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# TABLE TALK

TABLE TALK is the official monthly CURRENT NEWS organ of the AUSTRALIAN ASSOCIATION OF TIMETABLE COLLECTORS INC. [Registration No.: A0043673H]. (The A.A.T.T.C. Inc. also publishes THE TIMES, a monthly magazine of historic record.)

## SYDNEY LIGHT RAIL TIMETABLE.

\*\*\*\*\*


T.T. Supplied: JAMES CHEUNG / Text by: ALBERT ISAACS.

### Services at a glance

Safe, efficient and quiet, Metro Light Rail transports passengers quickly to key destinations between Central Station and Lilyfield via Darling Harbour and Pymont, 365 days a year.

Between Central and Star City: services operate 24 hours a day, every day. There is an approximate 10 minute frequency operating between 7am and 9pm.

Between Central and Lilyfield: services operate between 6am and 11pm (midnight on Friday/Saturday), with a 10 minute frequency operating between 7am and 9pm.

 Every Metro Light Rail service offers stepless entry, providing user-friendly access, particularly for less mobile travellers.



CENTRAL STATION



LILYFIELD

Light Rail Information

Commuter Timetable

### Fare Information

Please purchase tickets on-board trams.

#### Adult Fare:

- Persons 16 years and older

#### Concession Fare:

- Children aged 4 to 15 years of age
- Holders of an Australian Seniors Card, War Widows Card or Pensioner Card
- Metro Light Rail does not offer a student concession

#### Family:

- 2 adults & 2 children aged 4 to 15 years of age
- 1 adult & 3 children aged 4 to 15 years of age

#### Single:

- One unbroken journey to the nominated zone

#### Return:

- One journey to the nominated zone and return (valid for 24 hours)

#### Day Pass:

- Unlimited travel 24 hours from time of purchase

#### Weekly:

- Unlimited trips in all zones valid 7 days from day of purchase

#### METROconnect:

- Unlimited trips in all zones including the Metro Monorail valid 7 days from day of purchase

One of the recent T.T.s that has created a lot of interest is the T.T. issued by Connex for the Sydney Metro Light Rail, Central Station-Lilyfield. The story of the T.T. has been chronicled in the pages of Table Talk but is worth repeating: last year it came to the public's attention that Connex was operating its Light Rail (or tram) without a proper T.T. and the outcry at this revelation was such that a T.T. was actually produced in August 2002. It appeared at Light Rail stops and was published for public distribution. The August T.T. was replaced by a September 2002 issue, which is still current and which appears at left.

.....text continues on our page four/

### Conditions of Travel

#### Visually Impaired:

Visually impaired passengers who carry a CityRail Vision Impaired Persons Permit are permitted to travel free. Accompanying attendants must purchase a concession fare for the relevant journey.

#### Bicycles:

Metro Light Rail does not charge for the carriage of bicycles and we welcome cyclists to use our services. During the periods when trams are crowded we may have to restrict the number of bicycles carried on each tram.

Metro Light Rail  
GPO Box 4066 Sydney NSW 2001  
phone: 9285 5600  
email: info@metrolightrail.com.au  
www.metrolightrail.com.au



The  **connex** Networks

Revised September 2002

SYDNEY LIGHT RAIL TIMETABLE. Continued.

Central

Lilyfield, Glebe, Fish Market, Star City, Darling Harbour, Haymarket to Central Station

Mornings

OPERATES 7 DAYS A WEEK

Table with columns for station names (Lilyfield to Central Station), departure times, and arrival times. Includes a note: 'Services approximately every 10mins between 7am & 9pm everyday of the week'.

Evenings

OPERATES 7 DAYS A WEEK

Table with columns for station names (Lilyfield to Central Station), departure times, and arrival times. Includes a note: 'Services approximately every 10mins between 7am & 9pm everyday of the week'.

Explanations f - Journey only operates Friday & Saturday nights. H - Journey only operates Monday to Friday mornings. s - Journey only operates Saturday and Sunday mornings. w - Journey only operates Sunday to Thursday nights.

Approximate 10 minute frequency between 7am - 9pm • Operates 24 hours a day between Central & Star City

# To Lilyfield

Central Station, Haymarket, Darling Harbour, Star City, Fish Market, Glebe to Lilyfield

## Mornings

## OPERATES 7 DAYS A WEEK

am	12:10	12:25	12:40s	12:55	1:10s	1:25	1:40s	1:55	2:10s	2:25	2:40s	2:55	3:10s	3:25	3:40s	3:55	4:10s	4:30	4:40s	4:55	5:10s	5:25s	5:30m	7:00	
Central Station	12:10	12:25	12:40s	12:55	1:10s	1:25	1:40s	1:55	2:10s	2:25	2:40s	2:55	3:10s	3:25	3:40s	3:55	4:10s	4:30	4:40s	4:55	5:10s	5:25s	5:30m	7:00	
Capitol Square	12:13	12:28	12:43s	12:58	1:13s	1:28	1:43s	1:58	2:13s	2:28	2:43s	2:58	3:13s	3:28	3:43s	3:58	4:13s	4:33	4:43s	4:58	5:13s	5:28s	5:33m	7:03	
Haymarket	12:15	12:30	12:45s	1:00	1:15s	1:30	1:45s	2:00	2:15s	2:30	2:45s	3:00	3:15s	3:30	3:45s	4:00	4:15s	4:35	4:45s	5:00	5:15s	5:30s	5:35m	7:05	
Exhibition	12:17	12:32	12:47s	1:02	1:17s	1:32	1:47s	2:02	2:17s	2:32	2:47s	3:02	3:17s	3:32	3:47s	4:02	4:17s	4:37	4:47s	5:02	5:17s	5:32s	5:37m	7:07	
Convention	12:19	12:34	12:49s	1:04	1:19s	1:34	1:49s	2:04	2:19s	2:34	2:49s	3:04	3:19s	3:34	3:49s	4:04	4:19s	4:39	4:49s	5:04	5:19s	5:34s	5:39m	7:09	
Pymont Bay	12:21	12:36	12:51s	1:06	1:21s	1:36	1:51s	2:06	2:21s	2:36	2:51s	3:06	3:21s	3:36	3:51s	4:06	4:21s	4:41	4:51s	5:06	5:21s	5:36s	5:41m	7:11	
Star City	12:22	12:37	12:52s	1:07	1:22s	1:37	1:52s	2:07	2:22s	2:37	2:52s	3:07	3:22s	3:37	3:52s	4:07	4:22s	4:42	4:52s	5:07	5:22s	5:37s	5:42m	7:12	
John Street Sq	12:23	12:38	12:53s	1:08	1:23s	1:38	1:53s	2:08	2:23s	2:38	2:53s	3:08	3:23s	3:38	3:53s	4:08	4:23s	4:43	4:53s	5:08	5:23s	5:38s	5:43m	7:13	
Fish Market	12:25s																							7:15	
Wentworth Pk	12:26s																								7:16
Glebe	12:28s																								7:18
Jubilee Park	12:30s																								7:20
Rozelle Bay	12:31s																								7:22
Lilyfield	12:33s																								7:24

