

TABLE TALK

TABLE TALK is the official monthly CURRENT NEWS organ of the Australian Association of Timetable Collectors. (The A.A.T.T.C. also publishes THE TIMES, a monthly magazine of historic record.)

STATELINER'S HAND-OUT TIMETABLES.

by ALBERT ISAACS.

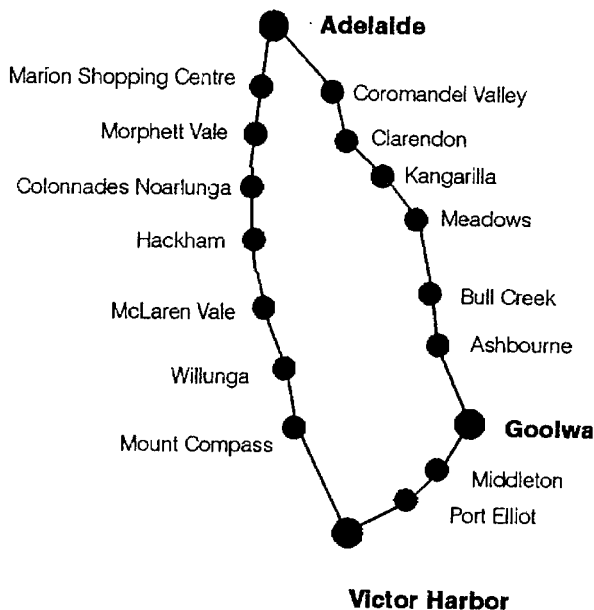


PREMIER ROADLINES PTY. LTD. ACN 007 710 858
ABN 64 007 710 858

Adelaide - Victor Harbor - Goolwa

TIMETABLE

(Effective 01/07/02)



Premier Roadlines Pty. Ltd., trading as Premier Stateliner Coach Group, is South Australia's own, parochial bus company. It's T.T.s are found in The StateGuide (the state Government's own compiled guide to all country services) and in hand-out sheets for each individual service, the latter published by the company itself. The information in both T.T.s is identical but the maps on the hand-out are, by definition, simpler.

At left and on our pages 2 & 3 are samples of the hand-outs for Victor Harbor-Goolwa and for the Riverland.

ADELAIDE OFFICE: CENTRAL BUS STATION, 111 Franklin Street
 Passenger Reservations (08) 8415 5555
 Freight (08) 8415 5599
 General Enquiries (08) 8415 5500

Email: premstat@premierstateliner.com.au
Website: www.premierstateliner.com.au

STATELINER'S HAND-OUT TIMETABLES. Continued.

Adelaide - Victor Harbor - Goolwa

SERVICE NUMBER			MONDAY TO FRIDAY					SATURDAY		SUNDAY
			020 am	024 pm	070 pm	022 pm	026 pm	020 am	022 pm	020 am
Dep	ADELAIDE	Central Bus Station	9.30	12.00	3.30	3.50	5.30	9.30	3.50	9.30
Dep	Adelaide	Flinders St, Reserve Bank	-	-	-	4.00	5.40	-	4.00	-
Dep	MARION	Bus Interchange	9.55	12.25	-	4.25	6.05	9.55	4.25	9.55
Arr	Morphett Vale *O/R	Local bus stops	10.10	12.40	-	4.40	6.20	10.10	4.40	10.10
Dep	COLONNADES	Council Chambers	-	12.50	-	4.50	-	-	4.50	-
Arr	McLaren Vale	Monument	10.30	1.10	-	5.10	6.40	10.30	5.10	10.30
Arr	Willunga	Town Hall	10.37	1.17	-	5.17	6.47	10.37	5.17	10.37
Arr	Mt Compass	Shell Service Station	10.50	1.30	-	5.30	7.00	10.50	5.30	10.50
Arr	Coromandel Valley *O/R	School bus stop	-	-	4.05	-	-	-	-	-
Arr	Clarendon *O/R	General Store	-	-	4.38	-	-	-	-	-
Arr	Kangarilla *O/R	Opp. T/O Northern side	-	-	4.44	-	-	-	-	-
Arr	Meadows *O/R	Middle Deli	-	-	4.55	-	-	-	-	-
Arr	Ashbourne *O/R	CFS Building	-	-	5.05	-	-	-	-	-
Arr	VICTOR HARBOR	Stuart Street	11.10	1.55	5.45	5.55	7.25	11.10	5.55	11.10
Arr	Port Elliot	Hotham Memorial Church	11.27	2.07	5.38	6.07	7.37	11.27	6.07	11.27
Arr	Middleton	General Store / Post Office	11.30	2.10	5.35	6.10	7.40	11.30	6.10	11.30
Arr	GOOLWA	South Coast Marine	11.35	2.15	5.30	6.15	7.45	11.35	6.15	11.35
Arr	GOOLWA	Bus Stop Crocker Street	11.37	2.17	5.28	6.17	7.47	11.37	6.17	11.37

Passengers boarding the coach en route should make a reservation prior and must hail the coach as it approaches the designated stop.

Please have concession cards available to show driver

* O/R - On Request

Goolwa - Victor Harbor - Adelaide

SERVICE NUMBER			MONDAY TO FRIDAY					SATURDAY		SUNDAY
			071 am	023 am	025 am	021 pm	027 pm	025 am	027 pm	027 pm
Dep	GOOLWA	Bus Stop Crocker Street	6.32	7.30	9.00	12.30	3.15	9.00	3.15	3.15
Dep	GOOLWA	South Coast Marine	6.30	7.35	9.05	12.35	3.20	9.05	3.20	3.20
Dep	Middleton	General Store / Post Office	6.25	7.40	9.10	12.40	3.25	9.10	3.25	3.25
Dep	Port Elliot	Hotham Memorial Church	6.22	7.43	9.13	12.43	3.28	9.13	3.28	3.28
Dep	VICTOR HARBOR	Stuart Street	6.15	8.00	9.30	1.00	3.40	9.30	3.40	3.40
Dep	Ashbourne *O/R	CFS Building	6.50	-	-	-	-	-	-	-
Dep	Meadows *O/R	Middle Deli	7.08	-	-	-	-	-	-	-
Dep	Kangarilla *O/R	T/O Northern side	7.19	-	-	-	-	-	-	-
Dep	Clarendon *O/R	General Store	7.25	-	-	-	-	-	-	-
Dep	Coromandel Valley *O/R	School bus stop	7.50	-	-	-	-	-	-	-
Dep	Mt Compass	Bus stop	-	8.22	9.52	1.22	4.07	9.52	4.07	4.07
Dep	Willunga	Town Hall	-	8.35	10.05	1.35	4.20	10.05	4.20	4.20
Dep	McLaren Vale	Monument	-	8.42	10.12	1.42	4.27	10.12	4.27	4.27
Dep	COLONNADES	Council Chambers	-	9.00	10.30	2.00	-	10.30	-	-
Dep	Morphett Vale *O/R	Local bus stops	-	9.10	10.40	2.10	4.45	10.40	4.45	4.45
Dep	MARION	Bus Interchange	-	9.25	10.55	2.25	5.05	10.55	5.05	5.05
Arr	Adelaide *O/R	Flinders St, Reserve Bank	8.40	9.53	11.23	2.53	5.33	11.23	5.33	5.33
Arr	ADELAIDE	Central Bus Station	8.42	9.55	11.25	2.55	5.35	11.25	5.35	5.35

Passengers boarding the coach en route should make a reservation prior and must hail the coach as it approaches the designated stop.

Please have concession cards available to show driver.

