 5.45 | — | — | 844 | — | 6.30 | — | — | 719 | — | 4 20 | — | M.-Th. |
| 705 | X. NFI | 6.50 | — | — | 705 | — | 6.20 | — | — | 719 | T. Bos. | 5 00 | — | M.Th. | | | | | |
| 833 | X. NFI | 7.30 | — | — | 852 | — | 6.30 | — | — | 719 | T. Bos. | 4 10 | — | F.O. | | | | | |
| 732 | — | 8.15 | — | — | 833 | — | 6.50 | — | — | | | | | | | | | | |
| 738 | — | 8.45 | — | — | 825 | X. Biafra | 7.00 | — | — | | | | | | | | | | |
| 739 | — | 9.15 | — | — | 815 | T. NFI | 7.10 | — | — | | | | | | | | | | |
| 741 | — | 9.45 | — | — | 705 | T. NFI | 7.20 | — | — | | | | | | | | | | |
| 738 | — | 10.15 | — | — | 856 | T. NFI | 7.30 | — | — | | | | | | | | | | |
| 739 | — | 10.45 | — | — | 728 | T. NFI | 7.40 | — | — | | | | | | | | | | |
| 703 | — | 11.15 | — | — | 732 | X. MSA | 7.45 | — | — | | | | | | | | | | |
| 705 | — | 11.45 | — | — | 841 | T. NFI | 8.00 | — | — | | | | | | | | | | |
| 704 | — | 12.15 | — | — | 739 | — | 8.30 | — | — | | | | | | | | | | |
| 703 | — | 12.45 | — | — | 741 | — | 9.00 | — | — | | | | | | | | | | |
| 805 | — | 1.15 | — | — | 738 | — | 9.30 | — | — | | | | | | | | | | |
| 704 | — | 1.45 | — | — | 739 | — | 10.00 | — | — | | | | | | | | | | |
| 712 | — | 2.15 | — | — | 741 | — | 10.30 | — | — | | | | | | | | | | |
| 805 | — | 2.45 | — | — | 738 | — | 11.00 | — | — | | | | | | | | | | |
| 833 | X. NFI | 3.15 | — | — | 704 | — | 11.30 | — | — | | | | | | | | | | |
| 712 | — | 3.45 | — | T.MSA | 703 | — | 12 00 | — | — | | | | | | | | | | |
| 709 | X. CH | 3.45 | — | — | 805 | — | 12.30 | — | — | | | | | | | | | | |
| 725 | X. OFV | 4.00 | — | T. ROB | 704 | — | 1.00 | — | — | | | | | | | | | | |
| 711 | X. NFI | 4.20 | — | T. ROB | 703 | — | 1.30 | — | — | | | | | | | | | | |
| 717 | X. NFI | 4.20 | — | T.FOW | 805 | — | 2.00 | — | — | | | | | | | | | | |
| 811 | X. NFI | 4.30 | — | T. MSA | 833 | T. NFI | 2.30 | — | — | | | | | | | | | | |
| 837 | X. MFI | 4.40 | — | T.DG | 712 | T. NFI | 3.00 | — | — | | | | | | | | | | |
| 829 | — | 4.40 | — | F.O. | 725 | T. OFV | 3.15 | — | — | | | | | | | | | | |
| 721 | — | 5.10 | — | T. DG | 811 | T. NFI | 3.30 | — | — | | | | | | | | | | |
| 740 | — | 5.15 | — | F.O. | 711 | T. NFI | 3.45 | — | — | | | | | | | | | | |
| 725 | — | 5.30 | — | — | 837 | T. NFI | 4.00 | — | — | | | | | | | | | | |
| 738 | — | 5.30 | — | F.O. | 721 | T. NFI | 4.30 | — | — | | | | | | | | | | |
| 829 | — | 5.45 | — | — | 725 | T. NFI | 4.45 | — | — | | | | | | | | | | |
| 726 | — | 6.10 | — | — | 829 | — | 5.15 | — | F.O. | | | | | | | | | | |
| 819 | — | 6.30 | — | — | 726 | — | 5.30 | — | — | | | | | | | | | | |
| 738 | — | 6.30 | — | — | 740 | — | 5.45 | — | F.O. | | | | | | | | | | |
| | | | | | 738 | — | 6.00 | — | F.O. | | | | | | | | | | |
| | | | | | 725 | — | 6.00 | — | — | | | | | | | | | | |
| | | | | | 726 | — | 6.30 | — | — | | | | | | | | | | |

| SOWETO (26006/7) | | | | | STEELEDALE | | | | | PIMVILLE (26014) | | | | | NANCEFIELD STATION | | | | |
|------------------|---------|------|-----------|--------|------------|----------|------|-----------|--------|------------------|--------|------|------|------|--------------------|--------|------|------|--------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 703 | CHT | 4.40 | — | — | 703 | T. Pim. | 5.40 | — | — | 704 | — | 4.45 | — | — | 704 | — | 5.00 | — | — |
| 801 | NL | 4.45 | — | — | 801 | T. Em. | 5.45 | — | — | 704 | — | 5.10 | — | — | 704 | — | 5.25 | — | — |
| 802 | Em. | 5.00 | — | — | 802 | T. X Rds | 6.00 | — | — | 704 | — | 5.35 | — | — | 704 | T. CHT | 5.50 | — | — |
| 812 | DK 1 | 5.20 | — | — | 808 | T. X Rds | 6.15 | — | — | 726 | — | 6.00 | — | — | 726 | T. OS | 6.15 | — | — |
| 808 | X. Rds. | 5.20 | — | — | 812 | T. NL | 6.15 | — | — | 715 | — | 2.45 | — | — | 715 | — | 2.30 | — | — |
| 807 | NL | 5.20 | T. MKT | — | 807 | T. NL | 6.30 | — | — | 715 | — | 3.15 | — | — | 715 | — | 3.00 | — | — |
| 815 | OS | 5.30 | — | — | 810 | T. CH | 6.30 | — | — | 715 | — | 3.45 | — | — | 715 | — | 3.30 | — | — |
| 810 | DVT | 5.30 | — | — | 817 | T. Em. | 6.30 | — | — | 838 | — | 4.15 | — | F.O. | 715 | — | 4.00 | — | M.-Th. |
| 817 | M10 | 5.30 | — | — | 815 | T. BH | 6.30 | — | — | 851 | — | 4.30 | — | — | 838 | — | 4.00 | — | F.O. |
| 824 | MOL | 5.45 | — | — | 841 | T. BH | 7.16 | Staff bus | — | 851 | — | 5.00 | — | — | 851 | — | 4.15 | — | — |
| 714 | CHT | 5.45 | — | — | 808 | T. BH | 8.00 | Staff bus | — | 743 | — | 5.45 | — | — | 838 | — | 4.30 | — | — |
| 823 | NL | 5.45 | — | — | 705 | T. CHT | 2.00 | — | — | 741 | — | 6.00 | — | — | 851 | — | 4.45 | — | — |
| 835 | OS | 6.00 | — | — | 853 | T. NL | 2.15 | X. MKT | — | 743 | — | 6.15 | — | — | 851 | — | 5.15 | — | — |
| 841 | OS | 6.15 | — | — | 746 | T. OS | 2.30 | X. MKT | — | 741 | — | 6.30 | — | — | 741 | — | 5.45 | — | — |
| 839 | NL | 6.15 | — | — | 824 | T. NL | 3.30 | X. MKT | — | 739 | — | 6.45 | — | — | 743 | — | 6.00 | — | — |
| 845 | M10 | 6.15 | — | — | 822 | T. X Rds | 4.00 | — | — | 741 | — | 7.00 | — | — | 741 | — | 6.15 | — | — |
| 704 | CHT | 6.15 | — | — | 728 | T. OS | 4.15 | — | F.O. | 739 | — | 7.15 | — | — | 743 | — | 6.30 | — | — |
| 820 | OS | 6.30 | — | — | 842 | T. NL | 4.30 | — | — | 741 | — | 7.30 | — | — | 741 | — | 6.45 | — | — |
| 802 | X Rds | 6.45 | — | — | 845 | M10 | 4.30 | — | — | 744 | — | 7.40 | — | — | 739 | — | 7.00 | — | — |
| 808 | X Rds | 7.00 | — | — | 846 | T. OS | 4.30 | — | — | | | | | | 741 | — | 7.15 | — | — |
| 804 | BH | 7.00 | — | — | 742 | T. Em. | 4.40 | — | F.O. | | | | | | 739 | — | 7.30 | — | — |
| 705 | BH | 1.15 | Staff Bus | — | 735 | T. X Rds | 4.45 | — | — | | | | | | 741 | — | 7.45 | — | — |
| 824 | BH | 2.15 | Staff bus | — | 734 | T. CHT | 5.00 | — | — | | | | | | 744 | — | 8.00 | — | — |
| 842 | BH | 3.45 | Staff bus | — | 825 | T. Em. | 5.00 | — | — | | | | | | | | | | |
| 823 | X. Pim. | 4.00 | — | — | 820 | T. NL | 5.00 | — | — | | | | | | | | | | |
| 742 | BH | 4.00 | — | F.O. | 823 | T. DVT | 5.00 | — | — | | | | | | | | | | |
| 742 | BH | 4.30 | — | M.-Th. | 826 | T. M10 | 5.10 | — | — | | | | | | | | | | |
| 832 | X Pim. | 4.45 | — | — | 728 | T. OS | 5.10 | — | M.-Th. | | | | | | | | | | |
| 835 | X. NL | 4.50 | — | — | 742 | T. Em. | 5.30 | — | M.-Th. | 721 | H & W | 6.30 | — | Rob. | 843 | X. FCW | 3.45 | — | F.O. |
| 819 | X. KL | 5.00 | — | F.O. | 832 | T. NL | 5.30 | — | — | 857 | H & W | 6.40 | — | CHR | 821 | — | 4.10 | — | F.O. |
| 833 | X. Pim. | 5.00 | — | — | 833 | T. OS | 5.45 | — | — | 701 | H & W. | 7.00 | — | CHR | 715 | Saffas | 4.15 | — | F.O. |
| 844 | X. Pim. | 5.30 | — | M.-Th. | 819 | T. X Rds | 5.45 | — | — | | | | | | 743 | X. CJ | 4.16 | — | — |
| 842 | X. NL | 5.30 | — | M.-Th. | 835 | T. NL | 5.45 | — | — | | | | | | 715 | Saffas | 4.45 | — | M.-Th. |
| 731 | X. Mes. | 5.40 | — | M.-Th. | 842 | T. OS | 6.15 | — | — | | | | | | 717 | X. FCW | 5.10 | — | M.-Th. |
| 850 | X M10 | 5.45 | — | — | 844 | T. NL | 6.15 | — | — | | | | | | | | | | |
| | | | | | 731 | T. X Rds | 6.35 | — | M.-Th. | | | | | | | | | | |
| | | | | | 850 | T. HL | 6.45 | — | — | | | | | | | | | | |

CITY (26001/2)

ROBERTSHAM

| SOWETO (26003) | | | | | ROBERTSHAM | | | | | SOWETO (26003) | | | | | ROBERTSHAM | | | | |
|----------------|----------|------|--------|--------|------------|-----------|------|--------|------|----------------|----------|-------|------|------|------------|---------|-------|--------|--------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 803 | X. NL | 5.00 | — | — | 803 | T. CH | 5.50 | — | — | 730 | X. MES | 4 20 | — | F.O. | 839 | T. OW | 4 30 | — | — |
| 805 | X. DK 1 | 5.10 | — | — | 805 | T. NL | 5.55 | — | — | 726 | X. CH | 4 20 | — | — | 810 | T. EM | 4 35 | — | V.ZL |
| 811 | X. TL | 5.30 | — | — | 820 | T. OS | 6.00 | — | — | 807 | X. DK 5 | 4 20 | — | — | 836 | T. NL | 4 40 | — | — |
| 820 | X. DK 1 | 5.30 | — | — | 811 | T. NL | 6.15 | — | — | 730 | X. BH | 4 25 | — | — | 731 | T. MES | 4 50 | — | M.-Th. |
| 814 | X. OW | 5.30 | — | — | 814 | T. PIM | 6.15 | — | — | 858 | X. M10 | 4 25 | — | F.O. | 850 | T. M10 | 5 00 | — | — |
| 825 | X. NL | 5.45 | — | — | 718 | T. BH | 6.25 | Biafra | — | 731 | X. BH | 4 25 | — | — | 808 | T. OW | 5 00 | — | — |
| 718 | X. CH | 5.45 | — | — | 825 | T. Biafra | 6.30 | — | — | 808 | X. BH | 4 30 | — | — | 730 | T. DK 1 | 5 00 | — | — |
| 822 | X. M10 | 5.45 | — | — | 822 | T. PIM | 6.30 | — | — | 813 | X. PIM | 4 30 | — | — | 737 | T. DK 1 | 5 00 | — | — |
| 826 | X. EM | 5.50 | V. IKS | — | 833 | T. BH | 6.30 | — | — | 824 | X. NL | 4 30 | — | — | 807 | T. NL | 5 00 | — | — |
| 855 | X. MES | 5.55 | — | — | 717 | T. DK 1 | 6.30 | — | — | 850 | X. BH | 4 30 | — | — | 726 | T. BH | 5 05 | — | — |
| 832 | X. MOL | 6.00 | — | — | 834 | T. PIMX | 6.30 | — | — | 858 | X. BH | 4 35 | — | — | 858 | T. MES | 5 05 | — | — |
| 833 | X. DK 1 | 6.00 | — | — | 855 | T. PIM | 6.40 | — | — | 812 | X. DK 5 | 4 45 | — | — | 711 | T. CH | 5 05 | — | — |
| 834 | X. OS | 6.00 | — | — | 832 | T. DK 5 | 6.45 | — | — | 822 | X. X Rds | 4 50 | — | — | 813 | T. EM | 5 05 | V. IKS | — |
| 830 | X. IKS | 6.00 | — | — | 829 | T. DK 1 | 6.45 | — | — | 827 | X. CH | 5 00 | — | — | 812 | T. NL | 5 10 | — | — |
| 829 | X. X Rds | 6.00 | — | — | 830 | T. CHT | 6.50 | — | — | 817 | X. CH | 5 15 | — | — | 824 | T. NL | 5 30 | — | — |
| 856 | X. MES | 6.05 | — | — | 856 | T. BH | 6.50 | — | — | 836 | X. NL | 5 30 | — | — | 822 | T. DK 4 | 5 30 | — | — |
| 840 | X. NL | 6.15 | — | — | 826 | T. PIM | 6.50 | — | — | 843 | X. CH | 5 45 | — | — | 827 | T. M10 | 5 30 | — | — |
| 818 | X. M10 | 6.15 | — | — | 840 | T. PIM | 7.00 | — | — | | | | | | 817 | T. DK 1 | 5 45 | — | — |
| 843 | X. OW | 6.15 | — | — | 818 | T. DK 5 | 7.00 | — | — | | | | | | 836 | T. DK 1 | 6 15 | — | — |
| 707 | X. DK 1 | 6.15 | — | — | 843 | T. BH | 7.00 | — | — | | | | | | 843 | T. NL | 6 30 | — | — |
| 728 | X. BH | 6.30 | — | — | 707 | T. MES | 7.00 | — | — | | | | | | | | | | |
| 710 | X. DK 1 | 6.30 | — | — | 857 | T. BH | 7.00 | — | — | | | | | | | | | | |
| 713 | X. DK 1 | 6.45 | — | — | 728 | T. BH | 7.10 | — | — | | | | | | | | | | |
| 718 | X. BH | 6.50 | — | — | 710 | T. BH | 7.15 | — | — | | | | | | | | | | |
| 811 | X. NL | 6.50 | — | — | 713 | T. BH | 7.30 | — | — | | | | | | | | | | |
| 717 | X. DK 1 | 7.00 | — | — | 701 | T. CH | 7.35 | — | — | | | | | | | | | | |
| 829 | X. DK 1 | 7.15 | — | — | 811 | T. BH | 7.40 | — | — | 850 | — | 12 00 | — | — | 740 | — | 11 00 | — | — |
| 857 | X. BH | 7.20 | — | — | 829 | T. BH | 8.00 | — | — | 850 | — | 1 00 | — | — | 850 | — | 12 30 | — | — |
| 719 | X. DK 1 | 7.30 | — | — | 719 | T. BH | 8.15 | — | — | 850 | — | 2 00 | — | — | 850 | — | 1 30 | — | — |
| 831 | X. BH | 7.45 | — | — | 831 | T. BH | 8.25 | — | — | 810 | — | 2 45 | — | — | 850 | — | 2 30 | — | — |
| 730 | X. BH | 3 15 | — | F.O. | 731 | T. NL | 3 40 | — | — | 721 | — | 3 30 | — | — | 721 | — | 3 00 | — | — |
| 730 | X. BH | 3 15 | — | F.O. | 731 | T. NL | 3 40 | — | F.O. | 818 | — | 4 15 | — | — | 711 | — | 3 15 | — | — |
| 731 | X. BH | 3 15 | — | F.O. | 858 | T. M10 | 3 40 | — | F.O. | 833 | — | 4 30 | — | — | 810 | — | 3 35 | — | — |
| 839 | X. BH | 3 45 | — | — | 834 | T. X Rds | 3 40 | — | F.O. | 710 | — | 5 45 | — | — | 721 | — | 4 00 | — | — |
| 715 | X. PIM | 3 45 | — | F.O. | 830 | T. DK 1 | 3 40 | — | F.O. | 733 | — | 6 15 | — | — | 738 | — | 7 00 | — | — |
| 810 | X. BH | 4 05 | — | — | 730 | T. MES | 3 40 | — | F.O. | | | | | | | | | | |
| 836 | X. OS | 4 10 | — | — | 720 | T. NL | 4 15 | — | — | | | | | | | | | | |
| 847 | X. BH | 4 10 | — | — | 722 | T. DK 1 | 4 30 | — | — | | | | | | | | | | |
| 715 | X. RM | 4 15 | — | M.-Th. | 847 | T. NL | 4 30 | — | — | | | | | | | | | | |

| NALEDI (26022) | | | | | JEPPE STREET | | | | | MAPETLA EAST (26024) | | | | | JEPPE STREET | | | | |
|----------------|----------|-------|------|---|--------------|--------|-------|------|------|-----------------------|---------|------|------|--------|--------------|----------|------|------|------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 852 | — | 5.00 | — | — | 806 | — | 6.15 | — | — | 813 | — | 5.30 | — | — | 813 | — | 6.15 | — | — |
| 806 | — | 5.15 | — | — | 827 | — | 6.50 | — | — | 838 | — | 6.15 | — | — | 720 | — | 6.35 | — | — |
| 809 | — | 5.30 | — | — | 816 | — | 7.45 | — | — | 849 | — | 6.30 | — | — | 838 | — | 7.00 | — | — |
| 819 | — | 5.40 | — | — | 838 | — | 8.45 | — | — | 813 | — | 7.00 | — | — | 857 | — | 3.00 | — | — |
| 827 | — | 5.50 | — | — | 847 | — | 9.45 | — | — | 720 | — | 7.25 | — | — | 828 | — | 3.45 | — | — |
| 831 | — | 6.00 | — | — | 742 | — | 10.45 | — | — | 838 | — | 7.45 | — | — | 710 | — | 4.30 | — | — |
| 836 | — | 6.10 | — | — | 801 | — | 11.15 | — | — | 857 | T. WG | 4.00 | — | — | 828 | — | 5.15 | — | — |
| 851 | X. MOL | 6.15 | — | — | 802 | — | 11.45 | — | — | 828 | — | 4.30 | — | — | 840 | — | 6.00 | — | — |
| 842 | — | 6.20 | — | — | 852 | — | 12.15 | — | — | 710 | T. BH | 5.15 | — | — | 848 | — | 6.45 | — | — |
| 854 | X. FC | 6.30 | — | — | 803 | — | 12.45 | — | — | EMDENI (26019/20) | | | | | WESTGATE | | | | |
| 816 | — | 6.35 | — | — | 804 | — | 1.15 | — | — | 804 | V. BH | 5.15 | — | — | 804 | T. BH | 6.15 | — | — |
| 805 | — | 6.45 | — | — | 806 | — | 2.00 | — | — | 828 | V. MED | 5.50 | — | — | 828 | T. DK 1 | 6.50 | — | P 6 |
| 812 | — | 7.00 | — | — | 814 | — | 2.30 | — | — | 837 | V. BH | 6.10 | — | — | 837 | T. CHT | 7.10 | — | P 6 |
| 806 | — | 7.15 | — | — | 855 | — | 3.00 | — | — | 801 | V. MED | 6.40 | — | — | 732 | V. BH | 3.40 | — | F.O. |
| 807 | — | 7.30 | — | — | 856 | — | 3.20 | — | — | 817 | V. BH | 7.20 | — | — | 840 | V. BH | 4.10 | — | — |
| 827 | — | 7.45 | — | — | 835 | — | 3.40 | — | — | 828 | V. BH | 8.00 | — | — | 848 | V. BH | 4.45 | — | — |
| 722 | — | 8.00 | — | — | 739 | — | 4.00 | — | — | 840 | P 6 | 5.10 | — | — | 815 | V. MED | 5.05 | — | — |
| 847 | — | 8.30 | — | — | 849 | — | 4.20 | — | — | 742 | T. City | 5.40 | — | F.O. | 818 | V. BH | 5.25 | — | — |
| 848 | — | 9.00 | — | — | 853 | — | 4.35 | — | — | 848 | P 6 | 5.45 | — | — | 839 | V. MED | 5.45 | — | — |
| 742 | — | 9.30 | — | — | 814 | — | 4.45 | — | — | 742 | T. City | 6.30 | — | M.-Th. | RANDBURG | | | | |
| 801 | — | 10.00 | — | — | 821 | — | 4.55 | — | — | ELDORADO PARK (26205) | | | | | 723 | T. Cross | 7.30 | — | — |
| 802 | — | 10.30 | — | — | 816 | X. BOY | 5.00 | — | — | 722 | Main Rd | 6.00 | — | — | 723 | T. EP | 5.30 | — | — |
| 852 | — | 11.00 | — | — | 830 | — | 5.05 | — | — | | | | | | | | | | |
| 803 | — | 11.30 | — | — | 834 | — | 5.20 | — | F.O. | | | | | | | | | | |
| 804 | — | 12.00 | — | — | 819 | — | 5.20 | — | — | | | | | | | | | | |
| 806 | — | 1.00 | — | — | 831 | X. BOY | 5.30 | — | — | | | | | | | | | | |
| 853 | — | 3.15 | — | — | 838 | — | 5.35 | — | — | | | | | | | | | | |
| 814 | — | 3.45 | — | — | 837 | — | 5.45 | — | — | | | | | | | | | | |
| 855 | T. WG | 4.15 | — | — | 845 | — | 5.55 | — | — | | | | | | | | | | |
| 856 | T. BOY | 4.30 | — | — | 847 | — | 6.05 | — | — | | | | | | | | | | |
| 731 | — | 4.40 | — | — | 846 | — | 6.20 | — | — | | | | | | | | | | |
| 720 | — | 5.00 | — | — | 849 | — | 6.40 | — | — | | | | | | | | | | |
| 847 | — | 5.15 | — | — | | | | | | | | | | | | | | | |
| 739 | Direct | 5.15 | — | — | | | | | | | | | | | | | | | |
| 849 | — | 5.35 | — | — | | | | | | | | | | | | | | | |
| 735 | X. X Rds | 5.45 | — | — | | | | | | | | | | | | | | | |

| CHIAWELO TERMINUS (26025) | | | | | WESTGATE | | | | | M.S.A. (26005) | | | | | MEADOWLANDS | | | | |
|---------------------------|---------|------|------|------|-------------|---------|------|------|---|-------------------------|-----------|------|------|---|--------------|-----------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 711 | V. BH | 5.20 | — | — | 711 | P 6 | 6.20 | — | — | 811 | — | 5 15 | — | — | — | — | — | — | — |
| 857 | V. Ind. | 5.45 | — | — | 722 | T. NL. | 7.10 | — | — | ORLANDO STATION (26005) | | | | | MONDEOR | | | | |
| 722 | V. BH | 6.00 | — | — | 837 | V. OR | 7.10 | — | — | 726 | — | 6.30 | — | — | 726 | — | 7.15 | — | — |
| 858 | V. Ind. | 6.15 | — | — | 854 | V. BH | 3 30 | — | — | 726 | — | 7.50 | — | — | 726 | T. BH | 8.30 | — | — |
| 735 | V. BH | 6.30 | — | — | 733 | V. Ind. | 4 40 | — | — | 841 | X. BH | 3 00 | — | — | 841 | — | 3 30 | — | — |
| 821 | V. Ind. | 6.50 | — | — | 857 | V. BH | 5 00 | — | — | 841 | — | 4 15 | — | — | 841 | — | 5 00 | — | — |
| 711 | V. BH | 7.05 | — | — | 855 | V. Ind. | 5 15 | — | — | 841 | — | 5 45 | — | — | 841 | — | 6 30 | — | — |
| 830 | V. BH | 7.30 | — | — | 854 | V. BH | 5 30 | — | — | A.M. SCHOOLS (26015) | | | | | P.M. SCHOOLS | | | | |
| 837 | V. BH | 8.00 | — | — | 856 | X. Boy | 5 30 | — | — | 729 | Bos.-EP | 7.05 | — | — | 714 | RCD-M 10 | 2 15 | — | — |
| 733 | V. Oph. | 4 15 | — | F.O. | 851 | V. Ind. | 6 00 | — | — | 859 | OS-ZDI | 7.15 | — | — | 816 | M 10-BN | 2 30 | — | — |
| 854 | V. BH | 4 30 | — | — | 858 | V. BH | 6 30 | — | — | 725 | Kups.-ZDI | 7.20 | — | — | 811 | OW-BN | 2 30 | — | — |
| 733 | T. BH | 5 40 | — | — | MEADOWLANDS | | | | | 832 | DK 5-M 10 | 7.20 | — | — | 829 | EP-Bos. | 2 45 | — | — |
| 734 | T. City | 6 00 | — | — | ZONDI | | | | | 828 | DK 1-JTS | 7.20 | — | — | 839 | OW-BN | 3 00 | — | — |
| 816 | — | 5.45 | — | — | 816 | — | 4 00 | — | — | 745 | M 10-ORL | 7.30 | — | — | 807 | JTS-DK 6 | 3 30 | — | — |
| 816 | T. Boy | 4 30 | — | — | N.F.I. | | | | | 843 | BH-OW | 7.30 | — | — | 847 | JTS-BN | 3 30 | — | — |
| C.M.R. | | | | | N.F.I. | | | | | 819 | BH-M 10 | 7.30 | — | — | 815 | DIGS-Pim. | 3 30 | — | — |
| 859 | — | 5.00 | — | — | 859 | — | 6.15 | — | — | 818 | DK 5-OW | 7.30 | — | — | 818 | ZDI-BH | 3 30 | — | — |
| 859 | — | 5 00 | — | — | 859 | — | 6 15 | — | — | 746 | OW-KTC | 7.30 | — | — | 836 | ZDI-OS | 3 30 | — | — |
| | | | | | | | | | | 826 | Pim.-DKJS | 7.30 | — | — | 808 | OPS-BH | 3 45 | — | — |
| | | | | | | | | | | 707 | MES-KTC | 7.40 | — | — | 745 | ORL-M 10 | 3 45 | — | — |
| | | | | | | | | | | 710 | BH-OPS | 7.45 | — | — | 819 | KTC-OW | 4 00 | — | — |
| | | | | | | | | | | 803 | DS-RCC | 7.45 | — | — | 838 | KTC-MES | 4 00 | — | — |
| | | | | | | | | | | KLIPTOWN (26204) | | | | | FAIRLANDS | | | | |
| | | | | | | | | | | 724 | Soweto | 6.00 | — | — | 724 | T. Croes. | 7.30 | — | — |
| | | | | | | | | | | — | — | — | — | — | 724 | T. KL | 5 00 | — | — |

| PIMVILLE (26012) | | | | | CITY | | | | | EMDENI | | | | | WESTGATE | | | | |
|------------------|-----|-------|------|---|------|-----|-------|------|---|-------------------|-----|------|------|---|----------|-------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 708 | — | 5.10 | — | — | 708 | — | 6.00 | — | — | 803 | MED | 5.00 | — | — | 803 | P 6 | 6.00 | — | — |
| 712 | — | 5.30 | — | — | 712 | — | 6.20 | — | — | 810 | BH | 6.00 | — | — | 810 | P 6 | 7.00 | — | — |
| 715 | — | 5.50 | — | — | 715 | — | 6.40 | — | — | 803 | MED | 7.00 | — | — | 724 | P 6 | 7.30 | — | — |
| 720 | — | 6.10 | — | — | 720 | — | 7.00 | — | — | 810 | MED | 8.00 | — | — | 824 | MED | 3.00 | — | — |
| 725 | — | 6.30 | — | — | 725 | — | 7.20 | — | — | 724 | BH | 8.30 | — | — | 820 | BH | 4.00 | — | — |
| 708 | — | 6.50 | — | — | 708 | — | 7.40 | — | — | 824 | BH | 4.00 | — | — | 824 | MED | 5.00 | — | — |
| 712 | — | 7.10 | — | — | 712 | — | 8.00 | — | — | CHIAWELO TERMINUS | | | | | WESTGATE | | | | |
| 715 | — | 7.30 | — | — | 715 | — | 8.20 | — | — | 710 | BH | 5.30 | — | — | 710 | BH | 6.30 | — | — |
| 720 | — | 7.50 | — | — | 720 | — | 8.40 | — | — | 721 | BH | 6.15 | — | — | 721 | T. CH | 7.15 | — | — |
| 725 | — | 8.10 | — | — | 725 | — | 9.00 | — | — | 724 | BH | 6.30 | — | — | 730 | BH | 2.00 | — | — |
| 731 | — | 8.30 | — | — | 731 | — | 9.20 | — | — | 729 | BH | 7.00 | — | — | 735 | BH | 2.30 | — | — |
| 733 | — | 8.50 | — | — | 733 | — | 9.40 | — | — | 710 | BH | 7.20 | — | — | 730 | BH | 4.00 | — | — |
| 703 | — | 9.10 | — | — | 703 | — | 10.00 | — | — | 730 | BH | 3.00 | — | — | 735 | BH | 4.30 | — | — |
| 736 | — | 9.30 | — | — | 736 | — | 10.20 | — | — | 735 | BH | 3.30 | — | — | | | | | |
| 707 | — | 9.50 | — | — | 707 | — | 10.40 | — | — | | | | | | | | | | |
| 731 | — | 10.10 | — | — | 731 | — | 11.00 | — | — | | | | | | | | | | |
| 733 | — | 10.30 | — | — | 733 | — | 11.20 | — | — | | | | | | | | | | |
| 703 | — | 10.50 | — | — | 703 | — | 11.40 | — | — | | | | | | | | | | |
| 740 | — | 11.10 | — | — | 740 | — | 12.00 | — | — | | | | | | | | | | |
| 707 | — | 11.30 | — | — | 707 | — | 12.20 | — | — | | | | | | | | | | |
| 741 | — | 11.50 | — | — | 741 | — | 12.40 | — | — | | | | | | | | | | |
| 745 | — | 12.10 | — | — | 745 | — | 1.00 | — | — | | | | | | | | | | |
| 747 | — | 12.30 | — | — | 747 | — | 1.20 | — | — | | | | | | | | | | |
| 740 | — | 12.50 | — | — | 740 | — | 1.40 | — | — | | | | | | | | | | |
| 725 | — | 1.30 | — | — | 720 | — | 2.00 | — | — | | | | | | | | | | |
| 745 | — | 1.50 | — | — | 725 | — | 2.20 | — | — | | | | | | | | | | |
| 747 | — | 2.10 | — | — | 745 | — | 2.40 | — | — | | | | | | | | | | |
| 720 | — | 2.40 | — | — | 747 | — | 3.00 | — | — | | | | | | | | | | |
| 725 | — | 3.10 | — | — | 720 | — | 3.30 | — | — | | | | | | | | | | |
| 732 | — | 3.40 | — | — | 725 | — | 4.00 | — | — | | | | | | | | | | |
| 736 | — | 4.10 | — | — | 732 | — | 4.30 | — | — | | | | | | | | | | |
| 743 | — | 4.40 | — | — | 736 | — | 5.00 | — | — | | | | | | | | | | |
| 744 | — | 5.10 | — | — | 743 | — | 5.30 | — | — | | | | | | | | | | |
| 746 | — | 5.40 | — | — | 744 | — | 6.00 | — | — | | | | | | | | | | |
| 743 | — | 6.10 | — | — | 746 | — | 6.30 | — | — | | | | | | | | | | |
| 744 | — | 6.40 | — | — | 743 | — | 7.00 | — | — | | | | | | | | | | |
| 746 | — | 7.15 | — | — | 744 | — | 7.30 | — | — | | | | | | | | | | |
| | | | | | 746 | — | 8.00 | — | — | | | | | | | | | | |

| SOWETO | | | | | STEELDALE | | | | | PIMVILLE | | | | | NANCEFIELD STATION | | | | |
|----------------|--------|-------|-----------|-------|------------|---------|-------|-----------|-------|------------------|--------|-------|------|---|--------------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 703 | CHT | 4.45 | — | — | 703 | T. DK 3 | 5.45 | — | — | 705 | — | 5.00 | — | — | 705 | — | 5.15 | — | — |
| 702 | NL | 4.45 | — | — | 702 | T. CHT | 6.00 | — | — | 705 | — | 5.30 | — | — | 705 | — | 5.45 | — | — |
| 804 | NL | 5.15 | — | — | 808 | T. DK 3 | 7.00 | Staff bus | — | 705 | — | 6.00 | — | — | 705 | — | 6.15 | — | — |
| 806 | DYT | 5.30 | — | — | 726 | T. BH | 8.00 | Staff bus | — | 705 | — | 6.30 | — | — | 705 | — | 6.45 | — | — |
| 607 | OS | 5.45 | — | — | 727 | T. BH | 8.15 | — | — | 705 | — | 7.00 | — | — | 705 | — | 7.15 | — | — |
| 808 | NL | 5.45 | — | — | 730 | T. BH | 8.40 | — | — | 705 | — | 7.30 | — | — | 743 | — | 12.00 | — | — |
| 811 | NL | 6.15 | — | — | 702 | T. NL | 11.00 | — | X. MK | 743 | — | 12.15 | — | — | 743 | — | 12.30 | — | — |
| 718 | X. RDS | 6.15 | — | — | 804 | T. NL | 11.30 | — | X. MK | 743 | — | 12.45 | — | — | 743 | — | 1.00 | — | — |
| 723 | X. RDS | 6.30 | — | — | 708 | T. XRDS | 12.00 | — | — | 743 | — | 1.15 | — | — | 743 | — | 1.30 | — | — |
| 702 | CHT | 6.45 | — | — | 807 | T. NL | 1.00 | — | — | 743 | — | 1.45 | — | — | 743 | — | 2.00 | — | — |
| 726 | X. RDS | 6.45 | — | — | 816 | T. NL | 1.00 | — | — | 743 | — | 2.15 | — | — | 743 | — | 2.30 | — | — |
| 727 | X. RDS | 7.00 | — | — | 715 | T. XRDS | 1.15 | — | — | KLIPTOWN (26014) | | | | | DIEPKLOOF | | | | |
| 730 | NL | 7.30 | — | — | 810 | T. NL | 1.30 | — | — | 711 | X. NFI | 8.00 | — | — | 703 | T. NFI | 6.30 | — | — |
| 702 | BH | 10.15 | Staff bus | T. AK | 718 | T. CHT | 1.40 | — | — | 812 | — | 8.30 | — | — | 819 | — | 7.15 | — | — |
| 816 | BH | 12.15 | Staff bus | — | 812 | T. NL | 2.00 | — | — | 808 | — | 10.00 | — | — | 808 | — | 7.45 | — | — |
| 823 | KL | 1.45 | — | — | 823 | T. OS | 2.30 | — | — | 739 | — | 10.30 | — | — | 722 | — | 8.15 | — | — |
| 815 | KL | 2.15 | — | — | 815 | T. NL | 3.00 | — | — | 825 | — | 11.00 | — | — | 711 | — | 8.45 | — | — |
| 727 | NL | 2.25 | — | — | 727 | T. DYT | 3.30 | — | — | 808 | — | 11.30 | — | — | 822 | — | 9.15 | — | — |
| 733 | BH | 3.15 | — | — | 733 | T. NL | 4.00 | — | — | 739 | — | 12.00 | — | — | 823 | — | 9.45 | — | — |
| 738 | KL | 3.55 | — | — | 823 | T. NL | 4.20 | — | — | 805 | — | 12.30 | — | — | 825 | — | 10.15 | — | — |
| 825 | NL | 3.55 | — | — | 738 | T. NL | 4.40 | — | — | 808 | — | 1.00 | — | — | 808 | — | 10.45 | — | — |
| 823 | OS | 3.30 | — | — | 825 | T. NL | 5.00 | — | — | 739 | — | 1.30 | — | — | 739 | — | 11.15 | — | — |
| SOWETO (26006) | | | | | ROBERTSHAM | | | | | 809 | — | 2.00 | — | — | 805 | — | 11.45 | — | — |
| 716 | NL | 6.00 | — | — | 716 | T. KL | 6.50 | — | — | | | | | | 808 | — | 12.15 | — | — |
| 813 | OW | 6.15 | — | — | 813 | T. NL | 7.00 | — | — | | | | | | 739 | — | 12.45 | — | — |
| 812 | NL | 6.20 | — | — | 812 | T. BH | 7.10 | — | — | | | | | | 809 | — | 1.15 | — | — |
| 814 | M 10 | 6.30 | — | — | 816 | T. CH | 7.15 | — | — | | | | | | | | | | |
| 816 | DK 1 | 6.30 | — | — | 814 | T. KL | 7.30 | — | — | | | | | | | | | | |
| 818 | DK 1 | 7.00 | — | — | 818 | T. CH | 7.45 | — | — | | | | | | | | | | |
| 818 | NL | 3.15 | — | — | 818 | T. DK 4 | 4.15 | — | — | | | | | | | | | | |
| | B 4 | 3.45 | — | — | 739 | T. BH | 4.15 | — | — | | | | | | | | | | |
| | | | | | 821 | T. NL | 4.15 | — | — | | | | | | | | | | |

| KLIPTOWN (76010) | | | | | BARAGWANATH HOSPITAL | | | | | KLIPTOWN (26010) | | | | | BARAGWANATH HOSPITAL | | | | |
|------------------|--------|-------|------|---|----------------------|--------|-------|------|---|------------------|-------|------|------|---|----------------------|-------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 707 | — | 5.00 | — | — | 707 | T. NFI | 5.40 | — | — | 717 | — | 1 40 | — | — | 741 | — | 2 00 | — | — |
| 711 | — | 5.20 | — | — | 711 | — | 6.00 | — | — | 822 | — | 2 00 | — | — | 736 | — | 2 10 | — | — |
| 714 | — | 5.40 | — | — | 714 | — | 6.20 | — | — | 728 | — | 2 20 | — | — | 717 | — | 2 20 | — | — |
| 719 | — | 6.00 | — | — | 719 | — | 6.40 | — | — | 736 | — | 2 40 | — | — | 822 | — | 2 40 | — | — |
| 707 | X. NPI | 6.20 | — | — | 707 | — | 7.00 | — | — | 734 | — | 3 00 | — | — | 728 | — | 3 00 | — | — |
| 711 | — | 6.40 | — | — | 711 | — | 7.20 | — | — | 822 | — | 3 20 | — | — | 736 | — | 3 20 | — | — |
| 714 | — | 7.00 | — | — | 714 | — | 7.40 | — | — | 728 | — | 3 40 | — | — | 734 | — | 3 40 | — | — |
| 719 | — | 7.20 | — | — | 812 | — | 7.50 | — | — | 740 | — | 4 00 | — | — | 822 | — | 4 00 | — | — |
| 716 | — | 7.40 | — | — | 719 | — | 8.00 | — | — | 734 | — | 4 20 | — | — | 728 | — | 4 20 | — | — |
| 819 | — | 8.00 | — | — | 716 | — | 8.20 | — | — | 822 | — | 4 40 | — | — | 740 | — | 4 40 | — | — |
| 814 | — | 8.20 | — | — | 819 | — | 8.40 | — | — | 741 | — | 5 00 | — | — | 734 | — | 5 00 | — | — |
| 722 | — | 9.00 | — | — | 727 | — | 9.00 | — | — | 740 | — | 5 30 | — | — | 741 | — | 5 30 | — | — |
| 806 | — | 9.20 | — | — | 730 | — | 9.20 | — | — | 741 | — | 6 00 | — | — | 740 | — | 6 00 | — | — |
| 819 | — | 9.30 | — | — | 722 | — | 9.40 | — | — | | | | | | 741 | — | 6 30 | — | — |
| 704 | — | 9.40 | — | — | 806 | — | 10.00 | — | — | KLIPTOWN | | | | | LEA GLEN | | | | |
| 737 | — | 9.50 | — | — | 819 | — | 10.10 | — | — | 722 | X. EP | 6.15 | — | — | 729 | T. EP | 4 40 | — | — |
| 738 | — | 10.00 | — | — | 704 | — | 10.20 | — | — | PIMVILLE | | | | | BARA HOSPITAL | | | | |
| 822 | — | 10.10 | — | — | 737 | — | 10.30 | — | — | 741 | — | 1 30 | — | — | 739 | — | 5 00 | — | — |
| 714 | — | 10.20 | — | — | 738 | — | 10.40 | — | — | 739 | — | 5 30 | — | — | 739 | — | 6 00 | — | — |
| 823 | — | 10.30 | — | — | 822 | — | 10.50 | — | — | | | | | | | | | | |
| 806 | — | 10.40 | — | — | 714 | — | 11.00 | — | — | | | | | | | | | | |
| 709 | — | 10.50 | — | — | 823 | — | 11.10 | — | — | | | | | | | | | | |
| 704 | — | 11.00 | — | — | 806 | — | 11.20 | — | — | | | | | | | | | | |
| 737 | — | 11.10 | — | — | 709 | — | 11.30 | — | — | | | | | | | | | | |
| 738 | — | 11.20 | — | — | 704 | — | 11.40 | — | — | | | | | | | | | | |
| 712 | — | 11.30 | — | — | 737 | — | 11.50 | — | — | | | | | | | | | | |
| 714 | — | 11.40 | — | — | 738 | — | 12 00 | — | — | | | | | | | | | | |
| 742 | — | 11.50 | — | — | 712 | — | 12 10 | — | — | | | | | | | | | | |
| 806 | — | 12 00 | — | — | 714 | — | 12 20 | — | — | | | | | | | | | | |
| 709 | — | 12 10 | — | — | 742 | — | 12 30 | — | — | | | | | | | | | | |
| 717 | — | 12 20 | — | — | 806 | — | 12 40 | — | — | | | | | | | | | | |
| 711 | — | 12 30 | — | — | 709 | — | 12 50 | — | — | | | | | | | | | | |
| 738 | — | 12 40 | — | — | 717 | — | 1 00 | — | — | | | | | | | | | | |
| 712 | — | 12 50 | — | — | 711 | — | 1 10 | — | — | | | | | | | | | | |
| 714 | — | 1 00 | — | — | 738 | — | 1 20 | — | — | | | | | | | | | | |
| 742 | — | 1 10 | — | — | 712 | — | 1 30 | — | — | | | | | | | | | | |
| 806 | — | 1 20 | — | — | 714 | — | 1 40 | — | — | | | | | | | | | | |
| 736 | — | 1 30 | — | — | 742 | — | 1 50 | — | — | | | | | | | | | | |

DKD (Sun.) 2/78

PUTCO LTD: SECTION B.—DIEPKLOOF DEPOT

Specimen time-table

Sunday

| KLIPTOWN (26013) | | | | | BARAGWANATH | | | | | CHIAWELO (26010) | | | | | CITY | | | | |
|------------------|-----|-------|------|---|-------------|-----|-------|------|---|------------------|-----|-------|------|---|------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 709 | — | 8.00 | — | — | 703 | — | 7.45 | — | — | 702 | — | 5.30 | — | — | 702 | — | 6.30 | — | — |
| 710 | — | 8.30 | — | — | 709 | — | 8.45 | — | — | 705 | — | 6.30 | — | — | 705 | — | 7.30 | — | — |
| 711 | — | 9.00 | — | — | 710 | — | 9.15 | — | — | 702 | — | 7.30 | — | — | 702 | — | 8.30 | — | — |
| 702 | — | 9.30 | — | — | 711 | — | 9.45 | — | — | 705 | — | 8.30 | — | — | 705 | — | 9.30 | — | — |
| 710 | — | 10.00 | — | — | 709 | — | 10.15 | — | — | 712 | — | 9.30 | — | — | 712 | — | 10.30 | — | — |
| 711 | — | 10.30 | — | — | 710 | — | 10.45 | — | — | 701 | — | 10.30 | — | — | 701 | — | 11.30 | — | — |
| 716 | — | 11.00 | — | — | 711 | — | 11.15 | — | — | 712 | — | 11.30 | — | — | 712 | — | 12.30 | — | — |
| 702 | — | 11.30 | — | — | 716 | — | 11.45 | — | — | 701 | — | 12.30 | — | — | 701 | — | 1.30 | — | — |
| 717 | — | 12.00 | — | — | 702 | — | 12.15 | — | — | 703 | — | 1.30 | — | — | 703 | — | 2.30 | — | — |
| 716 | — | 12.30 | — | — | 717 | — | 12.45 | — | — | 710 | — | 2.30 | — | — | 710 | — | 3.30 | — | — |
| 702 | — | 1.00 | — | — | 716 | — | 1.15 | — | — | 703 | — | 3.30 | — | — | 703 | — | 4.30 | — | — |
| 717 | — | 1.30 | — | — | 702 | — | 1.45 | — | — | 710 | — | 4.30 | — | — | 710 | — | 5.30 | — | — |
| 704 | — | 2.00 | — | — | 717 | — | 2.15 | — | — | 717 | — | 5.30 | — | — | 717 | — | 6.30 | — | — |
| 705 | — | 2.15 | — | — | 704 | — | 2.45 | — | — | 716 | — | 6.30 | — | — | 716 | — | 7.30 | — | — |
| 706 | — | 2.30 | — | — | 705 | — | 3.00 | — | — | 717 | — | 7.15 | — | — | 717 | — | 8.00 | — | — |
| 707 | — | 3.00 | — | — | 706 | — | 3.15 | — | — | | | | | | | | | | |
| 704 | — | 3.30 | — | — | 707 | — | 3.45 | — | — | | | | | | | | | | |
| 705 | — | 3.45 | — | — | 704 | — | 4.15 | — | — | | | | | | | | | | |
| 706 | — | 4.00 | — | — | 705 | — | 4.30 | — | — | | | | | | | | | | |
| 707 | — | 4.30 | — | — | 706 | — | 4.45 | — | — | | | | | | | | | | |
| 712 | — | 5.00 | — | — | 707 | — | 5.15 | — | — | | | | | | | | | | |
| 713 | — | 5.30 | — | — | 712 | — | 5.45 | — | — | | | | | | | | | | |
| 714 | — | 6.00 | — | — | 713 | — | 6.15 | — | — | | | | | | | | | | |
| 712 | — | 6.30 | — | — | 714 | — | 6.45 | — | — | | | | | | | | | | |
| 713 | — | 7.00 | — | — | 712 | — | 7.15 | — | — | | | | | | | | | | |
| 714 | — | 7.30 | — | — | 713 | — | 7.45 | — | — | | | | | | | | | | |
| | | | | | 714 | — | 8.15 | — | — | | | | | | | | | | |

| PIMVILLE (26012) | | | | | CITY | | | | |
|------------------|-----|-------|------|---|------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 704 | — | 6.00 | — | — | 704 | — | 7.00 | — | — |
| 706 | — | 7.00 | — | — | 706 | — | 8.00 | — | — |
| 704 | — | 8.00 | — | — | 704 | — | 9.00 | — | — |
| 706 | — | 9.00 | — | — | 706 | — | 10.00 | — | — |
| 713 | — | 10.00 | — | — | 713 | — | 11.00 | — | — |
| 714 | — | 11.00 | — | — | 714 | — | 12.00 | — | — |
| 713 | — | 12.00 | — | — | 713 | — | 1.00 | — | — |
| 714 | — | 1.00 | — | — | 714 | — | 2.00 | — | — |
| 709 | — | 2.00 | — | — | 709 | — | 3.00 | — | — |
| 711 | — | 3.00 | — | — | 711 | — | 4.00 | — | — |
| 709 | — | 4.00 | — | — | 709 | — | 5.00 | — | — |
| 711 | — | 5.00 | — | — | 711 | — | 6.00 | — | — |

| KLIPTOWN (26013) | | | | | NALEDI | | | | | ND (ON) | | | | | ND (OFF) | | | | |
|------------------|-----|-------|------|---|--------|-----|-------|------|---|---------|-----|-------|------|---|----------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 707 | — | 7.00 | — | — | 707 | — | 8.00 | — | — | 701 | — | 5.00 | — | — | 701 | — | 8.30 | — | — |
| 707 | — | 9.00 | — | — | 707 | — | 10.00 | — | — | 702 | — | 5.05 | — | — | 703 | — | 8.45 | — | — |
| 715 | — | 11.00 | — | — | 715 | — | 12.00 | — | — | 703 | — | 5.20 | — | — | 702 | — | 9.30 | — | — |
| 715 | — | 1.00 | — | — | 715 | — | 2.00 | — | — | 704 | — | 5.35 | — | — | 704 | — | 10.00 | — | — |
| | | | | | 708 | — | 5.00 | — | — | 705 | — | 6.05 | — | — | 705 | — | 10.30 | — | — |
| | | | | | | | | | | 706 | — | 6.35 | — | — | 708 | — | 10.45 | — | — |
| | | | | | | | | | | 707 | — | 6.35 | — | — | 706 | — | 11.00 | — | — |
| | | | | | | | | | | 708 | — | 7.00 | S/BY | — | 707 | — | 11.00 | — | — |
| | | | | | | | | | | 709 | — | 7.40 | — | — | 709 | — | 11.10 | — | — |
| | | | | | | | | | | 710 | — | 8.10 | — | — | 710 | — | 11.40 | — | — |
| | | | | | | | | | | 711 | — | 8.40 | — | — | 711 | — | 12.10 | — | — |
| | | | | | | | | | | 712 | — | 9.05 | — | — | 712 | — | 1.30 | — | — |
| | | | | | | | | | | 713 | — | 9.35 | — | — | 713 | — | 2.00 | — | — |
| | | | | | | | | | | 701 | — | 10.15 | — | — | 716 | — | 2.10 | — | — |
| | | | | | | | | | | 714 | — | 10.35 | — | — | 701 | — | 2.45 | — | — |
| | | | | | | | | | | 715 | — | 10.40 | — | — | 702 | — | 2.55 | — | — |
| | | | | | | | | | | 716 | — | 10.40 | — | — | 714 | — | 3.00 | — | — |
| | | | | | | | | | | 702 | — | 11.20 | — | — | 715 | — | 3.00 | — | — |
| | | | | | | | | | | 717 | — | 11.40 | — | — | 717 | — | 3.10 | — | — |
| | | | | | | | | | | 703 | — | 1.15 | — | — | 704 | — | 5.25 | — | — |
| | | | | | | | | | | 709 | — | 1.45 | — | — | 705 | — | 5.40 | — | — |
| | | | | | | | | | | 704 | — | 1.50 | — | — | 703 | — | 5.45 | — | — |
| | | | | | | | | | | 708 | — | 2.00 | — | — | 706 | — | 5.55 | — | — |
| | | | | | | | | | | 705 | — | 2.05 | — | — | 708 | — | 6.15 | — | — |
| | | | | | | | | | | 710 | — | 2.15 | — | — | 709 | — | 5.15 | — | — |
| | | | | | | | | | | 706 | — | 2.20 | — | — | 707 | — | 6.25 | — | — |
| | | | | | | | | | | 711 | — | 2.45 | — | — | 710 | — | 6.45 | — | — |
| | | | | | | | | | | 707 | — | 2.50 | — | — | 711 | — | 7.15 | — | — |
| | | | | | | | | | | 716 | — | 4.05 | — | — | 712 | — | 8.25 | — | — |
| | | | | | | | | | | 712 | — | 4.50 | — | — | 716 | — | 8.45 | — | — |
| | | | | | | | | | | 717 | — | 5.15 | — | — | 713 | — | 8.55 | — | — |
| | | | | | | | | | | 715 | — | 5.20 | S/BY | — | 715 | — | 9.00 | — | — |
| | | | | | | | | | | 713 | — | 5.20 | — | — | 717 | — | 9.15 | — | — |
| | | | | | | | | | | 714 | — | 5.45 | — | — | 714 | — | 9.25 | — | — |

KLIPTOWN (26013)

NALEDI

ND (ON)

ND (OFF)

SOWETO (26006)

STEELDALE

CONTRACTS

708 DKH-Tvl Bakery 2.30

PUTCO LTD: SECTION.—EDENVALE DEPOT

10/79

Specimen time-table

Monday to Thursday

| TEMBISA (60016/6) | | | | | EDENVALE | | | | | TEMBISA (60016/6) | | | | | EDENVALE | | | | |
|-------------------|--------|------|------|---|----------|----------|------|------|---|-------------------|--------|-------|------|---|----------|----------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 795 | — | 4.00 | — | — | 722 | — | 5.30 | — | — | 786 | — | 6.35 | — | — | 739 | — | 10.30 | — | — |
| 702 | — | 4.15 | — | — | 821 | T. TSV | 5.50 | — | — | 808 | X. TSV | 6.40 | — | — | 722 | — | 11.05 | — | — |
| 791 | — | 4.30 | — | — | 730 | — | 5.50 | — | — | 771 | X. NL | 6.40 | — | — | 752 | — | 11.30 | — | — |
| 740 | — | 4.35 | — | — | 776 | — | 6.00 | — | — | 759 | X. NL | 6.45 | — | — | 722 | — | 12.00 | — | — |
| 722 | X. TSV | 5.00 | — | — | 759 | T. NL | 6.15 | — | — | 778 | X. TSV | 6.45 | — | — | 752 | — | 12.30 | — | — |
| 727 | — | 5.15 | — | — | 778 | T. TSV | 6.15 | — | — | 756 | — | 6.45 | — | — | 776 | — | 12.55 | — | — |
| 730 | X. JL | 5.20 | — | — | 705 | X. SEB | 6.15 | — | — | 770 | X. NL | 6.45 | — | — | 722 | — | 1.00 | — | — |
| 821 | X. TSV | 5.20 | — | — | 770 | T. NL | 6.15 | — | — | 773 | — | 6.45 | — | — | 715 | — | 1.30 | — | — |
| 783 | — | 5.30 | — | — | 773 | — | 6.15 | — | — | 766 | — | 6.50 | — | — | 703 | — | 1.55 | — | — |
| 776 | — | 5.30 | — | — | 779 | — | 6.20 | — | — | 750 | X. NL | 6.50 | — | — | 721 | — | 2.15 | — | — |
| 759 | — | 5.45 | — | — | 766 | — | 6.20 | — | — | 798 | X. NL | 7.00 | — | — | 715 | — | 2.30 | — | — |
| 773 | X. NL | 5.45 | — | — | 736 | T. NL | 6.20 | — | — | 710 | X. TSN | 7.05 | — | — | 779 | — | 2.45 | — | — |
| 705 | X. NL | 5.45 | — | — | 756 | X. SEB | 6.20 | — | — | 760 | — | 7.10 | — | — | 703 | — | 2.55 | — | — |
| 767 | X. NL | 5.45 | — | — | 729 | — | 6.30 | — | — | 810 | — | 7.10 | — | — | 726 | — | 3.15 | — | — |
| 770 | — | 5.45 | — | — | 798 | T. NL | 6.30 | — | — | 765 | X. NL | 7.10 | — | — | 778 | — | 3.25 | — | — |
| 778 | X. TSV | 5.45 | — | — | 745 | — | 6.30 | — | — | 730 | X. NL | 7.20 | — | — | 759 | — | 3.30 | — | — |
| 779 | X. TSV | 5.50 | — | — | 746 | — | 6.30 | — | — | 748 | — | 7.25 | — | — | 799 | — | 3.40 | — | — |
| 736 | — | 5.50 | — | — | 742 | T. NL | 6.30 | — | — | 767 | — | 7.40 | — | — | 741 | — | 3.55 | — | — |
| 766 | — | 5.50 | — | — | 710 | T. TSV | 6.35 | — | — | 771 | X. NL | 7.40 | — | — | 817 | — | 4.00 | — | — |
| 756 | T. SEB | 5.50 | — | — | 782 | — | 6.35 | — | — | 756 | — | 7.45 | — | — | 774 | — | 4.20 | — | — |
| 729 | — | 6.00 | — | — | 765 | T. NL | 6.40 | — | — | 774 | — | 8.15 | — | — | 766 | — | 4.25 | — | — |
| 710 | X. TSV | 6.00 | — | — | 810 | — | 6.40 | — | — | 801 | — | 8.15 | — | — | 809 | — | 4.30 | — | — |
| 746 | V. BHL | 6.00 | — | — | 760 | — | 6.40 | — | — | 717 | — | 8.35 | — | — | 713 | — | 4.30 | — | — |
| 798 | — | 6.00 | — | — | 707 | — | 6.45 | — | — | 803 | — | 9.00 | — | — | 750 | T. TSV | 4.35 | — | — |
| 742 | X. NL | 6.00 | — | — | 801 | — | 6.45 | — | — | 801 | — | 9.30 | — | — | 762 | T. TSV | 4.45 | — | — |
| 745 | X. NL | 6.00 | — | — | 807 | — | 6.50 | — | — | 803 | — | 10.00 | — | — | 737 | X. SOB | 4.50 | — | — |
| 782 | X. TSV | 6.05 | — | — | 730 | X. SEBTN | 6.50 | — | — | 710 | — | 10.20 | — | — | 711 | — | 4.55 | — | — |
| 760 | — | 6.10 | — | — | 784 | — | 7.00 | — | — | 752 | — | 11.00 | — | — | 747 | T. TSV | 4.55 | — | — |
| 765 | X. TSV | 6.10 | — | — | 767 | — | 7.10 | — | — | 722 | — | 11.30 | — | — | 773 | — | 4.55 | — | — |
| 810 | X. NL | 6.10 | — | — | 771 | T. NL | 7.10 | — | — | 752 | — | 12.00 | — | — | 743 | — | 5.00 | — | — |
| 796 | X. NL | 6.15 | — | — | 756 | — | 7.15 | — | — | 722 | — | 12.30 | — | — | 817 | — | 5.00 | — | — |
| 801 | T. SEB | 6.15 | — | — | 766 | — | 7.20 | — | — | 752 | — | 1.00 | — | — | 730 | X. Baker | 5.10 | — | — |
| 730 | T. SEB | 6.20 | — | — | 750 | — | 7.20 | — | — | 758 | — | 1.55 | — | — | 740 | X. SEB | 5.05 | — | — |
| 821 | X. TSV | 6.20 | — | — | 767 | — | 8.10 | — | — | 715 | — | 2.00 | — | — | 805 | — | 5.05 | — | — |
| 807 | X. NL | 6.20 | — | — | 803 | — | 8.30 | — | — | 703 | — | 2.25 | — | — | 749 | — | 5.05 | — | — |
| 725 | X. TSV | 6.30 | — | — | 801 | — | 8.45 | — | — | 726 | — | 2.45 | — | — | 715 | X. SEB | 5.10 | — | — |
| 784 | — | 6.30 | — | — | 803 | — | 9.30 | — | — | 715 | — | 3.00 | — | — | 719 | X. SEB | 5.15 | — | — |
| 715 | — | 6.35 | — | — | 710 | — | 9.50 | — | — | 799 | — | 3.10 | — | — | 709 | T. NL | 5.15 | — | — |

| TEMBISA (60016) | | | | | EDENVALE | | | | | TEMBISA HOSPITAL (60014) | | | | | NOORD STREET | | | | |
|-----------------|--------|------|------|---|----------|--------|------|------|---|--------------------------|--------|-------|------|---|--------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 791 | — | 3 45 | — | — | 774 | — | 5 20 | — | — | 721 | — | 4.30 | — | — | 721 | — | 6.00 | — | — |
| 774 | — | 3 50 | — | — | 766 | — | 5 25 | — | — | 774 | X. LEM | 5.45 | — | — | 774 | T. TB | 7.00 | — | — |
| 766 | — | 3 50 | — | — | 713 | — | 5 30 | — | — | 781 | X. MDR | 6.00 | — | — | 781 | — | 7.30 | — | — |
| 799 | — | 4 10 | — | — | 768 | — | 5 30 | — | — | 805 | X. MDR | 6.45 | — | — | 796 | T. EDH | 7.35 | — | — |
| 711 | — | 4 25 | — | — | 796 | — | 5 30 | — | — | 796 | X. EDH | 6.50 | — | — | 805 | T. EDH | 8.15 | — | — |
| 817 | — | 4 30 | — | — | 744 | X. BEB | 5 30 | — | — | 812 | X. MDR | 7.10 | — | — | 812 | T. EDH | 8.40 | — | — |
| 805 | X. ETH | 4 35 | — | — | 757 | — | 5 35 | — | — | 746 | — | 7.15 | — | — | 746 | — | 8.45 | — | — |
| 719 | LB-SEB | 4 40 | — | — | 750 | — | 5 35 | — | — | 744 | — | 8.30 | — | — | 806 | — | 10 00 | — | — |
| 715 | T. LEB | 4 40 | — | — | 807 | — | 5 40 | — | — | 710 | X. EDH | 10.00 | — | — | 710 | — | 11 30 | — | — |
| 774 | — | 4 50 | — | — | 753 | — | 5 40 | — | — | 760 | — | 11.30 | — | — | 760 | — | 12 15 | — | — |
| 766 | — | 4 55 | — | — | 708 | — | 5 45 | — | — | 791 | X. EDH | 1 00 | — | — | 791 | — | 1 00 | — | — |
| 713 | — | 5 00 | — | — | 737 | T. TSV | 5 45 | — | — | 787 | — | 1 00 | — | — | 787 | — | 1 45 | — | — |
| 757 | — | 5 05 | — | — | 733 | — | 5 45 | — | — | 776 | — | 1 50 | — | — | 776 | — | 2 30 | — | — |
| 750 | X. TSV | 5 05 | — | — | 746 | — | 5 45 | — | — | 818 | — | 2 30 | — | — | 818 | — | 3 20 | — | — |
| 807 | — | 5 10 | — | — | 747 | T. TSV | 5 55 | — | — | 814 | X. EDH | 3 25 | — | — | 814 | — | 4 00 | — | — |
| 708 | X. TSP | 5 10 | — | — | 711 | — | 5 55 | — | — | 801 | X. EDH | 3 45 | — | — | 801 | — | 4 15 | — | — |
| 737 | — | 5 15 | — | — | 730 | — | 6 00 | — | — | 781 | — | 3 45 | — | — | 756 | T. EDH | 4 30 | — | — |
| 746 | X. TSV | 5 15 | — | — | 817 | — | 6 00 | — | — | 756 | X. EDH | 4 00 | — | — | 781 | — | 4 45 | — | — |
| 753 | — | 5 15 | — | — | 754 | — | 6 00 | — | — | 735 | — | 4 15 | — | — | 735 | — | 5 15 | — | — |
| 711 | — | 5 25 | — | — | 740 | — | 6 05 | — | — | 809 | X. TB | 5 00 | — | — | 756 | — | 5 45 | — | — |
| 747 | X. TSV | 5 25 | — | — | 819 | — | 6 10 | — | — | 756 | X. EDH | 5 30 | — | — | 809 | — | 6 15 | — | — |
| 730 | — | 5 30 | — | — | 725 | — | 6 10 | — | — | 792 | — | 5 45 | — | — | 792 | — | 6 30 | — | — |
| 817 | — | 5 30 | — | — | 712 | — | 6 15 | — | — | | | | | | | | 7 15 | — | — |
| 749 | — | 5 35 | — | — | 709 | T. NL | 6 15 | — | — | | | | | | | | | | |
| 740 | — | 5 35 | — | — | 749 | — | 6 15 | — | — | | | | | | | | | | |
| 725 | X. TSV | 5 40 | — | — | 719 | — | 6 15 | — | — | | | | | | | | | | |
| 709 | X. NL | 5 45 | — | — | 766 | T. TSV | 6 30 | — | — | | | | | | | | | | |
| 719 | — | 5 45 | — | — | 757 | — | 6 35 | — | — | | | | | | | | | | |
| 766 | — | 5 55 | — | — | 807 | T. NL | 6 40 | — | — | | | | | | | | | | |
| 757 | — | 6 05 | — | — | 758 | T. NL | 7 00 | — | — | | | | | | | | | | |
| 807 | — | 6 10 | — | — | 806 | T. TSV | 7 00 | — | — | | | | | | | | | | |
| 796 | — | 6 10 | — | — | 749 | — | 7 20 | — | — | | | | | | | | | | |
| 758 | X. TSV | 6 30 | — | — | 790 | — | 7 35 | — | — | | | | | | | | | | |
| 749 | — | 6 50 | — | — | 743 | — | 7 45 | — | — | | | | | | | | | | |
| 790 | — | 7 00 | — | — | 749 | — | 8 35 | — | — | | | | | | | | | | |
| 743 | — | 7 15 | — | — | — | — | — | — | — | | | | | | | | | | |
| 749 | — | 7 50 | — | — | — | — | — | — | — | | | | | | | | | | |

| TEMBISA (60009/60015) | | | | | ALEXANDRA | | | | | TEMBISA (60015) | | | | | ALEXANDRA | | | | |
|-----------------------|--------|------|------|---|-----------|--------|-------|------|---|-----------------|--------|-------|------|---|-----------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 748 | — | 4.10 | — | — | 748 | — | 4.55 | — | — | 755 | X. TH | 8.50 | — | — | 705 | T. TH | 4.00 | — | — |
| 764 | X. NL | 4.55 | — | — | 764 | — | 5.40 | — | — | 749 | — | 9.45 | — | — | 734 | — | 4.10 | — | — |
| 714 | — | 5.00 | — | — | 713 | T. TH | 5.55 | — | — | 758 | X. TH | 10.00 | — | — | 716 | X. WN | 4.20 | — | — |
| 818 | X. MDR | 5.05 | — | — | 818 | X. WN | 6.00 | — | — | 808 | — | 10.20 | — | — | 701 | T. TH | 4.30 | — | — |
| 797 | X. TSV | 5.10 | — | — | 811 | X. WN | 6.05 | — | — | 743 | — | 11.10 | — | — | 753 | — | 4.30 | — | — |
| 713 | — | 5.10 | — | — | 748 | T. RDB | 6.25 | — | — | 755 | X. TH | 11.20 | — | — | 792 | X. WN | 4.40 | — | — |
| 811 | X. TSV | 5.25 | — | — | 728 | X.WN | 6.35 | — | — | 702 | — | 11.55 | — | — | 748 | X. WN | 4.45 | — | — |
| 755 | — | 5.30 | — | — | 769 | — | 6.35 | — | — | 758 | X. TH | 12.10 | — | — | 746 | X. EDH | 4.45 | — | — |
| 748 | — | 5.40 | — | — | 723 | T. TM | 6.55 | — | — | 808 | — | 12.25 | — | — | 767 | — | 4.50 | — | — |
| 701 | X. MDR | 5.55 | — | — | 757 | — | 7.00 | — | — | 743 | — | 12.40 | — | — | 714 | — | 5.00 | — | — |
| 709 | X. TSV | 5.55 | — | — | 811 | T. TH | 7.40 | — | — | 795 | — | 1.00 | — | — | 813 | — | 5.00 | — | — |
| 769 | X. NL | 5.55 | — | — | 732 | — | 7.40 | — | — | 702 | — | 1.35 | — | — | 778 | — | 5.10 | — | — |
| 728 | — | 5.55 | — | — | 769 | — | 8.05 | — | — | 706 | X. TH | 1.45 | — | — | 720 | X. WN | 5.15 | — | — |
| 815 | X. TSP | 5.55 | — | — | 772 | T. TH | 8.50 | — | — | 795 | — | 2.20 | — | — | 782 | T. TSP | 5.15 | — | — |
| 757 | X. CEM | 6.00 | — | — | 749 | — | 9.00 | — | — | 753 | X. TH | 3.15 | — | — | 728 | — | 5.20 | — | — |
| 723 | X. NL | 6.10 | — | — | 808 | — | 9.35 | — | — | 720 | T. WN | 3.15 | — | — | 742 | T. TH | 5.25 | — | — |
| 754 | X. NL | 6.10 | — | — | 723 | — | 9.50 | — | — | 701 | — | 3.45 | — | — | 759 | — | 5.30 | — | — |
| 711 | X. TH | 6.15 | — | — | 755 | T. TH | 10.05 | — | — | 714 | X. RDB | 4.00 | — | — | 734 | VMW | 5.35 | — | — |
| 817 | X. TSV | 6.20 | — | — | 743 | — | 10.25 | — | — | 748 | — | 4.05 | — | — | 815 | T. TW | 5.40 | — | — |
| 822 | — | 6.20 | — | — | 749 | T. TH | 10.30 | — | — | 728 | X. TH | 4.10 | — | — | 758 | T. TW | 5.45 | — | — |
| 802 | X. TSP | 6.30 | — | — | 758 | — | 11.05 | — | — | 720 | T. WN | 4.35 | — | — | 727 | X. WN | 5.45 | — | — |
| 800 | X. NL | 6.40 | — | — | 702 | — | 11.10 | — | — | 759 | — | 4.45 | — | — | 790 | — | 6.10 | — | — |
| 818 | X. TSV | 6.40 | — | — | 808 | — | 11.40 | — | — | 734 | T. WN | 4.55 | — | — | 767 | — | 6.15 | — | — |
| 705 | — | 6.40 | — | — | 743 | — | 11.55 | — | — | 727 | X. TSV | 5.00 | — | — | 767 | — | 6.20 | — | — |
| 811 | — | 6.45 | — | — | 795 | — | 12.20 | — | — | 705 | X. TH | 5.10 | — | — | 705 | — | 6.20 | — | — |
| 736 | X. NL | 6.50 | — | — | 706 | T. TH | 12.30 | — | — | 762 | X. TSV | 5.15 | — | — | 772 | T. NL | 6.30 | — | — |
| 732 | X. LM | 7.00 | — | — | 702 | — | 12.40 | — | — | 767 | — | 5.35 | — | — | 802 | — | 6.45 | — | — |
| 787 | — | 7.05 | — | — | 758 | — | 1.15 | — | — | 813 | — | 5.45 | — | — | 744 | T. TH | 6.45 | — | — |
| 768 | X. NL | 7.10 | — | — | 795 | — | 1.40 | — | — | 772 | — | 5.50 | — | — | 734 | — | 7.00 | — | — |
| 728 | — | 7.15 | — | — | 753 | T. TH | 2.00 | — | — | 744 | — | 6.00 | — | — | 765 | — | 7.15 | — | — |
| 769 | — | 7.20 | — | — | 726 | — | 2.00 | — | — | 734 | — | 6.15 | — | — | 751 | T. TH | 7.35 | — | — |
| 713 | X. TH | 7.25 | — | — | 720 | — | 2.30 | — | — | 751 | X. TH | 6.20 | — | — | 752 | — | 8.25 | — | — |
| 793 | X. NL | 7.40 | — | — | 714 | — | 2.45 | — | — | 752 | X. TH | 7.15 | — | — | 752 | V. MN | 10.00 | — | — |
| 766 | — | 7.50 | — | — | 706 | T. TH | 2.50 | — | — | 752 | V. MOD | 9.10 | — | — | — | — | — | — | — |
| 772 | — | 8.10 | — | — | 701 | — | 3.05 | — | — | — | — | — | — | — | — | — | — | — | — |
| — | X. TH | 8.15 | — | — | 748 | — | 3.20 | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | 8.25 | — | — | 711 | — | 3.40 | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | 8.50 | — | — | 720 | X. WN | 3.55 | — | — | — | — | — | — | — | — | — | — | — | — |

| ALEXANDRA (60001/9) | | | | | GERMISTON | | | | | ALEXANDRA (60001/9) | | | | | GERMISTON | | | | |
|---------------------|--------|-------|------|---|-----------|--------|-------|------|---|---------------------|--------|------|------|---|-----------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 795 | X. PUE | 4.30 | — | — | 795 | T. PUE | 5.00 | — | — | 731 | — | 1 10 | — | — | 129 | X. PUE | 4 00 | — | — |
| 125 | — | 4.40 | — | — | 702 | T. PUE | 5.15 | — | — | 127 | — | 2 15 | — | — | 773 | T. PUE | 4 15 | — | — |
| 702 | X. PUE | 4.45 | — | — | 791 | T. PUE | 5.30 | — | — | 773 | X. PUE | 2 30 | — | — | 742 | X. MRD | 4 15 | — | — |
| 791 | X. PUE | 5.00 | — | — | 125 | — | 5.50 | — | — | 811 | — | 3 15 | — | — | 811 | — | 4 30 | — | — |
| 716 | — | 5.10 | — | — | 795 | T. PUE | 6.00 | — | — | 772 | X. PUE | 3 40 | — | — | 772 | X. SEB | 4 40 | — | — |
| 127 | KEW | 5.20 | — | — | 727 | KEW | 6.15 | — | — | 768 | — | 3 45 | — | — | 775 | — | 4 45 | — | — |
| 797 | X. PUE | 5.30 | — | — | 716 | KEW | 6.30 | — | — | 128 | — | 4 00 | — | — | 739 | X. PUE | 4 50 | — | — |
| 714 | — | 5.45 | — | — | 783 | T. PUE | 6.30 | — | — | 775 | X. PUE | 4 10 | — | — | 815 | X. MRG | 5 00 | — | — |
| 702 | X. PUE | 5.45 | — | — | 127 | — | 6.45 | — | — | 129 | — | 4 40 | — | — | 768 | T. PUE | 5 00 | — | — |
| 727 | X. PUE | 5.45 | — | — | 702 | T. PUE | 6.45 | — | — | 802 | X. PUE | 4 50 | — | — | 758 | X. SEB | 5 10 | — | — |
| 129 | — | 6.00 | — | — | 791 | T. PUE | 6.55 | — | — | 806 | X. PUE | 5 00 | — | — | 790 | X. HN | 5 10 | — | — |
| 783 | X. PUE | 6.00 | — | — | 767 | X. PB | 6.55 | — | — | 712 | X. PUE | 5 10 | — | — | 128 | — | 5 15 | — | — |
| 797 | KEW | 6.10 | — | — | 714 | — | 7.10 | — | — | 819 | X. CP | 5 15 | — | — | 802 | — | 5 30 | — | — |
| 707 | T. SEP | 6.15 | — | — | 797 | T. PUE | 7.10 | — | — | 739 | — | 5 30 | — | — | 802 | T. PUE | 5 30 | — | — |
| 790 | T. HN | 6.15 | — | — | 129 | — | 7.15 | — | — | 765 | X. PUE | 5 35 | — | — | 712 | T. PUE | 5 40 | — | — |
| 128 | — | 6.15 | — | — | 735 | T. PUE | 7.25 | — | — | 775 | — | 5 55 | — | — | 819 | T. PUE | 5 40 | — | — |
| 755 | T. SEP | 6.15 | — | — | 709 | X. PUE | 7.30 | — | — | 806 | X. PUE | 6 00 | — | — | 129 | — | 5 55 | — | — |
| 791 | X. PUE | 6.20 | — | — | 128 | — | 7.30 | — | — | 813 | — | 6 30 | — | — | 765 | KEW | 6 15 | — | — |
| 130 | — | 6.20 | — | — | 130 | T. PUE | 7.55 | — | — | 126 | — | 7 00 | — | — | 806 | T. PUE | 6 30 | — | — |
| 735 | KEW | 6.25 | — | — | 815 | — | 8.00 | — | — | | | | | | 733 | — | 6 45 | — | — |
| 709 | T. PUE | 6.40 | — | — | 754 | — | 8.10 | — | — | | | | | | 775 | — | 7 10 | — | — |
| 815 | — | 6.45 | — | — | 803 | X. HYP | 8.15 | — | — | | | | | | 813 | — | 7 45 | — | — |
| 754 | — | 6.55 | — | — | 727 | T. PUE | 8.35 | — | — | | | | | | 126 | — | 8 15 | — | — |
| 125 | T. PUE | 7.05 | — | — | 716 | T. PUE | 8.55 | — | — | | | | | | | | | | |
| 822 | T. PUE | 7.15 | — | — | 130 | — | 8.55 | — | — | | | | | | | | | | |
| 727 | KEW | 7.20 | — | — | 709 | T. PUE | 9.25 | — | — | | | | | | | | | | |
| 127 | T. PUE | 8.00 | — | — | 810 | — | 9.45 | — | — | | | | | | | | | | |
| 709 | — | 8.10 | — | — | 739 | T. PUE | 9.45 | — | — | | | | | | | | | | |
| 130 | X. PUE | 8.25 | — | — | 785 | — | 10.35 | — | — | | | | | | | | | | |
| 739 | — | 8.30 | — | — | 722 | T. PUE | 10.35 | — | — | | | | | | | | | | |
| 810 | X. PUE | 9.15 | — | — | 126 | — | 11.10 | — | — | 702 | — | 6.20 | — | — | 702 | — | 6.30 | — | — |
| 722 | — | 9.20 | — | — | 775 | — | 11.50 | — | — | | | | | | | | | | |
| 126 | — | 9.55 | — | — | 810 | — | 12 26 | — | — | | | | | | | | | | |
| 785 | X. PUE | 10.05 | — | — | 785 | — | 1 05 | — | — | | | | | | | | | | |
| 775 | — | 10.40 | — | — | 125 | — | 1 40 | — | — | | | | | | | | | | |
| 810 | — | 11.10 | — | — | 731 | — | 2 25 | — | — | | | | | | | | | | |
| 785 | — | 11.45 | — | — | 773 | T. PUE | 3 05 | — | — | | | | | | | | | | |
| 125 | — | 12.25 | — | — | 127 | — | 3 30 | — | — | | | | | | | | | | |

GERMISTON

GERMISTON LOCATION

6791--6

TEMBISA OFFICES (60018)

OLIFANTSFONTEIN

TEMBISA OFFICES (60018)

OLIFANTSFONTEIN

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|-------|------|---|-----|---------|-------|------|---|-----|---------|-------|------|---|-----|---------|-------|------|---|
| 724 | MAK | 3.55 | — | — | 724 | T. MAK | 4.15 | — | — | 821 | — | 2 30 | — | — | 821 | — | 2 55 | — | — |
| 706 | MAK | 4.15 | — | — | 706 | T. ST 3 | 4.35 | — | — | 770 | — | 2 50 | — | — | 770 | — | 3 10 | — | — |
| 724 | MAK | 4.30 | — | — | 724 | T. ST 2 | 5.00 | — | — | 798 | — | 3 05 | — | — | 798 | — | 3 25 | — | — |
| 706 | X. ST 3 | 4.50 | — | — | 706 | T. ST 3 | 5.10 | — | — | 821 | — | 3 15 | — | — | 821 | — | 3 40 | — | — |
| 780 | — | 5.05 | — | — | 780 | T. ST 3 | 5.20 | — | — | 703 | — | 3 50 | — | — | 703 | — | 4 10 | — | — |
| 724 | X. ST 2 | 5.20 | — | — | 724 | T. ST 3 | 5.40 | — | — | 717 | — | 4 10 | — | — | 726 | — | 4 25 | — | — |
| 706 | X. ST 3 | 5.25 | — | — | 706 | T. ST 3 | 5.45 | — | — | 812 | — | 4 15 | — | — | 717 | — | 4 30 | — | — |
| 708 | X. ST 3 | 5.25 | — | — | 708 | T. ST 3 | 5.50 | — | — | 770 | — | 4 15 | — | — | 770 | — | 4 35 | — | — |
| 787 | — | 5.30 | — | — | 780 | T. MOR | 5.50 | — | — | 779 | — | 4 20 | — | — | 821 | — | 4 35 | — | — |
| 780 | X. ST 3 | 5.35 | — | — | 787 | — | 5.50 | — | — | 778 | — | 4 25 | — | — | 779 | — | 4 40 | — | — |
| 703 | — | 5.40 | — | — | 703 | — | 6.00 | — | — | 703 | — | 4 30 | — | — | 778 | — | 4 45 | — | — |
| 711 | X. ST 3 | 5.45 | — | — | 717 | T. ST 3 | 6.10 | — | — | 726 | T. J.T. | 4 45 | — | — | 703 | — | 4 50 | — | — |
| 717 | X. ST 3 | 5.50 | — | — | 812 | — | 6.15 | — | — | 770 | — | 4 50 | — | — | 717 | X. GAR | 5 05 | — | — |
| 724 | X. ST 3 | 5.55 | — | — | 724 | — | 6.15 | — | — | 717 | T. GAR | 4 50 | — | — | 726 | X. J.T. | 5 10 | — | — |
| 812 | — | 6.00 | — | — | 706 | T. ST 3 | 6.20 | — | — | 789 | — | 4 50 | — | — | 770 | — | 5 10 | — | — |
| 706 | X. ST 3 | 6.00 | — | — | 708 | T. ST 3 | 6.25 | — | — | 821 | T. FEST | 4 50 | — | — | 789 | — | 5 10 | — | — |
| 805 | — | 6.05 | — | — | 787 | — | 6.25 | — | — | 779 | — | 5 00 | — | — | 821 | X. FEST | 5 10 | — | — |
| 787 | — | 6.05 | — | — | 805 | T. MOR | 6.25 | — | — | 778 | T. T.T. | 5 05 | — | — | 779 | — | 5 15 | — | — |
| 708 | X. ST 3 | 6.05 | — | — | 703 | — | 6.40 | — | — | 703 | T. J.T. | 5 10 | — | — | 778 | X. T.T. | 5 25 | — | — |
| 703 | — | 6.20 | — | — | 724 | — | 6.50 | — | — | 707 | T. FEST | 5 10 | — | — | 707 | X. FEST | 5 25 | — | — |
| 717 | X. ST 3 | 6.30 | — | — | 717 | — | 6.50 | — | — | 717 | — | 5 20 | — | — | 703 | X. J.T. | 5 30 | — | — |
| 724 | — | 6.30 | — | — | 812 | — | 6.50 | — | — | 789 | — | 5 30 | — | — | 717 | — | 5 40 | — | — |
| 793 | X. ST 3 | 6.30 | — | — | 717 | — | 6.50 | — | — | 726 | — | 5 30 | — | — | 726 | — | 5 50 | — | — |
| 812 | — | 6.35 | — | — | 793 | — | 6.55 | — | — | 779 | — | 5 35 | — | — | 789 | — | 5 50 | — | — |
| 706 | X. ST 3 | 6.40 | — | — | 708 | — | 6.55 | — | — | 707 | T. J.T. | 5 40 | — | — | 779 | — | 5 50 | — | — |
| 708 | X. ST 3 | 6.40 | — | — | 706 | — | 7.00 | — | — | 778 | T. T.T. | 5 45 | — | — | 707 | X. J.T. | 6 10 | — | — |
| 764 | — | 6.45 | — | — | 764 | — | 7.05 | — | — | 800 | — | 5 55 | — | — | 778 | X. J.T. | 6 05 | — | — |
| 713 | X. ST 3 | 6.55 | — | — | 703 | — | 7.20 | — | — | 707 | — | 6 25 | — | — | 800 | — | 6 15 | — | — |
| 703 | — | 7.00 | — | — | 764 | — | 7.40 | — | — | 789 | T. FEST | 6 10 | — | — | 789 | X. FEST | 6 30 | — | — |
| 764 | — | 7.20 | — | — | 717 | — | 7.50 | — | — | 742 | X. TH | 6 40 | — | — | 707 | — | 6 35 | — | — |
| 717 | — | 7.30 | — | — | 813 | — | 11.40 | — | — | 731 | MAK | 9 00 | — | — | 742 | — | 6 50 | — | — |
| 813 | — | 11.20 | — | — | 813 | — | 12 20 | — | — | 762 | MAK | 9 35 | — | — | 731 | T. MAK | 9 30 | — | — |
| 813 | — | 12 00 | — | — | 813 | — | 1 00 | — | — | 762 | MAK | 9 55 | — | — | 762 | T. MAK | 10 00 | — | — |
| 813 | — | 12 40 | — | — | 724 | — | 1 05 | — | — | 731 | MAK | 10 30 | — | — | 731 | T. MAK | 10 15 | — | — |
| 724 | X. ST 3 | 12 40 | — | — | 724 | — | 1 45 | — | — | 762 | MAK | 11 35 | — | — | 762 | T. MAK | 11 15 | — | — |
| 724 | — | 1 25 | — | — | 821 | — | 2 10 | — | — | 762 | MAK | 11 55 | — | — | 762 | T. MAK | 12 15 | — | — |
| 821 | X. ST 3 | 1 30 | — | — | 724 | — | 2 30 | — | — | 762 | MAK | — | — | — | 792 | T. MAK | 12 20 | — | — |
| 724 | — | 2 00 | — | — | 798 | — | 2 45 | — | — | | | | | | | | | | |

| TEMBISA (60020) | | | | | MODDERFONTEIN | | | | | MORITENG (60030) | | | | | ISANDO | | | | |
|-----------------|--------|-------|------|---|---------------|--------|-------|------|---|------------------|--------|------|------|---|--------|---------|------|-------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 821 | — | 4.20 | — | — | 821 | T. ISV | 4.45 | — | — | 814 | — | 4.30 | — | — | 763 | X. CMGM | 6.10 | — | — |
| 799 | — | 4.45 | — | — | 799 | — | 5.10 | — | — | 733 | X. CEM | 5.00 | — | — | 771 | X. CMGM | 6.10 | — | — |
| 760 | — | 4.55 | — | — | 760 | — | 5.15 | — | — | 753 | — | 5.05 | — | — | 804 | T. TSP | 6.40 | — | — |
| 794 | — | 5.00 | — | — | 794 | — | 5.20 | — | — | 738 | — | 5.15 | — | — | 794 | — | 3 20 | — | — |
| 712 | — | 5.10 | — | — | 798 | — | 5.40 | — | — | 747 | X. NL | 5.30 | — | — | 783 | — | 4 25 | — | — |
| 798 | — | 5.20 | — | — | 799 | — | 5.55 | — | — | 789 | X. TSP | 5.30 | — | — | 707 | — | 4 25 | — | — |
| 799 | — | 5.30 | — | — | 794 | — | 5.55 | — | — | 816 | — | 5.40 | — | — | 708 | T. TSP | 4 30 | — | — |
| 768 | — | 5.40 | — | — | 768 | — | 6.05 | — | — | 737 | — | 5.45 | — | — | 798 | — | 4 35 | — | — |
| 794 | — | 5.40 | — | — | 784 | — | 6.10 | — | — | 718 | — | 5.45 | — | — | 738 | — | 5 00 | — | — |
| 725 | — | 5.50 | — | — | 725 | T. ISV | 6.15 | — | — | 719 | — | 6.00 | — | — | 794 | — | 5 05 | — | — |
| 784 | — | 5.50 | — | — | 732 | — | 6.20 | — | — | 804 | X. TSP | 6.00 | — | — | 800 | T. TO | 5 05 | — | — |
| 732 | — | 5.55 | — | — | 794 | X. KEL | 6.20 | — | — | 720 | — | 6.15 | — | — | 723 | — | 5 05 | — | — |
| 750 | — | 6.05 | — | — | 772 | — | 6.30 | — | — | 777 | X. NL | 6.30 | — | — | 764 | T. TSP | 5 10 | — | — |
| 772 | — | 6.10 | — | — | 750 | T. NL | 6.30 | — | — | 803 | X. TSP | 6.30 | — | — | 771 | — | 5 15 | — | — |
| 794 | T. KEL | 6.10 | — | — | 768 | X. KEL | 6.45 | — | — | 763 | — | 6.40 | — | — | 780 | NL & TB | 5 25 | — | — |
| 799 | — | 6.25 | — | — | 794 | — | 7.05 | — | — | 779 | — | 7.00 | — | — | 812 | X. FOWL | 5 35 | — | — |
| 768 | T. KEL | 6.25 | — | — | 729 | X. SS | 7.35 | — | — | 804 | X. TSP | 7.10 | — | — | 784 | — | 5 35 | — | — |
| 794 | — | 6.40 | — | — | 757 | X. SS | 8.15 | — | — | 798 | — | 3 45 | — | — | 804 | T. TSP | 5 35 | — | — |
| 729 | T. SS | 7.10 | — | — | 752 | — | 10.35 | — | — | 794 | — | 4 10 | — | — | 797 | — | 5 35 | — | — |
| 794 | — | 7.30 | — | — | 813 | X. SS | 1 50 | — | — | | | | | | 732 | X. FOWL | 5 45 | — | — |
| 757 | T. SS | 7.45 | — | — | 799 | X. SS | 2 35 | — | — | | | | | | 793 | — | 6 05 | — | — |
| 767 | — | 8.55 | — | — | 774 | — | 3 20 | — | — | | | | | | 763 | — | 6 10 | — | — |
| 739 | — | 11.00 | — | — | 715 | — | 4 00 | — | — | | | | | | 786 | X. FOWL | 6 10 | T. TB | — |
| 813 | T. SS | 1 25 | — | — | 721 | — | 4 10 | — | — | | | | | | 803 | — | 6 25 | — | — |
| 799 | T. SS | 2 10 | — | — | 816 | — | 4 15 | — | — | | | | | | 777 | — | 6 35 | — | — |
| 721 | — | 3 45 | — | — | 791 | — | 4 35 | — | — | | | | | | 822 | T. TO | 7 15 | — | — |
| 745 | — | 4 15 | — | — | 745 | — | 4 40 | — | — | | | | | | 731 | — | 8 15 | — | — |
| 741 | — | 4 30 | — | — | 721 | — | 5 00 | — | — | | | | | | | | | | |
| 721 | — | 4 35 | — | — | 816 | — | 5 10 | — | — | | | | | | | | | | |
| 816 | — | 4 45 | — | — | 769 | — | 5 20 | — | — | | | | | | | | | | |
| 745 | — | 5 05 | — | — | 745 | — | 5 30 | — | — | | | | | | | | | | |
| 743 | — | 5 30 | — | — | 743 | — | 5 55 | — | — | | | | | | | | | | |
| 816 | — | 5 40 | — | — | 816 | — | 6 25 | — | — | | | | | | | | | | |
| 761 | — | 6 40 | — | — | 761 | — | 7 15 | — | — | | | | | | | | | | |

ISANDO STATION (60027/04/05)

ISANDO

ISANDO STATION

ISANDO

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|------|------|---|-----|----------|------|------|---|-----|-------|------|------|---|-----|-----------|------|------|---|
| 704 | — | 4.30 | — | — | 704 | — | 4.50 | — | — | 780 | — | 5.10 | — | — | 777 | — | 5.35 | — | — |
| 704 | — | 5.10 | — | — | 814 | — | 5.15 | — | — | 784 | — | 5.20 | — | — | 788 | — | 5.40 | — | — |
| 814 | — | 5.30 | — | — | 704 | — | 5.20 | — | — | 782 | — | 5.20 | — | — | 777 | — | 6.10 | — | — |
| 726 | — | 5.30 | — | — | 814 | — | 5.40 | — | — | 763 | — | 5.25 | — | — | 788 | — | 6.15 | — | — |
| 704 | — | 5.35 | — | — | 726 | — | 5.45 | — | — | 777 | — | 5.55 | — | — | 731 | X. MB | 7.00 | — | — |
| 814 | — | 5.50 | — | — | 704 | — | 5.50 | — | — | 788 | — | 6.05 | — | — | | | | | |
| 726 | — | 6.00 | — | — | 753 | — | 5.50 | — | — | 777 | — | 6.25 | — | — | | | | | |
| 753 | Qual. | 6.00 | — | — | 814 | — | 6.05 | — | — | 731 | — | 7.20 | — | — | | | | | |
| 704 | — | 6.10 | — | — | 753 | — | 6.15 | — | — | | | | | | | | | | |
| 814 | — | 6.20 | — | — | 704 | — | 6.25 | — | — | | | | | | | | | | |
| 704 | — | 6.35 | — | — | 737 | — | 6.30 | — | — | | | | | | | | | | |
| 737 | — | 6.40 | — | — | 814 | — | 6.35 | — | — | | | | | | | | | | |
| 753 | T. Sim. | 6.45 | — | — | 704 | — | 6.50 | — | — | | | | | | | | | | |
| 814 | — | 6.45 | — | — | 737 | — | 6.55 | — | — | 712 | T. PS | 6.05 | — | — | 712 | — | 6.15 | — | — |
| 785 | Qual. | 7.00 | — | — | 720 | — | 7.00 | — | — | 738 | — | 6.15 | — | — | 738 | — | 6.30 | — | — |
| 737 | — | 7.05 | — | — | 785 | — | 7.15 | — | — | 712 | — | 6.40 | — | — | 712 | — | 7.00 | — | — |
| 704 | — | 7.05 | — | — | 704 | — | 7.20 | — | — | 738 | — | 3.45 | — | — | 738 | — | 7.00 | — | — |
| 720 | — | 7.10 | — | — | 737 | — | 7.20 | — | — | 799 | — | 7.10 | — | — | 712 | — | 7.20 | — | — |
| 790 | — | 7.15 | — | — | 720 | — | 7.25 | — | — | 712 | — | 7.10 | — | — | 777 | — | 7.40 | — | — |
| 704 | — | 7.30 | — | — | 763 | — | 7.30 | — | — | 738 | — | 7.20 | — | — | 737 | X. PS | 4.20 | — | — |
| 785 | — | 7.35 | — | — | 790 | — | 7.30 | — | — | 777 | — | 7.25 | — | — | 786 | X. FDRG | 4.30 | — | — |
| 763 | — | 7.45 | — | — | 783 | — | 2.05 | — | — | 712 | — | 7.55 | — | — | 812 | X. Sterl. | 4.35 | — | — |
| 790 | — | 7.45 | — | — | 783 | — | 2.40 | — | — | 777 | — | 8.00 | — | — | 732 | X. NEW | 4.40 | — | — |
| 720 | — | 7.50 | — | — | 797 | X. Sim. | 3.35 | — | — | 732 | — | 4.30 | — | — | 732 | X. FITT | 5.00 | — | — |
| 737 | — | 8.00 | — | — | 783 | Qual. | 4.00 | — | — | 786 | — | 4.45 | — | — | 804 | — | 5.00 | — | — |
| 783 | — | 1.25 | — | — | 797 | — | 4.10 | — | — | 812 | — | 4.50 | — | — | 786 | X. Steel. | 5.00 | — | — |
| 783 | — | 2.25 | — | — | 763 | X. HEN | 4.10 | — | — | 732 | — | 4.50 | — | — | 812 | X. Rigg. | 5.05 | — | — |
| 783 | — | 3.30 | — | — | 800 | X. SHOE | 4.15 | — | — | 786 | — | 5.10 | — | — | 732 | X. Ruto | 5.20 | — | — |
| 797 | — | 3.55 | — | — | 738 | X. Roch. | 4.25 | — | — | 732 | — | 5.10 | — | — | 786 | X. DER | 5.20 | — | — |
| 783 | — | 4.10 | — | — | 723 | — | 4.30 | — | — | 786 | — | 5.35 | — | — | | | | | |
| 763 | — | 4.20 | — | — | 763 | — | 4.30 | — | — | | | | | | | | | | |
| 797 | — | 4.25 | — | — | 784 | — | 4.35 | — | — | | | | | | | | | | |
| 800 | — | 4.30 | — | — | 797 | — | 4.40 | — | — | | | | | | | | | | |
| 738 | — | 4.45 | — | — | 777 | Qual. | 4.45 | — | — | | | | | | | | | | |
| 784 | — | 4.50 | — | — | 780 | — | 4.55 | — | — | | | | | | | | | | |
| 723 | — | 4.50 | — | — | 784 | — | 5.05 | — | — | | | | | | | | | | |
| 797 | — | 4.55 | — | — | 763 | X. HEN | 5.10 | — | — | | | | | | | | | | |
| 777 | T. BEL | 5.00 | — | — | 777 | X. BEL | 5.10 | — | — | | | | | | | | | | |

KEMPTON STATION

SPARTAN

BEDFORD VIEW

[illegible]

| LERALLA STATION (60007) | | | | | TEMBISA HOSPITAL | | | | | LERALLA STATION | | | | | TEMBISA HOSPITAL | | | | |
|-------------------------|----------|-------|------|---|------------------|----------|-------|------|---|-----------------|----------|------|------|---|------------------|-----------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 711 | — | 5.05 | — | — | 817 | T. ISV | 6.00 | — | — | 743 | X. TB | 6 20 | — | — | 723 | X. Mor. | 5 50 | — | — |
| 817 | — | 5.25 | — | — | 761 | X. MOR | 6.35 | — | — | 728 | X. TBScH | 6 20 | — | — | 794 | X. Mor. | 5 50 | — | — |
| 805 | T. TO | 5.30 | — | — | 787 | X. MOR | 6.40 | — | — | 743 | X. TBScH | 8 15 | — | — | 771 | X. TO | 6 00 | — | — |
| 701 | X. TB | 5.30 | — | — | 724 | X. MOR | 7.10 | — | — | 809 | X. TBScH | 8 30 | — | — | 779 | X. TO | 6 10 | — | — |
| 812 | — | 5.35 | — | — | 748 | KAB ScH | 7.10 | — | — | 762 | X. TB TO | 9 10 | — | — | 761 | X. Mor. | 6 15 | — | — |
| 793 | XHL | 5.50 | — | — | 793 | X. TO-NL | 7.15 | — | — | | | | | | 782 | X. TSP TB | 6 15 | — | — |
| 761 | X. TB- | 6.10 | — | — | 708 | X. TO-TB | 7.15 | — | — | | | | | | 784 | X. Mor. | 6 20 | — | — |
| | MOR | | | | | | | | | | | | | | 778 | X. TO | 6 25 | — | — |
| 764 | X. TB | 6.25 | — | — | 706 | X. TO-TB | 7.20 | — | — | | | | | | 750 | TB | 6 35 | — | — |
| 779 | X. TB- | 6.40 | — | — | 721 | TB | 7.30 | — | — | | | | | | 800 | X. TO | 6 35 | — | — |
| | MOR | | | | | | | | | | | | | | 815 | X. TSP | 6 40 | — | — |
| 801 | X. HL | 7.15 | — | — | 703 | X. TO- | 7.40 | — | — | | | | | | 728 | X. HScH | 6 40 | — | — |
| | ScH | | | | | TB | | | | | | | | | 743 | TB | 6 45 | — | — |
| 788 | X. TB | 7.20 | — | — | 788 | X. MOR- | 7.45 | — | — | | | | | | 789 | TB | 6 50 | — | — |
| | | | | | | TB | | | | | | | | | 735 | TB | 7 15 | — | — |
| 807 | X. TB | 7.25 | — | — | 801 | X. MOR | 7.45 | — | — | | | | | | 777 | X. Mor. | 7 20 | — | — |
| | | | | | | ScH | | | | | | | | | 809 | TB | 8 00 | — | — |
| 780 | X. NL | 7.30 | — | — | 807 | TB | 7.55 | — | — | | | | | | 809 | X. HScH | 8 40 | — | — |
| | ScH | | | | | | | | | | | | | | 820 | X. HScH | 8 40 | — | — |
| 744 | — | 8.10 | — | — | 764 | X. TO | 7.55 | — | — | | | | | | 743 | X. HScH | 8 40 | — | — |
| | | | | | | TB | | | | | | | | | | | | | |
| 807 | — | 9.00 | — | — | 717 | X. TO-TB | 8.10 | — | — | | | | | | | | | | |
| 806 | X. TB | 9.20 | — | — | 807 | — | 9.30 | — | — | | | | | | | | | | |
| 807 | — | 10.10 | — | — | 744 | — | 11.30 | — | — | | | | | | | | | | |
| 760 | XTB | 11.00 | — | — | 806 | TB | 1 00 | — | — | | | | | | | | | | |
| 787 | X. TB | 12 30 | — | — | 710 | — | 1 45 | — | — | | | | | | | | | | |
| 776 | X. TB | 1 25 | — | — | 745 | — | 2 15 | — | — | | | | | | | | | | |
| 745 | — | 1 50 | — | — | 760 | TB | 2 30 | — | — | | | | | | | | | | |
| 818 | X. TB | 2 00 | — | — | 724 | TB | 2 50 | — | — | | | | | | | | | | |
| 745 | — | 2 40 | — | — | 745 | — | 3 05 | — | — | | | | | | | | | | |
| 721 | X. TB | 2 45 | — | — | 791 | — | 3 15 | — | — | | | | | | | | | | |
| 779 | X. TB | 3 15 | — | — | 717 | ScH | 3 15 | — | — | | | | | | | | | | |
| 703 | X. TB | 3 25 | — | — | 721 | TB | 3 20 | — | — | | | | | | | | | | |
| 717 | X. NL | 3 30 | — | — | 745 | TB | 3 55 | — | — | | | | | | | | | | |
| 745 | — | 3 30 | — | — | 787 | TB. NL | 4 00 | — | — | | | | | | | | | | |
| 714 | X. TBRAB | 3 30 | — | — | 779 | T. TO | 4 00 | — | — | | | | | | | | | | |
| 728 | X. TB | 3 30 | — | — | 719 | — | 4 15 | — | — | | | | | | | | | | |
| 719 | — | 3 40 | — | — | 759 | Mor. ScH | 4 20 | — | — | | | | | | | | | | |
| 726 | X. TB | 3 45 | — | — | 776 | TB | 4 45 | — | — | | | | | | | | | | |
| 778 | X. TB | 3 55 | — | — | 783 | TB | 5 10 | — | — | | | | | | | | | | |
| 759 | X. TB | 3 55 | — | — | 798 | X. Mor. | 5 20 | — | — | | | | | | | | | | |
| 789 | X. NL | 4 10 | — | — | 818 | TB | 5 30 | — | — | | | | | | | | | | |
| 751 | X. TB | 5 45 | — | — | 738 | TO | 5 45 | — | — | | | | | | | | | | |
| 761 | X. TB | 5 50 | — | — | 701 | TB | 5 45 | — | — | | | | | | | | | | |
| 750 | X. TB | 6 05 | — | — | 814 | — | 5 45 | — | — | | | | | | | | | | |

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Friday
Route

FRIDAY

Route Number

| |
|----------|
| 60016 |
| 60015 |
| 60014 |
| 60001/19 |
| 60013 |
| 60020 |
| 60030 |
| 60027 |
| 60004 |
| 60018 |
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| 60012 |
| 60012 |
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| 60002 |
| 60011 |

Specimen time-table

PUTCO LTD: SECTION.—EDENVALE TO DEPOT

4/79

Friday

| TEMBISA (60006) | | | | | EDENVALE | | | | | TEMBISA (60006) | | | | | EDENVALE | | | | |
|-----------------|--------|------|------|---|----------|--------|------|------|---|-----------------|--------|------|------|---|----------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 719 | — | 4.00 | — | — | 710 | T. NL | 5.30 | — | — | 780 | — | 5.50 | — | — | 710 | T. NL | 6.30 | — | — |
| 707 | — | 4.15 | — | — | 728 | — | 5.30 | — | — | 756 | — | 5.50 | — | — | 709 | T. CEM | 6.30 | — | — |
| 820 | — | 4.30 | — | — | 814 | T. NL | 5.45 | — | — | 793 | T. SEB | 5.50 | — | — | 738 | T. NL | 6.30 | — | — |
| 715 | — | 4.35 | — | — | 702 | T. ISV | 5.50 | — | — | 733 | — | 5.55 | — | — | 784 | T. OSV | 6.35 | — | — |
| 710 | — | 5.00 | — | — | 725 | — | 5.50 | — | — | 784 | X. ISV | 6.00 | — | — | 811 | — | 6.35 | — | — |
| 728 | X. ISV | 5.00 | — | — | 730 | T. ISV | 6.00 | — | — | 786 | — | 6.00 | — | — | 772 | X. SEB | 6.35 | — | — |
| 740 | — | 5.15 | — | — | 776 | — | 6.00 | — | — | 709 | Baker | 6.00 | — | — | 762 | T. NL | 6.40 | — | — |
| 814 | — | 5.15 | — | — | 779 | T. TC | 6.15 | — | — | 810 | — | 6.00 | — | — | 812 | — | 6.40 | — | — |
| 702 | X. ISV | 5.20 | — | — | 770 | T. NL | 6.15 | — | — | 738 | X. NL | 6.00 | — | — | 760 | — | 6.40 | — | — |
| 725 | X. NL | 5.20 | — | — | 796 | T. ISV | 6.15 | — | — | 710 | X. NL | 6.00 | — | — | 807 | — | 6.50 | — | — |
| 730 | — | 5.30 | — | — | 724 | — | 6.15 | — | — | 745 | X. NL | 6.00 | — | — | 758 | — | 6.50 | — | — |
| 776 | — | 5.30 | — | — | 773 | — | 6.15 | — | — | 811 | X. ISV | 6.05 | — | — | 725 | T. NL | 6.50 | — | — |
| 803 | — | 5.30 | — | — | 780 | — | 6.20 | — | — | 760 | — | 6.10 | — | — | 788 | — | 7.10 | — | — |
| 773 | X. NL | 5.45 | — | — | 793 | X. SEB | 6.20 | — | — | 762 | X. ISV | 6.10 | — | — | 771 | T. NL | 7.10 | — | — |
| 796 | X. ISV | 5.45 | — | — | 756 | T. NL | 6.20 | — | — | 812 | X. N | 6.10 | — | — | 793 | — | 7.15 | — | — |
| 724 | X. NL | 5.45 | — | — | 810 | T. NL | 6.30 | — | — | 814 | X. NL | 6.15 | — | — | 783 | — | 7.20 | — | — |
| 788 | X. NL | 5.45 | — | — | 786 | — | 6.30 | — | — | 758 | — | 6.20 | — | — | 780 | — | 7.20 | — | — |
| 779 | — | 5.45 | — | — | 745 | — | 6.30 | — | — | 702 | X. ISV | 6.20 | — | — | 811 | — | 7.35 | — | — |
| 770 | — | 5.45 | — | — | | | | | | 807 | X. NL | 6.20 | — | — | | | | | |

| TEMBISA (60006) | | | | | EDENVALE | | | | | TEMBISA (60006) | | | | | EDENVALE | | | | |
|-----------------|--------|------|------|---|----------|-----|-------|------|---|-----------------|-------|-------|------|---|----------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 725 | T. SEB | 6.20 | — | — | 788 | — | 8.10 | — | — | 725 | X. NL | 7.20 | — | — | 766 | — | 3 30 | — | — |
| 730 | X. ISV | 6.30 | — | — | 794 | — | 8.30 | — | — | 748 | — | 7.25 | — | — | 737 | — | 3 55 | — | — |
| 771 | X. NL | 6.40 | — | — | 801 | — | 8.45 | — | — | 788 | — | 7.40 | — | — | 812 | — | 4 00 | — | — |
| 770 | X. NL | 6.45 | — | — | 794 | — | 9.30 | — | — | 771 | X. NL | 7.40 | — | — | 713 | — | 4 20 | — | — |
| 796 | X. ISV | 6.45 | — | — | 710 | — | 9.50 | — | — | 793 | — | 7.45 | — | — | 733 | — | 4 20 | — | — |
| 773 | — | 6.45 | — | — | 736 | — | 10.30 | — | — | 811 | — | 8.00 | — | — | 777 | — | 4 30 | — | — |
| 793 | — | 6.45 | — | — | 724 | — | 11.00 | — | — | 774 | — | 8.15 | — | — | 781 | T. ISV | 4 35 | — | — |
| 783 | X. NL | 6.50 | — | — | 800 | — | 11.30 | — | — | 801 | — | 8.15 | — | — | 737 | X. SEB | 4 50 | — | — |
| 780 | — | 6.50 | — | — | 724 | — | 12 00 | — | — | 717 | — | 8.35 | — | — | 749 | — | 4 55 | — | — |
| 710 | X. NL | 7.10 | — | — | 800 | — | 12 30 | — | — | 794 | — | 9.00 | — | — | 720 | — | 4 55 | — | — |
| 810 | X. NL | 7.00 | — | — | 776 | — | 12 55 | — | — | 801 | — | 9.30 | — | — | 772 | T. ISV | 4 55 | — | — |
| 811 | — | 7.05 | — | — | 724 | — | 1 10 | — | — | 794 | — | 10.00 | — | — | 758 | Baker | 5 00 | — | — |
| 784 | X. ISV | 7.05 | — | — | 800 | — | 1 30 | — | — | 710 | — | 10.20 | — | — | 793 | — | 5 50 | — | — |
| 760 | — | 7.10 | — | — | 703 | — | 1 55 | — | — | 800 | — | 11.00 | — | — | 740 | X. SEB | 5 05 | — | — |
| 812 | — | 7.10 | — | — | 711 | — | 2 15 | — | — | 724 | — | 11.34 | — | — | 805 | — | 5 05 | — | — |
| 762 | X. NL | 7.10 | — | — | 779 | — | 2 45 | — | — | 800 | — | 12 00 | — | — | 804 | — | 5 10 | — | — |
| | | | | | 703 | — | 2 55 | — | — | 724 | — | 12 30 | — | — | 723 | — | 5 10 | — | — |
| | | | | | 726 | — | 3 15 | — | — | 800 | — | 1 40 | — | — | 815 | X. SEB | 5 15 | — | — |
| | | | | | 796 | — | 3 25 | — | — | 765 | — | 1 40 | — | — | 713 | — | 5 20 | — | — |

| TEMBISA (60006) | | | | | EDENVALE | | | | | TEMBISA (60006) | | | | | EDENVALE | | | | |
|-----------------|--------|------|------|---|----------|--------|------|------|---|-----------------|--------|------|------|---|----------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 703 | — | 2 25 | — | — | 733 | — | 5 20 | — | — | 737 | — | 5 15 | — | — | 749 | — | 7 20 | — | — |
| 726 | — | 2 45 | — | — | 777 | X. SEB | 5 30 | — | — | 742 | X. ISV | 5 15 | — | — | 749 | — | 8 35 | — | — |
| 758 | — | 3 00 | — | — | 757 | — | 5 35 | — | — | 730 | — | 5 20 | — | — | | | | | |
| 733 | — | 3 50 | — | — | 781 | — | 5 35 | — | — | 749 | — | 5 25 | — | — | | | | | |
| 806 | T. SEB | 4 00 | — | — | 737 | T. ISV | 5 45 | — | — | 772 | X. ISV | 5 25 | — | — | | | | | |
| 737 | T. SEB | 4 25 | — | — | 717 | — | 5 45 | — | — | 740 | — | 5 30 | — | — | | | | | |
| 720 | — | 4 25 | — | — | 742 | — | 5 45 | — | — | 793 | — | 5 30 | — | — | | | | | |
| 758 | — | 4 25 | — | — | 730 | — | 5 55 | — | — | 805 | — | 5 35 | — | — | | | | | |
| 815 | — | 4 30 | — | — | 772 | T. ISV | 5 55 | — | — | 815 | — | 5 45 | — | — | | | | | |
| 805 | X. ETH | 4 35 | — | — | 740 | — | 6 00 | — | — | 709 | — | 6 00 | — | — | | | | | |
| 723 | X. ISV | 4 40 | — | — | 793 | — | 6 00 | — | — | 759 | — | 6 05 | — | — | | | | | |
| 815 | T. SEB | 4 40 | — | — | 805 | — | 6 05 | — | — | 806 | X. ISV | 6 30 | — | — | | | | | |
| 740 | T. SEB | 4 40 | — | — | 749 | — | 6 15 | — | — | 749 | — | 6 50 | — | — | | | | | |
| 713 | — | 4 50 | — | — | 786 | — | 6 15 | — | — | 749 | — | 7 50 | — | — | | | | | |
| 733 | — | 4 50 | — | — | 815 | — | 6 15 | — | — | | | | | | | | | | |
| 777 | T. SEB | 5 00 | — | — | 785 | — | 6 20 | — | — | | | | | | | | | | |
| 757 | X. ISV | 5 05 | — | — | 709 | — | 6 30 | — | — | | | | | | | | | | |
| | | | | | 765 | — | 6 30 | — | — | | | | | | | | | | |
| | | | | | 757 | — | 6 35 | — | — | | | | | | | | | | |
| 781 | — | 5 05 | — | — | 806 | T. NL | 7 00 | — | — | | | | | | | | | | |
| 717 | — | 5 15 | — | — | 813 | — | 7 00 | — | — | | | | | | | | | | |

| TEMBISA (60015) | | | | | ALEXANDRA | | | | | TEMBISA (60015) | | | | | ALEXANDRA | | | | |
|-----------------|--------|------|------|---|-----------|--------|-------|------|---|-----------------|--------|------|------|---|-----------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 748 | — | 4.10 | — | — | 748 | — | 4.55 | — | — | 701 | X. ISV | 6.15 | — | — | 748 | — | 10.25 | — | — |
| 747 | X. NL | 4.55 | — | — | 747 | — | 5.40 | — | — | 757 | — | 6.15 | — | — | 798 | T. TH | 10.30 | — | — |
| 714 | — | 5.00 | — | — | 713 | T. TH | 5.55 | — | — | 791 | X. TSP | 6.30 | — | — | 770 | — | 11.10 | — | — |
| 818 | X. TO | 5.05 | — | — | 818 | T. ISV | 6.00 | — | — | 818 | — | 6.40 | — | — | 768 | T. TH | 11.15 | — | — |
| 797 | X. ISV | 5.10 | — | — | 744 | T. CEM | 6.05 | — | — | 724 | — | 6.40 | — | — | 765 | — | 11.30 | — | — |
| 713 | — | 5.10 | — | — | 748 | T. CEM | 6.25 | — | — | 744 | X. ISV | 6.45 | — | — | 748 | — | 11.55 | — | — |
| 797 | X. ISV | 5.10 | — | — | 737 | T. EDH | 6.30 | — | — | 756 | X. NL | 6.50 | — | — | 707 | — | 12.20 | — | — |
| 744 | X. ISV | 5.25 | — | — | 734 | T. NL | 6.35 | — | — | 732 | X. CEM | 7.00 | — | — | 753 | T. TH | 12.30 | — | — |
| 768 | — | 5.30 | — | — | 769 | — | 6.35 | — | — | 787 | — | 7.05 | — | — | 770 | — | 12.49 | — | — |
| 748 | — | 5.40 | — | — | 701 | T. TH | 7.00 | — | — | 775 | X. NL | 7.10 | — | — | 765 | — | 1.00 | — | — |
| 737 | X. NL | 5.40 | — | — | 757 | — | 7.00 | — | — | 734 | X. NL | 7.15 | — | — | 707 | — | 1.40 | — | — |
| 704 | — | 5.45 | — | — | 744 | T. TH | 7.40 | — | — | 769 | — | 7.20 | — | — | 739 | T. TH | 2.00 | — | — |
| 723 | X. MOR | 5.55 | — | — | 732 | — | 7.40 | — | — | 713 | — | 7.25 | — | — | 726 | — | 2.00 | — | — |
| 789 | X. ISV | 5.55 | — | — | 769 | — | 8.05 | — | — | 804 | X. NL | 7.40 | — | — | 738 | — | 2.25 | — | — |
| 769 | X. NL | 5.55 | — | — | 772 | T. TH | 8.45 | — | — | 780 | — | 7.50 | — | — | 715 | — | 2.30 | — | — |
| 734 | — | 5.55 | — | — | 798 | — | 9.00 | — | — | 772 | — | 8.10 | — | — | 714 | — | 2.45 | — | — |
| 815 | X. TSP | 6.00 | — | — | 749 | — | 9.35 | — | — | 701 | X. TH | 8.20 | — | — | 753 | T. TH | 2.50 | — | — |
| 754 | X. NL | 6.10 | — | — | 765 | — | 9.50 | — | — | 732 | — | 8.25 | — | — | 701 | — | 3.00 | — | — |
| 711 | X. TH | 6.15 | — | — | 817 | — | 10.05 | — | — | 817 | X. TH | 8.50 | — | — | 702 | — | 3.20 | — | — |
| | | | | | | | | | | 749 | — | 8.50 | — | — | | | | | |

PUTCO LTD: SECTION.—TEMBISA TO ALEXANDRA

4/79

Specimen time-table

Friday

| TEMBISA (60015) | | | | | ALEXANDRA | | | | | TEMBISA (60015) | | | | | ALEXANDRA | | | | |
|-----------------|--------|-------|------|---|-----------|--------|------|------|---|-----------------|--------|------|------|---|-----------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 798 | — | 9.45 | — | — | 720 | — | 3.40 | — | — | 771 | X. TH | 4.05 | — | — | 734 | X. WN | 5.35 | — | — |
| 768 | X. TH | 10.00 | — | — | 715 | X. WN | 3.55 | — | — | 702 | T. WN | 4.05 | — | — | 746 | T. TSP | 5.40 | — | — |
| 749 | — | 10.20 | — | — | 762 | T. TH | 4.00 | — | — | 722 | — | 4.10 | — | — | 806 | T. ISV | 5.45 | — | — |
| 765 | — | 10.35 | — | — | 734 | T. ISV | 4.10 | — | — | 715 | T. WN | 4.35 | — | — | 787 | — | 5.45 | — | — |
| 748 | — | 11.10 | — | — | 738 | — | 4.20 | — | — | 766 | — | 4.45 | — | — | 727 | X. WN | 5.45 | — | — |
| 817 | X. TH | 11.20 | — | — | 701 | T. TH | 4.30 | — | — | 734 | T. WN | 4.55 | — | — | 750 | — | 6.00 | — | — |
| 770 | — | 11.55 | — | — | 739 | — | 4.30 | — | — | 727 | X. ISV | — | — | — | 736 | T. TH | 6.05 | — | — |
| 765 | — | 12.15 | — | — | 755 | — | 4.40 | — | — | 727 | X. ISV | 5.00 | — | — | 755 | T. ISV | 6.15 | — | — |
| 768 | X. TH | 12.30 | — | — | 743 | X. WN | 4.40 | — | — | 762 | T. TH | 5.10 | — | — | 762 | — | 6.20 | — | — |
| 748 | — | 12.50 | — | — | 702 | X. WN | 4.45 | — | — | 755 | — | 5.30 | — | — | 804 | — | 6.25 | — | — |
| 707 | — | 1.00 | — | — | 742 | X. EDH | 4.45 | — | — | 804 | — | 5.40 | — | — | 767 | — | 6.45 | — | — |
| 770 | X. — | 1.35 | — | — | 714 | — | 5.00 | — | — | 777 | — | 6.00 | — | — | 777 | T. TH | 6.45 | — | — |
| 753 | X. TH | 1.45 | — | — | 814 | T. TSP | 5.15 | — | — | 737 | T. ISV | 6.15 | — | — | 751 | T. TH | 7.35 | — | — |
| 707 | — | 2.50 | — | — | 715 | X. WN | 5.15 | — | — | 734 | — | 6.15 | — | — | 752 | — | 8.25 | — | — |
| 738 | — | 3.10 | — | — | 794 | — | 5.15 | — | — | 751 | T. TH | 6.20 | — | — | 752 | V. MOD | 10.00 | — | — |
| 739 | T. TH | 3.15 | — | — | 771 | T. ISV | 5.20 | — | — | 752 | T. TH | 7.15 | — | — | | | | | |
| 715 | T. WN | 3.15 | — | — | 722 | — | 5.20 | — | — | 752 | V. MOD | 9.10 | — | — | | | | | |
| 701 | — | 3.45 | — | — | 763 | T. TH | 5.25 | — | — | | | | | | | | | | |
| 714 | X. RDB | 4.00 | — | — | 766 | — | 5.30 | — | — | | | | | | | | | | |

| ALEXANDRA (60001/19) | | | | | GERMISTON | | | | | ALEXANDRA (60001/19) | | | | | GERMISTON | | | | |
|----------------------|--------|------|------|---|-----------|--------|------|------|---|----------------------|-------------|-------|------|---|-----------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 719 | X. PUE | 4.30 | — | — | 719 | T. PUE | 5.00 | — | — | 789 | T. PUE | 6.40 | — | — | 130 | T. PUE | 7.55 | — | — |
| 125 | — | 4.40 | — | — | 707 | T. PUE | 5.15 | — | — | 754 | — | 6.55 | — | — | 794 | X. HYP | 8.10 | — | — |
| 707 | X. PUE | 4.45 | — | — | 820 | T. PUE | 5.30 | — | — | 725 | T. PUE | 7.05 | — | — | 754 | — | 8.10 | — | — |
| 820 | X. PUE | 5.00 | — | — | 125 | — | 5.50 | — | — | 719 | T. PUE | 7.15 | — | — | 740 | T. PUE | 8.35 | — | — |
| 782 | — | 5.10 | — | — | 785 | T. PUE | 5.50 | — | — | 740 | — | 7.20 | — | — | 130 | — | 8.55 | — | — |
| 127 | — | 5.20 | — | — | 719 | T. PUE | 6.00 | — | — | 782 | — | 7.30 | — | — | 782 | T. PUE | 8.55 | — | — |
| 785 | X. PUE | 5.20 | — | — | 740 | KEW | 6.15 | — | — | 727 | KEW/ PUE | 8.00 | — | — | 789 | T. PUE | 9.25 | — | — |
| 719 | X. PUE | 5.50 | — | — | 282 | — | 6.30 | — | — | | | | | | | | | | |
| 714 | — | 5.45 | — | — | 803 | T. PUE | 6.30 | — | — | 789 | — | 8.10 | — | — | 728 | — | 9.45 | — | — |
| 707 | X. PUE | 5.45 | — | — | 127 | — | 6.45 | — | — | 730 | X. PUE | 8.25 | — | — | 736 | T. PUE | 9.45 | — | — |
| 740 | X. PUE | 5.45 | — | — | 707 | T. PUE | 6.45 | — | — | 736 | — | 8.30 | — | — | 803 | — | 10.35 | — | — |
| 129 | — | 6.00 | — | — | 719 | X. PUE | 6.45 | — | — | 728 | X. PUE | 9.15 | — | — | 724 | T. PUE | 10.35 | — | — |
| 803 | X. PUE | 6.00 | — | — | 788 | X. PB | 6.55 | — | — | 724 | — | 9.20 | — | — | 126 | — | 11.10 | — | — |
| 797 | Baker | 6.10 | — | — | 714 | — | 7.00 | — | — | 126 | — | 9.55 | — | — | 809 | — | 11.50 | — | — |
| 772 | T. SEP | 6.10 | — | — | 797 | T. PUE | 7.10 | — | — | 803 | X. PUE | 10.05 | — | — | 728 | — | 12.25 | — | — |
| 790 | T. HN | 6.15 | — | — | 129 | — | 7.15 | — | — | 809 | — | 10.40 | — | — | 803 | — | 1.05 | — | — |
| 768 | T. SEP | 6.15 | — | — | 784 | X. PUE | 7.30 | — | — | 728 | — | 11.10 | — | — | 125 | — | 1.40 | — | — |
| 730 | — | 6.20 | — | — | 128 | — | 7.30 | — | — | 803 | — | 11.45 | — | — | 702 | — | 2.00 | — | — |
| 704 | KEN | 6.30 | — | — | 704 | T. PUE | 7.30 | — | — | 125 | — | 12.25 | — | — | 720 | — | 2.25 | — | — |
| | | | | | | | | | | 720 | — | 1.10 | — | — | 723 | T. PUE | 3.00 | — | — |

| ALEXANDRA (60001/19) | | | | | GERMISTON | | | | | ALEXANDRA (60001/19) | | | | | GERMISTON | | | | |
|----------------------|--------|------|------|---|-----------|--------|------|------|---|----------------------|-----|------|------|---|-----------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 742 | X. PUE | 1 25 | — | — | 127 | — | 3 30 | — | — | | | | | | 813 | — | 6 30 | — | — |
| 127 | — | 2 15 | — | — | 755 | X. MRD | 4 00 | — | — | | | | | | 791 | — | 6 45 | — | — |
| 723 | X. PUE | 2 36 | — | — | 129 | X. PUE | 4 00 | — | — | | | | | | 809 | — | 7 10 | — | — |
| 787 | — | 3 15 | — | — | 814 | — | 4 00 | — | — | | | | | | 817 | — | 7 45 | — | — |
| 814 | X. PUE | 3 30 | — | — | 787 | — | 4 30 | — | — | | | | | | 126 | — | 8 15 | — | — |
| 750 | — | 3 45 | — | — | 763 | X. MRD | 4 30 | — | — | | | | | | | | | | |
| 128 | — | 4 00 | — | — | 746 | X. SEB | 4 40 | — | — | | | | | | | | | | |
| 809 | X. PUE | 4 10 | — | — | 791 | X. HIV | 4 45 | — | — | | | | | | | | | | |
| 129 | — | 4 40 | — | — | 809 | — | 4 45 | — | — | | | | | | | | | | |
| 764 | X. CP | 4 45 | — | — | 750 | — | 5 00 | — | — | | | | | | | | | | |
| 767 | X. PUE | 4 50 | — | — | 764 | — | 5 10 | — | — | | | | | | | | | | |
| 813 | — | 5 00 | — | — | 806 | X. SEB | 5 10 | — | — | 707 | — | 6.20 | — | — | 707 | — | 6.30 | — | — |
| 786 | X. PUE | 5 10 | — | — | 128 | — | 5 15 | — | — | | | | | | | | | | |
| 755 | X. PUE | 5 20 | — | — | 736 | X. MRD | 5 20 | — | — | | | | | | | | | | |
| 791 | — | 5 30 | — | — | 767 | — | 5 30 | — | — | | | | | | | | | | |
| 809 | — | 5 55 | — | — | 813 | T. PUE | 5 30 | — | — | | | | | | | | | | |
| 813 | X. PUE | 6 00 | — | — | 786 | T. PUE | 5 40 | — | — | | | | | | | | | | |
| 817 | — | 6 30 | — | — | 785 | T. PUE | 5 50 | — | — | | | | | | | | | | |
| 126 | — | 7 00 | — | — | 129 | — | 5 55 | — | — | | | | | | | | | | |

GERMISTON (60001/19)

GERMISTON LOCATION

SECTION: TEMBISA-MODDERFONTEIN

| TEMBISA (60013) | | | | | MODDERFONTEIN | | | | | TEMBISA (60013) | | | | | MODDERFONTEIN | | | | |
|-----------------|--------|------|------|---|---------------|------------------|-------|------|---|-----------------|-------|-------|------|---|---------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 712 | — | 4.20 | — | — | 712 | — | 4.45 | — | — | 788 | — | 8.55 | — | — | 709 | — | 4.10 | — | — |
| 739 | — | 4.45 | — | — | 739 | — | 5.10 | — | — | 736 | — | 11.00 | — | — | 799 | — | 4.15 | — | — |
| 816 | — | 5.00 | — | — | 816 | — | 5.20 | — | — | 816 | — | 1.25 | — | — | 745 | — | 4.30 | — | — |
| 712 | — | 5.10 | — | — | 712 | — | 5.35 | — | — | 758 | T. SS | 2.10 | — | — | 792 | — | 4.55 | — | — |
| 810 | — | 5.20 | — | — | 810 | — | 5.40 | — | — | 708 | — | 2.55 | — | — | 799 | — | 5.10 | — | — |
| 739 | — | 5.30 | — | — | 739 | — | 5.55 | — | — | 709 | — | 3.45 | — | — | 745 | — | 5.30 | — | — |
| 816 | T. KEW | 5.40 | — | — | 816 | X. KEW | 5.55 | — | — | 745 | — | 3.50 | — | — | 743 | — | 5.55 | — | — |
| 775 | — | 5.40 | — | — | 775 | — | 6.05 | — | — | 758 | — | 4.00 | — | — | 799 | — | 6.25 | — | — |
| 732 | T. KEW | 5.55 | — | — | 732 | X. KEW | 6.20 | — | — | 799 | — | 4.45 | — | — | 761 | — | 7.15 | — | — |
| 799 | — | 6.00 | — | — | 816 | X. KEW | 6.25 | — | — | 745 | — | 5.05 | — | — | | | | | |
| 783 | — | 6.05 | — | — | 783 | — | 6.30 | — | — | 743 | — | 5.30 | — | — | | | | | |
| 816 | T. KEW | 6.10 | — | — | 783 | — | 6.30 | — | — | 799 | — | 5.45 | — | — | | | | | |
| | | | | | 775 | X. KEW/ T. NL | 6.45 | — | — | 761 | — | 6.40 | — | — | | | | | |
| 739 | — | 6.25 | — | — | — | — | — | — | — | | | | | | | | | | |
| 775 | T. KEW | 6.25 | — | — | 816 | — | 7.05 | — | — | | | | | | | | | | |
| 816 | — | 6.40 | — | — | 757 | X. SS | 8.15 | — | — | | | | | | | | | | |
| — | — | — | — | — | 800 | — | 10.35 | — | — | | | | | | | | | | |
| 786 | T. SS | 7.10 | — | — | 758 | — | 11.45 | — | — | | | | | | | | | | |
| 816 | — | 7.30 | — | — | 758 | — | 2.35 | — | — | | | | | | | | | | |
| 757 | T. SS | 7.45 | — | — | 708 | — | 3.20 | — | — | | | | | | | | | | |
| | | | | | 758 | — | 4.00 | — | — | | | | | | | | | | |

| MORITENG (60030) | | | | | ISANDO | | | | | MORITENG (60030) | | | | | ISANDO | | | | |
|------------------|--------|------|------|---|--------|---------|------|------|---|------------------|---------|------|------|---|--------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 800 | — | 4.30 | — | — | 763 | T.LMEM | 6.10 | — | — | 709 | X. CEM | 7.05 | — | — | 810 | X Bake | 5.00 | — | — |
| 733 | — | 5.00 | — | — | 767 | T. TSP | 6.05 | — | — | 729 | — | 7.10 | — | — | 730 | X. FOW | 5.00 | — | — |
| 753 | X. MOR | 5.05 | — | — | 771 | X. MEM | 6.10 | — | — | 815 | T. SMGM | 3.30 | — | — | 788 | MOR | 5.05 | — | — |
| 742 | — | 5.15 | — | — | 795 | T. ISV | 6.10 | — | — | 756 | — | 3.45 | — | — | 789 | MOR | 5.05 | — | — |
| 764 | X. NL | 5.20 | — | — | 729 | Direct | 6.30 | — | — | | | | | | 797 | X. FOW | 5.15 | — | — |
| 767 | X. TSP | 5.30 | — | — | 745 | — | 2.40 | — | — | | | | | | 769 | T. TSP | 5.15 | — | — |
| 795 | X. CEM | 5.40 | — | — | 806 | MOR | 3.15 | — | — | | | | | | 712 | X. FOW | 5.20 | — | — |
| 727 | — | 5.40 | — | — | 725 | — | 3.35 | — | — | | | | | | 718 | — | 5.25 | — | — |
| 718 | X. MOR | 5.45 | — | — | 783 | — | 4.35 | — | — | | | | | | 802 | — | 5.40 | — | — |
| 743 | — | 5.45 | — | — | 732 | — | 4.25 | — | — | | | | | | 790 | — | 6.05 | — | — |
| 729 | X. NL | 6.00 | — | — | 756 | — | 4.30 | — | — | | | | | | 812 | — | 6.10 | — | — |
| 722 | X. MOR | 6.00 | — | — | 818 | T. TSP | 4.30 | — | — | | | | | | | | | | |
| 808 | X. TSP | 6.00 | — | — | 704 | — | 4.55 | — | — | | | | | | | | | | |
| 720 | X. MOR | 6.15 | — | — | 759 | X5 Rebe | 5.05 | — | — | | | | | | | | | | |
| 755 | X. NL | 6.30 | — | — | | | | | | | | | | | | | | | |
| 794 | X. TSP | 6.30 | — | — | | | | | | | | | | | | | | | |
| 763 | — | 6.40 | — | — | | | | | | | | | | | | | | | |
| 779 | — | 6.55 | — | — | | | | | | | | | | | | | | | |
| 767 | X. TSP | 7.00 | — | — | | | | | | | | | | | | | | | |

[illegible]

| ISANDO STATION | | | | | KEMPTON PARK STATION (60004) | | | | | SPARTAN | | | | | | | | | |
|----------------|-----|------|------|---|------------------------------|-----|------|------|---|---------|-----|------|------|---|-----|---------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 802 | — | 4 55 | — | — | — | — | — | — | — | 712 | — | 6.05 | — | — | 712 | — | 6.15 | — | — |
| 812 | — | 5 00 | — | — | — | — | — | — | — | 742 | — | 6.15 | — | — | 742 | — | 6.30 | — | — |
| 718 | — | 5 10 | — | — | — | — | — | — | — | 712 | — | 6.40 | — | — | 712 | — | 7.00 | — | — |
| 812 | — | 5 25 | — | — | — | — | — | — | — | 742 | — | 6.45 | — | — | 742 | — | 7.00 | — | — |
| 812 | — | 5 55 | — | — | — | — | — | — | — | 739 | — | 7.10 | — | — | 712 | — | 7.20 | — | — |
| | | | | | | | | | | 712 | — | 7.10 | — | — | 755 | — | 7.40 | — | — |
| | | | | | | | | | | 742 | — | 7.20 | — | — | 786 | Fitter | 3 00 | — | — |
| | | | | | | | | | | 755 | — | 7.25 | — | — | 786 | Fitter | 3 30 | — | — |
| | | | | | | | | | | 712 | — | 7.50 | — | — | 712 | Rigger | 3 30 | — | — |
| | | | | | | | | | | 755 | — | 8.00 | — | — | 786 | Auto | 4 00 | — | — |
| | | | | | | | | | | 786 | — | 3 15 | — | — | 730 | Derrick | 4 00 | — | — |
| | | | | | | | | | | 712 | — | 3 45 | — | — | 797 | RMP | 4 00 | — | — |
| | | | | | | | | | | 786 | — | 3 45 | — | — | 712 | X. PS | 4 20 | — | — |
| | | | | | | | | | | 786 | — | 4 15 | — | — | 786 | Forge | 4 30 | — | — |
| | | | | | | | | | | 730 | — | 4 15 | — | — | 730 | Steel | 4 30 | — | — |
| | | | | | | | | | | 797 | — | 4 15 | — | — | 712 | Forge | 4 45 | — | — |
| | | | | | | | | | | 712 | — | 4 35 | — | — | 797 | Steel | 4 45 | — | — |

| TEMBISA OFFICES (60018) | | | | | OLIFANTSFONTEIN | | | | | TEMBISA OFFICES (60018) | | | | | OLIFANTSFONTEIN | | | | |
|-------------------------|------|------|------|---|-----------------|---------|------|------|---|-------------------------|------|-------|------|---|-----------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 705 | MAK | 3.55 | — | — | 705 | T. MAK | 4.15 | — | — | 708 | X. 3 | 6.05 | — | — | 703 | — | 6.40 | — | — |
| 706 | — | 4.15 | — | — | 706 | — | 4.35 | — | — | 703 | — | 6.20 | — | — | 705 | T. TH | 6.50 | — | — |
| 705 | MAK | 4.30 | — | — | 753 | — | 4.50 | — | — | 705 | ST 2 | 6.30 | — | — | 778 | — | 6.50 | — | — |
| 753 | MAK | 4.30 | — | — | 705 | — | 5.00 | — | — | 717 | ST 3 | 6.30 | — | — | 717 | — | 6.50 | — | — |
| 706 | X. 3 | 4.50 | — | — | 706 | T. 3 | 5.10 | — | — | 804 | X. 3 | 6.30 | — | — | 708 | — | 6.55 | — | — |
| 766 | — | 5.05 | — | — | 766 | — | 5.20 | — | — | 778 | X. 3 | 6.35 | — | — | 804 | — | 6.55 | — | — |
| 705 | — | 5.20 | — | — | 705 | T. ST 3 | 5.40 | — | — | 706 | X. 3 | 6.40 | — | — | 706 | — | 7.00 | — | — |
| 706 | X. 3 | 5.25 | — | — | 708 | T. ST 3 | 5.45 | — | — | 708 | ST 3 | 6.40 | — | — | 747 | — | 7.05 | — | — |
| 708 | X. 3 | 5.25 | — | — | 706 | T. 3 | 5.45 | — | — | 747 | — | 6.45 | — | — | 703 | — | 7.20 | — | — |
| 787 | — | 5.30 | — | — | 766 | — | 5.50 | — | — | 713 | X. 3 | 6.55 | — | — | 747 | — | 7.40 | — | — |
| 766 | X. 3 | 5.35 | — | — | 787 | — | 5.50 | — | — | 703 | — | 7.00 | — | — | 717 | — | 7.50 | — | — |
| 703 | — | 5.40 | — | — | 703 | — | 6.00 | — | — | 747 | — | 7.20 | — | — | 816 | — | 11.40 | — | — |
| 711 | X. 3 | 5.45 | — | — | 717 | T. ST 3 | 6.10 | — | — | 706 | — | 7.20 | — | — | 750 | — | 12.00 | — | — |
| 717 | — | 5.50 | — | — | 778 | T. ST 3 | 6.15 | — | — | 717 | — | 7.30 | — | — | 816 | — | 12.20 | — | — |
| 705 | — | 5.55 | — | — | 705 | — | 6.15 | — | — | 816 | — | 11.20 | — | — | 816 | T. TB | 1.00 | — | — |
| 778 | — | 6.00 | — | — | 706 | T. 3 | 6.20 | — | — | 750 | — | 11.40 | — | — | — | — | — | — | — |
| 706 | X. 3 | 6.00 | — | — | 708 | T. ST 3 | 6.25 | — | — | 816 | — | 12.00 | — | — | 774 | — | 1.05 | — | — |
| 805 | X. 3 | 6.05 | — | — | 787 | — | 6.25 | — | — | 816 | — | 12.40 | — | — | 774 | — | 1.45 | — | — |
| 787 | — | 6.05 | — | — | 805 | T. MDR | 6.25 | — | — | 774 | — | 12.40 | — | — | 731 | — | 2.10 | — | — |
| | | | | | | | | | | 774 | — | 1.25 | — | — | 774 | — | 2.30 | — | — |
| | | | | | | | | | | 731 | X. 3 | 1.30 | — | — | 756 | — | 2.45 | — | — |

| TEMBISA OFFICES (60018) | | | | | OLIFANTSFONTEIN | | | | | TEMBISA OFFICES (60018) | | | | | OLIFANTSFONTEIN | | | | |
|-------------------------|--------|------|------|---|-----------------|------|------|------|---|-------------------------|---------|-------|------|---|-----------------|---------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 774 | — | 2 00 | — | — | — | — | — | — | — | — | — | — | — | — | 731 | FEST | 5 10 | — | — |
| 731 | — | 2 30 | — | — | 731 | — | 2 55 | — | — | 779 | — | 5 00 | — | — | 725 | X. JT | 5 10 | — | — |
| 815 | — | 2 50 | — | — | 815 | — | 3 10 | — | — | 796 | — | 5 05 | — | — | 741 | — | 5 10 | — | — |
| 756 | — | 3 05 | — | — | 756 | — | 3 25 | — | — | 703 | T. GAR | 5 10 | — | — | 779 | — | 5 15 | — | — |
| 775 | — | 3 10 | — | — | 775 | — | 3 30 | — | — | 732 | T. FEST | 5 10 | — | — | 732 | X. FEST | 5 25 | — | — |
| 731 | — | 3 15 | — | — | 731 | — | 3 40 | — | — | 711 | X. 3 | 5 20 | — | — | 796 | — | 5 25 | — | — |
| 775 | — | 3 50 | — | — | 726 | — | 4 05 | — | — | 725 | — | 5 30 | — | — | 703 | X. JT | 5 30 | — | — |
| 703 | — | 3 50 | — | — | 775 | — | 4 10 | — | — | 779 | T. GAR | 5 35 | — | — | 711 | — | 5 40 | — | — |
| 711 | X. 3 | 4 10 | — | — | 703 | — | 4 10 | — | — | 732 | X. JT | 5.40 | — | — | 725 | — | 5 50 | — | — |
| 731 | — | 4 15 | — | — | 711 | T. 3 | — | — | — | 796 | — | 5 45 | — | — | 779 | GAR | 5 50 | — | — |
| 741 | — | 4 15 | — | — | 731 | — | 4 35 | — | — | 732 | — | 6 10 | — | — | 732 | X. JT | 5 55 | — | — |
| 779 | — | 4 20 | — | — | 741 | — | 4 35 | — | — | 741 | — | 9 00 | — | — | 796 | — | 6 05 | — | — |
| 726 | — | 4 25 | — | — | 779 | — | 4 40 | — | — | 731 | — | 9 35 | — | — | 732 | — | 6 25 | — | — |
| 796 | — | 4 25 | — | — | 726 | — | 4 45 | — | — | 744 | — | 10 30 | — | — | 763 | — | 6 50 | — | — |
| 703 | T. GAR | 4 30 | — | — | 796 | — | 4 45 | — | — | 741 | — | 11 55 | — | — | 731 | — | 9 30 | — | — |
| 775 | — | 4 30 | — | — | 703 | — | 4 50 | — | — | — | — | — | — | — | 741 | T. MDR | 10 00 | — | — |
| 741 | — | 4 50 | — | — | 775 | — | 4 50 | — | — | — | — | — | — | — | 731 | — | 10 15 | — | — |
| 711 | T. GAR | 4 50 | — | — | 711 | — | 5 05 | — | — | — | — | — | — | — | 741 | — | 11 15 | — | — |
| 725 | — | 4 50 | — | — | — | — | — | — | — | — | — | — | — | — | 741 | — | 12 15 | — | — |
| | | | | | | | | | | | | | | | 751 | — | 12 20 | — | — |

| LERALLA STATION (60009) | | | | | TEMBISA HOSPITAL | | | | | LERALLA STATION (60009) | | | | | TEMBISA HOSPITAL | | | | |
|-------------------------|---------|-------|------|---|------------------|--------|-------|------|---|-------------------------|--------|------|------|---|------------------|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 711 | X. TB | 5.05 | — | — | 761 | MDR-TB | 6.35 | — | — | 756 | NL-TO | 2 15 | — | — | 774 | TO-TB | 2 50 | — | — |
| 720 | — | 5.25 | — | — | 787 | TO-TB | 6.40 | — | — | 775 | TB-TO | 2 45 | — | — | 752 | T. TB | 3 15 | — | — |
| 723 | TB-TO | 5.30 | — | — | 748 | CEN-TB | 7.10 | — | — | 709 | — | 2 55 | — | — | 722 | SCH-NL | 3 15 | — | — |
| 778 | TO | 5.35 | — | — | 708 | TO-TB | 7.15 | — | — | 779 | X. TB | 3 15 | — | — | 709 | T. TB | 3 30 | — | — |
| 804 | X. NL | 5.50 | — | — | 804 | TO-NL | 7.15 | — | — | 703 | TB-TO | 3 25 | — | — | 745 | TO-TB | 3 25 | — | — |
| 761 | TB-MOR | 6.10 | — | — | 706 | TO-TB | 7.20 | — | — | 714 | TB-RAB | 3 30 | — | — | 806 | TO-TB | 4 00 | — | — |
| 747 | TB-TO | 6.25 | — | — | 721 | T. TB | 7.30 | — | — | 722 | X. NL | 3 30 | — | — | 779 | — | 4 00 | — | — |
| 732 | TB-CEM | 6.50 | — | — | 703 | TO-TB | 7.40 | — | — | 740 | X. TB | 3 40 | — | — | 740 | — | 4 10 | — | — |
| 801 | NL-SCH | 7.15 | — | — | 758 | TO-TB | 7.45 | — | — | 796 | TB-TO | 3 55 | — | — | 780 | T. NL | 4 10 | — | — |
| 758 | TB-TO | 7.20 | — | — | 801 | SCH-TB | 7.45 | — | — | 766 | TB-TO | 3 55 | — | — | 766 | TO-TB | 4 20 | — | — |
| 807 | X. TB | 7.25 | — | — | 807 | — | 7.55 | — | — | 792 | X. TB | 5 25 | — | — | 701 | TO-TB | 4 45 | — | — |
| 766 | XNL-SCH | 7.30 | — | — | 747 | TO-TB | 7.55 | — | — | 751 | X. TB | 5 45 | — | — | 717 | T. TB | 4 45 | — | — |
| 750 | — | 8.10 | — | — | 717 | TO-TB | 8.10 | — | — | 761 | TB-TO | 5 50 | — | — | 783 | — | 5 00 | — | — |
| 807 | — | 9.10 | — | — | 807 | — | 9.35 | — | — | 781 | X. TB | 6 05 | — | — | 726 | TO-TB | 5 05 | — | — |
| 773 | — | 9.20 | — | — | 746 | T. TB | 10.15 | — | — | 704 | — | 6 15 | — | — | 775 | TO-TB | 5 10 | — | — |
| 807 | — | 10.10 | — | — | 750 | T. TB | 11.30 | — | — | 722 | TB-SCH | 6 20 | — | — | 756 | T. TB | 5 15 | — | — |
| 760 | X. TB | 11.00 | — | — | 773 | — | 1 00 | — | — | 769 | TB-SCH | 6 20 | — | — | 818 | T. TB | 5 20 | — | — |
| 776 | X. TB | 1 25 | — | — | 710 | T. TB | 1 45 | — | — | 741 | TB-TO | 9 10 | — | — | 704 | X. MOR | 5 40 | — | — |
| 818 | T. TB | 2 00 | — | — | 760 | T. TB | 2 30 | — | — | | | | | | 701 | T. TB | 5 45 | — | — |

4/79

STAATSKOERANT, 21 DESEMBER 1979

No. 6791 215

PUTCO LTD: SECTION.—EDENVALE DEPOT

4/79

Specimen time-table

| TEMBISA (60024) | | | | | AIRTECH DAVIDSON | | | | | TEMBISA (60011) | | | | | TPA | | | | |
|-----------------------|------------------|------|------|---|------------------|------------------|------|------|---|-----------------|-------|------|------|---|-----|--------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 785 | ISV & TB & NL | 5.40 | — | — | 723 | NL & TB & ISV | 4 00 | — | — | 802 | — | 5.30 | — | — | 801 | X. EC | 6.45 | — | — |
| TEMBISA (60023) | | | | | BIRCH ACRES | | | | | 728 | — | 6.00 | — | — | 772 | X. EC | 7.40 | — | — |
| 766 | X. TO | 6.20 | — | — | 766 | T. NL | 7.05 | — | — | 801 | T. EC | 6.15 | — | — | 708 | X. EC | 1 05 | — | — |
| 711 | X. TB | 2 45 | — | — | 711 | T. TO | 3 30 | — | — | 776 | — | 6.30 | — | — | 708 | X. EC | 2 15 | — | — |
| TEMBISA (60003) | | | | | HALFWAY HOUSE | | | | | 772 | T. EC | 7.00 | — | — | 733 | X. DN | 3 00 | — | — |
| 761 | X. TB | 7.00 | — | — | 761 | T. TB | 5 20 | — | — | 745 | — | 7.00 | — | — | 727 | T. ISV | 4 10 | — | — |
| MODDERFONTEIN (60002) | | | | | | | | | | 738 | NL-DN | 7.10 | — | — | 729 | X. EC | 4 15 | — | — |
| 712 | — | 5.35 | — | — | | | | | | 799 | — | 7.30 | — | — | 757 | — | 4 25 | — | — |
| 739 | — | 6.50 | — | — | | | | | | 783 | — | 7.50 | — | — | 708 | X. EC | 4 40 | — | — |
| | | | | | | | | | | 708 | T. EC | 1 40 | — | — | 751 | X. EC | 5 10 | — | — |
| | | | | | | | | | | 708 | T. EC | 3 50 | — | — | 729 | X. EC | 5 15 | — | — |
| | | | | | | | | | | 709 | T. DN | 5 35 | — | — | 709 | X. DN | 5 20 | — | — |
| | | | | | | | | | | 729 | — | 4 45 | — | — | 738 | X. EC | 5 30 | — | — |
| | | | | | | | | | | 738 | T. EC | 5 00 | — | — | 754 | X. EC | 6 10 | — | — |
| | | | | | | | | | | 723 | T. EC | 5 40 | — | — | 729 | X. EC | 6 30 | — | — |
| | | | | | | | | | | 729 | T. EC | 5 45 | — | — | | | | | |

Specimen time-table

PUTCO LTD: SECTION.—EDENVALE

Saturday

| TEMBISA (60006) | | | | | EDENVALE | | | | | TEMBISA (60006) | | | | | EDENVALE | | | | |
|-----------------|--------|------|------|---|----------|-------|-------|------|---|-----------------|-------|-------|------|---|----------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 701 | — | 4.45 | — | — | 767 | T. NL | 6.00 | — | — | 717 | — | 9.10 | — | — | 716 | — | 11.00 | — | — |
| 745 | — | 5.10 | — | — | 706 | — | 6.10 | — | — | 730 | — | 9.20 | — | — | 782 | — | 11.20 | — | — |
| 795 | — | 5.20 | — | — | 764 | — | 6.20 | — | — | 729 | — | 9.30 | — | — | 751 | — | 11.30 | — | — |
| 746 | — | 5.30 | — | — | 770 | — | 6.25 | — | — | 782 | — | 9.45 | — | — | 761 | — | 11.50 | — | — |
| 767 | X. NL | 5.30 | — | — | 775 | — | 6.30 | — | — | 728 | — | 10.05 | — | — | 782 | — | 12.20 | — | — |
| 706 | — | 5.40 | — | — | 754 | X. EC | 6.30 | — | — | 752 | — | 10.10 | — | — | 751 | T. ISV | 12.30 | — | — |
| 764 | — | 5.45 | — | — | 771 | — | 6.30 | — | — | 716 | — | 10.35 | — | — | 743 | — | 12.45 | — | — |
| 770 | — | 5.55 | — | — | 744 | — | 6.35 | — | — | 718 | — | 10.40 | — | — | 761 | T. ISV | 12.50 | — | — |
| 771 | X. NL | 6.00 | — | — | 719 | — | 6.45 | — | — | 782 | — | 10.45 | — | — | 735 | — | 1.05 | — | — |
| 775 | X. ISV | 6.00 | — | — | 705 | — | 6.50 | — | — | 743 | — | 10.50 | — | — | 701 | — | 1.15 | — | — |
| 754 | T. EC | 6.00 | — | — | 767 | T. NL | 7.00 | — | — | 751 | — | 11.05 | — | — | 766 | X. VB | 1.15 | — | — |
| 744 | — | 6.05 | — | — | 794 | — | 7.00 | — | — | 752 | — | 11.10 | — | — | 751 | T. ISV | 1.30 | — | — |
| 719 | X. ISV | 6.15 | — | — | 783 | T. NL | 7.00 | — | — | 761 | — | 11.20 | — | — | 727 | — | 1.40 | — | — |
| 727 | — | 6.15 | — | — | 729 | — | 7.10 | — | — | 782 | — | 11.50 | — | — | 761 | — | 1.45 | — | — |
| 705 | — | 6.20 | — | — | 706 | — | 7.10 | — | — | 794 | — | 11.55 | — | — | 759 | — | 1.50 | — | — |
| 755 | — | 6.25 | — | — | 720 | — | 7.15 | — | — | 751 | — | 12.00 | — | — | 714 | — | 2.00 | — | — |
| 794 | X. ISV | 6.30 | — | — | 764 | — | 7.20 | — | — | 761 | — | 12.20 | — | — | 756 | — | 2.05 | — | — |
| 767 | X. NL | 6.30 | — | — | 754 | — | 7.30 | — | — | 735 | — | 12.40 | — | — | 768 | — | 2.10 | — | — |
| 729 | X. LS | 6.40 | — | — | 704 | — | 7.30 | — | — | 766 | — | 12.35 | — | — | 719 | — | 2.10 | — | — |
| 706 | — | 6.40 | — | — | 775 | — | 7.30 | — | — | 751 | — | 1.00 | — | — | 701 | — | 2.20 | — | — |
| 720 | X. ISV | 6.45 | — | — | 795 | — | 7.35 | — | — | 714 | — | 1.15 | — | — | 763 | — | 2.35 | — | — |
| 764 | — | 6.50 | — | — | 726 | — | 7.40 | — | — | 761 | — | 1.20 | — | — | 766 | — | 2.40 | — | — |
| 754 | — | 7.00 | — | — | 705 | — | 7.50 | — | — | 759 | — | 1.25 | — | — | 720 | — | 2.50 | — | — |
| 704 | X. NL | 7.00 | — | — | 755 | — | 8.00 | — | — | 756 | — | 1.35 | — | — | 729 | — | 3.00 | — | — |
| 775 | X. ISV | 7.00 | — | — | 729 | — | 8.05 | — | — | 768 | X. LS | 1.40 | — | — | 719 | — | 3.10 | — | — |
| 744 | — | 7.05 | — | — | 706 | — | 8.10 | — | — | 719 | — | 1.40 | — | — | 794 | — | 3.25 | — | — |
| 726 | — | 7.10 | — | — | 720 | — | 8.15 | — | — | 709 | — | 1.45 | — | — | 763 | — | 3.30 | — | — |
| 705 | — | 7.20 | — | — | 775 | — | 8.30 | — | — | 701 | — | 1.50 | — | — | 740 | — | 3.40 | — | — |
| 783 | X. NL | 7.25 | — | — | 733 | — | 8.40 | — | — | 766 | — | 2.00 | — | — | 720 | — | 3.45 | — | — |
| 729 | — | 7.35 | — | — | 705 | — | 8.50 | — | — | 727 | — | 2.10 | — | — | 741 | — | 3.50 | — | — |
| 706 | — | 7.40 | — | — | 729 | — | 9.00 | — | — | 720 | — | 2.20 | — | — | 729 | — | 4.00 | — | — |
| 720 | — | 7.45 | — | — | 720 | — | 9.15 | — | — | 719 | — | 2.40 | — | — | 719 | — | 4.10 | — | — |
| 775 | — | 8.00 | — | — | 794 | — | 9.30 | — | — | 763 | — | 3.05 | — | — | 743 | — | 4.20 | — | — |
| 733 | — | 8.10 | — | — | 717 | — | 9.40 | — | — | 740 | — | 3.10 | — | — | 708 | — | 4.30 | — | — |
| 705 | — | 8.20 | — | — | 730 | — | 9.50 | — | — | 766 | — | 3.10 | — | — | 740 | — | 4.40 | — | — |
| 729 | — | 8.30 | — | — | 782 | — | 10.15 | — | — | 741 | — | 3.15 | — | — | 741 | — | 4.50 | — | — |
| 720 | — | 8.45 | — | — | 728 | — | 10.30 | — | — | 720 | — | 3.20 | — | — | 729 | — | 5.00 | — | — |
| 794 | — | 9.00 | — | — | 752 | — | 10.40 | — | — | 729 | — | 3.30 | — | — | | | | | |

TEMBISA (60015)

ALEXANDRA

TEMBISA (60015)

