

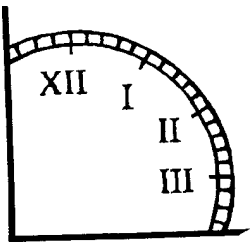
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# TABLE TALK

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.)

**new**

## Tilt Train

**Brisbane • Cairns • Brisbane**

*First Service 15 June, 2003*



 **Tilt Train**  
Brisbane • Cairns • Brisbane  
Coming June 2003

### Q.R.'s JUNE 2003 TIMETABLE CHANGES.

\*\*\*\*\*

Text and T.T.s Supplied by:  
Russell Sheppard.

Q.R. released final T.T.s for the Brisbane-Cairns tilt train on 17th March 2003. There are also changes to the Sunlander and Rockhampton tilt train T.T.s which were issued on the same date. The date printed on the Sunlander and Rockhampton T.T.s is 31st May 2003 and that on the Cairns tilt train T.T. is June 2003 but it is believed that all the new T.T.s will commence on 15th June 2003!

Of the T.T.s sighted, that for the Cairns tilt train is a glossy 100 x 211 mm full colour brochure of eight folded pages. Part of the brochure appears at left and on our page two. The other two T.T.s are in the familiar Q.R. A4 format with the T.T. sides of the double-sided sheets being illustrated on our pages three and four.

As can be seen, the new Cairns train is not quite as fast as the existing Rockhampton electric tilt train but 15 minutes journey time will also be added to the Rockhampton train from 15th June.

Travel on the Cairns tilt train is being defined as business class and, curiously, it will be cheaper to travel in an economy sleeping berth on the Sunlander than to sit up all the way on the

.....continued next page/

Q.R.'s JUNE 2003 TIMETABLE CHANGES. Continued.

new tilt train (eg. Brisbane-Cairns standard, full adult fares will be: \$187.00 Economy Sitting (Sunlander); \$235.40 Economy Berth (Sunlander); \$280.50 Business Class (tilt train); \$352.00 First Class Berth (Sunlander).

Business Class on existing Rockhampton tilt trains also changed as from 1st April 2003. The food and beverage service is no longer included in the fare and meals, snacks and drinks now have to be purchased as has always been the case in the Economy Class section. Rockhampton Business Class fares have also been reduced so as to be the same as those on the Cairns tilt train.

.....continued on page five/

Service Schedule

Northbound	Mon, Wed, Fri	Southbound	Sun, Wed, Fri
<b>Brisbane</b>	6.25pm	<b>Cairns</b>	8.15am
Caboolture	7.17pm	Gordonvale*	8.47am
Nambour	8.06pm	Babinda*	9.28am
Cooroy	8.27pm	Innisfail	10.07am
Gympie North	9.02pm	Tully	11.06am
Maryborough West	10.12pm	Cardwell*	11.50am
Bundaberg	11.13pm	Ingham	12.41pm
Gladstone	12.58am	Townsville	2.35pm
Rockhampton	2.15am	Giru	3.25pm
St Lawrence	4.38am	Ayr	3.53pm
Carmila	5.24am	Home Hill	4.09pm
Sarina	6.23am	Bowen	5.19pm
Mackay	7.25am	Proserpine	6.10pm
Proserpine	9.11am	Mackay	8.25pm
Bowen	9.56am	Sarina	8.55pm
Home Hill	11.07am	Carmila	9.53pm
Ayr	11.25am	St Lawrence	10.46pm
Giru	11.56am	Rockhampton	1.35am
Townsville	1.05pm	Gladstone	2.48am
Ingham	2.51pm	Bundaberg	4.32am
Cardwell*	3.45pm	Maryborough West	5.30am
Tully	4.31pm	Gympie North	6.32am
Innisfail	5.25pm	Cooroy	7.06am
Babinda*	6.03pm	Nambour	7.27am
Gordonvale*	6.43pm	Caboolture	8.25am
Cairns	7.20pm	Brisbane	9.10am

**Point-to-Point Fares**  
The following table outlines the full adult fares (including GST) for the Tilt Train between most centres. These fares are valid from 1 April 2003 to 31 March 2005.

Concession, Student and Child fares are available.  
Call QR Reservations on 132 232 for details.