* O/R - On Request

Long Weekends - Check for special timetables

Note: Bold times denotes PM travel

REFER TO BACK PAGE FOR IMPORTANT TRAVEL INFORMATION

01/07/02

Adelaide to Riverland Towns

SERVICE NUMBER		SUN 978	MON TO SAT 970	SUN 972	SUN TO FRI 974
		AM	PM	PM	PM
Dep	ADELAIDE Central Bus Station	ADL	11.00	12.15	5.30
Dep	Elizabeth Bus Stop, Frobisher St	ELZ	11.37	12.52	6.07
Dep	Gawler Gawler Tourist Authority	GAW	11.50	1.05	6.20
Dep	Nuriootpa (on req.) Fire Station	NTP	*12.15	*1.30	*6.45
Dep	Truro Golden Grill Rest.	TRU	12.30	1.45	7.00
Arr	Blanchetown BP Roadhouse	BCH	1.00	2.15	7.30
Dep	Blanchetown BP Roadhouse	BCH	1.10	2.25	7.40
Dep	Waikerie Shell Service Station	WKI	1.40	2.55	8.10
Dep	Kingston-on-Murray Store	KIN	2.10	*3.20	*8.40
Dep	Cobdogla (on req.) T/Off near school	COB	*2.15	*3.25	-
Dep	Barmera Travel Centre	BRM	2.20	3.30	-
Dep	Glossop (on req.) Store	GLO	*2.33	*3.43	-
Dep	Berri Lyons Motors	BER	2.40	3.50	-
Arr	REMARK Stataliner Office	RMK	3.00	4.15	-
Dep	Moorook (on req.) General Store	MRK	-	-	*8.50
Arr	LOXTON Tourist Office	LOX	-	-	9.15

▶ Denotes transfer to Service 984

* On Request

☐ Refreshment / Meal Stop

Note: Bold times denotes PM travel

REFER TO BACK PAGE FOR IMPORTANT TRAVEL INFORMATION

Riverland Towns to Adelaide

SERVICE NUMBER		MON TO SAT 973	MON TO SAT 969/973	SUN 957	SUN 979/957	MON TO FRI 971
		AM	AM	PM	PM	PM
Dep	LOXTON Tourist Office	LOX	-	7.45	-	-
Dep	Moorook (on req.) General Store	MRK	-	*8.10	-	4.15
Dep	REMARK Stataliner Office	RMK	7.30	-	12.00	-
Dep	Berri Lyons Motors	BER	7.50	-	12.20	-
Dep	Glossop (on req.) Store	GLO	*7.57	-	*12.27	-
Dep	Barmera Travel Centre	BRM	8.10	-	12.40	-
Dep	Cobdogla (on req.) T/Off near school	COB	*8.15	-	*12.45	-
Dep	Kingston-on-Murray Store	KIN	8.25	8.25	12.50	4.55
Dep	Waikerie Shell Service Station	WKI	8.50	8.50	1.20	5.20
Arr	Blanchetown BP Roadhouse	BCH	9.20	9.20	1.50	5.50
Dep	Blanchetown BP Roadhouse	BCH	9.30	9.30	2.00	6.00
Dep	Truro Golden Grill Rest.	TRU	10.00	10.00	2.30	6.30
Dep	Nuriootpa (on req.) Opp. Fire Station	NTP	*10.15	*10.15	*2.40	*6.40
Dep	Gawler (on req.) Gawler Tourist Authority	GAW	*10.38	*10.38	*3.08	*7.08
Dep	Elizabeth Bus Stop, Frobisher St	ELZ	10.53	10.53	3.23	7.23
Arr	ADELAIDE Central Bus Station	ADL	11.30	11.30	4.00	8.00

■ Denotes transfer to Service 973

● Denotes transfer to Service 957

* Denotes via turn off

Note: Bold times denotes PM travel

FROM THE EDITOR

What's in a name? The product with which this magazine is mainly concerned comes with various names. Most rail, bus and commuter ferry companies call them either: Time Tables, Time-Tables, Time-tables, Timetables, Time Table, Time-Table, Time-table or Timetable. On the other hand, for some reason, the word preferred by airline operators is: Schedule. However, this really only refers to documents distributed to the general public and full lists of flights which were distributed to travel agents (at least, prior to the internet) are still titled: Timetable. Official Airlines Guides, a company that distributes summary lists of all flights in specific regions, prefers the term: Flight Guide. Most operators of long distance boats, ferries or ships use the name: "Shipping List", although TT Line, operators of the Spirit of Tasmania (Melbourne-Devonport), currently use: "Schedule".

Table Talk recently received a copy of the operating times for Asiana Airlines' daily service to Australia (details appear below under "Currant Raising on the Grapevine - Air"). Interestingly, the word 'Schedule' does not appear anywhere on the document and neither does 'Timetable' or any of its derivations. The sheet is simply entitled: Asiana Airlines / Fact Sheet, a heading which would not give most readers the hint that it is actually a T.T.

During the 1980s the Public Transport Corporation in Victoria changed the name of the V/Line W.T.T. to a Network Service Plan and, later, to a Master Train Plan. Freight Australia still uses the latter name. The use of "Plan" instead of 'Timetable' is actually based on legal advice after an incident. A rail enthusiast obtained a copy of what was then still known as a W.T.T. from a retail outlet which had P.T.C. authority to en-sell these T.T.s. Unfortunately, this particular person waited in vain alongside the line for a freight that he wanted to photograph and when it didn't arrive, he idiotically wrote to the Minister for Transport and complained about the inaccuracy of the W.T.T. The P.T.C. over-reacted to this stupid grumble by doing two things: firstly, it unilaterally withdrew all stocks of the W.T.T. from the retail outlet; secondly, it got legal advice that it should change the name of the document. Their 'legal eagle' suggested that any document that contained times for freight trains was not really a timetable by accepted definitions of the word but simply a plan of what was hoped would be run and, therefore, the word "Timetable" in the title should be withdrawn and the word 'Plan' used in its place.

Geoff Lambert tells me that he has read that some very early British rail 'T.T.s' were referred to as either: Scheme of Departures, or Schedule of Departures.

The Times (No.226, January 2003) contains what we would now call a T.T. for a four day Stage-Coach (sic) journey London-York, which is dated 12th April 1706. This remarkable document is the earliest 'T.T.' that I have ever seen and it even prompted me to write a Letter to the Editor of our sister magazine, which will appear in The Times in a few month's time. Interestingly, the London-York document does not contain the sort of title that we have been discussing. Over the centuries, many other 'T.T.s' have not had a distinguishing word in their heading.

I am sure that I must have seen other euphemisms for what we like to call a T.T. but I just can't think of any at the moment. Perhaps readers can assist by helping me to compile an inventory of other names that have appeared on lists of operating times. As Table Talk is a current news magazine, I would be particularly interested in names that are now being used.

ALBERT ISAACS,
EDITOR.

LETTERS TO THE EDITOR

Dear Albert,

In regards to your lead article in Table Talk (No. 126, January 2003): might I suggest that the numbers above the times are actually duty or run numbers and, like a few other private operators, these usually-internal numbers are shown in the public

.....continued next page/

LETTERS TO THE EDITOR. Continued.

timetable. "Destination" is not really the right word to use - it should probably be something like: "timing point". It is possible that this is a local idiom used by regular travellers and, if so, it may have existed for many years and have been used by many operators.

There are four Mon-Fri duties (or runs), as well as an extra morning school run, which combines through running to Echo Point, etc. On Sat, Sun there is no through running and thus no need for the duties to be shown. Three buses would be utilised on Saturday and two on Sunday.

A question: do some runs go beyond Wentworth Falls; say, to Lawson? This would explain why there are gaps of about 30 minutes at Wentworth Falls Village.

It is interesting that the T.T. specifically states: "Echo Point set down" - what picks up passengers? Presumably, another bus service.

Yours etc.,
Tris Tottenham,
 Bowral, N.S.W.

EDITOR'S NOTE:

I completely agree with Tris that the so-called "destinations" are actually run numbers. However, when I am reviewing a T.T. in Table Talk I believe that I must take things at face value, that is, put myself in the position of the commuter or prospective bus user. That is why I was so critical of the use of "Destination" when it's blatantly obvious that it's not a "Destination". If the Blue Mountains Bus Co. T.T. was an internal document (such as a W.T.T), the use of such terms would be justified, as long as staff were trained to know the meaning of "Destination". However, this is quite definitely a public document and must be reviewed as such.

Tris states: "It may have existed for many years and have been used by many operators." This raises an interesting point: the current A.A.T.T.C. auction contains a 1948 and a 1949 T.T. from Blue Mountains Transport, a slightly different nomenclature to the present Blue Mountains Bus Co. but proof that commuter bus services in this region are very well established. It is ironic, therefore, to read in "Currant Raisinings on the Grape Vine - Suburban Bus" in this very issue of Table Talk that B.M.B.C. has been sold and that the name is no more.