ALEXANDRA

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|--------|-------|------|---|-----|--------|-------|------|---|-----|-------|-------|------|---|-----|--------|--------|------|---|
| 702 | — | 4.45 | — | — | 704 | — | 6.05 | — | — | 733 | T. WN | 10.30 | — | — | 777 | — | 11.10 | — | — |
| 756 | — | 4.25 | — | — | 768 | T. NL | 6.30 | — | — | 764 | — | 10.45 | — | — | 760 | — | 11.15 | — | — |
| 772 | — | 5.40 | — | — | 769 | — | 6.45 | — | — | 736 | — | 10.55 | — | — | 725 | X. WN | 11.20 | — | — |
| 768 | X. NL | 5.45 | — | — | 714 | — | 7.05 | — | — | 791 | — | 11.00 | — | — | 723 | T. ISV | 11.30 | — | — |
| 753 | — | 6.00 | — | — | 739 | — | 7.10 | — | — | 735 | — | 11.05 | — | — | 706 | — | 11.50 | — | — |
| 769 | X. NL | 6.00 | — | — | 774 | — | 7.15 | — | — | 757 | — | 11.30 | — | — | 746 | — | 11.55 | — | — |
| 707 | X. ISV | 6.15 | — | — | 713 | — | 7.20 | — | — | 714 | — | 11.45 | — | — | 702 | X. WD | 21.10 | — | — |
| 714 | — | 6.20 | — | — | 784 | — | 7.30 | — | — | 759 | — | 11.55 | — | — | 726 | — | 21.20 | — | — |
| 739 | X. NL | 6.25 | — | — | 728 | T. CEM | 7.40 | — | — | 756 | — | 12.05 | — | — | 777 | — | 21.40 | — | — |
| 725 | — | 6.30 | — | — | 771 | — | 7.55 | — | — | 730 | — | 12.25 | — | — | 725 | — | 21.50 | — | — |
| 713 | X. ISV | 6.35 | — | — | 768 | — | 8.00 | — | — | 725 | T. WN | 12.40 | — | — | 762 | — | 31.00 | — | — |
| 760 | X. CEH | 6.45 | — | — | 794 | — | 8.10 | — | — | 796 | — | 12.45 | — | — | 706 | — | 31.20 | — | — |
| 784 | X. NL | 6.45 | — | — | 769 | — | 8.25 | — | — | 702 | T. WD | 11.30 | — | — | 745 | — | 31.30 | — | — |
| 770 | — | 6.50 | — | — | 739 | X. WN | 8.35 | — | — | 777 | — | 11.55 | — | — | 702 | — | 31.40 | — | — |
| 728 | X. ISV | 6.55 | — | — | 772 | — | 9.00 | — | — | 725 | — | 21.05 | — | — | 726 | — | 31.50 | — | — |
| 771 | — | 7.10 | — | — | 728 | — | 9.20 | — | — | 762 | — | 21.15 | — | — | 791 | — | 41.00 | — | — |
| 768 | X. NL | 7.15 | — | — | 753 | — | 9.30 | — | — | 706 | — | 21.35 | — | — | 782 | — | 41.20 | — | — |
| 794 | — | 7.30 | — | — | 733 | — | 9.50 | — | — | 702 | — | 21.55 | — | — | 749 | — | 41.40 | — | — |
| 711 | X. CEM | 7.35 | — | — | 739 | — | 10.00 | — | — | 726 | — | 31.00 | — | — | 706 | — | 41.50 | — | — |
| 769 | — | 7.40 | — | — | 743 | — | 10.10 | — | — | 791 | — | 31.15 | — | — | 720 | — | 51.00 | — | — |
| 767 | X. NL | 7.40 | — | — | 731 | — | 10.10 | — | — | 782 | — | 31.35 | — | — | 742 | — | 51.20 | — | — |
| 714 | — | 7.50 | — | — | 751 | — | 10.20 | — | — | 780 | — | 31.45 | — | — | 791 | — | 51.30 | — | — |
| 739 | T. WN | 7.55 | — | — | 790 | — | 10.40 | — | — | 749 | — | 31.55 | — | — | 782 | — | 51.45 | — | — |
| 713 | — | 8.05 | — | — | 717 | — | 10.50 | — | — | 706 | — | 41.05 | — | — | 738 | — | 61.15 | — | — |
| 726 | — | 8.10 | — | — | 714 | — | 11.00 | — | — | 720 | — | 41.15 | — | — | 749 | — | 61.25 | — | — |
| 742 | — | 8.15 | — | — | 759 | — | 11.10 | — | — | 791 | — | 41.45 | — | — | 733 | — | 61.55 | — | — |
| 728 | X. CEM | 8.30 | — | — | 733 | X. WN | 11.10 | — | — | 782 | — | 51.05 | — | — | 741 | — | 71.10 | — | — |
| 706 | — | 8.35 | — | — | 756 | — | 11.20 | — | — | 749 | — | 51.35 | — | — | 749 | — | 71.55 | — | — |
| 734 | — | 8.50 | — | — | 791 | — | 11.45 | — | — | 748 | — | 61.00 | — | — | 761 | — | 81.40 | — | — |
| 733 | — | 9.05 | — | — | 735 | — | 11.50 | — | — | 741 | — | 61.20 | — | — | 748 | — | 91.10 | — | — |
| 739 | — | 9.15 | — | — | 725 | T. ISV | 12.00 | — | — | 749 | — | 71.10 | — | — | 761 | — | 101.00 | — | — |
| 743 | — | 9.20 | — | — | 715 | — | 12.10 | — | — | 761 | — | 91.20 | — | — | | | | | |
| 736 | X. CEM | 9.20 | — | — | 779 | T. ISV | 12.20 | — | — | | | | | | | | | | |
| 751 | — | 9.35 | — | — | 714 | — | 12.30 | — | — | | | | | | | | | | |
| 790 | — | 9.55 | — | — | 759 | — | 12.40 | — | — | | | | | | | | | | |
| 717 | — | 10.10 | — | — | 756 | — | 12.50 | — | — | | | | | | | | | | |
| 758 | — | 10.15 | — | — | 709 | T. ISV | 11.00 | — | — | | | | | | | | | | |
| 759 | — | 10.25 | — | — | | | | | | | | | | | | | | | |

| TEMBISA HOSPITAL (60014) | | | | | NOORD STREET | | | | | TEMBISA HOSPITAL (60014) | | | | | NOORD STREET | | | | |
|--------------------------|-------|-------|------|---|--------------|-------|-------|------|---|--------------------------|-------|-------|------|---|--------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 717 | X. TB | 5.00 | — | — | 717 | — | 6.00 | — | — | 792 | X. TB | 3 15 | — | — | 786 | — | 4 30 | — | — |
| 787 | — | 5.40 | — | — | 787 | — | 7.10 | — | — | 786 | X. TB | 3 30 | — | — | 792 | — | 4 45 | — | — |
| 721 | — | 6.05 | — | — | 721 | — | 7.35 | — | — | 773 | — | 3 30 | — | — | 773 | — | 5 00 | — | — |
| 786 | — | 6.30 | — | — | 789 | T. TB | 8.00 | — | — | 718 | — | 4 00 | — | — | 752 | — | 5 15 | — | — |
| 785 | — | 7.00 | — | — | 786 | — | 8.00 | — | — | 752 | X. TB | 4 05 | — | — | 718 | — | 5 30 | — | — |
| 789 | X. TB | 7.00 | — | — | 778 | T. TB | 8.30 | — | — | 735 | — | 4 45 | — | — | 735 | — | 6 15 | — | — |
| 777 | — | 7.00 | — | — | 785 | — | 8.30 | — | — | 750 | — | 5 30 | — | — | 750 | — | 7 00 | — | — |
| 778 | X. TB | 7.30 | — | — | 777 | — | 8.40 | — | — | 776 | — | 6 15 | — | — | 776 | — | 7 45 | — | — |
| 719 | — | 7.40 | — | — | 719 | — | 9.10 | — | — | TEMBISA HOSPITAL (60009) | | | | | ALEXANDRA | | | | |
| 792 | — | 8.00 | — | — | 792 | — | 9.30 | — | — | 704 | X. TO | 5.05 | — | — | 702 | — | 5.30 | — | — |
| 773 | — | 8.15 | — | — | 784 | T. TB | 9.30 | — | — | 724 | — | 5.30 | — | — | 724 | — | 6.40 | — | — |
| 784 | X. TB | 8.30 | — | — | 791 | — | 10.00 | — | — | 702 | — | 6.40 | — | — | 702 | — | 7.50 | — | — |
| 781 | — | 8.45 | — | — | 773 | — | 10.00 | — | — | 710 | — | 7.30 | — | — | 710 | — | 8.40 | — | — |
| 791 | X. TB | 9.00 | — | — | 781 | — | 10.15 | — | — | 715 | — | 8.30 | — | — | 715 | — | 9.40 | — | — |
| 724 | — | 9.15 | — | — | 724 | — | 10.45 | — | — | 750 | — | 9.30 | — | — | 750 | — | 10.40 | — | — |
| 778 | X. TB | 9.30 | — | — | 749 | — | 11.00 | — | — | 777 | — | 10.10 | — | — | 764 | — | 11.30 | — | — |
| 740 | — | 10.00 | — | — | 765 | — | 11.15 | — | — | 715 | — | 10.50 | — | — | 736 | — | 11.40 | — | — |
| 749 | X. TB | 10.00 | — | — | 740 | — | 11.30 | — | — | 750 | — | 11.50 | — | — | 767 | — | 12 25 | — | — |
| 765 | X. TB | 10.15 | — | — | 768 | — | 11.45 | — | — | 736 | — | 12 50 | — | — | 713 | — | 12 55 | — | — |
| 732 | — | 10.25 | — | — | 732 | — | 12 00 | — | — | 710 | — | 1 30 | — | — | 796 | — | 1 30 | — | — |
| 768 | X. TB | 10.45 | — | — | 778 | — | 12 15 | — | — | 712 | — | 2 15 | — | — | 710 | — | 2 40 | — | — |
| 738 | — | 10.50 | — | — | 738 | — | 12 20 | — | — | 774 | — | 3 45 | — | — | 742 | — | 3 00 | — | — |
| 769 | X. TB | 11.30 | — | — | 769 | — | 12 30 | — | — | 742 | — | 4 10 | — | — | 721 | — | 3 15 | — | — |
| 716 | X. TB | 11.30 | — | — | 787 | — | 12 45 | — | — | 732 | — | 4 15 | — | — | 780 | — | 4 30 | — | — |
| 787 | X. TB | 11.45 | — | — | 716 | — | 1 00 | — | — | 738 | — | 5 05 | — | — | 732 | — | 5 25 | — | — |
| 703 | — | 12 00 | — | — | 784 | — | 1 15 | — | — | 781 | X. TO | 5 05 | — | — | 781 | — | 6 15 | — | — |
| 784 | X. TB | 12 15 | — | — | 703 | — | 1 30 | — | — | 759 | — | 5 30 | — | — | 759 | — | 7 10 | — | — |
| 775 | X. TB | 12 15 | — | — | 775 | — | 1 45 | — | — | 733 | — | 5 45 | — | — | 747 | — | 7 40 | — | — |
| 783 | X. TB | 12 55 | — | — | 783 | — | 2 00 | — | — | 747 | — | 6 35 | — | — | BIRCH ACRES | | | | |
| 774 | X. TB | 12 45 | — | — | 774 | — | 2 15 | — | — | 726 | — | 6.05 | — | — | 726 | T. TB | 6.35 | — | — |
| 704 | — | 1 15 | — | — | 771 | — | 2 30 | — | — | 735 | X. TB | 1 35 | — | — | 735 | — | 2 15 | — | — |
| 771 | X. TB | 1 30 | — | — | 704 | — | 2 45 | — | — | TO (60023) | | | | | | | | | |
| 767 | — | 1 35 | — | — | 767 | — | 3 00 | — | — | | | | | | | | | | |
| 778 | — | 1 45 | — | — | 778 | — | 3 15 | — | — | | | | | | | | | | |
| 705 | — | 2 00 | — | — | 705 | — | 3 30 | — | — | | | | | | | | | | |
| 793 | X. TB | 2 30 | — | — | 793 | — | 3 45 | — | — | | | | | | | | | | |
| 755 | — | 2 30 | — | — | 755 | — | 4 00 | — | — | | | | | | | | | | |
| 785 | X. TB | 3 00 | — | — | 785 | — | 4 15 | — | — | | | | | | | | | | |

| ALEXANDRA (60001/19) | | | | | GERMISTON | | | | | ALEXANDRA (60001/19) | | | | | GERMISTON | | | | |
|----------------------|-----|-------|------|---|-----------|-------|-------|------|---|----------------------|---------|-------|------|---|-----------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 709 | — | 4.30 | — | — | 709 | — | 6.00 | — | — | 757 | — | 6 15 | — | — | 757 | — | 7 30 | — | — |
| 774 | — | 5.00 | — | — | 774 | KEW | 6.15 | — | — | 748 | — | 6 40 | — | — | 748 | — | 7 55 | — | — |
| 708 | — | 5.20 | — | — | 708 | — | 6.35 | — | — | 731 | — | 7 05 | — | — | 731 | — | 8 20 | — | — |
| 722 | — | 5.45 | — | — | 722 | — | 7.00 | — | — | ALEXANDRA (60001/19) | | | | | EDENVALE | | | | |
| 756 | — | 6.10 | — | — | 756 | — | 7.25 | — | — | 757 | — | 12 25 | — | — | 744 | V. KEW | 7.30 | — | — |
| 772 | — | 6.25 | — | — | 772 | — | 7.40 | — | — | 701 | Via KEW | 12 45 | — | — | 718 | V. KEW | 11.10 | — | — |
| 753 | — | 6.45 | — | — | 753 | — | 8.00 | — | — | 712 | — | 3 25 | — | — | 701 | V. KEW | 12 05 | — | — |
| 707 | — | 7.00 | — | — | 707 | — | 8.15 | — | — | EDENVALE (60001/19) | | | | | 757 | — | 1 00 | — | — |
| 725 | — | 7.10 | — | — | 746 | X. PB | 8.20 | — | — | 701 | — | 5.15 | — | — | 709 | — | 2 15 | — | — |
| 770 | — | 7.30 | — | — | 725 | — | 8.25 | — | — | 795 | — | 5.45 | — | — | 795 | — | 6.15 | — | — |
| 708 | — | 7.50 | — | — | 770 | — | 8.45 | — | — | 701 | — | 6.15 | — | — | 701 | — | 6.45 | — | — |
| 723 | — | 8.00 | — | — | 723 | — | 9.15 | — | — | 727 | — | 6.45 | — | — | 795 | — | 6.55 | — | — |
| 744 | — | 8.15 | — | — | 744 | — | 9.30 | — | — | 755 | — | 6.55 | — | — | 727 | — | 7.20 | — | — |
| 737 | — | 8.40 | — | — | 737 | — | 9.55 | — | — | 727 | — | 7.55 | — | — | 755 | — | 7.30 | — | — |
| 726 | — | 8.55 | — | — | 742 | — | 10.20 | — | — | 763 | — | 8.15 | — | — | 727 | — | 8.30 | — | — |
| 742 | — | 9.05 | — | — | 734 | — | 10.45 | — | — | 763 | — | 9.15 | — | — | 763 | — | 8.45 | — | — |
| 734 | — | 9.30 | — | — | 779 | — | 11.05 | — | — | 729 | — | 9.55 | — | — | 708 | — | 9.05 | — | — |
| 779 | — | 9.50 | — | — | 709 | — | 11.40 | — | — | 701 | — | 10.30 | — | — | 763 | — | 9.55 | — | — |
| 709 | — | 10.20 | — | — | 760 | — | 12 00 | — | — | 743 | — | 11 25 | — | — | 729 | — | 10.35 | — | — |
| 760 | — | 10.45 | — | — | 758 | — | 12 15 | — | — | 794 | — | 12 25 | — | — | 701 | — | 11.05 | — | — |
| 758 | — | 11.00 | — | — | 746 | — | 12 40 | — | — | 745 | — | 1 40 | — | — | 743 | — | 12 05 | — | — |
| 746 | — | 11.25 | — | — | 726 | — | 12 55 | — | — | 794 | — | 2 05 | — | — | 794 | — | 1 25 | — | — |
| 711 | — | 12 00 | — | — | 711 | — | 1 15 | — | — | 708 | — | 3 00 | — | — | 794 | — | 2 45 | — | — |
| 731 | — | 12 25 | — | — | 731 | — | 1 40 | — | — | 766 | — | 5 40 | — | — | 708 | — | 3 35 | — | — |
| 722 | — | 12 50 | — | — | 722 | — | 2 05 | — | — | TEMBISA (60024) | | | | | 712 | — | 4 45 | — | — |
| 730 | — | 1 15 | — | — | 745 | — | 2 15 | — | — | 783 | X ISV | 6.10 | — | — | 766 | — | 6 15 | — | — |
| 757 | — | 1 40 | — | — | 730 | — | 2 30 | — | — | AIRTEC DAVIDSON | | | | | AIRTEC DAVIDSON | | | | |
| 707 | — | 2 05 | — | — | 757 | — | 2 55 | — | — | 783 | — | 12 05 | — | — | 783 | — | 12 05 | — | — |
| 711 | — | 2 30 | — | — | 707 | — | 3 20 | — | — | | | | | | | | | | |
| 731 | — | 2 55 | — | — | 711 | — | 3 45 | — | — | | | | | | | | | | |
| 722 | — | 3 20 | — | — | 731 | — | 4 10 | — | — | | | | | | | | | | |
| 712 | — | 3 25 | — | — | 722 | — | 4 35 | — | — | | | | | | | | | | |
| 737 | — | 3 45 | — | — | 737 | — | 5 00 | — | — | | | | | | | | | | |
| 744 | — | 4 10 | — | — | 744 | — | 5 30 | — | — | | | | | | | | | | |
| 770 | — | 4 35 | — | — | 770 | — | 5 50 | — | — | | | | | | | | | | |
| 758 | — | 5 00 | — | — | 758 | — | 6 15 | — | — | | | | | | | | | | |
| 734 | — | 5 25 | — | — | 734 | — | 6 40 | — | — | | | | | | | | | | |
| 736 | — | 5 50 | — | — | 736 | — | 7 05 | — | — | | | | | | | | | | |

| LERALLA STATION (60009) | | | | | TEMBISA HOSPITAL | | | | | LERALLA STATION (60009) | | | | | TEMBISA HOSPITAL | | | | |
|-------------------------|-------|-------|------|---|------------------|-------|-------|------|---|-------------------------|----------|------|------|---|------------------|----------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 787 | — | 5.15 | — | — | 793 | X. TO | 6.50 | — | — | 712 | — | 1 50 | — | — | 796 | — | 2 45 | — | — |
| 710 | X. NL | 6.00 | — | — | 790 | X. TO | 8.00 | — | — | 755 | X. TB | 2 10 | — | — | 784 | — | 2 45 | — | — |
| 786 | — | 6.05 | — | — | 703 | X. TO | 8.00 | — | — | 723 | X. TB | 2 15 | — | — | 723 | — | 2 45 | — | — |
| 785 | — | 6.35 | — | — | 787 | — | 8.40 | — | — | 723 | — | 3 15 | — | — | 783 | — | 3 30 | — | — |
| 777 | — | 6.45 | — | — | 721 | — | 9.05 | — | — | 796 | — | 3 30 | — | — | 710 | — | 3 50 | — | — |
| 719 | X. TB | 7.15 | — | — | 786 | — | 9.30 | — | — | 762 | — | 3 45 | — | — | 796 | — | 4 00 | — | — |
| 704 | — | 12 50 | — | — | 785 | — | 10.00 | — | — | 732 | — | 3 50 | — | — | 771 | T. TB | 4 00 | — | — |
| 705 | — | 1 35 | — | — | 792 | — | 11.00 | — | — | 747 | X. TB-TO | 4 10 | — | — | 713 | H. STAFF | 4 00 | — | — |
| — | — | — | — | — | 773 | — | 11.30 | — | — | 785 | — | 5 45 | — | — | 762 | — | 4 15 | — | — |
| — | — | — | — | — | 724 | T. TR | 12 15 | — | — | 750 | X. TB | 5 05 | — | — | 789 | X. TO | 4 20 | — | — |
| — | — | — | — | — | 764 | — | 12 40 | — | — | 759 | — | 5 05 | — | — | 795 | X. TO | 4 20 | — | — |
| — | — | — | — | — | 780 | X. TO | 12 40 | — | — | — | — | — | — | — | 772 | — | 4 40 | — | — |
| — | — | — | — | — | 740 | — | 1 00 | — | — | — | — | — | — | — | 704 | — | 4 50 | — | — |
| — | — | — | — | — | 768 | — | 1 15 | — | — | — | — | — | — | — | 705 | — | 5 00 | — | — |
| — | — | — | — | — | 732 | — | 1 30 | — | — | — | — | — | — | — | 715 | — | 5 15 | — | — |
| — | — | — | — | — | 769 | — | 2 00 | — | — | — | — | — | — | — | 780 | — | 5 40 | — | — |
| — | — | — | — | — | 787 | — | 2 15 | — | — | — | — | — | — | — | 785 | — | 5 45 | — | — |
| — | — | — | — | — | 738 | X. TO | 2 35 | — | — | — | — | — | — | — | 793 | X. TO | 5 55 | — | — |
| ISANDO STATION (60027) | | | | | ISANDO | | | | | | | | | | | | | | |
| 765 | — | 5.25 | — | — | 765 | — | 5.35 | — | — | | | | | | | | | | |
| 716 | — | 5.30 | — | — | 716 | — | 5.45 | — | — | | | | | | | | | | |
| 765 | — | 5.50 | — | — | 765 | — | 6.05 | — | — | | | | | | | | | | |
| 716 | — | 6.00 | — | — | 716 | — | 6.15 | — | — | | | | | | | | | | |
| 765 | — | 6.20 | — | — | 765 | — | 6.30 | — | — | | | | | | | | | | |
| 716 | — | 6.30 | — | — | 716 | — | 6.45 | — | — | | | | | | | | | | |
| 765 | — | 6.45 | — | — | 765 | — | 6.55 | — | — | | | | | | | | | | |
| 716 | — | 7.00 | — | — | 716 | — | 7.15 | — | — | | | | | | | | | | |
| 765 | — | 7.10 | — | — | 765 | — | 7.20 | — | — | | | | | | | | | | |
| 716 | — | 7.35 | — | — | 715 | — | 3 55 | — | — | | | | | | | | | | |
| 765 | — | 7.45 | — | — | — | — | — | — | — | | | | | | | | | | |
| 715 | — | 4 20 | — | — | — | — | — | — | — | | | | | | | | | | |

Sunday

| TEMBISA (60016) | | | | | EDENVALE | | | | | TEMBISA (60016) | | | | | EDENVALE | | | | |
|-------------------------|-----|-------|------|---|-------------|-----|-------|------|---|-----------------|-----|------|------|---|----------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 717 | — | 5.15 | — | — | 717 | — | 5.45 | — | — | 701 | — | 1.00 | — | — | 733 | — | 2.30 | — | — |
| 712 | — | 5.45 | — | — | 712 | — | 6.15 | — | — | 712 | — | 1.30 | — | — | 709 | — | 3.00 | — | — |
| 717 | — | 6.15 | — | — | 717 | — | 6.45 | — | — | 733 | — | 2.00 | — | — | 702 | — | 3.15 | — | — |
| 720 | — | 6.30 | — | — | 720 | — | 7.00 | — | — | 702 | — | 2.45 | — | — | 733 | — | 3.30 | — | — |
| 712 | — | 6.45 | — | — | 712 | — | 7.15 | — | — | 733 | — | 3.00 | — | — | 709 | — | 4.00 | — | — |
| 743 | — | 7.00 | — | — | 743 | — | 7.30 | — | — | 709 | — | 3.30 | — | — | 704 | — | 4.30 | — | — |
| 717 | — | 7.20 | — | — | 717 | — | 8.00 | — | — | 704 | — | 4.00 | — | — | 731 | — | 4.45 | — | — |
| 752 | — | 7.45 | — | — | 752 | — | 8.15 | — | — | 731 | — | 4.15 | — | — | 709 | — | 5.00 | — | — |
| 726 | — | 8.00 | — | — | 726 | — | 8.30 | — | — | 709 | — | 4.30 | — | — | 749 | — | 5.15 | — | — |
| 720 | — | 8.30 | — | — | 720 | — | 9.00 | — | — | 749 | — | 4.45 | — | — | 704 | — | 5.30 | — | — |
| 726 | — | 9.00 | — | — | 726 | — | 9.30 | — | — | 704 | — | 5.00 | — | — | 731 | — | 5.45 | — | — |
| 720 | — | 9.30 | — | — | 720 | — | 9.55 | — | — | 731 | — | 5.15 | — | — | 744 | — | 6.00 | — | — |
| 722 | — | 10.00 | — | — | 722 | — | 10.30 | — | — | 744 | — | 5.30 | — | — | 744 | — | 6.15 | — | — |
| 740 | — | 10.30 | — | — | 740 | — | 11.00 | — | — | 749 | — | 5.45 | — | — | 727 | — | 6.25 | — | — |
| 709 | — | 11.00 | — | — | 709 | — | 11.30 | — | — | 736 | — | 6.15 | — | — | 701 | — | 6.30 | — | — |
| 759 | — | 11.30 | — | — | 759 | — | 12.00 | — | — | 726 | — | 6.30 | — | — | 736 | — | 6.45 | — | — |
| 709 | — | 12.00 | — | — | 709 | — | 12.30 | — | — | 749 | — | 6.45 | — | — | 726 | — | 7.00 | — | — |
| 712 | — | 12.30 | — | — | 712 | — | 1.00 | — | — | 736 | — | 7.15 | — | — | 715 | — | 7.10 | — | — |
| 736 | — | 12.45 | — | — | 736 | — | 1.30 | — | — | 701 | — | 8.00 | — | — | 749 | — | 7.15 | — | — |
| 709 | — | 1.00 | — | — | 712 | — | 2.00 | — | — | — | — | — | — | — | 728 | — | 7.20 | — | — |
| TEMBISA OFFICES (60017) | | | | | KOEDOE CAFÉ | | | | | — | — | — | — | — | 736 | — | 7.50 | — | — |
| 733 | — | 4.30 | — | — | 733 | — | 5.30 | — | — | — | — | — | — | — | 701 | — | 8.30 | — | — |

TEMBISA (60015)

ALEXANDRA

TEMBISA HOSPITAL (60015)

ALEXANDRA

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-----|-------|------|---|-----|-----|-------|------|---|-----|-------|-------|------|---|-----|-----|-------|------|---|
| 719 | — | 4.40 | — | — | 743 | — | 6.00 | — | — | 742 | X. TO | 5.45 | — | — | 719 | — | 5.30 | — | — |
| 743 | — | 5.15 | — | — | 758 | — | 6.30 | — | — | 721 | — | 6.15 | — | — | 739 | — | 7.30 | — | — |
| 756 | — | 5.45 | — | — | 742 | — | 7.00 | — | — | 719 | — | 7.20 | — | — | 715 | — | 8.50 | — | — |
| 739 | — | 6.45 | — | — | 721 | — | 7.35 | — | — | 753 | — | 8.00 | — | — | 759 | — | 9.30 | — | — |
| 714 | — | 7.00 | — | — | 708 | — | 8.00 | — | — | 739 | — | 8.40 | — | — | 731 | — | 10.00 | — | — |
| 727 | — | 7.15 | — | — | 758 | — | 8.20 | — | — | 715 | — | 10.00 | — | — | 715 | — | 11.10 | — | — |
| 758 | — | 7.30 | — | — | 712 | — | 8.50 | — | — | 731 | — | 11.10 | — | — | 731 | — | 12.20 | — | — |
| 712 | — | 8.00 | — | — | 756 | — | 9.00 | — | — | 725 | — | 12.25 | — | — | 723 | — | 12.50 | — | — |
| 707 | — | 8.45 | — | — | 760 | — | 9.15 | — | — | 742 | — | 1.45 | — | — | 717 | — | 1.15 | — | — |
| 734 | — | 9.15 | — | — | 740 | — | 9.30 | — | — | 721 | — | 2.50 | — | — | 725 | — | 1.35 | — | — |
| 730 | — | 9.25 | — | — | 739 | — | 9.50 | — | — | 759 | — | 3.50 | — | — | 762 | — | 2.45 | — | — |
| 760 | — | 10.00 | — | — | 730 | — | 10.10 | — | — | 742 | — | 4.05 | — | — | 729 | — | 4.00 | — | — |
| 713 | — | 10.20 | — | — | 760 | — | 10.45 | — | — | 740 | — | 4.45 | — | — | 745 | — | 4.40 | — | — |
| 730 | — | 10.50 | — | — | 715 | — | 11.05 | — | — | 715 | — | 5.10 | — | — | 706 | — | 5.40 | — | — |
| 712 | — | 11.00 | — | — | 712 | — | 11.45 | — | — | 729 | — | 6.10 | — | — | 709 | — | 6.20 | — | — |
| 737 | — | 11.15 | — | — | 737 | — | 12.00 | — | — | 703 | — | 7.25 | — | — | 729 | — | 7.20 | — | — |
| 740 | — | 11.30 | — | — | 713 | — | 12.35 | — | — | | | | | | | | | | |
| 713 | — | 11.50 | — | — | 719 | — | 1.00 | — | — | | | | | | | | | | |
| 723 | — | 12.05 | — | — | 737 | — | 1.45 | — | — | | | | | | | | | | |
| 717 | — | 12.30 | — | — | 760 | — | 2.15 | — | — | | | | | | | | | | |
| 737 | — | 1.00 | — | — | 756 | — | 2.40 | — | — | | | | | | | | | | |
| 760 | — | 1.30 | — | — | 706 | — | 2.45 | — | — | | | | | | | | | | |
| 756 | — | 1.50 | — | — | 737 | — | 3.15 | — | — | | | | | | | | | | |
| 737 | — | 2.30 | — | — | 760 | — | 3.45 | — | — | | | | | | | | | | |
| 760 | — | 2.50 | — | — | 738 | — | 4.05 | — | — | | | | | | | | | | |
| 706 | — | 3.30 | — | — | 706 | — | 4.15 | — | — | | | | | | | | | | |
| 741 | — | 3.35 | — | — | 732 | — | 4.30 | — | — | | | | | | | | | | |
| 745 | — | 4.00 | — | — | 707 | — | 5.00 | — | — | | | | | | | | | | |
| 726 | — | 4.30 | — | — | 742 | — | 5.15 | — | — | | | | | | | | | | |
| 706 | — | 5.00 | — | — | 711 | — | 5.20 | — | — | | | | | | | | | | |
| 732 | — | 5.15 | — | — | 726 | — | 5.30 | — | — | | | | | | | | | | |
| 709 | — | 5.30 | — | — | 732 | — | 6.00 | — | — | | | | | | | | | | |
| 711 | — | 6.05 | — | — | 710 | — | 6.45 | — | — | | | | | | | | | | |
| 744 | — | 6.30 | — | — | 744 | — | 7.15 | — | — | | | | | | | | | | |
| 745 | — | 7.00 | — | — | 745 | — | 7.45 | — | — | | | | | | | | | | |
| 710 | — | 7.30 | — | — | 710 | — | 8.15 | — | — | | | | | | | | | | |
| 703 | — | 9.15 | — | — | 703 | — | 8.30 | — | — | | | | | | | | | | |
| | | | | | 703 | — | 10.00 | — | — | | | | | | | | | | |

[illegible]

[illegible]

GERMISTON

[illegible]

INDEX
BOKSBURG
Monday to Friday

| <i>Page No.</i> | <i>Route</i> | <i>Route Number</i> |
|-----------------|--|---------------------|
| 230..... | Vosloorus to East Rand..... | 70001 |
| 231..... | Vosloorus to East Rand and Market..... | 70001 |
| 232..... | Reiger Park to Isando..... | 70003 |
| 233..... | Vosloorus to Lilianton..... | 70004 |
| 234..... | Vosloorus to Lilianton and Boksburg North..... | 70004 |
| 235..... | Vosloorus to Boksburg North..... | 70004 |
| 236..... | Vosloorus to Industries..... | 70006 |
| 237..... | Vosloorus to Industries..... | 70006 |
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| 238..... | Stop 2 to Natalspruit..... | 70008/9 |
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| 238..... | Vosloorus to Hypermarket..... | 17001 |
| 239..... | Vosloorus to Boksburg North Depot..... | 70005/12 |
| 240..... | Vosloorus to Outside Routes..... | 70017/18 |
| 240..... | Vosloorus to Industrialec..... | 70019 |
| 240..... | Dunswart to Alrode..... | 70021 |
| 240..... | Vosloorus to Boksburg South..... | 70022 |

PUTCO LTD: SECTION.—BOKSBURG

Monday to Friday

Specimen time-table

| VOSLOORUS (70001) | | | | | EAST RAND | | | | | VOSLOORUS (70001) | | | | | EAST RAND | | | | |
|-------------------|---------|-------|------|---|-----------|-------|-------|------|------|-------------------|----------|-------|-------|---|-----------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 220 | — | 04h10 | — | — | 220 | — | 04h50 | — | — | 286 | — | 07h45 | — | — | 249 | — | 16h00 | — | — |
| 234 | — | 04h45 | — | — | 234 | — | 05h20 | — | ST 3 | 237 | — | 08h00 | — | — | 262 | F | 16h00 | — | — |
| 250 | — | 05h00 | — | — | 250 | — | 05h30 | — | ST 3 | 235 | — | 08h15 | — | — | 228 | M.-T. | 16h00 | — | — |
| 248 | — | 05h15 | — | — | 248 | — | 05h45 | — | — | 293 | — | 08h20 | — | — | 246 | — | 16h15 | — | — |
| 264 | X. ST 1 | 05h20 | — | — | 213 | — | 06h10 | — | — | 265 | — | 08h00 | — | — | 259 | — | 16h30 | — | — |
| 201 | X. ST 1 | 05h25 | — | — | 253 | — | 06h25 | — | — | 229 | — | 08h40 | — | — | 263 | — | 16h45 | — | — |
| 209 | — | 05h35 | — | — | 259 | — | 06h25 | — | — | 231 | — | 08h50 | — | — | 270 | M.-T. | 16h50 | — | — |
| 213 | X. ST 1 | 05h40 | — | — | 245 | — | 07h00 | — | — | 221 | — | 09h10 | — | — | 203 | — | 16h50 | — | — |
| 207 | — | 05h40 | — | — | 214 | — | 07h15 | — | — | 237 | — | 09h25 | — | — | 290 | F | 16h50 | — | — |
| 259 | X. ST 2 | 05h50 | — | — | 237 | — | 07h20 | — | — | 236 | — | 09h35 | — | — | 287 | — | 17h05 | — | — |
| 253 | — | 05h50 | — | — | 265 | — | 07h45 | — | — | 206 | — | 09h40 | — | — | 282 | — | 17h20 | — | — |
| 245 | X. ST 1 | 06h00 | — | — | 231 | — | 08h10 | — | — | 296 | — | 10h15 | — | — | 270 | F | 17h20 | — | — |
| 244 | X. ST 2 | 06h00 | — | — | 221 | — | 08h30 | — | — | 217 | — | 10h30 | — | — | 228 | F | 17h30 | — | — |
| 279 | X. ST 2 | 06h20 | — | — | 237 | — | 08h45 | — | — | 298 | — | 11h00 | — | — | 239 | — | 17h35 | — | — |
| 284 | X. ST 1 | 06h20 | — | — | 210 | — | 09h15 | — | — | 200 | — | 11h30 | — | — | 226 | F | 17h45 | — | — |
| 214 | — | 06h35 | — | — | 303 | — | 09h50 | — | — | 217 | — | 12h00 | — | — | 266 | — | 18h00 | — | — |
| 303 | — | 06h35 | — | — | 298 | — | 10h25 | — | — | 299 | — | 12h25 | — | — | 256 | F | 18h00 | — | — |
| 271 | — | 06h40 | — | — | 200 | — | 10h50 | — | — | 303 | — | 12h50 | — | — | 247 | — | 18h00 | — | — |
| 237 | — | 06h40 | — | — | 217 | — | 11h15 | — | — | 200 | — | 13h00 | — | — | 228 | M.-T. | 18h00 | — | — |
| 265 | — | 06h45 | — | — | 298 | — | 11h40 | — | — | 300 | — | 13h20 | — | — | 215 | — | 18h10 | — | — |
| 268 | X. ST 2 | 06h45 | — | — | 303 | — | 12h10 | — | — | 305 | — | 14h05 | — | — | 219 | — | 18h10 | — | — |
| 204 | — | 06h50 | — | — | 200 | — | 12h15 | — | — | 304 | — | 14h10 | — | — | 235 | — | 18h10 | — | — |
| 223 | X. ST 1 | 07h00 | — | — | 297 | — | 12h40 | — | — | 207 | — | 14h25 | — | — | 257 | — | 18h15 | — | — |
| 253 | — | 07h05 | — | — | 299 | — | 13h00 | — | — | 211 | V. ST 2 | 14h50 | — | — | 295 | — | 18h20 | — | — |
| 203 | X. ST 2 | 07h05 | — | — | 211 | — | 13h05 | — | — | 249 | F | 15h10 | — | — | 287 | — | 18h20 | — | — |
| 255 | — | 07h05 | — | — | 230 | F | 13h20 | — | — | 228 | M.-T. V. | 15h15 | — | — | 236 | — | 18h40 | — | — |
| 253 | — | 07h05 | — | — | 304 | — | 13h30 | — | — | | ST 2 | | | | | | | | |
| 287 | — | 07h10 | — | — | 213 | — | 13h50 | — | — | 272 | M.-T. V. | 15h30 | — | — | 260 | M.-T. | 18h50 | — | — |
| 221 | — | 07h20 | — | — | 234 | — | 14h00 | — | — | | ST 2 | | | | | | | | |
| 247 | X. ST 2 | 07h20 | — | — | 300 | — | 14h05 | — | — | 246 | F | 15h40 | — | — | 290 | M.-T. | 18h50 | — | — |
| 224 | — | 07h25 | — | — | 272 | M.-T. | 14h45 | — | — | 259 | F | 15h45 | — | — | 270 | — | 19h00 | — | — |
| 226 | — | 07h25 | — | — | 282 | F | 14h50 | — | — | 263 | F | 16h00 | — | — | 263 | F | 19h10 | — | — |
| 238 | — | 07h30 | — | — | 305 | — | 15h00 | — | — | 203 | V. ST 2 | 16h10 | — | — | 258 | — | 19h15 | — | — |
| 245 | — | 07h35 | — | — | 207 | — | 15h10 | — | — | 290 | F | 16h15 | — | — | 288 | — | 19h20 | — | — |
| 292 | — | 07h35 | — | — | 226 | M.-T. | 15h20 | — | — | 235 | V. ST 2 | 16h25 | — | — | 295 | — | 19h45 | — | — |
| 231 | — | 07h35 | — | — | 286 | — | 15h30 | — | — | 262 | A | 16h35 | — | — | 296 | — | 20h20 | — | — |
| 280 | X. ST 1 | 07h40 | — | — | 211 | — | 15h35 | — | — | 270 | F 2227 | 16h35 | 16h40 | — | 298 | ST. AN | 20h50 | — | — |
| 252 | — | 07h40 | — | — | 290 | F | 15h40 | — | — | 287 | F | 16h40 | — | — | 297 | ST. AN | 20h50 | — | — |
| | | | | | | | | | | 282 | F | 16h45 | — | — | 295 | ST. AN | 21h00 | — | — |
| | | | | | | | | | | 228 | F | 16h50 | — | — | 300 | — | 22h20 | — | — |

VOSLOORUS (70001)

VOSLOORUS (70001)

EX MARKET (70001)

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------------|-------|------|---|----|-----|------|------|---|-----|---------|-------|------|---|-----|-------|-------|------|---|
| 239 | — | 17h00 | — | — | | | | | | 211 | — | 13h45 | — | — | 243 | F | 13h45 | — | — |
| 266 | V. ST 2 | 17h00 | — | — | | | | | | 208 | F | 14h10 | — | — | 211 | — | 14h15 | — | — |
| 226 | F | 17h05 | — | — | | | | | | 223 | — | 14h50 | — | — | 242 | — | 14h35 | — | — |
| 228 | M.-T. V. ST 2 | 17h20 | — | — | | | | | | 241 | F | 15h00 | — | — | 208 | — | 14h45 | — | — |
| 215 | V. ST 2 | 17h25 | — | — | | | | | | 253 | F | 15h35 | — | — | 273 | F | 15h15 | — | — |
| 219 | V. ST 2 | 17h30 | — | — | | | | | | 287 | F | 15h40 | — | — | 223 | — | 15h20 | — | — |
| 256 | F | 17h30 | — | — | | | | | | 266 | — | 15h55 | — | — | 272 | F | 15h30 | — | — |
| 287 | V. ST 2 | 17h40 | — | — | | | | | | 241 | F | 16h00 | — | — | 241 | F | 15h30 | — | — |
| 257 | — | 17h40 | — | — | | | | | | 216 | — | 16h10 | — | — | 251 | — | 15h45 | — | — |
| 295 | — | 17h45 | — | — | | | | | | 204 | F | 16h15 | — | — | 231 | F | 16h00 | — | — |
| 236 | V. ST.2 | 17h55 | — | — | | | | | | 211 | — | 16h20 | — | — | 244 | M.-T. | 16h00 | — | — |
| 270 | A | 18h00 | — | — | | | | | | 208 | F | 16h25 | — | — | 253 | F | 16h05 | — | — |
| 290 | M.-T. | 18h15 | — | — | | | | | | 284 | F | 16h30 | — | — | 287 | F | 16h10 | — | — |
| 270 | M.-T. | 18h20 | — | — | | | | | | 256 | F | 16h30 | — | — | 241 | F | 16h30 | — | — |
| 263 | A | 18h30 | — | — | | | | | | 254 | F | 16h30 | — | — | 266 | — | 16h30 | — | — |
| 288 | — | 18h45 | — | — | | | | | | 240 | F | 16h30 | — | — | 204 | F | 16h45 | — | — |
| 295 | V. ST 2 | 19h00 | — | — | | | | | | 253 | F | 16h35 | — | — | 216 | — | 16h50 | — | — |
| 294 | V. ST 2 | 19h40 | — | — | | | | | | 207 | F | 16h45 | — | — | 208 | F | 16h55 | — | — |
| 298 | — | 20h05 | — | — | | | | | | 230 | F | 16h50 | — | — | 254 | F | 17h00 | — | — |
| 295 | V. ST 2 | 20h20 | — | — | | | | | | 261 | — | 16h50 | — | — | 284 | — | 17h00 | — | — |
| 297 | V. ST 2 | 20h25 | — | — | | | | | | 240 | M.-T. | 17h15 | — | — | 256 | F | 17h00 | — | — |
| 300 | — | 21h25 | — | — | | | | | | 216 | — | 17h20 | — | — | 240 | F | 17h00 | — | — |
| | | | | | | | | | | 240 | F | 17h30 | — | — | 211 | — | 17h05 | — | — |
| | | | | | | | | | | 291 | F | 17h40 | — | — | 253 | F | 17h05 | — | — |
| | | | | | | | | | | 276 | F | 17h40 | — | — | 244 | F | 17h15 | — | — |
| | | | | | | | | | | 288 | — | 17h45 | — | — | 207 | F | 17h15 | — | — |
| | | | | | | | | | | 399 | M.-T. | 17h45 | — | — | 222 | — | 17h20 | — | — |
| | | | | | | | | | | 289 | V. ST 2 | 18h10 | — | — | 306 | — | 17h20 | — | — |
| | | | | | | | | | | 291 | F | 18h35 | — | — | 261 | — | 17h30 | — | — |
| | | | | | | | | | | | | | | | 240 | M.-T. | 17h45 | — | — |
| | | | | | | | | | | | | | | | 240 | F | 18h00 | — | — |
| | | | | | | | | | | | | | | | 216 | — | 18h00 | — | — |
| | | | | | | | | | | | | | | | 291 | F | 18h05 | — | — |
| | | | | | | | | | | | | | | | 276 | F | 18h10 | — | — |
| | | | | | | | | | | | | | | | 288 | — | 18h15 | — | — |
| | | | | | | | | | | | | | | | 244 | F | 18h15 | — | — |
| | | | | | | | | | | | | | | | 299 | M.-T. | 18h15 | — | — |
| | | | | | | | | | | | | | | | 289 | — | 18h40 | — | — |

| EX MARKET (70001) | | | | | | | | | | | | | | | | | | | |
|------------------------|-------|-------|------|---|-----------|-----|-------|------|---|----|-----|------|------|---|----|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 291 | F | 19h00 | — | — | | | | | | | | | | | | | | | |
| EX REIGER PARK (70003) | | | | | EX ISANDO | | | | | | | | | | | | | | |
| 201 | — | 06h10 | — | — | 258 | — | 16h40 | — | — | | | | | | | | | | |
| 264 | — | 06h15 | — | — | 247 | — | 17h10 | — | — | | | | | | | | | | |
| 209 | — | 06h25 | — | — | 235 | — | 17h20 | — | — | | | | | | | | | | |
| 207 | — | 06h40 | — | — | 258 | — | 18h15 | — | — | | | | | | | | | | |
| 244 | — | 06h40 | — | — | | | | | | | | | | | | | | | |
| 235 | X. ER | 16h55 | — | — | | | | | | | | | | | | | | | |
| 258 | — | 17h30 | — | — | | | | | | | | | | | | | | | |

VOSLOORUS (70004)

LILANTON

VOSLOORUS (70004)

LILANTON

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|-------|------|---|-----|--------|-------|------|------|-----|---------------|-------|------|-----|-----|--------------|-------|------|---|
| 202 | — | 02h20 | — | — | 202 | — | 03h05 | — | — | 232 | — | 08h50 | — | — | 228 | M.-T. | 14h15 | — | — |
| 213 | — | 04h10 | — | — | 213 | — | 04h55 | — | ST 1 | 205 | — | 09h00 | — | — | 218 | — | 14h35 | — | — |
| 211 | X. ST 2 | 04h45 | — | — | 211 | — | 05h35 | — | — | 294 | — | 09h30 | — | — | 247 | F. | 14h45 | — | — |
| 216 | — | 05h15 | — | — | 216 | — | 05h55 | — | — | 210 | — | 10h15 | — | — | 245 | F. | 15h05 | — | — |
| 240 | — | 05h20 | — | — | 273 | — | 06h00 | — | ST 1 | 302 | — | 10h40 | — | — | 289 | — | 15h15 | — | — |
| 258 | X. ST 2 | 05h20 | — | — | 229 | — | 06h00 | — | ST 1 | 303 | — | 11h00 | — | — | 235 | — | 15h30 | — | — |
| 273 | X. ST 2 | 05h20 | — | — | 235 | V. CG | 06h00 | — | — | 300 | — | 11h30 | — | — | 234 | — | 15h40 | — | — |
| 235 | X. ST 2 | 05h20 | — | — | 218 | V. CG | 06h05 | — | — | 295 | — | 11h55 | — | — | 220 | EX STD | 15h45 | — | — |
| 229 | X. ST 1 | 05h20 | — | — | 258 | — | 06h05 | — | ST 2 | 298 | — | 12h20 | — | — | 230 | — | 15h55 | — | — |
| 218 | — | 05h25 | — | — | 239 | V. CG | 06h15 | — | — | 296 | — | 13h00 | — | — | 209 | — | 16h00 | — | — |
| 239 | — | 05h30 | — | — | 240 | V. CG | 06h15 | — | — | 297 | — | 13h20 | — | — | 221 | — | 16h20 | — | — |
| 221 | — | 05h35 | — | — | 287 | V. CG | 06h25 | — | — | 299 | — | 13h50 | — | — | 219 | — | 16h30 | — | — |
| 226 | — | 05h45 | — | — | 221 | — | 06h30 | — | — | 226 | M.-T. | 14h20 | — | — | 215 | EX STD | 16h40 | — | — |
| 224 | X. ST 2 | 05h45 | — | — | 226 | — | 06h30 | — | — | 234 | V. ST 2 | 14h45 | — | — | 248 | — | 16h45 | — | — |
| 287 | X. ST 1 | 05h50 | — | — | 224 | — | 06h30 | — | — | 209 | V. ST 2 | 15h00 | — | — | 232 | — | 16h50 | — | — |
| 238 | X. ST 2 | 05h55 | — | — | 238 | V. CG | 06h40 | — | — | 230 | — | 15h05 | — | — | 213 | — | 16h50 | — | — |
| 231 | X. ST 1 | 06h00 | — | — | 201 | X. ISO | 06h45 | — | — | 247 | F. V. ST 2 | 15h40 | — | — | 257 | — | 16h55 | — | — |
| 242 | X. ST 2 | 06h15 | — | — | 231 | — | 06h45 | — | — | 248 | F. | 15h45 | — | — | 283 | — | 17h00 | — | — |
| 215 | — | 06h20 | — | — | 215 | V. GG | 07h05 | — | — | 213 | V. ST 2 | 15h50 | — | — | 255 | — | 17h00 | — | — |
| 263 | X. ST 2 | 06h25 | — | — | 219 | — | 07h20 | — | — | 232 | F. | 15h55 | — | — | 297 | EX STD | 17h20 | — | — |
| 216 | — | 06h40 | — | — | 261 | V. CG | 07h25 | — | — | 215 | — | 15h55 | — | STD | 289 | — | 17h20 | — | — |
| 250 | — | 06h45 | — | — | 236 | — | 07h30 | — | — | 283 | F. V. ST 2 | 16h00 | — | — | 251 | — | 17h25 | — | — |
| 229 | X. ST 1 | 06h45 | — | — | 229 | V. CG | 07h45 | — | — | 289 | V. ST 2 | 16h15 | — | — | 249 | — | 17h30 | — | — |
| 236 | X. ST 2 | 06h45 | — | — | 205 | — | 08h00 | — | — | 251 | V. ST 2 | 16h20 | — | — | 280 | F. | 17h30 | — | — |
| 273 | — | 06h50 | — | — | 206 | — | 08h45 | — | — | 280 | F. | 16h30 | — | — | 224 | — | 17h40 | — | — |
| 234 | — | 06h50 | — | — | 224 | — | 09h00 | — | — | 249 | — | 16h45 | — | — | 301 | — | 17h40 | — | — |
| 218 | — | 06h50 | — | — | 217 | — | 09h40 | — | — | 224 | — | 16h50 | — | — | 263 | EX STD | 17h50 | — | — |
| 205 | X. ST 1 | 07h00 | — | — | 300 | — | 10h30 | — | — | 280 | M.-T. V. ST 2 | 17h10 | — | — | 280 | M.-T. | 17h55 | — | — |
| 259 | — | 07h00 | — | — | 295 | — | 11h00 | — | — | 263 | — | 17h15 | — | STD | 265 | — | 18h15 | — | — |
| 305 | — | 07h05 | — | — | 299 | — | 11h30 | — | — | 265 | — | 17h20 | — | — | 252 | — | 18h20 | — | — |
| 243 | — | 07h15 | — | — | 302 | — | 11h30 | — | — | 252 | V. ST 2 | 17h35 | — | — | 281 | — | 18h30 | — | — |
| 220 | — | 07h30 | — | — | 296 | — | 12h00 | — | — | 281 | — | 17h40 | — | — | 283 | — | 18h50 | — | — |
| 256 | — | 07h30 | — | — | 300 | — | 12h30 | — | — | 306 | V. ST 2 | 17h50 | — | — | 251 | M.-T. EX STD | 18h50 | — | — |
| 206 | — | 07h50 | — | — | 201 | — | 13h20 | — | — | 283 | V. ST 2 | 18h00 | — | — | 282 | M.-T. | 19h00 | — | — |
| 277 | — | 07h50 | — | — | 207 | — | 13h30 | — | — | 261 | — | 18h00 | — | — | 261 | — | 19h00 | — | — |
| 214 | — | 08h10 | — | — | 223 | — | 13h55 | — | — | 282 | M.-T. V. ST 2 | 18h00 | — | — | 264 | — | 19h00 | — | — |
| 227 | — | 08h25 | — | — | 241 | F. | 14h10 | — | — | 298 | V. ST 2 | 18h10 | — | — | 298 | — | 19h05 | — | — |
| 219 | — | 08h30 | — | — | 204 | — | 14h10 | — | — | 264 | — | 18h15 | — | — | 306 | — | 19h10 | — | — |

| VOSLOORUS (70004) | | | | | LILIATON (70004) | | | | | EX VOSLOORUS (70004) | | | | | EX BOKSBURG NORTH (70004) | | | | |
|-------------------|---------|-------|------|-----|------------------|-------|-------|------|---|----------------------|-----------|-------|------|---|---------------------------|-------|-------|------|------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 251 | M.-T. | 18h15 | — | STD | 296 | — | 19h30 | — | — | 217 | V. ST 1&3 | 04h20 | — | — | 217 | — | 05h00 | — | ST 3 |
| 296 | — | 18h40 | — | — | 301 | — | 20h00 | — | — | 225 | — | 04h45 | — | — | 225 | — | 05h20 | — | — |
| 301 | V. ST 2 | 19h00 | — | — | 300 | M.-T. | 20h40 | — | — | 219 | — | 05h10 | — | — | 238 | — | 05h20 | — | ST 2 |
| 300 | M.-T.- | 19h50 | — | — | 296 | — | 21h00 | — | — | 233 | Ex. ST 1 | 05h20 | — | — | 245 | — | 05h25 | — | ST 1 |
| | V. 512 | | — | — | 301 | — | 21h30 | — | — | 279 | — | 05h20 | — | — | 208 | — | 05h30 | — | ST 1 |
| 296 | — | 20h20 | — | — | 302 | — | 22h00 | — | — | 288 | — | 05h20 | — | — | 241 | — | 05h30 | — | ST 3 |
| 301 | — | 20h45 | — | — | | | | | | 265 | — | 05h30 | — | — | 293 | — | 05h35 | — | ST 3 |
| 302 | — | 21h10 | — | — | | | | | | 268 | Ex. ST 1 | 05h40 | — | — | 291 | — | 05h40 | — | ST 3 |
| | | | | | | | | | | 275 | — | 05h40 | — | — | 219 | — | 05h45 | — | — |
| | | | | | | | | | | 212 | — | 05h40 | — | — | 278 | — | 05h50 | — | ST 2 |
| | | | | | | | | | | 266 | — | 05h40 | — | — | 215 | — | 05h50 | — | — |
| | | | | | | | | | | 254 | — | 05h50 | — | — | 235 | — | 05h50 | — | — |
| | | | | | | | | | | 228 | — | 06h00 | — | — | 272 | — | 05h50 | — | ST 1 |
| | | | | | | | | | | 246 | Ex ST 1 | 06h05 | — | — | 279 | — | 05h50 | — | ST 2 |
| | | | | | | | | | | 385 | — | 06h15 | — | — | 288 | — | 05h50 | — | — |
| | | | | | | | | | | 219 | — | 06h15 | — | — | 277 | — | 06h00 | — | ST 3 |
| | | | | | | | | | | 272 | Ex ST 1 | 06h20 | — | — | 265 | — | 06h00 | — | — |
| | | | | | | | | | | 266 | — | 06h45 | — | — | 292 | — | 06h00 | — | ST 3 |
| | | | | | | | | | | 213 | — | 06h45 | — | — | 276 | — | 06h05 | — | — |
| | | | | | | | | | | 258 | Ex ST 2 | 06h45 | — | — | 256 | V. CG | 06h10 | — | — |
| | | | | | | | | | | 275 | — | 06h55 | — | — | 236 | — | 06h10 | — | ST 2 |
| | | | | | | | | | | 260 | — | 07h10 | — | — | 266 | — | 06h15 | — | — |
| | | | | | | | | | | 227 | — | 07h10 | — | — | 268 | — | 06h15 | — | ST 2 |
| | | | | | | | | | | 241 | — | 07h10 | — | — | 275 | — | 06h15 | — | — |
| | | | | | | | | | | 278 | Ex ST 2 | 07h35 | — | — | 254 | — | 06h20 | — | — |
| | | | | | | | | | | 212 | Ex ST 2 | 08h00 | — | — | 305 | — | 06h20 | — | — |
| | | | | | | | | | | 202 | — | 10h30 | — | — | 341 | — | 06h35 | — | — |
| | | | | | | | | | | 302 | — | 13h45 | — | — | 246 | — | 06h40 | — | — |
| | | | | | | | | | | 230 | F | 13h55 | — | — | 257 | V. CG | 06h45 | — | — |
| | | | | | | | | | | 238 | F | 15h05 | — | — | 293 | — | 06h45 | — | ST 2 |
| | | | | | | | | | | 208 | — | 15h15 | — | — | 292 | — | 07h00 | — | — |
| | | | | | | | | | | 243 | F | 15h15 | — | — | 277 | V. CG | 07h10 | — | — |
| | | | | | | | | | | 282 | F | 15h30 | — | — | 227 | — | 07h50 | — | — |
| | | | | | | | | | | 205 | M.-T. | 15h40 | — | — | 202 | — | 08h50 | — | — |
| | | | | | | | | | | 305 | — | 15h40 | — | — | 302 | — | 10h15 | — | — |
| | | | | | | | | | | 291 | Ex ST 2 | 15h55 | — | — | 208 | F | 13h35 | — | — |
| | | | | | | | | | | 245 | F | 16h00 | — | — | 226 | M.-T. | 13h45 | — | — |
| | | | | | | | | | | 212 | — | 16h00 | — | — | 209 | — | 14h15 | — | — |

| EX VOSLOORUS (70004) | | | | | EX BOKSBURG NORTH | | | | | EX STOP 3 TO BOKSBURG NORTH (70004) | | | | | EX BOKSBURG NORTH | | | | |
|----------------------|-----------|-------|------|---|-------------------|-------|-------|------|---|-------------------------------------|-----|-------|------|---|-------------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 278 | F | 16h00 | — | — | 230 | — | 14h30 | — | — | 238 | — | 04h50 | — | — | 27 | M.-T. | 18h15 | — | — |
| 238 | F | 16h20 | — | — | 228 | F | 14h30 | — | — | 245 | — | 04h55 | — | — | 205 | M.-T. | 18h15 | — | — |
| 220 | — | 16h30 | — | — | 225 | — | 14h45 | — | — | 241 | — | 05h00 | — | — | 212 | — | 18h20 | — | — |
| 243 | F | 16h40 | — | — | 233 | — | 15h00 | — | — | 208 | — | 05h00 | — | — | 246 | M.-T. | 18h40 | — | — |
| 246 | MTV. ST 2 | 16h55 | — | — | 248 | F | 15h05 | — | — | 293 | — | 05h00 | — | — | 297 | — | 18h40 | — | — |
| 268 | — | 17h20 | — | — | 215 | — | 15h15 | — | — | 291 | — | 05h05 | — | — | 237 | M.-T. | 18h45 | — | — |
| 278 | — | 17h20 | — | — | 266 | F | 15h20 | — | — | 260 | — | 05h15 | — | — | 268 | — | 19h00 | — | — |
| 271 | — | 17h20 | — | — | 279 | M.-T. | 15h30 | — | — | 278 | — | 05h20 | — | — | 277 | F | 19h05 | — | — |
| 284 | — | 17h30 | — | — | 275 | F | 15h45 | — | — | 215 | — | 05h20 | — | — | 284 | — | 19h10 | — | — |
| 279 | MTV. ST 2 | 17h30 | — | — | 271 | — | 15h45 | — | — | 217 | — | 05h20 | — | — | 256 | M.-T. | 19h10 | — | — |
| 229 | MTV. ST 2 | 17h30 | — | — | 208 | — | 15h50 | — | — | 272 | — | 05h20 | — | — | 248 | M.-T. | 19h15 | — | — |
| 248 | M | 17h35 | — | — | 227 | M.-T. | 15h50 | — | — | 277 | — | 05h30 | — | — | 257 | — | 19h25 | — | — |
| 205 | M.-T. | 17h40 | — | — | 243 | F | 16h00 | — | — | 292 | — | 05h30 | — | — | 287 | M.-T. | 19h55 | — | — |
| 279 | F | 17h40 | — | — | 224 | — | 16h10 | — | — | 276 | — | 05h30 | — | — | 297 | — | 19h55 | — | — |
| 285 | — | 17h40 | — | — | 282 | F | 16h10 | — | — | 236 | — | 05h40 | — | — | 299 | M.-T. | 20h20 | — | — |
| 227 | M.-T. | 17h40 | — | — | 205 | — | 16h15 | — | — | 305 | — | 05h45 | — | — | 302 | — | 20h40 | — | — |
| 212 | V. ST 2 | 17h45 | — | — | 261 | — | 16h15 | — | — | 306 | — | 05h50 | — | — | 296 | — | 21h40 | — | — |
| 297 | V. ST 2 | 18h00 | — | — | 305 | — | 16h20 | — | — | 241 | — | 06h00 | — | — | 298 | — | 22h00 | — | — |
| 246 | M.-T. | 18h05 | — | — | 226 | F | 16h25 | — | — | 290 | — | 06h10 | — | — | | | | | |
| 237 | M.-T. | 18h15 | — | — | 293 | — | 16h40 | — | — | 293 | — | 06h10 | — | — | | | | | |
| 277 | — | 18h30 | — | — | 278 | F | 16h45 | — | — | 291 | — | 06h10 | — | — | | | | | |
| 268 | F V. ST 2 | 18h30 | — | — | 245 | — | 16h50 | — | — | 230 | — | 06h15 | — | — | | | | | |
| 256 | M.-T. | 18h35 | — | — | 281 | F | 16h55 | — | — | 257 | — | 06h15 | — | — | | | | | |
| 284 | — | 18h40 | — | — | 238 | — | 16h55 | — | — | 289 | — | 06h20 | — | — | | | | | |
| 248 | M.-T. | 18h45 | — | — | 252 | — | 17h00 | — | — | 274 | — | 06h20 | — | — | | | | | |
| 257 | — | 18h55 | — | — | 201 | — | 17h05 | — | — | 277 | — | 06h30 | — | — | | | | | |
| 287 | M.-T. | 18h55 | — | — | 212 | — | 17h10 | — | — | 292 | — | 06h30 | — | — | | | | | |
| 297 | N. ST 2 | 19h20 | — | — | 220 | — | 17h10 | — | — | | | | | | | | | | |
| 299 | M.-T. | 19h45 | — | — | 293 | M.-T. | 17h15 | — | — | | | | | | | | | | |
| 302 | V. RST | 20h05 | — | — | 243 | — | 17h20 | — | — | | | | | | | | | | |
| 294 | V. RST | 21h00 | — | — | 246 | M.-T. | 17h30 | — | — | | | | | | | | | | |
| 298 | — | 21h25 | — | — | 271 | — | 17h50 | — | — | | | | | | | | | | |
| | | | | | 278 | — | 17h50 | — | — | | | | | | | | | | |
| | | | | | 268 | — | 17h55 | — | — | | | | | | | | | | |
| | | | | | 284 | — | 18h05 | — | — | | | | | | | | | | |
| | | | | | 229 | M.-T. | 18h10 | — | — | | | | | | | | | | |
| | | | | | 248 | M.-T. | 18h10 | — | — | | | | | | | | | | |
| | | | | | 285 | — | 18h10 | — | — | | | | | | | | | | |
| | | | | | 279 | — | 18h15 | — | — | | | | | | | | | | |

| VOSLOORUS (70006) | | | | | EX INDUSTRIES | | | | | EX VOSLOORUS (70006) | | | | | EX INDUSTRIES | | | | |
|-------------------|-----------|-------|------|----|---------------|-----|-------|------|------|----------------------|-------|-------|------|-----|---------------|----------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 202 | — | 04h00 | — | — | 202 | — | 04h25 | — | — | 231 | M.-T. | 16h40 | — | — | 271 | — | 06h15 | — | — |
| 204 | V. ST 1&3 | 04h15 | — | — | 241 | — | 04h30 | — | ST 3 | 279 | F | 16h40 | — | — | 304 | — | 06h15 | — | — |
| 209 | — | 04h30 | — | — | 204 | — | 04h45 | — | — | 207 | M.-T. | 16h45 | — | — | 206 | — | 06h20 | — | — |
| 207 | — | 04h45 | — | — | 209 | — | 05h05 | — | — | 205 | — | 16h45 | — | KST | 225 | — | 06h20 | — | — |
| 222 | — | 04h55 | — | — | 207 | — | 05h10 | — | — | 288 | F | 16h45 | — | KST | 250 | — | 06h20 | — | — |
| 262 | — | 05h05 | — | — | 210 | — | 05h15 | — | — | 230 | S | 16h55 | — | KST | 234 | — | 06h25 | — | — |
| 231 | — | 05h05 | — | — | 254 | — | 05h20 | — | — | 209 | — | 17h00 | — | WB | 223 | — | 06h30 | — | — |
| 251 | — | 05h10 | — | — | 253 | — | 05h25 | — | — | 237 | M.-T. | 17h15 | — | — | 262 | — | 06h30 | — | — |
| 285 | — | 05h15 | — | — | 252 | — | 05h30 | — | ST 2 | 253 | M.-T. | 17h15 | — | — | 255 | — | 06h35 | — | — |
| 227 | Ex ST 1 | 05h15 | — | — | 247 | — | 05h30 | — | — | 290 | M.-T. | 17h20 | — | — | 227 | — | 06h40 | — | — |
| 269 | — | 05h20 | — | — | 222 | — | 05h30 | — | ST 3 | 270 | M.-T. | 17h25 | — | — | 248 | — | 06h45 | — | — |
| 282 | — | 05h20 | — | — | 231 | — | 05h30 | — | ST 1 | 203 | — | 17h30 | — | — | 281 | — | 06h45 | — | — |
| 283 | — | 05h20 | — | — | 262 | — | 05h30 | — | — | 241 | M.-T. | 17h30 | — | — | 243 | — | 06h50 | — | — |
| 214 | — | 05h20 | — | — | 246 | — | 05h35 | — | ST 1 | 238 | M.-T. | 17h30 | — | — | 206 | — | 07h20 | — | — |
| 263 | Ex ST 1 | 05h30 | — | — | 251 | — | 05h35 | — | — | 267 | — | 17h30 | — | — | 238 | F | 14h35 | — | — |
| 237 | — | 05h40 | — | — | 255 | — | 05h35 | — | ST 3 | 274 | — | 17h30 | — | — | 249 | F | 14h40 | — | — |
| 304 | — | 05h45 | — | — | 223 | — | 05h40 | — | ST 3 | 277 | — | 17h30 | — | — | 243 | F | 14h45 | — | — |
| 206 | — | 05h50 | — | — | 232 | — | 05h40 | — | ST 2 | 286 | — | 17h35 | — | — | 237 | F | 14h55 | — | — |
| 271 | Ex ST 1 | 05h50 | — | — | 280 | — | 05h40 | — | — | 231 | M.-T. | 17h40 | — | — | 253 | F | 15h05 | — | — |
| 225 | — | 05h55 | — | — | 270 | — | 05h40 | — | ST 3 | 276 | M.-T. | 17h40 | — | — | 205 | F | 15h10 | — | — |
| 262 | — | 06h00 | — | — | 257 | — | 05h40 | — | ST 3 | 291 | M.-T. | 17h40 | — | — | 287 | F | 15h10 | — | — |
| 227 | Ex ST 1 | 06h10 | — | — | 227 | — | 05h40 | — | ST 1 | 262 | M.-T. | 17h40 | — | — | 259 | F | 15h15 | — | — |
| 248 | — | 06h20 | — | — | 285 | — | 05h45 | — | — | 218 | — | 17h45 | — | KST | 229 | F | 15h20 | — | — |
| 282 | — | 06h20 | — | — | 281 | — | 05h45 | — | ST 3 | 230 | M.-T. | 18h00 | — | — | 232 | F | 15h25 | — | — |
| 211 | — | 06h25 | — | — | 284 | — | 05h45 | — | ST 1 | 243 | M.-T. | 18h00 | — | — | 293 | F | 15h30 | — | — |
| 233 | — | 06h25 | — | — | 290 | — | 05h45 | — | ST 3 | 239 | — | 18h05 | — | — | 263 | F Ex WB | 15h30 | — | — |
| 206 | — | 06h50 | — | — | 260 | — | 05h45 | — | ST 2 | 240 | M.-T. | 18h15 | — | — | 283 | F Ex WB | 15h30 | — | — |
| 243 | F | 14h15 | — | — | 230 | — | 05h50 | — | ST 3 | 253 | M.-T. | 18h15 | — | — | 278 | F Ex KST | 15h30 | — | — |
| 203 | — | 15h05 | — | — | 214 | — | 05h50 | — | — | 254 | M.-T. | 18h15 | — | — | 203 | — | 15h40 | — | — |
| 237 | F | 15h25 | — | — | 269 | — | 05h50 | — | — | 267 | M.-T. | 18h25 | — | KST | 206 | — | 15h50 | — | — |
| 280 | F | 15h30 | — | — | 283 | — | 05h50 | — | — | 238 | M.-T. | 18h25 | — | — | 237 | F | 15h55 | — | — |
| 228 | F | 15h50 | — | — | 261 | — | 05h50 | — | ST 3 | 249 | M.-T. | 18h25 | — | — | 267 | F Ex KST | 16h00 | — | — |
| 271 | — | 16h20 | — | — | 282 | — | 05h50 | — | — | 245 | M.-T. | 18h25 | — | — | 280 | F | 16h00 | — | — |
| 208 | M.-T. | 16h25 | — | — | 274 | — | 05h50 | — | ST 3 | 271 | — | 18h30 | — | — | 240 | F Ex KST | 16h00 | — | — |
| 237 | F | 16h25 | — | — | 263 | — | 05h55 | — | ST 2 | 266 | M.-T. | 18h35 | — | KST | 284 | F | 16h00 | — | — |
| 231 | F | 16h30 | — | — | 289 | — | 05h55 | — | ST 3 | 247 | M.-T. | 18h35 | — | — | 279 | F | 16h10 | — | — |
| 267 | F | 16h30 | — | — | 303 | — | 06h10 | — | — | 262 | M.-T. | 18h40 | — | — | 231 | M.-T. | 16h10 | — | — |
| 234 | — | 16h40 | — | WB | 237 | — | 06h10 | — | — | 294 | — | 18h40 | — | — | 288 | F Ex KST | 16h15 | — | — |

| EX VOSLOORUS (70006) | | | | | EX INDUSTRIES | | | | | EX INDUSTRIES (70006) | | | | |
|-------------------------|-------|-------|------|---|---------------|----------|-------|------|---|-----------------------|----------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 276 | — | 18h40 | — | — | 228 | F | 16h20 | — | — | 291 | M.-T. | 18h05 | — | — |
| 299 | M.-T. | 18h50 | — | — | 280 | M.-T. | 16h40 | — | — | 276 | M.-T. | 18h10 | — | — |
| 243 | M.-T. | 18h55 | — | — | 253 | M.-T. | 16h45 | — | — | 262 | M.-T. | 18h10 | — | — |
| 279 | M.-T. | 18h55 | — | — | 240 | M.-T. | 16h45 | — | — | 231 | M.-T. | 18h10 | — | — |
| 300 | F | 22h55 | — | — | 271 | — | 16h50 | — | — | 218 | — | 18h15 | — | — |
| EX STOP 3 TO INDUSTRIES | | | | | 237 | — | 16h50 | — | — | 243 | M.-T. | 18h30 | — | — |
| 241 | — | 04h00 | — | — | 290 | M.-T. | 16h55 | — | — | 239 | — | 18h35 | — | — |
| 249 | — | 04h45 | — | — | 208 | M.-T. | 16h55 | — | — | 230 | M.-T. | 18h40 | — | — |
| 210 | — | 04h50 | — | — | 241 | M.-T. | 17h00 | — | — | 254 | M.-T. | 18h45 | — | — |
| 254 | — | 04h55 | — | — | 274 | M.-T. Ex | 17h00 | — | — | 267 | M.-T. Ex | 18h50 | — | — |
| 252 | — | 05h00 | — | — | 269 | KST | 17h00 | — | — | 249 | KST | 18h55 | — | — |
| 247 | — | 05h00 | — | — | 267 | M.-T. | 17h00 | — | — | 238 | M.-T. | 18h55 | — | — |
| 253 | — | 05h00 | — | — | 277 | Ex WB | 17h00 | — | — | 253 | M.-T. | 18h55 | — | — |
| 246 | — | 05h05 | — | — | 234 | Ex WB | 17h05 | — | — | 245 | M.-T. | 19h00 | — | — |
| 232 | — | 05h10 | — | — | 276 | — | 17h10 | — | — | 266 | M.-T. Ex | 19h05 | — | — |
| 270 | — | 05h10 | — | — | 231 | — | 17h10 | — | — | 262 | KST | 19h05 | — | — |
| 255 | — | 05h10 | — | — | 291 | — | 17h10 | — | — | 276 | M.-T. | 19h10 | — | — |
| 223 | — | 05h10 | — | — | 205 | Ex KST | 17h10 | — | — | 294 | — | 19h10 | — | — |
| 280 | — | 05h10 | — | — | 279 | F | 17h10 | — | — | 247 | M.-T. | 19h10 | — | — |
| 257 | — | 05h15 | — | — | 262 | M.-T. Ex | 17h10 | — | — | 299 | — | 19h15 | — | — |
| 281 | — | 05h15 | — | — | 288 | JF | 17h15 | — | — | 240 | M.-T. | 19h15 | — | — |
| 284 | — | 05h20 | — | — | 304 | Ex KST | 17h15 | — | — | 243 | M.-T. | 19h20 | — | — |
| 290 | — | 05h20 | — | — | 207 | Ex WB | 17h15 | — | — | 279 | M.-T. | 19h25 | — | — |
| 274 | — | 05h20 | — | — | 295 | MT | 17h15 | — | — | 300 | F | 24h00 | — | — |
| 230 | — | 05h20 | — | — | 305 | — | 17h15 | — | — | EX VOSLOORUS (70007) | | | | |
| 261 | — | 05h25 | — | — | 209 | Ex KST | 17h25 | — | — | EX WITFIELD | | | | |
| 289 | — | 05h30 | — | — | 237 | Ex WB | 17h30 | — | — | 222 | — | 15h30 | — | — |
| 256 | — | 05h30 | — | — | 253 | M.-T. | 17h45 | — | — | 242 | — | 16h00 | — | — |
| 303 | — | 05h40 | — | — | 290 | M.-T. | 17h45 | — | — | | | | | |
| 250 | — | 05h55 | — | — | 226 | M.-T. | 17h50 | — | — | | | | | |
| 234 | — | 05h55 | — | — | 270 | M.-T. | 17h55 | — | — | | | | | |
| 223 | — | 06h05 | — | — | 238 | M.-T. | 17h55 | — | — | | | | | |
| 255 | — | 06h05 | — | — | 267 | — | 18h00 | — | — | | | | | |
| 270 | — | 06h10 | — | — | 247 | — | 18h00 | — | — | | | | | |
| 281 | — | 06h15 | — | — | 277 | — | 18h00 | — | — | | | | | |
| 261 | — | 06h20 | — | — | 203 | — | 18h00 | — | — | | | | | |
| — | — | — | — | — | 241 | M.-T. | 18h00 | — | — | | | | | |
| — | — | — | — | — | 286 | Ex KST | 18h05 | — | — | | | | | |

| EX STOP 2 (70008/9) | | | | | EX NATALSPRUIT | | | | | EX VOSLOORUS (70011) | | | | | EX PARK RAND | | | | |
|---------------------|-----------|-------|------|-----|----------------|----------|-------|------|---------|----------------------|---------|-------|------|---|--------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 249 | Ex Ind. | 05h10 | — | — | 243 | — | 05h55 | — | Ind. | 288 | — | 06h25 | — | — | 305 | — | 13h30 | — | — |
| 243 | Via NSH | 05h15 | — | ALR | 249 | — | 06h00 | — | BND | 267 | — | 06h50 | — | — | 203 | — | 14h30 | — | — |
| 360 | Ex BN | 05h45 | — | — | 232 | Ex ALR | 06h50 | — | — | 262 | — | 07h00 | — | — | 250 | — | 16h00 | — | — |
| 280 | Ex VRS | 06h10 | — | ALR | 260 | — | 06h45 | — | — | 248 | — | 07h15 | — | — | 272 | — | 16h50 | — | — |
| 232 | Via NSH | 06h15 | — | ALR | 278 | Ex ALR | 06h55 | — | — | 257 | — | 07h30 | — | — | | | | | |
| 252 | Via NSH | 06h15 | — | ALR | 212 | Ex ALR | 07h00 | — | BND | 239 | — | 08h05 | — | — | | | | | |
| 278 | Via NSH | 06h15 | — | ALR | 252 | Ex ALR | 07h00 | — | — | 222 | — | 08h10 | — | — | | | | | |
| 272 | Ex BN | 06h55 | — | — | 280 | — | 07h10 | — | — | 272 | F | 16h20 | — | — | | | | | |
| 239 | — | 07h10 | — | — | 239 | — | 07h35 | — | — | | | | | | | | | | |
| 235 | — | 07h10 | — | — | 235 | — | 07h40 | — | — | | | | | | | | | | |
| 293 | — | 07h20 | — | — | 293 | — | 07h45 | — | — | | | | | | | | | | |
| 232 | — | 07h45 | — | — | 272 | — | 08h10 | — | — | | | | | | | | | | |
| 236 | — | 08h30 | — | — | 232 | — | 08h15 | — | — | | | | | | | | | | |
| 202 | — | 09h30 | — | — | 236 | — | 09h00 | — | — | 200 | — | 06h45 | — | — | 214 | Via PR | 15h30 | — | — |
| 301 | — | 10h00 | — | — | 202 | — | 10h00 | — | — | 225 | — | 07h15 | — | — | 229 | — | 16h30 | — | — |
| 301 | — | 11h30 | — | — | 301 | — | 10h45 | — | — | 215 | — | 08h00 | — | — | 274 | F | 16h45 | — | — |
| 302 | — | 12h30 | — | — | 301 | — | 12h00 | — | — | 216 | — | 08h15 | — | — | 206 | — | 17h30 | — | — |
| 201 | — | 14h20 | — | — | 302 | — | 13h10 | — | — | 274 | F Ex CG | 15h30 | — | — | 269 | — | 18h10 | — | — |
| 213 | — | 14h40 | — | — | 201 | — | 14h50 | — | — | 229 | F | 15h40 | — | — | 255 | — | 19h00 | — | — |
| 291 | — | 14h55 | — | — | 213 | — | 15h10 | — | — | 206 | — | 16h20 | — | — | | | | | |
| 204 | — | 15h10 | — | — | 291 | — | 15h25 | — | — | 269 | F | 17h05 | — | — | | | | | |
| 201 | — | 15h30 | — | — | 240 | F Ex ALR | 15h35 | — | Via CAS | 269 | M.-T. | 17h30 | — | — | | | | | |
| 227 | F Ex Ind. | 15h45 | — | — | 204 | — | 15h40 | — | — | 255 | — | 17h50 | — | — | | | | | |
| 207 | — | 15h50 | — | — | 201 | — | 16h00 | — | — | | | | | | | | | | |
| 226 | M.-T. | 16h00 | — | — | 207 | — | 16h10 | — | — | | | | | | | | | | |
| 279 | M.-T. | 16h05 | — | ALR | 227 | F | 16h30 | — | BND | | | | | | | | | | |
| 286 | Ex VRS | 16h05 | — | CAS | 244 | F | 16h40 | — | MKT | | | | | | | | | | |
| 244 | F | 16h15 | — | — | 279 | M.-T. Ex | 17h00 | — | — | | | | | | | | | | |
| | | | | | | ALR | | | | | | | | | | | | | |
| 244 | M.-T. | 16h45 | — | ALR | 286 | Ex ALR | 17h00 | — | — | | | | | | | | | | |
| 250 | — | 16h45 | — | — | 250 | — | 17h15 | — | — | | | | | | | | | | |
| 260 | M.-T. Ex | 17h10 | — | — | 244 | M.-T. Ex | 17h30 | — | Via CAS | | | | | | | | | | |
| | Ind. | | | | | ALR | | | | | | | | | | | | | |
| 223 | — | 17h15 | — | — | 223 | — | 17h40 | — | — | | | | | | | | | | |
| 260 | — | 17h45 | — | — | 260 | M.-T. | 18h00 | — | ER | | | | | | | | | | |
| 244 | M.-T. via | 18h10 | — | ALR | 250 | — | 18h15 | — | — | | | | | | | | | | |
| | NSM | | | | | | | | | | | | | | | | | | |
| 294 | M.-T. | 18h35 | — | — | 244 | M.-T. | 18h40 | — | — | | | | | | | | | | |
| 350 | — | 18h45 | — | — | 291 | M.-T. Ex | 19h00 | — | — | | | | | | | | | | |
| | | | | | | ALR | | | | | | | | | | | | | |
| 271 | Ex Ind. | 19h00 | — | — | 250 | — | 19h15 | — | — | | | | | | | | | | |
| | | | | | 271 | — | 20h00 | — | — | | | | | | | | | | |

EX VOSLOORUS (70015)

EX HYPERMARKET

EX VOSLOORUS (70005/12)

EX B.N.D.

EX B.N.D.

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|-------|------|-----|-----|----------|-------|------|------|----|-----|------|------|---|-----|----------|-------|------|---|
| 242 | Ex ST 3 | 04h45 | — | PS | 242 | — | 05h20 | — | ST 2 | | | | | | 293 | M.-T. | 18h20 | — | — |
| 259 | Ex ST 3 | 04h55 | — | PS | 259 | Ex PS | 05h30 | — | ST 2 | | | | | | 292 | Ex PS | 18h30 | — | — |
| 225 | — | 05h00 | — | PS | 228 | Ex PS | 05h30 | — | — | | | | | | 259 | M.-T. Ex | 18h45 | — | — |
| 244 | Ex ST 3 | 05h00 | — | BND | 244 | — | 05h30 | — | ST 2 | | | | | | | LEW | | | |
| 267 | — | 05h40 | — | PS | 267 | — | 06h20 | — | — | | | | | | 274 | M.-T. | 19h00 | — | — |
| 247 | — | 06h05 | — | — | 247 | — | 06h40 | — | ST 2 | | | | | | 277 | M.-T. | 19h05 | — | — |
| | | | | | 304 | — | 07h20 | — | — | | | | | | 278 | M.-T. Ex | 19h05 | — | — |
| 283 | — | 06h20 | — | — | 216 | F Ex PS | 15h15 | — | — | | | | | | | LEW | | | |
| 304 | — | 06h40 | — | — | 216 | M.-T. Ex | 15h30 | — | — | | | | | | 285 | Ex LEW | 19h15 | — | — |
| | | | | | | PS | | | | | | | | | 292 | — | 19h35 | — | — |
| 246 | — | 07h10 | — | — | 265 | F Ex LEW | 15h40 | — | — | | | | | | | | | | |
| 238 | F | 15h05 | — | — | 238 | F Ex PS | 15h45 | — | — | | | | | | | | | | |
| 223 | — | 15h50 | — | — | 270 | F | 16h00 | — | — | | | | | | | | | | |
| 293 | — | 16h00 | — | PS | | | | | | | | | | | | | | | |
| 265 | F | 16h20 | — | PS | 299 | F | 16h15 | — | — | | | | | | | | | | |
| 227 | M.-T. | 16h25 | — | — | 223 | — | 16h30 | — | — | | | | | | | | | | |
| 214 | — | 16h30 | — | — | 239 | Ex PS | 16h30 | — | — | | | | | | | | | | |
| 242 | — | 16h50 | — | — | 278 | M.-T. Ex | 16h30 | — | — | | | | | | | | | | |
| | | | | | | PS | | | | | | | | | | | | | |
| 299 | F | 16h50 | — | PS | 268 | Ex PS | 16h40 | — | — | | | | | | | | | | |
| 230 | M.-T. | 16h50 | — | LEW | 293 | F. Ex PS | 16h40 | — | — | | | | | | | | | | |
| 259 | — | 17h05 | — | — | 245 | M.-T. Ex | 16h50 | — | — | | | | | | | | | | |
| | | | | | | LEW | | | | | | | | | | | | | |
| 293 | F | 17h15 | — | — | 265 | Ex PS | 16h55 | — | — | | | | | | | | | | |
| 225 | M.-T. | 17h25 | — | — | 227 | M.-T. | 17h00 | — | — | | | | | | | | | | |
| 272 | M.-T. | 17h25 | — | — | 299 | M.-T. Ex | 17h05 | — | — | | | | | | | | | | |
| | | | | | | PS | | | | | | | | | | | | | |
| 208 | M.-T. | 17h25 | — | — | 285 | M.-T. Ex | 17h05 | — | — | | | | | | | | | | |
| | | | | | | LEW | | | | | | | | | | | | | |
| 232 | M.-T. | 17h30 | — | PS | 214 | — | 17h05 | — | — | | | | | | | | | | |
| 245 | M.-T. | 17h35 | — | — | 281 | M.-T. | 17h05 | — | — | | | | | | | | | | |
| 214 | M.-T. | 17h40 | — | — | 236 | Ex PS | 17h15 | — | — | | | | | | | | | | |
| 293 | M.-T. | 17h45 | — | — | 299 | F Ex PS | 17h20 | — | — | | | | | | | | | | |
| 292 | — | 18h00 | — | PS | 292 | Ex PS | 17h25 | — | — | | | | | | | | | | |
| 259 | M.-T. | 18h15 | — | LEW | 230 | M.-T. Ex | 17h25 | — | — | | | | | | | | | | |
| | | | | | | LEW | | | | | | | | | | | | | |
| 277 | M.-T. | 18h30 | — | — | 227 | F | 17h30 | — | — | | | | | | | | | | |
| 278 | M.-T. | 18h30 | — | LEW | 242 | — | 17h30 | — | — | | | | | | | | | | |
| 274 | M.-T. | 18h30 | — | — | 259 | — | 17h40 | — | — | | | | | | | | | | |
| 285 | — | 18h45 | — | LEW | 293 | F | 17h45 | — | — | | | | | | | | | | |
| 292 | — | 19h05 | — | — | 245 | M.-T. | 17h55 | — | — | | | | | | | | | | |
| | | | | | 225 | M.-T. Ex | 17h55 | — | — | | | | | | | | | | |
| | | | | | | PS | | | | | | | | | | | | | |
| | | | | | 272 | M.-T. Ex | 18h00 | — | — | | | | | | | | | | |
| | | | | | | PS | | | | | | | | | | | | | |
| | | | | | 208 | M.-T. Ex | 18h00 | — | — | | | | | | | | | | |
| | | | | | | PS | | | | | | | | | | | | | |
| | | | | | 214 | M.-T. | 18h10 | — | — | | | | | | | | | | |
| | | | | | 232 | M.-T. | 18h15 | — | — | | | | | | | | | | |

BOKSBURG

Saturday

Time-table

| Page No. | Route | Route Number |
|----------|----------------------------------|--------------|
| 242..... | Vosloorus to Lillianton..... | 70004 |
| 243..... | Vosloorus to Lillianton..... | 70004 |
| 243..... | Vosloorus to Hypermarket..... | 70015 |
| 243..... | Vosloorus to Outside Routes..... | 70007/17 |
| 244..... | Vosloorus to Boksburg North..... | 70004 |
| 245..... | Vosloorus to Industries..... | 70006 |
| 247..... | Vosloorus to East Rand..... | 70001 |
| 248..... | Vosloorus to Market..... | 70001 |
| — | Stop 2 to Natalspruit..... | 70008 |

PUTCO LTD: SECTION.—BOKSBURG

Specimen time-table

Saturday

| EX VOSLOORUS | | | | | EX LILANTON | | | | | EX VOSLOORUS | | | | | EX LILANTON | | | | |
|--------------|---------|-------|------|---|-------------|-----|-------|------|------|--------------|-----|-------|------|---|-------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 205 | — | 04h30 | — | — | 205 | — | 05h30 | — | — | 259 | — | 10h40 | — | — | 203 | — | 12h15 | — | — |
| 207 | — | 04h50 | — | — | 207 | — | 05h50 | — | — | 267 | — | 10h50 | — | — | 207 | — | 12h35 | — | — |
| 221 | X. ST 2 | 05h25 | — | — | 221 | — | 06h25 | — | — | 203 | — | 11h10 | — | — | 214 | — | 12h40 | — | — |
| 226 | — | 05h30 | — | — | 226 | — | 06h30 | — | — | 218 | — | 11h20 | — | — | 230 | — | 12h55 | — | — |
| 268 | X. ST 2 | 05h45 | — | — | 268 | — | 06h45 | — | — | 204 | — | 11h30 | — | — | 273 | — | 13h00 | — | — |
| 237 | X. ST 1 | 05h45 | — | — | 237 | — | 06h45 | — | — | 207 | — | 11h35 | — | — | 269 | — | 13h10 | — | — |
| 236 | X. ST 2 | 05h45 | — | — | 236 | — | 06h45 | — | — | 214 | — | 11h40 | — | — | 206 | — | 13h10 | — | — |
| 238 | — | 05h45 | — | — | 238 | — | 06h45 | — | — | 269 | — | 11h45 | — | — | 218 | — | 13h20 | — | — |
| 242 | — | 05h50 | — | — | 242 | — | 07h00 | — | — | 206 | — | 12h10 | — | — | 238 | — | 13h40 | — | — |
| 245 | — | 06h00 | — | — | 245 | — | 07h00 | — | — | 218 | — | 12h20 | — | — | 265 | — | 13h45 | — | — |
| 211 | X. ST 1 | 06h00 | — | — | 211 | — | 07h00 | — | — | 265 | — | 12h30 | — | — | 251 | — | 13h50 | — | — |
| 248 | — | 06h10 | — | — | 214 | — | 07h15 | — | — | 266 | — | 12h50 | — | — | 236 | — | 14h20 | — | — |
| 214 | — | 06h15 | — | — | 248 | — | 07h25 | — | — | 236 | — | 13h20 | — | — | 240 | — | 14h20 | — | — |
| 251 | — | 06h20 | — | — | 201 | — | 07h25 | — | — | 240 | — | 13h20 | — | — | 243 | — | 14h30 | — | — |
| 201 | — | 06h25 | — | — | 205 | — | 07h30 | — | — | — | — | — | — | — | 277 | — | 14h40 | — | — |
| 205 | — | 06h30 | — | — | 233 | — | 07h40 | — | — | 243 | — | 13h35 | — | — | 252 | — | 14h45 | — | — |
| 233 | — | 06h40 | — | — | 239 | — | 07h45 | — | — | 277 | — | 13h40 | — | — | — | — | — | — | — |
| 273 | — | 06h40 | — | — | 232 | — | 07h45 | — | — | 252 | — | 13h45 | — | — | 246 | — | 14h50 | — | — |
| 239 | — | 06h45 | — | — | 234 | — | 08h00 | — | — | 230 | — | 14h00 | — | — | 230 | — | 15h00 | — | — |
| 207 | — | 06h50 | — | — | 247 | — | 08h10 | — | — | — | — | — | — | — | 278 | — | 15h15 | — | — |
| 234 | — | 07h00 | — | — | 221 | — | 08h25 | — | — | 253 | — | 14h00 | — | — | 242 | — | 15h15 | — | — |
| 247 | — | 07h10 | — | — | 226 | — | 08h30 | — | — | 278 | — | 14h15 | — | — | — | — | — | — | — |
| 244 | — | 07h20 | — | — | 231 | — | 08h40 | — | — | 274 | — | 14h45 | — | — | 249 | — | 15h30 | — | — |
| 221 | — | 07h25 | — | — | 229 | — | 09h00 | — | — | 232 | — | 14h55 | — | — | 274 | — | 15h45 | — | — |
| 226 | — | 07h30 | — | — | 220 | — | 09h10 | — | — | 221 | — | 15h00 | — | — | 232 | — | 15h55 | — | — |
| 231 | — | 07h40 | — | — | 201 | — | 09h30 | — | ST 2 | 268 | — | 15h15 | — | — | 221 | — | 16h00 | — | — |
| 229 | — | 08h00 | — | — | 272 | — | 10h00 | — | — | 271 | — | 15h30 | — | — | 268 | — | 16h15 | — | — |
| 220 | X. ST 2 | 08h10 | — | — | 212 | — | 10h20 | — | — | 277 | — | 15h40 | — | — | — | — | — | — | — |
| 248 | — | 08h25 | — | — | 256 | — | 10h20 | — | — | 258 | — | 15h50 | — | — | 271 | — | 16h30 | — | — |
| 201 | — | 08h30 | — | — | 261 | — | 10h40 | — | — | — | — | — | — | — | 277 | — | 16h40 | — | — |
| 232 | — | 08h45 | — | — | 214 | — | 10h40 | — | — | 261 | — | 16h00 | — | — | 258 | — | 16h50 | — | — |
| 239 | — | 08h55 | — | — | 263 | — | 11h10 | — | — | 278 | — | 16h15 | — | — | — | — | — | — | — |
| 256 | — | 09h20 | — | — | 264 | — | 11h10 | — | — | 251 | — | 16h20 | — | — | 259 | — | 17h00 | — | — |
| 261 | — | 09h40 | — | — | 266 | — | 11h15 | — | — | 249 | — | 16h30 | — | — | 261 | — | 17h05 | — | — |
| 263 | — | 10h00 | — | — | 209 | — | 11h40 | — | — | — | — | — | — | — | 278 | — | 17h15 | — | — |
| 264 | — | 10h10 | — | — | 267 | — | 11h50 | — | — | 257 | — | 16h50 | — | — | 251 | — | 17h20 | — | — |
| 266 | — | 10h15 | — | — | 223 | — | 12h00 | — | — | 245 | — | 17h05 | — | — | 249 | — | 17h30 | — | — |
| 209 | — | 10h40 | — | — | 253 | — | 12h00 | — | — | 268 | — | 17h15 | — | — | 257 | — | 17h50 | — | — |
| | | | | | | | | | | 246 | — | 17h20 | — | — | 245 | — | 18h05 | — | — |
| | | | | | | | | | | 248 | — | 17h20 | — | — | 268 | — | 18h15 | — | — |
| | | | | | | | | | | 260 | — | 18h00 | — | — | 246 | — | 18h20 | — | — |
| | | | | | | | | | | 254 | — | 18h25 | — | — | 248 | — | 18h20 | — | — |
| | | | | | | | | | | 262 | — | 18h50 | — | — | 271 | — | 18h50 | — | — |
| | | | | | | | | | | 259 | — | 19h30 | — | — | 260 | — | 19h00 | — | — |
| | | | | | | | | | | 260 | — | 20h00 | — | — | 254 | — | 19h25 | — | — |
| | | | | | | | | | | 270 | — | 21h00 | — | — | 262 | — | 19h50 | — | — |

| EX VOSLOORUS | | | | | EX BOKSBURG NORTH | | | | | EX VOSLOORUS | | | | | EX BOKSBURG NORTH | | | | |
|--------------|---------|-------|------|---|-------------------|-----|-------|------|------|--------------|-----|-------|------|-----|-------------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 206 | X. ST 3 | 04h45 | — | — | 206 | — | 05h25 | — | ST 3 | 262 | — | 11h20 | — | — | 225 | — | 14h05 | — | — |
| 210 | — | 05h00 | — | — | 208 | — | 05h40 | — | — | 263 | — | 12h10 | — | — | 234 | — | 14h10 | — | — |
| 208 | X. ST 3 | 05h00 | — | — | 210 | — | 05h40 | — | — | 208 | — | 12h30 | — | — | 229 | — | 14h50 | — | — |
| 212 | X. ST 3 | 05h05 | — | — | 212 | — | 05h45 | — | — | 209 | — | 12h40 | — | — | 235 | X. P 5 | 15h00 | — | — |
| 251 | — | 05h10 | — | — | 251 | — | 05h50 | — | — | 226 | — | 13h15 | — | — | 248 | — | 15h20 | — | — |
| 215 | — | 05h10 | — | — | 215 | — | 05h50 | — | ST 3 | 225 | — | 13h30 | — | — | 261 | — | 15h20 | — | — |
| 250 | — | 05h20 | — | — | 234 | — | 05h50 | — | — | 229 | — | 14h10 | — | — | 267 | — | 15h25 | — | — |
| 273 | — | 05h20 | — | — | 250 | — | 06h00 | — | — | 235 | — | 14h10 | — | P 5 | 237 | — | 15h40 | — | — |
| 222 | X. ST 3 | 05h25 | — | — | 273 | — | 06h00 | — | — | 261 | — | 14h50 | — | — | 254 | — | 15h45 | — | — |
| 229 | — | 05h30 | — | — | 222 | — | 06h00 | — | ST 3 | 237 | — | 15h00 | — | — | 236 | — | 16h00 | — | — |
| 228 | — | 05h30 | — | — | 227 | — | 06h10 | — | — | 236 | — | 15h20 | — | — | 229 | — | 16h10 | — | — |
| 227 | X. ST 3 | 05h30 | — | — | 229 | — | 06h10 | — | — | 229 | — | 15h30 | — | — | 241 | — | 16h20 | — | — |
| 234 | X. ST 3 | 05h40 | — | — | 235 | — | 06h20 | — | — | 241 | — | 15h40 | — | — | 234 | — | 16h30 | — | — |
| 235 | X. ST 3 | 05h40 | — | — | 230 | — | 06h35 | — | — | 234 | — | 15h50 | — | — | 246 | — | 16h30 | — | — |
| 230 | — | 05h45 | — | — | 254 | — | 06h30 | — | — | 246 | — | 15h50 | — | — | 248 | — | 16h40 | — | — |
| 209 | X. ST 3 | 05h50 | — | — | 243 | — | 06h30 | — | — | 248 | — | 16h00 | — | — | 238 | — | 16h50 | — | — |
| 240 | — | 05h50 | — | — | 209 | — | 06h30 | — | — | 238 | — | 16h10 | — | — | 237 | — | 17h00 | — | — |
| 243 | X. ST 1 | 05h50 | — | — | 240 | — | 06h30 | — | — | 237 | — | 16h20 | — | — | 242 | — | 17h00 | — | — |
| 254 | X. ST 3 | 06h00 | — | — | 200 | — | 06h35 | — | — | 242 | — | 16h20 | — | — | 255 | X. BND | 17h00 | — | — |
| 200 | X. ST 3 | 06h00 | — | — | 206 | — | 06h40 | — | — | 255 | — | 16h20 | — | BND | 250 | — | 17h20 | — | — |
| 206 | X. ST 3 | 06h00 | — | — | 217 | — | 06h55 | — | — | 250 | — | 16h40 | — | — | 274 | — | 17h35 | — | — |
| 217 | X. ST 3 | 06h15 | — | — | 215 | — | 06h55 | — | — | 274 | — | 17h00 | — | — | 255 | — | 18h20 | — | — |
| 204 | X. ST 3 | 06h20 | — | — | 204 | — | 07h00 | — | — | 271 | — | 17h30 | — | — | 250 | — | 18h40 | — | — |
| 215 | X. ST 3 | 06h20 | — | — | 219 | — | 07h00 | — | — | 255 | — | 17h40 | — | — | 257 | — | 19h30 | — | — |
| 253 | X. ST 1 | 06h20 | — | — | 253 | — | 07h00 | — | — | 250 | — | 18h05 | — | — | 258 | — | 19h50 | — | — |
| 219 | — | 06h20 | — | — | 252 | — | 07h10 | — | — | 257 | — | 18h50 | — | — | 270 | — | 20h10 | — | — |
| 252 | X. ST 3 | 06h30 | — | — | 222 | — | 07h10 | — | — | 258 | — | 19h15 | — | — | | | | | |
| 222 | — | 06h30 | — | — | 224 | — | 07h30 | — | — | 270 | — | 19h30 | — | — | | | | | |
| 224 | — | 06h50 | — | — | 200 | — | 07h40 | — | — | | | | | | | | | | |
| 200 | — | 07h05 | — | — | 223 | — | 08h15 | — | — | | | | | | | | | | |
| 243 | — | 07h10 | — | — | 225 | — | 08h30 | — | — | | | | | | | | | | |
| 253 | — | 07h35 | — | — | 204 | — | 09h50 | — | — | | | | | | | | | | |
| 223 | — | 07h35 | — | — | 262 | — | 11h50 | — | — | | | | | | | | | | |
| 252 | — | 07h45 | — | — | 263 | — | 12h50 | — | — | | | | | | | | | | |
| 225 | — | 07h50 | — | — | 209 | — | 13h10 | — | — | | | | | | | | | | |
| 249 | — | 08h15 | — | — | 208 | — | 13h10 | — | — | | | | | | | | | | |
| 222 | — | 09h05 | — | — | 247 | — | 13h30 | — | — | | | | | | | | | | |
| 274 | — | 11h15 | — | — | 226 | — | 13h55 | — | — | | | | | | | | | | |

| EX VOSLOORUS | | | | | EX INDUSTRIES | | | | | EX VOSLOORUS | | | | | EX INDUSTRIES | | | | |
|--------------|----------|-------|------|---|---------------|-------|-------|------|------|--------------|-----|-------|------|---|---------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 203 | VIA ST 3 | 04h30 | — | — | 203 | — | 05h00 | — | — | 239 | — | 16h40 | — | — | 234 | — | 15h20 | — | — |
| 202 | — | 04h45 | — | — | 202 | — | 05h15 | — | — | 247 | — | 16h50 | — | — | 245 | — | 15h35 | — | — |
| 211 | X. ST 3 | 05h00 | — | — | 211 | — | 05h30 | — | ST 1 | 254 | — | 17h25 | — | — | 255 | — | 15h50 | — | — |
| 264 | X. ST 1 | 05h10 | — | — | 264 | — | 05h40 | — | — | 259 | — | 18h00 | — | — | 245 | — | 16h35 | — | — |
| 213 | VIA ST 3 | 05h10 | — | — | 213 | — | 05h40 | — | — | | | | | | 273 | — | 16h50 | — | — |
| 214 | X. ST 3 | 05h15 | — | — | 214 | — | 05h45 | — | ST 2 | | | | | | 239 | — | 17h10 | — | — |
| 216 | X. ST 3 | 05h15 | — | — | 216 | — | 05h45 | — | ST 2 | | | | | | 247 | — | 17h20 | — | — |
| 217 | X. ST 1 | 05h15 | — | — | 217 | — | 05h45 | — | ST 3 | | | | | | 254 | — | 17h55 | — | — |
| 219 | — | 05h20 | — | — | 253 | — | 05h50 | — | — | | | | | | 259 | — | 18h30 | — | — |
| 253 | X. ST 3 | 05h20 | — | — | 219 | — | 05h50 | — | ST 1 | | | | | | | | | | |
| 252 | X. ST 3 | 05h25 | — | — | 252 | — | 06h00 | — | — | | | | | | | | | | |
| 203 | — | 05h30 | — | — | 203 | — | 06h00 | — | ST 3 | | | | | | | | | | |
| 225 | X. ST 3 | 05h30 | — | — | 225 | — | 06h00 | — | — | | | | | | | | | | |
| 228 | X. ST 3 | 05h30 | — | — | 228 | — | 06h00 | — | ST 3 | | | | | | | | | | |
| 233 | X. ST 3 | 05h40 | — | — | 233 | — | 06h10 | — | — | | | | | | | | | | |
| 202 | — | 05h45 | — | — | 202 | — | 06h15 | — | — | | | | | | | | | | |
| 239 | X. ST 3 | 05h45 | — | — | 239 | — | 06h15 | — | — | | | | | | | | | | |
| 258 | X. ST 1 | 05h55 | — | — | 258 | — | 06h25 | — | — | | | | | | | | | | |
| 247 | X. ST 3 | 06h00 | — | — | 247 | — | 06h30 | — | — | | | | | | | | | | |
| 213 | X. ST 3 | 06h10 | — | — | 213 | — | 06h40 | — | — | | | | | | | | | | |
| 249 | X. ST 3 | 06h15 | — | — | 244 | — | 06h45 | — | — | | | | | | | | | | |
| 253 | X. ST 3 | 06h20 | — | — | 249 | — | 06h45 | — | — | | | | | | | | | | |
| 210 | — | 06h20 | — | — | 210 | — | 06h50 | — | — | | | | | | | | | | |
| 203 | X. ST 3 | 06h30 | — | — | 228 | — | 07h00 | — | ST 2 | | | | | | | | | | |
| 228 | X. ST 3 | 06h30 | — | — | 253 | — | 07h00 | — | — | | | | | | | | | | |
| 229 | — | 06h45 | — | — | 203 | — | 07h00 | — | — | | | | | | | | | | |
| 215 | — | 11h50 | — | — | 229 | — | 07h15 | — | — | | | | | | | | | | |
| 211 | — | 12h10 | — | — | 272 | — | 12h20 | — | — | | | | | | | | | | |
| 215 | — | 12h50 | — | — | 215 | — | 12h20 | — | — | | | | | | | | | | |
| 253 | — | 13h00 | — | — | 211 | X. WB | 12h40 | — | NSM | | | | | | | | | | |
| 273 | — | 14h00 | — | — | 215 | — | 13h20 | — | — | | | | | | | | | | |
| 228 | — | 14h50 | — | — | 253 | — | 13h30 | — | — | | | | | | | | | | |
| 234 | — | 14h50 | — | — | 273 | — | 14h30 | — | — | | | | | | | | | | |
| 245 | — | 15h05 | — | — | 237 | — | 14h30 | — | — | | | | | | | | | | |
| 245 | — | 16h05 | — | — | 239 | — | 14h50 | — | — | | | | | | | | | | |
| 273 | — | 16h20 | — | — | 241 | — | 15h10 | — | — | | | | | | | | | | |
| | | | | | 228 | — | 15h20 | — | — | | | | | | | | | | |

| EX VOSLOORUS | | | | | EX EAST RAND | | | | | EX VOSLOORUS | | | | | EX EAST RAND | | | | |
|--------------|---------|-------|------|---|--------------|-----|-------|------|---|--------------|-----|-------|------|---|--------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 209 | — | 04h30 | — | — | 209 | — | 05h10 | — | — | 213 | — | 10h10 | — | — | 266 | — | 14h10 | — | — |
| 204 | — | 05h00 | — | — | 204 | — | 05h40 | — | — | 215 | — | 10h30 | — | — | 233 | — | 14h10 | — | — |
| 224 | — | 05h30 | — | — | 224 | — | 06h10 | — | — | 211 | — | 10h50 | — | — | 274 | — | 14h15 | — | — |
| 232 | — | 05h40 | — | — | 246 | — | 06h40 | — | — | 224 | — | 11h00 | — | — | 221 | — | 14h20 | — | — |
| 246 | — | 06h00 | — | — | 264 | — | 06h50 | — | — | 208 | — | 11h10 | — | — | 231 | — | 14h20 | — | — |
| 264 | — | 06h10 | — | — | 212 | — | 07h00 | — | — | 257 | — | 11h40 | — | — | 227 | — | 14h40 | — | — |
| 212 | — | 06h20 | — | — | 225 | — | 07h10 | — | — | 261 | — | 11h40 | — | — | 247 | — | 14h50 | — | — |
| 225 | — | 06h30 | — | — | 235 | — | 07h35 | — | — | 219 | — | 11h50 | — | — | 253 | — | 15h20 | — | — |
| 202 | — | 06h40 | — | — | 249 | — | 07h45 | — | — | 222 | — | 12h20 | — | — | 244 | — | 15h30 | — | — |
| 235 | X. ST 2 | 06h55 | — | — | 218 | — | 08h00 | — | — | 216 | — | 12h30 | — | — | 273 | — | 15h35 | — | — |
| 230 | — | 07h05 | — | — | 210 | — | 08h00 | — | — | 223 | — | 13h00 | — | — | 233 | — | 15h40 | — | — |
| 249 | — | 07h15 | — | — | 217 | — | 08h10 | — | — | 219 | — | 13h10 | — | — | 256 | — | 15h50 | — | — |
| 210 | — | 07h20 | — | — | 268 | — | 08h15 | — | — | 233 | — | 13h30 | — | — | 239 | — | 16h00 | — | — |
| 218 | — | 07h20 | — | — | 230 | — | 08h20 | — | — | 274 | — | 13h35 | — | — | 247 | — | 16h10 | — | — |
| 215 | X. ST 1 | 07h30 | — | — | 222 | — | 08h25 | — | — | 231 | — | 13h40 | — | — | 235 | — | 16h20 | — | — |
| 217 | — | 07h35 | — | — | 200 | — | 09h50 | — | — | 221 | — | 13h40 | — | — | 228 | — | 16h40 | — | — |
| 268 | — | 07h35 | — | — | 209 | — | 10h00 | — | — | 227 | — | 14h00 | — | — | 262 | — | 17h00 | — | — |
| 204 | — | 07h40 | — | — | 257 | — | 10h05 | — | — | 247 | — | 14h10 | — | — | 256 | — | 17h10 | — | — |
| 212 | — | 07h40 | — | — | 211 | — | 10h10 | — | — | 267 | — | 14h40 | — | — | 263 | — | 17h10 | — | — |
| 222 | — | 07h45 | — | — | 258 | — | 10h10 | — | — | 244 | — | 14h50 | — | — | 241 | — | 17h40 | — | — |
| 238 | — | 08h00 | — | — | 267 | — | 10h10 | — | — | 273 | — | 15h00 | — | — | 267 | — | 18h00 | — | — |
| 245 | X. ST 2 | 08h00 | — | — | 203 | — | 10h15 | — | — | 233 | — | 15h00 | — | — | 262 | — | 18h15 | — | — |
| 235 | — | 08h10 | — | — | 206 | — | 10h30 | — | — | 239 | — | 15h20 | — | — | 242 | — | 18h20 | — | — |
| 214 | — | 08h15 | — | — | 262 | — | 10h40 | — | — | 247 | — | 15h30 | — | — | 263 | — | 18h30 | — | — |
| 237 | — | 08h30 | — | — | 213 | — | 10h55 | — | — | 235 | — | 15h40 | — | — | 258 | — | 18h35 | — | — |
| 210 | — | 08h40 | — | — | 215 | — | 11h10 | — | — | 267 | — | 16h00 | — | — | 249 | — | 19h10 | — | — |
| 218 | — | 08h40 | — | — | 211 | — | 11h30 | — | — | 228 | — | 16h00 | — | — | 255 | — | 19h30 | — | — |
| 217 | — | 08h50 | — | — | 224 | — | 11h40 | — | — | 262 | — | 16h20 | — | — | 256 | — | 19h40 | — | — |
| 241 | — | 08h50 | — | — | 208 | — | 11h50 | — | — | 256 | — | 16h30 | — | — | 265 | — | 20h00 | — | — |
| 230 | — | 09h00 | — | — | 257 | — | 12h25 | — | — | 263 | — | 16h30 | — | — | 266 | — | 20h40 | — | — |
| 200 | — | 09h10 | — | — | 219 | — | 12h30 | — | — | 241 | — | 17h00 | — | — | 265 | — | 21h20 | — | — |
| 203 | — | 09h20 | — | — | 236 | — | 12h40 | — | — | 267 | — | 17h20 | — | — | 266 | — | 22h00 | — | — |
| 257 | — | 09h25 | — | — | 261 | — | 12h50 | — | — | 242 | — | 17h40 | — | — | | | | | |
| 211 | — | 09h30 | — | — | 222 | — | 13h00 | — | — | 262 | — | 17h40 | — | — | | | | | |
| 267 | — | 09h30 | — | — | 216 | — | 13h10 | — | — | 263 | — | 17h50 | — | — | | | | | |
| 227 | — | 09h30 | — | — | 227 | — | 13h20 | — | — | 258 | — | 17h55 | — | — | | | | | |
| 206 | — | 09h50 | — | — | 223 | — | 13h40 | — | — | 249 | — | 18h30 | — | — | | | | | |
| 262 | — | 10h00 | — | — | 219 | — | 13h50 | — | — | 255 | — | 18h55 | — | — | | | | | |

| EX VOSLOORUS | | | | | EX EAST RAND | | | | | EX VOSLOORUS | | | | | EX MARKET | | | | |
|--------------------|-----|-------|------|-----|---------------------|--------|-------|------|------|--------------|---------|-------|------|---|-----------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 256 | — | 19h05 | — | — | | | | | | 209 | — | 07h10 | — | — | 228 | — | 08h15 | — | — |
| 265 | — | 19h20 | — | — | | | | | | 246 | X. ST 2 | 07h20 | — | — | 224 | — | 09h00 | — | — |
| 266 | — | 20h00 | — | — | | | | | | 228 | X. ST 2 | 07h45 | — | — | 200 | — | 08h40 | — | — |
| 265 | — | 20h40 | — | — | | | | | | 200 | X ST 2 | 08h10 | — | — | 228 | — | 09h15 | — | — |
| 266 | — | 21h20 | — | — | | | | | | 224 | — | 08h30 | — | — | 202 | — | 09h20 | — | — |
| EXST 2 NATALSPRUIT | | | | | EX NATALSPRUIT—ST 2 | | | | | 228 | X. ST 2 | 08h45 | — | — | 274 | — | 09h20 | — | — |
| 216 | NSH | 06h15 | — | ALR | 244 | — | 06h00 | — | — | 233 | — | 08h50 | — | — | 233 | — | 09h30 | — | — |
| 271 | NSH | 06h15 | — | ALR | 216 | — | 06h55 | — | — | 230 | X. ST 2 | 09h00 | — | — | 213 | — | 09h40 | — | — |
| 216 | — | 08h35 | — | — | 271 | — | 06h55 | — | — | 225 | — | 09h10 | — | — | 215 | — | 09h45 | — | — |
| 259 | — | 09h35 | — | — | 216 | — | 08h05 | — | — | 213 | — | 09h10 | — | — | 260 | — | 10h05 | — | — |
| 205 | — | 10h30 | — | — | 216 | — | 09h05 | — | — | 294 | — | 09h20 | — | — | 219 | — | 10h30 | — | — |
| 205 | — | 11h30 | — | — | 205 | — | 10h05 | — | — | 200 | X. ST 2 | 09h35 | — | — | 208 | — | 10h40 | — | — |
| 205 | — | 12h30 | — | — | 259 | — | 10h05 | — | — | 202 | — | 09h50 | — | — | 204 | — | 11h00 | — | — |
| 269 | — | 14h15 | — | — | 205 | — | 11h00 | — | — | 219 | — | 09h50 | — | — | 207 | — | 11h05 | — | — |
| 270 | NSH | 14h25 | — | ALR | 205 | — | 12h00 | — | — | 208 | — | 10h10 | — | — | 257 | — | 11h10 | — | — |
| 251 | — | 15h10 | — | — | 205 | — | 13h10 | — | — | 204 | — | 10h30 | — | — | 206 | — | 11h40 | — | — |
| 263 | — | 15h25 | — | — | 269 | — | 14h45 | — | — | 207 | — | 10h35 | — | — | 217 | — | 11h40 | — | — |
| 269 | — | 15h40 | — | — | 270 | X. ALR | 15h00 | — | ST 2 | 257 | — | 10h40 | — | — | 212 | — | 11h50 | — | — |
| 270 | — | 16h10 | — | — | 251 | — | 15h40 | — | — | 219 | — | 10h50 | — | — | 222 | — | 11h50 | — | — |
| 272 | — | 16h30 | — | — | 263 | — | 15h55 | — | — | 206 | — | 11h10 | — | — | 202 | — | 12h00 | — | — |
| 254 | — | 16h40 | — | — | 270 | — | 16h40 | — | — | 212 | — | 11h20 | — | — | 213 | — | 12h05 | — | — |
| 270 | — | 17h10 | — | — | 264 | — | 16h40 | — | — | 256 | — | 11h20 | — | — | 217 | — | 12h40 | — | — |
| 272 | — | 17h30 | — | — | 272 | — | 17h00 | — | — | 262 | — | 11h20 | — | — | 226 | — | 12h45 | — | — |
| 256 | — | 18h00 | — | — | 270 | — | 17h45 | — | — | 202 | — | 11h30 | — | — | 212 | — | 12h50 | — | — |
| 272 | — | 18h30 | — | — | 272 | — | 18h00 | — | — | 213 | — | 11h35 | — | — | 202 | — | 13h00 | — | — |
| 272 | — | 19h30 | — | — | 256 | — | 18h30 | — | — | 217 | — | 12h10 | — | — | 243 | — | 13h05 | — | — |
| | | | | | 272 | — | 19h00 | — | — | 264 | — | 12h10 | — | — | 252 | — | 13h15 | — | — |
| | | | | | 272 | — | 20h00 | — | — | 226 | — | 12h15 | — | — | 213 | — | 13h20 | — | — |
| | | | | | | | | | | 212 | — | 12h20 | — | — | 235 | — | 13h30 | — | — |
| | | | | | | | | | | 202 | — | 12h30 | — | — | 217 | — | 13h40 | — | — |
| | | | | | | | | | | 213 | — | 12h35 | — | — | 222 | — | 14h10 | — | — |
| | | | | | | | | | | 252 | — | 12h35 | — | — | 244 | — | 14h20 | — | — |
| | | | | | | | | | | 217 | — | 13h10 | — | — | 231 | — | 15h30 | — | — |
| | | | | | | | | | | 222 | — | 13h40 | — | — | 231 | — | 16h30 | — | — |
| | | | | | | | | | | 231 | — | 15h00 | — | — | | | | | |
| | | | | | | | | | | 231 | — | 16h00 | — | — | | | | | |

BOKSBURG

Sunday

Time-table

| Page No. | Route | Route number |
|----------|----------------------------------|--------------|
| 249..... | Vosloorus to Lilianton..... | 70004 |
| 250..... | Vosloorus to East Rand..... | 70001 |
| — | Vosloorus to Boksburg North..... | 70005 |
| 251..... | Vosloorus to Boksburg North..... | 70005 |
| — | STP 2 to Natalspruit..... | 70002/8/9 |

Sunday time-table

| EX VOSLOORUS (70004) | | | | | EX LILANTON | | | | | EX VOSLOORUS (70004) | | | | | EX LILANTON | | | | |
|----------------------|------|-------|------|---|-------------|-----|-------|------|---|----------------------|-----|-------|------|---|-------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 201 | — | 04h30 | — | — | 201 | — | 05h30 | — | — | 214 | — | 15h20 | — | — | 207 | — | 15h55 | — | — |
| 229 | — | 05h45 | — | — | 229 | — | 05h35 | — | — | 203 | — | 15h40 | — | — | 213 | — | 16h00 | — | — |
| 204 | — | 05h00 | — | — | 206 | — | 05h55 | — | — | 209 | — | 16h00 | — | — | 214 | — | 16h10 | — | — |
| 206 | ST 1 | 05h00 | — | — | 231 | — | 05h55 | — | — | 212 | — | 16h25 | — | — | 203 | — | 16h30 | — | — |
| 208 | — | 05h10 | — | — | 204 | — | 06h00 | — | — | 229 | — | 16h30 | — | — | 209 | — | 16h55 | — | — |
| 235 | ST 2 | 05h15 | — | — | 208 | — | 06h00 | — | — | 213 | — | 16h50 | — | — | 222 | — | 17h00 | — | — |
| 233 | — | 05h30 | — | — | 235 | — | 06h05 | — | — | 224 | — | 17h00 | — | — | 212 | SKF | 17h20 | — | — |
| 210 | SKF | 05h30 | — | — | 237 | — | 06h20 | — | — | 214 | — | 17h00 | — | — | 229 | — | 17h20 | — | — |
| 237 | — | 05h30 | — | — | 210 | ROC | 06h20 | — | — | 223 | — | 17h30 | — | — | 217 | — | 17h35 | — | — |
| 230 | — | 05h45 | — | — | 233 | — | 06h30 | — | — | 220 | — | 18h00 | — | — | 213 | — | 17h40 | — | — |
| 202 | — | 06h10 | — | — | 238 | — | 06h35 | — | — | 218 | — | 18h10 | — | — | 214 | — | 17h50 | — | — |
| 205 | — | 06h20 | — | — | 230 | — | 06h45 | — | — | 217 | — | 18h25 | — | — | 224 | — | 17h55 | — | — |
| 207 | ST 2 | 06h20 | — | — | 202 | — | 07h10 | — | — | 224 | — | 18h50 | — | — | 223 | — | 18h30 | — | — |
| 201 | — | 06h30 | — | — | 205 | — | 07h10 | — | — | 216 | — | 19h05 | — | — | 220 | — | 18h50 | — | — |
| 231 | — | 06h30 | — | — | 207 | — | 07h10 | — | — | 225 | — | 19h15 | — | — | 218 | — | 19h00 | — | — |
| 229 | — | 06h30 | — | — | 229 | — | 07h20 | — | — | 220 | — | 19h40 | — | — | 217 | — | 19h15 | — | — |
| 206 | — | 06h55 | — | — | 210 | — | 08h00 | — | — | 217 | — | 20h05 | — | — | 224 | — | 19h40 | — | — |
| 204 | — | 07h00 | — | — | 232 | — | 08h30 | — | — | 225 | — | 21h05 | — | — | 216 | — | 19h55 | — | — |
| 210 | — | 07h10 | — | — | 214 | — | 08h55 | — | — | | | | | | 225 | — | 20h15 | — | — |
| 232 | — | 07h30 | — | — | 226 | — | 09h25 | — | — | | | | | | 220 | — | 20h30 | — | — |
| 209 | — | 07h50 | — | — | 204 | — | 09h50 | — | — | | | | | | 217 | — | 21h00 | — | — |
| 214 | — | 08h00 | — | — | 216 | — | 09h50 | — | — | | | | | | 225 | — | 22h00 | — | — |
| 208 | — | 08h10 | — | — | 201 | — | 10h00 | — | — | | | | | | | | | | |
| 211 | — | 08h10 | — | — | 217 | — | 10h20 | — | — | | | | | | | | | | |
| 226 | — | 08h30 | — | — | 238 | — | 10h50 | — | — | | | | | | | | | | |
| 216 | — | 09h00 | — | — | 226 | — | 11h10 | — | — | | | | | | | | | | |
| 217 | — | 09h30 | — | — | 204 | — | 11h50 | — | — | | | | | | | | | | |
| 238 | — | 09h40 | — | — | 201 | SKF | 12h15 | — | — | | | | | | | | | | |
| 214 | — | 09h50 | — | — | 222 | — | 12h30 | — | — | | | | | | | | | | |
| 226 | — | 10h20 | — | — | 225 | — | 12h50 | — | — | | | | | | | | | | |
| 204 | — | 10h50 | — | — | 224 | — | 13h10 | — | — | | | | | | | | | | |
| 201 | SKF | 11h00 | — | — | 206 | — | 13h30 | — | — | | | | | | | | | | |
| 217 | — | 11h10 | — | — | 223 | — | 13h50 | — | — | | | | | | | | | | |
| 222 | — | 11h35 | — | — | 214 | — | 14h30 | — | — | | | | | | | | | | |
| 225 | — | 11h50 | — | — | 225 | — | 14h40 | — | — | | | | | | | | | | |
| 224 | — | 12h20 | — | — | 209 | — | 15h00 | — | — | | | | | | | | | | |
| 223 | — | 13h00 | — | — | 210 | — | 15h20 | — | — | | | | | | | | | | |
| 207 | — | 15h00 | — | — | 205 | — | 15h30 | — | — | | | | | | | | | | |

| EX VOSLOORUS (70001) | | | | | EX EAST RAND | | | | | EX VOLOORUS (70001) | | | | | EX EAST RAND | | | | |
|----------------------|-----|-------|------|---|--------------|-----|-------|------|---|---------------------|------|-------|------|---|--------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 209 | — | 05h10 | — | — | 209 | — | 05h50 | — | — | 211 | — | 16h55 | — | — | 237 | — | 17h25 | — | — |
| 211 | — | 05h30 | — | — | 211 | — | 06h10 | — | — | 203 | — | 17h20 | — | — | 211 | — | 17h35 | — | — |
| 212 | — | 05h55 | — | — | 212 | — | 06h35 | — | — | 226 | — | 17h20 | — | — | 203 | — | 18h00 | — | — |
| 213 | — | 06h10 | — | — | 213 | — | 06h50 | — | — | 231 | — | 17h30 | — | — | 226 | — | 18h00 | — | — |
| 209 | — | 06h30 | — | — | 209 | — | 07h10 | — | — | 215 | — | 17h45 | — | — | 231 | — | 18h10 | — | — |
| 208 | — | 06h50 | — | — | 208 | — | 07h30 | — | — | 222 | — | 17h50 | — | — | 215 | — | 18h25 | — | — |
| 237 | — | 07h10 | — | — | 213 | — | 08h10 | — | — | 211 | — | 18h15 | — | — | 222 | — | 18h30 | — | — |
| 239 | — | 07h25 | — | — | 236 | — | 08h50 | — | — | 219 | — | 19h00 | — | — | 239 | — | 18h35 | — | — |
| 213 | — | 07h30 | — | — | 215 | — | 08h50 | — | — | 215 | — | 19h05 | — | — | 226 | — | 18h40 | — | — |
| 215 | — | 08h10 | — | — | 213 | — | 09h30 | — | — | 222 | — | 19h10 | — | — | 211 | — | 18h55 | — | — |
| 236 | — | 08h20 | — | — | 235 | — | 09h50 | — | — | 226 | — | 19h30 | — | — | 239 | — | 19h10 | — | — |
| 213 | — | 08h50 | — | — | 215 | — | 10h10 | — | — | 219 | — | 20h10 | — | — | 219 | — | 19h35 | — | — |
| 235 | — | 09h10 | — | — | 219 | — | 10h40 | — | — | 219 | — | 21h20 | — | — | 215 | — | 19h45 | — | — |
| 215 | — | 09h30 | — | — | 222 | — | 10h55 | — | — | | | | | | 222 | — | 19h45 | — | — |
| 219 | — | 10h00 | — | — | 235 | — | 11h00 | — | — | | | | | | 226 | — | 20h10 | — | — |
| 227 | — | 10h15 | — | — | 215 | — | 11h30 | — | — | | | | | | 219 | — | 20h45 | — | — |
| 235 | — | 10h20 | — | — | 219 | — | 12h00 | — | — | | | | | | 219 | — | 22h00 | — | — |
| 215 | — | 10h50 | — | — | 235 | — | 12h20 | — | — | | | | | | | | | | |
| 219 | — | 11h20 | — | — | 226 | — | 12h35 | — | — | | | | | | | | | | |
| 235 | — | 11h40 | — | — | 219 | — | 13h10 | — | — | | | | | | | | | | |
| 226 | — | 12h00 | — | — | 204 | — | 13h30 | — | — | 205 | — | 05h00 | — | — | 205 | — | 05h40 | — | — |
| 219 | — | 12h35 | — | — | 208 | — | 14h10 | — | — | 207 | ST 2 | 05h00 | — | — | 207 | — | 05h40 | — | — |
| 204 | — | 12h50 | — | — | 212 | — | 14h25 | — | — | 239 | — | 05h10 | — | — | 239 | — | 05h45 | — | — |
| 212 | — | 13h45 | — | — | 237 | — | 14h45 | — | — | 240 | ST 2 | 05h10 | — | — | 231 | — | 05h55 | — | — |
| 203 | — | 14h00 | — | — | 203 | — | 14h50 | — | — | 231 | ST 2 | 05h15 | — | — | 232 | — | 06h25 | — | — |
| 206 | — | 14h20 | — | — | 206 | — | 15h00 | — | — | 232 | — | 05h45 | — | — | 203 | — | 06h40 | — | — |
| 208 | — | 14h50 | — | — | 208 | — | 15h30 | — | — | 203 | — | 06h00 | — | — | 239 | — | 06h50 | — | — |
| 233 | — | 15h00 | — | — | 233 | — | 15h45 | — | — | 239 | — | 06h15 | — | — | 231 | — | 07h15 | — | — |
| 202 | — | 15h20 | — | — | 202 | — | 16h00 | — | — | 231 | — | 06h30 | — | — | 211 | — | 07h30 | — | — |
| 237 | — | 15h25 | — | — | 237 | — | 16h05 | — | — | 211 | — | 06h50 | — | — | 236 | — | 07h40 | — | — |
| 206 | — | 15h40 | — | — | 211 | — | 16h15 | — | — | 236 | — | 07h00 | — | — | 212 | — | 07h55 | — | — |
| 226 | — | 16h00 | — | — | 206 | — | 16h20 | — | — | 212 | — | 07h15 | — | — | 218 | — | 10h20 | — | — |
| 210 | — | 16h10 | — | — | 226 | — | 16h40 | — | — | 205 | — | 08h00 | — | — | 220 | — | 10h40 | — | — |
| 208 | — | 16h10 | — | — | 208 | — | 16h50 | — | — | 210 | — | 08h50 | — | — | 216 | — | 11h15 | — | — |
| 205 | — | 16h20 | — | — | 210 | — | 16h50 | — | — | 218 | — | 09h40 | — | — | 218 | — | 11h40 | — | — |
| 233 | — | 16h25 | — | — | 205 | — | 17h00 | — | — | 220 | — | 10h00 | — | — | 220 | — | 12h00 | — | — |
| 216 | — | 16h35 | — | — | 233 | — | 17h05 | — | — | 213 | — | 10h10 | — | — | 223 | — | 12h20 | — | — |
| 237 | — | 16h45 | — | — | 216 | — | 17h15 | — | — | 216 | — | 10h40 | — | — | 220 | — | 13h20 | — | — |

EX VOSLOORUS

EX BOKSBURG

| EX VOSLOORUS (70005) | | | | | EX BOKSBURG | | | | | EX STP 2 (70002/8/9) | | | | | EX NATALSPRUIT | | | | |
|----------------------|-----|-------|------|---|-------------|-----|-------|------|---|----------------------|-----|-------|------|---|----------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 218 | — | 11h00 | — | — | 205 | — | 14h00 | — | — | 238 | — | 06h30 | — | — | 238 | — | 07h15 | — | — |
| 220 | — | 11h20 | — | — | 207 | — | 14h20 | — | — | 227 | — | 07h15 | — | — | 227 | — | 08h00 | — | — |
| 223 | — | 11h40 | — | — | 202 | — | 14h40 | — | — | 202 | — | 08h00 | — | — | 202 | — | 08h45 | — | — |
| 220 | — | 12h40 | — | — | 210 | PS | 15h15 | — | — | 227 | — | 08h45 | — | — | 227 | — | 09h30 | — | — |
| 207 | — | 13h40 | — | — | 223 | — | 15h20 | — | — | 228 | — | 09h30 | — | — | 228 | — | 10h15 | — | — |
| 224 | — | 14h00 | — | — | 212 | — | 15h45 | — | — | 221 | — | 10h15 | — | — | 221 | — | 11h00 | — | — |
| 202 | — | 14h00 | — | — | 218 | — | 16h10 | — | — | 228 | — | 11h00 | — | — | 228 | — | 11h45 | — | — |
| 223 | — | 14h40 | — | — | 224 | — | 16h15 | — | — | 221 | — | 11h30 | — | — | 221 | — | 12h15 | — | — |
| 212 | — | 15h05 | — | — | 230 | — | 16h30 | — | — | 228 | — | 12h30 | — | — | 228 | — | 13h15 | — | — |
| 218 | — | 15h30 | — | — | 231 | — | 16h50 | — | — | 221 | — | 13h00 | — | — | 221 | — | 14h00 | — | — |
| 230 | — | 15h50 | — | — | 239 | — | 16h50 | — | — | 233 | — | 13h30 | — | — | 233 | — | 14h20 | — | — |
| 231 | — | 16h10 | — | — | 232 | — | 17h10 | — | — | 240 | — | 14h00 | — | — | 227 | — | 14h45 | — | — |
| 202 | — | 16h40 | — | — | 202 | — | 17h20 | — | — | 227 | — | 14h00 | — | — | 229 | — | 15h30 | — | — |
| 218 | — | 16h50 | — | — | 207 | — | 17h30 | — | — | 229 | — | 14h45 | — | — | 227 | — | 16h15 | — | — |
| 207 | — | 16h50 | — | — | 218 | — | 17h30 | — | — | 227 | — | 15h30 | — | — | 221 | — | 16h20 | — | — |
| 230 | — | 17h10 | — | — | 230 | — | 17h50 | — | — | 221 | — | 15h50 | — | — | 240 | — | 16h20 | — | — |
| 239 | — | 17h25 | — | — | 239 | — | 18h00 | — | — | 236 | — | 16h15 | — | — | 236 | — | 17h00 | — | — |
| 210 | — | 17h30 | — | — | 210 | — | 18h10 | — | — | 227 | — | 17h00 | — | — | 227 | — | 17h45 | — | — |
| 216 | — | 17h55 | — | — | 216 | — | 18h30 | — | — | 236 | — | 17h45 | — | — | 236 | — | 18h30 | — | — |
| 223 | — | 19h10 | — | — | 223 | — | 19h50 | — | — | 240 | — | 18h30 | — | — | 240 | — | 19h15 | — | — |
| | | | | | 228 | — | 21h40 | — | — | 228 | — | 19h15 | — | — | 228 | — | 20h00 | — | — |

WEMBLEY 2/1979

PUTCO LTD: SECTION.—WEMBLEY DEPOT

Monday to Friday

Specimen time-table

EVATON (80001)

WESTGATE

MID-DALE (80002/46/53)

BREE STREET

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-------|-------|------|---|-----|-------|-------|------|-----|-----|--------|------|-------|----|-----|-------|-------|-------|-------|
| 801 | SF | 3.00 | — | — | 801 | — | 4.45 | — | MID | 821 | — | 5.15 | — | — | 804 | — | 5.45 | — | — |
| 803 | SF | 4.00 | — | — | 816 | — | 6.15 | — | — | 832 | LAW | 5.30 | MID | — | 821 | — | 6.15 | — | — |
| 804 | ED | 4.30 | — | — | 833 | — | 6.45 | — | — | 801 | — | 5.45 | — | — | 855 | — | 7.30 | — | — |
| 807 | ED | 4.45 | — | — | 856 | FX | 7.30 | WG | SF | 832 | MID | 5.50 | — | SS | 816 | — | 1 00 | — | — |
| 816 | ED | 5.00 | — | — | 890 | — | 8.15 | — | — | 844 | — | 6.00 | — | — | 832 | Coro. | 2 30 | — | — |
| 818 | ED | 5.15 | — | — | 874 | — | 8.30 | — | — | 841 | — | 6.10 | — | — | 800 | — | 3 45 | — | — |
| 870 | ED | 5.30 | — | — | 885 | — | 9.15 | — | — | 855 | — | 6.30 | — | — | 821 | — | 4 30 | — | — |
| 833 | SF | 5.30 | — | — | 807 | — | 10.00 | — | — | 843 | — | 6.30 | — | — | 886 | — | 4 45 | — | — |
| 837 | GRA | 5.40 | — | — | 796 | — | 10.45 | — | — | 804 | SCHOOL | 6.30 | — | — | 810 | — | 5 00 | — | — |
| 842 | SF | 5.50 | — | — | 897 | — | 11.30 | — | — | 821 | — | 7.00 | — | — | 824 | SS | 5 00 | — | — |
| 851 | ED | 5.50 | — | — | 837 | — | 12 15 | — | — | 855 | — | 8.30 | — | — | 844 | — | 5 30 | — | — |
| 828 | S. TE | 6.00 | — | — | 841 | — | 1 00 | — | — | 816 | — | 2 10 | — | — | 831 | — | 5 45 | — | — |
| 856 | ED | 6.00 | — | — | 873 | — | 2 00 | — | — | 832 | HILT | 4 00 | — | — | 866 | — | 6 00 | MID | HILT. |
| 862 | ED | 6.20 | — | — | 844 | — | 2 30 | — | — | 821 | — | 5 30 | — | — | 821 | — | 6 30 | — | — |
| 799 | SF | 6.30 | — | — | 865 | — | 3 00 | — | — | 886 | — | 5 45 | — | — | 894 | — | 7 30 | — | — |
| 866 | — | 6.45 | — | — | 866 | — | 3 30 | — | — | | | | | | | | | | |
| 895 | — | 7.00 | — | — | 841 | — | 4 00 | — | — | | | | | | | | | | |
| 816 | SF | 7.30 | — | — | 870 | — | 4 25 | — | — | | | | | | | | | | |
| 833 | — | 8.00 | — | — | 894 | — | 4 45 | — | — | | | | | | | | | | |
| 872 | — | 8.30 | — | — | 838 | — | 5 05 | — | — | | | | | | | | | | |
| 856 | — | 9.00 | — | — | 891 | — | 5 10 | — | — | | | | | | | | | | |
| 890 | — | 9.40 | — | — | 822 | — | 5 20 | — | — | 802 | — | 4.00 | — | — | 802 | — | 5.00 | — | — |
| 874 | — | 10.00 | — | — | 829 | OPHIR | 5 30 | — | — | 810 | — | 5.15 | KP/GV | — | 803 | — | 5.30 | WVL | — |
| 885 | — | 10.45 | — | — | 862 | — | 5 40 | — | — | 822 | — | 5.30 | — | — | 802 | UC | 6.20 | — | JD |
| 807 | — | 11.30 | — | — | 895 | — | 5 45 | — | — | 806 | ST. F | 5.45 | — | — | 822 | — | 7.00 | — | — |
| 796 | — | 12 15 | — | — | 847 | — | 5 50 | — | — | 802 | — | 5.50 | — | — | 862 | — | 8.00 | GV/KP | JD |
| 897 | — | 1 00 | — | — | 865 | — | 6 00 | — | — | 803 | WVL | 6.30 | — | — | 848 | — | 12 00 | — | — |
| 837 | — | 1 45 | — | — | 897 | — | 6 15 | — | — | 863 | — | 6.45 | — | — | 810 | — | 2 15 | — | — |
| 841 | — | 2 30 | — | — | 886 | — | 6 30 | — | — | 802 | — | 6.50 | — | — | 836 | — | 3 00 | — | — |
| 873 | — | 3 30 | — | — | 890 | — | 7 00 | — | — | 822 | — | 8.15 | — | — | 885 | — | 4 20 | UC | JD |
| 844 | — | 4 00 | — | — | 894 | WG | 7 20 | BREE | — | 862 | JD | 8.45 | KP/GV | — | 874 | — | 4 40 | BRO | — |
| 865 | — | 4 30 | — | — | 891 | — | 8 00 | SD | — | 848 | — | 1 30 | — | — | 853 | — | 5 00 | — | — |
| 866 | — | 4 45 | — | — | | | | | | 810 | BRO | 3 25 | — | — | 842 | — | 5 30 | — | — |
| 794 | — | 6 00 | — | — | | | | | | 836 | — | 4 30 | — | — | 836 | — | 5 45 | — | — |
| 891 | — | 6 40 | — | — | | | | | | 885 | JD | 5 20 | KP/GV | — | 885 | — | 6 30 | KP/GV | — |
| | | | | | | | | | | 874 | BRO | 5 45 | — | — | 874 | — | 7 00 | — | — |

DE-DEUR (80004)

FARADAY STATION

FARADAY STATION (80011)

ANGUS/NSH/TK

FARADAY STATION (80011)

ANGUS/NSH/TK

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-----|-------|----------|-----|-----|----------|------|-------|------|-----|---------|------|------|-----|-----|-----|-------|----------|---|
| 834 | — | 5.00 | — | NSH | 811 | — | 5.10 | — | — | 883 | — | 1 45 | — | — | 895 | — | 10.00 | — | — |
| 848 | — | 5.15 | NSH | MAB | 820 | NSH | 5.30 | — | — | 845 | — | 2 00 | JPS | — | 803 | — | 10.15 | — | — |
| 819 | — | 5.15 | — | AS | 835 | NSH | 5.30 | No. 5 | SACD | 798 | — | 2 15 | — | — | 878 | — | 10.45 | — | — |
| 797 | — | 5.15 | — | NSH | 831 | — | 5.35 | — | — | 869 | Fri. | 2 30 | — | — | 802 | — | 11.00 | — | — |
| 840 | — | 5.40 | — | NSH | 830 | Tu.-Fri. | 5.45 | SB | JPS | 828 | — | 2 30 | — | — | 818 | — | 11.15 | — | — |
| 847 | — | 6.00 | Mo. only | — | 823 | — | 5.50 | — | — | 871 | — | 2 40 | — | — | 886 | NSH | 11.30 | JPS | — |
| 854 | — | 6.00 | — | — | 819 | — | 6.00 | — | — | 825 | — | 3 00 | — | — | 804 | — | 11.45 | JPS | — |
| 857 | — | 6.00 | MKT | NSH | 847 | Mon. | 6.00 | — | — | 846 | — | 3 10 | — | NSH | 805 | — | 12.00 | — | — |
| 892 | — | 6.10 | — | NSH | 830 | Mon. | 6.00 | SB | JPS | 819 | — | 3 15 | — | — | 858 | — | 12.20 | — | — |
| 820 | — | 6.15 | — | NSH | 805 | NSH | 6.00 | — | — | 892 | — | 3 30 | — | — | 817 | — | 12.30 | JPS | — |
| 826 | — | 6.30 | — | NSH | 834 | NSH | 6.10 | — | — | 867 | — | 3 45 | — | — | 806 | — | 1 00 | — | — |
| 831 | — | 6.40 | GT | NSH | 797 | — | 6.15 | — | — | 869 | M.-Th. | 3 50 | ALR | — | 809 | — | 1 20 | JPS | — |
| 835 | — | 6.40 | — | NSH | 852 | NSH | 6.20 | DF | FS | 845 | — | 4 00 | JPS | — | 886 | — | 1 30 | — | — |
| 853 | — | 7.00 | — | — | 883 | NSH | 6.30 | — | — | 855 | — | 4 00 | — | NSH | 856 | — | 2 00 | — | — |
| 896 | — | 7.00 | JPS | NSH | 840 | — | 6.30 | — | — | 875 | — | 4 00 | — | — | 795 | — | 2 15 | — | — |
| 849 | — | 7.15 | — | — | 857 | — | 6.50 | — | — | 893 | — | 4 15 | — | — | 858 | — | 2 30 | — | — |
| 851 | — | 7.30 | — | — | 854 | — | 7.00 | — | — | 815 | — | 4 30 | — | — | 883 | — | 2 45 | — | — |
| 842 | — | 7.45 | — | — | 820 | NSH | 7.00 | — | — | 877 | — | 4 45 | — | — | 845 | — | 3 00 | — | — |
| 893 | — | 8.00 | JPS | AS | 892 | — | 7.10 | — | — | 854 | — | 5 00 | — | — | 798 | — | 3 15 | — | — |
| 867 | — | 8.15 | — | — | 867 | NSH | 7.15 | — | — | 828 | — | 5 15 | — | — | 828 | — | 3 30 | — | — |
| 882 | — | 8.30 | JPS | NSH | 869 | NSH | 7.15 | — | — | 875 | — | 5 30 | — | — | 846 | OK | 4 15 | — | — |
| 875 | — | 8.45 | — | — | 826 | — | 7.15 | — | — | 799 | Fri. | 6 00 | — | — | 825 | — | 4 15 | — | — |
| 895 | — | 9.00 | — | — | 839 | — | 7.20 | — | — | 893 | — | 6 10 | — | — | 819 | — | 4 30 | JPS | — |
| 803 | — | 9.15 | — | — | 800 | — | 7.30 | — | — | 799 | Mo.-Fr. | 6 15 | — | — | 840 | TK | 4 30 | Fri. | — |
| 878 | — | 9.45 | — | — | 835 | NSH | 7.40 | — | — | 877 | — | 6 30 | — | — | 855 | NS | 5 00 | — | — |
| 802 | — | 10.00 | — | — | 831 | NSH | 7.40 | — | — | — | — | 6 45 | — | — | 845 | NSH | 5 00 | — | — |
| 818 | — | 10.15 | — | — | 868 | — | 7.40 | — | — | — | — | — | — | — | 875 | MD | 5 10 | — | — |
| 804 | — | 10.30 | JPS | — | 853 | — | 7.50 | — | — | — | — | — | — | — | 893 | NS | 5 30 | — | — |
| 886 | — | 10.45 | — | NSH | 871 | TK | 7.50 | — | — | — | — | — | — | — | 815 | NSH | 5 30 | — | — |
| 805 | — | 11.00 | — | — | 815 | — | 7.55 | — | — | — | — | — | — | — | 892 | NSH | 5 45 | — | — |
| 858 | — | 11.15 | JPS | AS | 896 | NSH | 8.00 | JPS | FS | — | — | — | — | — | 877 | — | 5 45 | — | — |
| 817 | — | 11.30 | — | — | 849 | — | 8.20 | — | — | — | — | — | — | — | 840 | TK | 6 00 | M.-Thur. | — |
| 806 | — | 12 00 | — | — | 851 | — | 8.30 | — | — | — | — | — | — | — | 882 | — | 6 15 | — | — |
| 809 | — | 12 20 | JPS | NSH | 842 | — | 8.45 | JPS | FS | — | — | — | — | — | 854 | — | 6 30 | — | — |
| 886 | — | 12 40 | — | NSH | 867 | — | 9.10 | — | — | — | — | — | — | — | 864 | — | 6 45 | — | — |
| 856 | — | 1 00 | — | — | 893 | — | 9.15 | — | — | — | — | — | — | — | 875 | — | 7 10 | Fri. | — |
| 795 | — | 1 15 | — | — | 882 | NSH | 9.30 | — | — | — | — | — | — | — | 799 | — | 7 10 | — | — |
| 858 | — | 1 30 | — | — | 875 | — | 9.45 | — | — | — | — | — | — | — | 877 | — | 7 40 | — | — |

| FARADAY STATION (80010) | | | | | ALBERTON | | | | | JEPPE STATION (80010) | | | | | STEEL & BARNETT | | | | |
|-------------------------|-----|-------|------|-----|----------|--------|-------|------|---|-----------------------|----------|------|------|----|-----------------|-------|------|-------|----|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 835 | — | 5.30 | JPS | SAC | 825 | — | 6.00 | — | — | 825 | — | 5.30 | SB | AB | 808 | Fri. | 3:50 | JPS | FS |
| 883 | — | 5.30 | — | — | 830 | — | 6.30 | — | — | 839 | — | 5.45 | SB | TK | — | — | — | — | — |
| 873 | — | 6.15 | — | — | 883 | X. NSH | 6.50 | — | — | 846 | GG | 5.50 | — | — | 879 | Fri. | 4:05 | — | — |
| 824 | — | 6.25 | — | — | 809 | SB | 6.55 | — | — | 849 | — | 6.00 | — | — | 879 | — | 4:20 | — | — |
| 829 | — | 6.40 | — | JPS | 824 | — | 7.00 | — | — | 795 | — | 6.00 | — | — | 842 | — | 4:30 | — | — |
| 806 | — | 6.45 | — | — | 806 | — | 7.20 | — | — | — | — | — | — | — | 852 | Fri. | 4:30 | — | — |
| 805 | — | 7.00 | — | — | 829 | SB | 7.30 | — | — | 847 | Th.-Fri. | 6.10 | — | — | 831 | — | 4:35 | — | — |
| 852 | — | 7.30 | — | — | 805 | — | 7.45 | — | — | — | — | — | — | — | 896 | — | 4:35 | JPS | FS |
| 884 | — | 9.15 | — | — | 830 | SB | 8.00 | — | — | 817 | — | 6.15 | — | — | 862 | — | 4:35 | — | — |
| 897 | — | 10.00 | — | — | 852 | — | 8.15 | — | — | 846 | — | 6.15 | — | — | 884 | Fri. | 4:40 | — | — |
| 809 | — | 12:30 | — | — | 884 | — | 10.00 | — | — | 850 | — | 6.20 | — | — | 883 | — | 4:45 | — | — |
| 835 | — | 2:30 | — | — | 897 | — | 10.45 | — | — | 815 | — | 6.30 | — | — | 897 | — | 4:50 | — | — |
| 884 | — | 3:00 | — | — | 809 | — | 1:10 | — | — | 865 | — | 6.30 | — | — | 847 | — | 5:00 | — | — |
| 850 | — | 3:15 | — | — | 835 | — | 3:15 | — | — | 809 | — | 6.35 | — | — | 890 | — | 5:05 | — | — |
| 812 | — | 3:30 | — | — | 884 | — | 3:45 | — | — | 849 | — | 6.40 | — | — | 884 | Fri. | 5:10 | — | — |
| 883 | — | 4:00 | JPS | SB | 850 | — | 4:00 | — | — | 847 | Tu.-Fri. | 6.40 | — | — | 797 | — | 5:15 | JPS | FS |
| 878 | — | 4:00 | — | — | 812 | — | 4:15 | — | — | 873 | — | 6.45 | — | — | 831 | — | 5:15 | — | — |
| 876 | — | 4:20 | — | — | 829 | SC | 4:45 | — | — | 846 | — | 6.50 | — | — | 883 | — | 5:20 | — | — |
| 864 | — | 4:30 | — | — | 878 | — | 4:45 | — | — | 817 | — | 6.55 | — | — | 890 | — | 5:35 | — | — |
| 839 | — | 4:35 | — | — | 876 | — | 5:00 | — | — | 810 | — | 7.00 | — | — | 884 | — | 5:50 | — | — |
| 884 | — | 4:45 | — | — | 852 | — | 5:05 | — | — | 829 | — | 7.00 | — | — | 890 | — | 6:10 | — | — |
| 812 | — | 5:00 | — | — | 839 | — | 5:25 | — | — | 830 | Tu.-Fri. | 7.00 | — | — | 884 | Mon.- | 6:30 | Thur. | — |
| 878 | — | 5:30 | — | — | 812 | — | 5:40 | — | — | 815 | — | 7.05 | — | — | 884 | Fri. | 6:10 | — | — |
| 839 | — | 6:00 | — | — | 878 | — | 6:15 | — | — | 830 | — | 7.10 | — | — | — | — | — | — | — |
| 888 | — | 6:25 | — | — | 839 | — | 6:45 | — | — | 834 | — | 7.15 | — | — | — | — | — | — | — |
| 882 | — | 7:00 | SH | AB | 888 | — | 7:05 | — | — | 846 | — | 7.20 | — | — | — | — | — | — | — |
| — | — | — | — | — | 882 | — | 7:40 | — | — | 817 | — | 7.35 | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | 830 | Tu.-Fri. | 7.40 | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | 830 | Mon. | 7.45 | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | 846 | — | 7.50 | — | — | — | — | — | — | — |

| FARADAY STATION (80007) | | | | | THE HILL | | | | | FARADAY STATION (80007) | | | | | THE HILL | | | | |
|-------------------------|-----|-------|------|---|----------|-----|-------|------|---|-------------------------|-----|------|----------------|---|-------------|-----|------|----------------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 817 | — | 5.00 | — | — | 795 | — | 4.45 | — | — | 843 | — | 3.45 | — | — | 815 | — | 4.00 | — | — |
| 824 | — | 5.20 | — | — | 809 | — | 5.00 | — | — | 857 | — | 4.00 | — | — | 843 | — | 4.15 | — | — |
| 838 | — | 5.40 | — | — | 817 | — | 5.30 | — | — | 854 | — | 4.15 | — | — | 857 | — | 4.30 | — | — |
| 853 | — | 6.00 | — | — | 824 | — | 5.50 | — | — | 808 | — | 4.25 | — | — | 854 | — | 4.45 | — | — |
| 845 | — | 6.10 | — | — | 838 | — | 6.10 | — | — | 879 | — | 4.40 | — | — | 808 | — | 4.55 | — | — |
| 838 | — | 6.40 | — | — | 853 | — | 6.30 | — | — | 843 | — | 4.45 | — | — | 843 | — | 5.15 | — | — |
| 824 | — | 6.45 | — | — | 845 | — | 6.35 | — | — | 830 | — | 5.00 | — | — | 879 | — | 5.20 | — | — |
| 819 | — | 6.50 | — | — | 838 | — | 7.10 | — | — | 820 | — | 5.15 | — | — | 830 | — | 5.30 | — | — |
| 850 | — | 6.50 | — | — | 824 | — | 7.15 | — | — | 896 | — | 5.25 | — | — | 820 | — | 5.45 | — | — |
| 845 | — | 7.00 | — | — | 850 | — | 7.20 | — | — | 843 | — | 5.45 | — | — | 896 | — | 5.55 | — | — |
| 823 | — | 7.00 | — | — | 823 | — | 7.25 | — | — | 849 | — | 6.00 | — | — | 843 | — | 6.15 | — | — |
| 812 | — | 7.15 | LM | — | 819 | — | 7.30 | — | — | 850 | — | 6.15 | — | — | 849 | — | 6.30 | — | — |
| 840 | — | 7.30 | — | — | 845 | — | 7.30 | — | — | 892 | — | 6.45 | — | — | 850 | — | 6.40 | — | — |
| 838 | — | 7.40 | — | — | 812 | LM | 7.40 | — | — | 823 | — | 7.10 | — | — | 892 | — | 7.05 | — | — |
| 824 | — | 7.45 | — | — | 840 | — | 8.00 | — | — | 888 | — | 7.30 | — | — | — | — | — | — | — |
| 857 | — | 7.45 | — | — | 838 | — | 8.10 | — | — | 879 | — | 8.00 | Mon.- Thur. | — | 888 | — | 8.00 | — | — |
| 850 | — | 7.50 | — | — | 857 | — | 8.10 | — | — | 888 | — | 8.30 | — | — | 879 | — | 8.20 | Mon.- Thur. | — |
| 823 | — | 7.50 | — | — | 824 | — | 8.15 | — | — | — | — | — | — | — | 888 | — | 9.00 | — | — |
| 854 | — | 8.00 | — | — | 823 | — | 8.20 | — | — | FARADAY STATION (80004) | | | | | FOREST HILL | | | | |
| 838 | — | 8.40 | — | — | 850 | — | 8.20 | — | — | — | — | 6.20 | — | — | — | — | 6.45 | — | — |
| 868 | — | 9.00 | — | — | 854 | — | 8.30 | — | — | 832 | — | 7.00 | — | — | 832 | — | 7.30 | — | — |
| 796 | — | 9.30 | — | — | 838 | — | 9.10 | — | — | 806 | — | 1.50 | — | — | 806 | — | 2.20 | — | — |
| 894 | — | 10.00 | — | — | 868 | — | 9.30 | — | — | 820 | — | 4.15 | — | — | 820 | — | 4.45 | — | — |
| 809 | — | 10.30 | — | — | 796 | — | 10.00 | — | — | 828 | — | 4.30 | — | — | 828 | — | 5.00 | — | — |
| 884 | — | 11.00 | — | — | 894 | — | 10.30 | — | — | FARADAY STATION (80035) | | | | | GLEN VISTA | | | | |
| 809 | — | 11.30 | — | — | 809 | — | 11.00 | — | — | 813 | — | 6.10 | — | — | 813 | — | 7.00 | — | — |
| 878 | — | 12.00 | — | — | 884 | — | 11.30 | — | — | 813 | — | 7.40 | — | — | 813 | — | 8.15 | — | — |
| 811 | — | 12.30 | — | — | 809 | — | 12.00 | — | — | 846 | — | 1.45 | — | — | 846 | — | 2.30 | — | — |
| 826 | — | 1.00 | — | — | 878 | — | 12.30 | — | — | 813 | — | 3.10 | — | — | 813 | — | 3.45 | — | — |
| 811 | — | 1.30 | — | — | 811 | — | 1.00 | — | — | — | — | — | — | — | — | — | — | — | — |
| 797 | — | 2.00 | — | — | 826 | — | 1.30 | — | — | — | — | — | — | — | — | — | — | — | — |
| 819 | — | 2.15 | — | — | 811 | — | 2.00 | — | — | — | — | — | — | — | — | — | — | — | — |
| 811 | — | 2.30 | — | — | 797 | — | 2.30 | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | 819 | — | 2.45 | — | — | — | — | — | — | — | — | — | — | — | — |
| 843 | — | 2.45 | — | — | 811 | — | 3.00 | — | — | — | — | — | — | — | — | — | — | — | — |
| 857 | — | 3.00 | — | — | 843 | — | 3.15 | — | — | — | — | — | — | — | — | — | — | — | — |
| 820 | — | 3.15 | — | — | 857 | — | 3.30 | — | — | — | — | — | — | — | — | — | — | — | — |
| 815 | — | 3.30 | — | — | 820 | — | 3.45 | — | — | — | — | — | — | — | — | — | — | — | — |

| FARADAY STATION (80043) | | | | | UNCLE CHARLIES, MONDEOR | | | | | THOKOZA (800051) | | | | | ZWAARTKOPPIES | | | | |
|-------------------------|-----|-------|------|---|-------------------------|-----|-------|------|---|--------------------------|-----|------|--------|---|-------------------|-------|------|-----------|----|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 815 | — | 5.00 | — | — | 813 | — | 5.15 | — | — | 871 | — | 6.00 | — | — | 871 | — | 7.00 | — | — |
| 827 | — | 5.30 | — | — | 815 | — | 5.45 | — | — | 871 | — | 3 30 | M.-Th. | — | 871 | — | 4 05 | Fri. | — |
| 807 | — | 6.20 | — | — | 827 | — | 6.10 | — | — | 871 | — | 4 45 | Fri. | — | 871 | — | 5 15 | M.-Th. | — |
| 827 | — | 6.50 | — | — | 807 | — | 7.00 | — | — | THOKOZA/NSH. (80047) | | | | | TRANSVAAL DAIRIES | | | | |
| 847 | — | 7.15 | — | — | 858 | — | 7.15 | — | — | 814 | — | 6.25 | — | — | 805 | — | 5.00 | MAB | FS |
| 829 | — | 8.00 | — | — | 827 | — | 7.30 | — | — | 814 | — | 3 10 | — | — | 830 | — | 5.20 | Mon. only | — |
| 801 | — | 8.30 | — | — | 847 | — | 8.00 | — | — | 814 | — | 4 45 | — | — | 814 | — | 5.45 | — | — |
| 891 | — | 9.00 | — | — | 829 | — | 8.40 | — | — | 841 | — | 5 45 | — | — | 814 | — | 7.05 | — | — |
| 877 | — | 9.40 | — | — | 801 | — | 9.15 | — | — | WESTGATE STATION (80010) | | | | | 814 | — | 4 00 | — | — |
| 877 | — | 11.00 | — | — | 891 | — | 9.45 | — | — | 798 | — | 6.45 | — | — | 814 | — | 5 15 | — | — |
| 818 | — | 12 15 | — | — | 877 | — | 10.15 | — | — | THOKOZA (80032) | | | | | STEELDALE | | | | |
| 817 | — | 1 45 | — | — | 877 | — | 11.40 | — | — | 858 | — | 6.00 | — | — | 840 | — | 3 30 | Fri. | — |
| 827 | MR | 2 30 | — | — | 818 | — | 1 15 | — | — | A. E. G. | | | | | 840 | — | 5 00 | M.-Th. | — |
| 824 | — | 3 15 | — | — | 817 | — | 2 30 | — | — | FARADAY STATION (80040) | | | | | EDEN PARK | | | | |
| 827 | — | 4 00 | — | — | 827 | — | 3 15 | — | — | 848 | — | 5.15 | — | — | 834 | X. TD | 5.30 | — | — |
| 850 | — | 4 45 | — | — | 824 | — | 4 00 | — | — | 848 | — | 6.15 | — | — | 834 | — | 6 15 | — | — |
| 827 | — | 5 10 | — | — | 827 | — | 4 35 | — | — | | | | | | | | | | |
| 876 | — | 5 45 | — | — | 850 | — | 5 30 | — | — | | | | | | | | | | |
| 876 | — | 7 00 | — | — | 827 | — | 5 40 | — | — | | | | | | | | | | |
| | | | | | 876 | — | 6 20 | — | — | | | | | | | | | | |
| | | | | | 876 | — | 7 30 | — | — | | | | | | | | | | |

M. A. I.-M. A. I. (80014)

DENVER MEN'S HOSTEL

FARADAY STATION (80009)

EVERITE/ZK

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-------------------------|-----|------|------|----|----------------------|-----|------|------|----|------------------------|-----|------|------|----|---|-------|-------|-----------|-----|
| 845 | — | 5.30 | — | — | 845 | — | 5.45 | MM | FS | 806 | — | 4.45 | STF | — | 806 | ZK | 5.20 | STF | FS |
| 836 | — | 6.10 | — | — | 836 | — | 6.30 | — | — | 864 | — | 6.30 | GV | — | 864 | — | 7.20 | GV | — |
| 836 | — | 6.50 | — | — | 836 | — | 7.10 | — | — | 876 | — | 9.30 | GV | ZK | 876 | ZK | 10.30 | GV | — |
| 836 | — | 7.25 | — | — | 836 | — | 7.40 | MM | FS | 826 | — | 2.00 | GV | ZK | 826 | ZK | 3.00 | GE | — |
| 863 | — | 3.40 | — | — | 863 | — | 4.00 | — | — | 849 | — | 4.00 | GV | EV | 849 | — | 5.00 | — | — |
| 863 | — | 4.15 | — | — | 863 | — | 4.40 | — | — | 857 | UC | 5.15 | STF | EV | 857 | — | 6.10 | GV | — |
| 863 | FS | 5.00 | MM | — | 863 | — | 5.40 | — | — | 852 | — | 6.00 | GV | ZK | 852 | — | 6.30 | Fri. | — |
| 863 | — | 6.00 | — | — | 863 | — | 6.25 | — | — | | | | | | 852 | — | 6.45 | M.-Th. | — |
| 863 | — | 6.45 | — | — | 863 | — | 7.10 | — | — | | | | | | | | | | |
| FARADAY STATION (80012) | | | | | SOUTH RAND HOSPITAL | | | | | THOKOZA HOSTEL (80034) | | | | | EVERITE | | | | |
| 808 | — | 6.00 | — | — | 808 | — | 6.30 | — | — | 839 | — | 6.30 | — | — | 839 | — | 7.00 | — | — |
| 870 | — | 2.30 | — | — | 870 | — | 3.00 | — | — | 892 | — | 4.30 | — | — | 892 | — | 5.15 | — | — |
| 797 | — | 4.00 | — | — | 797 | — | 4.30 | — | — | STEELDALE (80011) | | | | | ANGUS | | | | |
| 851 | — | 5.15 | — | — | 851 | — | 5.55 | — | — | 815 | — | 7.25 | — | — | 830 | — | 5.45 | Tue.-Fri. | — |
| 896 | — | 6.25 | — | — | 896 | — | 7.00 | — | — | 864 | — | 5.00 | — | — | 830 | — | 6.00 | Mon. | — |
| FARADAY STATION (80013) | | | | | SOUTH HILLS/CHECKERS | | | | | 889 | — | 5.25 | — | — | 864 | — | 5.30 | — | — |
| 812 | — | 5.00 | JPS | SH | 812 | — | 5.30 | JPS | WG | 864 | — | 6.00 | — | — | KLIPTOWN/NALEDI/WESCOL (80033/48/49/56) | | | | |
| 812 | WG | 6.00 | GG | SH | 812 | — | 6.45 | — | — | 896 | NAL | 5.30 | — | — | 872 | — | 3.30 | Fri. | KL |
| 808 | — | 7.15 | — | SH | 808 | — | 7.45 | — | — | 867 | KL | 6.00 | — | — | 869 | — | 4.00 | Fri. | NAL |
| 837 | — | 7.30 | — | SH | 854 | — | 3.30 | — | — | 800 | KL | 6.00 | — | — | 869 | — | 4.45 | M.-Th. | NAL |
| 863 | — | 8.30 | — | CH | 835 | — | 4.40 | — | — | 868 | WC | 6.00 | — | — | 867 | Extra | 2.30 | Fri. | KL |
| 835 | — | 4.05 | — | SH | 813 | CH | 5.35 | — | — | PARK STATION (80055) | | | | | 868 | — | 4.45 | — | WC |
| 855 | — | 6.00 | — | SH | 830 | CH | 6.20 | — | — | 873 | — | 4.35 | — | — | 867 | — | 5.00 | — | KL |
| | | | | | | | | | | | | | | | 872 | — | 6.30 | M.-Th. | KL |
| | | | | | | | | | | | | | | | ISANDO | | | | |
| | | | | | | | | | | | | | | | 873 | — | 5.30 | — | — |

Specimen time-table

PUTCO LTD: SECTION E.—SOUTHERN DIVISION

ELD/SAT. 1/1979

Saturday

| EVERTON (80001) | | | | | WESTGATE | | | | | EVERTON (80001) | | | | | WESTGATE | | | | | | | | | |
|-----------------|-----|-------|------|---|-----------|-----|-------|-----------|---|-----------------|-----|-------|------|---|----------|---------|------|------|---|-----|---|------|---|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | | | | | |
| 801 | SE | 4.00 | — | — | 802 | — | 5.45 | — | — | 878 | — | 1 10 | — | — | 853 | — | 3 00 | — | — | | | | | |
| 802 | SE | 4.30 | — | — | 817 | — | 6.45 | — | — | 821 | — | 1 20 | — | — | 859 | — | 3 00 | — | — | | | | | |
| 804 | ROM | 5.00 | — | — | 819 | — | 7.00 | V. IA ROB | — | 881 | — | 1 40 | — | — | 880 | X. BREE | 3 15 | — | — | | | | | |
| 805 | ROM | 5.15 | — | — | 820 | — | 7.00 | — | — | 830 | — | 1 50 | — | — | | | | | | | | | | |
| 817 | SF | 5.30 | — | — | 824 | — | 7.15 | — | — | 847 | — | 2 00 | — | — | 873 | — | 3 30 | — | — | | | | | |
| 819 | ROM | 5.45 | — | — | 833 | — | 7.30 | — | — | 792 | — | 2 30 | — | — | 897 | — | 3 45 | — | — | | | | | |
| 824 | ROM | 6.00 | — | — | 843 | — | 7.45 | — | — | 897 | — | 2 30 | — | — | 899 | — | 4 00 | — | — | | | | | |
| 833 | ROM | 6.15 | — | — | 844 | — | 8.00 | — | — | 790 | — | 3 00 | — | — | 854 | — | 4 00 | — | — | | | | | |
| 843 | ROM | 6.30 | — | — | 851 | — | 8.30 | — | — | 797 | — | 3 30 | — | — | 889 | — | 4 15 | — | — | | | | | |
| 844 | SF | 6.30 | — | — | 852 | — | 9.00 | — | — | 872 | — | 4 00 | — | — | 894 | — | 4 30 | — | — | | | | | |
| 799 | SF | 6.45 | — | — | 877 | — | 9.30 | — | — | 880 | — | 4 30 | — | — | 796 | — | 4 45 | — | — | | | | | |
| 847 | ROM | 7.00 | — | — | 793 | — | 9.30 | — | — | 873 | — | 5 00 | — | — | 876 | — | 5 00 | — | — | | | | | |
| 802 | SF | 7.00 | — | — | 801 | — | 10.00 | — | — | 899 | — | 5 30 | — | — | 895 | — | 5 10 | — | — | | | | | |
| 851 | ROM | 7.15 | — | — | 861 | — | 10.15 | — | — | 894 | — | 5 45 | — | — | 872 | — | 5 20 | — | — | | | | | |
| 852 | SF | 7.30 | — | — | V. IA ROB | — | — | — | — | 895 | — | 6 30 | — | — | 863 | — | 5 30 | — | — | | | | | |
| 853 | SF | 7.45 | — | — | | | | | | 898 | — | 10.30 | — | — | 880 | — | 6 00 | — | — | | | | | |
| 817 | ROM | 8.00 | — | — | | | | | | 879 | — | 10.45 | — | — | 898 | X. BREE | 6 30 | — | — | | | | | |
| 819 | SF | 8.15 | — | — | | | | | | 871 | — | 11.00 | — | — | 894 | — | 7 00 | — | — | | | | | |
| 320 | ROM | 8.15 | — | — | | | | | | 887 | — | 11.15 | — | — | 882 | X. BREE | 7 30 | — | — | | | | | |
| 824 | ROM | 8.30 | — | — | | | | | | 810 | — | 11.30 | — | — | 895 | — | 8 00 | — | — | | | | | |
| 833 | ROM | 8.45 | — | — | | | | | | 813 | — | 11.40 | — | — | WESTGATE | | | | | | | | | |
| 861 | SF | 8.45 | — | — | | | | | | 878 | — | 11.50 | — | — | 815 | — | 1 00 | — | — | 819 | — | 7 00 | — | — |
| 843 | SF | 9.00 | — | — | | | | | | 821 | — | 12 00 | — | — | | | | | | | | | | |
| 844 | SF | 9.15 | — | — | | | | | | 881 | — | 12 15 | — | — | | | | | | | | | | |
| 871 | SE | 9.30 | — | — | | | | | | 830 | — | 12 30 | — | — | | | | | | | | | | |
| 851 | SF | 9.45 | — | — | | | | | | 847 | — | 12 45 | — | — | | | | | | | | | | |
| 876 | SF | 10.00 | — | — | | | | | | 792 | — | 1 00 | — | — | | | | | | | | | | |
| 852 | ROM | 10.15 | — | — | | | | | | 897 | — | 1 10 | — | — | | | | | | | | | | |
| 878 | ROM | 10.30 | — | — | | | | | | 844 | — | 1 20 | — | — | | | | | | | | | | |
| 793 | SF | 10.45 | — | — | | | | | | 790 | — | 1 35 | — | — | | | | | | | | | | |
| 877 | SF | 10.45 | — | — | | | | | | 851 | — | 1 50 | — | — | | | | | | | | | | |
| 881 | SF | 11.00 | — | — | | | | | | 797 | — | 1 55 | — | — | | | | | | | | | | |
| 861 | ROM | 11.30 | — | — | 810 | — | 2 00 | — | — | | | | | | | | | | | | | | | |
| 898 | — | 12 00 | — | — | 804 | — | 2 10 | — | — | | | | | | | | | | | | | | | |
| 879 | SF | 12 10 | — | — | 845 | — | 2 15 | — | — | | | | | | | | | | | | | | | |
| 871 | — | 12 20 | — | — | 885 | — | 2 30 | — | — | | | | | | | | | | | | | | | |
| 810 | ROM | 12 45 | — | — | 872 | — | 2 45 | — | — | | | | | | | | | | | | | | | |
| 813 | — | 1 00 | — | — | | | | | | | | | | | | | | | | | | | | |

| MIDDLE (80002/46/53) | | | | | BREE STREET | | | | | LAWLEY (80054) | | | | | BREE STREET | | | | |
|----------------------|-----|-------|--------|---|-----------------|-----|-------|--------|---|----------------|-----|------|------|---|-------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 801 | — | 5.45 | — | — | 846 | — | 8.00 | — | — | 892 | — | 6.15 | — | — | 791 | — | 1 00 | — | — |
| 820 | — | 6.00 | — | — | 860 | — | 10.00 | — | — | 890 | — | 9.00 | — | — | 892 | — | 2 00 | — | — |
| 846 | — | 7.00 | — | — | 884 | — | 11.00 | — | — | | | | | | | | | | |
| 825 | — | 8.30 | — | — | 820 | — | 11.30 | — | — | | | | | | | | | | |
| 846 | — | 9.00 | — | — | 823 | — | 12 00 | — | — | | | | | | | | | | |
| 860 | — | 9.00 | — | — | 841 | — | 1 00 | — | — | | | | | | | | | | |
| 860 | — | 11.00 | — | — | 820 | — | 1 30 | — | — | | | | | | | | | | |
| 884 | — | 12 00 | — | — | 846 | — | 2 08 | — | — | | | | | | | | | | |
| 820 | — | 12 30 | — | — | 882 | — | 5 00 | — | — | | | | | | | | | | |
| 823 | — | 1 00 | — | — | 898 | — | 6 00 | — | — | | | | | | | | | | |
| 841 | — | 2 00 | — | — | 882 | — | 7 30 | — | — | | | | | | | | | | |
| 882 | — | 6 00 | — | — | 880 | — | 3 15 | Via WG | — | | | | | | | | | | |
| DE DEUR (80004) | | | | | FARADAY STATION | | | | | | | | | | | | | | |
| 818 | MIS | 5.45 | KP | — | 804 | — | 6.30 | — | — | | | | | | | | | | |
| 825 | — | 6.15 | — | — | 818 | — | 7.15 | — | — | | | | | | | | | | |
| 848 | MIS | 7.15 | — | — | 854 | — | 8.00 | JD | — | | | | | | | | | | |
| 804 | — | 7.45 | — | — | 873 | — | 9.30 | — | — | | | | | | | | | | |
| 818 | — | 8.15 | — | — | 809 | — | 11.30 | — | — | | | | | | | | | | |
| 854 | — | 8.45 | Via KP | — | 824 | — | 12 15 | — | — | | | | | | | | | | |
| 873 | — | 10.45 | — | — | 818 | — | 1 00 | WVL | — | | | | | | | | | | |
| 809 | — | 12 45 | — | — | 833 | — | 1 30 | — | — | | | | | | | | | | |
| 818 | WVL | 2 00 | — | — | 850 | — | 2 30 | MIS | — | | | | | | | | | | |
| 833 | — | 3 00 | — | — | 888 | — | 3 00 | WVL | — | | | | | | | | | | |
| 850 | MIS | 3 30 | Via KP | — | 799 | — | 4 00 | WVL | — | | | | | | | | | | |
| 888 | WVL | 4 00 | — | — | 888 | — | 5 30 | — | — | | | | | | | | | | |
| 799 | WVL | 5 00 | — | — | 795 | — | 7 10 | — | — | | | | | | | | | | |

