



**TRAVEL  
TRAINING  
PILOT PROJECT  
REPORT 2007**

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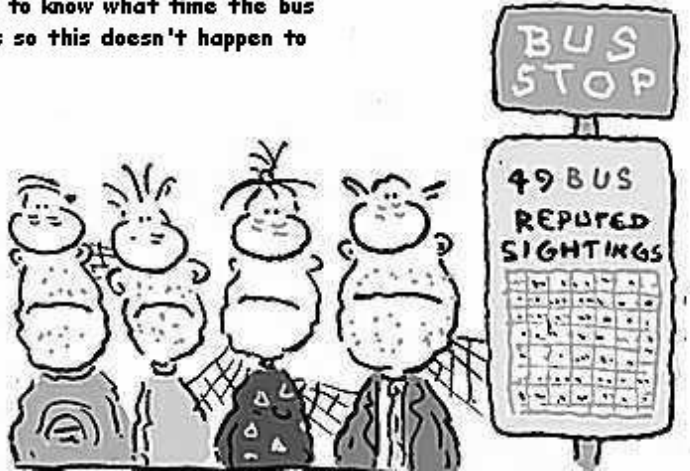
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Want to know what time the bus comes so this doesn't happen to you?



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## **Executive summary**

The purpose of this document is to describe the findings of the Campbelltown, Wingecarribee, Wollondilly and Camden Areas Pilot Travel Training Project and provide recommendations for future directions.

From the information collected through this pilot, it is clear that the ageing population of the Campbelltown, Wingecarribee, Wollondilly and Camden Local Government Area would benefit from travel information and a training program to support them with their individual travel needs. These needs include information and training related to bus timetabling, location of most convenient bus stop and one to one training en route with individuals in relation to payment of fares and boarding and disembarking from public buses and trains.

At present there is no service for people to go to for information and support about transport needs in their local area and there is not a designated training programme that is used across the local area for community groups that are wanting to Travel Train people. There are currently a few local groups that offer basic travel training as an option for people with a disability as part of the service plan they provide, but this is not the case for elderly people.

Individuals in the target group contacted through the pilot who still had access to private vehicle travel expressed interest in using this service in the future as the need arises. Those surveyed also expressed interest in a local service providing information about transport and help with accessing buses and trains because they could envisage a point in their lives when they will need such a program. It is worth noting that in a survey conducted by the Australian Bureau of Statistics in March 2006 as part of the Monthly Population Survey (MPS) it was reflected that the desire by the NSW population to continue using their private vehicle was due to such factors as a lack of suitable public transport rather than for convenience alone.

## **Recommendations:**

On the basis of the travel training pilot project research the following findings and recommendations can be made:

- For a sustainable travel training project to be established in the area a referral system would need to be put in place for people who require travel training of some sort. This could involve individuals referring themselves or an organization referring appropriate applicants to the project. Eligible individuals could be referred to the program for information about local transport services i.e what local public transport and private transport operates in the area. This could be funded by both private transport and public transport as both would directly benefit from increased use of public transport. Information about a travel training service could also be distributed by relevant local government and non-government businesses such as the Road and Traffic Authority, NRMA, Insurance Companies and Public Transport Operators when providing information related to driver tests, insurance and license renewal notices.

## Travel Training Pilot Project Report

- An area for further research and planning for the future would be a training course run from a set provider to which organisations could refer, providing travel training and making sure tailored plans are used to suit clients needs. Comments on what clients see as their individual needs such as reading, numbers, traffic safety, stranger danger and personal space, could also be incorporated on an individual basis covering duty of care, OH&S issues, staff safety, different teaching tools such as pictures, and covering different culturally sensitive issues.
- There is potential to broaden the scope of the project to include the broader transport disadvantaged groups. There would seem to be a high potential for groups such as people with a disability who need to access community based activities, respite centres, TAFE or employment. These skills would help relieve ageing parents of some of the additional duties involved when caring for a family member with a disability. Other potential groups for inclusion are new arrivals to Australia and people who have lost their licence and need to familiarise themselves with transport either for the first time or after a long time of not using.
- Funding for the project can be kept to the cost of co-ordinator wage, associated training costs and advertising. There is the potential to access volunteers to travel train people at minimal cost to the project by linking up with programmes such as Work for the Dole and people who have gone through the travel training already.
- There is also the potential for participants to become volunteers, training other people to travel independently once they have gone through the project. This would have multiple benefits for participants and the broader community.
- Funding for this 6 month pilot travel training project was allocated from South West Community Transport HACC funding provisions.  
Extra funding from South West Community Transport has enabled the Travel Training Project to continue in the 4 LGA's and now expand to cover 7 LGA's with the addition of Fairfield, Liverpool and Bankstown.  
An application for Non-recurrent funding has been submitted to MOT with an expectation for the project to the target group.  
SWCT shall endeavor to obtain recurrent funding which will enhance the long term viability of the project.