In his final paragraph, Tris speculates about the possibility of another bus company picking up passengers from Echo Point. Graeme Cleak informs me that Route 696 (Katoomba-Echo Point), operated by Pearce Mountainlink, is the licensed route to Echo Point. It is believed that B.M.B.C. can only convey passengers from their license area to this venue.

CURRENT RAISININGS ON THE GRAPEVINE

GENERAL

Victoria

UPDATE - NATIONAL EXPRESS GROUP. At a meeting of the National Express Group's creditors on 2nd January 2003, it was revealed that 900 companies and individuals are owed a total of \$500 million by the National Express Group in Australia, which is now in receivership. The current situation of the Group's three operating arms: V/Line Passenger, M Train and M Tram, is slightly different to what was formerly believed. The companies are currently in the hands of the receivers who are actually responsible for the operations of all three companies but with all wages, entitlements and payouts guaranteed by the State Government. It appears that it is the Government's intention to reopen the three contracts to new tenderers. At the moment, the Government appears to have gone cold on the idea of repurchasing V/Line Passenger itself. A rumour that, for legal reasons, M Train and M Tram would be forced to revert to their former names of Bayside Trains and Swanston Trams respectively, may very well be correct but any change will probably be on paper only and such things as liveries, etc, will probably not be affected. (ABC Television News, The Railfan Shop)

CURRENT RAISING ON THE GRAPE VINE. General. Continued.

GO MELBOURNE WEBSITE. In late December 2002 the Transport Accident Commission set up a website, Go Melbourne (www.tacsafety.com.au), which lists 280 restaurants, hotels, theatres and bars in the CBD and the nearest public transport to each. The website is an anti-drink-driving initiative. ("Progress Leader")

Adelaide

NEW YEARS EVE. As is now traditional, a concentrated rail, tram and bus service operated during the early hours of 1st January 2003, with up to 15 minute frequencies on some routes. There were no rail services to Tonsley. T.T.s were more freely distributed this year and there was a special newspaper liftout. As always, it was planned to have a concentrated service to Glenelg because of the fireworks, with trams supplemented by buses. The brochure states that these buses were to leave from South Tce but buses were observed to be loading in King William St, south of Angas St, at least until 2200. After that time the bus service was truncated as the fireworks were cancelled on account of severe winds. (Roger Wheaton, James Thomas)

=====



SUBURBAN RAIL

Greater Sydney

UPDATE - PARRAMATTA RAIL LINK. In the week commencing 18th November 2002 the Thiess Hochtief Joint Venture commenced construction of the Parramatta Rail Link at two sites in North Ryde: at 43 Waterloo Rd; and at a site bounded by Wicks, Epping & Delhi Rds and the M2. This work will see the construction of 'tunnel declines' to allow access down to the level where excavation will occur for the twin rail tunnels and for the Macquarie Park and Delhi Road underground stations. ("Transit Australia")

MILLENNIUM TRAIN. From 12th November 2002 and until further notice, on Tue,Thu,Fri, a 4-car M set of the new suburban rolling stock, the Millennium Train, ran Hurstville-Martin Place for training purposes. Three return journeys were tabled: 1032, 1142 and 1258 from Hurstville; 1111, 1221 and 1321 from Martin Place. Services carried passengers but were additional to the normal T.T. Stopping patterns varied. ("A.R.H.S. Bulletin")

Adelaide

MINOR TIMETABLE CHANGES. There are minor T.T. changes on the Gawler and Noarlunga Central lines, effective from 26th January 2003. These are concurrent with major bus modifications (see below - "Suburban Bus") (James Thomas)

Perth

UPDATE - SOUTH WEST RAILWAY. An additional station is to be provided on the soon-to-be-constructed South West Railway to Mandurah. This will be at South Perth. Previous plans had provided for the first station on the line south of the city to be at Canning Bridge. The South Perth station will be constructed after the rest of the line has opened but by 2010. ("Railway Digest")

New Zealand

UPDATE - BRITOMART. The opening date for Auckland's new C.B.D. Britomart station, now appears to be July 2003. The new station is on the site of Auckland's original station which was on the site until replaced with the present station in the 1930s. Although the existing facility is only about 1 km from the C.B.D, it is in an inconvenient and hilly area and this is cited as the main reason why suburban rail is not successful in Auckland. ("Rails", Albert Isaacs)

Asia

NEW DELHI METRO. The first section of Delhi's new, Metro rail system opened in late December 2002 with large crowds queuing to take their first ride. The Metro, which will be completed by 2006, is seen as part of the solution to Delhi's massive and growing pollution problem. It is also hoped that it will replace Delhi's outmoded buses. Australian engineers have been responsible for much of the design work.

("AM" - ABC Radio National)

=====



L O N G DISTANCE RAIL

S.R.A. (Countrylink)/Rail Access Corporation

SURFERS PARADISE BUS. The buses coördinating with the Murwillumbah XPT and formerly to/from Southport have, since 2nd October 2002, terminated/departed from Surfers Paradise. Surfers Paradise times are the same as in the current S.R.A. (Countrylink) T.T. (Reg Lloyd)

ELECTRIC TRAINS RETURN TO CHULLORA. The overhead wiring was restored over the Sigway branch at Chullora as from 18th November 2002, making it again available for electric traction. ("A.R.H.S. Bulletin")

REVISED SAFEWORING PROCEDURES. S.R.A. introduced completely new Network Rules and Network Procedures on 1st December 2002. Under the revised safeworking regime, the following sections now operate under the new safeworking system known as Rail Vehicle Detection: Hornsby-Broadmeadow; Broadmeadow-Casino; Greenbank-Acacia Ridge; Woodville Junction-Newcastle; Hamilton-Islington Junction; Islington Junction-Port Waratah; Kooragang Island Junction-Kooragang; Broadmeadow-Werris Creek South; Campbelltown-Exeter; Medway Junction-Harden South; Wallendbeen-Albury Station Box; Cootamundra North-Cootamundra West; Cootamundra-Cootamundra West.

Electric Staff working applies Casino-Greenbank. Yard working is in force Kooragang Island-Walsh Point. Staff and Ticket working applies Werris Creek South-Werris Creek. Staff and Ticket working minus tickets is used Sulphide Junction-Sulphide Corporation Works. Block Telegraph working is deployed: Exeter-Medway Junction; Harden South-Wallendbeen.

Over all of the Northern and Southern networks, Modified Working for Electric Staff and Staff and Ticket systems have been deleted. This includes sections not already mentioned (Casino-Murwillumbah; Werris Creek-Moree/Glen Innes; Moree-Delungra; Weemelah-North Star; Goulburn-Canberra; Cootamundra/Junee-Griffith; Temora-Lake Cargelligo). ("A.R.H.S. Bulletin")

SIGNAL BOXES REMAIN OPEN. Despite not now being actively used since changes to the N.S.W. safeworking system (see above), the signal boxes at Medway Junction (near Marulan on the Main Southern line) and Bathurst will remain staffed, at least until after the March N.S.W. State election, as part of a move by the State Government to arrest regional job losses. ("Railway Digest")

PARKES XPT INSTEAD OF DUBBO. On Fri-Sun 11th-13th January 2003, the Dubbo XPT was diverted Orange-Parkes with a coördinated bus Orange-Dubbo. This was on account of the Parkes Elvis Revival Festival and the XPT was being marketed as the CountryLink Elvis Express. The Sydney-Dubbo rail/bus service retained the Service Nos. CLK427 & CLK428 and the through train was allocated Nos. CLK427/CLK577 and CLK578/CLK428. The XPT arrived at Parkes at 1350 and departed at 1420. Times for the Dubbo bus were not publicised in CountryLink Product Report No.375 which gave other details of the modified service. Travel agents were also not given any details as to what to do with 1st Class passengers to/from Dubbo who would find themselves on a bus for part of their journey. (Mercury World Travel)