PUTCO LTD: SECTION S.—SOUTHERN DIVISION

Spicimen time-table

| FARADAY STATION (80011) | | | | | ANGUS/NSH | | | | | FARADAY STATION (80011) | | | | | ANGUS/NSH | | | | |
|-------------------------|--------|------|-----------|----|-----------|-----|------|---------|---|-------------------------|-----|-------|---------|---|-----------|-------|-------|---------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 803 | X. JPS | 4.50 | — | — | 845 | NSH | 5.15 | — | — | 869 | — | 9.15 | — | — | 880 | — | 9.15 | — | — |
| 845 | — | 5.15 | — | — | 806 | — | 5.30 | — | — | 853 | — | 9.30 | — | — | 847 | — | 9.20 | — | — |
| 808 | X. JPS | 5.20 | — | — | 808 | — | 6.00 | — | — | 875 | — | 9.50 | — | — | 856 | — | 9.30 | — | — |
| 809 | — | 5.20 | Via No. 5 | AS | 803 | — | 6.00 | — | — | 854 | — | 10.00 | — | — | 858 | — | 9.30 | — | — |
| 794 | — | 5.25 | Via JPS | — | 797 | — | 6.05 | — | — | 855 | — | 10.10 | — | — | 848 | NSH | 9.35 | — | — |
| 897 | — | 5.30 | — | — | 809 | — | 6.15 | — | — | 849 | — | 10.20 | — | — | 859 | — | 9.40 | — | — |
| 822 | — | 5.45 | — | — | 897 | — | 6.30 | — | — | 856 | — | 10.30 | — | — | 862 | — | 9.40 | — | — |
| 826 | — | 6.00 | — | — | 822 | — | 6.40 | — | — | 890 | — | 10.30 | Via JPS | — | 865 | — | 10.00 | — | — |
| 791 | — | 6.00 | — | — | 798 | — | 6.40 | — | — | 791 | — | 10.40 | — | — | 866 | — | 10.00 | — | — |
| 830 | — | 6.10 | — | — | 794 | — | 6.40 | — | — | 862 | — | 10.45 | C | — | 869 | — | 10.15 | — | — |
| 834 | — | 6.10 | — | — | 826 | — | 7.00 | — | — | 865 | — | 11.00 | — | — | 853 | — | 10.30 | — | — |
| 836 | — | 6.15 | — | — | 830 | — | 7.00 | — | — | 869 | — | 11.15 | — | — | 875 | — | 10.45 | — | — |
| 806 | — | 6.30 | — | — | 791 | — | 7.00 | — | — | 895 | — | 11.30 | — | — | 854 | — | 11.00 | — | — |
| 792 | — | 6.30 | — | — | 834 | — | 7.05 | — | — | 891 | — | 11.45 | — | — | 855 | — | 11.10 | — | — |
| 814 | — | 6.45 | — | — | 828 | — | 7.15 | — | — | 894 | — | 11.45 | — | — | 849 | — | 11.20 | — | — |
| 859 | — | 6.45 | — | — | 836 | — | 7.15 | — | — | 876 | — | 12.00 | — | — | 890 | — | 11.30 | — | — |
| 808 | — | 7.00 | — | — | 837 | — | 7.25 | — | — | 803 | — | 12.00 | — | — | 856 | — | 11.30 | — | — |
| 797 | — | 7.05 | — | — | 806 | — | 7.30 | — | — | 808 | — | 12.10 | — | — | 791 | — | 10.45 | — | — |
| 809 | — | 7.15 | — | — | 792 | — | 7.30 | — | — | 814 | — | 12.20 | — | — | 862 | — | 11.45 | — | — |
| 822 | — | 7.30 | — | — | 814 | — | 7.45 | — | — | 825 | — | 12.30 | — | — | 865 | — | 12.00 | — | — |
| 798 | — | 7.40 | — | — | 859 | — | 7.45 | — | — | 807 | — | 12.30 | — | — | 869 | — | 12.15 | — | — |
| 872 | — | 7.45 | JPS/CH | — | 823 | NSH | 7.45 | Via JPS | — | 896 | — | 12.40 | — | — | 895 | — | 12.30 | — | — |
| 892 | — | 7.45 | — | — | 805 | — | 8.00 | — | — | 794 | — | 12.50 | — | — | 894 | — | 12.45 | — | — |
| 826 | — | 8.00 | — | — | 808 | NSH | 8.00 | — | — | 811 | — | 1.00 | — | — | 876 | — | 1.00 | — | — |
| 834 | — | 8.00 | — | — | 797 | — | 8.05 | — | — | 795 | — | 1.10 | — | — | 803 | — | 1.00 | — | — |
| 882 | — | 8.00 | JPS | — | 809 | — | 8.15 | — | — | 816 | — | 1.30 | — | — | 808 | — | 1.10 | — | — |
| 880 | — | 8.00 | — | — | 822 | — | 8.30 | — | — | 815 | — | 1.40 | — | — | 814 | — | 1.20 | — | — |
| 850 | — | 8.05 | — | — | 798 | — | 8.40 | — | — | 789 | — | 1.45 | — | — | 807 | — | 1.30 | — | — |
| 855 | — | 8.15 | — | — | 799 | — | 8.40 | — | — | 809 | — | 2.10 | — | — | 825 | — | 1.30 | — | — |
| 837 | — | 8.20 | — | — | 892 | — | 8.45 | — | — | 852 | — | 2.00 | NSH | — | 896 | — | 1.40 | — | — |
| 856 | — | 8.30 | — | — | 832 | — | 8.45 | — | — | 886 | — | 2.20 | — | — | 794 | — | 1.50 | — | — |
| 858 | — | 8.30 | — | — | 850 | — | 8.55 | — | — | 796 | — | 2.30 | — | — | 811 | — | 2.00 | — | — |
| 859 | — | 8.40 | — | — | 826 | — | 9.00 | — | — | 832 | — | 2.40 | — | — | 795 | — | 2.10 | — | — |
| 848 | — | 8.45 | — | — | 834 | NSH | 9.00 | — | — | 831 | — | 2.50 | — | — | 891 | X. TK | 2.15 | Via JSN | — |
| 862 | — | 8.45 | — | — | 872 | — | 9.00 | — | — | 834 | — | 3.00 | — | — | 816 | — | 2.30 | — | — |
| 865 | — | 9.10 | — | — | 837 | NSH | 9.15 | — | — | 842 | — | 3.10 | — | — | | | | | |
| 866 | — | 9.10 | — | — | 855 | — | 9.15 | — | — | 885 | — | 3.15 | — | — | | | | | |
| | | | | | 882 | — | 9.15 | JPS | — | 843 | — | 3.20 | — | — | | | | | |

| THOKOZA (80047) | | | | | TRANSVAAL DAIRIES | | | | | FARADAY STATION (80011) | | | | | ALBERTON | | | | |
|-----------------------|-----|-------|--------|---|-------------------|-----|------|------|---|-------------------------|-----|-------|---------|---|-----------------|-----|-------|---------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 835 | NSN | 6.45 | Via TK | — | 835 | — | 6.00 | — | — | 810 | — | 5.20 | — | — | 810 | — | 6.00 | — | — |
| 835 | — | 2 20 | — | — | 835 | — | 7.30 | — | — | 827 | — | 6.00 | — | — | 827 | — | 6.40 | — | — |
| 835 | — | 4 00 | — | — | 835 | — | 3 00 | — | — | 810 | — | 6.40 | — | — | 810 | — | 7.20 | — | — |
| 835 | — | 5 30 | — | — | 835 | — | 4 45 | — | — | 827 | — | 7.20 | — | — | 827 | — | 8.00 | — | — |
| JEPPE STATION (80010) | | | | | STEEL & BARNETT | | | | | 830 | — | 8.00 | — | — | 831 | — | 8.40 | — | — |
| 803 | — | 4.50 | To AS | — | 837 | — | 6.30 | — | — | 849 | — | 8.50 | — | — | 830 | — | 9.00 | — | — |
| 808 | — | 5.20 | — | — | | | | | | 831 | — | 9.20 | — | — | 849 | — | 9.30 | — | — |
| 812 | — | 6.00 | — | — | | | | | | 864 | — | 10.00 | — | — | 831 | — | 10.00 | — | — |
| 837 | — | 6.15 | — | — | | | | | | 870 | — | 10.40 | — | — | 864 | — | 10.40 | — | — |
| 850 | — | 6.15 | — | — | | | | | | 864 | — | 11.20 | — | — | 870 | — | 11.20 | — | — |
| 831 | — | 6.30 | — | — | 831 | — | 7.30 | — | — | 794 | — | 11.40 | — | — | 864 | — | 12 00 | — | — |
| 805 | — | 6.45 | — | — | | | | | | 870 | — | 12 00 | — | — | 794 | — | 12 15 | — | — |
| 837 | — | 6.45 | — | — | | | | | | 812 | — | 12 40 | — | — | 870 | — | 12 40 | — | — |
| 832 | — | 6.55 | — | — | | | | | | 817 | — | 1 30 | — | — | 812 | — | 1 20 | — | — |
| 831 | — | 7.10 | — | — | | | | | | 848 | — | 2 00 | — | — | 817 | — | 2 15 | — | — |
| 832 | — | 7.35 | — | — | ZWAARTKOPPIES | | | | | 798 | — | 2 00 | — | — | 798 | — | 2 40 | — | — |
| 831 | — | 7.50 | — | — | 828 | — | 6.45 | — | — | 829 | — | 2 40 | — | — | 848 | — | 2 45 | — | — |
| THOKOZA | | | | | | | | | | 858 | — | 3 20 | — | — | 829 | — | 3 20 | — | — |
| 828 | — | 6.00 | — | — | | | | | | 858 | — | 4 40 | — | — | 858 | — | 4 00 | — | — |
| 891 | — | 12 45 | — | — | | | | | | 867 | — | 4 50 | To GG | — | 858 | — | 5 15 | — | — |
| | | | | | | | | | | 793 | — | 5 15 | — | — | 867 | GG | 5 25 | — | — |
| | | | | | | | | | | 868 | — | 6 00 | — | — | 793 | — | 6 00 | — | — |
| | | | | | | | | | | FARADAY STATION (80011) | | | | | 868 | — | 6 40 | — | — |
| | | | | | | | | | | | | | | | STEEL & BARNETT | | | | |
| | | | | | | | | | | 858 | — | 19.30 | Via JPS | — | 812 | — | 6.20 | — | — |
| | | | | | | | | | | 858 | — | 11.30 | — | — | 858 | — | 11.00 | Via JPS | — |
| | | | | | | | | | | 883 | — | 12.10 | — | — | 858 | — | 12 00 | — | — |
| | | | | | | | | | | FARADAY STATION (80025) | | | | | 883 | — | 12 35 | — | — |
| | | | | | | | | | | | | | | | No. 5 | | | | |
| | | | | | | | | | | 809 | — | 5.20 | To AS | — | 805 | — | 1 45 | — | — |
| | | | | | | | | | | | | | | | 832 | — | 1 55 | — | — |

| FARADAY STATION (80007) | | | | | THE HILL | | | | | FARADAY STATION (80007) | | | | | THE HILL | | | | |
|-------------------------|-----|-------|------|---|----------|-----|-------|------|---|-------------------------|-----|------|------|---|----------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 807 | — | 5.15 | — | — | 811 | — | 5.30 | — | — | 802 | — | 1 30 | — | — | 809 | — | 1 45 | — | — |
| 813 | — | 5.30 | — | — | 807 | — | 5.45 | — | — | 806 | — | 1 45 | — | — | 803 | — | 2 00 | — | — |
| 821 | — | 5.45 | — | — | 813 | — | 6.00 | — | — | 883 | — | 2 00 | — | — | 806 | — | 2 15 | — | — |
| 811 | — | 6.00 | — | — | 821 | — | 6.15 | — | — | 819 | — | 2 15 | — | — | 883 | — | 2 30 | — | — |
| 807 | — | 6.15 | — | — | 811 | — | 6.30 | — | — | 825 | — | 2 30 | — | — | 819 | — | 2 45 | — | — |
| 842 | — | 6.30 | — | — | 807 | — | 6.45 | — | — | 806 | — | 2 45 | — | — | 825 | — | 3 00 | — | — |
| 821 | — | 6.45 | — | — | 842 | — | 7.00 | — | — | 811 | — | 3 00 | — | — | 806 | — | 3 15 | — | — |
| 803 | — | 7.00 | — | — | 821 | — | 7.15 | — | — | 817 | — | 3 00 | — | — | 817 | — | 3 30 | — | — |
| 850 | — | 7.05 | — | — | 803 | — | 7.30 | — | — | 799 | — | 3 10 | — | — | 811 | — | 3 00 | — | — |
| 812 | — | 7.10 | — | — | 850 | — | 7.35 | — | — | 819 | — | 3 15 | — | — | 799 | — | 3 35 | — | — |
| 807 | — | 7.15 | LM | — | 812 | — | 7.40 | — | — | 841 | — | 3 30 | — | — | 819 | — | 3 45 | — | — |
| 842 | — | 7.30 | — | — | 807 | LM | 7.50 | — | — | 848 | — | 3 35 | — | — | 841 | — | 3 55 | — | — |
| 821 | — | 7.45 | — | — | 842 | — | 8.00 | — | — | 887 | — | 3 40 | — | — | 848 | — | 4 05 | — | — |
| 891 | — | 8.00 | — | — | 821 | — | 8.15 | — | — | 806 | — | 3 45 | — | — | 887 | — | 4 10 | — | — |
| 815 | — | 8.10 | — | — | 891 | — | 8.30 | — | — | | | | | | 806 | — | 4 15 | — | — |
| 807 | — | 8.20 | — | — | 815 | — | 8.40 | — | — | 868 | — | 4 00 | — | — | | | | | |
| 842 | — | 8.30 | — | — | 807 | — | 8.50 | — | — | 793 | — | 4 15 | — | — | 868 | — | 4 30 | — | — |
| 796 | — | 8.40 | — | — | 842 | — | 9.00 | — | — | 898 | — | 4 30 | — | — | 793 | — | 4 45 | — | — |
| 801 | — | 8.45 | — | — | 796 | — | 9.05 | — | — | 887 | — | 4 40 | — | — | 898 | — | 5 00 | — | — |
| 823 | — | 9.00 | — | — | 801 | — | 9.15 | — | — | 868 | — | 5 00 | — | — | 887 | — | 5 10 | — | — |
| 868 | — | 9.15 | — | — | 823 | — | 9.30 | — | — | 842 | — | 5 10 | — | — | 868 | — | 5 30 | — | — |
| 842 | — | 9.30 | — | — | 868 | — | 9.45 | — | — | 884 | — | 5 30 | — | — | 842 | — | 5 35 | — | — |
| 832 | — | 9.45 | — | — | 842 | — | 10.00 | — | — | 849 | — | 5 45 | — | — | — | — | 5 45 | — | — |
| 887 | — | 10.00 | — | — | 832 | — | 10.10 | — | — | 795 | — | 6 00 | — | — | 884 | — | 6 00 | — | — |
| 868 | — | 10.15 | — | — | 887 | — | 10.30 | — | — | 857 | — | 6 15 | — | — | 849 | — | 6 15 | — | — |
| 868 | — | 10.15 | — | — | 868 | — | 10.45 | — | — | 884 | — | 6 30 | — | — | 795 | — | 6 30 | — | — |
| 812 | — | 10.30 | — | — | 868 | — | 10.45 | — | — | 875 | — | 6 45 | — | — | 857 | — | 6 45 | — | — |
| 893 | — | 10.45 | — | — | 812 | — | 11.00 | — | — | 860 | — | 7 00 | — | — | 884 | — | 7 00 | — | — |
| 803 | — | 11.00 | — | — | 893 | — | 11.15 | — | — | 857 | — | 7 15 | — | — | 875 | — | 7 15 | — | — |
| 889 | — | 11.15 | — | — | 803 | — | 11.30 | — | — | 884 | — | 7 30 | — | — | 860 | — | 7 30 | — | — |
| 812 | — | 11.30 | — | — | 889 | — | 11.40 | — | — | 860 | — | 8 00 | — | — | 857 | — | 7 45 | — | — |
| 893 | — | 11.45 | — | — | 812 | — | 12 00 | — | — | 884 | — | 8 30 | — | — | 884 | — | 8 00 | — | — |
| 874 | — | 12 00 | — | — | 893 | — | 12 15 | — | — | | | | | | 860 | — | 8 30 | — | — |
| 816 | — | 12 15 | — | — | 874 | — | 12 35 | — | — | | | | | | 844 | — | 9 00 | — | — |
| 802 | — | 12 30 | — | — | 816 | — | 12 45 | — | — | | | | | | | | | | |
| 893 | — | 12 45 | LM | — | 802 | — | 1 00 | — | — | | | | | | | | | | |
| 883 | — | 1 00 | — | — | 893 | LM | 1 15 | — | — | | | | | | | | | | |
| 809 | — | 1 15 | — | — | 88 | — | 1 30 | — | — | | | | | | | | | | |

E.L.D. 1/79

Sunday

| EX EVATON (80001) | | | | | EX WESTGATE | | | | | EX MID-DALE (80002/46/53) | | | | | EX BREE STREET | | | | |
|-------------------|-----|-------|------|---|----------------|-----|-------|------|---|---------------------------|-----|-------|------|---|----------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 801 | — | 4.45 | — | — | 801 | — | 6.15 | — | — | 827 | — | 9.00 | — | — | 827 | — | 10.00 | — | — |
| 802 | — | 5.30 | — | — | 802 | — | 7.00 | — | — | 844 | — | 5 00 | — | — | 844 | — | 6 00 | — | — |
| 807 | — | 6.15 | — | — | 807 | — | 7.45 | — | — | | | | | | | | | | |
| 814 | — | 6.45 | — | — | 814 | — | 8.15 | — | — | | | | | | | | | | |
| 816 | — | 7.15 | — | — | 816 | — | 8.55 | — | — | | | | | | | | | | |
| 822 | — | 8.00 | — | — | 822 | — | 9.30 | — | — | | | | | | | | | | |
| 826 | — | 8.45 | — | — | 826 | — | 10.15 | — | — | | | | | | | | | | |
| 833 | — | 9.30 | — | — | 833 | — | 11.00 | — | — | | | | | | | | | | |
| 837 | — | 10.00 | — | — | 837 | — | 11.30 | — | — | | | | | | | | | | |
| 801 | — | 10.45 | — | — | 801 | — | 12 15 | — | — | | | | | | | | | | |
| 848 | — | 11.30 | — | — | 848 | — | 1.00 | — | — | | | | | | | | | | |
| 852 | — | 12 20 | — | — | 852 | — | 1.45 | — | — | | | | | | | | | | |
| 833 | — | 12 30 | BH | — | 854 | — | 2.30 | — | — | | | | | | | | | | |
| 837 | — | 1.00 | BH | — | 818 | — | 3.15 | — | — | | | | | | | | | | |
| 854 | — | 1.00 | — | — | 802 | — | 4.00 | — | — | | | | | | | | | | |
| 818 | — | 1.45 | — | — | 833 | BH | 4.00 | — | — | | | | | | | | | | |
| 802 | — | 2.30 | — | — | 837 | BH | 4.30 | — | — | | | | | | | | | | |
| 807 | — | 3.00 | — | — | 819 | — | 4.30 | — | — | | | | | | | | | | |
| 852 | — | 3.15 | — | — | 814 | — | 5.00 | — | — | | | | | | | | | | |
| 814 | — | 3.30 | — | — | 816 | — | 5.30 | — | — | | | | | | | | | | |
| 816 | — | 4.00 | — | — | | | | | | | | | | | | | | | |
| 822 | — | 4.20 | — | — | 822 | — | 5 50 | — | — | | | | | | | | | | |
| 826 | — | 4.40 | — | — | 829 | — | 6.10 | — | — | | | | | | | | | | |
| 827 | — | 5.00 | — | — | 827 | — | 6.30 | — | — | | | | | | | | | | |
| 848 | — | 5.30 | — | — | 848 | — | 7.00 | — | — | | | | | | | | | | |
| 854 | — | 6.00 | — | — | 854 | — | 7 30 | — | — | | | | | | | | | | |
| MONTH-END ONLY | | | | | MONTH-END ONLY | | | | | EX FARADAY (80004) | | | | | EX DE-DEUR | | | | |
| 802 | — | 5 30 | — | — | 802 | — | 7 00 | — | — | 817 | — | 7.30 | — | — | 820 | — | 8.00 | — | — |
| | | | | | | | | | | 835 | — | 9.45 | — | — | 817 | — | 9.30 | — | — |
| | | | | | | | | | | 804 | — | 12 15 | — | — | 835 | — | 11.00 | — | — |
| | | | | | | | | | | 812 | — | 2 00 | — | — | 804 | — | 2 00 | — | — |
| | | | | | | | | | | 846 | — | 3.45 | — | — | 812 | — | 3.30 | — | — |

PUTCO LTD: SECTION S.—SECTION

E.L.D. 1/79

Specimen time-table

| EX. FARADAY (80011) | | | | | EX. ANGUS | | | | | EX. FARADAY (80011) | | | | | EX. ANGUS | | | | |
|---------------------|-----|-------|-------|---|-----------|-----|-------|------|---|---------------------|-----|------|------|---|-----------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 806 | — | 6.00 | — | — | 805 | — | 6.20 | — | — | 830 | — | 3.30 | NSH | — | 811 | — | 3.55 | — | — |
| 809 | — | 6.20 | — | — | 808 | — | 6.35 | — | — | 813 | — | 3.40 | — | — | 855 | — | 4.00 | — | — |
| 813 | — | 6.40 | — | — | 863 | — | 6.55 | — | — | 841 | — | 4.00 | — | — | 806 | — | 4.15 | — | — |
| 815 | — | 7.00 | — | — | 806 | — | 7.15 | — | — | 815 | — | 4.00 | — | — | 834 | — | 4.30 | — | — |
| 805 | — | 7.10 | — | — | 809 | — | 7.35 | — | — | 841 | — | 4.00 | — | — | 817 | — | 4.35 | — | — |
| 808 | — | 7.45 | — | — | 813 | — | 7.50 | — | — | 820 | — | 4.15 | — | — | 813 | — | 4.55 | — | — |
| 863 | — | 8.05 | — | — | 815 | — | 8.15 | — | — | 843 | — | 4.20 | AB | — | 841 | — | 5.05 | — | — |
| 823 | — | 8.30 | — | — | 805 | — | 8.35 | — | — | 861 | — | 4.30 | — | — | 843 | — | 5.05 | AB | — |
| 828 | — | 8.50 | — | — | 808 | — | 9.00 | — | — | 847 | — | 4.40 | AB | — | 815 | — | 5.15 | — | — |
| 829 | — | 9.00 | — | — | 863 | — | 9.20 | — | — | 842 | — | 4.45 | — | — | 847 | AB | 5.20 | — | — |
| 830 | — | 9.10 | — | — | 823 | — | 9.45 | — | — | 845 | — | 5.00 | — | — | 820 | — | 5.30 | — | — |
| 831 | — | 9.15 | NSH | — | 819 | NSH | 10.00 | — | — | 863 | — | 5.15 | — | — | 861 | — | 5.45 | — | — |
| 820 | — | 9.30 | — | — | 829 | — | 10.00 | — | — | 839 | — | 5.35 | — | — | 842 | — | 6.05 | — | — |
| 836 | — | 9.50 | — | — | 828 | — | 10.05 | — | — | 857 | — | 5.50 | — | — | 830 | — | 6.15 | — | — |
| 839 | — | 10.00 | — | — | 830 | — | 10.20 | — | — | 840 | — | 6.00 | — | — | 845 | — | 6.15 | — | — |
| 825 | — | 10.15 | — | — | 831 | NSH | 10.30 | — | — | 838 | — | 6.00 | — | — | 863 | — | 6.30 | — | — |
| 834 | — | 10.30 | — | — | 820 | — | 10.40 | — | — | 841 | — | 6.10 | — | — | 839 | — | 6.50 | — | — |
| 843 | — | 10.50 | — | — | 836 | — | 11.05 | — | — | 849 | — | 6.25 | — | — | 838 | — | 7.00 | — | — |
| 845 | — | 11.00 | — | — | 839 | — | 11.15 | — | — | 855 | — | 6.40 | — | — | 857 | — | 7.00 | — | — |
| 846 | — | 11.10 | — | — | 825 | — | 11.25 | — | — | 856 | — | 7.00 | — | — | 840 | — | 7.05 | — | — |
| 847 | — | 11.20 | — | — | 834 | — | 11.45 | — | — | 847 | — | 7.00 | AB | — | 841 | — | 7.15 | — | — |
| 849 | — | 11.30 | — | — | 843 | — | 12.05 | — | — | 862 | — | 7.30 | — | — | 847 | AB | 7.30 | — | — |
| 840 | — | 12.00 | — | — | 845 | — | 12.15 | — | — | 857 | — | 8.00 | — | — | 849 | — | 7.35 | — | — |
| 861 | — | 12.20 | — | — | 846 | — | 12.25 | — | — | | | | | | 855 | — | 7.55 | — | — |
| 821 | — | 12.40 | — | — | 847 | — | 12.30 | — | — | | | | | | 856 | — | 8.15 | — | — |
| 855 | — | 1.00 | — | — | 849 | — | 12.45 | — | — | | | | | | 862 | — | 8.45 | — | — |
| 857 | — | 1.20 | — | — | 840 | — | 1.00 | — | — | | | | | | 857 | — | 9.00 | — | — |
| 856 | — | 1.30 | — | — | 861 | — | 1.35 | — | — | | | | | | | | | | |
| 858 | — | 1.40 | — | — | 821 | — | 1.50 | — | — | | | | | | | | | | |
| 810 | — | 2.00 | — | — | 855 | — | 2.15 | — | — | | | | | | | | | | |
| 835 | — | 2.20 | — | — | 857 | — | 2.30 | — | — | | | | | | | | | | |
| 805 | — | 2.30 | — | — | 856 | — | 2.45 | — | — | | | | | | | | | | |
| 811 | — | 2.40 | — | — | 858 | — | 2.55 | — | — | | | | | | | | | | |
| 853 | — | 2.45 | AB | — | 815 | — | 3.10 | — | — | 803 | — | 6.00 | — | — | 803 | — | 7.10 | — | — |
| 806 | — | 3.00 | — | — | 853 | AB | 3.15 | — | — | 803 | — | 3.15 | — | — | 803 | — | 5.10 | — | — |
| 834 | — | 3.10 | — | — | 810 | — | 3.15 | — | — | | | | | | | | | | |
| 855 | — | 3.20 | To AB | — | 835 | — | 3.35 | — | — | | | | | | | | | | |
| 817 | — | 3.20 | — | — | 805 | — | 3.45 | — | — | | | | | | | | | | |

THOKOZA

ZWAARTKOPPIES

[illegible]

S-N (W) 1/79

PUTCO LTD: SECTION.—NANCEFIELD

Monday to Friday

Specimen time-table

| ELDORADO PARK (81001) | | | | | BREE STREET | | | | | ELDORADO PARK (81001) | | | | | BREE STREET | | | | |
|-----------------------|------|------|------|---|-------------|---------|-------|------|---|-----------------------|--------|-------|------|---|-------------|------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 903 | — | 4.40 | — | — | 906 | TO ST 3 | 5.35 | — | — | 924 | Stop 3 | 6.00 | — | — | 912 | — | 2100 | — | — |
| 904 | — | 4.50 | — | — | 901 | — | 5.50 | — | — | 390 | — | 7.10 | — | — | 917 | — | 2115 | — | — |
| 906 | — | 5.00 | — | — | 913 | — | 5.55 | — | — | 927 | ST 5 | 7.15 | — | — | 906 | — | 2140 | — | — |
| 909 | — | 5.10 | — | — | 919 | — | 6.10 | — | — | 934 | ST 6 | 7.15 | — | — | 943 | — | 3100 | — | — |
| 913 | — | 5.20 | — | — | 921 | TO ST 3 | 6.15 | — | — | 931 | — | 7.15 | — | — | 934 | — | 3140 | — | — |
| 917 | — | 5.30 | — | — | 922 | — | 6.15 | — | — | 936 | — | 7.20 | — | — | 917 | — | 3135 | — | — |
| 919 | ST 3 | 5.35 | — | — | 925 | — | 6.25 | — | — | 906 | — | 7.25 | — | — | 919 | — | 3145 | — | — |
| 921 | — | 5.40 | — | — | 930 | — | 6.35 | — | — | 907 | ST 5 | 7.25 | — | — | 904 | — | 3155 | — | — |
| 924 | ST 3 | 5.50 | — | — | 931 | — | 6.40 | — | — | 943 | — | 7.30 | — | — | 941 | Fri. | 3155 | — | — |
| 925 | — | 5.50 | — | — | 936 | — | 6.40 | — | — | 953 | — | 7.35 | — | — | 928 | — | 4100 | — | — |
| 926 | — | 5.55 | — | — | 906 | — | 6.50 | — | — | 939 | — | 7.40 | — | — | 927 | — | 4110 | — | — |
| 930 | — | 5.55 | — | — | 943 | — | 6.55 | — | — | 914 | — | 7.45 | — | — | 949 | — | 4115 | — | — |
| 936 | — | 6.00 | — | — | 953 | — | 6.55 | — | — | 960 | — | 7.50 | — | — | 930 | — | 4115 | — | — |
| 906 | ST 3 | 6.10 | — | — | 901 | — | 7.05 | — | — | 952 | — | 7.55 | — | — | 958 | — | 4120 | — | — |
| 942 | — | 6.10 | — | — | 914 | — | 7.10 | — | — | 917 | — | 8.00 | — | — | 944 | — | 4125 | — | — |
| 943 | ST 3 | 6.15 | — | — | 960 | — | 7.10 | — | — | 964 | — | 8.05 | — | — | 929 | — | 4130 | — | — |
| 944 | ST 5 | 6.15 | — | — | 965 | — | 7.15 | — | — | 923 | — | 8.10 | — | — | 928 | Fri. | 4130 | — | — |
| 946 | — | 6.15 | — | — | 917 | — | 7.20 | — | — | 919 | — | 8.15 | — | — | 922 | — | 4135 | — | — |
| 953 | — | 6.15 | — | — | 964 | — | 7.20 | — | — | 922 | — | 8.30 | — | — | 925 | — | 4140 | — | — |
| 949 | ST 3 | 6.20 | — | — | 923 | — | 7.25 | — | — | 927 | — | 8.45 | — | — | 959 | — | 4140 | — | — |
| 954 | — | 6.20 | — | — | 919 | — | 7.30 | — | — | 901 | — | 9.00 | — | — | 957 | — | 4145 | — | — |
| 908 | ST 5 | 6.20 | — | — | 922 | — | 7.30 | — | — | 939 | — | 9.15 | — | — | 953 | — | 4150 | — | — |
| 909 | ST 6 | 6.25 | — | — | 927 | — | 7.55 | — | — | 958 | — | 9.30 | — | — | 970 | — | 4150 | — | — |
| 901 | — | 6.25 | — | — | 939 | — | 8.20 | — | — | 946 | — | 9.45 | — | — | 917 | — | 4155 | — | — |
| 913 | — | 6.30 | — | — | 933 | — | 8.20 | — | — | 969 | — | 10.00 | — | — | 918 | — | 4155 | — | — |
| 914 | ST 5 | 6.30 | — | — | 946 | — | 8.30 | — | — | 901 | — | 10.30 | — | — | 950 | — | 5100 | — | — |
| 960 | ST 3 | 6.30 | — | — | 960 | — | 9.00 | — | — | 926 | — | 10.50 | — | — | 935 | — | 5100 | — | — |
| 965 | — | 6.35 | — | — | 927 | — | 9.25 | — | — | 971 | — | 11.05 | — | — | 919 | — | 5105 | — | — |
| 964 | ST 5 | 6.35 | — | — | 901 | — | 9.50 | — | — | 972 | — | 11.30 | — | — | 934 | — | 5110 | — | — |
| 966 | — | 6.40 | — | — | 926 | — | 10.10 | — | — | 974 | — | 11.45 | — | — | 954 | — | 5110 | — | — |
| 917 | ST 5 | 6.40 | — | — | 969 | — | 10.40 | — | — | 971 | — | 12.25 | — | — | 941 | Fri. | 5115 | — | — |
| 923 | ST 6 | 6.45 | — | — | 901 | — | 11.10 | — | — | 906 | — | 12.40 | — | — | 963 | — | 5115 | — | — |
| 915 | — | 6.45 | — | — | 971 | — | 11.45 | — | — | 955 | — | 11.00 | — | — | 940 | — | 5115 | — | — |
| 921 | ST 3 | 6.50 | — | — | 906 | — | 12100 | — | — | 971 | — | 11.45 | — | — | 910 | — | 5120 | — | — |
| 922 | ST 5 | 6.50 | — | — | 974 | — | 12.25 | — | — | 906 | — | 2.00 | — | — | 928 | — | 5120 | — | — |
| 919 | — | 6.50 | — | — | 971 | — | 1.05 | — | — | 943 | — | 2.20 | — | — | 960 | — | 5125 | — | — |
| 903 | — | 7.00 | — | — | 906 | — | 1.20 | — | — | 912 | — | 2.40 | — | — | 927 | — | 5130 | — | — |
| 925 | — | 7.00 | — | — | 943 | — | 1.40 | — | — | 923 | — | 2.45 | — | — | 942 | Fri. | 5130 | — | — |
| | | | | | | | | | | 917 | — | 2.55 | — | — | | | | | |

| ELDORADO PARK (81001) | | | | | BREE STREET | | | | | KLIPTOWN (81001) | | | | | BREE STREET | | | | |
|-----------------------|------|------|------|---|-------------|------|------|------|---|------------------|-----|------|------|---|-------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 929 | — | 3 00 | — | — | 948 | — | 5 35 | — | — | 902 | — | 4.40 | — | — | 902 | — | 5.15 | — | — |
| 904 | — | 3 15 | — | — | 967 | — | 5 35 | — | — | 907 | — | 5.00 | — | — | 903 | — | 5.20 | — | — |
| 944 | — | 3 15 | — | — | 930 | — | 5 40 | — | — | 901 | — | 5.15 | — | — | 904 | — | 5.25 | — | — |
| 941 | — | 3 15 | — | — | 949 | — | 5 40 | — | — | 914 | — | 5.20 | — | — | 907 | To KLB | 5.35 | — | — |
| 942 | — | 3 15 | — | — | 944 | — | 5 45 | — | — | 918 | — | 5.30 | — | — | 916 | — | 6.05 | — | — |
| 943 | — | 3 40 | — | — | 924 | — | 5 45 | — | — | 916 | KLP | 5.30 | — | — | 918 | To KLP | 6.05 | — | — |
| 934 | — | 4 00 | — | — | 929 | — | 5 50 | — | — | 922 | — | 5.40 | — | — | 902 | — | 6.30 | — | — |
| 917 | — | 4 15 | — | — | 964 | — | 5 50 | — | — | 902 | — | 5.50 | — | — | 926 | — | 6.30 | — | — |
| 919 | — | 4 25 | — | — | 961 | Fri. | 5 50 | — | — | 931 | — | 6.00 | — | — | 935 | — | 6.45 | — | — |
| 941 | Fri. | 4 35 | — | — | 928 | Fri. | 5 50 | — | — | 934 | KLB | 6.00 | — | — | 954 | — | 7.00 | — | — |
| 928 | — | 4 40 | — | — | 922 | — | 5 55 | — | — | 941 | — | 6.10 | — | — | 959 | — | 7.10 | — | — |
| 940 | — | 4 40 | — | — | 915 | — | 6 00 | — | — | 907 | KLB | 6.10 | — | — | 918 | — | 7.20 | — | — |
| 927 | — | 4 50 | — | — | 925 | — | 6 00 | — | — | 935 | KLP | 6.10 | — | — | 921 | — | 7.30 | — | — |
| 942 | Fri. | 4 50 | — | — | 957 | — | 6 05 | — | — | 947 | — | 6.15 | — | — | 924 | — | 7.40 | — | — |
| 949 | — | 4 55 | — | — | 953 | — | 6 10 | — | — | 951 | KLF | 6.15 | — | — | 925 | — | 7.40 | — | — |
| 958 | — | 5 00 | — | — | 965 | — | 6 15 | — | — | 948 | KLP | 6.15 | — | — | 936 | — | 8.00 | — | — |
| 930 | Fri. | 5 00 | — | — | 938 | — | 6 20 | — | — | 955 | — | 6.20 | — | — | 954 | — | 8.20 | — | — |
| 944 | — | 5 05 | — | — | 934 | — | 6 30 | — | — | 950 | KLB | 6.20 | — | — | 959 | — | 8.30 | — | — |
| 928 | Fri. | 5 10 | — | — | 950 | — | 6 45 | — | — | 958 | — | 6.25 | — | — | 964 | — | 8.45 | — | — |
| 929 | — | 5 10 | — | — | 916 | — | 7 00 | — | — | 961 | — | 6.30 | — | — | 937 | — | 9.20 | — | — |
| 822 | — | 5 15 | — | — | 974 | — | 7 15 | — | — | 959 | KLB | 6.30 | — | — | 902 | — | 9.50 | — | — |
| 959 | — | 5 20 | — | — | 957 | — | 7 30 | — | — | 968 | KLP | 6.35 | — | — | 970 | — | 10.10 | — | — |
| 925 | — | 5 20 | — | — | 966 | — | 8 00 | — | — | 916 | — | 6.40 | — | — | 907 | — | 10.25 | — | — |
| 957 | — | 5 25 | — | — | | | | | | 918 | KLB | 6.40 | — | — | 902 | — | 11.10 | — | — |
| 953 | — | 5 30 | — | — | | | | | | 912 | KLP | 6.45 | — | — | 907 | — | 11.45 | — | — |
| 970 | — | 5 30 | — | — | | | | | | 940 | — | 6.50 | — | — | 975 | — | 12 00 | — | — |
| 950 | — | 5 40 | — | — | | | | | | 969 | — | 6.55 | — | — | 972 | — | 12 20 | — | — |
| 934 | — | 5 50 | — | — | | | | | | 904 | KLP | 7.00 | — | — | 973 | — | 12 25 | — | — |
| 963 | — | 5 55 | — | — | | | | | | 926 | — | 7.05 | — | — | 907 | — | 1 05 | — | — |
| 940 | — | 5 55 | — | — | | | | | | 902 | — | 7.10 | — | — | 975 | — | 1 20 | — | — |
| 957 | — | 6 45 | — | — | | | | | | 935 | — | 7.20 | — | — | 952 | — | 1 40 | — | — |
| 966 | — | 7 00 | — | — | | | | | | 938 | — | 7.30 | — | — | 931 | — | 1 55 | — | — |
| | | | | | | | | | | 947 | KLP | 7.35 | — | — | 918 | — | 2 15 | — | — |
| | | | | | | | | | | 954 | — | 7.40 | — | — | 975 | — | 2 40 | — | — |
| | | | | | | | | | | 955 | — | 7.50 | — | — | 952 | — | 3 00 | — | — |
| | | | | | | | | | | 918 | — | 8.00 | — | — | 911 | — | 3 20 | — | — |
| | | | | | | | | | | 921 | — | 8.15 | — | — | 918 | — | 3 35 | — | — |
| | | | | | | | | | | 925 | — | 8.30 | — | — | 921 | — | 3 45 | — | — |

| PROTEA (81006) | | | | | BREE STREET | | | | | SCHOOL TRIPS | | | | | | | | | |
|-----------------------|-----|-------|------|---|-------------|------|-------|------|---|------------------|----------|------|------|---|------------------|----------|------|------|------|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 920 | — | 5.40 | — | — | 946 | — | 6.55 | — | — | 932 | PR-COR | 7.00 | — | — | 932 | COR-P | 2 30 | — | — |
| 928 | — | 6.00 | — | — | 935 | — | 8.00 | — | — | 942 | EP-COR | 7.25 | — | — | 942 | BHS-EP | 2 30 | — | — |
| 910 | — | 6.20 | — | — | 926 | — | 11.30 | — | — | 929 | ST 3-CO | 7.25 | — | — | 929 | NO-EP | 2 20 | — | — |
| 946 | — | 7.30 | — | — | 926 | — | 1 30 | — | — | 941 | LT-COR | 7.25 | — | — | 941 | COR-EP | 2 30 | — | — |
| 935 | — | 9.00 | — | — | 935 | — | 3 00 | — | — | 944 | LT-COR | 7.25 | — | — | 944 | COR-EP | 2 30 | — | — |
| 926 | — | 12 30 | — | — | 952 | — | 4 45 | — | — | 920 | KL-COR | 7.30 | — | — | 920 | COR-KL | 2 30 | — | — |
| 932 | — | 3 30 | — | — | 946 | — | 5 25 | — | — | 955 | EP-RTC | 7.35 | — | — | 951 | KHS-EP | 2 10 | — | — |
| 935 | — | 4 00 | — | — | 959 | — | 6 00 | — | — | 951 | LT-RTC | 7.20 | — | — | 915 | KHS-EP | 2 10 | — | — |
| | | | | | 963 | — | 6 45 | — | — | 950 | ST 6-KH | 7.35 | — | — | 909 | KHS-EP | 2 10 | — | — |
| ELDORADO PARK (81005) | | | | | ROBERTSHAM | | | | | 913 | EP-KHS | 7.40 | — | — | 904 | Riv.-EP | 2 40 | — | — |
| 933 | — | 6.00 | — | — | 933 | — | 5 10 | — | — | 958 | LT-KHS | 7.40 | — | — | 923 | Riv.-EP | 3 15 | Fri. | 2 00 |
| KLIPTOWN (81005) | | | | | ROBERTSHAM | | | | | 909 | EP-ES | 7.45 | — | — | 955 | ES-EP | 2 05 | — | — |
| 904 | — | 6.00 | — | — | 904 | — | 5 10 | — | — | 908 | KL-Ex. 3 | 7.30 | — | — | 905 | Ex. 3-KC | 2 00 | — | — |
| E.P. (81001) | | | | | OPHIRTION | | | | | 901 | EP-Ex. 3 | 7.35 | — | — | 974 | Ex. 3-KC | 2 00 | — | — |
| | | | | | 969 | Fri. | 4 30 | — | — | 967 | KL-Ex. 3 | 7.45 | — | — | 924 | Ex. 3-EP | 2 00 | — | — |
| | | | | | 969 | — | 5 15 | — | — | LENASIA (81009) | | | | | SCHOOL CONTRACTS | | | | |
| KLIPTOWN (81001) | | | | | OPHIRTION | | | | | 956 | SS-LZ | 7.10 | — | — | 956 | LZ-SS | 2 45 | Fri. | 3 15 |
| | | | | | 938 | Fri. | 4 15 | — | — | 948 | KSV-LZ | 7.15 | — | — | 948 | K.V.S. | 2 45 | Fri. | 3 15 |
| KLIPTOWN (81001) | | | | | 938 | — | 4 50 | — | — | 949 | KVS-LZ | 7.20 | — | — | 949 | KVS | 2 45 | Fri. | 3 15 |
| | | | | | 945 | — | 4 15 | — | — | 945 | Plan. | 7.20 | — | — | 945 | Plan. | 2 45 | Fri. | 3 15 |
| E.P. (81011) | | | | | 951 | — | 5 15 | — | — | 961 | Prit. | 7.20 | — | — | 961 | Prit. | 2 45 | Fri. | 3 15 |
| 920 | — | 7.05 | — | — | 940 | Fri. | 3 15 | — | — | 928 | Pres. | 7.00 | — | — | 928 | Pres. | 2 45 | Fri. | 3 15 |
| | | | | | 940 | — | 4 15 | — | — | KLIPTOWN (81002) | | | | | M.S.A. | | | | |
| | | | | | | | | | | 937 | Via EP | 6.00 | — | — | 937 | — | 6.45 | — | — |
| | | | | | | | | | | 937 | Via. EP | 7.15 | — | — | 913 | — | 4 25 | — | — |
| | | | | | | | | | | | | | | | 962 | — | 5 00 | — | — |
| | | | | | | | | | | | | | | | 937 | — | 5 05 | — | — |

Saturday

| ELDORADO-PARK (81001) | | | | | BREE STREET | | | | | ELDORADO PARK (81001) | | | | | BREE STREET | | | | |
|-----------------------|------|------|------|---|-------------|-----|-------|------|---|-----------------------|-----|-------|------|---|-------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 902 | — | 5.00 | — | — | 903 | — | 5.35 | — | — | 932 | — | 9.45 | — | — | 945 | — | 11.20 | — | — |
| 907 | — | 5.25 | — | — | 907 | — | 6.05 | — | — | 939 | — | 9.50 | — | — | 936 | — | 11.20 | — | — |
| 909 | — | 5.45 | — | — | 910 | — | 6.25 | — | — | 941 | — | 10.00 | — | — | 902 | — | 11.30 | — | — |
| 903 | — | 6.10 | — | — | 912 | — | 6.35 | — | — | 916 | — | 10.10 | — | — | 907 | — | 11.35 | — | — |
| 915 | ST 5 | 6.10 | — | — | 916 | — | 6.50 | — | — | 934 | — | 10.15 | — | — | 908 | — | 11.40 | — | — |
| 901 | — | 6.15 | — | — | 903 | — | 6.50 | — | — | 933 | — | 10.20 | — | — | 922 | — | 11.40 | — | — |
| 919 | — | 6.20 | — | — | 901 | — | 6.55 | — | — | 935 | — | 10.25 | — | — | 912 | — | 11.45 | — | — |
| 921 | — | 6.25 | — | — | 919 | — | 7.00 | — | — | 944 | — | 10.35 | — | — | 939 | — | 11.50 | — | — |
| 923 | — | 6.30 | — | — | 921 | — | 7.05 | — | — | 936 | — | 10.45 | — | — | 928 | — | 11.55 | — | — |
| 926 | — | 6.35 | — | — | 923 | — | 7.10 | — | — | 937 | — | 10.50 | — | — | 911 | — | 12.00 | — | — |
| 907 | — | 6.45 | — | — | 926 | — | 7.15 | — | — | 922 | — | 11.00 | — | — | 926 | — | 12.10 | — | — |
| 927 | ST 5 | 6.45 | — | — | 907 | — | 7.25 | — | — | 939 | — | 11.10 | — | — | 942 | — | 12.20 | — | — |
| 910 | — | 7.05 | — | — | 909 | — | 7.45 | — | — | 918 | — | 11.15 | — | — | 943 | — | 12.25 | — | — |
| 912 | — | 7.15 | — | — | 912 | — | 7.55 | — | — | 941 | — | 11.25 | — | — | 924 | — | 12.30 | — | — |
| 929 | — | 7.20 | — | — | 929 | — | 8.00 | — | — | 926 | — | 11.30 | — | — | 910 | — | 12.40 | — | — |
| 916 | ST 5 | 7.30 | — | — | 915 | — | 8.10 | — | — | 942 | — | 11.40 | — | — | 940 | — | 12.50 | — | — |
| 903 | — | 7.30 | — | — | 901 | — | 8.15 | — | — | 945 | — | 12.00 | — | — | 907 | — | 12.55 | — | — |
| 901 | — | 7.35 | — | — | 919 | — | 8.20 | — | — | 902 | — | 12.10 | — | — | 922 | — | 1.00 | — | — |
| 919 | — | 7.40 | — | — | 921 | — | 8.25 | — | — | 907 | — | 12.15 | — | — | 912 | — | 1.05 | — | — |
| 921 | — | 7.45 | — | — | 917 | — | 8.30 | — | — | 922 | — | 12.20 | — | — | 927 | — | 1.15 | — | — |
| 923 | — | 7.50 | — | — | 923 | — | 8.30 | — | — | 908 | — | 12.20 | — | — | 931 | — | 1.20 | — | — |
| 932 | — | 8.00 | — | — | 927 | — | 8.45 | — | — | 912 | — | 12.25 | — | — | 926 | — | 1.30 | — | — |
| 937 | ST 5 | 8.05 | — | — | 931 | — | 8.45 | — | — | 939 | — | 12.30 | — | — | 942 | — | 1.40 | — | — |
| 907 | — | 8.10 | — | — | 926 | — | 8.55 | — | — | 918 | — | 12.35 | — | — | 915 | — | 1.45 | — | — |
| 926 | — | 8.15 | — | — | 932 | — | 9.00 | — | — | 911 | — | 12.40 | — | — | 910 | — | 2.00 | — | — |
| 909 | — | 8.25 | — | — | 909 | — | 9.05 | — | — | 926 | — | 12.50 | — | — | 902 | — | 2.10 | — | — |
| 912 | — | 8.35 | — | — | 918 | — | 9.15 | — | — | 942 | — | 1.00 | — | — | 907 | — | 2.15 | — | — |
| 929 | — | 8.40 | — | — | 916 | — | 9.30 | — | — | 910 | — | 1.20 | — | — | 938 | — | 2.15 | — | — |
| 934 | — | 8.45 | — | — | 935 | — | 9.45 | — | — | 907 | — | 1.35 | — | — | 921 | — | 2.20 | — | — |
| 915 | — | 8.50 | — | — | 923 | — | 9.50 | — | — | 921 | — | 1.35 | — | — | 933 | — | 2.25 | — | — |
| 919 | — | 9.00 | — | — | 936 | — | 10.05 | — | — | 912 | — | 1.45 | — | — | 912 | — | 2.30 | — | — |
| 921 | — | 9.05 | — | — | 937 | — | 10.10 | — | — | 926 | — | 2.10 | — | — | 925 | — | 2.35 | — | — |
| 917 | — | 9.10 | — | — | 922 | — | 10.20 | — | — | 946 | — | 2.15 | — | — | 911 | — | 2.40 | — | — |
| 923 | ST 5 | 9.10 | — | — | 939 | — | 10.30 | — | — | 915 | — | 2.25 | — | — | 931 | — | 2.50 | — | — |
| 936 | — | 9.20 | — | — | 941 | — | 10.45 | — | — | 935 | — | 2.35 | — | — | 916 | — | 3.00 | — | — |
| 931 | — | 9.25 | — | — | 934 | — | 10.55 | — | — | 937 | — | 2.45 | — | — | 932 | — | 3.30 | — | — |
| 927 | — | 9.30 | — | — | 942 | — | 11.00 | — | — | 933 | — | 3.05 | — | — | 939 | — | 3.40 | — | — |
| — | — | — | — | — | 935 | — | 11.05 | — | — | 925 | — | 3.15 | — | — | 933 | — | 4.10 | — | — |

| ELDORADO PARK (81001) | | | | | BREE STREET | | | | | PROTEA (81006) | | | | | BREE STREET | | | | |
|-----------------------|-----|-------|------|---|---------------------|-------|------|------|---|----------------|-----|-------|------|---|-------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 931 | — | 3 30 | — | — | 935 | — | 4 35 | — | — | 911 | — | 6.00 | — | — | 911 | — | 7.00 | — | — |
| 938 | — | 4.00 | — | — | 937 | — | 4.45 | — | — | 928 | — | 7.00 | — | — | 928 | — | 8.00 | — | — |
| 939 | — | 4.20 | — | — | 939 | — | 5.00 | — | — | 911 | — | 8.00 | — | — | 933 | — | 9.00 | — | — |
| 940 | — | 4.35 | — | — | 940 | — | 5.15 | — | — | 928 | — | 9.00 | — | — | 940 | — | 11.00 | — | — |
| 933 | — | 5.00 | — | — | 938 | — | 5.25 | — | — | 940 | — | 10.00 | — | — | 929 | — | 12.00 | — | — |
| 946 | — | 5.15 | — | — | 933 | — | 5.40 | — | — | 940 | — | 12.00 | — | — | 903 | — | 1.00 | — | — |
| 940 | — | 6.00 | — | — | 946 | VIAPR | 6.00 | — | — | 929 | — | 1.00 | — | — | 928 | — | 2.00 | — | — |
| 945 | — | 7.00 | — | — | 945 | — | 6.20 | — | — | 928 | — | 3.00 | — | — | 928 | — | 4.00 | — | — |
| — | — | — | — | — | 944 | — | 7.00 | — | — | | | | | | | | | | |
| — | — | — | — | — | 941 | — | 8.00 | — | — | | | | | | | | | | |
| ELDORADO PARK (81001) | | | | | SHERWELL STREET | | | | | | | | | | | | | | |
| 917 | — | 6.15 | — | — | 918 | TO KL | 7.15 | — | — | | | | | | | | | | |
| — | — | — | — | — | 920 | — | 1.00 | — | — | | | | | | | | | | |
| — | — | — | — | — | 929 | — | 1.30 | — | — | | | | | | | | | | |
| ELDORADO PARK (81007) | | | | | CORONATION HOSPITAL | | | | | | | | | | | | | | |
| 934 | — | 2.00 | — | — | 934 | — | 4.15 | — | — | | | | | | | | | | |
| KLIPTOWN (81001) | | | | | SHERWELL STREET | | | | | | | | | | | | | | |
| 918 | — | 6.15 | — | — | 917 | — | 7.05 | — | — | | | | | | | | | | |
| 920 | — | 12.00 | — | — | 917 | — | 1.00 | — | — | | | | | | | | | | |
| KLIPTOWN (81007) | | | | | CORONATION HOSPITAL | | | | | | | | | | | | | | |
| 943 | — | 2.15 | — | — | 943 | — | 4.15 | — | — | | | | | | | | | | |

| KLIPTOWN | | | | | BREE STREET (81003) | | | | | KLIPTOWN | | | | | BREE STREET | | | | |
|----------|-----|-------|------|---|---------------------|-----|-------|------|---|----------|-----|-------|------|---|-------------|-----|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 903 | — | 5.00 | — | — | 902 | — | 5.35 | — | — | 945 | — | 10.40 | — | — | 914 | — | 12 10 | — | — |
| 908 | — | 5.25 | — | — | 908 | — | 6.05 | — | — | 931 | — | 10.50 | — | — | 915 | — | 12 25 | — | — |
| 910 | — | 5.45 | — | — | 909 | — | 6.25 | — | — | 938 | — | 11.00 | — | — | 903 | — | 12 30 | — | — |
| 912 | — | 5.55 | — | — | 914 | — | 6.40 | — | — | 909 | — | 11.10 | — | — | 944 | — | 12 40 | — | — |
| 914 | — | 6.00 | — | — | 915 | — | 6.50 | — | — | 924 | — | 11.20 | — | — | 937 | — | 12 50 | — | — |
| 916 | — | 6.10 | — | — | 902 | — | 6.55 | — | — | 901 | — | 11.30 | — | — | 902 | — | 1 05 | — | — |
| 902 | — | 6.15 | — | — | 920 | — | 7.00 | — | — | 914 | — | 11.30 | — | — | 916 | — | 1 05 | — | — |
| 920 | — | 6.20 | — | — | 924 | — | 7.10 | — | — | 903 | — | 11.50 | — | — | 909 | — | 1 10 | — | — |
| 922 | — | 6.30 | — | — | 922 | — | 7.10 | — | — | 944 | — | 11.55 | — | — | 918 | — | 1 15 | — | — |
| 924 | — | 6.30 | — | — | 925 | — | 7.15 | — | — | 910 | — | 12 00 | — | — | 911 | — | 1 20 | — | — |
| 925 | — | 6.35 | — | — | 927 | — | 7.25 | — | — | 920 | — | 12 00 | — | — | 914 | — | 1 30 | — | — |
| 908 | — | 6.50 | — | — | 908 | — | 7.30 | — | — | 937 | — | 12 10 | — | — | 923 | — | 1 45 | — | — |
| 909 | — | 7.05 | — | — | 910 | — | 7.45 | — | — | 919 | — | 12 15 | — | — | 903 | — | 1 50 | — | — |
| 914 | — | 7.20 | — | — | 914 | — | 8.00 | — | — | 909 | — | 12 30 | — | — | 929 | — | 2 00 | — | — |
| 915 | — | 7.30 | — | — | 916 | — | 8.10 | — | — | 914 | — | 12 50 | — | — | 932 | — | 2 10 | — | — |
| 902 | — | 7.35 | — | — | 920 | — | 8.20 | — | — | 915 | — | 1 05 | — | — | 917 | — | 2 40 | — | — |
| 920 | — | 7.40 | — | — | 922 | — | 8.30 | — | — | 923 | — | 1 05 | — | — | 926 | — | 2 50 | — | — |
| 917 | — | 7.50 | — | — | 925 | — | 8.35 | — | — | 903 | — | 1 10 | — | — | 915 | — | 3 05 | — | — |
| 922 | — | 7.50 | — | — | 908 | — | 8.45 | — | — | 932 | — | 1 20 | — | — | 923 | — | 3 05 | — | — |
| 925 | — | 7.55 | — | — | 910 | — | 9.05 | — | — | 944 | — | 1 20 | — | — | 936 | — | 3 10 | — | — |
| 924 | — | 8.00 | — | — | 929 | — | 9.20 | — | — | 902 | — | 1 30 | — | — | 935 | — | 3 15 | — | — |
| 927 | — | 8.05 | — | — | 934 | — | 9.25 | — | — | 925 | — | 1 55 | — | — | 946 | — | 3 20 | — | — |
| 908 | — | 8.10 | — | — | 920 | — | 9.40 | — | — | 911 + | — | 2 00 | — | — | 937 | — | 3 25 | — | — |
| 933 | — | 8.20 | — | — | 921 | — | 9.45 | — | — | 917 | — | — | — | — | — | — | — | — | — |
| 910 | — | 8.25 | — | — | 925 | — | 9.55 | — | — | 916 + | — | 2 10 | — | — | 927 | — | 3 40 | — | — |
| 918 | — | 8.30 | — | — | 938 | — | 10.10 | — | — | 931 | — | — | — | — | — | — | — | — | — |
| 914 | — | 8.40 | — | — | 938 | — | 10.20 | — | — | 923 | — | 2 25 | — | — | 925 | — | 3 55 | — | — |
| 916 | — | 8.50 | — | — | 932 | — | 10.25 | — | — | 936 | — | 2 30 | — | — | 944 | — | 4 00 | — | — |
| 920 | — | 9.00 | — | — | 924 | — | 10.40 | — | — | 932 | — | 2 50 | — | — | 931 | — | 4 10 | — | — |
| 935 | — | 9.05 | — | — | 901 | — | 10.50 | — | — | 927 | — | 3 00 | — | — | 921 | — | 4 15 | — | — |
| 925 | — | 9.15 | — | — | 914 | — | 10.50 | — | — | 921 | — | 3 35 | — | — | 936 | — | 4 30 | — | — |
| 908 | — | 9.25 | — | — | 903 | — | 11.10 | — | — | 936 | — | 3 50 | — | — | 945 | — | 5 00 | — | — |
| 937 | — | 9.30 | — | — | 944 | — | 11.15 | — | — | 935 | — | 3 55 | — | — | 944 | — | 5 20 | — | — |
| 938 | — | 9.40 | — | — | 919 | — | 11.20 | — | — | 937 | — | 4 05 | — | — | 941 | — | 6 00 | — | — |
| 929 | — | 10.00 | — | — | 937 | — | 11.30 | — | — | 930 | — | 4 30 | — | — | 942 | — | 6 30 | — | — |
| 901 | — | 10.10 | — | — | 909 | — | 11.50 | — | — | 944 | — | 4 40 | — | — | 940 | — | 7 00 | — | — |
| 942 | — | 10.20 | — | — | 941 | — | 12 05 | — | — | 941 | — | 5 00 | — | — | 945 | — | 8 00 | — | — |
| 943 | — | 10.25 | — | — | 901 | — | 12 10 | — | — | 942 | — | 5 30 | — | — | — | — | — | — | — |
| | | | | | | | | | | 945 | — | 5 40 | — | — | | | | | |
| | | | | | | | | | | 944 | — | 6 00 | — | — | | | | | |
| | | | | | | | | | | 941 | — | 7 00 | — | — | | | | | |

Sunday

| KLIPTOWN (81001) | | | | | CITY | | | | | ELDORADO PARK (81001) | | | | | CITY | | | | |
|------------------|-----|-------|------|---|------|-------|-------|------|---|-----------------------|--------|-------|------|---|---------------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 903 | — | 5.00 | — | — | 903 | — | 6.00 | — | — | 913 | — | 8.00 | — | — | 913 | — | 9.00 | — | — |
| 905 | — | 6.00 | — | — | 905 | — | 7.00 | — | — | 909 | — | 9.00 | — | — | 909 | — | 10.00 | — | — |
| 903 | — | 7.00 | — | — | 903 | — | 8.00 | — | — | 913 | — | 10.00 | — | — | 913 | — | 11.00 | — | — |
| 905 | — | 8.00 | — | — | 905 | — | 9.00 | — | — | 908 | — | 11.00 | — | — | 908 | — | 12.00 | — | — |
| 910 | — | 9.00 | — | — | 910 | — | 10.00 | — | — | 911 | — | 12.00 | — | — | 911 | — | 1.00 | — | — |
| 904 | — | 10.00 | — | — | 904 | — | 11.00 | — | — | 912 | — | 1.00 | — | — | 912 | — | 2.00 | — | — |
| 910 | — | 11.00 | — | — | 910 | — | 12.00 | — | — | 911 | — | 2.00 | — | — | 911 | — | 3.00 | — | — |
| 904 | — | 12.00 | — | — | 904 | — | 1.00 | — | — | 908 | — | 3.00 | — | — | 908 | — | 4.00 | — | — |
| 906 | — | 1.00 | — | — | 906 | — | 2.00 | — | — | 908 | — | 4.45 | — | — | 908 | — | 5.30 | — | — |
| 909 | — | 2.00 | — | — | 909 | — | 3.00 | — | — | 910 | — | 5.00 | — | — | 910 | — | 6.00 | — | — |
| 906 | — | 3.00 | — | — | 906 | — | 4.00 | — | — | KLIPTOWN (81001) | | | | | CORONATION HOSPITAL | | | | |
| 909 | — | 4.00 | — | — | 909 | — | 5.00 | — | — | 905 | — | 2.00 | — | — | 905 | — | 4.00 | — | — |
| 912 | — | 5.00 | — | — | 912 | — | 6.00 | — | — | ELDORADO PARK (81007) | | | | | CORONATION HOSPITAL | | | | |
| 911 | — | 6.00 | — | — | 911 | — | 7.00 | — | — | 913 | — | 2.00 | — | — | 913 | — | 4.00 | — | — |
| 912 | — | 7.00 | — | — | 912 | VIAEP | 8.00 | — | — | PROTEA (81008) | | | | | CORONATION HOSPITAL | | | | |
| | | | | | | | | | | 907 | Via KI | 2.00 | — | — | 907 | Via KL | 4.15 | — | — |

INDEX SPRINGS

Monday to Friday

Time-table

Page No.

- 279 VR to Station—Station to VR—Premier Milling.
- 280 VR to Station—Station to VR—Auto Electric.
- 281 VR to Station—Station to VR—School Trips.
- 282 VR to Station—Sports Ground to Station—Station to Sports Ground—Job Maseko to Station—Station to Job Maseko—Tornado to Station—Station to Tornado—Majola to Station—Station to Majola—kwaThema plus Station to T. B. Hospital—T. B. Hospital to kwaThema plus Station.
- 283 kwaThema plus Station to New Era—New Era plus Station to kwaThema.
- 284 kwaThema plus Station to New Era—New Era—kwaThema to Dersley Park Dersley Park to kwaThema plus Station—kwaThema to Far East Rand Hospital F.E.H. to kwaThema plus Station—Station to Largo—Largo to Station—kwaThema to Blankwick Park—B.P. to kwaThema—Station to Payneville—Payneville to Station.
- 285 kwaThema plus Station—Nuffield—Nuffield to kwaThema plus Station.
- 286 kwaThema to Nuffield—Nuffield to kwaThema—kwaThema to Sappi—Sappi to kwaThema plus Station—kwaThema to Geduld—Geduld to kwaThema—Hostel to Station—Station to Hostel—kwaThema plus Station to Grootvlei—Grootvlei to kwaThema.
- 287 kwaThema to Selcourt—Selcourt to kwaThema—Station to Selcourt—Selcourt to Station—VR to Strubenvale—Strubenvale to VR—VR to Struisbult—Struisbult to VR—VR to Perdekop—Perdekop to VR.
- 288 kwaThema to Casseldale—Casseldale to kwaThema—kwaThema to Premier Milling—Premier Milling to kwaThema—kwaThema to SMH—Hostel to Nuffield—Nuffield to Hostel.

Specimen time-table

PUTCO LTD: SECTION.—SPRINGS

Monday to Friday

| VR TO STATION | | | | | STATION TO VR | | | | | VR TO STATION (90002) | | | | | STATION TO VR | | | | |
|---------------|--------|------|---------|---|---------------|-----|------|------|---|-----------------------|-------|-------|------|---|---------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 901 | — | 3.40 | — | — | 901 | — | 4.10 | — | — | 960 | V. Pm | 8.10 | — | — | 953 | — | 8.35 | — | — |
| 907 | V. PP | 4.30 | — | — | 915 | — | 5.20 | — | — | 919 | — | 8.15 | — | — | 965 | — | 8.35 | — | — |
| 908 | — | 4.50 | — | — | 908 | — | 5.20 | — | — | 994 | — | 8.25 | — | — | 901 | — | 9.00 | — | — |
| 909 | — | 4.55 | — | — | 911 | — | 5.30 | — | — | 966 | — | 8.30 | — | — | 978 | — | 9.00 | — | — |
| 913 | — | 5.10 | — | — | 913 | — | 5.40 | — | — | 978 | — | 8.30 | — | — | 982 | — | 9.10 | — | — |
| 916 | — | 5.10 | — | — | 925 | — | 5.55 | — | — | 980 | — | 8.30 | — | — | 901 | — | 10.00 | — | — |
| 930 | — | 5.20 | — | — | 930 | — | 5.55 | — | — | 985 | — | 8.30 | — | — | 971 | — | 10.00 | — | — |
| 932 | — | 5.30 | — | — | 963 | — | 6.00 | — | — | 929 | — | 8.35 | — | — | 982 | — | 10.10 | — | — |
| 910 | — | 5.30 | — | — | 910 | — | 6.00 | — | — | 964 | — | 8.35 | — | — | 906 | — | 10.30 | — | — |
| 937 | — | 5.35 | — | — | 909 | — | 6.10 | — | — | 937 | — | 8.40 | — | — | 972 | — | 10.45 | — | — |
| 934 | — | 5.45 | — | — | 934 | — | 6.15 | — | — | 931 | — | 8.50 | — | — | 903 | V. SMH | 11.00 | — | — |
| 944 | — | 5.45 | — | — | 933 | — | 6.25 | — | — | 910 | — | 9.00 | — | — | 971 | — | 11.00 | — | — |
| 908 | — | 5.50 | — | — | 446 | — | 6.30 | — | — | 953 | — | 9.05 | — | — | 982 | — | 11.10 | — | — |
| 933 | — | 5.50 | — | — | 960 | — | 6.40 | — | — | 965 | — | 9.05 | — | — | 909 | — | 11.25 | — | — |
| 951 | — | 5.50 | — | — | 954 | — | 6.45 | — | — | 934 | — | 9.10 | — | — | 904 | — | 11.30 | — | — |
| 930 | — | 6.30 | — | — | 935 | — | 6.50 | — | — | 901 | — | 9.30 | — | — | 906 | — | 11.30 | — | — |
| 910 | — | 6.40 | — | — | 943 | — | 6.55 | — | — | 978 | — | 9.30 | — | — | 972 | — | 11.45 | — | — |
| 940 | — | 6.40 | — | — | 930 | — | 7.05 | — | — | 982 | — | 9.40 | — | — | 905 | — | 12.00 | — | — |
| 934 | — | 6.50 | — | — | 937 | — | 7.05 | — | — | 901 | — | 10.30 | — | — | 907 | — | 12.00 | — | — |
| 933 | — | 7.00 | — | — | 906 | — | 7.10 | — | — | 971 | — | 10.30 | — | — | 982 | — | 12.10 | — | — |
| 983 | VR. PV | 7.05 | V. Sta. | — | 950 | — | 7.10 | — | — | 982 | — | 10.40 | — | — | 909 | V. SMH | 12.25 | — | — |
| 919 | — | 7.15 | — | — | 908 | — | 7.20 | — | — | 906 | — | 11.00 | — | — | 906 | — | 12.30 | — | — |
| 924 | — | 7.20 | — | — | 922 | — | 7.25 | — | — | 972 | — | 11.15 | — | — | 908 | — | 12.30 | — | — |
| 941 | V. Pm | 7.20 | — | — | 934 | — | 7.25 | — | — | 903 | — | 11.30 | — | — | 970 | — | 12.35 | — | — |
| 984 | — | 7.25 | — | — | 951 | — | 7.30 | — | — | 971 | — | 11.30 | — | — | 967 | — | 12.50 | — | — |
| 966 | V. PV | 7.30 | — | — | 933 | — | 7.35 | — | — | 982 | — | 11.40 | — | — | 965 | — | 12.55 | — | — |
| 979 | — | 7.30 | — | — | 965 | — | 7.35 | — | — | 909 | — | 11.55 | — | — | 903 | — | 1.00 | — | — |
| 980 | — | 7.30 | — | — | 950 | — | 7.40 | — | — | 904 | — | 12.00 | — | — | 983 | — | 1.00 | — | — |
| 929 | — | 7.35 | — | — | 960 | — | 7.40 | — | — | 906 | — | 12.00 | — | — | 980 | — | 1.10 | — | — |
| 906 | V. PP | 7.40 | — | — | 919 | — | 7.45 | — | — | 970 | — | 12.05 | — | — | 968 | — | 1.20 | — | — |
| 930 | — | 7.40 | — | — | 984 | — | 7.55 | — | — | 972 | — | 12.15 | — | — | 909 | — | 1.25 | — | — |
| 922 | V. Pm | 7.45 | — | — | 966 | — | 8.00 | — | — | 967 | — | 12.20 | — | — | 925 | — | 1.25 | — | — |
| 934 | — | 8.00 | — | — | 979 | — | 8.00 | — | — | 905 | — | 12.30 | — | — | 981 | — | 1.25 | Fri. | — |
| 958 | — | 8.00 | — | — | 980 | — | 8.00 | — | — | 907 | — | 12.30 | — | — | 970 | — | 1.35 | — | — |
| 949 | — | 8.05 | — | — | 929 | — | 8.05 | — | — | 909 | — | 12.55 | — | — | 911 | — | 1.45 | Fri. | — |
| 965 | — | 8.05 | — | — | 964 | — | 8.05 | — | — | 906 | — | 1.00 | — | — | 946 | — | 2.10 | — | — |
| 986 | — | 8.05 | — | — | 910 | — | 8.05 | — | — | 970 | — | 1.05 | — | — | 980 | — | 2.10 | — | — |
| 933 | — | 8.10 | — | — | 934 | — | 8.35 | — | — | 971 | — | 1.15 | — | — | 925 | — | 2.25 | — | — |

| VR TO STATION (90002) | | | | | STATION TO VR | | | | | VR TO STATION (90002) | | | | | STATION TO VR | | | | |
|-----------------------|--------|------|------|---|---------------|--------|------|------|---|-----------------------|-------|------|------|---|---------------|-----|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 967 | — | 1 20 | — | — | 931 | — | 2 30 | Fri. | — | 935 | — | 3 55 | Fri. | — | 935 | — | 4 00 | — | — |
| 983 | — | 1 30 | — | — | 963 | — | 2 30 | — | — | 961 | — | 3 55 | Fri. | — | 942 | — | 4 00 | — | — |
| 904 | — | 1 35 | — | — | 986 | — | 2 30 | — | — | 981 | — | 3 55 | Fri. | — | 921 | — | 4 05 | — | — |
| 903 | — | 1 40 | — | — | 932 | — | 2 35 | — | — | 949 | — | 4 00 | — | — | 922 | — | 4 05 | — | — |
| 972 | — | 1 40 | — | — | 911 | — | 2 45 | — | — | 986 | — | 4 00 | — | — | 974 | — | 4 10 | — | — |
| 980 | — | 1 40 | — | — | 917 | — | 2 45 | — | — | 927 | — | 4 00 | — | — | 927 | — | 4 10 | Fri. | — |
| 968 | — | 1 50 | — | — | 928 | — | 2 45 | — | — | 931 | — | 4 00 | Fri. | — | 985 | — | 4 15 | — | — |
| 909 | — | 1 55 | — | — | 942 | — | 2 45 | — | — | 920 | V. NE | 4 00 | — | — | 956 | — | 4 15 | — | — |
| 925 | — | 1 55 | — | — | 935 | — | 3 00 | — | — | 923 | — | 4 05 | Fri. | — | 985 | — | 4 15 | — | — |
| 970 | — | 2 05 | — | — | 921 | V. SMH | 3 05 | — | — | 976 | — | 4 05 | — | — | 978 | — | 4 20 | — | — |
| 911 | — | 2 15 | — | — | 927 | — | 3 10 | Fri. | — | 963 | — | 4 05 | — | — | 935 | — | 4 25 | Fri. | — |
| 935 | — | 2 30 | — | — | 918 | — | 3 15 | — | — | 949 | — | 4 10 | Fri. | — | 984 | — | 4 30 | — | — |
| 980 | — | 2 40 | — | — | 922 | — | 3 15 | — | — | 925 | — | 4 10 | Fri. | — | 930 | — | 4 30 | — | — |
| 908 | — | 2 55 | — | — | 936 | — | 3 15 | — | — | 942 | — | 4 15 | — | — | 931 | — | 4 30 | Fri. | — |
| 925 | — | 2 55 | — | — | 938 | — | 3 15 | — | — | 968 | — | 4 15 | — | — | 949 | — | 4 40 | Fri. | — |
| 931 | — | 3 00 | Fri. | — | 929 | — | 3 20 | — | — | 952 | — | 4 20 | — | — | 925 | — | 4 40 | Fri. | — |
| 983 | — | 3 00 | — | — | 930 | — | 3 20 | — | — | 960 | — | 4 20 | Fri. | — | 951 | — | 4 50 | — | — |
| 986 | — | 3 00 | — | — | 976 | — | 3 20 | — | — | 929 | — | 4 25 | Fri. | — | 964 | — | 4 55 | Fri. | — |
| 920 | V. SMH | 3 05 | — | — | 961 | — | 3 25 | — | — | 964 | — | 4 25 | Fri. | — | 978 | — | 5 00 | Fri. | — |
| 932 | V. SMH | 3 05 | — | — | 925 | — | 3 25 | — | — | 971 | — | 4 25 | Fri. | — | 933 | — | 5 00 | Fri. | — |
| 939 | — | 3 05 | — | — | 931 | — | 3 30 | Fri. | — | 977 | — | 4 25 | — | — | 971 | — | 5 00 | Fri. | — |
| 911 | — | 3 15 | — | — | 945 | — | 3 30 | — | — | 978 | — | 4 30 | Fri. | — | 940 | — | 5 00 | Fri. | — |
| 942 | — | 3 15 | — | — | 949 | V. PP | 3 30 | — | — | 940 | — | 4 30 | Fri. | — | 954 | — | 5 05 | Fri. | — |
| 915 | — | 3 30 | — | — | 975 | — | 3 30 | — | — | 921 | — | 4 35 | Fri. | — | 957 | — | 5 05 | Fri. | — |
| 935 | — | 3 30 | — | — | 983 | — | 3 30 | — | — | 954 | — | 4 35 | Fri. | — | 971 | AUE | 5 05 | — | — |
| 942 | — | 3 30 | — | — | 986 | — | 3 30 | — | — | 957 | — | 4 35 | Fri. | — | 932 | — | 5 10 | Fri. | — |
| 965 | — | 3 35 | — | — | 920 | V. SMH | 3 35 | — | — | 931 | — | 4 40 | — | — | 934 | — | 5 15 | — | — |
| 921 | — | 3 35 | — | — | 937 | — | 3 35 | — | — | 974 | — | 4 40 | — | — | 935 | — | 5 25 | Fri. | — |
| 974 | — | 3 40 | — | — | 939 | — | 3 35 | — | — | 932 | — | 4 40 | Fri. | — | 961 | — | 5 30 | Fri. | — |
| 927 | — | 3 40 | Fri. | — | 923 | — | 3 45 | — | — | 941 | — | 4 45 | Fri. | — | 923 | — | 5 35 | Fri. | — |
| 918 | — | 3 45 | — | — | 942 | — | 3 45 | — | — | 984 | — | 4 50 | Fri. | — | 977 | — | 5 35 | — | — |
| 922 | — | 3 45 | — | — | 952 | — | 3 50 | — | — | 935 | — | 4 55 | Fri. | — | 930 | — | 5 40 | — | — |
| 936 | — | 3 45 | — | — | 976 | — | 3 50 | — | — | 937 | — | 4 55 | — | — | 972 | — | 5 40 | — | — |
| 938 | — | 3 45 | — | — | 977 | — | 3 55 | — | — | 983 | — | 4 55 | — | — | 913 | — | 5 45 | — | — |
| 947 | — | 3 45 | — | — | 944 | — | 4 00 | — | — | 961 | — | 5 00 | Fri. | — | 962 | — | 5 45 | — | — |
| 957 | — | 3 45 | Fri. | — | 945 | — | 4 00 | — | — | 981 | — | 5 00 | Fri. | — | 972 | — | 5 45 | — | — |
| 929 | — | 3 50 | — | — | 964 | — | 4 00 | — | — | 931 | — | 5 00 | Fri. | — | 923 | — | 5 50 | — | — |
| 930 | — | 3 55 | — | — | 973 | V. SMH | 4 00 | — | — | 930 | — | 5 05 | — | — | 910 | — | 5 55 | — | — |

| VR TO STATION | | | | | STATION TO VR (90002) | | | | | VR TO STATION | | | | | STATION TO VR | | | | |
|---------------|-----|------|------|---|-----------------------|--------|------|------|---|---------------|--------|------|------|---|---------------|-------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 911 | — | 5 15 | — | — | 932 | — | 6 00 | — | — | 977 | V. HOS | 6 05 | — | — | 975 | V. NE | 10 00 | — | — |
| 913 | — | 5 15 | — | — | 952 | — | 6 00 | — | — | 975 | — | 6 10 | Fri. | — | 975 | V. NE | 11 00 | — | — |
| 940 | — | 5 15 | — | — | 966 | — | 6 00 | — | — | 926 | — | 6 15 | — | — | 977 | V. NE | 11 30 | — | — |
| 941 | — | 5 15 | — | — | 978 | — | 6 00 | — | — | 930 | — | 6 15 | — | — | | | | | |
| 962 | — | 5 15 | — | — | 917 | — | 6 05 | — | — | 936 | — | 6 15 | — | — | | | | | |
| 910 | — | 5 20 | — | — | 938 | — | 6 05 | — | — | 962 | — | 6 15 | — | — | | | | | |
| 923 | — | 5 20 | — | — | 945 | — | 6 05 | — | — | 972 | — | 6 15 | — | — | | | | | |
| 986 | — | 5 20 | — | — | 957 | — | 6 05 | Fri. | — | 923 | — | 6 20 | — | — | | | | | |
| 918 | — | 5 30 | — | — | 971 | — | 6 05 | — | — | 954 | — | 6 25 | — | — | | | | | |
| 932 | — | 5 30 | — | — | 921 | — | 6 10 | — | — | 952 | — | 6 30 | — | — | | | | | |
| 940 | — | 5 30 | Fri. | — | 926 | — | 6 10 | Fri. | — | 966 | — | 6 30 | — | — | | | | | |
| 941 | — | 5 30 | — | — | 933 | — | 6 10 | — | — | 978 | — | 6 30 | — | — | | | | | |
| 944 | — | 5 30 | — | — | 974 | — | 6 10 | — | — | 945 | — | 6 35 | — | — | | | | | |
| 952 | — | 5 30 | — | — | 953 | — | 6 15 | — | — | 957 | — | 6 35 | Fri. | — | | | | | |
| 966 | — | 5 30 | — | — | 947 | — | 6 20 | — | — | 971 | — | 6 35 | — | — | | | | | |
| 978 | — | 5 30 | — | — | 934 | — | 6 25 | — | — | 927 | — | 6 45 | Fri. | — | | | | | |
| 917 | — | 5 35 | — | — | 966 | — | 6 25 | Fri. | — | 933 | — | 6 45 | — | — | | | | | |
| 932 | — | 5 35 | Fri. | — | 927 | — | 6 35 | — | — | 948 | — | 6 45 | — | — | | | | | |
| 945 | — | 5 35 | — | — | 921 | — | 6 40 | — | — | 964 | — | 6 45 | — | — | | | | | |
| 954 | — | 5 35 | Fri. | — | 926 | — | 6 40 | Fri. | — | 947 | — | 6 50 | — | — | | | | | |
| 957 | — | 5 35 | Fri. | — | 932 | — | 6 40 | Fri. | — | 957 | — | 6 50 | — | — | | | | | |
| 971 | — | 5 35 | — | — | 933 | — | 6 40 | — | — | 958 | — | 6 55 | — | — | | | | | |
| 921 | — | 5 40 | — | — | 972 | V. SMH | 6 40 | Fri. | — | 934 | — | 7 00 | — | — | | | | | |
| 926 | — | 5 40 | Fri. | — | 926 | — | 6 45 | — | — | 955 | — | 7 10 | — | — | | | | | |
| 932 | — | 5 40 | Fri. | — | 972 | V. SMH | 6 45 | — | — | 972 | — | 7 10 | Fri. | — | | | | | |
| 963 | — | 5 40 | — | — | 966 | — | 6 55 | Fri. | — | 970 | — | 7 15 | — | — | | | | | |
| 974 | — | 5 40 | — | — | 938 | — | 7 05 | — | — | 972 | — | 7 15 | — | — | | | | | |
| 915 | — | 5 45 | — | — | 971 | — | 7 05 | — | — | 976 | — | 7 15 | Fri. | — | | | | | |
| 941 | — | 5 45 | Fri. | — | 984 | — | 7 05 | — | — | 961 | — | 7 20 | — | — | | | | | |
| 950 | — | 5 45 | — | — | 964 | — | 7 15 | — | — | 966 | — | 7 25 | Fri. | — | | | | | |
| 953 | — | 5 45 | — | — | 973 | — | 7 20 | — | — | 966 | — | 7 30 | — | — | | | | | |
| 934 | — | 5 50 | — | — | 969 | — | 7 40 | — | — | 967 | — | 7 30 | — | — | | | | | |
| 960 | — | 5 50 | — | — | 970 | — | 7 45 | — | — | 956 | — | 7 35 | — | — | | | | | |
| 960 | — | 5 55 | Fri. | — | 974 | — | 8 15 | — | — | 971 | — | 7 35 | — | — | | | | | |
| 919 | — | 6 00 | — | — | 969 | — | 8 45 | — | — | 984 | — | 7 35 | — | — | | | | | |
| 924 | — | 6 05 | — | — | 975 | — | 9 00 | — | — | 977 | — | 7 40 | — | — | | | | | |
| 931 | — | 6 05 | — | — | 976 | — | 9 10 | — | — | 973 | — | 7 50 | — | — | | | | | |
| 975 | — | 6 05 | — | — | 973 | — | 9 20 | — | — | 969 | — | 8 10 | — | — | | | | | |

SCHOOL TRIPS (90002)

| | | | | |
|-----|----------|-------|---------|---|
| 948 | NKS-TTS | 7.00 | V. VR | — |
| 962 | WH-PV | 7.00 | V. Sta. | — |
| 905 | GST-PV | 7.10 | — | — |
| 936 | LGC-VR | 7.10 | — | — |
| 978 | MC-VR | 7.10 | — | — |
| 925 | NG-PVC | 7.15 | V. MAJ | — |
| 938 | RIP-PVC | 7.15 | — | — |
| 926 | Tor-Mas. | 7.20 | — | — |
| 956 | VR-CSC | 7.20 | — | — |
| 948 | TTS-VR | 7.30 | — | — |
| 978 | VR-MC | 7.40 | — | — |
| 956 | CSC-VR | 7.45 | — | — |
| 978 | MC-VR | 8.10 | — | — |
| 967 | LGO-NTC | 10.30 | V. Sta. | — |
| 967 | NTC-CSC | 11.30 | V. VR | — |
| 967 | CSC-VR | 12.00 | — | — |
| 959 | PV-BS | 1.25 | — | — |
| 959 | BS-WN | 1.45 | V. Sta. | — |
| 960 | VR-Sta. | 2.30 | V. RIP | — |
| 983 | MAJ-TTS | 2.30 | — | — |
| 959 | WH-MAS | 2.35 | — | — |
| 983 | TTS-VR | 2.40 | — | — |
| 960 | RIP-Sta. | 2.45 | — | — |
| 916 | VR-MC | 3.05 | — | — |
| 943 | PVC-VR | 3.15 | — | — |
| 950 | PVC-VR | 3.15 | — | — |
| 932 | Hos.-PV | 3.20 | Fri. | — |
| 916 | MC-VR | 3.35 | — | — |
| 932 | Sta.-PVC | 3.35 | — | — |
| 932 | PVC-VR | 3.50 | — | — |
| 932 | PVC-VR | 3.55 | Fri. | — |
| 978 | VR-CSC | 4.50 | — | — |
| 949 | NTS-Sta. | 5.25 | — | — |

| VR TO STATION (90002) | | | | | MAJOLA TO STATION | | | | | STATION TO MAJOLA | | | | |
|--|-----------|-------|---------|---|-----------------------------|----------|------|------|---|-------------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 975 | — | 9 30 | — | — | | | | | | 904 | — | 4.20 | — | — |
| 975 | — | 10 30 | — | — | | | | | | 911 | — | 5.00 | — | — |
| 973 | — | 10 35 | — | — | | | | | | 954 | — | 5.15 | — | — |
| 976 | — | 11 00 | — | — | | | | | | 925 | — | 5.25 | — | — |
| 977 | — | 11 00 | — | — | | | | | | 935 | — | 5.30 | — | — |
| 975 | — | 11 30 | — | — | | | | | | 961 | — | 6.05 | — | — |
| SPORTS GROUND TO STATION (90002) | | | | | STATION TO SPORTS GROUND | | | | | 906 | — | 6.40 | — | — |
| 960 | — | 6.10 | — | — | 941 | — | 5.45 | — | — | 917 | — | 6.50 | — | — |
| 937 | — | 6.35 | — | — | 937 | — | 6.00 | — | — | 922 | — | 6.55 | — | — |
| 952 | — | 6.50 | — | — | 961 | — | 6.35 | — | — | 963 | — | 7.30 | — | — |
| 965 | — | 7.05 | — | — | 923 | — | 6.50 | — | — | 964 | — | 7.35 | — | — |
| 981 | — | 7.15 | — | — | 941 | — | 7.50 | — | — | 921 | V. PM | 7.45 | — | — |
| 932 | — | 7.35 | — | — | | | | | | 910 | — | 7.50 | — | — |
| 915 | — | 7.40 | Fri. | — | | | | | | 918 | — | 8.05 | — | — |
| 915 | — | 8.00 | — | — | | | | | | 933 | — | 9.20 | — | — |
| 953 | V. PM | 8.05 | — | — | | | | | | 985 | — | 9.30 | — | — |
| 941 | — | 8.20 | — | — | | | | | | 902 | — | 9.45 | — | — |
| 919 | — | 4 55 | Fri. | — | | | | | | 902 | — | 10.45 | — | — |
| JOB MASEKO TO STATION (90002) | | | | | STATION TO JOB MASEKO | | | | | 902 | — | 11.45 | — | — |
| 954 | — | 6.15 | — | — | 954 | — | 5.45 | — | — | 902 | — | 12 40 | — | — |
| 928 | — | 6.40 | — | — | | | | | | 982 | — | 12 45 | — | — |
| 903 | V. Hos. | 7.10 | — | — | | | | | | 902 | — | 2 40 | Fri. | — |
| 957 | V. Hos. | 8.20 | — | — | | | | | | 923 | — | 3 00 | — | — |
| TORNADO TO STATION (90002) | | | | | STATION TO TORNADO | | | | | 912 | — | 3 00 | — | — |
| 905 | Tor.-Sta. | 4.25 | V. Hos. | — | 915 | Fri. | 5.45 | — | — | 959 | — | 3 00 | — | — |
| 923 | — | 6.25 | — | — | 936 | — | 5.55 | — | — | 937 | — | 3 05 | — | — |
| 950 | — | 6.45 | — | — | 935 | — | 6.00 | — | — | 940 | V. SMH | 3 05 | — | — |
| 959 | V. Hos. | 7.10 | — | — | | | | | | 923 | — | 3 15 | — | — |
| KWATHEMA — STA. TO TB HOSPITAL (90020) | | | | | T.B. HOSPITAL TO K'T — STA. | | | | | 973 | — | 3 30 | — | — |
| 951 | Sta.-TBN | 6.20 | — | — | 951 | TBH-Sta. | 6.55 | — | — | 959 | — | 4 00 | — | — |
| 951 | Sta.-TBN | 3 40 | — | — | 951 | TBH-Sta. | 4 15 | — | — | 962 | — | 4 00 | — | — |

KWATHEMA PLUS STA.-NEW ERA (90009)

NEW ERA-KWATHEMA PLUS STA.

KWATHEMA PLUS STA. TO NEW ERA

NEW ERA PLUS STA. TO KWATHEMA

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|----------|------|---------|---|-----|---------|------|-------------|---|-----|----------|------|-----------|---|-----|--------|------|-------------|---|
| 928 | VR-TM | 5.10 | — | — | 928 | TM-VR | 5.35 | — | — | 925 | Sta-BF | 4.25 | — | — | 950 | VL-VB | 4.30 | — | — |
| 903 | VR-TM | 5.20 | — | — | 903 | TM-VR | 5.45 | — | — | 961 | VR-AP | 4.25 | — | — | 988 | WW-VR | 4.30 | — | — |
| 905 | MAJ-IM | 5.25 | — | — | 905 | TM-HOS | 5.50 | — | — | 961 | Sta.-VR | 4.25 | Fri. | — | 919 | VL-SPG | 4.30 | Fri. | — |
| 980 | VR-TM | 5.40 | — | — | 980 | TM-SPG | 6.05 | — | — | 981 | Sta.-WW | 4.25 | — | — | 928 | VL-VR | 4.30 | — | — |
| 943 | VR-IM | 5.45 | — | — | 943 | TM-HOS | 6.10 | — | — | 949 | Sta.-Gil | 4.30 | — | — | 937 | SAN-VR | 4.30 | — | — |
| 979 | VR-IM | 5.45 | — | — | 979 | TM-VR | 6.10 | — | — | 952 | VR-WW | 4.30 | Fri.V.SMH | — | 919 | VL-SPG | 4.35 | — | — |
| 928 | VR-TM | 5.55 | — | — | 928 | TM-IMS | 6.20 | — | — | 955 | MAJ-FT | 4.30 | — | — | 961 | VL-VR | 4.35 | Fri. | — |
| 955 | VR-TM | 6.00 | — | — | 955 | TM-VR | 6.25 | — | — | 959 | Sta.-SAN | 4.30 | — | — | 982 | WW-VR | 4.35 | — | — |
| 983 | VR-TM | 6.20 | — | — | 983 | TM-VR | 6.45 | — | — | 962 | Sta.-SAN | 4.30 | — | — | 976 | SAN-VR | 4.40 | — | — |
| 985 | MAJ-TM | 6.20 | — | — | 985 | TM-MAJ | 6.45 | — | — | 964 | VR-TM | 4.30 | — | — | 925 | BF-VR | 4.45 | — | — |
| 986 | VR-TM | 6.20 | — | — | 986 | TM-VR | 6.45 | — | — | 927 | Sta.-FG | 4.30 | — | — | 949 | Gil-VR | 4.45 | — | — |
| 925 | VR-TM | 6.25 | — | — | 925 | TM-VG | 6.50 | — | — | 935 | VP-TM | 4.30 | — | — | 959 | SAN-VR | 4.45 | V. Hos. | — |
| 927 | TMS-TM | 6.30 | — | — | 927 | TM-VR | 6.55 | — | — | 940 | VR-PO | 4.30 | — | — | 961 | AP-VR | 4.45 | — | — |
| 944 | PV-TM | 6.30 | — | — | 981 | TM-SPG | 6.55 | — | — | 941 | VR-TM | 4.30 | — | — | 981 | WW-VR | 4.45 | — | — |
| 957 | PV-Bil. | 6.30 | V. Sta. | — | 920 | TM-MAJ | 7.00 | — | — | 932 | VR-FT | 4.35 | — | — | 969 | Gil-PV | 4.45 | V. Sta. | — |
| 981 | VR-TM | 6.30 | — | — | 944 | TM-VR | 7.00 | — | — | 954 | VR-TM | 4.35 | — | — | 972 | FG-MAJ | 4.50 | — | — |
| 945 | PV-TM | 6.35 | — | — | 945 | TM-VR | 7.05 | — | — | 957 | VR-TM | 4.35 | — | — | 927 | FG-VR | 4.50 | — | — |
| 957 | Gil-SP 6 | 6.55 | — | — | 986 | DAL-VR | 7.35 | — | — | 944 | VR-WW | 4.40 | Fri. | — | 940 | PO-VR | 4.50 | — | — |
| 986 | VR-DAL | 7.05 | V. BF | — | 903 | WW-VR | 1.15 | — | — | 974 | VR-WW | 4.40 | — | — | 962 | SAN-VR | 4.50 | — | — |
| 948 | VR-DAL | 7.45 | — | — | 919 | TM-VR | 2.15 | Fri. | — | 985 | VR-WW | 4.45 | — | — | 944 | TM-PIC | 5.00 | — | — |
| 981 | VR-TM | 1.55 | Fri. | — | 923 | TM-MAJ | 2.15 | Fri. | — | 956 | VR-ZEA | 4.45 | — | — | 932 | FT-VR | 5.05 | V. TM | — |
| 928 | VR-WW | 3.15 | V. SMH | — | 928 | TM-Sta. | 2.15 | Fri. | — | 946 | VR-ELG | 4.50 | — | — | 941 | TM-VR | 5.05 | — | — |
| 925 | Sta.-AP | 3.25 | Fri. | — | 960 | TM-Sta. | 2.15 | Fri. | — | 952 | Sta.-WW | 4.50 | — | — | 944 | WW-VR | 5.05 | V-Hos. Fri. | — |
| 926 | VR-Gil. | 3.30 | Fri. | — | 981 | TM-PV | 2.15 | Fri. | — | 929 | Sta.-TM | 4.50 | — | — | 952 | WW-VR | 5.05 | — | — |
| 929 | VR-F 6 | 3.30 | Fri. | — | 986 | TM-PIC | 2.15 | Fri. | — | 950 | VR-WW | 4.55 | Fri. | — | 954 | TM-VR | 5.05 | — | — |
| 974 | VR-WW | 3.40 | Fri. | — | 915 | SAL-VR | 3.00 | — | — | 915 | VR-WP | 5.00 | — | — | 955 | FT-VR | 5.05 | — | — |
| 919 | VR-VL | 3.55 | Fri. | — | 932 | ELG-Hos | 3.00 | Fri. | — | 916 | VR-PP | 5.20 | — | — | 966 | BM-VR | 5.05 | — | — |
| 948 | VR-WW | 3.55 | — | — | 926 | Car-VR | 3.05 | Fri. | — | 929 | MAJ-PP | 5.30 | — | — | 982 | WW-VR | 5.05 | — | — |
| 950 | VR-VL | 4.00 | — | — | 945 | Bin-VR | 3.05 | — | — | 954 | VR-TM | 5.30 | — | — | 929 | TM-MAJ | 5.05 | — | — |
| 983 | VR-WW | 4.00 | — | — | 925 | AP-VR | 3.45 | Fri. | — | 955 | VR-WW | 5.30 | — | — | 985 | WW-VR | 5.10 | — | — |
| 937 | VR-SAN | 4.05 | — | — | 928 | WW-MAJ | 3.45 | — | — | 982 | VR-TM | 5.30 | — | — | 950 | WW-VR | 5.20 | — | — |
| 969 | MAJ-Gil | 4.10 | — | — | 961 | WW-VR | 4.00 | — | — | 967 | VR-BF | 5.45 | — | — | 915 | WP-VR | 5.20 | — | — |
| 919 | VR-VL | 4.10 | — | — | 967 | Gil-VR | 4.00 | Fri. | — | 950 | Sta.-PP | 6.15 | Fri. | — | 954 | TM-VR | 6.00 | — | — |
| 928 | MAJ-VL | 4.10 | — | — | 926 | Gil-PV | 4.00 | V-Sta. Fri. | — | 943 | VR-PP | 6.15 | — | — | 955 | WW-VR | 6.00 | — | — |
| 937 | VR-SAN | 4.10 | Fri. | — | 929 | FG-VR | 4.00 | Fri. | — | 955 | VR-PP | 6.25 | — | — | 966 | PP-VR | 6.00 | Fri. | — |
| 976 | VR-SAN | 4.15 | Fri. | — | 952 | FG-VR | 4.05 | Fri. | — | 982 | MAJ-TM | 6.30 | — | — | 929 | PP-VR | 6.00 | — | — |
| 976 | Sta.-BF | 4.20 | — | — | 974 | WW-VR | 4.05 | Fri. | — | 967 | VR-TM | 6.35 | — | — | 967 | BF-VR | 6.10 | — | — |
| | | | | | 948 | WW-VR | 4.15 | — | — | 956 | VR-WW | 6.40 | — | — | 943 | PP-MAJ | 6.40 | — | — |

KWATHEMA PLUS STA. TO NEW ERA
(90009)

| SH | NTS | Time | Pass | Q |
|-----|-------|------|------|---|
| 973 | VR-BF | 9 50 | — | — |

KWATHEMA TO DERSLEY PARK (90008)

| | | | | |
|-----|---------|------|------|---|
| 968 | Hos.-DP | 6.05 | S/L | — |
| 959 | Hos.-DP | 6.15 | S/L | — |
| 916 | VR-DP | 7.00 | — | — |
| 954 | MAJ-DP | 3 25 | Fri. | — |
| 913 | VR-DP | 5 15 | Fri. | — |
| 927 | VR-DP | 5 15 | Fri. | — |
| 985 | VR-DP | 5 35 | — | — |

KWATHEMA TO FAR EAST RAND HOS-
PITAL (90005)

| | | | | |
|-----|-----------|------|---|---|
| 918 | VR. V-Hos | 5 15 | — | — |
| 962 | Sta.-FEH | 6 45 | — | — |

STATION TO LARGO (90005)

| | | | | |
|-----|---|-------|------|---|
| 967 | — | 10.00 | — | — |
| 960 | — | 2 50 | Fri. | — |
| 944 | — | 3 00 | — | — |
| 960 | — | 3 15 | — | — |
| 949 | — | 5 55 | — | — |
| 918 | — | 6 00 | — | — |

KWATHEMA TO BLANKWICK PARK
(90003)

| | | | | |
|-----|--------|------|---|---|
| 904 | MAJ-BP | 7.20 | — | — |
| 942 | VR-BP | 7.35 | — | — |

NEW ERA TO KWATHEMA

| SH | NTS | Time | Pass | Q |
|-----|--------|-------|------|---|
| 955 | PP-VR | 6 45 | — | — |
| 967 | TM-VR | 7 05 | — | — |
| 982 | TM-MAJ | 7 05 | — | — |
| 956 | WW-VR | 7 10 | — | — |
| 969 | WW-VR | 10 10 | — | — |
| 973 | BF-VR | 10 10 | — | — |

DERSLEY PARK TO KWATHEMA PLUS
STA.

| | | | | |
|-----|---------|------|----------|---|
| 968 | DP-VR | 6.30 | — | — |
| 959 | DP-TOR | 6.45 | — | — |
| 916 | DP-Sta. | 7.35 | — | — |
| 920 | DP-VR | 2 20 | V. SMH | — |
| 954 | DP-VR | 4 00 | — | — |
| 913 | DP-Hos. | 5.45 | Fri. S/L | — |
| 927 | DP-Hos. | 5.45 | S/L | — |
| 985 | DP-Hos. | 6 05 | S/L | — |

FAR EAST RAND HOSPITAL TO KWA-
THEMA PLUS STA.

| | | | | |
|-----|---------|------|---|---|
| 918 | FEH-SPG | 5.55 | — | — |
| 979 | FEH-VR | 4 45 | — | — |
| 962 | FEH-VR | 7 10 | — | — |

LARGO TO STATION (90005)

| | | | | |
|-----|---------------|------|------|---|
| 946 | — | 6.00 | — | — |
| 902 | — | 7.20 | — | — |
| 960 | LGO-CAS | 3 20 | Fri. | — |
| 944 | — | 3 30 | — | — |
| 944 | LGO-GE | 3 30 | — | — |
| 960 | V. CAS- VR | 3 45 | — | — |
| 949 | V- Sta. | 6 25 | — | — |

BLANKWICK PARK TO KWATHEMA
(90003)

| | | | | |
|--|--|--|--|--|
| | | | | |
| | | | | |

PAYNEVILLE TO STATION (90024)

| SH | NTS | Time | Pass | Q |
|-----|-----------|-------|--------|---|
| 915 | — | 5.05 | — | — |
| 941 | — | 5.30 | — | — |
| 957 | — | 5.30 | — | — |
| 957 | — | 6.00 | — | — |
| 947 | V Sta.-VR | 6.55 | School | — |
| 918 | — | 7.20 | — | — |
| 962 | — | 7.45 | — | — |
| 983 | — | 7.50 | — | — |
| 925 | PVC-Sta. | 8.00 | — | — |
| 938 | PVC-Sta. | 8.00 | — | — |
| 980 | — | 9.15 | — | — |
| 980 | — | 9.45 | — | — |
| 907 | — | 10.45 | — | — |
| 907 | — | 11.15 | — | — |
| 907 | — | 11.45 | — | — |
| 971 | PV-Sta. | 12 15 | to GE | — |
| 986 | — | 1.45 | — | — |
| 986 | — | 2.15 | — | — |
| 917 | — | 2.30 | — | — |
| 981 | — | 2.45 | Fri. | — |
| 913 | — | 3.05 | — | — |
| 980 | — | 3.25 | — | — |
| 946 | — | 3.40 | — | — |
| 912 | PV-GV | 4.15 | — | — |
| 972 | PV-FG | 4.25 | — | — |
| 972 | — | 4.25 | Fri. | — |
| 926 | — | 4.30 | Fri. | — |
| 929 | — | 4.35 | — | — |
| 963 | PV-Sap. | 4.50 | — | — |
| 969 | V-WW | 5.15 | — | — |
| 928 | — | 5.20 | Fri. | — |
| 938 | — | 5.20 | — | — |
| 935 | — | 5.40 | — | — |
| 956 | — | 5.40 | Fri. | — |
| 938 | — | 5.50 | — | — |
| 947 | — | 6.05 | — | — |
| 963 | — | 6.25 | — | — |

STATION TO PAYNEVILLE (90024)

| SH | NTS | Time | Pass | Q |
|-----|-----|-------|------|---|
| 957 | — | 5.45 | — | — |
| 944 | — | 6.15 | — | — |
| 945 | — | 6.15 | Fri. | — |
| 957 | — | 6.15 | — | — |
| 980 | — | 9.00 | — | — |
| 980 | — | 9.30 | — | — |
| 907 | — | 10.30 | — | — |
| 907 | — | 11.00 | — | — |
| 907 | — | 11.30 | — | — |
| 971 | — | 12 00 | — | — |
| 959 | — | 1.10 | — | — |
| 986 | — | 1.30 | — | — |
| 986 | — | 2.00 | — | — |
| 917 | — | 2.15 | — | — |
| 980 | — | 3.10 | — | — |
| 946 | — | 3.15 | — | — |
| 912 | — | 3.30 | — | — |
| 912 | — | 4.00 | — | — |
| 972 | — | 4.10 | — | — |
| 929 | — | 4.20 | — | — |
| 963 | — | 4.35 | — | — |
| 969 | — | 4.40 | Fri. | — |
| 928 | — | 5.05 | Fri. | — |
| 938 | — | 5.35 | — | — |
| 947 | — | 5.50 | — | — |
| 963 | — | 6.10 | — | — |
| 949 | — | 6.55 | — | — |

KWATHEMA AND STATION TO NUF-
FIELD (90010)

NUFFIELD TO KWATHEMA AND
STATION

KWATHEMA AND STATION TO NUF-
FIELD (90010)

NUFFIELD TO KWATHEMA AND
STATION

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|----------|------|--------|---|-----|---------|-------|--------|---|-----|----------|------|------|---|-----|-----------|------|------------|---|
| 903 | VR V-Hos | 4.15 | — | — | 903 | Nuf-VR | 4.50 | — | — | 968 | VR-FS | 3 05 | — | — | 941 | SEC-VR | 3 05 | V. RC Fri. | — |
| 906 | MAJ-Nuf | 4.30 | — | — | 906 | Nuf-VR | 5.05 | — | — | 927 | STA-WK | 3 10 | Fri. | — | 956 | V. Hos | 3 10 | Fri. | — |
| 901 | VR-Nuf | 4.40 | — | — | 920 | Nuf-PIC | 5.45 | — | — | | | | | | | | | | |
| 914 | MAJ-Nuf | 5.10 | — | — | 915 | Nuf-VR | 5.45 | — | — | 928 | VR-Nuf | 3 15 | Fri. | — | 919 | V. RC | 3 20 | Fri. | — |
| 919 | VR-Nuf | 5.10 | — | — | 924 | Nuf-VR | 5.45 | — | — | | | | | | | | | | |
| 920 | TOR-Nuf | 5.15 | — | — | 914 | Nuf-VR | 5.45 | — | — | 943 | VR-SEC | 4 00 | — | — | 935 | SEC-VR | 3 20 | Fri. | — |
| 904 | MAJ-Nuf | 5.20 | — | — | 919 | Nuf-VR | 5.45 | — | — | 913 | VR-UHP | 4 05 | — | — | 981 | RC-VR | 3 20 | Fri. | — |
| 959 | VR-Nuf | 5.20 | — | — | 926 | Nuf-MAJ | 5.50 | — | — | 946 | VR-RC | 4 05 | Fri. | — | 946 | WK-VR | 3 30 | Fri. | — |
| 923 | SPG-Nuf | 5.25 | — | — | 927 | Nuf-JMS | 6.00 | — | — | 911 | VR-WK | 4 15 | — | — | 975 | FB-VR | 3 30 | Fri. | — |
| 927 | VR-Nuf | 5.25 | — | — | 923 | Nuf-TOR | 6.00 | — | — | 916 | VR-HM | 4 15 | — | — | 919 | SEC-VR | 3 35 | V. RC | — |
| 981 | SPG-Nuf | 5.25 | — | — | 929 | Nuf-MAJ | 6.00 | — | — | 918 | STA-FB | 4 15 | — | — | 937 | EDJ-VR | 3 35 | Fri. | — |
| 939 | SPG-Nuf | 5.35 | — | — | 981 | Nuf-VR | 6.00 | — | — | 922 | STA-WK | 4 15 | — | — | 976 | BH-VR | 3 40 | Fri. | — |
| 906 | VR-Nuf | 5.35 | — | — | 906 | Nuf-MAJ | 6.10 | — | — | 923 | VR-BH | 4 15 | — | — | 928 | V. RC | 3 45 | Fri. | — |
| 948 | MAJ-Nuf | 5.45 | — | — | 939 | Nuf-SPG | 6.10 | — | — | | | | | | | | | | |
| 915 | VR-Nuf | 5.50 | — | — | 942 | Nuf-TOR | 6.10 | — | — | 928 | Sta.-RC | 4 15 | Fri. | — | 931 | Nuf.-Sta. | 4 05 | — | — |
| 949 | SPG-Nuf | 5.50 | — | — | 948 | Nuf-NKS | 6.20 | — | — | 938 | Sta-HM | 4 15 | — | — | 944 | SEC-VR | 4 05 | Fri. | — |
| 978 | VR-Nuf | 5.50 | — | — | 915 | Nuf-VR | 6.25 | — | — | 938 | VR-HM | 4 15 | Fri. | — | 970 | ESS-VR | 4 30 | — | — |
| 953 | VR-Nuf | 5.55 | — | — | 958 | Nuf-VR | 6.25 | — | — | 947 | Sta.-HM | 4 15 | — | — | 925 | V. RC | 4 35 | Fri. | — |
| 958 | SPG-Nuf | 5.55 | — | — | 978 | Nuf-MC | 6.25 | — | — | | | | | | | | | | |
| 947 | TMS-Nuf | 6.00 | — | — | 916 | Nuf-VR | 6.30 | — | — | 917 | VR-HM | 4 25 | — | — | 928 | SEC-VR | 4 35 | Fri. | — |
| 965 | SPG-Nuf | 6.00 | — | — | 949 | Nuf-VR | 6.30 | — | — | 918 | VR-FB | 4 25 | Fri. | — | 943 | SEC-VR | 4 35 | V. RC | — |
| 938 | MAJ-Nuf | 6.00 | — | — | 953 | Nuf-MAJ | 6.30 | — | — | 945 | VR-RC | 4 30 | — | — | 946 | RC-VR | 4 35 | Fri. | — |
| 914 | VR-Nuf | 6.15 | — | — | 947 | Nuf-PV | 6.35 | — | — | 920 | Sta.-GED | 4 35 | Fri. | — | 913 | UHP-VR | 4 40 | — | — |
| 924 | VR-Nuf | 6.15 | — | — | 965 | Nuf-SPG | 6.35 | — | — | 921 | VR-RC | 4 35 | — | — | 911 | WK-VR | 4 45 | V. Hos | — |
| 936 | TOR-Nuf | 6.15 | — | — | 905 | Nuf-GST | 6.40 | — | — | 966 | VR-BM | 4 45 | — | — | 916 | HM-VR | 4 45 | — | — |
| 941 | SPG-Nuf | 6.15 | — | — | 928 | Nuf-RIP | 6.40 | — | — | 975 | VR-FS | 5 00 | — | — | 922 | WK-VR | 4 45 | V. RC | — |
| 984 | VR-Nuf | 6.20 | — | — | 946 | Nuf-LGO | 6.45 | — | — | 924 | MAJ-WK | 5 00 | — | — | 923 | BH-VR | 4 45 | V. RC Hos | — |
| 918 | SPG-Nuf | 6.25 | — | — | 914 | Nuf-VR | 6.50 | — | — | 975 | VR-FS | 5 05 | Fri. | — | 938 | HM-PV | 4 45 | V. RC | — |
| 980 | SPG-Nuf | 6.25 | — | — | 924 | Nuf-VR | 6.50 | — | — | 931 | Sta.-ESS | 5 10 | — | — | 918 | FB-VR | 4 55 | — | — |
| 929 | MAJ-Nuf | 6.30 | — | — | 941 | Nuf-VR | 6.50 | — | — | 936 | VR-FS | 5 10 | — | — | 945 | RC-VR | 5 00 | — | — |
| 958 | VR-Nuf | 6.55 | — | — | 984 | Nuf-VR | 6.55 | — | — | 927 | VR-ESS | 5 40 | Fri. | — | 917 | HM-VR | 5 00 | V. WK | — |
| 946 | VR-Nuf | 7.00 | V. HOS | — | 918 | Nuf-PV | 7.00 | — | — | 948 | VR-Pack | 5 40 | — | — | 921 | RC-VR | 5 05 | — | — |
| 965 | VR-UHB | 1 25 | TO SB | — | 980 | Nuf-VR | 7.00 | — | — | 957 | Sta.-FS | 5 55 | — | — | 968 | FS-VR | 5 05 | — | — |
| 924 | MAJ-EDW | 2 35 | — | — | 929 | Nuf-VR | 7.05 | V. UHP | — | 915 | VR-Nuf | 6 00 | — | — | 924 | WK-VR | 5 30 | — | — |
| 935 | VR-RC | 2 35 | Fri. | — | 958 | Nuf-VR | 7.30 | — | — | 961 | VR-MAC | 6 00 | — | — | 931 | ESS-VR | 5 30 | — | — |
| 919 | VR-SEC | 2 40 | Fri. | — | 972 | STA-EDW | 12 45 | — | — | 984 | VR-Nuf | 6 00 | — | — | 975 | FS-VR | 5 30 | V. MAC | — |
| 981 | Sta-RC | 3 00 | Fri. | — | 972 | EDW-VR | 1 05 | — | — | 970 | VR-MAC | 6 05 | — | — | 975 | FS-VR | 5 35 | Fri. | — |
| 937 | MAJ-EDT | 3 05 | Fri. | — | 924 | EDW-VR | 3 05 | V. CAS | — | 976 | VR-ILL | 6 10 | — | — | 936 | FS-VR | 5 40 | — | — |
| | | | | | | | | | | 950 | Sta.-FS | 6 15 | — | — | 946 | RC-VR | 5 40 | Fri. | — |
| | | | | | | | | | | 961 | VR-MAC | 6 15 | — | — | 961 | MAC-VR | 5 40 | — | — |
| | | | | | | | | | | 979 | VR-Nuf | 6 15 | — | — | 981 | WK-VR | 5 45 | — | — |
| | | | | | | | | | | 981 | VR-WK | 6 20 | — | — | 946 | RC-VR | 6 00 | — | — |

SAPPI TO KWATHEMA AND STATION

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|----------------------------------|----------|-------|------|---|------------------------------|-----------|-------|---------|---|---|-----------|------|----------------|---|-----------------------------------|-----------|------|---------|---|
| 946 | VR-RC | 6 35 | — | — | 927 | ESS-VR | 6 10 | Fri. | — | 917 | V. Hos. | 5.15 | — | — | 931 | Sap.-PG | 6.00 | — | — |
| 953 | VR-HM | 6 45 | — | — | 948 | Pack-VR | 6 10 | — | — | | VR-Sap. | | | | 917 | V. Sta. | 6.05 | — | — |
| 969 | VR-HM | 9 15 | — | — | 957 | FS-VR | 6 15 | — | — | 921 | V. Hos. | 5.15 | — | — | | Sap.-MAJ | | | |
| 969 | VR-HM | 10 35 | — | — | 961 | MAC-VR | 6 35 | Fri. | — | | MAJ-Sap. | | | | 952 | Sap.-SPG | 6.20 | — | — |
| | | | | | 970 | MAC-VR | 6 35 | — | — | 931 | Hos.-Sap. | 5.30 | — | — | | Sap.-JMS | 6.35 | — | — |
| | | | | | 984 | Nuf.-Sta. | 6 35 | — | — | 952 | V. Hos. | 5.45 | — | — | 903 | Sap.-Sta. | 6.55 | — | — |
| | | | | | 927 | ESS-VR | 6 40 | Fri. | — | 903 | VR-Sap. | 6.05 | — | — | 921 | Sap.-Sta. | 7.00 | — | — |
| | | | | | 976 | ILL-VR | 6 40 | — | — | 964 | MAJ-Sap. | 6.10 | — | — | 908 | Sap.-Sta. | 7.05 | — | — |
| | | | | | 950 | FS-VR | 6 45 | — | — | 908 | Sta.-Sap. | 6.20 | — | — | 964 | Sap.-MAJ | 2 15 | V. Hos. | — |
| | | | | | 961 | MAC-VR | 6 45 | — | — | 921 | MAJ-Sap. | 6.20 | — | — | 908 | Sap.-VR | 2 15 | V. Hos. | — |
| | | | | | 981 | WK-VR | 6 50 | — | — | 908 | VR-Sap. | 1 00 | — | — | 912 | Sap.-MAJ | 2 15 | V. Hos. | — |
| | | | | | 946 | RC-VR | 7 05 | — | — | 912 | Hos.-Sap. | 1 30 | V. Sta. | — | 978 | Sap.-V. | 3 40 | Fri. | — |
| | | | | | 979 | UHP-VR | 7 05 | — | — | | | | | | | Sta. | | | |
| | | | | | 953 | HM-VR | 7 15 | V. Hos. | — | 936 | Sta.-Sap. | 4 15 | — | — | | Sap.-VR | | | |
| | | | | | 967 | HM-WK | 9 50 | — | — | 967 | V. SMN | 4 25 | Fri. | — | 918 | Sap.-VR | 3 40 | Fri. | — |
| | | | | | 969 | HM-VR | 11 05 | V. UHP | — | | VR-Sap. | | | | 938 | Sap.-Sta. | 3 40 | Fri. | — |
| | | | | | | | | | | 977 | Sta.-Sap. | 4 55 | — | — | | Sap.-VR | | | |
| | | | | | | | | | | 974 | VR-Sap. | 8 45 | V. Hos. & Sta. | — | 964 | Sap.-VR | 3 50 | Fri. | — |
| | | | | | | | | | | 976 | VR-Sap. | 9 40 | — | — | 971 | Sap.-VR | 3 50 | Fri. | — |
| KWATHEMATO GEDULD EXT. (90006/7) | | | | | GEDULD EXTENSION TO KWATHEMA | | | | | HOSTEL TO STATION (90002) | | | | | STATION TO HOSTEL | | | | |
| 915 | TOR-Hos. | 5.45 | Fri. | — | 915 | GE-VR | 6.15 | Fri. | — | 902 | — | 5.00 | — | — | 909 | — | 5.25 | — | — |
| 945 | Hos.-GE | 5.45 | — | — | 945 | GE-PV | 6.15 | — | — | 936 | — | 5.30 | — | — | 916 | — | 5.40 | — | — |
| 950 | VR-GE | 5.45 | — | — | 950 | GE-TOR | 6.15 | — | — | 902 | — | 5.30 | — | — | | | | | |
| 919 | VR-GE | 6.15 | — | — | 919 | GE-VR | 6.45 | — | — | 963 | — | 5.35 | — | — | | | | | |
| 926 | MAJ-GE | 6.20 | — | — | 926 | GE-TOR | 6.50 | — | — | 909 | — | 5.45 | — | — | | | | | |
| 963 | VR-GE | 6.30 | — | — | 963 | GE-MAJ | 7.00 | — | — | 945 | — | 5.45 | Fri. | — | | | | | |
| 979 | VR-GE | 6.30 | — | — | 979 | GE-VR | 7.00 | — | — | 904 | — | 6.25 | — | — | | | | | |
| 961 | SPG-GE | 7.05 | — | — | 961 | GE-MAJ | 7.35 | — | — | 943 | — | 6.30 | — | — | | | | | |
| 914 | VR-GE | 7.20 | — | — | 914 | GE-Sta. | 7.50 | — | — | 927 | — | 6 15 | — | — | | | | | |
| 935 | VR-GE | 7.20 | — | — | 971 | GE-VR | 12 45 | — | — | | | | | | | | | | |
| 926 | Maige | 7.40 | — | — | 968 | GE-VR | 2 35 | — | — | | | | | | | | | | |
| 908 | VR-GE | 7.50 | — | — | 974 | GE-VR | 3 10 | — | — | | | | | | | | | | |
| 968 | Sta.-GE | 2 20 | — | — | 962 | GE-MAJ | 3 30 | — | — | | | | | | | | | | |
| 913 | Stage | 3 20 | — | — | 913 | GE-VR | 3 35 | — | — | | | | | | | | | | |
| 986 | Sta.-GE | 4 30 | — | — | 957 | GE-VR | 4 05 | — | — | | | | | | | | | | |
| 948 | VR-BRD | 4 40 | — | — | 986 | GE-VR | 4 50 | — | — | | | | | | | | | | |
| 970 | VR-BRD | 5 05 | — | — | 920 | GE-VR | 5 05 | — | — | | | | | | | | | | |
| 956 | VR-GE | 5 35 | — | — | 970 | BRD-VR | 5 35 | V. Hos. | — | | | | | | | | | | |
| | | | | | 956 | GE-VR | 6 10 | — | — | | | | | | | | | | |
| | | | | | | | | | | KWATHEMA AND STATION TO GROOTVLEI (90024) | | | | | GROOTVLEI AND STATION TO KWATHEMA | | | | |
| | | | | | | | | | | 913 | V. Sta. | 6.10 | — | — | 913 | MAJ | 6.55 | — | — |
| | | | | | | | | | | | | | | | 912 | V. Sta. | 4.30 | — | — |
| | | | | | | | | | | | | | | | | V. PP-VR | | | |

KWATHEMA TO SELCOURT (90011)

SELCOURT TO KWATHEMA & PIC

KWATHEMA TO SELCOURT (90011)

SELCOURT TO KWATHEMA

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-----------|------|------|---|-----|-----------|------|------|---|----|-----|------|------|---|-----|--------|-------|---------|---|
| 907 | MAS-SC | 5.30 | — | — | 907 | SC-VR | 6.05 | — | — | | | | | | 928 | SC-MAJ | 5 25 | Fri. | — |
| 940 | VR-SC | 5.35 | — | — | 940 | SC-VR | 6.10 | — | — | | | | | | 914 | SC-VR | 5 25 | — | — |
| 912 | VR-SC | 6.10 | — | — | 920 | Pic. K-TM | 6.30 | — | — | | | | | | 976 | SC-VR | 5 35 | — | — |
| 907 | VR-SC | 6.35 | — | — | 932 | SC-SPG | 7.05 | — | — | | | | | | 922 | SC-VR | 5 55 | — | — |
| 915 | VR-SC | 6.35 | — | — | 942 | SC-VR | 7.05 | — | — | | | | | | 940 | SC-VR | 6 20 | — | — |
| 942 | TOR-SC | 6.35 | — | — | 907 | SC-MAJ | 7.10 | — | — | | | | | | 977 | SC-BRT | 10 10 | V. Sta. | — |
| 939 | SPG-SC | 6.40 | — | — | 915 | SC-SPG | 7.10 | Fri. | — | | | | | | | | | | |
| 915 | VR-SC | 6.55 | — | — | 931 | SC-VR | 7.15 | — | — | | | | | | | | | | |
| 949 | VR-SC | 7.00 | — | — | 939 | SC-VR | 7.15 | — | — | | | | | | | | | | |
| 911 | MAJ-SC | 7.05 | — | — | 915 | SC-SPG | 7.30 | — | — | | | | | | | | | | |
| 985 | MAJ-Pic. | 7.05 | — | — | 949 | SC-VR | 7.35 | — | — | | | | | | | | | | |
| 954 | VR-SC | 7.15 | — | — | 957 | SC-JMS | 7.50 | — | — | | | | | | | | | | |
| 957 | SPG-SC | 7.15 | — | — | 985 | Pic.-VR | 7.50 | — | — | | | | | | | | | | |
| 920 | MAJ-SC | 7.20 | — | — | 937 | SC-VR | 8.10 | — | — | | | | | | | | | | |
| 943 | VR-SC | 7.25 | — | — | 931 | SC-VR | 8.20 | — | — | | | | | | | | | | |
| 944 | VR-SC | 7.30 | — | — | 904 | SC-VR | 1 00 | — | — | | | | | | | | | | |
| 937 | VR-SC | 7.35 | — | — | 905 | SC-VR | 1 30 | — | — | | | | | | | | | | |
| 928 | MAJ-SC | 7.40 | — | — | 937 | SC-MAJ | 2 30 | — | — | | | | | | | | | | |
| 931 | VR-SC | 7.45 | — | — | 939 | SC-VR | 2 30 | — | — | | | | | | | | | | |
| 939 | VR-SC | 7.45 | — | — | 951 | SC-VR | 2 35 | — | — | | | | | | | | | | |
| 951 | VR-SC | 8.00 | — | — | 973 | SC-MAJ | 2 55 | — | — | | | | | | | | | | |
| 961 | MAJ-SC | 8.05 | — | — | 948 | SC-VR | 3 20 | — | — | | | | | | | | | | |
| 979 | VR-SC | 8.30 | — | — | 923 | SC-VR | 3 30 | Fri. | — | | | | | | | | | | |
| 986 | Pic.-SC | 2 15 | Fri. | — | 986 | SC-VR | 3 30 | Fri. | — | | | | | | | | | | |
| 917 | VR-SC | 3 15 | — | — | 969 | SC-MAJ | 3 35 | — | — | | | | | | | | | | |
| 944 | VR-SEP | 4 30 | — | — | 949 | SEP-VR | 3 40 | Fri. | — | | | | | | | | | | |
| 945 | VR-SC | 4 30 | Fri. | — | 958 | SC-MAJ | 3 50 | — | — | | | | | | | | | | |
| 942 | VR-Pic. | 4 30 | — | — | 917 | SC-VR | 3 50 | — | — | | | | | | | | | | |
| 927 | VR-SC | 4 35 | — | — | 946 | OPPC-VR | 4 15 | — | — | | | | | | | | | | |
| 973 | VR-SC | 4 35 | — | — | 984 | SC-VR | 4 15 | — | — | | | | | | | | | | |
| 942 | Sta.-Pic. | 4 45 | — | — | 915 | SC-VR | 4 25 | — | — | | | | | | | | | | |
| 960 | NP-SEP | 4 45 | — | — | 944 | SEP-VR | 5 00 | — | — | | | | | | | | | | |
| 960 | Sta.-SEP | 4 50 | Fri. | — | 945 | SC-VR | 5 00 | Fri. | — | | | | | | | | | | |
| 914 | VR-SC | 4 55 | — | — | 926 | SC-VR | 5 05 | Fri. | — | | | | | | | | | | |
| 928 | VR-SC | 4 55 | — | — | 927 | SC-VR | 5 05 | Fri. | — | | | | | | | | | | |
| 976 | VR-SC | 5 05 | — | — | 973 | SC-VR | 5 05 | — | — | | | | | | | | | | |
| 922 | VR-SC | 5 20 | — | — | 960 | SEP-VR | 5 20 | — | — | | | | | | | | | | |
| 964 | Pic.-SB | 5 35 | — | — | 921 | SC-MAJ | 5 25 | Fri. | — | | | | | | | | | | |

| STATION TO SELCOURT (90022) | | | | | SELCOURT TO STATION | | | | |
|-----------------------------|---------------|-------|---------|---|---------------------|---------|-------|---|---|
| 931 | V. Sta. & NGF | 6.30 | — | — | 912 | SC-Sta. | 6.45 | — | — |
| 903 | Sta.-SC | 12 00 | V. Nuf. | — | 979 | SC-Sta. | 9.05 | — | — |
| 904 | Sta.-SC | 12 30 | — | — | 903 | SC-Sta. | 12 30 | — | — |
| 905 | Sta.-SC | 1 00 | — | — | 944 | SC-Sta. | 2 30 | — | — |
| 944 | Sta.-SC | 2 00 | V. Nuf. | — | | | | | |
| 923 | Sta.-SC | 3 10 | Fri. | — | | | | | |
| 946 | Sta.-OPPC | 3 55 | — | — | | | | | |
| 915 | Sta.-SC | 4 00 | — | — | | | | | |
| 926 | Sta.-SC | 4 45 | Fri. | — | | | | | |
| 921 | Sta.-SC | 5 05 | Fri. | — | | | | | |
| 940 | Sta.-SC | 6 00 | — | — | | | | | |
| 977 | Sta.-SC | 9 50 | V. Nuf. | — | | | | | |

| VR TO STRUBENVALE (90013) | | | | | STRUBENVALE TO VR | | | | |
|---------------------------|----------|------|---|---|-------------------|---|------|---|---|
| 955 | VR-Stry. | 6.50 | — | — | 909 | — | 7.15 | — | — |
| 909 | — | 6.40 | — | — | 905 | — | 2 25 | — | — |
| 905 | — | 1 55 | — | — | 934 | — | 4 35 | — | — |
| 939 | — | 4 05 | — | — | 943 | — | 5 45 | — | — |
| 943 | — | 5 10 | — | — | | | | | |

| VR TO STRUISBULT (90025) | | | | | STRUISBULT TO VR | | | | |
|--------------------------|--------|------|---|---|------------------|--------|------|---|---|
| 956 | — | 6.00 | — | — | 956 | — | 6.45 | — | — |
| 924 | — | 3 40 | — | — | 965 | V. UHP | 2 30 | — | — |
| 958 | MAJ-SB | 4 25 | — | — | 924 | SB-MAJ | 4 10 | — | — |
| 964 | — | 5 25 | — | — | 958 | V. EDW | 5 05 | — | — |
| | | | | | 964 | SB-VR | 6 00 | — | — |

| VR TO PERDEKOP | | | | | PERDEKOP TO VR | | | | |
|----------------|---|------|---|---|----------------|---|------|---|---|
| 968 | — | 7.00 | — | — | 914 | — | 4 20 | — | — |
| 914 | — | 3 45 | — | — | | | | | |

KWATHEMA TO CASSEDALE 90001

CASSEDALE TO KWATHEMA

KWATHEMA TO PREMIER MILLING
(90031)

PREMIER MILLING TO KWATHEMA

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|-----------|------|------|---|-----|----------|-------|------|---|-----------------------------------|--------|------|------|---|---------------------------|---------|------|------|---|
| 912 | VR-Cas. | 5.05 | — | — | 912 | Cas.-VR | 5.40 | — | — | 975 | — | 4 00 | — | — | 975 | V. Hos. | 4 30 | — | — |
| 911 | VR-Cas. | 6.00 | — | — | 911 | Cas.-MAJ | 6.35 | — | — | 975 | — | 4 05 | Fri. | — | 975 | — | 4 35 | SPG | — |
| 902 | VR-Cas. | 6.25 | — | — | 902 | Cas.-L90 | 7.00 | — | — | 984 | — | 5 00 | — | — | 919 | V. Hos. | 5 30 | — | — |
| 966 | SPG-Cas. | 6.25 | — | — | 966 | Cas.-VR | 7.00 | — | — | 919 | SPG-PM | 5 00 | — | — | 904 | V. Hos. | 5 30 | Fri. | — |
| 953 | MAJ-Cas. | 7.00 | — | — | 953 | Cas.-SPG | 7.35 | — | — | 924 | MAJ-PM | 5 00 | Fri. | — | 984 | — | 5 30 | — | — |
| 927 | VR-Cas. | 7.15 | — | — | 970 | Cas.-VR | 11.30 | — | — | 979 | VR-PM | 5 15 | — | — | 979 | — | 5 45 | — | — |
| 923 | SP6.-Cas. | 7.20 | — | — | 935 | Cas.-VR | 1 55 | — | — | KWATHEMA TO S.M. HOSPITAL (90004) | | | | | S.M. HOSPITAL TO KWATHEMA | | | | |
| 945 | VR-Cas. | 7.25 | — | — | 935 | Cas.-VR | 2 00 | Fri. | — | 962 | — | 6.00 | — | — | 962 | SMN-WH | 6.25 | — | — |
| 907 | MAJ-Cas. | 7.40 | — | — | 916 | Cas.-VR | 2 30 | — | — | 951 | — | 5 20 | — | — | 960 | — | 2 05 | — | — |
| 913 | MAJ-Cas. | 7.40 | — | — | 954 | Cas.-MAJ | 2 50 | Fri. | — | HOSTEL TO NUFFIELD (90010) | | | | | NUFFIELD TO HOSTEL | | | | |
| 947 | VR-Cas. | 7.40 | — | — | 929 | Cas.-VR | 2 55 | Fri. | — | 924 | — | 5.15 | — | — | 901 | — | 5.15 | — | — |
| 937 | VR-Cas. | 7.55 | — | — | 942 | Cas.-VR | 2 55 | — | — | 926 | — | 5.20 | — | — | 904 | — | 5.55 | — | — |
| 956 | VR-Cas. | 8.05 | — | — | 927 | Cas.-VR | 3 25 | — | — | 929 | — | 5.30 | — | — | 959 | — | 5.55 | — | — |
| 963 | VR-Cas. | 3 00 | — | — | 963 | Cas.-VR | 3 30 | — | — | 942 | — | 5.40 | — | — | | | | | |
| 941 | VR-Cas. | 3 25 | — | — | 960 | Cas.-VR | 3 45 | — | — | 901 | — | 5.45 | — | — | | | | | |
| 940 | Sta.-Cas. | 3 35 | — | — | 940 | Cas.-VR | 3 55 | — | — | 916 | — | 6.00 | — | — | | | | | |
| 941 | VR-Cas. | 3 40 | Fri. | — | 941 | Cas.-VR | 3 55 | — | — | 905 | — | 6.10 | — | — | | | | | |
| 926 | VR-Cas. | 5 10 | — | — | 941 | Cas.-VR | 4 10 | Fri. | — | | | | | | | | | | |
| 958 | VR-Cas. | 5 50 | — | — | 926 | Cas.-VR | 5 40 | — | — | | | | | | | | | | |
| | | | | | 958 | Cas.-VR | 6 20 | — | — | | | | | | | | | | |

Time-table

| <i>Page</i> | |
|-------------|---|
| 290 | VR to Station—Station to VR. |
| 291 | VR to Station—Station to VR. |
| 292 | VR to Station—Station to VR, Hostel to Station—Station to Hostel, Tornado to Station—Station to Tornado, Job Maseno to Station—Station to Job Maseno, Station to Largo—Largo to Station. |
| 293 | Majola to Station—Station to Majola, kwaThema plus Station to Casseldale—Casseldale plus Station to kwaThema. |
| 294 | Sports Ground to Station—Station to Sports Ground, Station to Payneville—Payneville to Station, kwaThema to Geduld Extension—Geduld Extension to kwaThema, kwaThema plus Station to Groot Vlei—Groot Vlei plus Station to kwaThema. |
| 295 | kwaThema to Selcourt plus Station—Selcourt plus Station to kwaThema, kwaThema to Nuffield—Nuffield to kwaThema, kwaThema to New Era—New Era to kwaThema. |
| 296 | kwaThema plus Station and TBH, kwaThema to SAPPI, SAPPI to kwaThema, Station to Sappi—Sappi to Station, kwaThema to Far East Rand Hospital—Far East Rand Hospital to kwaThema, kwaThema to Struisbuilt—Struisbuilt to kwaThema, kwaThema to Pic—Pic—VR. |

INDEX
SPRINGS
Saturday

PUTCO LTD: SECTION.—SPRINGS

Specimen time-table

Saturday

| VR—STATION (90019) | | | | | STATION—VR | | | | | VR—STATION (90019) | | | | | STATION—VR | | | | |
|--------------------|---------|------|------|---|------------|--------|------|------|---|--------------------|---------|-------|------|---|------------|--------|-------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 902 | V. Hos. | 4.20 | — | — | 903 | — | 5.00 | — | — | 951 | — | 8.50 | — | — | 931 | — | 8.40 | — | — |
| 905 | V. Hos. | 5.00 | — | — | 904 | — | 5.20 | — | — | 933 | — | 8.50 | — | — | 924 | — | 8.45 | — | — |
| 911 | — | 5.15 | — | — | 905 | — | 5.30 | — | — | 929 | — | 8.50 | — | — | 944 | — | 8.45 | — | — |
| 903 | — | 5.30 | — | — | 902 | — | 5.35 | — | — | 932 | — | 8.50 | — | — | 951 | — | 8.50 | — | — |
| 924 | — | 5.40 | — | — | 908 | — | 5.40 | — | — | 952 | — | 8.50 | — | — | 910 | — | 8.55 | — | — |
| 929 | — | 5.50 | — | — | 924 | — | 6.10 | — | — | 901 | V. Hos. | 8.55 | — | — | 943 | — | 9.10 | — | — |
| 904 | — | 5.50 | — | — | 907 | — | 6.10 | — | — | 926 | — | 9.00 | — | — | 952 | — | 9.20 | — | — |
| 902 | SMH | 6.05 | — | — | 925 | — | 6.10 | — | — | 930 | — | 9.00 | — | — | 901 | — | 9.25 | — | — |
| 906 | — | 6.20 | — | — | 932 | — | 6.15 | — | — | 948 | — | 9.00 | — | — | 933 | — | 9.25 | — | — |
| 907 | PP | 6.40 | — | — | 915 | — | 6.40 | — | — | 940 | — | 9.00 | — | — | 948 | — | 9.30 | — | — |
| 923 | — | 6.40 | — | — | 906 | — | 6.50 | — | — | 946 | — | 9.00 | — | — | 947 | — | 9.35 | — | — |
| 939 | — | 7.05 | — | — | 943 | — | 6.55 | — | — | 935 | — | 9.05 | — | — | 930 | — | 9.35 | — | — |
| 915 | — | 7.10 | — | — | 906 | — | 7.10 | — | — | 947 | — | 9.05 | — | — | 908 | — | 9.40 | — | — |
| 908 | — | 7.15 | — | — | 940 | — | 7.30 | — | — | 937 | — | 9.10 | — | — | 934 | — | 9.50 | — | — |
| 905 | V. PM | 7.20 | — | — | 946 | — | 7.30 | — | — | 934 | — | 9.15 | — | — | 925 | V. SMH | 9.55 | — | — |
| 920 | — | 7.35 | — | — | 948 | — | 7.30 | — | — | 950 | — | 9.20 | — | — | 902 | — | 10.00 | — | — |
| 917 | — | 7.35 | — | — | 939 | — | 7.35 | — | — | 956 | — | 9.20 | — | — | 951 | — | 10.20 | — | — |
| 907 | — | 7.40 | — | — | 912 | — | 7.35 | — | — | 910 | — | 9.30 | — | — | 904 | — | 10.20 | — | — |
| 922 | V. PM | 7.45 | — | — | 915 | — | 7.40 | — | — | 943 | — | 9.40 | — | — | 969 | — | 10.30 | — | — |
| 921 | — | 7.45 | — | — | 910 | — | 7.45 | — | — | 949 | — | 9.50 | — | — | 959 | — | 10.30 | — | — |
| 932 | — | 7.50 | — | — | 913 | — | 7.50 | — | — | 952 | — | 9.50 | — | — | 953 | — | 10.30 | — | — |
| 919 | V. PM | 7.50 | — | — | 920 | — | 8.05 | — | — | 901 | — | 9.55 | — | — | 952 | — | 10.35 | — | — |
| 940 | — | 8.00 | — | — | 928 | V. SMH | 8.10 | — | — | 933 | — | 10.00 | — | — | 956 | — | 10.50 | — | — |
| 946 | — | 8.00 | — | — | 923 | V. SMH | 8.10 | — | — | 948 | — | 10.00 | — | — | 962 | — | 10.55 | — | — |
| 948 | — | 8.00 | — | — | 937 | — | 8.10 | — | — | 947 | — | 10.05 | — | — | 902 | — | 11.00 | — | — |
| 939 | — | 8.05 | — | — | 924 | — | 8.15 | — | — | 930 | — | 10.10 | — | — | 957 | — | 11.00 | — | — |
| 912 | — | 8.05 | — | — | 951 | — | 8.20 | — | — | 908 | — | 10.10 | — | — | 960 | — | 11.00 | — | — |
| 925 | — | 8.05 | — | — | 932 | — | 8.20 | — | — | 955 | V. SMH | 10.20 | — | — | 942 | — | 11.00 | — | — |
| 947 | — | 8.05 | — | — | 929 | — | 8.20 | — | — | 925 | — | 10.25 | — | — | 919 | — | 11.15 | — | — |
| 915 | — | 8.10 | — | — | 901 | — | 8.25 | — | — | 934 | — | 10.25 | — | — | 907 | — | 11.25 | — | — |
| 937 | — | 8.10 | — | — | 930 | — | 8.25 | — | — | 962 | — | 10.25 | — | — | 963 | — | 11.25 | — | — |
| 938 | — | 8.10 | — | — | 926 | — | 8.30 | — | — | 902 | — | 10.30 | — | — | 910 | — | 11.30 | — | — |
| 910 | — | 8.20 | — | — | 946 | — | 8.30 | — | — | 924 | — | 10.35 | — | — | 959 | — | 11.30 | — | — |
| 913 | — | 8.20 | — | — | 948 | — | 8.30 | — | — | 951 | — | 10.50 | — | — | 969 | — | 11.30 | — | — |
| 918 | — | 8.30 | — | — | 940 | — | 8.30 | — | — | 904 | — | 10.50 | — | — | 912 | — | 11.35 | — | — |
| 936 | — | 8.35 | — | — | 920 | — | 8.35 | — | — | 925 | — | 10.55 | — | — | 937 | — | 11.35 | — | — |
| 923 | — | 8.40 | — | — | 935 | — | 8.35 | — | — | 959 | — | 11.00 | — | — | 939 | — | 11.50 | — | — |
| 928 | — | 8.40 | — | — | 947 | — | 8.35 | — | — | 969 | — | 11.00 | — | — | 927 | — | 11.50 | — | — |

VR-STATION (90019)

STATION—VR

VR-STATION (90019)

STATION—VR

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|-------|------|---|-----|------------|-------|------|---|-----|--------|-------|------|---|-----|--------|------|------|---|
| 924 | — | 11.05 | — | — | 941 | — | 11.50 | — | — | 964 | — | 12.50 | — | — | 946 | — | 1.15 | — | — |
| 939 | — | 11.20 | — | — | 955 | — | 11.50 | — | — | 944 | — | 1.00 | — | — | 964 | — | 1.15 | — | — |
| 956 | — | 11.20 | — | — | 933 | — | 11.50 | — | — | 961 | — | 1.05 | — | — | 930 | — | 1.25 | — | — |
| 962 | — | 11.25 | — | — | 903 | — | 12.00 | — | — | 934 | — | 1.05 | — | — | 944 | — | 1.30 | — | — |
| 925 | — | 11.25 | — | — | 911 | — | 12.00 | — | — | 924 | — | 1.05 | — | — | 937 | — | 1.35 | — | — |
| 942 | — | 11.30 | — | — | 928 | V. SMH | 12.00 | — | — | 937 | — | 1.05 | — | — | 961 | — | 1.35 | — | — |
| 960 | — | 11.30 | — | — | 957 | — | 12.00 | — | — | 906 | — | 1.10 | — | — | 914 | — | 1.40 | — | — |
| 957 | — | 11.30 | — | — | 932 | — | 12.05 | — | — | 913 | — | 1.15 | — | — | 933 | — | 1.40 | — | — |
| 922 | — | 11.35 | — | — | 940 | — | 12.05 | — | — | 910 | — | 1.15 | — | — | 934 | — | 1.40 | — | — |
| 908 | — | 11.35 | — | — | 905 | — | 12.10 | — | — | 920 | — | 1.15 | — | — | 968 | — | 1.45 | — | — |
| 915 | V. Hos. | 11.45 | — | — | 930 | — | 12.10 | — | — | 921 | — | 1.15 | — | — | 967 | — | 1.55 | — | — |
| 918 | — | 11.45 | — | — | 923 | — | 12.10 | — | — | 939 | — | 1.20 | — | — | 957 | — | 2.00 | — | — |
| 959 | — | 12.00 | — | — | 919 | — | 12.15 | — | — | 927 | — | 1.20 | — | — | 942 | — | 2.00 | — | — |
| 969 | — | 12.00 | — | — | 963 | — | 12.20 | — | — | 938 | — | 1.30 | — | — | 938 | — | 2.00 | — | — |
| 910 | — | 12.05 | — | — | 925 | — | 12.25 | — | — | 957 | — | 1.30 | — | — | 923 | — | 2.10 | — | — |
| 912 | — | 12.05 | — | — | 934 | — | 12.30 | — | — | 912 | — | 1.30 | — | — | 926 | — | 2.10 | — | — |
| 937 | — | 12.05 | — | — | 959 | — | 12.30 | — | — | 938 | — | 1.30 | — | — | 919 | — | 2.15 | — | — |
| 961 | V. SMH | 12.05 | — | — | 924 | — | 12.35 | — | — | 908 | — | 1.35 | — | — | 933 | — | 2.15 | — | — |
| 906 | — | 12.10 | — | — | 961 | — | 12.35 | — | — | 940 | — | 1.35 | — | — | 952 | — | 2.15 | — | — |
| 941 | — | 12.20 | — | — | 906 | — | 12.40 | — | — | 907 | — | 1.40 | — | — | 965 | V. SMH | 2.20 | — | — |
| 939 | — | 12.20 | — | — | 910 | — | 12.40 | — | — | 923 | — | 1.40 | — | — | 943 | — | 2.25 | — | — |
| 928 | — | 12.30 | — | — | 920 | — | 12.45 | — | — | 952 | V. SMH | 1.45 | — | — | 969 | — | 2.25 | — | — |
| 911 | — | 12.30 | — | — | 921 | — | 12.45 | — | — | 964 | — | 1.45 | — | — | 916 | — | 2.30 | — | — |
| 957 | — | 12.30 | — | — | 939 | — | 12.50 | — | — | 919 | — | 1.45 | — | — | 918 | — | 2.30 | — | — |
| 933 | — | 12.30 | — | — | 957 | — | 1.00 | — | — | 930 | — | 1.55 | — | — | 932 | — | 2.35 | — | — |
| 903 | — | 12.30 | — | — | 912 | V. PM Hos. | 1.00 | — | — | 944 | — | 2.00 | — | — | 913 | — | 2.45 | — | — |
| 902 | — | 12.35 | — | — | 959 | — | 1.00 | — | — | 918 | — | 2.00 | — | — | 934 | — | 2.50 | — | — |
| 909 | — | 12.35 | — | — | 938 | — | 1.00 | — | — | 961 | V. SMH | 2.05 | — | — | 938 | — | 3.00 | — | — |
| 932 | — | 12.35 | — | — | 903 | — | 1.00 | — | — | 937 | — | 2.05 | — | — | 946 | — | 3.10 | — | — |
| 937 | — | 12.35 | — | — | 928 | — | 1.00 | — | — | 932 | — | 2.05 | — | — | 952 | — | 3.15 | — | — |
| 940 | — | 12.35 | — | — | 940 | — | 1.05 | — | — | 963 | V. SMH | 2.15 | — | — | 936 | — | 3.15 | — | — |
| 907 | — | 12.40 | — | — | 933 | — | 1.05 | — | — | 934 | V. SMH | 2.15 | — | — | 935 | — | 3.20 | — | — |
| 923 | — | 12.40 | — | — | 909 | — | 1.05 | — | — | 967 | — | 2.25 | — | — | 967 | — | 3.25 | — | — |
| 905 | — | 12.40 | — | — | 908 | — | 1.05 | — | — | 935 | — | 2.25 | — | — | 953 | — | 3.25 | — | — |
| 919 | — | 12.45 | — | — | 932 | — | 1.05 | — | — | 938 | — | 2.30 | — | — | 916 | — | 3.30 | — | — |
| 930 | — | 12.45 | — | — | 907 | — | 1.10 | — | — | 961 | — | 2.35 | — | — | 966 | — | 3.30 | — | — |
| 946 | — | 12.45 | — | — | 923 | — | 1.10 | — | — | 923 | — | 2.40 | — | — | 968 | — | 3.45 | — | — |
| 950 | — | 12.45 | — | — | 919 | — | 1.15 | — | — | 946 | — | 2.40 | — | — | 949 | — | 3.50 | — | — |

MAJOLA TO STATION (90019)

STATION TO MAJOLA

MAJOLA TO STATION (90019)

STATION TO MAJOLA

| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
|-----|---------|-------|------|---|-----|---------|-------|------|---|-----|---------|------|------|---|-----|---------|-------|------|---|
| 903 | — | 4.30 | — | — | 911 | V. Hos. | 5.45 | — | — | 942 | — | 1 30 | — | — | 951 | — | 3 10 | — | — |
| 904 | — | 4.50 | — | — | 920 | — | 6.00 | — | — | 926 | — | 1 40 | — | — | 947 | V. Hos. | 3 15 | — | — |
| 901 | — | 5.40 | — | — | 928 | — | 6.10 | — | — | 966 | — | 2 00 | — | — | 945 | — | 3 55 | — | — |
| 925 | — | 5.40 | — | — | 929 | V. Hos. | 6.20 | — | — | 913 | V. Hos. | 2 15 | — | — | 958 | V. SMH | 4 05 | — | — |
| 940 | V. Hos. | 6.10 | — | — | 904 | — | 6.20 | — | — | 966 | — | 3 00 | — | — | 951 | — | 4 10 | — | — |
| 943 | — | 6.25 | — | — | 902 | V. Hos. | 6.35 | — | — | 951 | — | 3 40 | — | — | 948 | V. Hos. | 4 30 | — | — |
| 928 | — | 6.40 | — | — | 918 | — | 6.55 | — | — | 947 | V. Hos. | 3 45 | — | — | 958 | V. SMH | 5 05 | — | — |
| 904 | — | 6.50 | — | — | 926 | — | 7.00 | — | — | 958 | — | 4 35 | — | — | 949 | — | 5 50 | — | — |
| 914 | — | 7.10 | — | — | 928 | — | 7.10 | — | — | 951 | — | 4 40 | — | — | 964 | — | 6 00 | — | — |
| 913 | — | 7.20 | — | — | 922 | — | 7.15 | — | — | 948 | — | 5 00 | — | — | 958 | — | 6 05 | — | — |
| 928 | V. Hos. | 7.40 | — | — | 945 | — | 7.50 | — | — | 958 | — | 5 35 | — | — | 955 | V. Hos. | 7 05 | — | — |
| 924 | — | 7.45 | — | — | 942 | — | 8.05 | — | — | 953 | — | 5 55 | — | — | 967 | — | 7 15 | — | — |
| 922 | — | 7.45 | — | — | 927 | — | 8.10 | — | — | 949 | V. Hos. | 6 20 | — | — | 968 | — | 7 20 | — | — |
| 926 | — | 8.00 | — | — | 921 | — | 8.15 | — | — | 964 | — | 6 30 | — | — | 966 | — | 8 05 | — | — |
| 931 | V. Hos. | 8.05 | — | — | 945 | — | 8.50 | — | — | 958 | V. Hos. | 6 35 | — | — | 964 | — | 8 40 | — | — |
| 935 | — | 8.05 | — | — | 944 | — | 9.15 | — | — | 955 | V. Hos. | 7 35 | — | — | 966 | — | 9 05 | — | — |
| 945 | V. Hos. | 8.20 | — | — | 951 | V. Hos. | 9.20 | — | — | 967 | — | 7 45 | — | — | 966 | — | 10 05 | — | — |
| 927 | — | 8.40 | — | — | 953 | — | 9.30 | — | — | 968 | — | 7 50 | — | — | | | | | |
| 921 | — | 8.45 | — | — | 950 | V. Hos. | 9.50 | — | — | 966 | — | 8 35 | — | — | | | | | |
| 969 | — | 9.00 | — | — | 911 | — | 10.00 | — | — | 964 | — | 9 10 | — | — | | | | | |
| 945 | — | 9.20 | — | — | 949 | V. Hos. | 10.20 | — | — | 966 | — | 9 30 | — | — | | | | | |
| 944 | — | 9.45 | — | — | 952 | — | 10.20 | — | — | | | | | | | | | | |
| 951 | V. Hos. | 9.50 | — | — | 950 | — | 10.50 | — | — | | | | | | | | | | |
| 953 | V. Hos. | 10.00 | — | — | 811 | — | 11.00 | — | — | | | | | | | | | | |
| 950 | V. Hos. | 10.20 | — | — | 958 | V. Hos. | 11.20 | — | — | | | | | | | | | | |
| 911 | — | 10.30 | — | — | 917 | V. Hos. | 11.30 | — | — | | | | | | | | | | |
| 952 | — | 10.50 | — | — | 920 | — | 11.45 | — | — | | | | | | | | | | |
| 949 | — | 10.50 | — | — | 960 | V. Hos. | 12 00 | — | — | | | | | | | | | | |
| 912 | V. Hos. | 11.05 | — | — | 926 | — | 12 10 | — | — | | | | | | | | | | |
| 950 | — | 11.20 | — | — | 958 | — | 12 20 | — | — | | | | | | | | | | |
| 911 | — | 11.30 | — | — | 904 | — | 12 20 | — | — | | | | | | | | | | |
| 958 | V. Hos. | 11.50 | — | — | 962 | — | 12 35 | — | — | | | | | | | | | | |
| 917 | V. Hos. | 12 00 | — | — | 914 | — | 12 40 | — | — | | | | | | | | | | |
| 920 | V. Hos. | 12 15 | — | — | 942 | — | 1 00 | — | — | | | | | | | | | | |
| 960 | V. Hos. | 12 30 | — | — | 926 | — | 1 10 | — | — | | | | | | | | | | |
| 926 | — | 12 40 | — | — | 966 | — | 1 30 | — | — | | | | | | | | | | |
| 904 | — | 12 50 | — | — | 913 | — | 1 45 | — | — | | | | | | | | | | |
| 914 | — | 1 10 | — | — | 966 | — | 2 30 | — | — | | | | | | | | | | |

KWATHEMA — STA. TO CAS
(90001)

CAS. — STA. TO KWATHEMA

| | | | | | | | | | |
|-----|-----------|-------|---|---|-----|-----------|-------|---|---|
| 914 | VR-Cas. | 6.05 | — | — | 914 | Cas.-MAJ | 6.40 | — | — |
| 941 | MAJ-Cas. | 6.15 | — | — | 941 | Cas.-VR | 6.50 | — | — |
| 942 | VR-Cas. | 6.30 | — | — | 942 | Cas.-SPG | 7.05 | — | — |
| 932 | VR-STV | 6.45 | — | — | 932 | STV-VR | 7.20 | — | — |
| 931 | VR-PDK | 6.55 | — | — | 931 | PDK-VR | 7.35 | — | — |
| 937 | VR-Cas. | 7.05 | — | — | 937 | Cas.-VR | 7.40 | — | — |
| 906 | VR-STV | 7.20 | — | — | 918 | Cas.-VR | 8.00 | — | — |
| 918 | MAJ-Cas. | 7.25 | — | — | 936 | Cas.-VR | 8.05 | — | — |
| 936 | VR-Cas. | 7.30 | — | — | 908 | Cas.-VR | 11.00 | — | — |
| 908 | Sta.-Cas. | 10.40 | — | — | 961 | Cas.-VR | 11.40 | — | — |
| 961 | Sta.-Cas. | 11.10 | — | — | 913 | STV-VR | 12 40 | — | — |
| 958 | MAJ-Cas. | 12 50 | — | — | 958 | Cas.-VR | 1 20 | — | — |
| 964 | Sta.-Cas. | 2 15 | — | — | 948 | Cas.-VR | 1 45 | — | — |
| 950 | Sta.-Cas. | 6 05 | — | — | 964 | Cas.-VR | 2 35 | — | — |
| | | | | | 950 | Cas.-Sta. | 6 25 | — | — |

KWATHEMA PLUS STA. TO TBH (90020)

| SH | NTS | Time | Pass | Q |
|-----|----------|-------|------|---|
| 912 | V. Sta. | 5.50 | — | — |
| | VR-TBH | | — | — |
| 947 | VR-DP | 7.00 | — | — |
| 950 | Sta.-MOE | 12 00 | — | — |
| 955 | VR-DP | 12 35 | — | — |
| 957 | V. Sta. | 2 30 | — | — |
| | VR-TB | | — | — |

KWATHEMA TO SAP (90004)

| | | | | |
|-----|-----------|------|---|---|
| 907 | V. Hos. | 5.15 | — | — |
| | VR-Sap. | | — | — |
| 913 | V. Hos. | 5.15 | — | — |
| | MAJ-Sap. | | — | — |
| 919 | Hos.-Sap | 5.30 | — | — |
| 922 | V. Hos. | 1 10 | — | — |
| | VR-Sap. | | — | — |
| 965 | VHS. Sta. | 8 45 | — | — |
| | VR-Sap. | | — | — |

STATION TO SAPPI (90017)

| | | | | |
|-----|---|-------|---|---|
| 923 | — | 5.40 | — | — |
| 940 | — | 6.40 | — | — |
| 941 | — | 11.10 | — | — |
| 962 | — | 11.55 | — | — |
| 935 | — | 1 40 | — | — |
| 920 | — | 1 45 | — | — |
| 927 | — | 1 50 | — | — |

KWATHEMA TO FEH (90018)

| | | | | |
|-----|---------|-------|---|---|
| 918 | V. Hos. | 5.30 | — | — |
| | VR-FEH | | — | — |
| 918 | VR-FEH | 12 45 | — | — |
| 967 | Sta-FEH | 3 50 | — | — |
| 948 | Sta-FEH | 6 45 | — | — |

KWATHEMA TO STRUISBULT (90025)

| | | | | |
|-----|---------|-------|---|---|
| 905 | V. Hos. | 6.00 | — | — |
| | VR-SB | | — | — |
| 925 | VR-BR | 6 40 | — | — |
| 929 | VR-SB | 12 30 | — | — |
| 936 | Sta.-SB | 4 15 | — | — |
| 959 | Sta.-SB | 5 40 | — | — |

TBH PLUS STA TO KWATHEMA

| | | | | |
|-----|----------|-------|---|---|
| 912 | TBH-Sta. | 7.00 | — | — |
| 947 | DP-VR | 7.35 | — | — |
| 956 | MOE-Sta. | 12 30 | — | — |
| 955 | DP-VR | 1 05 | — | — |
| 957 | V. Sta. | 4 40 | — | — |
| | TBH-VR | | — | — |

SAP TO KWATHEMA

| | | | | |
|-----|------------|-------|---|---|
| 913 | V. Hos. | 5.50 | — | — |
| | VR | | — | — |
| 923 | V. Hos. | 6.05 | — | — |
| | Sap-VR | | — | — |
| 919 | Sap-Hos. | 6.10 | — | — |
| 935 | V. Hos. | 2 15 | — | — |
| | SAP-VR | | — | — |
| 920 | V. Hos. | 2 15 | — | — |
| | Sap.-MAJ | | — | — |
| 927 | V. Hos. | 2 15 | — | — |
| | Sap.-VR | | — | — |
| 965 | V.Sta-Hos. | 10 10 | — | — |
| | Sap.-VR. | | — | — |

SAPPI TO STATION

| | | | | |
|-----|---|-------|---|---|
| 907 | — | 5.50 | — | — |
| 940 | — | 7.10 | — | — |
| 941 | — | 11.30 | — | — |
| 962 | — | 12 15 | — | — |
| 922 | — | 2 15 | — | — |

FEH TO KWATHEMA

| | | | | |
|-----|---------|------|---|---|
| 918 | V. Hos. | 6.00 | — | — |
| | FEH-VR | | — | — |
| 918 | V. GE | 1 15 | — | — |
| | FEH-VR | | — | — |
| 967 | FEH-VR | 4 15 | — | — |
| 948 | FEH-VR | 7 10 | — | — |

STRUISBULT TO KWATHEMA

| | | | | |
|-----|-------|------|---|---|
| 905 | SB-VR | 6.45 | — | — |
| 925 | BP-VR | 7.25 | — | — |
| 929 | SB-VR | 1 05 | — | — |
| 936 | SB-VR | 4 45 | — | — |
| 959 | SB-VR | 6 05 | — | — |

KWATHEMA TO PIC (90032)

| | | | | |
|-----|---------|-------|---|---|
| 909 | VR-Pic. | 6.50 | — | — |
| 963 | VR-Pic. | 12 55 | — | — |

PIC TO KWATHEMA

| | | | | |
|-----|---------|------|---|---|
| 909 | Pic.-VR | 7.35 | — | — |
| 963 | Pic-VR | 1 30 | — | — |

INDEX

Sunday

SPRINGS

*Time-table**Page No.*

- 298 VR to Station—Station to VR.
299 VR to Station—Station to VR—Majola to Station—Station to Majola—kwaThema plus Station to Casseldale—Casseldale plus Station—kwaThema—kwaThema plus Station to Far East Rand Hospital—Far East Rand Hospital to kwaThema.
300 Payneville to Station—Station to Payneville—kwaThema to Selcourt—Selcourt to kwaThema—kwaThema to Nuffield—Nuffield to kwaThema—kwaThema plus Station to Sappi—Sappi plus Station to kwaThema—Selcourt to Station—Station to Selcourt—kwaThema plus Station to Struisbult—kwaThema to SMH—SMH to kwaThema.
301 Station to Largo—kwaThema plus Station to TBH—kwaThema plus Station New Era.