Services approximately every 10mins between 7am & 9pm everyday of the week

## Evenings

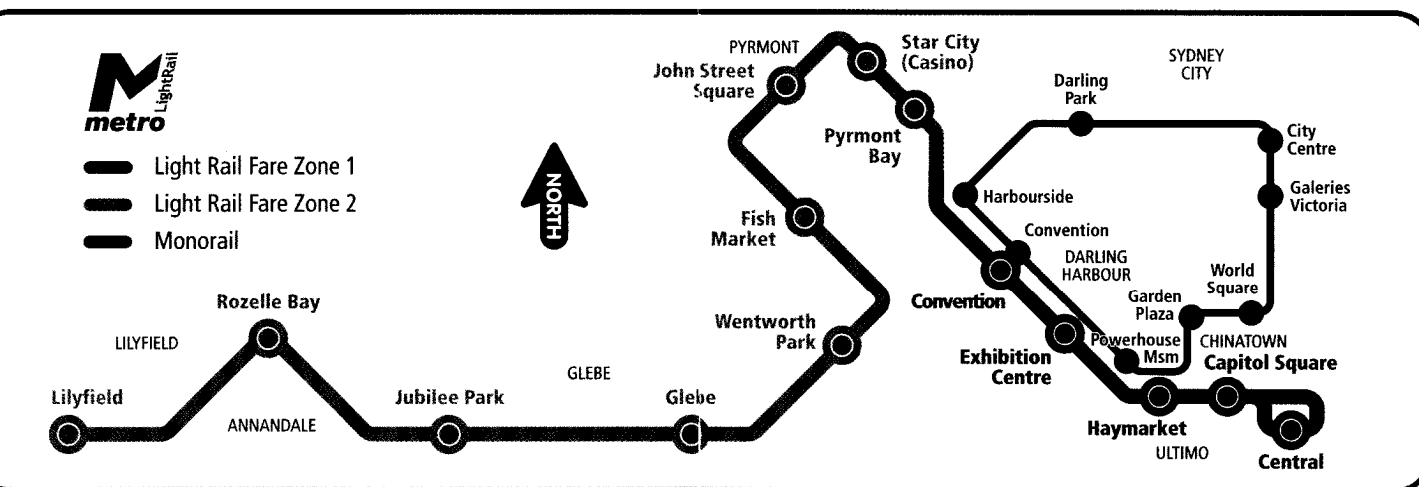
## OPERATES 7 DAYS A WEEK

pm	8:48	9:00	9:12	9:24	9:36	9:48	10:00	10:12f	10:14w	10:24f	10:28w	10:36f	10:46w	10:48f	11:00f	11:02w	11:12f	11:18w	11:24f	11:34w	11:36f	11:51w	11:53f
Central Station	8:48	9:00	9:12	9:24	9:36	9:48	10:00	10:12f	10:14w	10:24f	10:28w	10:36f	10:46w	10:48f	11:00f	11:02w	11:12f	11:18w	11:24f	11:34w	11:36f	11:51w	11:53f
Capitol Square	8:51	9:03	9:15	9:27	9:39	9:51	10:03	10:15f	10:17w	10:27f	10:31w	10:39f	10:49w	10:51f	11:03f	11:05w	11:15f	11:21w	11:27f	11:37w	11:39f	11:54w	11:56f
Haymarket	8:53	9:05	9:17	9:29	9:41	9:53	10:05	10:17f	10:19w	10:29f	10:33w	10:41f	10:51w	10:53f	11:05f	11:07w	11:17f	11:23w	11:29f	11:39w	11:41f	11:56w	11:58f
Exhibition	8:55	9:07	9:19	9:31	9:43	9:55	10:07	10:19f	10:21w	10:31f	10:35w	10:43f	10:53w	10:55f	11:07f	11:09w	11:19f	11:25w	11:31f	11:41w	11:43f	11:58w	12:00f
Convention	8:57	9:09	9:21	9:33	9:45	9:57	10:09	10:21f	10:23w	10:33f	10:37w	10:45f	10:55w	10:57f	11:09f	11:11w	11:21f	11:27w	11:33f	11:43w	11:45f	12:00w	12:02f
Pymont Bay	8:59	9:11	9:23	9:35	9:47	9:59	10:11	10:23f	10:25w	10:35f	10:39w	10:47f	10:57w	10:59f	11:11f	11:13w	11:23f	11:29w	11:35f	11:45w	11:47f	12:02w	12:04f
Star City	9:00	9:12	9:24	9:36	9:48	10:00	10:12	10:24f	10:26w	10:36f	10:40w	10:48f	10:58w	11:00f	11:12f	11:14w	11:24f	11:30w	11:36f	11:46w	11:48f	12:03w	12:05f
John Street Sq	9:01	9:13	9:25	9:37	9:49	10:01	10:13	10:25f	10:27w	10:37f	10:41w	10:49f	10:59w	11:01f	11:13f	11:15w	11:25f	11:31w	11:37f	11:47w	11:49f	12:04w	12:06f
Fish Market	9:03	9:15	9:27	9:39	9:51	10:03	10:15	10:27f	10:29w	10:39f	10:43w	10:51f	11:01w	11:03f	11:15f	11:17w	11:27f	11:33w	11:39f	11:49w	11:51f	12:08f	12:09f
Wentworth Pk	9:04	9:16	9:28	9:40	9:52	10:04	10:16	10:28f	10:30w	10:40f	10:44w	10:52f	11:02w	11:04f	11:16f	11:18w	11:28f	11:34w	11:40f	11:50w	11:52f	12:09f	12:10f
Glebe	9:06	9:18	9:30	9:42	9:54	10:06	10:18	10:30f	10:32w	10:42f	10:46w	10:54f	11:04w	11:06f	11:18f	11:20w	11:30f	11:36w	11:42f	11:52w	11:54f	12:11f	12:12f
Jubilee Park	9:08	9:20	9:32	9:44	9:56	10:08	10:20	10:32f	10:34w	10:44f	10:48w	10:56f	11:06w	11:08f	11:20f	11:22w	11:31f	11:37w	11:44f	11:54w	11:56f	12:13f	12:14f
Rozelle Bay	9:09	9:21	9:33	9:45	9:57	10:09	10:21	10:33f	10:35w	10:45f	10:49w	10:57f	11:07w	11:09f	11:21f	11:23w	11:32f	11:38w	11:45f	11:55w	11:57f	12:14f	12:15f
Lilyfield	9:12	9:24	9:36	9:48	10:00	10:12	10:24	10:36f	10:38w	10:48f	10:52w	11:00f	11:10w	11:12f	11:24f	11:26w	11:34f	11:40w	11:48f	11:58w	12:00f	12:17f	12:18f