NEW WORKING TIMETABLE. A new set of the N.S.W. Rail Infrastructure Corporation Standard W.T.T.s was issued dated 30th September 2002. They are mainly larger than the issues of April 2002 because they now contain all available train paths allocated by the R.I.C. These paths are in accordance with the laid-down code of practice which has been described in Table Talk. There are neither operators nor train descriptions allocated to these paths which are designated "Spare" in the description header of each schedule, although they have been allocated days of operation and train numbers. Both mandatory and conditional trains have crossing times allocated to them at loops, even when there is no real train allocated as yet to the "Spare" path. There is no indication that the already-allocated trains can ignore these crossing times even when the opposing path remains unfilled. (Geoff Lambert)

GHA SIDING. The Ordinary Train Staff section Henty-GHA Siding was cancelled from 8th November 2002 and replaced with Yard working. That is, the whole section is now known as GHA Siding. ("A.R.H.S. Bulletin")

Freight Australia

STANDARD GAUGE CONVERSION. Work on the standard gauge conversion program appears to have been postponed indefinitely while VicTrack is in talks with Freight Australia over concerns that the freight company has with gauge conversion. (The Railfan Shop)

STANDARD GAUGE GRAIN AT NORTH GEELONG. As from September 2002 standard gauge grain trains have been able to traverse the grain unloading loop at North Geelong, thus again allowing grain from the Western line to be railed to North Geelong. ("A.R.H.S. Bulletin")

V/Line Passenger

HOLIDAY TIMES. V/Line Passenger produced a 2002/2003 public T.T. for their holiday services, in November 2002. It is on A4 glossy paper and shows Christmas Day trains along with a list of additional services on Boxing Day and New Years Day. It does not show stopping conditions. The following are a few services of interest:

- no trains ran to/from Sale on Christmas Day, in fact the only trains on the Eastern line were the 0930 and 1735 Spencer Street-Traralgon and the 0825 and 1730 Traralgon-Spencer Street;
- on Boxing Day and New Year's Day there were additional trains, viz: 1217 Spencer Street-Echuca; 1230 Spencer Street-Albury; 1720 Echuca-Spencer Street; 1640 Swan Hill-Spencer Street; 1245 Albury-Spencer Street.

(Steven Haby, Craig Halsall, Lourie Smit)

Q.R.

NEW Q.R. SERVICES. 1st June 2003 will see major T.T. changes to most Q.R. long distance passenger services, concurrent with the introduction of the Cairns Tilt Train. It is believed that all Traveltrains, with the exception of the Brisbane-Bundaberg-Rockhampton Tilt Trains, will have their T.Ts altered in some way. Q.R. see the Cairns Tilt Train as mainly operating as a 'sweeper' service for roadside journeys with Brisbane-Townsville/Cairns passengers being encouraged to continue to use the Sunlander. A Business class area has been built into Cairns Tilt Trains.

There are strong rumours that the Inlander (Townsville-Mount Isa) may become a weekly rather than a twice weekly train, or that it may remain twice weekly but that one of its two journeys will be truncated to Cloncurry Q.R. has issued an interim T.T. Cairns-Rockhampton-Brisbane for the period 1st April-30th May 2003, ie. T.T. No 36. It has the following highlights:

- Spirit of Capricorn: last service runs on 24th May 2003;
- Spirit of the Tropics: last service runs on 27th May 2003;
- Sunlander: runs Sun,Tue,Thu,Sat from Brisbane and Mon,Tue,Thu,Sat from Cairns with Queenslander class being attached to the consist that runs from Brisbane on Sun,Thu and Cairns on Tue,Sat - Queenslander class is the former Queenslander consist which operates in a separate, dedicated portion of the train and offers the superior service for which the Queenslander was renowned - the motorail vehicles off the former Queenslander are now attached to one weekly Sunlander, operating on Sunday out of Brisbane and Tuesday from Cairns and Townsville;
- Spirit of the Outback will continue to operate as of now (ie. Tue,Fri out of Brisbane and Sun,Thu out of Longreach) until 25th May 2003, after which the Fri/Sun service will be replaced by one operating from Brisbane on Saturday and Longreach on Monday.
(Gavin Young, Steven Haby, "Thomas Cook Overseas Timetable", Lourie Smit)

EBENEZER. The Ebenezer branch line, serving the Ebenezer coal mine south of Rosewood, is expected to be 'mothballed' in March 2003. ("Railway Digest")

ACLAND SIDING. The new Acland siding, near the Darling Downs township of Jondaryan, saw its first train on 5th November 2002. Coal is being railed to Swanbank power station, near Ipswich. ("Railway Digest")

CURRANT RAISININGS ON THE GRAPE VINE. Long Distance Rail etc. Continued.

UPDATE - HAIL CREEK. Construction commenced in January 2003 on the 47 km railway to link Goonyella (near Nebo) with a new coal mine at Hail Creek. Q.R. will partner construction company Abigroup in building this latest addition to Q.R.'s Goonyella coal railway system. The line is expected to be ready for traffic by July 2003, with around 2 million tonnes of coal initially being moved per year. Within five years, this figure could reach 5.5 million tonnes. ("Railway Digest")

UPDATE - COAL HAULAGE RECORD. Q.R. broke another coal haulage record when it carried 2.88 million tonnes, statewide, during the week ending 1st December 2002. The previous record was set as recently as 10th March 2002 and has now been topped by over 53,554 tonnes. ("Railway Digest")

Other Queensland

MACKEY SUGAR. Mackay Sugar, owners of the cane railway network linking Mackay with Racecourse, Farleigh, Pleystowe and Marian mills, has announced that Transfield Services Limited is the preferred alliance partner to take over cane transport operations and mill maintenance. The 610 mm gauge network covers 550 kms of main lines, with about 270 kms of sidings. ("Railway Digest")

W.A. P.T.A./Australian Railroad Group (in WA.)/WestNet Rail

NARROGIN-WAGIN. The partly 'mothballed' section of track Narrogin-Wagin is to be properly reopened and upgraded to allow for increased speed limits, so as to permit non-revenue services such as the transfer of motive power and rolling stock. Hotham Valley Tourist Railway trains have always used this line and will continue so to do. ("A.R.H.S. Bulletin")

Other Tasmania

WEST COAST WILDERNESS RAILWAY. The final section of the Wilderness Railway, to Strahan, was finally opened to the public on 27th December 2002. (The Railfan Shop)

Australian Railroad Group (in N.T.)

RAILHEADS MEET. A major milestone in the construction of the Alice Springs-Darwin railway was reached on 13th December 2002 when the two construction teams, working from Tennant Creek and Katherine, meet up at the remote settlement of Dunmarra, where a ceremony was held to mark the occasion. 630 km of track, representing almost 50% of the total, had been laid when the ceremony was held. ("Railway Digest")

PASSENGER STATIONS. The Northern Territory Government recently made an announcement that confirms plans to build the Darwin passenger terminal at a site that is over 20 kms from the CBD. It will be at Berrimah, next to the Darwin Business Park in the East Arms Port development area off Berrimah Rd. In a move that is probably designed to avert the large amount of criticism over the site, it is being called an interim terminal. However, the station is expected to cost \$5.5 million to construct and landscape. Stations at Tennant Creek and Katherine will also be great distances away from their respective towns, will cost a total of \$3.5 million, and are also being called interim facilities. ("Railway Digest")

New Zealand

NEW TIMETABLE. A new Tranz Rail Public T.T. showing their now-reduced services was issued dated 1st October 2002. A card T.T. for the Capital Connection was also issued.