Sunday

| VR TO STATION (90019) | | | | | STATION TO VR | | | | | VR TO STATION (90019) | | | | | STATION TO VR | | | | |
|-----------------------|---------|-------|------|---|---------------|------|-------|------|---|-----------------------|-----|-------|------|---|---------------|------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 908 | V. Hos. | 5.00 | — | — | 901 | — | 5.20 | — | — | 919 | — | 11.50 | — | — | 902 | — | 1.00 | — | — |
| 903 | V. Hos. | 5.10 | — | — | 908 | — | 5.30 | — | — | 917 | — | 11.55 | — | — | 925 | — | 1.10 | — | — |
| 914 | V. Hos. | 5.20 | — | — | 916 | — | 6.00 | — | — | 918 | — | 12.15 | — | — | 910 | — | 1.15 | — | — |
| 916 | V. Hos. | 5.30 | — | — | 907 | — | 6.05 | — | — | 903 | — | 12.20 | — | — | 926 | — | 1.15 | — | — |
| 901 | V. Hos. | 5.50 | — | — | 912 | — | 6.20 | — | — | 921 | — | 12.30 | — | — | 908 | — | 1.30 | — | — |
| 912 | — | 5.50 | — | — | 909 | — | 6.30 | — | — | 902 | — | 12.30 | — | — | 920 | — | 1.45 | — | — |
| 913 | — | 5.50 | — | — | 910 | — | 6.30 | — | — | 904 | — | 12.35 | — | — | 923 | — | 1.45 | — | — |
| 910 | — | 6.00 | — | — | 915 | — | 7.00 | — | — | 924 | — | 12.45 | — | — | 912 | — | 2.00 | — | — |
| 906 | V. Hos. | 6.30 | — | — | 907 | — | 7.05 | — | — | 906 | — | 12.50 | — | — | 910 | — | 2.15 | — | — |
| 907 | — | 6.35 | — | — | 909 | — | 7.30 | — | — | 903 | — | 1.20 | — | — | 924 | — | 2.15 | — | — |
| 915 | — | 6.35 | — | — | 913 | — | 8.10 | — | — | 925 | — | 1.40 | — | — | 926 | — | 2.15 | — | — |
| 905 | — | 6.35 | — | — | 917 | — | 8.25 | — | — | 910 | — | 1.45 | — | — | 916 | — | 2.30 | — | — |
| 904 | V. SMH | 6.35 | — | — | 909 | — | 8.30 | — | — | 926 | — | 1.45 | — | — | 923 | — | 2.45 | — | — |
| 909 | — | 7.00 | — | — | 930 | — | 9.00 | — | — | 908 | — | 2.00 | — | — | 926 | — | 3.15 | — | — |
| 903 | — | 7.20 | — | — | 904 | — | 9.00 | — | — | 932 | — | 2.15 | — | — | 910 | — | 3.15 | — | — |
| 911 | — | 7.25 | — | — | 919 | — | 9.20 | — | — | 914 | — | 2.20 | — | — | 209 | — | 3.30 | — | — |
| 907 | Hos. | 7.35 | — | — | 903 | — | 9.50 | — | — | 912 | — | 2.30 | — | — | 926 | — | 3.35 | — | — |
| 913 | — | 7.40 | — | — | 918 | — | 9.45 | — | — | 910 | — | 2.45 | — | — | 923 | SMH | 3.45 | — | — |
| 909 | — | 8.00 | — | — | 904 | — | 10.00 | — | — | 924 | — | 2.45 | — | — | 912 | SMH | 4.00 | — | — |
| 915 | — | 8.35 | — | — | 902 | — | 10.00 | — | — | 926 | — | 2.45 | — | — | 930 | SMH | 4.00 | — | — |
| 913 | — | 8.40 | — | — | 919 | — | 10.20 | — | — | 922 | — | 2.50 | — | — | 907 | — | 4.05 | — | — |
| 917 | — | 8.55 | — | — | 917 | — | 10.25 | — | — | 905 | — | 2.50 | — | — | 916 | SMH | 4.10 | — | — |
| 909 | — | 9.00 | — | — | 918 | — | 10.45 | — | — | 909 | — | 3.00 | — | — | 909 | — | 4.30 | — | — |
| 918 | — | 9.15 | — | — | 903 | — | 10.50 | — | — | 916 | SMH | 3.00 | — | — | 911 | — | 4.30 | — | — |
| 930 | — | 9.30 | — | — | 930 | — | 11.00 | — | — | 927 | — | 3.05 | — | — | 918 | Hos. | 4.30 | — | — |
| 904 | — | 9.30 | — | — | 904 | — | 11.00 | — | — | 923 | — | 3.15 | — | — | 919 | — | 4.30 | — | — |
| 919 | — | 9.50 | — | — | 902 | Hos. | 11.00 | — | — | 908 | — | 3.40 | — | — | 927 | — | 4.35 | — | — |
| 915 | — | 9.55 | — | — | 919 | Hos. | 11.20 | — | — | 926 | — | 3.45 | — | — | 916 | — | 4.40 | — | — |
| 918 | — | 10.15 | — | — | 917 | — | 11.25 | — | — | 909 | — | 4.00 | — | — | 920 | — | 4.50 | — | — |
| 902 | — | 10.30 | — | — | 918 | — | 11.45 | — | — | 927 | — | 4.05 | — | — | 928 | Hos. | 4.50 | — | — |
| 904 | — | 10.30 | — | — | 903 | — | 11.50 | — | — | 925 | — | 4.10 | — | — | 930 | — | 5.00 | — | — |
| 919 | — | 10.50 | — | — | 921 | — | 12.00 | — | — | 923 | — | 4.15 | — | — | 916 | — | 5.10 | — | — |
| 917 | — | 10.55 | — | — | 902 | Hos. | 12.00 | — | — | 930 | — | 4.30 | — | — | 918 | — | 5.30 | — | — |
| 918 | Hos. | 11.15 | — | — | 924 | — | 12.15 | — | — | 912 | — | 4.40 | — | — | 921 | — | 5.30 | — | — |
| 903 | — | 11.20 | — | — | 906 | — | 12.20 | — | — | 916 | — | 4.40 | — | — | 920 | — | 5.50 | — | — |
| 902 | — | 11.30 | — | — | 922 | — | 12.30 | — | — | 910 | — | 4.45 | — | — | 928 | — | 5.50 | — | — |
| 930 | — | 11.30 | — | — | 903 | Hos. | 12.50 | — | — | 919 | — | 5.00 | — | — | 925 | — | 6.00 | — | — |
| 906 | — | 11.50 | — | — | 921 | Hos. | 1.00 | — | — | 909 | — | 5.00 | — | — | 915 | — | 6.10 | — | — |

| STATION TO LARGO (90015) | | | | | LARGO TO STATION | | | | | KWATHEMA AND STA TO T.B.H. (90020) | | | | | T.B.H. AND STA TO KWATHEMA | | | | |
|-----------------------------|---------|-------|------|---|-----------------------------|--------|-------|------|---|------------------------------------|----------|-------|------|---|----------------------------|----------|------|------|---|
| SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q | SH | NTS | Time | Pass | Q |
| 906 | — | 7.00 | — | — | 906 | — | 7.30 | — | — | 913 | Sta.-TBH | 6.20 | — | — | 913 | TBH-Sta. | 6.50 | — | — |
| 930 | — | 10.00 | — | — | 930 | — | 10.30 | — | — | 921 | J. Sta. | 11.45 | — | — | 921 | TBH-Sta. | 5.00 | — | — |
| 908 | — | 12.00 | — | — | 908 | — | 12.30 | — | — | 922 | VR-TBH | 6.00 | — | — | 922 | MDE-Sta. | 6.30 | — | — |
| 930 | — | 3.00 | — | — | 930 | — | 3.30 | — | — | | Sta.-MDE | | | | | | | | |
| 917 | — | 5.30 | — | — | 917 | — | 6.00 | — | — | | | | | | | | | | |
| 930 | — | 6.00 | — | — | 930 | — | 6.30 | — | — | | | | | | | | | | |
| KWATHEMA AND STA NE (90009) | | | | | NEW-ERA AND STA TO KWATHEMA | | | | | | | | | | | | | | |
| 920 | Sta.-TM | 11.50 | — | — | 920 | TM-MAJ | 12.05 | — | — | | | | | | | | | | |
| 908 | Sta.-BM | 3.00 | — | — | 908 | BM-VR | 3.15 | — | — | | | | | | | | | | |
| 929 | VR-BM | 10.45 | — | — | 929 | BM-VR | 11.10 | — | — | | | | | | | | | | |

ANNEXURE D

PUTCO LIMITED

SCHEDULE OF PASSENGER BUS SERVICES

NON-WHITE PASSENGERS AND THEIR
PERSONAL EFFECTS

PUTCO LIMITED

EXEMPTIONS

1. The National Transport Commission has decided in terms of the Road Transportation Act, 1977 (Act 74 of 1977), as follows:

(a) To exempt your company from the requirements of section 24 (1) (a) of the said Act that public road carrier permits held by the company be carried on the vehicles to which they relate.

(b) To exempt the company from the requirements of section 24 (1) (c) of the said Act to bear its full name, address, nature of business and a notice regarding the class of persons to be conveyed on the vehicles.

(c) To exempt the company from completion of questions 10 and 11 in detail on the application form, provided the names of the local road transportation boards are stated and the rest is completed with the remark "refer to files".

PUTCO Ref.: 14/1/24.

N.T.C. Ref.: D3/1/6.

Granted: 1978-06-14.

PUCTO LIMITED

GENERAL AUTHORITIES

General authority is hereby granted to:

1. Allow own staff to travel free of charge on the Company's buses.

2. Convey Non-White staff of a state, provincial, local authority or other Non-White bus companies on the Company's vehicles against a collective payment, which exonerates such Non-White staff from paying an individual cash fare.

3. Co-ordinate if necessary any routes having a common route or terminus.

4. Save for restrictions imposed in terms of this permit, operate services on any authorised route to and from intermediate points to and from either termini or other intermediate points when necessary and as approved by the local authority.

5. Convey a group of Non-White persons for the purpose of attending a religious, tribal, educational gathering, form of amusement, picnic, competition or games, funeral or wedding and their personal effects and any other equipment necessary for such participation or attendance:

(a) Within a radius of 160 km from—

- (i) Johannesburg General Post Office;
- (ii) Edenvale Post Office;
- (iii) Springs Post Office;
- (iv) Vosloorus.

(b) Between points situated within a radius of 240 km from—

- (i) Johannesburg General Post Office;
- (ii) Edenvale Post Office;
- (iii) Springs Post Office;
- (iv) Vosloorus.

Provided that the return journey be commenced within 24 hours after completion of the forward journey and the same persons be conveyed on the return journey.

6. Conveyance under charter agreement: Groups of Non-White persons travelling together for the purpose of jointly undertaking a journey to attend a religious, tribal, educational gathering, form of amusement, picnic, competition or games, funeral or wedding and their personal luggage and any other equipment necessary for such journey, participation or attendance, from places within the Magisterial Districts/municipal areas of—

- (i) Johannesburg including Soweto, Eldorado Park, Ennerdale, Western Coloured Township;
- (ii) Roodepoort including Dobsonville, Meadowlands, Davidsonville;
- (iii) Randburg;
- (iv) Kempton Park including Tembisa;
- (v) Germiston including Natalspruit, Kathlehong;
- (vi) Edenvale;

(vii) Boksburg including Vosloorus;

(viii) Springs including kwaThema;

(ix) Sandton including Alexandra;

to places within a radius of 480 km of the General Post Office, Johannesburg, and return.

Subject to the following conditions:

(i) Once the vehicle has been chartered for a specific tour, the holder of this permit shall not be allowed to sell vacant seats on the vehicle to any person for that tour.

(ii) Apart from the conveyance authorised in this permit the holder thereof shall not make known generally whether by means of a notice published in a newspaper or in any other manner his intention to undertake a particular journey over any particular route.

(iii) All persons shall be returned to the point of commencement of the tour. This restriction shall not apply to a person conveyed on a journey which forms part of a longer journey on which he will use another form of conveyance. The name of such person and the point of his embarkation shall be reflected in the manifest referred to in condition (iv) hereunder.

(iv) In respect of trips to points beyond a radius of 240 km of the General Post Office, Johannesburg, a manifest shall be made out in duplicate, prior to the commencement of the journey, giving the following particulars:

(a) Name and address of permit holder.

(b) Number of permit.

(c) Registration number of vehicle.

(d) Date and time of commencement of journey and expected date of completion of journey.

(e) Points between which journey is to be undertaken.

(f) Name and address of charterer and number of persons actually conveyed.

(g) Signature of holder of permit or duly authorised representative.

One copy of the manifest shall be carried by the driver of the vehicle and the original of such entry shall be retained by the holder and held available for inspection by an authorised officer.

The conditions hereinabove set forth as applicable to conveyance under charter agreement shall be subject to review at any time.

7. Regard as being deleted from the time-table trips that are scheduled to take place on a day that is an official public holiday within the Republic, and in its stead the time-table on such day shall read "As and when required".

8. Charge a minimum charge of 20c per parcel/piece in respect of all pieces of excessive hand luggage conveyed inside the bus or on the roof of the bus where applicable.

9. Deviate from any authorised route—

(A) when forced to do so by any fortuitous and temporary blockage or obstruction on the said route preventing the use thereon, or on any portion thereof, of the vehicle to which this permit relates, or by the existence on that route or that portion thereof, of conditions which would tender such use dangerous to the vehicle or to any passengers being conveyed thereon; or

(B) when instructed to do so by any authorised officer, as defined in section 1 (1) (ii) of the Road Transportation Act, No. 74 of 1977, whether verbally or by means of hand signals; or

(C) when prohibited by road or warning signs apparently erected or displayed by or on the authority of a local authority from proceeding along the said route or any portion thereof;

subject to the condition that—

(1) the shortest practical and accessible route be followed;

(2) in the event of the deviation coinciding with the routes of a competitive operator, steps be taken to reduce any adverse effect on such operation;

(3) the Local Board be notified in writing within 24 hours of such deviation or on the first subsequent working day.

10. Convey own spare parts for own use only when required for the immediate bona fide repair and/or maintenance of own vehicles which have become defective and have to be expeditiously and urgently repaired. Within the Republic of South Africa.

11. Convey tools of trade (for own use only and not for sale). Within the Republic of South Africa.

12. Convey employees and their personal luggage, and camping equipment for use by employees, in the course of their employment with the holder of this permit: Provided that

no charge is made for such conveyance and that no reasonable facilities are available for their conveyance by rail or by means of a motor vehicle, in respect of which a permit has been issued to authorise such conveyance. Within the Republic of South Africa.

CONDITIONS AND REQUIREMENTS

The holder of this permit shall issue a ticket to each fare paying person authorised to be conveyed by this permit, disclosing on such ticket the amount of fare paid by the person to whom the ticket was issued, immediately after such person has tendered the fare.

PUTCO LTD ROUTE 40521 GOEDE REDE-BENONI

Transport of bus persons and their personal effects.

Restrictions:

1. No intermediate passengers to be conveyed in the Municipal District of Benoni.
2. That the same persons shall not both be picked up and set down between Molock Zyn Kop 58JS and Bronkhorstspuit.

Route:

Forward: From the farm Goede Rede 60 JS, via the farms: Lebowa Board:

District of Moutse: Goede Rede 60 JS, Kikvorschofontein 57 JS, Uitspanning 38 JS, Dennilton Change-Over Station, Elandsdoorn 56 JS, Kwarrielaagte 69 JS, Elandsdoorn 56 JS, Kikvorschofontein 57 JS.

Johannesburg Board:

District of Bronkhorstspuit: Maloek Zyn Kop 58 JS, Rhenosterkuil 63 JS, Breytenbachsrus 64 JS, Klipdrift 62 JS, Buffelshoek 91 JS, Bultfontein 94 JS, Badfontein 445 JR, Zwartkopje 444 JR, Rietfontein 446 JR, Wolvengat 442 JR, Rhenosterkop 452 JR, Vlakfontein 453 JR, Vaalplaas 463 JR, Valschspruit 458 JR, Vlakfontein 457 JR, Modderfontein 590 JR, Tweefontein 491 JR, Roodepoort 504 JR, Scholsberg 505 JR, Bronkhorstspuit: Lanham Street, Kerk Street, Kathie Street, Klippeiland 524 JR, Vlakfontein 523 JR, Witfontein 521 JR, Puntlyf 520 JR, Klein Zonder Hout 519 JR, Kameel Zyn Kraal 547 JR, Klipkop 396 JR, Onbekend 398 JR, Elandsvalley 414 JR, Tweefontein 413 JR, Bronkhorstfontein 20 IR.

District of Benoni: Varkfontein 25 JR, Zesfontein 27 IR, Pufffontein 26 IR, Petit, Pretoria Road, Tenth Avenue, Seventh Street, Voortrekker Street, Harpur Avenue, Liverpool Road, Bolton Street, Luton Road, Benoni Station Terminus.

Return: Johannesburg Board: From Benoni Station Terminus, via Luton Road, Liverpool Road, Harpur Avenue, then as per forward route in reverse.

Time-table: As per Annexure.

Fares: As approved.

PUTCO Ref. JL26 (4/04/29).

Board Ref.:

Johannesburg Board: A4242/OP441.

Lebowa Board: P31/A89.

Granted:

Johannesburg Board: 1978-12-06.

Lebowa Board: 1978-06-29, 1979-01-02.

PUTCO LTD TIME-TABLE GOEDE REDE-BENONI

| | Mondays to Fridays | | Saturdays | | Sundays |
|-------------------|-----------------------|-------|-----------|-------|---------|
| Goede Rede..... D | 07h30 | 08h15 | 08h15 | 08h45 | 13h00 |
| Philadelphia | | | | | |
| Hospital..... | 08h00 | 08h30 | 08h30 | 09h00 | 13h15 |
| Kwarrielaagte... | 08h30 | 09h00 | 09h00 | 09h30 | 13h45 |
| Bronkhorstspuit | 09h30 | 10h00 | 10h00 | 10h30 | 15h00 |
| Benoni..... A | 11h30 | 12h00 | 12h00 | 12h30 | 16h30 |
| | Mondays to Fridays | | Saturdays | | Sundays |
| Benoni..... D | 13h30 | 15h30 | 13h30 | 16h00 | 17h30 |
| Bronkhorstspuit | 15h30 | 17h30 | 15h30 | 18h00 | 19h00 |
| Kwarrielaagte... | 16h30 | 18h30 | 16h30 | 19h00 | 20h15 |
| Philadelphia | | | | | |
| Hospital..... | 17h00 | 19h00 | 17h00 | 19h30 | 20h45 |
| Goede Rede..... A | 17h15 | 19h15 | 17h15 | 19h45 | 21h00 |

And additional trips as and when required.

- (a) Within a half an hour after scheduled departure time.
- (b) Multiplication of trips on scheduled departure times.
- (c) Weekends: From 16h00 on Fridays to 18h00 on Mondays.
- (d) Public holidays: From 16h00 on the day preceding the public holiday until 18h00 on the day after the public holiday.

PUTCO LTD

PRETORIA DIVISION

MAMELODI DEPOT

KAMEELKRAAL SECTION

INDEX

PAGE 1

GRANTED BY JOHANNESBURG BOARD

Scale of charges = 2,25 cents p.p.k.

| Route No. | Registry reference | Route |
|------------|-----------------------|---------------------------|
| 42160..... | 4/04/43 | Tweefontein to Benoni. |
| 42161..... | 4/04/43 | Kameelzinkraal to Benoni. |
| 42162..... | 4/04/43 | Welbekend to Benoni. |
| 42163..... | 4/04/43 | Welbekend to Benoni. |

PUTCO LTD

ROUTE 42160

(PREVIOUSLY ROUTE 21)

TWEEFONTEIN-BENONI

Transport of bus persons and their personal effects.

Restrictions: On condition that on the in journey no passengers be loaded between the Old Burrough Boundary and the terminus in Benoni, and on the out journey no passengers be offloaded between Benoni Terminus and the Old Burrough Boundary.

Route:

Forward: From the farm Tweefontein 413 JS via Grootfontein 394, Witkoppies 393, Elandsfontein 412, Witfontein 558, Witfontein 55, Rietfontein 18, Vlakfontein 8, O'Reilly Merry Street, Second Street, Fifth Avenue, Seventh Street, Voortrekker Street, Kempston Avenue, Winstead Street to terminus in Oos Street.

Return: Via Oos Street, Cranbourne Street, Winstead Street, Howard Street, Voortrekker Street, then as per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref.: A4242/OP101.

PUTCO Ref.: J41.

Granted: 1978-07-01.

PUTCO LTD

ROUTE 42161

(PREVIOUSLY ROUTE 22)

KAMEELZYNKRAAL-BENONI

Transport of bus persons and their personal effects.

Restrictions: Nil.

Route:

Forward: Between Kameelzinkraal 547 JS and Benoni, via Provincial Road R36-1, then Provincial Road P36-1, then Provincial Road P6-1, to Benoni Municipal Boundary, then Pretoria Road, Second Street, Fifth Avenue, Seventh Street, Voortrekker Street, Kempston Avenue, Winstead Street, to terminus in Oos Street.

Return: Via Oos Street, Cranbourne Street, Winstead Street, Howard Street, Voortrekker Street, and further on reverse of inward route to Kameelzinkraal 547.

Alternatively: Between Tweefontein 413 JR via Provincial Road P6-1, then Provincial Road P36-1, then Provincial Road P6-1, to Benoni Municipal Boundary then Pretoria Road, Second Street, Fifth Avenue, Seventh Street, Voortrekker Street, Kempston Avenue, Winstead Street to Terminus in Oos Street.

Return: Via Oos Street, Cranbourne Street, Winstead Street, Howard Street, Voortrekker Street and further on Reverse of inward route to Tweefontein 413 JR.

Time-table

Mondays to Sundays

| | | | | |
|---------------------|-------|-------|-------|-------|
| Kameelzynkraal..... | 06h00 | | | |
| Onbekend..... | 06h10 | | | |
| Bapsfontein..... | 06h30 | 08h30 | 13h15 | 18h00 |
| Varkfontein..... | 06h40 | 08h40 | 13h25 | 18h10 |
| Sesfontein..... | 07h00 | 09h00 | 13h45 | 18h30 |
| Rynfield..... | 07h15 | 09h15 | 14h00 | 18h45 |
| Benoni..... | 07h25 | 09h25 | 14h10 | 18h55 |

| | | | | |
|---------------------|-------|-------|-------|-------|
| Benoni..... | 07h30 | 09h30 | 14h15 | 19h00 |
| Rynfield..... | 07h40 | 09h40 | 14h25 | 19h10 |
| Sesfontein..... | 07h55 | 09h55 | 14h40 | 19h25 |
| Varkfontein..... | 08h15 | 10h15 | 15h00 | 19h45 |
| Bapsfontein..... | 08h25 | 10h25 | 15h10 | 19h55 |
| Onbekend..... | | | | 20h15 |
| Kameelzynkraal..... | | | | 20h25 |

L.R.T.B. Ref.: A4242/OP101.

PUTCO Ref.: J41.

Granted: 1/7/78.

PUTCO LTD

ROUTE 42162

(PREVIOUSLY ROUTE 25)

WELBEKEND-BENONI

Transport of bus persons and their personal effects.

Restrictions: Subject to the condition that on the journey from Welbekend to Benoni no passengers be picked up at points within the municipal area of Benoni and on the journey from Benoni to Welbekend, no passengers be set down at points within the municipal area of Benoni.

Route:

Forward: From Welbekend on farm Onbekend 398, District of Bronkhorstspuit and Oos Street, Benoni via Kameelzynkraal 547, Klein Zonder Hout 519, Puntlyf 520, Boschkop 543, Witpoort 551, Knoppiesfontein 549, Rietfontein 21, Knoppiesfontein 23, Putfontein 26, Van Ryn Small Holdings (Putfontein Road) right into Cloverdene Road, left into Pretoria Road, Second Street, Fifth Avenue, Seventh Street, Voortrekker Street, Kempston Avenue, right into Wilstead Street, to terminus in Oos Street.

Return: Via Oos Street, Cranbourne Street, Wilstead Street, Howard Street, Voortrekker Street, and further on reverse of in route to Welbekend on farm Onbekend 398, District of Bronkhorstspuit.

Time-table:

| | Monday to Friday | Saturday | Sunday and Public Holiday |
|--------------------------|------------------------|----------|------------------------------------|
| Onbekend..... D | 06h05 | 06h05 | — |
| Klein Zonder Hout..... D | 06h30 | 06h30 | — |
| Witpoort..... D | 07h05 | 07h05 | 14h55 |
| Benoni..... A | 08h00 | 08h00 | 15h55 |
| Benoni..... D | 16h30 | 13h30 | 17h00 |
| Witpoort..... D | 17h30 | 14h45 | 18h00 |
| Klein Zonder Hout..... D | 18h05 | — | 18h35 |
| Onbekend..... A | 18h25 | — | 18h55 |

L.R.T.B. Ref.: A4242/OP101.

PUTCO Ref.: J41.

Granted: 1978-07-01.

PUTCO LTD

ROUTE 42163

(PREVIOUSLY ROUTE 26)

WELBEKEND-BENONI

Transport of bus persons and their personal effects.

Restrictions: Subject to the condition that on the journey from Welbekend to Benoni, no passengers be picked up at points within the municipal area of Benoni and on the journey from Benoni to Welbekend, no passengers be set down at points within the municipal area of Benoni.

Route:

Forward: From Welbekend on farm Onbekend 398, District of Bronkhorstspuit and Oos Street, Benoni, via Vlakfontein 548, Witpoort 551, Boschkop 543, Oude Zwaans Kraal 542, Dorsfontein 553, Klipspruit 199, Waaikraal 556, Klipspruit 199, Koffiespruit 197, Tweefontein 552, Yzervarkfontein 194, Rietfontein 21, Knoppiesfontein 23, Putfontein 26, Van Ryn

Small Holdings (Putfontein Road) right into Cloverdene Road, left into Pretoria Road, Second Street, Fifth Avenue, Seventh Street, Voortrekker Street, Kempston Avenue, right into Wilstead Street to terminus in Oos Street.

Return: Via Oos Street, Cranbourne Avenue, Wilstead Street, Howard Street, Voortrekker Street and further on reverse of In Route to Welbekend on farm Onbekend 398, District of Bronkhorstspuit.

Alternative route: From Welbekend on farm Onbekend 398, District of Bronkhorstspuit and Oos Street, Benoni, via Vlakfontein 548, Witpoort 551, Boschkop 543, Oude Zwaans Kraal 542, Dorsfontein 553, Klipspruit 199, Waaikraal 556, Klipspruit 199, Koffiespruit 197, Tweefontein 552, Yzervarkfontein 194, Rietvlei 195, Katboschfontein 22, Holfontein 71, Knoppiesfontein 23, Putfontein 26, Van Ryn Small Holdings (Putfontein Road) right into Cloverdene Road, left into Pretoria Road, Second Street, Fifth Avenue, Seventh Street, Voortrekker Street, Kempston Avenue, right into Wilstead Street to terminus in Oos Street.

Return: Via Oos Street, Cranbourne Avenue, Wilstead Street, Howard Street, Voortrekker Street and further on reverse of In Route to Welbekend on farm Onbekend 398, District of Bronkhorstspuit.

Restrictions: Subject to the condition that on the journey from Welbekend to Benoni, no passengers be picked up at points within the municipal area of Benoni and on the journey from Benoni to Welbekend, no passengers be set down at points within the municipal area of Benoni.

Time-table

| | Monday to Friday | Saturday | Sunday and Public Holidays |
|------------------|---------------------|----------|----------------------------------|
| Onbekend..... D | 06h05 | 06h05 | 15h30 |
| Waaikraal..... D | 06h45 | 06h45 | 16h10 |
| Benoni..... A | 08h00 | 08h00 | 17h25 |
| Benoni..... D | 16h30 | 16h00 | — |
| Waaikraal..... D | 17h45 | 17h15 | — |
| Onbekend..... A | 18h25 | 17h55 | — |

L.R.T.B. Ref. A4242/OP101.

PUTCO Ref. J41.

Granted: 1/7/78.

PUTCO LTD

WYNBERG DIVISION

INDEX

Route No.

- 10001 Alexandra—Rosherville Compound.
- 10002 Alexandra—Rosebank.
- 10003 Alexandra—Leeukop Farm Colony.
- 10004 Alexandra—Rivonia.
- 10005 Senderwood—Noord Street.
- 10006 Alexandra—Noord Street.
- 10007 Alexandra—Doornfontein.
- 10008 Alexandra—Milner Park.
- 10009 Alexandra—Parkmore.
- 10010 Alexandra—Hurlingham.
- 10011 Noord Street—Modderfontein.
- 10012 Alexandra—Brits Location.
- 10013 Alexandra—Hennops River School (Doornrandjie).
- 10014 Alexandra—Marabastad Pretoria via Plantasie.
- 10015 Alexandra—Marabastad via Halfway House.
- 10017 Alexndra—Linden (via Victory Park and Nels Dairy).
- 10018 Alexandra—Johannesburg North (4 ways cross) (via Petervale).
- 10019 Alexandra—Blackheath via Windsor Glen.
- 10020 Noord Street—Rivonia.
- 10021 Alexandra—Waterval Indian School.
- 10022 Wynberg—Escom Rockymead.
- 10023 Wynberg—Woodmead Golf Course.
- 10024 Alexandra—Senderwood.
- 10025 Alexandra—Toyota Marketing Company.
- 10026 Alexandra—Germiston via Vale Garage.
- 10027 Alexandra—Germiston via Kew.
- 10028 Noord Street—Gallo Manor.
- 10029 Noord Street—Bryanston Crescent.
- 10030 Wynberg—City Deep.
- 10031 Wynberg—Vrededorp (Contract).
- 10032 Alexandra—River Club.
- 10033 Alexandra—Petervale.
- 10034 Noord Street—Petervale.
- 10035

PUTCO ROUTE 10001

ALEXANDRA-ROSHERVILLE COMPOUND

Restrictions: Nil.

Route:

Inwards: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, St Johns Lane, St Peter Road, Ekstein Street, Innes Street, Observatory Avenue, The curve, Fifth Street, Kitchener Avenue, Marathon Street, Jules Street, First Street, Main Reef Road, Kerk Street, Lower Germiston Road, Rosherville Power Station Terminus.

Outwards: Via Inwards Route to Kitchener Avenue, then Lancaster Street, Cumberland Road, Queens Street Extension, Friedland Avenue, Cooper Street, Frederick Street, Kloof Street, Gerard Street, Steyn Street, Ekstein Street East, St Peter Road, St Johns Lane, Louis Botha Avenue, Wynberg, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

11 June 1976.

PUTCO ROUTE 10002

ALEXANDRA-ROSEBANK

Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Corlett Drive, corner of Oxford Road and Corlett Drive.

Return: Oxford Road, Melrose Street, Oaklands Athol Road, Scott Street, Clyde Street, Corlett Drive, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

Distance: 18,21 km (Alexandra to Alexandra).

PUTCO ROUTE 10003

ALEXANDRA-LEEUKOP FARM COLONY

Restrictions: No stopping in Jan Smuts Avenue.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Crolett Drive, Oxford Road, Jellicoe Avenue, Jan Smuts Avenue, 10th Road, Nicol Drive, Hobart Road, Main Road, Pretoria/Isacor Road, Road P71-1, Leeukop Farm Colony, Crowthorne Estates.

Return: Leeukop Farm Colony (Crowthorne Estates) via Road P71-1, Main Road, Hobart Road, Nicol Drive, Nicol Highway, Jan Smuts Avenue, Jellicoe Avenue, Oxford Road, Melrose Street, Scott Street, Clyde Street, Corlett Drive, Louis Botha Avenue, Main Pretoria Road, Second Avenue, Second Street, Selbourne Avenue, 12th Street, Selbourne South, Number Two Square Alexandra.

Notes.—Buses Spin at Hurlingham Terminus and at Bryanston Crecent Terminus and at Leeukop Farm Colony.

Time-table: As and when required.

11 June 1976.

PUTCO ROUTE 10004

ALEXANDRA-RIVONIA

Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Street, Selbourne Avenue, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Corlett Drive, Central Avenue, Rivonia Road, Sandown Centre, West Street, Maud Street, Rivonia Road, Rivonia Avenue, Main Road, 12th Avenue, Rietfontein Road, Witkoppen Cross Roads.

Return: Vice versa to corner of Central-Oxford-Corlett then via Oxford Road, Melrose Street, Oakland Athol Road, Scott Street, Clyde Street, Corlett Drive, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

11 June 1976.

PUTCO ROUTE 10005

SENDERWOOD-NOORD STREET

Restrictions: Nil.

Route:

Inwards: Corner of Shelley Street and Chaucer Avenue, via Club Street, Eighth Street, Louis Botha Avenue, Clarendon Place, Klein Street, Wolmarans Street, King George Street, Noord Street Terminus.

Outwards: Noord Street, Bus Way, Edith Cavell, Louis Botha, 10th Street, Council Street, Club Street to corner of Shelley Street and Chaucer Street.

Time-table: As and when required.

11 June 1976

PUTCO ROUTE 10006

ALEXANDRA TO NOORD STREET

Restrictions: Nil.

Route:

Inwards: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Clarendon Place, Klein Street, Wolmarans Street, King George Street, Noord Street Terminus.

Outwards: Noord Street, Bus Way, Edith Cavell Street, Clarendon Place, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

Distance: 14,09 km (weighted average 13,66).

PUTCO ROUTE 10007

ALEXANDRA TO DOORNFONTEIN

Restrictions: Nil.

Route:

Forward: Number Two Square, Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Harrow Road, Harrow Road/Sivewright Avenue By-pass Sivewright Avenue, Charles Street, Siemert Road Terminus.

Return: Siemert Road, Siemert Road/Harrow Road By-pass, Harrow Road, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

Distance: 13,45 km (weighted average 13,66).

11 June 1976

PUTCO ROUTE 10008

ALEXANDRA TO MILNER PARK

Restrictions: Nil.

Route:

Inwards: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Clarendon Place, Empire Road, Owl Street and Stanley Avenue.

Outwards: Stanley Avenue, Empire Road, Clarendon Place, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

Distance: 15,94 km.

11 June 1976

PUTCO ROUTE 10009

ALEXANDRA TO PARKMORE

Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Provincial Road 1580, Katherine Street, West Street, 11th Street, Olympia Avenue, Ninth Street.

Return: Ninth Street, Virginia Avenue, 11th Street, West Street, Katherine Street, Provincial Road 1580, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

Note: Route will be changed from time to time as dictated by Local Authority.

11 June 1976

PUTCO ROUTE 10010 ALEXANDRA-HURLINGHAM

Route:

Forward: No. 2 Square, Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Provincial Road 1580, Katherine Street, Rivonia Road, Fifth Street, Elizabeth Avenue, Third Street, William Nicol Highway, Cromartie Road, Sutherland Avenue.

Return: Sutherland Avenue, Third Street, and then as per forward journey in reverse.

Time-table: As and when required.

Putco Ref. A313 (4/01/9).

L.R.T.B. Ref. JM1996.

Granted date: 77-09-29.

PUTCO ROUTE 10011 NOORD STREET TO MODDERFONTEIN

Restrictions: Nil.

Route:

Forward: Noord Street Terminus, Bus Way, Edith Cavell Street, Clarendon Place, Louis Botha Avenue, Hathorne Avenue, Durham Street, George Avenue, Modderfontein Road, to Modderfontein.

Return: Modderfontein, Modderfontein Road, George Avenue, Durham Street, Hathorne Avenue, Louis Botha Avenue, Clarendon Place, Klein Street, Wolmarans Street, King George Street, Noord Street Terminus.

Time-table: As and when required.

PUTCO ROUTE 10012 ALEXANDRA-BRITS LOCATION

Restrictions: Beyond Hennops River applies week-ends and public holidays.

Route:

Inwards: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Louis Botha Avenue, Corlett Drive, Oxford Road, Jellicoe Avenue, Jan Smuts Avenue, Seventh Street, First Avenue, Clarence Avenue, Buckingham Avenue, Old Pretoria Road, Jan Smuts Avenue, Hendrik Verwoerd Drive, Main Road, Witkoppen Road, Road P79/1, Road P39/1, Road 79/1, Road P31/1, Road P79/1, Road 1582, Road 351, and direct to Brits then Rutgersweg, Harrington Street, Van Deventer Street to Brits Location.

Outwards: Return to Brits, Van Deventer Street, Pretoria Road, High Road, Hartebeespoortdam Road, then left on P106/1, Silksatsnek and as inwards route to Oxford Road, Melrose Street, Oaklands, Athol Road, Scott Street, Junction Road, Corlett Drive, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, No. 2 Square, Alexandra.

Time-table: (As and when required):

Fridays.

Saturdays and Sundays.

Mondays.

Days preceding public holidays.

Days following public holidays.

Up to Hennops River.

ROUTE 10013 ALEXANDRA-HENNOPS RIVER SCHOOL (DOORNRANDJIE)

Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Louis Botha Avenue, Corlett Drive, Oxford Road, Jellicoe Avenue, Jan Smuts Avenue, Old Pretoria Road, Jan Smuts Avenue, Hendrik Verwoerd Drive, Main Road, Witkoppen Road, Road P79/1, to farm Hennops River 489.

Return: Farm Hennops River 489, Road P79/1, Witkoppen Road, Main Road, Hendrik Verwoerd Drive, Jan Smuts Avenue, Old Pretoria Road, Jan Smuts Avenue, Jellicoe Avenue, Oxford Road, Corlett Drive, Louis Botha Avenue, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne Road, Number 2 Square Alexandra.

Time-table: As and when required.

Putco Ref. A205

L.R.T.B. Ref. JM3288.

Granted date: 5/10/76.

26 October 1976

PUTCO ROUTE 10014

ALEXANDRA TO PRETORIA VIA ISCOR

Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Road, Road 1580, Desmond, Eddison Street, Pretoria Main Road, Service Road (Bothafontein Road), Road P66/1, Road P39/1, Claudius de Vries Drive, Road P39-1, Quagga Road, Industrial Road, Buitekant Street, Mitchell Street, Rebecca Street, Boom Street, Jerusalem Street Terminus.

Return: Terminus, Aurungazeeb Street, Lorentz Street, Boom Street, Von Wielligh Street, Church Street, Rebecca Street, Mitchell Street, Buitekant Street, Industrial Road, Quagga Road, Road P39-1, Claudius de Vries Drive, Road P39-1, Road P66-1, Witkoppen Road, Pretoria Main Road (Service Road), Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number 2 Square Alexandra.

Route subject to summary alteration by Pretoria City Council due to reconstruction of the Asiatic Bazaar.

Time-table: As and when required.

2-7-76.

PUTCO ROUTE 10015

ALEXANDRA TO PRETORIA VIA HALFWAY HOUSE

Restrictions: Nil.

Route:

Forward: Number Two Square, Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Road 1580, Desmond Street, Edison Road, Pretoria Main Road (Service Road), Road P66-1, unnamed road via Waterval Islamic Institute, Road P1-21, wagon wheel circle (Iscor), Potgieter Street, Boom Street.

Return: Boom Street, Jerusalem Street, Struben Street, Schubert Street, Pretorius or Skinner Streets, Potgieter Street, wagon wheel circle (Iscor), Road T1-21, Pretoria Main Road (Service Road), Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

11 June 1976.

PUTCO ROUTE 10017

ALEXANDRA TO LINDEN (VIA VICTORY PARK AND NELS DAIRY)

Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Louis Botha Avenue, Corlett Drive, Oxford Road, Jellicoe Avenue, Jan Smuts Avenue, Seventh Avenue, Sixth Street, Victory Road, Barry Hertzog Avenue, Rustenburg Road, First Avenue, Fifth Street, Second Avenue, Third Street, terminus.

Return: Third Street, First Avenue, Rustenburg Road, Barry Hertzog Avenue, Victory Road, Sixth Street, Seventh Avenue, Jan Smuts Avenue, Jellicoe Avenue, Oxford Road, Corlett Drive, Louis Botha Avenue, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

11 June 1976.

PUTCO ROUTE 10018

ALEXANDRA-JOHANNESBURG NORTH (4 WAYS CROSS) (VIA PETERVALE)

Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Second Street, Second Avenue, Pretoria Road, Road 1580, Desmond Street, Edison Street, Pretoria Main Road (Service Road), Witkoppen Road, Johannesburg North.

Return: Johannesburg, Witkoppen Road, Pretoria Main Road (Service Road), Edison Street, Desmond Street, Road 1580, Pretoria Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, Number Two Square Alexandra.

Time-table: As and when required.

11 June 1976.

PUTCO LTD

ROUTE 10019

ALEXANDRA-BLACKHEATH VIA WINDSOR GLEN

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: Number Two Square Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Louis Botha Avenue, Corlett Drive, Oxford Road, Jellicoe Avenue, Jan Smuts Avenue, Hill Street, Hill Street, Hans Strijdom Drive, Republic Road, Valley Lane, D. F. Malan Drive to terminus in Pendering Road.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J57 (0/01/15).

L.R.B.T.B. Ref. A4242 (OP 2162).

Granted: 1979-02-27.

1979-03-12

PUTCO ROUTE 10020

NOORD STREET TO RIVONIA (SANDTON)

Restrictions: Nil.

Route:

Inwards: Witkoppen Cross Roads, Rietfontein Road, 12th Avenue, Main Road, Rivonia Road, Maude Street, West Street, Rivonia Road, Central Avenue, Cross Avenue, Athol-Oaklands Road, Oaklands-Athol Road, Kruger Street, 17th Avenue, Central Street, West Street, Houghton Drive, Louis Botha Avenue, Clarendon Place, Klein Street, Wolmarans Street, King George Street to Noord Street Terminus.

Outwards: Noord Street, Busway, Edith Cavell Street, Clarendon Place, Louis Botha Avenue, Houghton Drive, West Street, Central Street, Glenhove Road, Oaklands-Athol Road, Athol-Oaklands Road, Cross Avenue, Central Avenue, Rivonia Road, West Street, Maude Street to Rivonia Road, Rivonia Avenue, Main Road, 12th Avenue, Rietfontein Road to Witkoppen Cross Roads.

Time-table: As and when required.

Fares: 2,25c per km.

11 June 1976.

PUTCO ROUTE 10021

ALEXANDRA TO WATERVAL ISLAMIC INSTITUTE
(SCHOOL BUS TO WATERFALL INDIAN GOVERNMENT SCHOOL)

Forward: First Street, Wynberg, First Avenue, Alexandra, Second Avenue, Pretoria Road, Main Road, Road P66-1, Road P70-1 to Waterval Indian School situated on Waterval 34.

Return: Road P70-1, Road P66-1, Pineway, Pretoria Main Road Service Road, Second Avenue, First Avenue, Alexandra, First Street, Wynberg.

Alternative route:

Forward: Intersection of First Avenue (Alexandra) and John Brand Street, First Avenue, Second Street, Second Avenue, Pretoria Main Road, Road P66-1, Road P70-1 to Waterval Indian School.

Return: Road P70-1, Road P66-1, Pineway, Pretoria Main Road Service Road, Second Avenue, Second Street, First Avenue, Alexandra.

Tariff: As per Agreement with Department of Indian Affairs.

Time-table: Indian School days, as and when required.

11 June 1976.

PUTCO ROUTE 10022

WYNBERG TO ESCOM ROCKYMEAD

Forward: Second Avenue, Wynberg, Pretoria Main Road, Road P66-1, private road to Escom Rockymead.

Return: Private Road, Road P66-1, Pineway, Pretoria Main Road Service Road, Second Avenue to Wynberg Terminus. Alternatively (L.R.T.B. 6B):

Forward: Second Avenue, Wynberg, Pretoria Main Road, Road P66-1, Road P70-1 (Witkoppen Road), Private Road to Escom Rockymead.

Return: Private Road, Road P70-1 (Witkoppen Road), Pineway, Pretoria Main Road Service Road, Second Avenue, Wynberg Terminus.

Tariff: As per agreement with Electricity Supply Commission.

Time-table: Monday to Saturday—as and when required.

11 June 1976.

PUTCO ROUTE 10023

WYNBERG TO JOHANNESBURG COUNTRY CLUB
(WOODMEAD GOLF COURSE)

Forward: Second Avenue, Wynberg, Pretoria Main Road, Road P76-1, Road P70-1 (Witkoppen Road), to private road leading to Woodmead Golf Course.

Return: Private Road to Road P70-1 (Witkoppen Road), Pineway, Pretoria Main Road Service Road, Second Avenue, Wynberg, to Terminus.

Tariff: As per agreement with Johannesburg Country Club.

Time-table: Saturdays, Sundays, Public Holidays and Tournament days. As and when required.

PUTCO ROUTE 10024

ALEXANDRA-SENDERWOOD
(ROYAL JOHANNESBURG GOLF CLUB)
(HUDDLE GOLF CLUB)

Route:

Forward: Alexandra (No. 2 Square), Selbourne South, Twelfth Avenue, Selbourne Street, Second Street, Second Avenue (Kew), Johannesburg Road, Pretoria Road, George Avenue, Wordsworth Avenue, Club Street Extension, Shelly Avenue, Milton Avenue, Spencer Avenue, Chancer Avenue.

Return: Chancer Avenue, Shelly Avenue, Club Street Extension, George Avenue, and then as per forwards in reverse.

Time-table: As and when required.

11 June 1976.

PUTCO ROUTE 10025

CONTRACT

ALEXANDRA-TOYOTA MARKETING COMPANY

Route: Number Two Square, Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Unnamed Road to Toyota Marketing premises.

Return: Toyota Marketing premises, Unnamed Road, Pretoria Main Road, Second Avenue, Putco Wynberg Check Point.

Time-table: As and when required.

Fare: As per agreement with Toyota Marketing Company (Pty) Ltd.

11 June 1976.

PUTCO LTD

ROUTE 10026

ALEXANDRA TO GERMISTON LOCATION VIA VALE GARAGE

Restrictions: Nil.

Route:

Forward: No. 2 Square Alexandra via Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, (Alternatively First Avenue), Pretoria Main Road, Louis Botha Avenue to Vale Garage, Dunotter Street, Hathorn Avenue, Durham Avenue, George Avenue, Modderfontein Avenue (Road P91-1), Van Riebeeck Avenue, Terrace Road, Fountain Road, Main Road, Horwood Street, Van Riebeeck Avenue, Edenvale Road, Main Road, Churchill Avenue, Schamrock Street, Main Reef Road, Johan Rissik Road, Victoria Street, Short Road, Watson Street, Knox Street, Station Street, Railway Street, Strachan Street, Brammer Street to Gate 1, Germiston Location.

Return: Germiston Location, Brammer Street, Strachan Street, Railway Street, Park Road, High Road, Knox Street, Simpson Street, Simmer Street, Meyer Street, Ixodus Road, Victoria Street, Johan Rissik Road and then as per forward route to Alexandra Township.

Deviation: Via Gundle Plastics.

Forward: Along Route as described above to Edenvale Road, Gibraltar Road, Albie Road, Lascelles Road, Gundle Plastics, Lascelles Road, Edenvale Road.

Return: Edenvale Road, Lascelles Road, Gundle Plastics, Lascelles Road, Albie Road, Gibraltar Road, Edenvale Road.

Time-table: As and when required.

22-05-1979

PUTCO LTD

ROUTE 10027

ALEXANDRA TO GERMISTON STATION (VIA KEW)

Restrictions: Nil.

Route:

Forward: No. 2 Square Alexandra via Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, 10th Road, Third Avenue, Ninth Road, Cuning Road, Marlborough Road, Wordsworth Road, Modderfontein Road (Road P91-1), Van Riebeeck Avenue, Terrace Road, Fountain Road, Main Road, Horwood Street, Van Riebeeck Avenue, Edenvale Road, A. G. de Wit Road, Main Road, Churchill Avenue, Schamrock Street, Main Reef Road, Johan Rissik Road, Victoria Street, Short Road, Watson Street, Knox Street, Station Street then up to Terminus at Germiston Station.

Return: Germiston Station Terminus via Railway Street, Park Road, High Road, Knox Street, Simpson Street, Simmer Street, Meyer Street, Ixodus Road, Victoria Street, Johan Rissik Road, then as per forward route to Ninth Road, Second Avenue, Second Street and then via forward route to No. 2 Square Alexandra.

Alternative: Via Gundle Plastics.

Forward: Edenvale Road, Gibraltar Road, Albie Road, Lascelles Road, Gundle Plastics, Lascelles Road, Edenvale Road.

Return: Edenvale Road, Lascelles Road, Gundle Plastics, Lascelles Road, Albie Road, Gibraltar Road, Edenvale Road.

Time-table: As and when required.

22-05-1979

PUTCO LTD

ROUTE 10028

NOORD STREET-GALLO MANOR

Transport of bus persons and their personal effects.
Restrictions: Nil.

Route:

Forward: From Terminus in Noord Street via Busway, Edith Cavell Street, Clarendon Place, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Wynberg Terminus, Second Avenue, Pretoria Main Road, Road P1580 (under the Freeway), Desmond Street, Archimedes Street, Bowling Avenue, Braides Avenue to Terminus in Satara Avenue.

Return: Satara Avenue, Taaibas Avenue, Brakrivier Avenue, Braides Avenue then as per forward route in reverse to Clarendon Place then Klein Street, Wolmarans Street, King George Street to Terminus in Noord Street.

Alternative: With authority to continue with Pretoria Main Road if buses are full (without deviating to Wynberg Terminus).

Distance: 18,50 kilometres.

Time-table: As and when required.

L.R.T.B. Ref. OP545.

PUTCO Ref. J15.

Granted: 1978-06-27.

1978-07-17

PUTCO ROUTE 10030

WYNBERG-CITY DEEP

Restrictions: Nil.

Route:

Forward: Wynberg Check Point, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Harrow Road, Sivewright Avenue, Heidelberg Interchange, Heidelberg Road and City Deep Compound.

Return: City Deep Compound, Heidelberg Road, Heidelberg Interchange, Siemert Road, Harrow Road By-Pass, Harrow Road, Louis Botha Avenue, Pretoria Main Road, Second Avenue, Second Street and Wynberg Check Point.

Time-table: As and when required.

Distance: 16,03 km.

PUTCO Ref. A345 (4/01/7).

L.R.T.B. Ref. JM3828.

Granted: 1977-11-22.

1977-12-05

PUTCO LTD

ROUTE 10031

CONTRACT

ALEXANDRA-VREDEDORP COLOURED SCHOOL

Transport of: Bus persons and their personal effects.

Restrictions: Nil.

Route:

Forward: Second Street, Wynberg, First Avenue, Andries Street, Ben Schoeman Highway, M1, Smit Street, 17th Street and Clifton Street.

Return: Clifton Street, Queens Road, Krause Street, 17th Street, Smit Street, M1, Ben Schoeman Highway, Andries Street, First Avenue, Second Street and Wynberg.

Distance: 15,5 km.

Tariffs: As per agreement with Coloured Affairs Department.

L.R.T.B. Ref. No transportation permit required.

PUTCO Ref. 9/31.

1979-05-28

PUTCO LTD

ROUTE 10032

ALEXANDRA-RIVER CLUB

Restrictions: Nil.

Route:

Forward: From Number Two Square Alexandra Township via Selbourne South Street, Twelfth Avenue, Selbourne Street, Second Street, Second Avenue, Pretoria Main Road, Provincial Road 1580, Katherine Street, West Street, Benmore Road, Heyneke Avenue, Flamboyant Avenue, Jasmine Street, Ballyclare Drive, Sycamore Avenue, Northleigh Crescent, Poplar Avenue.

Return: Poplar Avenue, Borrowdale Road, Coleraine Drive, Ballyclare Drive then as per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. A4242/OP1853.

PUTCO Ref. J50, 4/01/9.

Granted: 1978-11-09.

1978-11-29

PUTCO LTD
ROUTE 10033

ALEXANDRA-PETERVALE

Restrictions: Nil.

Route:

Forward: Number Two Square, Alexandra, Selbourne South, 12th Street, Selbourne Avenue, Second Street, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Corlett Drive, Central Avenue, Rivonia Road, Sandown Centre, West Street, Maude Street, Rivonia Road, Summit Road, Bryanston Drive, Wilton Avenue, Hamilton Avenue, Cambridge Road, Frans Hals Street Terminus.

Return: Frans Hals Street, Cambridge Road, Hamilton Avenue, Wilton Avenue, Bryanston Drive, Summit Road, then as per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. OP1982.

PUTCO Ref. J49, 4/01/4.

Granted: 1979-01-23.

1979-01-26

PUTCO LTD
ROUTE 10034

NOORD STREET-PETERVALE

Restrictions: Nil.

Route:

Forward: Noord Street, Busway, Edith Cavell Street, Clarendon Place, Louis Botha Avenue, Houghton Drive, West Street, Central Street, Glenhove Road, Athol-Oaklands Road, Cross Avenue, Central Avenue, Rivonia Road, West Street, Maude Street, Rivonia Road, Summit Road, Bryanston Drive, Wilton Avenue, Hamilton Avenue, Cambridge Road, Frans Hals Street Terminus.

Return: Frans Hals Street, Cambridge Road, Hamilton Avenue, Wilton Avenue, Bryanston Drive, Summit Road, then as per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. OP1983.

PUTCO Ref. J48 (4/01/16).

Granted: 1979-06-12.

1979-06-14

PUTCO LTD
PUTCOTON DIVISION
IKWEZI DEPOT
DOBSONVILLE SECTION

INDEX 1.

| Route No. | Registry reference | Route |
|-----------|--------------------|---|
| 21001 | 4/02/19 | Dobsonville to Cadac. |
| 21002 | 4/02/20 | Dobsonville to Florida via Roodepoort Municipal Workshops. |
| 21003 | 4/02/20 | Dobsonville to Florida Hills Extension (Horison). |
| 21004 | 4/02/20 | Dobsonville to Florida North. |
| 21005 | 4/02/21 | Dobsonville to Witpoortjie. |
| 21006 | 4/02/21 | Dobsonville to Roodekrans. |
| 21007 | 4/02/21 | Dobsonville to Roodepoort. |
| 21008 | 4/02/21 | Meadowlands to Roodepoort. |
| 21009 | 4/02/22 | Roodepoort Station to South Roodepoort Mine via Durban Deep Mine and Lera-thong Hospital. |
| 21010 | 4/02/23 | Soweto to Chamdor. |
| 21011 | 4/02/21 | Dobsonville/Meadowlands to Honeydew. |
| 21012 | 4/02/21 | Dobsonville/Meadowlands to Weltevreden-park. |

PUTCO ROUTE 21001
(PREVIOUSLY 21101, CHANGED ON 1978-11-01)

DOBSONVILLE-CADAC

Transport of: Bus persons and their personal effects.

Route:

Forward: From points within Dobsonville to Roodepoort Road, Main Reef Road, Granville Avenue, Minerva Avenue, Amanda Avenue, Yaron Avenue, return to Granville Avenue, Main Reef Road to Cadac.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 14,85 km.

L.R.T.B. Ref. A4242/OP463.

PUTCO Ref. J7.

Granted: 1978-04-27.

PUTCO LTD

ROUTE 21002.

(PREVIOUSLY 21103, CHANGED ON 1978-11-01)

DOBSONVILLE TO FLORIDA

VIA ROODEPOORT MUNICIPAL WORKSHOPS

Transport of: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Dobsonville via Roodepoort Road, Main Reef Road, Reid Road, Hamberg Road, Westlake Road, Golf Club Terrace, Louis Botha Drive, Ninth Avenue Terminus.

Return: Ninth Avenue, The Highway, First Avenue, Church Street, Sauer Street, Goldman Street, Westlake Road, then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J39 (Reg. Ref. 4/02/20).

L.R.T.B. Ref. A4242/OP1667.

Granted: 1978-09-26.

PUTCO LTD

ROUTE 21003

DOBSONVILLE-FLORIDA HILLS EXTENSION
(HORISON)

Class: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Dobsonville via Roodepoort Road, Main Reef Road, Dumat Street, Fourth Street, Paul Kruger Drive, Mouton Road, Ontdekkers Road to terminus at intersection of William Nicol Street.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/20, J58.

L.R.T.B. Route A4242 (OP2172).

Granted: 1979-02-27.

1979-03-12

PUTCO ROUTE 21004
(PREVIOUSLY 21106, CHANGED ON 1978-03-01)

DOBSONVILLE TO FLORIDA NORTH

Route:

Inwards: From Dobsonville via Phuduhudu Street, Tlou Street, Luthuli Street, Kliptown/Roodepoort Road, Main Reef Road, Roodepoort Municipal Workshops, Hamberg Road, Subway Avenue, Golf Club Terrace, The Highway, Beacon Road, Gordon Road Terminus.

Outwards: Return in reverse of inward route.

Time-table: As and when required.

PUTCO Ref. 4/02/20.

L.R.T.B. Route JM6568.

PUTCO LTD

ROUTE 21005

DOBSONVILLE-WITPOORTJIE

Transport of: Non-White passengers and their personal effects.

Route:

Forward: A. From points within Dobsonville to Roodepoort Road, Main Reef Road, Dumat Street, Hoofd Street, Main Reef Road, Station Street, Main Reef Road, South Road, Corlett Avenue, Payne Street, Witpoortjie Terminus in Dirkie Uys Avenue.

Return: A. As per forward route in reverse.

Forward: B. From points within Dobsonville via Roodepoort Road, Main Reef Road, Randfontein Road, Quellerrrie Street, Trezona Avenue, Main Reef Road, General Pienaar Avenue, Dirkie Uys Avenue, Hulley Road Terminus.

Return: B. Hulley Road, McGrath Avenue, General Pienaar Avenue, Main Reef Road, Trezona Avenue, Penny Street, Lipton Street, Van Lill Avenue, Trezona Avenue then as per Forward Route B in reverse.

Time-table: As and when required.

Distance: 22,1 km.

L.R.T.B. Ref. J101.

PUTCO Ref. OP433.

Granted: 1979-09-11.

1979-06-20

PUTCO LTD

ROUTE 21006

(PREVIOUSLY 21114, CHANGED ON 1978-11-01)

DOBSONVILLE-ROODEKRANS

Restrictions: Nil.

Route:

Forward: From points within Dobsonville via Roodepoort Road, Main Reef Road, Dumat Street, Fourth Avenue, Paul Kruger Street, Mouton Street, Ontdekkers Road, Wilgespruit Street, C. R. Swart Drive left into Ouklip Road to terminus.

Return: As per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. JM3948.

PUTCO Ref. A351 (4/02/21).

Granted: 1978-03-01.

PUTCO LTD

ROUTE 21007

(PREVIOUSLY 21116, CHANGED ON 1978-11-01)

DOBSONVILLE-ROODEPOORT

Route:

Forward: From points within Dobsonville along existing tar roads to Roodepoort Road, Main Reef Road, Dumat Street, Oliver Street, Nefd Street, Kerk Street, Chan Street, Joubert Street, Nefd Street, Mare Street, Gostav Street.

Return: Along Randfontein Road, Main Reef Road, Roodepoort Road and as per forward route in reverse.

Alternative: Service to be reversed as and when required.

Time-table: As and when required.

Distance: 10,58 km.

Bantu, Asiatic and Coloured passengers and their personal effects.

L.R.T.B. Ref. JM4201.

PUTCO Ref. A369 (4/02/21).

Granted: 1978-01-31.

PUTCO LTD

ROUTE 21008

(PREVIOUSLY 21117, CHANGED ON 1978-11-01)

MEADOWLANDS-ROODEPOORT

Route:

Forward: From points within Meadowlands along existing tar roads to Roodepoort Road, Main Reef Road, Dumat Street, Oliver Street, Nefd Street, Kerk Street, Chan Street, Joubert Street, Nefd Street, Mare Street, Gustav Street.

Return: Along Randfontein Road, Main Reef Road, Roodepoort Road and as per forward route in reverse.

Alternative: Service to be reversed as and when required.

Time-table: As and when required.

Distance: 10,58 km.

Bantu, Asiatic and Coloured passengers and their personal effects.

L.R.T.B. Ref. JM4201.

PUTCO Ref. A369 (4/02/21).

Granted: 1978-01-31.

PUTCO ROUTE 21009

(PREVIOUSLY 21109, CHANGED ON 1978-11-01)

ROODEPOORT STATION-SOUTH ROODEPOORT MINE VIA DURBAN DEEP MINE AND LERATONG HOSPITAL

Route:

Forward: Roodepoort Station, Berlandina Street, Burger Street, Van Wyk Street, Croft Street, Gustav Street, Randfontein Road, Cross Roads, Durban Deep Access Road, Durban Deep C Compound, Randfontein Road, P42/1, Culembeek Garage, Randfontein Road, Adcock Street, Leratong Hospital, Adcock Street, Impala Drive-In Cross Road, South Roodepoort Mine.

Return: In reverse of forward route.

Time-table: As and when required.

PUTCO Ref. 4/02/22.

L.R.T.B. Route JM6362.

Granted: 6-4-1976.

PUTCO ROUTE 21010

(PREVIOUSLY 21110, CHANGED ON 78-11-01)

SOWETO-CHAMDOR

Transport of: Bus persons and their personal effects.

Restriction: No intermediate passengers to be conveyed between Chamdor and Leratong Hospital.

Route:

Forward: From points within Soweto and Diepkloof along existing tar roads to Roodepoort Road, Main Reef Road, Randfontein Road, Leratong Hospital, Adcock Street, Jacobs Street, Nellmapius Street, Aschenberg Street, Jacobs Street, Van Eck Street, Franssen Street, McLean Street, Adcock Street.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 29,77 km.

PUTCO Ref. J9.

L.R.T.B. Ref. A4242/OP460.

Granted: 1978-04-27.

PUTCO LTD

ROUTE 21011

DOBSONVILLE/MEADOWLANDS-HONEYDEW

Class: Non-White passengers and their personal effects.

Restriction: Nil.

Route:

Forward: From points within Dobsonville and Meadowlands to Roodepoort Road, then along Roodepoort Road, Main Reef Road, Reid Avenue, Hamburg Road, Westlake Road, Golf Club Terrace, Ontdekkers Road, Christiaan de Wet Road, Alansnek Road to Honeydew, D. F. Malan Drive, John Vorster Road.

Return: John Vorster Road, Dale Lace Avenue, Eastwood Avenue, Scott Avenue and then as per forward route in reverse.

Deviation: Route between Scott Avenue and D. F. Malan Drive to operate in reverse when required.

Time-table: As and when required.

Distance: 28,4 km.

PUTCO Ref. J59 (4/02/21).

L.R.T.B. Ref. A4242 (OP2176).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 21012

DOBSONVILLE/MEADOWLANDS-WELTEVREDEN PARK

Class: Non-White passengers and their personal effects.

Restriction: Nil.

Route:

Forward: (a) From points within Dobsonville and Meadowlands to Roodepoort Road, then along Roodepoort Road, Main Reef Road, Reid Avenue, Hamburg Road, Westlake Road, Golf Club Terrace, Ontdekkers Road, Christiaan de Wet Road, Alansnek Road, Hendrik Potgieter Road, Albert

Street, Cornelius Street, J. G. Strydom Road, Jim Fouche Road, Farrow Street, Kayburn Street, D. F. Malan Drive, John Vorster Road.

Return: (a) John Vorster Road, Rankdoring Avenue, Ana-boom Street, Anaboom Lane, Cockspur Road, Jim Fouche Road, then as per Forward Route (a) in reverse.

Deviation on Route (a): Route between Jim Fouche Road and Cockspur Road, to operate in reverse when required.

Forward: (b) As per Forward Route (a) to Hendrik Potgieter Road then continue along Hendrik Potgieter Road to the OK Hyperama in Constantia Kloof.

Return: (b) As per Forward Route (b) in reverse.

Time-table: As and when required.

Distance: 28,5 km.

PUTCO Ref. J108.

L.R.T.B. Ref. OP641.

Granted: 1979-09-25.

1979-08-20

PUTCO LTD

ROUTE 21013

MEADOWLANDS TO FLORIDA VIA LEA GLEN

Transport of: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Meadowlands via Soweto Highway, Main Road, New Canada Road, Main Reef Road, Granville Avenue, Yaran Avenue, Amanda Avenue, Minerva Avenue, Granville Avenue, Main Reef Road, Hebbard Road, Kathleen Street, Hamberg Road, Westlake Road, Golf Club Terrace.

Return: Louis Botha Drive, Ninth Avenue, The Highway, First Avenue, Church Street, Sauer Street, Goldman Street, Westlake Road, then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J100.

L.R.T.B. Ref. OP427.

Granted: 1979-09-11.

1979-07-05

PUTCO LTD

PUTCOTON DIVISION

IKWEZI DEPOT

ROODEPOORT COLOURED SECTION

INDEX 1

| Route No. | Registry reference | Route |
|-----------|--------------------|----------------------------|
| 21201 | 4/02/008 | Davidsonville to Lea Glen. |

PUTCO ROUTE 21201 (PREVIOUSLY 21202, CHANGED ON 1978-11-01)

DAVIDSONVILLE-LEA GLEN

Route:

Forward: From corner of Minnaar and Joel Streets, Davidsonville, via Minnaar Street, Davidson Street, Meyer Street, Currie Street, Berlandina Street, Station Street, Roodepoort Station, Station Street, Main Reef Road, Hoofd Street, Main Reef Road, Granville Avenue, Yaran Avenue, Lea Glen.

Return: In reverse of forward route.

Time-table: As and when required.

PUTCO Ref. 4/02/008.

L.R.T.B. Route JM4690.

PUTCO LTD

PUTCOTON DIVISION

IKWEZI DEPOT

SOWETO SECTION

INDEX 1

Scale of charges: Refer routes

| Route No. | Registry reference | Route |
|-----------|--------------------|---|
| 22001 | 4/02/3 | Soweto to Baragwanath Hospital, 2,75 cppk. |
| 22002 | 4/02/5 | Soweto Feeder Services, 3,00 cppk. |
| 22003 | | Soweto to Newlands, 2,75 cppk. |
| 22004 | | |
| 22005 | | |
| 22006 | | |
| 22007 | | |
| 22008 | | |
| 22009 | | |
| 22010 | 4/02/26 | Soweto to Nancefield Industries, 2,75 cppk. |
| 22011 | | |
| 22012 | | |
| 22013 | | |
| 22014 | 4/02/18 | Soweto to School Services. |

PUTCO ROUTE 22001 (PREVIOUSLY 21002, CHANGED ON 78-11-01)

SOWETO-BARAGWANATH HOSPITAL

Transport of: Bus persons and their personal effects.

Restriction: Nil.

Route:

Forward: From points within Soweto, Meadowlands and Diepkloof, along existing tar roads within these areas to terminus at Baragwanath Hospital.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 18,67 km.

PUTCO Ref. J9.

L.R.T.B. Ref. A4242/OP460.

Granted: 1978-04-27.

PUTCO ROUTE 22002 (PREVIOUSLY 21012, CHANGED 1978-11-01)

SOWETO FEEDER SERVICES

Inwards: Between points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) and from such points to the nearest S.A. Railway Station serving such area along shortest route to and from said S.A. Railway Station based on passenger demand.

Outwards: As per inward journey in reverse.

Time-table: As and when required to co-ordinate with S.A.R.

PUTCO Ref. A270 (4/02/5).

L.R.T.B. Ref. JM5431.

Granted: 77-04-19.

PUTCO LTD

ROUTE 22003

SOWETO-NEULANDS

Transport of: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Soweto along existing tarred roads to Main Road, then Commando Road, Ruben Avenue, Hamilton Road, Griffith Avenue, Eric Street, Steytler Avenue, Dowling Avenue, Main Road, Eighth Street, Newlands.

Return: As per forward route in reverse.

Distance: 25 km.

Time-table: As and when required.

PUTCO Ref. J107.

L.R.T.B. Ref. OP618.

Granted: 1979-09-25.

1979-07-16

**PUTCO ROUTE 22010
(ALSO NUMBERED 26013)**

SOWETO-NANCEFIELD INDUSTRIES

Transport of: Bus persons and their personal effects.
Restriction: Nil.

Route:

Forward: Points within Soweto along existing tarred roads to Old Potchefstroom Road, Main Road, Union Street, Boundary Road, East Road, Kimberley Road Terminus.

Return: As per forward journey in reverse.

Time-table: As and when required.

Distance: 18,55 km.

L.R.T.B. Ref. A4242/OP459.

PUTCO Ref. J11 (4/02/26).

Granted: 1978-04-27.

1979-02-19

PUTCO LTD

ROUTE 22014

SOWETO SCHOOL SERVICES

Transport of: Scholars and teachers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) to any school via any route.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/18.

Board Ref. No transportation permit required.

PUTCO LTD

PUTCOTON DIVISION

IKWEZI DEPOT

SOWETO SECTION CONTRACTS

INDEX 1

| Route No. | Registry reference | Route |
|-----------|--------------------|-------------------------------|
| 22301 | 9/34 | Molapo Industrial School. |
| 22302 | 9/34 | Orlando Industrial School. |
| 22303 | | Dobsonville Technical Centre. |
| 22304 | 9/35 | Roodepoort Indian School. |

**PUTCO ROUTE 22301
(PREVIOUSLY 21302, CHANGED ON 78-11-07)**

CONTRACT

MOLAPO INDUSTRIAL SCHOOL

Route: As per arrangements with Molapo Industrial School: Soweto internal schools to Molapo Industrial School in accordance with daily school roster.

Kilometres: Variable.

Tariff: As per agreement with Molapo Industrial School.

PUTCO Ref. A9/34.

**PUTCO ROUTE 22302
(PREVIOUSLY 21303, CHANGED ON 78-11-01)**

CONTRACT

ORLANDO INDUSTRIAL SCHOOL

Route: As per arrangements with Orlando Industrial School: Soweto internal schools to Orlando Industrial School in accordance with daily roster.

Kilometres: Variable.

Tariff: As per agreement with Orlando Industrial School.

PUTCO Ref. A9/34.

PUTCO ROUTE 22303

CONTRACT

DOBSONVILLE TECHNICAL CENTRE

Route: As per arrangements with Dobsonville Technical Centre: Soweto internal schools to Dobsonville Technical Centre in accordance with daily school roster.

Kilometres: Variable.

Tariff: As per agreement with Dobsonville Technical Centre.

**PUTCO ROUTE 22304
(PREVIOUSLY 21304, CHANGED ON 1978-11-01)**

CONTRACT

ROODEPOORT INDIAN SCHOOL

Route:

Forward: End Street, Commissioner Street, West Street, President Street, Goch Street, Bree Street, Queens Road, Krause Street, Bartlett Road, High Street, Portland Avenue, Fuel Road, Price Street, Griffiths Street, Maraisburg Road, 10th Street, Maud Street, Lola Road, Kathleen Road, Hamberg Road, Hoofd Street, Olivier Street, Nefed Street, Mare Street, Roodepoort.

Return: Mare Street, Nefed Street, Olivier Street, Dumat Street, Hoofd Street, Hamberg Road, Kathleen Street, Lola Street, Maud Street, Ninth Avenue, Sixth Avenue, Maraisburg Road, Griffiths Street, Price Street, Fuel Road, Portland Avenue, High Street, Bartlett Road, Krause Street, Queens Road, Bree Street, Goch Street, President Street, Becker Street, Market Street, End Street.

Kilometres: 23.

Tariff: As per agreement with Roodepoort Indian School.

PUTCO Ref. A9/35.

PUTCO LTD

ROUTE 22305

W.R.A.B. BREWERY CONTRACT

Route:

Forward: From Dobsonville Hostel, Luthuli Street, Roodepoort Road, Unnamed Road to Zone 10 Meadowlands, Van Onselen Street, Vincent Road, Modise Road, Mabasothe Street, Soweto Highway, Main Road, Commando Road, Main Reef Road to Terminus at West Rand Administration Board Brewery in Link Road.

Return: As per forward route in reverse.

Tariff: As per agreement with W.R.A.B.

Time-table

| Depart Dobsonville | Depart Langlaagte |
|--------------------|-------------------|
| 05h10 | 06h10 |
| 07h15 | |
| 13h10 | |
| 14h40 | 14h10 |
| 16h40 | 16h20 |
| 21h10 | 22h10 |
| 22h40 | |

With additional trips as and when required.

L.R.T.B. Ref. OP2328.

PUTCO Ref. J70.

Granted: 1979-05-10.

1979-06-13

**PUTCO LTD
PUTCOTON DIVISION
CROESUS DEPOT
WESTERN SECTION**

INDEX 1

| Route No. | Registry reference | Route |
|-----------|--------------------|--|
| 23001 | 4/02/15 | Croesus Station to West Park Cemetery. |
| 23002 | 4/02/15 | Fairland to Croesus. |
| 23003 | 4/02/15 | Croesus Station to Albertsville. |
| 23004 | 4/02/9 | Croesus Station to C.M.R. Hospital to Lea Glen. |
| 23005 | 4/02/4 | Croesus Station to New Canada Station to C.M.R. Hospital. |
| 23006 | 4/02/7 | Albertsville to Johannesburg. |
| 23007 | 4/02/30 | Langlaagte to Auckland Park. |
| 23008 | 4/02/6 | Albertsville to Baragwanath Hospital (suspended). |
| 23009 | 4/02/7 | Albertsville to Doornfontein (suspended). |
| 23010 | 4/02/8 | Sophiatown to Johannesburg (suspended). |
| 23011 | 4/02/11 | Croesus Station to Renos. |
| 23012 | 4/02/11 | Croesus Station to Swartkops. |
| 23013 | 4/02/11 | Lea Glen to Renos. |
| 23014 | 4/02/10 | Croesus Station to Little Falls to Laurantia Farm Sterkfontein. |
| 23015 | 4/02/11 | Croesus Station to Wolhuterskop to Brits to Bethanie to Berseba. |
| 23016 | 4/02/11 | Soweto to Brits to Bethanie to Berseba via Wynberg. |
| 23017 | 4/02/12 | Croesus Station to Rankelenyane. |
| 23018 | 4/02/13 | Croesus to Mabopane to Zoutpan to Makapaanstat. |
| 23019 | 4/02/13 | Soweto to Mabopane. |
| 23020 | 4/02/13 | Soweto to Mabopane to Zoutpan to Makapaanstat via Randburg. |

PUTCO LTD

ROUTE 23001

CROESUS STATION-WEST PARK CEMETRY

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: Croesus Station, Edison Street, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Fuel Road, Reuben Avenue, Monomoli Street, Main Road, Eighth Street, Johannes Road, Albert Street, Grens Street, West Park Road.

Return: As per forward route in reserve to Kelvin Street, then to terminus in Edison Street.

Time-table: As and when required.

PUTCO REF. J58 (4/02/15).

L.R.T.B. Ref. A4242 (OP2172).

Granted: 1979-02-27.

1979-03-12

PUTCO ROUTE 23002

(PREVIOUSLY 22010, CHANGED 78-11-01)

FAIRLAND TO CROESUS

Route: From corner of Davidson Street and 11th Avenue (Fairlands) via 11th Avenue, Ninth Avenue, Weltevreden Road, Pendoring Street, D. F. Malan Road, Milner Avenue, Fifth Street, Meyer Street, Main Street, Twist Street, End Street, Johannes Road, Eighth Street, Main Road, Monomoli Street, Ruben Avenue, Fuel Road, Price Street Extension, Newclare Road, Maraisburg Road, Kelvin Street, Edison Street to Croesus Station, returning via Edison Street, Kelvin Street, Maraisburg Road, Commando Road, Fuel Road, then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/15.

PUTCO ROUTE 23003

(PREVIOUSLY 22017, CHANGED 78-11-01)

Route:

Forward: Croesus Station, Edison Street, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Commando Road, Hoy Street, Dowling Avenue, Dowling Avenue Extension, Main Road, Eighth Street, Johannes Road to Terminus at Waterval Hospital.

Return: As forward in reverse to Kelvin Street, Edison Street, Croesus Station.

Time-table: As and when required.

PUTCO Ref. 4/02/15.

L.R.T.B. Ref. JM4406.

Granted: 28-10-75.

PUTCO ROUTE 23004

(PREVIOUSLY 22016, CHANGED 78-11-01)

CROESUS STATION-C.M.R. HOSPITAL-LEA GLEN

Route:

Forward: Croesus Station, Edison Street, Caxton Street, Maraisburg Road, Commando Road, Main Reef Road, C.M.R. Hospital, Lea Glen Industrial Site.

Return: Forward Route in reverse to Maraisburg Road then via Kelvin Street, Edison Street, Croesus Station.

Time-table: As and when required.

PUTCO Ref. 4/02/9.

L.R.T.B. Route JM4406 (Granted 28-10-75).

Route JM6568 (Fares Granted 26-2-76).

ROUTE 23005

(PREVIOUSLY 22031, CHANGED 78-11-01)

CROESUS STATION-NEW CANADA STATION-C.M.R. HOSPITAL

Route:

Forward: Croesus Station, Edison Street, Caxton Street, Maraisburg Road, Commando Road, New Canada Station, Commando Road, Main Reef Road, Private Road, C.M.R. Hospital.

Return: As forward route in reverse to Maraisburg Road, then Kelvin Street, Edison Street, Croesus Station.

Time-table: As and when required.

PUTCO Ref. 4/02/4.

L.R.T.B. Route JM4406 (Granted 28-10-75).

Route JM6568.

Fares granted 26-2-76.

PUTCO LTD

ROUTE 23006

ALBERTVILLE-JOHANNESBURG

Class: Non-White passengers and their personal effects.
Restriction: Nil.

Route:

Forward (A): Albertville terminus via Main Street, Grens Street, West Park Road, Muldersdrift Road, Main Road, Universiteit Street, Kingsway, Annet Road, Solomon Street, 17th Street, Delarey Street, Vrededorp Subway, Burghersdorp Street, Bree Street, West Street, Jeppe Street Terminus.

Forward (B): Via same route to Bree Street, then Goch Street, Commissioner Street, Hubert Street, Marshall Street, West Street, Jeppe Street Terminus, subject to the condition that the alternative route forward shall not operate before 07h00.

Return: Jeppe Street, Splitway, Bree Street, then via Forward Route (A) or (B).

Time-table: As and when required.

PUTCO Ref. 4/02/7 J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

ROUTE 23007

(PREVIOUSLY 22034, CHANGED ON 78-11-01)

LANGLAAGTE-AUCKLAND PARK

Restrictions: Nil.

Route: Prosepine Road Terminus, Pomeroy Avenue, Ingleby Street, High Street, Ripley Road, Dutton Avenue, Henley Road, Kingsway, Perth Road, High Street, Ingleby Street, Pomeroy Avenue, Prosepine Road, Jason Street, St Lawrence Street, Jill Street then Prosepine Road Terminus.

Deviation: Route to be used in reverse if and when required.

Time-table: As and when required.

Distance: 10,7 kilometres.

L.R.T.B. Ref. JM3764.

PUTCO Ref. A341 (4/02/30).

Granted: 1977-11-22.

PUTCO ROUTE 23008
(PREVIOUSLY 22011, CHANGED 78/11/01)

ALBERTVILLE TO BARAGWANATH HOSPITAL
(SUSPENDED)

Route: Via End Street, Johannes Road, Eighth Street, Main Road, Monamoli Street, Ruben Avenue, Fuel Road, Commando Road, Main Reef Road, Main Road, Mooki Street, Masopha Street, St Nicholas Street, Old Potchefstroom Road to Hospital Terminus and vice versa with authority to deviate into Noordegesig from Main Road via Station Street, Central Road to terminus corner Cestrum Drive, then Stadium Street, Modder Street to Main Road.

Time-table: As and when required.

PUTCO Ref. 4/02/6.

L.R.T.B. Route 6568.

Fares granted: 26-2-76.

PUTCO ROUTE 23009
(PREVIOUSLY 22012, CHANGED 78/11/01)

ALBERTVILLE TO DOORNFONTEIN (SUSPENDED)

Inwards: Albertville Terminus via Main Street, Grens Street, West Park Drive, Muldersdrift Road, Main Road, Plantation Road, Kingsway, Annet Road, Solomon Street, 17th Street, Delarey Street, Vrededorp Subway, Burghersdorp Street, Bree Street, West Street, Pritchard Street, Diagonal Street Terminus.

Alternatively: Continuing along Bree Street, then End Street, Rocky Street to Sherwell Street Terminus.

Alternatively: Via the same route to Bree Street, then Goch Street, Commissioner Street, Hubert Street, Marshall Street, West Street, President Street to Diagonal Street Terminus.

Outwards: Via Moseley Street, End Street, Jeppe Street, West Street.

Alternatively: From Diagonal Street, Kerk Street, West Street, Jeppe Street, Splitway, Bree Street and via inwards route to Albertville.

Time-table: As and when required.

Restriction: General Restriction I.

PUTCO Ref. 4/02/7.

L.R.T.B. Route 6568.

Fares changed: 26-2-76.

PUTCO ROUTE 23010
(PREVIOUSLY 22013, CHANGED 78/11/01)

SOPHIATOWN TO JOHANNESBURG (SUSPENDED)

Inwards: From Sophiatown Terminus via Toby Street, Perth Road, Portland Avenue, High Street, Bartlett Road, 17th Street, Delarey Street, Vrededorp Subway, Burghersdorp Street, Bree Street, West Street, Pritchard Street, Diagonal Street to Kerk Street Terminus.

Outwards: Kerk Street, West Street, Jeppe Street, Splitway, Bree Street, and via inwards route to Sophiatown.

Time-table: As and when required.

PUTCO Ref. 4/02/8.

L.R.T.B. Route 6568.

Fares changed: 26-2-76.

PUTCO LTD

ROUTE 23011

CROESUS-RENOS

Route:

Forward:

(A) Croesus Station, Edison Street, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Commando Road, Hoy Street, Dowling Avenue Extension, Main Road, Eighth Street, Johannes Road, Johannes Road Extension, Albert Street, Twist Street, Fifth Street, Milner Avenue, Fifth Street, Fourth Avenue, First Street, West Street, Hans Strydom Drive, Main Road, Pelindaba Road, Road P103-1, Road 0188, Road 102 to Renos Terminus at entrance to Fridays Farm.

(B) As per Forward Route (A) above to Milner Avenue, then D. F. Malan Drive, Honeydew Road, Northumberland Road, Pelindaba Road and continue as per Forward Route (A) to terminus.

Return: (A) As per Forward Route (A) or (B) in reverse.
(B) From Renos via Road 102, Road 0188, Road 39-1, to junction of Road 374 and via Unclassified Road to Swartkops returning via Unclassified Road and Road 374 to Honeydew, then Road P139-1, Honeydew Road, Main Road, Hans Strydom Drive, thence via above forward routes, in (A) or (B) in reverse to Price Street Extensions, then Kelvin Street, Edison Street, Croesus Station Terminus.

Time-table: As and when required.

Fares: As approved.

PUTCO Ref. 4/02/11.

L.R.T.B. Ref. OP122.

Granted: 1979-06-28.

1979-06-14

PUTCO LTD

ROUTE 23012

CROESUS-SWARTKOP

Route:

Forward:

(A) Croesus Station, Edison Street, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Commando Road, Hoy Street, Dowling Avenue Extension, Main Road, Eighth Street, Johannes Road, Johannes Road Extension, Albert Street, Twist Street, Fifth Street, Milner Avenue, Fifth Street, Fourth Avenue, First Street, West Street, Hans Strydom Drive, Main Road, Pelindaba Road, Honeydew Road, Bruse Road, Honeydew Road, Deysel Road, Main Road (Road 374) to terminus at Swartkop.

(B) As per Forward Route (A) to Milner Avenue then D. F. Malan Drive, Deysel Road and continue as per Forward Route (A) to Swartkop.

Return: As per Forward Route (A) or (B) in reverse to Price Street Extension, then Kelvin Street, Edison Street, Croesus Station Terminus.

Time-table: As and when required.

Fares: As approved.

PUTCO Ref. 4/02/11.

L.R.T.B. Ref. OP122.

Granted: 1979-06-28.

1979-06-14

PUTCO ROUTE 23013
(PREVIOUSLY 22021, CHANGED 78/11/01)

LEA GLEN-RENOS

Route:

Forward: Lea Glen, Main Reef Road (with deviation to CMR Hospital and return to Main Reef Road), Commando Road, Maraisburg Road, Kelvin Street, Croesus Station, Edison Street, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Commando Road, Hoy Street, Dowling Avenue, Dowling Avenue Extension, Main Road, Eighth Street, Johannes Road, Johannes Road Extension, Albert Street, Twist Street, Fifth Street, Milner Avenue, Fifth Street, Fourth Avenue, First Street, West Street, Hans Strydom Drive, Main Road, Pelindaba Road, Road P103-1, Road 0188, Road 102 to Renos Terminus entrance to "Friday Farm".

Return: As forward above in reverse.

Alternatively:

Forward: As forward above to Commando Road, then direct to Hoy Street, and then continue as above.

Return: As in alternative forward above in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/11.

L.R.T.B. Ref. JM4406.

Granted: 28/10/75.

PUTCO ROUTE 23014
(PREVIOUSLY 22018, CHANGED 78/11/01)

CROESUS STATION-LITTLE FALLS-LAURENTIA
FARM STERKFRONTEIN

Route:

Forward: Croesus Station, Terminus, Edison Street, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Fuel Road, Ruben Avenue, Hamilton Street, Brown Road, Newlands Main Road, Ontdekkers Road, Mackay Avenue, Little Falls Road, P126-1 to Laurentia Farm Terminus.

Return: As forward route in reverse to Kelvin Street then Edison Street, Croesus Station Terminus.

Time-table: As and when required.

PUTCO Ref. 4/02/10.

L.R.T.B. JM4406.

Granted: 28/10/75.

Time-table: As and when required.

Fridays, Christmas Eve and Thursdays.

Preceding public holidays.

Saturdays.

Sundays and public holidays.

Mondays.

Thursdays.

Hand luggage: A standard charge of 10c in respect of all pieces of excessive hand luggage.

Fares: As approved.

Johannesburg Board Ref. OP122.

Granted: 1979-06-28.

Putco Ref. 4/02/11.

1979-06-14

PUTCO LTD

ROUTE 23015

CROESUS STATION-WOLHUTERSKOP-BRITS-BETHANIE-BERSEBA

Transport of bus persons and their personal effects.

Route:

Forward: Johannesburg Board, District of Johannesburg: Croesus Station Terminus via Edison Street, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Commando Road, Hoy Street, Dowling Avenue, Dowling Avenue Extension, Main Road, Perth Road, Kingsway, Main Road, D. F. Malan Drive, Preller Drive, Hofmeyer Drive, Tana Road, Victory Road, Rustenburg Road, First Avenue.

District of Randburg: Hendrik Verwoerd Drive, Republic Road, Hans Strydom Drive, Main Road, Pelindaba Road, Road P103-1.

District of Krugersdorp, via Road P103-1, Road P103-2.

District of Pretoria, via Road P103-2.

District of Brits, via Road P103-2, left into Road P31-1, right into Road P123-1, left into Road P2-4, right into Road 343.

Bophuthatswana Board, District of Odi, via farms Modderspruit 461 JQ, Boschfontein 458 JQ, Kafferskraal 461 JQ, Kareepoort 407 JQ.

Johannesburg Board, District of Brits, via Road 343, left into Road 1376, left into Road 109, alternatively via Road 343, Sonop, right into Road 1263, Rutger Road, Tom Smit Street, Brits Station, Tom Smit Street, Rutger Road, Road 1263, Sonop, right into Road 343, left into Road 1376, left into Road 109.

Bophuthatswana Board, District of Odi, via the farms Losperfontein 405 JQ, Waaikraal 396 JQ, Berseba 397 JQ.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward route in reverse to Price Street Extension, then via Kelvin Street, Edison Road, Croesus Station Terminus.

Time-table: As and when required.

Fridays, Christmas Eve and Thursdays.

Preceding public holidays.

Saturdays.

Sundays and public holidays.

Mondays.

Thursdays.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

Johannesburg Board Ref. OP122.

Granted: 1979-06-28.

PUTCO Ref. 4/02/11.

1979-06-14

PUTCO LTD

ROUTE 23016

(PREVIOUSLY 22029, CHANGED 78/11/01)

SOWETO-BRITS-BETHANIE-BERSEBA VIA WYNBERG

Transport of bus persons and their personal effects.

Route:

Forward: Johannesburg Board, District of Johannesburg: From intersection of Phera and Roodepoort Roads, Soweto, via Machaba Drive, Zulu Drive, Mahalefele Street, Kumalo Street, Mooki Street, Africa Street, Project 6 Road, Ophir-Booysens Road, Ophir Road, Hilliard Street, Booysens Road, Trump Street, Westex Street, West Street, Pritchard Street, Diagonal Street, Jeppe Street, West Street, Bree Street, Wanderers Street, Noord Street, Twist Street, Busway, Edith Cavell Street, Clarendon Place, Louis Botha Avenue.

District of Randburg, via Pretoria Main Road, Fly-over Bridge, Second Avenue, Wynberg Check Point, Second Avenue, Fly-over Bridge, Pretoria Main Road, Road P1-2, left into Road P66-1.

District of Pretoria, via Road P66-1, left into Road 795, left into Road P102-1, right into Road P39-1, left into Road P79-1.

District of Brits, via Road P79-1, right into Road 1562, Road P35-1, Brits.

Alternatively via Road P35-1, left into Road P106-1, right into Road P2-4, right into Road P123-1, Road P35-2, Brits, then Brits Location, Brits, Road P110-1, left into Road 109, alternatively via Road P35-1, left into Road P106-1, right into Road P2-4, right into Road 343.

Bophuthatswana Board, District of Odi, via the farms Modderspruit 461 JR, Boschfontein 458 JR, Kafferskraal 460 JR, Kareepoort 407 JR.

Johannesburg Board, District of Brits, via Road 343, left into Road 1376, left into Road 109.

Bophuthatswana Board, District of Odi, via the farms Losperfontein 405 JR, Waaikraal 396 JR, Berseba 397 JR.

Return: Bophuthatswana Board: As per forward routes in reverse.

Johannesburg Board: As per forward routes in reverse, to Pretoria Main Road, Second Avenue, Wynberg Check Point, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Willie Street, Clarendon Place, Klein Street, Wolmarans Street, King George Street, Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street, Booysens Road, Hilliard Street, Earp Street, Ophir-Booysens Road and then as per forward in reverse.

Time-table:

Friday.

Saturday and Sundays and public holidays.

Days preceding public holidays.

Mondays.

Days following public holidays.

As and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

PUTCO Ref. 4/02/11.

PUTCO LTD

ROUTE 23017

CROESUS STATION-RANKELENYANE

Transport of bus persons and their personal effects.

Route:

Forward: Johannesburg Board, District of Johannesburg: Croesus Station, via Edison Road, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Commando Road, Hoy Street, Dowling Avenue, Dowling Avenue Extension, Main Road, Perth Road, Kingsway, Main Road, D. F. Malan Drive, Preller Drive, Hofmeyer Drive, Tana Road, Victory Road, Rustenburg Road, First Avenue.

District of Randburg: Hendrik Verwoerd Drive, Hill Street, Hans Strydom Drive, Main Road, Pelindaba Road, Road P103-1.

District of Krugersdorp, via Road P103-1, Road P103-2.

District of Pretoria via Road P103-2.

District of Brits, via Road P103-2, left into Road P31-1, right into Road P123-1, left into Road P2-4, right into Road 314.

District of Rustenburg, via Road 314, Road 107, right into unnamed road.

Bophuthatswana Board, District of Odi, via the farm Wonderkop 400, return to:

Johannesburg Board, District of Rustenburg, via unnamed road, right into Road 107 to Marikana, right into Road 1325, right into Road 2290, right into Road 1325.

Bophuthatswana Board, District of Bafokeng, via the farm Beestekraal 290 JR.

District of Odi, via the farm Nooitgedacht 289 JQ.

District of Bafokeng, via the farm Nooitgedacht 287 JQ.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per above forward route in reverse to Price Street Extension, then via Kelvin Street, Edison Road, Croesus Station Terminus.

Time-table: As and when required:

Fridays.

Thursday preceding public holidays.

Saturdays.

Mondays.

Sundays and public holidays.

Fares: As approved.

Johannesburg Board Ref. OP122.

Granted: 1979-06-28.

PUTCO Ref. A358A (4/01/12).

PUTCO Ref. A358B (4/02/12).

1979-06-14

PUTCO LTD

ROUTE 23018

SOWETO-MABOPANE-ZOUTPAN-MAKAPANSTAD

Transport of bus persons and their personal effects.

Route:

Forward: (A) Johannesburg Board, District of Johannesburg: From Croesus Station, Edison Road, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Main Road, Eighth Street, Johannes Road, Johannes Road Extension, Albert Street, Twist Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Preller Drive, Hofmeyer Drive, Tana Road, Victory Road, Rustenburg Road, First Avenue.

District of Randburg, via East Street, Hendrik Verwoerd Drive, Hill Street, Hans Strydom Drive, Main Road, Pelindaba Road, Road P103-1.

District of Krugersdorp, via Road P103-11 right into Road P39-1.

District of Pretoria, via Road P39-1, Hoofweg (Erasmia), Road P39-1, Claudius de Vries Drive, Road P39-1, Quagga Road, Church Street, Potgieter Street, Boom Street, Paul Kruger Street, Road P2-6 (Pretoria North), alternatively via Church Street, Von Wielligh Street, Western By-pass, Road P2-6 (Pretoria North), left into Road 318, the farms Zoutpan 104 JR, Uitspan 98 JR, alternatively via Road 318, left into Road 157.

District of Soshanguve, via the farms Boekenhoutfontein 261 JR.

Bophuthatswana Board, District of Odi, via the farms Boekenhoutfontein 261 JR, Klippan 102 JR, Winterveld 101 JR, Kromkuil 99 JR.

District of Moretele, via the farms Kromkuil 99 JR, Haakdoornfontein 55 JR, Swartdamstat, Bles 58 JR, Witgatboom 63 JR, Swartbooiestad, Goedgewaagd 60 JR, Makapaanstat.

(B) As per forward Route (A) to Price Street Extension, then Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, Stanley Avenue, Empire Road, Barry Hertzog Avenue, Rustenburg Road, then as per Forward Route (A) to terminus.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward routes in reverse to Boom Street, then via Von Wielligh Street, Church Street, then as per forward route in reverse to Price Street Extension then via Kelvin Street, Edison Road, Croesus Station Terminus.

Time-table: Fridays, Saturdays, Sundays, public holidays, days preceding public holidays, days following public holidays, Mondays, as and when required.

Fares: As approved.

Johannesburg Board Ref. JM4406.

PUTCO Ref. 4/02/13.

1978-11-21

PUTCO LTD

ROUTE 23019

(PREVIOUSLY 22029, CHANGED 78/11/01)

SOWETO-MABOPANE

Transport of bus persons and their personal effects.

Restriction: The above route is subject to the restriction that no passengers shall be picked up on the forward journey after crossing the southern municipal boundary of Pretoria and on the return journey no passengers shall be set down until after crossing such point.

Route:

Forward: Johannesburg Board, District of Johannesburg: From intersection of Roodepoort Road and Phera Street, via Roodepoort Road, Machaba Drive, Zulu Drive, Mahalefele Street, Pela Drive, Khumalo Street, Mooki Street, Africa Street (all in Soweto Complex), Project 6 Road, Ophir-Booyens Road, Ophir Road, Hilliard Street, Booyens Road, Trump Street, Westex Street, West Street, Pritchard Street, Sauer Street, Bree Street, Wanderers Street, Noord Street, Twist Street, busway, Edith Cavell Street, Clarendon Place, Louis Botha Avenue.

District of Randburg, via Pretoria Main Road, Fly-over Bridge, Second Avenue, Wynberg Check Point, Second Avenue, Fly-over Bridge, Pretoria Main Road, Road 1580, Ben Schoeman Highway.

District of Pretoria: Ben Schoeman Highway, Potgieter Street, Boom Street, Paul Kruger Street, Road P2-6, Pretoria North, Road 318, Road 157.

Alternatively via Potgieter Street, Visagie Street, Lorentz Street, Church Street, Von Wielligh Street, Western By-pass, Road P2-6, Pretoria North, Road 318, Road 157.

District of Soshanguve, via the farm Boekenhoutfontein 261 JR.

Bophuthatswana Board, District of Odi, via the farms Boekenhoutfontein 261 JR, Nooitgedacht 256 JR.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward routes in reverse to Pretoria Main Road.

Alternatively via Paul Kruger Street, Boom Street, Schubart Street, Visagie Street, Potgieter Street to Pretoria Main Road, Second Avenue, Wynberg Check Point, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Willie Street, Clarendon Place, Klein Street, Wolmarans Street, King George Street, Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street, Booyens Road, Hilliard Street, Earp Street, Ophir-Booyens Road and then as per forward in reverse.

Time-table: Fridays, Saturdays, Sundays, public holidays and days preceding public holidays, as and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

PUTCO Ref. 4/02/13.

PUTCO LTD

ROUTE 23020

SOWETO-MABOPANE-ZOUTPAN-MAKAPANSTAD VIA RANDBURG

Transport of bus persons and their personal effects.

Route:

Forward: (A) Johannesburg Board, District of Johannesburg: From intersection of Roodepoort Road and Phera Street, via Roodepoort Road, Machaba Drive, Zulu Drive, Mahalefele Street, Pela Drive, Khumalo Street, Mooki Street, Main Road, Commando Road, Maraisburg Road, Kelvin Street, Croesus Station, Edison Road, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Commando Road, Hoy Street, Dowling Avenue, Dowling Avenue Extension, Main Road, Eighth Street, Johannes Road, Johannes Road Extension, Albert Street, Twist Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Preller Drive, Hofmeyer Drive, Tana Road, Victory Road, Rustenburg Road, First Avenue.

District of Randburg: East Street, Hendrik Verwoerd Drive, Main Road, P79-1.

District of Pretoria via Road P39-1, Hoofweg (Erasmia), Road P39-1, Claudius de Vries Drive, Road P39-1, Quagga Road, Church Street, Potgieter Street, Boom Street, Paul Kruger Street, Road P2-6 (Pretoria North), alternatively via Church Street, Von Wielligh Street, Western By-pass, Road P2-6 (Pretoria North), left into Road 318, the farms Zoutpan 104 JR, Uitspan 98 JR, alternatively via Road 318, left into Road 157.

District of Soshanguve via the farm Boekenhoutfontein 261 JR.

Bophuthatswana Board, District of Odi, via the farms Boekenhoutfontein 261 JR, Klippan 102 JR, Winterveld 101 JR, Kromkuil 99 JR.

District of Moretele, via the farms Kromkuil 99 JR, Haakdoornfontein 55 JR, Swartdamstat, Bles 58 JR, Witgatboom 63 JR, Swartbooiat, Goedgewaagd 60 JR, Makapaanstat.

(B) As per forward route (A) to Price Street Extension then Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, Stanley Avenue, Empire Road, Barry Hertzog Avenue, Rustenburg Road then as per forward route (A) to terminus.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward routes in reverse to Boom Street, then via Von Wielligh Street, Church Street, then as per forward route in reverse to Price Street Extension then via Kelvin Street, Edison Road, Croesus Station Terminus, then as per forward route in reverse to Roodepoort Road.

Time-table: Fridays, Saturdays, Sundays, public holidays, days preceding public holidays, days following public holidays, Mondays, as and when required.

Restriction: No passengers to be picked up on the forward journey after crossing the Southern municipal boundary of Pretoria, and on the return journey no passengers are to be set down until after crossing the Southern municipal boundary of Pretoria.

Fares: As approved.

Johannesburg Board Ref. JM4406.

Putco Ref. 4/02/13.

1978-11-21

PUTCO LTD

PUTCOTON DIVISION

CROESUS DEPOT

WESTERN COLOURED SECTION

INDEX 1

| Route No. | Registry reference | Route |
|-----------|--------------------|---|
| 23201 | 4/02/001 | Bosmont to Doornfontein (via Coronationville, Newclare). |
| 23202 | 4/02/002 | Riverlea Extension to Sherwell Street (via Booysens Reserve and West Street). |
| 23203 | 4/02/002 | Riverlea to Bree Street (Sherwell Street). |
| 23204 | 4/02/003 | Riverlea to Coronation Hospital. |
| 23205 | 5/02/007 | Riverlea, Coronationville to Lea Glen Industrial Site. |
| 23206 | 4/02/012 | Coronationville to Van Wykstraat via Riverlea. |
| 23207 | 4/02/004 | Noordgesig to Doornfontein (Sherwell Street). |
| 23208 | 4/02/011 | Noordgesig to Westcol. |
| 23209 | 4/02/005 | Noordgesig to Lea Glen. |
| 23210 | 4/02/006 | Western Coloured School Services. |
| 23211 | 4/02/001 | Fleurhof to City via Bosmont. |
| 23212 | 4/02/001 | Fleurhof to City via Main Reef Road. |

PUTCO LTD

PUTCO ROUTE 23201

(PREVIOUSLY 22203, CHANGED 78-11-01)

BOSMONT-DOORNFONTEIN (VIA CORONATIONVILLE, NEWCLARE)

Transport of bus persons and their personal effects.

Route:

Forward: From points within the Western Coloured Townships including Bosmont, Coronationville and Newclare, along existing tarred roads to Portland Street, High Street, Bartlett Road, Queen's Road, Bree Street, Bree Street Bus Terminus, Bree Street, End Street, Rockey Street, Sherwell Street, Sherwell Street Terminus.

Return: Sherwell Street Terminus, Sherwell Street, Moseley Street, End Street, Jeppe Street, Sauer Street, Bree Street, Bree Street Terminus, Bree Street, Fraser Street, Jeppe Street, then as per forward route in reverse.

Deviation: Vehicles may terminate at Bree Street Terminus and return via Bree Street, Fraser Street, Jeppe Street, then as per forward route in reverse.

Time-table: As and when required.

Distance: 11,96 km.

PUTCO Ref. J19.

L.R.T.B. Ref. OP100.

Granted: 1978-06-27.

PUTCO LTD

ROUTE 23202

(PREVIOUSLY 22207, CHANGED 78-11-01)

RIVERLEA EXTENSION-SHERWELL STREET (VIA BOOYSENS RESERVE AND WEST STREET)

Route:

Forward: Corner of Gamka Street and Jukskei Drive, via Jukskei Drive, Baragwanath Road, Booysens Reserve Road, Fifth Street, Ophir/Booyens Road, Ophir Road, Hilliard Street, Booysens Road, Trump Street, West Street, Bree Street Terminus.

Return: Bree Street, Simons Street, Trump Street, Booysens Road and as per forward route.

Time-table: As and when required.

Restriction: General Restriction 1.

PUTCO Ref. A184, 4/02/002.

L.R.T.B. Ref. JM846.

Granted: 29-6-1976.

PUTCO LTD

ROUTE 23203

(PREVIOUSLY 2208, CHANGED 78-11-01)

RIVERLEA-BREE STREET (SHERWELL STREET)

Route:

Forward: (A) From terminus in Colorado Drive, via Colorado Drive, Avon Street, Main Reef Road, Commissioner Street, West Street, Bree Street Terminus.

Return: Bree Street, Fraser Street, Jeppe Street, West Street and along the inward route to Riverlea.

(B) From Riverlea Extension via unnamed street for approximately 2,4 km to Baragwanath Road, then via Baragwanath Road, Main Reef Road, Commissioner Street, West Street, Bree Street Terminus.

OR: Via West Street, Bree Street Bus Rank, Bree Street, End Street, Rockey Street, Sherwell Street Terminus.

OR: Via Marshall Street, West Street, Bree Street Terminus.

Returning: Via Moseley Street, End Street, Jeppe Street, West Street, Commissioner Street.

OR: From Bree Street, via Fraser Street, Jeppe Street, West Street, Commissioner Street and along inward route to Riverlea Extension, subject to existing restrictions.

Time-table: As and when required.

Restriction: General Restriction 1.

Note: No Sunday service.

PUTCO Ref. A184, 4/02/002.

L.R.T.B. Ref. JM846.

Granted: 29-6-1976.

PUTCO LTD

ROUTE 23204

(PREVIOUSLY 22209, CHANGED 78-11-01)

RIVERLEA TO CORONATIONVILLE HOSPITAL

Route:

(A) From terminus in Colorado Drive via Colorado Drive, Avon Street, Main Reef Road, Springbok Road, Commando Road, Fuel Road, Coronationville Hospital, and returning via Oudtshoorn Street, Hamilton Street, Fuel Road and along the inward route to Riverlea Terminus.

(B) From Riverlea as in (A) until Fuel Road, thence via Ruben Avenue, Monamoli Street, Hay Avenue, to Dowling Avenue and vice versa.

Time-table: As and when required.

PUTCO Ref. 4/02/003.

L.R.T.B.

PUTCO LTD

ROUTE 23205

(PREVIOUSLY 22222, CHANGED 78-11-01)

RIVERLEA, CORONATIONVILLE-LEA GLEN
INDUSTRIAL SITE

Route:

Forward: (A) From terminus in Colorado Drive, via Colorado Drive, Avon Street, Main Reef Road, Croesus Rail Station, Caxton Street, Maraisburg Road, Kelvin Street, Price Street Extension, Fuel Road, Riversdale Road, Oudtshoorn Road, Coronationville Hospital, Fuel Road, Price Street, Bosmont, Griffith Road, Maraisburg Road, Spencer Avenue, Main Reef Road, Lea Glen Industrial Site Terminus.

Return: As forward route in reverse.

(B) From Riverlea Extension via unnamed street for approximately 2.4 km to Baragwanath Road, then via Baragwanath Road to Main Reef Road to Croesus Rail Station than as (A) above to Les Glen Industrial Site Terminus.

Return: As forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/007.

L.R.T.B. Route JM4406.

Granted: 28-10-75.

PUTCO LTD

ROUTE 23206

(PREVIOUSLY 22223, CHANGED 78-11-01)

CORONATIONVILLE-VAN WYKSRUST VIA
RIVERLEA

Restrictions: Nil.

Route:

Forward: Terminus at Coronation Hospital, Commando Road, Springbok Road, Main Reef Road, Avon Street, Colorado Street, Baragwanath Road, Jukskei Street, Gamka Street, Jukskei Street, Baragwanath Road, Old Potchefstroom Road, Vereeniging Road, Golden Highway, Union Avenue, Cavendish Road, Silver Street, Potchefstroom Road, Golden Highway to terminus at van Wyksrust.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 28 km.

PUTCO Ref. A304, 4/02/012.

L.R.T.B. Ref. JM668.

Granted: 1977-07-19.

PUTCO LTD

ROUTE 23207

(PREVIOUSLY 22211, CHANGED 78-11-01)

NOORDGESIG-DOORNFONTEIN (SHERWELL
STREET)

Route A: Forward: Terminus Bergroos Street, alternatively Central Road, corner of Cestrum Drive, Stadium Road, Modder Street, Main Street, Main Reef Road, then via Riverlea, Main Reef Road, Commissioner Street, Market Street, West Street, Bree Street Terminus.

Return: Bree Street, Fraser Street, Jeppe Street, West Street and as per forward route in reverse.

Alternatively: From West Street to Bree Street Bus Rank, Bree Street, End Street, Rockey Street to Sherwell Street Terminus.

Return: Moseley Street, End Street, Jeppe Street, West Street and as per forward route in reverse.

Route B: Via the above route to Main Reef Road, then Marshall Street, West Street, Bree Street Terminus.

Outwards: Bree Street, Fraser Street, Jeppe Street, West Street, Commissioner Street, Main Reef Road, Riverlea, Main Reef Road, Main Street, Station Street, Bergroos Street Terminus, or alternatively Station Street, Central Road to Terminus at corner of Cestrum Drive.

Restriction: General Restriction 1.

Time-table: As and when required.

PUTCO Ref. A184, 4/02/004.

L.R.T.B. Ref. JM846.

Granted: 29-6-1976.

PUTCO LTD

ROUTE 23208

(PREVIOUSLY 22212, CHANGED 78-11-01)

NOORDGESIG TO WESTCOL

Route:

(A) Noordgesig Terminus, Central Street, Stadium Street, Modder Street, Main Street, Commando Road, Fuel Road, Rueben Avenue, Monamoli Street, Main Road, Dowling Street Terminus.

(B) *Bergroos Street, alternatively Central Road, Cestrum Drive, Stadium Road, Modder Street, Main Street, Main Reef Road, Avon Street, Colorado Drive, †Avon Street, Main Reef Road, Springbok Road, Commando Road, Fuel Road, Rueben Avenue, Monamoli Street, ‡Main Road, Dowling Street Terminus and return as per inwards in reverse.

* L.R.T.B. 155.

† L.R.T.B. 157.

‡ L.R.T.B. 164.

Time-table: As and when required.

PUTCO Ref. 4/02/011.

L.R.T.B.

PUTCO LTD

ROUTE 23209

(PREVIOUSLY 2213, CHANGED 78-11-01)

NOORDGESIG TO LEA GLEN

Route:

Forward: Central Street, Stadium Street, Modder Street, Main Street, Commando Road, Main Reef Road, Granville Avenue, Yaron Road, Campcraft.

Return: As per Inwards in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/005.

L.R.T.B.

PUTCO LTD

ROUTE 23210

WESTERN COLOURED SCHOOL SERVICES

Transport of scholars and teachers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within the Western Coloured Townships (including Bosmont, Coronationville, Westcol, Newclare and Fleurhof) to any school via any route.

Return: As per forward route in reverse.

Time-table: As and when required.

Fares: As approved.

PUTCO Ref. 4/02/006.

BOARD Ref.: No Transportation permit required.

PUTCO LTD

ROUTE 23211

FLEURHOF-CITY VIA BOSMONT

Class: Non-White Passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Fleurhof via Winzer Drive then along Minerva Road, Granville Road, Main Reef Road, Nadine Street, Maud Street, Du Plessis Road, Ninth Street, Sixth Avenue, Maraisburg Road, Commando Road, Fuel Road, Ruben Avenue, Main Road, Portland Street, High Street, Bartlett Road, Queens Road, Bree Street, Bree Street Bus Terminus.

Return: Bree Street Bus Terminus, Bree Street, Fraser Street, Jeppe Street, Bree Street then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J56, 4/02/001.

L.R.T.B. Ref. A4242, OP2158.

Granted: 1979-02-27.

PUTCO LTD**ROUTE 23212****FLEURHOF-CITY VIA MAIN REEF ROAD**

Class: Non-White Passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: From points within Fleurhof via Winzer Drive then along Minerva Road, Granville Road, Main Reef Road, Commando Road, Springbok Road, Main Reef Road, Market Street, Sauer Street, Bree Street, Bree Street Bus Terminus, Bree Street, End Street, Rockey Street, Sherwell Street Terminus.

Return: Sherwell Street Terminus, Sherwell Street, Moseley Street, End Street, Jeppe Street, Sauer Street, Bree Street, Bree Street Terminus, Bree Street, Fraser Street, Jeppe Street, Bree Street, Goch Street, Main Reef Road, then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J56, 4/02/001.

L.R.T.B. Ref. A4242, OP2158.

Granted: 1979-02-27.

1979-03-12

PUTCO LTD**PUTCOTON DIVISION****CROESUS DEPOT****WESTERN SECTION CONTRACTS**

Index 1

| Route No. | Registry reference | Route |
|-----------|--------------------|---|
| 23301 | 9/30 | C.M.R. Compound to Randburg Municipal Workshop. |
| 23302 | 9/31 | Coronationville to Crown Mines College. |
| 23303 | 9/28 | Soweto to Megawatt Park via Meadowlands. |
| 23304 | 9/28 | Soweto to Megawatt Park via Baragwanath Hospital and Diepkloof. |
| 23305 | | Industria to Soweto. |
| 23306 | | Clover Dairies to Soweto. |
| 23307 | 9/15 | C.M.R. Compound to Corobrick. |

PUTCO LTD**ROUTE 23301**

(PREVIOUSLY 22301, CHANGED 78-11-01)

C.M.R. COMPOUND-RANDBURG MUNICIPAL WORKSHOP**Route:**

Forward: C.M.R. Compound via Main Reef Road, Spencer Avenue, 10th Street, Sixth Avenue, Milward Street, Long Street West, 10th Street, Mollie Street, Long Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Judges Avenue, Republic Road, Hans Strijdom Road, Hans Schoeman Road.

Return: As per forward route in reverse.

Fares: As per agreement with Randburg Town Council.

Time-table: As and when required.

PUTCO Ref. 9/39.

L.R.T.B. Ref. OP122.

Granted: 1979-06-28.

1979-06-14

PUTCO LTD**ROUTE 23302**

(PREVIOUSLY 22302, CHANGED 78-11-01)

CORONATIONVILLE-CROWN MINES COLLEGE**Route:**

Forward: From Coronationville Hostel, Harmony Street, Riversdale Street, Fuel Road, Commando Road, Springbok Road, Main Reef Road, Old Baragwanath Road and unclassified road to Crown Mines College.

Return: As forward route in reverse.

Tariff:

1. As per agreement with the Administration of Coloured Affairs.
2. No fare paying passengers.

Time-table—Mondays to Fridays: (During school terms only):

Coronationville: Depart 08h00

Crown Mines: Depart 14h30

With additional journeys as and when required by the Department.

PUTCO Ref. 9/31.

L.R.T.B. JM4406.

Granted: 28-10-1975.

PUTCO LTD**ROUTE 23303**

(PREVIOUSLY 22304, CHANGED 78-11-01)

CONTRACT**SOWETO-MEGAWATT PARK VIA MEADOWLANDS**

Route: Vilakazi Street, Escom Megawatt Park, Vilakazi Street, Tsnangisa Street, Matshaya Street, Bolani Street, Moahloli Street, Mputhi Street, Machoba Street, Leseli-nyana Street, Mncube Drive, Mahalefele Street, Pheleni Bridge, Ndlovu Road, Odendaal Road, Vincent Road, Mooise Street, Mdagot Street, Project 6, Main Road, Main Reef Road, M1 Motorway, Rivonia Off Ramp, Witkoppen Road to Megawatt Park.

Kilometres: 53.

Tariff: As per agreement with Escom.

Time-table: As and when required.

PUTCO Ref. A9/28.

PUTCO LTD**ROUTE 23304**

(PREVIOUSLY 22305, CHANGED 78-11-01)

CONTRACT**SOWETO-MEGAWATT PARK VIA BARAGWANATH HOSPITAL AND DIEPKLOOF**

Route: Mabelane Street, Old Potchefstroom Road, Marshall Street, Mlangeni Street, Phera Street, Rooodepoort Road, Old Potchefstroom Road, Baragwanath Hospital, Immink Drive, Project 6 Road, Ophir-Booyens Road, Ophir Road, Booyens Road, Sauer Street, Bree Street, Wanderers Street, Noord Street, Bus Way, Wolmarans Street, Smit Street, M1 Motor Way, Rivonia Off Ramp, Witkoppen Road to Megawatt Park.

Kilometres: 57.

Tariff: As per agreement with Escom.

Time-table: As and when required.

PUTCO Ref. A9/28.

PUTCO LTD**ROUTE 23305****CONTRACT SERVICE****INDUSTRIA TO SOWETO**

Conveyance of Non-White female employees of Vulco Latex (Pty) Ltd.

Route:

Forward: From Vulco Latex (Pty) Ltd in Noble Street via Blumberg Street, Commando Road to points within Soweto.
Return: Nil.

Fares: As per agreement with Vulco Latex.

Time-table: Depart Vulco Latex: 22h00—Mondays to Fridays only.

L.R.T.B. Ref. OP2327.

PUTCO Ref. J68.

Granted: 79-05-10.

Confirmed NTC 21/9/79

NTC Ref. D18/5/8939

79-06-13

PUTCO LTD**ROUTE 23306****CONTRACT****CLOVER DAIRIES-SOWETO**

Class: Non-White passengers and their personal effects in the employ of Clover Dairies.

Route:

Forward: From Terminus at Clover Dairies in Ninth Street via Mayfair, Church Street, Church Street Extension, Main Reef Road, Springbok Road, Commando Road, Main Road to points within Soweto.

Return: As per forward route in reverse.

Fares: As per agreement with Clover Dairies.

Time-table:

Depart Soweto: 20h00 03h30

Depart Clover Dairies: 22h00.

PUTCO Ref. J81.

L.R.T.B. Ref. OP2497.

Granted: 1979-06-12.

1979-03-01

PUTCO LTD**ROUTE 23307****C.M.R. COMPOUND-COROBICK
CONTRACT SERVICE**

Transport of bona fide employees of Corobrick and their personal effects.

Route:

Forward: C.M.R. Hostel, Roodepoort via Main Reef Road, Randfontein Road to site on Van Wyk Road, Roodepoort.

Return: As per forward route in reverse.

Fares: As per agreement with Corobrick.

Distance: 11,4 km.

PUTCO Ref. J99.

L.R.T.B. Ref. OP491.

Granted: 1979-09-25.

1979-06-20

PUTCO LTD**PUTCOTON DIVISION****CROESUS DEPOT****MEADOWLANDS SECTION**

Scale of Charges 2,75 c.p.p.k.

INDEX 1

| Route No. | Registry reference | Route |
|-----------|--------------------|--|
| 24001 | 4/02/3 | Soweto to Baragwanath Hospital |
| 24002 | 4/02/15 | Meadowlands to Western Coloured Township. |
| 24003 | 4/02/14 | Diepkloof to Randburg. |
| 24004 | 4/02/15 | Diepkloof to Fairlands via Croesus Station. |
| 24005 | 4/02/15 | Diepkloof to Fairlands via Maraisburg Station. |
| 24006 | 4/02/1 | Meadowlands to Noord Street. |
| 24007 | 4/02/14 | Meadowlands to Randburg. |
| 24008 | 4/02/15 | Meadowlands to Fairlands via Croesus Station. |
| 24009 | 4/02/15 | Meadowlands to Fairlands via Maraisburg Station. |
| 24010 | 4/02/1 | Meadowlands (10) to Noord Street. |
| 24011 | 4/02/5 | Soweto Feeder Services, 3,00 c.p.p.k. |
| 24012 | 4/02/1 | Meadowlands to Doornfontein. |
| 24013 | 4/02/1 | |
| 24014 | 4/02/32 | Jabavu to Kew. |
| 24015 | 4/02/32 | Diepkloof to Kew |
| 24016 | 4/02/33 | Baragwanath Hospital to Sandton. |
| 24017 | 4/02/33 | Jabavu to Kramerville via Sandton. |
| 24018 | 4/02/18 | Soweto School Services. |
| 24019 | 4/02/1 | Soweto to Doornfontein to Lorentzville. |

PUTCO LTD**ROUTE 24001**

(PREVIOUSLY 22003, CHANGED ON 78/11/01)

SOWETO-BARAGWANATH HOSPITAL

Transport of bus persons and their personal effects.

Restriction: Nil.

Route:

Forward: From points within Soweto, Meadowlands and Diepkloof, along existing tar roads within these areas to terminus at Baragwanath Hospital.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 18,67 km.

PUTCO Ref. J99.

L.R.T.B. Ref. A4242/OP460.

Granted: 1978-04-27.

PUTCO LTD**ROUTE 24002**

(PREVIOUSLY 22005, CHANGED ON 78/11/01)

**MEADOWLANDS TO WESTERN COLOURED
TOWNSHIP****Route:**

A. Meadowlands Terminus, Ndhlovu Road, Odendaal Road, Heckroodt Circle, Odendaal Road, Vincent Road, Hennessy Street, Oliver Street, Mophiring Street, Nckwanca Street, Armatage Street, Mooki Street, Main Road, Canada Road, Commando Road, Fuel Road, Hamilton Road, Dowling Avenue and return as per inwards in reverse.

B. Ndhlovu Road, Odendaal Road, Vincent Road, Soweto Highway, Canada Road, Commando Road, Fuel Road, Hamilton Road, Dowling Avenue and return in reverse of inwards route.

Alternatively: From Fuel Road via Hay Street, Monamoli Street, Main Road, Dowling Avenue to terminus, and return via Dowling Avenue, Steytler Street, Fuel Road and along the forward route to Meadowlands.

Time-table: As and when required.

PUTCO Ref. 4/02/15.

PUTCO LTD**ROUTE 24003****BARAGWANATH-RANDBURG**

Class: Non-White passengers and their personal effects.

Restriction: Nil.

Route:

Forward: From Diepkloof Zone 1, 2, 3, 4, 5, and 6, via Immink Drive, Eben Cuyler Drive, Africa Street, Main Road, Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, University Road, Main Road, D. F. Malan Drive, Preller Drive, Hofmeyer Drive, Tana Road, Victory Road, Sixth Street, Seventh Avenue, Jan Smuts Avenue, Hendrik Verwoerd Drive, Dover Street, Bordeaux Street.

Return: Bordeaux Street, Jan Smuts Avenue, and then forward route in reverse.

Time-table: As and when required.

Kilometres: 30,72.

PUTCO Ref. J60 (4/02/14).

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-21

PUTCO LTD**ROUTE 24004****BARAGWANATH-FAIRLANDS VIA CROESUS
STATION**

Class: Non-White passengers and their personal effects.

Restriction: Nil.

Route:

Forward: Between Diepkloof Zone 1, 2, 3, 4, 5, and 6, to Immink Drive, Eben Cuyler Drive, Africa Street, Main Road, Commando Road, Springbok Road, Main Reef Road,

Caxton Street, Edison Street, Kelvin Street, Maraisburg Road, Commando Road, Fuel Road, Monomoli Street, Main Road, Eighth Street, Johannes Road, End Street, Twist Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Pendoring Street, Weltevreden Road, Ninth Avenue, 11th Avenue to corner of Davidson Street and terminus.

Return: As forward route in reverse to Fuel Road, Price Street Extension, Newclare Road, Maraisburg Road, Kelvin Street, Edison Street, Caxton Street, Maraisburg Road, Commando Road, then continue as per forward route in reverse.

Time-table: As and when required.

Kilometres: 25,60.

PUTCO Ref. 4/02/15, J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 24005

BARAGWANATH-FAIRLANDS VIA MARAISBURG STATION

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: Between Diepkloof Zones 1, 2, 3, 4, 5, and 6 to Immink Drive, Eben Cuyler Drive, Africa Street, Main Road, Commando Road, Maraisburg Road, 10th Street, Eighth Street, Van Wyk Street, Boundary Street, Eighth Street, Mollis Street, Long Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Pendoring Street, Weltevreden Road, Ninth Avenue, 11th Avenue, to corner Davidson Street and terminus.

Return: Forward route in reverse.

Time-table: As and when required.

Distance: 26,12 km.

PUTCO Ref. 4/02/15, J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 24006

(PREVIOUSLY 22015, CHANGED ON 78/11/01)

MEADOWLANDS TO NOORD STREET

Restriction: Nil.

Route:

Forward: Ndlovu Road, Odendaal Street, Heckroodt Circle, Odendaal Street, Vincent Road, Hennessy Street, Oliver Street, Mophiring Street, Nkwanga Street, Armatage Street, Mooki Street, Project 6, Ophir Booyens Road, Ophir Road, Hilliard Street, Booyens Road, Sauer Street, Pritchard Street, West Street, Bree Street, Wanderers Street, Noord Street.

Outward: Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street, Booyens Road, Hilliard Street, Earp Street, Ophir-Booyens Road, and then as per forward route in reverse.

Alternative:

Forward: Via Project 6, Ophir-Booyens Road, Earp Street, Webber Street, West Street Extension, West Street, Bree Street, Wanderers Street, Noord Street.

Outward: Klein Street, Von Wielligh Street, Jeppe Street, West Street, Ussher Street, Trump Street, West Street Extension and continue as per forward route in reverse.

Time-table: Subject to the proviso that the hours of operating be limited to between 24h00 midnight and 18h00 and between 15h00 and 19h00.

PUTCO Ref. A343.

L.R.T.B. Ref. JM3813.

Granted: 1977-11-22.

Registry Ref. 4/02/1.

17867—11

PUTCO LTD

ROUTE 24007

MEADOWLANDS-RANDBURG

Class: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: Meadowlands Terminus, Van Onselen Street, Vincent Road, Hennessy Street, Phumalong Bridge, Mophiring Street, Nkwanga Street, Orlando Stadium, Mooki Street, Main Road, Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, University Road, Main Road, D. F. Malan Drive, Preller Drive, Hofmeyer Drive, Tana Road, Victory Road, Sixth Street, Seventh Avenue, Jan Smuts Avenue, Hendrik Verwoerd Drive, Denver Street, Bordeaux Street.

Return: Bordeaux Street, Jan Smuts Avenue, and then forward route in reverse.

Deviation: That vehicles could deviate along Soweto Highway between Vincent Road and Main Road Soweto.

Time-table: As and when required.

PUTCO Ref. 4/02/14, J58.

L.R.T.B. Ref. A4242 (OP2172).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 24008

MEADOWLANDS-FAIRLANDS VIA CROESUS STATION

Class: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: Terminus Meadowlands Circle, Van Onselen Street, Vincent Road, Odendaal Road, Kenang Street, Hennessy Street, Oliver Street, Phumalong Bridge, Mophiring Street, Nkwanga Street, Orlando Stadium, Mooki Street, Main Road, Commando Road, Springbok Road, Main Reef Road, Unnamed Road over the railway line, Edison Street, Kelvin Street, Maraisburg Road, Commando Road, Fuel Road, Monomoli Street, Main Road, Eighth Street, Johannes Road, End Street, Twist Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Pendoring Street, Weltevreden Road, Ninth Avenue, 11th Avenue, to corner of Davidson Street and terminus.

Return: As forward route in reverse to Fuel Road, Price Street Extension, Newclare Road, Maraisburg Road, Kelvin Street, Edison Street, Caxton Street, Maraisburg Road, Commando Road, then continue as forward in reverse.

Deviation: That vehicles could deviate along Soweto Highway between Vincent Road and Main Road in Soweto.

Time-table: As and when required.

PUTCO Ref. 4/02/15, J58.

L.R.T.B. Ref. A4242 (OP2172).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 24009

MEADOWLANDS-FAIRLANDS VIA MARAISBURG STATION

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: Terminus Meadowlands Circle, Van Onselen Street, Vincent Road, Odendaal Road, Kenang Street, Hennessy Street, Oliver Street, Phumalong Bridge, Mophiring Street, Nkwanga Street, Orlando Stadium, Mooki Street, Main Road, Commando Road, Maraisburg Road, 10th Street, Eighth Street, Van Wyk Street, Boundary Street, Sixth Street, Mollie Street, Long Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Pendoring Street, Weltevreden Road, Ninth Avenue, 11th Avenue to corner of Davidson Street and terminus.

Return: Forward route in reverse.

6791—11

Deviation: That vehicle could deviate along Soweto Highway between Vincent Road and Main Road in Soweto.

Time-table: As and when required.

PUTCO Ref. 4/02/15, J58.

L.R.T.B. Ref. A4242 (OP2172).

Granted: 1979-02-27.

1979-03-12

ROUTE 24010

PUTCO LTD

MEADOWLANDS (10)-NOORD STREET

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward A: Meadowlands Zone 10, Meadowlands Circle, Van Onselen Road, Vincent Road, Soweto Highway, Project 6, Ophir-Booyens Road, Ophir Road, Hilliard Street, Booyens Road, Sauer Street, Pritchard Street, West Street, Bree Street, King George Street, Noord Street.

Return: Klein Street, Von Wielligh Street, Jeppe Street, Goch Street, Marshall Street, West Street, Hall Street, Sauer Street, Booyens Road, Hilliard Street, Earp Street, Ophir-Booyens Road and then as per forward route in reverse.

Forward B: As per Forward A to Project 6, then via Project 6, Ophir-Booyens Road, Earp Street, Webber Street, West Street Extension, West Street, Bree Street, King George Street, Noord Street.

Return: Klein Street, Von Wielligh Street, Jeppe Street, Goch Street, Marshall Street, West Street, Ussher Street, Trump Street, West Street Extension and continue as per forward route in reverse.

Forward C: As per Forward A to Vincent, then via Soweto Highway, Main Road, Commando Road, Springbok Road, Main Reef Road, Market Street, West Street, Bree Street, King George Street, Noord Street.

Return: Klein Street, Von Wielligh Street, Jeppe Street, Goch Street, Commissioner Street, Main Reef Road and continue as per forward route in reverse.

Time-table: Subject to the proviso that the hours of operation be limited to between 24h00 and 08h00 and between 15h00 and 19h00.

PUTCO Ref. J60 (4/02/1).

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 24011

(PREVIOUSLY 22032, CHANGED 78/11/01)

SOWETO FEEDER SERVICES

Inwards: Between points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) and from such points to the nearest S.A. Railway station serving such area along shortest route to and from said S.A. Railway station based on passenger demand.

Outwards: As per inward journey in reverse.

Time-table: As and when required to co-ordinate with S.A.R.

PUTCO Ref. A270 (4/02/5).

L.R.T.B. Ref. JM5431.

Granted: 1977-04-19.

PUTCO LTD

ROUTE 24012

MEADOWLANDS-DOORNFONTEIN

Route:

Forward: Terminus in Unnamed Street, Meadowlands Zone 10, then along Meadowlands Circle, Van Onselen Road, Vincent Road, Modise Street, Soweto Highway, Project 6 Road, Afrika Street, Eben Cuyler Drive, Immink Drive, Project 6 Road, Ophir-Booyens Road, Hilliard Street, Booyens Road, Village Road, Wemmer Jubilee, End Street, Siemert Road, Beit Street, Terminus in Sivewright Road.

Return: Sivewright Terminus then along Sivewright Market Street, Betty Street, Main Street, End Street, Wemmer Jubilee, Eloff Street Extension, Stott Street, Triumph Street, Booyens Road, Hilliard Street, Earp Street, Ophir-Booyens Road and then as per forward route in reverse.

Deviation:

1. That M1 may be used for either full or empty journeys.
2. That valley operations may operate along Sauer Street, Bree Street, End Street and Rockey Street, return along Charles Street, Mosley Street, Jeppe Street, West Street and Sauer Street.

Time-table: As and when required.

Kilometres: 22,39.

PUTCO Ref. J51 (4/02/1).

L.R.T.B. Ref. OP1981.

Granted: 1979-01-23.

1979-02-02

PUTCO LTD

ROUTE 24013

JABAVU-DOORNFONTEIN

Route:

Forward: Terminus in Roodepoort Road then along Roodepoort Road, Old Potchefstroom Road, Kimberley Road, Booyens Road, Village Road, Wemmer Jubilee, End Street, Siemert Road, Beit Street, Terminus in Sivewright Road.

Return: Sivewright Terminus then along Sivewright, Market Street, Betty Street, Main Street, End Street, Wemmer Jubilee, Eloff Street Extension, Stott Street, Triumph Street, Booyens Road and then as per forward route in reverse.

Deviation:

1. That M1 may be used for either full or empty journeys.
2. That valley operations may operate along Sauer Street, Bree Street, End Street and Rockey Street, return along Charles Street, Mosley Street, Jeppe Street, West Street and Sauer Street.

Time-table: As and when required.

Kilometres: 22,87.

PUTCO Ref. J51 (4/02/1).

L.R.T.B. Ref. OP1981.

Granted: 1979-01-23.

1979-02-02

PUTCO LTD

ROUTE 24014

JABAVU-ALEXANDRA

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: From corner of Phera Street and Roodepoort Road via Roodepoort Road, Machaba Drive, Zulu Drive, Mahalefele Road, Pela Street, Kumalo Street, Mooki Street, Main Road, Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, Stanley Avenue, Empire Road, Jan Smuts Avenue, De Villiers Graaff Motorway (M1 North), Corlett Drive, Ninth Road, Third Avenue, First Avenue, Second Street, to points within Alexandra Township.

Return: As per forward route in reverse to Second Avenue, then Ninth Road, Corlett Drive, De Villiers Graaff Motorway (M1 South), Empire Road, then as forward route in reverse.

Kilometres: 33,64.

Time-table: As and when required.

PUTCO Ref. J64 (4/02/32).

L.R.T.B. Ref. A4242 (OP2192).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 24015

DIEPKLOOF-ALEXANDRA

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: From Baragwanath Hospital via Unnamed Street, Immink Drive, Jack Klippen Avenue, Eben Cuyler Drive, Afrika Street (Project 6 Road), Main Road, Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, Stanley Avenue, Empire Road, Jan Smuts Avenue, De Villiers Graaff Motorway (M1 North), Corlett Drive, Ninth Road, Third Avenue, First Avenue, Second Street, to points within Alexandra Township.

Return: As per forward route in reverse to Second Avenue then Ninth Road, Corlett Drive, De Villiers Graaff Motorway (M1 South), Empire Road then as per forward in reverse.

Kilometres: 32,26.

Time-table: As and when required.

PUTCO Ref. J64 (4/02/32).

L.R.T.B. Ref. A4242 (OP2192).

Granted: 1979-02-27.

PUTCO LTD

ROUTE 24016

(PREVIOUSLY 22038, CHANGED ON 78-11-01)

BARAGWANATH HOSPITAL-SANDTON

Transport of bus persons and their personal effects.
Restrictions: Nil.

Route:

Forward: Terminus at Baragwanath Hospital along Un-named Street to Immink Drive, then Jack Klippen Avenue, Eben Cuyler Drive, Afrika Street, Project 6 Road, Main Road, Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, Stanley Avenue, Empire Road, Jan Smuts Avenue, De Villiers Graaff Motorway, Athol Oaklands Road, Corlett Drive, Central Avenue, Rivonia Road, West Street, Alice Lane, Fifth Street Terminus.

Return: Fifth Street Terminus, Rivonia Road and then as per forward route in reverse.

Time-table: Between hours 05h00 and 20h00 at 60 minute intervals.

Additional trips as and when required.

L.R.T.B. Ref. JM4029.

PUTCO Ref. A359.

Granted: 1978-06-27.

PUTCO LTD

ROUTE 24017

JABAVU-KRAMERVILLE VIA SANDTON

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: Terminus at corner of Pheze Street and Roodepoort Road, via Roodepoort Road, Machaba Drive, Zulu Drive, Mahalefele Road, Pela Street, Kumalo Street, Mooki Street, Main Road, Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, Stanley Avenue, Empire Road, Jan Smuts Avenue, Freeway (M1 North), Athol Oaklands Road, Corlett Drive, Central Avenue, Rivonia Road, West Street, Fifth Street, Rivonia Road, West Street, Katherine Road, Road 1810, Pretoria Main Road, Second Avenue, Wynberg.

Return: As per forward in reverse to West Street, then Alice Street, Fifth Street, Rivonia Road and continue in reverse to Athol Oaklands Road, then Freeway (M1 South) to Empire Road off ramp then Empire Road and continue as per forward in reverse to terminus.

Time-table: As and when required.

L.R.T.B. Ref. OP229.

PUTCO Ref. J90.

Granted: 1979-08-07.

PUTCO LTD

ROUTE 24018

SOWETO SCHOOL SERVICES

Transport of scholars and teachers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) to any school via any route.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/18.

Board Ref.: No transportation permit required.

PUTCO LTD

PUTCOTON DIVISION

DIEPKLOOF DEPOT

DIEPKLOOF SECTION

INDEX 1

| Route No. | Registry reference | Route |
|-----------|--------------------|---|
| 25001 | 4/02/1 | Diepkloof to Diagonal Street (Kerk Street). |
| 25002 | 4/02/1 | Diepkloof via Project 6 to City. |
| 25003 | 4/02/1 | Diepkloof via Baragwanath Hospital to Noord Street. |
| 25004 | 4/02/3 | Soweto to Baragwanath Hospital. |
| 25005 | 4/02/5 | Soweto Feeder Services. |
| 25006 | 4/02/18 | Soweto School Services. |

PUTCO LTD

ROUTE 25001

DIEPKLOOF-WEST STREET

Class: Non-White passengers and their personal effects.
Restriction: Nil.

Route:

Forward: Between Diepkloof Zones 1, 2, 3, 4, 5 and 6 to terminus in West Street along Afrika Street, Mooki Street, Main Road, Commando Road, Springbok Road, Main Reef Road, Croesus Station, Main Reef Road, Market Street, West Street, President Street, Diagonal Street, Pritchard Street.

Return:

1. West Street, Commissioner Street, then as per forward route in reverse.

2. West Street, Jeppe Street, Goch Street, Commissioner Street, then as per forward route in reverse.

3. West Street, Kerk Street, Diagonal Street, Pritchard Street, West Street, then as per forward route in reverse.

Time-table: As and when required.

Distance: 16,67 km.

PUTCO Ref. J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 25002

DIEPKLOOF VIA PROJECT 6 TO CITY

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: Between Diepkloof Zones 1, 2, 3, 4, 5 and 6 to terminus in West, President and Pritchard Streets, Johannesburg, via Project 6 Road, Ophir-Booyens Road, Ophir Road, Hilliard Street, Booyens Road, Trump Street, West Street, President Street, Diagonal Street, Pritchard Street.

Return: Via West Street, Jeppe Street, Goch Street, Marshall Street, West Street, Hall Street, Sauer Street, Booyens Road, Hilliard Street, Earp Street, Ophir-Booyens Road, Project 6 Road to terminus.

1. Alternative:

Forward: Diepkloof Zones 1 to 6 via Soweto Highway, Ophir-Booyens Road, Lake Street, Wendell Street, Treu Road, Main Reef Road, Market Street, West Street.

Return: City via West Street, Commissioner Street, Main Reef Road, Treu Road, Wendell Street, Lake Street, Ophir-Booyens Road, Soweto Highway (Project 6) to Diepkloof Zones 1 to 6.

2. Alternative:

Forward: Between Diepkloof Zones 1, 2, 3, 4, 5 and 6 to terminus in Kerk Street, via Project 6 Highway, Ophir-Booyens Road, Earp Street, Webber Street, West Street Extension, West Street.

Return: West Street, Kerk Street, Diagonal Street, Pritchard Street, West Street, Ussher Street, Trump Street, West Street Extension and continue as per forward route in reverse.

Time-table: As and when required.

Distance: 13,68 km.

PUTCO Ref. 4/02/1, J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 25003

DIEPKLOOF VIA BARAGWANATH HOSPITAL TO
NOORD STREET

Class: Non-White passengers and their personal effects.

Restriction: Provided that on the journey from the City no passengers shall be set down between the City Terminus and the intersection of Kimberley and Melville Roads, and on the journey to the City no passengers shall be picked up between the said points.

Route:

Forward: From the corner of Ben Naude Drive and Immink Drive via Immink Drive to Baragwanath Hospital, then Old Potchefstroom/Johannesburg Road, Kimberley Road, Booysens Road, Sauer Street, Pritchard Street, West Street, Bree Street, King George Street, Noord Street.

Return: Noord Street, Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street and along forward route to Diepkloof.

Time-table: As and when required.

PUTCO Ref. J60 (4/02/1).

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 25004

(PREVIOUSLY 22003, CHANGED 1978-11-01)

SOWETO-BARAGWANATH HOSPITAL

Transport of bus persons and their personal effects.

Restriction: Nil.

Route:

Forward: From points within Soweto, Meadowlands and Diepkloof, along existing tar roads within these areas to terminus as Baragwanath Hospital.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 18,67 km.

PUTCO Ref. J9 (4/03/3).

L.R.T.B. Ref. A4242/OP460.

Granted: 1978-04-27.

PUTCO LTD

ROUTE 25005

(PREVIOUSLY 23032, CHANGED 78-11-01)

SOWETO FEEDER SERVICES

Inwards: Between points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) and from such points to the nearest S.A. Railways station serving such area along shortest route to and from said S.A. Railway station based on passenger demand.

Outwards: As per inward journey in reverse.

Time-table: As and when required to co-ordinate with S.A.R.

PUTCO Ref. A270 (4/02/5).

L.R.T.B. Ref. JM5431.

Granted: 1977-04-19.

PUTCO LTD

ROUTE 25006

SOWETO SCHOOL SERVICES

Transport of scholars and teachers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) to any school via any route.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/18.

Board Ref.: No transportation permit required.

PUTCO LTD

PUTCOTON DIVISION

DIEPKLOOF DEPOT

DIEPKLOOF SECTION CONTRACTS

INDEX 1

| Route No. | Registry reference | Route |
|-----------|--------------------|---|
| 25301 | 9/15 | United Cerebral Palsy Ass. of S.A. |
| 25302 | 9/17 | Baragwanath Hospital to Josiah Parkes (Robertsham). |
| 25303 | 9/17 | Westgate to Josiah Parkes (Robertsham). |
| 25304 | 9/20 | Diepkloof Hostel to Owl Street (Atlas Bakery). |
| 25305 | 9/18 | West Street to Olivetti (Robertsham). |

PUTCO LTD

ROUTE 25301

(PREVIOUSLY 23302, CHANGED 78-11-01)

CONTRACT

UNITED CEREBRAL PALSY ASS. OF S.A.

Route: As requested by hospital to all parts of Soweto. Collect children and take them to Baragwanath Hospital.

Tariff: As per agreement with United Cerebral Palsy Association.

Distance: Variable.

PUTCO Ref. 9/15.

PUTCO LTD

CONTRACT

JOSIAH PARKES AND SONS

ROUTE 25302

(PREVIOUSLY 23303, CHANGED 78-11-01)

Route: Baragwanath Hospital-Josiah Parkes (Robertsham):

A. Baragwanath Hospital Terminus, Old Potchefstroom Road, Rifle Range Road, Harry Street, Josiah Parkes.

Return as forward route.

Kilometres: 8,2.

PUTCO Ref. 9/17.

L.R.T.B. Route 20005.

PUTCO LTD

ROUTE 25303

(PREVIOUSLY 23304, CHANGED 78-11-01)

Route: Westgate-Josiah Parkes (Robertsham):

B. Westgate Terminus, Hall Street, Sauer Street, Booysens Road, Kimberley Road, Landsborough Street, Altham Road, Harry Street, Josiah Parkes.

Return as forward route.

Kilometres: 7,2.

Tariff: As per agreement with Josiah Parkes (Pty) Ltd.

PUTCO Ref. 9/17.

L.R.T.B. Route 20018.

PUTCO LTD

ROUTE 25304

(PREVIOUSLY 23305, CHANGED 78-11-01)

CONTRACT

ATLAS BAKERY

DIEPKLOOF HOSTEL-OWL STREET

Route: Diepkloof Hostel, Old Potchefstroom Road, Martinus Smuts Drive, Eben Cuyler Drive, Afrika Street, Main Road, Commando Road, Fuel Road, Harmony Street, Perth Road, Kingsway, Annet Street, Owl Street, Atlas Bakery.

Return as forward route in reverse.

Tariff: As per agreement with Atlas Bakery (Pty) Ltd.

Kilometres: 14,4.

PUTCO Ref. 9/20.

PUTCO LTD

ROUTE 25305
(PREVIOUSLY 23307, CHANGED 78-11-01)

CONTRACT**OLIVETTI (PTY) LTD**

Route: West Street-Olivetti (Robertsham):
West Street, Hall Street, Sauer Street, Booyens Road, Kimberley Road, Lansborough Street, Altham Road, Harry Street, Kindon Road, Olivetti.

Return Kindon Road, Lanston Street, Jasper Street, Harry Street. Then as forward.

Distance: 23,9 km.

Tariff: As per agreement with Messrs. Olivetti (Pty) Ltd.
PUTCO Ref. 9/18.

L.R.T.B. Route 20018.

PUTCO LTD**PUTCOTON DIVISION****DIEPKLOOF DEPOT****BARAGWANATH SECTION****INDEX 1**

| Route No. | Registry reference | Route |
|-----------|--------------------|---|
| 26001 | 4/02/16 | City to Robertsham. |
| 26002 | 4/02/16 | West Street to Chrisville. |
| 26003 | 4/02/2 | Soweto to Chrisville. |
| 26004 | 4/02/27 | Klipriviersoog to Robertsham (via Baragwanath). |
| 26005 | 4/02/29 | Soweto to Mondeor. |
| 26006 | 4/02/28 | Soweto to Steeldale via Baragwanath Hospital. |
| 26007 | 4/02/28 | Soweto to Steeldale via Market. |
| 26008 | 4/02/34 | Soweto to Alrode. |
| 26009 | 4/02/17 | Noord Street to Trojan. |
| 26010 | 4/02/24 | Klipriviersoog to City via Baragwanath. |
| 26011 | 4/02/25 | Olifantsvlei to City. |
| 26012 | 4/02/1 | Pimville to Noord Street. |
| 26013 | 4/02/26 | Soweto to Nancefield Industries. |
| 26014 | 4/02/5 | Soweto to Feeder Services. |
| 26015 | 4/02/18 | Soweto School Services. |
| 26016 | 4/02/1 | Soweto to West Street, Selby. |
| 26017 | 4/02/1 | Emdeni to City via Meadowlands and Industries. |
| 26018 | 4/02/1 | Emdeni to City via Orlando and Industries. |
| 26019 | 4/02/1 | Emdeni to City via Baragwanath Hospital. |
| 26020 | 4/02/1 | Emdeni to Diagonal Street. |
| 26021 | 4/02/1 | Emdeni to Diagonal Street. |
| 26022 | 4/02/1 | Naledi to Diagonal Street. |
| 26023 | 4/02/1 | Chiawelo Ext. to City via Industries. |
| 26024 | 4/02/1 | Soweto to Noord Street. |
| 26025 | 4/02/1 | Chiawelo Ext. to City via Baragwanath Hospital. |
| 26026 | 4/02/32 | Soweto to Springfield via Baragwanath. |
| 26027 | 4/02/32 | Soweto to Springfield. |

1979-03-12

PUTCO LTD

ROUTE 26001
(PREVIOUSLY 23013, CHANGED 78-11-01)

CITY TO ROBERTSHAM**Route:**

Inwards: From Terminus in West Street, via West Street, Hall Street, Sauer Street, Booyens Road, Lansborough Street, Vierfontein, Altham Road, Harry Street, Kindon Road, Lanston Street, Jasper Road to terminus corner Harry Road.

Outwards: Jasper Road, Harry Street and along the inward route to Sauer Street, then Pritchard Street to West Street Terminus.

Restriction: Provided that on the journey from the city no passengers shall be set down between the City Terminus and the intersection of Kimberley and Melville Roads and on the journey to the city no passengers shall be picked up between the said points.

Time-table: As and when required.

PUTCO Ref. 4/02/16.

L.R.T.B. Route 75.

PUTCO LTD**ROUTE 26002****WEST STREET TO CHRISVILLE**

Class: Non-White passengers and their personal effects.

Restrictions: From city no passengers shall be set down between City Terminus and intersection of Kimberley and Melville Roads and on trip to city no passengers shall be picked up between said points.

Route:

Forward: West Street Terminus, Hall Street, Sauer Street, Booyens Road, Nelson Street, Third Street, Side Road.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/16, J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12.

PUTCO LTD**ROUTE 26003****SOWETO-CHRISVILLE**

Class: Non-White passengers and their personal effects.
Restrictions: Nil.

Route:

Forward: From points within Soweto via Old Potchefstroom Road, Baragwanath Bus Terminus, Old Potchefstroom Road, Rifle Range Road, Harry Street, Kindon Street, Lanston Street, Jasper Street, Lansborough Street, Third Street, Side Road, Kitty Street, Donald Street, Port Road, Harry Street.

Return: Harry Street, Rifle Range Road, Old Potchefstroom Road and as per forward route in reverse.

Deviation: Route between Port Road and Harry Street to be used in reverse as and when required.

Time-table: As and when required.

Distance: 26,37 km.

PUTCO Ref. 4/02/2, J58.

L.R.T.B. Ref. A4242 (OP2172).

Granted: 1979-02-27.

1979-03-12.

PUTCO LTD

ROUTE 26004
(PREVIOUSLY 23022, CHANGED 78-11-01)

**KLIPRIVERSOOG-ROBERTSHAM
(VIA BARAGWANATH)****Route:**

Inwards: Comeduzza Store, Bridge Road, Main Road, Union Street, Unnamed Road, Old Potchefstroom/Johannesburg Road, Rifle Range Road, Harry Street, Kindon Road, Lanston Street and Jasper Road (Terminus corner Lanston Street and Jasper Road).

Outwards: Harry Street, Rifle Range Road, Old Potchefstroom/Johannesburg Road, Union Street, Beacon Road, North Street to Chiawelo Terminus.

Alternative:

Inwards: Comeduzza Store, Bridge Road, Main Road, Union Street, Union Avenue, Willowdene, Comptonville, Vereeniging/Johannesburg Road, Rifle Range Road, Harry Street, Kindon Road, Lanston Street, Jasper Road (Terminus corner Lanston Road and Jasper Road).

Outwards: Harry Street, Rifle Range Road, then via same route.

Time-table: As and when required.

Restriction: Nil.

PUTCO Ref. 4/02/27.

L.R.T.B. Route 69 and 55A.

PUTCO LTD

ROUTE 26005

(PREVIOUSLY 23006, CHANGED 78-11-01)

SOWETO-MONDEOR

Restrictions: Nil.

Route:

Forward: From point within Soweto along existing tar roads to Old Potchefstroom Road, Kimberley Road, Vereeniging Road, Columbine Avenue, Kliprivier Road, Rifle Range Road, Kimberley Road, Potchefstroom Road.

Return: As per forward journey in reverse.

Deviation: Route from Kimberley Road to be used in reverse if required.

Time-table: As and when required.

Distance: 28,21 km.

PUTCO Ref. A248 (4/02/29).

L.R.T.B. Ref. JM3842.

Granted: 1977-11-22.

ROUTE 26006

(PREVIOUSLY 23024, CHANGED 78-11-01)

SOWETO-STEELDALE VIA BARAGWANATH HOSPITAL

Transport of bus persons and their personal effects.

Route:

Forward: From points within Soweto, Meadowlands, Diepkloof and Dobsonville, along existing tarred roads to Old Potchefstroom Road, Baragwanath Hospital Terminus, Old Potchefstroom Road, Rifle Range Road, Verona Street, Lebanon Road, Plinlimmon Road, South Klipriviersberg Road, Steel Street, Tennyson Drive, Brunel Road Terminus.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 30,76 km.

L.R.T.B. Ref. A4242/OP461.

PUTCO Ref. J10.

Granted: 1978-04-27.

PUTCO LTD

ROUTE 26007

(PREVIOUSLY 23025, CHANGED 78-11-02)

SOWETO TO STEELDALE VIA MARKET

Route:

Forward: Orlando Terminus, Masopha Street, Jack Klip-pin Drive, Diepkloof Zone One Terminus, Immink Drive, Baragwanath Hospital Terminus, Old Potchefstroom Road, (P3-6) Rifle Range Road, Verona Street, Lebanon Street, Third Avenue, Drakensberg Avenue, School Lane, Marjorie Street, Vickers Road, Heidelberg Road, Klipriviersberg Road, Steele Street, Tennyson Drive, Brunel Road Terminus.

Return: Brunel Road, Heidelberg Road, Marjorie Street, then as per forwards in reverse.

Alternative:

Forward: Chiawelo Terminus, Mhlabe Drive, Old Potchefstroom Road (P3-6) (Baragwanath Terminus), Rifle Range Road, Verona Street, Lebanon Street, Third Avenue, Drakensberg Avenue, School Lane, Marjorie Street, Vickers Road, Heidelberg Road, Klipriviersberg Road, Steele Street, Tennyson Drive, Brunel Road Terminus.

Return: Brunel Road, Heidelberg Road, Marjorie Street, then as per forwards in reverse.

Alternative:

Forward: Naledi Terminus, Legwale Street, Koma Street, Mosiane Street, Mphahlele Street, Makapan Street, Mofokeng Street, Tsoehile Street, Drane Street, Tumahole Street, Letaba Street, Phera Street, White City Crossroads, Roodepoort/Kliphout Road, Old Potchefstroom Road (P3-6) (Baragwanath Terminus), Rifle Range Road, Verona Street, Lebanon Street, Third Avenue, Drakensberg Avenue, School Lane, Marjorie Street, Heidelberg Road, Klipriviersberg Road, Steele Street, Tennyson Drive, Brunel Road Terminus.

Return: Brunel Road, Heidelberg Road, Marjorie Street then as per forwards in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/28.

L.R.T.B. Route JM4525.

PUTCO LTD

ROUTE 26008

(PREVIOUSLY 23003, CHANGED 78-11-01)

SOWETO-ALRODE

Transport of bus persons and their personal effects.

Route:

Forward: From points within Soweto along existing tar roads to Old Potchefstroom Road, Rifle Range Road, Tunny Street, Kliprivier Road, Alberton Road, Swartkoppies Road, Potgieter Street, Andre Marais Street, Vereeniging Road, Dan Jacobs Street.

Return: Dan Jacobs Street, Potgieter Street, then as per forward route in reverse.

Time-table: As and when required.

Distance: 40,1 km.

Restriction: No intermediate passengers to be conveyed in Magisterial District of Alberton.

Johannesburg Board Ref. OP160.

Granted: 1978-06-27.

PUTCO Ref. J24.

PUTCO LTD

ROUTE 26009

(PREVIOUSLY 23015, CHANGED 78-11-01)

NOORD STREET TO TROJAN

Route:

Inwards: From Noord Street, Terminus via Twist Street, Troye Street, Jeppe Street, Von Wielligh Street, Wemmer-Jubilee Road, Eloff Street Extension, Turffontein Road to Trojan.

A direct service to convey through passengers only.

Outwards: Return in reverse of inward route.

Time-table: As and when required.

Distance: 3,99 km.

PUTCO Ref. 4/02/17.

L.R.T.B. Route 12.

PUTCO LTD

ROUTE 26010

KLIPRIVIERSOOG-CITY (VIA BARAGWANATH)

Class: Non-White passengers and their personal effects.

Restriction: On the journey from the City, no passengers shall be set down between the City Terminus and the intersection of Kimberley and Melville Roads, on the journey to the City no passengers shall be picked up between the said points.

Route:

Forward (A): Comudza Store Terminus via Bridge Road, Main Road, Union Street, Unnamed Road to Old Potchefstroom Road, Kimberley Road, Booyens Road, Sauer Street, Pritchard Street, Diagonal Street.

Forward (B): Route via above route to Uncle Charlie's Filling Station, then via Baragwanath Road, Booyens Reserve Road, Fifth Street, First Avenue, Fourth Street, Mentz Street, Kimberley Road and then as above to City Terminus and return.

Forward (C): Comudza Store, Bridge Road, Main Road, Union Street, Golden Highway, Kimberley Road, Booyens Road, Sauer Street, Pritchard Street, Diagonal Street, and return via Jeppe Street, West Street, Hall Street and then as per forward in reverse.

Return: West Street, Hall Street, Sauer Street, and then as per forward route (A), (B) or (C) in reverse to terminus.

Time-table: As and when required.

Putco Ref. 4/02/24, J60.

L.R.T.B. Route A4242 (OP2184).

Granted: 1979-02-27.

PUTCO LTD**ROUTE 26011****OLIFANTSVLEI-CITY**

Class: Non-White passengers and their personal effects.
Restrictions: General Restriction 2.

Route:

Forward: From Olifantsvlei via Bridge Road, East Road (85 East Road Terminus), Union Street, Connecting Road, Old Potchefstroom/Johannesburg Road, Kimberley Road, Booyens Road, Sauer Street, Pritchard Street, Diagonal Street, Jeppe Street.

Return: Jeppe Street, West Street, Hall Street, Sauer Street and along the forward route to Klipriviersoog Terminus, with authority to deviate via Diepkloof Reformatory on both the forward and the return journeys.

Time-table: As and when required.

PUTCO Ref. 4/02/25, J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD**ROUTE 26012****PIMVILLE TO NOORD STREET**

Class: Non-White passengers and their personal effects.

Restriction: Provided that on the journey from the city no passengers shall be set down between the city terminus and the intersection of Kimberley Road and Melville Road, and on the journey to the city, no passengers shall be picked up between the said points.

Route:

Forward: Pimville Terminus opposite House 4039 in Pimville Zone 4, along unnamed street through Pimville Zones 3, 4, 5 and 6, to the Old Potchefstroom Road, then via Kimberley Road, Booyens Road, Sauer Street, Bree Street, King George Street, Noord Street.

Return: Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street and along forward route to Pimville.

Time-table: Subject to the proviso that the hours of operating be limited to between 24h00 midnight and 08h00 and between 15h00 and 19h00.

PUTCO Ref. J60, 4/02/1.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD**ROUTE 26013**

(PREVIOUSLY 23021, CHANGED 78-11-01)

SOWETO-NANCEFIELD INDUSTRIES

Transport of bus persons and their personal effects.
Restriction: Nil.

Route:

Forward: Points within Soweto along existing tarred roads to Old Potchefstroom Road, Main Road, Union Street, Boundary Road, East Road, Kimberley Road Terminus.

Return: As per forward journey in reverse.

Time-table: As and when required.

Distance: 18,55 km.

PUTCO Ref. J11.

L.R.T.B. Ref. A4242/OP459.

Granted: 1978-04-27.

PUTCO LTD**ROUTE 26014**

(PREVIOUSLY 23032, CHANGED 1978-11-01)

SOWETO FEEDER SERVICES

Inwards: Between points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) and from such points to the nearest S.A. Railway station serving such area along shortest route to and from said S.A. Railway Station based on passenger demand.

Outwards: As per inward journey in reverse.

Time-table: As and when required to co-ordinate with S.A.R.

PUTCO Ref. A270, 4/02/5.

L.R.T.B. Ref. JM5431.

Granted: 1977-04-19.

PUTCO LTD**ROUTE 26015****SOWETO SCHOOL SERVICES**

Transport of scholars and teachers and their personal effects.
Restrictions: Nil.

Route:

Forward: From points within Soweto (including Meadowlands, Diepkloof, Pimville and Dobsonville) to any school via any route.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. 4/02/18.

Board Ref.: No transportation permit required.

PUTCO LTD**GENERAL AUTHORITY 2****ROUTE 26016****SOWETO TO WEST STREET, SELBY**

Class: Non-White passengers and their personal effects.

Restrictions: On the return journey from the city, no passengers to be set down between the city terminus and the intersection of Kimberley and Melville Roads; and on the forward journey, no passengers to be picked up between the said points.

Route:

Forward A: From Zola (terminus at corner of Jabavu and Bendile Roads), via Bendile Road, Kliptown/Roodepoort Road, Zulu Drive, Mahalefele Road, Pela Street, Kumalo Street, Mooki Street, Mashopa Street, Nicholas Street, unnamed road, Old Potchefstroom Road, Kimberley Road, Booyens Road, Trump Street, West Street, President Street, Diagonal Street, Jeppe Street (terminus).

Return: West Street, Hall Street, Sauer Street and continue as per forward route in reverse.

Alternatively (1):

Forward: From Zola (terminus at corner of Jabavu and Bendile Roads), via Bendile Road, to corner of Koma Street and Kliptown/Roodepoort Road, thence via Mmilla Road, Ikwezi Drive, Kliptown/Roodepoort Road to Dobsonville Police Station, unnamed road through Meadowlands Zone 10, Van Onselen Road, Heckroodt Circle, Marsh Road, Ngosa Street, Ramushu Street, Oliver Street, Mophiring Street, Nkwana Street, unnamed roads, Mooki Street, Main Road, Commando Road, Springbok Road, Main Reef Road, Marshall Street, Ussher Street, Trump Street, West Street (terminus).

Return: Commissioner Street, Main Reef Road and as per forward route in reverse.

Alternatively (2):

Forward: From Zola (terminus at corner of Jabavu and Bendile Roads), via Bendile Road, Kliptown/Roodepoort Road, Zulu Drive, Mahalefele Road, Pela Street, Kumalo Street, to corner of Mooki and Masopha Streets, thence via Mooki Street, Main Road, Commando Road, Springbok Road, Main Reef Road, Marshall Street, Ussher Street, Trump Street, to terminus in West Street.

Return: West Street, Commissioner Street, Main Reef Road and continue as per forward route in reverse.

Route:

Forward B: From Chiawelo Extension 2 via Old Potchefstroom Road to corner of Old Potchefstroom Road and unnamed road (extension of Nicholas Street), Kimberley Road, Booyens Road, Trump Street, West Street, President Street, Diagonal Street, Jeppe Street (terminus).

1979-03-12

Return: Jeppe Street, West Street, Hall Street, Sauer Street and continue as per forward route in reverse.

Alternatively:

Forward: From Chiawelo Extension 2 via Old Potchefstroom Road to corner of Old Potchefstroom Road and Kliptown/Roodepoort Road, Kliptown/Roodepoort Road,

Machaba Drive to corner of Machaba Drive and Mahalefele Road, Pela Street, Kumalo Street, to corner of Mooki and Mashophla Streets, thence via Mooki Street, Main Road, Comando Road, Springbok Road, Main Reef Road, Marshall Street, Ussher Street, Trump Street, to terminus in West Street.

Return: West Street, Commissioner Street, Main Reef Road, and continue as per forward route in reverse.

Time-table: As and when required. Between hours of midnight and 08h00 and between 15h00 and 19h00. Subject to review at any time.

PUTCO Ref. 4/02/1, J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 26017

(PREVIOUSLY 22004, CHANGED 79-03-01)

EMDENI TO CITY (VIA MEADOWLANDS AND INDUSTRIES)

Restriction: Nil.

Route:

Forward: Vilakazi Street Terminus, Vilakazi Street, Zamuklungisa Street, Bendile Road, Koma Street, Roodepoort Road, Dobsonville Police Station, unnamed road, Meadowlands Zone 10, Van Onselen Road, Vincent Road, Hennessy Street, Oliver Street, Mophiring Street, Nkwana Street, Armatage Street, Mooki Street, Main Road, Main Reef Road, Small Market Street, West Street, President Street, Diagonal Street.