Brisbane	Nambour	Gympie North	Maryborough West	Bundaberg	Gladstone	Rockhampton	St Lawrence	Sarina	Mackay	Proserpine	Bowen	Home Hill	Ayr	Townsville	Ingham	Tully	Innisfail	Cairns
\$52.80	\$26.40	n/a																
\$78.10	\$51.70	\$35.20																
\$89.10	\$75.90	\$52.80	\$33.00															
\$125.40	\$108.90	\$89.10	\$78.10	\$52.80														
\$140.80	\$125.40	\$114.40	\$92.40	\$81.40	\$38.50													
\$187.00	\$161.70	\$140.80	\$127.60	\$114.40	\$81.40	\$52.80												
\$203.50	\$187.00	\$168.30	\$151.80	\$128.70	\$97.90	\$81.40	\$41.80											
\$206.80	\$193.60	\$168.30	\$151.80	\$140.80	\$108.90	\$85.80	\$49.50	\$15.40										
\$216.70	\$206.80	\$203.50	\$187.00	\$161.70	\$127.60	\$111.10	\$78.10	\$49.50	\$42.90									
\$226.60	\$216.70	\$206.80	\$193.60	\$168.30	\$140.80	\$122.10	\$85.80	\$71.50	\$55.00	\$26.40								
\$236.50	\$226.60	\$216.70	\$206.80	\$193.60	\$161.70	\$140.80	\$108.90	\$85.80	\$81.40	\$51.70	\$35.20							
\$236.50	\$226.60	\$216.70	\$206.80	\$203.50	\$161.70	\$140.80	\$111.10	\$85.80	\$81.40	\$52.80	\$38.50	\$12.10						
\$244.20	\$236.50	\$226.60	\$216.70	\$206.80	\$187.00	\$161.70	\$125.40	\$102.30	\$92.40	\$75.90	\$58.30	\$35.20	\$33.00					
\$262.90	\$244.20	\$236.50	\$226.60	\$216.70	\$203.50	\$187.00	\$140.80	\$125.40	\$117.70	\$92.40	\$81.40	\$58.30	\$55.00	\$38.50				
\$273.90	\$262.90	\$244.20	\$236.50	\$226.60	\$216.70	\$203.50	\$161.70	\$140.80	\$134.20	\$114.40	\$97.90	\$81.40	\$81.40	\$64.90	\$35.20			
\$273.90	\$262.90	\$244.20	\$236.50	\$226.60	\$216.70	\$206.80	\$168.30	\$151.80	\$140.80	\$122.10	\$111.10	\$89.10	\$85.80	\$75.90	\$46.20	\$16.50		
\$280.50	\$273.90	\$262.90	\$244.20	\$226.60	\$216.70	\$206.80	\$193.60	\$168.30	\$161.70	\$134.20	\$125.40	\$108.90	\$108.90	\$85.80	\$71.50	\$42.90	\$33.00	

\* Train will only stop at these stations on request and can be confirmed at time of booking.