South/Central America

URAGUAYAN WITHDRAWAL. It is believed that the recently introduced 118 km, Mon-Fri rail car Tacuarembó-Rivera, Uruguay, has been totally withdrawn. ("Thomas Cook Overseas Timetable")

PERUVIAN WITHDRAWAL. Regular services on Perurail's 260 km Puno-Sumbay line have ceased. Charter trains will still run but only for groups of 40 or more and fares have also risen. ("Thomas Cook Overseas Timetable")

North America

BRAS D'OR. The future of Bras D'Or, VIA Rail's summer only (June-October) weekly train Halifax-Sydney, Nova Scotia, is in doubt because of the closure of the last 120 kms of track. ("Thomas Cook Overseas Timetable")



SUBURBAN BUS

Sydney

NEW S.T.A. (SYDNEY BUSES) TIMETABLES. The following new Sydney Buses T.T.s have recently been sighted:

- Route 305 (Railway Square-Stamford Hotel, Mascot) - August 2002 - Transit Graphics version 3;
- Routes 323-326, L24 (New South Head Rd-City) - November 2002 - TG2;
- Route 443 (Pymont) - November 2002 - TG4 - this T.T. still has a former date of "17 July 2000" on the back;
- Route 501 (West Ryde-City) - 8th December 2002 - TG1 - the route formerly appeared in the 500 group T.T. and this is the first time it's had its own T.T. - T.T. shows early morning trips on Friday night/Saturday morning & Saturday night/Sunday morning [the 500 group T.T. incorrectly shows just Friday night/Saturday morning];
- Routes 520, L20 (Parramatta-City) - December 2002 -TG5;
- Airport Express pamphlet - November 2002;
- Bondi Explorer pamphlet - November 2002;
- Sydney Explorer pamphlet - November 2002 - there is a minor route change at King St Wharf.(Michael Marshall, Norbert Genci, Derek Cheng, Lourie Smit)

UPDATE - ROUTES 890, 891, 892. The new S.T.A. (Sydney Buses) Route 892 (Circular Quay -Eddy Ave, Central Railway-Uni. of N.S.W.) service commenced on 23rd December 2002. It operates Mon-Fri even during university vacation periods, for the benefit of administration and faculty staff. It combines former Routes 890 (Circular Quay-U.N.S.W.) and 891 (Central Railway-U.N.S.W.). There is only one journey to the University in the morning and three or four inbound in the afternoon. (Lourie Smit)

UPDATE - EASTERN SUBURBS POCKET TIMETABLES. As at the end of December 2002, 33 S.T.A. (Sydney Buses) Eastern Suburbs T.T.s in pocket format had been sighted. All routes except Routes 308, 311 have been seen in the new format but Routes 308, 311 are still available in the old format. There are now 35 T.T.s for the Eastern Suburbs instead of the previous 51. (Lourie Smit)

UPDATE - MOVEZONE. No new T.T.s are being issued in conjunction with the Westbus St. Mary's South and Mount Druitt North Movezones. (Clayton Davidson, Lourie Smit)

WESTBUS ONE COLOUR REPRINTS. Westbus has recently begun to distribute reprinted T.T.s dated 25th November 2002. There do not appear to be any changes but the colour cover and map have gone. The following have been issued in this form:

- NORTHMEAD DEPOT: Routes 601 (now on its own); 603; 604; 606, 607; 609; 612; 613-615; 711; M2 Express Bus Station Guide;
- SEVEN HILLS DEPOT: Routes 630; 700; 702; 705; 714, 715 (Movezone); 714 (Movezone); 718 (Movezone);
- WINDSOR DEPOT: Routes 668, 669, 682; 673, 674; 675, 676; 677-680;
- BONNYRIGG DEPOT: Routes 824, 825; 826 (previously combined with Route 827); 827; 828 (previously combined with Route 829); 829; 830; 831; 832-834; 835-837.

Some stocks of the full colour T.T.s may still be being distributed.

(Derek Cheng, Lourie Smit)

WESTBUS - ST. MARYS. The Westbus St. Marys T.T.s for Routes 770, 771; 772; 773, 774, dated: "Revised 21st December 2001", have been noted with stickers which state: "All weekday services after 7.00 pm now follow the MoveZone Timetable. All weekend services after 6.00 pm now follow the MoveZone Timetable. Wheelchair accessible trips have been changed please contact 9890 000 for info". (Lourie Smit)

ST. IVES. Shorelink reprinted its Route 582 (St. Ives) T.T., effective July 2002. (Adrian Dessanti, Lourie Smit)

HOLIDAY ARRANGEMENTS. A listing of the holiday arrangements for the various private operators in Sydney can be sourced on the internet:

http://www.131500.com.au/christmas_privatett.htm

(Lourie Smit)

CONNEX. The following Connex changes commenced on 23rd December 2002:

- Route 960 - an additional evening service at 1930 - improved Saturday afternoon services Miranda-Sutherland;
- Routes 961, 962 - three morning trips continue to, and four afternoon trips start at Miranda - Route 961 replaces former Route 963H for Mon-Fri trips but while the previous Route 962H T.T. has been superseded for Mon-Fri trips, it remains valid for Saturday services;
- Routes 963, 964, 973-975, 991-993 - improved train/bus or bus/bus connections. (There are no changes to Routes 996, 997.) ("St. George Leader", Lourie Smit)

SHORELINK. Six new Shorelink T.T. were issued dated 23rd December 2002. They replace the previous five T.T.s. The new T.T.s are: Routes 571 (Turrumurra-South Turrumurra); 573 (Turrumurra-Fox Valley); 574 (Hornsby station-Hornsby Hospital); 575, 576 (Turrumurra-North Wahroonga Loop [575 - via Wahroonga East, 576 - direct]); 577 Turrumurra-North Turrumurra/East Turrumurra; 579 (Pymble-East Turrumurra). These T.T.s mark the end of services to Bobbin Head - in the days of the Bobbin Head Bus Co. there was a regular service there but over recent years this has been reduced and in the last T.T. there was only one return trip on Sunday afternoons. (Lourie Smit)

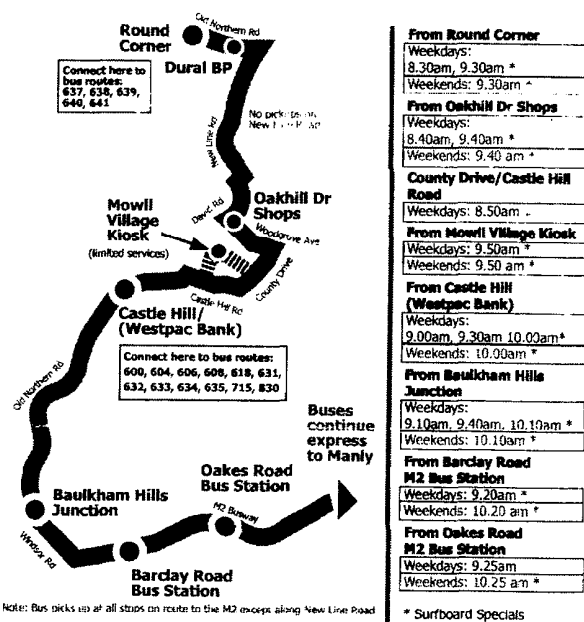
UPDATE - BEACHES TO BAY BUS. The Beaches to Bay Bus is operated by Crowther and the T.T. is issued by the Sutherland City Council. This is a Sunday only service operating from November 2002 to February 2003 only, Cronulla-Kurnell. It is virtually the same as the standard Route 987 except that buses divert to serve Elouera and Wanda beaches but buses still show Route 987. Trips are approximately hourly. The special T.T. also shows the three standard Route 987 trips. The information recently published in Table Talk was taken from the local newspaper, St. George Leader, and showed times from Cronulla Railway Station - these times were not bus departure and arrival times but the arrival and departure times of connecting trains - the published T.T. clarifies this. (Lourie Smit)

BEACH BUS. In an initiative that is similar to the above, Glenorie Bus Co. instigated

Beach Bus which took beachgoers from Round Corner, Oakes Road Bus Station, and intermediate stops, to Manly Beach. Beach Bus operated from 16th December 2002 to 24th January 2003. The map and T.T. at left is taken from a Glenorie newspaper advertisement. Unfortunately, this advert would also qualify for our informal worst T.T. award. The following questions would have to be asked: Why are times only shown in one direction in the main table with a hard-to-find footnote to the effect that all return trips leave Manly at 4.00pm? One would have to assume that the main table actually shows buses to Manly but why isn't this specifically stated? Why do some stops show three Mon-Fri services, others two and yet others only one - are there short runnings, or are some buses expresses prior to Oakes Road Bus Station or is there another explanation? With up to three buses southbound, is the one northbound bus able to handle the loads, or are there actually more than one bus leaving at 4.00 pm (1600)? One must assume that "No Public Holiday Services" refers to 25th, 26th December 2002 and 1st January 2003 - is this assumption correct? (Ted McDonald, Albert Isaacs)

beach bus route information

effective 16 December 2002 to 24 January 2003



All Tickets \$10 (return tickets only)

~ No Public Holiday Services ~

All return trips depart Manly opposite Manly Police Station at 4.00 pm.
www.glenoriebus.com.au Glenorie Bus Co: 9651 1944

Blue Mountains

NEW OWNERSHIP. The routes and buses of the Blue Mountains Bus Co. have been taken over by Pearce Mountainlink who operate route services in the same region. (L. Smit)

Newcastle

NEW S.T.A. (NEWCASTLE BUSES) TIMETABLE. The following Newcastle Buses T.T.s have recently been sighted:

- Routes 100, 101, 103, 108 (Glendale/Wallsend-Mayfield-Newcastle) - December 2002 - Transit Graphics version 2;
- Routes 224, 225 (Wallsend/Jesmond-Adamstown-Newcastle) - 6th January 2002 TG4;
- Route 317 (Belmont-Tingira Heights-Newcastle) - 23rd December 2002 - TG5;
- Routes 349-351 (Swansea-Newcastle) - December 2002 - TG5;
- Route 363 (Belmont-Warners Bay-Newcastle) - 23rd December 2002 - TG5.