Return: Jeppe Street, West Street, Commissioner Street and then as per forward route in reverse.

Time-table: Subject to the proviso that the hours of operating be limited to between 24h00 midnight and 08h00 and between 15h00 and 19h00.

PUTCO Ref. A220.

L.R.T.B. Ref. JM4103.

Granted: 76-12-02.

Registry Ref. 4/02/1;

1979-02-19

PUTCO LTD

ROUTE 26018

(PREVIOUSLY 22005, CHANGED 79-03-01)

EMDENI TO CITY (VIA ORLANDO AND INDUSTRIES)

Restriction: Nil;

Route:

Forward: Vilakazi Street Terminus, Vilakazi Street, Zamuklungisa Street, Bendile Road, Koma Street, Roodepoort Road, Zulu Drive, Mahalefele Road, Pela Street, Kumalo Street, Mooki Street, Main Reef Road, Marshall Street, Ussher Street, Trump Street, West Street Terminus.

Return: West Street, Commissioner Street and then as per forward route in reverse.

Time-table: Subject to the proviso that the hours of operating be limited to between 24h00 midnight and 08h00 and between 15h00 and 19h00.

PUTCO Ref. A218.

L.R.T.B. Ref. JM4101.

Granted: 76-12-02.

Registry Ref. 4/02/1.

1979-02-19

PUTCO LTD

ROUTE 26019

(PREVIOUSLY 22006, CHANGED 79-03-01)

EMDENI TO CITY (VIA BARAGWANATH HOSPITAL)

Restriction: Nil.

Route:

Forward: Vilakazi Street Terminus, Vilakazi Street, Zamuklungisa Street, Bendile Street, Koma Street, Roodepoort Road, Zulu Drive, Mahalefele Road, Pela Street, Kumalo Street, Mooki Street, Masopho Street, Nicholas Street, Old Potchefstroom Road, Kimberley Road, Booyens Road, Trump Street, West Street Terminus.

Return: West Street, Hall Street, Sauer Street, Booyens Road and then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A219.

L.R.T.B. Ref. JM4102.

Granted: 76-12-02.

Registry Ref. 4/02/1.

1979-02-19

PUTCO LTD

ROUTE 26020

EMDENI-DIAGONAL STREET

Class: Non-White passengers and their personal effects.
Restriction: Nil.

Route:

Forward A: Emdeni Terminus, Zamuklungisa Street, Obed Street, Bolani Road, Moahleli Street, Mputhi Street, Machaba Drive, Zulu Drive, Mahalefele Street, Pela Street, Kumalo Street, Orlando Station, Mooki Street, Afrika Street, Project 6, Ophir-Booyens Road, Ophir Road, Hilliard Street, Booyens Road, Sauer Street, Pritchard Street, Diagonal Street, Jeppe Street Terminus.

Return: Jeppe Street, West Street, Hall Street, Sauer Street, then as per forward route in reverse.

Forward B: Via Project 6, Ophir-Booyens Road, Ophir Road, Earp Street, Webber Street, West Street Extension, West Street, Pritchard Street, Diagonal Street, Jeppe Street Terminus.

Return: Jeppe Street, West Street, Ussher Street, Trump Street, West Street Extension and continue as per forward route in reverse.

Time-table: As and when required.

PUTCO REF. 4/02/1, J60.

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 26021

(PREVIOUSLY 22008, CHANGED 79-03-01)

EMDENI-DIAGONAL STREET

Route:

Forward: Emdeni Terminus, Zamuklungisa Street, Bendile Street, Jabavu Road, Ntshunuryana Street, Legwale Street, Koma Street, Mosiane Street, Mphahlele Street, Mafokeng Street, Drane Street, Tumahole Street, Phera Street, White City Cross Roads, Roodepoort Road, Machaba Drive, Zulu Drive, Mahalefele Street, Pela Street, Kumalo Street, Orlando Station, Mooki Street, Afrika Street, Project 6, Ophir-Booyens Road, Hilliard Street, Booyens Road, Sauer Street, Pritchard Street, Diagonal Street Terminus.

Return: Diagonal Street Terminus, Jeppe Street, West Street, Hall Street, Sauer Street then as per forward route in reverse.

Alternative:

Forward: Via Project 6, Ophir-Booyens Road, Earp Street, Webber Street, West Street Extension, West Street, Pritchard Street, Diagonal Street.

Return: Diagonal Street Terminus, Jeppe Street, West Street, Ussher Street, Trump Street, West Street Extension, and continue as per forward route in reverse.

Time-table: As and when required.

PUTCO REF. A343, 4/02/1.

L.R.T.B. Ref. JM3813.

Granted: 1977-11-22.

1979-02-19

PUTCO LTD

ROUTE 26022

(PREVIOUSLY 22009, CHANGED 79-03-01)

NALEDI TO DIAGONAL STREET

Restriction: Nil.

Route:

Forward: Vilakazi Street Terminus, Vilakazi Street, Lewale Street, Koma Street, Mosiane Street, Mphahlele Street, Makapan Street, Mafokeng Street, Tsitsi Street, Tumahole Street, Mapheto Street, Letabe Street, Bopape Street, Phera Street,

Rodepoort Road, Old Potchefstroom Road, Kimberley Road, Booyens Road, Sauer Street, Pritchard Street, Diagonal Street Terminus.

Return: Jeppe Street, West Street, Hall Street, Sauer Street, and then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A223.

L.R.T.B. Ref. JM4105.

Granted: 76-12-02.

Registry Ref. 4/02/1.

1979-02-19

ROUTE 26023

(PREVIOUSLY 22011, CHANGED 79-03-01)

CHIAWELO EXTENSION TO CITY (VIA INDUSTRIES)

Restriction: Nil.

Route:

Forward: Manotshe Street, Terminus, Manotshe Street, Thobejane Street, Mhlaba Street, Old Potchefstroom Road, Rodepoort Road, Machaba Drive, Mahalefele Road, Pela Street, Kumalo Street, Mooki Street, Main Road, Main Reef Road, Marshall Street, West Street, Ussher Street, Trump Street, West Street.

Return: West Street, Commissioner Street and then as per forward route in reverse.

Time-table: Subject to the proviso that the hours of operating be limited to between 24h00 and 08h00 and between 15h00 and 19h00.

PUTCO Ref. A222.

L.R.T.B. Ref. JM4117.

Granted: 76-12-02.

Registry Ref. 4/02/1.

1979-02-19

PUTCO LTD

ROUTE 26024

GENERAL AUTHORITY 3

SOWETO TO NOORD STREET

Class: Non-White passengers and their personal effects.

Restrictions:

(A) and (B): Subject to the proviso that not more than 30 buses to be used on these routes at any time and that the hours of operating be limited to between 24h00 and 08h00 and between 15h00 and 19h00.

(B): On the journey from the City no passengers to be set down between West Street Terminus and the intersection of Kimberley and Melville Roads and on the journey to the City, no passengers to be picked up between these points.

Route:

Forward (A): Between points within Soweto (including Meadowlands, Diepkloof, Kliptown and Pimville) and from such points to Noord Street Bus Terminus, Johannesburg, via Project 6 Road, Ophir-Booyens Road, Ophir Road, Hilliard Street, Booyens Road, Trump Street, West Street, Bree Street, King George Street, Noord Street, Klein Street Terminus.

Return: Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street, Booyens Road, Hilliard Street, Earp Street, Ophir-Booyens Road, Project 6 Road.

Forward (B): As per forward Route A to Project 6 Road, then Ophir-Booyens Road, Earp Street, Webber Street, West Street Extension, West Street, Bree Street, King George Street, Noord Street, Klein Street Terminus.

Return: Klein Street, Von Wielligh Street, Jeppe Street, West Street, Ussher Street, Trump Street, West Street, West Street Extension, and continue as per forward route in reverse.

Forward (C): Between points within Soweto (including Meadowlands, Diepkloof, Kliptown and Pimville) and from such points to Noord Street Bus Terminus, Johannesburg, via Old Potchefstroom Road, Kimberley Road, Bree Street, King George Street, Noord Street, Klein Street Terminus.

Return: Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street, Booyens Road, Kimberley Road, Old Potchefstroom Road and continue as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J60 (4/02/1).

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 26025

CHIAWELO EXTENSION TO CITY (VIA BARAGWANATH HOSPITAL)

Class: Non-White passengers and their personal effects.

Restrictions: On the outward journey from the City, no passengers to be set down between the City Terminus and the intersection of Kimberley and Melville Roads; and on the return (inward) journey, no passengers to be picked up between the said points.

Route:

Forward: Manotshe Street Terminus, Manotshe Street, Thobejane Street, Mhlaba Street, Old Potchefstroom Road, Kimberley Road, Booyens Road, Trump Street, West Street, President Street, Diagonal Street, Jeppe Street.

Return: Jeppe Street, West Street, Hall Street, Sauer Street and then as per forward route in reverse.

Time-table: Subject to the proviso that the hours of operating be limited to between 24h00 and 08h00 and between 15h00 and 19h00.

PUTCO Ref. J60 (4/02/1).

L.R.T.B. Ref. A4242 (OP2184).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 26026

SOWETO-SPRINGFIELD (VIA BARAGWANATH)

Class: Non-White persons and their personal effects.

Restriction: Nil.

Route:

Forward: From points within Soweto along existing routes to Baragwanath Hospital, then along Old Potchefstroom Road, Kimberley Road, Booyens Road, Heronmere Road, Garden Street, Eastwood Street, Turfontein Road, Malborough Street, Hippo Road, Third Road, Malborough Street.

Return: Malborough Street, Rosettenville Road, La Rochelle Road, Malborough Street and then as per forward route in reverse.

Deviation: Route between Malborough Street/Hippo Road and La Rochelle Road to be operated in reverse when required.

Time-table: As and when required.

PUTCO Ref. J63 (4/02/32).

L.R.T.B. Ref. A4242 (OP2185).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 26027

SOWETO-SPRINGFIELD

Class: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Soweto along existing routes to Soweto Highway (P6) then along P6, Ophir Booyens Road, Ophir Road, Hilliard Street, Earp Street, Long Street, Heronmere Road, Garden Street, Eastwood Street, Turfontein Road, Malborough Street, Hippo Road, Third Road, Malborough Street.

Return: Malborough Street, Rosettenville Road, La Rochelle Road, Malborough Street and then as per forward route in reverse.

Deviation: Route between Malborough Street/Hippo Road and La Rochelle Road to be operated in reverse when required.

Time-table: As and when required.

PUTCO Ref. J63 (4/02/32).

L.R.T.B. Ref. A4242 (OP2185).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

PUTCOTON DIVISION

DIEPKLOOF DEPOT

BARAGWANATH COLOURED SECTION

INDEX 1

Scale of Charges 3,00 c.p.p.k.

| Route No. | Registry reference | Route |
|-----------|--------------------|--|
| 26201 | 4/02/009 | Nancefield via Western Coloured Township to Aeroton. |
| 26202 | 4/02/010 | Eldorado Park to Lea Glen. |
| 26203 | | Kliptown/Eldorado Park to Fairlands via Uncle Charlie's. |
| 26204 | | Kliptown/Eldorado Park to Fairlands via Noordgesig. |
| 26205 | | Eldorado Park/Kliptown to Randburg via Golden Highway. |
| 26206 | | Nancefield to Lea Glen. |
| 26207 | | Kliptown/Eldorado Park to OK Hyperama. |

PUTCO LTD

ROUTE 26201

(PREVIOUSLY 23201, CHANGED 78-11-01)

NANCEFIELD VIA WESTERN COLOURED TOWNSHIP TO AEROTON

Route: From East Road, Nancefield via East Road, Union Street, connecting road to Old Potchefstroom Road, Old Potchefstroom Road, unnamed road through Klipspruit to Nancefield Station, Tsolo Street, Mooki Street, Main Road (Noordgesig), New Canada, Commando Road, Fuel Road, Hay Avenue, Monamoli Street, Main Road (Martindale) to Dowling Avenue, Western Coloured Township (Westbury) via Dowling Avenue, Steytler Street, Coronationville Hospital, Fuel Road, Price Street, Griffith Street, Maraisburg Road, Commando Road, Springbok Road, Main Reef Road, Baragwanath Road, Old Potchefstroom Road, Sam Evans Road, to Aeroton Industrial Township; returning via unnamed road to Potchefstroom Road and thence in reverse of forward trip.

Time-table: As and when required.

Restriction: No passengers to be picked up or set down in either direction between the junction of Union Street and the Union Street-Old Potchefstroom Road connecting road and the Orlando East/Noordgesig Boundary.

PUTCO Ref. 4/02/009.

L.R.T.B. Route 80, 150 and 164.

PUTCO LTD

ROUTE 26202

(PREVIOUSLY 23202, CHANGED 78-11-01)

ELDORADO PARK-LEA GLEN

Restrictions: Nil.

Route: Eldorado Park via East Road, Union Road, connecting road to Old Potchefstroom Road, unnamed road through Klipspruit Bantu Township, Tsolo Street, Mooki Street, Main Road, Canada Road, Main Reef Road, Granville Avenue, Minerva Avenue, Amanda Avenue, Yaron Avenue, Granville Avenue, Main Reef Road, Nadine Road, Anvil Road, Spencer Street, Maraisburg Road, Newclare Road, Link Road, Main Reef Road, Baragwanath Road, Vereninging Road, Golden Highway, Main Road, Concorde Street, Silver Street, Goud Street, Turf Avenue, East Road Terminus.

Deviation: Route to be used in reverse if and when required.

Time-table: As and when required.

Distance: 32,3 km.

PUTCO Ref. A349 (4/02/010).

L.R.T.B. Ref. JM3841.

Granted: 1977-11-22.

PUTCO LTD

ROUTE 26203

KLIPTOWN/ELDORADO PARK-FAIRLANDS VIA UNCLE CHARLIE'S

Restrictions: Nil.

Route:

Forward: From points within Kliptown and Eldorado Park along the existing tarred roads to the Golden Highway, Vereninging Road, Baragwanath Road, Riverlea, Colorado Drive, Avon Road, Link Road, Newclare Road, Harmony Street, Perth Road, Kingsway, University Road, Main Road, D. F. Malan Drive, Pendoring Street, Weltevreden Road, Ninth Avenue, 11th Avenue to corner of Davidson Terminus.

Return: As per forward route in reverse.

Time-table: As and when required.

Fares: As approved.

PUTCO Ref. J71.

L.R.T.B. Ref. A4242/OP2329.

Granted: 1979/05/10.

PUTCO LTD

ROUTE 26204

KLIPTOWN/ELDORADO PARK-FAIRLANDS VIA NOORDGESIG

Restrictions: Nil.

Route:

Forward: From Kliptown and Eldorado Park along existing tarred roads to Union Street, then connecting road to the Old Potchefstroom Road, Old Potchefstroom Road, unnamed road through Klipspruit, Tsolo Street, Mooki Street, Main Road, Commando Road, Fuel Road, Hay Avenue, Monamoli Street, Main Road, Eighth Street, Long Street, Fifth Street, Milner Avenue, D. F. Malan Drive, Pendoring Street, Weltevreden Road, Ninth Avenue to the corner of Davidson Terminus.

Return: As per forward route in reverse.

Time-table: As and when required.

Fares: As approved.

PUTCO Ref. J72.

L.R.T.B. Ref. A4242/OP2330.

Granted: 1979-05-10.

PUTCO LTD

ROUTE 26205

ELDORADO PARK/KLIPTOWN-RANDBURG VIA GOLDEN HIGHWAY

Class: Non-White passengers and their personal effects.

Route:

Forward: From points within Kliptown and Eldorado Park along existing tar roads to the Golden Highway, then Baragwanath Road, Colorado Drive, Avon Street, Link Road, Newclare Road, Price Street Extension, Fuel Road, Harmony Street, Perth Road, Kingsway, University Road, Main Road, D. F. Malan Drive, Preller Drive, Hofmeyer Drive, Tana Road, Victory Road, Rustenburg Road, First Avenue, Hendrik Verwoerd Drive, North Street, Randburg Terminus.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J79.

L.R.T.B. Ref. A4242/OP2500.

Granted: 1979-05-10.

1979-03-01

PUTCO LTD

ROUTE 26207

KLIPTOWN/ELDORADO PARK-OK HYPERAMA

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From Kliptown and Eldorado Park along existing tarred roads to Union Street, then connecting road to the Old Potchefstroom Road, unnamed road through Klipspruit, Tsolo Street, Mooki Street, Main Road, Commando

Road, Fuel Road, Ruben Avenue, Hamilton Street, Brown Road, Newlands Main Road, Ontdekkers Road, Mackay Avenue, Little Falls Road, P126-1 to Terminus.

Return: As per forward route in reverse.

Time-table: As and when required.

This is a co-ordination of Routes 23014 and 26204.

PUTCO LTD
PUTCOTON DIVISION
CROESUS DEPOT
SOWETO SECTION

INDEX 1

Scale of charges: 2,75 c.p.p.k.

| Route No. | Registry reference | Route |
|-----------|--------------------|--|
| 27001 | 4/02/32 | Soweto to Springfield via Baragwanath. |
| 27002 | 4/02/32 | Soweto to Springfield. |
| 27003 | 4/02/1 | Jabavu to Doornfontein. |
| 27004 | 4/02/1 | Soweto to Lorentzville via Doornfontein. |

PUTCO LTD

ROUTE 27001
(PREVIOUSLY 26026, CHANGED 79-11-01)

SOWETO-SPRINGFIELD (VIA BARAGWANATH)

Class: Non-White persons and their personal effects.

Restriction: Nil.

Route:

Forward: From points within Soweto along existing routes to Baragwanath Hospital, then along Old Potchefstroom Road, Kimberley Road, Booyens Road, Heronmere Road, Garden Street, Eastwood Street, Turffontein Road, Malborough Street, Hippo Road, Third Road, Malborough Street.

Return: Malborough Street, Rosettenville Road, La Rochelle Road, Malborough Street and then as per forward route in reverse.

Deviation: Route between Malborough Street/Hippo Road and La Rochelle Road to be operated in reverse when required.

Time-table: As and when required.

PUTCO Ref. J63 (4/02/32).

L.R.T.B. Ref. A4242 (OP2185).

Granted: 1979-02-27.

1979-03-12.

PUTCO LTD

ROUTE 27002
(PREVIOUSLY 26027, CHANGED 79-11-01)

SOWETO-SPRINGFIELD

Class: Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Soweto along existing routes to Soweto Highway (P6), then along P6, Ophir Booyens Road, Ophir Road, Hilliard Street, Earp Street, Long Street, Heronmere Road, Garden Street, Eastwood Street, Turffontein Road, Malborough Street, Hippo Road, Third Road, Malborough Street.

Return: Malborough Street, Rosettenville Road, La Rochelle Road, Malborough Street and then as per forward route in reverse.

Deviation: Route between Malborough Street/Hippo Road and La Rochelle Road to be operated in reverse when required.

Time-table: As and when required.

PUTCO Ref. J63 (4/02/32).

L.R.T.B. Ref. A4242 (OP2185).

Granted: 1979-02-27.

1979-03-12

PUTCO LTD

ROUTE 27003
(PREVIOUSLY 24013, CHANGED 79-11-01)

JABAVU-DOORNFONTEIN

Route:

Forward: Terminus in Roodepoort Road then along Roodepoort Road, Old Potchefstroom Road, Kimberley Road, Booyens Road, Village Road, Wemmer Jubilee, End Street, Siemert Road, Beit Street, Terminus in Sivewright Road.

Return: Sivewright Terminus, then along Sivewright, Market Street, Betty Street, Main Street, End Street, Wemmer Jubilee, Eloff Street Extension, Stott Street, Triumph Street, Booyens Road and then as per forward route in reverse.

Deviation:

1. That M1 may be used for either full or empty journeys.
2. That valley operations may operate along Sauer Street, Bree Street, End Street and Rocky Street, return along Charles Street, Mosley Street, Jeppe Street, West Street and Sauer Street.

Time-table: As and when required.

Kilometres: 22,87

PUTCO Ref. J51 (4/02/1).

L.R.T.B. Ref. OP1981.

Granted: 1979-01-23.

1979-02-02

PUTCO LTD

ROUTE 27004
(ALSO 24019)

SOWETO-DOORNFONTEIN-LORENTZVILLE

Class: Non-White passengers and their personal effects;

Restrictions: No passengers to be picked up or set down in Beit Street and Derby Street.

Route:

Forward A: From points within Soweto to Old Potchefstroom Road then along Old Potchefstroom Road, Kimberley Road, M1 North, Booyens Road, Village Road, Wemmer Jubilee, End Street, Siemert Road, Beit Street, Erin Street, Derby Street, Viljoen Street, Kimberley Street, Voorhout Street.

Return: Voorhout Street, Fourth Street, Beit Street, Sivewright Street, Market Street, Betty Street, Main Street, End Street, Wemmer Jubilee, Eloff Street Extension, Stott Street, Trump Street, Booyens Road and then as per forward journey in reverse.

Forward B: As per forward A to M1 North then via M2 East to Harrow Road Off Ramp, Siemert Road and continue as per forward A to terminus.

Return: Voorhout Street, Fourth Street, Beit Street, Sivewright Street, M2 West, M1 South, Kimberley Road and continue as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J61.

L.R.T.B. Ref. OP2182.

Granted: 1979-06-28.

1978-12-19

PUTCO LTD

EDENVALE DIVISION

INDEX

| Route No. | |
|-----------|--|
| 60001 | Alexandra—Germiston Location via Vale Garage. |
| 60002 | Modderfontein Dynamite Factory—Kempton Park Station. |
| 60003 | Tembisa—Halfway House. |
| 60004 | Kempton Park Station—Spartan. |
| 60005 | Kelvin Power Station—Kempton Park Station. |
| 60006 | Tembisa—Edenvale via Baker Road. |
| 60007 | |
| 60008 | Elandsfontein Station—Brickor. |
| 60009 | Alexandra—Tembisa Hospital. |
| 60010 | Elandsfontein Station—African Gate. |
| 60011 | Tembisa—T. P. A. Workshops. |
| 60012 | Edenvale—Elandsfontein Station. |
| 60013 | Elandsfontein Station—"PICK 'N PAY". |
| 60014 | Noord Street—Tembisa Hospital. |
| 60015 | Tembisa Terminus—Alexandra No. 2 Square. |

- 60016 Tembisa Terminus—Edenvale Terminus.
 60017 Tembisa Offices—Koedoe Café.
 60018 Tembisa Offices—Clayville (Olifantsfontein).
 60019 Alexandra—Germiston Station (via Kew).
 60020 Tembisa Terminus—Springkell Sanatorium.
 60021 Benoni—Kwarrielaagte via Valschfontein.
 60022 Benoni—Toitskraal via Bloedfontein.
 60023 Tembisa—Birch Acres.
 60024 Tembisa—Airtex Davidson.
 60025 Alexandra Township—Tunney Industrial Township.
 60026 Tembisa Bantu Township—Leeuwkop Farm Colony.
 60027 Isando Station—Isando Circular.
 60028 Tembisa—Mabopane.
 60029 Tembisa—Mabopane via Wynberg.
 60030 Tembisa—Isando.
 60031 Alexandra—Pankoppen — Bultfontein — Rooifontein.
 60032 Alexandra—Sebenza.
 60033
 60034 Tembisa—Isando (Simba).
 60035 Alexandra—Bloedfontein.
 60036 Noord Street—Makapanstad.
 60037 Alexandra—Tsepo Section Tembisa.

PUTCO LTD

ROUTE 60001

ALEXANDRA TO GERMISTON LOCATION VIA VALE GARAGE

Restrictions: Nil.

Route:

Forward: No. 2 Square Alexandra via Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, alternatively First Avenue, Pretoria Main Road, Louis Botha Avenue to Vale Garage, Dunotter Street, Hathorn Avenue, Durham Avenue, George Avenue, Modderfontein Avenue (Road P91-1), Van Riebeeck Avenue, Terrace Road, Fountain Road, Main Road, Horwood Street, Van Riebeeck Avenue, Edenvale Road, Main Road, Churchill Avenue, Schamrock Street, Main Reef Road, Johan Rissik Road, Victoria Street, Short Road, Watson Street, Knox Street, Station Street, Railway Street, Strachan Street, Brammer Street to Gate 1, Germiston Location.

Return: Germiston Location, Brammer Street, Strachan Street, Railway Street, Park Road, High Road, Knox Street, Simpson Street, Simmer Street, Meyer Street, Ixodus Road, Victoria Street, Johan Rissik Road and then as per forward route to Alexandra Township.

Deviation: Via Gundle Plastics:

Forward: Along route as described above to Edenvale Road, Gibraltar Road, Albie Road, Lascelles Road, Gundle Plastics, Lascelles Road, Edenvale Road.

Return: Edenvale Road, Lascelles Road, Gundle Plastics, Lascelles Road, Albie Road, Gibraltar Road, Edenvale Road.

Time-table: As and when required.

22-5-79

PUTCO LTD

ROUTE 60002

MODDERFONTEIN DYNAMITE FACTORY TO KEMPTON PARK STATION

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route: Modderfontein Dynamite Factory via Road P91-1, Modderfontein Road, Road P51-1, Spoorweg Road, Modderhill Road, Zuurfontein Road, Plane Street, H. Lewis Street, Kempton Park Station and return via the same route.

Time-table: As and when required.

PUTCO Ref. J97.

L.R.T.B. Ref. OP432.

Granted: 1979-09-11.

PUTCO LTD

ROUTE 60003

TEMBISA TO HALFWAY HOUSE

Restrictions: Nil.

Route:

(i) Tembisa via Southern Access Road, Chapman Road, Road 51, Road P1-21 to junction of Grand Central Airport Road to terminus at airport entrance and return.

(ii) Alternatively, with extension to and from Tembisa Hospital via Northern Access Road, Industry Road (Clayville), Road 795, Road P1-21 to junction of Grand Central Airport Road to terminus at airport entrance and return.

Time-table: As and when required.

PUTCO LTD

ROUTE 60004

KEMPTON PARK STATION TO SPARTAN

Restrictions: Nil.

Circular route: H. Lewis Street, Plane Street, Newton Street, Steel Road, Chestnut Street, Fitter Street, Newton Street, Plane Street, H. Lewis Street, station.

And return as per inwards in reverse.

Time-table: As and when required.

PUTCO LTD

ROUTE 60005

KELVIN POWER STATION TO KEMPTON PARK STATION

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Kelvin Power Station, Zuurfontein Road, Plane Street, H. Lewis Street, Kempton Park Station and return via the same route.

Time-table: As and when required.

PUTCO Ref. J97.

L.R.T.B. Ref. OP432.

Granted: 1979-09-11.

1979-06-20

PUTCO LTD

ROUTE 60006

TEMBISA-EDENVALE VIA BAKER ROAD

Restriction: Nil.

Route:

Forward: Tembisa Terminus via Southern Access Road, Chapman Road (Road 51), Modderfontein Road (Road P91-1), Laurie Road, Betschana Road, Harris Avenue, Baker Road, Homestead Road, Main Road Terminus.

Return: Main Road, Homestead Road, Baker Road, Harris Avenue, Betschana Road, Laurie Road, Modderfontein Road (Road P91-1), Chapman Road (Road 51), Southern Access Road to Tembisa Terminus.

Time-table: As and when required.

PUTCO Ref. A207.

L.R.T.B. Ref. JM3674.

Granted: 12-10-1976.

PUTCO LTD

ROUTE 60008

ELANDSFONTEIN STATION TO BRICKOR

Restrictions: Nil.

Route:

Bus terminus, Gerhardus Street, Atlas Road, North Reef Road, across freeway bridge, North Reef Road, Edenvale Road to Brickor and return over same route.

Time-table: As and when required.

PUTCO LTD

ROUTE 60009

ALEXANDRA TO TEMBISA HOSPITAL

Restrictions: Nil.

Route:

No. 2 Square, Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, 10th Road, Third Avenue, Ninth Road, Canning Road, Marlborough Road, Wordsworth Road, Modderfontein Road, Road P91-1, Road 51, Chapman Road, Southern Access Road, Tembisa, Northern Access Road, Tembisa, Tembisa Bantu Hospital and

return over same route to intersection of Ninth Road and Second Avenue, then via Ninth Road, Second Avenue and then along route as described.

Deviation: From Road P91-1 to Modderfontein Dynamite Factory and Springkell Sanatorium and return to Road P91-1.

Time-table: As and when required.

PUTCO LTD

ROUTE 60010

ELANDSFONTEIN STATION TO AFRICAN GATE

Restrictions: Nil.

Route: Elandsfontein Terminus, Gerhardus Street, Atlas Road, Barbara Road, North Reef Road, African Gate and return via same route.

Note: Return second half of circle.

Time-table: As and when required.

PUTCO LTD

ROUTE 60011

TEMBISA—T.P.A. WORKSHOPS (BEDFORDVIEW)

Restrictions: Nil.

Route:

Forward: From Tembisa Terminus via Southern Access Road, Chapman Road (Road 51), Modderfontein Road (P91-1), Van Riebeeck Avenue, Horwood Street, Francis Street, Dunvegan Avenue, Boeing Road to terminus at T.P.A. workshops.

Return: As per forward route in reverse.

Time-table: As and when required.

Kilometres: 21,90 km.

L.R.T.B. Ref. A4242/OP546.

PUTCO Ref. J14 (4/06/4).

Granted: 1978-05-09.

1978-05-19

PUTCO LTD

ROUTE 60012

EDENVALE TO ELANDSFONTEIN STATION

Restrictions: Nil.

Route:

(A) Edenvale Terminus, Edenvale Road, Main Road, Horwood Road, Hurleyvale Road, Minuach Road, Shelton, Herman, Barbara Road, Atlas Road, Gerhardus Street to Elandsfontein Terminus and return.

Alternative: Via North Reef Road.

Outwards: Edenvale Bus Rank via Main Road, Horwood Street, Van Riebeeck Avenue, Edenvale Road, North Reef Road, Barbara Road, Atlas Road, Gerhardus Street to Elandsfontein Station Bus Rank.

Alternative: Via Gundle Plastics:

Edenvale Road, Gibraltar Road, Atlas Road, Lascelles Road, Gundle Plastics, Lascelles Road, Edenvale Road.

Inwards: Elandsfontein Station Bus Rank via Gerhardus Street, Atlas Road, Barbara Road, North Reef Road, Edenvale Road, Van Riebeeck Avenue, Horwood Street, Main Road to Edenvale Bus Rank.

Alternative: Via Gundle Plastics:

Edenvale Road, Lascelles Road, Gundle Plastics, Lascelles Road, Albie Road, Gibraltar Road, Edenvale Road.

Route:

(B) Edenvale to Isando Station:

Edenvale Terminus, Edenvale Road, Main Road, Horwood Road, Hurleyvale Road, Minuach Road, Shelton Road, Herman Road, Barbara Road, Brewery Street, Anvil Road, Industria Road, Wrench Road, Isando Station.

Return: Wrench Road, Industria Road, Diesel Road, Service Road, Brewery Street, Herman Road, Shelton Road, Minuach Road, Hurleyvale Road, Horwood Road, Main Road to Edenvale Terminus.

Time-table: As and when required.

PUTCO LTD

ROUTE 60013

ELANDSFONTEIN STATION TO "PICK 'N PAY"

Restrictions: Nil.

Route:

Elandsfontein Bus Terminus, Gerhardus Street, Atlas Road, North Reef Road, across freeway bridge, North Reef Road, Van Buuren Road, Nicol Street, Van der Linde Road, Smith Road, Bradford Road, Regent Street, Kirkby Road to "Pick 'n Pay" Terminus.

Return: Kirkby Road, Smith Road and then in reverse of inwards route.

Alternatively: As above to Van Buuren Road, thence to points within the municipal area of Bedfordview as approved by the local authority.

Time-table: As and when required.

PUTCO LTD

ROUTE 60014

NOORD STREET TO TEMBISA HOSPITAL

Restrictions: Nil.

Route:

Forward: Noord Street Terminus, Busway, Edith Cavell Street, Clarendon Place, Louis Botha Avenue, Hathorne Avenue, Durham Street, George Avenue, Modderfontein Road, Road P91-1, Road 51, Chapman Road, Southern Access Road, Tembisa, Northern Access Road, Tembisa, Tembisa Bantu Hospital.

Return: As per forward journey to Clarendon Place, then via Klein Street, Wolmarans Street, King George Street to Noord Street Terminus.

Time-table: As and when required.

Distance: 38 km.

PUTCO Ref. A299 (4/06/8).

L.R.T.B. Ref. JM538.

Granted: 77-09-06.

Confirmed by N.T.C. 1978-01-20.

1978-02-03.

PUTCO LTD

ROUTE 60015

TEMBISA TERMINUS TO ALEXANDRA NO. 2 SQUARE

Restrictions: Nil.

Route:

Tembisa Terminus via Southern Access Road, Chapman Road, Road 51, Modderfontein Road (Road P91-1), Wordsworth Road, Marlborough Road, Canning Road, Ninth Road, Second Avenue, Second Street, Selbourne Street, 12th Avenue, Selbourne South, No. 2 Square.

Return: Via Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, 10th Street, Third Avenue, Ninth Street, Canning Avenue, Marlborough Road, Wordsworth Road, Modderfontein Road (P91-1), Road 51, Chapman Road, Southern Access Road to Tembisa Terminus.

Time-table: As and when required.

PUTCO LTD

ROUTE 60016

TEMBISA TERMINUS TO EDENVALE TERMINUS

Restrictions: Nil.

Route:

Tembisa Terminus via Southern Access Road, Chapman Road (Road 51), Modderfontein Road (Road P91-1), Laurie Road, Betshana Road, Harris Avenue, Erasmus Road, Palliser Avenue, Edenvale Road to Edenvale Terminus and return.

Time-table: As and when required.

ROUTE 60017

TEMBISA OFFICES TO KOEDOE CAFÉ

Restrictions: Nil.

Route: Termini in Tembisa via Northern Access Road, Industry Road (Clayville), then via Roads 795, P1-21, 795, P102-1, P79-1, P39-1, to Terminus and return.

Time-table: As and when required.

ROUTE 60018

TEMBISA OFFICES TO CLAYVILLE
(OLIFANTSFONTEIN)

Restrictions: Nil.

Route: From Tembisa Termini to Northern Access Road, Industry Road (Clayville), Road 795, Road P38/1, Unnamed Road, to Cullinan Rear Entrance and return.

Fares: 2,25c per km.

PUTCO LTD

ROUTE 60019

ALEXANDRA TO GERMISTON STATION (VIA KEW)

Restrictions: Nil.

Route:

Forward: No. 2 Square Alexandra via Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, 10th Road, Third Avenue, Ninth Road, Cuning Road, Marlborough Road, Wordsworth Road, Modderfontein Road (Road P91-1), Van Riebeeck Avenue, Terrace Road, Fountain Road, Main Road, Horwood Street, Van Riebeeck Avenue Edenvale Road, A. G. de Wit Road, Main Road, Churchill Avenue, Schamrock Street, Main Reef Road, Johan Rissik Road, Victoria Street, Short Road, Watson Street, Knox Street, Station Street then up to Terminus at Germiston Station.

Return: Germiston Station Terminus via Railway Street, Park Road, High Road, Knox Street, Simpson Street, Simmer Street, Meyer Street, Ixodus Road, Victoria Street, Johan Rissik Road, then as per forward route to Ninth Road, Second Avenue, Second Street and then via forward route to No. 2 Square Alexandra.

Alternative: Via Gundle Plastics:

Forward: Edenvale Road, Gibraltar Road, Albie Road, Lascelles Road, Gundle Plastics, Lascelles Road, Edenvale Road.

Return: Edenvale Road, Lascelles Road, Gundle Plastics, Lascelles Road, Albie Road, Gibraltar Road, Edenvale Road.

Time-table: As and when required.

22-05-1979

PUTCO LTD

ROUTE 60020

TEMBISA TERMINUS TO SPRINGKELL SANATORIUM

Restrictions: Nil.

Route (A):

Forward: Tembisa Termini, via Southern Access Road, Chapman Road, Road P51, Road 91-1, Modderfontein Dynamite Factory to Springkell Sanatorium Gates, approximately 140 yards beyond the SW Exit Gate, from the Dynamite Factory Grounds.

Return: As per forward in reverse.

Route (B):

Forward: As per Forward Route (A) to Road P91-1, then via Modderfontein Road, Southern Entrance to Modderfontein Terminus in High Road.

Return: As per forward route in reverse.

Time-table: As and when required.

Note.—Route (B) is a co-ordination of Route (A) and Route 60015.

PUTCO LTD

ROUTE 60021

BENONI-KWARRIELAAGTE VIA VALSCHFONTEIN

Transport of bus persons and their personal effects.

Restrictions: Subject to the condition that on the journey from Benoni Station to Kwarrielaagte, no passengers be set down between Benoni Station and Goederede 60 JS, and on

the journey from Kwarrielaagte to Benoni Station, no passengers be picked up between Goederede 60 JS and Benoni Station.

Route: Johannesburg Board, District of Benoni:

Forward: From Benoni Station bus rank via Luton Road, Liverpool Road, Harpur Avenue, Voortrekker Street, Seventh Street, 10th Avenue, Pretoria Road, Petit, Road P6-1.

District of Bronkhorstspuit: Road P6-1, Road P36-1, Babsfontein, Road P6-1, Road 483.

District of Cullinan: Road 483, Rayton, Road 483, Cullinan, Road 25, Sybrandskraal, Road 25, Road 24, Witnek, Road 24, Road 856.

Lebowa Board, District of Moutse: Zoetmelksfontein 36 JS, Walkraal 35JS.

Johannesburg Board, District of Groblersdal: Valschfontein 33 JS, Road 1695, Road 1846, Road 1948.

Lebowa Board, District of Moutse: Kuilsrivier 31 JS, Zondagsfontein 32 JS, Uitspanning 38 JS, Philadelphia Hospital, Dennilton Change Over Station, Elandsdoorn 56 JS, Kwarrielaagte 69 JS.

Return: Lebowa Board: As per forward route in reverse.

Johannesburg Board: As per forward in reverse to Liverpool Road, then Bolton Street, Luton Road, Benoni Station Bus Rank.

Time-table: Fridays, Saturdays, Sundays, public holidays and days preceding public holidays—as and when required.

Additional trips on any day as and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

Johannesburg Board Ref.: JM 2976.

Granted: 1977-07-19.

PUTCO Ref. A249.

Lebowa Board

Granted

Confirmed by N.T.C. Ref. D18/5/7809. Date 1977-09-20.

PUTCO LTD

ROUTE 60022

BETWEEN BENONI AND TOITSKRAAL
VIA BLOEDFONTEIN AND UITVLUGT

Transport of bus persons and their personal effects.

Restriction: Subject to the condition that on the journey from Benoni Station to Bloedfontein, no passengers be set down between Benoni Station and Klipplaatsdrift 193 JR and on the journey from Bloedfontein to Benoni Station, no passengers be picked up between Klipplaatsdrift 193 JR and Benoni Station.

Route: Johannesburg Board, District of Benoni:

Forward: From Benoni Station bus rank via Luton Road, Liverpool Road, Harpur Avenue, Voortrekker Street, Seventh Street, 10th Avenue, Pretoria Road, Petit, Road P6-1.

District of Bronkhorstspuit: Road P6-1, Road P36-1, Babsfontein, Road P6-1, Road 483.

District of Cullinan: Road 483, Rayton, Road 483, Cullinan, Road 25, Sybrandskraal, Road 25, Road 24, Witnek, Road 24, Road 856.

Lebowa Board, District of Moutse: Zoetmelksfontein 36 JS.

Johannesburg Board, District of Groblersdal: Klipplaatsdrift 193 JR, Waterval 34 JS, Wolvenkraal 192 JR, Kameelrivier 160 JR, Wolvenkraal 192 JR, Pieterskraal 190 JR, Wolvenkraal 192 JR, Kameelrivier 160 JR.

Lebowa Board, District of Moutse: Koraanbult 161 JR.

Johannesburg Board, District of Mathanjana: Allemansdrift 162 JR.

Lebowa Board, District of Moutse: Koraanbult 161 JR.

Johannesburg Board, District of Groblersdal: Kameelrivier 160 JR.

District of Mathanjana: Rhenosterkop 157 JR, Geweerfontein 156 JR, Bloedfontein 153 JR.

Lebowa Board, District of Moutse: Tweefontein 154 JR, Witfontein 1 JS, Zamenkomst 730 KS, Keerom 729 KS, Uitvlugt 694 KR, Keerom 729 KS, Zamenkomst 730 KS, Witfontein 1 JS, Klipsyfering 2 JS, Toitskraal 6 JS.

Return: Lebowa Board: As per forward route in reverse.

Johannesburg Board: As per forward route in reverse to Liverpool Road, then Bolton Street, Luton Road, Benoni Station Bus Rank.

Time-tables: Fridays, Saturdays, Sundays, public holidays and days preceding public holidays.—As and when required.

Additional trips on any day as and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

Confirmed by N.T.C. Ref. D18/5/7809. Date 1977-09-20. Johannesburg Board Ref. JM 2975.

Granted: 1977-07-19.

PUTCO Ref. A243.

PUTCO LTD

ROUTE 60023

TEMBISA TO BIRCH ACRES

Restrictions: Nil.

Route: From Tembisa Bantu Township via Southern Access Road, Chapman Road, Road 51, Road P91-1, and then via Main, Kwartelweg, Meeuweg, Pongolarivierlaan, Korhaanweg, Muisvoël, Hamerkop, back into Korhaanweg, to Terminus at corner Pongola and Korhaan.

Return: Via Pongolarivierlaan and return as per inwards in reverse.

Time-table: As and when required.

PUTCO LTD

ROUTE 60024

TEMBISA TO AIRTEC DAVIDSON

Inwards: From Tembisa Township via Southern Access Road, Chapman Road, Road 51, Road P91-1, Unnamed Road, Laurie Road, Betchana Road, Harris Road, Erasmus Road, Palliser Road, Edenvale Road, Main Road, Horwood Street, Van Riebeeck Road, Edenvale Road, to Brickor, through Brickor along the Service Road (South of Airport Freeway), over unnamed street to Airtec Davidson.

Return: As per inwards route in reverse.

Time-table: As and when required.

PUTCO LTD

ROUTE 60025

ALEXANDRA TOWNSHIP TO TUNNEY INDUSTRIAL TOWNSHIP

Inwards: No. 2 Square Alexandra, Selbourne Street South, 12th Avenue, Second Street, Second Avenue, 10th Road, Third Avenue, Ninth Road, Canning Road, Marlborough Road, Wordsworth Road, Modderfontein Road, Van Riebeeck Avenue, Terrace Road, Fountain Road, Main Road, Horwood Street, Edenvale Road, left into North Reef Road, left into Barbara Road, left into unnamed gravel road to Gross Street.

Outwards: Return in reverse of inward route to intersection of Ninth Road, Kew and Second Avenue, Second Avenue, then in reverse of inwards route to Alexandra.

Time-table: As and when required.

L.R.T.B. Route 6568 (JM).

PUTCO LTD

ROUTE 60026

TEMBISA BANTU TOWNSHIP-CLAYVILLE LEEUKOP FARM COLONY

Route: Tembisa via Northern Access Road, Road 795, Road P66-1, Road P71-1 to Leeukop Farm Colony and Return.

Time-table: As and when required.

L.R.T.B. Route 6568 (JM).

Fares Granted: 26-2-76.

PUTCO LTD

ROUTE 60027

ISANDO STATION-ISANDO

Class: Non-White passengers and their personal effects.

Routes:

Northern:

Forward: Isando Station, Wrench Road, Electron Avenue, Monteer Road, Brewery Road, Isando Road, André Grevensteyn Street, to Vanacht Street.

Return: As per forward route in reverse.

Central A:

Forward: Isando Station, Wrench Road, Industry Road, Anvil Road, Brewery Road, Isando Road to S. A. Breweries.

Return: S. A. Breweries, Isando Road, Diesel Road, Industry Road, Wrench Road to Isando Station.

Central B:

Forward: Isando Station, Wrench Road, Industry Road, Anvil Road, Brewery Road, Isando Road to S. A. Breweries.

Return: S. A. Breweries, Isando Road, Foundry Street, Monteer Road, Furnace Street, Diesel Road, Industry Road, Wrench Road to Isando Station.

Central C:

Forward: Isando Station, Wrench Road, Electron Avenue, Monteer Road, Brewery Road, Isando Road to S. A. Breweries.

Return: As per forward route in reverse.

Southern:

Forward: Isando Station, Wrench Road, Industry Road, Quality Road, Furnace Street, Diesel Road, Isando Road to S. A. Breweries.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. J78.

L.R.T.B. Ref. OP431.

Granted: 1979-09-11.

1979-03-01

PUTCO LTD

ROUTE 60028

TEMBISA TO MABOPANE

Transport of bus persons and their personal effects.

Restrictions: All the above routes are subject to the restriction that no passengers be picked up on the forward journey after crossing the Southern Municipal Boundary to Pretoria and, on the return journey, no passengers to be set down until after crossing such point.

Route:

Forward: Johannesburg Board, District of Kempton Park: From Tembisa Township via northern access road to Road 795.

District of Pretoria: Road 795, Ben Schoeman Highway, Potgieter Street, Boom Street, Paul Kruger Street, Road P2-6, Pretoria North, Road P318, Road 157.

Alternatively via Potgieter Street, Visagie Street, Lorentz Street, Church Street, Von Wielligh Street, Western By-Pass, Road P2-6 (Pretoria North) Road 318, Road 157.

District of Soshanguve: Via the farm Boekenhoutfontein 261JR.

Bophuthatswana Board, District of Odi: Via the farm Boekenhoutfontein 261JR, Nootgedacht 256JR.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward route in reverse to Ben Schoeman Highway.

Alternatively via Paul Kruger Street, Boom Street, Schubart Street, Visagie Street, Potgieter Street, Ben Schoeman Highway.

Time-table: Fridays, Saturdays, Sundays, Public holidays and days preceding public holidays.—As and when required.

Hand Luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

PUTCO LTD

ROUTE 60029

TEMBISA TO MABOPANE VIA WYNBERG

Transport of bus persons and their personal effects.

Restrictions: No passengers may be picked up on the forward journey after crossing the Southern Municipal Boundary of Pretoria and on the return journey no passengers are to be set down until after crossing such point.

Route:

Forward:

Johannesburg Board, District of Kempton Park: Tembisa Township, via Southern Access Road, Chapman Road, Road 51, Modderfontein Road (Road P91-1).

District of Johannesburg: Wordsworth Road, Marlborough Road, Canning Road, Ninth Road, Second Avenue.

District of Randburg: Via Second Street Wynberg Check point, Second Avenue, Flyover Bridge, Pretoria Main Road, Road 1580, Ben Schoeman Highway.

District of Pretoria: Ben Schoeman Highway, Potgieter Street, Boom Street, Paul Kruger Street, Road P2-6 (Pretoria North), Road P318, Road 157.

Alternatively via, Potgieter Street, Visagie Street, Lorentz Street, Church Street, Von Wielligh Street, Western By-Pass, Road P2-6 (Pretoria North), Road 318, Road 157.

District of Soshanguve: Via, the Farm Boekenhoutfontein 261JR.

Bophuthatswana Board, District of Odi: Via the Farm Boekenhoutfontein 261JR, Nootgedacht 256JR.

Return:

Bophuthatswana Board: As per forward route in reverse.
Johannesburg Board: As per forward route in reverse to Pretoria Main Road.

Alternatively: Via Paul Kruger Street, Boom Street, Schubart Street, Visagie Street, Potgieter Street, to Pretoria Main Road, Second Avenue, Wynberg Check Point, Second Avenue, Third Avenue, Ninth Road to Tembisa.

Time-table: Firdays, Saturdays, Sundays, public holidays and days preceding public holidays, as and when required.

Hand Luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

PUTCO LTD

ROUTE 60030

TEMBISA-ISANDO

Restrictions: Subject to the condition that not more than seven vehicles shall be used simultaneously on this route.

Route:

Inward: Termini in Tembisa, via Southern Access Road, Chapman Road, Road P51, Chloorkop Road, Zuurfontein Road, Isando Road, Brewery Road, Short Street, Service Road (West Side of Isando Road), Foundry Road, Barbara Road, Diesel Road, Service Road to Terminus at Springfield Body Builders.

Outward: Terminus via Service Road, Short Street, Brewery Road, Isando Road, Zuurfontein Road, and thence via Inward Route.

Time-table: As and when required.

PUTCO Ref. A211.

L.R.T.B. Ref. JM 5095.

Granted: 20-1-1976.

PUTCO LTD

ROUTE 60031

ALEXANDRA-PANKOPPEN 36 JR-BULFONTEIN-ROOIFONTEIN

Transport of bus persons and their personal effects.

Route:

Forward: Johannesburg Board, District of Randburg: Alexandra Township Bus bus rank, Second Avenue, Pretoria Main Road, Zandfontein 42 JR, Bergvallei 37 JR, Waterval 5 JR, Halfway House.

District of Pretoria: Randjiesfontein 405 JR, Brakfontein 390 JR, Clubview, Valhalla, Voortrekkerhoogte 358 JR, Pretoria 320 JR, Wonderboom 302 JR, De Onderstepoort 300 JR, Doornpoort 295 JR, Waterval 273 JR, Grootvlei 272 JR, Kromdraai 115 JR, Klipdrift 116 JR, Hammanskraal 112 JR.

Bophuthatswana Board, District of Moretele: Leeukraal 92 JR, Boschplaats 91 JR, Wynandskraal 64 JR.

Johannesburg Board District of Warmbad: Irrigasie 69 JR, Pienaarsrivier 70 JR, Elandsdraal 71 JR, Kalkheuwel 73 JR, Graspan 37 JR.

District of Mathanjana: Zandfontein 31 JR, Bultfontein 174 JR, Witlaagte 173 JR, Rooifontein 171 JR.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward route in reverse.

Time-table: Fridays, Saturdays, Sunday, Public Holidays and days preceding public holidays, as and when required.

Restrictions: No intermediate passengers to be conveyed between Alexandra and Pankoppen 36 JR.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

PUTCO LTD

ROUTE 60032

ALEXANDRA-SEBENZA

Restrictions: Nil.

Route:

Forward: No. 2 Square Alexandra, via Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, 10th Road, Third Avenue, Ninth Road, Canning Road, Marlborough Road, Wordsworth Road, Modderfontein Road (Road P91-1), Van Riebeeck Avenue, Terrace Road to terminus in Terrace Road, Sebenza.

Return: Return in reverse of inward route to intersection of Ninth Road and Second Avenue (Kew), then via Second Avenue to Second Street and then again in reverse of inwards trip to No. 2 Square Alexandra Township.

Time-table: As and when required.

PUTCO LTD

ROUTE 60034

ISANDO-TEMBISA (SIMBA)

Route: Terminus at Simba, Greyvenstein Street, Isando Road, Zuurfontein Road, Chloorkop Road, Road P-51, Chapman Road, Southern Access Road, various stops in Tembisa.

Time-table: Monday to Friday: Depart Isando 24h00.

Distance: 12,7 km.

Fares: As per agreement with Simba.

L.R.T.B. Route JM 5959.

Granted: 16-3-76.

PUTCO LTD

ROUTE 60035

ALEXANDRA-BLOEDFONTEIN/LEFISO VIA KALKFONTEIN AND SKILPADFONTEIN

Transport of bus persons and their personal effects.

Restriction: No intermediate passengers to be conveyed between Alexandra and Pankoppen 36 JR.

Route A:

Forward: Johannesburg Board, District of Randburg: Alexandra Wynberg Check Point, Second Avenue, Flyover, Pretoria Entrance, Main Road, Road 1580, Pretoria Entrance, Ben Schoeman Highway.

District of Pretoria: Ben Schoeman Highway, Pietersburg N1 Exit, Danie Joubert Freeway.

District of Warmbad: Danie Joubert Freeway, Pienaarsrivier Exit, Unnamed Roads over farms Ruimte 74 JR, Kalkheuwel 73 JR, Graspan 37 JR, Kliprand 76 JR.

District of Mathanjana: Tambootiepan 75 JR, Pankoppen 36 JR, Zandfontein 31 JR, Klippan 29 JR, Bultfontein 174 JR, Witlaagte 173 JR, Rooifontein 171 JR, De Putten 144 JR, Goed Voor Alles 673 KR, Kalkfontein 143 JR, Goed Voor Alles 673 KR, De Putten 144 JR, Gertzynpan 145 JR, Klipfontein 148 JR, Maubanes Location 695 KR (Skilpadfontein), De Beersput 152 JR, Bloedfontein 153 JR.

Return: Johannesburg Board: As per forward route in reverse to farm Ruimte 74 JR, N1 Entrance, Danie Joubert Freeway, Johannesburg Exit, Ben Schoeman Highway, Kramerville Exit, Road 1580, Main Road, Alexandra Exit, Second Avenue, Second Street, Wynberg Check Point Alexandra.

Alternatively Ben Schoeman Highway, Kyalami turn-off, Road S1, Road P1-2, Main Road to Wynberg Check Point.

Route B:

Forward: Follow Forward Route A to Rooifontein 171 JR, via Rooifontein 171 JR, Turflaagte 146 JR, Klipfontein 148 JR, Roodekoppies 167 JR, Maubane's Location 695 KR, Skilpadfontein 692 KR, Maubane's Location 695 KR, Geelbeksley 684 KR, Lefiso.

Return: As per forward route in reverse.

Time-table: Fridays, Saturdays, Sundays and public holidays and days preceding public holidays as and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand-luggage.

Johannesburg Board Ref. JM3845.

Granted: 1977-11-22.

PUTCO Ref. A346 (4/06/18).

Route a confirmed by N.T.C. Ref. D18/5/7498.

Date 1977-11-01.

PUTCO LTD

ROUTE 60036

SOWETO-MABOPANE-ZOUTPAN-MAKAPAAANSTAT
VIA WYNBERG

Transport of bus persons and their personal effects.

Restrictions: No passengers to be picked up on the forward journey after crossing the Southern Municipal Boundary of Pretoria, and on the return journey no passengers are to be set down until after crossing the Southern Municipal Boundary of Pretoria.

Route:

Forward: Johannesburg Board, District of Johannesburg: From intersection of Roodepoort Road and Phera Street, via Roodepoort Road, Machaba Drive, Zulu Drive, Mahalefele Street, Pela Drive, Khumalo Street, Mooki Street, Africa Street (all in Soweto Complex) Project 6 Road, Ophir-Booyens Road, Ophir Road, Hilliard Street, Booyens Road, Trump Street, Westex Street, West Street, Pritchard Street, Sauer Street, Bree Street, Wanderers Street, Noord Street, Twist Street, Busway, Edith Cavell Street, Clarendon Place, Louis Botha Avenue.

District of Randburg: Via Pretoria Main Road, Fly Over Bridge, Second Avenue, Wynberg Checkpoint, Second Avenue, Fly Over Bridge, Pretoria Main Road, Ben Schoeman Highway.

District of Pretoria: Ben Schoeman Highway, Potgieter Street, Boom Street, Paul Kruger Street, Pretoria North, Road 318.

Alternatively: Via Potgieter Street, Visagie Street, Lorentz Street, Church Street, Von Wielligh Street, Western Bypass, Road P2-6 (Pretoria North), Road 318, Road 157.

District of Soshanguve: Via farm Boekenhoutfontein 261 JR.

Bophuthatswana Board, District of Odi: Via the farms Boekenhoutfontein 261 JR, Klippan 102 JR, Winterveld 101 JR, Kromkuil 99 JR.

District of Moretele: Via the farms Kromkuil 99 JR, Haakdoornfontein 55 JR, Swartdamstat, Bles 58 JR, Witgatboom 63 JR, Swartboistat, Goedgewaagd 60 JR, Makapaanstat.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward route in reverse to Pretoria Main Road. Alternatively: Ben Schoeman Highway, Kyalami turn-off, Road 51, Road P1-2, Pretoria Main Road. Alternatively: Via Paul Kruger Street, Boom Street, Schubart Street, Visagie Street, Potgieter Street to Pretoria Main Road, Second Avenue, Wynberg Checkpoint, Second Avenue, Pretoria Main Road, Louis Botha Avenue, Willie Street, Clarendon Place, Klein Street, Wolmarans Street, King George Street, Klein Street, Von Wielligh Street, Jeppe Street, West Street, Hall Street, Sauer Street, Booyens Road, Hilliard Street, Earp Street, Ophir-Booyens Road and then as per forward in reverse.

Time-table: Fridays, Saturdays, Sundays, public holidays, days preceding public holidays, days following public holidays and Mondays, as and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

Johannesburg Board Ref. JM4911.

Granted: 1975-12-02.

PUTCO Ref. (4/02/13).

PUTCO ROUTE 60037

ALEXANDRA TO TSEPO SECTION TEMBISA

Restrictions: Nil.

Route:

Forward: No. 2 Square, Alexandra, Selbourne South, 12th Avenue, Selbourne Street, Second Street, Second Avenue, 10th Road, Third Avenue, Ninth Road, Canning Road, Marlborough Road, Wordsworth Road, Modderfontein Road, Road P91-1, Road 51, Chapman Road, Southern Access Road Tembisa, turn left following unnamed road through Emkatini Section, Ibazelo Section, Tsenolong Section, Maokeng Section, Tlamatama Section to terminus at Tsepo Section.

Return: Forward route in reverse, to intersection Ninth Road and Second Avenue, Ninth Road, Second Avenue and then continue to terminus at No. 2 Square, Alexandra.

Time-table: As and when required.

L.R.T.B. Ref. JM3947.

PUTCO Ref. A325.

Granted: 1977-12-06.

PUTCO LTD

EDENVALE DIVISON

CONTRACTS

| Route No. | Registry No. | Route |
|-----------|--------------|---|
| 60301 | 9/15 | Tembisa to Isando, Simba-Quix Ltd. |
| 60302 | 9/15 | Tembisa to Modderfontein, AECI Ltd. |
| 60303 | 9/15 | Tembisa to Olifantsfontein, Festive Foods. |
| 60304 | 9/15 | Tembisa to Spartan Ext. 1, CMGM (Pty) Ltd. |
| 60305 | 9/15 | Modderfontein Hostel to Reiger Park, AECI Ltd. |
| 60306 | 9/15 | Spartan to Tembisa Offices, RM Pharmaceuticals. |
| 60307 | 9/15 | Alexandra to Bedfordview, Rapp & Maister (completed). |
| 60308 | 9/15 | Tembisa Schools to Tembisa Tech. Training Centre. |

PUTCO LTD

ROUTE 60301

(PREVIOUSLY ROUTE 60034)

ISANDTO—TEMBISA

CONTRACT (SIMBA-QUIX LTD)

Transport of Non-White employees of Simba Quix only and their personal effects.

Route:

Forward: Terminus at Simba via Greyvenstein Street, Isando Road, Zuurfontein Road, Chloorkop Road, Road P51, Chapman Road, Southern Access Road to points within Tembisa.

Return: Nil.

Distance: 15,0 km.

Fares: As per agreement with Simba Quix.

Time-table: Monday to Fridays: Depart Isando 24h00.

PUTCO Ref. 9/15.

L.R.T.B. Ref JM5959.

Granted: 1979-03-16.

1979-09-26

PUTCO LTD

ROUTE 60302

MODDERFONTEIN DYNAMITE FACTORY TO
TEMBISA

CONTRACT

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From Dynamite Factory Terminus, Road 91/1, Road 51, Chapman Road, Southern Excess Road to Tembisa Termini.

Time-table: 00h10 and 02h40.

Fares: As per agreement with AE and CI.

08-08-1979

PUTCO LTD

ROUTE 60303

FESTIVE FOODS TO TEMBISA

CONTRACT

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From Festive Factory, Industry Road, Northern Excess Road to Tembisa Termini.

Time-table: 23h00 and 00h35.

Fares: As per agreement with Festive Foods.

08-08-1979

PUTCO LTD

ROUTE 60304

CONTRACT

TEMBISA-SPARTAN EXTENSION 1 (CMGM)

Class: Non-White passengers and their personal effects in the employ of C.M.G.M. Glybeton and Montasiebou (Pty) Ltd.

Route:

Forward: Tembisa Termini via Southern Access Road, Chapman Road, Road P51, Modderhill Road, Zuurfontein Road, right into Plane Street, Lovota Street up to CMGM Terminus.

Return: As per forward route in reverse.

Fares: As per agreement with CMGM.

Time-table: Depart Tembisa: 05h40 05h40

Depart CMGM: 16h10 16h10

PUTCO Ref. J76.

L.R.T.B. Ref. OP126.

Granted: 1979-06-28.

1979-03-01

PUTCO LTD

ROUTE 60305

MODDERFONTEIN DYNAMITE FACTORY TO REIGER PARK

CONTRACT

Transport of Non-White passengers and their personal effects for educational purposes.

Restrictions: Nil.

Route:

Forward: From AE and CI Hostel, Grensweg, Zuurfontein Road, Isando Road, Barbara Street, North Reef Road, Pretoria Road, Comet Road, Commissioner Road, Elsburg Road to school.

Return: From school to Elsburg Road then as per forward in reverse.

Time-table: 17h00 return 21h00.

Fares: As per agreement with AE and CI.

08-08-1979

PUTCO LTD

ROUTE 60308

TEMBISA-TEMBISA TECHNICAL TRAINING SCHOOL

Transport of school children and their personal effects for educational purposes.

Route:

Forward: From schools within Tembisa via the shortest possible routes to the Technical Training Centre in Tembisa.

Return: As per forward route in reverse.

Time-table: As and when required.

Fares: As per agreement with the schools.

This route is operated in terms of section 1 (2) (N) of the Road Transportation Act, No. 74 of 1977.

PUTCO Ref. 9/15.

PUTCO LTD

BOKSBURG DIVISION

INDEX

Route No.

- 70001 Vosloorus—East Rand Station-Boksburg.
- 70002 Vosloorus—Natalspuit Hospital.
- 70003 Reiger Park—Edenvale.
- 70004 Vosloorus—Lilianton.
- 70005 Paul Smit Street—Vosloorus.
- 70006 Vosloorus—Industries.
- 70007 Vosloorus—S.K.F. (via Witfield).
- 70008 Vosloorus—Natalspuit Hospital.
- 70009 Vosloorus—Natalspuit Hospital (via Wispeco).
- 70010 Vosloorus—Boksburg (Rondebult-Parkrand).
- 70011 Vosloorus—Boksburg.
- 70012 Vosloorus—Boksburg.
- 70013 Vosloorus—Mabopane.
- 70014 Vosloorus—Pick 'n Pay (Hypermarket) Boksburg.
- 70015 Vosloorus—Pick 'n Pay (Hypermarket) Boksburg.

- 70016 Vosloorus—Atlas via Impala Park.
- 70017 Vosloorus—S.K.F. via Driefontein.
- 70018 Vosloorus—S.K.F. via Rietfontein Road.
- 70019 Vosloorus—Vlakplaats.
- 70020 Edenvale—Reiger Park.
- 70021 Dunswart Stn.—Alrode.
- 70022 Vosloorus—Boksburg South.
- 70023 Natalspuit Hosp.—Boksburg North.

General.—With authority to operate between any point on Routes 70001, 70004, 70005, 70006, 70007 and 70010 and/or deviations and any other point similarly situate.

PUTCO ROUTE 70001

VOSLOORUS TO EAST RAND STATION-BOKSBURG

Restrictions: Nil.

Route: Vosloorus Terminus, Main Access Road Germiston/Heidelberg Road, North Boundary Road, Leeuwpoot Settlement Road, Rondebult Road, Leeuwpoot Street, Commissioner Street, to East Rand Station.

Return: Via Commissioner Street, Leeuwpoot Street, Bank Street, Adderley Street, Rondebult Road and via inwards route to Vosloorus Terminus.

Time-table: As and when required.

PUTCO ROUTE 70002

VOSLOORUS TO NATALSPRUIT HOSPITAL

Restrictions: Nil.

Route: Vosloorus Access Road, Heidelberg Road, Alberton-Vereeniging Road to hospital, and return.

Time-table: As and when required.

PUTCO ROUTE 70003

REIGER PARK-EDENVALE

Restriction: No passengers to be set down between Reiger Park and the junction of Commissioner and Rissik Streets on the forward journey. No passenger to be picked up between the junction of Rissik and Commissioner Streets and Reiger Park on the return journey.

Route:

Forward: Angelier Street, Clarence September Street, Arthur Hobbs Street, unnamed road, Elsburg Road, Commissioner Street, Rissik Street, Comet Street, Pretoria Road, North Reef Road, Barbara Road, Isando Road, Brewery Street, Avondgloed Street, Kruin Street, Minauch Street, Hurleyvale Avenue, Horwood Street, Main Road to terminus.

Return: As per forward route in reverse, up to Commissioner Street, then Middel Street, Erica Street, Goede Hoop Street, Arthur Hobbs Street, Clarence September Street, Angelier Street.

Time-table: As and when required.

PUTCO Ref. J2 (4/07/001).

L.R.T.B. Ref. A4242/OP43.

Granted: 1978-03-07.

PUTCO ROUTE 70004

VOSLOORUS TO LILANTON

Restrictions: Nil.

Route:

Forward: Vosloorus Terminus, Stop 1 and 2 to Main Access Road to Boksburg via Van Dyk Road, Casson Road, Main Reef Road to terminus in Magnet Road.

Return: As per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. JM2924.

PUTCO Ref. A322 (4/07/1).

Granted: 77-09-29.

PUTCO ROUTE 70005

PAUL SMIT STREET TO VOSLOORUS

Restrictions: Nil.

Route: Paul Smit Street, Kent Road, or Turf Road, Main Reef Road, Dunswart Avenue, Van Dyk Road, Main Access Road to Vosloorus and return.

Time-table: As and when required.

PUTCO ROUTE 70006**VOSLOORUS TO INDUSTRIES**

Restrictions: Nil.

Route: From Main Terminus in Vosloorus to Stop 1, to Stop 2 to Stop 3, in Vosloorus, via Main Access Road to Boksburg, crossing Heidelberg Road, and the Brakpan Road to Commissioner Street, via Van Dyk Road, turn east along Commissioner Street to Brakpan Road to Krag Street and Van Dyk Road return to Vosloorus.

Time-table: As and when required.

PUTCO ROUTE 70007**VOSLOORUS TO S.K.F.-VIA WITFIELD**

Restrictions: NIL.

Route: Vosloorus Terminus, Main Access Road, Van Dyk Road, Casson Road, Main Reef Road, turn north into Main Street (Witfield), Pretoria Road, turn north at La Conga Circle along East Side Railway to Rocla Pipes, L.T.A. Construction and S.K.F. Factory. And return as per inwards in reverse.

Time-table: As and when required.

PUTCO LTD**ROUTE 70008****VOSLOORUS VIA NATALSPRUIT TO ALRODE**

Restriction:

1. No intermediate passengers to be conveyed within the boundaries of Katlehong.
2. On the forward journey no passengers to be picked up after the intersection of Hospital Road and Letsoa Streets and on the return journey no passengers to be set down before said point is reached.

Route:

Forward: Stop 2 Vosloorus, Gampu Street, Modgi Street, Khoza Street, New Access Road, Maphiki Street, Hospital Road, Natalspruit Hospital, Letsoha Road, Rakoma Street, Khumalo Street, over new bridge to Main Alberton-Vereeniging Road, Andre Marais Street, Potgieter Street, Dan Jacobson Street, Main Alberton-Vereeniging Road, Zuyin Street.

Return: As per forward route in reverse.

Time-table: As and when required.

Distance: 17,80 km.

PUTCO Ref. A342 (4/07/2).

L.R.T.B. Ref. JM4028.

Granted: 1978-01-17.

AMENDMENT TO RESTRICTION

J103

OP493

1979-09-25

1978-02-03

PUTCO LTD**ROUTE 70009****VOSLOORUS TO NATALSPRUIT HOSPITAL
(VIA WISPECO)**

Restrictions: Nil.

Route:

Forward: From Vosloorus via Access Road, Heidelberg Road, Alberton-Vereeniging Road, Marais Street, Potgieter Street to Wispeco complex.

Return: Potgieter Street, Marais Street, Vereeniging-Alberton Road, Natalspruit Hospital, Vereeniging-Alberton Road, Heidelberg Road, Access Road to Vosloorus.

Time-table: As and when required.

PUTCO LTD**ROUTE 70010****VOSLOORUS-BOKSBURG
(RONDEBULT)**

Deviation: From Rondebult Road via Smuts Avenue, Zier-vogel Avenue, Trichard Road, Adderley Street, back to Rondebult.

Distance: 22,8 km.

Time-table: As and when required.

PUTCO LTD**ROUTE 70011****VOSLOORUS-BOKSBURG**

Forward: Vosloorus, Germiston-Heidelberg Road, North Boundry Road, Trichardt Road, Adderley Street to Terminus at Market.

Return: In reverse as per forward route.

Time-tables: As and when required.

PUTCO LTD**ROUTE 70012****VOSLOORUS-BOKSBURG**

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: Vosloorus via M. C. Botha Drive, Barry Marais Road, Van Dyk Road, across Dunswart Bridge to Main Reef Road, thence via Dunswart Avenue, Atlas Road, Paul Smit Street, Main Road, Middle Road, Skew Road, Top Road, Main Road, Dormehl Road, Francis Street to Paul Smit Street.

Return: Paul Smit Street, Francis Street, Dormehl Road, Main Road, Top Road, Skew Road, Middle Road, Main Road, Paul Smit Street, Kent Road or Turf Road to Main Reef Road, Dunswart Bridge, Van Dyk Road, Barry Marais Road, M. C. Botha Drive to Vosloorus.

Time-table: As and when required.

Distance: 29 km.

PUTCO Ref. J104.

L.R.T.B. Ref. OP514.

Granted: 1979-09-25.

1979-07-17

PUTCO LTD**ROUTE 70013****VOSLOORUS TO MABOPANE**

Transport of bus persons and their personal effects.

Restrictions: All the above routes are subject to the restrictions that no passenger be picked up on the forward journey after crossing Southern Municipal Boundary to Pretoria and, on the return journey, no passengers to be set down until after crossing such point.

Route:

Forward: Johannesburg Board, District of Boksburg: Vosloorus Township, via M. C. Botha Drive, South Boundary Road, Barry Maree Road, Van Dyk Road, Main Reef Road, Cason Road, Main Reef Road, Pretoria Road, North Reef Road, alternatively Road P38-1 to Tembisa Township.

District of Germiston: North Reef Road, Barbara Street. District of Kempton Park: Isando Road, Zuurfontein Road, Chloorkop Road, Road 51, Chapman Road, Southern Access Road, Tembisa Township, Northern Access Road, Road 795, alternatively Road P38-1 to Tembisa Township.

District of Pretoria: Ben Schoeman Highway, Potgieter Street, Boom Street, Paul Kruger Street, Road P2-6 (Pretoria North), Road 318, Road 157.

Alternatively via, Potgieter Street, Visagie Street, Lorentz Street, Church Street, Von Wielligh Street, Western By-Pass, Road P2-6 (Pretoria North), Road 318, Road 157.

District of Soshanguve: Via, the Farm Boekenhoutfontein 261 JR.

Bophuthatswana Board, District of Odi: Via the farm Boekenhoutfontein 261 JR, Nootgedacht 256 JR.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward route in reverse to Pretoria through to Ben Schoeman Highway.

Alternatively via, Paul Kruger Street, Boom Street, Schubart Street, Visagie Street, Potgieter Street, Ben Schoeman Highway.

Time-table: Fridays, Saturdays, Sundays, public holidays and days preceding public holidays, as and when required.

PUTCO LTD

ROUTE 70014

VOSLOORUS TO PICK AND PAY-BOKSBURG

Restrictions: Nil.

Route: Vosloorus Terminus, Stop 1, 2 and 3, Main Access Road, to Boksburg via Van Dyk Road, Casson Road, Main Reef Road, Rietfontein Road, to parking area at Pick and Pay. Return in reverse.

Time-table: As and when required.

Distance: 30,7 km.

L.R.T.B. JM4803

Granted: 25-9-75.

PUTCO LTD

ROUTE 70015

VOSLOORUS TO PICK AND PAY
VIA RODEBULT ROAD

Restrictions: Nil.

Route: Vosloorus Terminus, Main Access Road, Germiston/Heidelberg Road, North Boundary Road, Leeupoort Settlements Road, Rondebult Road, Leeupoort Street, Trichardt Street, Main Reef Road, Rietfontein Road, to parking area at Pick and Pay Boksburg (Hypermarket).

Return in reverse.

Time-table: As and when required.

Distance: 27,5 km.

L.R.T.B. JM4803.

Granted: 25-9-75.

PUTCO LTD

ROUTE 70016

VOSLOORUS-ATLAS VIA IMPALA PARK

Route:

Forward: Vosloorus Terminus via Stops 1, 2 and 3, M. C. Botha Drive, Barry Marais Road, Van Dyk Road, Dunswart Road Freeway, McGregor Road, Kempton Park Road to Terminus at Atlas.

Return: In reverse of forward route.

Time-table: As and when required.

L.R.T.B. Route JM6359.

Granted: 6-4-76.

PUTCO LTD

ROUTE 70017

VOSLOORUS-S.K.F. VIA DRIEFONTEIN

Restrictions: Nil.

Route:

Forward: Vosloorus Terminus via Stops 1, 2 and 3 M. C. Botha Drive, South Boundary Road, Barry Marais Road, Van Dyk Road, Main Reef Road, Cason Road, Main Reef Road, Pretoria Road, Griffiths Road, Jones Road to Terminus at S.K.F.

Return: In reverse to forward route:

Time-table: As and when required.

L.R.T.B. Ref. JM6360.

Granted: 1976-05-18.

PUTCO LTD

ROUTE 70018

VOSLOORUS-S.K.F. VIA RIETFontein ROAD

Restrictions: Nil.

Route:

Forward: Vosloorus Terminus via Stops 1, 2 and 3, M. C. Botha Drive, South Boundary Road, Barry Marais Road, Van Dyk Road, Main Reef Road, Cason Road, Rietfontein Road, Rudd Nell Road, Griffiths Road, Jones Road to terminus at S.K.F.

Return: Terminus at S.K.F., Jones Road, Griffiths Road, Rudd Nell Road, Rietfontein Road, Cason Road, Main Reef Road, Van Dyk Road, Barry Marais Road, South Boundary Road, M. C. Botha Drive to Vosloorus Terminus.

Distance: 34,3 km.

Time-table: As and when required.

PUTCO Ref. A303 (4/07/3).

L.R.T.B. Ref. JM667.

Granted: 1977-07-19.

PUTCO LTD

ROUTE 70019

VOSLOORUS-VLAKPLAATS

Restrictions: Nil.

Route:

Forward: From Vosloorus Terminus in Dibetso Street via Mokgako Street, Khoza Street, Moagi Street, Gampu Street, M. C. Botha Drive, Old Heidelberg Alberton Road (Road P4-1) to Plot 87 on the farm Vlakplaats 138 IR.

Return: As per forward route in reverse.

Time-table: As and when required.

Kilometres: 9.

L.R.T.B. Ref. JM3290.

PUTCO Ref. A333 (4/07/5).

Granted: 1977-10-25.

PUTCO LTD

ROUTE 70020

EDENVALE-REIGER PARK

Alternative Route:

Route: As per existing authority from Reiger Park, Middle Street Extension, East Rand Station, Lower Boksburg Road, Wit Deep Road, Lilianton Terminus East, into Main Reef Road, North into Main Street (Witfield), Pretoria Road, North Reef Road, at robot north into Barbara Road, Isando Road, and then deviate right into Diesel Road, Industria Road, right into Wrench Road, at the first T-junction turn around and return along same route to Isando Road to follow existing authority along Zuurfontein Road, Electron Road, Harris Avenue, Erasmus Avenue, Palmer Avenue, Edenvale Road to Terminus and return as per inwards in reverse.

Restrictions: No passengers to be picked up or set down between Reiger Park and Junction Commissioner Street and Wit Deep Road.

Time-table: As and when required.

L.R.T.B. JM 4266.

Granted: 21-1-75.

PUTCO LTD

ROUTE 70021

DUNSWART STATION-ALRODE

Employees in the employ of, Wispeco only.

Restrictions: Nil.

Route:

Forward: Dunswart Station, Main Reef Road over bridge to Van Dyk Street, Barry Marais Road, North Boundary Road, Van Dyk Street, Forsdick Road, Nederveen Highway, Heidelberg Road, Dan Jacobs Street, Potgieter Street to Wispeco Complex.

Return: As per forward route in reverse.

Tariff: As per agreement.

Time-table—Monday to Friday:

Depart Dunswart Station: 06h25.

Depart Alrode: 16h45.

Additional trips as and when required.

Distance: 29,0 km.

PUTCO Ref. J3 (9/36).

L.R.T.B. Ref. A4242/OP44.

Granted: 1978-03-07.

PUTCO LTD

ROUTE 70022

VOSLOORUS-BOKSBURG SOUTH

Restrictions: Nil.

Route:

Forward: From points within Vosloorus via M. C. Botha Drive, South Boundary Road, Cossins Road, North Boundary Road, Trichardt Road, Dudley Smith Street, President Brand Street to Junction of Commissioner Street.

Return: As per forward route in reverse.

Time-table:

Depart Vosloorus: 07h00.

Depart Boksburg South: 16h00.

Distance: 22,9 km.

PUTCO Ref. J55 (4/07/1).

L.R.T.B. Ref. OP2143.

Granted: 1979-01-23.

1978-10-27

PUTCO LTD

ROUTE 70023

NATALSPRUIT HOSPITAL-BOKSBURG NORTH

Restrictions: No intermediate passengers to be conveyed within the boundaries of Katlehong.

Route:

Forward: From Natalspruit Hospital via Hospital Road, Maphiki Street, New Access Road, Hatting Drive, M. C. Botha Drive, Barry Marais Road, Van Dyk Road, Commissioner Street, Main Reef Road, Kent Road, Paul Smit Street, Main Road, Middle Road, Skew Road, Top Road.

Return: As per forward route in reverse.

Distance: 37 km.

Time-table: As and when required.

Note.—This is a co-ordination of Routes 70008 and 70012.

PUTCO Ref. (4/07/6).

PUTCO LTD

SOUTHERN DIVISION

INDEX

Route No.

- 80001 Evaton—Johannesburg.
- 80002 Mid-Dale (Middenerdale)—Johannesburg.
- 80003 Benoni Race Course.
- 80004 Johannesburg—De Deur via Uncle Charlies.
- 80005 Newmarket Race Course.
- 80006 Middale—Coronationville.
- 80007 Johannesburg—The Hill.
- 80008 Johannesburg—Turffontein.
- 80009 Faraday Street—Everite Factory via Rand Water Board.
- 80010 Faraday Station—Alberton.
- 80011 Johannesburg—Everite (via Thokoza-Angus).
- 80012 Faraday Street—South Rand Hospital.
- 80013 Johannesburg—Tulisa Park.
- 80014 Mai Mai Beer Hall—Denver Men's Hostel.
- 80015 Germiston Race Course.
- 80016 Between W.N.L.A. and City Deep.
- 80017 Faraday Street—Misgund.
- 80018 Evaton—Baragwanath Hospital.
- 80019 W.N.L.A. Compound—Crown Mines.
- 80020 Crown Mines—Booysens Station.
- 80021 W.N.L.A. Compound—Booysens Station.
- 80022 W.N.L.A.—Park Station.
- 80023 W.N.L.A.—Rand Leases.
- 80024 Westgate—L. K. Hurwitz (Dandy Polish).
- 80025 Faraday Street—No. 5 Compound via Abattoirs.
- 80026 Extension of the Hill Route—Linnmeyer.
- 80027 Faraday Street—De Deur via Kibler Park.
- 80028 Wenela—Jan Smuts Airport.
- 80029 Between W.N.L.A. Compound and Nourse Mines.
- 80030 Between W.N.L.A. Compound and Mayfair Station.
- 80031 Between W.N.L.A. Compound and Braamfontein Station.
- 80032 Thokoza—Kew.
- 80033 Western Coloured Township—Alrode.
- 80034 Thokoza—Gunson Seeds and Everite.
- 80035 Faraday Street—Glenvista.

80036 Johannesburg—Everite Factory-Klipriver via Tandalana Farm.

80037 Wenela—Lanseria Airport.

80038 Johannesburg—Evaton via Kibler Park and De Deur.

80039 Faraday—Katlehong.

80040 Faraday Street—Mabalia.

ELOFF STREET DEPOT

INDEX (cont.)

- 80041 Westgate—Robertsham.
- 80042 Faraday—Evaton via Uncle Charlie's and De Deur.
- 80043 Faraday—De Deur via Mondeor.
- 80044 Faraday—De Deur via Uncle Charlie's and Kibler Park.
- 80045 Westgate—Evaton via Road 766.
- 80046 Bree Street—Middale via Road 766.
- 80047 Thokoza—Galaxcia Farm.
- 80048 Eldorado Park—Wadeville via Baragwanath.
- 80049 Eldorado Park—Wadeville.
- 80050
- 80051 Thokoza—Rand Water Board.
- 80052 Eden Park—Doornfontein.
- 80053 Midennerdale—Doornfontein.
- 80054 Lawley—Doornfontein via Midennerdale.
- 80055 Johannesburg—Isando (Blue Ribbon Contract).
- 80056 Soweto—Alrode.
- 80057 Lawley—Lenz Station.

PUTCO LTD

ROUTE 80001

EVATON TO JOHANNESBURG

Route:

Inwards: Between small farm terminus and Johannesburg via Heath Road, Selbourne Road, Johanna van der Merwe Street, Mimosa Street, Van Riebeeck Street, Kruger Street, Union Road, Toga Road, Adams Road (or alternatively from Selbourne Road through the dip over the new bridge to Adams Road) and then on to the Golden Highway, Kimberley Road, Booysens Road, Sauer Street (or alternatively along Sauer Street, left into Fox Street, left into West Street to West Street Terminus, Trump Street, West Street Terminus, minus.

Outwards: From terminus in West Street, Johannesburg, to Evaton Small Farm Terminus via Hall Street, Sauer Street, Booysens Road, Kimberley Road, Golden Highway, Adams Road, Toga Road, Union Road, Kruger Street, Van Riebeeck Street, Mimosa Street, Johanna van der Merwe Street, Selbourne Road (or alternatively the new bridge to Selbourne Road) then to Heath Road Small Farm Terminus.

Restrictions: No passengers shall be picked up or set down within 0,8 km on either side of Grassmere Station.

Time-table: As and when required.

Restriction removed previously in favour of Putco. Granted JM4921.

Dated 25-3-1975.

PUTCO LTD

ROUTE 80002

MID-DALE (MIDDENERDALE) TO JOHANNESBURG

Route:

Inwards: Between Skelton Street Terminus and Johannesburg via Skelton Street, Danvers Street, Grassmere Road, Golden Highway, Kimberley Road, Booysens Road, Sauer Street, Pritchard Street Terminus.

Outwards: From terminus in Pritchard Street, Johannesburg, to Mid-dale Terminus via Pritchard Street, West Street, Hall Street, Sauer Street, Booysens Road, Kimberley Road, Golden Highway, Grassmere Road, Danvers Street, Skelton Street Terminus.

Restriction: No passengers shall be picked up or set down within 0,8 km on either side of Grassmere Station.

Time-table: As and when required.

Deviation: As per inwards route to Grassmere Road then to Grassmere Post Office and return in reverse.

Restriction: To be operated once per month for old age (Coloured) pensioners.

(Restriction modified.)

(Additional deviation.)

Granted JM4921.

Dated 25/3/75.

PUTCO LTD**ROUTE 80003****(PREVIOUSLY SPECIAL SERVICES G1)****JOHANNESBURG-BENONI RACE COURSE**

Route: From Johannesburg to Benoni Race Course via Main Reef Road on race days only.

PUTCO LTD**ROUTE 80004****FARADAY TO DE DEUR VIA UNCLE CHARLIE'S**

Restrictions: Nil.

Route:

Forward: Between Faraday Street, Johannesburg and De Deur Post Office via Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertruda Street, turn right into Rifle Range Road until intersection of Uncle Charlie's, left into Vereeniging Road, pass the Lido Hotel to the four-way stop—from this point—

(a) proceed in a southerly direction along the Vereeniging Road to De Deur Post Office; or

(b) turn right into Lawley Road for a distance of 3,5 km; or

(c) proceed in a southerly direction with the Vereeniging Road for 0,3 km, then turn right into Road 766, continue with Road 766 for 5,6 km to the intersection of Road 1313.

Return: As per forward route in reverse up to Gertruda Street, then Rheeders Street, Gabriel Road and then continue as forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. JM3151.

PUTCO Ref. A326 (4/08/2).

Granted: 77-09-29.

PUTCO LTD**ROUTE 80005****NEWMARKET RACE COURSE**

Route (A): Faraday Station, Faraday Street, Stephenson Street, Rosettenville Road, Heidelberg Road, Voortrekker Road and return.

Alternative: Faraday Terminus, Stott Street, Eloff Street Extension, Faraday Street on ramp to M2 East, Heidelberg Road off ramp, then as in (A) above and return Heidelberg Road, Wemmer Jubilee, Eloff Street Extension, Faraday Street to terminus.

Time-table: As and when required.

Distance: 12,21 km.

PUTCO LTD**ROUTE 80006****MIDDLE TO CORONATIONVILLE**

Route:

(A) Between Middle and Coronationville Eura-Africa Training College, via existing route being Skelton Street, Danver Street, Grassmere Road, Golden Highway into Kliptown Road, Kliptown Road, East Road, Union Road, unnamed road to Old Potchefstroom Road, left into unnamed road to Tsolo Street, Mooki Street, Main Road, Commando Road, Fuel Road, Hamilton Street, Harmony Street, Riversdale Street Terminus.

Return: Terminus in Riversdale Street, Riversdale Street, Fuel Road, then as forward route in reverse.

(B) From Nancefield Supply Stores in Union Road, Kliptown, left into East Road, U-turn at the Grand Bioscope, back along East Road, into unnamed road to Old Potchefstroom Road, then as in (A) above to Riversdale Terminus.

Return: Terminus in Riversdale Street, Riversdale Street, Fuel Road, then as Route (B) above.

Time-table: As and when required on school days only.

PUTCO LTD**ROUTE 80007****JOHANNESBURG-THE HILL**

Restrictions: Nil.

Route: Proceed to Rosettenville corner either via Eloff Street Extension, Turffontein Road, Turf Club Street, or via Eloff Street Extension, La Rochelle Road, or via Stephenson

Street, Rosettenville Road, La Rochelle Road to Rosettenville corner, then Main Street, Verona Street, Lebanon Street, Third Avenue, Drakensberg Road, Geranium Street to Rosettenville corner and return.

Note.—Turns back to Faraday Street permitted at Rosettenville corner and corner La Rochelle Road and Rosettenville Road.

Time-table: As and when required.

11 June 1976.

PUTCO LTD**ROUTE 80008****JOHANNESBURG TO TURFFONTEIN**

Route: Between Faraday Street, Johannesburg and Rosettenville Corner, either via Eloff Street Extension, Turffontein Road, Turfclub Street or via Eloff Street Extension, La Rochelle Road or via Rosettenville Road and vice versa. Turn back to Faraday Street permitted at corner of La Rochelle Road and Rosettenville Road.

Time-table: As and when required.

Distance: (A) 2,29 km, (B) 4,89 km.

PUTCO LTD**ROUTE 80009****FARADAY STREET-EVERITE FACTORY (KLIP RIVER) VIA RAND WATER BOARD**

Restrictions: Nil.

Route:

Forward: Between Faraday Street, Johannesburg and Everite Factory via Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, turn right into Gantner Street, turn left into Gertrude Street, turn right into Rifle Range Road, turn left into Kliprivier Road to the intersection of the Alberton-Vereeniging Road to Everite Factory.

Return: As per forward route in reverse, until Gertrude Street then Reedeers Street, Gabriel Road and continue as per forward in reverse.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. JM3287.

Granted date: 5-10-1976.

PUTCO LTD**ROUTE 80010****FARADAY STATION TO ALBERTON**

Route:

(A) Between Faraday Station and Alberton via Faraday Street, Stephenson Street, Rosettenville Road, Von Wielligh Street, Marshall Street, John Page Drive, Main Reef Road, Ruben Road, Vickers Road, Heidelberg Road, Voortrekker Road to terminus in St Austell Street.

Return from terminus in St Austell Street to Faraday Station via Redruth Street, Voortrekker Road, Heidelberg Road, Vickers Road, Ruben Road, Main Reef Road, John Page Drive, Park Street, Anderson Street, Von Wielligh Street, Wemmer Jubilee Road, Eloff Street Extension, Faraday Street Terminus.

Time-table: As and when required.

(B) Westgate Station to Alberton—L.R.T.B. Route 109B: Between Westgate Station and Alberton via West Street, Hall Street, Sauer Street, Village Road, Faraday Street, Stephenson Street, Rosettenville Road, Von Wielligh Street, Marshall Street, John Page Drive, Main Reef Road, Ruben Road, Vickers Road, Heidelberg Road, Voortrekker Road to terminus in St Austell Street.

Return from terminus in St Austell Street to Westgate Station via Redruth Street, Voortrekker Road, Heidelberg Road, Vickers Road, Ruben Road, Main Reef Road, John Page Drive, Park Street, Anderson Street, Von Wielligh Street, Wemmer Jubilee Road, Eloff Street Extension, Village Road, Sauer Street, Hall Street, West Street (Terminus).

Time-table: As and when required.

PUTCO LTD

ROUTE 80011

L.R.T.B. Route 101A

JOHANNESBURG TO EVERITE (VIA THOKOZA-ANGUS)

Route: Between Faraday Street, Johannesburg, and Everite Factory past Stanley Motors, Thokoza Turn-off and Angus Station.

(A) Via Stephenson Street, turn left into Rosettenville Road, turn right into Heidelberg Road and along Heidelberg Road until Alberton is reached. Then St Augustell Street, then Redruth Street, then Voortrekker Road, turn right into Vereeniging Road and along Vereeniging Road until Everite Factory is reached. Pass Stanley Motors, Thokoza Turn-off, Angus Station and vice versa.

U-turn permitted at Steel and Barnett, subject to the following proviso:

(a) That only two vehicles of those operating between Natalspruit and Johannesburg may on trips towards Johannesburg swing back at Steel and Barnett's factory for another load from Natalspruit Terminus if the passengers all alight at Steel and Barnett's factory;

(b) apart from the above, no bus may be swung around and return from any other points than at the terminii at Everite Factory, Angus Stores (Station), junction of Thokosa Turn-off, Natalspruit Station.

Deviation: Between corner of Vereeniging Road and Juyn Street and Natalspruit Station via Juyn Street and then proceed to either of the three terminii above, or to Johannesburg Terminus if sufficient passengers warrant it.

(B) Via Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, turn right into Gantner Street, turn left into Gertruida Street, turn right into Rifle Range Road, turn left into Kliprivier Road until the intersection of Swartkoppies Road is reached. Turn left into Swartkoppies Road until Alberton is reached. Turn right into Potgieter Road, turn left into Dan Jacobs Street, turn right into Vereeniging Road and along Vereeniging Road to Thokosa Turn-off or Angus Station or Everite Factory or, alternatively, to the Natalspruit Station, and return as per inwards in reverse.

Time-table: As and when required.

PUTCO LTD

ROUTE 80012

FARADAY STREET TO SOUTH RAND HOSPITAL

Restrictions: Nil.

Route: Faraday Street, Stephenson Street, Rosettenville Road, Von Wielligh Street, Marshall Street, John Page Drive, Main Reef Road, Ruban Road, Vickers Road, Marjorie Road, Friars Hill Road, Drakensberg Road, Third Avenue, Heckla Street, South Rand Hospital.

Return via Yestor Road, to Third Avenue, then as above to John Page Drive, Park Road, Anderson Street, Von Wielligh Street, then as above to Faraday Terminus.

Time-table: As and when required.

PUTCO LTD

ROUTE 80013

JOHANNESBURG TO TULISA PARK

Route:

(A) Faraday Street, Stephenson Street, Rosettenville Road, Von Wielligh Street, Marshall Street, John Page Drive, Main Reef Road, Ruven Road, Vickers Road, Marjorie Street, North Road, Klipriviersberg Road, to corner of Heidelberg Road, and return in reverse of forward route to John Page Drive, then Anderson Street, then continue as per inwards in reverse.

(B) Faraday Station, Stott Street, Eloff Street Extension, La Rochelle Road, Turf Road, Geranium Street, Drakensberg Road, Marjorie Street, North Road, Klipriviersberg Road, and return as per inwards in reverse.

(C) Between Jeppe Station and Southern Klipriviersberg Road (Steel and Barnett), via John Page Drive, Main Reef Road, Ruven Road, Vickers Road, Heidelberg Road to Southern Klipriviersberg Road Terminus.

Return from Southern Klipriviersberg Road Terminus to Jeppe Station via Heidelberg Road, Vickers Road, Ruven Road, Main Reef Road, John Page Drive, Park Street, Madison Street, Marshall Street, John Page Drive (Jeppe Station).

Time-table: As and when required.

PUTCO LTD

ROUTE 80014

MAI MAI BEER HALL TO DENVER MEN'S HOSTEL

Route:

Inwards: From terminus in Berea Street (Mai Mai Beer Hall) via City and Suburban Road, Wolhuter Street to Wolhuter Men's Hostel, then Main Reef Road, New Goch Road (George Goch Beer Hall), return to Main Reef Road, Kerk Street, to terminus in Hopper Street.

Outwards: From terminus in Hopper Street, Kerk Street, Main Reef Road, New Goch Road (George Goch Beer Hall), return to City and Suburban Road, Berea Street.

Time-table: As and when required.

Distance: 7,10 km.

PUTCO LTD

ROUTE 80015

GERMISTON RACE COURSE

Route:

Faraday Terminus, Stott Street, Eloff Street Extension, Faraday Street, On Ramp, M2 East to Heidelberg Off-Ramp, Heidelberg Road, Rand Airport Road to racecourse and return via Rand Airport Road, Heidelberg Road, Wemmer Jubilee Road, Eloff Street Extension, Faraday Street to terminus.

Time-table: As and when required on race days only.

Distance: 11,01 km.

25-6-1976.

PUTCO LTD

ROUTE 80016

L.R.T.B. ROUTE 107C

BETWEEN W.N.L.A. COMPOUND AND CITY DEEP

Route:

City Deep via Eloff Street Extension, Wemmer Jubilee Street, Heidelberg Road to compound near corner of Vickers Street.

Time-table: As and when required.

Distance: 4,85 km.

Fare: 12c. This is paid monthly by W.N.L.A. 2-7-76.

PUTCO LTD

ROUTE 80017

PREVIOUSLY PUTCO ROUTE 80004B

FARADAY-MISGUND

Restrictions: Nil.

Route:

Forward: Faraday Street, Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertruida Street, Rifle Range Road, Klip River Road, turn right into Jacksons Drift Road to Main Vereeniging Road, past the Lido Hotel, right into Lawley Road to Misgund.

Return: As per forward route in reverse to Gertruida Street, then Reeder's Street, Gabriel Road and then as per inwards in reverse.

U-turns permitted: Forest Hill, corner of Gertruida and Gantner Streets.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. JM3287.

Granted date: 5-10-1976.

PUTCO LTD

ROUTE 80018

EVATON TO BARAGWANATH HOSPITAL

Route:

Forward: Between Small Farm Terminus and Johannesburg via Heath Road, Selbourne Road, Johanna van der Merwe Street, Minosa Street, Van Riebeeck Street, Kruger Street, Union Road, Toga Road, Adams Road (or alternatively from Selbourne Road through the dip over the new

bridge to Adams Road) and then onto the Golden Highway until Uncle Charlie's, left into Old Potchefstroom Road to Baragwanath Hospital.

Return: As per forward route in reverse.

Restrictions: Nil.

Time-table: Sundays and public holidays as and when required.

PUTCO LTD

ROUTE 80019

L.R.T.B. ROUTE 107

W.N.L.A. COMPOUND-CROWN MINES

Restrictions: Nil.

Route:

Eloff Street Extension, Trump Street, West Street, Anderson Street, Ridout Street, Marshall Street, Main Reef Road, Crown Mines or vice versa.

Fare: 20c. Paid by W.N.L.A. monthly.

Time-table: As and when required.

Alternative:

Route 1: Via Eloff Street Extension, Trump Street, Booyens Road, Kimberley Road and private mine road to compound and return.

Alternative:

Route 2: Via Eloff Street Extension, Trump Street, West Street, M2 West, Main Reef Road, Church Street to Crown Mines. Returning via Church Street, Main Reef Road, M2 East, Selby Off-ramp, Village Road, Eloff Street Extension.

PUTCO LTD

ROUTE 80020

L.R.T.B. ROUTE 107 (ADDITIONAL)

CROWN MINES TO BOOYSENS STATION

Restrictions: Nil.

Route:

Main Reef Road, True Road, Cross Street, Mewett Street, Booyens Road, Booyens Station Road, and return as per inwards in reverse.

Time-table: As and when required.

Fare: 12c. Paid monthly by W.N.L.A.

PUTCO LTD

ROUTE 80021

W.N.L.A. COMPOUND TO BOOYSENS STATION

Restrictions: Nil.

Route:

Eloff Street Extension, Stevens Street, Booyens Station Road and return as per inwards in reverse.

Time-table: As and when required.

Fare: 12c. Paid monthly by Wenela.

PUTCO LTD

ROUTE 80022

L.R.T.B. ROUTE 107F

W.N.L.A. TO PARK STATION

Restrictions: Nil.

Route:

Eloff Street Extension, Wemmer Jubilee Road, Von Wielligh Street, Klein Street, Plein Street, Wanderers Street, Park Station return via Wanderers Street, Plein Street, Von Wielligh Street, Wemmer Jubilee Road, Eloff Street Extension.

Time-table: As and when required.

Fare: 15c. Paid monthly by Wenela.

PUTCO LTD

ROUTE 80023

L.R.T.B. ROUTE 107G

W.N.L.A. TO RAND LEASES

Restrictions: Nil.

Route:

Eloff Street Extension, Loveday Street South, Loveday Street, Trump Street, West Street, West Gate, Anderson Street, Ridout Street, Marshall Street, Main Reef Road, Rand Leases or vice versa.

Time-table: As and when required.

Fare: 20c. Paid monthly by Wenela.

Alternative route: Eloff Street Extension, Loveday Street South, Loveday Street, Trump Street, West Street, M2 West, Main Reef Road, Rand Leases.

Returning via Main Reef Road, M2 East, Selby Off-ramp, Village Road, Eloff Street Extension.

7-2-75.

PUTCO LTD

ROUTE 80024

WESTGATE-L. K. HURWITZ (DANDY POLISH)

Restriction: Nil.

Route:

Forward: Rosettenville Road, Newton Street, Sprinz Avenue, Stephenson Street, Stott Street, Trump Street, West Street, Bree Street Terminus.

Return: Bree Street, Fraser Street, Jeppe Street, West Street, Hall Street, Sauer Street, Village Road, Faraday Street, Stephenson Street, Rosettenville Road, L. K. Hurwitz.

Time-table: As and when required.

PUTCO Ref. A183.

L.R.T.B. Ref. JM7060.

Granted date 29-6-1976.

PUTCO LTD

ROUTE 80025

FARADAY STREET TO No. 5 COMPOUND VIA ABATTOIRS

Restriction: Nil.

Route:

Forward: Faraday Street, Stephenson Street, Rosettenville Road, Von Wielligh Street, Marshall Street, John Page Drive, Main Reef Road, Ruben Road, Vickers Road, Heidelberg Road, unnamed roads via abattoirs to terminus at No. 5 Compound Road.

Return: From No. 5 Compound Road via unnamed roads to Heidelberg Road, Vickers Road, Ruben Road, Main Reef Road, John Page Drive, Anderson Street, Von Wielligh Street, Rosettenville Road, Stephenson Street, Faraday Street Terminus.

Time-table: As and when required.

PUTCO Ref. A261 (4/08/3).

L.R.T.B. Ref. JM4902.

Granted: 77-04-05.

PUTCO LTD

ROUTE 80026

EXTENSION OF THE HILL ROUTE TO LINMEYER

Outwards: From Faraday Street Terminus travel along existing authorised route as follows:

From Faraday Street, Eloff Street Extension, La Rochelle Road, Turf Road, Main Street, Verona Street, South Rand Road, Johan Meyer Street, Elizabeth Avenue, Augusta Road, Lena Street, Elizabeth Avenue, Linmeyer Post Office.

Inwards: Terminus in Elizabeth Avenue, Johan Meyer Street, South Rand Road, Lebanon Road, The Hill, Third Avenue, Drakensberg Road, Geranium Street, Turf Road, La Rochelle Road, Eloff Street Extension, Faraday Street Terminus.

Time-table: As and when required.

2-7-76.

PUTCO LTD

**ROUTE 80027
(PREVIOUSLY ROUTE 8004C)**

FARADAY-DE DEUR VIA KIBLER PARK

Restrictions: Nil.

Route:

Forward: Between Faraday Street, Johannesburg, and De Deur Post Office, via Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertruida Street, turn right into Rifle Range Road, left into Kliprivier Road and proceed along Kliprivier Road to the intersection of Jacksons Drift Road. Turn right into Jacksons Drift Road to the intersection of the Main Vereeniging Road. Turn left into the Main Vereeniging Road and pass the Lido Hotel until the intersection of Lawley Road is reached. From this point, proceed in a southerly direction along the Vereeniging Road to De Deur Post Office, OR turn right into Lawley Road for a distance of 2 miles.

Return: As per forward route in reverse until Gertruida Street, Reeders Street, Gabriel Road, and then continue as per forward route in reverse.

U-turns permitted: Forest Hill, corner of Gertruida and Gantner Streets.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. JM3287.

Granted date: 5-10-1976.

PUTCO LTD

ROUTE 80028

WENELA TO JAN SMUTS AIRPORT

Restrictions: Nil.

Route: Wenela, Eloff Street Extension, M2 east, N3, Jan Smuts Highway to airport and return.

Tariff: As per contract with W.E.N.L.A.

Time-table: As and when required.

L.R.T.B. Route JM4691.

Granted: 11-2-1975.

7-2-1975

PUTCO LTD

ROUTE 80029

BETWEEN W.N.L.A. COMPOUND AND NOURSE MINES

Route: Nourse Mines via Eloff Street Extension, Wemmer Street, Heidelberg Road, Vickers Street and Main Reef Road.

Time-table: As and when required.

Fare: 20c, paid monthly by Wenela.

L.R.T.B. Route 107D.

PUTCO LTD

ROUTE 80030

BETWEEN W.N.L.A. COMPOUND AND MAYFAIR STATION

Route: Mayfair Station via Eloff Street Extension, Village Road, Sauer Street, Hall Street, West Street and Market Street.

Time-table: As and when required.

Fare: 20c, paid monthly by Wenela.

L.R.T.B. Route 107E.

7-2-75

PUTCO LTD

ROUTE 80031

BETWEEN W.N.L.A. COMPOUND AND BRAAMFONTEIN STATION

Route: Braamfontein Station via Eloff Street Extension, Village Road, Sauer Street, Hall Street, West Street and Bree Street.

Time-table: As and when required.

Fare: 20c, paid monthly by Wenela.

L.R.T.B. Route 107A.

7-2-75

PUTCO LTD

ROUTE 80032

THOKOZA TO KEW

Route:

Inwards: From Thokoza, District of Alberton, to Kew, District of Johannesburg, from Thokoza Terminus travel along existing route to Kazerne, then continue via M2 to Harrow Road, along existing route in Louis Botha Avenue. Turn right into 13th Avenue, Kew, to A.E.G. Telefunken, premises in Second Avenue, Kew.

Outwards: From Second Avenue, Kew, travel along 12th Road to Louis Botha Avenue. Turn left and continue as inwards in reverse to Thokoza Terminus.

Tariff: As per contract with A.E.G. Telefunken.

Time-table: As and when required.

L.R.T.B. Route JM4686.

Granted: 11/2/75.

PUTCO LTD

ROUTE 80033

WESTERN COLOURED TOWNSHIP TO ALRODE

Route:

Inwards: From Western Coloured Township via Dowling Avenue, Steytler Street, Fuel Road, Commando Road, Main Reef Road, Baragwanath Road, Old Potchefstroom Road, Rifle Range Road, Klipriviersberg Road, Alberton Road, Swartkoppies Road, Potgieter Street, Dan Jacobs Street to terminus at Frederick Sage.

Outwards: Return in reverse of inwards route.

Time-table: As and when required.

PUTCO Ref. A312.

L.R.T.B. Ref. JM2024.

Granted date: 77-09-29.

Registry Ref. 4/08/009.

PUTCO LTD

ROUTE 80034

(PREVIOUSLY SPECIAL SERVICES G2)**THOKOZA-GUNSON SEEDS AND EVERITE**

Route: Non-White passengers and their personal effects on behalf of Gunson Seeds (Pty) Ltd, and Everite (Pty) Ltd, between Thokoza Township (Alberton) and places of business of Gunson Seeds (Pty) Ltd and Everite (Pty) Ltd, at Kliprivier, Transvaal.

Time-table: As and when required.

Tariff: As per agreement.

PUTCO LTD

ROUTE 80035

FARADAY-GLENVISTA

Restrictions: Nil.

Route:

Forward: Faraday Street Terminus, Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertrude Street, Rifle Range Road, Kliprivier Road, Vorster Avenue, Glenanda Shopping Centre, Glen Avenue, Van Beek Avenue, Vista Drive, Vista Drive Terminus.

Return: As per forward route in reverse to Gertrude Street, then Reeders Street, Gabriel Road and continue as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. 3287.

Granted date: 5-10-1976.

PUTCO LTD

ROUTE 80036

FARADAY-EVERITE FACTORY-KLIP RIVER (VIA TANDALANA FARM)

Restrictions: Nil.

Route:

Forward: Between Faraday Street, Johannesburg, and Everite Factory, via Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, turn right into Gantner Street, turn

left into Gertruida Street, turn right into Rifle Range Road until Uncle Charlie's Filling Station, turn left into the Golden Highway, turn left into Vereeniging Road, pass the Lido Hotel until the intersection of Eikenhof Road, turn left into Eikenhof Road until the intersection of Kliprivier Road, turn right into Kliprivier Road and along Kliprivier Road until the intersection of Alberton/Vereeniging Road to Everite Factory.

Return: As per forward route in reverse to Gertruida Street, then Reeders Street, Gabriel Road and then continue on as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. 3287.

Granted date: 5-10-1976.

PUTCO LTD

ROUTE 80037

WANELA-LANSERIA AIRPORT

Non-White mining recruits and their personal effects.

Route:

Forward: Chamber of Mines, Wenela, via Eloff Street Extension, M2 West, M1 North, Jan Smuts Avenue, Pretoria Road, Jan Smuts Avenue, Republic Road, Hans Strydom Drive, Main Road, Pelindaba Road, Road P103-1, Road 0188, Road 102, then right to Lanseria Airport.

Return: In reverse of forward route up to Jan Smuts Avenue then M1 South, M2 East, Selby Exit, Village Road, Eloff Street Extension to Wenela.

Time-table: As and when required.

Fares: As per contract with Wenela.

L.R.T.B. Ref. JM4899.

Granted: 2-12-1975.

PUTCO LTD

ROUTE 80038

JOHANNESBURG TO EVATON VIA KIBLER PARK AND DE DEUR

Restrictions: (1) No passengers to be picked up after passing De Deur on trips from Johannesburg.

(2) No passengers to be set down before reaching De Deur on trips to Johannesburg.

Route:

Forward: Faraday Street, via Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertruida Street, turn right into Rifle Range Road, left into Kliprivier Road, right into Jackson's Drift Road and then proceed to the intersection of the Vereeniging Road, turn left and pass the Lido Hotel until the intersection of Lawley Road is reached. From this point, proceed in a southerly direction along the Vereeniging Road to junction of Evaton/De Deur Road, turn right and proceed to Kruger Street Residensia, then Van Riebeeck Street, Mimosa Street, Johanna Street, Van der Merwe Street, Selbourne Road, Heath Road to small farms. Turn right into the Golden Highway, right into Adams Road, Evaton, to Toga Road, left into Union Road to junction of Union and Maritz Avenue Terminus.

Return: Forward route in reverse until Gertruida Street, Reeders Street, Gabriel Road and then continue as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. JM3287.

Granted date: 5-10-1976.

PUTCO LTD

ROUTE 80039

FARADAY-KATLEHONG

Forward: Faraday Street Terminus, Faraday Street, Stephenson Street, Rosettenville Road, Heidelberg Road to Alberton, then via Voortrekker Road, Austel Street, Redruth Street, Voortrekker Road, Heidelberg Road, Vereeniging Road to Thokoza Turn-off, then via fly-over to Khumalo Street, Rakoema Street, Letsoho Street, Hospital Street, to the site of the proposed bus terminus and taxi rank on the eastern side of Natalspruit Hospital.

Return: Via unnamed road, Hospital Street, Letsoho Street, Rakoema Street, Khumalo Street, to fly-over bridge. Then in reverse of forward route as described above.

Time-table: As and when required.

Restriction: That on the forward journey from Faraday Street to Katlehong no passengers to be picked up between points after crossing the railway line and bus terminus in Katlehong, and on the return journey to Faraday Street no passengers to be set down between the aforementioned points.

L.R.T.B. Ref. JM3029.

Granted: 2-12-75.

PUTCO LTD

ROUTE 80040

FARADAY STREET-MABALIA

Route:

Forward: From Faraday Street Terminus via Stephenson Street, Rosettenville Road, Heidelberg Road, Voortrekker Street, St Austell Street, Redruth Street, Voortrekker Street, Vereeniging Road, Thokoza Fly-over, Khumalo Street to Thokoza Administrative Offices Terminus, left at Angus Fish and Chips (Plot 6, Palmietfontein), unnamed road over railway line for 2,35 km, right onto unnamed dirt road to Plot 80, Palmietfontein (also named Mabalia).

Return: As per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Route JM4736.

Granted: 20-1-1976.

PUTCO LTD

ROUTE 80041

WESTGATE-ROBERTSHAM

Route:

Forward: Westgate, West Street, Hall Street, Sauer Street, Booyens Road, Landsborough Street, Vierfontein, Altham Road, Harry Street to terminus at Port Road.

Return: Port Road, Donald Street, Kitty Street, Side Road, Nilson Street, Webb Street, Beaumont Street, Booyens Road, Trump Street, West Street to terminus at Westgate.

Time-table: As and when required.

Distance:

Inwards: 6,8 km.

Outwards: 6,9 km.

Restriction: From city no passengers shall be set down between city terminus and intersection of Booyens and Melville Roads, and on the trip to the city no passengers shall be picked up between the said points.

PUTCO Ref. A199.

L.R.T.B. Ref. JM1554.

Granted: 3-8-1976.

PUTCO LTD

ROUTE 80042

(PREVIOUSLY ROUTE 80038B)

FARADAY-EVATON VIA UNCLE CHARLIE'S/DE DEUR

Restrictions: (1) No passengers to be picked up after passing De Deur on trips from Johannesburg.

(2) No passengers to be set down before reaching De Deur on trips to Johannesburg.

Route:

Forward: Faraday Street, Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertruida Street, turn right into Rifle Range Road until Uncle Charlie's Filling Station. Turn left into the Golden Highway. Turn left into Vereeniging Road, pass the Lido Hotel until the intersection of Lawley Road is reached. From this point, proceed in a southerly direction along the Vereeniging Road to junction of Evaton/De Deur Road. Turn right and proceed to Kruger Street Residensia, then Van Riebeeck Street, Mimosa Street, Johanna Street, Van der Merwe Street, Selbourne Road, Heath Road to Small Farms. Turn right into the Golden Highway, right into Adams Road, Evaton, to Toga Road, left into Union Road to junction of Union and Maritz Avenue Terminus.

Return: As per forward route in reverse up to Gertruida Street, then Reeders Street, Gabriel Road and then continue as forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. JM3287.

Granted date: 5-10-1976.

PUTCO LTD

ROUTE 80043

(PREVIOUSLY ROUTE 80004D)

FARADAY-DE DEUR VIA MONDEOR

Restriction: Nil.

Route:

Forward: Faraday Street, Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertruida Street, Rifle Range Road, Kliprivier Road, turn right into Columbine Avenue, pass Mondeor Township to the intersection of the Main Vereeniging Road, pass the Lido Hotel until the intersection of Lawley Road is reached. From this point proceed in a southerly direction along the Vereeniging Road to De Deur Post Office, OR turn into Lawley Road for a distance of 2 miles.

Return: As per forward route in reverse until Gertruida Street, then Reeders Street, Gabriel Road, and continue as per forward route in reverse.

U-turns permitted: Forest Hill, corner of Gertruida and Gantner Streets or Mondeor Township.

Time-table: As and when required.

PUTCO Ref. A204.

L.R.T.B. Ref. JM3287.

Granted date: 5-10-1976.

PUTCO LTD

ROUTE 80044

FARADAY-DE DEUR VIA UNCLE CHARLIE'S AND KIBLER PARK

Restrictions: Nil.

Route:

Forward: Between Faraday Street, Johannesburg, and De Deur Post Office, via Eloff Street Extension, Turffontein Road, Hay Street, Gabriel Road, Gantner Street, Gertruida Street, turn right into Rifle Range Road until Uncle Charlie's Filling Station. Turn left into the Golden Highway. Turn left into Vereeniging Road, left into Kibler Park, Gordon Road, right into Eikenhof-Alberton Road, left into Vereeniging Road, to De Deur Post Office, or turn into Lawley Road for a distance of 4,90 km.

Return: As per forward route in reverse up to Gertruida Street, then Reeders Street, Gabriel Road and then as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A263, 4/08/2.

L.R.T.B. Ref. JM5166.

Granted date: 77-04-05.

PUTCO LTD

ROUTE 80045

EVATON TO JOHANNESBURG

Granted: 77-09-29.

Route:

Inwards: Between Small Farms Terminus and Johannesburg, via Heath Road, Selbourne Road, Johanna van der Merwe Street, Mimosa Street, Van Riebeeck Street, Kruger Street, Union Road, Toga Road, Adams Road:

Alternatively (1): From Selbourne Road through the dip over the new bridge to Adams Road and then on to the Golden Highway (P73-1) to Grasmere, then turn right into Road 766 and continue with Road 766 to the Vereeniging Road (P1-1), turn left into Vereeniging Road and continue to Uncle Charlie's, then Kimberley Road, M1 to Booyens off-ramp, Booyens Road, Sauer Street to Fox Street:

Alternatively (2): From Booyens Road left into Trump Street, right into West Street to West Street Terminus.

Outwards: From terminus in West Street to Evaton Small Farms, via Hall Street, Sauer Street, and then as forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A327, 4/08/1.

L.R.T.B. Ref. JM3153.

PUTCO LTD

ROUTE 80046

MIDDLE TO JOHANNESBURG

Restriction: No passengers shall be picked up or set down within 0,8 km on either side of Grasmere Station.

Route:

Forward: Between Skelton Street and Johannesburg via Skelton Street, Danvers Street, Grasmere Road across the Golden Highway with Road 766 to Vereeniging Road (Road P1-1), continue with the Vereeniging Road to Uncle Charlie's, then Kimberley Road, M1 to Booyens Off-ramp, Booyens Road, Sauer Street, Bree Street to Terminus in Bree Street.

Return: From Bree Street Terminus via Bree Street, Simmonds Street, Booyens Road and then as forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. JM3153.

PUTCO Ref. A327 (4/08/001).

Granted: 77-09-29.

PUTCO LTD

ROUTE 80047

THOKOZA HOSTEL-GALAXCIA FARM VIA NATAL-SPRUIT HOSPITAL

Restrictions: Nil.

Route:

Forward: From Thokoza Hostel, via Khumalo Street, Rakoma Street, Letsholo Street, Hospital Street, Natalspruit Hospital, Hospital Street, Letsholo Street, Rakoma Street, Khumalo Street, Flyover to Vereeniging Road, left at Angus Fish and Chips along Road 1484, left along Road 64, left along Road 817 to Terminus.

Return: Return in reverse of forward route.

Time-table: As and when required.

PUTCO Ref. A315 (4/08/9).

L.R.T.B. Ref. JM3223.

Granted: 1977-10-25.

PUTCO LTD

ROUTE 80048

ELDORADO PARK-WADEVILLE VIA BARAGWA-NATH HOSPITAL

Restrictions: Nil.

Route:

Forward: From terminus in East Road, Boundary Road, left into Union Road, right into Kliptown Road, Old Potchefstroom Road via Baragwanath Hospital to Uncle Charlie's, then Rifle Range Road, Klipriviersberg Road, Alberton Road, Swartkoppies Road, Potgieter Street, Dan Jacobs Street, Vereeniging Road, Heidelberg Road, Black Reef Road, Dekema Road to intersection of Manchester Road.

Return: As per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. JM3287.

PUTCO Ref. A332 (4/08/009).

Granted: 1977-11-22.

PUTCO LTD

ROUTE 80049

(PREVIOUSLY ROUTE 81010)

ELDORADO PARK-WADEVILLE

Restrictions: Nil.

Route:

Forward: Terminus in East Road, Boundary Road, Union Road, Golden Highway, Rifle Range Road, Klipriviersberg Road, Alberton Road, Swartkoppies Road, Potgieter Street,

Dan Jacobs Street, Vereeniging Road, Heidelberg Road, Black Reef Road, Dekema Road to intersection of Manchester Road.

Return: As per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A212.

L.R.T.B. Ref. JM4568.

Granted date: 77-2-1.

Registry Ref. 4/08/009.

Confirmed by N.T.C.

D18/5/7649. 77-04-06.

PUTCO LTD

ROUTE 80050

LAWLEY-LENZ STATION

Transport of Non-White passengers and their personal effects.

Restriction: Subject to the condition that this route may not be co-ordinated with any other route to constitute a through service to points situated within the municipal area of Johannesburg or vice versa.

Route:

Forward: From points within Lawley Estates via Road 1520, Road 758 to Lenz Station.

Return: As per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. OP268.

PUTCO Ref. J92 (4/08/001).

Granted: 1979-10-16.

1979-05-23

PUTCO LTD

ROUTE 80051

THOKOZA-RAND WATER BOARD

Transport of Black passengers and their personal effects.

Restriction: Employees of the Rand Water Board only.

Route: Between Thokoza Hostel and Rand Water Board, Swartkoppies (Magisterial District of Vereeniging), via Khumalo Road, Vereeniging Road, André Marais Street, Potgieter Street, Swartkoppies Road and Johannesburg-Meyerton Road returning along the same route.

Time-table: As and when required.

PUTCO Ref. J47 (4/08/10).

L.R.T.B. Ref. A4242/OP1815.

Granted: 1978-11-09.

1978-11-29

PUTCO LTD

ROUTE 80052

EDEN PARK-DOORNFONTEIN

Transport of Non-White passengers and their personal effects.

Restriction: Nil.

Route:

Forward: From points within Eden Park via unnamed road over the railway line, Vereeniging Road, Rakoma Street, Letsoha Street, Hospital Road, Natalspruit Hospital, Hospital Road, Letsoha Street, Rakoma Street, Vereeniging Road, Heidelberg Road, Voortrekker Street, Redruth Street, St Austell Street, Voortrekker Street, Heidelberg Road, End Street, Siemert Road, Beit Street, Sivewright Road.

Return: Sivewright Road, Market Street, Betty Street, Main Street, End Street, then as per forward route in reverse.

Deviation: The M2 Freeway will be used on empty journeys.

Time-table:

Depart:

Eden Park 06h00.

Doornfontein 17h15.

Distance: 27,85 km.

PUTCO Ref. J35 (Reg. Ref. 4/08/002).

Board Ref. Johannesburg A4242/OP1561.

Granted: 1978-09-26.

1978-10-20

PUTCO LTD

ROUTE 80053

MIDENNERDALE-DOORNFONTEIN

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Midennerdale Coloured Township to Doornfontein via—

(A) Grasmere Road, Golden Highway, Kimberley Road, Booysens Road, Sauer Street, Bree Street, End Street, Rocky Street to terminus in Sherwell Street; or

(B) Grasmere Road, across the Golden Highway with Road 766 to Vereeniging Road (Road P1-1) continue with the Vereeniging Road to Uncle Charlie's then Kimberley Road, M1 to Booysens Off-ramp, Booysens Road and continue as in (A) above.

Return: Sherwell Street, Moseley Street, End Street, Jeppe Street, Simmonds Street, Trump Street, Booysens Road, and then continue as per forward route in reverse in (A) or (B).

Time-table:

Midennerdale: 06h00.

Doornfontein: 17h15.

PUTCO Ref. J38 (Reg. Ref. 4/08/001).

L.R.T.B. Ref. A4242/OP1560.

Granted: 1978-09-26.

1978-10-20

PUTCO LTD

ROUTE 80054

LAWLEY-DOORNFONTEIN VIA MID-ANNERDALE

Transport of Non-White passengers and their personal effects.

Restrictions: Nil.

Route:

Forward: From points within Lawley Estates, situated on the farm Elandsfontein 308 IR, via Road 1520, Road 1445 to points within Mid-Annerdale and continue to Doornfontein via—

(A) Grasmere Road, Golden Highway, Kimberley Road, Booysens Road, Sauer Street, Bree Street, End Street, Rocky Street to terminus in Sherwell Street; or

(B) Grasmere Road, across the Golden Highway with Road 766 to Vereeniging Road (Road P1-1) continue with the Vereeniging Road to Uncle Charlie's then Kimberley Road, M1 to Booysens Off-ramp, Booysens Road and continue as in (A) above.

Return: Sherwell Street, Moseley Street, End Street, Jeppe Street, Simmonds Street, Trump Street, Booysens Road, and then continue as per forward route in reverse in (A) or (B).

Time-table:

Depart Lawley: 05h40.

Depart Doornfontein: 17h15.

Additional trips as and when required.

PUTCO Ref. J92 (Reg. Ref. 4/08/001).

L.R.T.B. Ref. OP268.

Granted: 1979-10-16.

1979-06-05

PUTCO LTD

ROUTE 80055

CONTRACT

JOHANNESBURG STATION-ISANDO

Transport of Black, Asiatic and Coloured persons in the employ of Blue Ribbon Bakery and their personal effects.

Restrictions: Nil.

Route:

Forward: Johannesburg Station, Wanderers Street, Plein Street, Klein Street, Von Wielligh Street, Wemmer-Jubilee Road, Eloff Street, N2 East On-ramp, M2 East, Geldenhuys

Interchange, M3 Highway, S12 (Witbank) Highway, Jan Smuts Highway, Isando Off-ramp, Barbara Street, Purlin Street, Tungsten Road, Electron Avenue, Joist Street, Atom Street.

Time-table—Monday to Saturday:

Depart Johannesburg Station approximately 04h30. Subject to the condition that the time-table is to co-ordinate with the South African Railways.

Tariff: As per agreement with Blue Ribbon Bakery.

Distance: 50 km return.

PUTCO Ref. J54 9/15.

Board Ref. OP301 Johannesburg.

Granted: 1979-09-11.

79-09-12

PUTCO LTD

ROUTE 80057

LAWLEY-LENZ STATION

Transport of Non-White passengers and their personal effects.

Restriction: Subject to the condition that this route may not be co-ordinated with any other route to constitute a through service to points situated within the municipal area of Johannesburg or vice versa.

Route:

Forward: From points within Lawley Estates via Road 1520, Road 758 to Lenz Station.

Return: As per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. OP268.

PUTCO Ref. J92 (4/08/001).

Granted: 1979-10-16.

1979-05-23

PUTCO LTD

SOUTHERN DIVISION

NANCEFIELD DEPOT (COLOURED SERVICES)

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| 81002 | Kliptown/Eldorado Park to City (via Baragwanath). |
| 81003 | Nancefield to Doornfontein (via Baragwanath). |
| 81004 | Kliptown to Robertsham (via Baragwanath). |
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| 81006 | Johannesburg to Protea. |
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PUTCO LTD

ROUTE 81001

ELDORADO PARK-DOORNFONTEIN

Restrictions: Subject to the condition that only routes as specified by the Local Authority be operated within Eldorado Park.

Route:

Forward: From points within Eldorado Park via Access Road to the Golden Highway, then Vereeniging Road, Kimberley Road, M1, Booyens Off-ramp, Booyens Road, Sauer Street, Bree Street, Bus Rank, Bree Street, End Street, Rockey Street, Sherwell Street Terminus.

Return: Sherwell Street, Moseley Street, End Street, Jeppe Street, Sauer Street, Bree Street, Bus Rank Bree Street, Simmonds Street, Trump Street, Booyens Road, then as per forward route in reverse.

Time-table: As and when required.

L.R.T.B. Ref. A4242/OP73.

PUTCO Ref. J4 (4/08/004).

Granted: 1978-03-07.

1978-03-17

PUTCO LTD

ROUTE 81002

KLIPTOWN/ELDORADO PARK-CITY (VIA BARAGWANATH)

Route:

Forward: From Kliptown Terminus in East Road, East Road, Boundary Road, Union Avenue, unnamed road, Potchefstroom Road, Kimberley Road, Booyens Road, Sauer Street, Bree Street Terminus.

Return: Bree Street, Simmonds Street, Trump Street, Booyens Road and then as per inward in reverse.

Deviation: Via above route to Uncle Charlie's Filling Station, then via Baragwanath Road, Booyens Reserve Road, Fifth Street.

First Avenue, Fourth Street, Ments Street, Booyens Road, and then as above to City Terminus and return.

Restriction: On the journey from the City, no passengers shall be set down between the City Terminus and the intersection of Kimberley and Melville Roads, and on the journey to the city, no passengers shall be picked up between the said points.

Time-table: As and when required.

PUTCO Ref. A184.

L.R.T.B. Ref. JM846.

Granted date: 29-6-1976.

PUTCO LTD

ROUTE 81003

NANCEFIELD-DOORNFONTEIN

Route:

Forward 158A1: From existing terminus Boundary Road, along Boundary Road, Cumberland Avenue, Cavendish Road, Union Road, Union Street, unnamed road, Old Potchefstroom Road, Booyens Road, Sauer Street, Bree Street, Bus Rank, Bree Street, End Street, Rockey Street, Sherwell Street, Terminus.

Return: Via Sherwell Street, Moseley Street, End Street, Jeppe Street, Sauer Street, Bree Street, Bus Rank, Bree Street, Simmonds Street, Trump Street, Booyens Road and then along same route as inward route.

Alternative 158A2: From existing terminus Boundary Road, along Boundary Road, Kimberley Avenue, Cavendish Road and then along same route as in A1 above and vice versa.

Time-table: As and when required.

Restriction: General Restrictions 1 and 2.

PUTCO Ref. A184.

L.R.T.B. Ref. JM846.

Granted fare: 29-6-1976.

PUTCO LTD

ROUTE 81004

(PREVIOUSLY 20114, CHANGED 1-4-76)

KLIPTOWN TO ROBERTSHAM (VIA BARAGWANATH)

Route:

Inwards: (Terminus 85, East Road) East Road, Union Avenue, unnamed road, Old Potchefstroom/Johannesburg Road, Rifle Range Road, Harry Street, Kindon Road, Lanston Street and Jasper Road (terminus corner of Lanston Street and Jasper Road).

Outwards: Harry Street, Rifle Range Road, Old Potchefstroom/Johannesburg Road, Union Street, East Road to Terminus 85, East Road.

Time-table: As and when required.

Restriction: Nil.

PUTCO LTD

ROUTE 81005

(PREVIOUSLY 20115, CHANGED 1-4-76)

KLIPTOWN-ROBERTSHAM (VIA WILLOWDENE)

Route:

Inwards: East Road, Kliptown, Union Avenue, Willowdene, Comptonville, Vereeniging/Johannesburg Road, Rifle Range Road, Harry Street, Kindon Road, Lanston Street, Jasper Road (terminus corner of Lanston and Jasper Roads).

Outwards: Harry Street, Rifle Range Road, then via same route.

Time-table: As and when required.

PUTCO LTD

ROUTE 81006

JOHANNESBURG-PROTEA TOWNSHIP

Route:

Forward: Terminus in Bree Street, Bree Street, Simmonds Street, Trump Street, Booyens Road, Kimberley Road, Old Potchefstroom Road to Protea Township via Quinten Street, Cordwell Street, terminus in Cordwell Street.

Return: Terminus Cordwell Street, Salford Street, Canterbury Street, Empire Street, Old Potchefstroom Road, Kimberley Road, Booyens Road, Sauer Street, Bree Street Terminus.

Alternative route: Terminus in Bree Street, Bree Street, Simmonds Street, Trump Street, Booyens Road, Kimberley Road, Golden Highway, Potchefstroom Road, Old Potchefstroom Road, to Protea Township via Quinten Street, Cordwell Street, terminus in Cordwell Street.

Return: Terminus, Cordwell Street, Salford Street, Canterbury Street, Empire Street, Old Potchefstroom Road, Potchefstroom Road, Golden Highway, Kimberley Road, Booyens Road, Sauer Street, Bree Street Terminus.

Restrictions: On the journey from the city, no passengers shall be set down between the city terminus and the intersection of Kimberley Road and Melville Road, and on the journey to the city no passengers shall be picked up between the said points.

Time-table: As and when required.

PUTCO Ref. A184.

L.R.T.B. Ref. JM846.

Granted date: 29-6-1976.

PUTCO LTD

ROUTE 81007

(PREVIOUSLY 20123, CHANGED 1-4-76)

PROTEA TOWNSHIP-ELDORADO PARK-NOORD-
GESIG-BOSMONT-CORONATIONVILLE

Route:

Forward: Lucky Store Terminus, Cordwell Street, Quinten Street, Old Potch Road, Main Potchefstroom Road, Cavendish Road, Turf Road, Goud Street, Silver Street, Cumming Street, unnamed road, East Road, Boundary Road, Union Road, unnamed road, Old Potchefstroom Road, Tsolo Street, Mooki Street, Main Road, Commando Road, Maraisburg Road, Griffith Road, Price Street, Fuel Road, Riversdale Road or Oudtshoorn Street, Glencairn Street.

Return: Riversdale Road, Harmony Street, Hamilton Road or Glencairn Street, Molteno Street, Riversdale Road, then as forward route in reverse.

Time-table: As and when required.

L.R.T.B. JM5942.

Granted: 16-3-76.

PUTCO LTD

ROUTE 81008

(PREVIOUSLY 20124, CHANGED 1-4-76)

PROTEA TOWNSHIP-CORONATIONVILLE HOSPITAL

Route:

Forward: Terminus in Cordwell Street, Cordwell Street, Quinten Street, Old Potchefstroom Road, unnamed road, Tsolo Street, Mooki Street, Main Road, Commando Road, Fuel Road, Oudtshoorn Street, Glencairn Street, Terminus.

Return: Terminus Glencairn Street, Molteno Street, Riversdale Road, Fuel Road, then as forward route in reverse.

Time-table—Saturdays and Sundays: As and when required.

L.R.T.B. JM4406.

Granted: 28-10-75.

PUTCO LTD

ROUTE 81009

(PREVIOUSLY 20120, CHANGED 1-4-76)

CONTRACT

NIVANA HIGH SCHOOL OPERATED BY
NANCEFIELD DEPOT

Route:

(A) Krause Street, Church Street, Main Reef Road, Baragwanath Road, Old Potchefstroom Road, Unnamed Road, Union Road, Golden Highway, Main Potchefstroom Road, Unnamed Road to Lenasia.

Return as forward in reverse. 66,3 km return.

(B) Krause Street, Queens Street, Bree Street, West Street, Hall Street, Sauer Street, Booyens Road, Kimberley Road, Golden Highway, Main Potchefstroom Road, Unnamed Road to Lenasia.

Return as forward in reverse. 66,3 km return.

(C) Main Road Fordsburg, Church Street, Main Reef Road, Avon Street, Ash Burton Street, Baragwanath Road, Kimberley Road, Golden Highway, Main Potchefstroom Road, Unnamed Road to Lenasia.

Return as forward in reverse. 66,3 km return.

(D) Sherwell Street, Moseley Street, Jeppe Street, West Street, Hall Street, Sauer Street, Booyens Road, Kimberley Road, Golden Highway, Main Potchefstroom Road, Unnamed Road to Lenasia.

Return as forward route in reverse. 66,3 km return.

(E) Diagonal Street, Jeppe Street, Bree Street, Mint Road, Main Road, West Street, Hall Street, Sauer Street, Booyens Road, Kimberley Road, Golden Highway, Main Potchefstroom Road, Unnamed Road to Lenasia.

Return as forward route in reverse. 66,3 km return.

(F) Krause Street, Queens Road, High Street, Portland Avenue, Perth Road, Main Road, Dowling Avenue, Steytler Road, Fuel Road, Commando Road, Main Road, Mooki Street, Unnamed Road past Nancefield Station to Old Potchefstroom Road, Unnamed Road to Lenasia.

Return as forward route in reverse. 66,3 km return.

Tariff: As per agreement with Department of Indian Affairs.

2-7-76

PUTCO LTD

ROUTE 81011

ELDORADO PARK-NANCEFIELD INDUSTRIES

Route:

Forward: Terminus corner of Union Avenue and Cavendish Road via Cavendish Road, Silver Street, Potchefstroom Road, Golden Highway, Union Avenue, Boundary Road, East Road, Kimberley Road Terminus.

Return: From Terminus via Kimberley Road, East Road, Boundary Road, Union Avenue, Cavendish Road, Silver Street, Potchefstroom Road, Golden Highway, Union Avenue, Cavendish Road Terminus.

Time-table: As and when required.

PUTCO Ref. A269 (4/08/010).

L.R.T.B. Ref. JM5275.

Granted date: 1977-04-19.

PUTCO LTD

ROUTE 81013

CONTRACT SERVICE

ELDORADO PARK-NASCHEM'S LENZ FACTORY

Restrictions: Nil.

Route:

Forward: From points within Eldorado Park and its extensions, via the farms Olifantsvlei 316 and Rietfontein 301, District of Johannesburg, to Naschem's Lenz Factory.

Return: As per forward route in reverse.

Tariff: As per agreement with Naschem (Pty) Ltd.

Distance: 21,1 km.

Time-table—Daily:

Eldorado Park: Depart 05h00 13h00

Lenz Factory: Arrive 05h40 13h40

Return trips:

Lenz Factory: Depart as required.

PUTCO Ref: J16.

L.R.T.B. Ref: OP35.

Granted: 1978-06-27.

PUTCO LTD

SOUTHERN DIVISION

NANCEFIELD DEPOT

INDEX

| Route No. | Route |
|-----------|---------------------------------|
| 81201 | Soweto to Jericho via Randburg. |
| 81202 | Soweto to Jericho via Wynberg. |

15-04-76.

1978-07-17

PUTCO LTD

ROUTE 81201

SOWETO-HEBRON-JERICHO VIA RANDBURG

Transport of bus persons and their personal effects.

Route: Johannesburg Board, District of Johannesburg:

Forward: Diepkloof Hostel Terminus, via Old Potchefstroom Road, Kumalo Street, Mabelane Street, Merafi Hostel, Pilane Street, Gumede Street, Vundla Drive, Ramaite Street, Phera Street, White City X Roads, Moroko Nancefield Road, Lifateng Nancefield Hostels, return to Mncube Drive, Mahalefele Road, Ndlovu Road, Dube Hostel, Odenaal Road, Heckroodt Circle, Sanders Street, Meadowlands Hostel, Modise Street, Soweto Highway, Main Road, Commando Road, Maraisburg Road, Kelvin Street, Croesus Station, Edison Road, Caxton Street, Maraisburg Road, Commando Road, Hoy Street, Dowling Avenue, Dowling Avenue Extension, Main Road, Eighth Street, Johannes Road, Johannesburg Road Extension, Albert Street, Twist Street, Fifth Street, Milner Avenue, Fifth Street, Second Avenue, Third Street.

District of Randburg: Via East Street, Hendrik Verwoerd Drive, Main Road, Witkoppen Road, Road P79-1.

District of Pretoria: Via Road P79-1, right into Road P39-1, left into Road P79-1.

District of Brits: Via Road P79-1, right into Road 1562, Road P35-1, right into Road P106-1, left into Road 30, right into Road 980, left Ga-Rankuwa across railway line.

Bophuthatswana Board, District of Odi: Via the farms, Hoekfontein 432 JQ, Uitvalgrond 434 JQ, Sjambok Zyn Oude Kraal 258 JR, Kameelfontein 257 JR, Hebron, Syferfontein 430 JQ, Oskraal 248 JQ.

Johannesburg Board, District of Brits: Via the farm Nietgedacht 242 JQ.

Bophuthatswana Board, District of Odi: Via the farms Klipgat 243 JQ, Rietgat 224 JQ, Buffelspruit 238 JQ, Langstrook 226 JQ, Palmietfontein 227 JQ, Jericho.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: As per forward route in reverse.

Time-table: Fridays, Saturdays, Sundays, public holidays days preceding public holidays, Mondays or days following public holidays, as and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand-luggage.

PUTCO Ref. (4/08/8).

PUTCO LTD

ROUTE 81202

SOWETO-HEBRON-JERICHO VIA WYNBERG

Transport of bus persons and their personal effects.

Route:

Forward: Johannesburg Board, District of Johannesburg via Diepkloof: Hostel Terminus, Old Potchefstroom Road, Kumalo Street, Mabalane Street, Merafi Hostel, Pilane Street, Mphailane Street, Gumede Street, Vundla Drive, Ramaite Street, Phera Street, White City X Roads, Moroko Nancefield Road, Lifateng Nancefield Hostels, return to Mncube Drive, Mahalefele Road, Ndlovu Road, Dube Hostel, Odenaal Road, Heckroodt Circle, Sanders Street, Meadowlands Hostel, Modise Street, Soweto Highway, Main Road, Commando Road, Maraisburg Road, Kelvin Street, Croesus Station, Edison Road, Unnamed Bridge to Main Reef Road, Market Street, West Street, Pritchard Street, Diagonal Street, Jeppe Street, West Street, Bree Street, Klein Street, Noord Street, Twist Street, Edith Cavell Street, Clarendon Place, Louis Botha Avenue.

District of Randburg: Via Pretoria Main Road, Flyover Bridge, Second Avenue, Wynberg Check Point, Second Avenue, Flyover Bridge, Pretoria Main Road, Road P1-2 left into Road P66-1.

District of Pretoria: Via Road P66-1, left into Road 795, left into Road P102-1, right into Road P39-1, left into Road P79-1.

District of Brits: Via Road 79-1, right into Road 1562, Road P35-1, right into Road P106-1, left into Road 30, right into Road 980, left to Ga-Rankuwa across Railway Line.

Bophuthatswana Board, District of Odi: Via the farms Hoekfontein 434 JQ, Sjambok Zyn Oudekraal 258 JQ, Kameelfontein 257 JR, Hebron, Syferfontein 430 JQ, Oskraal 11248 JQ.

Johannesburg Board, District of Brits: Via the farm Nietgedacht 242 JQ.

Bophuthatswana Board, District of Odi: Via the farms Klipgat 243 JQ, Rietgat 224 JQ, Buffelspruit 238 JQ, Langstrook 226 JQ, Palmietfontein 227 JQ, Jericho.

Return: Bophuthatswana Board: As per forward route in reverse.

Johannesburg Board: Forward route in reverse to Clarendon Place, then Klein Street, Wolmarans Street, King George Street, Klein Street, Noord Street, Busway, Twist Street, Troye Street, Jeppe Street, West Street, Commissioner Street, Main Reef Road, over Unnamed Bridge, Edison Street, Caxton Street, Maraisburg Road then as forward route in reverse.

Time-table: Fridays, Saturdays, Sundays, public holidays, days preceding public holidays, Mondays and days following public holidays, as and when required.

Hand luggage: A standard charge of 20c in respect of all pieces of excessive hand luggage.

PUTCO LTD
SPRINGS DIVISION
INDEX

Route No.

| | |
|-------|---|
| 90001 | kwaThema—Casseldale. |
| 90002 | kwaThema—Springs Station. |
| 90003 | kwaThema—Daggafontein. |
| 90004 | kwaThema—SAPPI. |
| 90005 | kwaThema—Far East Rand Hospital. |
| 90006 | kwaThema—Geduld. |
| 90007 | kwaThema—Boundary Road. |
| 90008 | kwaThema—Dersley Park. |
| 90009 | kwaThema—New Era. |
| 90010 | kwaThema—Nuffield. |
| 90011 | kwaThema—Selcourt. |
| 90012 | kwaThema—Selection Park. |
| 90013 | kwaThema—Strubenvale. |
| 90014 | kwaThema—Largo Collieries. |
| 90015 | Springs Station—Largo. |
| 90016 | Daggafontein—Payneville. |
| 90017 | Springs Station—SAPPI. |
| 90018 | Springs Station—Far East Rand Hospital. |
| 90019 | kwaThema—Springs Station via New Era. |
| 90020 | Springs Station—Santa Hospital. |
| 90021 | Springs Station—Nuffield. |
| 90022 | Springs Station—Selcourt. |
| 90023 | Springs Station—Selection Park. |
| 90024 | Springs Station—Payneville. |
| 90025 | kwaThema—Struisbult. |
| 90026 | kwaThema—Payneville. |
| 90027 | Withok—Payneville. |
| 90028 | Withok—Payneville via kwaThema. |
| 90029 | Payneville—Casseldale. |
| 90030 | kwaThema—Horse's head. |
| 90031 | kwaThema—Springs (First Street). |
| 90032 | kwaThema—Sharon Park. |
| 90033 | New Era—Sharon Park. |

Granted: 10-2-76.

1977-09-30.

SPRINGS DIVISION
INDEX

Route No.

Route

| | |
|-------|-------------------------|
| 90034 | |
| 90035 | |
| 90036 | KwaThema to Dal Fouche. |

1977-09-28

KWATHEMA-CASSELDALE
ROUTE 90001

Restrictions: Nil.

Route:

Inwards: From kwaThema Termini, Thema Road and Witpoort Road or the Vlakfontein Road, Springs West Road, West Springs Road, Hyde Circle, Ninth Avenue, Zig Zag Road, Wit Road, Colliery Road, Clydesdale Road, Freyer Road to intersection with Ermelo Road, Casseldale Terminus.

Outwards: From Casseldale Terminus, Ermelo Road, Clydesdale Road, Driehoek Road, Colliery Road, Wit Road, Zig Zag Road, Ninth Avenue, Hyde Circle, West Springs Road, Springs West Road, the Vlakfontein Road or Witpoort Road and Thema Road, kwaThema Termini.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 1).

ROUTE 90002

KWATHEMA-SPRINGS STATION

Restrictions: Nil.

Route:

Inwards: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, Industry Road, South Main Reef Road, Fifth Avenue, First Street, First Avenue East, Springs Station.

Outward: From Springs Station, First Avenue East, First Street, Fifth Avenue, South Main Reef Road, Industry Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 2).

ROUTE 90003

KWATHEMA-DAGGAFONTEIN

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Ninth Avenue, Zig Zag Road, Wit Road, Colliery Road, Clydesdale Road, Watson Circle, Daggafontein Terminus.

Outward: From Daggafontein Terminus, Watson Circle, Clydesdale Road, Colliery Road, Wit Road, Zig Zag Road, Ninth Avenue, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 3).

ROUTE 90004

KWATHEMA-SAPPI

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road, or the Vlaktefontein Road, Springs West Road, West Springs Road, Plantation Road, Third Street, East Geduld Road, Sappi.

Outward: From Sappi, East Geduld Road, Third Street, Plantation Road, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 4).

ROUTE 90005

KWATHEMA-FAR EAST RAND HOSPITAL

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, Industry Road, South Main Reef Road, Olympia Circle, Hospital Road, Far East Rand Hospital.

Outward: From Far East Rand Hospital, Hospital Road, Olympia Circle, South Main Reef Road, Industry Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 5).

ROUTE 90006

KWATHEMA-EAST GEDULD

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, Industry Road, Paul Kruger Highway, Connaught Avenue, Robertson Street to intersection with East Geduld Road, East Geduld Terminus.

Outward: From East Geduld Terminus, East Geduld Road, Third Street, Plantation Road, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 5).

ROUTE 90007

KWATHEMA-GEDULD EXTENSION

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, Industry Road, Paul Kruger Highway, Connaught Avenue, Main Reef Road, Graham Street, Merriman Street, Boundary Road to intersection with Main Reef Road, Geduld Extension Terminus.

Outward: From Geduld Extension Terminus, Main Reef Road, Connaught Avenue, Paul Kruger Highway, Industry Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 5).

ROUTE 90008

KWATHEMA-DERSLEY PARK

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or The Vlaktefontein Road, Springs West Road, Industry Road, Paul Kruger Highway, Main Reef Road, Orpiment Avenue to intersection with Grafiet Street, Dersley Park Terminus.

Outward: From Dersley Park Terminus, Orpiment Avenue, Main Reef Road, Paul Kruger Highway, Industry Road, Springs West Road, The Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM 5423.

Granted: 10-2-76.

(Ex Springs 6).

ROUTE 90009

KWATHEMA-NEW ERA

Restrictions: Nil.

Route:

Inward: From kwa-Thema Terminii, Thema Road and Witpoort Road or The Vlaktefontein Road, Springs West Road, Industry Road then—

(a) Industry Road, Iron Road, Brass Street, Steel Street, Industry Road, New Era Terminii; or

(b) Industry Road, Steel Street, Brass Street, Iron Road, Industry Road, New Era Terminii; or

(c) Industry Road, Gold Street, Gillettes Factory; or

(d) Industry Road, Copper Road.

Outward:

(a) From New Era Terminii, Industry Road, Steel Street, Brass Street, Iron Road, Industry Road; or

(b) from New Era Terminii, Industry Road, Iron Road, Brass Street, Steel Street, Industry Road; or

- (c) from Gillettes Factory, Gold Street, Industry Road; or
(d) from Copper Road, Industry Road, then—

Industry Road, Springs West Road, The Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 7).

ROUTE 90010

KWATHEMA-NUFFIELD

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or The Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Nigel Road North, Davis Drive, Jansen Road and Cowan Road or Wright Road and Hasset Road, Lear Road, Butler Road, Pearse Road, Christian Road, Parry Road, Butler Road, Nuffield Terminii.

Outward:

(a) From Nuffield Terminii, Butler Road, Lear Road, Hasset Road and Wright Road or Cowan Road and Jansen Road, Davis Drive; or

(b) From Nuffield Terminii, Butler Road, Unnamed Road, Davis Drive; or

(c) from Nuffield Terminii, Butler Road, Hewitt Avenue, Coaton Avenue, Nigel Road South, then—

Nigel Road North, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 8).

ROUTE 90011

KWATHEMA-SEL COURT

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Nigel Road North, Nigel Road South, Caribou Road, Cam and Motor Road to intersection with Chartland Avenue, Selcourt Terminus.

Outward: From Selcourt Terminus, Chartland Avenue, Nigel Road South, Nigel Road North, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 9).

ROUTE 90012

KWATHEMA-SELECTION PARK

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Nigel Road North, Hills Road, Grung Road, Unnamed Road over Railway, Hills Road to Temsa Factory, Selection Park Terminus.

Outward: From Selection Park Terminus, Temsa Factory, Hills Road, Unnamed Road over Railway, Grung Road, Hills Road, Nigel Road North, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 10).

17867—12

ROUTE 90013

KWATHEMA-STRUBENVALE

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Ninth Avenue, Zig Zag Road, Wit Road, Colliery Road, Driehoek Road, Clydesdale Road, Ermelo Road, Springs Road, Station Crescent, Madeley Road, Donnelly Road, Dyer Road, Townsend Road to intersection with Ermelo Road, Strubenvale Terminus.

Outward: From Strubenvale Terminus, Ermelo Road, Clydesdale Road, Driehoek Road, Colliery Road, Wit Road, Zig Zag Road, Ninth Avenue, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM4323.

Granted: 10-2-76.

(Ex Springs 11.)

ROUTE 90014

KWATHEMA-LARGO COLLIERIES

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Ninth Avenue, Zig Zag Road, Wit Road, Colliery Road, Driehoek Road, Clydesdale Road, Ermelo Road, Largo, Van Niekerk Road, Largo Collieries.

Outward: From Largo Collieries, Van Niekerk Road, Largo, Ermelo Road, Clydesdale Road, Driehoek Road, Colliery Road, Wit Road, Zig Zag Road, Ninth Avenue, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 12.)

ROUTE 90015

SPRINGS STATION-LARGO

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, Second Street, Boksburg Road, Third Street, First Avenue, Ermelo Road, Largo Stores.

Inward: From Largo Stores, Ermelo Road, First Avenue, Third Street, First Avenue East, Springs Station.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 13.)

ROUTE 90016

DAGGAFONTEIN-PAYNEVILLE

Restrictions: Nil.

Route:

Inward: From Daggafontein Terminus, Watson Circle, Clydesdale Road, Butler Road, Pearse Road, Christian Road, Parry Road, Butler Road, Lear Road, Hasset Road, Wright Road, Davis Drive, Nigel Road North, Hyde Circle, Second Street, Fifth Avenue, First Street, First Avenue East, Springs Station, First Avenue East, Second Street, Boksburg Road, Welgedacht Road, Payneville Road, First Avenue, First Street, Payneville.

Outward: From Payneville, First Street, First Avenue, Payneville Road, Welgedacht Road, Boksburg Road, First Avenue East, Springs Station, First Avenue East, First Street, Fifth Avenue, Third Street, Hyde Circle, Nigel Road North,

6791—12

Davis Drive, Wright Road, Hasset Road, Lear Road, Butler Road, Parry Road, Christian Road, Pearse Road, Butler Road, Clydesdale Road, Watson Circle, Daggafontein Terminus.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 15 and 24.)

ROUTE 90017

SPRINGS STATION-SAPPI

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, Second Street, Boksburg Road, Fourth Avenue, Third Street, East Geduld Road, Sappi.

Inward: From Sappi, East Geduld Road, Third Street, Fourth Avenue, Boksburg Road, First Avenue East, Springs Station.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 16.)

ROUTE 90018

SPRINGS STATION-FAR EAST RAND HOSPITAL

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, First Street, Fifth Avenue, South Main Reef Road, Olympia Circle, Hospital Road, Far East Rand Hospital.

Inward: From Far East Rand Hospital, Hospital Road, Olympia Circle, South Main Reef Road, Fifth Avenue, First Street, First Avenue East, Springs Station.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 17.)

ROUTE 90019

KWATHEMA-SPRINGS STATION VIA NEW ERA

Restrictions: Nil.

Route:

Inward: From kwaThema Termini, Thema Road and Witpoort Road or the Vlakfontein Road, Springs West Road, Industry Road, Iron Road, Brass Street, Steel Street, Industry Road, South Main Reef Road, Fifth Avenue, First Street, First Avenue East, Springs Station.

Outward: From Springs Station, First Avenue East, First Street, Fifth Avenue, South Main Reef Road, Industry Road, Steel Street, Brass Street, Iron Road, Industry Road, Springs West Road, the Vlakfontein or Witpoort Road and Thema Road, kwaThema Termini.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 18.)

ROUTE 90020

SPRINGS STATION-SANTA HOSPITAL

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, Second Street, Boksburg Road, Fourth Avenue, Paul Kruger Highway, Main Reef Road, Orpiment Avenue, Cloverfield Road, Outeniqua Road, Unnamed Road, Santa Hospital.

Inward: From Santa Hospital, Unnamed Road, Outeniqua Road, Cloverfield Road, Orpiment Avenue, Main Reef Road, Paul Kruger Highway, Fourth Avenue, Boksburg Road, First Avenue East, Springs Station.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 20.)

ROUTE 90021

SPRINGS STATION-NUFFIELD

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, First Street, Fifth Avenue, Third Street, Hyde Circle, Nigel Road North, Davis Drive, Jansen Road and Cowan Road or Wright Road and Hasset Road, Lear Road, Butler Road, Pearse Road, Christian Road, Parry Road, Butler Road, Nuffield Termini.

Inward:

(a) From Nuffield Termini, Butler Road, Lear Road, Hasset Road and Wright Road or Cowan Road and Jansen Road, Davis Drive; or

(b) from Nuffield Termini, Butler Road, Unnamed Road, Davis Drive; or

(c) from Nuffield Termini Butler Road, Hewitt Avenue, Coaton Avenue, Nigel Road South, then—

Nigel Road North, Hyde Circle, Second Street, Fifth Avenue, First Street, First Avenue East, Springs Station.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 21.)

ROUTE 90022

SPRINGS STATION-SEL COURT

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, First Street, Fifth Avenue, Third Street, Hyde Circle, Nigel Road North, Nigel Road South, Caribou Road, Cam and Motor Road to intersection with Chartland Avenue, Selcourt Termini.

Inward: From Selcourt Terminus, Chartland Avenue, Nigel Road South, Nigel Road North, Hyde Circle, Second Street, Fifth Avenue, First Street, First Avenue East, Springs Station.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 22.)

ROUTE 90023

SPRINGS STATION-SELECTION PARK

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, First Street, Fifth Avenue, Third Street, Hyde Circle, Nigel Road North, Hills Road, Grung Road, Unnamed Road over Railway, Hills Road to Temsa Factory, Selection Park Termini.

Inward: From Selection Park Terminus, Temsa Factory, Hills Road, Unnamed Road over Railway, Grung Road, Hills Road, Nigel Road North, Hyde Circle, Second Street, Fifth Avenue, First Street, First Avenue East, Springs Station.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 23.)

ROUTE 90024

SPRINGS STATION-PAYNEVILLE

Restrictions: Nil.

Route:

Outward: From Springs Station, First Avenue East, Second Street, Boksburg Road, Welgedacht Road, Payneville Road, First Avenue, First Street, Payneville.

Inward: From Payneville, First Street, First Avenue, Payneville Road, Welgedacht Road, Boksburg Road, First Avenue East, Springs Station.

Time-table: as and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 24.)

ROUTE 90025

KWATHEMA-STRUISBULT

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or The Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Ninth Avenue, Zig Zag Road, Wit Road, Colliery Road, Clydesdale Road, Watson Circle, Vogelstruisbult Road, Struisbult.

Outward: From Struisbult, Vogelstruisbult Road, Watson Circle, Clydesdale Road, Colliery Road, Wit Road, Zig Zag Road, Ninth Avenue, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

ROUTE 90026

KWATHEMA-PAYNEVILLE

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, Industry Road, South Main Reef Road, Fifth Avenue, First Street, First Avenue East, Springs Station, First Avenue East, Second Street, Boksburg Road, Welgedacht Road, Payneville Road, First Avenue, First Street, Payneville.

Outward: From Payneville, First Street, First Avenue, Payneville Road, Welgedacht Road, Boksburg Road, First Avenue East, Springs Station, First Avenue East, First Street, Fifth Avenue, South Main Reef Road, Industry Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

(Ex Springs 2 and 24.)

PUTCO LTD

ROUTE 90027

WITHOK-PAYNEVILLE

Restrictions: Nil.

Route:

Inward: From Withok, 12th Road, Witpoort Road, Springs West Road, Industry Road, South Main Reef Road, Fifth Avenue, First Avenue East, Springs Station, First Avenue East, Second Street, Boksburg Road, Welgedacht Road, Payneville Road, First Avenue, First Street, Payneville.

Outward: From Payneville, First Street, First Avenue, Payneville Road, Welgedacht Road, Boksburg Road, First Avenue East, Springs Station, First Avenue East, First Street, Fifth Avenue, South Main Reef Road, Industry Road, Springs West Road, Witpoort Road, 12th Road, Withok.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

PUTCO LTD

ROUTE 90028

WITHOK-PAYNEVILLE VIA KWATHEMA

Restrictions: Nil.

Route:

Inwards: From Withok, 12th Road, Seventh Road, Vlaktefontein Road, Access Road to kwaThema, kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, Industry Road, South Main Reef Road, Fifth Avenue, First Street, First Avenue East, Springs Station, First Avenue East, Second Street, Boksburg Road, Welgedacht Road, Payneville Road, First Avenue, First Street, Payneville.

Outwards: From Payneville, First Street, First Avenue, Payneville Road, Welgedacht Road, Boksburg Road, First Avenue East, Springs Station, First Avenue East, First Street, Fifth Avenue, South Main Reef Road, Industry Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and

Thema Road, kwaThema Terminii, Access Road from kwaThema, Vlaktefontein Road, Seventh Road, 12th Road, Wit-hok.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

PUTCO LTD

ROUTE 90029

PAYNEVILLE-CASSELDAL

Restrictions: Nil.

Route:

Outward: From Payneville, First Street, First Avenue, Payneville Road, Welgedacht Road, Grootvaly Road, Ermelo Road to intersection with Freyer Road, Casseldale Terminus.

Inward: From Casseldale Terminus, Ermelo Road, Grootvaly Road, Welgedacht Road, Payneville Road, First Avenue, First Street, Payneville.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

PUTCO LTD

ROUTE 90030

KWATHEMA-HORSE'S HEAD

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Ninth Avenue, Zig Zag Road, Wit Road, Colliery Road, Drie-hoek Road, Clydesdale Road, Lake Road, Lewis Road North, Frikkie Street, Odendaal Road, Horse's Head Terminus.

Outward: From Horse's Head Terminus, Odendaal Road, Lewis Road North, Lake Road, Clydesdale Road, Drie-hoek Road, Colliery Road, Wit Road, Zig Zag Road, Ninth Avenue, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5423.

Granted: 10-2-76.

PUTCO LTD

ROUTE 90031

KWATHEMA-SPRINGS (FIRST STREET)

Restrictions: Nil.

Route:

Inwards: From kwaThema Terminii, Thema Road and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Second Street, Eighth Avenue, First Street Terminus.

Outward: Terminus First Street, Fifth Avenue, South Main Reef Road, Industry Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

L.R.T.B. JM5974.

Granted: 16-3-76.

PUTCO LTD

ROUTE 90032

KWATHEMA-PICK AND PAY (SHARON PARK)

Restrictions: Nil.

Route:

Inward: From kwaThema Terminii, Thema Road, and Witpoort Road or the Vlaktefontein Road, Springs West Road, West Springs Road, Hyde Circle, Nigel Road North, Nigel Road South, to Pick 'n Pay.

Outward: From Pick 'n Pay in Nigel Road South, Nigel Road North, Hyde Circle, West Springs Road, Springs West Road, the Vlaktefontein Road or Witpoort Road and Thema Road, kwaThema Terminii.

Time-table: As and when required.

PUTCO Ref. A210.

L.R.T.B. Ref. JM3847.

Granted: 2-11-76.

PUTCO LTD

ROUTE 90033

NEW ERA-PICK 'N PAY (SHARON PARK)

Restrictions: Nil.

Route:

Forward: From terminus in Iron Road, Industry Road, West Springs Road, Nigel Road, Unnamed Road to terminus at Pick 'n Pay.

Return: As per forward route in reverse.

Time-table

Monday to Thursday

Depart Pick 'n Pay Arrive New Era
06h30 06h50

Friday

06h30 06h50

Monday to Thursday

Depart New Era Arrive Pick 'n Pay
17h10 17h30

Friday

14h20 14h40

Additional trips as and when required.

Running time: 20 minutes.

PUTCO Ref. A213.

L.R.T.B. Ref. JM3850.

Granted: 2-12-76.

PUTCO LTD

ROUTE 90036

KWATHEMA-DAL FOUCHE

Restrictions: Nil.

Route:

Forward: From kwaThema Terminii via Thema Road, Witpoort Road or the Vlakfontein Road, Springs West Road, Industry Road, Steel Street, Mopani Street, Seder Road, Watte Road, Denne Avenue, Maroela Road, Tambotie Avenue Terminii.

Return: From terminus in Tambotie Avenue via Moepel Road, Wilge Avenue, Mopani Street then continue as per forward route in reverse.

Time-table: As and when required.

PUTCO Ref. A257 4/09/17.

L.R.T.B. Ref. JM4900.

Granted: 5-4-77.