Services approximately every 10mins between 7am & 9pm everyday of the week

Explanations f - Journey only operates Friday & Saturday nights. m - Journey only operates Monday to Friday mornings. s - Journey only operates on Saturday and Sunday mornings. w - Journey only operates Sunday to Thursday nights.

Approximate 10 minute frequency between 7am - 9pm • Operates 24 hours a day between Central & Star City



Note the 15 minute service during the 'wee small hours' of Sat, Sun mornings to John Street Square only, to serve the Star City casino.

The major difference between the August and September 2002 T.T.s is that the former has separate tables for Fri night/Sat morning and Sat night/Sun morning and for the rest of the week, whereas the latter confusingly tries to show the two different sets of times on the same tables (as illustrated).

Public criticism of this T.T. continues because there are still no actual times shown for the service's busiest times 0700-2100. All that appears is the note announcing a service at approximately 10 minute intervals.

It will also be seen that Connex's Monorail also appears on the map although it is not shown in the T.T. and, in fact, there is not a published Public T.T. for the monorail service.

## LETTERS TO THE EDITOR

Dear Albert,

In your page one article in Table Talk (No.126, January 2002), I thought that you were a bit hard on the Blue Mountains Bus Co. concerning their use of "Destination" in the T.T. I thought that this was obviously the heading of the column and did not refer to the items to the right of it. I think that the figures above each column represent the number of the bus which will operate this service.

If you want to talk about bad T.T.s, the ones that I recently received from Pearce Mountainlink (who have now absorbed B.M.B.C.) would also qualify as being the 'worst T.T.'. They are for Pearce's Trolley Tours operation: they do not show route numbers; one T.T. has no map and the other one gives minimal information.

I recently made a comment on the A.A.T.T.C.'s website about the Routes 696 and 698 T.T.s apparently being different versions of the same T.T. This was because I obtained those two T.T.s from Pearce at the same time a couple of years ago and they had me terribly confused at the time.

Yours etc.,  
LOURIE SMIT,  
 Cronulla, N.S.W.

Dear Albert,

I have read your article in Table Talk (No.126, January 2003) concerning the T.T. information for the services operated by the Blue Mountains Bus Co. and agree with you that the T.T. contains an amount of spurious information which would confuse a passenger.

.....continued next page/

LETTERS TO THE EDITOR. Continued.

The word "Destination", as far as I can understand it, refers to the timepoints but why the word 'Timepoints' is not used is a fact known only to the bus company concerned. The numbers over each column of times appears to refer to the 'run' or 'shift' number but these are not usually shown in Public T.T.s. The only semi-plausable reason would be that it would make it easier to trace lost property, assuming, of course, that the passenger knew to what the number referred.

In my working incarnation at Grenda's Bus Services, I maintained a Working T.T. showing a run number and shift number over each trip but that T.T. was purely for the information of my supervisors and road managers.

Yours etc.,

IAN WALL,

Longwarry, Vic.

Dear Albert,

I can't resist discussing your comments about the Blue Mountains Bus Co. T.T. "Destinations" and route numbers (Table Talk, No.126, January 2003). I expect you have heard this already from a number of other members but in case you haven't, you've stuffed up, mate!

Instead of thinking across, you need to think down. The various "Destinations" are listed vertically; the numbers 1-up across the top are bus numbers or, more properly, run numbers. For instance, Run 1 begins at Katoomba St at 0700 and proceeds to Wentworth Falls, arriving at 0720. The driver then apparently has breakfast, leaving at 0830 to return to Katoomba at 0845. In the table illustrated on page three of Table Talk, the run leaves at the same time for a 20 minute loop to the Skyway and returns to Katoomba at 0905. After a 25 minute layover, the bus makes a return trip to Wentworth Falls. Meanwhile, Run 2 starts at Katoomba at 0725, runs to Wentworth Falls, does the loop through the village and is back at Katoomba St an hour later. And so forth.....

The only question to be asked is: why would the bus operator include employee-only information in the Public T.T. Maybe it's to save money - each driver would be told his run number and he just follows it from the Public T.T.

Yours etc.,

DEAN OGLE,

Vancouver, CANADA.

EDITOR'S NOTE:

All of the above letters arrived before the writers would have received Table Talk (No.127, February 2003) in which they would have read my comments on yet another, similar letter from Tris Tottenham. The point I made in my "Editor's Note" after Tris' letter is also relevant to what Lourie, Ian and Dean have written. As I pointed out, of course I was aware that the "Destination" was really a Route No. but because it appeared in a public T.T. and was called "Destination" I believed I should take it at face value and discuss it as if it really was a "Destination". Hence my sarcastic comment about being unable to find the destination of: "School Days Only" on any of my maps. I also made the same point as both Ian and Dean: that is, that such information is really out of place in a public T.T. although it would be completely relevant within an internal document.