Through discussions with organisations including The Disabilities Trust Mittagong, Anglicare, Community Options Campbelltown, DADAHC housing officer, Sunshine lodge and Rosnel House it is clear that public transport skills are a growing area of need both in the disability service as more clients are having to travel to get to their work or TAFE and in the aging population as people who have been dependent on their motor vehicle lose that independence due to age or other reasons such as illness. My community consultation points to a growth in need in the area of Travel Training and Information services and presents the opportunity to meet a broad and increasing community need.

## **‘Independent travel helps reduce exclusion’**

### **Overview**

- The Travel Training pilot project was initiated by South West Community Transport with a working party consisting of representatives from Walomi Community Transport, Southern Highlands and Bankstown Community Transport, Picton Busline, Berrima Buslines, Busways Busline, and 2 Regional Ministry of Transport Co-ordinators ( LGA ’s). The pilot project was allocated 6 month’s funding from Home and Community Care for four LGA’s starting with Wollondilly and Wingecarribee then moving into the Camden and Campbelltown LGA’s. These areas were chosen as most likely to benefit from the project
- The aim of the project has been to assess community interest in and need for Travel Training for the ageing population and people with a disability and to develop a plan in relation to the best way to provide such a service. The training is meant to provide Transport disadvantaged community members with more options and access to transport to enable them to better access and participate in the greater community. Travel training is not meant to replace Community Transport in any way but to work with it.
- In relation to the ageing community, many older community members are finding that once a partner, who was the primary or only driver, passes away or loses their licence they are without their own form of transport or an independent way of getting around. In some cases people can ask a friend or a relative to help them get around but where this is not possible the Travel Training project may have a role to play.
- The data collected from this pilot project was primarily collected by phone contact with clients from both South West Community Transport and Southern Highlands Community Transport. This data was used for research for the pilot as it was a set base of clients to draw from that fit the HACC funding criteria and included a range of clients from both the Age and Disabilities areas.  
Clients contacted were selected by the following criteria:
  - Any clients living within one kilometre walking distance of a bus stop - this distance was chosen as some clients may still have good mobility and are walking this distance.
  - Anyone between the age of 18- 85 years of age - because of duty of care issues all clients below 18 yrs were removed.
- Using the Community Transport Data Base, a list of people living in the Wollondilly, Camden Campbelltown and Wingecarribee area was developed. We started with just over 1000 clients across the 4 LGA’s living in the area and accessing Community Transport. We then narrowed down the list to 400 clients to contact using the criteria in the previous point. These clients were contacted by phone and also in some cases visited in person.

## **Contextual information related to challenges facing the aged or inexperienced in catching public transport across the four Local Groups Areas:**

During the course of the pilot travel training project the following contextual issues were observed in relation to public transport in each area:

- Bus stops in some areas across the 4 LGA's are not very accessible in terms of information provided to the public. Most stops are missing signs to say which bus company operates from the stop and there is often no timetable information displayed. This makes it very difficult to get a bus for the first time as you don't know if you have the right stop and or right side of the road and don't know what time the buses are leaving. It is also stressful if you have missed a bus and have to wait not knowing when the next one comes. This is exacerbated by the fact that in some cases there is more than a 40 minute wait for a bus. This would make most people very nervous if they didn't know the time for the next bus and were not locals. Contact lines to call for information at bus stops would also be helpful to provide current information so that even if there is not a timetable it would be possible to call the transport information line for updated information.
- In certain parts of South Western Sydney we still have bus companies that don't operate with wheelchair access to all buses so that people who live near a bus stop who use a wheelchair are unable to use the bus due to the uncertain bus times of the wheelchair access buses in use. This was the general complaint

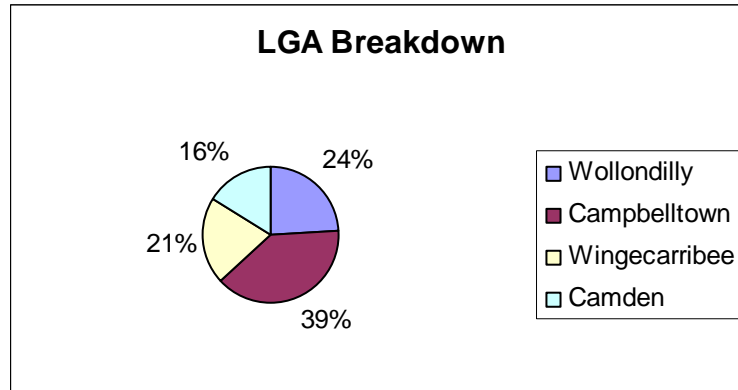
*This Survey also consisted of 21 people living near to a bus stop in wheelchairs in Camden, 8 in Wollondilly and 11 in Campbelltown these are just the people living near to bus stop that are on SWCT data*

### **Rural v Metro**

- Some people in the metropolitan area have had to use public transport services in their area as they have never had a car thus making public transport their only form of transport.
- People in the metropolitan area have more of an understanding of the services in the area and know where the buses are going and who the local transport providers are. This is not the case in the more rural areas where people living in Wollondilly seem to be less aware of the services and where they leave from in their area.
- People living in rural areas also tend to have had a car all their lives. This can be an issue then when they find themselves without a drivers licence, and are unaware of what services operate in their area and may have heard a lot of stigma around public transport.