ANNEXURE E

PUTCO LIMITED

ANNEXURE OF MOTOR VEHICLES, JOHANNESBURG: 1979/80

| Fleet No. | Registration No. | Make | Year | Capacity | Division | Permit | Date issued |
|-----------|------------------|---------|------|----------|----------|-----------|-------------|
| 1 | BBZ 834T | Metro | 1978 | 65 x 0 | W.B. | PP 78014 | 15/8/79 |
| 27 | TS 21881 | Guy | 1967 | 64 x 16 | S.P. | PP 77371 | 1/8/79 |
| 28 | TS 21882 | Guy | 1967 | 65 x 16 | S.P. | PP 77372 | 1/8/79 |
| 29 | TS 21883 | Guy | 1967 | 64 x 16 | S.P. | PP 77358 | 1/8/79 |
| 30 | TS 21884 | Guy | 1967 | 64 x 16 | S.P. | PP 77373 | 1/8/79 |
| 31 | TS 21885 | Guy | 1967 | 64 x 16 | S.P. | PP 77299 | 31/7/79 |
| 32 | TS 21886 | Guy | 1967 | 64 x 16 | S.P. | PP 77300 | 31/7/79 |
| 33 | TS 21887 | Guy | 1968 | 64 x 16 | S.P. | PP 77351 | 1/8/79 |
| 34 | TS 21888 | Guy | 1967 | 64 x 16 | S.P. | PP 77352 | 1/8/79 |
| 35 | TS 21889 | Guy | 1968 | 64 x 16 | S.P. | PP 77353 | 1/8/79 |
| 36 | TS 21890 | Guy | 1967 | 64 x 16 | S.P. | PP 77354 | 1/8/79 |
| 37 | TS 21891 | Guy | 1967 | 64 x 16 | S.P. | PP 77355 | 1/8/79 |
| 38 | TS 21892 | Guy | 1967 | 64 x 16 | S.P. | PP 77356 | 1/8/79 |
| 39 | TS 21893 | Guy | 1968 | 64 x 16 | S.P. | PP 77357 | 1/8/79 |
| 41 | TS 18258 | Guy | 1969 | 64 x 16 | S.P. | PP 77359 | 1/8/79 |
| 42 | TS 18317 | Guy | 1969 | 64 x 16 | S.P. | PP 77360 | 1/8/79 |
| 43 | TS 18474 | Guy | 1969 | 64 x 16 | S.P. | PP 77361 | 1/8/79 |
| 44 | TS 18665 | Guy | 1969 | 64 x 16 | S.P. | PP 77362 | 1/8/79 |
| 45 | TS 18818 | Guy | 1969 | 64 x 16 | S.P. | PP 77823 | 14/8/79 |
| 46 | TS 18858 | Guy | 1969 | 64 x 16 | S.P. | PP 77363 | 1/8/79 |
| 47 | TS 18879 | Guy | 1969 | 64 x 16 | S.P. | PP 77364 | 1/8/79 |
| 106 | TS 17604 | Bussing | 1973 | 103 x 28 | S.P. | PP 77366 | 1/8/79 |
| 107 | TS 17556 | Bussing | 1973 | 103 x 28 | S.P. | PP 77367 | 1/8/79 |
| 108 | TS 31697 | Bussing | 1974 | 103 x 25 | S.P. | PP 77368 | 1/8/79 |
| 109 | TS 24830 | Bussing | 1974 | 103 x 28 | S.P. | PP 77369 | 1/8/79 |
| 162 | TJ 115-583 | Leyland | 1964 | 65 x 16 | P.U. | PP 106028 | 9/10/79 |
| 172 | TU 34217 | Leyland | 1966 | 66 x 18 | P.U. | PP 106029 | 9/10/79 |
| 176 | TU 33718 | Leyland | 1967 | 65 x 20 | P.U. | PP 77546 | 8/8/79 |
| 177 | TU 34073 | Leyland | 1967 | 65 x 16 | P.U. | PP 106030 | 9/10/79 |
| 179 | TJ 235-359 | Leyland | 1967 | 66 x 17 | P.U. | PP 77557 | 8/8/79 |
| 183 | TJ 235-309 | Leyland | 1967 | 68 x 17 | P.U. | PP 77499 | 2/8/79 |
| 184 | TJ 49035 | Leyland | 1967 | 65 x 16 | P.U. | PP 77500 | 2/8/79 |
| 192 | TJ 66426 | Leyland | 1968 | 65 x 16 | P.U. | PP 74175 | 19/9/79 |
| 193 | TJ 255-866 | Leyland | 1975 | 66 x 16 | P.U. | PP 77052 | 3/8/79 |
| 225 | TJ 320-116 | Leyland | 1975 | 65 x 16 | P.U. | PP 77286 | 31/7/79 |
| 226 | CCN 094T | Leyland | 1966 | 65 x 20 | B.B. | PP 69467 | 21/8/79 |
| 227 | TU 49606 | Leyland | 1966 | 65 x 16 | P.U. | PP 77619 | 9/8/79 |
| 228 | TU 40097 | Leyland | 1966 | 65 x 20 | P.U. | PP 77620 | 9/8/79 |
| 229 | CCN 082T | Leyland | 1966 | 65 x 16 | B.B. | PP 69468 | 21/8/79 |
| 230 | TU 35190 | Leyland | 1966 | 65 x 16 | P.U. | PP 75849 | 26/9/79 |
| 231 | TU 13836 | Leyland | 1966 | 65 x 16 | P.U. | PP 75850 | 26/9/79 |
| 233 | TU 47763 | Leyland | 1966 | 65 x 20 | P.U. | PP 74176 | 19/9/79 |
| 234 | TU 39545 | Leyland | 1966 | 65 x 16 | P.U. | PP 72136 | 30/8/79 |
| 235 | TJ 320-013 | Leyland | 1966 | 65 x 16 | P.U. | PP 77613 | 9/8/79 |
| 236 | TU 20579 | Leyland | 1966 | 65 x 16 | P.U. | PP 77614 | 9/8/79 |
| 237 | TJ 319-496 | Leyland | 1966 | 65 x 16 | P.U. | PP 77615 | 9/8/79 |
| 238 | TJ 118-219 | Leyland | 1966 | 65 x 16 | P.U. | PP 77616 | 9/8/79 |
| 239 | TU 12159 | Leyland | 1966 | 65 x 16 | P.U. | PP 77617 | 9/8/79 |
| 240 | CCN 104T | Leyland | 1966 | 65 x 16 | B.B. | PP 69469 | 21/8/79 |
| 242 | TU 20549 | Leyland | 1966 | 65 x 20 | P.U. | PP 77618 | 9/8/79 |
| 243 | TU 42679 | Leyland | 1966 | 65 x 20 | P.U. | PP 77845 | 14/8/79 |
| 244 | TU 18137 | Leyland | 1966 | 65 x 16 | P.U. | PP 77563 | 8/8/79 |
| 246 | TU 12620 | Leyland | 1965 | 65 x 20 | P.U. | PP 76830 | 27/7/79 |

| Fleet No. | Registration No. | Make | Year | Capacity | Division | Permit | Date issued |
|-----------|------------------|---------|------|----------|----------|-----------|-------------|
| 247 | TU 49037 | Leyland | 1965 | 68×12 | P.U. | PP 76829 | 27/7/79 |
| 251 | TJ 259-810 | Leyland | 1965 | 44×0 | S.O. | PP 77606 | 9/8/79 |
| 296 | TU 25452 | Leyland | 1970 | 65×16 | P.U. | PP 69259 | 17/8/79 |
| 297 | TU 35893 | Leyland | 1970 | 64×16 | P.U. | PP 69260 | 17/8/79 |
| 298 | TU 29258 | Leyland | 1970 | 64×16 | P.U. | PP 77831 | 14/8/79 |
| 299 | TU 26096 | Leyland | 1970 | 65×16 | P.U. | PP 69261 | 17/8/79 |
| 300 | TU 28934 | Leyland | 1970 | 64×16 | P.U. | PP 69262 | 17/8/79 |
| 301 | TU 17438 | Leyland | 1970 | 64×16 | P.U. | PP 69263 | 17/8/79 |
| 302 | TU 14830 | Leyland | 1970 | 65×16 | P.U. | PP 69264 | 17/8/79 |
| 303 | TU 19364 | Leyland | 1970 | 64×16 | P.U. | PP 69265 | 17/8/79 |
| 311 | TJ 335-732 | Leyland | 1970 | 65×16 | P.U. | PP 69266 | 17/8/79 |
| 321 | TU 36632 | A.E.C. | 1967 | 65×16 | P.U. | PP 69267 | 17/8/79 |
| 322 | TU 36625 | A.E.C. | 1967 | 68×17 | P.U. | PP 69268 | 17/8/79 |
| 324 | TU 36643 | A.E.C. | 1967 | 66×20 | P.U. | PP 69269 | 17/8/79 |
| 325 | TU 39411 | A.E.C. | 1967 | 66×20 | P.U. | PP 69270 | 17/8/79 |
| 326 | TU 36654 | A.E.C. | 1967 | 65×16 | P.U. | PP 69271 | 17/8/79 |
| 328 | TU 36673 | A.E.C. | 1967 | 65×16 | P.U. | PP 69272 | 17/8/79 |
| 329 | TU 36668 | A.E.C. | 1967 | 68×17 | P.U. | PP 106018 | 8/10/79 |
| 330 | TU 36659 | A.E.C. | 1967 | 68×17 | P.U. | PP 106019 | 8/10/79 |
| 332 | TU 36630 | A.E.C. | 1967 | 65×16 | P.U. | PP 74191 | 24/9/79 |
| 333 | TU 36628 | A.E.C. | 1967 | 65×20 | P.U. | PP 74190 | 24/9/79 |
| 334 | TU 36648 | A.E.C. | 1967 | 66×20 | P.U. | PP 69277 | 17/8/79 |
| 335 | TU 36642 | A.E.C. | 1967 | 65×16 | P.U. | PP 77063 | 3/8/79 |
| 336 | TU 36637 | A.E.C. | 1967 | 68×17 | P.U. | PP 77064 | 3/8/79 |
| 337 | TU 36633 | A.E.C. | 1967 | 66×20 | P.U. | PP 77065 | 3/8/79 |
| 339 | TU 36634 | A.E.C. | 1967 | 65×16 | P.U. | PP 77068 | 3/8/79 |
| 340 | TU 36650 | A.E.C. | 1967 | 65×16 | P.U. | PP 77066 | 3/8/79 |
| 341 | TU 36674 | A.E.C. | 1967 | 66×20 | P.U. | PP 77067 | 3/8/79 |
| 342 | TU 36651 | A.E.C. | 1967 | 65×20 | P.U. | PP 77472 | 2/8/79 |
| 343 | TU 36635 | A.E.C. | 1967 | 65×16 | P.U. | PP 77473 | 2/8/79 |
| 344 | TU 36626 | A.E.C. | 1967 | 66×20 | P.U. | PP 76844 | 27/7/79 |
| 346 | TU 36636 | A.E.C. | 1967 | 65×16 | P.U. | PP 76845 | 27/7/79 |
| 347 | TU 39409 | A.E.C. | 1967 | 65×16 | P.U. | PP 76846 | 27/7/79 |
| 348 | TU 39403 | A.E.C. | 1966 | 66×18 | P.U. | PP 76847 | 27/7/79 |
| 350 | TU 36660 | A.E.C. | 1966 | 65×16 | P.U. | PP 76848 | 27/7/79 |
| 501 | TB 25070 | Leyland | 1953 | 67×10 | B.B. | PP 77643 | 10/8/79 |
| 502 | TB 14085 | Leyland | 1952 | 67×13 | B.B. | PP 77642 | 10/8/79 |
| 507 | TS 11488 | Leyland | 1953 | 67×13 | S.P. | PP 77527 | 7/8/79 |
| 508 | TS 31119 | Leyland | 1953 | 67×11 | S.P. | PP 77518 | 7/8/79 |
| 510 | TB 26311 | Leyland | 1953 | 67×13 | B.B. | PP 77624 | 9/8/79 |
| 514 | TB 40472 | Leyland | 1954 | 67×13 | B.B. | PP 77454 | 2/8/79 |
| 543 | TB 11998 | Leyland | 1955 | 67×16 | B.B. | PP 76849 | 27/7/79 |
| 621 | TB 12328 | Leyland | 1965 | 67×16 | B.B. | PP 77126 | 6/8/79 |
| 623 | TB 28239 | Leyland | 1965 | 67×16 | B.B. | PP 77646 | 10/8/79 |
| 626 | TB 12103 | Leyland | 1960 | 67×16 | B.B. | PP 77072 | 3/8/79 |
| 627 | TB 13066 | Leyland | 1960 | 67×16 | B.B. | PP 106020 | 8/10/79 |
| 628 | TB 12985 | Leyland | 1960 | 67×16 | B.B. | PP 106021 | 8/10/79 |
| 629 | TB 14762 | Leyland | 1960 | 67×16 | B.B. | PP 106022 | 8/10/79 |
| 631 | TB 12128 | Leyland | 1960 | 67×16 | B.B. | PP 106023 | 9/10/79 |
| 633 | TB 14254 | Leyland | 1960 | 67×16 | B.B. | PP 106024 | 9/10/79 |
| 634 | TB 11585 | Leyland | 1960 | 67×16 | B.B. | PP 106025 | 9/10/79 |
| 637 | TB 12380 | Leyland | 1960 | 67×16 | B.B. | PP 77600 | 9/8/79 |
| 639 | TB 12740 | Leyland | 1960 | 67×16 | B.B. | PP 77586 | 8/8/79 |
| 641 | TB 11574 | Leyland | 1960 | 67×16 | B.B. | PP 77599 | 9/8/79 |
| 644 | TB 13282 | Leyland | 1960 | 67×16 | B.B. | PP 77598 | 9/8/79 |
| 646 | TB 12852 | Leyland | 1960 | 67×16 | B.B. | PP 77597 | 9/8/79 |
| 651 | TB 28536 | Leyland | 1960 | 67×16 | B.B. | PP 77596 | 9/8/79 |
| 681 | TS 17821 | Leyland | 1964 | 67×16 | S.P. | PP 77584 | 8/8/79 |
| 682 | TS 25864 | Leyland | 1964 | 67×16 | S.P. | PP 77585 | 8/8/79 |
| 684 | TS 16173 | Leyland | 1964 | 67×16 | S.P. | PP 77060 | 3/8/79 |
| 686 | TS 16185 | Leyland | 1964 | 67×16 | S.P. | PP 77061 | 3/8/79 |
| 687 | TB 25229 | Leyland | 1964 | 67×16 | B.B. | PP 77595 | 8/8/79 |
| 688 | TB 26082 | Leyland | 1964 | 67×16 | B.B. | PP 77594 | 8/8/79 |
| 689 | TB 13241 | Leyland | 1964 | 67×16 | B.B. | PP 77593 | 8/8/79 |
| 693 | TB 22851 | Leyland | 1964 | 67×16 | B.B. | PP 77591 | 8/8/79 |
| 694 | TB 22849 | Leyland | 1964 | 67×16 | B.B. | PP 77590 | 8/8/79 |
| 695 | TB 23091 | Leyland | 1964 | 67×16 | B.B. | PP 77589 | 8/8/79 |
| 697 | TB 23001 | Leyland | 1964 | 67×16 | B.B. | PP 77588 | 8/8/79 |
| 698 | TB 23167 | Leyland | 1964 | 67×14 | B.B. | PP 77587 | 8/8/79 |
| 700 | BLV 432T | Leyland | 1978 | 65×15 | P.U. | PP 78114 | 16/8/79 |
| 701 | BKM 933T | Leyland | 1978 | 69×23 | P.U. | PP 78115 | 16/8/79 |
| 780 | TU 36629 | A.E.C. | 1966 | 65×12 | P.U. | PP 76952 | 27/7/79 |
| 783 | TU 36672 | A.E.C. | 1966 | 70×15 | P.U. | PP 69428 | 21/8/79 |
| 791 | TU 36675 | A.E.C. | 1966 | 70×15 | P.U. | PP 69430 | 21/8/79 |
| 795 | TU 39410 | A.E.C. | 1966 | 65×16 | P.U. | PP 69431 | 21/8/79 |
| 797 | TU 36653 | A.E.C. | 1966 | 70×15 | P.U. | PP 69432 | 21/8/79 |
| 798 | TU 36655 | A.E.C. | 1966 | 70×15 | P.U. | PP 69433 | 21/8/79 |
| 801 | TJ 309-956 | A.E.C. | 1962 | 70×15 | P.U. | PP 77490 | 2/8/79 |
| 823 | TJ 186-515 | A.E.C. | 1963 | 70×15 | P.U. | PP 76953 | 27/7/79 |
| 824 | TJ 186-516 | A.E.C. | 1963 | 70×15 | P.U. | PP 76954 | 27/7/79 |
| 890 | TJ 229-676 | A.E.C. | 1966 | 70×15 | P.U. | PP 69426 | 21/8/79 |
| 891 | TJ 229-677 | A.E.C. | 1966 | 70×15 | P.U. | PP 69427 | 21/8/79 |
| 925 | TJ 279-570 | A.E.C. | 1965 | 65×16 | P.U. | PP 77476 | 2/8/79 |
| 926 | TJ 279-571 | A.E.C. | 1965 | 66×16 | P.U. | PP 77477 | 2/8/79 |
| 932 | TJ 279-577 | A.E.C. | 1965 | 65×16 | P.U. | PP 77478 | 2/8/79 |
| 933 | TJ 279-578 | A.E.C. | 1965 | 66×18 | P.U. | PP 77479 | 2/8/79 |

| Fleet No. | Registration No. | Make | Year | Capacity | Division | Permit | Date issued |
|-----------|------------------|---------|------|----------|----------|-----------|-------------|
| 934. | TJ 61967 | A.E.C. | 1965 | 65×16 | P.U. | PP 77480 | 2/8/79 |
| 935. | TJ 62041 | A.E.C. | 1965 | 66×16 | P.U. | PP 77481 | 2/8/79 |
| 936. | TJ 62086 | A.E.C. | 1965 | 65×16 | P.U. | PP 77482 | 2/8/79 |
| 937. | TJ 62133 | A.E.C. | 1965 | 66×18 | P.U. | PP 77483 | 2/8/79 |
| 938. | TJ 62171 | A.E.C. | 1965 | 66×18 | P.U. | PP 77484 | 2/8/79 |
| 939. | TJ 44678 | A.E.C. | 1965 | 66×18 | P.U. | PP 69437 | 21/8/79 |
| 941. | TJ 44728 | A.E.C. | 1965 | 66×18 | P.U. | PP 77485 | 2/8/79 |
| 942. | TJ 44806 | A.E.C. | 1965 | 65×16 | P.U. | PP 77486 | 2/8/79 |
| 944. | TJ 251-241 | A.E.C. | 1965 | 66×18 | P.U. | PP 77747 | 13/8/79 |
| 945. | TJ 251-242 | A.E.C. | 1965 | 65×16 | P.U. | PP 77748 | 13/8/79 |
| 946. | TJ 262-201 | A.E.C. | 1965 | 65×16 | P.U. | PP 77749 | 13/8/79 |
| 947. | TJ 262-202 | A.E.C. | 1965 | 66×18 | P.U. | PP 77750 | 13/8/79 |
| 948. | TJ 262-203 | A.E.C. | 1965 | 65×16 | P.U. | PP 73695 | 10/8/79 |
| 949. | TJ 262-204 | A.E.C. | 1965 | 65×16 | P.U. | PP 73694 | 10/8/79 |
| 950. | TJ 262-205 | A.E.C. | 1965 | 65×17 | P.U. | PP 77816 | 13/8/79 |
| 951. | TJ 262-206 | A.E.C. | 1965 | 65×16 | P.U. | PP 77817 | 13/8/79 |
| 953. | TJ 31643 | A.E.C. | 1965 | 65×16 | P.U. | PP 77814 | 13/8/79 |
| 954. | TJ 31664 | A.E.C. | 1965 | 66×18 | P.U. | PP 77804 | 13/8/79 |
| 956. | TJ 31746 | A.E.C. | 1965 | 65×16 | P.U. | PP 77805 | 13/8/79 |
| 957. | TJ 186-196 | A.E.C. | 1965 | 65×16 | P.U. | PP 77802 | 13/8/79 |
| 958. | TJ 262-213 | A.E.C. | 1965 | 65×16 | P.U. | PP 77803 | 13/8/79 |
| 959. | TJ 205-621 | A.E.C. | 1965 | 65×16 | P.U. | PP 77806 | 13/8/79 |
| 960. | TJ 205-622 | A.E.C. | 1965 | 65×16 | P.U. | PP 77807 | 13/8/79 |
| 961. | TJ 205-671 | A.E.C. | 1965 | 65×16 | P.U. | PP 77808 | 13/8/79 |
| 962. | TJ 205-681 | A.E.C. | 1965 | 66×18 | P.U. | PP 77487 | 2/8/79 |
| 963. | TJ 205-692 | A.E.C. | 1965 | 65×16 | P.U. | PP 77488 | 2/8/79 |
| 964. | TJ 205-693 | A.E.C. | 1965 | 68×17 | P.U. | PP 77489 | 2/8/79 |
| 965. | TJ 205-702 | A.E.C. | 1965 | 68×17 | P.U. | PP 77813 | 13/8/79 |
| 966. | CKK 254T | A.E.C. | 1965 | 66×18 | E.D. | PP 106325 | 19/10/79 |
| 1001. | TB 10352 | Leyland | 1969 | 67×15 | B.B. | PP 78033 | 15/8/79 |
| 1002. | TB 10557 | Leyland | 1969 | 67×15 | B.B. | PP 76956 | 27/7/79 |
| 1003. | TB 12671 | Leyland | 1969 | 67×15 | B.B. | PP 76957 | 27/7/79 |
| 1004. | TB 10446 | Leyland | 1969 | 67×15 | B.B. | PP 76958 | 27/7/79 |
| 1005. | TB 12113 | Leyland | 1969 | 67×15 | B.B. | PP 76959 | 27/7/79 |
| 1006. | TB 29211 | Leyland | 1969 | 67×15 | B.B. | PP 76960 | 27/7/79 |
| 1007. | TB 14598 | Leyland | 1969 | 67×15 | B.B. | PP 76961 | 27/7/79 |
| 1008. | TB 14812 | Leyland | 1969 | 67×15 | B.B. | PP 76962 | 27/7/79 |
| 1009. | TB 13509 | Leyland | 1969 | 67×15 | B.B. | PP 76963 | 27/7/79 |
| 1010. | TB 13682 | Leyland | 1969 | 67×15 | B.B. | PP 76964 | 27/7/79 |
| 1011. | TB 13847 | Leyland | 1969 | 67×15 | B.B. | PP 76965 | 27/7/79 |
| 1012. | TB 10651 | Leyland | 1970 | 67×15 | B.B. | PP 76466 | 27/7/79 |
| 1013. | TB 10474 | Leyland | 1969 | 67×15 | B.B. | PP 76967 | 27/7/79 |
| 1014. | TB 28116 | Leyland | 1969 | 67×15 | B.B. | PP 76968 | 27/7/79 |
| 1017. | TB 28242 | Leyland | 1970 | 67×15 | B.B. | PP 76969 | 27/7/79 |
| 1018. | TB 29210 | Leyland | 1970 | 67×15 | B.B. | PP 76970 | 27/7/79 |
| 1019. | TB 26021 | Leyland | 1969 | 67×15 | B.B. | PP 77548 | 8/8/79 |
| 1021. | TB 14399 | Leyland | 1970 | 67×15 | B.B. | PP 77549 | 8/8/79 |
| 1022. | TB 25286 | Leyland | 1970 | 67×16 | B.B. | PP 77550 | 8/8/79 |
| 1023. | TB 25415 | Leyland | 1970 | 67×15 | B.B. | PP 77551 | 8/8/79 |
| 1024. | TB 11514 | Leyland | 1970 | 67×15 | B.B. | PP 77552 | 8/8/79 |
| 1025. | TB 11527 | Leyland | 1970 | 67×15 | B.B. | PP 77553 | 8/8/79 |
| 1026. | TB 14377 | Leyland | 1970 | 67×15 | B.B. | PP 77297 | 31/7/79 |
| 1027. | TB 13445 | Leyland | 1970 | 67×15 | B.B. | PP 77298 | 31/7/79 |
| 1028. | TB 14359 | Leyland | 1970 | 67×15 | B.B. | PP 76828 | 27/7/79 |
| 1029. | TB 25442 | Leyland | 1970 | 67×15 | B.B. | PP 77260 | 30/7/79 |
| 1030. | TB 41168 | Leyland | 1970 | 67×15 | B.B. | PP 77285 | 31/7/79 |
| 1031. | TB 41169 | Leyland | 1970 | 67×15 | B.B. | PP 76827 | 27/7/79 |
| 1032. | TB 14414 | Leyland | 1970 | 67×15 | B.B. | PP 76826 | 27/7/79 |
| 1033. | TB 41167 | Leyland | 1970 | 67×15 | B.B. | PP 77284 | 31/7/79 |
| 1034. | TS 18162 | Leyland | 1970 | 67×15 | S.P. | PP 77632 | 10/8/79 |
| 1035. | TS 18164 | Leyland | 1970 | 67×15 | S.P. | PP 77631 | 10/8/79 |
| 1036. | TS 29411 | Leyland | 1970 | 67×15 | S.P. | PP 77630 | 10/8/79 |
| 1037. | TS 21914 | Leyland | 1970 | 67×15 | S.P. | PP 77629 | 10/8/79 |
| 1038. | TS 18165 | Leyland | 1970 | 67×15 | S.P. | PP 77628 | 10/8/79 |
| 1039. | TS 18163 | Leyland | 1970 | 67×15 | S.P. | PP 77627 | 10/8/79 |
| 1040. | TS 22544 | Leyland | 1970 | 67×15 | S.P. | PP 77626 | 10/8/79 |
| 1041. | TS 25473 | Leyland | 1970 | 67×15 | S.P. | PP 77625 | 10/8/79 |
| 1042. | TS 30308 | Leyland | 1970 | 67×15 | S.P. | PP 77287 | 31/7/79 |
| 1043. | TS 28909 | Leyland | 1970 | 67×15 | S.P. | PP 77288 | 31/7/79 |
| 1044. | TS 30850 | Leyland | 1970 | 67×15 | S.P. | PP 77289 | 31/7/79 |
| 1045. | TS 28862 | Leyland | 1970 | 67×15 | S.P. | PP 77291 | 31/7/79 |
| 1046. | TS 28419 | Leyland | 1970 | 67×15 | S.P. | PP 77292 | 31/7/79 |
| 1047. | TS 27910 | Leyland | 1970 | 67×15 | S.P. | PP 77293 | 31/7/79 |
| 1048. | TS 26867 | Leyland | 1970 | 67×15 | S.P. | PP 77294 | 31/7/79 |
| 1049. | TS 35523 | Leyland | 1970 | 67×15 | S.P. | PP 77295 | 31/7/79 |
| 1050. | TS 35524 | Leyland | 1970 | 67×15 | S.P. | PP 77296 | 31/7/79 |
| 1051. | TB 40777 | Leyland | 1970 | 67×15 | B.B. | PP 77604 | 9/8/79 |
| 1053. | TB 36782 | Leyland | 1970 | 67×15 | B.B. | PP 77819 | 14/8/79 |
| 1054. | BCY 470T | Leyland | 1970 | 67×15 | B.B. | PP 77901 | 14/8/79 |
| 1055. | TB 40489 | Leyland | 1970 | 67×15 | B.B. | PP 77746 | 13/8/79 |
| 1056. | TB 40480 | Leyland | 1970 | 67×15 | B.B. | PP 77745 | 13/8/79 |
| 1057. | TB 14331 | Leyland | 1970 | 67×15 | B.B. | PP 77711 | 10/8/79 |
| 1058. | TB 14663 | Leyland | 1970 | 67×15 | B.B. | PP 77744 | 13/8/79 |
| 1059. | TB 40485 | Leyland | 1970 | 67×15 | B.B. | PP 77743 | 13/8/79 |
| 1060. | TB 14576 | Leyland | 1970 | 67×15 | B.B. | PP 77742 | 13/8/79 |

| Fleet No. | Registration No. | Make | Year | Capacity | Division | Permit | Date issued |
|-----------|------------------|----------|------|----------|----------|----------|-------------|
| 1061. | TB 14724. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77741 | 13/8/79 |
| 1062. | TB 50323. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77647 | 10/8/79 |
| 1063. | TB 10541. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77740 | 13/8/79 |
| 1064. | TB 50306. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77739 | 13/8/79 |
| 1065. | TB 50307. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77648 | 10/8/79 |
| 1066. | TB 14069. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77738 | 13/8/79 |
| 1067. | TB 50308. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77737 | 13/8/79 |
| 1068. | TB 40487. | Leyland. | 1971 | 67 x 15 | B.B. | PP 77736 | 13/8/79 |
| 1069. | TB 28687. | Leyland. | 1970 | 67 x 15 | B.B. | PP 76825 | 27/7/79 |
| 1070. | TB 14074. | Leyland. | 1971 | 67 x 15 | B.B. | PP 77735 | 13/8/79 |
| 1071. | TB 14996. | Leyland. | 1971 | 67 x 15 | B.B. | PP 77734 | 13/8/79 |
| 1072. | TB 13944. | Leyland. | 1971 | 67 x 15 | B.B. | PP 77733 | 13/8/79 |
| 1073. | TB 25428. | Leyland. | 1971 | 67 x 15 | B.B. | PP 77844 | 14/8/79 |
| 1075. | TB 40882. | Leyland. | 1971 | 67 x 15 | B.B. | PP 76842 | 27/7/79 |
| 1076. | TB 11469. | Leyland. | 1971 | 67 x 16 | B.B. | PP 76841 | 27/7/79 |
| 1077. | TS 36601. | Leyland. | 1971 | 67 x 15 | S.P. | PP 76840 | 27/7/79 |
| 1078. | TS 36602. | Leyland. | 1971 | 67 x 15 | S.P. | PP 76839 | 27/7/79 |
| 1079. | TS 10247. | Leyland. | 1971 | 67 x 15 | S.P. | PP 77830 | 14/8/79 |
| 1080. | TS 10264. | Leyland. | 1971 | 67 x 15 | S.P. | PP 77829 | 14/8/79 |
| 1081. | TS 36604. | Leyland. | 1971 | 67 x 15 | S.P. | PP 77828 | 14/8/79 |
| 1082. | TS 12214. | Leyland. | 1971 | 67 x 15 | S.P. | PP 77827 | 14/8/79 |
| 1083. | TS 36804. | Leyland. | 1971 | 67 x 15 | S.P. | PP 76838 | 27/7/79 |
| 1084. | TS 36603. | Leyland. | 1971 | 67 x 15 | S.P. | PP 76837 | 27/7/79 |
| 1085. | TS 36810. | Leyland. | 1971 | 67 x 15 | S.P. | PP 76826 | 27/7/79 |
| 1086. | TS 36811. | Leyland. | 1970 | 67 x 15 | S.P. | PP 76835 | 27/7/79 |
| 1087. | TS 10275. | Leyland. | 1970 | 67 x 15 | S.P. | PP 77826 | 14/8/79 |
| 1088. | TS 36812. | Leyland. | 1970 | 67 x 15 | S.P. | PP 76834 | 27/7/79 |
| 1089. | TS 36890. | Leyland. | 1970 | 67 x 15 | S.P. | PP 77825 | 27/7/79 |
| 1090. | TS 36813. | Leyland. | 1970 | 67 x 15 | S.P. | PP 76833 | 27/7/79 |
| 1091. | TS 36891. | Leyland. | 1970 | 67 x 15 | S.P. | PP 77824 | 14/8/79 |
| 1092. | TS 36830. | Leyland. | 1970 | 67 x 15 | S.P. | PP 76832 | 27/7/79 |
| 1093. | TB 11186. | Leyland. | 1970 | 67 x 15 | B.B. | PP 76971 | 30/7/79 |
| 1094. | TB 13363. | Leyland. | 1970 | 67 x 15 | B.B. | PP 77283 | 31/7/79 |
| 1095. | TB 13407. | Leyland. | 1970 | 67 x 15 | B.B. | PP 76972 | 30/7/79 |
| 1096. | TB 14293. | Leyland. | 1970 | 67 x 15 | B.B. | PP 76973 | 30/7/79 |
| 1200. | TJ 34622. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77456 | 2/8/79 |
| 1201. | TJ 249-782. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77455 | 2/8/79 |
| 1202. | TJ 249-783. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77458 | 2/8/79 |
| 1203. | TJ 93027. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77457 | 2/8/79 |
| 1204. | TJ 113-532. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77810 | 13/8/79 |
| 1205. | TJ 237-331. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77809 | 13/8/79 |
| 1206. | TJ 63624. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77811 | 13/8/79 |
| 1207. | TJ 56176. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77195 | 7/8/79 |
| 1208. | TJ 237-360. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77196 | 7/8/79 |
| 1209. | TJ 237-305. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77197 | 7/8/79 |
| 1210. | TJ 237-287. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77198 | 7/8/79 |
| 1211. | TJ 237-367. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77199 | 7/8/79 |
| 1212. | TJ 237-353. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77200 | 7/8/79 |
| 1213. | TJ 237-340. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77501 | 7/8/79 |
| 1214. | TJ 261-447. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77502 | 7/8/79 |
| 1215. | TJ 261-465. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77503 | 7/8/79 |
| 1216. | TJ 261-525. | Leyland. | 1972 | 65 x 16 | P.U. | PP 77504 | 7/8/79 |
| 1217. | TJ 261-544. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69301 | 17/8/79 |
| 1218. | TJ 340-527. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69302 | 17/8/79 |
| 1219. | TJ 340-790. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69303 | 17/8/79 |
| 1220. | TJ 340-801. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69304 | 17/8/79 |
| 1221. | TJ 340-874. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69305 | 17/9/79 |
| 1222. | TJ 113-030. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69306 | 17/8/79 |
| 1223. | TJ 113-053. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69307 | 17/8/79 |
| 1224. | TJ 113-074. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69308 | 17/8/79 |
| 1225. | TJ 113-008. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69309 | 17/8/79 |
| 1226. | TJ 241-743. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69310 | 17/8/79 |
| 1227. | TJ 241-547. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69311 | 17/8/79 |
| 1228. | TJ 241-576. | Leyland. | 1972 | 65 x 16 | P.U. | PP 69312 | 17/8/79 |
| 1229. | TJ 329-042. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69313 | 17/8/79 |
| 1230. | TJ 329-043. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69314 | 17/8/79 |
| 1231. | TJ 329-044. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69315 | 20/8/79 |
| 1232. | TJ 329-045. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69316 | 20/8/79 |
| 1233. | TJ 329-046. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69317 | 20/8/79 |
| 1234. | TJ 205-811. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69318 | 20/8/79 |
| 1235. | TJ 312-187. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69319 | 20/8/79 |
| 1236. | TJ 255-625. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69320 | 20/8/79 |
| 1237. | TJ 255-678. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69321 | 20/8/79 |
| 1238. | TJ 205-703. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69322 | 20/8/79 |
| 1239. | TJ 255-796. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69323 | 20/8/79 |
| 1240. | TJ 255-687. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69324 | 20/8/79 |
| 1241. | TJ 255-818. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69325 | 20/8/79 |
| 1242. | TJ 166-286. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69326 | 20/8/79 |
| 1243. | TJ 229-394. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69327 | 20/8/79 |
| 1244. | TJ 49288. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69328 | 20/8/79 |
| 1245. | TJ 229-442. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69329 | 20/8/79 |
| 1246. | TJ 229-449. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69330 | 20/8/79 |
| 1247. | TJ 229-479. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69331 | 20/8/79 |
| 1248. | TJ 255-867. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69332 | 20/8/79 |
| 1249. | TJ 255-868. | Leyland. | 1973 | 65 x 16 | P.U. | PP 69333 | 20/8/79 |

| Fleet No. | Registration No. | Make | Year | Capacity | Division | Permit | Date issued |
|-----------|------------------|----------|------|----------|----------|----------|-------------|
| 1250. | TJ 255-878. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69334 | 20/8/79 |
| 1251. | TJ 255-9381. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69335 | 20/8/79 |
| 1252. | TJ 22593. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69336 | 20/8/79 |
| 1253. | TJ 22595. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69278 | 17/8/79 |
| 1254. | TJ 22625. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69435 | 21/8/79 |
| 1255. | TJ 22698. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69279 | 17/8/79 |
| 1256. | TJ 22737. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69280 | 17/8/79 |
| 1257. | TJ 49378. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69281 | 17/8/79 |
| 1258. | TJ 22809. | Leyland. | 1973 | 65 × 16 | P.U. | PP 74172 | 18/9/79 |
| 1259. | TJ 63264. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69283 | 17/8/79 |
| 1260. | TJ 49464. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69284 | 17/8/79 |
| 1261. | TJ 64363. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69285 | 17/8/79 |
| 1262. | TJ 145-950. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69436 | 21/8/79 |
| 1263. | TJ 49534. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69286 | 17/8/79 |
| 1264. | TJ 49640. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69287 | 17/8/79 |
| 1265. | TJ 49740. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69288 | 17/8/79 |
| 1266. | TJ 36436. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69289 | 17/8/79 |
| 1267. | TJ 36078. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69290 | 17/8/79 |
| 1268. | TJ 35746. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69291 | 17/8/79 |
| 1269. | TJ 29955. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69292 | 17/8/79 |
| 1270. | TJ 19996. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69293 | 17/8/79 |
| 1271. | TJ 19910. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69294 | 17/8/79 |
| 1272. | TJ 19840. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69295 | 17/8/79 |
| 1273. | TJ 20735. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69296 | 17/8/79 |
| 1274. | TJ 20325. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69297 | 17/8/79 |
| 1275. | TJ 20465. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69298 | 17/8/79 |
| 1276. | TJ 20708. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69299 | 17/8/79 |
| 1277. | TJ 234-618. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69300 | 17/8/79 |
| 1278. | TJ 338-363. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78034 | 15/8/79 |
| 1279. | TJ 338-367. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78035 | 15/8/79 |
| 1280. | TJ 373-879. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78036 | 15/8/79 |
| 1281. | TJ 373-821. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78037 | 15/8/79 |
| 1282. | TJ 309-436. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78038 | 15/8/79 |
| 1283. | TJ 326-989. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78039 | 15/8/79 |
| 1284. | TJ 309-354. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78040 | 15/8/79 |
| 1285. | TJ 309-300. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78041 | 17/8/79 |
| 1286. | TJ 308-905. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78042 | 15/8/79 |
| 1287. | TJ 326-525. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78043 | 15/8/79 |
| 1288. | TJ 141-956. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78044 | 15/8/79 |
| 1289. | TJ 138-906. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78045 | 15/8/79 |
| 1290. | TJ 138-902. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78046 | 16/8/79 |
| 1291. | TJ 435-747. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77909 | 14/8/79 |
| 1292. | BCT 530T. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77902 | 14/8/79 |
| 1293. | TU 16567. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78047 | 16/8/79 |
| 1294. | BDC 069T. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77903 | 14/8/79 |
| 1295. | TJ 371-174. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77910 | 14/8/79 |
| 1296. | TJ 219-700. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78048 | 16/8/79 |
| 1297. | TJ 219-765. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78049 | 16/8/79 |
| 1298. | TJ 219-782. | Leyland. | 1973 | 65 × 16 | P.U. | PP 78050 | 16/8/79 |
| 1299. | TJ 219-652. | Leyland. | 1973 | 65 × 16 | P.U. | PP 74173 | 18/9/79 |
| 1300. | BCT 511T. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69454 | 21/8/79 |
| 1301. | TU 32850. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69455 | 21/8/79 |
| 1302. | TU 48346. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69456 | 21/8/79 |
| 1303. | BCG 810T. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69457 | 21/8/79 |
| 1304. | TU 30431. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69458 | 21/8/79 |
| 1305. | TU 48435. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69459 | 21/8/79 |
| 1306. | BCB 024T. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69451 | 21/8/79 |
| 1307. | TU 30435. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69452 | 21/8/79 |
| 1308. | BCB 004T. | Leyland. | 1973 | 65 × 16 | P.U. | PP 69453 | 21/8/79 |
| 1309. | TJ 360-726. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77907 | 14/8/79 |
| 1310. | TJ 365-466. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77908 | 14/8/79 |
| 1311. | BCG 909T. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77847 | 14/8/79 |
| 1312. | TJ 18495. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77524 | 7/8/79 |
| 1313. | TJ 94601. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77710 | 10/8/79 |
| 1314. | TJ 94521. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77709 | 10/8/79 |
| 1315. | TJ 127-830. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77282 | 31/7/79 |
| 1316. | TJ 117-013. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77708 | 10/8/79 |
| 1317. | TJ 127-869. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77281 | 31/7/79 |
| 1318. | TJ 279-563. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77635 | 10/8/79 |
| 1319. | TJ 127-846. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77633 | 10/8/79 |
| 1320. | TJ 127-841. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77634 | 10/8/79 |
| 1321. | TJ 18171. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77707 | 10/8/79 |
| 1322. | TJ 149-492. | Leyland. | 1973 | 65 × 16 | P.U. | PP 77535 | 8/8/79 |
| 1323. | TDL 20050. | Leyland. | 1973 | 65 × 20 | E.D. | PP 78122 | 16/8/79 |
| 1324. | TDL 20051. | Leyland. | 1973 | 65 × 20 | E.D. | PP 78123 | 16/8/79 |
| 1325. | TDL 20052. | Leyland. | 1973 | 65 × 20 | E.D. | PP 78124 | 16/8/79 |
| 1326. | TDL 20053. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77554 | 8/8/79 |
| 1327. | TDL 20054. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77555 | 8/8/79 |
| 1328. | TDL 20055. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77556 | 8/8/79 |
| 1329. | TDL 20056. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77558 | 8/8/79 |
| 1330. | TDL 20057. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77559 | 8/8/79 |
| 1331. | TDL 20088. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77560 | 8/8/79 |
| 1332. | TDL 20089. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77561 | 8/8/79 |
| 1333. | TDL 20090. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77562 | 8/8/79 |
| 1334. | TDL 20091. | Leyland. | 1973 | 65 × 20 | E.D. | PP 76974 | 30/7/79 |

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|-----------|------------------|----------|------|----------|----------|-----------|-------------|
| 1335. | TDL 20092. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74192 | 24/9/79 |
| 1336. | TDL 20093. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74193 | 24/9/79 |
| 1337. | TDL 20094. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74194 | 24/9/79 |
| 1338. | TDL 20058. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74195 | 24/9/79 |
| 1339. | TDL 20059. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74196 | 24/9/79 |
| 1340. | TDL 20060. | Leyland. | 1973 | 65 × 20 | E.D. | PP 77262 | 30/7/79 |
| 1341. | TDL 20061. | Leyland. | 1973 | 65 × 20 | E.D. | PP 76980 | 30/7/79 |
| 1342. | TDL 20062. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74197 | 24/9/79 |
| 1343. | TDL 20063. | Leyland. | 1973 | 65 × 20 | E.D. | PP 106312 | 19/10/79 |
| 1344. | TDL 20064. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74199 | 24/9/79 |
| 1345. | TDL 20065. | Leyland. | 1973 | 65 × 20 | E.D. | PP 74200 | 24/9/79 |
| 1346. | TDL 20066. | Leyland. | 1973 | 65 × 20 | E.D. | PP 76985 | 30/7/79 |
| 1347. | TDL 20067. | Leyland. | 1973 | 65 × 20 | E.D. | PP 76986 | 30/7/79 |
| 1348. | TDL 20068. | Leyland. | 1973 | 65 × 20 | E.D. | PP 76987 | 30/7/79 |
| 1349. | TDL 20079. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76988 | 30/7/79 |
| 1350. | TDL 20069. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76989 | 30/7/79 |
| 1351. | TDL 20070. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76990 | 30/7/79 |
| 1352. | TDL 20071. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77491 | 2/8/79 |
| 1353. | TDL 20072. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77492 | 2/8/79 |
| 1354. | TDL 20073. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77493 | 2/8/79 |
| 1355. | TDL 20074. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77494 | 2/8/79 |
| 1356. | TDL 20075. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76991 | 30/7/79 |
| 1357. | TDL 20076. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76992 | 30/7/79 |
| 1358. | TDL 20077. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76993 | 30/7/79 |
| 1359. | TDL 20078. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76994 | 30/7/79 |
| 1360. | TDL 20080. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76995 | 30/7/79 |
| 1361. | TDL 20081. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77505 | 7/8/79 |
| 1362. | TDL 20082. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76996 | 30/7/79 |
| 1363. | TDL 20083. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77370 | 1/8/79 |
| 1364. | TDL 20084. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76997 | 30/7/79 |
| 1365. | TDL 20009. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76998 | 30/7/79 |
| 1366. | TDL 20010. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76999 | 30/7/79 |
| 1367. | TDL 20011. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77000 | 30/7/79 |
| 1368. | TDL 20013. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77251 | 30/7/79 |
| 1369. | TDL 20014. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77822 | 14/8/79 |
| 1370. | TDL 20029. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77821 | 14/8/79 |
| 1371. | TDL 20012. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77820 | 14/8/79 |
| 1372. | TDL 20031. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77252 | 30/7/79 |
| 1373. | TDL 20034. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77261 | 30/7/79 |
| 1374. | TDL 20035. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77253 | 30/7/79 |
| 1375. | TDL 20001. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77254 | 30/7/79 |
| 1376. | TDL 20003. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77495 | 2/8/79 |
| 1377. | TDL 20002. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77496 | 2/8/79 |
| 1378. | TDL 20100. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77497 | 2/8/79 |
| 1379. | TDL 20099. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77498 | 2/8/79 |
| 1380. | TDL 20004. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77255 | 30/7/79 |
| 1381. | TDL 20005. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77256 | 30/7/79 |
| 1382. | TDL 20101. | Leyland. | 1974 | 65 × 20 | E.D. | PP 76831 | 27/7/79 |
| 1383. | TJ 304-574. | Leyland. | 1974 | 65 × 16 | P.U. | PP 77506 | 7/8/79 |
| 1384. | TJ 437-849. | Leyland. | 1974 | 65 × 16 | P.U. | PP 77911 | 14/8/79 |
| 1385. | TJ 370-779. | Leyland. | 1974 | 65 × 16 | P.U. | PP 106326 | 19/10/79 |
| 1386. | TJ 155-018. | Leyland. | 1974 | 65 × 16 | P.U. | PP 77912 | 14/8/79 |
| 1387. | TJ 154-827. | Leyland. | 1974 | 65 × 16 | P.U. | PP 77913 | 14/8/79 |
| 1388. | TJ 438-480. | Leyland. | 1974 | 65 × 16 | P.U. | PP 77914 | 14/8/79 |
| 1389. | TJ 400-549. | Leyland. | 1974 | 65 × 16 | P.U. | PP 77915 | 14/8/79 |
| 1390. | TJ 400-592. | Leyland. | 1974 | 65 × 20 | P.U. | PP 77916 | 14/8/79 |
| 1391. | TDL 20110. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77257 | 30/7/79 |
| 1392. | TDL 20111. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77258 | 30/7/79 |
| 1393. | TDL 20112. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77259 | 30/7/79 |
| 1394. | TDL 20113. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77274 | 31/7/79 |
| 1395. | TDL 20114. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77273 | 31/7/79 |
| 1396. | TDL 20115. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77272 | 31/7/79 |
| 1397. | TDL 20116. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77271 | 31/7/79 |
| 1398. | TDL 20117. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77270 | 31/7/79 |
| 1399. | TDL 20118. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77269 | 31/7/79 |
| 1400. | TDL 20119. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77268 | 31/7/79 |
| 1401. | TDL 20120. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77267 | 31/7/79 |
| 1402. | TDL 20015. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77266 | 31/7/79 |
| 1403. | TDL 20016. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77265 | 30/7/79 |
| 1404. | TDL 20036. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77264 | 30/7/79 |
| 1405. | TDL 20037. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77263 | 30/7/79 |
| 1406. | TDL 20038. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77280 | 31/7/79 |
| 1407. | TDL 20039. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77279 | 31/7/79 |
| 1408. | TDL 20040. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77278 | 31/7/79 |
| 1409. | TDL 20041. | Leyland. | 1974 | 65 × 20 | E.D. | PP 77277 | 31/7/79 |
| 1410. | TDL 20006. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77276 | 31/7/79 |
| 1411. | TDL 20007. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77275 | 31/7/79 |
| 1412. | TDL 20008. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77843 | 14/8/79 |
| 1413. | TDL 20030. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77842 | 14/8/79 |
| 1414. | TDL 20096. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77841 | 14/8/79 |
| 1415. | TDL 20097. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77840 | 14/8/79 |
| 1416. | TDL 20098. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77839 | 14/8/79 |
| 1417. | TDL 20017. | Layland. | 1975 | 65 × 20 | E.D. | PP 77838 | 14/8/79 |
| 1418. | TDL 20018. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77837 | 14/8/79 |
| 1419. | TDL 20019. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77836 | 14/8/79 |
| 1420. | TDL 18003. | Leyland. | 1975 | 65 × 20 | E.D. | PP 77835 | 14/8/79 |

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| 1421 | TDL 20020 | Leyland | 1975 | 65 × 20 | E.D. | PP 77732 | 13/8/79 |
| 1422 | TDL 20021 | Leyland | 1975 | 65 × 20 | E.D. | PP 77731 | 13/8/79 |
| 1423 | TDL 20022 | Leyland | 1975 | 65 × 20 | E.D. | PP 77730 | 13/8/79 |
| 1424 | TDL 20023 | Leyland | 1975 | 65 × 20 | E.D. | PP 77729 | 13/8/79 |
| 1425 | TDL 20024 | Leyland | 1975 | 65 × 20 | E.D. | PP 77728 | 13/8/79 |
| 1426 | TDL 20025 | Leyland | 1975 | 65 × 20 | E.D. | PP 77727 | 13/8/79 |
| 1427 | TDL 20026 | Leyland | 1975 | 65 × 20 | E.D. | PP 77726 | 13/8/79 |
| 1428 | TDL 20027 | Leyland | 1975 | 65 × 20 | E.D. | PP 77725 | 13/8/79 |
| 1429 | TDL 20032 | Leyland | 1975 | 65 × 20 | E.D. | PP 77724 | 13/8/79 |
| 1430 | TDL 20033 | Leyland | 1975 | 65 × 20 | E.D. | PP 77723 | 13/8/79 |
| 1431 | TDL 20042 | Leyland | 1975 | 65 × 16 | E.D. | PP 77570 | 8/8/79 |
| 1432 | TDL 20043 | Leyland | 1975 | 65 × 16 | E.D. | PP 77571 | 8/8/79 |
| 1433 | TDL 20048 | Leyland | 1975 | 66 × 16 | E.D. | PP 77565 | 8/8/79 |
| 1434 | TJ 348-339 | Leyland | 1975 | 65 × 16 | P.U. | PP 77564 | 8/8/79 |
| 1435 | TJ 347-788 | Leyland | 1975 | 65 × 16 | P.U. | PP 77127 | 6/8/78 |
| 1436 | TJ 338-346 | Leyland | 1975 | 65 × 16 | P.U. | PP 77128 | 6/8/79 |
| 1437 | TJ 373-454 | Leyland | 1975 | 65 × 16 | P.U. | PP 77129 | 6/8/79 |
| 1438 | TJ 373-562 | Leyland | 1975 | 65 × 16 | P.U. | PP 77612 | 9/8/79 |
| 1439 | TJ 348-061 | Leyland | 1975 | 65 × 16 | E.D. | PP 77130 | 6/8/79 |
| 1440 | TV 17430 | Leyland | 1975 | 65 × 16 | E.D. | PP 77131 | 6/8/79 |
| 1441 | TV 12428 | Leyland | 1979 | 65 × 16 | S.O. | PP 77132 | 6/8/79 |
| 1442 | TV 31136 | Leyland | 1979 | 65 × 16 | S.O. | PP 77133 | 6/8/79 |
| 1443 | TV 24128 | Leyland | 1979 | 65 × 16 | S.O. | PP 77134 | 6/8/79 |
| 1444 | TV 15025 | Leyland | 1979 | 65 × 16 | S.O. | PP 77135 | 6/8/79 |
| 1445 | TV 31192 | Leyland | 1979 | 65 × 16 | S.O. | PP 77136 | 6/8/79 |
| 1446 | TV 33272 | Leyland | 1979 | 65 × 16 | S.O. | PP 77137 | 6/8/79 |
| 1447 | TV 222-792 | Leyland | 1979 | 65 × 16 | S.O. | PP 77138 | 6/8/79 |
| 1448 | TJ 222-896 | Leyland | 1979 | 65 × 16 | S.O. | PP 77139 | 6/8/79 |
| 1449 | TJ 79504 | Leyland | 1979 | 65 × 16 | S.O. | PP 77140 | 6/8/79 |
| 1450 | TJ 311-922 | Leyland | 1979 | 65 × 16 | S.O. | PP 77141 | 6/8/79 |
| 1451 | TJ 32588 | Leyland | 1979 | 65 × 16 | S.O. | PP 77917 | 14/8/79 |
| 1452 | TJ 183-488 | Leyland | 1979 | 65 × 16 | S.O. | PP 77142 | 6/8/79 |
| 1453 | TJ 311-963 | Leyland | 1979 | 65 × 16 | S.O. | PP 77143 | 6/8/79 |
| 1454 | TJ 311-970 | Leyland | 1979 | 65 × 16 | S.O. | PP 77144 | 6/8/79 |
| 1455 | TJ 111-241 | Leyland | 1979 | 65 × 16 | S.O. | PP 77145 | 6/8/79 |
| 1456 | TJ 311-984 | Leyland | 1979 | 65 × 16 | S.O. | PP 77146 | 6/8/79 |
| 1457 | TJ 326-418 | Leyland | 1979 | 65 × 16 | S.O. | PP 77147 | 6/8/79 |
| 1458 | TJ 322-331 | Leyland | 1979 | 65 × 16 | S.O. | PP 77148 | 6/8/79 |
| 1459 | TV 14633 | Leyland | 1979 | 65 × 16 | S.O. | PP 77149 | 6/8/79 |
| 1460 | TV 33611 | Leyland | 1979 | 65 × 16 | S.O. | PP 77150 | 6/8/79 |
| 1461 | TV 21611 | Leyland | 1979 | 65 × 16 | S.O. | PP 77151 | 7/8/79 |
| 1462 | TV 17611 | Leyland | 1979 | 65 × 16 | S.O. | PP 77152 | 7/8/79 |
| 1463 | TV 37610 | Leyland | 1979 | 65 × 16 | S.O. | PP 77153 | 7/8/79 |
| 1464 | TV 42253 | Leyland | 1979 | 65 × 16 | S.O. | PP 77918 | 14/8/79 |
| 1465 | TJ 324-107 | Leyland | 1979 | 65 × 16 | S.O. | PP 77531 | 7/8/79 |
| 1466 | TV 23857 | Leyland | 1979 | 65 × 16 | S.O. | PP 77919 | 14/8/79 |
| 1467 | TV 29673 | Leyland | 1979 | 65 × 16 | S.O. | PP 77920 | 14/8/79 |
| 1468 | TV 42264 | Leyland | 1979 | 65 × 16 | S.O. | PP 77921 | 14/8/79 |
| 1469 | TJ 176-036 | Leyland | 1979 | 65 × 16 | S.O. | PP 77533 | 8/8/79 |
| 1470 | TJ 176-093 | Leyland | 1979 | 65 × 16 | S.O. | PP 77534 | 8/8/79 |
| 1471 | TV 41065 | Leyland | 1979 | 65 × 16 | S.O. | PP 77922 | 14/8/79 |
| 1472 | TJ 255-323 | Leyland | 1979 | 65 × 16 | S.O. | PP 77569 | 8/8/79 |
| 1473 | TV 34064 | Leyland | 1979 | 65 × 16 | S.O. | PP 77923 | 14/8/79 |
| 1474 | TJ 280-469 | Leyland | 1979 | 65 × 16 | S.O. | PP 77539 | 8/8/79 |
| 1475 | TJ 297-380 | Leyland | 1979 | 65 × 16 | S.O. | PP 77541 | 8/8/79 |
| 1476 | TJ 295-238 | Leyland | 1979 | 65 × 16 | S.O. | PP 77540 | 8/8/79 |
| 1477 | TJ 255-367 | Leyland | 1979 | 65 × 16 | S.O. | PP 77578 | 8/8/79 |
| 1478 | TJ 408-371 | Leyland | 1979 | 65 × 16 | S.O. | PP 77722 | 13/8/79 |
| 1479 | TJ 408-369 | Leyland | 1979 | 65 × 16 | S.O. | PP 77721 | 13/8/79 |
| 1480 | TJ 116-909 | Leyland | 1975 | 65 × 16 | S.O. | PP 77649 | 10/8/79 |
| 1481 | TJ 43637 | Leyland | 1975 | 65 × 16 | S.O. | PP 77650 | 10/8/79 |
| 1482 | TJ 76911 | Leyland | 1975 | 65 × 16 | S.O. | PP 77701 | 10/8/79 |
| 1483 | TJ 43479 | Leyland | 1975 | 65 × 16 | S.O. | PP 77702 | 10/8/79 |
| 1484 | TJ 76857 | Leyland | 1975 | 65 × 16 | S.O. | PP 77703 | 10/8/79 |
| 1485 | TJ 279-341 | Leyland | 1975 | 65 × 16 | S.O. | PP 77641 | 10/8/79 |
| 1486 | TJ 279-838 | Leyland | 1975 | 65 × 16 | S.O. | PP 77639 | 10/8/79 |
| 1487 | TJ 117-195 | Leyland | 1975 | 65 × 16 | S.O. | PP 77705 | 10/8/79 |
| 1488 | TJ 116-978 | Leyland | 1975 | 65 × 16 | S.O. | PP 77704 | 10/8/79 |
| 1489 | TJ 279-423 | Leyland | 1975 | 65 × 16 | S.O. | PP 77638 | 10/8/79 |
| 1490 | TJ 433-808 | Leyland | 1975 | 65 × 16 | S.O. | PP 74188 | 24/9/79 |
| 1491 | TJ 433-753 | Leyland | 1975 | 65 × 16 | S.O. | PP 69449 | 21/8/79 |
| 1492 | TJ 433-746 | Leyland | 1975 | 65 × 16 | S.O. | PP 69448 | 21/8/79 |
| 1493 | TJ 433-705 | Leyland | 1975 | 65 × 16 | S.O. | PP 69447 | 21/8/79 |
| 1494 | TJ 223-096 | Leyland | 1975 | 65 × 16 | S.O. | PP 77610 | 9/8/79 |
| 1495 | TJ 223-287 | Leyland | 1975 | 65 × 16 | S.O. | PP 77519 | 7/8/79 |
| 1496 | TJ 51847 | Leyland | 1975 | 65 × 16 | S.O. | PP 77521 | 7/8/79 |
| 1497 | TJ 79349 | Leyland | 1975 | 65 × 16 | S.O. | PP 77522 | 7/8/79 |
| 1498 | TJ 51826 | Leyland | 1975 | 65 × 16 | S.O. | PP 77523 | 7/8/79 |
| 1499 | TJ 111-240 | Leyland | 1975 | 65 × 16 | S.O. | PP 77520 | 7/8/79 |
| 3623 | TP 40297 | M/Benz. | 1978 | 65 × 19 | Pta | PP 69908 | 24/8/79 |
| 3624 | TP 126329 | M/Benz. | 1978 | 66 × 19 | Pta | PP 69909 | 24/8/79 |
| 3625 | TP 126328 | M/Benz. | 1978 | 65 × 19 | Pta | PP 69910 | 24/8/79 |
| 3626 | TP 132071 | M/Benz. | 1978 | 65 × 19 | Pta | PP 69911 | 24/8/79 |
| 3627 | TP 132059 | M/Benz. | 1978 | 65 × 19 | Pta | PP 69912 | 24/8/79 |
| 3628 | TP 142218 | M/Benz. | 1978 | 65 × 19 | Pta | PP 69913 | 24/8/79 |
| 3629 | TP 142210 | M/Benz. | 1978 | 65 × 19 | Pta | PP 69914 | 24/8/79 |

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| 3630. | TP 275502. | M/Benz. | 1978 | 65 x 19 | Pta | PP 69915 | 24/8/79 |
| 3631. | TP 275550. | M/Benz. | 1978 | 65 x 19 | Pta | PP 69916 | 24/8/79 |
| 3632. | TP 279661. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71284 | 27/8/79 |
| 3633. | TP 280473. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71285 | 27/8/79 |
| 3 34. | TP 280476. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71286 | 27/8/79 |
| 3635. | TP 280479. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71287 | 27/8/79 |
| 3636. | TP 283326. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71288 | 27/8/79 |
| 3637. | TP 285096. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71289 | 27/8/79 |
| 3638. | TP 285453. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71290 | 27/8/79 |
| 3639. | TP 285452. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71291 | 27/8/79 |
| 3640. | TP 285540. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71292 | 27/8/79 |
| 3641. | TP 285541. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71293 | 27/8/79 |
| 3642. | TP 286347. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71294 | 27/8/79 |
| 3643. | TP 286349. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71295 | 27/8/79 |
| 3644. | TP 286350. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71296 | 27/8/79 |
| 3645. | TP 286353. | M/Benz. | 1978 | 65 x 19 | Pta | PP 71297 | 27/8/79 |
| 3646. | TP 290337. | M/Benz. | 1978 | 66 x 20 | Pta | PP 71298 | 27/8/79 |
| 3647. | TP 290330. | M/Benz. | 1978 | 66 x 20 | Pta | PP 71299 | 27/8/79 |
| 3648. | TP 290340. | M/Benz. | 1978 | 66 x 20 | Pta | PP 71300 | 27/8/79 |
| 3649. | TP 290889. | M/Benz. | 1978 | 66 x 22 | Pta | PP 72001 | 27/8/79 |
| 3650. | TP 291294. | M/Benz. | 1978 | 64 x 22 | Pta | PP 72002 | 27/8/79 |
| 3651. | TP 291296. | M/Benz. | 1978 | 66 x 22 | Pta | PP 72003 | 27/8/79 |
| 3652. | TP 291295. | M/Benz. | 1978 | 66 x 22 | Pta | PP 72004 | 27/8/79 |
| 3653. | TP 5104. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72005 | 27/8/79 |
| 3654. | TP 25034. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72006 | 27/8/79 |
| 3655. | TP 25020. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72007 | 27/8/79 |
| 3656. | TP 27947. | M/Benz. | 1978 | 65 x 19 | Pta | PP 72008 | 27/8/79 |
| 3657. | TP 44051. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72009 | 27/8/79 |
| 3658. | TP 44036. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72010 | 27/8/79 |
| 3659. | TP 44026. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72011 | 27/8/79 |
| 3660. | TP 44034. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72012 | 27/8/79 |
| 3661. | TP 50485. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72013 | 27/8/79 |
| 3662. | TP 50467. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72014 | 27/8/79 |
| 3663. | TP 50495. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72015 | 27/8/79 |
| 3664. | TP 299011. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72016 | 27/8/79 |
| 3665. | TP 184131. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72017 | 28/8/79 |
| 3666. | TP 184177. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72018 | 28/8/79 |
| 3667. | TP 184180. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72019 | 28/8/79 |
| 3668. | TP 184198. | M/Benz. | 1978 | 66 x 19 | Sand | PP 72020 | 28/8/79 |
| 3669. | TP 187461. | M/Benz. | 1978 | 64 x 19 | Sand | PP 72021 | 28/8/79 |
| 3670. | TP 299014. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72022 | 28/8/79 |
| 3671. | TP 299407. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72023 | 28/8/79 |
| 3672. | TP 299010. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72024 | 28/8/79 |
| 3673. | TP 299145. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72025 | 28/8/79 |
| 3674. | TP 299149. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72026 | 28/8/79 |
| 3675. | TP 299146. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72027 | 28/8/79 |
| 3676. | TP 299147. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72028 | 28/8/79 |
| 3677. | TP 299798. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72029 | 28/8/79 |
| 3678. | TP 302496. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72030 | 28/8/79 |
| 3679. | TP 302500. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72031 | 28/8/79 |
| 3680. | TP 302503. | M/Benz. | 1978 | 66 x 19 | Pta | PP 72032 | 28/8/79 |
| 1500. | TU 11781. | Leyland. | 1975 | 65 x 16 | P.U. | PP 106033 | 9/10/79 |
| 1501. | TU 11823. | Leyland. | 1975 | 65 x 16 | P.U. | PP 106034 | 9/10/79 |
| 1502. | TU 49054. | Leyland. | 1975 | 65 x 16 | P.U. | PP 106035 | 9/10/79 |
| 1503. | TU 49055. | Leyland. | 1975 | 65 x 16 | P.U. | PP 78026 | 15/8/79 |
| 1504. | TU 11497. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78027 | 15/8/79 |
| 1505. | TU 11596. | Leyland. | 1976 | 65 x 16 | P.U. | PP 77834 | 14/8/79 |
| 1506. | TU 12017. | Leyland. | 1976 | 65 x 16 | P.U. | PP 77833 | 14/8/79 |
| 1507. | TU 20321. | Leyland. | 1976 | 65 x 16 | P.U. | PP 77832 | 14/8/79 |
| 1508. | TU 20416. | Leyland. | 1976 | 65 x 16 | P.U. | PP 77818 | 13/8/79 |
| 1509. | TU 20493. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78126 | 16/8/79 |
| 1510. | TJ 246-765. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78127 | 16/8/79 |
| 1511. | TJ 25496. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78128 | 16/8/79 |
| 1512. | TJ 370-513. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78129 | 16/8/79 |
| 1513. | TJ 431-274. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78130 | 16/8/79 |
| 1514. | TJ 428-308. | Leyland. | 1975 | 65 x 16 | P.U. | PP 78131 | 16/8/79 |
| 1515. | TJ 223-372. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78132 | 16/8/79 |
| 1516. | TJ 81766. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78133 | 16/8/79 |
| 1517. | TJ 28671. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78134 | 16/8/79 |
| 1518. | TJ 167-491. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78125 | 16/8/79 |
| 1519. | TJ 169-790. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78136 | 16/8/79 |
| 1520. | TJ 167-620. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78137 | 16/8/79 |
| 1521. | TJ 187-092. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78138 | 16/8/79 |
| 1522. | TJ 117-617. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78139 | 16/8/79 |
| 1523. | TJ 230-438. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78140 | 16/8/79 |
| 1524. | TU 42673. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78141 | 16/8/79 |
| 1525. | TU 21908. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78142 | 16/8/79 |
| 1526. | TU 47181. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78143 | 16/8/79 |
| 1527. | TU 47182. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78144 | 16/8/79 |
| 1528. | TU 12398. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78145 | 16/8/79 |
| 1529. | TU 14281. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78146 | 16/8/79 |
| 1530. | TU 33993. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78147 | 16/8/79 |
| 1531. | TU 14399. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78148 | 16/8/79 |
| 1532. | TU 49056. | Kudu 76. | 1976 | 65 x 16 | P.U. | PP 78149 | 16/8/79 |
| 1533. | TU 11307. | Leyland. | 1976 | 65 x 16 | P.U. | PP 78150 | 16/8/79 |

| Fleet No. | Registration No. | Make | Year | Capacity | Division | Permit | Date issued |
|-----------|------------------|----------|------|----------|----------|----------|-------------|
| 1534. | TU 49057. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69251 | 17/8/79 |
| 1535. | TU 49058. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69252 | 17/8/79 |
| 1536. | TU 49035. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69253 | 17/8/79 |
| 1537. | TU 12098. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69254 | 17/8/79 |
| 1538. | TU 49036. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69255 | 17/8/79 |
| 1539. | TU 49042. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69256 | 17/8/79 |
| 1540. | TU 49038. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69257 | 17/8/79 |
| 1541. | TU 4783. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69258 | 17/8/79 |
| 1542. | TU 4798. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77644 | 10/8/79 |
| 1543. | TU 4830. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77645 | 10/8/79 |
| 1544. | TU 4928. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77073 | 3/8/79 |
| 1545. | TU 4974. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77074 | 3/8/79 |
| 1546. | TU 50049. | Leyland. | 1976 | 65 × 20 | P.U. | PP 77075 | 3/8/79 |
| 1547. | TU 15839. | Leyland. | 1976 | 65 × 20 | P.U. | PP 77720 | 10/8/79 |
| 1548. | TJ 363-542. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77719 | 10/8/79 |
| 1549. | TJ 363-367. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77718 | 10/8/79 |
| 1550. | TJ 363-713. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77717 | 10/8/79 |
| 1551. | TJ 363-109. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77716 | 10/8/79 |
| 1552. | TJ 363-049. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77715 | 10/8/79 |
| 1553. | TJ 316-792. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78102 | 16/8/79 |
| 1554. | TJ 317-354. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78103 | 16/8/79 |
| 1555. | TJ 209-295. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78104 | 16/8/79 |
| 1556. | TJ 182-125. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78105 | 16/8/79 |
| 1557. | TJ 182-145. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78106 | 16/8/79 |
| 1558. | TJ 182-158. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78107 | 16/8/79 |
| 1559. | TJ 214-394. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78108 | 16/8/79 |
| 1560. | TJ 408-499. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78109 | 16/8/79 |
| 1561. | TJ 214-400. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78110 | 16/8/79 |
| 1562. | TJ 182-013. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78111 | 16/8/79 |
| 1563. | TJ 179-152. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78112 | 16/8/79 |
| 1564. | TJ 289-691. | Leyland. | 1976 | 65 × 16 | P.U. | PP 78113 | 16/8/79 |
| 1565. | TJ 214-390. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77714 | 10/8/79 |
| 1801. | TU 17239. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77572 | 8/8/79 |
| 1802. | TU 17136. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77573 | 8/8/79 |
| 1803. | TU 16972. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77574 | 8/8/79 |
| 1804. | TU 45985. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77579 | 8/8/79 |
| 1805. | TU 15736. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77575 | 8/8/79 |
| 1806. | TU 51792. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77582 | 8/8/79 |
| 1807. | TU 15639. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77576 | 8/8/79 |
| 1808. | TU 51793. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77581 | 8/8/79 |
| 1809. | TU 51791. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77583 | 8/8/79 |
| 1810. | TU 51789. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77580 | 8/8/79 |
| 1811. | TJ 373-676. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77062 | 3/8/79 |
| 1812. | TJ 347-510. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77567 | 8/8/79 |
| 1813. | TJ 348-228. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77568 | 8/8/79 |
| 1814. | TJ 348-270. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77603 | 9/8/79 |
| 1815. | TU 48996. | Leyland. | 1976 | 65 × 16 | P.U. | PP 77180 | 7/8/79 |
| 1816. | TU 40261. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69337 | 20/8/79 |
| 1817. | TU 27271. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69338 | 20/8/79 |
| 1818. | TU 18359. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69339 | 20/8/79 |
| 1819. | TU 28533. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69340 | 20/8/79 |
| 1820. | TU 14371. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69341 | 20/8/79 |
| 1821. | TU 41161. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69342 | 20/8/79 |
| 1822. | TU 41913. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69343 | 20/8/79 |
| 1823. | TU 10125. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69344 | 20/8/79 |
| 1824. | TU 35104. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69345 | 20/8/79 |
| 1825. | TJ 373-884. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69346 | 20/8/79 |
| 1826. | TJ 373-870. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69347 | 20/8/79 |
| 1827. | TJ 309-796. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69348 | 20/8/79 |
| 1828. | TJ 312-235. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69349 | 20/8/79 |
| 1829. | TJ 309-808. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69350 | 20/8/79 |
| 1830. | TJ 326-969. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69401 | 20/8/79 |
| 1831. | TJ 142-026. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69402 | 20/8/79 |
| 1832. | TJ 312-004. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69403 | 20/8/79 |
| 1833. | TJ 142-022. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69404 | 20/8/79 |
| 1834. | TJ 312-215. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69405 | 20/8/79 |
| 1835. | TJ 138-961. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69406 | 20/8/79 |
| 1836. | TJ 326-625. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69407 | 20/8/79 |
| 1837. | TJ 142-014. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69408 | 20/8/79 |
| 1838. | TJ 225-263. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69409 | 20/8/79 |
| 1839. | TJ 335-836. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69410 | 20/8/79 |
| 1840. | TU 43819. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69411 | 20/8/79 |
| 1841. | TJ 335-868. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69412 | 20/8/79 |
| 1842. | TJ 335-877. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69413 | 20/8/79 |
| 1843. | TJ 213-055. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69414 | 20/8/79 |
| 1844. | TJ 335-948. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69415 | 20/8/79 |
| 1845. | TJ 126-597. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69416 | 20/8/79 |
| 1846. | TJ 126-844. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69417 | 20/8/79 |
| 1847. | TU 18387. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69418 | 20/8/79 |
| 1848. | TJ 225-379. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69419 | 20/8/79 |
| 1849. | TJ 227-428. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69420 | 20/8/79 |
| 1850. | TJ 227-925. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69421 | 20/8/79 |
| 1851. | TJ 154-693. | Leyland. | 1977 | 65 × 16 | P.U. | PP 69434 | 21/8/79 |
| 1852. | TJ 225-316. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69422 | 20/8/79 |
| 1853. | TJ 25282. | Leyland. | 1976 | 65 × 16 | P.U. | PP 69423 | 20/8/79 |

| Fleet No. | Registration No. | Make | Year | Capacity | Division | Permit | Date issued |
|-----------|------------------|---------|------|----------|----------|-----------|-------------|
| 1854 | TJ 437-848 | Leyland | 1977 | 65 × 16 | P.U. | PP 77924 | 14/8/79 |
| 1855 | TJ 437-847 | Leyland | 1977 | 65 × 16 | P.U. | PP 77925 | 14/8/79 |
| 1856 | TJ 349-686 | Leyland | 1976 | 65 × 16 | P.U. | PP 77507 | 7/8/79 |
| 1857 | TJ 349-737 | Leyland | 1976 | 65 × 16 | P.U. | PP 77508 | 7/8/79 |
| 1858 | TJ 349-825 | Leyland | 1976 | 65 × 16 | P.U. | PP 77509 | 7/8/79 |
| 1859 | TJ 334-386 | Leyland | 1977 | 65 × 16 | P.U. | PP 77926 | 14/8/79 |
| 1860 | TJ 304-677 | Leyland | 1976 | 65 × 16 | P.U. | PP 77510 | 7/8/79 |
| 1861 | BBZ 992 T | Leyland | 1977 | 65 × 16 | P.U. | PP 77927 | 14/8/79 |
| 1862 | TJ 438-481 | Leyland | 1977 | 65 × 16 | P.U. | PP 77929 | 14/8/79 |
| 1863 | TJ 438-482 | Leyland | 1977 | 65 × 16 | P.U. | PP 77928 | 14/8/79 |
| 1864 | TU 48483 | Leyland | 1977 | 65 × 16 | P.U. | PP 77930 | 14/8/79 |
| 1865 | TU 48317 | Leyland | 1977 | 65 × 16 | P.U. | PP 77931 | 15/8/79 |
| 1866 | TJ 411-153 | Leyland | 1976 | 65 × 16 | P.U. | PP 78125 | 16/8/79 |
| 1867 | TU 48321 | Leyland | 1977 | 65 × 16 | P.U. | PP 77932 | 15/8/79 |
| 1868 | TJ 411-155 | Leyland | 1976 | 65 × 16 | P.U. | PP 77933 | 15/8/79 |
| 1869 | TJ 360-729 | Leyland | 1977 | 65 × 16 | P.U. | PP 77934 | 15/8/79 |
| 1870 | BCB 021 T | Leyland | 1977 | 65 × 16 | P.U. | PP 77935 | 15/8/79 |
| 1871 | TJ 360-829 | Leyland | 1977 | 65 × 16 | P.U. | PP 77936 | 15/8/79 |
| 1872 | TJ 360-975 | Leyland | 1977 | 65 × 16 | P.U. | PP 77937 | 15/8/79 |
| 1873 | BVJ 001 T | Leyland | 1977 | 65 × 16 | P.U. | PP 106327 | 19/10/79 |
| 1874 | BWJ 733 T | Leyland | 1977 | 65 × 16 | P.U. | PP 69438 | 21/8/79 |
| 1875 | BWJ 816 T | Leyland | 1977 | 65 × 16 | P.U. | PP 69439 | 21/8/79 |
| 1876 | BWV 987 T | Leyland | 1977 | 65 × 16 | P.U. | PP 69440 | 21/8/79 |
| 1877 | BWW 042 T | Leyland | 1977 | 65 × 16 | P.U. | PP 69441 | 21/8/79 |
| 1878 | TSN 36264 | Leyland | 1977 | 65 × 16 | B.B. | PP 77451 | 2/8/79 |
| 1879 | TSN 36265 | Leyland | 1977 | 65 × 16 | B.B. | PP 77452 | 2/8/79 |
| 1880 | TSN 36266 | Leyland | 1977 | 65 × 16 | B.B. | PP 77453 | 2/8/79 |
| 1881 | TSN 12470 | Leyland | 1977 | 65 × 16 | B.B. | PP 77706 | 10/8/79 |
| 1882 | TSN 17212 | Leyland | 1977 | 65 × 16 | B.B. | PP 77712 | 10/8/79 |
| 1883 | TSN 17231 | Leyland | 1977 | 65 × 16 | W.B. | PP 77636 | 10/8/79 |
| 1884 | TSN 17233 | Leyland | 1977 | 65 × 16 | W.B. | PP 77637 | 10/8/79 |
| 1885 | TSN 17234 | Leyland | 1977 | 65 × 16 | W.B. | PP 77525 | 7/8/79 |
| 1886 | TSN 17237 | Leyland | 1977 | 65 × 16 | W.B. | PP 77526 | 7/8/79 |
| 1887 | TSN 17238 | Leyland | 1977 | 65 × 16 | W.B. | PP 77374 | 1/8/79 |
| 1888 | TSN 17239 | Leyland | 1977 | 65 × 16 | W.B. | PP 77375 | 1/8/79 |
| 1889 | TSN 17240 | Leyland | 1977 | 65 × 16 | W.B. | PP 77376 | 1/8/79 |
| 1890 | TSN 17241 | Leyland | 1977 | 65 × 16 | W.B. | PP 78031 | 15/8/79 |
| 1891 | TSN 17242 | Leyland | 1977 | 65 × 16 | W.B. | PP 78032 | 15/8/79 |
| 1892 | TSN 17243 | Leyland | 1977 | 65 × 16 | W.B. | PP 69442 | 21/8/79 |
| 1893 | TSN 17244 | Leyland | 1977 | 65 × 16 | W.B. | PP 69443 | 21/8/79 |
| 1894 | TSN 17246 | Leyland | 1977 | 65 × 16 | W.B. | PP 69444 | 21/8/79 |
| 1895 | TSN 17255 | Leyland | 1977 | 65 × 16 | W.B. | PP 69445 | 21/8/79 |
| 1896 | TSN 17256 | Leyland | 1977 | 65 × 16 | W.B. | PP 69446 | 21/8/79 |
| 1897 | TSN 17257 | Leyland | 1977 | 65 × 16 | W.B. | PP 77377 | 1/8/79 |
| 1898 | TSN 17258 | Leyland | 1977 | 65 × 16 | W.B. | PP 77378 | 1/8/79 |
| 1899 | TSN 17259 | Leyland | 1977 | 65 × 16 | W.B. | PP 69462 | 21/8/79 |
| 1900 | TSN 17260 | Leyland | 1977 | 65 × 16 | W.B. | PP 77621 | 9/8/79 |
| 1901 | TSN 17245 | Leyland | 1977 | 65 × 16 | W.B. | PP 77622 | 9/8/79 |
| 1902 | TSN 17266 | Leyland | 1977 | 65 × 16 | W.B. | PP 77623 | 9/8/79 |
| 1903 | TSN 17268 | Leyland | 1977 | 65 × 16 | W.B. | PP 77379 | 1/8/79 |
| 1904 | TSN 17270 | Leyland | 1977 | 65 × 16 | W.B. | PP 77380 | 1/8/79 |
| 1905 | TSN 17272 | Leyland | 1977 | 65 × 16 | W.B. | PP 77381 | 1/8/79 |
| 1906 | TSN 17273 | Leyland | 1977 | 65 × 16 | W.B. | PP 77382 | 1/8/79 |
| 1907 | TSN 28607 | Leyland | 1977 | 65 × 16 | W.B. | PP 77383 | 1/8/79 |
| 1908 | TSN 28608 | Leyland | 1977 | 65 × 16 | W.B. | PP 77384 | 1/8/79 |
| 1909 | TSN 28609 | Leyland | 1977 | 65 × 16 | W.B. | PP 77385 | 1/8/79 |
| 1910 | TSN 28611 | Leyland | 1977 | 65 × 16 | W.B. | PP 77387 | 1/8/79 |
| 1911 | TSN 29486 | Leyland | 1977 | 65 × 16 | W.B. | PP 77388 | 1/8/79 |
| 1912 | TSN 29488 | Leyland | 1977 | 65 × 16 | W.B. | PP 77389 | 1/8/79 |
| 1913 | TSN 36259 | Leyland | 1977 | 65 × 16 | W.B. | PP 77390 | 1/8/79 |
| 1914 | TSN 17261 | Leyland | 1977 | 65 × 16 | W.B. | PP 77391 | 1/8/79 |
| 1915 | TSN 17262 | Leyland | 1977 | 65 × 16 | W.B. | PP 77392 | 1/8/79 |
| 1916 | TSN 17263 | Leyland | 1977 | 65 × 16 | W.B. | PP 77393 | 1/8/79 |
| 1917 | TSN 17209 | Leyland | 1977 | 65 × 16 | W.B. | PP 77394 | 1/8/79 |
| 1918 | TSN 17264 | Leyland | 1977 | 65 × 16 | W.B. | PP 77395 | 1/8/79 |
| 1919 | TSN 17360 | Leyland | 1977 | 65 × 16 | W.B. | PP 77396 | 1/8/79 |
| 1920 | TSN 17314 | Leyland | 1977 | 65 × 16 | W.B. | PP 77397 | 1/8/79 |
| 1921 | TSN 16977 | Leyland | 1977 | 65 × 16 | W.B. | PP 77398 | 1/8/79 |
| 1922 | TSN 17204 | Leyland | 1977 | 65 × 16 | W.B. | PP 77399 | 1/8/79 |
| 1923 | TSN 17227 | Leyland | 1977 | 65 × 16 | W.B. | PP 72137 | 30/8/79 |
| 1924 | TSN 17267 | Leyland | 1977 | 65 × 16 | W.B. | PP 72138 | 30/8/79 |
| 1925 | BFW 450 T | Leyland | 1977 | 65 × 16 | W.B. | PP 77906 | 14/8/79 |
| 1926 | TSN 17265 | Leyland | 1977 | 65 × 16 | W.B. | PP 77602 | 9/8/79 |
| 1927 | TSN 17215 | Leyland | 1977 | 65 × 16 | W.B. | PP 77528 | 7/8/79 |
| 1928 | TSN 17226 | Leyland | 1977 | 65 × 16 | W.B. | PP 77532 | 8/8/79 |
| 1929 | TSN 17221 | Leyland | 1977 | 65 × 16 | W.B. | PP 77536 | 8/8/79 |
| 1930 | TSN 21406 | Leyland | 1977 | 65 × 16 | W.B. | PP 77537 | 8/8/79 |
| 1931 | TSN 24456 | Leyland | 1977 | 65 × 16 | W.B. | PP 77538 | 8/8/79 |
| 1932 | TSN 28506 | Leyland | 1977 | 65 × 16 | W.B. | PP 77461 | 2/8/79 |
| 1933 | TSN 28605 | Leyland | 1977 | 65 × 16 | S.O. | PP 77386 | 1/8/79 |
| 1934 | TSN 17283 | Leyland | 1977 | 65 × 16 | S.O. | PP 77463 | 2/8/79 |
| 1935 | TSN 17303 | Leyland | 1977 | 65 × 16 | S.O. | PP 77464 | 2/8/79 |
| 1936 | TSN 17224 | Leyland | 1977 | 65 × 16 | S.O. | PP 77465 | 2/8/79 |
| 1937 | TSN 28601 | Leyland | 1977 | 65 × 16 | S.O. | PP 77462 | 2/8/79 |
| 1938 | TSN 17225 | Leyland | 1977 | 65 × 16 | S.O. | PP 77466 | 2/8/79 |

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|-----------|------------------|---------|------|----------|----------|-----------|-------------|
| 1939 | TSN 17281 | Leyland | 1977 | 65×16 | S.O. | PP 77467 | 2/8/79 |
| 1940 | TSN 17299 | Leyland | 1977 | 65×16 | S.O. | PP 77468 | 2/8/79 |
| 1941 | TSN 17809 | Leyland | 1977 | 65×16 | S.O. | PP 77469 | 2/8/79 |
| 1942 | TV 13678 | Leyland | 1977 | 65×14 | S.O. | PP 77938 | 15/8/79 |
| 1943 | TV 30947 | Leyland | 1977 | 65×14 | S.O. | PP 77939 | 15/8/79 |
| 1944 | TV 35508 | Leyland | 1977 | 65×14 | S.O. | PP 77940 | 15/8/79 |
| 1945 | TV 33941 | Leyland | 1977 | 65×14 | S.O. | PP 77941 | 15/8/79 |
| 1946 | TV 36962 | Leyland | 1977 | 64×13 | S.O. | PP 77942 | 15/8/79 |
| 1947 | TV 36723 | Leyland | 1977 | 64×13 | S.O. | PP 77943 | 15/8/79 |
| 1948 | TV 40773 | Leyland | 1977 | 64×13 | S.O. | PP 77944 | 15/8/79 |
| 1949 | TJ 344-959 | Leyland | 1978 | 65×14 | S.O. | PP 77193 | 7/8/79 |
| 1950 | TJ 344-926 | Leyland | 1978 | 65×14 | S.O. | PP 77608 | 9/8/79 |
| 1951 | TJ 245-720 | Leyland | 1978 | 65×14 | S.O. | PP 77609 | 9/8/79 |
| 1952 | TJ 241-852 | Leyland | 1978 | 65×14 | S.O. | PP 69450 | 21/8/79 |
| 1953 | TJ 150-621 | Leyland | 1978 | 65×14 | S.O. | PP 77188 | 7/8/79 |
| 1954 | TJ 150-555 | Leyland | 1978 | 65×14 | S.O. | PP 77187 | 7/8/79 |
| 1955 | TJ 141-967 | Leyland | 1978 | 65×14 | S.O. | PP 77186 | 7/8/79 |
| 1956 | TJ 142-069 | Leyland | 1978 | 65×14 | S.O. | PP 77181 | 7/8/79 |
| 1957 | TJ 42745 | Leyland | 1978 | 65×14 | S.O. | PP 77182 | 7/8/79 |
| 1958 | TJ 308-383 | Leyland | 1978 | 65×14 | S.O. | PP 77165 | 7/8/79 |
| 1959 | TJ 259-014 | Leyland | 1978 | 65×14 | S.O. | PP 77164 | 7/8/79 |
| 1960 | TJ 58731 | Leyland | 1978 | 65×14 | S.O. | PP 77166 | 7/8/79 |
| 1961 | TJ 58288 | Leyland | 1978 | 65×14 | S.O. | PP 77167 | 7/8/79 |
| 1962 | TJ 207-721 | Leyland | 1978 | 65×14 | S.O. | PP 77168 | 7/8/79 |
| 1963 | TJ 344-725 | Leyland | 1978 | 65×14 | S.O. | PP 77169 | 7/8/79 |
| 1964 | TJ 344-816 | Leyland | 1978 | 65×14 | S.O. | PP 77170 | 7/8/79 |
| 1965 | TJ 302-601 | Leyland | 1978 | 65×14 | S.O. | PP 77171 | 7/8/79 |
| 1966 | TJ 302-625 | Leyland | 1978 | 65×14 | S.O. | PP 77172 | 7/8/79 |
| 1967 | TJ 423-331 | Leyland | 1978 | 65×14 | S.O. | PP 77173 | 7/8/79 |
| 1968 | TJ 301-674 | Leyland | 1978 | 66×14 | S.O. | PP 77175 | 7/8/79 |
| 1969 | TJ 301-633 | Leyland | 1978 | 65×14 | S.O. | PP 77176 | 7/8/79 |
| 1970 | TJ 236-694 | Leyland | 1977 | 65×14 | S.O. | PP 77177 | 7/8/78 |
| 1971 | TJ 294-488 | Leyland | 1977 | 65×14 | S.O. | PP 77542 | 8/8/79 |
| 1972 | TJ 373-339 | Leyland | 1977 | 65×14 | S.O. | PP 77543 | 8/8/79 |
| 1973 | TJ 373-290 | Leyland | 1977 | 65×14 | S.O. | PP 77545 | 8/8/79 |
| 1983 | TJ 405-157 | Leyland | 1977 | 65×14 | S.O. | PP 77101 | 3/8/79 |
| 1984 | TJ 404-797 | Leyland | 1977 | 65×14 | S.O. | PP 77102 | 3/8/79 |
| 1985 | TJ 283-301 | Leyland | 1977 | 65×14 | S.O. | PP 77103 | 3/8/79 |
| 1986 | TJ 283-320 | Leyland | 1977 | 65×14 | S.O. | PP 77104 | 3/8/79 |
| 1987 | TJ 283-089 | Leyland | 1977 | 65×14 | S.O. | PP 77105 | 3/8/79 |
| 1988 | TJ 311-919 | Leyland | 1977 | 65×14 | S.O. | PP 77106 | 3/8/79 |
| 1989 | TJ 322-178 | Leyland | 1977 | 65×14 | S.O. | PP 77107 | 3/8/79 |
| 1990 | TJ 322-263 | Leyland | 1977 | 65×14 | S.O. | PP 77108 | 3/8/79 |
| 1991 | TJ 326-407 | Leyland | 1977 | 65×14 | S.O. | PP 77109 | 3/8/79 |
| 1992 | TJ 326-478 | Leyland | 1977 | 65×14 | S.O. | PP 77110 | 3/8/79 |
| 1993 | TJ 137-465 | Leyland | 1977 | 65×14 | S.O. | PP 77111 | 3/8/79 |
| 1994 | TJ 406-805 | Leyland | 1977 | 65×14 | S.O. | PP 77112 | 3/8/79 |
| 1995 | TJ 406-814 | Leyland | 1977 | 65×14 | S.O. | PP 77113 | 3/8/79 |
| 1996 | TJ 347-531 | Leyland | 1977 | 65×14 | S.O. | PP 77058 | 3/8/79 |
| 1997 | TJ 347-532 | Leyland | 1977 | 65×14 | S.O. | PP 77057 | 3/8/79 |
| 1998 | TJ 163-927 | Leyland | 1977 | 65×14 | S.O. | PP 77056 | 3/8/79 |
| 1999 | TJ 164-905 | Leyland | 1977 | 65×14 | S.O. | PP 77055 | 3/8/79 |
| 2001 | TS 29572 | Leyland | 1977 | 65×20 | S.P. | PP 77400 | 1/8/79 |
| 2002 | TS 32996 | Leyland | 1977 | 65×20 | S.P. | PP 77529 | 7/8/39 |
| 2003 | TS 21605 | Leyland | 1977 | 65×15 | S.P. | PP 77530 | 7/8/79 |
| 2004 | TS 19282 | Leyland | 1977 | 65×16 | S.P. | PP 77577 | 8/8/79 |
| 2006 | TS 31900 | Leyland | 1977 | 65×16 | S.P. | PP 77054 | 3/8/79 |
| 2007 | CHB 312 T | Leyland | 1978 | 65×16 | B.B. | PP 106328 | 19/10/79 |
| 2008 | CHB 329 T | Leyland | 1977 | 65×16 | B.B. | PP 106329 | 19/10/79 |
| 2009 | TB 13221 | Leyland | 1977 | 65×16 | B.B. | PP 77192 | 7/8/79 |
| 2010 | TB 15106 | Leyland | 1977 | 65×16 | B.B. | PP 77183 | 7/8/79 |
| 2011 | TB 15785 | Leyland | 1977 | 65×16 | B.B. | PP 77470 | 2/8/79 |
| 2012 | TB 15764 | Leyland | 1977 | 65×21 | B.B. | PP 77471 | 2/8/79 |
| 2013 | TB 13280 | Leyland | 1977 | 65×16 | B.B. | PP 77459 | 2/8/79 |
| 2014 | TB 14023 | Leyland | 1977 | 65×16 | B.B. | PP 77544 | 8/8/79 |
| 2016 | TB 50816 | Leyland | 1977 | 65×16 | B.B. | PP 77114 | 3/8/79 |
| 2017 | TB 50817 | Leyland | 1977 | 65×16 | B.B. | PP 77115 | 3/8/79 |
| 2018 | TB 50478 | Leyland | 1978 | 65×16 | B.B. | PP 77174 | 7/8/79 |
| 2019 | TB 15036 | Leyland | 1978 | 65×16 | B.B. | PP 77184 | 7/8/79 |
| 2020 | TDL 20044 | Leyland | 1977 | 65×16 | E.D. | PP 77566 | 8/8/79 |
| 2022 | TDL 18001 | Leyland | 1977 | 65×16 | E.D. | PP 77100 | 3/8/79 |
| 2023 | TDL 18008 | Leyland | 1977 | 65×16 | E.D. | PP 77116 | 3/8/79 |
| 2024 | TDL 18009 | Leyland | 1978 | 65×16 | E.D. | PP 77185 | 7/8/79 |
| 2025 | TDL 18010 | Leyland | 1978 | 65×16 | E.D. | PP 77190 | 7/8/79 |
| 2026 | TDL 18011 | Leyland | 1978 | 65×16 | E.D. | PP 77189 | 7/8/79 |
| 2027 | TDL 18013 | Leyland | 1978 | 65×16 | E.D. | PP 77512 | 7/8/79 |
| 2028 | TDL 18012 | Leyland | 1978 | 65×16 | E.D. | PP 77511 | 7/8/79 |
| 2029 | TDL 18014 | Leyland | 1978 | 65×16 | E.D. | PP 106330 | 19/10/79 |
| 2030 | TDL 18015 | Leyland | 1978 | 65×16 | E.D. | PP 77946 | 15/8/79 |
| 2031 | TDL 18016 | Leyland | 1978 | 65×16 | E.D. | PP 77947 | 15/8/79 |
| 2051 | TJ 275-867 | Leyland | 1978 | 65×14 | S.O. | PP 78019 | 15/8/79 |
| 2052 | TJ 126-458 | Leyland | 1978 | 65×14 | S.O. | PP 106901 | 5/11/79 |
| 2053 | TJ 350-168 | Leyland | 1978 | 65×14 | S.O. | PP 78021 | 15/8/79 |
| 2054 | TJ 350-167 | Leyland | 1978 | 65×14 | S.O. | PP 78022 | 15/8/79 |
| 2055 | TJ 349-826 | Leyland | 1978 | 65×14 | S.O. | PP 77513 | 7/8/79 |
| 2056 | TJ 36334 | Leyland | 1978 | 65×14 | S.O. | PP 77514 | 7/8/79 |

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| 2057 | TJ 412-876 | Leyland | 1978 | 65 × 14 | S.O. | PP 77515 | 7/8/79 |
| 2058 | TJ 25657 | Leyland | 1978 | 65 × 14 | S.O. | PP 77516 | 7/8/79 |
| 2059 | TJ 226-933 | Leyland | 1978 | 65 × 14 | S.O. | PP 77605 | 9/8/79 |
| 2060 | TJ 296-565 | Leyland | 1978 | 65 × 14 | S.O. | PP 77948 | 15/8/79 |
| 2061 | TJ 296-656 | Leyland | 1978 | 65 × 16 | S.O. | PP 77949 | 15/8/79 |
| 2101 | TSN 28624 | Leyland | 1977 | 59 × 19 | W.B. | PP 78028 | 15/8/79 |
| 2102 | TSN 28625 | Leyland | 1977 | 59 × 19 | W.B. | PP 78029 | 15/8/79 |
| 2103 | TSN 17201 | Leyland | 1977 | 59 × 19 | W.B. | PP 78030 | 15/8/79 |
| 2104 | TSN 17210 | Leyland | 1977 | 59 × 19 | W.B. | PP 77059 | 3/8/79 |
| 2105 | TSN 17211 | Leyland | 1977 | 59 × 19 | W.B. | PP 77053 | 3/8/79 |
| 2106 | TSN 18534 | Leyland | 1977 | 59 × 19 | W.B. | PP 77117 | 3/8/79 |
| 2107 | TSN 17202 | Leyland | 1977 | 59 × 19 | W.B. | PP 77119 | 6/8/79 |
| 2108 | TSN 17223 | Leyland | 1977 | 59 × 19 | W.B. | PP 77120 | 6/8/79 |
| 2109 | TSN 17326 | Leyland | 1978 | 59 × 19 | W.B. | PP 77121 | 6/8/79 |
| 2110 | TSN 22425 | Leyland | 1978 | 59 × 19 | W.B. | PP 77607 | 9/8/79 |
| 2111 | TSN 17214 | Leyland | 1978 | 69 × 19 | W.B. | PP 77122 | 6/8/79 |
| 2112 | TSN 17296 | Leyland | 1978 | 59 × 19 | W.B. | PP 77123 | 6/8/79 |
| 2113 | TSN 17287 | Leyland | 1978 | 59 × 19 | W.B. | PP 77124 | 6/8/79 |
| 2114 | TSN 24500 | Leyland | 1978 | 59 × 19 | W.B. | PP 77125 | 6/8/79 |
| 2115 | TSN 14236 | Leyland | 1978 | 59 × 19 | W.B. | PP 77076 | 3/8/79 |
| 2116 | TSN 17213 | Leyland | 1978 | 59 × 19 | W.B. | PP 77077 | 3/8/79 |
| 2117 | TSN 17220 | Leyland | 1978 | 59 × 19 | W.B. | PP 77078 | 3/8/79 |
| 2118 | TSN 17222 | Leyland | 1978 | 59 × 19 | W.B. | PP 77079 | 3/8/79 |
| 2119 | TSN 17228 | Leyland | 1978 | 59 × 19 | W.B. | PP 77080 | 3/8/79 |
| 2120 | TSN 17230 | Leyland | 1978 | 59 × 19 | W.B. | PP 77081 | 3/8/79 |
| 2121 | TSN 17232 | Leyland | 1978 | 59 × 19 | W.B. | PP 77082 | 3/8/79 |
| 2122 | TSN 17247 | Leyland | 1978 | 59 × 19 | W.B. | PP 77083 | 3/8/79 |
| 2123 | TSN 17248 | Leyland | 1978 | 59 × 19 | W.B. | PP 77084 | 3/8/79 |
| 2124 | TSN 17249 | Leyland | 1978 | 59 × 19 | W.B. | PP 77085 | 3/8/79 |
| 2125 | TSN 17277 | Leyland | 1978 | 59 × 19 | W.B. | PP 77086 | 3/8/79 |
| 2126 | TSN 17278 | Leyland | 1978 | 59 × 19 | W.B. | PP 77087 | 3/8/79 |
| 2127 | TSN 17279 | Leyland | 1978 | 59 × 19 | W.B. | PP 77088 | 3/8/79 |
| 2128 | TSN 17282 | Leyland | 1978 | 59 × 19 | W.B. | PP 77089 | 3/8/79 |
| 2129 | TSN 17338 | Leyland | 1978 | 59 × 19 | W.B. | PP 77090 | 3/8/79 |
| 2130 | TSN 17465 | Leyland | 1978 | 59 × 19 | W.B. | PP 77091 | 3/8/79 |
| 2131 | TSN 17659 | Leyland | 1978 | 59 × 19 | W.B. | PP 77092 | 3/8/79 |
| 2132 | TSN 24310 | Leyland | 1978 | 59 × 19 | W.B. | PP 77093 | 3/8/79 |
| 2133 | TSN 24452 | Leyland | 1978 | 59 × 19 | W.B. | PP 77094 | 3/8/79 |
| 2134 | TSN 24453 | Leyland | 1978 | 59 × 19 | W.B. | PP 77095 | 3/8/79 |
| 2135 | TSN 24455 | Leyland | 1978 | 59 × 19 | W.B. | PP 77096 | 3/8/79 |
| 2136 | TSN 24469 | Leyland | 1978 | 59 × 23 | W.B. | PP 77097 | 3/8/79 |
| 2137 | TSN 24473 | Leyland | 1978 | 59 × 23 | W.B. | PP 77098 | 3/8/79 |
| 2138 | TSN 28603 | Leyland | 1978 | 59 × 19 | W.B. | PP 77099 | 3/8/79 |
| 2139 | TSN 28606 | Leyland | 1979 | 59 × 19 | W.B. | PP 77178 | 7/8/79 |
| 2140 | TSN 28612 | Leyland | 1978 | 59 × 19 | W.B. | PP 77179 | 7/9/79 |
| 2141 | TSN 28619 | Leyland | 1978 | 59 × 19 | W.B. | PP 77194 | 7/8/79 |
| 2142 | TSN 28623 | Leyland | 1978 | 59 × 19 | W.B. | PP 77154 | 7/8/79 |
| 2143 | TSN 29459 | Leyland | 1978 | 59 × 19 | W.B. | PP 77155 | 7/8/79 |
| 2144 | TSN 29464 | Leyland | 1978 | 59 × 19 | W.B. | PP 77156 | 7/8/79 |
| 2145 | TSN 29466 | Leyland | 1978 | 59 × 19 | W.B. | PP 77157 | 7/8/79 |
| 2146 | TSN 29467 | Leyland | 1978 | 59 × 19 | W.B. | PP 77158 | 7/8/79 |
| 2147 | TSN 29468 | Leyland | 1978 | 59 × 19 | W.B. | PP 77159 | 7/8/79 |
| 2148 | TSN 29472 | Leyland | 1978 | 59 × 19 | W.B. | PP 77160 | 7/8/79 |
| 2149 | TSN 29473 | Leyland | 1978 | 59 × 19 | W.B. | PP 77161 | 7/8/79 |
| 2150 | TSN 29476 | Leyland | 1978 | 59 × 19 | W.B. | PP 77162 | 7/8/79 |
| 2151 | TJ 436-795 | Leyland | 1978 | 69 × 05 | S.O. | PP 77950 | 15/8/79 |
| 2152 | TJ 438-302 | Leyland | 1978 | 69 × 05 | S.O. | PP 78001 | 15/8/79 |
| 2153 | TJ 438-301 | Leyland | 1978 | 69 × 05 | S.O. | PP 78002 | 15/8/79 |
| 2154 | TJ 438-300 | Leyland | 1978 | 69 × 05 | S.O. | PP 78003 | 15/8/79 |
| 2155 | TJ 140-195 | Leyland | 1978 | 69 × 05 | S.O. | PP 78004 | 15/8/79 |
| 2156 | TJ 140-363 | Leyland | 1978 | 69 × 05 | S.O. | PP 78005 | 15/8/79 |
| 2157 | TJ 400-456 | Leyland | 1978 | 69 × 05 | S.O. | PP 78006 | 15/8/79 |
| 2159 | TJ 179-810 | Leyland | 1978 | 60 × 05 | S.O. | PP 78007 | 15/8/79 |
| 2159 | BCB 319 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78008 | 15/8/79 |
| 2160 | BBF 368 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78009 | 15/8/79 |
| 2161 | BBF 369 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78010 | 15/8/79 |
| 2162 | BBF 370 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78011 | 15/8/79 |
| 2163 | BBF 371 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78012 | 15/8/79 |
| 2164 | BBF 372 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78013 | 15/8/79 |
| 2165 | BBY 732 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78015 | 15/8/79 |
| 2166 | BBY 733 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78018 | 15/8/79 |
| 2167 | BBY 731 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78016 | 15/8/79 |
| 2168 | BBY 734 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78017 | 15/8/79 |
| 2169 | BDF 810 T | Leyland | 1978 | 69 × 05 | S.O. | PP 77848 | 14/8/79 |
| 2170 | BCV 006 T | Leyland | 1978 | 69 × 05 | S.O. | PP 74177 | 19/9/79 |
| 2171 | BDL 989 T | Leyland | 1978 | 69 × 05 | S.O. | PP 77850 | 14/8/79 |
| 2172 | BFM 456 T | Leyland | 1978 | 69 × 05 | S.O. | PP 77904 | 14/8/79 |
| 2173 | BFM 445 T | Leyland | 1978 | 69 × 05 | S.O. | PP 77905 | 14/8/79 |
| 2174 | BFT 822 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78116 | 16/8/79 |
| 2175 | BHH 543 T | Leyland | 1978 | 69 × 05 | S.O. | PP 78117 | 16/8/79 |
| 2176 | BHH 531 T | Leyland | 1978 | 65 × 05 | S.O. | PP 78118 | 16/8/79 |
| 2177 | BJJ 698 T | Leyland | 1978 | 65 × 05 | S.O. | PP 74178 | 19/9/79 |
| 2178 | BKC 314 T | Leyland | 1978 | 65 × 05 | S.O. | PP 78120 | 16/8/79 |
| 2179 | BMJ 686 T | Leyland | 1978 | 69 × 05 | S.O. | PP 106902 | 5/11/79 |
| 2201 | TSN 29479 | Leyland | 1978 | 58 × 19 | W.B. | PP 77517 | 7/8/79 |

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|-----------|------------------|---------|------|----------|----------|-----------|-------------|
| 1974 | TJ 71937 | Leyland | 1977 | 65 × 14 | S.O. | PP 75902 | 26/9/79 |
| 1975 | TJ 275-279 | Leyland | 1977 | 65 × 14 | S.O. | PP 73430 | 31/8/79 |
| 1976 | TJ 275-121 | Leyland | 1977 | 65 × 14 | S.O. | PP 73429 | 31/8/79 |
| 1977 | TJ 226-321 | Leyland | 1977 | 65 × 14 | S.O. | PP 73428 | 31/8/79 |
| 1978 | TJ 226-304 | Leyland | 1977 | 65 × 14 | S.O. | PP 73427 | 31/8/79 |
| 1979 | TJ 419-653 | Leyland | 1977 | 65 × 14 | S.O. | PP 73426 | 31/8/79 |
| 1980 | TJ 338-245 | Leyland | 1977 | 65 × 14 | S.O. | PP 73425 | 31/8/79 |
| 1981 | TJ 134-714 | Leyland | 1977 | 65 × 14 | S.O. | PP 73424 | 31/8/79 |
| 1982 | TJ 134-779 | Leyland | 1977 | 65 × 14 | S.O. | PP 73423 | 31/8/79 |
| 2005 | TS 17827 | Leyland | 1977 | 65 × 16 | S.P. | PP 73422 | 31/8/79 |
| 2015 | TB 50559 | Leyland | 1977 | 65 × 16 | B.B. | PP 73421 | 31/8/79 |
| 2021 | TDL 20045 | Leyland | 1977 | 65 × 16 | E.D. | PP 73420 | 31/8/79 |
| 21 | CDK 495 T | Leyland | 1979 | 59 × 19 | S.P. | PP 69460 | 21/8/79 |
| 22 | CDG 923 T | Leyland | 1979 | 59 × 19 | S.P. | PP 69461 | 21/8/79 |
| 23 | CCD 879 T | Leyland | 1979 | 59 × 19 | S.P. | PP 69463 | 21/8/79 |
| 24 | CBH 554 T | Leyland | 1979 | 59 × 19 | S.P. | PP 69464 | 21/8/79 |
| 25 | CBD 934 T | Leyland | 1979 | 59 × 19 | S.P. | PP 74179 | 19/9/79 |
| 26 | BZR 717 T | Leyland | 1979 | 59 × 19 | S.P. | PP 69466 | 21/8/79 |
| 702 | BBL 768 T | Leyland | 1979 | 69 × 19 | P.U. | PP 72117 | 29/8/79 |
| 703 | BBL 767 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72116 | 29/8/79 |
| 704 | BBL 899 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72115 | 29/8/79 |
| 705 | BBL 917 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72114 | 29/8/79 |
| 706 | BSZ 359 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72113 | 29/8/79 |
| 707 | BSZ 360 T | Leyland | 1979 | 65 × 19 | P.U. | PP 72112 | 29/8/79 |
| 708 | BTZ 513 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72111 | 29/8/79 |
| 709 | BWD 159 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72110 | 29/8/79 |
| 710 | BWM 045 T | Leyland | 1979 | 59 × 15 | P.U. | PP 72109 | 29/8/79 |
| 711 | BWM 036 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72108 | 29/8/79 |
| 712 | BVP 764 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72107 | 29/8/79 |
| 713 | BWX 542 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72106 | 29/8/79 |
| 714 | BXD 088 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72105 | 29/8/79 |
| 715 | BXH 792 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72104 | 29/8/79 |
| 716 | BVP 880 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72132 | 29/8/79 |
| 717 | BYH 032 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72131 | 29/8/79 |
| 718 | BYS 800 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72130 | 29/8/79 |
| 719 | BYY 441 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72129 | 29/8/79 |
| 729 | BZF 056 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72128 | 29/8/79 |
| 721 | BNR 398 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72127 | 29/8/79 |
| 722 | CBP 793 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72126 | 29/8/79 |
| 723 | CBR 259 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72125 | 29/8/79 |
| 724 | CCB 046 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72124 | 29/8/79 |
| 725 | CCH 140 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72123 | 29/8/79 |
| 726 | CCL 525 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72122 | 29/8/79 |
| 727 | CCW 572 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72121 | 29/8/79 |
| 728 | CCZ 463 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72120 | 29/8/79 |
| 729 | CDC 031 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72119 | 29/8/79 |
| 730 | CFM 401 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72147 | 30/8/79 |
| 731 | CDT 267 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72118 | 29/8/79 |
| 738 | CHP 778 T | Leyland | 1979 | 59 × 19 | P.U. | PP 74151 | 18/9/79 |
| 739 | CHT 205 T | Leyland | 1979 | 59 × 19 | P.U. | PP 74152 | 18/9/79 |
| 740 | BXY 217 T | Leyland | 1979 | 59 × 19 | P.U. | PP 74153 | 18/9/79 |
| 741 | CJF 331 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74154 | 18/9/79 |
| 742 | CGC 504 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74155 | 18/9/79 |
| 743 | CGC 503 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74156 | 18/9/79 |
| 744 | CJY 660 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74157 | 18/9/79 |
| 745 | CKC 451 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74158 | 18/9/79 |
| 746 | CKH 017 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74159 | 18/9/79 |
| 747 | CKF 279 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74160 | 18/9/79 |
| 748 | CKR 425 T | Leyland | 1979 | 59 × 47 | W.B. | PP 74161 | 18/9/79 |
| V5963 | TSN 22004 | A.E.C. | 1975 | 65 × 16 | H.O. | PP 74170 | 18/9/79 |
| V5964 | TB 12347 | Leyland | 1965 | 67 × 16 | H.O. | PP 74171 | 18/9/79 |
| 93 | ND 10652 | Leyland | 1972 | 64 × 20 | H.O. | PP 106315 | 19/10/79 |
| 749 | CKY 703 T | Leyland | 1979 | 59 × 19 | P.U. | PP 106316 | 19/10/79 |
| 750 | CKZ 332 T | Leyland | 1979 | 59 × 19 | P.U. | PP 106317 | 19/10/79 |
| 751 | CMD 954 T | Leyland | 1979 | 59 × 33 | P.U. | PP 106318 | 19/10/79 |
| 752 | CLT 654 T | Leyland | 1979 | 59 × 33 | P.U. | PP 106319 | 19/10/79 |
| 753 | CLT 667 T | Leyland | 1979 | 59 × 33 | P.U. | PP 106320 | 19/10/79 |
| 754 | CLT 646 T | Leyland | 1979 | 59 × 33 | P.U. | PP 106321 | 19/10/79 |
| 755 | CMD 934 T | Leyland | 1979 | 59 × 33 | P.U. | PP 106322 | 19/10/79 |
| 756 | CMR 724 T | Leyland | 1979 | 59 × 47 | W.B. | PP 106323 | 19/10/79 |
| 757 | CMN 613 T | Leyland | 1979 | 59 × 47 | W.B. | PP 106324 | 19/10/79 |
| 15 | CHL 743 T | Leyland | 1979 | 59 × 19 | S.P. | PP 72142 | 30/8/79 |
| 16 | CHB 951 T | Leyland | 1979 | 59 × 19 | S.P. | PP 72143 | 30/8/79 |
| 17 | CFV 614 T | Leyland | 1979 | 59 × 19 | S.P. | PP 72141 | 30/8/79 |
| 18 | CFX 833 T | Leyland | 1979 | 59 × 19 | S.P. | PP 72144 | 30/8/79 |
| 19 | CFP 102 T | Leyland | 1979 | 59 × 19 | S.P. | PP 72145 | 30/8/79 |
| 20 | CFR 863 T | Leyland | 1979 | 59 × 19 | S.P. | PP 72146 | 30/8/79 |
| 732 | CDY 474 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72148 | 30/8/79 |
| 733 | CGC 649 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72149 | 30/8/79 |
| 734 | CGK 920 T | Leyland | 1979 | 59 × 19 | P.U. | PP 72150 | 30/8/79 |
| 735 | CGL 304 T | Leyland | 1979 | 59 × 19 | P.U. | PP 73402 | 31/8/79 |
| 736 | CGM 752 T | Leyland | 1979 | 59 × 19 | P.U. | PP 73403 | 31/8/79 |
| 737 | CHF 036 T | Leyland | 1979 | 59 × 19 | P.U. | PP 73404 | 31/8/79 |

ANNEXURE "F"

| Board | Date of application | Remarks |
|-------------------|---------------------|---------|
| Johannesburg..... | 1978/11/27 | Refused |
| Johannesburg..... | 1979/02/08 | Refused |
| Johannesburg..... | 1979/09/21 | Pending |
| Johannesburg..... | 1979/10/02 | Pending |
| Johannesburg..... | 1979/10/19 | Pending |
| Johannesburg..... | 1979/10/26 | Pending |

JOHANNESBURG

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X12, Johannesburg, 2000.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X12, Johannesburg, 2000.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

OT2125—SPRINGS. (2) Pauline Msiza, 540914151, kwaThema; new application. (3) One motor-car. (4) Black taxi persons. (5) Between points within the Magisterial District of Springs. (Car to be stationed at kwaThema.)

OT2308/H15134—KWAXUMA. (2) Phineas Tshabalala, 268 835, kwaXuma; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2317/H12065—CHIAWELO. (2) M. R. Matsoso, 575531, Chiawelo; replacement of vehicle. (3) One motor-car—TJ 343-798. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2318/H394—KWATHEMA. (2) Paulos Makopo, 136528, kwaThema; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2319/H10064—KWATHEMA. (2) David Louis Magunya Mabheba, 2881545, kwaThema; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2320/H11956—GERMISTON. (2) Teddy Wilkinson, Germiston; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2321—TEMBISA. (2) Million Mboweni, 102660911, Tembisa; transfer from Josiah Mahlangu. (3) Two motor-cars. (4) Transfer of permits. (5) To obtain the same authority as held by transfer on Permits PP76794 and OP12362.

OT2322—KWAXUMA. (2) Dumisani Dlamini, 14321473, kwaXuma; transfer from F. Mohlahlane. (3) One motor-car. (4) Transfer of permit. (5) To obtain the same authority as held by transfer on Permit PP69643.

OT2323 — VANDERBIJLPARK. (2) Fredrieka Johanna Susanna van Wyk, Vanderbijlpark; oordrag vanaf E. M. Taljaart, H1208. (3) Een motorkar—TVB 4920. (4) Oordrag van permit. (5) Om dieselfde magtiging te bekom as wat oordraer gehou het op Permit OP23543.

OT2324—TOKOZA. (2) David Enock Mathabela, 27650, Tokoza; nuwe aansoek. (3) Een motorkar. (4) Swart taxi-persone. (5) Tussen punte binne 'n radius van 8 km vanaf Tokoza Administratiewe Kantore.

OT2325/H1416—BETHAL. (2) J. Masilela, 105929808, Bethal; additional authority. (3) One motor-car. (4) (a) Black taxi persons. (5) (a) Between points within the Magisterial District of Bethal. (4) (b) Casual trips. (5) (b) From points within the Magisterial District of Bethal to points outside the Magisterial District of Bethal and from points outside the Magisterial District of Bethal to points within the Magisterial District of Bethal.

OT2326/H701—ERMELO. (2) Paulus Madonsela, 3515197, Ermelo; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2327/H3583—MEADOWLANDS. (2) Johannes Lesejane, 1411196, Meadowlands; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2328/H5364—TEMBISA. (2) Thalitha Mayisa, 516557 076, Tembisa; replacement of vehicle. (3) One motor-car—TCD 54474. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2329/H4129—KATLEHONG. (2) Duke Petrus Mabona, 102254891, Katlehong; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2330/H742—KWATHEMA. (2) Daniel Mokoena, 2861 686, kwaThema; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2331/H128—SOWETO. (2) Ronald Mihlaylfami Khuzwayo, 4641762, Moroka; additional vehicle. (3) One motor-car. (4) Black taxi persons. (5) Between points within the boundaries of Soweto.

OT2332/H15230—HEIDELBERG. (2) Malehi Joseph Motloun, 13613008, Heidelberg; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2333/H13166—WESTERN COLOURED TOWNSHIP. (2) Billy Dawood, 4312175125017, Western Coloured Township; replacement of vehicle. (3) One motor-car—CHR 766T. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2339—HILLBROW. (2) William Andrew Holliday, 3605 125029002, Hillbrow; transfer from R. D. Christophers, H15215. (3) One motor-car. (4) Transfer of permit. (5) To obtain the same authority as held by transfer on Permit PP71405.

OT2342/H9744—TEMBISA. (2) Lazarus Buti Makote, 133 885176, Tembisa; replacement of vehicle. (3) One motor-car—CRK 761T. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2346/H9728—KATLEHONG. (2) Hendrick Thibile, 101 55816, Katlehong; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2348/H9638—KATLEHONG. (2) Isiah Mohlala, 11202 698, Katlehong; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2358/H479—SOWETO. (2) Phillip Mahoko, 1971322, Soweto; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2359/H10540—JOHANNESBURG. (2) Solomon Padi, 14289751, Johannesburg; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2360/H13419—ORLANDO EAST. (2) Joseph Ndabula, 4552117, Orlando East; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2381—KATLEHONG. (2) Namthandazo Joslina Ndlela Mahlangu, 1710866, Katlehong; transfer from estate late M. Mahlangu, H9749. (3) One motor-car—BCF 980T. (4) Transfer of permit. (5) To obtain the same authority as held by transfer on Permit PP72413.

OT2382/H19—ELDORADO PARK. (2) Norman Godfrey J. Duncan, Eldorado Park; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2341/H15135—DOBSONVILLE. (2) N. Molefe, 127854 42, Dobsonville; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2347/H11922—ORLANDO. (2) Cunningham Mdingi, 459 1410, Orlando; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2343/H11584—JOHANNESBURG. (2) William Andrew Holliday, 3605125029002, Johannesburg; amendment of tariffs. (3) One motor-car—CRL 851T. (4) White, Black, Asiatic and Coloured persons. (5) Flag fall: 70c; for every one-twelfth of a km or part thereof: 5c; for every 40 seconds waiting time: 5c; or per hour: R4,50; the first 23 kg luggage: Free of charge; and thereafter 5c for every 23 kg luggage or part thereof.

TRUCK AFRICA (PTY) LTD

ANNEXURE B

OT2350/H12289—BERGVLEI. (2) Jan Mokwena, 4517242, Bergvlei; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2351/H1375—WATTVILLE. (2) France Rabothata, 1103 85468, Wattville; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2352/H633—EMNDENI. (2) Nelson Ntuli, 130904665, Emndeni; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2354—ERMELO. (2) Mliza Fanyana Zwane, 136816 346, Ermelo; new application. (3) One motor-car. (4) Black taxi persons. (5) Between Diepdal 244, District of Ermelo, and points within the Magisterial District of Ermelo. (Car to be stationed and operate from Diepdal 244, District of Ermelo.)

OT2356/H2079—PHIRIMA. (2) John Sithole, 1010966, Phirima; replacement of vehicle. (3) One motor-car—CRM 936T. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2357/H11954—KWAXUMA. (2) J. Kumalo, 3094776, kwaXuma; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2361/H568—KAGISO. (2) Johnson Griff, 2785565, Kagiso; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2363/H15101—ORLANDO EAST. (2) Petrus Dlamini, 124288779, Orlando East; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2364—MOROKA. (2) Rebecca N. Konopi, 1800484, Moroka; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2365/H79—SOWETO. (2) Beji Paulus Hlatwayo, 13994 6569, Soweto; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2384/H32—JOHANNESBURG. (2) Mantinho de Freitas Abreu, 4310315030105, Johannesburg; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OT2383—SOWETO. (2) Phillip Muyimane, 2335566, Soweto; replacement of vehicle. (3) One motor-car. (4) Replacement of vehicle. (5) To obtain the same authority as held by vehicle to be replaced.

OP1071/A3555—ALBERTON. (2) G. J. Hanekom, handeldrywend as C. A. Smith & Seun, Alberton; oordrag van Permit OP24230 vanaf C. A. Smith, A 16834. (3) Een vragvoertuig—TDK 24087. (4) Oordrag vanaf C. A. Smith na G. J. Hanekom, handeldrywend as C. A. Smith & Seun. (5) Om dieselfde magtiging te bekom as oordrag.

OP1060/A3550—ELANDSFONTEIN. (2) Avellino Engineering (Pty) Ltd, Bedfordview; new application. (3) One goods vehicle—TG 35200. (4) Spares belonging to clients. (5) From collection points situated within an area with a radius of 240 km of the holders place of business at Elandsfontein direct to the holder's said place of business for repair and such repaired spares back to the place where the spares were received by the holder in the first instance.

OP1057/A3548—PRETORIA. (2) B. R. Christie, handeldrywend as Christie Vervoer, Eikenhof; nuwe aansoek. (3) Een bus—BPF 111T. (4) Blanke weermagslede. (5) Vanaf Voortrekkerhoogte, Pretoria, na Johannesburg, Vereeniging en Vanderbijlpark en terug.

Tydtafel:

Vertrek Vrydae om 17h00 vanaf Voortrekkerhoogte, Pretoria.

Vertrek Sondag om 19h00 vanaf Vanderbijlpark.

Tarief: 2c per km.

OP1069/A2900—JOHANNESBURG. (2) Hubert Davies Heavy Equipment (Pty) Ltd, Johannesburg; additional vehicles. (3) Three goods vehicles. (4) Goods. (5) As per existing authority.

OP992/A3529—REPUBLIEK VAN SUID-AFRIKA. (2) Elektriesiteitsvoorsieningskommissie, handeldrywend as Evkom, Redan; nuwe aansoek. (3) Een bus—CNH 774T. (4) Blanke en Nie-Blanke werknemers (studente). (5) Na opleidingsentrum vir opleiding en terug, tussen punte binne die Republiek van Suid-Afrika.

OP1056/A1355—REEF CARTAGE AREA. (2) Truck Africa (Pty) Ltd, Germiston; amendment of authority (to obtain uniformity of authority). (3) One goods vehicle. (4) Goods. (5) As per Annexures.

1. Spare parts being required for the immediate bona fide repairs of machinery or mechanical installations which have become defective and have to be urgently repaired (excluding delivery to any purchaser for replenishing of stocks) from points within the Magisterial Districts of Alberton, Benoni, Boksburg, Brakpan, Delmas, Germiston, Johannesburg, Kempton Park, Krugersdorp, Nigel, Obelholzer, Pretoria, Randburg, Randfontein, Roodepoort, Springs, Vanderbijlpark Vereeniging and Westonaria (hereinafter referred to as the Reef cartage area) to points situated within the Republic of South Africa.

2. Asbestos guttering, cement guttering, asbestos sheets, window glass window glass fittings, shop windows, wooden windows, wooden door frames, wooden beadings, wooden lattice work, picture frame mouldings, asbestos board, wood fibre board, cornices, guttering and down pipes (direct to building sites for building purposes and not for replenishing of stocks) from points situated within the Reef cartage area direct to building sites situated within a radius of 240 km of Post Office, Brakpan.

3. Abnormal loads that cannot be accommodated on rail trucks by virtue of mass or size subject to the proviso that (1) the S.A. Railways Administration in each instance regards such loads as being too abnormal when tendered for conveyance by rail and (2) that the operator in each instance hands a certificate from the consignors of the goods to his driver, reflecting the following particulars in the form set out hereunder:

(a) Name of haulier.

(b) Address of haulier.

(c) Dimensions and mass of abnormal load.

(d) Name of S.A. Railways Administration official to whom the matter was referred by the consignors when tendering it for conveyance by rail.

(e) Date on which it was tendered for conveyance by rail from points situated within the Reef cartage area to points within a radius of 480 km of Post Office, Brakpan.

4. Own tools and equipment for own use only (and not for sale) when loading or off-loading within a radius of 480 km of Post Office, Brakpan.

5. Electric switchgear from points situated within the Reef cartage area to points situated within a radius of 480 km of Post Office, Brakpan.

6. Defective machine parts between points situated within the Reef cartage area and points situated within the Magisterial Districts of Letaba, Sibasa and Pietersburg.

7. Completely assembled units of roadmaking and excavation machinery direct to or from road construction or excavation sites for bona fide road construction or excavation purposes and not for sale within a radius of 480 km of Post Office, Brakpan.

8. Oilfilled transformers each of not less than a mass of 907 kilograms and manufactured in the Republic of South Africa for direct installation at the destination within a radius of 560 km of Post Office, Brakpan.

9. Piledriving and drilling plant consisting of any or all of the following items:

(a) Air compressors;

(b) drilling rig fitted with rockdrills;

(c) drill steel;

(d) airline hose and fittings;

(e) diamond drill bits;

and extensions for immediate use and not for replenishing stock between construction sites and nearest workshops between points within a radius of 480 km of Post Office, Brakpan.

10. Only the completely constructed sections of a wall, ceiling, roof or framework of a prefabricated building when purpose made as an integral part of a wall, floor, ceiling, roof or framework of such a prefabricated building together with the tools of trade and any material required for the erection or assembly of the components from the manufacturer's place of business within the Reef cartage area direct to erection sites situated within a radius of 240 km of Post Office, Brakpan.

11. Water pumping plant, electrical lighting plant and gas lighting plant (for immediate installation) from points situated within the Reef cartage area direct to points of installation situated within a radius of 240 km of Post Office, Brakpan.

12. Metal clad distribution switchgear and transformers for and after repair from points situated within a radius of 560 km of Post Office, Brakpan, and the return of such items after repair to the original points of despatch.

13. Batteries, battery chargers and fluorescent equipment from points situated within a radius of 240 km of Post Office, Brakpan.

14. Agricultural machinery and agricultural tools direct to farms for farming purposes from points situated within the Reef cartage area direct to farms situated within a radius of 240 km of Pos Office, Brakpan.

15. Accounting machines, duplicating machines, dictaphones, counter scales, exhibition display stands and scientific instruments from points situated within the Reef cartage area to points within a radius of 240 km of Post Office, Brakpan.

16. Defective machinery for urgent repairs and the return of such items after repair to the original points of despatch between points situated within the Reef cartage area to points situated within the Magisterial District of Letaba.

17. Goods exclusively on behalf of the gold mining houses when certified in writing by the mining houses as being urgently required by gold mines from points within the Reef cartage area to the following mines:

Freddies Consolidated Mines Ltd.
Free State Saaiplaas Gold Mining Co. Ltd.
President Brand Gold Mining Co. Ltd.
Welkom Gold Mining Co. Ltd.
Vaal Reefs Exploration and Development Co. Ltd.
Western Deep Levels Ltd.
Zandpan Gold Mining Co. Ltd.
Virginia (OFS) Gold Mining Ltd.
Stillfontein Gold Mining Co. Ltd.
West Driefontein Gold Mining Co. Ltd.
Blyvooruitzicht Gold Mining Co. Ltd.
St Helena Gold Mines Ltd.
Transvaal Gold Mining Estates Ltd.
Kinross Mines Ltd.
Winkelhaak Gold Mines Ltd.
Rescue Training Station.
Cornelia Colliery.
Arnot Colliery Ltd.
(1) Bank Colliery.
Springbok Collieries Ltd.
S.A. Coal Estates (Witbank) Ltd.
Indumeni Coal Mines Ltd.
Vryheid Coronation Ltd.
Union Collieries Ltd.
Kroonfontein Koolmyne Bpk.
Optimum Collieries (Pty) Ltd.
Usutu Koolmyne Bpk.
Natal Navigation Collieries Ltd.
Vryheid Natal Railway Coal and Iron Co. Ltd.
Douglas Colliery Ltd.
Witbank Colliery Ltd.
Swaziland Collieries Ltd.
Rescue Training Station.
Orapa Mine.
The Consolidated Diamond Mines of S.W.A. Ltd.
(1) Rustenburg Section.
Impala Platinum Ltd.
Highveld Steel & Vanadium Corp. Ltd.
Swaziland Iron Ore Development Co. Ltd.
Free State Geduld Mines Ltd.
Inter Mine Services O.F.S. (Pty) Ltd.
President Steyn Gold Mining Co. Ltd.
Western Holdings Ltd.
Western Reefs Exploration and Development Co. Ltd.
Hartebeesfontein Gold Mining Co. Ltd.
Lorraine Gold Mines Ltd.
Buffelsfontein Gold Mining Co. Ltd.
Doornfontein Gold Mining Co. Ltd.
East Driefontein Gold Mining Co. Ltd.
Harmony Gold Mining Co. Ltd.
Barberton Mines Ltd (Fairview).
Bracken Mines Ltd.
Leslie Gold Mines Ltd.
Chamber of Mines Services (Pty) Ltd.
Amalgamated Collieries of SA Ltd.
Vierfontein Colliery Ltd.
Coronation Collieries Ltd.
(2) Central Workshops.
New Largo Colliery Ltd.
Springfield Colliery Ltd.
Ingagane Colliery (Pty) Ltd.
Albion Collieries Ltd.
Blinkpan Koolmyne Bpk.
Transvaal Navigation Colliery and Estate Co. Ltd.
Delmas Collieries (Pty) Ltd.
Kilbarchan Colliery Ltd.
Natal Ammonium Collieries (1946) Ltd.
Apex Mines Ltd.
Greenside Colliery.
Van Dyk's Drift Colliery.
Utrecht Colliery.
Chamber of Mines Services (Pty) Ltd.
De Beers Prospecting (Botswana) Ltd.

Premier (Tvl) Diamond Mining Co. Ltd.
Atok Investments.
Rustenburg Platinum Mines Ltd.
(2) Union Section, Matte Smelters (Pty) Ltd.
Bafokeng Mine.
Mapoch's Mine.
Henry Gould (Pty) Ltd.
The Montrose Exploration Co. Ltd.
Winterveld (TCL) Chrome Mines (Pty) Ltd.
(1) Swartkop Mines.
Griqualand Chrysotile Mines Ltd.
Griqualand Exploration and Finance Co. Ltd.
Transvaal Mining and Finance Co. Ltd.
Union Tin Mines Ltd.
Millsell Chrome Mines (Pty) Ltd.
Chrome Mines of S.A. Ltd.
(2) Groothoek Mine.
African Chrysotile Asbestos Ltd.
Zwartkloof Fluospar Ltd.
Rooiberg Minerals Development Co. Ltd.

Subject to the proviso that each consignment conveyed be accompanied by a certificate from the buyer of the mine concerned reflecting the particulars set out in the annexure hereto: The certificate from the buyer in each instance to be carried by the haulier at all times and a copy thereof transmitted to the Local Road Transportation Board, Johannesburg, either by hand or registered post within 24 hours after completion of the journey.

Form of annexure to be handed to the carrier by the mining house concerned and to be carried in conjunction with the goods urgently required by the mine concerned.

Name and address of Mining Co.

Name and address of Haulier

Conveyance of urgently required mining material from the Reef to mines authorised in the annexure of the certificate of the vehicle.

Name and address of supplier

Name of mine to which goods are consigned.....

Detailed description and mass of goods.....

Comprehensive reason for urgency

Note:

(i) This certificate must be carried by the haulier together with the goods and separate waybills from supplier.

(ii) Has been referred to Mr of the S.A. Railways Administration at am/pm on

Buyer

18. Scaffolding and building plant (excluding building materials) solely for use by the owner of such scaffolding and building plant, and not for sale between building and construction sites within the Republic of South Africa.

19. Only reinforcing steel which is purpose made to size and length after being completely bent to required shape and dimensions and/or assembled reinforcing steel frames for the reinforcing of concrete beams and columns only, for direct installation from points within the Reef cartage area to building or construction sites situated within a radius of 240 km of Post Office, Brakpan, providing that no goods be conveyed over the following South African Railways Road Motor Service routes:

(i) Johannesburg-Rustenburg.

(ii) Johannesburg-Parys via Sasolburg.

20. Crude and untreated ore for testing purposes at Phalaborwa and return after testing (not to exceed one metric ton per vehicle per journey) between points situated within the Reef cartage area and Phalaborwa.

21. Defective household air-conditioners for repair from points situated within a radius of 480 km of Post Office, Brakpan, to points within the Reef cartage area and return.

22. Defective mining machinery for urgent repair and return thereof to original points of consignment between points within the Reef cartage area and mines situated at Rössing Oab and Haijvallei, South West Africa.

23. Mine props, roofing slates, rough unsawn timber, fertilizers, crude and untreated ores, crude and untreated minerals. From points situated within the Reef cartage area to points within the Republic of South Africa on condition that no goods be conveyed over the following S.A. Railways Road Motor Service Routes:

24. (i) Johannesburg-Rustenburg.

(ii) Johannesburg-Parys via Sasolburg.

Defective machinery between points situated in the Reef cartage area and points situated within the Magisterial Districts of Sibasa, Brits, Newcastle and Pietersburg and return after repair.

OP1066/A6508—BRAKPAN. (2) Stadsraad van Brakpan, Brakpan; wysiging van roete. (3) Een bus. (4) Kleurling persone en hul persoonlike bagasie. (5) Vanaf Geluksdal na Brakpanstasie en terug.

Heenreis: Geluksdalkleurlingdorp, 12de Weg, Lemmerweg, Heidelbergweg, Goodsweg, Stoffberglaan en Stasieweg, Stasie.
Terugreis: Stasie, Stasieweg, Voortrekkerweg, Goodsweg, Heidelbergweg, Lemmerweg, 12de Weg en Geluksdalkleurlingdorp.

Tarief: Volwassenes 20c per enkelrit. Kinders 10c per enkelrit.

OP972/A2101—REPUBLIC OF SOUTH AFRICA. (2) Rent-a-Bakkie Holdings (Pty) Ltd, Johannesburg; new application (replace previous publication). (3) Ten goods vehicles. (4) Goods. (5) As per Annexure.

1.1 Goods, the property of the hirer, in the course of the hirer's industry or trade or business exclusively within an area with a radius of 80 km of any place where the hirer carries on such industry, trade or business.

1.2 Goods, the property of the hirer, within an area with a radius of 80 km of any construction, building or cropspraying site where the hirer is engaged under contract, and between such construction, building or cropspraying site and the nearest railway station. Provided that goods may only be conveyed under this authority if both the place where the goods are loaded and the final destination or nearest railway station, as the case may be, to which the goods have to be conveyed, are situated within the said area within a radius of 80 km of such construction site. Within the Republic of South Africa.

1.3 Tools of trade of which the hirer is the sole owner and which is used by the hirer or his employees in the course of his business, trade or industry—

(a) from the hirer's place of business situated within the Reef Exempted Area direct to a construction, building or cropspraying site within the Republic of South Africa; or

(b) from one such construction, building or cropspraying site direct to another such site; or

(c) from such construction, building or cropspraying site direct to the hirer's said place of business:

Subject to the explicit condition that no material which is normally required by the hirer to execute any work or contract shall be conveyed by the hirer in terms of this paragraph.

1.4 Spare parts, the property of the hirer, required by the hirer for the immediate repair of broken down equipment and/or mechanical installation that must be immediately repaired by the hirer and not for the supplementation of stock. From the hirer's place of business situated within the Reef Exempted Area direct to the place where the equipment has broken down within a radius of 480 km of the said place of business.

1.5. Employees in the employment of the hirer (free of charge) and camping equipment for use by such employees and not for sale between the hirer's place of business situated within the Reef Exempted Area and any place situated within a radius of 480 km where they are to be or have been employed in the course of the hirer's business, or from any one such place of employment situated within the said area to another such place of employment situated within the same area.

1.6. Battery charging plant, batteries, exhibition display stands, X-ray plants and scientific instruments, the property of the hirer, from the hirer's place of business situated within the Reef Exempted Area to points situated within a radius of 240 km of that place of business.

1.7. Electrical lighting plant, the property of the hirer, for immediate installation from the hirer's place of business situated within the Reef Exempted Area direct to points of installation situated within a radius of 240 km of that place of business.

1.8. Oilfilled transformers, the property of the hirer, each with a mass of not less than 907 kg for direct installation at the destination from the hirer's place of business situated within the Reef Exempted Area direct to points situated within a radius of 240 km of that place of business.

1.9. Material belonging to the hirer, not exceeding a mass of 681 kg per any trip, all necessary for the execution of the work by the hirer in respect of which the journey is undertaken. Between the hirer's place of business situated within the Reef Exempted Area and places situated within a radius of 240 km of that place of business. Subject to the explicit condition that any items so conveyed shall not be sold or offered for sale or delivered in pursuance of a sale or delivered to supplement stock. Any unused material which was conveyed on the forward journey may also be conveyed on the return journey.

1.10. Samples of general merchandise, the property of the hirer, not to be sold or offered for sale. From the hirer's place of business situated within the Reef Exempted Area to points within the Republic of South Africa:

1.11. Goods, the property of the hirer, designed for advertising purposes, which are displayed for advertising purposes only and are not sold. Between the hirer's place of business situated within the Reef Exempted Area and points situated within the Republic of South Africa.

1.12. Completely assembled units of roadmaking and excavation machinery, the property of the hirer, to or from road construction and excavation sites for bona fide road construction or excavation purposes and not for sale. From the hirer's place of business situated within the Reef Exempted Area and points situated within the Republic of South Africa.

1.13. Broken down roadmaking and excavation machinery or component parts of such equipment, the property of the hirer, from a construction site within the RSA where such roadmaking or excavation machinery was being used for bona fide road construction or excavation purposes to the hirer's place of business within the Reef Exempted Area where it is to be urgently repaired and return to the construction site where it was originally uplifted.

1.14. Engines and parts of earthmoving equipment, belonging to clients of the hirer, from collection points situated within the RSA direct to the hirer's place of business situated within the Reef Exempted Area for repair and such repaired engines and parts of earthmoving equipment back to the place where they were received by the hirer in the first instance.

1.15. Pumping equipment, the property of the hirer, for use by the hirer only and not for sale. Between the hirer's place of business situated within the Reef Exempted Area and points situated within the Republic of South Africa.

1.16. Aviation fuel, the property of the hirer, in 200ℓ drums, for use by the hirer only and not for sale or for supplementation of stock. From the hirer's place of business situated within the Reef Exempted Area direct to farms (cropspraying sites) situated within the Republic of South Africa and return with unused aviation fuel.

1.17. Insecticides belonging to the hirer for immediate use in combating agricultural plagues and not for sale or for supplementation of stock. From the hirer's place of business situated within the Reef Exempted Area to points situated within the Republic of South Africa and return with unused insecticide.

1.18. Tyres and tubes, belonging to clients of the hirer, to be retreaded by the hirer in the course of his business as a tyre retreader for reward from collection points situated within an area with a radius of 480 km of the hirer's place of business situated within the Reef Exempted Area direct to the hirer's said place of business for retreading and such retreaded tyres and tubes back to the place where they were received by the hirer in the first instance.

1.19. Extra large 1 200 x 24 and larger tyres together with the required matching tubes, the property of the hirer, only for immediate replacement of damaged tyres and tubes which are still attached to the vehicles and earthmoving machinery and not for supplementation of stock. From the hirer's place of business situated within the Reef Exempted Area to points situated within the Republic of South Africa.

1.20. Prefabricated buildings comprising one or more rooms which are completely manufactured and assembled and are conveyed as a single unit, or which are conveyed in two or more completely manufactured and assembled sections, the property of the hirer. From the hirer's place of business situated within the Reef Exempted Area to any premises situated within an area with a radius of 480 km of the hirer's said place of business where the building will be erected.

1.21. Machine parts, the property of the hirer, required for the direct and immediate installation into a machine in the place of a similar part of a machine which has broken down before the conveyance of the said parts commenced. From places situated within the Reef Exempted Area to places situated within the RSA where the machines in which the said parts are to be installed have broken down. Subject to the explicit condition that no machine parts shall be conveyed for the augmentation of stock.

1.22. Asbestos guttering, cement guttering, asbestos sheets, window glass fittings, shop windows, wooden windows, wooden door frames, wooden beadings, wooden lattice work, picture frame mouldings, asbestos boards, wooden fibre boards (excluding paper and cardboard), cornices, guttering and down pipes for direct installation into a building and not for supplementation of stock. From places situated within the Reef Exempted Area to building sites situated within a radius of 240 km subject to the following conditions:

(a) That the goods mentioned in this paragraph shall only be off-loaded at a place where it is to be installed into the building which is under construction; and

(b) that the said goods shall not be conveyed for the augmentation of stock:

1.23. Couches, chests, dolls (wendy) houses, divans, display cabinets, electric clothes dryers, filing cabinets, household kiosks, household stands, ironing boards, loud speakers, medicine chests, pouffes, palm stands, household stepladders, stationery cabinets, washing baskets and wash stands belonging to the hirer. Between points situated within the Republic of South Africa.

1.24. Carpets, curtains, cushions, floor-mats and soft furnishings, the property of the hirer, which were bought together with items of furniture used in a dwelling-house as exempted in terms of Government Notice 1000 published in *Government Gazette* 6024 of 19 May 1978, or goods mentioned in paragraph 1.23 above and which shall be conveyed simultaneously therewith from a place within the Republic of South Africa where the said goods were purchased to the dwelling-house of the owner of such goods situated within the RSA subject to the express condition that none of the said carpets, curtains, cushions, floor-mats or soft furnishings shall be conveyed for the augmentation or replenishing of stock or to a place where the said goods are to be offered for sale.

1.25. Chandeliers, glassware, porcelainware, tape recorders and safes, the property of the hirer, between places with a radius of 480 km of the General Post Office, Johannesburg.

1.26. Plumbing, sanitaryware and brassware for direct installation at a bona fide construction site and being the property of the hirer. From the hirer's place of business situated within the Reef Exempted Area to construction sites situated within a radius of 240 km subject to the following conditions:

(a) That the goods mentioned in this paragraph shall only be off-loaded where it is to be installed, which is under construction at the same place; and

(b) that the said goods shall not be conveyed for the augmentation of stock.

1.27. Stage props and costumes required by the hirer for the purpose of live entertainment on stage for exhibition purposes and not for sale or delivery in pursuance of a sale. Between points situated within the Republic of South Africa.

1.28. Amplifiers and public address systems used by the hirer in connection with bona fide live entertainment for exhibition purposes and not for sale or for delivery in pursuance of a sale. Between points situated within the Republic of South Africa.

OPI058/A15283—REPUBLIC OF SOUTH AFRICA. (2) West Driefontein Gold Mining Co. Ltd, Carletonville; new application. (3) One bus. (4) Organised sports and tribal dancing parties. (5) As per Annexure.

ANNEXURE

1. Organised sports and tribal dancing parties for Black employees together with White officials to perform official duties related to these sports and tribal dancing parties as well as the necessary sports and other equipment (free of charge). From the West Driefontein Gold Mining Company Ltd, Carletonville, to points situated within the Republic of South Africa and the homelands and back.

2. Black employees and their relatives for religious, recreation, educational and welfare purposes (free of charge). From West Driefontein Gold Mining Company Ltd, Carletonville, to points situated within a radius of 400 km of the mine and back.

Black employees, relatives of deceased Black employees and interested mourners to attend funerals (free of charge). From West Driefontein Gold Mining Company Ltd, Carletonville, to cemeteries in the Johannesburg, Carletonville and Westonia Districts and back.

4. Black employees and relatives of Black employees who are in hospital to visit such patients in hospital (free of charge). From West Driefontein Gold Mining Company Ltd, Carletonville, to points situated within a radius of 160 km of the mine and back.

5. Black employees and their relatives to visit the Plural Affairs Commissioner and other Southern African State's Consulates (free of charge). From West Driefontein Gold Mining Company Ltd, Carletonville, to points situated within a radius of 160 km of the mine and back.

6. Visiting dignitaries on official visits (free of charge). From West Driefontein Gold Mining Company Ltd, Carletonville, to mines and hostels situated within the Carletonville and Districts of Westonia, and back.

7. Black employees required for abnormal duties (free of charge). From West Driefontein Gold Mining Company Ltd, Carletonville to points situated within a radius of 20 km of the mine and back.

8. Black employees and their personal effects of the recruitment depot at Oberholzer to the West Driefontein Gold mine and back.

OP1073/A3556 — GERMISTON. (2) Moodley's Transport (Pty) Ltd, trading as International Delivery Co., Germiston; transfer of Permits PP107098 and PP107378 from Two Way Transport (Pty) Ltd A20619. (3) Two goods vehicles. (4) Transfer of permits. (5) From Two Way Transport (Pty) Ltd, to Moodley's Transport (Pty) Ltd, trading as International Delivery Co., to obtain the same authority as held by transferor.

OP1072/A15585—ALBERTON. (2) J. Dauvellier, Alberton; transfer of Permits PP71701/2 and OP16171/2/3 from J. van Nieuwburg A1663. (3) Five goods vehicles. (4) Transfer of permits. (5) From J. van Nieuwburg to J. Dauvellier to obtain the same authority as held by transferor.

OP1070/A22563—JHOANNESBURG. (2) Dan Perkins Workshop City (Pty) Ltd, Johannesburg; 3 additional vehicles, 14 replacement of vehicles, 24 vehicles with additional authority (consolidation of authority). (3) Forty-one goods vehicles. (4) (a) Goods. (5) (a) As per existing authority Annexure X attached: (4) (b) Replacement of vehicles. (5) (b) To obtain the same authority as held by vehicles to be replaced. (4) (c) Goods. (5) (c) As per Annexure X.

DAN PERKINS WORKSHOPS (PTY) LTD

ANNEXURE X

(a) Abnormal load that cannot be accommodated on rail trucks by virtue of mass or size. Subject to the proviso (a) that the SAR Administration in each instance regards such loads as being too abnormal when tendered for conveyance by rail; and (b) that the operator in each instance hands a certificate from the consignor of the goods to his driver reflecting the following particulars in the form set out hereunder:

1. Name of haulier.

2. Address of haulier.

3. Dimensions and mass of abnormal load.

4. Name of SAR Administration official to whom the matter was referred by the consignor when tendering it for conveyance by rail.

5. Date on which it was tendered by the consignor for conveyance by rail within a radius of 480 km of General Post Office, Johannesburg.

And further subject to the proviso (c) that such abnormal loads may not be picked up within 10 km from any regular road motor transport route and conveyed to another place within 10 km of the same road motor transport route, or any other co-ordinated route which forms a link with such route.

(b) Oil-filled transformers each with a mass of not less than 907 kg and manufactured in the Republic of South Africa for direct installation at the destination, within a radius of 560 km of General Post Office, Johannesburg.

(c) Completely assembled units of road-making and excavation machinery direct to or from road construction or excavation sites for bona fide road construction or excavation purposes and not for sale, within a radius of 480 km of General Post Office, Johannesburg.

(d) Machine parts required for the direct and immediate installation into a machine in the place of a similar part of a machine which broke before the conveyance of the said parts commenced from places situated within the Reef exempted area to places situated within the Republic of South Africa which places must be same places where the machines in which the said parts are to be installed have broken down; subject to the express condition that no machine parts shall be conveyed for the augmentation or replenishment of stocks.

(e) Tools for trade, scaffolding, building plant, rigging and loading equipment of which the contractor is the sole owner and which is used by the contractor or his employees in the course of his business—

(i) from the contractor's place of business direct to a contract site situated within the Republic of South Africa; or

(ii) from one contract site direct to another such site; or

(iii) from such contract site direct to the contractor's place of business;

Subject to the explicit condition that no material which is normally required by the contractor to execute any work or contract shall be conveyed by the contractor in terms of this paragraph.

(f) Employees (free of charge) and camping equipment for use by such employees and not for sale between the contractor's place of business and any place within the Republic of South Africa where they are to be or have been employed in the course of contractor's business, or from any anyone such place of employment situated within the said area, to another such place of employment situated within the same said area.

(g) Drilling-plant for surface waterboring or surface prospecting purposes (but not for underground mining or underground prospecting purposes) from the place of business of the contractor thereof to a site where such plant will be required for surface waterboring or surface prospecting and return after the operation has been completed, or from one surface waterboring or surface prospecting site to another between places situated within the Provinces of the Transvaal and Orange Free State.

(h) Metal clad distribution switchgear and transformers from places of collection situated within an area with a radius of 560 km of General Post Office, Johannesburg, direct to a place situated within the same area where the said metal clad distribution switchgear and transformers are to be repaired and the repaired metal clad distribution switchgear and transformers back to the place where it was originally received by the holder.

(i) Machinery or machine parts from mines situated within the Magisterial District of Klerksdorp, within the Orange Free State and Kinross Gold Mine, District of Bethal, direct to a place situated within the Reef exempted area where the said machinery or machine parts are to be repaired and the repaired machinery or machine parts back to the place where it was originally received by the holder.

(j) Prefabricated buildings comprising one or more rooms which are completely manufactured and assembled and are conveyed as a single unit, or which are conveyed in two or more completely manufactured and assembled sections from the manufacturer's place of business situated within the Reef exempted area where the prefabricated building is manufactured, directly to any premises situated within an area with a radius of 240 km of manufacturer's said place of business where the building will be erected.

(k) Asbestos guttering, cement guttering, asbestos sheets, window glass, window glass fittings, shop windows, wooden windows, wooden door frames, wooden beadings, wooden lattice work, picture frame mouldings, asbestos boards, wooden fibre boards (excluding paper and cardboard), cornices, guttering and down-pipes for direct installation into a building, from places situated within the Reef exempted area direct to building sites situated within a radius of 240 km; subject to the following condition:

- (1) That the goods mentioned in this paragraph shall only be off-loaded at a place where it is to be installed into the building which is under construction at the same place; and
- (2) that the said goods shall not be conveyed for the augmentation or replenishment of stock.

(l) Transformers, from points situated within the Reef exempted area to points situated within a radius of 240 km of General Post Office, Johannesburg.

(m) Agricultural machinery and agricultural implements from places situated within the Reef exempted area to farms situated within a radius of 240 km of the General Post Office, Johannesburg, subject to the following condition that the aforesaid machinery and implements shall only be conveyed to a farm where agriculture is practised.

(n) Couches, chests, divans, display cabinets, electric clothes-driers, filing cabinets, household kiosks, household stands, ironing boards, loudspeakers, medicine chests, pouffes, palm-stands, stationery cabinets, washing baskets, wash stands. Between places within the Republic of South Africa.

(o) Carpets, curtains, cushions, floor mats and soft furnishings which were bought together with items of furniture used in a dwelling-house as exempted in terms of Government Notice 2536, published in *Government Gazette* 6251 of 22/12/78, or goods mentioned in paragraph (n) above and which shall be conveyed simultaneously therewith from a place within the Republic of South Africa where the said goods were purchased to the dwelling-house of the owner of such goods situated within the Republic of South Africa. Subject to the express condition that none of the said carpets, curtains, cushions, floor mats or soft furnishings shall be conveyed for the augmentation or replenishment of stock or to a place where the said goods are to be offered for sale.

(p) Glassware, porcelainware, safes. Between places within a radius of 480 km of General Post Office, Johannesburg.

(q) Wet-cell lead acid batteries packed in special battery boxes, oil-filled battery chargers from H. J. Bessinger (Pty) Ltd, Johannesburg, direct to mines situated within a radius of 240 km of place of business in Johannesburg.

(r) Specific consignments only on behalf of Brittan-Boustred Ltd, for direct installation at particular building sites only (and not for augmentation of stock for a dealer or for resale at destination) of own guttering and down-pipes, porcelain and enamelled sanitaryware (baths, basins, lavatory cisterns and pans); terrazware, earthenware pipes and glazed and roofing tiles, white glazed earthenware fire-clay and

vitreous china basins, lavatory pans, sinks and cisterns, trough closets and channels, urinal slabs and ranges; tiles; cast-iron and steel enamelled cisterns, baths, basins, sinks, including stainless steel sinks, concrete sinks and drainers and wash troughs and bathroom medicine cabinets with plateglass mirror fronts together with not more than 681 kg in mass per any one trip of the necessary relative fittings required to complete the installation of the articles mentioned in this paragraph from Brittan-Boustred Ltd's place of business at Johannesburg to building and construction sites situated within a radius of 240 km. Subject to the following conditions:

(1) That the goods mentioned in this paragraph shall only be off-loaded at a place where it is to be installed, which is under construction at the same place.

(2) That the said goods shall not be conveyed for the augmentation or replacement of stock.

(s) Transmission gearboxes on behalf of Hansen Transmission (Pty) Ltd, for direct installation into defective machinery of Hansen Transmission (Pty) Ltd, Wynberg, Tvl, to points situated within a radius of 480 km and return with defective transmission gearboxes. Subject to the following condition:

That the transmission gearboxes shall not be conveyed for the augmentation of stock.

(t) Fibre suitcases on behalf of B.S.F. Distributors (Pty) Ltd from place of business at Johannesburg to points within a radius of 240 km of General Post Office, Johannesburg.

KAAPSTAD • CAPE TOWN

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X9021, Cape Town, 8000.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X9021, Kaapstad, 8000.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

A/OP911/26/02—LAAIPLEK. (2) Jacobus Johannes Petrus Smith, Vredenburg; bestaande voertuig met bykomende magtiging. (3) Een bus—CFG 3886 (20 sitplekke). (4) Blanke werknemers en hulle persoonlike besittings. (5) Vanaf laaiplek oor Velddrif na Vredenburg en terug.

Tydtafel:

Vertrek laaiplek 07h00.

Vertrek Vredenburg 17h40.

Tariewe: 70c per km.

A/OP911/29/07—OUDTSHOORN. (2) Oudtshoorn Steam Laundry and Dry Cleaners (Pty) Ltd, Oudtshoorn; replacement of vehicle. (3) One panel van—CG 2471 (450 kg). (4) Goods as per Permit PP64435 formerly held in respect of CG 12677. (5) Within the areas authorised in the above-mentioned permit.

H/OP910/25/01—ROBERTSON. (2) Tafeni John Maloy, Robertson; nuwe aansoek. (3) Een motorkar—CCD 1772 (6 sitplekke). (4) Nie-Blanke taxipassasiers en hulle persoonlike besittings. (5) Binne 'n gebied met 'n radius van 5 km vanaf staanplek by die spoorwegstasie, Robertson. (ii) Toevallige ritte.

H/OP911/29/09—ROBERTSON. (2) Tafeni John Maloy, Robertson; oordrag vanaf Amos Mzola. (3) Een motorkar—CCD 1772 (6 sitplekke). (4) Swart taxipassasiers en hulle persoonlike besittings. (5) (i) Binne 'n gebied met 'n radius van 5 km vanaf staanplek by die spoorwegstasie, Robertson. (ii) Toevallige ritte.

H/OP911/23/04—RONDEBOSCH. (2) Jainoodin Abdul Ganey, Cravenby Estate; increase in tariff. (3) One motorcar—CA 219-133 (5 passengers). (4) Taxi passengers and their personal effects. (5) Within existing approved areas.

Existing tariff:

(i) Start (flag fall): 30c.

(ii) For each 200 m or part thereof: 10c.

Proposed new tariff:

(i) Start (flag fall): 60c.

(ii) For each 125 m or part thereof: 10c.

H/OP911/22/02—STOFKRAAL. (2) Joseph Cloete, Stofkraal; vervanging van voertuig. (3) Een motorkar—CCP 1248 (5 sitplekke). (4) Nie-Blanke taxipassasiers en hulle persoonlike besittings. (5) (i) Binne 'n gebied met 'n radius van 5 km vanaf Stofkraal. (ii) Toevallige ritte.

A/OP911/22/01—FIRGROVE. (2) Gava Dawray, Macassar; new application. (3) One vehicle to be purchased. (4) Non-White taxi passengers and their personal effects. (5) (i) Within an area with a radius of 5 km of Firgrove Railway

Station Taxi Rank. (ii) Casual trips within an area with a radius of 160 km of Fingrove Station Taxi Rank. (Carrying capacity of vehicle 8 passengers.)

A/OP911/23/05—REPUBLIC OF SOUTH AFRICA. (2) Biddulphs Removals and Storage S.A. (Pty) Ltd, Wetton; new application. (3) Twenty-six trailers. (4) (a) Anodised aluminium window frames when conveyed in varying sizes and shapes and when wrapped in blankets, as well as factory glazed aluminium window frames in varying shapes and sizes also wrapped in blankets (all for immediate installation and not for supplementation of stocks). (5) (a) From Wetton, Cape, direct to construction sites situated within the Republic of South Africa. (4) (b) Highly finished wooden and plastic joinery comprising dished and pyramid panels and bank fittings (for immediate installation and not for immediate installation and not for supplementation of stocks). (5) (b) From Wetton, Cape, direct to construction sites situated within the Republic of South Africa.

A/OP911/26/06—MALMESBURY. (2) Aghmat Sulaiman, Malmesbury; bykomende voertuig met bestaande magtigings. (3) Een bus—CK 16366 (23 sittende en 7 staande passasiers). (4) Nie-Blanke georganiseerde geselskappe (pro forma). (5) Vanaf Malmesbury na plekke geleë binne 'n gebied met 'n radius van 160 km vanaf Hoofposkantoor, Malmesbury, en terug.

H/OP911/29/12—MOORREESBURG. (2) Lawrence Theon Boltney, Moorreesburg; vervanging van voertuig. (3) Een motorkar—CEA 418 (5 sitplekke). (4) Nie-Blanke taxipasasiers en hulle persoonlike besittings. (5) (i) Binne 'n gebied met 'n radius van 5 km vanaf munisipale taxistaanplek te Hoofstraat, Moorreesburg. (ii) Toevallige ritte.

A/OP911/23/01—TOUWSRIVIER. (2) Thomas Johannes van der Bank, Touwsrivier; vervanging van voertuig. (3) Een mikrobus—CW 23379 (12 sitplekke). (4) Blanke passasiers en spoorwegbeamptes soos Permit PP83493 voorheen uitgereik ten opsigte van CW 18048. (5) Binne die gebiede gemagtig in bogemelde permit.

A/OP911/21/03—PAROW INDUSTRIAL. (2) Stuart Arthur Galloway, Parow Industria; additional vehicle with existing authority. (3) One truck—CY 92469 (5.004 kg). (4) Goods as per Permit OP47236 previously issued in respect of CY 104-996. (5) Within the areas authorised in the above-mentioned permit.

H/OP911/29/10—STELLENBOSCH. (2) Jan Jacobus Johnson, Stellenbosch; vervanging van voertuig. (3) Een kombi aangekoop te word. (4) Nie-Blanke taxipasasiers en hulle persoonlike besittings. (5) (i) Binne 'n gebied met 'n radius van 5 km vanaf Die Braak, munisipale Nie-Blanke taxistaanplek te Stellenbosch. (ii) Toevallige ritte.

H/OP911/29/04—CAPE TOWN, MOWBRAY. (2) Ernest Stanley Duncan MacDonald, Sea Point; increase in tariff. (3) One station wagon—CA 267-067 (4 passengers) and one motor-car—CA 128-098 (4 passengers). (4) Taxi passengers and their personal effects. (5) Within existing approved areas.

Existing tariff:

- (i) Start (flag fall): 30c.
- (ii) For each 200 m or part thereof: 10c.

Proposed new tariff:

- (i) Start (flag fall): 60c.
- (ii) For each 125 m or part thereof: 10c.

H/OP911/26/07—SALT RIVER. (2) Archibald William Martin John Niekerk, Hanover Park; replacement of vehicle. (3) One combi to be purchased (8 seater). (4) Non-White taxi passengers and their personal effects. (5) (i) Within an area with a radius of 5 km of Salt River Station Non-White Taxi Rank. (ii) Casual trips.

H/OP911/21/10—BELHAR. (2) Hassiem Salie, Lotusrivier; vervanging van voertuig. (3) Een kombi—CA 204-316 (8 sitplekke). (4) Kleurlingtaxipasasiers en hulle persoonlike besittings. (5) (i) Binne 'n gebied met 'n radius van 5 km vanaf staanplek in Chestnutweg, Belhar. (ii) Toevallige ritte.

H/OP911/28/04—PARKWOOD. (2) Hadjie Yusuf van der Schyff, Wynberg; replacement of vehicle. (3) One combi—CA 1562 (8 passengers). (4) Non-White taxi passengers and their personal effects. (5) (i) Within an area with a radius of 5 km of Parkwood Municipal Non-White Taxi Rank. (ii) Casual trips.

H/OP911/28/05—WYNBERG. (2) Hadjie Yusuf van der Schyff, Wynberg; replacement of vehicle and additional authority to convey Non-White taxi passengers as well as White taxi passengers. (3) One combi to be purchased. Existing authority: (4) (a) White taxi passengers and their personal effects. (5) (a) (i) Within an area with a radius of 5 km of Wynberg Station White Taxi Rank. (ii) Casual trips. Additional authority: (4) (b) Non-White taxi passengers and their personal effects. (5) (b) (i) Within an area with a radius of 5 km of Wynberg Station Taxi Rank. (ii) Casual trips.

A/OP911/23/06 — VREDENBURG, MOORREESBURG. (2) Mastertreads (Cape) (Pty) Ltd, Vredenburg; replacement of vehicle. (3) One light delivery van—CFG 4649 (428 kg). (4) Goods per Permit PP64335 previously issued in respect of vehicle CFG 5820. (5) Within the areas authorised in the above-mentioned permit.

BLOEMFONTEIN

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X20579, Bloemfontein, 9300.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X20579, Bloemfontein, kantore.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

OP461—BLOEMFONTEIN. (2) Martha Mthendeshe, handeldrywend as Martha's Taxi, 21026 Rocklands, Ga-Sehunelo, Bloemfontein; vervanging van OB 47236. (3) Een kombi—OB 25628 (8 passasiers). (4) Swart en Kleurlingtaxipasasiers. (5) Op ritte binne die landdrostrik Bloemfontein. (Voertuig sal vanaf 1786 Bathu Swart Woonbuurt, Bloemfontein, ope-re.)

OP462—PETRUS STEYN. (2) Pieter George du Toit, Arras, Petrus Steyn; nuwe aansoek. (3) Een vragmotor—OOE 2888. (4) Graan wat deur die applikant self gestroop en weggerig word. (5) Binne die provinsie die Oranje-Vrystaat.

OP463—VREDE. (2) Frans Papa Moloi, handeldrywend as Frans's Taxis, 972 Reynekestraat, Vrede; vervanging van OU 116. (3) Een kombi—OU 2513 (8 passasiers). (4) Swart en Kleurlingtaxipasasiers. (5) Op ritte binne 'n radius van 50 km vanaf die Hoofposkantoor te Vrede. (Voertuig sal vanaf 972 Reynekestraat, Vrede, ope-re.)

PRETORIA

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X155, Pretoria, 0001.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X155, Pretoria, 0001.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

P2310/A1498—DISTRICT OF PIETERSBURG. (2) Ernest Theodore Parnell, Duiwelskloof; additional authority, amendment of route. (3) One existing bus—TBD 1775 (65/16). (4) (a) White school children and adults and their personal effects. (5) (a) From schools in Pietersburg to Duiwelskloof and Tzaneen or alternate route over Munnik and Mooketsi (on occasions when there are no passengers to be put down or picked up at Veekraal, Haenertsburg and Magoebas-kloof) and return.

Time-table: As per existing authority.

Tariff charges: As per existing authority.

(4) (b) White school children and adults and their personal effects. (5) (b) From Tzaneen to Gravelotte via main provincial road and return.

Time-table: as per existing authority.

Tariffs: As per agreement with local community.