(Lourie Smit)

NEW YEARS DAY. Extra early morning services ran on S.T.A. (Newcastle Buses)'s Routes 100, 101, 222, 224, 226, 230, 310, 317, 322, 334, 349, 350, 363 on 1st January 2003, with last buses leaving as late as 0556. (Derek Cheng, Lourie Smit)

Wollongong

OOPS DEPARTMENT - WHOSE BUS IS IT? A large, paid advertisement appeared in the 24th December 2002 edition of the Illawarra Mercury showing the reduced service Christmas Day T.T. Wollongong-Austinmer. The only problem is that there is no company name on the T.T. and readers are even left to assume that it's a bus T.T. The operators are Dion's. Seven buses ran Wollongong-Austinmer but there were eight in the opposite direction. One bus could have run the whole service but an empty run Wollongong-Austinmer would have had to have been made between 1555 and 1645. The one bus would have been in service 0830-2003. (Neville Fenn)

Tamworth

TAMWORTH MUSIC FESTIVAL. Tamworth Coaches replaced their usual T.T.s during the period of the Tamworth Music Festival 17th-26th January 2003. Special services being run at this time are being marketed as Tania Bus. (Is this because of some special sponsorship deal?) Last year two documents were issued but this year they have been amalgamated into one. (Michael Marshall, Lourie Smit)

Melbourne

RYAN BROS. BUS SERVICE. Ryan's Route 465 (Essendon-Keilor Park) operated to a holiday T.T. from 27th December 2002 until 23rd January 2003. (Craig Halsall, Lourie Smit)

McKENZIE'S TOURIST SERVICES. McKenzies issued a new T.T. for Routes 684-697 dated October 2002. Frequencies on Route 685 (Lilydale-Healesville) have increased with three extra services each way Mon-Fri and two additional each way runs on Sunday. A new trip also operates on Route 686 (Healesville town service) ie. a 1045 Healesville-Badger's Creek. (Steven Haby)

PORTSEA PASSENGER SERVICE. P.P.S. reissued the T.T. for Route 788 (Frankston-Portsea) as from 4th November 2002. (Steven Haby)

PENINSULA BUS LINES. A new T.T. for Peninsula's Routes 779 (Frankston-Belvedere) and 789 (Frankston-Carrum) was reissued in a new format and as a combined T.T. dated 2nd December 2002. The route map is very similar to the design used by L.C. Dyson's Bus Service. The T.T. is printed in orange, black and white. (Steven Haby)

F.A. PHILLIPS BUS SERVICE. U.S. Bus Lines acquired F.A. Phillips in December 2002. (Steven Haby)

UPDATE - KASTORIA BUS LINES. The new Kastoria T.T. for Route 476 (Moonee Ponds-Hillside), which commenced on 20th January 2003, introduced extra Saturday trips as well as Sun,P.H. services for the first time since 1984. Mon-Fri peak trips are given extra journey time on account of traffic at Niddrie. (Bradley Matthews, Lourie Smit)

GREENDA CORPORATION. T.T.s for Grendas Routes 800 and 888, 889 were updated and issued in a new-look format dated 25th December 2002. A similar T.T. for Route 850 was dated 9th December 2002. Interestingly, the T.T.s for Smartbus Routes 888, 889 were again revised as from 6th January 2003. The latter showed corrections to the map. (Bradley Matthews, Lourie Smit)

CURRENT RAISINGS ON THE GRAPE VINE. Suburban Bus. Continued.

MORELAND BUSLINES. The T.T. for Moreland's Route 510 (Ivanhoe-Essendon) was altered and reprinted, dated August 2002. (Bradley Matthews, Lourie Smit)

IVANHOE BUS SERVICE. Ivanhoe's Route 547 was absorbed with Route 548 as from 16th December 2002. Route 548 will now run Kew [Cotham Rd]-Latrobe Uni and a new T.T. will come into effect for this route from 28th January 2003, that is, after the holiday T.T. ends. (Craig Halsall, Lourie Smit)

VENTURA. Ventura's Routes 735, 767 will see increased Mon-Fri night services as from April 2003. More details as we get them. (David Breem, Lourie Smit)

L.C. DYSON REPRINTS. Dyson have recently reprinted two of their T.T.s but the former cover dates still appear. They are Route 508 (Alphington-Moonee Ponds) dated 24th February 2002 and Route 567 (Northcote-Regent) dated February 2001. The reprints have a more basic design than other Dyson T.T.s and are in blue and green on white. (Steven Haby, Lourie Smit)

NATIONAL BUS CO. IN PORT MELBOURNE. A new N.B.C. T.T. (T.T. No.13) was issued dated 14th January 2003 for Routes 235, 237 and NEW ROUTE 238 (Fishermans Bend-Port Melbourne-City). Route 238 operates Port Melbourne-City via Williamstown Rd and Lorimer St, off peak including at night. Route 236 no longer operates. There is a 10 minute frequency on Routes 235, 237 during morning peaks. (B. Matthews, L. Smit)

UPDATE - NATIONAL BUS CO. DONCASTER PARK N RIDE. The N.B.C. Park N Ride facility at Doncaster officially opened on 20th January 2003. Located on the corner of Doncaster Rd and the Eastern Freeway, it contains 400 free parking bays and a Kiss & Ride drop-off area. There is even a transit lounge with seats for 25 passengers, toilets, an on-site security officer and bicycle lockers. All N.B.C. routes that pass this corner will use the facility ie: Doncaster Rd - Routes 207 (City-Kew Junction-Donvale), 284 (Box Hill-Doncaster Shoppingtown), 307 (City-Mitcham station via Eastern Freeway), 316 (City-Deep Creek via Eastern Freeway); High St - Routes 285 (Camberwell-Canterbury-North Balwyn-Doncaster Shoppingtown), 309 (City-The Pines/Donvale via Eastern Freeway), 313 (City-North Kew-Templestowe shops via Eastern Freeway), 319 (City-The Pines via Eastern Freeway). T.T.s remain the same for all routes but future printings will modify the timing point of "High St/Doncaster Rd" to 'Doncaster Park N Ride'. (Geoff Foster, Lourie Smit)

Brisbane

NEW B.C.C. (BRISBANE TRANSPORT) TIMETABLES. Most of the recently sighted Brisbane Transport T.T.s were issued because of revisions to services in the western suburbs. In addition, there are the usual sprinkling of T.T. updates due to minor timing changes or reprinting:

Issued 25th November 2002:

- Routes 100, 110 115 (Acacia Ridge-Inala/Sunnybank Hills - Cityxpress) - T.T. numbered TT100;
- Routes 101-103, 122 (Inala-Oxley-Corinda - Community Bus / Inala-Mt. Ommaney - Community Bus / Inala-Garden City - Community Bus) - TT101;
- Routes 105, 107, 108 (Indooroopilly-Yeronga - Community Bus / Yeronga - Citybus / Indooroopilly-Yeerongpilly - Citybus) - TT105;
- Route 106 (Mt. Ommaney-Corinda-Indooroopilly - Community Bus) - TT106;
- Routes 360, 361, 364 (Everton - Citybus / Mitchelton - Citybus / Herston - Citybus) - TT360;
- Route 362 (The Gap-Mitchelton - Community Bus) - TT362;
- Routes 365, 366, 372, 373 (Ashgrove [Oakleigh] - Citybus & Community Bus) - TT372;
- Routes 368 369, 377, 378 (Ashgrove [Jubilee] - Citybus & Community Bus) - TT377;
- Route 370 (Mitchelton-City-Chermside) - TT370;
- Routes 374, 375 (Paddington-City / Bardon-City-Stafford) - TT375;
- Routes 379-381 (Ashgrove - Citybus) - TT21;
- Route 379 (Grange - Citybus) - TT379g;
- Routes 380, 381 (The Gap - Citybuses) - TT380;

.....continued next page/

CURRENT RAISING ON THE GRAPE VINE. Suburban Bus. Continued.