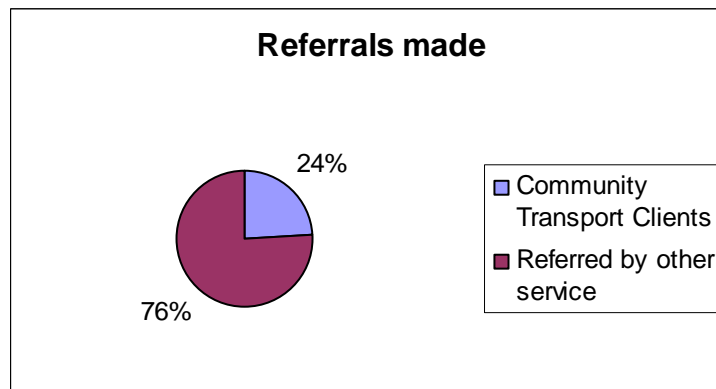
## Breakdown of people contacted during the pilot project:

**CHART 1:** The distribution of the 400 clients contacted across the 4 LGA's



- After selecting the people eligible for Travel Training, 400 people were contacted across 4 LGAs. The number of people contacted in each LGA differed and is broken down in chart 1.
- Five clients were visited rather than phoned, of whom four accessed the service. All five visited were elderly clients living in the Wingecarribee area. These clients were visited as they were told about the travel training pilot project by another service and requested someone to come out with more information.

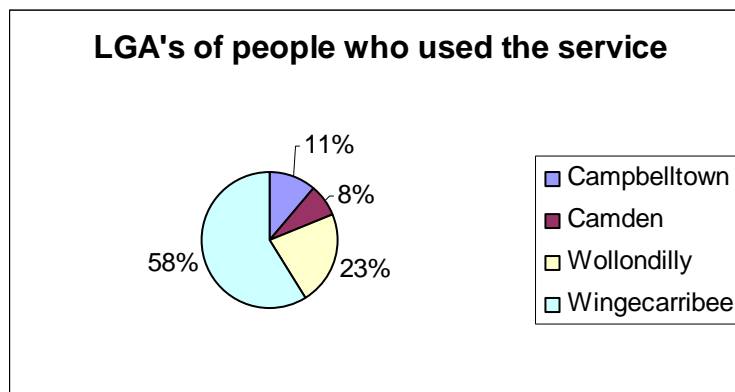
**CHART 2:** Breakdown of clients who used Travel training people referred by another service compared to clients on Community Transport's data base.



- Chart 2 shows a breakdown of how people heard about and then used the service, coming from either Community Transport clients data base, or people referred by another service provider such as Boarding Houses in the local area

## Breakdown of clients who participated in travel training

**CHART 3:** People Supported

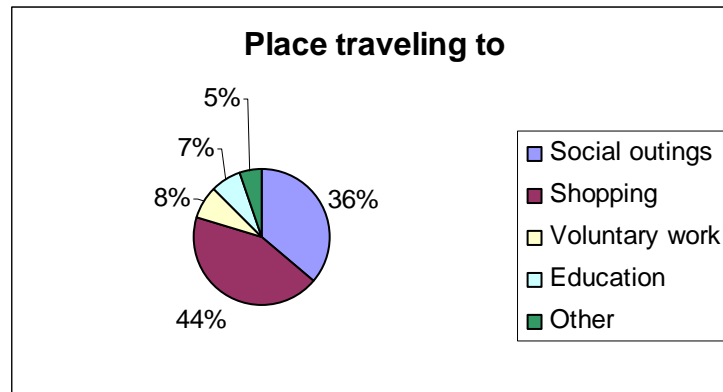


- The majority of people who used the service live in Wingecarribee and Wollondilly Areas. This is for several reasons. As mentioned previously people in both Wingecarribee and Wollondilly that were contacted included a lower percentage of people who had used public transport previously. Another factor that may have facilitated participation is that more retirement villages in the Wollondilly and Wingecarribee areas are near to a bus stop, several having public bus stops in the retirement village. By contrast Campbelltown seems to have fewer bus stops near to retirement homes.

*“I would like a bus to come closer to where I live”. It’s a 1km walk to bus stop at Copperfield Rd. “Would like to get out more but can’t walk far”*

- Several group travel training programmes were organised with one of the boarding houses in the area. This was to promote independence and also to develop a support group for each other when travelling independently. These Travel groups not only involved catching the bus, but also four walking groups where people were shown the safest way to walk down to their local shopping centre. This was a 20 minute walk, the aim was also to help the clients get fit as weight was a concern with some of the clients.
- Camden and Campbelltown had a higher percentage of people in a wheelchair living near a bus stop. These people were contacted however none of them participated in the project. In Camden the issue was no bus services in the area with wheelchair access and in Campbelltown clients commented that they used trains as the buses didn’t have access.
- Of the people supported 75 percent were female and 25 percent male, average age of female clients supported was early 60’s, average age for male clients was mid 60’s the oldest client that used the service was 82years old and the youngest person supported was 38years old.