I should also point out that as well as the four letters (above and in last month's Table Talk), I also had verbal communication from Graeme Cleak who also discussed some of the points in the four letters. Graeme's conversation was also made before he saw my notes in the last Table Talk.

Lourie: I would very much like to see the Pearce Mountainlink Trolley Tours T.T.s that you mention. Perhaps they would be suitable for dissection in another Table Talk cover article.

.....continued next page/



Brisbane

**CHRISTMAS TIMETABLE.** Brisbane suburban trains have usually run to a Sunday T.T. on Christmas Day but in 2002, they operated to an hourly schedule on all lines except Eagle Junction-Doomben and Yeerongpilly-Corinda. This is the first time that an hourly service has operated on any weekday since September 1995. Unfortunately, Q.R. advertisements mentioned the 60 minute frequency without giving any indication of actual times or even of first and last train times. The normal Sunday T.T. was operated on Boxing Day, except that there were eight return trains to Doomben to cater for race traffic. (There are no Doomben services on a standard Sunday T.T.)  
("Railway Digest", "Sunshine Express")

Perth

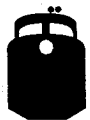
**TEMPORARY CLOSURE OF PART OF CLAUSEBROOK STATION.** The Midland platforms at inner-city Claisebrook station were closed between 14th October and 8th December 2002, for platform reconditioning and improvements to the station buildings. Passengers from stations on the Midland line were required to travel through Claisebrook to McIver and then travel back to Claisebrook on an Armidale line service. (Claisebrook is the junction for the Midland and Armidale lines.)  
("Railway Digest")

**UPDATE - CLOSURE OF LATHLAIN.** Lathlain station was scheduled to close to all traffic on 2nd February 2003.  
("Railway Digest")

New Zealand

**UPDATE - NEW AUCKLAND RAIL OPERATOR.** The Auckland Regional Council has engaged Interfleet, Australian-based international rail consultants, to assist with the tender process to select a new operator for Auckland's commuter services. Nine rail operators have expressed an interest in lodging a tender.  
("New Zealand Rail Observer", "Transit Australia")

**UPDATE - BREAKDOWN IN NEGOTIATIONS IN WELLINGTON.** Negotiations between Tranz Rail, the Wellington Regional Council and Stagecoach (potential new operators of the Wellington suburban system and current operators of trolley buses and omnibuses in Wellington), broke down in December 2002. Tranz Rail will now reopen the system to tenderers. However, in the short-term Tranz Rail have guaranteed that they will continue to operate services without any disruptions. The N.Z. Government is not expected to intervene in the dispute. Nevertheless, the uncertainty has delayed the extension of suburban electrification to Waikanae but this is now expected to start shortly.  
("Rails")



# LONG DISTANCE RAIL & RAILWAY BUS

General

**OZBACK EXPLORER.** Ozback Explorer is a new luxury train made from refurbished cars from the 1960s. Ozback Explorer will initially operate Sydney-Canberra-Melbourne-Adelaide-Alice Springs-Darwin with seven 16-day package tours operating in both directions between 20th February 2004 and 1st April 2005. The \$1.5 million refurbishment program and the operation of the tours will be in the hands of George Milaras who operated a similar venture in South Africa under the name, Shongololo Rail Safaris. The full tour is expected to cost between \$6,500 and \$7,000. There will be 16 crew and 90 passengers on each trip.  
("Travel Trade", Neville Fenn)

**GRAIN COMPANY MERGER.** Australia's two major grain collection companies, Graincorp who operate in Queensland, and Grainco in N.S.W. and Victoria, announced on 5th February 2003 that they plan to merge. The reason for the merger is cited as the current drought but it is the long-term consequences that may change the face of the industry as the combined company will have a virtual monopoly of grain haulage along the eastern seaboard. The move will also vitally affect the rail industry because of the size and importance of grain haulage contracts to companies like PacNat, Freight Australia and Q.R.  
(ABC Television News)

Pacific National/A.R.T.C.

**PINNACLE MINES.** A Pinnacle Mines private siding between Thackaringa and Kanandah on the Broken Hill line is currently under construction. It is planned to rail ore weekly from this dead-end siding utilising PacNat ore train services Broken Hill-Port Pirie. The siding should be completed by May 2003. ("Catchpoint")

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

**NORTHERN LINE UPGRADE.** The R.I.C. announced on 18th December 2002 that it was undertaking a \$25 million upgrade of the Sydney-Brisbane line. This will see CTC introduced Casino-Greenbank, Qld. Currently, trains still have to halt at crossing loops for safeworking requirements. ("Sunshine Express")

**UPDATE - RAIL VEHICLE DETECTION SYSTEM.** R.V.D.S. was recently installed over two sections in N.S.W. On 14th-15th December 2002, Standard Block working Wingello-Medway, on the Main Southern line, was replaced by R.V.D.S. with double-line uni-directional signalling. All signals are now track controlled. The Down Distant signal at Medway was removed and Wingello's closing facilities were abolished. Electric Train Staff working Bathurst-Newbridge, on the Main Western line, was also replaced with R.V.D.S. on 21st-22nd December 2002. The mechanical interlocking machine at Bathurst was removed and control of the inclusive area Kelso-Newbridge is from a new workstation located in the Bathurst signal box. Electric Staff instruments at Orton Park, Georges Plains and Newbridge were placed out of use. ("A.R.H.S. B'tin")

**CLOSURES?** At least six N.S.W. branch lines appear set for closure according to Pacific National's Grain General Manager, Mr Ron Aitken, because the N.S.W. Government was unlikely to spend anywhere near the \$500 million it is being pressured to invest to keep branch lines open in grain growing areas. ("The Land", "R'way Digest")

V/Line Passenger

**TRARALGON PASSENGER SERVICE.** The Minister for Transport, The Hon. Peter Batchelor, announced on 3rd November 2002 that two services each way per day would operate when passenger services were reinstated Ballarat-Ararat, in the middle of 2003. There had been criticism that the one train each way per day, as originally proposed, smacked of a token service and would not take full advantage of the re-introduced facilities. ("A.R.H.S. Bulletin")

**EXTENSION OF V/LINE PASSENGER BUS.** The 1540 bus Traralgon-Drouin now continues to Pakenham, viz: Longwarry 1715, Bunyip 1720, Garfield 1725, Tynong 1733, Nar Nar Goon 1738, Pakenham 1751. The 1630 bus from Traralgon which formerly ran to Garfield now terminates at Drouin at 1748. Sightings of numbers on the new Pakenham service at Longwarry suggest that it is either not popular or not well publicised. However, a considerable amount of money has been spent on a Down bus shelter at Longwarry, even though this bus stop only serves one bus per day with an average of only one customer. (Ian Wall)

Q.R.