- Routes 382-385 (The Gap - Cityxpress, Rockets & City Precincts) - TT385;
- Routes 402, 407, 412 (St. Lucia/Uni. of Qld via Sir Fred Schonell Dve - Cityxpress / Uni. of Qld - Rocket / Toowong-Uni. of Qld via Sir Fred Schonell Dve) TT412;
- Route 411 (St. Lucia/Uni. of Qld via Hawken Dve - Citybus) - TT411;
- Routes 414, 415 (Indooroopilly-West Taringa- Uni. of Qld / Indooroopilly-Taringa-City - Citybus) - TT415;
- Routes 416, 470 (Toowong-City-Bulimba Ferry - Citybus / Duke St, Toowong-City - Citybus) - TT470;
- Route 417 (Long Pocket-Toowong-City - Citybus) - TT417 - this route is no longer designated as a wheelchair accessible service - this T.T. used to have an amendment slip inside but this is no longer issued;
- Routes 425, 426 (Chapel Hill - Cityxpress & Rocket) - TT425;
- Routes 427, 428, 432 (Chapel Hill-Uni. of Qld - Express & all stops / Kenmore- Uni. of Qld - Express) - TT427;
- Routes 430, 431, 446 (Fig Tree Pocket - Cityxpress & Rocket / Kenmore South - Rocket) - TT430;
- Routes 433, 445 (Kenmore South - Citybus / Fig Tree Pocket - Citybus) - TT433;
- Routes 435, 436 (Brookfield - Cityxpress & Rocket) - TT435;
- Routes 440, 441 (Moggill - Cityxpress & Rocket) - TT440;
- Routes 450, 453-459 (Riverhills-Mt. Ommaney - Cityxpress, Rockets & City Precincts) - TT450;
- Routes 460, 461 (Forest Lake-Inala - Cityxpress & Rocket) - TT460;
- Route 471 (Mt. Coot-tha--Birdwood Tce, Toowoong--City / Citybus) - TT471;
- Routes 475, 476 (Rainworth-City-Kangaroo Point - Citybus) - TT475.

Other dates:

- Routes 150-152,156 (Browns Plains - Cityxpress / Calamvale - Rocket / Stretton Community Bus & Rocket) - 28th October 2002 - TT150;
- Routes 184, 185, 882, 887 (Garden City via Cavendish Rd - Citybus / Mt. Gravatt-Garden City - District Bus / Carindale-Garden City - District Bus) - 28th October 2002 - TT184;
- Routes 190-194 (New Farm [Merthyr]-City-West End - Citybus / New Farm-City-Fairfield Gardens - Citybus) - October 2002 - TT150;
- Routes 200, 201, 205-207 (Carindale - Cityxpress & Cityprecincts / Carindale Heights - Rocket / Coorparoo - Express) - September 2002 - TT200;
- Routes 214-216, 220, 221 (Cannon Hill - Cityxpress / Carindale - Cityxpress / Tingalpa - Rocket / Wynnum - Cityxpress & Rocket) - September 2002 - TT215;
- Routes 300, 301 (Hamilton and Hendra - Citybuses) - September 2002 - TT300;
- Routes 311-314 (Brighton - Community Bus / Shornecliffe - Community Bus / Deagon - Community Bus) February 2002 - TT311;
- Routes 330, 331 (Bracken Ridge - Cityxpress & Rocket) - September 2002 - TT330;
- Routes 350-352, 355 (Bridgeman Downs-Albany Creek - Cityxpress / Bridgeman Downs-Albany Creek-McDowall - Rocket) - August 2002 - T.T. numbered TT350 but this no. and the previous no. (TT63X) both appear on the T.T.
(Graham Duffin, "Patrick", Keith Banks, Ian Lynas, Tony Winstone, Lourie Smit)

Adelaide

WANDERING STAR. The former Adelaide Nighmoves services are now being marketed as Wandering Star. The following Wandering Star T.T.s were issued dated 13th December 2002: South & Southern Hills Suburbs; Hills & Eastern Suburbs; North & North Eastern Suburbs; Western Suburbs. Taxi drivers believe that the new buses will erode their late night/early morning income and organised a blockade of North Tce on 14th December 2002.
(Roger Wheaton, "The Advertiser")

LIGHTING UP LOBETHAL. Table Talk only reports on special bus services if they are unusual or interesting but the concentration of services to view the Christmas lights at Lobethal makes them worthy of note. Serco, through their sponsor MIX-FM (formerly AD-FM), operated five different routes, two more than last year, between 8th and 23rd December 2002. Transit Plus operated from the City from 9th to 21st December 2002. A Southlink bus was also observed on the road. Magors Bus Service provided a shuttle service within Lobethal every 30 minutes 2030-2230 from 13th to 23rd December 2002. The Serco and Tranist Plus services were subject to there being sufficient pre-booked passengers.
("The Advertiser", Roger Wheaton)

CURRENT RAISINGS ON THE GRAPE VINE. Suburban Bus. Continued.

MAJOR TIMETABLE CHANGES. Major changes to T.T.s took place on 26th January 2003. Interestingly, through a typographical error, the relevant page on the Adelaide Metro website is headed 2002 (sic) Route and Timetable Updates. The following have been particularly noted:

- an upgraded service is now provided on Henley Beach Rd-City-The Parade routes, with a between peaks service every 10 minutes instead of 15 minutes - this has been achieved by: changing between peak services on Route 137 (City-West Lakes) to run as the standard service rather than Route 137F; making minor changes to Routes 132, 134 to provide even headways; having additional services on Route 122 (Rosslyn Park), that is, two per hour;
- NEW ROUTE 140 (City-Wattle Park) replaces the former Route 141N that deviated via Wattle Park between peaks - now, Routes 140 & 141 (City-Stonyfell) alternate with an hourly service each between peaks;
- NEW ROUTE 146 (City-Urrbrae) is an extension of Route 145 (City-Glen Osmond) minus the Giles Rd section - it extends to the Uni. of Adelaide, Waite Campus, Urrbrae, and runs Mon-Fri replacing one Route 145 service per hour, leaving Route 145 with a 20/40 minute split in peak hours;
- on the Le Fevre Peninsula, the low patronage section of Routes 333, 336, from Osborne to Outer Harbor, has had service frequencies halved and 336 now takes a more direct route by bypassing the loop via Woolnough Rd [the following three changes also affect Le Fevre Peninsula services]:
- Route 336 (formerly West Lakes-Outer Harbor) has been truncated to Osborne and travels direct via Fletcher Rd;
- NEW ROUTE 152 (City-Semaphore) is an extension of the Route 153 (Port Adelaide) hourly service - this service is interesting as buses [even trolley buses] travelled direct to Semaphore via Port Rd for many years - this route also replaced Route 336 [see above] in Woolnough Rd;
- NEW ROUTE 334 (West Lakes-Outer Harbor) replaces the outer section of Route 336 - Routes 333, 334 now alternate to provide an hourly service [previously a 30 minute service] to the end of the peninsula;
- Route 345 (Port Adelaide-Flinders Uni.) has been upgraded from an hourly peak direction service only and now runs hourly all day with 30 minute frequencies at peak times [ie. mornings to the Uni. and afternoons from there] - now replaces many of the Route 340 services [see below];
- Route 340G (Marion-Glenelg) now runs hourly and replaces the southern end of Route 340, giving a 30 minute service on the Glenelg-Marion shopping centre section - there are overall service reductions in the Marino-Marion section that appears to have been poorly patronised;
- other minor changes throughout the system with fine tuning to feeder buses off the Gawler and Noarlunga Centre rail services and other Adelaide Hills routes.