#### CHART 4: Breakdown of reasons for using the service



- The most common reason for people who accessed the Travel Training project was for a social outing of which five were group outings. The social outings covered going to visit a social venue or a friend, and going out with a friend. The next most popular reason for using the service was for shopping. A lot of clients wanted to be able to travel to a shopping centre other than their local shops.
- When talking to clients on the phone we received a lot of requests for timetable or times that they could travel on a bus to a destination of their choice, these requests were made by people who already travelled by public transport but wanted a little extra information.
- Several people were trained in the best way to travel to their voluntary jobs or TAFE courses. This was great for their independence as up until their travel training they had been using taxi vouchers to get to and from their destination

#### Client comments

*"I want to be able to travel down to Bowral with my friend sometimes so we can go to lunch"*

*"I want to be able to travel to Narellan so I can go shopping"*

*"I would like to be able to walk down to the new Market Place in Mittagong which has just opened"*

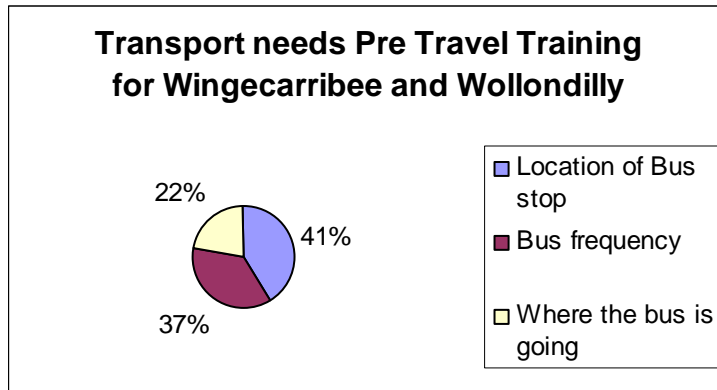
*"I would like to catch the bus down to the Mittagong Market place to do banking"*

*"I wanted to be able to travel to my voluntary job in Moss Vale"*

## **PRE AND POST SURVEY RESULTS**

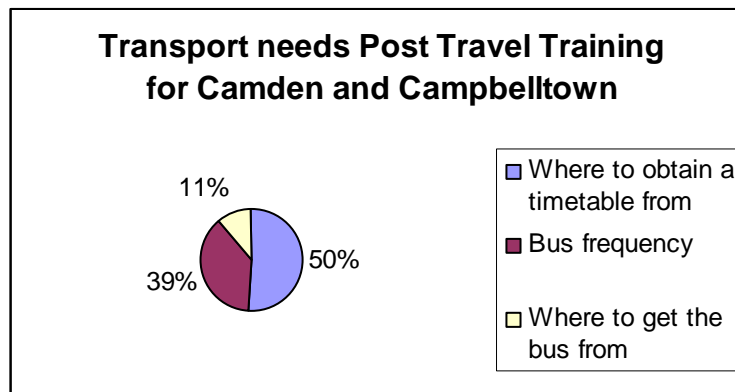
All the people that participated in the Travel Training project filled out a pre and post survey. There were 6 questions asking them to outline their travel needs, and knowledge of transport in the area.

### **CHART 5: Pre Travel Training Transport Needs For Wingecarribee & Wollondilly**



- From the first survey filled out the results in Wollondilly and Wingecarribee show that the three main concerns were:
  - a) where to get the bus from
  - b) how often a service is run
  - c) where they can travel to from their local stop

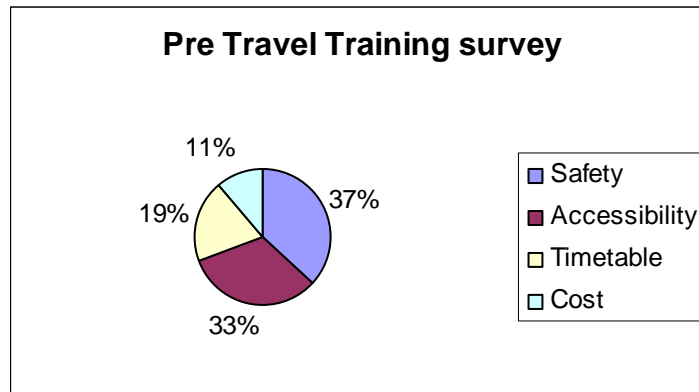
### **CHART 6: Pre Travel Training Transport Needs For Camden & Campbelltown**



- From the first survey filled out the results in Camden and Campbelltown show that the main concerns were:
  - a) where to get a timetable from
  - b) how often a service is run
  - c) Where to get the bus from

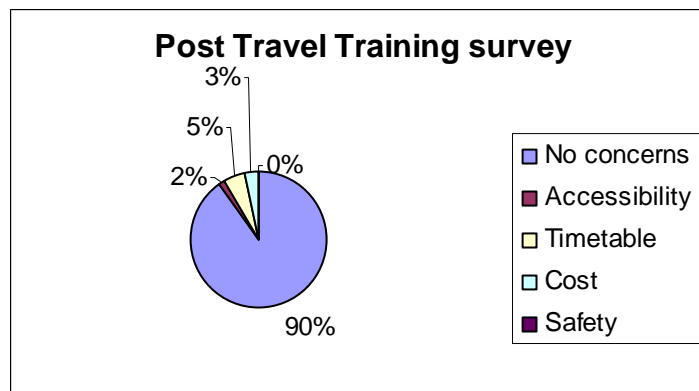
**Post Travel Training:** All clients were satisfied that they had a better working knowledge of the information specific to their chosen travel route. Some people did get Travel Training for more than one destination. People were given a copy of a Travel plan outlining mode of transport, timetables and where to board the transport.