**EMERALD SAFEWORING.** From 3rd December 2002 Emerald has been commissioned as a designated locally controlled area with station staff controlling all train and on-track vehicle movements into and around Emerald yard. The Entrance RCS Territory boards were removed and new Entrance Emerald Local Control boards erected at appropriate points. ("Sunshine Express")

**FREIGHT RATE RISE.** Q.R. freight rates rose from between 4% and 25% from the beginning of February 2003. ("Railway Digest")

Other Queensland

**BEAUDESERT RAIL.** The delayed official opening of Beaudesert Rail took place on 14th December 2002 with a special train Logan Village-Beaudesert. ("Sunshine Express")

**UPDATE - RAILCO.** Railco has repaired the track between Platypus Park station, Atherton and Hasties Road, enabling C17 loco Roger to operate trips over the 4 km of track on Christmas Day, Boxing Day 2002, New Year's Day and 4th January 2003. Section car trips continue to run to Carrington Falls. ("Sunshine Express")



CURRENT RAISING ON THE GRAPE VINE. Long Distance Rail etc. Continued.

### Australian Railroad Group (in S.A.)

**A.R.G. IN N.S.W.** A.R.G. has recently secured a contract to move 20,000 net tonnes of barley from the AusBulk grain silo at Port Pirie to Temora in N.S.W. Using one block of 40 x AHGX grain hoppers, a short trip is run with the loaded hoppers Port Pirie-Crystal Brook where the one weekly AS3 service to Sydney then attaches the loading. Interestingly, the announcement of A.R.G.'s foray into N.S.W. comes one month after we reported news on Freight Australia greatly increasing its presence in this State - the days of State railways are well and truly in the past! ("Catchpoint")

**UPDATE - AUSTRALIAN WHEAT BOARD GRAIN LOOPS AT MALLALA AND CRYSTAL BROOK.** The A.W.B. grain ballon loop at Mallala was expected to be open for traffic by late February 2003 and the loop at Crystal Brook by April 2003. ("Catchpoint")

**BALCO AT BOWMANS.** To service the growing agricultural business activities undertaken by Balco at Bowmans, the new private siding leading from A.R.T.C.'s crossing loop should be completed by May 2003. The facility will handle up to five trains per week which will be primarily formed by 15 x 26 m long container flats, each conveying 2 x 12.2 m overseas containers, with the loading designed for export through Outer Harbor and Melbourne. ("Catchpoint")

### Great Southern Railway

**UPDATE - KESWICK TERMINAL.** In Table Talk (No.126, January 2003) there was a paragraph about the new G.S.R. T.T. which will come into effect on 1st April 2003. It will see three trains concurrently using Adelaide's Keswick terminal on Friday mornings with both the Indian Pacific and the Overland tabled to leave at 1000. To make way for this probable congestion, a cross-over has been installed just north of the level crossing so as to permit better shunting options and also to allow a long train to stand at Platform 1 without blocking other movements. Some signals have had to be repositioned but track changes are minimal. ("Catchpoint")

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

**REOPENING OF LINES?** ARG is in the initial stages of considering the reopening of two former wheat lines north of Albany as part of a move to replace the road haulage of grain. The Katanning-Nyabing line could be re-laid back to the original terminus at Pingrup, a distance of 34 km. (Grain from Pingrup's large grain receival point is currently road hauled to Albany). The Tambellup-Gnowangerup line could also be re-extended by either 56 km to its original terminus at Ongerup, or by 40 km beyond that to Jerramungup. ("A.R.H.S. Bulletin")

### North America

**AMTRAK EXPRESS TO CEASE.** Amtrak is to phase out its Express cargo service during 2003. This service, which has caused consternation among freight rail companies, was introduced in 1997 because of a loophole in the original Amtrak enabling legislation which allowed the passenger carrier to carry Express. In the U.S., "Express" is usually interpreted as meaning parcels but Amtrak broadened this definition somewhat and competed with the established freight operators. The competition was unfair, in the opinion of the freight railways, because Amtrak operated to a high-speed passenger T.T. Amtrak argued that it was legally able to operate the service and that it helped it cut down its always controversial deficit. Passenger services on such routes as Chicago-Fond du Lac, were recently established primarily to tap into the Express market. Amtrak has been unable to even cover the costs of operating its Express service. ("Railway Digest", Albert Isaacs)

### South/Central America

**TRANSANDINE RAILWAY.** The Governments of Argentina and Chile have signed an agreement to reopen the metre-gauge Transandine Railway, Menoza, Argentina-Los Andes, Chile. It is believed that the line could carry 3.3 million tonnes of containerised freight per year. This scenic line reaches an altitude of 3.19 m and was originally rack-worked. ("Railway Digest")

### Europe

**TRANS-SIBERIAN RAILWAY ELECTRIFICATION.** Electrification of the entire 9,297 km length of Russia's legendary Trans-Siberian railway, linking Moscow and the Far East, was completed with a ceremony on 25th December 2002. Electrification began 74 years ago. ("Railway Digest")

**NEW HIGH-SPEED LINE IN SPAIN.** The first 450 km of the new standard gauge Madrid-Barcelona high-speed line, ie. Madrid-Lieda, was opened on 1st January 2003. A stop-start average speed of 210 km/h is being tabled for. An interim Madrid-Barcelona service is being worked with gauge-changeable loco-hauled Talgo stock. The Spanish and Portuguese Governments are reported to be discussing the possibility of extending this line to Lisbon and Porto. ("Railway Digest")

**SWITZERLAND'S GOTTHARD BASE TUNNEL.** The Gotthard Base Tunnel, now in the first stages of construction, is to be 23 km longer than was originally planned and will take trains under instead of through two Swiss towns. This will make it 80 km long - the world's longest railway tunnel. The Gotthard Base Tunnel and the Lötschberg Base Tunnel, now nearing completion, will provide two high-speed rail routes under the Alps, Switzerland-Italy. ("Railway Digest")