N156/A1520—DISTRICT OF PRETORIA. (2) Godfrey Ntlatleng, Mamelodi; replacement of vehicle—TP 232-676. (3) One combi—CRN 965T (8 passengers). (4) Not more than 8 Non-White taxi passengers and their personal effects. (5) (a) On trips within an area with a radius of 25 km of Church Square, Pretoria. (b) On casual trips from within the area described in (a) to any place beyond that area or from any place beyond that area to any place within that area (pro forma).

I5/A1521—DISTRICT OF RUSTENBURG. (2) Impala Platinum Ltd, Wilbeesfontein North Mine; additional vehicle with additional authority. (3) One bus—YBD 2749 (10 passengers). (4) Own White and Black employees and their personal effects (free of charge). (5) Between Rustenburg Group Mines in RSA and mine at Wilbeesfontein 274 JQ. The authority to be applicable solely to places situated within the Republic of South Africa.

S1042/A1413—DISTRICT OF WITBANK. (2) Steel Bus Service (Pty) Ltd, Witbank; additional authority (amendment of Route 2). (3) Thirteen existing buses—Albion bus—TW 12049, A.E.C. Bus—TW 12189, A.E.C. Bus—TW 10777, DAF Bus—TW 12328, Mercedes-Benz Bus—TW 2127, MBC

Semi-trailer—TW 13039, Henred Semi-trailer—TW 18843, Henred Semi-trailer—TW 23060, Henred Semi-trailer—TW 3150, Buffalo Semi-trailer—BHX 087T, Albion Bus—TW 2616, Buffalo Semi-trailer—BYT 562T, one new semi-trailer bus, delivery expected 15/11/79. (4) Black bus passengers and their personal effects. (5) Route 2: (i) Existing authority: Between Ogies Black Residential Area and Clewer via Wakefield and Elandsfontein 309. (ii) Additional authority: Amendment of Route 2: Between Ogies Black Residential Area and Witbank Black Residential Area via Wakefield and Elandsfontein 309.

Z236/A1505—DISTRICT OF PRETORIA. (2) Zakheni Banguni Society (Pty) Ltd, Pretoria; new application. (3) One bus to be purchased. (4) Black bus passengers and their personal effects and luggage. (5) (i) From Pretoria to RSA/Swaziland Border Post at Oshoek via Witbank. (ii) From Pretoria to Zululand (Natal) via Johannesburg, Benoni, Brakpan, Springs, Piet Reitef and Vryheid. (iii) From places within the Pretoria and Rand exempted area to Botswana and Lesotho.

M9395/A1517—DISTRIK MOUTSE 3. (2) Simon Mtsweni, Dennilton; vervanging van voertuig, LEB 9-1660. (3) Een kombi—LEB 9-700 (8 passasiers). (4) Nie meer as 8 Swart taxipassasiers en hul persoonlike bagasie. (5) Binne 'n gebied met 'n radius van 35 km vanaf Phuku Swart Woongebied, distrik Groblersdal. (Voertuig gestasioneer te word te Phuku Swart Woongebied.)

K47/A1501 — DISTRIK WONDERBOOM. (2) Abram Khoza, Mamelodi; vervanging van voertuig, TP 167-423. (3) Een kombi—BJJ 058T (8 passasiers). (4) Nie meer as 8 Swart passasiers en hul persoonlike bagasie. (5) Tussen Mamelodi Swart Woongebied en Denneboomstasie en terug, onderhewig aan die 1 uur pro forma-beperking.

D143/A1493—DISTRIK PRETORIA. (2) Carolina Maggie Davids, Eersterus; vervanging van voertuig, TP 96222. (3) Een motorkar—BJR 627T (5 passasiers). (4) Nie meer as 5 Nie-Blanke passasiers en hul persoonlike bagasie en enige voedsel en drank bedoel vir hul eie gebruik. (5) (a) Op ritte binne 'n gebied met 'n radius van 25 km vanaf Kerkplein, Pretoria. (b) Op toevallige ritte van binne die gebied omskryf in (a) na enige plek buite daardie gebied of vanaf enige plek buite daardie gebied na enige plek binne daardie gebied (pro forma).

M2022/A1478—DISTRIK BRITS. (2) Batana William Matila, Brits; vervanging van voertuig—YBB 6858. (3) Een kombi—YBB 10113 (8 passasiers). (4) Nie meer as 8 Swart passasiers en hul persoonlike bagasie. (5) Vanaf Elandsfontein Swart Woongebied, distrik Brits, na plekke binne 'n gebied met 'n radius van 20 km vanaf die Superintendent se kantoor te Elandsfontein Swart Woongebied en terug na Elandsfontein Swart Woongebied.

N1181/A1510—DISTRIK MATHANJANA. (2) Elias Nduli, Weltevreden; vervanging van voertuig—TCA 10998 en registrasie van naam van distrik. (3) Een motorkar—BHV 790T (5 passasiers). (4) Nie meer as 5 Swart passasiers en hul persoonlike bagasie. (5) (i) Vanaf Weltevreden 158, distrik Groblersdal, na plekke geleë binne 'n gebied met 'n radius van 25 km vanaf Weltevreden 158. (ii) Vanaf plekke binne 'n gebied met 'n radius van 25 km vanaf Weltevreden 158, distrik Groblersdal, onderworpe aan die 1 uur pro forma-beperking: Onderworpe aan die voorwaarde dat die voertuig te Weltevreden 158, distrik Groblersdal, gestasioneer word.

M6541/A1487—DISTRICT OF PILGRIM'S REST. (2) Mphindreni Kemion Masuku, Bosbokrand; increase of number of passengers from 6 to 8. (3) One existing kombi—LEB 51888 (8 passengers). (4) Not more than 8 Black passengers and their personal effects. (5) (i) From Boschoek 290, District of Pilgrim's Rest, to places situated within an area with a radius of 25 km of Boschoek 290, District of Pilgrim's Rest. (ii) From places within an area with a radius of 25 km of Boschoek 290, District of Pilgrim's Rest, to Boschoek 290, District of Pilgrim's Rest.

K1230/A1496—DISTRIK NEBO. (2) George Kabini, Vlaktefontein; vervanging van voertuig—LEB 6-2473. (3) Een kombi—LEB 6-2473 (8 passasiers). (4) Nie meer as 8 Swart passasiers en hul persoonlike bagasie. (5) (i) Vanaf Vlaktefontein 130, distrik Nebo, na plekke geleë binne 'n gebied met 'n radius van 25 km vanaf Vlaktefontein. (ii) Vanaf plekke geleë binne 'n gebied met 'n radius van 25 km vanaf Vlaktefontein 130, distrik Nebo, na Vlaktefontein.

K1436/A1522—DISTRIK POTGIETERSRUS. (2) KT & JM Transport Services (Pty) Ltd, Nylstroom; bykomende voertuig met bestaande magtiging. (3) Een vrugmotor—CDH 210T (7 390 kg). (4) Mout, brood- en koekmeel, suiker, paraffien, graan en graanmeel, mielie-meel, mieliesemels, mielie-kiem-meel, vark-, pluimvee- en veevoer slegs ten behoeve van Noord Transvaalse Koöperasie Bpk. en Enteka Verspreiders

(Edms.) Bpk. (5) Vanaf N.T.K. en Enteka Verspreiders (Edms.) Bpk., Potgietersrus, na Botswanagrensposte te Groblersdal of Saamboubrug, mits geen goedere onderweg op- of afgelaai word nie.

M9120/A1508—DISTRIK MORETELE 1. (2) Edward Mashishi, Swartbooisad; vervanging van voertuig, YBC 2514. (3) Een kombi—YBC 5156 (8 passasiers). (4) Nie meer as 8 Swart taxipassasiers en hul persoonlike bagasie. (5) Vanaf Temba Swart Woongebied, geleë op Leeuwkraal 92, distrik Moretele 1, na plekke binne Blanke gebiede welke plekke geleë is binne 'n gebied met 'n radius van 50 km vanaf Poskantoor, Temba, en vanaf sodanige plekke na die voormelde Temba Swart Woongebied, onderworpe aan die beperking dat die voertuig waarop dit betrekking het, gestasioneer word te Temba Swart Woongebied, distrik Moretele 1.

M6659/A1516—DISTRICT OF PILGRIM'S REST. (2) Ben Mapheto Mhethwa, Acornhoek; replacement of vehicle, GH 434. (3) One combi—GH 434 (8 passengers). (4) Not more than 8 Black persons and their personal effects. (5) (i) From Edinburgh Trust Farm 228, District of Pilgrim's Rest, to places situated within an area with a radius of 20 km of Edinburgh Trust Farm 228, District of Pilgrim's Rest. (ii) From places within an area with a radius of 20 km of Edinburgh Trust Farm 228, District of Pilgrim's Rest, to Edinburgh Trust Farm 228, District of Pilgrim's Rest, subject to the 1 hour pro forma restriction. (Vehicle to be stationed at Edinburgh Trust Farm 228, District of Pilgrim's Rest.)

B1753/A1531—REPUBLIC OF SOUTH AFRICA. (2) De Beers Prospecting Botswana (Pty) Ltd, Gaborone; additional vehicles with existing authority. (3) Two trucks—BF 3467 and BF 3468 (5 000 kg). (4) Own diamondiferous ore samples and concentrate and diamond mining machinery for research and development purposes not to be sold or offered for sale. (5) Within the Republic of South Africa.

S2558/A1515—DISTRIK WITRIVIER. (2) Mzondi Daniel Sambo, Witrivier; vervanging van voertuig, BZH 467T en TDH 4201. (3) Twee kombi's—BZH 776T en BZH 467T (8 passasiers). (4) Nie meer as 8 Swart taxipassasiers en hul persoonlike bagasie. (5) (a) Ten opsigte van BZH 776T: (i) Vanaf Mpumalanga, geleë op Plot 196, Nzikazigebied, distrik Witrivier, na plekke binne 'n gebied met 'n radius van 20 km vanaf Mpumalanga op Plot 196, Nzikazi Swart Woongebied, distrik Witrivier. (ii) Vanaf plekke binne 'n gebied met 'n radius van 20 km vanaf Mpumalanga, geleë op Plot 196, Nzikazi Swart Woongebied, distrik Witrivier, na Mpumalanga. (Voertuig gestasioneer te word te Mpumalanga, Plot 196, Nzikazi Swart Woongebied, distrik Witrivier.) (5) (b) Ten opsigte van BZH 467T: (i) Vanaf Zwartfontein 227, distrik Witrivier, na plekke binne 'n gebied met 'n radius van 15 km vanaf Zwartfontein 227. (ii) Vanaf plekke binne 'n gebied met 'n radius van 15 km vanaf Zwartfontein 227, distrik Witrivier, na Zwartfontein 227.

W232/A1525—DISTRICT OF PRETORIA. (2) James Winkler, Eersterus; replacement of vehicle, BFF 527T. (3) One kombi—CNK 688T (8 passengers). (4) Not more than 8 Non-White passengers and their personal effects. (5) Within an area with a radius of 25 km of Church Square, Pretoria.

M10589/A1500—DISTRIK MORETELE 1. (2) Multifoil (Pty) Ltd, Hammanskraal; nuwe aansoek. (3) Een vrugmotor—YBC 5446 (3 000 kg). (4) Plastiekrolle en sakke vir gebruik met verpakking en huishoudelik (gratis). (5) Binne die Randse gebied.

V883/A1499—DISTRIK PRETORIA. (2) Vetisa (Edms.) Bpk., Waverley; nuwe aansoek. (3) Een vrugmotor (8 000 kg) aangekoop te word. (4) Vervoer van eie plastiese produkte (gratis). (5) Na enige plek in die Republiek van Suid-Afrika.

M2486/A1479 — DISTRIK RUSTENBURG. (2) Clarah Maile, Rustenburg; vervanging van voertuig, YBD 3024. (3) Een kombi—YBD 4951 (8 passasiers). (4) Nie meer as 8 Swart taxipassasiers en hul persoonlike bagasie. (5) Op ritte tussen Rustenburg, Kgale, Phokeng en Bafokengmyn. (Voertuig gestasioneer te word te Bafokengmyn.)

K935/A1488—DISTRIK BOLOBEDU. (2) Samuel Kgathle, Duiwelskloof; vervanging van voertuig, LEB 7199 en LEB 7-252. (3) Een motorkar—LEB 7-1077 (5 passasiers) en een kombi—LEB 7-180 (8 passasiers). (4) Swart taxipassasiers en hul persoonlike bagasie. (5) (i) Vanaf Maruji in Modjadjis Lokasie 424, distrik Bolobedu, na plekke geleë binne 'n gebied met 'n radius van 30 km vanaf Maruji in Modjadjis Lokasie 424. (ii) Vanaf plekke geleë binne 'n gebied met 'n radius van 30 km vanaf Maruji in Modjadjis Lokasie 424, distrik Bolobedu, na Maruji, onderworpe aan die 1 uur pro forma-beperking en dat voertuig te Maruji gestasioneer word.

M4664/A1495—DISTRIK GROBLERSDAL. (2) Kleinbooi Masombuku, Dennilton; vervanging van voertuig, LEB 9-1613. (3) Een motorkar—LEB 9-2147 (6 passasiers). (4) Nie meer as 6 Swart passasiers en hul persoonlike bagasie. (5)

Vanaf De Wagendrift 79, distrik Groblersdal, na plekke binne 'n gebied met 'n radius van 35 km en terug, onderhewig aan die 1 uur pro forma-beperking. (Voertuig gestasioneer te word te De Wagendrift 79.)

B2422/A1494—DISTRIK SOUTPANSBERG. (2) Mulomoni Phineas Babadu, Louis Trichardt; vervanging van voertuig, CNB 685T. (3) Een kombi—CPD 137T (8 passasiers). (4) Nie meer as 8 Swart taxipassasiers en hul persoonlike bagasie. (5) (i) Vanaf Tshikota Swart Woongebied, Louis Trichardt, distrik Soutpansberg, na plekke binne 'n gebied met 'n radius van 20 km vanaf genoemde Swart woongebied. (ii) Vanaf plekke binne 'n gebied met 'n radius van 20 km vanaf Tshikota Swart Woongebied, Louis Trichardt, distrik Soutpansberg, na Tshikota Swart Woongebied, onderworpe aan die 1 uur pro forma-beperking.

R1628/A1504—DISTRICT OF WHITE RIVER. (2) Romatex Cartage (Pty) Ltd, Jacobs; new application. (3) One pan-technicon—ND 290-886 (7 090 kg). (4) (a) Finished goods, various size bags. (5) (a) From Durban Knitting Mills 1959 (Pty) Ltd, trading as Sakpro Allie, Von Bergen Street, White River, to Pretoria, Rand, Pietermaritzburg and Durban cartage areas. (4) (b) Synthetic and organic raw material, plastic tape and sisal in rolls, cartons or bags. (5) (b) From Extruded Fabrics SA (Pty) Ltd, 245 Voortrekker Street, Durban, to Durban Knitting Mills (1959) (Pty) Ltd, White River.

T114/A1514—DISTRIK PRETORIA. (2) Andries Willem van Zyl, handeldrywende as Taxis en Safaris, Pretoria; oordrag van openbare Padvervoerpermit PP78998 vanaf W. L. R. Roetz. (3) Een stasiewa aangekoop te word (4 passasiers). (4) Nie meer as 4 Blanke taxipassasiers en hul persoonlike bagasie. (5) (a) Op ritte binne die landdrostdistrik Pretoria. (b) Op toevallige ritte van binne die gebied omskryf in (a) na enige plek buite daardie gebied of vanaf enige plek buite daardie gebied na enige plek binne daardie gebied (pro forma).

W248/A1477—DISTRICT OF PRETORIA. (2) William David Wilson, Eersterus; replacement of vehicle TP 151-059. (3) One combi—CNZ 465T (8 passengers). (4) Not more than 8 Non-White taxi passengers and their personal effects. (5) (a) On trips within an area with a radius of 25 km of Church Square, Pretoria. (b) On casual trips from within the area described in (a) to any place beyond that area or from any place beyond that area to any place within that area (pro forma).

R1358 / A1506 — DISTRIK BAFOKENG. (2) Phillip Rangwaga, Tlhabane; vervanging van voertuig YBD 85. (3) Een kombi—YBD 4930 (8 passasiers). (4) Nie meer as 8 Swart taxipassasiers en hul persoonlike bagasie. (5) (i) Vanaf Lesung geleë op die plaas Rooiwal 285, distrik Bafokeng, na plekke binne 'n gebied met 'n radius van 24 km vanaf Lesung. (ii) Vanaf plekke binne 'n gebied met 'n radius van 24 km vanaf Lesung geleë op plaas Rooiwal 285, distrik Bafokeng, na Lesung. (Voertuig gestasioneer te word te Lesung.)

T605/A1474—DISTRIK PRETORIA. (2) Toyoben Konstruksies (Edms.) Bpk., Silverton; vervanging van voertuig TAZ 1242. (3) Een leunwa—CRJ 055T (31 400 kg). (4) Volledige gemonteerde eenhede van padbou- en grondverskuivingsmasjinerie. (5) (i) Direk na of vanaf padbou- en grondverskuivingsterreine binne die Republiek van Suid-Afrika. (ii) Direk vanaf agente se terreine of werksinkels na padbou- of grondverskuivingsterreine binne die Republiek van Suid-Afrika. (iii) Direk vanaf padbou- of grondverskuivingsterreine na agente se terreine of werksinkels vir bona fide padbou- of grondverskuivingsdoeleindes of herstelwerk (nie vir verkope nie) binne die Republiek van Suid-Afrika.

M10510 / A1480 — DISTRICT OF MORETELE 1. (2) Ephraim Maubane, Temba; transfer of Public Road Carrier Permit PP80131 from M. Makhubela. (3) One combi—YBC 2848 (8 passengers). (4) Not more than 8 Black taxi passengers and their personal effects. (5) From Temba Black Residential Area situated on Farm Leeuwkraal 92, District of Moretele 1, to places within White areas which places are situated within an area with a radius of 50 km of Post Office, Temba, and return from the afore-mentioned places to Temba Black Residential Area situated on farm Leeuwkraal 92, District of Moretele 1.

S3413/A1497—DISTRIK BAFOKENG. (2) Mafoko Gilbert Soul, Bleskop; vervanging van voertuig YBD 2280. (3) Een kombi—YBD 4907 (8 passasiers). (4) Nie meer as 8 Swart passasiers en hul persoonlike bagasie. (5) (i) Vanaf Thekwane, geleë op Turffontein 302, distrik Bafokeng, na plekke geleë binne 'n gebied met 'n radius van 20 km vanaf Thekwane. (ii) Vanaf plekke geleë binne 'n gebied met 'n radius van 20 km vanaf Thekwane, geleë op Turffontein 302, Bafokeng na Thekwane. (Voertuig gestasioneer te word te Thekwane.)

R312/A1492—DISTRICT OF BAFOKENG. (2) Rustenburg Bus Services (Pty) Ltd, Bleskop; existing vehicles with existing authority with amended time-table and additional vehicles with existing authority with amended time-table. (3) Three existing buses—CCG 809T, CCG 795T and CBN 987T (67/22) and seven additional buses—CBN 970T, BZY 593T, BZY 621T, BZY 581T, BZY 610T, BSF 061T and BSF 090T (67/22). (4) Black bus passengers and their personal effects. (5) Over existing approved route, Bleskop, Mmabatho Service with existing tariffs.

Proposed amended time-table:

| | Monday to Friday | | Saturday | | Sunday |
|--------------|------------------|-------------|----------|-------|---------|
| Bleskop..... | 06h00 | — *18h00 | — | 16h00 | — |
| Mmabatho.. | 11h00 | 14h00 22h00 | 12h00 | 20h00 | 18h00 |
| Bleskop..... | — | 18h00 | — | 16h00 | — 22h00 |

* Fridays only

Additional trips as and when required over whole or part of route.

M7783/A1507—DISTRIK MOUTSE 1. (2) Buyaphi Philemon Masilela, Dennilton; vervanging van voertuig TCA 2839. (3) Een kombi—CNT 272T (8 passasiers). (4) Nie meer as 8 Swart taxipassasiers en hul persoonlike bagasie. (5) (i) Vanaf Toitskraal 6, distrik Moutse 1, na plekke binne 'n gebied met 'n radius van 20 km vanaf Toitskraal 6, distrik Moutse 1. (ii) Vanaf plekke binne 'n gebied met 'n radius van 20 km vanaf Toitskraal 6, distrik Moutse 1, na Toitskraal 6, onderworpe aan die 1 uur pro forma-beperking. (Voertuig gestasioneer te word te Toitskraal 6, distrik Moutse 1.)

S1478/A1526—DISTRICT OF PRETORIA. (2) Jabulawa August Sibanyoni, Mamelodi; replacement of vehicle TP 293-551. (3) One combi—CRT 321T (8 passengers). (4) Not more than 8 Black passengers and their personal effects. (5) (i) From Constantia Café, situated at Constantia Park, on farm Garsfontein 374, District of Pretoria, to places within an area with a radius of 15 km of Constantia Café, situated at Constantia Park on farm Garsfontein 374, District of Pretoria. (ii) From places within an area with a radius of 15 km of Constantia Café, situated at Constantia Park on farm Garsfontein 374, District of Pretoria, to Constantia Café situated at Constantia Park on farm Garsfontein 374, District of Pretoria, subject to the 1 hour pro forma restriction.

Z178/A1533—DISTRICT OF PRETORIA. (2) Mogwazeni Nelson Zondo, Saulsville; replacement of vehicle TP 92138. (3) One motor-car—CPJ 585T (5 passengers). (4) Not more than 5 Black passengers and their personal effects. (5) (i) From Riekert Railway Station, District of Pretoria, to places within an area with a radius of 8 km of Riekert Railway Station. (ii) From places within an area with a radius of 8 km of Riekert Station, District of Pretoria, to Riekert Railway Station, District of Pretoria.

M5127/A1524 — DISTRICT OF BRONKHORSTSPRUIT. (2) Mbotenyana Johannes Msiza, Mamelodi; replacement of vehicle TP 79854. (3) One combi—CRT 099T (8 passengers). (4) Not more than 8 Black taxi passengers and their personal effects. (5) (i) From Bronx Mine, District of Bronkhorstspuit, to places within an area with a radius of 30 km of Bronx Mine, District of Bronkhorstspuit. (ii) From places within an area with a radius of 30 km of Bronx Mine, District of Bronkhorstspuit, to Bronx Mine, subject to the 1 hour pro forma restriction.

M2731/A1481—DISTRICT OF WONDERBOOM. (2) Lucas Masango, Mamelodi; amendment of route (additional authority). (3) Two existing motor-cars—TP 2158 and TP 66066 (5 passengers). (4) Not more than 5 Black taxi passengers and their personal effects. (5) (a) Existing authority: From Mamelodi East Taxi Rank direct to Rooiwal Power Station, via Sinoville and from Rooiwal Power Station direct to Mamelodi East Taxi Rank via Sinoville. (b) Proposed amendment of route: From Rooiwal Power Station, District of Wonderboom, to places within an area with a radius of 20 km of Rooiwal Power Station and from places within an area with a radius of 20 km of Rooiwal Power Station, District of Wonderboom, to Rooiwal Power Station.

S1132/A1503—DISTRIK MOKERONG. (2) Smuts Sono, Tshamatiansie; nuwe aansoek. (3) Een voertuig—LEB 3429. (4) Nie meer as 6 Swart passasiers en hul persoonlike bagasie. (5) (i) Vanaf Tshamatiansie geleë op Turfspruit 241 (Makopanelokasie), distrik Mokerong 2N, na plekke geleë binne 'n gebied met 'n radius van 15 km vanaf Tshamatiansie. (ii) Vanaf plekke geleë binne 'n gebied met 'n radius van 15 km vanaf Tshamatiansie geleë op Turfspruit 241 (Makopanelokasie), distrik Mokerong 2N, na Tshamatiansie.

M5921/A1455—DISTRICT OF MORETELE 1. (2) Boetitie Aaron Muthimunya, Temba; new application. (3) Two combis (8 seated) to be purchased. (4) Not more than

8 Black taxi passengers and their personal effects. (5) From Kekana Station situated on Leeuwkraal 92, District of Moretele 1, Bophuthatswana, to places within an area with a radius of 50 km of Kekana Station and from places within an area with a radius of 50 km of Kekana Station to Kekana Station situated on Leeuwkraal 92, District of Moretele 1, Bophuthatswana. (Vehicle to be stationed at Kekana Station.)

D946/A1489—DISTRICT OF PRETORIA. (2) Herman Dormehl, trading as Dormehls Hope Bus Service; new application. (3) One bus to be acquired (65 passengers). (4) White bus passengers and their personal effects. (5) From Pretoria Railway Station to Babelegi via Scheiding Street, Bosman Street, Boom Street, Paul Kruger Street and by-pass Pretoria North by Old Warmbad Road on to Babelegi and return via same route in reverse.

Time-table:

Depart:

Pretoria Station 06h15.

Hammanskraal 17h00.

Tariff: Return fee R5 per person.

Arrive:

Hammanskraal 07h20.

Pretoria Station 18h15.

M9731/A1485—DISTRIK LETABA. (2) Katishi Joseph Maraba, Phalaborwa; bykomende magtigting. (3) Een bestaande kombi—LEB 13-1438 (8 passasiers). (4) Nie meer as 8 Swart passasiers en hul persoonlike bagasie. (5) (i) Vanaf Mica geleë op Inyoku 159, distrik Letaba, na plekke binne 'n gebied met 'n radius van 40 km vanaf Mica geleë op Inyoku 159, distrik Letaba. (ii) Vanaf plekke binne 'n gebied met 'n radius van 40 km vanaf Mica geleë op Inyoku 159, distrik Letaba, onderhewig aan die 1 uur pro forma-bepierking. (Voertuig gestasioneer te word te Mica.)

N1862/A1484—DISTRIK PRETORIA. (2) Mlando Samuel Ntuli, Mamelodi; nuwe aansoek. (3) Een kombi aangekoop te word (8 passasiers). (4) Nie meer as 8 Swart taxipasasiers en hul persoonlike bagasie. (5) Binne 'n gebied met 'n radius van 11 km vanaf Menlyn 90, distrik Pretoria. (Voertuig gestasioneer te word te Menlyn Drive 90.)

D129/A1490—DISTRICT OF WITBANK. (2) Douglas Colliery Ltd, Boschmanskrans; new application. (3) One passenger-trailer—TM 13168 (114 passengers). (4) (a) Black employees and/or recruits (who have already entered into a written contract of service with the applicant) on their arrival at the Witbank Railway Station. (5) (a) From the said railway station to the Wolvekrans Mine Hospital via the Wolvekrans Mine Compound (District of Witbank) and their return to Witbank Railway Station from Wolvekrans Mine Hospital via Wolvekrans Mine Compound on termination of their contracts. (4) (b) Black employees and/or recruits (who have already entered into a written contract of service with the applicant). (5) (b) From the Mine Labour Organisations Ltd (WENELA) Depot, situated 1,5 km north-west of the Witbank Railway Station to the Wolvekrans Mine Hospital via the Wolvekrans Mine Compound, District of Witbank, and their return to the depot from Wolvekrans Mine Hospital via Wolvekrans Mine Compound on termination of their service. (4) (c) Own Black employees in the course and scope of their employment with the applicant. (5) (c) Within the Douglas Colliery Coal Mining Complex, not exceeding an area with a radius of 130 km of Vandyksdrift section, from Vandyksdrift 191S of the applicant company. (4) (d) Own Black mine employees and their wives and children who have organised themselves in a group with their personal effects and sporting equipment (free of charge). (5) (d) From the Vandyksdrift and Albion Sections to various mines and industries, situated within an area with a radius of 200 km of Vandyksdrift and return to Vandyksdrift and Albion Sections. Subject to the condition that such transportation shall only be undertaken where such persons undertake the forward and return journey as a group and with the common objective to attend one or more of the following occurrences:

(i) A wedding; (ii) a funeral; (iii) a religious gathering; (iv) a sporting event; either as participants or spectators; (v) a picnic, or any similar form of amusement or recreation as and when required (free of charge).

S3188/A1461—DISTRIK LYDENBURG. (2) Joseph Sihlangu, Lydenburg; wysiging van roete. (3) Een bestaande kombi—TAE 8382 (8 passasiers). (4) Nie meer as 8 Swart taxipasasiers en hul persoonlike bagasie.

(5) (a) Dinsdae, 14h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp, en gaan na distrik Lydenburg oor Enkeldoorn, Frischgewaagd, Mosterthoek en terug na Lydenburgdorp.

(5) (b) Maandae en Saterdag, 08h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp en gaan na distrik Lydenburg oor Bultkop, Rietfontein 84, Klipskool en Rietfontein 109 en terug na Lydenburgdorp.

(5) (c) Dinsdae, 08h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp, en gaan na distrik Lydenburg oor Spitskop en Driesprong en terug na Lydenburgdorp.

(5) (d) Woensdae, 08h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp, en gaan na distrik Lydenburg oor Klipfontein en Mooiplaas en terug na Lydenburgdorp.

(5) (e) Donderdae, 10h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp, en gaan na distrik Lydenburg oor Bultkop, Rietfontein 84, Klipskool en Rietfontein 109 en terug na Lydenburgdorp.

(5) (f) Vrydae, 08h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp, en gaan na distrik Lydenburg oor Enkeldoorn, Frischgewaagd en Mosterthoek en terug na Lydenburgdorp.

(5) (g) Maandae en Saterdag, 14h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp, en gaan na distrik Lydenburg oor Bultkop, Rietfontein 84, Klipskool en Rietfontein 109 en terug na Lydenburgdorp.

(5) (h) Woensdae, 14h00: Vertrek vanaf taxistandplaas op Erf 125, Lydenburgdorp, en gaan na distrik Lydenburg oor Klipfontein en Mooiplaas en terug na Lydenburgdorp.

(5) (i) Alle ander tye, wanneer taxi nie bogemelde roetes volg nie: 'n radius van 6 km vanaf die taxistandplaas geleë op 'n gedeelte van Erf 125, Lydenburgdorp.

D947/A1502—DISTRICT OF PRETORIA. (2) Gentil De Oliveira, trading as Swift Bus Service, Church Street, Pretoria; new application. (3) One bus (25 seats) to be purchased. (4) Black passengers and their personal effects.

(5) From Pretoria to Secunda (Sasol II project):

Departure point: Church Street West with Quagga Road via Church Street East, Hamilton Street, Troye Street, Walker Street, Mears Street, Maria van Riebeeck Avenue, Bapsfontein, Delmas, Devon, Leandra, Kinross, Evander, Secunda and (Sasol II project) Stop point.

Return journey: From Secunda (Sasol II Project) to Pretoria:

Departure point: (Sasol II Project) via Secunda, Evander, Kinross, Leandra, Devon, Delmas, Bapsfontein, Maria van Riebeeck Avenue, Mears Street, Jeppe Street, Beatrix Street, Church Street West and Quagga Road, stop point.

Time-table:

SUMMER TIME

Week I: From Pretoria to (Sasol II project):

Depart Monday: 04h00

Arrival Monday: 06h00

From (Sasol II project) to Pretoria:

Depart Friday: 13h00

Arrival Friday: 15h00

Week II: From Pretoria to (Sasol II project):

Depart Monday: 04h00

Arrival Monday: 06h00

From (Sasol II project) to Pretoria:

Depart Saturday: 12h30

Arrival Saturday: 14h30

WINTER TIME

Week I: From Pretoria to (Sasol II project):

Depart Sunday: 21h00

Arrival Sunday: 23h00

From (Sasol II project) to Pretoria:

Depart Friday: 13h00

Arrival Friday: 15h00

Week II: From Pretoria to (Sasol II project):

Depart Sunday: 21h00

Arrival Sunday: 23h00

From (Sasol II project) to Pretoria:

Depart Saturday: 12h30

Arrival Saturday: 14h30

Tariffs:

One way: R10.

One way return: R15.

Two ways return: R20.

R312/A1491—DISTRICT OF MANKWE. (2) Rustenburg Bus Services (Pty) Ltd, Rustenburg; additional vehicles with additional authority. (3) Two buses (60 passengers) to be purchased.

(4) (a) White and Non White.

To convey passengers and their personal effects and luggage.

Forward route: (5) (a) From Sun City on Doornhoek 91, District of Mankwe, Republic of Bophuthatswana, to Burgerspark Hotel, in Van der Walt Street, Pretoria, via Ledig 93, Frischgewaagd 96, Elandsfontein 102, Boschoek 103, Bultfontein 259, Boekenhoutfontein 260, Turffontein 262, Beerfontein 263, Kookfontein 265, Goedgedacht 267, Rietvlei 271, Boschfontein 268, to Rustenburg Town on Town and Townlands of Rustenburg 272, through Rustenburg via approved route as specified by the Town Council, then along Road P2-4 up to Hartebeestpoort 482 then along P79-1 up to the four ways intersection on Schurveberg 488, then left onto P31-1 onto Pretoria via Church Street, right into Princess Park Street, left into Visagie Street, right into Prinsloo Street, right into Jacob Maré Street, right into Van der Walt Street, up to Burgers Park Hotel.

Return journey: From Burgerspark Hotel, Van der Walt Street, Pretoria, to Sun City via Van der Walt Street, left into Skinner Street, right into Princess Park Street, left into Church Street and then as for forward journey in reverse direction from Church Street, Pretoria, up to Sun City situated on Doornhoek 91, District of Mankwe, Republic of Bophuthatswana.

(4) (b) White and Non-White.

Private hire: Passengers and their personal effects, luggage and equipment who have organised themselves into a group jointly undertaking a journey for any of the following reasons:

To attend (1) any sports activity; (2) funeral; (3) wedding; (4) picnic; (5) religious gathering; (6) any form of amusement; (7) any business activity.

(5) (b) Within a radius of 100 km of Post Office, Rustenburg.

Fares: 5c per passenger per km.

(4) (c) White and Non-White.

To convey passengers and their personal effects and luggage.

Forward route: (5) (c) Between Sun City, situated at Doornhoek 91, District of Mankwe, Republic of Bophuthatswana and Sunnyside Park Hotel in Parktown, Johannesburg via Ledig 93, Frischgewaagd 96, Elandsfontein 102, Boschoek 103, Bultfontein 259, Boekenhoutfontein 260, Turffontein 262, Beerfontein 263, Kookfontein 265, Goedgedacht 267, Rietvlei 271, Boschfontein 268, through Rustenburg Town on Town and Townlands of Rustenburg 272, via approved route, as specified by the Town Council, then along Road P2-4 up to Hartebeestpoort 482, then along Road P79-1 up to the four ways intersection on Kruizpaaie 392, then along Witkoppen Road, Hobart Road, William Nicol, left into Third Street, along Sandhurst Street, into Fifth Street, left into Rivonia Road right into West Street, left into Katherine Street, right into Vere Road, right onto the M1 Motorway, up to the No. 6 off-ramp, left onto Houghton Drive right into Carse O'Gowrie up to Sunnyside Park Hotel.

Return route: As forward route in reverse direction.

(4) (d) White and Non-White.

Private hire: Passengers and their personal effects luggage and equipment who have organised themselves into a group jointly undertaking a journey for any of the following reasons:

To attend (1) any sports activity; (2) funeral; (3) wedding; (4) picnic; (5) religious gathering; (6) any form of amusement; (7) any business activity.

Within a radius of 100 km of Post Office, Rustenburg.

Fares: 5c per passenger per km.

RUSTENBURG BUS SERVICES (PTY) LTD

SUN CITY TO JOHANNESBURG

Restrictions.—Passengers only to be loaded or off-loaded at points specified on time-table

Proposed time-table

| | |
|---------------------|-------|
| Sun City..... | 08h00 |
| Rustenburg..... | 08h45 |
| Sandton City..... | 11h00 |
| Sunnyside Park..... | 11h45 |

| | |
|---------------------|-------|
| Sunnyside Park..... | 17h00 |
| Sandton City..... | 17h45 |
| Rustenburg..... | 20h00 |
| Sun city..... | 20h45 |

Saturdays

| | | |
|---------------------|-------|-------|
| Sun City..... | 02h00 | 12h00 |
| Rustenburg..... | 02h45 | 12h45 |
| Sandton City..... | 05h00 | 15h00 |
| Sunnyside Park..... | 05h45 | 15h45 |

| | | |
|---------------------|-------|-------|
| Sunnyside Park..... | 08h00 | 16h90 |
| Sandton City..... | 08h45 | 16h45 |
| Rustenburg..... | 11h00 | 19h00 |
| Sun City..... | 11h45 | 19h45 |

Sundays

| | | |
|---------------------|-------|-------|
| Sun City..... | 02h00 | 14h00 |
| Rustenburg..... | 02h45 | 14h45 |
| Sandton City..... | 05h00 | 17h00 |
| Sunnyside Park..... | 05h45 | 17h45 |

| | | |
|---------------------|-------|-------|
| Sunnyside Park..... | 08h00 | 18h00 |
| Sandton City..... | 08h45 | 18h45 |
| Rustenburg..... | 11h00 | 21h00 |
| Sun City..... | 11h45 | 21h45 |

Additional journeys as and when required to cater for the travelling passenger demand.

Fare table

| | Single | Return |
|---------------------------------|--------|--------|
| | R | R |
| Johannesburg to Sun City..... | 6,00 | 10,00 |
| Pretoria to Sun City..... | 4,00 | 7,50 |
| Rustenburg to Sun City..... | 1,60 | 3,00 |
| Rustenburg to Pretoria..... | 2,40 | 4,50 |
| Rustenburg to Johannesburg..... | 4,40 | 7,00 |

RUSTENBURG BUS SERVICES (PTY) LTD

SUN CITY TO PRETORIA

Restrictions.—Passengers only to be loaded or off-loaded at points specified on time-table.

Proposed time-table

| | |
|-------------------|-------|
| Sun City..... | 08h00 |
| Rustenburg..... | 08h45 |
| Burgers Park..... | 11h00 |

| | |
|-------------------|-------|
| Burgers Park..... | 17h30 |
| Rustenburg..... | 19h45 |
| Sun City..... | 20h30 |

Saturdays

| | | |
|-------------------|-------|-------|
| Sun City..... | 02h00 | 12h00 |
| Rustenburg..... | 02h45 | 14h15 |
| Burgers Park..... | 05h00 | 15h00 |

| | | |
|-------------------|-------|-------|
| Burgers Park..... | 08h30 | 16h00 |
| Rustenburg..... | 10h45 | 18h15 |
| Sun City..... | 11h30 | 19h00 |

Sunday

| | |
|-------------------|-------|
| Sun City..... | 15h00 |
| Rustenburg..... | 15h45 |
| Burgers Park..... | 18h00 |

| | |
|-------------------|-------|
| Burgers Park..... | 18h15 |
| Rustenburg..... | 20h30 |
| Sun City..... | 21h15 |

Additional trips as and when required to cater for passenger demand.

L1244/A1466—DISTRICT OF MOKERONG. (2) Lebowa Transport (Pty) Ltd, Pietersburg; additional authority and amendment of route and time-table. (3) Twenty-six existing buses:

| Fleet No. | Reg. No. LEB | Date Purchased | Model M/Benz | Pass Cap. |
|-----------|-----------------|-------------------|-----------------|--------------|
| 101..... | 3-271 | 1974 | 1617 | 70/21 |
| 102..... | 3-272 | 1974 | 1617 | 70/21 |
| 103..... | 3-273 | 1974 | 1617 | 70/21 |
| 104..... | 3-3028 | 1976 | 1617 | 70/21 |
| 105..... | 3-553 | 1975 | 1617 | 70/21 |
| 106..... | 3-579 | 1975 | 1617 | 70/21 |
| 107..... | 3-577 | 1975 | 1617 | 70/21 |
| 108..... | 3-578 | 1975 | 1617 | 70/21 |
| 109..... | 3-1169 | 1975 | 1617 | 70/21 |
| 110..... | 3-1210 | 1975 | 1617 | 70/21 |
| 111..... | 3-1211 | 1976 | 1617 | 70/21 |
| 112..... | 3-1768 | 1975 | 1617 | 70/21 |
| 113..... | 3-159 | 1976 | 1617 | 70/21 |
| 114..... | 3-1669 | 1976 | 1617 | 70/21 |
| 115..... | 3-1670 | 1976 | 1617 | 70/21 |
| 116..... | 3-1672 | 1976 | 1617 | 70/21 |
| 117..... | 3-1618 | 1976 | 1617 | 70/21 |
| 118..... | 3-2393 | 1976 | 1617 | 70/21 |
| 119..... | 3-2636 | 1976 | 1617 | 70/21 |
| 120..... | 3-3164 | 1975 | 1617 | 70/21 |
| 121..... | 3-3165 | 1976 | 1617 | 70/21 |
| 122..... | 3-1820 | 1975 | 1617 | 70/21 |
| 123..... | 3-1486 | 1976 | 1617 | 70/21 |
| 124..... | 3-2840 | 1976 | 1617 | 70/21 |
| 125..... | 3-3181 | 1975 | 1617 | 70/21 |
| 126..... | 3-3724 | 1976 | 1617 | 70/21 |

(4) Non-White bus passengers, their personal effects, goods and post bags.

(5) (a) Route 2006: Uplifting of restriction which reads as follows: "Subject to the condition that persons loaded at Overyssel 815 shall not be conveyed through to Potgietersrus and that persons loaded at Potgietersrus shall not be conveyed through to Overyssel 815."

ROUTE 2006

BETWEEN GA-MALEBANE SITUATED ON FARM OVERYSEL 815, DISTRICT OF MOKERONG 2, AND POTGIETERSRUS S.A.R. STATION IN VOOR STREET, DISTRICT OF POTGIETERSRUS

Restrictions: Nil.

Route:

Lebowa Board—Overyssel 815, District of Mokerong.
Lebowa Board—Mapela on Moordkopje 813, District of Mokerong.

Lebowa Board—Molendraai 811, District of Mokerong.
Lebowa Board—Commandodrift 228, District of Mokerong.
Lebowa Board—Zwartfontein 814, District of Mokerong.
Lebowa Board—Sandsloot 236, District of Mokerong.
Lebowa Board—Knapdaar 234, District of Mokerong.
Lebowa Board—Rietfontein 240, District of Mokerong.
Lebowa Board—Turfspuit 241, District of Mokerong.
Lebowa Board—Valtyn Makopanse Location 242, District of Mokerong.

Lebowa Board—Macalacaskop 243, District of Mokerong.
Lebowa Board—Mahwelereng Township on Macalacaskop 243.

Pretoria Board—Piet Potgietersrus Town and Townlands 44, District of Potgietersrus.

Pretoria Board—Vredenburg Street, Potgieter Street, Voor Street, Rabe Street, to railway station in Voor Street, District of Potgietersrus.

Return: In reverse of forward journey.

Tariff: 2,1c per passenger per km.

Additional trips over all or part of the route as and when required.

ROUTE 2006

Time-table:

Monday to Friday:

From:

Town 06h30
Phafola 08h00
Town 14h30
Town Terminus 07h10
Sandsloot 08h10
Town Terminus 09h15
Sandsloot 10h15
Town Terminus 11h15
Sandsloot 12h15
SAR 15h45
Phafola 16h00
Sandsloot 05h00
Sandsloot 06h00
Sandsloot 16h35
Town Terminus 17h35

To:

Phafola 07h55
SAR, Potgietersrus 08h55
Phafola 15h55
Sandsloot 08h00
SAR, Potgietersrus 09h05
Sandsloot 10h05
Town Terminus 11h05
Sandsloot 12h05
Town Terminus 13h15
Sandsloot 16h30
Town 17h10
Town Terminus 05h55
Town Terminus 07h00
Town Terminus 17h15
Sandsloot 18h15

(5) (b) (i) Existing Route 2011: Between Leyden 804, District of Mokerong 2 and Mogalakwena Hospital, situated on farm Haakdoornraai 758, District of Mokerong 2.

Restrictions: Nil.

Lebowa Board—Leyden 804, District of Mokerong 2.

Lebowa Board—Hermansdal 789, District of Mokerong 2.

Lebowa Board—Eysselsdrift 788, District of Mokerong 2.
Lebowa Board—Haakdoornraai 758, District of Mokerong 2.

Return: In reverse of forward journey.

Tariff: 1,60c per passenger per km.

Time-table:

| Depart | Depart |
|--------------|----------------|
| Leyden 07h00 | Hospital 05h30 |
| Leyden 12h30 | Hospital 11h00 |
| Leyden 17h00 | Hospital 16h00 |

(5) (b) (ii) Extended Route 2011 with amended time-table:
Route 2011: Between Leyden 804, District of Mokerong 2, and Potgietersrus SAR Station in Voor Street, District of Potgietersrus.

Restrictions: Nil.

Route:

Lebowa Board—Leyden 804, District of Mokerong 2.
Lebowa Board—Eysselsdrift 788, District of Mokerong 2.
Lebowa Board—Hermansdal 789, District of Mokerong 2.
Lebowa Board—Eysselsdrift 788, District of Mokerong 2.
Lebowa Board—Haakdoornraai, District of Mokerong 2.
Lebowa Board—(Suswe) Hellem Bricksteen 761 (Bakenberg), District of Mokerong 2 (Marulaneng).

Lebowa Board—Vliegkraal 783, District of Mokerong 2.
Lebowa Board—Vriesland 781, District of Mokerong 2.
Lebowa Board—Inhambane 802, District of Mokerong 2.
Lebowa Board—Moordkopje 813, District of Mokerong 2.
Lebowa Board—Overyssel 815, District of Mokerong 2.
Lebowa Board—Swartfontein 818, District of Mokerong 2.
Lebowa Board—Vaalkop 819, District of Mokerong 2.
Lebowa Board—Tweffontein 238, District of Mokerong 2.
Lebowa Board—Turfspuit 241, District of Mokerong 2.
Lebowa Board—Valtyn Mokopanes Location 242, District of Mokerong 2.

Lebowa Board—Macalacaskop 243, District of Mokerong 2.
Lebowa Board—Mahwelereng Township on Macalacaskop 243, District of Mokerong 2.

Pretoria Board—Piet Potgietersrus Town and Townlands 44, District of Potgietersrus.

Pretoria Board—Vredenburg Street, Potgieter Street, Rabe Street, Voor Street to railway station in Voor Street, District of Potgietersrus.

Return: In reverse of forward journey.

Tariff: 2,1c per passenger per km.

Additional trips over all or part of the route as and when required.

ROUTE 2011

Time-table:

Mondays to Fridays:

From:

SAR, Potgietersrus 03h45
Leyden 06h30
Town Terminus 09h30
Leyden 12h30
Town Terminus 13h40
Leyden 17h20

To:

Leyden 05h20
SAR, Potgietersrus 09h00
Leyden 11h10
Town Terminus 14h30
Leyden 17h10
SAR, Potgietersrus 20h00

From:

Leyden 06h00
Town Terminus 09h30
Leyden 11h10
Town Terminus 13h30
Leyden 15h00

To:

SAR, Potgietersrus 08h35
Leyden 11h00
Town Terminus 12h25
Leyden 14h50
Town Terminus 16h45

Saturdays only:

From:

SAR, Potgietersrus 03h45

To:

Leyden 05h20

*Sundays only:**From:*

SAR, Potgietersrus 03h45
Leyden 07h30
Town Terminus 09h50
Leyden 11h30
Town Terminus 14h30
Leyden 16h30

To:

Leyden 05h15
SAR, Potgietersrus 09h15
Leyden 11h20
SAR, Potgietersrus 14h00
Leyden 16h20
SAR, Potgietersrus 18h30

POTCHEFSTROOM

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X925, Potchefstroom, 2520.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X925, Potchefstroom, 2520.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

OP993—ODENDAALSRUS. (2) David Matsinyane, Odendaalsrus; vervanging van voertuig. (3) OKC 2605 (8 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

OP1005—KROONSTAD. (2) Herman Tolbaard, Kroonstad; vervanging van voertuig. (3) Een minibus—OM 18973 (8 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

OP1004—KROONSTAD. (2) Daniel Ramakhale, Kroonstad; vervanging van voertuig. (3) Een kombi—OM 7140 (8 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

OP996—HENNENMAN. (2) Bantu Bus Service (Pty) Ltd, Hennenman; replacement of vehicle. (3) One bus—OXH 1482 (64 and 18 passengers). (4) and (5) To obtain the same authority as held by vehicle to be replaced.

OP1000 — VENTERSBURG. (2) Monare Alexander Mphore, Ventersburg; vervanging van voertuig. (3) Een motor-kar—OXF 481 (5 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

OP1001—PARYS. (2) Samuel Nthoroane, Parys; vervanging van voertuig. (3) Een motor-kar—OV 7105 (5 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

OP1002—POTCHEFSTROOM. (2) Aupa Nel Boqo, Potchefstroom; vervanging van voertuig. (3) Een kombi—CRZ 511T (8 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

OP1003—POTCHEFSTROOM. (2) Aupa Nel Boqo, Potchefstroom; wysiging van magtiging. (3) Een kombi—BRS 057T (8 passasiers). (4) Bestaande magtiging, Swart taxipassasiers en hul persoonlike bagasie. Gewysigde magtiging, Nie-Blanke taxipassasiers en hul persoonlike bagasie. (5) Binne 'n radius van 50 km vanaf Hoofposkantoor, Potchefstroom.

OP989—POTCHEFSTROOM. (2) Aupa Nel Boqo, Potchefstroom; gewysigde magtiging. (3) Een kombi—BFH 537T (8 passasiers). (4) Bestaande magtiging, Swart taxipassasiers en hul persoonlike bagasie. Gewysigde magtiging, Nie-Blanke taxipassasiers en hul persoonlike bagasie. (5) (a) Binne 'n radius van 50 km vanaf Hoofposkantoor, Potchefstroom. (5) (b) Op toevallige ritte vanaf punte geleë binne 'n radius van 300 km vanaf Hoofposkantoor, Potchefstroom, en terug onderhewig aan die voorwaarde dat die terugreis binne 24 uur na voltooiing van die heenreis aanvaar word.

OP997—WELKOM. (2) David Tsokolibane, Welkom; additional vehicle with additional authority. (3) One combi to be acquired (8 passengers). (4) Black taxi passengers and their passengers and their personal effects. (5) (a) Existing authority: Within a radius of 50 km of General Post Office, Welkom. (5) (b) Additional authority: Within a radius of 200 km of General Post Office, Welkom.

OP999 — KLERKSDORP. (2) William Willeman Mitchell, Klerksdorp; bykomende voertuig. (3) Een mikrobüs—TY 3129 (8 passasiers). (4) Kleurlingtaxipassasiers en hul persoonlike bagasie. (5) Binne 'n radius van 50 km vanaf Hoofposkantoor, Klerksdorp.

OP1017 — KROONSTAD. (2) Victor Mosiuoa Koaho, Kroonstad; replacement of vehicle. (3) One combi—OM 5930 (8 passengers). (4) and (5) To obtain the same authority as held by vehicle to be replaced.

OP1015 — HARTEBESFONTEIN. (2) Thabo Samuel Marumo, Hartebesfontein; vervanging van voertuig. (3) Een kombi—CGL 078T (8 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

OP1010—SASOLBURG. (2) Abram Tamme Mohoje, Sasolburg; replacement of vehicle. (3) One combi—OIL 12355 (8 passasiers). (4) and (5) To obtain the same authority as held by vehicle to be replaced.

OP1012 — DENEYSVILLE. (2) Joseph Lehoko, Deneysville; replacement of vehicle. (3) One combi—OIL 11877 (8 passasiers). (4) and (5) To obtain the same authority as held by vehicle to be replaced.

OP1011—ORKNEY. (2) Zenzile Samuel Bangani, Orkney; nuwe aansoek. (3) Een motor-kar—TOY 1717 (5 passasiers). (4) Swart taxipassasiers en hul persoonlike bagasie. (5) Binne 'n radius van 50 km vanaf Hoofposkantoor, Orkney.

OP1009—ODENDAALSRUS. (2) Emeli Martha Maletle, Odendaalsrus; nuwe aansoek. (3) Een kombi om aangekoop te word (8 passasiers). (4) Swart taxipassasiers en hul persoonlike bagasie. (5) Binne 'n radius van 15 km vanaf Odendaalsrus Swart Woongebied.

OP1008 — BOTHAVILLE/VILJOENSKROON/POTCHEFSTROOM. (2) Van Aswegen Transport (Edms.) Bpk., Viljoenskroon; bykomende magtiging. (3) Agt bestaande busse en bestaande kombi. Nie-Blanke passasiers en hul persoonlike bagasie. Vanaf die busterminus in Vanderlingenstraat, Bothaville aan met Brandstraat in P43/4 aan met verbindingspad tot in die nuwe swart woongebied, bus terminus. Verder aan met S85, S725, P15/1, met Engelbrechtstraat, Kerskstraat tot by die bus stop in Viljoenskroon. Verder aan met Engelbrechtstraat in P15/1 aan tot in P33/3, P27/1 tot in Potchefstroom met Kerkstraat, Bothastraat, Forssmanstraat en Sladestraat tot by die Indiër Sakesentrum van hier met Pietersenstraat, Potgieterstraat na die Munisipale Mark.

Terugreis: Heenreis omgekeerd.

Voorwaarde:

(a) Dat geen passasiers wie se bestemming die munisipaliteits gebied van Potchefstroom is vanaf Scandinawië Brug, opgelaa mag word nie;

(b) Dat geen passasiers wie se bestemming 'n punt tussen Scandinawië Brug en die Munisipaliteitsgebied van Potchefstroom is opgelaa mag word nie.

Roetes afstand: 92 km.

Tydtabel

Maande, Woensdae, Saterdag en openbare vakansie dae:

| | Heenreis | Arriveer | Vertrek |
|--------------------------------|-----------|----------|---------|
| Bothaville Busterminus..... | — | — | 06h30 |
| Viljoenskroon Bus stop..... | 08h00 | — | 08h10 |
| Potchefstroom Busterminus..... | 09h30 | — | — |
| | Terugreis | | |
| Potchefstroom Busterminus..... | — | — | 14h00 |
| Viljoenskroon Bus stop..... | 15h30 | — | 15h45 |
| Bothaville Busterminus..... | 16h30 | — | — |

Tarief:

Bereken teen 3c per km per persoon.

Stoppe op aanvraag.

Duplisering van dienste soos en wanneer benodig.

OP1014—VIRGINIA. (2) Simon Setai, Virginia; bykomende voertuig. (3) Een kombi om aangekoop te word (8 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur bestaande voertuig.

OP1019—WELKOM. (2) Frans Lesigi, Welkom; bykomende voertuig met nuwe magtiging. (3) Een motor-kar om aangekoop te word (5 passasiers). (4) Swart taxipassasiers en hul persoonlike bagasie. (5) Binne 'n radius van 10 km vanaf Hoofposkantoor, Welkom, met staanplek te Mothusistatie, Thabong, Welkom.

OP1020—ORKNEY. (2) Molllewa Richman Mpepeka, Orkney; nuwe aansoek. (3) Een motor-kar—CGL 349T (5 passasiers). (4) Swart taxipassasiers en hul persoonlike bagasie. (5) Binne 'n radius van 30 km vanaf Poskantoor, Orkney.

OP1021 — THEUNISSEN. (2) Ntema Abel Khalake, Theunissen; vervanging van voertuig. (3) Een kombi—OXD 3739 (8 passasiers). (4) en (5) Om dieselfde magtiging te verkry soos gehou deur voertuig vervang staan te word.

PIETERMARITZBURG

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X9015, Pietermaritzburg, 3200.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X9015, Pietermaritzburg, 3200.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

S878 (OP872)—NQUTU. (2) Sweetness Dlane, 53038281, Mafihleni, District of Nqutu; additional vehicle. (3) One vehicle to be acquired. (4) Black taxi passengers and their personal effects. (5) From points within 5 km of Thembalihle Store, Ngonini Area, District of Nqutu, to points within 50 km of Thembalihle Store and return.

S879 (OP875)—MADADENI. (2) Jacob Oupa Tshabalala, 128812044, 8147 Madadeni Township; replacement of vehicle PP80901. (3) One combi—NN 27035. (4) Replacement vehicle to obtain the same. (5) Authority as held for vehicle to be replaced.

S880 (OP876)—MPUMALANGA. (2) Bhekokwakhe Paulos Dimba, 14100626, C1073 Mpumalanga Township; replacement of vehicle PP81091. (3) One motor-car—NC 8368. (4) Replacement vehicle to obtain the same authority. (5) As held for vehicle to be replaced.

S881 (OP874)—PIETERMARITZBURG. (2) Inter City Express (Pty) Ltd, 46 Farewell Street, Durban, and 177 Pietermaritz Street, Pietermaritzburg; new application. (3) One vehicle to be acquired. (4) Tyres of all description. (5) From Pietermaritzburg to Newcastle and return.

S882 (OP877)—DUNDEE. (2) Zacheus Twala, 328 Sibongile Village Dundee; replacement of vehicle PP80280. (3) One combi—NDE 4061. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S883 (OP879)—DUNDEE. (2) Ahmed Buckus, 21 Smith Street, Dundee; replacement of vehicle PP56780. (3) One motor-car—NDE 10398. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S884 (OP873)—BRUNTVILLE LOCATION. (2) Timothy Kwintiza Mchunu, 121 Bruntville Location, Mooi River; new application. (3) Vehicle to be acquired. (4) Goods. (5) From Bruntville Location to Lake Weston College, Mahlabatini, New Leigh and Ebulobweni.

S885 (OP878)—LADYSMITH. (2) Filmer Air Charters (Pty) Ltd, Airport Ladysmith; replacement of vehicle PP57981. (3) One lorry. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S886 (OP880)—WEENEN. (2) Ramnarian Maharaj, 16 Bell Street, Weenen; replacement of vehicle OP38344. (3) One motor-car—NW 1116. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S887 (OP892)—HOWICK. (2) Roopnarian Nehal, trading as Nehal's Bus Service, Main Street, Howick; amendment of time-table in respect of Monday to Fridays only. (3) One bus—NR 6861. (4) Non-White passengers and their personal effects. (5) Depart Bhika's Store in Rangeview Road, Howick West, District of Lion's River, proceed along Midmar Road to Fly-Over National Road N3, cross over N3 and proceed along Midmar Road to a water tank at intersection of Midmar Road and Old Main Road, turn right and proceed along Old Main Road to Merrivale, turn on to N3 and proceed to Hilton Fly-Over, proceed down N3 to filter off at Coronation Brick, enter Pietermaritzburg via Boshoff Street Extension, turn left at Victoria Road, right at Retief Street, left at Greyling Street, to terminus in East Street. Return trip from East Street, turn right into Berg Street, left into Retief Street, right at Pietermaritz Street, right into Boshoff Street, and return to Bhika's Store, Howick West, via the same route as inward trip.

Time-table.—Mondays to Fridays only:

Depart Howick West: 06h15.
Arrive Pietermaritzburg: 07h10.
Depart Pietermaritzburg: 07h25.
Arrive Howick West: 08h00.
Depart Howick West: 09h00.
Arrive Pietermaritzburg: 09h30.
Depart Pietermaritzburg: 13h30.
Arrive: Howick West: 15h30.
Depart Howick West: 15h45.
Arrive Pietermaritzburg: 16h15.
Depart Pietermaritzburg: 17h20.
Arrive Howick West: 17h45.

S888 (OP885)—NQUTU. (2) Joseph Ntuli, Mkhonjane Store, Nqutu; additional vehicle. (3) One vehicle to be acquired. (4) Black taxi passengers and their personal effects. (5) Within a radius of 5 km of Luvisa Location, District of Nqutu, to points within a radius of 50 km of St James District of Nqutu, and return empty or with the same passengers conveyed on the relative forward journey.

S889 (OP884)—DANNHAUSER. (2) Nquaba Alson Zwane, 4584451, Verdriet, District of Dannhauser; new application. (3) One vehicle to be acquired. (4) Black taxi passengers and their personal effects. (5) From points within 3 km of Verdriet School on the farm Verdriet to points within 50 km of Verdriet School, and return.

S890 (OP890)—HATTINGSBURG. (2) Moosa Valli Omar, 20 Willson Street, Dundee; replacement of vehicle PP56773. (3) One combi—NDE 441. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S891 (OP881)—OSIZWENI. (2) Isaac Malevu, 337 Mountain View; replacement of vehicle PP57299. (3) One combi—NN 21803. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S892 (OP871)—NQUTU. (2) Robinson Moyi Mthembu, 150 466989, Ntanyandlovu B.C. School, P.O. Nqutu; additional vehicle. (3) One motor-car—NTU 1250. (4) Black taxi passengers and their personal effects. (5) From points within a radius of 5 km of Ntanyandlovu School in the District of Nqutu, to points within a radius of 50 km of Ntanyandlovu School and return, situate within the District of Nqutu. (Vehicle to be stationed at Ntanyandlovu School.)

S893 (OP886)—MADEDLANE. (2) Sigadla Michael Myende, Highbury Store, Bulwer; transfer from Ramlucken Ramautar PP56129. (3) One bus—NIX 3485. (4) (a) Non-White organised parties (pro forma). (5) (a) Within a radius of 120 km of Donnybrook Post Office. (4) (b) Non-White passengers and their personal effects (excluding livestock). (5) (b) From Madedlane to Donnybrook then to Bulwer Court House via Highbury subject to the condition that on trips from Donnybrook no passengers be set down before Comleys Halt is reached and on trips from Bulwer no passengers be picked up after Comley's Halt is reached.

Time-table and scale of charges

Mondays to Fridays, Sundays and public holidays and extra trips if required

| Depart | Arrive | km | Cents |
|---------------------------|---------------------------|----|-------|
| Madedlane..... 07h00 | Donnybrook..... 07h25 | 15 | 25 |
| Donnybrook..... 07h30 | Comrie..... 07h35 | 3 | 5 |
| Comrie..... 07h35 | Seafort..... 07h45 | 5 | 10 |
| Seafort..... 07h45 | Nkwezela..... 08h00 | 3 | 5 |
| Nkwezela..... 08h05 | Bulwer Halt..... 08h15 | 2 | 5 |
| Bulwer Halt..... 08h15 | Gumeni..... 08h25 | 5 | 10 |
| Gumeni..... 08h25 | Highbury Store..... 08h30 | 5 | 10 |
| Highbury Store..... 08h35 | Bulwer Court..... 09h00 | 12 | 20 |

| Depart | Arrive | km | Cents |
|---------------------------|---------------------------|----|-------|
| Bulwer Court..... 13h35 | Highbury Store..... 13h50 | 12 | 20 |
| Highbury Store..... 13h55 | Gumeni..... 14h00 | 3 | 10 |
| Gumeni..... 14h05 | Bulwer Halt..... 14h10 | 5 | 10 |
| Bulwer Halt..... 14h15 | Nkwezela..... 14h20 | 2 | 5 |
| Nkwezela..... 14h25 | Seafort..... 14h35 | 3 | 5 |
| Seafort..... 14h40 | Comrie..... 14h45 | 5 | 10 |
| Comrie..... 14h50 | Donnybrook..... 15h00 | 3 | 5 |
| Donnybrook..... 15h05 | Madedlane..... 15h30 | 15 | 25 |

If court sits late in the afternoon, bus to commence return journey immediate after court.

Saturdays

| Depart | Arrive |
|-------------------------|-------------------------|
| Madedlane..... 07h00 | Donnybrook..... 07h25 |
| Donnybrook..... 07h30 | Bulwer Court..... 09h00 |
| Bulwer Court..... 12h30 | Donnybrook..... 14h00 |
| Donnybrook..... 14h05 | Madedlane..... 14h30 |

S894 (OP889) — REPUBLIC OF SOUTH AFRICA. (2) Cluny Transport (Pty) Ltd, trading as Cleland Transport, 355 Berg Street, Pietermaritzburg; amended (additional) authority and interchangeability on all existing vehicles. (3) Ten existing vehicles. (4) (a) Goods, as per existing approved authority. (5) (a) Within existing approved areas and in accordance with conditions. (4) (b) Drilling and excavation plant. (5) (b) From one such site to another drilling or excavation site within the Republic of South Africa. (4) (c) Abnormal loads, which by virtue of size or mass cannot be accommodated on railway trucks. (5) (c) Within the Republic of South Africa. (4) (d) Tractors, farm-implements and tools (normally used on farms) for demonstration purposes. (5) (d) To farms within the Province of Natal, and return to the original point of

despatch after demonstration. (4) (e) Bona fide factory-removals. (5) (e) From on factory site to another within the Republic of South Africa. (4) (f) Spare parts being required to maintain and repair machinery and mechanical installations. (5) (f) To points within the Province of Natal, with the explicit condition that such parts will not be for the replenishment of stocks or be offered for sale. (4) (g) Building material and building plant. (5) (g) To construction sites within the Province of Natal. (4) (h) Concrete piping and fencing material, constructional scaffolding, ceramic tiles, roof tiles, porcelain baths, basins and sanitaryware. (5) (h) To construction sites within the Province of Natal. (4) (i) Keeglas vesels (fibreglass). (5) (i) From A. P. Kestner Factory manufacturing same to points within the Province of Natal.

S895 (OP891)—NONGOMA. (2) Bhekinkosi Anderson Sithole, Ndukenhle Transport, Mahlabatini; amended (additional authority. (3) Five buses. (4) Black passengers and their personal effects. (5) From Royal State House (Nkunza River) to Nongoma and return. Route description: From Royal State House (Nkunza River), along Road 52, via Bangamaya, Qoqoda, Nhlphenkulu and Benedictine Hospital to Nongoma Bus Terminus and return along the same route, subject to the restriction that on the forward journey from Royal State House, no passengers be picked up after passing the junction of Road 49 and Road 52 and on the reverse journey from Nongoma no passengers be set down before reaching junction of Roads 49 and 52.

Time-table—Mondays to Sundays:

| Depart | Arrive |
|-------------------------|-------------------------|
| Royal State House 04h30 | Nongoma 06h00 |
| Nongoma 06h05 | Royal State House 07h30 |
| Royal State House 08h00 | Nongoma 09h30 |
| Nongoma 15h00 | Royal State House 17h00 |
| Sundays | |
| Royal State House 07h00 | Nongoma 09h00 |
| Nongoma 13h00 | Royal State House 15h00 |

ANNEXURE A

B. A. SITHOLE, TRADING AS NDUKENHLE TRANSPORT (MAHLABATINI)

Royal State House to Nongoma

| | | | | | | | | | |
|--------|-------------------|-------|-----------|--------|---------------------|-------------|---------|--|--|
| 1..... | Royal State House | | | | | | | | |
| | 4.2 | | | | | | | | |
| 2..... | 10c | Dleka | | | | | | | |
| | 8.0 | 3.8 | | | | | | | |
| 3..... | 20c | 10c | Bangamaya | | | | | | |
| | 11.2 | 7.0 | 3.2 | | | | | | |
| 4..... | 25c | 20c | 10c | Qoqoda | | | | | |
| | 18.4 | 14.2 | 10.4 | 7.2 | | | | | |
| 5..... | 45c | 35c | 25c | 20c | Ketha's Court House | | | | |
| | 19.9 | 15.7 | 11.9 | 8.7 | 1.5 | | | | |
| 6..... | 50c | 40c | 25c | 20c | 5c | Hlophenkulu | | | |
| | 25.4 | 21.2 | 17.4 | 14.2 | 7.0 | 5.5 | | | |
| 7..... | 65c | 55c | 45c | 35c | 20c | 15c | Nongoma | | |

S896 (OP896)—MPUMALANGA. (2) David Nkosenye Msomi, 3938807, B227 Mpumalanga Township, Hammarsdale; additional vehicle. (3) Vehicle to be acquired. (4) Black taxi passengers and their personal effects. (5) From points within a radius of 5 km of Unit B Section, Taxi Rank Mpumalanga, to points within a radius of 35 km of Unit B Section Taxi Rank, Mpumalanga, and from points within a radius of 35 km of Unit B, Section, Taxi Rank, Mpumalanga, to points within a radius of 5 km of Unit B Section Taxi Rank, Mpumalanga.

S897 (OP897)—MODDERSPRUIT. (2) Amos Daniel Kunene, 162463815, 236 Newlook Location, Steadville; new application. (3) One motor-car—NKR 13557. (4) Black taxi passengers and their personal effects. (5) From points within a radius of 5 km of Modderspruit Farm to points within a radius of 48 km of Modderspruit Farm, District of Ladysmith, and return.

S898 (OP893)—POMEROY. (2) Phineas Ngubane, 1422440, P.O. Collessie; replacement of vehicle PP80976. (3) One bus—NF 275. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S899 (OP894)—LADYSMITH. (2) Raphael Dlamini, 887 White City Steadville; replacement of vehicle PP55625. (3) One combi—NKR 10638. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S900 (OP887)—PAULPIETERSBURG. (2) Charles Frederick Bester, Rand London Coal Mine, Paulpietersburg; new application. (3) One mini-bus—NUT 3690. (4) Black and Coloured taxi passengers. (5) (a) Within a radius of 50 km of Rand London Coal Mines, Paulpietersburg. (5) (b) Casual trips outside area (5) (a) above.

S901 (OP888)—PAULPIETERSBURG. (2) Charles Frederick Bester, Rand London Coal Mine, Paulpietersburg; new application. (3) Three vehicles (two light delivery vans and one mini-bus). (4) Goods on behalf of Rand London Coal Mines only. (5) From Rand London Coal Mines, Paulpietersburg to Johannesburg, Pretoria, Durban, Paulpietersburg, Utrecht, Vryheid, Newcastle, Ladysmith and return.

S902 (OP895)—UMBULWANA. (2) Emily Ngenisile Tshalala, 803 White City, P.O. Steadville; replacement of vehicle, PP56288. (3) One motor-car—NKR 200. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S903 (OP898)—HOWICK. (2) Johannes Molife, 142291599, Mpophoma Black Township, Howick; new application. (3) One motor-car—NR 7092. (4) Black taxi passengers and their personal effects. (5) From Mpophomeni Store at Mpophomeni Black Township, District of Howick, to points within a radius of 50 km and return.

S904 (OP901)—LADYSMITH. (2) Anitha Assahram Matabadal, 33 Ajantha Crescent, Ladysmith; transfer from Lionel John Peterson, OP38443. (3) One motor-car to be acquired. (4) White taxi passengers and their personal effects. (5) Over/within existing approved routes/area and in accordance with existing approved conditions as held by Lionel John Peterson.

S905 (OP900)—LADYSMITH. (2) Anitha Assahram Matabadal, 33 Ajantha Crescent, Ladysmith; transfer from Lionel John Peterson, OP38444. (3) One motor-car to be acquired. (4) White taxi passengers and their personal effects. (5) Over/within existing approved routes/area and in accordance with existing approved conditions as held by Lionel John Peterson.

S906 (OP898)—MADADENI. (2) Jerome Lukhele, 349 Madadeni; replacement of vehicle, OP36237. (3) One combi—NN 16827. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S907 (OP899)—TABLE MOUNTAIN. (2) Frazer Zimu, 2226 Piti Road, Imbali; replacement of vehicle, OP38626. (3) One motor-car—NP 33237. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S908 (OP907)—NATAL COAL EXPLORATION. (2) Jeremina Stanley Nkosi, 3999 Madadeni; replacement of vehicle, OP36298. (3) One combi—NN 24911. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S909 (OP903)—DOUGLAS STORE. (2) Joseph Shabalala, 3199084, trading as Richard's Express, Vergelegen; new application. (3) One bus—NGL 827. (4) Black passengers. (5) Route: Douglas Store to Wasbank via Vergelegen, Uitval Gate, Nazareth, Somshoek, Spandikroon, Bongonkosi Store, Ekuvukeni (Zandbult) and Klein Waterval and return.

Description of route: Douglas Store on farm Hollywood 2028, along unnamed road via Sunset 5433, Vergelegen 1157 to junction with Road 32 (Ladysmith/Helpmekaar Road), turn left on Road 32 to Uitval Gate, then on unnamed road on Vergelegen for 5 km, to junction with unnamed road, turn right at junction and proceed to junction with unnamed road, connecting Somshoek with Road 32, turn left at junction past Nazareth to Somshoek Settlement. Return from Somshoek to junction with unnamed road connecting Nazareth with Spandikroon, turn left at that junction to Spandikroon Settlement and then along unnamed road from Spandikroon to Road 32 at Bongonkosi Store, turn left along Road 32 to Ekuvukeni Settlement (Zandbult), return along Road 32 to junction with Road 191 (Wesselsnek/Helpmekaar Road), turn left onto Road 191 to junction with Road D47 (road to Wasbank) on Klip Fontein over Klein Waterval, entering Wasbank on Helpmekaar Road and to bus terminus in Wasbank and return over the same route.

Restriction: No passengers be set down between Bongonkosi Store on Road 32 and the junction of Road D47 and 191 on the forward journey and no passengers be picked up between these points on the return journey.

The section of Road 32 between Bongonkosi Store and Uitval Gate to be used when unnamed roads to Spandikroon and Somshoek are impassable or when bus is full at either point on the forward or return journey.

Time-table:

Route 1:

Mondays to Saturdays:

Departures Douglas

05h00

15h00

Departures Wasbank

11h00

17h00

ANNEXURE C

ROUTE 1.—BETWEEN DOUGLAS AND WASBANK

Joseph Shabalala, trading as Richard's Express, P.O. Box 71, Wasbank.

Douglas

15c
9,4 Qedumona Restaurant
25c 10c
16,7 7,3 Nazareth Junction
30c 15c 5c
20,1 10,7 3,4 Somshoek
35c 20c 10c 15c
22,5 13,1 5,8 9,2 Spandikroon
30c 20c 5c 10c 5c
21,5 12,1 4,8 8,2 3,8 Bonginkosi Store (Stanmore)
40c 25c 15c 20c 15c 5c
26,4 17,0 9,7 13,1 8,7 4,9 Zandbult
40c 30c 15c 20c 15c 10c 10c
27,9 18,5 11,2 14,6 10,2 6,4 5,5 Junction roads 191 and D47
55c 40c 30c 35c 25c 20c 20c 10c
35,6 26,2 18,9 22,3 17,9 14,1 13,2 7,7 Kleinwaterval
65c 50c 40c 45c 40c 35c 30c 25c 10c
43,7 34,3 27,0 30,4 26,0 22,2 21,3 15,8 8,1 Wasbank

Direct distance on Ladysmith/Helpmekaar Road 32, between Uitval Gate and Bonginkosi Store (Stanmore): 6,2 km.

Total route distance. Route 1: 59,3 km.

S910 (OP902)—REPUBLIC OF SOUTH AFRICA. (2) O. A. Crouch (Pty) Ltd, 29 Woodlands Road, Pietermaritzburg; replacement of vehicle, PP55599. (3) One 25-ton trailer to be advised. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

S911 (OP908)—THOLENI. (2) James Majola, Tholeni, Wasbank; replacement of vehicle, OP36479. (3) One combi—NDE 207. (4) and (5) Replacement vehicle to obtain the same authority as held for vehicle to be replaced.

PORT ELIZABETH

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X3909, Port Elizabeth, 6056.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X3909, Port Elizabeth, 6056.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

OP358—HUMANSDORP. (2) Andrew Peter Petersen, Humansdorp; vervanging van voertuig en wysiging van magtiging (vermeerdering van passasiers). (3) Een 8-sitplek kombi—CBF 5520. (4) Nie-Blanke taxipassasiers en hul persoonlike bagasie. (5) (i) Binne 'n radius van 50 km vanaf Poskantoor, Humansdorp. (ii) Op toevallige ritte buite gebied in (i) omskryf.

OP360—EAST LONDON. (2) James Lazarus, East London; transfer from M. A. van Witt. (3) One 5-passenger motor-car—CE 35183. (4) Non-White taxi passengers and their personal belongings. (5) Within a radius of 25 km of General Post Office, East London.

OP362—P.O. DEBE NEK. (2) Sydney Johann Rudolph, P.O. Debe Nek; new application. (3) One 3 636 kg truck—CDX 247. (4) Own maize products, sugar, bread flour, building materials, hides, skins and general merchandise. (5) From King William's Town to place of business at Zigodlo, Debe Nek.

OP355—EAST LONDON. (2) Mhlangambezi Building Runqu, East London; replacement of vehicle. (3) One 5-seater motor-car—CE 53387. (4) Non-White taxi passengers and their personal belongings. (5) Within a radius of 25 km of 324 Msimango Street, Duncan Village.

OP356—EAST LONDON. (2) Watu Mosolm Mntuyedwa, East London; replacement of vehicle. (3) One 6-seater motor-car—CE 19749. (4) Non-White taxi passengers and their personal belongings. (5) On trips within a radius of 25 km of Chalumna Location.

OP350—KING WILLIAM'S TOWN. (2) Ernest Zamile Noquayi, King William's Town; new application. (3) One 12-seater bus—GCJ 1966. (4) Black organised parties (pro forma). (5) From the Ciskeian Border to points situated within that portion of a radius of 100 km of the centre of Qongqola Location that falls outside the Ciskeian Border.

OP357—TSOMO. (2) Wellington Bonase, Tsomo; new application. (3) One 2 000 kg truck—XAC 1-192. (4) Own general groceries and shopgoods. (5) Within that portion of a radius of 80 km of place of business at Qwili-Qwili which falls outside the Transkei.

OP363—ZWELITSHA. (2) Zolile Henry Jass, Zwelitsha; replacement of vehicle. (3) One 3 584 kg truck—GCJ 1011. (4) (a) Own employees (pro forma). (5) (a) Within that portion of a radius of 240 km of place of business at Zwelitsha that falls outside the Ciskei. (4) (b) Own tools of trade, machinery and plant (pro forma). (5) (b) Within that portion of a radius of 240 km of place of business at Zwelitsha that falls outside the Ciskei. (4) (c) Own building material 680 kg (pro forma). (5) (c) Within that portion of a radius of 240 km of place of business, at Zwelitsha that falls outside the Ciskei.

OP361—MDANTSANE. (2) Petros Mhlanqa, Mdantsane; new application. (3) One 10-seater kombi—CE 11969. (4) Black taxi passengers and their personal belongings. (5) Within that portion of a radius of 80 km of Post Office, Mdantsane, which falls outside the Ciskei.

OP347—HUMANSDORP. (2) Peter Johannes Petersen, Humansdorp; vervanging van voertuig. (3) Een 9-sitplek kombi—CBF 4037. (4) Nie-Blanke georganiseerde geselskappe. (5) Vanaf punte binne die munisipale gebied van Humansdorp na punte geleë binne 'n radius van 160 km vanaf Poskantoor, Humansdorp en terug (pro forma).

OP354—KING WILLIAM'S TOWN. (2) Richard Mkupa, King William's Town; replacement of vehicle. (3) One 8-seater kombi—GCJ 1037. (4) Non-White taxi passengers and their personal belongings. (5) Within that portion of a radius of 35 km of General Post Office, Zwelitsha, which falls outside the Ciskei.

OP348—QUEENSTOWN. (2) Peter Bunn, Queenstown; replacement of vehicle. (3) One 6-seater motor-car—CH 2355. (4) Non-White taxi passengers. (5) On trips within a radius of 50 km of General Post Office, Queenstown.

OP349—EAST LONDON. (2) King Retreading (Pty) Ltd, trading as Safari Tyres, East London; new application. (3) One 2 160 kg truck—CE 31625. (4) (a) Tyres and tubes belonging to clients (pro forma). (5) (a) Within a radius of 240 km of place of business at East London. (4) (b) New tyres and tubes. (5) (b) Within a radius of 240 km of place of business at East London.

DURBAN

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X54307, Durban, 4000.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X54307, Durban, 4000.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

AR1568 (1565) B—PROVINCE OF NATAL. (2) San Lameer (Pty) Ltd, San Lameer; new public permits. (3) Micro-bus—NPS 5233, Mini bus—NPS 10707 and V.W. Beetle—ND 157-938. (4) and (5) As set out below with interchangeability of vehicles.

ND 157-938 (4 passengers) conveyance of:

(a) An employee to and from place of employment to residence in Port Shepstone after normal hours. Usually between 20h00 and 24h00. Distance 50 km.

(b) White guests from San Lameer to Margate Airport in circumstances where no other transport is available. Distance 15 km.

(c) Employees on business trips to Durban and return to San Lameer.

Mini bus—NPS 10707 (15 seater):

(a) Employees: The daily conveyance of White employees to and from places of residence and San Lameer, the place of employment. Covering a distance of some 17 km in the District of Port Shepstone.

(b) Guests: The daily conveyance of White guests to and from San Lameer and other points. (Margate, Airport, Uvongo and Port Shepstone.) A radius of some 40 km.

(c) Shopping trips: The conveyance of guests to shopping centres at a charge of R1 per head.

(d) Sight seeing tours: The conveying of guests to various places of interest such as the Solana Game Park, Oribi Gorge and pleasure resorts. A charge of R2,50 per head is made. It is pointed out that this charge covers the entrance fee to the various places of interest and a lunch which is provided. Distance involved 150 km.

(c) Performing dancers: The collecting of Zulu dancers for entertainment of the guests at San Lameer. The dancers have to be collected and returned to their places of residence as the show usually ends late at night when all other transport for Blacks has ceased. Homelands are in the District of Izingolweni.

Microbus—NPS 5233 (8 passengers):

(a) The daily conveyance of coloured, Black and Asiatic employees to and from their place of residence and San Lameer. Places of residence are Borough of Port Shepstone, homelands at Gcilima and Mzimakwe. Distance of 50 km.

(b) Organised trips to places of interest such as Solana Game Park, Oribi Gorge and pleasure resorts at a charge ranging from R1 to R2,50 per head, depending on the distance travelled, which varies from 15 to 100 km.

A fee service of collecting guests from the airport in Margate and returning them thereto.

(c) Zulu dancers require to be collected and returned to their homes after the performance as the show usually ends late, well after the buses have ceased to operate. The areas of collection are Gcilima, District of Izingolweni. As there are approximately 30 performers, up to 4 trips have to be made because of the carrying capacity of the vehicle. Distance 10 km.

(d) Collection of provision/goods, from areas such as Durban, Port Shepstone, Margate and Munster. These goods may include foodstuffs for own use and for resale in the superette, leisure desk and clubhouse.

Housekeeping materials such as for cleaning purposes. Distance involved 150 km.

AR1569 (1610) B—VERULAM. (2) A. S. Govender, trading as Inanda Transport, Verulam; additional authority/interchangeability of vehicles. (3) Three existing vehicles. (4) and (5) As set out below:

ROUTE SCHEDULE

NJ 6128

Non-White passengers and their personal effects from Verulam Bus Rank to Ameerkaloo's Store along North Coast Road and Inanda Road via Baldeo's House, Amouti Bus Stop and return.

Time-table

Mondays to Fridays:

| Depart: | Arrive: |
|-------------------|-------------------|
| Ameerkaloo's 5.00 | Amouti 5.30 |
| Verulam 6.10 | Amouti 6.25 |
| Amouti 6.30 | Verulam 7.00 |
| Verulam 7.30 | Ameerkaloo's 8.00 |
| Ameerkaloo's 8.45 | Amouti 9.15 |
| Verulam 11.15 | Amouti 11.45 |
| Amouti 11.50 | Verulam 12.20 |
| Verulam 12.45 | Amouti 1.15 |
| Amouti 1.15 | Verulam 1.45 |
| Verulam 2.45 | Ameerkaloo's 3.20 |
| Ameerkaloo's 3.30 | Verulam 4.00 |
| Verulam 4.00 | Amouti 4.30 |
| Amouti 4.30 | Verulam 5.00 |
| Verulam 5.00 | Amouti 5.30 |
| Amouti 5.30 | Verulam 6.00 |
| Verulam 6.10 | Amouti 6.30 |
| Amouti 6.30 | Verulam 7.00 |
| Verulam 7.00 | Amouti 7.30 |

Saturdays:

| | |
|--------------------|--------------------|
| Ameerkaloo's 5.00 | Amouti 5.30 |
| Amouti 5.30 | Verulam 6.00 |
| Verulam 6.10 | Amouti 6.30 |
| Amouti 6.45 | Verulam 7.15 |
| Verulam 7.30 | Ameerkaloo's 8.00 |
| Ameerkaloo's 8.15 | Amouti 8.30 |
| Amouti 8.45 | Verulam 9.15 |
| Verulam 9.30 | Amouti 10.00 |
| Amouti 10.00 | Verulam 10.25 |
| Verulam 11.00 | Amouti 11.30 |
| Amouti 11.30 | Ameerkaloo's 12.00 |
| Ameerkaloo's 12.00 | Verulam 1.25 |

Depart:

Verulam 1.45
Amouti 2.15
Verulam 2.45
Amouti 3.30
Verulam 4.30
Amouti 5.15
Verulam 6.00
Amouti 6.40

Arrive:

Amouti 2.15
Verulam 2.45
Amouti 3.15
Verulam 4.00
Amouti 5.00
Verulam 5.45
Amouti 6.40
Ameerkaloo's 7.15

TIME-TABLE

NJ 3747

Depart:

Gumede Store 4.45 a.m.
Verulam 5.20 a.m.
Gumede Store 6.10 a.m.
Verulam 7.00 a.m.
Gumede Store 8.15 a.m.
Verulam 10.30 a.m.
Gumede Store 11.30 a.m.
Verulam 12.45 p.m.
Gumede Store 1.40 p.m.
Verulam 2.15 p.m.
Gumede Store 2.45 p.m.
Verulam 3.45 p.m.
Gumede Store 4.30 p.m.
Verulam 5.30 p.m.
Gumede Store 6.15 p.m.

Arrive:

Verulam 5.15 a.m.
Gumede Store 5.45 a.m.
Verulam 6.40 a.m.
Gumede Store 7.40 a.m.
Verulam 9.00 a.m.
Gumede Store 11.15 a.m.
Verulam 12.10 p.m.
Gumede Store 1.30 p.m.
Verulam 2.00 p.m.
Gumede Store 2.40 p.m.
Verulam 3.20 p.m.
Gumede Store 4.20 p.m.
Verulam 5.15 p.m.
Gumede Store 6.10 p.m.
Verulam 6.45 p.m.

Route schedule: Non-White passengers and their personal effects from Gumede's Store to Verulam Bus Rank via Puckree's via Paruks Store, K. P. Naicker's Store, Chubby's Garage, Baldeo's House, Verulam.

TIME-TABLE

NJ 18855

Weekdays:

Depart:

Ameerkaloo's 5.30 a.m.
Verulam 6.15 a.m.
Hariparsadh's Store 7.00 a.m.
Verulam 9.30 a.m.
Ameerkaloo's Store 10.15 a.m.
Verulam 11.00 a.m.
Ameerkaloo's 11.30 a.m.
Verulam 12.30 a.m.
Hariparsadh's Store 2.15 p.m.
Verulam 3.00 p.m.
Ameerkaloo's 3.45 p.m.
Verulam 4.45 p.m.
Ameerkaloo's 5.30 p.m.
Verulam 6.45 p.m.

Arrive:

Verulam 6.15 a.m.
Ameerkaloo's 6.45 a.m.
Verulam 7.45 a.m.
Hariparsadh's Store 10.00 a.m.
Verulam 10.45 a.m.
Ameerkaloo's 11.30 a.m.
Verulam 12.00 a.m.
Ameerkaloo's 1.00 p.m.
Verulam 3.00 p.m.
Hariparsadh's Store 3.45 p.m.
Verulam 4.30 p.m.
Ameerkaloo's 5.30 p.m.
Verulam 6.00 p.m.
Ameerkaloo's 7.30 p.m.

Saturdays and as and when required:

| | |
|-------------------------|-------------------------|
| Ameerkaloo's 5.30 a.m. | Verulam 6.00 a.m. |
| Verulam 6.15 a.m. | Ameerkaloo's 6.45 a.m. |
| Ameerkaloo's 6.45 a.m. | Verulam 7.15 a.m. |
| Verulam 7.45 a.m. | Ameerkaloo's 8.15 a.m. |
| Ameerkaloo's 8.15 a.m. | Verulam 8.45 a.m. |
| Verulam 9.30 a.m. | Ameerkaloo's 10.00 a.m. |
| Ameerkaloo's 10.00 a.m. | Verulam 10.30 a.m. |
| Verulam 11.00 a.m. | Ameerkaloo's 11.30 a.m. |
| Ameerkaloo's 11.30 a.m. | Verulam 12.00 noon |
| Verulam 12.30 noon | Ameerkaloo's 1.00 p.m. |
| Ameerkaloo's 1.00 p.m. | Verulam 1.30 p.m. |
| Verulam 2.15 p.m. | Ameerkaloo's 2.45 p.m. |
| Ameerkaloo's 2.45 p.m. | Verulam 3.15 p.m. |
| Verulam 3.15 p.m. | Ameerkaloo's 3.45 p.m. |
| Ameerkaloo's 3.45 p.m. | Verulam 4.15 p.m. |
| Verulam 4.30 p.m. | Ameerkaloo's 5.00 p.m. |
| Ameerkaloo's 5.00 p.m. | Verulam 5.30 p.m. |
| Verulam 6.30 p.m. | Ameerkaloo's 7.00 p.m. |

Route schedule:

Non-White passengers and their personal effects.

Ameerkaloo's Store to Verulam Bus Rank, via Hariparsadh's Store, Paruk's Store, K.P. Naicker's Store, Chubby's Garage, Baldeo's House, Verulam Station and return all via Inanda Road.

Non-White passengers and their personal effects. From Umkomaas Railway Station to Ellingham (Bayats' Store) and return, via McLean/Patterson Streets and Naidoo's Store Amahlongwa.

Time-table:

| Ellingham | | Amahlongwa | | Umkomaas | |
|------------------|--------|------------|--------|----------|--------|
| Arrive | Depart | Arrive | Depart | Arrive | Depart |
| 09h35 | 09h40 | 10h00 | 06h20 | 07h40 | 06h50 |
| 06h05 | | 11h50 | 10h00 | 10h20 | 11h30 |
| | | | 15h00 | 15h00 | 17h20 |
| Saturdays | | | | | |
| 09h35 | 09h50 | 10h10 | 06h20 | 06h40 | 18h50 |
| | | 11h50 | 10h00 | 10h20 | 13h30 |
| | | 14h50 | 14h00 | 14h20 | 14h30 |
| | | 15h50 | 14h00 | 15h15 | 15h50 |
| | | | 16h00 | 16h20 | 17h20 |
| Sundays | | | | | |
| | | 05h20 | 04h00 | 04h45 | 17h00 |
| Mondays | | | | | |
| 09h35 | 09h40 | 05h00 | 06h25 | 05h30 | 04h45 |
| | | 05h55 | 05h10 | 06h40 | 05h35 |
| | | 10h00 | 06h20 | 10h20 | 06h50 |
| | | 11h50 | 10h00 | 15h00 | 11h30 |
| | | | 14h40 | | 17h20 |

Scale of charges:

| | Cents |
|-------------------------------------|-------|
| Umkomaas Station to Craggiburn..... | 5 |
| Umkomaas Station to Amahlongwa..... | 15 |
| Umkomaas Station to Ellingham..... | 40 |
| Minimum fares..... | 5 |

Non-White passengers and their personal effects from Amahlongwa River Bridge to Umkomaas Railway Station via Old Main Road to McLean/Patterson Streets, Umkomaas and return. (Amahlongwa Dipping Tank.)

TIME-TABLE

NX 13670

Mondays to Saturdays

| Amahlongwa | Umk. Rail. Sta. | Umk. Rail. Sta. | Amahlongwa |
|----------------|-----------------|-----------------|------------|
| Depart | Arrive | Depart | Arrive |
| 04h30 | 04h50 | 04h55 | 05h15 |
| 05h30 | 05h50 | 05h55 | 06h15 |
| 06h30 | 06h50 | 06h55 | 07h15 |
| 07h15 | 07h35 | 07h40 | 08h00 |
| 08h00 | 08h20 | 08h25 | 08h45 |
| 09h00 | 09h20 | 09h25 | 09h45 |
| 10h00 | 10h20 | 10h25 | 10h45 |
| 11h00 | 11h20 | 11h25 | 11h45 |
| 12h00 | 12h20 | 12h25 | 12h45 |
| 13h00 | 13h20 | 13h25 | 13h45 |
| 14h00 | 14h20 | 14h25 | 14h45 |
| 14h45 | 15h05 | 15h25 | 15h45 |
| 15h45 | 16h05 | 16h25 | 16h45 |
| 17h45 | 18h05 | 18h25 | 18h45 |
| Sundays | | | |
| 04h45 | 05h05 | 05h10 | 05h30 |
| 06h25 | 06h45 | 06h50 | 07h10 |
| 07h25 | 07h45 | 07h50 | 08h10 |
| 08h25 | 08h45 | 08h50 | 09h10 |
| 09h25 | 09h45 | 09h50 | 10h10 |
| 10h25 | 10h45 | 10h50 | 11h10 |
| 11h25 | 11h45 | 11h50 | 12h10 |
| 12h25 | 12h45 | 13h05 | 13h25 |
| 13h30 | 13h50 | 14h40 | 14h30 |
| 14h30 | 14h50 | 15h10 | 15h30 |
| 15h30 | 15h50 | 16h10 | 16h30 |
| 16h30 | 16h50 | 17h30 | 17h50 |

Scale of charges:

| | Fares cents |
|-----------------|-------------|
| Either way..... | 15 |

AR/1570 (1608) B—UMKOMAAS. (2) Suresh Boni Singh and Mohan Samlall, trading as S.S. Bus Lines, transfer of four Public Permits, PP92822/3/4, 92844 from Jet Motor Transport (Pty) Ltd (dissolution of partnership). (3) Four vehicles to be acquired. (4) and (5) As set out below:

Non-White passengers and their personal effects. From a point 1,6 km beyond the junction of Crowders Farm Road with the Delos Estate Road to Umkomaas Railway Station and return, via Hall Valley, Roseneath, Craigieburn and McLean/Patterson Streets.

Time-table:**Mondays to Saturdays (inclusive)**

| Crowder Farm | Umkomaas | Railway Station | Crowder Farm |
|-----------------------|----------|-----------------|--------------|
| Depart | Arrive | Depart | Arrive |
| 05h00 | 05h45 | 05h50 | 06h00 |
| 06h15 | 07h00 | 07h00 | 08h00 |
| 08h15 | 09h00 | 10h00 | 11h30 |
| 13h00 | 14h00 | 15h00 | 16h00 |
| Saturdays only | | | |
| | | 17h15 | 18h09 |
| Sundays only | | | |
| 05h00 | 06h00 | 06h05 | 07h00 |
| 09h15 | 10h15 | 13h15 | 14h15 |
| 15h30 | 17h00 | 17h00 | 18h00 |

Scale of charges:

| | Cent |
|--|------|
| Between Crowder Farm and Umkomaas..... | 40 |

Non-White passengers and their personal effects. From Amahlongwa River Source Bridge to Umkomaas Railway Station via Delos Estates, Crowders Farm, Hull Valley, Roseneath, Craigieburn, McLean/Patterson Streets and return.

Time-table:**Mondays**

| Amahlonga River Source Bridge | | Umkomaas Railway Station | |
|----------------------------------|--------|--------------------------|--------|
| Depart | Arrive | Depart | Arrive |
| 03h30 | 04h35 | 04h40 | 05h15 |
| 05h30 | 06h35 | 06h15 | 07h15 |
| 07h25 | 08h40 | 10h40 | 11h55 |
| 13h00 | 14h05 | 15h05 | 16h30 |
| 16h45 | 17h45 | 18h15 | 19h00 |

Tuesdays to Thursdays

| Depart | Arrive | Depart | Arrive |
|--------|--------|--------|--------|
| 07h25 | 08h40 | 10h40 | 11h55 |
| 13h00 | 14h05 | 15h05 | 16h30 |
| 16h45 | 17h45 | 18h15 | 19h00 |

Fridays

| Depart | Arrive | Depart | Arrive |
|--------|--------|--------|--------|
| 07h25 | 08h40 | 10h40 | 11h55 |
| 11h00 | 14h05 | 15h05 | 16h30 |
| 16h45 | 17h45 | 18h30 | 19h45 |

Saturdays

| Depart | Arrive | Depart | Arrive |
|--------|--------|--------|--------|
| 07h25 | 08h40 | 09h30 | 10h45 |
| 11h00 | 12h00 | 13h00 | 14h15 |
| 14h20 | 15h15 | 15h35 | 16h45 |
| 16h50 | 17h55 | 18h50 | 19h45 |

Sundays

| Depart | Arrive | Depart | Arrive |
|--------|--------|--------|--------|
| 14h30 | 15h45 | 13h00 | 14h15 |

Scale of charges:

| | Cent |
|--|------|
| Between Amahlongwa River Source Bridge and Delos Estate..... | 40 |
| Between Delos Estate to Umkomaas..... | 40 |
| Between Amahlongwa River Source Bridge and Umkomaas..... | 60 |

Non-White passengers and their personal effects:

- (1) Between Indudutu Roman Church and Dudutu.
- (2) Between Dudutu and Sithole's Kraal via Kumalo's Store and Dudutu Dipping Tank.
- (3) Dudutu and Throstle Dio via Glen Roy turn-off, Mkunye turn-off and Fynn's Branch.
- (4) Gastreef and Umkomaas via Munkensheni's Kraal, Mkunye, Lawson's Store, Induduna's School, Indudutu Police Camp, Cedars, Msisini, Mtombeni and Craigieburn.
- (5) Umzinto/Dudutu X-roads and Umzinto Railway Station via Sonti and Naicker's Store.

NX 3483

Time-table:**Route 1:**

Depart Dudutu 07h00.
Depart Umzinto 13h00.

Route 2:

Depart Dudutu only if necessary 06h00.
Arrive junction of Umkomaas Road with Old South Coast Road 07h00.
Arrive/Depart junction of Umkomaas Road with Old South Coast Road 07h00.
Arrive Mtombeni 07h15.
Depart Mtombeni 07h00.
Arrive Umzinto 08h00.

Return trips:

Depart Umzinto 15h15.

Arrive Mtombeni 16h00.

Arrive junction of Umkomaas Road with Old South Coast Road only if necessary 16h30.

Scale of charges:**Route 1:**

1. Dudutu to Roman Catholic Church 10c.

2. Dudutu to Sithole's Kraal 20c.

3. Dudutu to Throsle 30c.

4. Dudutu to Umkomaas R1.

5. Dudutu to Umkomaas 90c.

6. Police camp to Umkomaas 80c.

7. Cedars to Umkomaas 70c.

8. Crossroads to Umkomaas 50c.

9. Mtombeni to Umkomaas 30c.

Route 2:

Throsle to Umkomaas 90c.

Sigw's Kraal to Umzinto 90c.

Dudutu to Umzinto 60c.

Dudutu Police Camp to Umzinto 40c.

Crossroads to Umzinto 20c.

Children: half price.

Passengers goods: 20c per 50 kg pro rata.

Non-White passengers and their personal effects:

From Dudutu (Lindsay's Store) to Umkomaas Railway Station via Indudutu Camp, Cedars, Msisini, Mtombeni, Craigieburn and return.

Time-table:**Route 1:**

Depart Dudutu 07h00.

Arrive Umzinto 13h00.

Route 2:

Depart Dudutu only if necessary 06h00.

Arrive junction of Umkomaas with Old South Coast Road 07h00.

Arrive Mtombeni 07h15.

Depart Mtombeni 07h15.

Arrive Umzinto 08h00.

Return trips:

Depart Umzinto 15h15.

Arrive Mtombeni 16h00.

Depart Mtombeni 16h00.

Arrive junction of Umkomaas with Old South Coast Road 16h15.

Depart junction of Umkomaas with Old South Coast Road only if necessary 16h30.

Arrive Dudutu 16h30.

Scale of charges:**Route 1:**

1. Dudutu to Roman Catholic Church 10c.

2. Dudutu to Sithole's Kraal 20c.

3. Cartfree to Dudutu R1.

4. Dudutu to Umkomaas 90c.

5. Police camp to Umkomaas 80c.

6. Dudutu to Throstle 30c.

7. Cedars to Umkomaas 70c.

8. Crossroads to Umkomaas 50c.

9. Mtombeni to Umkomaas 30c.

Route 2:

1. Throsle to Umzinto 90c.

2. Sigwasi's Kraal to Umzinto 90c.

3. Dudutu to Umzinto 60c.

4. Dudutu to Police Camp 50c.

5. Cedars to Umzinto 40c.

6. Crossroads to Umzinto 20c.

Route 2:

1. Roseneath turn-off to Umzinto 50c.

2. Mtombeni to Umzinto 30c.

3. Crossroads to Umzinto 20c.

Children: Half price.

Passenger goods: 20c per 50 kg, pro rata.

Non-White passengers and their personal effects.

(1) Between Indudutu and Umzinto Railway Station via Indudutu Police Camp, Cedars, Msisini, Umzinto X-roads, Sonti Naicker's Store and return.

(2) From Umzinto Railway Station to junction of Umkomaas Road with Old Main South Coast Road (Roseneath) via Naicker's Store, Sonti, Durban-Umzinto X-Roads, Scottburgh turn-off, Dub's Tea-room and return.

Time-table:**Route 1:**

Depart Dudutu 07h00.

Arrive Umzinto 13h00.

Route 2:

Depart Dudutu only if necessary 06h00.

Arrive junction of Umkomaas with Old South Coast Road, 07h00.

Depart junction of Umkomaas with Old South Coast Road 07h00.

Arrive Mtombeni 07h15.

Depart Mtombeni 07h15.

Arrive Umzinto 05h00.

Return trips:

Depart Umzinto 05h00.

Arrive Mtombeni 16h00.

Depart Mtombeni 16h00.

Arrive junction of Umkomaas with Old South Coast Road, only if necessary 16h30.

Arrive Dudutu 17h30.

Scale of charges:**Route 1:**

1. Dudutu to Roman Catholic Church 10c.

2. Dudutu to Sithole's Kraal 20c.

3. Cartfree to Dudutu R1.

4. Dudutu to Umkomaas 90c.

5. Police camp to Umkomaas 80c.

6. Dudutu to Throsle 2 30c.

7. Cedars to Umkomaas 50c.

8. Crossroads to Umkomaas 20c.

9. Mtombeni to Umkomaas 30c.

Route 2:

1. Throstle to Umkomaas 90c.

2. Opposite to Sigwasi's Kraal to Umzinto 90c.

3. Dudutu to Umzinto 60c.

4. Dudutu to Police camp 50c.

5. Cedars to Umzinto 20c.

Route 2:

1. Roseneath turn-off to Umzinto 50c.

2. Mtombeni to Umzinto 30c.

3. Crossroads to Umzinto 20c.

Children: Half price.

Passengers goods: 20c per 50 kg pro rata.

Non-White passengers and their personal effects:

From Umkomaas to Ellingham and return via Crowders and McLean/Patterson Streets.

Time-table.—**Mondays:****Depart:**

Ellingham School 03h00

Umkomaas 05h15

Arrive:

Umkomaas 05h00

Ellingham 06h30

Tuesdays to Fridays:

Ellingham 07h00

Umkomaas 11h30

Ellingham 13h15

Mkovoti 15h05

Umkomaas 15h30

Umkomaas 15h45

Mkovoti 16h40

Umkomaas 17h30

Umkomaas 08h30

Ellingham 13h00

Umkomaas 14h15

Mkovoti 15h00

Mkovoti 15h00

Mkovoti 16h30

Umkomaas 17h15

Ellingham 18h30

Sundays:

Ellingham School 15h00

Umkomaas 17h45

Umkomaas 16h45

Ellingham 19h00

Scale of charges:

Umkomaas to Bayat Shop (Craigieburn) 5c

Nippers Cross Road 10c

Roseneath 15c

Hull Valley Tea Room 20c

Gravesend 24c

Mkovoti Yal Dale 30c

Crowders Padayachees 35c

Ellingham School 40c

Minimum charges 5c

Boqa fide school children under 12 years of age: Half price.

Non-White passengers and their personal effects. (1) From Delos Estate to Umkomaas and return via Crowders Farm and McLean/Patterson Streets. (2) From Umbendhlela to Umkomaas Railway Station and return. (3) Chief Manenyeza's Kraal to Umkomaas and return via Delos Hull Valley, Roseneath and Craigieburn.

Time-table:

| <i>Mondays to Fridays (inclusvie)</i> | | | |
|--|---------------|---------------------------------|---------------|
| <i>Manenyeza</i> | | <i>Umkomaas Railway Station</i> | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| 07h25 | 08h40 | 11h40 | 12h55 |
| 14h00 | 15h15 | 15h45 | 17h00 |
| <i>Additional trips (Mondays only)</i> | | | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| 02h00 | 03h15 | 03h20 | 04h00 |
| 04h05 | 04h50 | 04h55 | Delos Estate |
| <i>Fridays only</i> | | | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| | | 17h15 | 18h30 |
| <i>Saturdays only</i> | | | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| 10h30 | 11h45 | 09h00 | 10h15 |
| | | 15h30 | 16h45 |
| <i>Sundays only</i> | | | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| 14h30 | 15h45 | | |

Scale of charges:

| | <i>Cent</i> |
|---|-------------|
| Between Manenyeza and Delos Estate..... | 40 |
| Between Delos Estate and Umkomaas..... | 40 |
| Between Manenyeza and Umkomaas..... | 80 |

Non-White passengers and their personal effects. (1) From Delos Estate to: (a) Shezi's Kraal. (b) Umkomaas via Crowders and Patterson/McLean Streets. (2) Vimbendhlela to Umkomaas Railway Station via Delos, Hull Valley, Craigieburn and return.

Time-table:

| <i>Mondays to Saturdays (inclusive)</i> | | | |
|---|---------------|---------------------------------|---------------|
| <i>Vinbindhlele</i> | | <i>Umkomaas Railway Station</i> | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| 07h25 | 08h40 | 11h40 | 12h55 |
| 14h00 | 15h15 | 15h45 | 17h00 |
| <i>Additional trips (Mondays only)</i> | | | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| 02h00 | 03h15 | 03h20 | 04h00 |
| 04h45 | 04h50 | 04h55 | Delos Estate |
| <i>Fridays only</i> | | | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| | | 17h15 | 18h30 |
| <i>Saturdays only</i> | | | |
| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
| 10h30 | 11h45 | 09h00 | 10h15 |
| | | 15h30 | 16h45 |

Scale of charges:

| | <i>Cent</i> |
|--|-------------|
| Between Vinbindhlele and Delos Estate..... | 40 |
| Between Delos Estate and Umkomaas..... | 40 |
| Between Bindindhlele and Umkomaas..... | 80 |

AR/1571 (1606) B. ISIFOVU. (2) Bonisons Holdings (Pty) Ltd, Umzinto; transfer of eight Public Permits, PP67728, PP67729, PP67730, PP67731, PP67733, PP67734, PP67735 and PP67736, from Blameys Transport Services (Pty) Ltd. (3) Eight buses—NX 3145, NX 643, NX 7325, NX 3230, NX 3787, NX 6578, NX 1239 and NX 3793. (4) and (5) As set out below:

Conveyance of Non-White passengers and their personal effects;

1. Between:

- Peak Store and (i) Ferguson's Trading Store via Isipofu;
 - Chief Shinga's Kraal;
 - Ferguson's Trading Store and Clifton Park via Isipofu;
 - Clifton Park and Glen Echo via Msinsini;
 - Glen Echo and Umtwalume via Umtwalume Hotel;
 - Umtwalume Rail and Umtwalume Glebe Store direct;
 - Umtwalume Rail and Isipofu direct;
 - Umtwalume Rail and Umsigazi via Glen Echo and Swayfield;
 - Isipofu and Umtwalume direct;
 - Umtwalume Rail and Umsigazi direct;
2. Umtwalume Rail via Turton to Umtwalume Glebe Store direct.

Umtwalume Rail via Turton and Isipofu direct.
Umtwalume Rail via Turton and Umsigazi via Glen Echo and Swayfield.

Isipofu via Turton and Umtwalume direct.

Umtwalume Rail via Turton and Umsigazi direct.

3. From Clifton Park (Isipofu) to Umzinto Court House and return.

4. From Umzinto Court House to Tophet Store via Mtwalume Hotel and Clifton Park and vice versa.

5. All above-mentioned routes to Mtwalume Valley Estate, Lellos Drift X-Road Office Section, House Zone, Bush Zone.

6. From Siperfor over Sacred Heart Mission, Ndunges, Msinsini Trading Store, Glen Echo Road, Glen Echo Store, Emyangweni, Sipofu Road, Mkosi River, Wood's Store Road, Umfazaagan Station Road, Ndlovu Bantu School, Hibberdene Boundary, from Hibberdene Boundary non stop to Port Shepstone Bus Rank.

7. Non-White organised parties (pro forma);

From points within a radius of 15 km of Clifton Park to points within a radius of 115 km of Clifton Park.

Time-table:

| Monday to Friday | | | | |
|---------------------------|--------|--------|--------|--------|
| | First | | Second | |
| | Depart | Arrive | Depart | Arrive |
| Shinga's Kraal..... | 5.30 | 4 00 | — | — |
| Tophet Store..... | — | — | 5.40 | 3 15 |
| Peak Store..... | 6.00 | 3 50 | — | — |
| Ferguson's Store..... | 5.45 | 3 15 | — | — |
| Tophet T/Off..... | — | — | 6.00 | 2 45 |
| Sipofu..... | 6.30 | 6 30 | 7.15 | 2 30 |
| Sacred Heart Mission..... | 6.35 | 6 15 | 7.20 | 2 15 |
| Ndunges..... | 6.45 | 5 55 | 7.30 | 1 55 |
| Msinsini T/Store..... | 6.50 | 5 50 | 7.35 | 1 50 |
| Glen Echo X/Road..... | 7.10 | 5 35 | 7.55 | 1 35 |
| Glen Echo Store..... | 7.15 | 5 30 | 8.00 | 1 30 |
| Mtwalumi Hotel..... | 7.45 | 5 00 | 8.30 | 1 00 |
| Ifafa X/Road..... | 8.05 | 4 45 | 8.50 | 12 45 |
| Ifafa..... | 8.10 | 4 30 | 8.55 | 12 30 |
| Kingsdale..... | 8.15 | 4 25 | 9.00 | 12 25 |
| Esperanza..... | 8.35 | 4 15 | 9.20 | 12 15 |
| Umzinto-To Arrive..... | 8.40 | Depart | Arrive | Depart |
| | | 4 00 | 9.30 | 12 00 |

Scale of charges:

| | <i>R</i> |
|----------------------------------|----------|
| Shinga's Kraal to Umzinto..... | 1,50 |
| Tophet Store to Umzinto..... | 1,50 |
| Peak Store to Umzinto..... | 1,30 |
| Ferguson's to Umzinto..... | 1,30 |
| Tophet T/off to Umzinto..... | 1,20 |
| Sipofu to Umzinto..... | 1,15 |
| Sacred Heart to Umzinto..... | 1,05 |
| Ndunges to Umzinto..... | 1,00 |
| Msinsini to Umzinto..... | 0,95 |
| Glen Echo X/Road to Umzinto..... | 0,90 |
| Glen Echo Store to Umzinto..... | 0,80 |
| Emyangweni to Umzinto..... | 0,65 |
| Mtwalumi Hotel to Umzinto..... | 0,55 |
| Ifafa to Umzinto..... | 0,50 |
| Kingsdale to Umzinto..... | 0,45 |
| Esperanza T/off to Umzinto..... | 0,30 |
| Esperanza Mill to Umzinto..... | 0,10 |

Saturdays

| | <i>Depart</i> | <i>Arrive</i> |
|--------------|---------------|------------------|
| Umzinto..... | 12 00 | Sipofu..... 1 45 |
| Umzinto..... | 1 15 | Sipofu..... 3 00 |

Sundays and public holidays

To be run if and when required.

Mtwalumi Rail Run**Monday to Friday**

| | <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Shinga's Kraal..... | — | — | 10.00 | 2 30 | — | — |
| Peak Store..... | — | — | 10.30 | 2 15 | — | — |
| Sipofu..... | 6.00 | 1 05 | 11.00 | 1 40 | 3 45 | 8 30 |
| Sacred Heart..... | 6.10 | 1 00 | 11.10 | 1 30 | 3 50 | 8 25 |
| Ndunges..... | 6.15 | 12 50 | 11.15 | 1 20 | 3 55 | 8 15 |
| Msinsini Store..... | 6.25 | 12 45 | 11.25 | 1 10 | 4 05 | 8 05 |
| Globe..... | 7.05 | 12 05 | — | — | 4 45 | 7 35 |
| Swayfield..... | 7.20 | 11.40 | — | — | 4 55 | 7 25 |
| Glen Echo Store..... | 7.50 | 11.20 | 12 00 | 12 50 | 5 20 | 7 00 |
| Emyangweni..... | 8.05 | 11.05 | 12 10 | 12 35 | 5 35 | 6 50 |
| Mtwalumi Hotel..... | 8.15 | 10.55 | 12 20 | 12 30 | 5 45 | 6 40 |
| Mtw. Rail-Arrive..... | 8.30 | Depart | Arrive | Depart | Arrive | Depart |
| | | 10.40 | 12 25 | 12 27 | 5 50 | 6 35 |

Scale of charges

| | R |
|-----------------------------------|------|
| Shinga's Kraal to Mtw. Rail..... | 1,00 |
| Peak Store to Mtw. Rail..... | 0,85 |
| Tophet Store to Mtw. Rail..... | 1,00 |
| Tophet T/off to Mtw. Rail..... | 0,80 |
| Ferguson's to Mtw. Rail..... | 0,85 |
| Sipofu to Mtw. Rail..... | 0,75 |
| Sacred Heart to Mtw. Rail..... | 0,70 |
| Ndunge to Mtw. Rail..... | 0,65 |
| Msinsini Store to Mtw. Rail..... | 0,60 |
| Globe to Mtw. Rail..... | 0,60 |
| Swayfield to Mtw. Rail..... | 0,50 |
| Glen Echo Store to Mtw. Rail..... | 0,35 |
| Enyangweni to Mtw. Rail..... | 0,30 |
| Mtw. Hotel to Mtw. Rail..... | 0,15 |

Saturdays

| Depart | Arrive |
|---------------------------------|--------|
| Sipofu..... 2 00 Mtw. Rail..... | 4 00 |
| Mtw. Rail..... 5 00 Sipofu..... | 6 45 |

Public holidays

To be run if and when required.

Friday nights

Depart Mtw. Rail 8|50.

Saturday

Depart Mtw. Rail 4.45.

Sundays

| | Depart | Arrive |
|---------------------|--------|--------|
| Peak Store..... | 12 00 | 2 00 |
| Shinga's Kraal..... | 11 45 | 2 00 |
| Ferguson's..... | 12 00 | 2 00 |
| Tophet Store..... | 12 00 | 2 00 |
| Sipofu..... | 12 30 | 2 00 |
| Globe..... | 1 00 | 2 00 |

Depart Mtw. Rail 4|30.

Goods

| | Per 50 kg | Per 25 kg | Bulky |
|--------------------------|--------------|--------------|-------|
| | Cents | Cents | Cents |
| Sipofu to Umzinto..... | 15 | 8 | 20 |
| Sipofu to Mtw. Rail..... | 10 | 5 | 20 |
| Peak to Mtw. Rail..... | 15 | 8 | 20 |

*Port Shepstone Run
Monday to Saturday*

| | Depart | Arrive |
|-----------------------------|--------|--------|
| Sipofu..... | 6.45 | 2 56 |
| Sacred Heart Mission..... | 6.50 | 2 40 |
| Ndunge..... | 6.55 | 2 35 |
| Msinsini Trading Store..... | 7.00 | 2 30 |
| Glen Echo X/Road..... | 7.10 | 2 20 |
| Glen Echo Store..... | 7.15 | 2 15 |
| Enyangweni..... | 7.20 | 2 05 |
| Sipofu X/Road..... | 7.30 | 1 55 |
| Mkosi River..... | 7.35 | 1 50 |
| Wood's Store X/Road..... | 7.40 | 1 45 |
| Umfazazaan/Stn/X/Road..... | 7.50 | 1 40 |
| Ndlovu Bantu School..... | 7.55 | 1 35 |
| *Hibberdene Boundary..... | 8.00 | 1 30 |

Depart
P.S.
1|00

* From Hibberdene Boundary to Port Shepstone, non-stop.

Scale of charges (single fare)

| | R |
|--|------|
| Sipofu to Port Shepstone..... | 1,10 |
| S.H. Mission to Port Shepstone..... | 1,05 |
| Ndunge to Port Shepstone..... | 1,05 |
| Msinsini T/Store to Port Shepstone..... | 1,00 |
| Glen Echo X/Road to Port Shepstone..... | 0,95 |
| Glen Echo Store to Port Shepstone..... | 0,85 |
| Enyangweni to Port Shepstone..... | 0,80 |
| Sipofu X/Road to Port Shepstone..... | 0,70 |
| Mkosi River to Port Shepstone..... | 0,60 |
| Wood's St X/Road to Port Shepstone..... | 0,60 |
| Umfazazaan/Stn/X/Road to Port Shepstone..... | 0,60 |
| Ndlovu B. School to Port Shepstone..... | 0,55 |
| Hibberdene Bdry to Port Shepstone..... | 0,55 |

AR/1572 (1563) B—CLAIRWOOD/MEREBANK. (2) Munamma Moodley, trading as Rossburgh Passenger Service, Kharwastan; additional vehicle. (3) One bus—ND 3722 (84 passengers). (4) and (5) As set out below:

SCHEDULE OF INTERCHANGEABLE ROUTES (CLAIRWOOD MOTOR TRANSPORT CO., COASTAL

Motor Transport Co. and individual operators authorised to operate these routes from Victoria Street Bus Rank to:

1. Dayal Road (Johns Supply Stores), via Warwick Avenue, Berea Road, alternatively Umbilo, Congella, Sarnia Roads, Edwin Swales VC Drive, South Coast, Jacobs Roads or Sirdar, Dayal Roads to outer terminal and return.

2. Clairwood (66 Pine Road), via Warwick Avenue, Berea Road, Gale Street, alternatively Sydney, Congella, Umbilo, Sarnia Roads, Edwin Swales VC Drive, South Coast Road, Sirdar Road, Flower, Pine Roads, thence via Jacobs Road and South Coast Road and vice versa.

3. S. J. Smith Hostel, Merebank via Warwick Avenue, Berea Road, Gale Street, alternatively Sydney or Williams, Congella, Umbilo, Sarnia Roads, Edwin Swales VC Drive, South Coast, Pendelbury, Leicester, Grimsby Roads to outer terminal or along Sirdar Road, Flower, Pine, Jacobs, South Coast Roads to outer terminal and return.

4. Junction Teakwood, unnamed road via Warwick Avenue, Berea Road, Gale Street, alternatively Sydney or Williams, Congella, Umbilo, Sarnia, Edwin Swales VC Drive, South Coast, Sirdar, Dayal, Jacobs, Teakwood Roads to terminal and return.

5. Corner of Simla and Himalaya Roads, via Warwick Avenue, Berea Road, Gale Street, Umbilo Road, alternatively Sydney or Williams, Congella, Umbilo, Sarnia Roads, Edwin Swales VC Drive, South Coast, Collingwood, Chamberlain, Quality, Lawley, Lerwick, Lansdowne, Himalaya, Berea, Barrackpur, Tomango Roads to the terminus at Simla Road and return journey along Simla Road, Gulmal Crescent, Punjab Circle, Lahore, Himalaya, Duranta Roads to corner of Badulla Drive and Dinapur Road returning via Duranta, Lansdowne, Lerwick, Chamberlain, Collingwood Roads.

6. Corner of Badulla Drive and Dinapur Road via Warwick Avenue, Gale Street, alternatively Sydney or Williams, Congella, Umbilo, Sarnia Roads, Edwin Swales VC Drive, South Coast, Collingwood, Chamberlain, Lerwick, Quality, Lawley, Chamberlain, Lerwick, Lansdowne, Himalaya Dharwar Roads, Bombay Square, Bikaner, Duranta Roads, Badulla Drive, Warangal, Buldana Roads, Travancore Drive, Dinapur Road to terminal at Dinapur Road, Badulla Drive, alternatively from Balfour Road, Quality Street, Tara Road, thence along route prescribed above to terminus.

7. From corner of Simla and Himalaya Roads to corner of Badulla Drive, Dinapur Road, thence to 66 Pine Road, Clairwood and thence to corner of Simla and Himalaya Roads via Himalaya, Duranta Road, Badulla Drive, Warangal, Buldan Roads, Travancore Drive, Dinapur Road, returning via Badulla Drive, Bikaner Road, Bombay Square, Dharwar, Himalaya Roads, alternatively Duranta, Lansdowne, Lerwick, Chamberlain, Lawley, Quality, Chamberlain, Collingwood, S. C. Jacobs Roads to 66 Pine Road, Clairwood thence back along Jacobs, South Coast, Collingwood, Chamberlain, Lerwick, Lansdowne, Himalaya Roads to terminal, Simla, Himalaya Roads.

8. From corner of Simla and Himalaya Roads to Badulla Drive, Dinapur Road thence to Victoria Street Bus Rank and thence terminal at Simla Road via Himalaya, Duranta Roads, Badulla Drive along prescribed route to terminal at Badulla Drive, Dinapur Road, return via Badulla Drive, Duranta Road or Bikaner Road, Bombay Square, Dharwar, Himalaya, Lansdowne, Lerwick, Chamberlain, Hime Lane, Quality, Chamberlain, Collingwood, South Coast Roads, Edwin Swales VC Drive, Umbilo Road, Gale Street, Berea Road or Sydney or Williams Roads, Warwick Avenue to Victoria Street Bus Rank.

9. From Dinapur Road (Merebank) (1) Warangal, Travancore, Buldana, Dinapur Roads into Bikaner, Dharwar, Lansdowne, Himalaya, Main South Coast, Jacobs Roads to Pine Road, Clairwood and vice versa. (2) Warangal, Travancore, Buldana, Dinapur Roads into Bikaner, Dharwar, Lerwick, Chamberlain, Collingwood, Main South Coast Roads, Jacobs Road to Pine Road and vice versa.

This feeder service must be operated jointly with Coastal Motor Transport Co. (Pty) Ltd. One bus at a time.

9. From Dinapur Road (Merebank) (1) via Warangal, Travancore, Buldana, Dinapur Roads into Bikaner, Dharwar, Lansdowne, Himalaya, Main South Coast Roads, Jacobs Road to Pine Road, Clairwood and vice versa. (2) Warangal, Travancore, Buldana, Dinapur Roads into Bikaner, Dharwar, Lerwick, Chamberlain, Collingwood, Main South Coast Road, Jacobs Road to Pine Road and vice versa.

This feeder service must be operated jointly with Coastal Motor Transport Co. (Pty) Ltd. One bus at a time.

10. From Sirdar Road to corner of Old South Coast Road, Swalestown Road and return via Dayal, Jacobs, Chamberlain, Lansdowne, Bagonia, Begh and Old South Coast Roads. Subject to the restriction that no passengers be set down on outward trips and no passengers be picked up on inward trips between railway crossing at Jacobs and Merebank Station.

SCHEDULE OF INTERCHANGEABLE ROUTES, CLAIRWOOD MOTOR TRANSPORT CO. (PTY) LTD, COASTAL MOTOR TRANSPORT CO. (PTY) LTD, AND INDIVIDUAL OPERATORS AUTHORISED TO OPERATE THESE ROUTES:

From Durban (Victoria Street Bus Rank) to:

Corner of Badulla Drive, Dinapur Road via Warwick Avenue, Berea Road, Gale Street, alternatively Sydney Road, Congella Road, Umbilo Road, Sarnia Road, Edwin Swales VC Drive, South Coast Road, Collingwood Road, Chamberlain Road, Lewick Road, Duranta Road, Lansdowne Road, Himalaya Road, Dharwar Road, Bombay Square, Bikner Road, Duranta Road, Badulla Drive, Travancore Drive and thence via unnamed roads, Mondo Mills to terminal at Mondri Mills.

Alternatively Mondri Mills via unnamed roads, Travancore Drive, Badulla Drive, Duranta Road, Bikner Road, Bombay Square, Dharwar Road, Himalaya Road, Lansdowne Road, Duranta Road, Lewick Road, Chamberlain Road, Collingwood Road, South Coast Road, Edwin Swales VC Drive, Sarnia Road, Umbilo Road, Congella Road, Sydney Road, alternatively Gale Street, Berea Road, Warwick Avenue via Dinapur Road, Badulla Drive.

CLAIRWOOD/MEREBANK BUS OPERATORS ASSOCIATION, CLAIRWOOD MOTOR TRANSPORT CO. (PTY) LTD AND COASTAL MOTOR TRANSPORT CO. (PTY) LTD.

Communal Time-table

Between Punjab circle (Merebank) and Victoria Street ext. Durban.

(Running time 40 minutes each way.)

Mondays to Saturdays

| Depart Punjab circle | Depart Victoria St. bus rank |
|----------------------|------------------------------|
| 4.10 7.30 12.30 5.15 | 5.00 8.20 1.30 6.00 |
| 4.35 7.55 1.15 5.35 | 5.35 8.45 2.05 6.25 |
| 5.00 8.20 2.00 6.00 | 5.50 9.10 2.50 6.50 |
| 5.25 8.45 2.45 6.30 | 6.15 9.35 3.35 7.20 |
| 5.50 9.30 3.30 7.15 | 6.45 10.20 4.20 8.05 |
| 6.15 10.15 3.55 8.00 | 7.05 11.05 4.45 8.50 |
| 6.40 11.00 4.20 8.30 | 7.30 11.50 5.05 9.30 |
| 7.05 11.45 4.45 9.10 | 9.10 12.35 5.35 10.45 |

Sundays and Public holidays

| Depart Punjab circle | Depart Victoria St. bus rank |
|----------------------|------------------------------|
| 5.50 11.00 5.10 | 6.40 11.50 6.00 |
| 6.40 12.00 6.00 | 7.30 1.30 6.50 |
| 7.30 2.00 7.15 | 8.20 2.50 8.05 |
| 8.20 3.30 8.30 | 9.10 4.20 8.30 |
| 9.30 4.30 | 10.20 5.05 |

CLAIRWOOD MOTOR TRANSPORT CO. (PTY) LTD, COASTAL MOTOR TRANSPORT CO. AND INDIVIDUAL OPERATORS

Communal Time-table

Between Durban (Victoria Street Bus Rank) Warangal Road via Tara Road.

Mondays to Saturdays

| Dept. W./Rd | Arr. Dbn | Dept. Dbn | Arr. W./Rd | Dept. W./Rd | Arr. Dbn | Dept. Dbn | Arr. W./Rd |
|-------------|----------|-----------|------------|-------------|----------|-----------|------------|
| 4.25 | 5.05 | 5.00 | 5.40 | 11.10 | 11.50 | 12.25 | 1.05 |
| 4.45 | 5.25 | 5.15 | 5.55 | 11.40 | 12.20 | 12.55 | 1.35 |
| 5.05 | 5.45 | 5.35 | 6.15 | 12.10 | 12.50 | 1.25 | 2.05 |
| 5.25 | 6.05 | 5.55 | 6.35 | 12.40 | 1.20 | 1.55 | 2.35 |
| 5.45 | 6.25 | 6.15 | 6.55 | 1.10 | 1.50 | 2.25 | 3.05 |
| 5.55 | 6.35 | 6.35 | 7.15 | 1.40 | 2.20 | 2.55 | 3.35 |
| 6.05 | 6.45 | 6.40 | 7.20 | 2.20 | 3.00 | 3.25 | 4.05 |
| 6.20 | 7.00 | 6.50 | 7.30 | 2.40 | 3.20 | 3.40 | 4.20 |
| 6.35 | 7.15 | 7.05 | 7.45 | 3.00 | 3.40 | 4.00 | 4.40 |
| 6.55 | 7.25 | 7.20 | 8.00 | 3.20 | 4.00 | 4.20 | 5.00 |
| 7.15 | 7.55 | 7.30 | 8.10 | 3.40 | 4.20 | 4.40 | 5.20 |
| 7.30 | 8.10 | 7.55 | 8.35 | 4.00 | 4.40 | 5.00 | 5.40 |
| 7.45 | 8.25 | 8.20 | 9.00 | 4.20 | 5.00 | 5.20 | 6.00 |
| 8.00 | 8.40 | 8.30 | 9.10 | 4.40 | 5.20 | 5.40 | 6.20 |
| 8.15 | 8.55 | 8.45 | 9.25 | 5.00 | 5.40 | 6.00 | 6.40 |
| 8.30 | 9.10 | 9.00 | 9.40 | 5.20 | 6.00 | 6.20 | 7.00 |
| 8.45 | 9.25 | 9.15 | 9.55 | 5.40 | 6.20 | 6.40 | 7.20 |
| 9.05 | 9.45 | 9.30 | 10.10 | 6.15 | 6.55 | 7.15 | 7.55 |
| 9.20 | 10.00 | 9.50 | 10.30 | 6.40 | 7.20 | 8.00 | 8.40 |
| 9.40 | 10.20 | 10.10 | 10.50 | 7.00 | 7.40 | 9.00 | 9.40 |
| 10.00 | 10.40 | 10.30 | 11.10 | 7.30 | 8.10 | 9.45 | 10.25 |
| 10.20 | 11.00 | 10.50 | 11.30 | 8.00 | 8.40 | 10.45 | 11.25 |
| 10.40 | 11.20 | 11.15 | 11.55 | | | | |
| | 11.35 | 12.15 | | | | | |

Sundays and Public holidays

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 5.20 | 6.00 | 6.10 | 6.50 | 11.10 | 11.50 | 12.10 | 12.50 |
| 5.50 | 6.20 | 6.30 | 7.10 | 11.40 | 12.20 | 12.40 | 1.20 |
| 6.00 | 6.40 | 6.50 | 7.30 | 12.10 | 12.50 | 1.20 | 2.00 |
| 6.20 | 7.00 | 7.10 | 7.50 | 12.50 | 1.30 | 2.00 | 2.40 |
| 6.40 | 7.20 | 7.30 | 8.10 | 1.30 | 2.10 | 2.50 | 3.30 |
| 7.00 | 7.40 | 7.50 | 8.30 | 2.10 | 2.50 | 3.30 | 4.10 |
| 7.20 | 8.00 | 8.10 | 8.50 | 2.50 | 3.30 | 4.10 | 4.50 |
| 7.40 | 8.20 | 8.30 | 9.10 | 3.30 | 4.10 | 4.50 | 5.30 |
| 8.00 | 8.40 | 8.50 | 9.30 | 4.00 | 4.40 | 5.20 | 6.00 |
| 8.20 | 9.00 | 9.10 | 9.50 | 4.30 | 5.10 | 5.50 | 6.30 |
| 8.40 | 9.20 | 9.30 | 10.10 | 5.00 | 5.40 | 6.20 | 7.00 |
| 9.00 | 9.40 | 9.50 | 10.30 | 5.30 | 6.10 | 6.40 | 7.20 |
| 9.20 | 10.00 | 10.10 | 10.50 | 5.50 | 6.30 | 7.00 | 7.40 |
| 9.40 | 10.20 | 10.30 | 11.10 | 6.20 | 7.00 | 7.30 | 8.10 |
| 10.00 | 10.40 | 10.50 | 11.30 | 6.40 | 7.20 | 8.05 | 8.45 |
| 10.20 | 11.00 | 11.10 | 11.50 | 7.00 | 7.40 | 8.40 | 9.20 |
| 10.40 | 11.20 | 12.10 | | | | | |

Communal time-table

| Durban (Vict. St. Bus Rank) | Mondays to Saturdays Mondi (Paper Mills) | Durban (Vict. St. Bus Rank) |
|-----------------------------|---|-----------------------------|
| Depart | Arrive | Depart |
| 5.00 | 5.35 | 5.45 |
| 5.20 | 5.55 | 6.00 |
| 5.40 | 6.15 | 6.20 |
| 6.00 | 6.35 | 6.40 |
| 6.20 | 6.55 | 7.00 |
| 6.40 | 7.15 | 7.20 |
| 7.05 | 7.40 | 7.45 |
| 7.20 | 7.55 | 8.00 |
| 7.40 | 8.15 | 8.25 |
| 8.00 | 8.35 | 8.40 |
| 8.30 | 9.05 | 9.10 |
| 9.00 | 9.35 | 9.40 |
| 9.30 | 10.05 | 10.10 |
| 10.00 | 10.35 | 10.40 |
| 10.30 | 11.05 | 11.10 |
| 11.00 | 11.35 | 11.40 |
| 11.30 | 12.05 | 12.10 |
| 12.00 | 12.35 | 12.40 |
| 12.30 | 1.05 | 1.10 |
| 1.00 | 1.35 | 1.40 |
| 1.30 | 2.05 | 2.10 |
| 2.00 | 2.35 | 2.40 |
| 2.30 | 3.05 | 3.10 |
| 3.00 | 3.35 | 3.40 |
| 3.30 | 4.05 | 4.10 |
| 3.45 | 4.20 | 4.35 |
| 4.00 | 4.35 | 4.45 |
| 4.20 | 4.55 | 5.05 |
| 4.50 | 5.25 | 5.35 |
| 5.15 | 5.50 | 6.05 |
| 6.00 | 6.35 | 6.40 |

Sundays and Public holidays

| | | | |
|-------|-------|-------|-------|
| 6.30 | 7.05 | 7.15 | 7.50 |
| 7.00 | 7.35 | 7.45 | 8.20 |
| 7.30 | 8.05 | 8.15 | 8.50 |
| 8.00 | 8.35 | 8.45 | 9.20 |
| 8.35 | 9.05 | 9.15 | 9.50 |
| 9.05 | 9.40 | 9.45 | 10.20 |
| 9.35 | 10.10 | 10.15 | 10.50 |
| 10.05 | 10.40 | 10.45 | 11.20 |
| 10.35 | 11.10 | 11.15 | 11.50 |
| 11.05 | 11.40 | 11.45 | 12.20 |
| 11.35 | 12.10 | 12.15 | 12.50 |
| 12.05 | 12.40 | 12.45 | 1.20 |
| 12.35 | 1.10 | 1.15 | 1.50 |
| 1.05 | 1.40 | 1.45 | 2.20 |
| 2.05 | 2.10 | 2.15 | 2.50 |
| 2.35 | 2.40 | 2.45 | 3.20 |
| 3.05 | 3.10 | 3.15 | 3.50 |
| 3.35 | 3.40 | 3.45 | 4.20 |
| 4.05 | 4.10 | 4.15 | 4.50 |
| 4.35 | 4.40 | 4.45 | 5.10 |
| 5.05 | 5.10 | 5.15 | 5.50 |
| 5.35 | 5.40 | 5.45 | 6.20 |
| | 6.10 | 6.15 | 6.50 |

Communal Time-table

Between Durban (Victoria Street Bus Rank) and Teakwood Road via Dayal Road.

Mondays to Saturdays

| Dep. Tkwl. Dayal | Arr. Dbn | Dep. Dbn | Arr. Tkwl. Dayal | Dayal | Arr. Dbn | Arr. Dnb | Arr. Tkwl. Dayal |
|------------------------|-------------|-------------|------------------------|-------|-------------|-------------|------------------------|
| 4.30 | 5.00 | 5.10 | 5.40 | 11.00 | 11.30 | 11.40 | 12.10 |
| 4.40 | 5.10 | 5.20 | 5.50 | 11.20 | 11.50 | 12.00 | 12.30 |
| 4.50 | 5.20 | 5.30 | 6.00 | 11.40 | 12.10 | 12.20 | 12.50 |
| 5.00 | 5.30 | 5.40 | 6.10 | 12.00 | 12.30 | 12.40 | 1.00 |
| 5.10 | 5.40 | 5.50 | 6.20 | 12.20 | 12.50 | 1.00 | 1.30 |
| 5.20 | 5.50 | 6.00 | 6.30 | 12.40 | 1.10 | 1.20 | 1.50 |
| 5.30 | 6.00 | 6.10 | 6.40 | 1.00 | 1.30 | 1.40 | 2.10 |
| 5.40 | 6.10 | 6.20 | 6.50 | 1.20 | 2.10 | 2.20 | 2.40 |
| 5.50 | 6.20 | 6.30 | 7.00 | 1.40 | 2.30 | 2.40 | 3.10 |
| 6.00 | 6.30 | 6.40 | 7.10 | 2.00 | 2.50 | 3.00 | 3.30 |
| 6.10 | 6.40 | 6.50 | 7.20 | 2.40 | 3.10 | 4.20 | 4.50 |
| 6.15 | 6.45 | 7.00 | 7.30 | 3.00 | 3.30 | 4.40 | 5.10 |
| 6.25 | 6.55 | 7.15 | 7.45 | 3.40 | 4.10 | 4.50 | 5.30 |
| 6.30 | 7.00 | 7.20 | 7.50 | 4.00 | 4.30 | 4.55 | 5.40 |
| 6.35 | 7.07 | 7.25 | 7.55 | 4.15 | 4.45 | 5.00 | 5.45 |
| 6.45 | 7.15 | 7.35 | 8.00 | 4.30 | 5.00 | 5.20 | 5.50 |
| 6.52 | 7.22 | 7.45 | 8.15 | 4.45 | 5.10 | 5.30 | 6.00 |
| 7.00 | 7.30 | 7.55 | 8.25 | 5.00 | 5.30 | 5.40 | 6.10 |
| 7.10 | 7.40 | 8.00 | 8.35 | 5.10 | 5.40 | 5.50 | 6.20 |
| 7.20 | 7.50 | 8.10 | 8.40 | 5.20 | 5.50 | 6.00 | 6.30 |
| 7.30 | 8.00 | 8.20 | 8.50 | 5.30 | 6.00 | 6.15 | 6.45 |
| 7.45 | 8.15 | 8.35 | 9.05 | 5.45 | 6.15 | 6.30 | 7.00 |
| 8.00 | 8.30 | 8.40 | 9.10 | 6.00 | 6.30 | 6.45 | 7.15 |
| 8.15 | 8.45 | 8.55 | 9.25 | 6.20 | 6.50 | 7.00 | 7.30 |
| 8.30 | 9.00 | 9.15 | 9.45 | 6.40 | 7.10 | 7.30 | 8.00 |
| 8.45 | 9.15 | 9.30 | 10.00 | 7.00 | 7.30 | 8.00 | 8.30 |
| 9.00 | 9.30 | 9.45 | 10.15 | 7.30 | 8.00 | 8.30 | 9.00 |
| 9.20 | 9.50 | 10.00 | 10.30 | 8.00 | 8.30 | 9.00 | 9.30 |
| 9.40 | 10.10 | 10.30 | 10.50 | 8.30 | 9.00 | 9.30 | 10.00 |
| 10.00 | 10.30 | 10.40 | 11.10 | 9.30 | 10.00 | 10.00 | 11.00 |
| 10.20 | 10.40 | 11.00 | 11.30 | 10.20 | 10.50 | 11.00 | 11.30 |
| 10.40 | 11.10 | 11.20 | 11.50 | | | | |

Sundays and Public Holidays

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|------|------|
| 5.40 | 6.10 | 6.20 | 6.50 | 12.40 | 11.10 | 1.50 | 1.55 |
| 6.00 | 6.30 | 6.40 | 7.10 | 1.00 | 1.30 | 1.55 | 2.05 |
| 6.20 | 6.50 | 7.00 | 7.30 | 1.20 | 2.10 | 2.20 | 2.30 |
| 7.00 | 7.50 | 7.40 | 8.10 | 2.00 | 2.30 | 2.40 | 3.10 |
| 7.20 | 7.50 | 8.00 | 8.30 | 2.20 | 2.50 | 3.00 | 3.30 |
| 7.40 | 8.10 | 8.20 | 8.50 | 2.40 | 3.10 | 3.20 | 3.50 |
| 8.00 | 8.30 | 8.40 | 9.10 | 3.00 | 3.30 | 3.40 | 4.10 |
| 8.20 | 8.50 | 9.00 | 9.30 | 3.20 | 3.50 | 4.00 | 4.30 |
| 8.40 | 9.10 | 9.20 | 9.50 | 3.40 | 4.10 | 4.20 | 4.50 |
| 9.00 | 9.30 | 9.40 | 10.10 | 4.00 | 4.30 | 4.40 | 5.10 |
| 9.20 | 9.50 | 10.00 | 10.30 | 4.20 | 4.50 | 5.00 | 5.50 |
| 9.40 | 10.10 | 10.20 | 10.50 | 4.40 | 5.10 | 5.20 | 6.00 |
| 10.00 | 10.30 | 10.40 | 11.10 | 4.50 | 5.30 | 5.40 | 6.10 |
| 10.20 | 10.50 | 11.00 | 11.30 | 4.15 | 5.45 | 6.00 | 6.30 |
| 10.40 | 11.10 | 11.20 | 11.50 | 4.30 | 6.00 | 6.15 | 6.45 |
| 11.00 | 11.30 | 11.40 | 12.10 | 5.45 | 6.15 | 6.30 | 7.00 |
| 11.20 | 11.50 | 12.00 | 12.30 | 6.15 | 6.45 | 7.00 | 7.30 |
| 11.40 | 12.10 | 12.20 | 12.50 | 6.45 | 6.15 | 7.15 | 8.15 |
| 12.00 | 12.30 | 12.40 | 1.10 | 7.30 | 7.00 | 8.30 | 9.00 |
| 12.20 | 12.50 | 1.00 | 1.30 | 8.15 | 8.45 | 9.00 | 9.40 |

Communal Time-table

Between Durban (Victoria Street Bus Rank) and Navy/Himalaya Roads

Mondays to Saturdays

| Dep. Navy Him. | Arr. Dbn | Dep. Dbn | Arr. Navy Him. | Dep. Navy Him. | Arr. Dbn | Dep. Dnb | Arr. Navy Him. |
|----------------------|-------------|-------------|----------------------|----------------------|-------------|-------------|----------------------|
| 4.15 | 4.55 | 5.40 | 5.30 | 11.30 | 12.00 | 1.15 | 1.55 |
| 4.55 | 5.25 | 5.00 | 5.40 | 11.40 | 12.20 | 1.45 | 2.55 |
| 5.15 | 5.55 | 5.30 | 6.10 | 12.00 | 12.40 | 2.15 | 3.00 |
| 5.45 | 6.25 | 6.00 | 6.40 | 12.20 | 1.00 | 2.45 | 3.25 |
| 6.00 | 6.40 | 6.30 | 7.10 | 12.40 | 1.20 | 3.15 | 3.55 |
| 6.10 | 6.50 | 6.45 | 7.25 | 1.00 | 1.40 | 3.35 | 4.15 |
| 6.20 | 7.00 | 6.55 | 7.35 | 1.20 | 2.00 | 4.00 | 4.40 |
| 6.30 | 7.10 | 7.05 | 7.45 | 1.40 | 2.20 | 4.15 | 4.55 |
| 6.40 | 7.20 | 7.15 | 7.55 | 2.00 | 2.40 | 4.30 | 5.10 |
| 6.50 | 7.30 | 7.25 | 8.05 | 2.20 | 3.00 | 4.45 | 5.25 |
| 7.00 | 7.40 | 7.35 | 8.15 | 2.40 | 3.20 | 5.00 | 5.40 |
| 7.10 | 7.50 | 7.45 | 8.25 | 3.00 | 3.40 | 5.15 | 5.55 |
| 7.25 | 8.05 | 7.55 | 8.35 | 3.20 | 4.00 | 5.30 | 6.10 |
| 7.40 | 8.20 | 8.10 | 8.50 | 3.40 | 4.20 | 5.45 | 6.25 |
| 8.00 | 8.40 | 8.25 | 9.05 | 4.00 | 4.40 | 6.00 | 6.40 |
| 8.20 | 9.00 | 9.05 | 9.25 | 4.15 | 4.55 | 6.30 | 7.10 |
| 8.40 | 9.20 | 9.25 | 9.45 | 4.30 | 5.10 | 7.00 | 7.40 |
| 9.00 | 9.40 | 9.25 | 10.05 | 4.45 | 5.25 | 7.30 | 8.10 |
| 9.20 | 10.00 | 9.45 | 10.25 | 5.00 | 5.40 | 8.00 | 8.40 |
| 9.40 | 10.20 | 10.15 | 10.55 | 5.15 | 5.55 | 8.30 | 9.10 |
| 10.00 | 10.40 | 10.45 | 11.25 | 5.30 | 6.10 | 9.00 | 9.40 |
| 10.20 | 11.00 | 11.15 | 11.55 | 6.00 | 6.40 | 9.30 | 10.10 |
| 10.40 | 11.20 | 11.15 | 12.25 | 6.45 | 7.25 | 10.20 | 11.00 |
| 11.00 | 11.40 | 12.15 | 12.55 | 8.00 | 8.40 | 10.50 | 11.30 |
| | | 12.45 | 1.25 | | | | |

Sundays and Public Holidays

| | | | | | | | |
|-------|-------|-------|-------|-------|------|------|------|
| 5.10 | 5.50 | 6.10 | 6.30 | 12.15 | 1.25 | 1.45 | 2.25 |
| 5.35 | 6.15 | 6.35 | 7.15 | 1.10 | 1.50 | 2.10 | 2.50 |
| 6.00 | 6.40 | 7.00 | 7.40 | 1.35 | 2.15 | 2.35 | 3.15 |
| 6.25 | 7.05 | 7.25 | 8.05 | 2.00 | 2.40 | 3.00 | 3.40 |
| 6.50 | 7.30 | 7.50 | 8.30 | 2.25 | 3.05 | 3.25 | 4.05 |
| 7.15 | 7.55 | 8.15 | 8.55 | 2.50 | 3.30 | 3.50 | 4.30 |
| 7.40 | 8.20 | 8.40 | 9.20 | 3.15 | 3.55 | 4.15 | 4.55 |
| 8.05 | 8.45 | 9.05 | 9.45 | 3.40 | 4.20 | 4.40 | 5.20 |
| 8.50 | 9.10 | 9.30 | 10.10 | 4.05 | 4.45 | 5.05 | 5.45 |
| 8.55 | 9.35 | 9.35 | 10.35 | 4.30 | 5.10 | 5.30 | 6.10 |
| 9.20 | 10.10 | 10.25 | 11.05 | 4.55 | 5.35 | 5.55 | 6.35 |
| 9.45 | 10.25 | 10.50 | 11.30 | 5.20 | 6.00 | 6.15 | 6.55 |
| 10.10 | 10.50 | 11.15 | 11.55 | 5.45 | 6.25 | 6.40 | 7.20 |
| 10.35 | 11.15 | 11.40 | 12.20 | 6.10 | 6.50 | 7.05 | 7.45 |
| 11.00 | 11.40 | 12.00 | 12.45 | 6.35 | 7.15 | 7.30 | 8.10 |
| 11.30 | 12.10 | 12.30 | 1.10 | 7.00 | 7.40 | 8.15 | 8.55 |
| 11.55 | 12.35 | 12.55 | 1.35 | 7.30 | 8.10 | 9.00 | 9.40 |
| 12.20 | 1.00 | 1.20 | 1.50 | | | | |

Communal Time-table (Running time 30 minutes)

Between Durban (Victoria Street Bus Rank) and S. J. Smith Hostel, Merebank.

Depart Victoria Street Bus Rank, Durban: Mondays to Fridays

| | | | | | | | | | |
|------|------|------|------|-------|-------|------|------|------|------|
| 5.15 | 6.25 | 7.15 | 8.10 | 9.50 | 11.30 | 1.10 | 2.50 | 3.40 | 6.10 |
| 5.30 | 6.30 | 7.20 | 8.20 | 10.00 | 11.40 | 1.20 | 3.00 | 4.40 | 6.20 |
| 5.40 | 6.35 | 7.25 | 8.30 | 10.10 | 11.50 | 1.30 | 3.10 | 4.50 | 6.30 |
| 5.50 | 6.40 | 7.30 | 8.40 | 10.20 | 12.00 | 1.40 | 3.20 | 5.00 | 6.40 |
| 5.55 | 6.45 | 7.35 | 8.50 | 10.30 | 12.10 | 1.50 | 3.30 | 5.10 | 6.50 |
| 6.00 | 6.50 | 7.40 | 9.00 | 10.40 | 12.20 | 2.00 | 3.40 | 5.20 | 7.00 |
| 6.05 | 6.55 | 7.45 | 9.10 | 10.50 | 12.30 | 2.10 | 3.50 | 5.30 | 7.10 |
| 6.10 | 7.00 | 7.50 | 9.20 | 11.00 | 12.40 | 2.20 | 4.00 | 5.40 | 7.20 |
| 6.15 | 7.05 | 7.55 | 9.30 | 11.10 | 12.50 | 2.30 | 4.10 | 5.50 | 7.30 |
| 6.20 | 7.10 | 8.00 | 9.40 | 11.20 | 1.00 | 2.40 | 4.20 | 5.55 | 7.40 |

Saturdays

| | | | | | | | | | | |
|------|------|------|------|-------|-------|-------|------|------|------|-------|
| 5.15 | 6.30 | 7.35 | 8.40 | 9.45 | 11.40 | 12.55 | 2.30 | 4.25 | 5.30 | 7.10 |
| 5.30 | 6.35 | 7.40 | 8.45 | 9.50 | 11.50 | 1.00 | 2.40 | 4.30 | 5.35 | 7.20 |
| 5.35 | 6.40 | 7.45 | 8.50 | 9.55 | 12.00 | 1.05 | 2.50 | 4.35 | 5.40 | 7.30 |
| 5.40 | 6.45 | 7.50 | 8.55 | 10.00 | 12.05 | 1.10 | 3.00 | 4.40 | 5.45 | 7.45 |
| 5.45 | 6.50 | 7.55 | 9.00 | 10.10 | 12.10 | 1.15 | 3.10 | 4.45 | 5.50 | 8.00 |
| 5.50 | 6.55 | 8.00 | 9.05 | 10.20 | 12.15 | 1.20 | 3.20 | 4.50 | 5.55 | 8.15 |
| 5.55 | 7.00 | 8.05 | 9.10 | 10.30 | 12.20 | 1.25 | 3.30 | 4.55 | 6.00 | 8.30 |
| 6.00 | 7.05 | 8.10 | 9.15 | 10.40 | 12.25 | 1.30 | 3.40 | 5.00 | 6.10 | 9.00 |
| 6.05 | 7.10 | 8.15 | 9.20 | 10.50 | 12.30 | 1.40 | 3.50 | 5.05 | 6.20 | 9.30 |
| 6.10 | 7.15 | 8.20 | 9.25 | 11.00 | 12.35 | 1.50 | 4.00 | 5.10 | 6.30 | 10.00 |
| 6.15 | 7.20 | 8.25 | 9.30 | 11.10 | 12.40 | 2.00 | 4.10 | 5.15 | 6.40 | 10.30 |
| 6.20 | 7.25 | 8.30 | 9.35 | 11.20 | 12.45 | 2.10 | 4.15 | 5.20 | 6.50 | 11.00 |
| 6.25 | 7.30 | 8.35 | 9.40 | 11.30 | 12.50 | 2.20 | 4.20 | 5.25 | 7.00 | |

Sundays and Public Holidays

| | | | | | | | | | | |
|------|------|------|-------|-------|-------|------|------|------|------|-------|
| 5.30 | 7.25 | 8.45 | 9.55 | 11.15 | 12.25 | 1.45 | 3.05 | 4.25 | 5.45 | 7.05 |
| 5.45 | 7.35 | 8.55 | 10.05 | 11.25 | 12.35 | 1.55 | 3.15 | 4.35 | 5.55 | 7.20 |
| 6.00 | 7.45 | 9.05 | 10.15 | 11.35 | 12.45 | 2.05 | 3.25 | 4.45 | 6.05 | 7.40 |
| 6.15 | 7.55 | 9.15 | 10.25 | 11.45 | 12.55 | 2.15 | 3.35 | 4.55 | 6.15 | 8.00 |
| 6.30 | 8.05 | 9.25 | 10.35 | 11.55 | 1.05 | 2.25 | 3.45 | 5.05 | 6.25 | 8.00 |
| 6.45 | 8.15 | 9.35 | 10.45 | 12.00 | 1.15 | 2.35 | 3.55 | 5.15 | 6.35 | 8.40 |
| 7.00 | 8.25 | 9.45 | 10.55 | 12.05 | 1.25 | 2.45 | 4.05 | 5.25 | 6.45 | 9.00 |
| 7.15 | 8.35 | | 11.05 | 12.15 | 1.35 | 2.55 | 4.15 | 5.35 | 6.55 | 10.30 |

Communal Time-table

Between Durban (Victoria Street Bus Rank) Warrangal Road via Dharwar and Bikanar Road (Cott Road).

Mondays to Saturdays

| Dept. W./Rd | Arr. Dbn. | Dept. Dbn. | Arr. W./Rd | Dept. W./Rd | Arr. Dbn. | Dept. Dbn. | Arr. W./Rd |
|----------------|--------------|---------------|---------------|----------------|--------------|---------------|---------------|
| 4.20 | 5.00 | 4.40 | 5.20 | 12.00 | 12.40 | 1.30 | 1.40 |
| 4.30 | 5.10 | 5.05 | 5.45 | 12.15 | 12.55 | 1.15 | 1.55 |
| 4.40 | 5.20 | 5.15 | 5.55 | 12.30 | 1.10 | 1.30 | 2.10 |
| 4.50 | 5.30 | 5.25 | 6.05 | 12.45 | 1.25 | 1.45 | 2.25 |
| 5.00 | 5.40 | 5.35 | 6.15 | 1.00 | 1.40 | 2.00 | 2.40 |
| 5.10 | 5.50 | 5.45 | 6.25 | 1.15 | 1.55 | 2.15 | 2.55 |
| 5.20 | 6.00 | 5.55 | 6.35 | 1.30 | 2.10 | 2.30 | 3.10 |
| 5.30 | 6.10 | 6.05 | 6.45 | 1.45 | 2.25 | 2.45 | 3.25 |
| 5.40 | 6.20 | 6.15 | 6.55 | 2.00 | 2.40 | 3.00 | 3.40 |
| 5.50 | 6.30 | 6.25 | 7.05 | 2.15 | 2.55 | 3.15 | 3.55 |
| 6.00 | 6.40 | 6.35 | 7.15 | 2.30 | 3.10 | 3.30 | 4.10 |
| 6.10 | 6.50 | 6.45 | 7.25 | 2.45 | 3.25 | 3.40 | 4.20 |
| 6.20 | 7.00 | 6.55 | 7.35 | 3.00 | 3.40 | 3.50 | 4.30 |
| 6.30 | 7.10 | 7.05 | 7.45 | 3.15 | 3.55 | 4.05 | 4.45 |
| 6.40 | 7.20 | 7.15 | 7.55 | 3.30 | 4.10 | 4.15 | 4.55 |
| 6.50 | 7.30 | 7.25 | 8.05 | 3.40 | 4.20 | 4.25 | 5.05 |
| 7.00 | 7.40 | 7.35 | 8.15 | 3.50 | 4.30 | 4.35 | 5.15 |
| 7.10 | 7.50 | 7.45 | 8.25 | 4.00 | 4.40 | 4.45 | 5.25 |
| 7.20 | 8.00 | 7.55 | 8.35 | 4.10 | 4.50 | 4.55 | 5.35 |
| 7.30 | 8.10 | 8.05 | 8.45 | 4.20 | 5.00 | 5.05 | 5.45 |
| 7.45 | 8.25 | 8.15 | 8.55 | 4.30 | 5.10 | 5.15 | 5.55 |
| 8.00 | 8.40 | 8.45 | 9.25 | 4.40 | 5.20 | 5.25 | 6.05 |
| 8.15 | 8.55 | 9.00 | 9.40 | 4.50 | 5.40 | 5.45 | 6.25 |
| 8.45 | 9.25 | 9.30 | 10.10 | 5.10 | 6.50 | 6.00 | 6.40 |
| 9.00 | 9.40 | 9.45 | 10.25 | 5.20 | 6.00 | 6.20 | 7.00 |
| 9.15 | 9.55 | 10.00 | 10.40 | 5.30 | 6.10 | 6.40 | 7.20 |
| 9.30 | 10.10 | 10.15 | 10.55 | 5.40 | 6.20 | 7.00 | 7.40 |
| 9.45 | 10.25 | 10.30 | 11.10 | 5.50 | 6.30 | 7.30 | 8.10 |
| 10.00 | 10.40 | 10.45 | 11.25 | 6.00 | 6.40 | 8.00 | 8.40 |
| 10.15 | 10.55 | 11.00 | 11.40 | 6.10 | 6.50 | 8.20 | 9.00 |
| 10.30 | 11.10 | 11.15 | 11.55 | 6.20 | 7.00 | 8.40 | 9.20 |
| 10.45 | 11.25 | 11.30 | 12.10 | 6.30 | 7.10 | 9.00 | 9.40 |
| 11.00 | 11.40 | 11.45 | 12.25 | 7.00 | 7.40 | 9.30 | 10.10 |
| 11.15 | 11.55 | 12.00 | 12.40 | 7.30 | 8.10 | 10.00 | 10.40 |
| 11.30 | 12.10 | 12.15 | 12.55 | 10.00 | 10.40 | 11.00 | 11.40 |
| 11.45 | 12.15 | 12.30 | 1.10 | — | — | — | — |
| — | — | 12.45 | 1.25 | — | — | — | — |

Sundays and Public holidays

| | | | | | | | |
|-------|-------|-------|-------|-------|------|------|------|
| 5.00 | 5.40 | 6.00 | 6.40 | 12.35 | 1.15 | 1.35 | 2.15 |
| 5.25 | 6.05 | 6.25 | 7.05 | 1.00 | 1.40 | 2.00 | 2.40 |
| 5.50 | 6.30 | 6.50 | 7.30 | 1.25 | 2.05 | 2.25 | 3.05 |
| 6.15 | 6.55 | 7.15 | 7.55 | 1.50 | 2.30 | 2.50 | 3.30 |
| 6.40 | 7.20 | 7.40 | 8.20 | 2.15 | 2.55 | 3.15 | 3.55 |
| 7.05 | 7.45 | 8.05 | 8.45 | 2.40 | 3.20 | 3.40 | 4.20 |
| 7.30 | 8.10 | 8.30 | 9.10 | 3.05 | 3.45 | 4.05 | 4.45 |
| 7.55 | 8.35 | 8.55 | 9.35 | 3.30 | 4.10 | 4.30 | 5.10 |
| 8.20 | 9.00 | 9.20 | 10.00 | 3.55 | 4.35 | 4.55 | 5.35 |
| 8.45 | 9.25 | 9.45 | 10.25 | 4.20 | 5.00 | 5.20 | 6.00 |
| 9.10 | 9.50 | 10.15 | 10.55 | 4.45 | 5.25 | 5.45 | 6.25 |
| 9.35 | 10.15 | 10.40 | 11.20 | 5.10 | 5.50 | 6.05 | 6.45 |
| 10.00 | 10.45 | 11.05 | 11.45 | 5.35 | 6.15 | 6.30 | 7.10 |
| 10.25 | 11.05 | 11.30 | 12.10 | 6.00 | 6.40 | 6.55 | 7.35 |
| 10.50 | 11.30 | 11.55 | 12.35 | 6.25 | 7.05 | 7.30 | 8.00 |
| 11.20 | 12.00 | 12.20 | 1.00 | 6.50 | 7.30 | 7.55 | 8.35 |
| 11.45 | 12.25 | 12.45 | 1.25 | 7.15 | 7.55 | — | 9.10 |
| 12.10 | 12.40 | 1.10 | 1.40 | — | — | — | — |

CLAIRWOOD/MEREBANK BUS OPERATORS ASSOCIATION

Scale of charges:

Minimum fare: 15c

Durban to Clairwood: 15c

Durban to all points beyond Clairwood and up to:

Lerwick 20c

Pioneer Service Station 20c

Teakwood Road 20c

S. J. Smith Hostel 20c

Durban to all points beyond Lerwick and Pioneer Service Station and up to:

Warangal Road 30c

Happy Valley 30c

Cotton Road 30c

Gulmal Crescent 30c

Clairwood:

Warangal Road 15c

Happy Valley 15c

Teakwood Road 15c

Cotton Road 15c

Gulmal Crescent 15c

S. J. Smith Hostel 15c

Warangal Road to all points beyond Clairwood and up to King Edward VIII Hospital:

Gulmal Crescent 20c

S. J. Smith Hostel 15c

Happy Valley 20c

Cotton Road 20c

Teakwood Road 20c

AR/1573 (1249) Re-gazette of AR/1493—DURBAN. (2) Kwazulu Transport (Pty) Ltd, trading as Ilanga Transport, Briardene; increase of tariffs as set out below. (3) Thirty-four buses. (4) Black passengers and their personal effects. (5) As set out below via prescribed existing routes.