### CHART 7: Pre Travel Trainings Survey results



People who received Travel Training were asked to fill out a pre and post survey. They were asked to number their concerns about public transport. The concerns were similar to the phone survey with safety being the main concern, however accessibility was the second most common concern. People were concerned that they would not be able to get walkers on and be able to get up the stairs of the bus

### CHART 8: Post Travel Training Survey results



*“lovely and helpful drivers on the bus they waited till I sat down and someone on the bus help with my shopping bags when I got off”*

After using the service clients were resurveyed with some additional questions relating to their experience of the service. It was clear from the post survey that all travel training project users felt that the buses were a safer transport option than they had assumed before participating in the project. Participants were very happy with the service the bus company had provided, several having a very positive experience while out.

#### **Client comments**

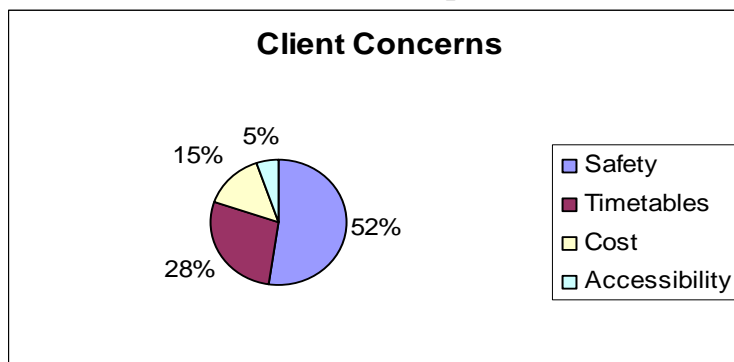
A client that participated in Travel Training had an ongoing concern with the buses from Tahmoor to Narellan shopping centre finding that she either needed to be back at the bus stop where she arrived at the shopping centre 20min after she arrived or she had to wait 3hrs for next service back to Tahmoor *“one is too short to be able to do any shopping and one is too long when you have poor mobility”* The client was happy to give it a go but the above was her comment after catching the bus.

## **OUTLINE OF INFORMATION GIVEN TO NON PARTICIPANTS**

### **Information given to clients over phone or by mail**

- Timetables were sent out and discussed on the phone for some people living in Wollondilly who didn't realise that they were able to get a bus from their home and for one couple who did not know that the bus that stopped near them went to the Picton library in town.
- A bus timetable was sent to a woman living in Tahmoor who had seen buses go past but assumed that they didn't pick up or drop off at the stop near her house as she had never seen the bus stop.
- One woman who was phoned had not been using community transport because she didn't think her needs were as important as others. This led to a discussion of the different purposes community transport could be used for and that every individual's needs are important.
- Timetable issues was a major concern of people with several clients saying they did not know where to get a timetable from and that they were not displayed at bus stops. People were not aware that there was a regular service as some days they would see a bus go past and other days they would not. Also comments that they didn't think the bus stopped there because there was no timetable.
- Also mentioned was that they did not have access to a computer to check timetable and did not know the number for the local bus company. They would like to see timetables at the local shops and bus stops so they can easily get the times of services.
- Some individuals made comments about not being able to read bus timetables, these people were sent a sheet that outlined how to read the timetable in their local area. A copy of these timetable guides can be found at the back of this report. An idea for the future would be to have a set format that all bus companies in the future used for timetable production.

**CHART 9:** Concerns of clients that were phoned



- The main concerns of people who were phoned are shown in the chart 5. This chart only represents the people called, it does not represent the results by people surveyed that had accessed Travel Training project. As you can see the main reason for not using the Public transport system is safety. When asked what safety issues clients were most concerned about, they stated that they were concerned that someone might attack them or they might fall over on the bus or while out and no one would help. They were also concerned that the bus driver wouldn't wait for them to sit down before driving off.
- The second largest concern for people was that there were no services operating in the area. People had commented that they had seen buses go past but didn't think they stopped to pick up passengers. Another concern was that if they were to use Public Transport to get around that they would be wasting time waiting for the return bus once out.
- People living in Wollondilly and Wingecarribee had concerns of cost, most thinking that it would cost them more than the actual bus fare did cost. After giving some examples of how much a trip would actually cost most of the people were happy with the fare having expected it to be much more.
- Accessibility was also a concern mainly with people who had a walking aid. People were concerned with getting up the steps with their walking aid and that they may not be able to do it in time before the bus takes off, the bus not pulling close enough into the curb.