**ALBANIAN CLOSINGS AND OPENINGS.** The Fier-Ballsh line has been confirmed as closed to passenger traffic. The international freight line to Podgorcca, Montenegro, was recently reopened after a gap of several years. Albanian Railways have no plans for a passenger service on this route. ("Thomas Cook European Timetable")

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TRAM/LIGHT RAIL

**Melbourne**  
**DOCKLANDS EXTENSION.** The City Circle tram began operating via the Docklands extension rather than via Spencer St, as from 26th January 2003. However, this was not actually the first public service along the extension - from 20th-24th January 2003, Yarra Trams ran tests with a Euro tram which had been imported from Porto, Portugal, by Bombardier especially for such trials. (The Euro had earlier been on display in Sydney.) The trials were conducted from a temporary stop about 100 m east of the Telstra Dome terminus of Route 86, to Flinders St and the Simpson St siding. (The Euro tram is currently in storage at Bombardier at Dandenong but will again conduct tests during the March 2003 Grand Prix.) Now that the City Circle service no longer operates along Spencer St, Route 75 (East Burwood) is the only route to/from Flinders St that plys the full length of Spencer St trackage. (Albert Isaacs)

**Adelaide**  
**UPDATE - LATE TRAM SERVICE.** The special late tram service was withdrawn on schedule on 25th January 2002. However, the patronage on these services was considered to be very good. (Roger Wheaton)

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SUBURBAN BUS

**Canberra**  
**NEW BUS LANE.** A pre-intersection bus lane of about 100 m was created for City-bound buses on Northbourne Ave at the redesigned intersection of the Barton Hwy, in November 2002. Despite significant congestion levels in this area of North Canberra, no other bus priority measures are being introduced. ("Transit Australia")

**BUS ACCREDITATION.** On 1st December 2002 bus operator accreditation became mandatory in the A.C.T. For the first time since 1977 ACTION buses now carry the legal name of the owner/operator. Until the launch of the trading name, ACTION, in February 1977, Commonwealth Government buses in Canberra carried the name of the Government Department with the administrative authority for the bus service, eg. Department of the Interior but for the last 25 years buses have carried the ACTION name only. Buses will now have to carry the name 'ACTION Authority', the A.C.T. accreditation number (on the skirt panel beneath the driver's window) and, if authorised to travel into N.S.W. on charter, the N.S.W. accreditation number. ("Transit Australia")

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

**WE WERE WRONG - CANBERRA AIRLINER.** The Airliner T.T. (Canberra-Canberra Airport) which commenced on 2nd December 2002 is a new T.T. for an existing service. (L. Smit)

Sydney

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

- Routes 136, L60, 060 (Manly Wharf/Frenchs Forest/Chatswood district) - revised January 2003;
- Routes 143, 144, 151, 250, E43, E50 (Manly/Chatswood district) - revised January 2003;
- Route 152 (Warringah Mall-Cromer Heights) - 30th January 2003 - extended in a loop to Maybrook Manor Retirement Village;
- Routes 187-190, E87-E89, L87-L90 (Pittwater district) - revised December 2002;
- Route 267 (Chatswood-Crows Nest) - 3rd February 2003 - this T.T. is in Transit Graphics format (Version 1) for the first time;
- Routes 301-303, X03 (Sans Souci/Eastgardens-City) - 29th January 2003 - TG3 - includes short workings on Route 303 Mascot shops-West Kensington, Mon-Fri - there have been very minor format changes to the T.T. itself;
- Route 308 (Marrickville Metro-Millers Point) - January 2003 - TG 4;
- Routes 393, 394, L94, X94, 399, X99 (La Perouse/Malabar-City) - January 2003 - TG 2;
- Route 461 (Strathfield-City) - January 2003 - TG3 - Sat/Sun trips are now separated in the T.T. - Ryde has still not been added to the tables or the map;
- Service Alteration S7 to Route 546 (Parramatta-Oatlands) - defines which services are wheelchair accessible;
- Service Alteration S8 to Route 407 (Burwood-Strathfield station-Flemington station) - dated Monday 29th January 2003 but believed to have started on Tuesday 28th January 2003 - despite the title, this route does not actually go to Flemington - the 0756 and 0826 journeys that formerly departed from Marion & Newton Sts [the T.T. incorrectly shows Wilson & Newton Sts] will now depart from Baker & Marion Sts, although this corner was not formerly on the route and the T.T. does not show the new deviation - **does Service Alteration S8 also apply for our informal 'Worst T.T. Award'?** (Norbert Genci, Lourie Smit)

**NEW SERVICE MASCOT-KENSINGTON.** As from 30th January 2003 a supplementary service to Route 303 (Sans Souci-City) has operated Mascot-Virginia St, Kensington so as to improve the 60 minute frequency to 30 minutes over the above section, which services the Uni. of N.S.W. (Lourie Smit)

**PARRAMATTA-CIRCULAR QUAY.** There have been altered and additional services on Route L20 (Parramatta-Circular Quay) as from 30th January 2003. (Lourie Smit)

**UPDATE - TRANSITWAY.** The Transitway is to be officially opened on 16th February 2003. The interim service, which will operate as Route T80, will see frequencies of:

- Mon-Fri peaks - 10 minutes;
- Mon-Fri peak shoulders - 15 minutes;
- Mon-Fri off peak inc. evenings until 0000 - 20 minutes;
- Sat, Sun - 20 minutes.

The total journey time is about 63 minutes but this will be reduced to around 50 minutes once the full T-way is completed later this year. Fares are a mix of private and S.T.A. (Sydney Buses) types. (Adrian Dessanti, Lourie Smit)

**UPDATE - PUNCHBOWL BUS CO.** All current Punchbowl T.T.s now show "Timetable No.1" instead of a date. However, there does not appear to be any changes to times. (Adrian Dessanti, Lourie Smit)

**UPDATE - MOVEZONE.** Three Westbus Seven Hills T.T.s for Routes 714, 715; 717; 718 now include MoveZone information. All three T.T.s refer to the same MoveZone and unlike the Penrith areas, this zone, which operates Blacktown R.S.-Seven Hills R.S., does not appear to have been given a name. (Lourie Smit)

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

**CITYBUS DIRECT.** Citybus have issued a new T.T. for Route 620 (City-Dural) effective from 28th January 2003. Citybus' advice states that there are three changes but there are actually four trips with modifications:

- the former 1605 trip from Queen Victoria Building now departs at 1600 and operates five minutes earlier throughout;
- the former 1745 trip from Queen Victoria Building now departs at 1750 and operates five minutes earlier throughout;
- the former 1805 trip from Queen Victoria Building now departs at 1808 and arrives at Dural four minutes earlier;
- the former 1710 trip from Dural now departs at 1705 and arrives in the City one minute earlier.