KWAZULU TRANSPORT (PTY) LTD TRADING AS ILANGA TRANSPORT

AMOUTANA TO DURBAN BUS RANK

Fares and kilometres chart based on 2,50 c.p.k. (with a minimum fare of 15c)

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Amoutana |
|--------|-------|-------------------------------------|
| 4..... | P | 5c |
| | E | 15c |
| | K | 7,0 Ohlange |
| 3..... | P | 20c |
| | E | 15c |
| | K | 1,7 Shembes kraal |
| 2..... | P | 35c |
| | E | 30c |
| | K | 14,5 7,5 5,8 kwaMashu stop |
| 1..... | P | 80c |
| | E | 65c |
| | K | 31,8 24,8 23,1 17,3 Durban Bus Rank |
| Out | | |

KWAZULU TRANSPORT (PTY) LTD TRADING AS ILANGA TRANSPORT

ETIYENI (PARUK'S STORE) TO DURBAN BUS RANK

Fares and kilometre chart based on 2,50 c.p.k. (with a minimum fare of 15 c)

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Etieneni (Paruk's Store) |
|--------|-------|-----------------------------------|
| 5..... | P | 15c |
| | E | 10c |
| | K | 4,0 Mkize's Store (Ngema's kraal) |
| 4..... | P | 30c |
| | E | 20c |
| | K | 11,2 7,2 Ohlange |
| 3..... | P | 30c |
| | E | 25c |
| | K | 12,9 8,9 1,7 Shembes Kraal |
| 2..... | P | 45c |
| | E | 35c |
| | K | 18,7 14,7 7,5 5,8 kwaMashu Stop |
| 1..... | P | 90c |
| | E | 70c |
| | K | 36,0 32,0 24,8 23,1 17,3 Durban |
| Out | | |

**KWAZULU TRANSPORT (PTY) LTD TRADING AS
ILANGA TRANSPORT**
**NGOQOKAZI (NKWANYANA'S KRAAL) TO DURBAN
BUS RANK**

Fares and kilometres chart based on 2,50 c.p.k. (with a minimum fare of 15 c)

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Ngoqokazi /Nkwanyana's Kraal | | | |
|-------|--------|------------------------------|------|------------------------------------|--|
| ↑ | 4..... | P | 15c | | |
| | | E | 15c | | |
| | | K | 7,0 | Ohlange | |
| | 3..... | P | 20c | | |
| | | E | 15c | | |
| | | K | 8,7 | 1,7 Shembes Kraal | |
| | 2..... | P | 35c | | |
| | | E | 30c | | |
| | | K | 14,5 | 7,5 5,8 kwaMashu Stop | |
| | 1..... | P | 80c | | |
| | | E | 65c | | |
| | | K | 31,8 | 24,8 23,1 17,3 Durban Lorne Street | |
| Out ↓ | | | | | |

**KWAZULU TRANSPORT (PTY) LTD TRADING AS
ILANGA TRANSPORT**
NGOZA—AMATATA—DURBAN BUS RANK

Fares and kilometres chart based on 2,50 c.p.k. (with a minimum fare of 15c)

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Ngoza | | | |
|-------|--------|-------|------|-------------------------------------|--|
| ↑ | 1..... | P | 35c | | |
| | | E | 30c | | |
| | | K | 14,0 | Amatata Terminus | |
| | 2..... | P | 60c | 30c | |
| | | E | 55c | 25c | |
| | | K | 26,8 | 12,8 Umzinyathi Market | |
| | 3..... | P | 80c | 45c 15c | |
| | | E | 65c | 35c 10c | |
| | | K | 31,8 | 17,8 5,0 Semes Stores | |
| | 4..... | P | 85c | 50c 15c 15c | |
| | | E | 65c | 40c 15c 10c | |
| | | K | 33,7 | 19,7 6,9 1,9 Goba Store | |
| ↑ | 5..... | P | 95c | 60c 30c 15c | |
| | | E | 75c | 50c 25c 15c 10c | |
| | | K | 38,3 | 24,3 11,5 6,5 4,6 Shembes Kraal | |
| | 6..... | P | 1,10 | 75c 45c 30c 25c | |
| | | E | 90c | 60c 35c 20c | |
| | | K | 44,1 | 30,1 17,3 12,3 10,4 kwaMashu Stop | |
| | 7..... | P | 1,55 | 1,20 85c 75c 70c | |
| | | E | 1,25 | 95c 70c 60c 55c | |
| | | K | 61,4 | 47,4 34,6 29,6 27,7 Durban Bus Rank | |
| Out ↓ | | | | | |

**KWAZULU TRANSPORT (PTY) LTD, TRADING AS ILA-
NGA TRANSPORT**
MBEJE STORE TO DURBAN BUS RANK

Fares and kilometres chart based on 2,50 c.p.k. (with a minimum fare of 15c)

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Mbeje's Store | | | |
|-------|--------|---------------|------|--------------------------------|--|
| ↑ | 6..... | P | 15c | | |
| | | E | 10c | | |
| | | K | 4,3 | Stop Five | |
| | 5..... | P | 30c | 20c | |
| | | E | 25c | 15c | |
| | | K | 12,4 | 8,1 Umgeni Drift | |
| | 4..... | P | 50c | 40c 20c | |
| | | E | 40c | 35c 15c | |
| | | K | 20,8 | 16,5 8,4 Coba Store | |
| | 3..... | P | 65c | 55c 30c 15c | |
| | | E | 50c | 40c 25c 10c | |
| | | K | 25,4 | 21,1 13,0 4,6 Shembes Kraal | |
| ↑ | 2..... | P | 80c | 65c 45c 25c | |
| | | E | 60c | 55c 40c 20c | |
| | | K | 31,2 | 26,9 18,8 10,4 kwaMashu Stop | |
| | 1..... | P | 1,20 | 1,10 90c 70c | |
| | | E | 95c | 90c 70c 55c | |
| | | K | 48,5 | 44,8 36,1 27,7 Durban Bus Rank | |
| Out ↓ | | | | | |

**KWAZULU TRANSPORT (PTY) LTD, TRADING AS ILAN-
GA TRANSPORT**
SILAMBILE TO DURBAN BUS RANK

Fares and kilometre chart based on 2,50 c.p.k. (with a minimum fare of 15c).

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Silambile | | | |
|-------|--------|-----------|------|-------------------------------------|--|
| ↑ | 1..... | P | 20c | | |
| | | E | 15c | | |
| | | K | 8,3 | Mkhukhuze | |
| | 2..... | P | 35c | 15c | |
| | | E | 25c | 15c | |
| | | K | 13,6 | 5,3 Galile | |
| | 3..... | P | 50c | 30c 15c | |
| | | E | 40c | 25c 15c | |
| | | K | 20,6 | 12,3 7,0 Ngonweni | |
| | 4..... | P | 85c | 65c 50c 30c | |
| | | E | 65c | 50c 40c 25c | |
| | | K | 33,4 | 25,1 19,8 12,8 Goba Store | |
| ↑ | 5..... | P | 95c | 75c 60c 45c 15c | |
| | | E | 75c | 60c 50c 35c 10c | |
| | | K | 38,0 | 29,7 24,4 17,4 4,6 Shembes Kraal | |
| | 6..... | P | 1,10 | 90c 75c 60c 25c | |
| | | E | 90c | 70c 60c 50c 20c | |
| | | K | 44,4 | 36,1 30,2 23,8 10,4 kwaMashu | |
| | 7..... | P | 1,55 | 1,30 1,20 1,00 70c | |
| | | E | 1,20 | 1,05 95c 80c 55c | |
| | | K | 61,1 | 52,8 47,5 40,5 27,7 Durban Bus Rank | |
| Out ↓ | | | | | |

**KWAZULU TRANSPORT (PTY) LTD, TRADING AS ILAN-
GA TRANSPORT**
EZIMPONDWENI TO DURBAN BUS RANK

Fares and kilometres chart based on 2,5 c.p.k. (with a minimum fare of 15c)

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Ezimpondweni | | | |
|-------|--------|--------------|------|-------------------------------------|--|
| ↑ | 7..... | P | 30c | | |
| | | E | 25c | | |
| | | K | 11,8 | Galile | |
| | 6..... | P | 45c | 15c | |
| | | E | 40c | 15c | |
| | | K | 18,8 | 7,0 Ngonweni | |
| | 5..... | P | 75c | 45c 25c | |
| | | E | 60c | 35c 20c | |
| | | K | 29,7 | 17,9 10,9 Semes Store | |
| | 4..... | P | 80c | 50c 30c 15c | |
| | | E | 65c | 40c 5c | |
| | | K | 31,6 | 19,8 12,8 1,9 Goba Store | |
| ↑ | 3..... | P | 90c | 60c 45c 15c 15c | |
| | | E | 70c | 50c 35c 15c 10c | |
| | | K | 36,2 | 24,4 17,4 6,5 4,6 Shembes Kraal | |
| | 2..... | P | 1,05 | 75c 60c 30c 25c | |
| | | E | 60c | 45c 25c 20c | |
| | | K | 42,0 | 30,2 23,2 12,3 10,4 kwaMashu Stop | |
| | 1..... | P | 1,50 | 1,20 1,00 75c 70c | |
| | | E | 1,40 | 95c 80c 60c 55c | |
| | | K | 59,3 | 47,5 40,5 29,6 27,7 Durban Bus Rank | |
| Out ↓ | | | | | |

**KWAZULU TRANSPORT (PTY) LTD, TRADING AS ILAN-
GA TRANSPORT**
MTSHAZI AND KWANYUSWA TO DURBAN BUS RANK

Fares and kilometres chart based on 2,50 c.p.k. (with a minimum fare of 15 cents).

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Mtshazi and Kwanyuswa | | | |
|-------|--------|-----------------------|------|--------------------------------|--|
| ↑ | 6..... | P | 15c | | |
| | | E | 5c | | |
| | | K | 1,6 | Mpompini | |
| | 5..... | P | 15c | 15c | |
| | | E | 10c | | |
| | | K | 6,4 | 4,8 Mampengane | |
| | 4..... | P | 20c | 20c 15c | |
| | | E | 15c | 15c 5c | |
| | | K | 8,6 | 7,0 2,2 Umgeni Drift | |
| | 3..... | P | 40c | 40c 25c 20c | |
| | | E | 35c | 30c 20c 15c | |
| | | K | 17,0 | 15,4 10,6 8,4 Goba Store | |
| ↑ | 2..... | P | 70c | 65c 50c 45c | |
| | | E | 55c | 50c 40c 40c | |
| | | K | 27,4 | 25,8 21,0 18,8 kwaMashu | |
| | 1..... | P | 1,10 | 1,10 95c 90c | |
| | | E | 90c | 85c 75c 70c | |
| | | K | 44,7 | 43,1 38,3 36,1 Durban Bus Rank | |
| Out ↓ | | | | | |

**KWAZULU TRANSPORT (PTY) LTD, TRADING AS ILAN-
GA TRANSPORT**

NDABA STORE TO DURBAN BUS RANK

Fares and kilometres chart based on 2,50 c.p.k. (with a minimum fare of 15 cents).

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Ndaba Store |
|--------|-------|-------------------------------------|
| 6..... | P | 20c |
| | E | 15c |
| | K | 8,5 Mampengane |
| 5..... | P | 20c 15c |
| | E | 15c 5c |
| | K | 10,7 2,2 Umgeni Drift |
| 4..... | P | 50c 25c 20c |
| | E | 40c 20c 15c |
| | K | 19,1 10,6 8,4 Goba Store |
| 3..... | P | 60c 40c 30c 15c |
| | E | 45c 30c 25c 10c |
| | K | 23,7 15,2 13,0 4,6 Shembes Kraal |
| 2..... | P | 75c 50c 45c 25c |
| | E | 60c 40c 40c 20c |
| | K | 29,5 21,0 18,8 10,4 kwaMashu Stop |
| 1..... | P | 1,15 95c 90c 70c |
| | E | 95c 75c 70c 55c |
| | K | 46,8 38,3 36,1 27,7 Durban Bus Rank |

Out ↓

**KWAZULU TRANSPORT (PTY) LTD, TRADING AS ILAN-
GA TRANSPORT**

NJOBOYINYE TO DURBAN BUS RANK

Fares and kilometre chart based on 2,50 c.p.k. (with a minimum fare of 15 cents)

P—Proposed. E—Existing. K—Kilometres.

| In | Stage | Njoboyinye |
|--------|-------|--|
| 8..... | P | 15c |
| | E | 15c |
| | K | 6,5 Thafamasi |
| 7..... | P | 30c 15c |
| | E | 25c 10c |
| | K | 11,7 5,2 Kwamadlanyoka |
| 6..... | P | 35c 15c 15c |
| | E | 25c 15c 5c |
| | K | 13,2 6,7 1,5 Galile |
| 5..... | P | 50c 35c 20c 15c |
| | E | 40c 25c 15c 15c |
| | K | 20,2 13,7 8,5 7,0 Ngonweni |
| 4..... | P | 80c 65c 55c 50c 30c |
| | E | 65c 55c 45c 40c 25c |
| | K | 33,0 26,5 21,3 19,8 12,8 Goba Store |
| 3..... | P | 95c 80c 65c 60c 45c |
| | E | 75c 60c 50c 50c 35c |
| | K | 37,6 31,1 25,9 24,4 17,4 Shembes Kraal |
| 2..... | P | 1,10 90c 80c 70c 60c |
| | E | 85c 75c 65c 60c 45c |
| | K | 43,4 36,9 31,7 30,2 23,8 kwaMashu |
| 1..... | P | 1,50 1,35 1,20 1,20 1,00 |
| | E | 1,20 1,10 1,00 95c 80c |
| | K | 60,7 54,2 49,0 47,5 40,5 Durban Bus Rank |

Out ↓

KWAZULU TRANSPORT (PTY) LTD TRADING AS ILANGA TRANSPORT

NGCONGANGCONGA TO DURBAN BUS RANK

Fares and kilometres chart based on 2,50 c.p.k. (with a minimum fare of 15 cents).

P—Proposed. E—Existing. K—Kilometres.

| IN | Stage | Ngcongcongga |
|----|-------|--|
| | P | 15..... 35c |
| | E | 25c |
| | K | 13,2 Noodsberg |
| | P | 14..... 45c 15c |
| | E | 35c 10c |
| | K | 18,7 5,5 Kingscliffé |
| | P | 13..... 75c 40c 25c |
| | E | 60c 30c 20c |
| | K | 29,2 16,0 10,5 Kwa Ville |
| | P | 12..... 80c 50c 35c 15c |
| | E | 65c 40c 30c 10c |
| | K | 32,7 19,5 14,0 3,5 Montobello Hospital |
| | P | 11..... 1,00 65c 50c 25c 15c |
| | E | 80c 50c 40c 20c 15c |
| | K | 39,1 25,9 20,4 9,9 6,4 Nhlangakazi |
| | P | 10..... 1,05 75c 60c 45c 25c 15c |
| | E | 85c 60c 45c 35c 20c 10c |
| | K | 42,4 29,2 23,7 18,2 9,7 3,3 Ontegwa |
| | P | 9..... 1,25 90c 75c 50c 40c 25c 15c |
| | E | 1,00 70c 60c 40c 35c 20c 15c |
| | K | 49,2 36,0 30,5 20,0 16,5 10,1 6,8 Simamane |
| | P | 8..... 1,35 1,00 90c 60c 55c 40c 30c 15c |
| | E | 1,10 80c 70c 50c 45c 30c 25c 10c |
| | K | 54,0 40,8 35,3 24,8 21,3 14,9 11,6 4,8 Mkhukuze |
| | P | 7..... 1,55 1,20 1,50 80c 70c 55c 50c 30c 20c |
| | E | 1,20 95c 85c 65c 55c 45c 40c 25c 15c |
| | K | 61,2 48,0 42,5 32,0 28,5 22,1 18,8 12,0 7,2 Galile |
| | P | 6..... 1,65 1,35 1,20 95c 85c 70c 60c 45c 30c 15c |
| | E | 1,35 1,05 95c 75c 65c 55c 50c 35c 25c 10c |
| | K | 66,4 53,2 47,7 37,2 33,7 27,3 24,0 17,2 12,4 5,2 Ngonweni |
| | P | 5..... 1,80 1,50 1,35 1,10 1,00 85c 75c 60c 45c 30c 15c |
| | E | 1,45 1,20 1,10 85c 80c 65c 60c 45c 35c 25c 10c |
| | K | 72,5 59,3 53,8 43,3 39,8 33,4 30,1 23,2 18,5 11,3 6,2 Umzinyathi |
| | P | 4..... 2,05 1,70 1,55 1,30 1,20 1,05 95c 80c 70c 50c 35c 20c |
| | E | 1,60 1,35 1,25 1,05 95c 85c 75c 65c 55c 40c 30c 15c |
| | K | 81,1 67,9 62,4 51,9 48,4 42,0 38,7 31,9 27,1 19,9 14,7 8,6 Goba Store |
| | P | 3..... 2,15 1,80 1,60 1,40 1,30 1,15 1,10 90c 80c 60c 50c 35c 15c |
| | E | 1,70 1,45 1,35 1,15 1,05 95c 85c 75c 65c 50c 40c 25c 10c |
| | K | 85,7 72,5 67,0 56,5 53,0 46,6 43,3 36,5 31,7 24,5 19,3 13,2 4,6 Shembes Kraal |
| | P | 2..... 2,30 1,95 1,80 1,55 1,45 1,30 1,25 1,05 95c 75c 65c 45c 25c |
| | E | 1,85 1,55 1,45 1,25 1,20 1,05 1,00 85c 75c 60c 50c 40c 20c |
| | K | 91,5 78,3 72,8 62,3 58,8 52,4 49,1 42,3 37,5 30,3 25,1 19,0 10,4 kwaMashu Stop |
| | P | 1..... 2,70 2,40 2,25 2,00 1,90 1,75 1,65 1,50 1,40 1,20 1,05 90c 70c |
| | E | 2,20 1,90 1,80 1,60 1,50 1,40 1,35 1,20 1,10 95c 85c 75c 55c |
| | K | 108,8 95,6 90,1 79,6 76,1 69,7 66,4 59,6 54,8 47,6 42,4 36,3 27,7 Durban Rank |

OUT

OZWATHINI (QWALA STORE) VIA OGNOTHINI TO DGBN BUS RANK

P—Proposed. E—Existing. K—Kilometres.

KWAZULU TRANSPORT (PTY) LTD, TRADING AS ILANGA TRANSPORT

Fare and kilometre chart based on 2,50 c.p.k. (with a minimum fare of 15 cents)

P—Proposed. E—Existing. K—Kilometres.

AR/1574 (1602) B—DURBAN/KENVILLE. (2) Veena Ramjugernath, trading as Imperial Transport, Durban; additional authority. (3) All existing vehicles (6 buses). (4) Non-White passengers and their personal effects. (5) Existing route: Inwards: From Durban (Lorne Street Bus Rank) to Kenville Supply Store and return via Lorne Street, Carlisle, Grey, Beatrice and Albert Streets, Umgeni, North Coast Road, Sea Cow Lake and Kenville Roads to the intersection of Myhill Road with Gumtree Road, with the extension to the intersection of Mynard Road and Johanna Road and thence direct to Durban.

Outwards: From Durban (Lorne Street Bus Rank) to Kenville Supply Store and return via outwards Lorne Street, Carlisle Street, Grey, Beatrice Street, Albert Street, Umgeni, North Coast Road, Sea Cow Lake, Kenville, Crown Road, Smithfield Road to terminal.

Inwards: From outer terminal via above route to Umgini Road, thence via Beatrice, Grey, Carlisle Street, Centenary Road to Bus Rank. From Durban (Lorne Street Bus Rank) to Kenville (Kenville Supply Store) and return via outwards Lorne, Carlisle, Grey, Beatrice and Albert Streets, Umgini, North Coast, Sea Cow Lake, Kenville and Smithfield Road to terminal and as well as from Victoria and Grey Streets Biscopes, Durban, to Kenville Bus Rank direct, on Fridays and Saturdays only.

Additional authority: Alternatively: From Lorne Street Bus Rank to Northern Sewer Works (Kenville) and return via outwards Carlisle Street, Grey Street, Beatrice Street, Albert Street, Umgeni Road, North Coast Road, Sea Cow Lake Road, Johanna Road.

Inwards: Johanna Road, Sea Cow Lake Road, North Coast Road, Umgeni Road, Beatrice Street, Cross Street and Carlisle Street.

AR/1575 (1634) B—MTUBATUBA. (2) Nongoma Motor Services (Pty) Ltd, Mkuze; additional vehicle with removal of restriction on route 7 (a) (b) which reads "On Tuesdays, Thursdays and Saturdays (b) Lower Mkuze and Mkuze Station via Ubombo on Mondays, Wednesdays and Fridays and return, subject to the condition that, on trips from Mkuze Station to Lower Mkuze no passengers may be set down between Mkuze Station and the junction of the Mkuze, Lower Mkuze Road and the Umbazwana Roads (plus 12 miles from Ubombo) and, on trips from Lower Mkuze to Mkuze Station no passengers may be picked up between Ubombo and Mkuze Station (Ubombo inclusive)." This restriction also to be removed from all existing public permits (17 buses). (3) One bus to be acquired and seventeen existing buses. (4) Non-White passengers and their personal effects as set out below. (5) As set out below.

Route descriptions:

1. From Nkunduso via Mafuleka to Mtubatuba and return;
2. From Nkwanazi's Kraal to Mtubatuba via Ntondweni and Somkele and return;
3. From Mshaye to Mtubatuba via Dlomunkombose and Squimbe.
4. From Hluhluwe Dam Site to Hluhluwe Railway Station and return.
5. From Nqobokazi's school to Hluhluwe Railway Station and return: Provided that on journeys to Hluhluwe, no passengers be picked up after passing a point on District Road 125, one mile from junction of this road with the Main Provincial Road at Mhlosinga and that on journeys to Nqobokazi's School, no passengers be set down until aforementioned point on District Road 125 is reached.
6. From Location 14 (Mbawano) to Hluhluwe via Lower Mkuze Store, the farm Pondweni the farm Shotton and Mhlosinga Station and return, provided that, on journeys to Hluhluwe no passengers be picked up on that portion of the route lying between Hluhluwe and a points within a mile from Mhlosinga and Lower Mkuze Store Road.
7. Lower Mkuze and Mkuze Station via Ubombo and return.
8. From Lower Mkuze Store to Ekuseni Mission in Reserve 1, District of Ubombo, via Tshanenen Mission in Reserve 2, District of Ubombo and Ubombo Court House and return daily.
9. From Mkuze to:
 - (i) Ndumu via Ubombo and Otobotini and return.
 - (ii) Portuguese Border via Ubombo and Maputa and return.
 - (iii) Portuguese Border via Ubombo and Sihangwane and return.
10. From Maputa (Mangusi) to:
 - (i) Kosi Bay and return.
 - (ii) Lake Sibayi and return.
 - (iii) Muzi and return.
 - (iv) Sihangwane and return.
11. From Mkuze to:
 - (i) Nduma via Nkonkeni and Jozini Dam and return.
 - (ii) Nduma via Candover and return.
12. Conveyance of a party of Non-White scholars or students from educational institutions, or Boy Scouts, Voortrekkers or members of any similar organisation, travelling together or attending a camp, picnic or other gathering or a party of Non-Whites visiting any place for the purpose of:
 - (i) Attending any religious gathering or a wedding or a funeral.
 - (ii) Taking part in a picnic, concert or other form of amusement.
 - (iii) Jointly taking part in or attending any competition or game.
 - (a) Within a radius of 160 km of Post Office, Mtubatuba.
 - (b) Within a radius of 160 km of Post Office, Hluhluwe.
 Provided that the same passengers conveyed on the forward journey be conveyed back on the return journey to the point of commencement and provided further that no passengers be picked up or set down en route.

Interchangeability of all buses.

Time-tables:

Time-tables and scale of charges

(1) NKUDISO-MTUBATUBA:

Daily

| Depart | Arrive |
|---------------------|---------------------|
| Nkundiso 6.00 a.m. | Nyalazi 7.25 a.m. |
| Nyalazi 7.30 a.m. | Mtubatuba 8.30 a.m. |
| Mtubatuba 1.15 p.m. | Nyalazi 2.15 p.m. |
| Nyalazi 2.30 p.m. | Nkundiso 4.45 p.m. |

Scale of charges:

1.87c per km or part thereof.
Minimum fare: 10c.
Children under 12: Half adult fare, minimum 5c.
Public holidays and extra journeys as required.

(2) Mkwanzzi's Kraal-Mtubatuba:

Mondays, Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays

| Depart | Arrive |
|----------------------------|----------------------------|
| Mkwanzzi's Kraal 6.00 a.m. | Ntondweni Store 7.00 a.m. |
| Ntondweni Store 7.15 a.m. | Somkele 8.00 a.m. |
| Somkele 8.15 a.m. | Mtubatuba 9.00 a.m. |
| Mtubatuba 1.15 p.m. | Somkele 1.50 p.m. |
| Somkele 2.00 p.m. | Ntondweni 2.50 p.m. |
| Ntondweni 3.00 p.m. | Mkwanzzi's Kraal 3.30 p.m. |

Extra trip: Saturdays

| Depart | Arrive |
|----------------------|----------------------|
| Mtubatuba 9.30 a.m. | Ntondweni 11.00 a.m. |
| Ntondweni 11.15 a.m. | Mtubatuba 1.00 p.m. |

Scale of charges:

1.87c per km or part thereof.
Minimum fare: 10c.
Children under 12: One half adult fare, minimum 5c.
Public holidays and extra journeys as required.

(3) Mtubatuba, Mshaye via Squimbe:

| Depart | Arrive |
|-----------------------|-----------------------|
| Mshaye 6.00 a.m. | Nkombose 6.40 a.m. |
| Nkombose 6.45 a.m. | Mtubatuba 7.00 a.m. |
| Mtubatuba 7.05 a.m. | Gumbi Store 8.00 a.m. |
| Gumbi Store 8.10 a.m. | Mtubatuba 9.15 a.m. |
| Mtubatuba 1.00 p.m. | Gumbi Store 2.00 p.m. |
| Gumbi Store 2.05 p.m. | Mtubatuba 3.00 p.m. |
| Mtubatuba 3.10 p.m. | Nkombose 3.25 p.m. |
| Nkombose 3.30 p.m. | Mtubatuba 3.45 p.m. |
| Mtubatuba 5.15 p.m. | Nkombose 5.30 p.m. |
| Nkombose 5.35 p.m. | Mshaye 6.10 p.m. |

Scale of charges:

2.19c per km or part thereof.
Minimum fare: 10c.
Children under 12: One half adult fare, minimum 5c.
Public holidays and extra journeys as required.

(4) Hluhluwe Dam-Hluhluwe:

Mondays to Saturdays

| Depart | Arrive |
|------------------------|------------------------|
| Hluhluwe Dam 8.00 a.m. | Hluhluwe 10.30 a.m. |
| Hluhluwe 1.00 p.m. | Hluhluwe Dam 3.00 p.m. |

Extra trips—if and when necessary.

Scale of charges:

1.87c per km or part thereof.
Minimum fare: 10c.
Children under 12: One half adult fare, minimum 5c.
Public holidays and extra journeys as required.

(5) Lower Mkuze School-Hluhluwe Station, Nibela Store and Mhlosinga Station:

Daily

| Depart | Arrive |
|------------------------------|-----------------------------|
| Lower Mkuze School 7.00 a.m. | Hluhluwe Station 11.00 a.m. |
| Hluhluwe Station 12.30 p.m. | Lower Mkuze Store 5.15 p.m. |

Scale of charges:

2.19c per km or part thereof.
Minimum fare: 10c.
Children under 12: One half adult fare, minimum 5c.
Public holidays and extra journeys as required.

(6) Mbazwane-Hluhluwe:

Tuesdays, Wednesdays, Thursdays and Saturdays

| Depart | Arrive |
|-----------------------|-----------------------|
| Mbazwane 7.00 a.m. | Lower Mkuze 8.00 a.m. |
| Lower Mkuze 8.20 a.m. | Pondweni 9.15 a.m. |
| Pondweni 9.35 a.m. | Hluhluwe 11.00 a.m. |
| Hluhluwe 1.00 p.m. | Boundary 3.20 p.m. |
| Boundary 3.30 p.m. | Pondweni 3.30 p.m. |
| Pondweni 4.00 p.m. | Lower Mkuze 5.00 p.m. |
| Lower Mkuze 5.10 p.m. | Mbazwane 5.45 p.m. |

Mondays and Fridays

| <i>Depart</i> | | <i>Arrive</i> |
|-----------------------|--|-----------------------|
| Lower Mkuze 9.00 a.m. | | Hluhluwe 11.30 a.m. |
| Hluhluwe 1.00 p.m. | | Lower Mkuze 4.30 p.m. |

Scale of charges:

2.19c per km or part thereof.
Minimum fare: 10c.
Children under 12: One half adult fare, minimum 5c.
Public holidays and extra journeys as required.

(7) Lower Mkuze-Mkuze Station via Ubombo:

| <i>Depart</i> | | <i>Arrive</i> |
|------------------------|--|------------------------|
| Lower Mkuze 5.30 a.m. | | Ubombo 8.00 a.m. |
| Singeni 5.45 a.m. | | R. Catholic 4.40 p.m. |
| Mosidrifi 5.55 a.m. | | Crossroad 5.00 p.m. |
| Siyiza 6.00 a.m. | | Mabaso 5.15 p.m. |
| Tshembeni 6.10 a.m. | | Game Reserve 5.25 p.m. |
| Chief 6.15 a.m. | | Dlamini 5.30 p.m. |
| Manyanga 6.25 a.m. | | Mbango Store 5.40 p.m. |
| Mbango Store 6.35 a.m. | | Manyanga 5.55 p.m. |
| Dlamini 6.45 a.m. | | Chief 6.00 p.m. |
| Game Reserve 6.55 a.m. | | Tshembeni 6.10 p.m. |
| Mabaso 7.35 a.m. | | Siyiza 6.15 p.m. |
| Crossroad 7.40 a.m. | | Mosidrifi 6.25 p.m. |
| R. Catholic 7.50 a.m. | | Singeni 6.35 p.m. |
| | | Lower Mkuze 6.45 p.m. |

Scale of charges:

2.19c per km or part thereof.
Minimum fare: 10c.
Children under 12: One half adult fare, minimum 5c.
Public holidays and extra journeys as required.

(8) From Lower Mkuze to Ekuseni and return:

| <i>Depart</i> | | <i>Arrive</i> |
|-----------------------|--|-----------------------|
| Ekuseni 5.00 a.m. | | Lower Mkuze 7.00 a.m. |
| Matentwa 5.10 a.m. | | Mnyifiza 7.10 p.m. |
| Cattlesale 5.20 a.m. | | Gauche/s 7.20 p.m. |
| Mangobasch 5.25 a.m. | | Mangobasch 7.30 p.m. |
| Gauche/s 5.30 a.m. | | Cattlesale 7.35 p.m. |
| Mnyifiza 5.40 a.m. | | Matenjwa 7.45 p.m. |
| Lower Mkuze 6.00 a.m. | | Ekuseni 8.00 p.m. |

Scale of charges:

2.19c per km or part thereof.
Minimum fare: 10c.
Children under 12: One half adult fare, minimum 5c.
Public holidays and extra journeys as required.

AR1576 (1644) G—RSA. (2) Dresser South Africa (Pty) Ltd, New Germany; additional vehicles (applicant holds private permits). (3) Three pick-ups (two 1575 kg and one 1125 kg). (4) Spares for repairs and maintenance of earth-moving and road-making machinery, tools and employee's luggage. (5) Throughout the Republic of South Africa.

AR1577 (1560) B—SCOTTBURGH. (2) Leokie Singh, trading as Zuba Bus Service, Umkomaas; replacement of bus NX 1601 (80 passengers). (4) (i) Non-White and/or White persons who have organised themselves into a group, and their personal effects. (5) (i) From Umkomaas Railway Station to points within an area with a radius of 160 km of Umkomaas Railway Station. Subject to the explicit condition that the conveyance of such a group of persons may only be undertaken if the same group of persons undertake the forward and the return journey as a party for the exclusive mutual purpose to attend one or more of the following occasions: (i) wedding; (ii) a funeral; (iii) a religious gathering; (iv) sports meeting, either as competitors or as spectators; (v) a picnic or any other similar form of organised amusement or recreation. (4) (ii) and 5 (ii) As set out below:

Conveyance of:

1. Non-White passengers and their personal effects; from Amahlongwa Store to Scottburgh via Dududu, Plangweni and return. Subject to the restriction that no passengers be picked up or set down between Dududu and Plangweni.

2. Non-White passengers and their personal effects; from Umkomaas Railway Station to: (a) Gravesend Farm via Windy Ridge Terminal point 6 of a mile beyond old terminus and return via McLean, Patterson Streets and Roseneath; (b) to junction Old Main South Coast Road and the road

to Ilfracombe Railway Station via Patterson, McLean Streets and Roseneath; (c) Roseneath Branch Road at its junction with Old Main South Coast Road to Umgababa Railway Station via Drift Bridge and Old Main South Coast Road and return.

3. White S.A.I.C.C.O.R. employees and their personal effects; from Umkomaas Mansions via Brad Street, Bisset Street, Reynold Street, Moodie Street, Robinson Street, Emoyeni Street, Aqualera Avenue, McLean Street to S.A.I.C.C.O.R. factory via Shepstone Street and return.

4. Non-White passengers and their personal effects; from Fountain Head (terminal point Fountain Head Store) to Umkomaas Railway Station via Craigieburn, Roseneath, Hull Valley and return.

Time-table: Morning trips: Monday to Saturday

| <i>Depart</i> | |
|-------------------------|--|
| Umkomaas Mansions 06h30 | |
| Umkomaas Mansions 07h30 | |
| Saiccor Factory 08h15 | |
| <i>Arrive</i> | |
| Saiccor Factory 06h50 | |
| Saiccor Factory 07h50 | |
| Umkomaas Mansions 08h35 | |

Sunday

| <i>Depart</i> | |
|-------------------------|--|
| Umkomaas Mansions 07h30 | |
| Saiccor Factory 08h15 | |
| <i>Arrive</i> | |
| Saiccor Factory 07h50 | |
| Umkomaas Mansions 08h35 | |

Afternoon trips: Monday to Thursday

| <i>Depart</i> | |
|-------------------------|--|
| Umkomaas Mansions 15h30 | |
| Saiccor Factory 16h15 | |
| Saiccor Factory 16h50 | |
| Saiccor Factory 17h15 | |
| <i>Arrive</i> | |
| Saiccor Factory 15h50 | |
| Umkomaas Mansions 16h35 | |
| Widenham 17h00 | |
| Umkomaas Mansions 17h35 | |

Friday and Saturday

| <i>Depart</i> | |
|-------------------------|--|
| Umkomaas Mansions 15h30 | |
| Saiccor Factory 16h15 | |
| Saiccor Factory 17h00 | |
| <i>Arrive</i> | |
| Saiccor Factory 15h50 | |
| Umkomaas Mansions 16h35 | |
| Umkomaas Mansions 17h20 | |

Sunday

| <i>Depart</i> | |
|-------------------------|--|
| Umkomaas Mansions 15h30 | |
| Saiccor Factory 16h15 | |
| <i>Arrive</i> | |
| Saiccor Factory 15h50 | |
| Umkomaas Mansions 16h35 | |

Mondays to Saturdays

| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
|-------------------------|-----------------|-----------------|-------------------------|
| <i>Roseneath Branch</i> | <i>Umgababa</i> | <i>Umgababa</i> | <i>Roseneath Branch</i> |
| 05h10 | 05h55 | 06h10 | 06h55 |
| 08h20 | 09h05 | 10h00 | 11h00 |
| 12h00 | 12h45 | 15h15 | 16h15 |
| 17h00 | 17h45 | 18h15 | 19h00 |

Sundays

| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
|---------------|---------------|---------------|---------------|
| 07h00 | 07h45 | 09h15 | 10h00 |
| 14h00 | 14h45 | 15h30 | 16h15 |

Saturdays and additional trips

| <i>Depart</i> | <i>Arrive</i> | <i>Depart</i> | <i>Arrive</i> |
|---------------|---------------|---------------|---------------|
| 14h15 | 15h00 | 15h00 | 15h45 |

| <i>Mondays additional</i> | | | | Additional trips may be taken during peak hours between Scottburgh Railway Station and Plangweni. | | |
|---|--|--|---|--|-----------------------------------|-----------------------------------|
| <i>Depart</i> <i>Ilfracombe</i> <i>Branch</i> | <i>Arrive</i> <i>Umkomaas</i> | <i>Depart</i> <i>Umkomaas</i> | <i>Arrive</i> <i>Ilfracombe</i> <i>Branch</i> | Mornings: Two trips. Afternoons: Two trips. | | |
| 04h10 | 04h40 | 04h50 | 05h15 | | | |
| <i>Mondays to Fridays</i> | | | | <i>Mondays to Fridays</i> | | |
| 05h45 | 06h20 | — | 07h20 | <i>Amahlongwa Store</i> | <i>Plangweni</i> | <i>Scottburgh Railway Station</i> |
| 07h50 | 08h20 | 11h30 | 12h00 | <i>Depart</i> | <i>Depart</i> | <i>Depart</i> |
| 14h45 | 15h15 | 15h30 | 16h00 | 04h50 | — | 05h25 |
| 16h15 | 16h45 | 17h10 | 17h40 | — | 06h00 | 06h20 |
| 17h50 | 18h20 | 18h30 | 19h00 | 07h00 | — | 07h50 |
| 05h45 | 06h20 | 06h50 | 07h20 | — | 08h20 | 09h30 |
| 07h50 | 08h20 | 08h50 | 09h20 | — | 10h00 | 12h00 |
| 09h25 | 09h55 | 10h15 | 10h45 | 14h00 | — | 15h00 |
| 10h50 | 11h20 | 11h30 | 12h00 | 15h45 | — | 17h00 |
| 12h15 | 12h45 | 13h10 | 13h40 | 18h00 | — | 19h00 |
| 13h45 | 14h15 | 14h20 | 14h50 | <i>Saturdays</i> | | |
| 14h55 | 15h25 | 15h25 | 16h00 | 05h00 | — | 05h30 |
| 16h15 | 16h45 | 17h10 | 17h40 | — | 06h00 | 06h30 |
| 17h50 | 18h20 | 19h30 | 20h00 | 07h00 | — | 07h50 |
| <i>Mondays</i> | | | | — | 08h20 | 09h30 |
| <i>Depart</i> <i>Fountain</i> <i>Head</i> | <i>Arrive</i> <i>Umkomaas</i> <i>Station</i> | <i>Depart</i> <i>Umkomaas</i> <i>Station</i> | <i>Arrive</i> <i>Fountain</i> <i>Head</i> | — | 10h00 | 12h00 |
| 04h00 | 04h40 | 04h50 | 05h10 | — | 12h30 | 13h10 |
| 05h15 | 05h55 | 06h20 | 06h40 | 14h20 | — | 15h00 |
| 07h40 | 08h20 | 12h00 | 12h40 | 15h45 | — | 16h20 |
| 13h30 | 14h10 | 14h50 | 15h30 | 17h00 | — | 17h50 |
| 16h45 | 17h20 | 18h10 | 18h50 | 18h45 | — | 20h00 |
| <i>Tuesdays, Wednesdays and Thursdays</i> | | | | <i>Sundays</i> | | |
| 05h15 | 05h55 | 06h20 | 06h40 | 05h00 | — | 07h00 |
| 07h40 | 08h20 | 12h00 | 12h40 | 09h30 | — | 10h00 |
| 13h30 | 14h10 | 14h50 | 15h30 | 13h10 | — | 14h30 |
| 16h45 | 17h20 | 18h10 | 18h50 | 16h10 | — | 17h20 |
| <i>Fridays</i> | | | | 18h00 | — | 19h00 |
| 05h15 | 05h55 | 06h20 | 06h40 | Additional trips may be taken during peak hours between Scottburgh and Plangweni. | | |
| 07h40 | 08h20 | 12h00 | 12h40 | Morning: Two trips. Afternoon: Two trips. | | |
| 13h30 | 14h10 | 14h50 | 15h30 | | | |
| 16h25 | 17h05 | 17h15 | 17h55 | | | |
| 18h05 | 18h25 | 18h35 | 19h15 | | | |
| <i>Saturdays</i> | | | | <i>Mondays to Fridays</i> | | |
| 05h15 | 05h55 | 06h20 | 06h40 | <i>Amahlongwa Store</i> | <i>Plangweni</i> | <i>Scottburgh Railway Station</i> |
| 07h40 | 08h20 | 09h40 | 10h20 | <i>Depart</i> | <i>Depart</i> | <i>Depart</i> |
| 10h40 | 11h20 | 12h00 | 12h40 | 04h30 | — | 05h10 |
| 13h10 | 13h50 | 14h00 | 14h50 | — | 07h50 | 11h00 |
| 15h10 | 15h50 | 16h00 | 16h50 | 13h30 | — | 14h30 |
| <i>Mondays additional</i> | | | | 15h15 | — | 16h00 |
| <i>Depart</i> <i>Ilfracombe</i> <i>Branch</i> | <i>Arrive</i> <i>Umkomaas</i> | <i>Depart</i> <i>Umkomaas</i> | <i>Arrive</i> <i>Ilfracombe</i> <i>Branch</i> | 16h45 | — | 17h30 |
| 04h10 | 04h40 | 04h50 | 05h15 | <i>Saturdays</i> | | |
| <i>Mondays to Fridays</i> | | | | 07h40 | — | 09h00 |
| 05h45 | 06h20 | — | 07h20 | 10h10 | — | 11h00 |
| 07h50 | 08h20 | 11h30 | 12h00 | — | 11h30 | 12h40 |
| 14h45 | 15h15 | 15h30 | 16h00 | — | 13h00 | 14h30 |
| 16h15 | 16h45 | 17h10 | 17h40 | Additional trips may be taken during peak hours between Scottburgh Railway Station and Plangweni. | | |
| 17h50 | 18h20 | 18h30 | 19h00 | Mornings: Two trips. Afternoons: Two trips. | | |
| <i>Saturdays</i> | | | | <i>Mondays to Fridays</i> | | |
| 05h45 | 06h20 | 06h50 | 07h20 | <i>Amahlongwa Store</i> | <i>Scottburgh Railway Station</i> | |
| 07h50 | 08h20 | 08h50 | 09h20 | <i>Depart</i> | <i>Depart</i> | |
| 09h25 | 09h55 | 10h15 | 10h45 | 05h45 | 06h30 | |
| 10h50 | 11h20 | 11h30 | 12h00 | 07h50 | 10h20 | |
| 12h15 | 12h45 | 13h10 | 13h40 | 11h10 | 13h15 | |
| 13h45 | 14h15 | 14h20 | 14h50 | 14h30 | 15h30 | |
| 14h55 | 15h25 | 15h30 | 16h00 | 16h10 | 16h45 | |
| 16h15 | 16h45 | 17h10 | 17h40 | 17h20 | 18h00 | |
| 17h50 | 18h20 | 19h30 | 20h00 | <i>Saturdays</i> | | |
| <i>Mondays to Fridays</i> | | | | 04h40 | 05h40 | |
| <i>Amahlongwa Store</i> | <i>Plangweni</i> | <i>Scottburgh Railway Station</i> | | 06h00 | 06h40 | |
| <i>Depart</i> | <i>Depart</i> | <i>Depart</i> | | 08h00 | 10h00 | |
| 04h30 | — | 05h10 | | 11h00 | 12h15 | |
| — | 07h50 | 11h00 | | 12h55 | 13h30 | |
| 13h30 | — | 14h30 | | | | |
| 15h15 | — | 16h00 | | | | |
| 16h45 | — | 17h30 | | | | |
| <i>Saturdays</i> | | | | | | |
| 07h40 | — | 09h00 | | | | |
| 10h10 | — | 11h00 | | | | |
| — | 11h30 | 12h40 | | | | |
| — | 13h00 | 14h30 | | | | |

Additional trips may be taken during peak hours between Scottburgh Railway Station and Plangweni.

Mornings: Two trips.
Afternoons: Two trips.

Scale of charges

Mondays to Fridays

| Destination | Daily fare | Weekly fare |
|-------------------------------------|------------|-------------|
| | c | R |
| Umgababa to Roseneath..... | 35 | 3,00 |
| Umgababa to Ilfracombe Branch..... | 25 | 2,00 |
| Ilfracombe Branch to Drift..... | 12 | 1,00 |
| Ilfracombe Branch to Roseneath..... | 18 | 1,50 |
| Drift Bridge to Roseneath..... | 12 | 1,00 |
| Minimum fare..... | 12 | — |

Scale of charges

Mondays to Fridays

| Destination | Daily fare | Weekly fare |
|---------------------------------|------------|-------------|
| | c | R |
| Direct Passengers (Single)..... | 40 | 3,50 |

INTERMEDIATE PASSENGERS

Between Fountain Head Store and—

| | | |
|-------------------------|----|------|
| Ebenezer Church..... | 12 | 1,00 |
| Gravesend Branch..... | 18 | 1,50 |
| Hull Valley T-Room..... | 25 | 2,00 |
| Roseneath..... | 30 | 2,50 |
| Craigieburn..... | 35 | 3,00 |

Between Umkomaas Railway Station and—

| | | |
|-------------------------|----|------|
| Craigieburn..... | 12 | 1,00 |
| Roseneath..... | 18 | 1,50 |
| Hull Valley T-Room..... | 25 | 2,00 |
| Gravesend Branch..... | 30 | 2,50 |
| Ebenezer Church..... | 35 | 3,00 |
| Minimum fare..... | 12 | — |

Scale of charges

Mondays to Fridays

| Destination | Daily fare | Weekly fare |
|-----------------------------------|------------|-------------|
| | c | R |
| Amahlongwa to Scottburgh..... | 30 | 2,50 |
| Dubus T-Room to Scottburgh..... | 25 | 2,25 |
| Plangweni to Scottburgh..... | 25 | 2,25 |
| Road Junction to Scottburgh..... | 22 | 1,75 |
| Shinkela Kraal to Scottburgh..... | 18 | 1,50 |
| Amahlongwa to Scottburgh..... | 22 | 1,75 |
| Minimum fare..... | 15 | — |

AR/1578 (1594) G—DURBAN. (2) Kelly's Cartage (Pty) Ltd, Pinetown; additional vehicle with new authority. (3) One vehicle to be acquired. (4) Damaged fresh bread on the forward journey and C.K.D. Bread and cake trays on the return journey. All products loose and unpacked. (5) Between Durban and Riverside and vice versa.

AR/1579 (1603) G—RSA. (2) Grindrod Transport (Pty) Ltd, Jacobs; interchangeability of existing vehicles. (3) Fourteen existing vehicles. (4) and (5) As set out below:

1. Frozen fish and frozen vegetables (not tinned or bottled) and empty containers on return journey. Within the Province of Natal.

2. Particle board on behalf of Nova Board. Within (a) the Province of Natal; (b) a radius of 240 km of General Post Office, Durban.

3. Baskets, bedsprings, benches, book racks, cabinets, clocks, clothes carriers, clothes racks, heaters, fans, ironing boards, household kiosks, kists, knitting machines, household ladders, linoleum, lockers, paintings, pictures, room dividers (screens) sewing machines, speakers, household stands, household service trolleys, trays, vacuum cleaners, vegetable racks, radios and radiograms, barbecues, counters, refrigerators, grillers, stoves, washing machines, amplifiers, beach umbrellas, tape recorders, record players, electric kettles, toasters, glassware and porcelainware. Within a radius of 240 km of General Post Office, Durban. Excluding imported traffic in international size metal containers.

4. Glassware on behalf of K. Herb & Co. (Pty) Ltd. (a) Within the Province of Natal; (b) between points within the Province of Natal and points situated within a radius of 480 km of General Post Office, Durban, as well as Johannesburg.

5. (a) Employees and their personal luggage whilst on duty only with the holder of this public permit, provided that no charge is made for such conveyance. (b) Own tools and spare

parts for the bona fide repair, maintenance, erection or installation of electrical or mechanical machinery or equipment. (The conveyance of spares to supplement stocks is prohibited.) Within the Republic of South Africa.

6. Skin panels and motor body metal pressings not exceeding 1,25 mm gauge from Durban to (i) Port Elizabeth; (ii) Cape Town.

7. Chilled and frozen meat in electrical operated refer containers. From Estcourt to Durban for export purposes.

AR/1580 (1612) G—RSA. (2) Zwart & Swanepoel (Pty) Ltd, Durban; replacement of semi-trailer ND 91665. (3) One 20-ton semi-trailer to be acquired. (4) and (5) As set out below:

1. Crystalx stock lick on behalf of Pfizer Laboratories (Pty) Ltd. From Pietermaritzburg to farms and farmers co-operative societies. Within the Republic of South Africa.

2. Fertilizer. Within a radius of 24 km of General Post Office, Ladysmith.

3. E.D.B. concentrate in 20-litre and 100-litre metal containers. From Durban to farms and farmers co-operative societies. Within the Republic of South Africa.

4. Empty bags. From National Bag Manufacturing Company, Jacobs, to farms. Within the Republic of South Africa.

AR/1581 (1614) T—UMBUMBULU. (2) Abel Mapumulo, kwaMakhuta; replacement of motor-car NUL 832 (6 seater). (3) One m/bus—NUL 2073 (9 seater). (4) Non-White passengers and their personal effects. (5) Within a radius of 50 km of Madundulu Store, Umbumbulu.

AR/1582 (1607) T—CLERMONT. (2) Mbikelwa Malila, Clernaville; transfer of Public Permit PP92425 from Picard Matile. (3) One vehicle to be acquired. (4) Non-White passengers and their personal effects. (5) From points in Clermont Township to points within a radius of 25 km of General Post Office, Clermont, and return.

AR/1583 (1601) T — LOWER UMFOLOZI. (2) Joyce Mayise, Dalbridge; replacement of motor-car NUF 14130 (9 seater). (3) One minibus—NUF 3337 (9 seater). (4) Non-White passengers and their personal effects. (5) From Zomukhule B.C. School, District of Lower Umfolozi, to points within a radius of 50 km therefrom and return.

AR/1584 (1615) T—DURBAN. (2) Rajoovalu Naidoo, Chatsworth; replacement of motor-car ND 141-339 (6 seater). (3) One motor-car — ND 46844 (6 seater). (4) Non-White passengers and their personal effects. (5) Within a radius of 50 km of General Post Office, Durban.

AR/1585 (1611) T—DURBAN. (2) Prakash Jungbahadur, trading as Metro Taxi, Chatsworth; replacement of motor-car ND 147-326 (6 seater). (3) One motor-car—ND 70201 (6 seater). (4) Non-White passengers and their personal effects. (5) Within a radius of 50 km of General Post Office, Durban. Subject to the conditions that no passengers be conveyed between Durban and Montobella via Inanda and that no passengers be picked up or set down en route further.

AR/1586 (1609) T—UMZINTO. (2) Mkhulunyelwa Joshua Ndlovu, Umzinto; new public permit. (3) One vehicle to be acquired. (4) Black passengers and their personal effects. (5) Within a radius of 25 km of Kwangaye (Umzinto) and return.

AR/1587 (1613) T—CHATSWORTH. (2) Mohamed Haniff Ghanee, Durban; replacement of motor-car ND 6881 (6 seater). (3) One motor-car—ND 36527 (5 seater). (4) Non-White passengers and their personal effects. (5) Within a radius of 22 km of House 32, Road 617, Chatsworth Indian Township.

AR/1588 (1619) T—DURBAN. (2) Rajakumar Sookoo, Durban; replacement of ND 153-769 (7 seater). (3) One motor-car—ND 66451 (6 seater). (4) Non-White passengers and their personal effects. (5) (i) Within a radius of 50 km of General Post Office, Durban. (ii) Casual trips.

AR/1589 (1622) T—AMANZIMTOTI. (2) Alozia T. Njapa, Isipingo; additional vehicle. (3) One vehicle to be acquired. (4) Black passengers and their personal effects. (5) From points within a radius of 10 km of kwaMakhuta Clinic Amanzimtoti to points within a radius of 25 km therefrom and return. Subject to the condition that no point to point conveyance be undertaken within the Borough of Amanzimtoti.

AR/1590 (1620) T — UMLAZI. (2) Samson Mdalose, Isipingo Hills; replacement of motor-car ND 48682 (6 seater). (3) One m/bus—ND 202-368 (9 seater). (4) Non-White passengers and their personal effects. (5) From Isipingo to points within the Magisterial District of Umlazi and return.

WINDHOEK

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X13178, Windhoek, 9100, SWA.

Adres waarheen vertoë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X13178, Windhoek, 9100, SWA.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtafels en tarieflyste ter insae by Plaaslike Raad se kantore.

791022/OP155—KATUTURA. (2) N. Siriraka, Katutura; nuwe aansoek. (3) Een bus van 45 passasiers. (4) en (5) Soos per Bylae A.

BYLAE A

Nie-Blanke persone en hulle persoonlike bagasie. Vanaf (a) Huis OD11/56 te Katutura; (b) Seeisvulstasie te Seeis; (c) Omitara Hotel te Omitara; en (d) Steinhausenpolisiekantoor na Poste 1, 2, 3, 5, 10, 4, 6, 7, 9 en 8 geleë in Hereroland-Oos oor die volgende roete:

Vanaf Huis OD11/56 te Katutura, Windhoek, word 'n ongenoemde weg gevolg tot by die aansluiting met Dr. Michael Dekockstraat, dan met Dr. Michael Dekockstraat, Kaiserstraat, Klein Windhoekweg, Gobabisweg tot by die aansluiting met die Windhoek/Gobabishoofpad, dan met laasgenoemde hoofpad tot by die aansluiting met 'n ongenoemde weg wat na Seeisvulstasie lei, dan met laasgenoemde pad tot by Seeisvulstasie, vanaf Seeisvulstasie word 'n ongenoemde weg gevolg wat na die Windhoek/Gobabishoofpad lei, dan met laasgenoemde hoofpad tot by die aansluiting van die Omitara-hoofpad, dan met laasgenoemde hoofpad tot by die aansluiting van die Omitara/Gobabishoofpad, dan met laasgenoemde hoofpad tot by die stilhouplek regoor die Omitara Hotel waar daar omgedraai en die Gobabis/Omitarahoofpad gevolg word tot by die aansluiting met die Omitara/Steinhausenhoofpad, dan met laasgenoemde hoofpad tot by die stilhouplek regoor Steinhausenpolisiekantoor, daarvandaan word die Steinhausen/Otjinenehoofpad gevolg tot by die plaas Alaska 219, geleë binne die landdrosdistrik Gobabis, waar regs gedraai word en die pad oor die volgende plase geleë binne die landdrosdistrik Gobabis gevolg word: Oka-seka 218, Cordova 217, Stella 237, Combumbi 238, Cook 239, Van Zyl 244, Okatjomboa 243, Otjomanga 258, Waldhoh 257, Sunnyside 261, Kanduve 254, Stanley 251, Du Plessis 250, Epukiro 268, Rusplaas 692, Rosenhof 685 en Ombiriru 684 tot by die grens van Hereroland-Oos en daarvandaan oor ongenoemde weë na Poste 1, 2, 3, 5, 10, 4, 6, 7, 9 en 8 en terug oor dieselfde roete onderhewig aan die voorwaarde dat op die heenreis vanaf Windhoek persone slegs te (a) Huis OD11/56, Katutura, Windhoek; (b) Seeisvulstasie; (c) Omitara Hotel; en (d) Steinhausenpolisiekantoor opgelaa en te Poste 1, 2, 3, 5, 10, 4, 6, 7, 9 en 8 afgelaa mag word en dat op die reis vanaf Pos 8 na OD11/66, Katutura, Windhoek, persone slegs by die voorgenoemde poste opgelaa mag word en te die genoemde plekke (a), (b), (c) en (d) afgelaa mag word.

Tydtafel

Vrydae

| | Aankoms | Vertrek | Afstand |
|-----------------------------|---------|---------|---------|
| | | | km |
| OD11/66, Katutura, Windhoek | — | 19h00 | — |
| Seeis vulstasie, Seeis | 19h40 | 19h50 | 52 |
| Omitara Hotel, Omitara | 20h40 | 20h50 | 112 |
| Steinhausen polisiekantoor | 22h10 | 22h20 | 214 |

Saterdag

| | Aankoms | Vertrek | Afstand |
|----------------------|---------|---------|---------|
| | | | km |
| Pos 1 Otjozondjima | 01h00 | 01h10 | 353 |
| Pos 2 Okozondja | 01h20 | 01h30 | 355 |
| Pos 3 Omauezonjanda | 01h45 | 01h30 | 359 |
| Pos 5 Kalkpan | 02h20 | 02h30 | 367 |
| Pos 10 Okovimburu | 02h55 | 03h05 | 375 |
| Pos 4 Ohakavena | 03h25 | 03h35 | 381 |
| Pos 6 Otjijere | 04h10 | 04h20 | 394 |
| Pos 7 Ovinjuru | 05h05 | 05h15 | 410 |
| Pos 9 Okatuuo | 05h50 | 06h00 | 423 |
| Pos 8 Otjimanangombe | 06h55 | — | 440 |

Sondae

| | Aankoms | Vertrek | Afstand |
|----------------------------|---------|---------|---------|
| | | | km |
| Pos 8 Otjimanangombe | — | 13h00 | — |
| Pos 9 Okatuuo | 14h05 | 14h15 | 17 |
| Pos 7 Ovinjuru | 14h50 | 15h00 | 30 |
| Pos 6 Otjijere | 15h45 | 15h55 | 46 |
| Pos 4 Ohakavena | 16h30 | 16h40 | 59 |
| Pos 10 Okovimburu | 17h00 | 17h10 | 65 |
| Pos 5 Kalkpan | 17h35 | 17h45 | 73 |
| Pos 3 Omauezonjanda | 18h10 | 18h20 | 81 |
| Pos 2 Okozondje | 18h35 | 18h45 | 85 |
| Pos 1 Otjozondjima | 18h50 | 19h00 | 87 |
| Steinhausen polisiekantoor | 21h40 | 21h50 | 226 |
| Omitara Hotel, Omitara | 23h10 | 23h20 | 328 |

Maandae

| | Aankoms | Vertrek | Afstand |
|----------------------------|---------|---------|---------|
| | | | km |
| Seeis Vulstasie, Seeis | 00h10 | 00h00 | 388 |
| OD11/66 Katutura, Windhoek | 01h00 | — | 440 |

Tariewe:

2c per volwasse persoon per km.

1c per kind onder die ouderdom van 12 jaar.

791022/OP157—KAAPSTAD. (2) Suid-Afrikaanse Spoorweë en Hawens, Kaapstad; bykomende magtiging. (3) Vier leunwaens van 18 ton elk. (4) Botter (maar uitgesluit kunsbotter), kaas, vars room, roomys, joghurt, vars vleis, vars vis asook vars vrugte en groente maar uitgesluit ingemaakte vrugte en groente. (5) Vanaf 'n plek op die Suidwes-Afrika/RSA-grens te Noordoewer na plekke geleë binne Suidwes-Afrika en vanaf plekke geleë binne Suidwes-Afrika na die SWA/RSA-grens te Noordoewer.

791025/OP161—WINDHOEK. (2) E. Kaverua, Windhoek; additional vehicle. (3) One bus (9 persons). (4) Non-White persons and their personal effects. (5) (a) Within Windhoek municipal area; and (5) (b) from a place within Windhoek municipal area over weekends to places within South West Africa and return.

791029/OP163 — OTAVI / ONDANGWA / OSHAKATI. (2) Noordelike Transport (Edms.) Bpk., handeldrywende as Noordelike Transport, Otavi; bykomende magtiging. (3) Soos per Bylae A. (4) Mielie-meel. (5) Vanaf persele van Sentraal Westelike Koöperatiewe Maatskappy Bpk., Otavi, na Ondangwa en Oshakati.

BYLAE A

| |
|------------------------|
| SE 1250—v/m—15 ton. |
| SE 1320—sl/wa—10 ton. |
| SE 436—v/m—10 ton. |
| SE 439—sl/wa—10 ton. |
| SE 1263—v/m—10 ton. |
| SE 1264—sl/wa—10 ton. |
| SE 428—v/m—10 ton. |
| SE 465—sl/wa—10 ton. |
| SE 316—v/m—10 ton. |
| SE 767—sl/wa—10 ton. |
| SE 287—v/m—10 ton. |
| SE 759—sl/wa—8 636 kg. |
| SE 744—v/m—10 ton. |
| SE 805—sl/wa—10 ton. |
| SE 730—v/m—5 914 kg. |
| SE 1074—v/m—1 180 kg. |
| SE 354—v/m—9 880 kg. |
| SE 355—sl/wa—9 070 kg. |

791030/OP164—SWA. (2) Salz-Gossow-Transport (Pty) Ltd, Swakopmund; additional vehicles. (3) One semi-trailer of 22 000 kg; one semi-trailer of 20 000 kg and one trailer of 10 000 kg to be acquired. (4) and (5) As per Annexure A.

ANNEXURE A

1. Goods, all classes, on behalf of and belonging to Whites.

(a) Within the municipal area of Swakopmund.

(b) Within the Magisterial District of Swakopmund, subject to the condition that no such goods may be loaded at a place or farm situated on a rail or regular road motor transport service for which a public road carrier permit has been

issued, if such goods are to be off-loaded at any other place or farm situated on the same rail or road motor transport route or any other regular road motor transport service which forms a link with such rail, route or service, if the holder(s) of the public road carrier permit(s) issued in respect of the said service(s) is/are serving the place or is/are prepared to serve such places.

2. Sand, stone, gravel, soil, kraalmanure, firewood and bricks. Within the Magisterial District of Swakopmund.

3. Sand, stone, gravel, ready mixed mortar, bricks, paving slabs, concrete lintels. Between places within the municipal area of Swakopmund and places within the municipal area of Walvis Bay.

4. Livestock. Within the Magisterial District of Swakopmund.

5. Sand, stone, soil and bricks. Within a radius of 50 km calculated from Post Office, Kalkfeld, subject to the condition that no sand be conveyed from the farms Hillenhof 28, Waltershausen 135, Yakadongha 42 and Ohiva 28 to Erundu Siding.

6. Iron ore. From the farms Eisenberg 78 and Hedwigstal 77. Within the Magisterial District of Otjiwarongo, to Kalkfeld.

7. Goods, all classes. Between Swakopmund and Strathmore Tin Mine (formerly known as Molopo Tin Mine) and within a radius of 10 km calculated from Strathmore Tin Mine, subject to the condition that no goods be set down or picked up at Henties Bay.

8. Goods, all classes. Along the coast between Swakopmund and the Unjab River, subject to the condition that no goods be set down or picked up at Henties Bay.

9. Goods, all classes. Within the portion of the Magisterial District of Outjo West of the Police zone and between the Unjab River and Hoanib River.

10. Goods, all classes. Between Swakopmund and B. du Preez Diamond Mine plus minus one mile south of Henties Bay.

11. Goods, all classes (and White passengers in driver's cabin only) and Non-White passengers. From and to the portion of the Magisterial District of Karibib, situated between the Khan and Swakop Rivers, west of and including the farms Tsawisis, Ubib 75 and Dorst River 15 to and from Swakopmund via Arcadia 80.

12. Grude and untreated ores. From Swakopmund to Walvis Bay.

13. Own goods in the course of the holder's business as a cartage contractor and salt producer. Within a radius of 50 km calculated from the holder's own bona fide places of business at Swakopmund, Cape Cross and Kalkfeld.

14. Own defective mechanical plant for urgent repairs. Between (i) Kalkfeld and Otjiwarongo. (ii) Swakopmund and Kalkfeld. (iii) Kalkfeld and Windhoek. (iv) Swakopmund and Windhoek.

15. Own tools, machinery, earthmoving equipment for own use only and own employees (provided that no charge is made for such conveyance) in the course of their employment. Within a radius of 400 km calculated from own place of business at Swakopmund.

16. Own spare parts (for own use only) to be used for immediate repairs of own transport and earthmoving equipment which have to be repaired urgently after breakdowns but excluding delivery to any business premises to replenish stocks. Within a radius of 400 km calculated from holder's own bona fide place of business at Swakopmund.

17. Own Non-White employees (provided that no charge is made for such conveyance). Between their places of residence and place of employment. Within a radius of 15 km of Post Office, Swakopmund.

18. Goods, all classes, belonging to and on behalf of Whites. Between Swakopmund and Torra Bay via the Swakopmund-Henties Bay Road, the Henties Bay-Sorris-Sorris-Welwitschia Road, the Welwitschia-Mesopotanië Road and the Mesopotanië-Torra Bay Road, subject to the condition that that no goods may be picked up or set down between Swakopmund exclusively and Welwitschia inclusive, and subject to the condition that the holder of the public road carrier permit shall not deviate further than 35 crow flight km off the described route.

19. Goods all classes, on behalf of and belonging to Whites. From and to Swakopmund to and from Vlotzka Baken, Strathmore Tin Mine, Cape Cross Petalite Mine, Cape Cross, Toscanini, Torra Bay, Strathmore Diamond Mine, Consolidated Diamond Mine Camp and Möwe Bay, with the provision that no goods may be picked up or off-loaded at Henties Bay.

Time-table: Regular service departing on Tuesday from Swakopmund and return to Swakopmund on Tuesday or Wednesday.

20. Goods, all classes and passengers (White passengers in the driver's cabin only). Between Omaruru and (i) Brandberg West Mine via Kohero, and (ii) Uis Tin Mine and within a radius of 10 km calculated from Brandberg West Mine and Uis Tin Mine.

21. Goods, all classes and passengers (White passengers in driver's cabin only). (i) Between Omaruru and Hundigas Mine via Kohero and within a radius of 10 km calculated from Hundigas Mine. (ii) Between Omaruru and Kransberg Mine and within a radius of 10 km. (iii) Between Omaruru and Ondangwa Mine and within a radius of 10 km calculated from Ondangwa Mine. (iv) Between Omaruru and Uis Tin Mine via Neineis and within a radius of 10 km calculated from Uis Tin Mine. (v) Between Usakos and Uis Tin Mine via Neineis and within a radius of 10 km calculated from Uis Tin Mine. (vi) Between Swakopmund and Tin Mine via Neineis and within a radius of 10 km calculated from Uis Tin Mine. (vii) Between Swakopmund and Uis Tin Mine direct and within a radius of 10 km calculated from Uis Tin Mine. Provided that no through passengers or goods be conveyed between (a) Swakopmund and Usakos, and (b) Swakopmund and Omaruru.

22. Goods, all classes, and passengers (White passengers in the driver's cabin only). Between Swakopmund and Khan Mine and within a radius of 10 km calculated from Khan Mine.

23. Goods, all classes, and passengers (White passengers in the driver's cabin only). Between Outjo and Kunene via Kamanjab, subject to the condition that no passengers or goods be picked up or set down between Outjo and farm Weis-brunn 192.

24. Goods, all classes, and passengers (White passengers in driver's cabin only). Between Swakopmund and the Kunene River, subject to the condition that no goods or passengers be picked up or set down at Henties Bay.

25. Goods, all classes, and passengers (White passengers in the driver's cabin only). Between Walvis Bay and New Copper Mine (situated approximately 8 km of the Kuiseb River) via Rooibank and within a radius of 10 km calculated from the New Copper Mine.

26. Rough untreated ore and uncrated machinery on behalf of Uis Tin Mine and Brandberg West Mine. From Uis Tin Mine and Brandberg West Mine to Walvis Bay.

27. Building material, machinery, spare parts and stocks on behalf of Uis Tin Mine and Brandberg West Mine. From Walvis Bay to Brandberg West Mine and Uis Tin Mine and within a radius of 10 km calculated from Brandberg West and Uis Tin Mine.

28. Goods, all classes. Within the portion of the Magisterial District of Swakopmund, situated north of the Omaruru River, subject to the condition that no such goods may be loaded at a place or farm situated on a rail or regular road motor transport service for which a public road carrier permit has been issued if such goods are to be off-loaded at any other place situated on the same rail or road motor transport route or any other regular road motor transport service which forms a link with such rail route or service, if the holder(s) of the public road carrier permit(s) issued in respect of the said service(s) is/are serving the places or is/are prepared to serve such places.

29. Fuel on behalf of Shell Co. From the depot at Swakopmund to places situated within a radius of 50 km calculated from Shell Depot at Swakopmund.

30. Explosives. Within a radius of 160 km calculated from General Post Office, Swakopmund.

31. Goods, all classes, and passengers (White passengers in the drivers' cabin only). From Swakopmund to Uis Tin Mine and within a radius of 10 km calculated from Uis Tin Mine.

Time-table:

(a) Regular service departing Monday evening from Swakopmund and returning Tuesday afternoon from Uis Tin Mine.

(b) Regular service departing Thursday evening from Swakopmund and returning Friday afternoon from Uis Tin Mine.

32. Goods, all classes, and passengers (White passengers in the drivers' cabin only). From Swakopmund to Brandberg West Mine and within a radius of 10 km calculated from Brandberg West Mine.

Time-table: Regular service departing Wednesday evening from Swakopmund and returning Thursday afternoon from Brandberg West Mine.

33. Fuel in bulk. From Walvis Bay to places situated within the Magisterial District of Outjo, excluding the municipal area of Outjo and within the proviso that no such goods loaded at a place or farm situated on a rail or regular road motor transport service, for which a public road carrier permit has been issued may be off-loaded at any other place or farm situated on the same rail or road motor transport route or any other regular road motor transport service which forms a link with such rail-route or service if the holder(s) of the public road carrier permit(s) issued in respect of the said service(s) is/are serving the points or is/are prepared to serve such points.

34. Fuel in bulk, building materials, machinery, spare parts and general supplies. From Walvis Bay to (a) places within the Magisterial District of Swakopmund, excluding delivery to within the municipal area of Swakopmund. (b) Strathmore Tin Mine. (c) Places along the coast between Swakopmund and the Unjab River. (d) Places within the portion of the Magisterial District of Outjo West of the Police zone and between the Unjab and Hoanib Rivers. (e) Places within the portion of the Magisterial District of Karibib situated between the Khan and Swakopmund Rivers, west of and including the farms Tsawisis, Ubin 75 and Dorst River 15 (f) to Torra Bay via Swakopmund-Henties Bay Road, Henties Bay - Sorris - Sorris - Welwitschia - Messopotanië Road and Messopotanië-Torra Bay Road, subject to the condition that no goods be picked up or set down at Welwitschia and subject to the further condition that the holder of this public road carrier permit shall not deviate further than 35 crow flight km off the described route. (g) Vlotzka Baken, Strathmore Tin Mine, Cape Cross Toscanini, Torra Bay, Strathmore Diamond Camp and Möwe Bay.

Time-table: Regular service departing on Tuesday from Swakopmund and returning to Swakopmund on Tuesday or Wednesday and special trips as and when required. (h) Brandberg West Mine and within a radius of 10 km calculated from Brandberg West Mine. (i) Uis Tin Mine and within a radius of 10 km calculated from Uis Tin Mine. (j) Khan Mine and within a radius of 10 km calculated from Khan Mine. (k) Kunene River. (l) Places within that portion of the Magisterial District of Swakopmund, situated north of the Omaruru River. (m) Uis Tin Mine and within a radius of 10 km calculated from Uis Tin Mine.

Time-table: Regular service departing Monday evening from Walvis Bay and returning Tuesday afternoon from Uis Tin Mine. Regular service departing Thursday evening from Walvis Bay and returning Friday afternoon from Uis Tin Mine. (n) Brandberg West Mine and within a radius of 10 km calculated from Brandberg West Mine.

Time-table: Regular service departing Wednesday evening from Walvis Bay and returning Thursday afternoon from Brandberg West Mine.

791030/OP165—SWA. (2) Salz-Gossow-Transport (Pty) Ltd, Swakopmund; replacement of vehicles. (3) Two semi-trailers of 20 000 kg and two trailers of 10 000 kg to be acquired. (4) and (5) As per Annexure A.

ANNEXURE A

1. Goods, all classes, on behalf of and belonging to Whites.

(a) Within the municipal area of Swakopmund.

(b) Within the Magisterial District of Swakopmund, subject to the condition that no such goods may be loaded at a place or farm situated on a rail or regular road motor transport service for which a public road carrier permit has been

issued, if such goods are to be off-loaded at any other place or farm situated on the same rail or road motor transport route or any other regular road motor transport service which forms a link with such rail, route or service, if the holder(s) of the road carrier permit(s) issued in respect of the said service(s) is/are serving the place or is/are prepared to serve such places.

2. Sand, stone, gravel, soil, kraalmanure, firewood and bricks. Within the Magisterial District of Swakopmund.

3. Sand, stone, gravel, ready mixed mortar, bricks, paving slabs, concrete lintels. Between places within the municipal area of Swakopmund and places within the municipal area of Walvis Bay.

4. Livestock. Within the Magisterial District of Swakopmund.

5. Sand, stone, soil and bricks. Within a radius of 50 km calculated from Post Office, Kalkfeld, subject to the condition that no sand be conveyed from the farms Hillenhof 28, Waltershausen 135, Yakadongha 42 and Ohiva 28 to Erundu Siding.

6. Iron ore. From the farms Eisenberg 78 and Hedwigstal 77. Within the Magisterial District of Otjiwarongo, to Kalkfeld.

7. Goods, all classes. Between Swakopmund and Strathmore Tin Mine (formerly known as Molopo Tin Mine) and within a radius of 10 km calculated from Strathmore Tin Mine, subject to the condition that no goods be set down or picked up at Henties Bay.

8. Goods, all classes. Along the coast between Swakopmund and the Unjab River, subject to the condition that no goods be set down or picked up at Henties Bay.

9. Goods, all classes. Within the portion of the Magisterial District of Outjo West of the Police zone and between the Unjab River and Hoanib River.

10. Goods, all classes. Between Swakopmund and B. du Preez Diamond Mine plus minus one mile south of Henties Bay.

11. Goods, all classes (and White passengers in drivers' cabin only) and Non-White passengers. From and to the portion of the Magisterial District of Karibib, situated between Khan and Swakop Rivers, west of and including the farms Tsawisis, Ubin 75 and Dorst River 15 to and from Swakopmund via Arcadia 80.

12. Crude and untreated ores. From Swakopmund to Walvis Bay.

13. Own goods in the course of the holder's business as a cartage contractor and salt producer. Within a radius of 50 km calculated from the holder's own bona fide places of business at Swakopmund, Cape Cross and Kalkfeld.

14. Own defective mechanical plant for urgent repairs. Between (i) Kalkfeld and Otjiwarongo. (ii) Swakopmund and Kalkfeld. (iii) Kalkfeld and Windhoek. (iv) Swakopmund and Windhoek.

15. Own tools, machinery, earthmoving equipment for own use only and own employees (provided that no charge is made for such conveyance) in the course of their employment. Within a radius of 400 km calculated from own place of business at Swakopmund.

16. Own spare parts (for own use only) to be used for immediate repairs of own transport and earthmoving equipment which have to be repaired urgently after breakdowns but excluding delivery to any business premises to replenish stocks. Within a radius of 400 km calculated from holder's own bona fide place of business at Swakopmund.

17. Own Non-White employees (provided that no charge is made for such conveyance). Between their places of residence and place of employment. Within a radius of 15 km of Post Office, Swakopmund.

18. Goods, all classes, belonging to and on behalf of Whites. Between Swakopmund and Torra Bay via Swakopmund-Henties Bay Road, the Henties Bay Sorris-Sorris-Welwitschia Road, the Welwitschia-Mesopotanië Road and the Mesopotanië-Torra Bay Road, subject to the condition that no goods may be picked up or set down between Swakopmund exclusively and Welwitschia inclusive, and subject to the condition that the holder of the public road carrier permit shall not deviate further than 35 crow flight km off the described route.

19. Goods, all classes, on behalf of and belonging to Whites: From and to Swakopmund to and from Vlotzka Baken, Strathmore Tin Mine, Cape Cross Petalite Mine, Cape Cross, Toscanini, Torra Bay, Strathmore Diamond Mine, Consolidated Diamond Mine Camp and Möwe Bay, with the provision that no goods may be picked up or off-loaded at Henties Bay.

Time-table: Regular service departing on Tuesday from Swakopmund and return to Swakopmund on Tuesday or Wednesday.

20. Goods, all classes and passengers (White passengers in the drivers cabin only). Between Omaruru and (i) Brandberg West Mine via Kohero, and (ii) Uis Tin Mine and within a radius of 10 km calculated from Brandberg West Mine and Uis Tin Mine.

21. Goods, all classes and passengers (White passengers in drivers cabin only). (i) Between Omaruru and Hundigas Mine via Kohero and within a radius of 10 km calculated from Hundigas Mine. (ii) Between Omaruru and Kransberg Mine and within a radius of 10 km. (iii) Between Omaruru and Ondangwa Mine and within a radius of 10 km calculated from Ondangwa Mine. (iv) Between Omaruru and Uis Tin Mine via Neineis and within a radius of 10 km calculated from Uis Tin Mine. (v) Between Usakos and Uis Tin Mine via Neineis and within a radius of 10 km calculated from Uis Tin Mine. (vi) Between Swakopmund and Uis Tin Mine via Neineis and within a radius of 10 km calculated from Uis Tin Mine. (vii) Between Swakopmund and Uis Tin Mine direct and within a radius of 10 km calculated from Uis Tin Mine. Provided that no through passengers or goods be conveyed between (a) Swakopmund and Usakos, and (b) Swakopmund and Omaruru.

22. Goods, all classes, and passengers (White passengers in the drivers cabin only). Between Swakopmund and Khan Mine and within a radius of 10 km calculated from Khan Mine.

23. Goods, all classes, and passengers (White passengers in the drivers cabin only). Between Outjo and Kunene via Kamanjab, subject to the condition that no passengers or goods be picked up or set down between Outjo and farm Weis-brunn 192.

24. Goods, all classes, and passengers (White passengers in drivers cabin only). Between Swakopmund and the Kunene River, subject to the condition that no goods or passengers be picked up or set down at Henties Bay.

25. Goods, all classes, and passengers (White passengers in the drivers cabin only). Between Walvis Bay and New Copper Mine (situated approximately 8 km of the Kuiseb River) via Rooibank and within a radius of 10 km calculated from the New Copper Mine.

26. Rough untreated ore and uncrated machinery on behalf of Uis Tin Mine and Brandberg West Mine. From Uis Tin Mine and Brandberg West Mine to Walvis Bay.

27. Building material, machinery, spare parts and stocks on behalf of Uis Tin Mine and Brandberg West Mine. From Walvis Bay to Brandberg West Mine and Uis Tin Mine and within a radius of 10 km calculated from Brandberg West and Uis Tin Mine.

28. Goods, all classes. Within the portion of the Magisterial District of Swakopmund, situated north of the Omaruru River, subject to the condition that no such goods may be loaded at a place or farm situated on a rail or regular road motor transport service for which a public road carrier permit has been issued if such goods are to be off-loaded at any other place situated on the same rail or road motor transport route or any other regular road motor transport service which forms a link with such rail-route or service, if the holder(s) of the public road carrier permit(s) issued in respect of the said service(s) is/are serving the places or is/are prepared to serve such places.

29. Fuel on behalf of Shell Co. From the depot at Swakopmund to places situated within a radius of 50 km calculated from Shell Depot at Swakopmund.

30. Explosives. Within a radius of 160 km calculated from General Post Office, Swakopmund.

31. Goods, all classes, and passengers (White passengers in the drivers cabin only). From Swakopmund to Uis Tin Mine and within a radius of 10 km calculated from Uis Tin Mine.

Time-table:

(a) Regular service departing Monday evening from Swakopmund and returning Tuesday afternoon from Uis Tin Mine.

(b) Regular service departing Thursday evening from Swakopmund and returning Friday afternoon from Uis Tin Mine.

32. Goods, all classes, and passengers (White passengers in the drivers cabin only). From Swakopmund to Brandberg West Mine and within a radius of 10 km calculated from Brandberg West Mine.

Time-table: Regular service departing Wednesday evening from Swakopmund and returning Thursday afternoon from Brandberg West Mine.

33. Fuel in bulk. From Walvis Bay to places situated within the Magisterial District of Outjo, excluding the municipal area of Outjo and within the proviso that no such goods loaded at a place or farm situated on a rail or regular road motor transport service, for which a public road carrier permit has been issued may be off-loaded at any other place or farm situated on the same rail or road motor transport route or any other regular road motor transport service which forms a link with such rail-route or service if the holder(s) of the public road carrier permit(s) issued in respect of the said service(s) is/are serving the points or is/are prepared to serve such points.

34. Fuel in bulk, building materials, machinery, spare parts and general supplies. From Walvis Bay to (a) places within the Magisterial District of Swakopmund, excluding delivery to within the municipal area of Swakopmund. (b) Strathmore Tin Mine. (c) Places along the coast between Swakopmund and the Unjab River. (d) Places within the portion of the Magisterial District of Outjo West of the Police zone and between the Unjab and Hoanib Rivers. (e) Places within the portion of the Magisterial District of Karibib situated between the Khan and Swakopmund Rivers, west of and including the farms Tsawisis, Ubin 75 and Dorst River 15 (f) to Torra Bay via Swakopmund-Henties Bay Road, Henties Bay-Sorris-Welwitschia-Messopotanië Road and Messopotanië-Torro Bay Road, subject to the condition that no goods be picked up or set down at Welwitschia and subject to the further condition that the holder of this public road carrier permit shall not deviate further than 35 crow flight km off the described route. (g) Vlotzka Baken, Strathmore Tin Mine, Cape Cross Toscanini, Torra Bay, Strathmore Diamond Camp and Möwe Bay.

Time-table: Regular service departing on Tuesday from Swakopmund and returning to Swakopmund on Tuesday or Wednesday and special trips as and when required. (h) Brandberg West Mine and within a radius of 10 km calculated from Brandberg West Mine. (i) Uis Tin Mine and within a radius of 10 km calculated from Uis Tin Mine. (j) Khan Mine and within a radius of 10 km calculated from Khan Mine. (k) Kunene River. (l) Places within that portion of the Magisterial District of Swakopmund, situated north of the Omaruru River. (m) Uis Tin Mine and within a radius of 10 km calculated from Uis Tin Mine.

Time-table: Regular service departing Monday evening from Walvis Bay and returning Tuesday afternoon from Uis Tin Mine. Regular service departing Thursday evening from Walvis Bay and returning Friday afternoon from Uis Tin Mine. (n) Brandberg West Mine and within a radius of 10 km calculated from Brandberg West Mine.

Time-table: Regular service departing Wednesday evening from Walvis Bay and returning Thursday afternoon from Brandberg West Mine.

791031/OP166—HEREROLAND. (2) B. Murangi, handel-drywende as B. Murangi Transport, Epukiroreservaat; eerste aansoek. (3) SW 50961—vragmotor—9 860 kg. (4) Alle soorte goedere. (5) (a) Vanaf plekke geleë binne Epukiroreservaat na Gobabis. (5) (b) Vanaf plekke geleë binne Epukiroreservaat na Windhoek, Otjinene, Okakarara, Rietfontein en plekke geleë binne Aminiusereservaat asook. (5) (c) Vanaf plekke geleë binne Epukiroreservaat na enige plek geleë binne Hereroland soos deur die Hererosake Kommissaris bepaal sal word.

791106/OP167—SWA. (2) B. T. Lully, handeldrywende as Lully Sales, Katutura; eerste aansoek. (3) SW 51804—mini-bus—11 sitplekke. (4) Fabrieksgoedere. (5) Binne Suidwes-Afrika.

791107/OP168—ONDANGWA. (2) S. Kuejo, handeldrywende as T K B F-busdiens, Ondangwa, Ondangwa; bykomende magtiging, wysiging van roete en wysiging van tydtafel en tariewe. (3) SBA 250—bus—25 sittendes. (4) en (5) Soos per Bylae A en B.

BYLAE A

1. Bantoe passasiers en hul persoonlike bagasie. Vanaf Ondangwa met die Grootfonteinhoofpad tot by die afdraaipad na Tsumeb, en deur Tsumebhoofstraat tot by die Trekvlustasie te Tsumeb, en daarvandaan verder deur die hoofstraat te Tsumeb na die Grootfontein/Tsumebhoofpad en met gemelde hoofpad tot by Kavangoweg in Grootfontein, dan regs met ongenoemde weg oor spoorlyn reguit na kantoor van afdeling Nie-Blanke Sake in Nie-Blanke woonbuurt en terug oor dieselfde roete.

Tydtabel:

Heenreis—Op Maandae, Woensdae en Vrydae:

Vertrek:

Ondangwa 08h00.
Oshivelo 10h30.
Tsumeb 12h00.

Arriveer:

Oshivelo 10h00.
Tsumeb 11h30.
Grootfontein 13h00.

Terugreis—Op Dinsdae, Donderdae en Saterdag:

Vertrek:

Grootfontein 13h00.
Tsumeb 14h15.
Oshivelo 16h00.

Arriveer:

Tsumeb 14h00.
Oshivelo 15h15.
Ondangwa 18h00.

Tarief:

4c per volwassene per km.
2c per kind of student per km.

2. Bantoe passasiers en hulle persoonlike bagasie. Vanaf Ondangwa met hoofpad na Windhoek tot by die uitdraaipad na Tsumeb, dan met die uitdraaipad na Tsumebhoofstraat tot by die hoofweg na Windhoek, en met die hoofweg oor Otavi, Otjiwarongo en Okahandja tot by die Katuturasirkel by Windhoek, en vanaf die sirkel met kortste roete na Owambo-Kampong in Katutura en terug oor dieselfde roete onderhewig aan die voorwaarde dat geen persone onderweg tussen Ondangwa en Windhoek opgelaa of afgelaa mag word nie.

Tydtabel:

Heenreis—Op Maandae en Donderdae:

Vertrek:

Ondangwa 12h00.
Oshivelo 15h00.
Tsumeb 16h15.
Otjiwarongo 19h00.
Okahandja 21h30.

Arriveer:

Oshivelo 14h00.
Tsumeb (Trekvlustasie in hoofweg): 16h00.
Otjiwarongo (Otjiwarongo Ford): 18h45.
Okahandja: 21h15.
Windhoek (Katutura): 22h30.
Terugreis—Op Dinsdae en Vrydae:

Vertrek:

Windhoek 18h00.
Okahandja 19h15.
Otjiwarongo 22h00.
Tsumeb 00h45.

Arriveer:

Okahandja 19h00.
Otjiwarongo 21h45.
Tsumeb 00h30.
Ondangwa (op Woensdae en Saterdag): 12h00.

Tarief:

4c per volwassene per km.
2c per kind of student per km.

BYLAE B

1. 'n Geselskap Nie-Blanke persone wat gesamentlik reis om 'n begrafnis by te woon, asook hulle persoonlike bagasie. Vanaf Ondangwa na plekke geleë binne Suidwes-Afrika.

2. 'n Geselskap Nie-Blanke persone wat gesamentlik reis om 'n piekniek, konsert of 'n ander vermaaklikheid by te woon, of om 'n godsdienstige byeenkoms by te woon, of om gesamentlik aan enige ander wedstryd deel te neem, asook hulle persoonlike bagasie. Vanaf Ondangwa op Saterdag, Sondag en openbare vakansiedae, na plekke geleë binne Suidwes-Afrika, en terug, onderhewig aan die voorwaarde dat die terugreis binne 36 uur, na voltooiing van die heenreis in aanvang neem, en verder dat die persone wat op die terugreis vervoer word, ook op die heenreis vervoer is.

3. 'n Geselskap Nie-Blanke skoliere wat gesamentlik reis vir opvoedkundige doeleindes, of om 'n godsdienstige byeenkoms by te woon, of om 'n piekniek of konsert, of 'n ander vermaaklikheid by te woon, of om gesamentlik aan die een of ander wedstryd of spel deel te neem, asook hulle toesighouers, en hulle persoonlike bagasie. Vanaf Ondangwa op Saterdag, Sondag en openbare vakansiedae, na plekke geleë binne Suidwes-Afrika en terug, onderhewig aan die voorwaarde dat die terugreis binne 36 uur na voltooiing van die heenreis in aanvang neem, en verder dat die persone wat op die terugreis vervoer word, ook op die heenreis vervoer is.

791107/OP169—ONDANGWA. (2) S. Kuejo, handeldrywende as T K B F-busdiens, Ondangwa; nuwe aansoek. (3) SBA 3865—bus—21 sittendes. (4) en (5) Soos per Bylae A en B.

BYLAE A

1. Bantoe passasiers en hulle persoonlike bagasie. Vanaf Ondangwa met die Grootfonteinhoofpad tot by die afdraaipad na Tsumeb, en deur Tsumebhoofstraat tot by die Trekvlustasie te Tsumeb, en daarvandaan verder deur die hoofstraat te Tsumeb na die Grootfontein/Tsumebhoofpad en met gemelde hoofpad tot by Kavangoweg in Grootfontein, dan regs met ongenoemde weg oor spoorlyn reguit na kantoor van afdeling Nie-Blankesake in Nie-Blanke woonbuurt en terug oor dieselfde roete.

Tydtabel:

Heenreis—Op Maandae, Woensdae en Vrydae:

Vertrek:

Ondangwa 08h00.
Oshivelo 10h30.
Tsumeb 12h00.

Arriveer:

Oshivelo 10h00.
Tsumeb 11h30.
Grootfontein 13h00.

Terugreis—Op Dinsdae, Donderdae en Saterdag:

Vertrek:

Grootfontein 13h00.
Tsumeb 14h15.
Oshivelo 16h00.

Arriveer:

Tsumeb 14h00.
Oshivelo 15h15.
Ondangwa 18h00.

Tarief:

4c per volwassene per km.
2c per kind of student per km.

2. Bantoe passasiers en hulle persoonlike bagasie. Vanaf Ondangwa met hoofpad na Windhoek tot by die uitdraaipad na Tsumeb, dan met die uitdraaipad na Tsumebhoofstraat tot by die hoofweg na Windhoek, en met die hoofweg oor Otavi, Otjiwarongo en Okahandja tot by die Katuturasirkel by Windhoek, en vanaf die sirkel met kortste roete na Owambo-Kampong in Katutura en terug oor dieselfde roete onderhewig aan die voorwaarde dat geen persone onderweg tussen Ondangwa en Windhoek opgelaa of afgelaa mag word nie.

Tydtabel:

Heenreis—Op Maandae:

Vertrek:

Ondangwa 12h00.
Oshivelo 15h00.
Tsumeb 16h15.
Otjiwarongo 19h00.
Okahandja 21h30.

Arriveer:

Oshivelo 14h00.
Tsumeb (Trekvlustasie in hoofweg) 16h00.
Otjiwarongo (Otjiwarongo Ford) 18h45.
Okahandja 21h15.
Windhoek (Katutura) 22h30.

Terugreis—Op Dinsdae:**Vertrek:**

Windhoek 18h00.
Okahandja 19h15.
Otjiwarongo 22h00.
Tsumeb 00h45.

Arriveer:

Okahandja 19h00.
Otjiwarongo 21h45.
Tsumeb 00h30.
Ondangwa (op Woensdae en Saterdag): 12h00.

Tarief:

4c per volwassene per km.
2c per kind of student per km.

BYLAE B

1. 'n Geselskap Nie-Blanke persone wat gesamentlik reis om 'n begrafnis by te woon, asook hulle persoonlike bagasie. Vanaf Ondangwa na plekke geleë binne Suidwes-Afrika.

2. 'n Geselskap Nie-Blanke persone wat gesamentlik reis om 'n piekniek, konsert of 'n ander vermaaklikheid by te woon, of om 'n godsdienstige byeenkoms by te woon, of om gesamentlik aan enige ander wedstryd deel te neem, asook hulle persoonlike bagasie. Vanaf Ondangwa op Saterdag, Sondag en openbare vakansiedae, na plekke geleë binne Suidwes-Afrika, en terug, onderhewig aan die voorwaarde dat die terugreis binne 36 uur na voltooiing van die heenreis in aanvang neem, en verder dat die persone wat op die terugreis vervoer word, ook op die heenreis vervoer is.

3. 'n Geselskap Nie-Blanke skoliere wat gesamentlik reis vir opvoedkundige doeleindes, of om 'n godsdienstige byeenkoms by te woon, of om 'n piekniek of konsert, of 'n ander vermaaklikheid by te woon, of om gesamentlik aan die een of ander wedstryd of spel deel te neem, asook hulle toesighouers, en hulle persoonlike bagasie. Vanaf Ondangwa op Saterdag, Sondag en openbare vakansiedae, na plekke geleë binne Suidwes-Afrika en terug, onderhewig aan die voorwaarde dat die terugreis binne 36 uur na voltooiing van die heenreis in aanvang neem, en verder dat die persone wat op die terugreis vervoer word, ook op die heenreis vervoer is.

791107/OP170—ONDANGWA. (2) S. Kuejo, wat handel dryf as TKBF Busdiens, Ondangwa; vervanging van voertuig, bykomende magtiging, wysiging van roete, tydtafel en tariewe. (3) SBA 376—bus—70 sittendes en 17 staandes. (4) en (5) Soos per Bylaes A en B.

BYLAE A

1. Bantoe passasiers en hul persoonlike bagasie. Vanaf Ondangwa met hoofpad na 'n plek op die SWA/RSA grens suid van Swakopmund, oor Otavi, Otjiwarongo, Omaruru, Karibib en Usakos, dan oor die Usakos/Swakopmundhoofpad, dan met die Kaiser Wilhelmstraat te Swakopmund, Breitestraat te Swakopmund, Bahnhofstraat te Swakopmund, Garnisonstraat te Swakopmund, Werfstraat te Swakopmund, tot by die Evangeliese Lutherse Kerk te Swakopmund, dan met Schlosserstraat na Swakopmund, Garnisonstraat te Swakopmund, Bahnhofstraat te Swakopmund, Breitestraat te Swakopmund, Loopuytstraat te Swakopmund, dan met die hoofpad na 'n plek op die SWA/RSA grens suid van Swakopmund en terug oor dieselfde roete onderhewig aan die voorwaarde dat geen persone onderweg tussen 'n plek op die SWA/RSA grens suid van Swakopmund en Ondangwa, uitgesluit Swakopmund, opgelaai of afgelaai mag word nie.

Tydtabel:**Vertrek:****Woensdag:**

Ondangwa 13h00
Otjiwarongo 19h00
Karibib 21h30

Arriveer

Otjiwarongo (Otjiwarongo Ford) 18h30
Karibib (Tietz Garage) 21h00
Swakopmund (Evangeliese Lutherse Kerk) 24h00

Donderdag:

Swakopmund 00h15
Na 'n plek op die SWA/RSA grens suid van Swakopmund 00h25

Vrydag:

Van 'n plek op SWA/RSA grens suid van Swakopmund 21h30
Swakopmund 21h45
Swakopmund 21h40
Karibib 24h00

Saterdag:

Karibib 00h30
Otjiwarongo 03h00
Otjiwarongo 02h30
Ondangwa 12h00

Tarief:

4c per volwassene per kilometer.
2c per kind of student per kilometer.

2. Bantoe passasiers en hul persoonlike bagasie. Vanaf Ondangwa met die Grootfonteinhoofpad tot by die afdraaipad na Tsumeb en deur Tsumebhoofstraat tot by Trekvulstasie te Tsumeb en daarvandaan verder deur die hoofstraat te Tsumeb na Grootfontein/Tsumebhoofpad, en met gemelde hoofpad tot by Kavangoweg in Grootfontein, dan regs met ongenoemde weg oor spoorlyn reguit na kantoor van afdeling Nie-Blanke-sake in Nie-Blanke woonbuurt, en terug oor dieselfde roete.

Tydtabel:**Vertrek**

Ondangwa 08h00
Tsumeb 11h15
Grootfontein 13h30
Tsumeb 15h00

Arriveer

Tsumeb 11h00
Grootfontein 12h15
Tsumeb 14h30
Ondangwa 18h00

Tarief:

4c per volwassene per kilometer.
2c per kind of student per kilometer.

3. Bantoe passasiers en hul persoonlike bagasie. Vanaf Ondangwa met die hoofpad na Windhoek tot by die uitdraaipad na Tsumeb en dan met die uitdraaipad deur Tsumeb hoofstraat tot by die hoofweg na Windhoek, met die hoofweg oor Otavi, Otjiwarongo en Okahandja tot by die Katutura-sirkel by Windhoek, en vanaf die sirkel met die kortste roete na die Owambo-Kampong in Katutura, en terug oor dieselfde roete onderhewig aan die voorwaarde dat geen persone onderweg tussen Windhoek en Ondangwa opgelaai en afgelaai mag word nie.

Tydtabel:**Maandae en Donderdae:****Vertrek**

Ondangwa 13h00
Tsumeb 16h15
Otjiwarongo 19h00
Okahandja 21h30

Arriveer

Tsumeb (Trekvulstasie in hoofweg) 16h00
Otjiwarongo (Otjiwarongo Ford) 18h45
Okahandja 21h15
Windhoek (Katutura) 22h30

Terugreis op Dinsdae en Vrydae:

Windhoek 18h00
Okahandja 19h15
Otjiwarongo 22h00
Okahandja 19h00
Otjiwarongo 21h45

Op Woensdae en Saterdag:

Tsumeb 00h45
Tsumeb 00h30
Ondangwa 12h00

Tarief:

4c per volwassene per kilometer.
2c per kind of student per kilometer.

BYLAE B

1. 'n Geselskap Nie-Blanke persone wat gesamentlik reis om 'n begrafnis by te woon, asook hul persoonlike bagasie. Vanaf Ondangwa na plekke geleë binne Suidwes-Afrika.

2. 'n Geselskap Nie-Blanke persone wat gesamentlik reis om 'n piekniek, konsert of 'n ander vermaaklikheid by te woon, of om 'n godsdienstige byeenkoms by te woon, of om gesamentlik aan enige ander wedstryd deel te neem, asook hul persoonlike bagasie. Vanaf Ondangwa op Saterdag, Sondag en openbare vakansiedae, na plekke geleë binne Suidwes-Afrika, en terug, onderhewig aan die voorwaarde dat die terugreis binne 36 uur, na voltooiing van die heenreis in aanvang neem, en verder dat die persone wat op die terugreis vervoer word, ook op die heenreis vervoer is.

3. 'n Geselskap Nie-Blanke skoliere wat gesamentlik reis vir opvoedkundige doeleindes, of om 'n godsdienstige byeenkoms by te woon, of om 'n piekniek of konsert, of 'n ander vermaaklikheid by te woon, of om gesamentlik aan die een of ander wedstryd of spel deel te neem, asook hul toesighouers, en hul persoonlike bagasie. Vanaf Ondangwa op Saterdag, Sondag en openbare vakansiedae, na plekke geleë binne Suidwes-Afrika, en terug, onderhewig aan die voorwaarde dat die terugreis binne 36 uur na voltooiing van die heenreis in aanvang neem, en verder dat die persone wat op die terugreis vervoer word, ook op die heenreis vervoer is.

791112/OP171—SWA. (2) F. R. Coetzee, handeldrywende as Omaruru Transport, Omaruru; bykomende magtiging. (3) Soos per die Bylae A. (4) Plantaardige olie in dromme en blikhouers verwerk deur Namswa Oil Mills (Edms.) Bpk. (5) Vanaf Namswa Oil Mills (Edms.) Bpk., se plek van besigheid te Omaruru na plekke binne SWA.

BYLAE A

SY 248—vragmotor—15 000 kg.
SY 517—vragmotor—8 000 kg.
SY 935—vragmotor—10 000 kg.
SY 1174—sleepwa—10 000 kg.
SY 931—sleepwa—10 000 kg.
SY 993—vragmotor—8 000 kg.
SY 992—sleepwa—8 000 kg.
SY 899—sleepwa—10 000 kg.

791115/OP173—WINDHOEK. (2) C. Shaningua, Katutura; vervanging van voertuig. (3) Een 5-sitplekmotor aangekoop te word. (4) Nie-Blanke taxipassasiers en hul persoonlike bagasie. (5) Binne die munisipale gebied van Windhoek.

791022/OP179—WINDHOEK. (2) H. A. Gaochab, Tsumeb; eerste aansoek. (3) ST 219—motor—6 persone. (4) Bantoe en Kleurling taxipassasiers en hulle persoonlike bagasie. (5) Binne die munisipale gebied van Windhoek.

791128/OP185—TSEMEB. (2) E. P. Kambanda, Tsumeb; vervanging van voertuig. (3) ST 1178—motor—5-sitplekke. (4) en (5) Soos per Bylae A.

BYLAE A

Nie meer as 6 Nie-Blanke passasiers (drywer ingesluit) en hulle persoonlike bagasie op bona fide-taxiritte nie:

(a) Binne Tsumeb munisipale gebied; en
(b) Op toevallige ritte vanaf plekke binne die gebied (a) na plekke geleë binne 'n gebied met 'n radius van 80 km, bereken vanaf Hoofposkantoor, Tsumeb, en na Oshivelo en terug; ooreenkomstig die voorwaardes en vereistes soos hierin en in die aangehegte Bylae B uiteengesit.

Tydtabel: (a) en (b): Op aanvraag.

Tariewe: (a) 20c per persoon per km of gedeelte daarvan.

Tariewe: (b) Soos ooreengekom.

KIMBERLEY

Address to which representations must be submitted: The Secretary, Local Road Transportation Board, Private Bag X5019, Kimberley, 8300.

Adres waarheen vertoeë gerig moet word: Die Sekretaris, Plaaslike Padvervoerraad, Privaatsak X5019, Kimberley, 8300.

All time-tables and tariff lists for inspection at Local Board's offices.

Alle tydtabels en tarieflyste ter insae by Plaaslike Raad se kantore.

OP302—KOFFIEFONTEIN. (2) Daniël Johnson, Koffiefontein; vervanging van voertuig. (3) Een motorkar—OFD 591 (5 passasiers). (4) Nie meer as 5 Nie-Blanke taxipassasiers en hul persoonlike besittings en enige voedsel en drank

bedoel vir hul eie gebruik. (5) (i) Binne 'n radius van 50 km vanaf Hoofposkantoor, Koffiefontein. (ii) Op toevallige ritte binne 'n radius van 150 km vanaf Hoofposkantoor, Koffiefontein.

OP307—KIMBERLEY. (2) Isaac Schole, Kimberley; oordrag vanaf O., M. A. en M. Z. Cader. (3) Een kombi—CC 6263 (8 passasiers). (4) Nie meer as 8 Nie-Blanke taxipassasiers en hul persoonlike besittings en enige voedsel en drank bedoel vir hul eie gebruik. (5) (i) Op ritte binne die landdrosdistrik Kimberley. (ii) Op toevallige ritte binne die gebied omskryf in (i) na enige punt buite daardie gebied of vanaf enige punt buite daardie gebied na enige punt binne daardie gebied.

OP309—DOUGLAS. (2) Jantjie Moolman, Douglas; nuut. (3) Een kombi aangekoop te word. (4) Nie meer as 8 Nie-Blanke taxipassasiers en hul persoonlike besittings en enige voedsel en drank bedoel vir hul eie gebruik. (5) Vanaf punte binne 'n radius van 20 km vanaf Breipaal, Douglas, na punte binne 'n radius van 240 km vanaf Breipaal, Douglas.

OP310 — GEMSBOKPARK / NAUTE / WELKOM / SOUTPUTS (DISTRIK GORDONIA). (2) Daniël Johannes Snyders, Welkom, distrik Gordonia; nuut. (3) Een bus aangekoop te word (66 passasiers). (4) (a) Kleurlingpersone wat hulle self in 'n groep georganiseer het, en hulle persoonlike besittings. (5) (a) Vanaf Welkom, distrik Gordonia, na plekke geleë binne 'n gebied met 'n radius van 300 km vanaf Hoofposkantoor, Welkom, distrik Gordonia, en terug na die plek waar die groep in die eerste instansie opgelaa is: Onderhewig aan die uitdruklike voorwaarde dat die vervoer van so 'n groep as 'n eenheid die heen- en terugreis onderneem met die uitsluitlike gemeenskaplike doel om een of meer van die volgende geleenthede by te woon:

(i) 'n Troue; (ii) 'n begrafnis; (iii) 'n godsdienstige byeenkoms; (iv) 'n sportbyeenkoms, hetsy as deelnemers of as toeskouers; (v) 'n piekniek of enige ander soortgelyke vorm van georganiseerde vermaak of ontspanning.

Op Saterdag, Sondag en publieke vakansiedae alleenlik op voorwaarde dat die terugreis aanvaar word binne 24 uur na aankoms by bestemming.

(4) (b) Kleurlingpassasiers en hul persoonlike besittings. (5) (b) Vertrek vanaf Gembokpark, distrik Gordonia, na Naute, Welkom, distrik Gordonia, Soutputs en terug na Welkom, distrik Gordonia, en dan na Naute, Gembokpark, Welkom, distrik Gordonia, Soutputs en terug na Gembokpark.

Tydtabel: Daaglik op elke dag waarop skool gehou word.

| Vertretpunt | Vertrek | Bestemming | Arriveer | Km |
|-----------------|---------|----------------|----------|----|
| Gembokpark..... | 05h30 | Naute..... | 05h35 | 5 |
| Naute..... | 05h35 | Welkom..... | 05h40 | 5 |
| Welkom..... | 05h40 | Soutputs..... | 05h55 | 10 |
| Soutputs..... | 05h55 | Welkom..... | 06h30 | 10 |
| Welkom..... | 12h45 | Naute..... | 12h50 | 5 |
| Naute..... | 12h50 | Gembokpark.... | 13h00 | 5 |
| Gembokpark..... | 13h00 | Welkom..... | 13h15 | 10 |
| Welkom..... | 13h15 | Soutputs..... | 13h30 | 10 |
| Soutputs..... | 13h30 | Gembokpark.... | 14h00 | 30 |

Tariewe: Volgens 'n jaarlikse ooreenkoms tussen die Departement Kleurlingsake en applikant.

OP311—KIMBERLEY. (2) John Mokubung, Kimberley; vervanging van voertuig. (3) Een kombi—CC 32557 (8 passasiers). (4) Nie meer as 8 Nie-Blanke taxipassasiers en hul persoonlike besittings en enige voedsel en drank bedoel vir hul eie gebruik. (5) Binne 'n radius van 50 km vanaf Hoofposkantoor, Kimberley, op voorwaarde dat die voertuig gestasioneer en diens doen vanaf Mokgantsstraat 2420, Galeshewe en op 'n verdere voorwaarde dat geen passasier opgelaa mag word by enige punt binne 200 meter vanaf enige busstop soos nergelê deur die Munisipaliteit van Kimberley.

OP305 — VRYBURG / POMFRET / HEUNINGVLEI / ONDER MOLOPO / KLEINDEEL. (2) S.A. Spoorweë, Kimberley; wysiging van tydtabel. (3) Twee-en-dertig voertuie. (4) Nie-Blanke passasiers en hul persoonlike besittings, alle soorte goedere en pos. (5) Tussen Vryburg, Pomfret(myn), Heuningvlei(myn), onder Molopo en Kleindeel (Roete 2068).

BESTAANDE TYDTAFEL

VRYBURG—POMFRETMYN/MINE—HEUNINGVLEIMYN/MINE—ONDER-MOLOPO—KLEINDEEL (2068)

| 1† | 3† | 5† | 7† | 9† | 11† § Di. Do. Tu. Th. | 13† | 15* | 17* | ‡ | | 2† | 4† | 6† | 8† | 10† | 12† Di. Do. Tu. Th. | 14† | 16* | 18* |
|-----------------|----------------|----------------|----------------|----------------|--------------------------------------|----------------|----------------|----------------|-------------|---|----------------|----------------|----------------|----------------|----------------|---------------------------------|----------------|----------------|----------------|
| Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | Di. Do. Tu. Th. | Sa. Sa. | Di. Tu. | Do. Th. | Km | Stopplekke Stopping places | Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | Di. Do. Tu. Th. | Sa. Sa. | Di. Tu. | Vr. Fr. |
| V05h30 S | 11h30 S | 13h30 S | 13h30 S | 07h15 S | 05h00 S | 06h00 S | 06h00 S | 05h00 S | — 2 3 | Vryburg (Sta.)..... Vryburg (3)..... Vryburg (Markstraat/Market Steet) (Y)..... | A16h00 S | 21h55 S | 23h15 S | 23h15 S | 21h45 S | 19h30 S | 20h30 S | 17h30 S | 12h00 S |
| — | — | — | — | — | — | — | — | — | 8 | Beesdam (Y)..... | — | — | — | — | — | — | — | — | — |
| S | S | S | S | S | S | S | S | S | 16 | Grasdraai..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 18 | Grassy Bend..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 24 | Vicedale..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 31 | Massouskop..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 32 | Bosryk..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 34 | Mutus..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 35 | Manchester..... | S | S | S | S | S | S | S | S | S |
| — | — | — | — | — | — | — | — | — | 37 | Louwina (Y)..... | — | — | — | — | — | — | — | — | — |
| S | S | S | S | S | S | S | S | S | 40 | Dior..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 42 | Hoepvlei..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 47 | Eden..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 50 | Paraplu..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 55 | Rooilaagte..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 56 | Pots..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 63 | Linhof..... | S | S | S | S | S | S | S | S | S |
| V06h45 | 12h45 | 14h45 | 14h45 | 08h05 | 05h50 | 06h50 | 07h30 | 06h30 | 66 | Ganyesahek (Bophuthatswanagrens/border)..... | 14h35 | 20h35 | 21h55 | 21h55 | 20h35 | 18h20 | 19h20 | 15h40 | 10h25 |
| S | S | S | S | S | S | S | S | S | 71 | Phorotho..... | S | S | S | S | S | S | S | S | S |
| V07h15 07h20 | 13h15 13h20 | 15h15 15h20 | 15h15 15h20 | 08h35 08h40 | 06h20 06h25 | 07h20 07h25 | 08h00 08h05 | 07h00 07h05 | 74 78 | Ganyesa (Pk./P.O.)..... Bophuthatswanagrens/border..... | 14h25 13h55 | 20h25 19h55 | 21h45 21h15 | 21h45 21h15 | 20h25 20h00 | 18h10 17h45 | 19h10 18h45 | 15h30 15h25 | 10h15 10h10 |
| S | S | S | S | S | S | S | S | S | 79 | Sonbesies..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 82 | Saint's Rest..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 84 | Wood Rest..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 85 | Fielden..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 87 | Cocis..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 89 | Pickwood..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 90 | Wolands..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 92 | Drie Bome..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 92 | Clydesgate..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 93 | Vanvuurensdraai..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 97 | Crafthole..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 98 | Tonbridge..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 100 | Louisdeel..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 105 | Burtree..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 106 | Aintree..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 109 | Tavistock..... | S | S | S | S | S | S | S | S | S |
| — | — | — | — | — | — | — | — | — | 113 | Tosca (Y)..... | — | — | — | — | — | — | — | — | — |

| 1† | 3† | 5† | 7† | 9† | 11† § Di. Do. Tu. Th. | 13† | 15* | 17* | ‡ | | 2† | 4† | 6† | 8† | 10† | 12† | 14† | 16* | 18* | |
|------------|------------|------------|------------|------------|--------------------------------------|------------|------------|------------|-----|-----------------------------------|------------|------------|------------|------------|------------|--------------------------|------------|------------|------------|-------|
| Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | Di. Do. Tu. Th. | Sa. Sa. | Di. Tu. | Do. Th. | Km | Stopplekke Stopping places | Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | Di. Do. Tu. Th. | Sa. Sa. | Di. Tu. | Vr. Fr. | |
| | | | | | | | | S | 187 | Boswedden..... | | | | | | | | | | S |
| | | | | | | | | S | 193 | Botallack..... | | | | | | | | | | S |
| | | | | | | | | S | 195 | Turvey's Gate..... | | | | | | | | | | S |
| | | | | | | | | S | 200 | Kilometerpunt/Kilometers 200..... | | | | | | | | | | S |
| | | | | | | | | S | 206 | Bestergeluk..... | | | | | | | | | | S |
| | | | | | | | | S | 208 | Malherbeshoogte..... | | | | | | | | | | S |
| | | | | | | | | S | 209 | Stoffelshoek..... | | | | | | | | | | S |
| A V | | | | | | | | S | 208 | Malherbeshoogte..... | V A | | | | | | | | | S |
| | | | | | | | | S | 219 | Nagenoeg..... | | | | | | | | | | S |
| | | | | | | | | S | 220 | Langvlak..... | | | | | | | | | | S |
| | | | | | | | | 10h45 | 227 | Vorstershoop (Pk./P.O.)..... | | | | | | | | | | 06h30 |
| | | | | | | | | 11h45 | 227 | Vorstershoop (Pk./P.O.)..... | | | | | | | | | | 06h00 |
| | | | | | | | | — | 232 | Onder-Molopo (Y)..... | | | | | | | | | | — |
| | | | | | | | | S | 238 | Pepanidraai..... | | | | | | | | | | — |
| | | | | | | | | S | 245 | Drie Boorgate..... | | | | | | | | | | — |
| | | | | | | | | S | 248 | Idaho-Suid..... | | | | | | | | | | — |
| | | | | | | | | S | 251 | Rasfal..... | | | | | | | | | | — |
| | | | | | | | | S | 253 | Rifput..... | | | | | | | | | | — |
| | | | | | | | | S | 261 | Nerova..... | | | | | | | | | | — |
| | | | | | | | | S | 264 | Riza..... | | | | | | | | | | — |
| | | | | | | | | S | 270 | Waternood..... | | | | | | | | | | — |
| | | | | | | | | S | 274 | Duinwal..... | | | | | | | | | | — |
| | | | | | | | | S | 277 | Krielshoop..... | | | | | | | | | | — |
| | | | | | | | | 13h30 | 282 | Onder-Molopo..... | | | | | | | | | | — |
| | | | | | | | | S | 277 | Krielshoop..... | | | | | | | | | | — |
| | | | | | | | | S | 274 | Duinwal..... | | | | | | | | | | — |
| | | | | | | | | S | 270 | Waternood..... | | | | | | | | | | — |
| | | | | | | | | S | 264 | Riza..... | | | | | | | | | | — |
| | | | | | | | | S | 261 | Nerova..... | | | | | | | | | | — |
| | | | | | | | | S | 253 | Rifput..... | | | | | | | | | | — |
| | | | | | | | | S | 251 | Rasfal..... | | | | | | | | | | — |
| | | | | | | | | S | 248 | Idaho-Suid..... | | | | | | | | | | — |
| | | | | | | | | S | 245 | Drie Boorgate..... | | | | | | | | | | — |
| | | | | | | | | S | 238 | Pepanidraai..... | | | | | | | | | | — |
| | | | | | | | | — | 232 | Onder-Molopo (Y)..... | | | | | | | | | | — |
| | | | | | | | | S | 233 | Moreglans..... | | | | | | | | | | S |
| | | | | | | | | S | 254 | Texas Way..... | | | | | | | | | | S |
| | | | | | | | | S | 256 | Gemsdraai..... | | | | | | | | | | S |
| | | | | | | | | S | 262 | Watersend..... | | | | | | | | | | S |
| | | | | | | | | S | 269 | Alpodal..... | | | | | | | | | | S |
| | | | | | | | | S | 274 | Mambadraai..... | | | | | | | | | | S |
| | | | | | | | | S | 275 | Klaarspan..... | | | | | | | | | | S |
| A | | | | | | | | 16h00 | 278 | Kleindeel..... | V | | | | | | | | | 04h30 |

* Nie-Blanke passasiers, goedere, pos en room/Non-White passengers, goods, mails and cream.

† Slegs Nie-Blanke passasiers, bagasie en possakke/Non-White passengers, luggage and mails only.

‡ Kortste afstand na Vryburg/Shortest distance to Vryburg.

§ Sluit Donderdae op Mapitiki by diens 2067 aan/Connects with service 2067 at Mapitiki on Thursdays.

VOORGESTELDE GEWYSIGDE TYDTAFEL

VRYBURG—POMFRETMYN/MINE—HEUNINGVLEIMYN/MINE—ONDER-MOLOPO—KLEINDEEL (2068)

| 1† | 3† | 5† | 7† | 9† | 11† § Di. Do. Tu. Th. | 13† | 15* | 17* | † | Stopplekke Stopping places | 2† | 4† | 6† | 8† | 10† | 12† Di. Do. Tu. Th. | 14† | 16* | 18* |
|-----------------|----------------|----------------|----------------|----------------|--------------------------------------|----------------|----------------|----------------|-------------|--|----------------|----------------|----------------|----------------|----------------|---------------------------------|----------------|----------------|----------------|
| Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | So. Su. | Sa. Sa. | Di. Tu. | Do. Th. | Km | | Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | Sa. Sa. | Di. Tu. | Di. Tu. | Vr. Fr. |
| V05h30 S | 11h30 S | 13h30 S | 13h30 S | 07h15 S | 05h00 S | 06h00 S | 06h00 S | 05h00 S | — 2 3 | Vryburg (Sta.)..... Vryburg (3)..... Vryburg (Markstraat/Market Street) (Y)..... | A16h00 S | 21h55 S | 23h15 S | 23h15 S | 21h45 S | 19h30 S | 20h30 S | 17h30 S | 12h00 S |
| — | — | — | — | — | — | — | — | — | 8 | Beesdam (Y)..... | — | — | — | — | — | — | — | — | — |
| S | S | S | S | S | S | S | S | S | 16 | Grasdraai..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 18 | Grassy Bend..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 24 | Vicedale..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 31 | Massouskop..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 32 | Bosryk..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 34 | Mutus..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 35 | Manchester..... | S | S | S | S | S | S | S | S | S |
| — | — | — | — | — | — | — | — | — | 37 | Louwina (Y)..... | — | — | — | — | — | — | — | — | — |
| S | S | S | S | S | S | S | S | S | 40 | Dior..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 42 | Hoepvlei..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 47 | Eden..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 50 | Paraplu..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 55 | Rooilaagte..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 56 | Pots..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 63 | Linhof..... | S | S | S | S | S | S | S | S | S |
| V06h45 | 12h45 | 14h45 | 14h45 | 08h05 | 05h50 | 06h50 | 07h30 | 06h30 | 66 | Ganyesahek (Bophuthatswanagrens/border)..... | 14h35 | 20h35 | 21h55 | 21h55 | 20h35 | 18h20 | 19h20 | 15h40 | 10h25 |
| S | S | S | S | S | S | S | S | S | 71 | Phorotlho..... | S | S | S | S | S | S | S | S | S |
| V07h15 07h20 | 13h15 13h20 | 15h15 15h20 | 15h15 15h20 | 08h35 08h40 | 06h20 06h25 | 07h20 07h25 | 08h00 08h05 | 07h00 07h05 | 74 78 | Ganyesa (Pk./P.O.)..... Bophuthatswanagrens/ border..... | 14h25 13h55 | 20h25 19h55 | 21h45 21h15 | 21h45 21h15 | 20h25 20h00 | 18h10 17h45 | 19h10 18h45 | 15h30 15h25 | 10h15 10h10 |
| S | S | S | S | S | S | S | S | S | 79 | Sonbesies..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 82 | Saint's Rest..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 84 | Wood Rest..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 85 | Fielden..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 87 | Cocis..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 89 | Pickwood..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 90 | Wolands..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 92 | Drie Bome..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 92 | Clydesgate..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 93 | Vanvuurensdraai..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 97 | Craffhole..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 98 | Tonbridge..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 100 | Louisdele..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 105 | Burtree..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 106 | Aintree..... | S | S | S | S | S | S | S | S | S |
| S | S | S | S | S | S | S | S | S | 109 | Tavistock..... | S | S | S | S | S | S | S | S | S |
| — | — | — | — | — | — | — | — | — | 113 | Tosca (Y)..... | — | — | — | — | — | — | — | — | — |

| 1† | 3† | 5† | 7† | 9† | 11† § Di. Do. Tu. Th. | 13† | 15* | 17* | † | | 2† | 4† | 6† | 8† | 10† | 12† Di. Do. Tu. Th. | 14† | 16* | 18* |
|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--|---|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | So. Su. | Sa. Sa. | Di. Tu. | Do. Th. | Km | Stopplekke Stopping places | Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | So. Su. | Sa. Sa. | Di. Tu. | Vr. Fr. |
| S S V08h15 | S S 14h15 | S S 16h15 | S S 16h15 | S S 09h30 | S S 07h15 | S S 08h15 | S S 09h00 | S S 08h00 | 126 129 132 | Leniesdeel..... Morongwa..... Boerseun (Bophuthatswanagrens/border)..... | S S 12h50 | S S 18h50 | S S 20h10 | S S 20h10 | S S 19h20 | S S 17h05 | S S 18h05 | S S 13h50 | S S 08h55 |
| S V08h45 | S 14h45 | S 16h45 | S 16h45 | S 09h45 | S 07h30 | S 08h30 | S 09h30 | S 08h30 | 139 140 | Mokalake†..... Morokweng (Pk./P.O.)..... | S 12h40 | S 18h40 | S 20h00 | S 20h00 | S 19h15 | S 17h00 | S 18h00 | S 13h45 | S 08h50 |
| S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | 148 153 155 156 159 162 164 172 | McCarthy's Store..... Leeuaar..... Dihutsane†..... Kaang†..... Moreni†..... Maheng†..... Mohi†..... Konki..... | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | S S S S S S S S | |
| S S V10h30 | S S 15h50 | S S 17h50 | S S 18h00 | S S 10h50 | S S 08h25 | S S 09h30 | S S 11h05 | — — — | 178 184 186 | Lokgeng..... Setabeng..... Bophuthatswanagrens/border..... | S S 11h10 | S S 17h10 | S S 18h30 | S S 18h30 | S S 18h00 | S S 15h45 | S S 16h45 | S S 12h25 | — — — |
| S S A10h40 V — | S S 16h00 — | S S 18h00 — | S S 18h10 — | S S — 11h10 | S S — 08h55 | S S — 10h00 | S S — 11h20 | — — — | 187 190 193 | Ashap..... Twee Winkels..... Pomfretmyn/mine..... | S S V11h00 | S S 17h00 | S S 18h20 | S S 18h20 | S S 17h50 | S S 15h35 | S S 16h35 | S S 12h15 | — — — |
| | | | | S S 11h20 | S S 09h05 | S S 10h10 | | — — — | 190 187 186 | Twee Winkels..... Ashap..... Bophuthatswanagrens/border..... | | | | | S S 17h35 | S S 15h05 | S S 16h05 | | — — — |
| | | | | S S | S S | S S | | — — — | 184 178 | Setabeng..... Lokgeng..... | | | | | S S | S S | S S | | — — — |
| | | | | S S S S S S S S | S S S S S S S S | S S S S S S S S | | — — — — — — — — | 172 179 182 185 187 192 195 199 | Konki..... Kokwana..... Mabona..... Kameelhaak (†185 km)..... Sekhurumele (†183 km)..... Mongana (†178 km)..... Metsaneng (†175 km)..... Mapitiki (†171 km)..... | | | | | S S S S S S S S | S S S S S S S S | S S S S S S S S | | — — — — — — — — |
| | | | | S S S | S S S | S S S | | — — — | 203 207 211 | Joostehoop (†167 km)..... Ewbank's Store (†163 km)..... Bona-Bona (†159 km)..... | | | | | S S S | S S S | S S S | | — — — |

| 1† | 3† | 5† | 7† | 9† | 11† § Di. Do. Tu. Th. | 13† | 15* | 17* | † | Stopplekke Stopping places | 2† | 4† | 6† | 8† | 10† | 12† | 14† | 16* | 18* | |
|------------|------------|------------|------------|-----------------------|--------------------------------------|-----------------------|------------|---|---|---|---|------------|------------|------------|-----------------------|--------------------------|-----------------------|------------|---|---|
| Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | Do. Tu. Th. | Sa. Sa. | Di. Tu. | Do. Th. | Km | | Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | Di. Do. Tu. Th. | Sa. Sa. | Di. Tu. | Vr. Fr. | |
| A | | | | S S S S S | S S S S S | S S S S S | | — — — — — | 229 235 245 246 248 252 | Dinaka (†177 km)..... Marjan (†183 km)..... Tsowe (†193 km)..... Tsowe No. 2 (†194 km)..... Groengrond (†196 km)..... Heuningvleimyn/mine (†200 km)..... | V | | | | S S S S S | S S S S S | S S S S S | | — — — — — | |
| | | | | 13h45 | 11h30 | 12h30 | | | | | | | | | 15h00 | 12h45 | 13h45 | | | |
| | | | | | | | | 09h30 S 09h45 | 172 179 183 | Konki..... Tseng..... Murasi (Bophuthatswanagrens/border)..... | | | | | | | | | 07h45 S 07h30 | |
| | | | | | | | | S S S S S S | 187 193 195 200 206 208 | Boswedden..... Botallack..... Turvey's Gate..... Kilometerpunt/Kilometers 200..... Bestergeluk..... Malherbeshoogte..... | | | | | | | | | S S S S S S | |
| | | | | | | | | S | 209 | Stoffelshoek..... | | | | | | | | | S | |
| | A V | | | | | | | | S S S 10h45 11h45 — | 208 219 220 227 227 232 | Malherbeshoogte..... Nagenoeg..... Langvlak..... Vorstershoop (Pk./P.O.)..... Vorstershoop (Pk./P.O.)..... Onder-Molopo (Y)..... | V A | | | | | | | | S S S 06h30 06h00 — |
| | | | | | | | | S S S S S S S S d S 13h30 | 238 245 248 251 253 261 264 270 274 277 282 | Pepanidraai..... Drie Boorgate..... Idaho-Suid..... Rasfal..... Rifput..... Nerova..... Riza..... Waternood..... Duinwal..... Krielshoop..... Onder-Molopo..... | | | | | | | | | — — — — — — — — — — — | |
| | | | | | | | | S S S S S S S S S S | 277 274 270 264 261 253 251 248 245 238 | Krielshoop..... Duinwal..... Waternood..... Riza..... Nerova..... Rifput..... Rasfal..... Idaho-Suid..... Drie Boorgate..... Pepanidraai..... | | | | | | | | | | — — — — — — — — — — — |

| 1† | 3† | 5† | 7† | 9† | 11† § Di. Do. Tu. Th. | 13† | 15* | 17* | ‡ | Stopplekke Stopping places | 2† | 4† | 6† | 8† | 10† | 12† Di. Do. Tu. Th. | 14† | 16* | 18* |
|------------|------------|------------|------------|------------|--------------------------------------|------------|------------|------------|-----|-------------------------------|------------|------------|------------|------------|------------|---------------------------------|------------|------------|------------|
| Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | | Sa. Sa. | Di. Tu. | Do. Th. | Km | | Ma. Mo. | Vr. Fr. | Sa. Sa. | So. Su. | So. Su. | | Sa. Sa. | Di. Tu. | Vr. Fr. |
| A | | | | | | | | — | 232 | Onder-Molopo (Y)..... | V | | | | | | | | — |
| | | | | | | | | S | 233 | Moreglans..... | | | | | | | | | S |
| | | | | | | | | S | 254 | Texas Way..... | | | | | | | | | S |
| | | | | | | | | S | 256 | Gemsdraai..... | | | | | | | | | S |
| | | | | | | | | S | 262 | Watersend..... | | | | | | | | | S |
| | | | | | | | | S | 269 | Alpodal..... | | | | | | | | | S |
| | | | | | | | | S | 274 | Mambadraai..... | | | | | | | | | S |
| | | | | | | | | S | 275 | Klaarspan..... | | | | | | | | | S |
| | | | | | | | | 16h00 | 278 | Kleindeel..... | | | | | | | | | 04h30 |

* Nie-Blanke passasiers, goedere, pos en room/Non-White passengers, goods, mails and cream.

† Slegs Nie-Blanke passasiers, bagasie en possakke/Non-White passengers, luggage and mails only.

‡ Kortste afstand na Vryburg/Shortest distance to Vryburg.

§ Sluit Donderdae op Mapitiki by diens 2067 aan/Connects with service 2067 at Mapitiki on Thursdays.

¶ Tydelike name/Temporary names.

OP313—KURUMAN/TSINENG/PENRYN/HOTAZEL/VAN ZYLSRUS/ASKHAM. (2) S.A. Spoorweë, Kimberley; wysiging van Tydtafel. (3) 32 bestaande voertuie. (4) Nie-Blanke passasiers en hul persoonlike besittings, alle soorte goedere en pos. (5) Tussen Kuruman, Tsineng, Penryn, Hotazel, Van Zylsrus en Askham (Roete 2017).

Bestaande tydtafel

KURUMAN TO TSINENG TO PENRYN TO HOTAZEL TO VANZYLSRUS TO ASKHAM (2017)

| Mo. Ma. | Th. Do. | Th. Do. | km | Stopping places Stopplekke | † | Tu. Di. | Fr. Vr. | Fr. Vr. |
|------------|------------|------------|-----|---|--------|------------|------------|------------|
| V 06h00 | 05h30 | 05h30 | — | Kuruman..... | 61 | 12h45 | 14h20 | 14h00 A |
| S | S | S | 3 | Se di g..... | 58 | S | — | S |
| 06h05 | 05h35 | 05h35 | 5 | R.S.A./Bophuthatswana border/grens..... | 56 | 12h40 | 14h15 | 13h55 |
| — | — | — | 10 | Tsineng (r.j./p.a.)..... | 51 | — | — | — |
| S | S | — | 11 | Mose..... | 84 | S | S | — |
| S | S | — | 14 | Maruping..... | 81 | S | S | — |
| S | S | — | 21 | Batlharo (P.O./Pk.)..... | 74 | S | S | — |
| S | S | — | 26 | Sakeng..... | 69 | S | S | — |
| S | S | — | 32 | Ntsweng..... | 63 | S | S | — |
| S | S | — | 37 | Ga-Mopedi (P.O./Pk.)..... | 58 | S | S | — |
| S | S | — | 43 | Sedibeng..... | 52 | S | S | — |
| S | S | — | 51 | Maipening..... | 44 | S | S | — |
| 07h50 | 07h20 | — | 61 | Tsineng..... | 34 | 10h45 | 12h20 | — |
| — | S | — | 66 | Dinokaneng..... | 39 | — | S | — |
| — | S | — | 69 | Elford..... | 42 | — | S | — |
| — | 07h30 | — | 71 | Bophuthatswana/R.S.A. border/grens..... | 43 | — | 12h10 | — |
| — | S | — | 71 | Ga-Malelo..... | 43 | — | S | — |
| — | 07h35 | — | 73 | R.S.A./Bophuthatswana border/grens..... | — | — | 12h00 | — |
| — | S | — | 74 | Kooroon..... | 47 | — | S | — |
| — | S | — | 77 | Bosra..... | 50 | — | S | — |
| — | S | — | 80 | Rotsbank..... | 53 | — | S | — |
| — | 08h00 | — | 85 | Penryn..... | 58 | — | 11h40 | — |
| — | S | — | 80 | Rotsbank..... | 53 | — | S | — |
| — | S | — | 77 | Bosra..... | 50 | — | S | — |
| — | S | — | 74 | Kooroon..... | 47 | — | S | — |
| — | 08h10 | — | 73 | Bophuthatswana/R.S.A. border/grens..... | — | — | 11h10 | — |
| — | S | — | 71 | Ga-Malelo..... | 43 | — | S | — |
| — | 08h15 | — | 71 | R.S.A./Bophuthatswana border/grens..... | — | — | 10h55 | — |
| — | S | — | 69 | Elford..... | 42 | — | S | — |
| — | S | — | 66 | Dinokaneng..... | 39 | — | S | — |
| 07h50 | 08h30 | — | 61 | Tsineng..... | 34 | 10h45 | 10h45 | — |
| S | — | — | 68 | Gasese..... | 27 | S | S | — |
| — | 08h40 | — | 71 | Bophuthatswana/R.S.A. border/grens..... | — | — | 10h25 | — |
| S | S | — | 72 | Bushy Bend..... | 23 | S | S | — |
| S | S | — | 76 | Bowden Ridge..... | †68 19 | S | S | — |
| — | — | — | 89 | Hotazel (r.j./pa.)..... | †55 6 | — | — | — |
| — | — | — | 55 | Hotazel (r.j./pa.)..... | 6 | — | — | — |
| — | — | — | 10 | Tsineng (r.j./pa.)..... | 51 | — | — | — |
| — | — | 05h45 | 16 | Bophuthatswana/R.S.A. border/grens..... | — | — | — | 13h45 |
| — | — | 05h50 | 19 | R.S.A./Bophuthatswana border/grens..... | — | — | — | 13h40 |
| — | — | 05h55 | 24 | Bophuthatswana/R.S.A. border/grens..... | — | — | — | 13h35 |
| — | — | — | 32 | Ririesmyn (r.j./pa.)..... | 29 | — | — | — |
| — | — | S | 34 | Syroete/Spur (Ririesmyn/Mine)..... | 31 | — | — | S |
| — | — | — | 32 | Ririesmyn (r.j./pa.)..... | 29 | — | — | — |
| — | — | S | 45 | Swanieshek..... | 16 | — | — | S |
| — | — | S | 48 | Kameelaar..... | 13 | — | — | S |
| S | S | S | 51 | Landkoop..... | 10 | S | S | S |
| — | — | — | 55 | Hotazel (r.j./pa.)..... | 6 | — | — | — |
| S | S | S | 56 | National..... | 5 | S | S | S |
| A 08h50 | 09h30 | 07h00 | 61 | Hotazel (sta.)..... | — | 09h35 | 09h35 | 12h15 V |
| V 10h00 | 10h40 | 10h00 | 61 | Hotazel (sta.)..... | — | 08h35 | 08h35 | 11h30 A |
| S | S | — | 88 | Selsplaas..... | 27 | S | S | — |
| S | S | — | 90 | Boordraai..... | 29 | S | S | — |
| S | S | — | 93 | Eerstebegin..... | 32 | S | S | — |
| S | S | — | 95 | Mollersville..... | 34 | S | S | — |
| S | S | — | 98 | Koedoring..... | 37 | S | S | — |
| S | S | — | 99 | Turksvyhoek..... | 38 | S | S | — |
| S | S | — | 103 | Plooystroom..... | 42 | S | S | — |
| S | S | — | 104 | Voorsig..... | 43 | S | S | — |
| S | S | — | 106 | Grootbruin..... | 45 | S | S | — |
| S | S | — | 107 | Kempsgeluk..... | 46 | S | S | — |
| 11h20 | 12h00 | — | 111 | Doorngrange..... | 50 | 07h15 | 07h15 | — |

| Mo. Ma. | Th. Do. | Th. Do. | km | Stopping places Stopplekke | † | Tu. Di. | Fr. Vr. | Fr. Vr. |
|------------|------------|------------|-----|-------------------------------|-----|------------|------------|------------|
| S | S | — | 114 | Ideaal..... | 53 | S | S | — |
| S | S | — | 115 | Krubank..... | 54 | S | S | — |
| S | S | — | 119 | Melodia..... | 58 | S | S | — |
| S | S | — | 122 | Waterdraai..... | 61 | S | S | — |
| S | S | — | 123 | Afrikanerdraai..... | 62 | S | S | — |
| S | S | — | 125 | Afskeid..... | 64 | S | S | — |
| S | S | — | 127 | Bloekomdraai..... | 66 | S | S | — |
| S | S | — | 130 | Koga..... | 69 | S | S | — |
| S | S | — | 130 | Moshumo..... | 69 | S | S | — |
| S | S | — | 132 | Donkerdraai..... | 71 | S | S | — |
| S | S | — | 135 | Arogna..... | 74 | S | — | — |
| S | S | — | 136 | Pit..... | 75 | S | S | — |
| S | S | — | 140 | Karibu..... | 79 | S | S | — |
| S | S | — | 143 | Springout..... | 82 | S | S | — |
| S | S | — | 144 | Wesoord..... | 83 | S | S | — |
| 12h30 | 13h10 | — | 149 | Frylinckspan (P.O./Pk.)..... | 88 | 06h00 | 06h00 | — |
| S | S | — | 152 | Aansluit..... | 91 | S | S | — |
| S | S | — | 156 | Momontle..... | 95 | S | S | — |
| S | S | — | 160 | Meo Voto..... | 99 | S | S | — |
| S | S | — | 165 | Langpos..... | 104 | S | S | — |
| S | S | — | 169 | Kykkop..... | 108 | S | S | — |
| S | S | — | 170 | Khuis..... | 109 | S | S | — |
| S | S | — | 173 | Rooyensval..... | 112 | S | S | — |
| S | S | — | 175 | Dupsplaas..... | 114 | S | S | — |
| S | S | — | 177 | Busch Nek..... | 116 | S | S | — |
| S | S | — | 181 | Russteen..... | 120 | S | S | — |
| S | S | — | 183 | Sonlig..... | 122 | S | S | — |
| S | S | — | 185 | Blakely..... | 124 | S | S | — |
| S | S | — | 188 | Plessisbos..... | 127 | S | S | — |
| S | S | — | 193 | Sonnykin..... | 132 | S | S | — |
| S | S | — | 196 | Boesmansputs..... | 135 | S | S | — |
| S | S | — | 199 | Nuwepaal..... | 138 | S | S | — |
| S | S | — | 201 | Marikeesi..... | 140 | S | S | — |
| S | S | — | 206 | Zunki..... | 145 | S | S | — |
| A 14h50 | 15h30 | — | 209 | Vanzylsrus (P.O./Pk.)..... | 113 | 04h00 | 04h00 | V |
| V | | 08h00 | 61 | Hotazel (sta.)..... | | | | 11h30 A |
| | | S | 66 | Gama..... | 5 | | | S |
| | | S | 77 | Umntu..... | 16 | | | S |
| | | S | 79 | Witkraal..... | 18 | | | S |
| | | S | 80 | Belgrave..... | 19 | | | S |
| | | S | 87 | Draken..... | 26 | | | S |
| | | S | 90 | Vanadia..... | 29 | | | S |
| | | S | 92 | Sandpan..... | 31 | | | S |
| | | 09h15 | 95 | Floradora..... | 34 | | | 10h35 |
| | | S | 111 | Sandbad..... | 50 | | | S |
| | | S | 117 | Boet..... | 56 | | | S |
| | | 10h00 | 124 | Sonstraal..... | 63 | | | 10h00 |
| | | S | 126 | Drylands..... | 65 | | | S |
| | | S | 132 | Kraalduin..... | 71 | | | S |
| | | S | 138 | Platduin..... | 77 | | | S |
| | | S | 158 | Duinpan..... | 97 | | | S |
| | | S | 164 | Witstamboom..... | 103 | | | S |
| V | | 11h30 | 174 | Vanzylsrus (P.O./Pk.)..... | 113 | | | 09h00 V |
| A | | 13h00 | 174 | Vanzylsrus (P.O./Pk.)..... | 113 | | | 08h00 A |
| | | S | 178 | Suspense..... | 117 | | | S |
| | | S | 180 | Tiger's Spot..... | 119 | | | S |
| | | S | 185 | Theunishof..... | 124 | | | S |
| | | S | 193 | La Gratitude..... | 132 | | | S |
| | | S | 195 | Bothasmoed..... | 134 | | | S |
| | | S | 197 | Leerdoos..... | 136 | | | S |
| | | S | 199 | Gannaduyn..... | 138 | | | S |
| | | S | 203 | Kuhnrsrus..... | 142 | | | S |
| | | S | 204 | Sandhoogte..... | 143 | | | S |
| | | S | 208 | Matlapane..... | 147 | | | S |
| | | S | 209 | Lonely..... | 148 | | | S |
| | | S | 214 | Mora..... | 153 | | | S |
| | | S | 216 | Alleen..... | 155 | | | S |
| | | S | 221 | Britsrus..... | 160 | | | S |
| | | S | 223 | Trampansbrand..... | 162 | | | S |
| | | S | 229 | Totsplaas..... | 168 | | | S |
| | | S | 231 | Camel's Rest..... | 170 | | | S |
| | | S | 233 | Fisant..... | 172 | | | S |
| | | S | 237 | Rebellie..... | 176 | | | S |
| | | 15h00 | 241 | Ontmoeting..... | 180 | | | 06h00 |
| | | S | 248 | Boesman..... | 187 | | | S |
| | | S | 249 | Wewenaar..... | 188 | | | S |
| | | S | 251 | Wildsgeot..... | 190 | | | S |
| | | S | 258 | Eensaam Kasteel..... | 197 | | | S |
| | | S | 263 | Drums Hough..... | 202 | | | S |
| | | S | 266 | Bloubosputs..... | 205 | | | S |
| | | S | 275 | Dikmelk..... | 214 | | | S |
| | | S | 280 | Disselboom..... | 219 | | | S |

| Mo. Ma. | Th. Do. | Th. Do. | km | Stopping places Stopplekke | † | Tu. Di. | Fr. Vr. | Fr. Vr. |
|------------|------------|------------|-----|-------------------------------|-----|------------|------------|------------|
| A | | S | 284 | Kruipsand..... | 223 | | | S |
| | | S | 287 | Loch Broom..... | 226 | | | S |
| | | S | 289 | Glastora..... | 228 | | | S |
| | | S | 297 | Aram..... | 236 | | | S |
| | | S | 299 | Koelte..... | 238 | | | S |
| | | S | 302 | Staansaam..... | 241 | | | S |
| | | S | 307 | Enkelduin..... | 246 | | | S |
| | | S | 310 | Houtvolop..... | 249 | | | S |
| | | S | 314 | Skaarswater..... | 253 | | | S |
| | | S | 319 | Tonasrus..... | 258 | | | S |
| | | 17h00 | 322 | Askham (P.O./Pk.)..... | 261 | | | 04h00 V |

VOORGESTELDE GEWYSIGDE TYDTAFEL

KURUMAN—TSINENG—PENRYN—HOTAZEL—VANZYLSRUS—ASKHAM (2017)

| Th. Don. | Mo. Ma. | km | Stopping places Stopplekke | † | Fri. Vry. | Tu. Di. |
|-------------|------------|----|------------------------------------|----|--------------|------------|
| V 05h30 | 05h30 | — | Kuruman..... | 61 | 14h20 | 14h00 A |
| S | S | 3 | Seoding..... | 58 | | S |
| 05h35 | 05h35 | 5 | Bophuthatswana (border/grens)..... | 56 | 14h15 | 13h55 |
| — | — | 10 | Tsineng (Y)..... | 51 | — | — |
| S | — | 11 | Mose..... | 84 | S | — |
| S | — | 14 | Maruping..... | 81 | S | — |
| S | — | 21 | Batlaharo (P.O./Pk.)..... | 74 | S | — |
| S | — | 26 | Sakeng..... | 69 | S | — |
| S | — | 32 | Ntsweng..... | 63 | S | — |
| S | — | 37 | Ga-Mopedi (P.O./Pk.)..... | 58 | S | — |
| S | — | 43 | Sedibeng..... | 52 | S | — |
| S | — | 51 | Maiping..... | 44 | S | — |
| 07h20 | — | 61 | Tsineng..... | 34 | 12h20 | — |
| S | — | 66 | Dinokaneng..... | 39 | S | — |
| S | — | 69 | Elford..... | 42 | S | — |
| 07h30 | — | 71 | Bophuthatswana (border/grens)..... | 43 | 12h10 | — |
| S | — | 71 | Ga-Malelo..... | 43 | S | — |
| 07h35 | — | 73 | Bophuthatswana (border/grens)..... | | 12h20 | — |
| S | — | 74 | Kooroon..... | 47 | S | — |
| S | — | 77 | Bosra..... | 50 | S | — |
| S | — | 80 | Rotsbank..... | 53 | S | — |
| 08h00 | — | 85 | Penryn..... | 58 | 11h40 | — |
| S | — | 80 | Rotsbank..... | 53 | S | — |
| S | — | 77 | Bosra..... | 50 | S | — |
| S | — | 74 | Kooroon..... | 47 | S | — |
| 08h10 | — | 73 | Bophuthatswana (border/grens)..... | | 11h10 | — |
| S | — | 71 | Ga-Malelo..... | 43 | S | — |
| 08h15 | — | 71 | Bophuthatswana (border/grens)..... | | 10h55 | — |
| S | — | 69 | Elford..... | 42 | S | — |
| S | — | 66 | Dinokaneng..... | 39 | S | — |
| 08h30 | — | 61 | Tsineng..... | 34 | 10h45 | — |
| S | — | 68 | Gasesc..... | 27 | S | — |
| 08h40 | — | 71 | Bophuthatswana (border/grens)..... | | 10h25 | — |
| S | — | 72 | Bushy Bend..... | 23 | S | — |
| S | — | 76 | Bowden Ridge..... | 19 | S | — |
| — | — | 89 | Hotazel (Y)..... | 55 | 6 | — |
| — | — | 55 | Hotazel (Y)..... | 6 | — | — |
| — | — | 10 | Tsineng (Y)..... | 51 | — | — |
| — | 05h45 | 16 | Bophuthatswana (border/grens)..... | | — | 13h45 |
| — | 05h50 | 19 | Bophuthatswana (border/grens)..... | | — | 13h40 |
| — | 05h55 | 24 | Bophuthatswana (border/grens)..... | | — | 13h35 |
| — | — | 32 | Riries (mine/myn) (Y)..... | 29 | — | — |
| — | S | 34 | Riries (mine/myn)..... | 31 | — | S |

| Th. Don. | Mo. Ma. | km | Stopping places Stopplekke | † | Fri. Vry. | Tu. Di. |
|-------------|------------|-----|-------------------------------|-----|--------------|------------|
| — | — | 32 | Riries (mine/myn) (Y)..... | 29 | — | — |
| — | S | 45 | Swanieshek..... | 16 | — | S |
| — | S | 48 | Kameelaar..... | 13 | — | S |
| S | S | 51 | Landkoop..... | 10 | S | S |
| — | — | 55 | Hotazel (Y)..... | 6 | — | — |
| S | S | 56 | National..... | 5 | S | S |
| A 09h30 | 07h00 | 61 | Hotazel (sta.)..... | — | 09h35 | 12h15 V |
| V 10h40 | 08h00 | 61 | Hotazel (sta.)..... | — | 08h35 | 11h30 A |
| S | — | 81 | Wessels (mine/myn)..... | 20 | S | — |
| S | — | 88 | Selsplaas..... | 27 | S | — |
| S | — | 90 | Boerdraai..... | 29 | S | — |
| S | — | 93 | Eerstebegin..... | 32 | S | — |
| S | — | 95 | Mollersville..... | 34 | S | — |
| S | — | 98 | Koeidoring..... | 37 | S | — |
| S | — | 99 | Turksvyhoek..... | 38 | S | — |
| S | — | 103 | Plooystroom..... | 42 | S | — |
| S | — | 104 | Voorsig..... | 43 | S | — |
| S | — | 106 | Grootbruin..... | 45 | S | — |
| S | — | 107 | Kempsgeluk..... | 46 | S | — |
| 12h00 | — | 111 | Doorngrange..... | 50 | 07h15 | — |
| S | — | 114 | Ideaal..... | 53 | S | — |
| S | — | 115 | Krubank..... | 54 | S | — |
| S | — | 119 | Melodia..... | 58 | S | — |
| S | — | 122 | Waterdraai..... | 61 | S | — |
| S | — | 123 | Afrikanerdraai..... | 62 | S | — |
| S | — | 125 | Afskeid..... | 64 | S | — |
| S | — | 127 | Bloekomdraai..... | 66 | S | — |
| S | — | 130 | Kega..... | 69 | S | — |
| S | — | 130 | Moshumo..... | 69 | S | — |
| S | — | 132 | Donkerdraai..... | 71 | S | — |
| S | — | 135 | Arogna..... | 74 | — | — |
| S | — | 136 | Pit..... | 75 | S | — |
| S | — | 140 | Karibu..... | 79 | S | — |
| S | — | 143 | Springhout..... | 82 | S | — |
| S | — | 144 | Wesoord..... | 83 | S | — |
| 13h10 | — | 149 | Frylinckspan (P.O./Pk.)..... | 88 | 06h00 | — |
| S | — | 152 | Aansluit..... | 91 | S | — |
| S | — | 156 | Momonthle..... | 95 | S | — |
| S | — | 160 | Meo Voto..... | 99 | S | — |
| S | — | 165 | Langpos..... | 104 | S | — |
| S | — | 169 | Kykkop..... | 108 | S | — |
| S | — | 170 | Khuis..... | 109 | S | — |
| S | — | 173 | Rooyensval..... | 112 | S | — |
| S | — | 175 | Dupsplaas..... | 114 | S | — |
| S | — | 177 | Bush Nek..... | 116 | S | — |
| S | — | 181 | Russteen..... | 120 | S | — |
| S | — | 183 | Sonlig..... | 122 | S | — |
| S | — | 185 | Blakely..... | 124 | S | — |
| S | — | 188 | Plessisbos..... | 127 | S | — |
| S | — | 193 | Sonnykin..... | 132 | S | — |
| S | — | 196 | Boesmansputs..... | 135 | S | — |
| S | — | 199 | Nuwepaal..... | 138 | S | — |
| S | — | 201 | Marikeesi..... | 140 | S | — |
| A 15h30 | — | 206 | Zunki..... | 145 | S | — |
| V | — | 209 | Vanzylsrus (P.O./Pk.)..... | 113 | 04h00 | — |
| V | 08h00 | 61 | Hotazel (sta.)..... | — | — | 11h30 A |
| S | S | 66 | Gama..... | 5 | — | S |
| S | S | 77 | Umntu..... | 16 | — | S |
| S | S | 79 | Witkraai..... | 18 | — | S |
| S | S | 80 | Belgrave..... | 19 | — | S |
| S | S | 87 | Draken..... | 26 | — | S |
| S | S | 90 | Vanadia..... | 29 | — | S |
| S | S | 92 | Sandpan..... | 31 | — | S |
| 09h15 | S | 95 | Floradora..... | 34 | — | 10h35 |
| S | S | 111 | Sandbad..... | 50 | — | S |
| S | S | 117 | Boet..... | 56 | — | S |
| 10h00 | S | 124 | Sonstraal..... | 63 | — | 10h00 |
| S | S | 126 | Drylands..... | 65 | — | S |
| S | S | 132 | Kraalduin..... | 71 | — | S |
| S | S | 138 | Platduin..... | 77 | — | S |
| S | S | 158 | Duinpan..... | 97 | — | S |
| S | S | 164 | Witstamboom..... | 103 | — | S |
| A | 11h30 | 174 | Vanzylsrus (P.O./Pk.)..... | 113 | — | 09h00 V |
| V | 13h00 | 174 | Vanzylsrus (P.O./Pk.)..... | 113 | — | 08h00 A |
| S | S | 178 | Suspense..... | 117 | — | S |
| S | S | 180 | Tiger's Spot..... | 119 | — | S |
| S | S | 185 | Theunishof..... | 124 | — | S |
| S | S | 193 | La Gratitude..... | 132 | — | S |
| S | S | 195 | Bothasmoed..... | 134 | — | S |
| S | S | 197 | Leerdoos..... | 136 | — | S |
| S | S | 199 | Gannaduin..... | 138 | — | S |

| Th. Don. | Mo. Ma. | km | Stopping places Stopplekke | † | Fri. Vry. | Tu. Di. |
|-------------|------------|-----|-------------------------------|-----|--------------|------------|
| | S | 203 | Kuhnsrus..... | 142 | | S |
| | S | 204 | Sandhoogte..... | 143 | | S |
| | S | 208 | Matlapane..... | 147 | | S |
| | S | 209 | Lonely..... | 148 | | S |
| | S | 214 | Mora..... | 153 | | S |
| | S | 216 | Alleen..... | 155 | | S |
| | S | 221 | Britsrus..... | 160 | | S |
| | S | 223 | Tampansbrand..... | 162 | | S |
| | S | 229 | Totsplaats..... | 168 | | S |
| | S | 231 | Camel's Rest..... | 170 | | S |
| | S | 233 | Fisant..... | 172 | | S |
| | S | 237 | Rebellie..... | 176 | | S |
| | 15h00 | 241 | Ontmoeting..... | 180 | | 06h00 |
| | S | 248 | Boesman..... | 187 | | S |
| | S | 249 | Wewenaar..... | 188 | | S |
| | S | 251 | Wildsgenot..... | 190 | | S |
| | S | 258 | Eensaam Kasteel..... | 197 | | S |
| | S | 263 | Drums Heugh..... | 202 | | S |
| | S | 266 | Bloubosputs..... | 205 | | S |
| | S | 275 | Dikmelk..... | 214 | | S |
| | S | 280 | Disselboom..... | 219 | | S |
| | S | 284 | Kruipsand..... | 223 | | S |
| | S | 287 | Loch Broom..... | 226 | | S |
| | S | 289 | Glastora..... | 228 | | S |
| | S | 297 | Aram..... | 236 | | S |
| | S | 299 | Koelte..... | 238 | | S |
| | S | 302 | Staansaam..... | 241 | | S |
| | S | 307 | Enkelduin..... | 246 | | S |
| | S | 310 | Houtvolop..... | 249 | | S |
| | S | 314 | Skaarswater..... | 253 | | S |
| | S | 319 | Tonasrus..... | 258 | | S |
| A | 17h00 | 322 | Askham (P.O./Pk.)*..... | 261 | | 04h00 |

Blanke passasiers word nie vervoer nie/White passengers are not conveyed.

* Sluit op Askham by diens 9092 aan/Connects with service 9092 at Askham.

† Afstand van Hotazel (sta.)/Distance from Hotazel (sta.)

‡ Kortste afstand van Kuruman/Shortest distance from Kuruman.

OP306—VRYBURG/HEUNINGVLEI/BUTE STORE/McCARTHY'S REST. (2) S.A. Spoorweë, Kimberley; wysiging van tyd-
tafel met bykomende magtiging ten opsigte van passasiers. (3)—(4) Alle soorte goedere, room, possakke en Nie-Blanke passasiers en hul
persoonlike besittings. (5) Tussen Vryburg, Heuningvlei, Bute Store, McCarthy's Rest. (Roete 206).

BESTAANDE TYDTAFEL

VRYBURG—HEUNINGVLEI (MINE/MYN)—BUTE STORE—McCARTHY'S REST (2067)

| G Tues. Dins. | D Thurs. Don. | Km | Stopping places Stopplekke | G Wed. Woens. | D Thurs. Don. | D Fri. Vry. |
|---------------------|---------------------|----|---------------------------------|---------------------|---------------------|-------------------|
| V07h00 | V07h00 | — | Vryburg (sta.)..... | A11h25 | | 12h40 |
| S | S | 2 | Vryburg (Location/Lokasie)..... | S | | S |
| | | 3 | Junction/Aansluiting..... | | | S |
| — | — | 8 | Junction/Aansluiting..... | — | | — |
| S | S | 16 | Grasdraai..... | S | | S |
| S | S | 18 | Grassy Bend..... | S | | S |
| S | S | 24 | Vicedale..... | S | | S |
| S | S | 31 | Massouskop..... | S | | S |
| S | S | 32 | Bosryk..... | S | | S |
| S | S | 34 | Mutus..... | S | | S |
| S | S | 35 | Manchester..... | S | | S |
| — | — | 37 | Junction/Aansluiting..... | — | | — |
| S | S | 40 | Theronskop..... | S | | S |
| — | — | 42 | Junction/Aansluiting..... | — | | — |
| S | S | 48 | Steenbokbult..... | S | | S |
| S | S | 55 | Morok..... | S | | S |
| 08h10 | 08h10 | 58 | Coetzersdam (P.O./Pk.)..... | 10h05 | | 10h55 |
| S | S | 60 | Ednil..... | S | | S |
| S | S | 63 | Haakboom..... | S | | S |
| S | S | 64 | Lindevlei..... | S | | S |
| S | S | 71 | Gannahoek..... | S | | S |
| S | S | 76 | Praghoek..... | S | | S |
| 08h40 | 08h40 | 77 | Long Valley (P.O./Pk.)..... | 09h25 | | 10h15 |
| — | — | 83 | Junction/Aansluiting..... | — | | — |
| — | S | 86 | Guns (Syroete)..... | — | | S |

| G Tues. Dins. | D Thurs. Don. | km | Stopping places Stopplekke | G Wed. Woens. | D Thurs. Don. | D Fri. Vry. |
|---------------------|---------------------|-----|---------------------------------------|---------------------|---------------------|-------------------|
| — | — | 83 | Junction/Aansluiting..... | — | — | — |
| S | S | 98 | South Carfax..... | S | — | S |
| S | S | 103 | North Carfax..... | S | — | S |
| S | S | 105 | Shooter's Hill..... | S | — | S |
| S | S | 109 | Atabes..... | S | — | S |
| S | S | 114 | Grenshuis..... | S | — | S |
| S | S | 116 | Blombult..... | S | — | S |
| S | S | 119 | Kafferkoring..... | S | — | S |
| S | S | 122 | Somervallei..... | S | — | S |
| S | S | 126 | Ditlha..... | S | — | S |
| S | S | 129 | Tsammavlei..... | S | — | S |
| S | S | 130 | Kweekpan..... | S | — | S |
| S | S | 132 | Karkoer..... | S | — | S |
| S | S | 135 | Bakkies..... | S | — | S |
| S | S | 140 | Calf Hill..... | S | — | S |
| 11h00 | 11h15 | 143 | Korhaanbult..... | 08h15 | — | 08h10 |
| S | S | 146 | Bruinsand..... | S | — | S |
| S | S | 150 | Grobbersvregde..... | S | — | S |
| S | S | 151 | Patrysvlakte..... | S | — | S |
| S | S | 153 | Wolfvlakte..... | S | — | S |
| S | S | 159 | Bona-Bona..... | S | — | S |
| 11h45 | S | 163 | Ewbank's Store | 06h30 | — | S |
| — | S | 167 | Joostehoop | — | — | S |
| — | 12h45 | 171 | Mapitiki | — | — | 07h00 |
| — | S | 167 | Joostehoop..... | — | — | S |
| — | S | 163 | Ewbank's Store..... | — | — | S |
| S | S | 159 | Bona-Bona..... | S | — | S |
| S | S | 177 | Dinaka..... | S | — | S |
| S | S | 183 | Marjan..... | S | — | S |
| S | S | 193 | Tsowe..... | S | — | S |
| S | S | 196 | Groengrond..... | S | — | S |
| 14h00 | 15h00 | 200 | Heuningvleimyn/Mine..... | V05h00 | A17h00 | V05h00 |
| — | — | 203 | Junction/Aansluiting..... | — | — | — |
| — | A15h50 | 220 | Bute Store/Winkel (Spur/Syroete)..... | — | V16h10 | — |
| — | — | 203 | Junction/Aansluiting..... | — | — | — |
| S | — | 224 | Frone..... | S | — | — |
| S | — | 229 | Sapiet..... | S | — | — |
| S | — | 237 | Kilometres/Kilometerpunt 237..... | S | — | — |
| S | — | 245 | Duwweltjie..... | S | — | — |
| S | — | 253 | Govan..... | S | — | — |
| S | — | 257 | Voetslaan..... | S | — | — |
| S | — | 261 | Kilometres/Kilometerpunt 261..... | — | — | — |
| 15h30 | — | 264 | Sheffield..... | — | — | — |
| S | — | 261 | Kilometres/Kilometerpunt 261..... | — | — | — |
| S | — | 257 | Voetslaan..... | S | — | — |
| S | — | 272 | Sirkelpad..... | S | — | — |
| A16h15 | — | 277 | McCarthy's Rest..... | V03h00 | — | — |

VOORGESTELDE GEWYSIGDE TYDTAFEL

VRYBURG—HEUNINGVLEI (MINE/MYN)—McCARTHY'S REST (2067)

| Mo. Ma. | km | Stopping places Stopplekke | Tu. Di. |
|------------|----|---|------------|
| V06h00 | — | Vryburg (Sta.)..... | A14h25 |
| — | 2 | Vryburg (3)..... | — |
| S | 3 | V/B (Market Street/Markstraat) (Y)..... | S |
| — | 8 | Beesdam (Y)..... | — |
| S | 16 | Grasdraai..... | S |
| S | 18 | Grassy Bend..... | S |
| S | 24 | Vicedale..... | S |
| S | 31 | Massouskop..... | S |
| S | 32 | Bosryk..... | S |
| S | 34 | Mutus..... | S |
| S | 35 | Manchester..... | S |
| — | 37 | Louwna (Y)..... | — |

| Ma. Mo. | km | Stopping places Stopplekke | Tu. Di. |
|------------|-----|---|------------|
| S | 40 | Theronskop..... | S |
| — | 42 | Coetzersdam (Y)..... | — |
| S | 48 | Steenbokbult..... | S |
| S | 55 | Morok..... | S |
| V07h10 | 58 | Coetzersdam (P.O./Pk.)..... | V13h05 |
| S | 60 | Ednil..... | S |
| S | 63 | Haakboom..... | S |
| S | 64 | Lindevlei..... | S |
| S | 71 | Gannahoek..... | S |
| S | 76 | Praghoek..... | S |
| V07h40 | 77 | Long Valley (P.O./Pk.)..... | V12h25 |
| V07h50 | 83 | Guns (Y) Bophuthatswana (border/grens)..... | V12h15 |
| S | 86 | Guns (syroete)..... | S |
| — | 83 | Guns (Y)..... | — |
| V08h20 | 95 | Bophuthatswana (border/grens)..... | V11h45 |
| S | 98 | South Carfax..... | S |
| S | 103 | North Carfax..... | S |
| S | 105 | Shooter's Hill..... | S |
| S | 109 | Atabes..... | S |
| S | 114 | Grenshuis..... | S |
| S | 116 | Blombult..... | S |
| S | 119 | Kafferkoring..... | S |
| S | 122 | Somervallei..... | S |
| S | 126 | Ditlha..... | S |
| S | 129 | Tsammavlei..... | S |
| S | 130 | Kweekpan..... | S |
| S | 132 | Karkoer..... | S |
| S | 135 | Bakkies..... | S |
| S | 140 | Calf Hill..... | S |
| V10h15 | 143 | Korhaanbult..... | V10h15 |
| S | 146 | Bruinsand..... | S |
| S | 150 | Grobbersvreugde..... | S |
| V10h25 | 151 | Patrysvlakte (Bophuthatswana border/grens)..... | V10h05 |
| S | 153 | Wolfvlakte..... | S |
| S | 159 | Bona-Bona..... | S |
| V11h00 | 163 | Ewbank's Store } Spur/Syroete..... | V09h30 |
| S | 167 | Joosteheop..... | S |
| S | 171 | Mapitiki..... | S |
| S | 167 | Joosteheop..... | S |
| S | 163 | Ewbank's Store..... | S |
| S | 159 | Bona-Bona..... | S |
| S | 177 | Dinaka..... | S |
| S | 183 | Marjan..... | S |
| S | 193 | Tsowe..... | S |
| S | 194 | Tsowe No. 2..... | S |
| S | 196 | Groengrond..... | S |
| V13h40 | 200 | Heuningvlei (mine/myn)..... | V08h00 |
| — | 203 | Bute (Y)..... | — |
| V14h00 | 221 | Bophuthatswana (border/grens)..... | V07h40 |
| S | 224 | Frone..... | S |
| S | 229 | Sapiet..... | S |
| S | 237 | Kilometres/Kilometerpunt 237..... | S |
| S | 245 | Duwweltjie..... | S |
| S | 253 | Govan..... | S |
| S | 257 | Voetslaan..... | S |
| S | 261 | Kilometres/Kilometerpunt 261..... | S |
| S | 264 | Sheffield..... | S |
| S | 257 | Voetslaan..... | S |
| S | 272 | Sirkelpad..... | S |
| A15h55 | 277 | McCarthy's Rest..... | V06h00 |

Vir die vervoer van Nie-Blanke passasiers, possakke, room en goedere, alle soorte.

OP291—KIMBERLEY. (2) Gert Martlouw, Kimberley; nuut. (3) Een Kombi aangekoop te word (agt passasiers). (4) Nie meer as agt Kleurlingtaxipassasiers en hul persoonlike besittings en enige voedsel en drank bedoel vir hul eie gebruik. (5) (i) Binne 'n radius van 50 km vanaf Hoofposkantoor, Kimberley. (ii) Op toevallige ritte binne 'n radius van 80 km vanaf Hoofposkantoor, Kimberley.

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