**Client Anecdote:**

One example is a man living in Picton who would rather catch the train to Campbelltown then catch the Busways bus from Campbelltown to Camden rather than catch the one bus direct to destination this was because he can get the Pensioner excursion ticket. He was informed that he could get just one bus for the journey but he said he would rather keep doing it the way he does so he doesn't have to pay extra money - \$8 for return with Picton Buslines v \$2.50 (difference of \$5.50) It is a concern that to catch two modes of transport is cheaper than catching the one mode of transport and that for a saving of \$5.50 people are having to spend an extra 35minutes to one hour travelling to get to their destination.

## **Feedback From Eligible Clients**

Comments from people who were phoned and were already using public transport, or are not interested in using public transport as they have certain issues with the transport in their local area.

I have stated the suburb where the person resides in order to provide the context of the area in which the person travels. I have not included all clients comments but have used comments from people that demonstrate issues associated with the public bus routes including them being too far from individual's home, difficulty with getting on the bus and concerns about frequency of buses. I have also included positive feedback made by people about their local bus company.

### **Negative and the Positive feedback:**

- Driver- Not interested as still drives but think it's a great idea. "Have used public transport before and thinks it's good and helpful to have"
- Driver – "Something I would use in future but not at moment"
- "Have used public buses, but find the buses too few and far between" (Tahmoor)
- "Its uphill to the bus stop and I'm a little to old to be walking up hill, but think it's a great idea, if I was a little younger then would like to do it" (Campbelltown)
- "Catch the bus already, nice to have choice if didn't already catch bus would use think public transport is good and so is the community transport when I've used it" (Moss Vale)
- "Catch the bus to Macarthur Square, Campbelltown Hospital and Station when going to Newtown to visit daughter. Sometime find it hard to get on bus because they don't pull in close to curb". (Rosemeadow)
- "Lady drivers are normally very helpful, some bus driver a bit metal to the pedal, mainly when bus running late". (Ambarvale)
- "Use buses with difficulty, service ok, would like more Buses to Campbelltown"
- "Sometimes go on the bus to Campbelltown, husband drives me to most places I find the buses hardly ever go past, nice bus drivers and good service just doesn't run often and don't like waiting to come back home" (Picton)
- "Already uses public transport to Campbelltown and finds it good" (Campbelltown)
- "Has got the bus to Campbelltown in past it is a good service" (Tahmoor)
- "I have used bus before but find them to few and far between for my liking" (Camden)
- "I would like a bus to come closer to were I live it's a km walk to bus stop at Copperfield Drv I would like to get out more but cant walk that far"(Rosemeadow Kilbride Village)
- "Bus company (Busways) have been in discussion about getting a bus to come into the retirement village in South Camden (Old Hume HWY) as bus stop is a distance to walk as I have poor mobility, also when bus stops in Narellan it stops on other side of the road to the shopping centre and is a long walk to shops"
- "The driver waited while I sat down and when I got off he carried my walker off for me"

## HOW TO READ YOUR LOCAL BUS TIMETABLE

Bus Destination major stops along the bus route

Day the timetable covers either week days or weekend

Bus route number this will also be displayed on the front of the bus

Bus stops either at a place of interest or street name

	Monday to Friday				Saturday	
	am	am	pm	pm	am	am
Pictou to NARFELMAN and PAMPRETT TOWN	8:00	8:20	8:55	9:25	9:00	9:20
Pictou Railway Station	7:25	10:10	-	4:05	5:00	11:30
Pictou- St Anthony's	7:28	10:18	1:27	4:08	5:03	11:33
Argyle / Regname	7:29	10:15	1:30	4:10	5:05	11:33
Jarvisfield / Remembrances	7:29	10:19	1:18	4:15	5:10	11:37
Roadblock Lookout	7:31	10:25	1:18	4:21	-	11:43
Wire Lane	7:50	10:50	1:35	4:25	-	11:48
Camden Hospital	7:53	10:37	1:30	4:30	-	11:51
Camden / John St	7:56	10:40	1:35	4:31	-	11:54
Musellan Town Centre	8:03	10:45	1:38	4:38	-	12:00
Mount Annan	8:15	-	-	4:48	-	-
Camdenown Railway	8:30	-	-	5:03	-	-

Times the bus stops at a specific stop are read from left to right. E.g. If you live at Argyle Street your first bus is at 7:29am the next bus is at 10:15am so on across the page

Bus route number also displayed on the front of the bus

Name of Bus stop reading left to right

Bus times read from top to bottom timetable is split into am and pm. For a specific Bus stop times the bus come read left to right

Footnotes important to read these letters are found on some bus route on the timetable