(Lourie Smit)

**BUSWAYS.** Busways Routes 94 (San Remo) and 97-99 (Haven-Wyee-Manning Park) T.T.s were reissued dated 30th January 2003. There are minor timing changes only.

(Adrian Dessant, Robert Henderson, Lourie Smit)

Blue Mountains

**PEARCE MOUNTAINLINK.** As recently reported, Pearce Mountainlink have recently taken over the Blue Mountains Bus Co but as at late January 2003, they were still issuing the former B.M.B.C. T.T.s for Routes 685, 686.

Pearce have issued some new T.T.s for some of their own routes:

- a Katoomba-Leura-Katoomba / Katoomba-North Katoomba / Katoomba-South Katoomba T.T. which is undated and doesn't have a route no. but which appears to replace the T.T. for Routes 695, 697;
- a Katoomba St-Medlow Bath-Blackheath-Mt. Victoria-Hat Hill Rd-Govetts Leap Rd-Evans Lookout Rd T.T. which also has no route no. but definitely replaces the Route 696 T.T. as it is virtually identical to it but it appears that the one we had listed as Route 696 on the A.A.T.T.C.'s website was an earlier version of the Route 698 T.T. (all very confusing!) - the new T.T. is dated October 2002.

See also: Letters to the Editor".)

(Lourie Smit)

Melbourne

**UPDATE - IVANHOE BUS CO.** A new T.T. for Route 548 was issued dated 28th January 2003. Rather than the former 'Met' style T.T., this is double-sided A4 with a small map. Route 548 now covers most of the former Route 547, with the exception of the route from the corner of Kingsbury Dve & Waiora & Wattle Rds to the corner of Grange Rd & Main Rd. This latter section is now covered as an extension from Latrobe Uni. via Main Rd with trips 1005-1405 and then late afternoon trips in each direction. These services operate Mon-Fri only.

(Steven Haby)

**KASTORIA BUS LINES.** Route 476 (Moonee Ponds-Hillside) has been extended by a loop at the Hillside end operating to The Regency. Mon-Fri services now commence earlier from Hillside (0535, with three extra buses) but the first bus still departs from Moonee Ponds at 0640. There are other minor Mon-Fri time changes. On Saturday, an improved service operates every 30 minutes until about 1730 with a last trip at 1830. Previously there was a 60 minute service in the morning and a 100 minute service during the afternoon. There is now a Sunday service running hourly 0850-1750 and requiring two buses.

(Steven Haby)

**GRENDA CORPORATION.** The following Grenda and Grenda subsidiary T.T.s were recently issued:

- Routes 802, 804, 862 - 20th January 2003;
- Routes 830, 831 - 27th January 2003 - Sunday T.T. altered;
- Route 832 (Frankston-Skye) [operated by Peninsula Buslines] - 27th January 2003 - this T.T. has been separated from the Route 830, 831 T.T.

(Bradley Matthews, Lourie Smit)

Mornington Peninsula

**SORRENTO/PORTSEA.** Front2Back shuttle issued an A5 T.T. for their Sorrento foreshore-Sorrento backbeach and Sorrento foreshore-Portsea services dated March 2002-November 2002. There are no evening services on Sat,Sun.

(Steven Haby, Lourie Smit)

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

**SUMMER BUS.** The Greater Geelong City Council's free Summer Bus again operated this season, commencing on 26th December 2002 and running until 28th February 2003. It links Eastern Beach, Cunningham Pier, the railway station, C.B.D. and Botanical Gardens. Buses ran 1100-1800 with a 10 minute service Tues-Sun, P.H. and 15 minutes on Mondays until 31st January. During February it ran 1100-2100 on Sat, Sun only.  
(Hayden Ramsdale, Lourie Smit)

Brisbane

**B.C.C. (BRISBANE TRANSPORT).** The following Brisbane Transport T.T.s have recently been sighted:

December 2002:

- Routes 100, 110, 115 (Forest Lake-Inala/Calamvale-Acacia Ridge - Cityxpress) - T.T. numbered TT100;
- Routes 119, 120 (Garden City-Griffith Uni.-Tarragindi-City - Rocket & Cityxpress) - TT120;
- Routes 174, 175 (Garden City-City via Logan & Newnham Rds - City Buses) - TT174;
- Routes 222, 223 (Wynnum Cannon Hill - City Bus) - TT12;
- Routes 223-225 (Wynnum-Manly / Wynnum-Carindale - Community Buses) - TT78;
- Routes 340, 341, 344 (Carseldine - Cityxpress & Rocket / Carseldine-Apsley - City Precincts) - TT340;
- Routes 344, 345 (Aspley [Maundrell Tce] - Cityxpress / Aspley - City Precincts) - TT345;
- Routes 350-352, 355 (Bridgeman Downs-Albany Creek - Cityxpress & Rocket / McDowall - Rocket) - TT350;
- Routes 350, 351, 355, 357, 359 (Brendale/Bridgeman Downs-Albany Creek - Cityxpress & Rocket) - TT359;
- Routes 371, 391 (QUT Kelvin Grove-City - Shuttle / QUT Kelvin Grove-QUT Gardens Point [City] - campus shuttle) - TT380 - the separate Route 391 T.T. has now been discontinued and this T.T. included with Route 371 for the first time;
- Routes 380, 381 (The Gap - City Buses via Settlement & Payne Rds) - TT380;
- Routes 427, 428, 432 (Chapel Hill-Indooroopilly-Uni. of Qld. - Express & all stops / Kenmore-Indooroopilly-Uni. of Qld. - Express) - TT427.