(James Thomas)

NEW SOUTHERN TIMETABLES. New T.T.s were issued dated 14th December 2002 for Routes 750, 751 and 751, 752. These reflect the introduction of a new Sat,Sun,P.H. service designated as Route 752 (Noarlunga-McLaren Vale-Willunga-Sellicks Beach).

(Michael Marshall, Lourie Smit)

Perth

ST GEORGE'S TCE BUS STOPS. From 27th October 2002 more bus stands, an easier identification system and better information, were implemented at bus stops on St. George's Tce. Services travelling along St. George's Tce now stop within each major city block, providing greater boarding and alighting options. The identification of bus stands was changed from an individual number to a letter shared by stands for specific routes: A to F for eastbound routes; M to T for westbound. There are currently 51 bus routes using St. Georges Tce. Buses stop at all stands corresponding to their route number and there will be one stand for each route within most St. George's Tce city blocks.

("Transit Australia")

YELLOW CAT TO EAST PERTH. A new Yellow CAT bus service, directly connecting the East Perth residential area and Claisebrook station to Perth City was expected to begin operating on 15th December 2002. It will serve Wellington St and integrate there with Red and Blue CAT services, offering a 15 minute service for most of the day with a 10 minute frequency 0730-0930. The Red CAT would then revert to a five minute service along the route south of Wellington St which it serviced prior to February 2002.

("Transit Australia")

Launceston

NEW TIMETABLES. Metro Tasmania issued a new set of T.T.s for all Launceston routes dated November 2002. More details as we get them. (Ian Cooper, Lourie Smit)

Devonport, etc.

MERSEYLINK. Merseylink introduced new T.T.s for their routes in Devonport and surrounding towns (Spreyton, Latrobe and Port Sorell). There are minor refinements to running times. (Ian Cooper, Lourie Smit)



L O N G DISTANCE BUS

National

McCAFFERTY'S GREYHOUND-PIONEER TIMETABLE CHANGES. The following McCafferty's Greyhound-Pioneer T.T. changes have been advised:

- GX604 (Cervantes-Pinnacles tour) ceased operating as from 27th November 2002;
- the two day tour to Kakadu and the one day tour to Jim Jim Falls will cease during the wet season but the one day tour to Kakadu will continue to operate;
- MC473/MC474 (Rockhampton-Emerald and return) will operate on Tue,Thu. ("McCafferty's Greyhound-Pioneer Newsgram", Mercury World Travel)

N.S.W.

PORT STEPHENS COACHES. P.S.C. issued a new T.T. dated 1st December 2002 for their Port Stephens-Sydney service. The T.T. includes tables for the 2002/2003 Christmas/New Year and 2003 Easter holiday periods. Stockland Mall is no longer listed as a stop. (Lourie Smit)

Victoria

WESTERNPORT ROADLINES. The Grenda Group has purchased Westernport Roadlines. The takeover of services will commence in February 2003. (Andrew Hamer)

Tasmania

TASSIELINK. TassieLink introduced a new daily Spirit Shuttle as from 1st September 2002, Devonport-Launceston-Hobart. It connects to/from the Spirit of Tasmania ferry Devonport-Melbourne. (Steven Haby)

MAIN ROAD CITY EXPRESS. The Burnie-Devonport Main Road City Express, which primarily serves the Spirit of Tasmania ferry services at Devonport, was extended as from 16th December 2002. The service is operated by TassieLink and runs on Mon,Wed,Fri only. (Ian Cooper, Lourie Smit)

YOLLA. TassieLink commenced a new service Strahan-Yolla-Burnie on Mon,Fri as from 1st October 2002. (Ian Cooper, Lourie Smit)



AIR

Domestic

HORIZON AIRLINES. Horizon took over the Sydney-Newcastle (Williamtown) service from sister airline Aeroperican, as from 2nd December 2002. (Tris Tottenham)

VIRGIN BLUE PERTH TERMINAL. Virgin Blue has been operating from the former Ansett terminal at Perth Airport as from 8th December 2002. (Mercury World Travel)

International (to/from Australia)

ASIANA AIRLINES. Asiana issued a new schedule dated October 2002. Their daily Australian service operates as follows: Sydney (OZ 602) 0930, Seoul (Incheon) 1800-(OX 601) 2000, Sydney 0810. Australian times are Daylight Saving times. Connections are made at Seoul for various ports in Asia, Micronesia, Uzbekistan and the U.S.A. (See also "Editorial" on our page four.) (Mercury World Travel)

CURRENT RAISININGS ON THE GRAPE VINE. Air. Continued.

UPDATE - AIR PARADISE. Paradise will commence their Denpasar-Perth and Denpasar-Melbourne flights on 16th February 2003. These start-ups were postponed from 27th October 2002 on account of the tragic Bali bombings. (Tris Tottenham)

CATHAY PACIFIC. From 30th October 2002, Cathay added an additional four flights a week to their Melbourne-Hong Kong service (Wed,Thu,Sat,Sun). This makes a total of 11 flights per week from Melbourne. From 1st November 2002 an additional Friday flight Brisbane-Hong Kong was also added making five services from Brisbane. (Tris Tottenham)

EMIRATES. Following the delivery of new aircraft, Emirates is considering adding non-stop flights Melbourne/Sydney-Dubai, in late 2003. By avoiding an Asian stop, these flights would be attractive to time-sensitive business people travelling to Europe. (Tris Tottenham)

International (excluding Australia)

UPDATE - UNITED AIRLINES. Cost cutting in the wake of United's filing for bankruptcy has affected the Pacific region. United will withdraw for the Auckland-Los Angeles route from the end of March 2003. (Tris Tottenham)

INTERNATIONAL TIMETABLES. The following international T.T.s have recently been sighted. Unless otherwise stated, they were issued on 28th October 2001: All Nippon (2nd January 2002); Aloha (31st August 2002); Air India ; Air Malta (31st March 2002); Air New Zealand (April 2001); Binan Bangladesh; British Midland (31st March 2002); Cayman (2nd September 2002); China Southern (31st March 2002); Czech; El Al; Farom; Island Air (20th August 2002); Middle East. (Tom Davis, "The First Edition")

NO MORE TIMETABLES. It is believed that the following international airlines have gone 'paperless', that is, they no longer issue paper T.T.s and potential clients have to rely on the internet for T.T.s: Aerolineos Argentina; A.L.M.; Aviateca; Bahamas; Balkan; B.W.I.A.; Continental; Copa; Ecuatoriana; E.V.C.; Ghana; Icelandic; Lauda; Royal Nepal; United; Vanguard; Varig. (Tom Davis, "The First Edition")

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX



WATER TRANSPORT

Sydney Ferries

HEGARTY'S FERRIES. Hegarty's ceased operating their two services, Mosman-Rose Bay [school services] and Lavender Bay. There are no known replacement services at this stage. Hegarty's was owned, of late, by Captain Cook cruises. (Lourie Smit)

SECRETARY, AUSTRALIAN ASSOCIATION OF TIMETABLE COLLECTORS: STEVEN HABY,
P.O. Box 18049, Collins Street East, Melbourne, Vic., 8003. (03) 9898 9724.

"TABLE TALK" EDITOR: ALBERT ISAACS,
Unit 5 Whitehall, 22 Burwood Rd., Hawthorn, Vic., 3122. (03) 9819 5080.

EDITORIAL ASSISTANT: Graeme Cleak.

A.A.T.T.C. INTERNET HOME PAGE: http://www.aattc.org.au
A.A.T.T.C. EMAIL: aattc@ozemail.com.au

Copyright conditions apply to the reproduction of these contents.

Membership of the A.A.T.T.C. includes monthly copies of both The Times and Table Talk as well as copies of the monthly Distribution List of T.T.s. The membership fee is \$45.00 pa. Membership enquiries should be directed to the MEMBERSHIP OFFICER, DENNIS McLEAN, 53 Bargo St., Arana Hills, Qld., 4054. (07) 3351 6496.