Stop	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
St. John's	7:00	7:15	7:30	7:45	8:00	8:15	8:30
St. James	7:15	7:30	7:45	8:00	8:15	8:30	8:45
St. Peter's	7:30	7:45	8:00	8:15	8:30	8:45	9:00
St. Paul's	7:45	8:00	8:15	8:30	8:45	9:00	9:15
St. Mary's	8:00	8:15	8:30	8:45	9:00	9:15	9:30
St. Michael's	8:15	8:30	8:45	9:00	9:15	9:30	9:45
St. George's	8:30	8:45	9:00	9:15	9:30	9:45	10:00
St. Andrew's	8:45	9:00	9:15	9:30	9:45	10:00	10:15
St. David's	9:00	9:15	9:30	9:45	10:00	10:15	10:30
St. Nicholas	9:15	9:30	9:45	10:00	10:15	10:30	10:45
St. Basil's	9:30	9:45	10:00	10:15	10:30	10:45	11:00
St. Constantine	9:45	10:00	10:15	10:30	10:45	11:00	11:15
St. Eusebius	10:00	10:15	10:30	10:45	11:00	11:15	11:30
St. Agatha	10:15	10:30	10:45	11:00	11:15	11:30	11:45
St. Katerina	10:30	10:45	11:00	11:15	11:30	11:45	12:00
St. Barbara	10:45	11:00	11:15	11:30	11:45	12:00	12:15
St. Elizabeth	11:00	11:15	11:30	11:45	12:00	12:15	12:30
St. Ann	11:15	11:30	11:45	12:00	12:15	12:30	12:45
St. Rose	11:30	11:45	12:00	12:15	12:30	12:45	1:00
St. Theresia	11:45	12:00	12:15	12:30	12:45	1:00	1:15
St. Agnes	12:00	12:15	12:30	12:45	1:00	1:15	1:30
St. Clare	12:15	12:30	12:45	1:00	1:15	1:30	1:45
St. Cecilia	12:30	12:45	1:00	1:15	1:30	1:45	2:00
St. Dymphna	12:45	1:00	1:15	1:30	1:45	2:00	2:15
St. Eustachius	1:00	1:15	1:30	1:45	2:00	2:15	2:30
St. Ignace	1:15	1:30	1:45	2:00	2:15	2:30	2:45
St. John	1:30	1:45	2:00	2:15	2:30	2:45	3:00
St. Joseph	1:45	2:00	2:15	2:30	2:45	3:00	3:15
St. Lawrence	2:00	2:15	2:30	2:45	3:00	3:15	3:30
St. Mark	2:15	2:30	2:45	3:00	3:15	3:30	3:45
St. Mathew	2:30	2:45	3:00	3:15	3:30	3:45	4:00
St. Matthew	2:45	3:00	3:15	3:30	3:45	4:00	4:15
St. Paul	3:00	3:15	3:30	3:45	4:00	4:15	4:30
St. Peter	3:15	3:30	3:45	4:00	4:15	4:30	4:45
St. Philip	3:30	3:45	4:00	4:15	4:30	4:45	5:00
St. James	3:45	4:00	4:15	4:30	4:45	5:00	5:15
St. John	4:00	4:15	4:30	4:45	5:00	5:15	5:30
St. Andrew	4:15	4:30	4:45	5:00	5:15	5:30	5:45
St. George	4:30	4:45	5:00	5:15	5:30	5:45	6:00
St. Michael	4:45	5:00	5:15	5:30	5:45	6:00	6:15
St. Nicholas	5:00	5:15	5:30	5:45	6:00	6:15	6:30
St. Basil	5:15	5:30	5:45	6:00	6:15	6:30	6:45
St. Constantine	5:30	5:45	6:00	6:15	6:30	6:45	7:00
St. Eusebius	5:45	6:00	6:15	6:30	6:45	7:00	7:15
St. Agatha	6:00	6:15	6:30	6:45	7:00	7:15	7:30
St. Katerina	6:15	6:30	6:45	7:00	7:15	7:30	7:45
St. Barbara	6:30	6:45	7:00	7:15	7:30	7:45	8:00
St. Elizabeth	6:45	7:00	7:15	7:30	7:45	8:00	8:15
St. Ann	7:00	7:15	7:30	7:45	8:00	8:15	8:30
St. Rose	7:15	7:30	7:45	8:00	8:15	8:30	8:45
St. Theresia	7:30	7:45	8:00	8:15	8:30	8:45	9:00
St. Agnes	7:45	8:00	8:15	8:30	8:45	9:00	9:15
St. Clare	8:00	8:15	8:30	8:45	9:00	9:15	9:30
St. Cecilia	8:15	8:30	8:45	9:00	9:15	9:30	9:45
St. Dymphna	8:30	8:45	9:00	9:15	9:30	9:45	10:00
St. Eustachius	8:45	9:00	9:15	9:30	9:45	10:00	10:15
St. Ignace	9:00	9:15	9:30	9:45	10:00	10:15	10:30
St. John	9:15	9:30	9:45	10:00	10:15	10:30	10:45
St. Joseph	9:30	9:45	10:00	10:15	10:30	10:45	11:00
St. Lawrence	9:45	10:00	10:15	10:30	10:45	11:00	11:15
St. Mark	10:00	10:15	10:30	10:45	11:00	11:15	11:30