January 2003:

- Routes 150-152, 156 (Browns Plains-Runcorn-Garden City - Cityxpress / Calamvale - Rocket / Stretton - Community Bus & Rocket) - TT150;
- Route 192 (Highgate Hill - City Bus) - TT192;
- Routes 306, 307, 322 (Nudgee-Banyo-Toombul-City - City Bus / Toombul-Northgate East - Loop service / Chermside-Wavell Heights-Toombul-City - City Bus) - TT306;
- Routes 360, 361, 364 (Brookside shopping centre-Everton Park-City - City Bus / Brookside shopping centre-Mitchelton-City - City Bus / Q.U.T. Kelvin Grove campus-Herston-City - City Bus) - TT360;
- Route 370 (Brookside shopping centre-Mitchelton-City-Chermside - City Bus) - TT370;
- Routes 416, 470 (Toowong [Duke St]-City-Bulimba Ferry - City Bus / Toowong [Duke St]-City via Coronation Dve - City Bus) - TT470;

Other dates:

- Routes 200, 201, 205-207 (Carindale [Scrub Rd] - Cityxpress & City Rocket / Carindale - Cityxpress / Carindale [Gallipoli Rd] - City Precincts / Valley - Cityxpress / Coorparoo - City Precincts Shuttle) - 28th January 2003 - TT200;
  - Routes 354, 358 (Brookside shopping centre-Mitchelton-Stafford-Chermside - Community Bus) - September 2002 - TT66.
- (Graham Duffin, Trevor Duffin, Joshua Maltby, D. McLean, Martin Stepanich, L.Smit)

**COACHTRANS.** A new T.T. for Coachtrans Roma Street Transit Centre-Brisbane Airport service commenced on 1st December 2002.  
(Graham Duffin, Lourie Smit)



**PARRAMATTA SERVICE.** Commencing 3rd February 2003 there have been altered stopping patterns for the 1510 and 1605 Circular Quay-Parramatta ferry and for the 1915 from Rydalmere. Service Alteration F29 advises. (Lourie Smit)

**UPDATE - MOSMAN-ROSE BAY FERRIES.** Rosman Ferries have been awarded the contract to provide the school service Mosman-Rose Bay for Term 1, 2003. The T.T. will remain the same as that operated last year by Hegarty's Ferries, i.e. two morning and two afternoon services. (Lourie Smit)

### New Zealand

**NEW COOK STRAIT FERRY.** The ferry BlueRidge, belonging to Straits Shipping, entered service on the Wellington-Picton passenger run on 3rd January 2003 in direct competition to the existing Tranz Rail ferry services. The 17-year old ferry was formerly French owned and named the Santa Regina. It has capacity for 200 passengers and makes two daily sailings in each direction with these trips taking three hours. ("Rails")

### LATE ARRIVING NEWS LATE ARRIVING NEWS LATE ARRIVING NEWS

#### Suburban Bus - Port Macquarie and region

**KING BROS.** The following new King Bros T.T.s were issued dated February 2003:

- Village Access (Port Macquarie) - Routes 327 (anti-clockwise loop), 329 clockwise loop);
- Laurieton & Port Macquarie - Routes 331 (Kendall-Kew-Laurieton-North Haven-Bonny Hills-Lake Cathie-Port Macquarie), 334 (Port Macquarie-Wauchope), 335 (Wauchope town);
- Port Macquarie - Routes 322 (Emerald Downs-Shelly-Settlement City), 323 (Settlement City-Base Hospital), 324 (Settlement City-Greenmeadows), 325 (Settlement City-Clifton), 326 Kennedy Dve-Settlement City), 328 (Settlement City-Settlement Point), 331 (Emerald Downs-Settlement City-Base Hospital), 340 (Settlement City-Kempsey), 340H (Hibbard-Settlement City).

All T.T. are in fold-out pocket-size format and their overall presentation and maps are an improvement on previous issues. (Steven Haby, Lourie Smit)

#### Suburban Bus - Melbourne

**EASTRANS.** The Eastrans Route 630 (Elwood-Monash Uni.) T.T. was revised as from 30th September 2002. (Bradley Matthews, Lourie Smit)

**MOORABBIN TRANSIT.** A red cover version of Moorabbin's Route 708 (Hampton-Carrum) was issued effective 30th September 2002. Rail times, which were formerly shown in 24 hour clock are now in 12 hour clock, the same as bus times. The 0748 Chelsea Heights-Southland School Days trip which was left out of the last T.T. is now included. (Craig Halsall, Lourie Smit)

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It is one of life's little ironies that for 364 days of the year Adelaide arguably receives Australia's worst suburban rail service but on 31st December/1st January, the good citizens of 'the city of churches' are given an excellent service with up to 5 minute frequencies on the Noarlunga Centre and Gawler lines, up to 20 minute frequencies from Outer Harbor and a 30 minute service from Grange and Belair. The provision of this free service is due to sponsorship by the Government of South Australia and the Motor Accident Commission. The T.T. for the 2002/2003 New Year operations to/from Noarlunga Centre is shown below and highlights what is probably Australia's best early morning rail service, even if it only operates one day a year.

Table with columns for station names (ADELAIDE, Mile End, Keswick, GOODWOOD, Clarence Pk, Emerson, Edwardstown, Woodlands Pk, Ascot Pk, Marion, Oaklands, Warradale, HOVE, BRIGHTON, Seaciff, Marino, Marino/Rooks, Hallett/Cove, Hallett/Cv Beh, Lonsdale, Christie/Dns, NOARL CENT STN) and corresponding train times for various services.

FREE SERVICES FROM MIDNIGHT TUESDAY 31 DECEMBER UNTIL RESUMPTION OF NORMAL SCHEDULED SERVICES

Table with columns for station names (NOARL CENT STN, Christie/Dns, Lonsdale, Hallett/Cv Beh, Hallett/Cove, Marino/Rooks, Marino, Seaciff, BRIGHTON Dep, HOVE, Warradale, OAKLANDS Dep, Marion, Ascot Pk, Woodlands Pk, Edwardstown, Emerson, Clarence Pk, GOODWOOD Dep, Keswick, Mile End, ADELAIDE) and corresponding train times for various services.

ADELAIDE TO NOARLUNGA

NOARLUNGA TO ADELAIDE