St. Mathew	10:15	10:30	10:45	11:00	11:15	11:30	11:45
St. Matthew	10:30	10:45	11:00	11:15	11:30	11:45	12:00
St. Paul	10:45	11:00	11:15	11:30	11:45	12:00	12:15
St. Peter	11:00	11:15	11:30	11:45	12:00	12:15	12:30
St. Philip	11:15	11:30	11:45	12:00	12:15	12:30	12:45
St. James	11:30	11:45	12:00	12:15	12:30	12:45	1:00
St. John	11:45	12:00	12:15	12:30	12:45	1:00	1:15
St. Andrew	12:00	12:15	12:30	12:45	1:00	1:15	1:30
St. George	12:15	12:30	12:45	1:00	1:15	1:30	1:45
St. Michael	12:30	12:45	1:00	1:15	1:30	1:45	2:00
St. Nicholas	12:45	1:00	1:15	1:30	1:45	2:00	2:15
St. Basil	1:00	1:15	1:30	1:45	2:00	2:15	2:30
St. Constantine	1:15	1:30	1:45	2:00	2:15	2:30	2:45
St. Eusebius	1:30	1:45	2:00	2:15	2:30	2:45	3:00
St. Agatha	1:45	2:00	2:15	2:30	2:45	3:00	3:15
St. Katerina	2:00	2:15	2:30	2:45	3:00	3:15	3:30
St. Barbara	2:15	2:30	2:45	3:00	3:15	3:30	3:45
St. Elizabeth	2:30	2:45	3:00	3:15	3:30	3:45	4:00
St. Ann	2:45	3:00	3:15	3:30	3:45	4:00	4:15
St. Rose	3:00	3:15	3:30	3:45	4:00	4:15	4:30
St. Theresia	3:15	3:30	3:45	4:00	4:15	4:30	4:45
St. Agnes	3:30	3:45	4:00	4:15	4:30	4:45	5:00
St. Clare	3:45	4:00	4:15	4:30	4:45	5:00	5:15
St. Cecilia	4:00	4:15	4:30	4:45	5:00	5:15	5:30
St. Dymphna	4:15	4:30	4:45	5:00	5:15	5:30	5:45
St. Eustachius	4:30	4:45	5:00	5:15	5:30	5:45	6:00
St. Ignace	4:45	5:00	5:15	5:30	5:45	6:00	6:15
St. John	5:00	5:15	5:30	5:45	6:00	6:15	6:30
St. Joseph	5:15	5:30	5:45	6:00	6:15	6:30	6:45
St. Lawrence	5:30	5:45	6:00	6:15	6:30	6:45	7:00
St. Mark	5:45	6:00	6:15	6:30	6:45	7:00	7:15
St. Mathew	6:00	6:15	6:30	6:45	7:00	7:15	7:30
St. Matthew	6:15	6:30	6:45	7:00	7:15	7:30	7:45
St. Paul	6:30	6:45	7:00	7:15	7:30	7:45	8:00
St. Peter	6:45	7:00	7:15	7:30	7:45	8:00	8:15
St. Philip	7:00	7:15	7:30	7:45	8:00	8:15	8:30
St. James	7:15	7:30	7:45	8:00	8:15	8:30	8:45
St. John	7:30	7:45	8:00	8:15	8:30	8:45	9:00
St. Andrew	7:45	8:00	8:15	8:30	8:45	9:00	9:15
St. George	8:00	8:15	8:30	8:45	9:00	9:15	9:30
St. Michael	8:15	8:30	8:45	9:00	9:15	9:30	9:45
St. Nicholas	8:30	8:45	9:00	9:15	9:30	9:45	10:00
St. Basil	8:45	9:00	9:15	9:30	9:45	10:00	10:15
St. Constantine	9:00	9:15	9:30	9:45	10:00	10:15	10:30
St. Eusebius	9:15	9:30	9:45	10:00	10:15	10:30	10:45
St. Agatha	9:30	9:45	10:00	10:15	10:30	10:45	11:00
St. Katerina	9:45	10:00	10:15	10:30	10:45	11:00	11:15
St. Barbara	10:00	10:15	10:30	10:45	11:00	11:15	11:30
St. Elizabeth	10:15	10:30	10:45	11:00	11:15	11:30	11:45
St. Ann	10:30	10:45	11:00	11:15	11:30	11:45	12:00
St. Rose	10:45	11:00	11:15	11:30	11:45	12:00	12:15
St. Theresia	11:00	11:15	11:30	11:45	12:00	12:15	12:30
St. Agnes	11:15	11:30	11:45	12:00	12:15	12:30	12:45
St. Clare	11:30	11:45	12:00	12:15	12:30	12:45	1:00
St. Cecilia	11:45	12:00	12:15	12:30	12:45	1:00	1:15
St. Dymphna	12:00	12:15	12:30	12:45	1:00	1:15	1:30
St. Eustachius	12:15	12:30	12:45	1:00	1:15	1:30	1:45
St. Ignace	12:30	12:45	1:00	1:15	1:30	1:45	2:00
St. John	12:45	1:00	1:15	1:30	1:45	2:00	2:15
St. Joseph	1:00	1:15	1:30	1:45	2:00	2:15	2:30
St. Lawrence	1:15	1:30	1:45	2:00	2:15	2:30	2:45
St. Mark	1:30	1:45	2:00	2:15	2:30	2:45	3:00
St. Mathew	1:45						