**TABLE 107**



# TILT TRAIN

## BRISBANE — ROCKHAMPTON      ROCKHAMPTON — BRISBANE

KMS FROM BRISBANE					KMS FROM ROCKHAMPTON		
		TILT TRAIN	TILT TRAIN	TILT TRAIN		TILT TRAIN	TILT TRAIN
		SUN-FRI	MON-THUR	FRI & SUN		MON-FRI	DAILY
— Brisbane (Roma Street)	dep	11.00am	5.00pm	5.00pm	— Rockhampton	dep	7.25am
51 Caboolture	dep	11.45	5.50	5.50	74 Mount Larcom	dep	8.06
82 Landsborough	dep	12.07pm	6.12	6.12	110 Gladstone	arr	8.32
105 Nambour	dep	12.31	6.36	6.36		dep	8.35
131 Cooroy	dep	12.54	6.54	6.54	179 Miriam Vale	dep	9.15
174 Gympie North	arr	1.24pm	7.25pm	7.25pm	288 Bundaberg	arr	10.14
						dep	10.19
					346 Howard	dep	10.51
					372 Maryborough West	arr	11.06am
Gympie passengers change at Gympie North where a coach transfer is provided. Passengers joining these services who require transport to Gympie North are to check-in at the Gympie Transit Centre, Duke Street, 45 minutes prior to the departure of the train from Gympie North.					Maryborough passengers change at Maryborough West where a coach transfer is provided. Passengers joining these services who require transport to Maryborough West are to check-in at the Maryborough Station Ticket Office 45 minutes prior to the departure of the train from Maryborough West.		
174 Gympie North	arr	1.27pm	7.28pm	7.28pm	372 Maryborough West	dep	11.09am
267 Maryborough West	arr	2.26pm	8.24pm	8.24pm	465 Gympie North	arr	12.04pm
Maryborough passengers change at Maryborough West where a coach transfer is provided. Passengers joining these services who require transport are to check-in at the Maryborough Station Ticket Office 45 minutes prior to the departure of the train from Maryborough West.					Gympie passengers change at Gympie North where a coach transfer is provided. Passengers joining these services who require transport to Gympie North are to check-in at the Gympie Transit Centre, Duke Street, 45 minutes prior to the departure of the train from Gympie North.		
267 Maryborough West	dep	2.29pm	8.27pm	8.27pm	465 Gympie North	dep	12.08pm
293 Howard	dep	2.48	8.45	8.45	508 Cooroy	dep	12.39
351 Bundaberg	arr	3.25	9.15pm	9.15	534 Nambour	dep	1.04
	dep	3.30	9.25	9.25	557 Landsborough	dep	1.26
460 Miriam Vale	dep	4.27	10.25	10.25	588 Caboolture	dep	1.57
529 Gladstone	arr	5.04	11.04	11.04	639 Brisbane (Roma Street)	arr	2.40pm
	dep	5.07	11.07	11.07			
565 Mount Larcom	dep	5.32	11.34	11.34			
639 Rockhampton	arr	6.15pm		12.15am			

\*See travel restrictions overleaf

## CONNECTING ROAD COACH TRAINLINK

### MARYBOROUGH WEST - HERVEY BAY

### HERVEY BAY - MARYBOROUGH WEST

		MON-FRI (1)	DAILY (2)	SUN-FRI (3)	MON-FRI & SUN (3)			MON-FRI (1)	DAILY (1)	SUN-FRI (2)	SUN-FRI (3)
Maryborough West Station	dep	6.20am	11.10am	2.30am	8.30pm	Hervey Bay (Pialba)	dep	5.15am	10.05am	1.25pm	7.30pm
Hervey Bay (Pialba)	arr	7.00am	12.00pm	3.10pm	9.15pm	Maryborough West Station	arr	6.00am	10.50am	2.10pm	8.10pm

- (1) Connects off the Tilt Train from Bundaberg
- (2) Connects off the Tilt Train from Rockhampton
- (3) Connects off the Tilt Train from Brisbane

- (1) Connects with the Tilt Train to Brisbane
- (2) Connects with the Tilt Train to Rockhampton
- (3) Connects with the Tilt Train to Bundaberg (Monday - Thursday) and Rockhampton (Friday & Sunday)

### COACH DEPARTURE AND ARRIVAL STOPS

Maryborough West - Maryborough West Railway Station  
 Hervey Bay - Baycentral Coach Terminal  
 Central Avenue  
 Pialba.

### FARES

Maryborough West - Hervey Bay      ADULTS      CONCESSION  
 \$5.50      \$3.30  
 To be added to the applicable rail fare.



# SUNLANDER

## BRISBANE — CAIRNS

## CAIRNS — BRISBANE

KMS FROM BRISBANE			TUE & SAT	SUN & THUR	KMS FROM CAIRNS			MON & THUR	TUE & SAT
—	Brisbane (Roma Street)	dep	8.55am	8.55am	—	Cairns	dep	-	8.35am
51	Caboolture	dep	10.05	10.05	23	Gordonvale	dep	-	9.02
105	Nambour	dep	11.05	11.05	59	Babinda	dep	-	9.39
131	Cooroy	dep	11.28	11.28	87	Innisfail	arr	-	10.18
174	Gympie North	arr	12.32pm	12.32pm			dep	-	10.23
<p>Gympie passengers change at Gympie North where a coach transfer is provided. Passengers joining the Sunlander who require transport to Gympie North are to check-in at the Gympie Transit Centre, Duke Street, 45 minutes prior to the departure of the train.</p>					135	Tully	arr	-	11.29
<p>174 Gympie North dep 12.37pm 12.37pm</p> <p>267 Maryborough West arr 1.59pm 1.59pm</p>							dep	-	11.39
<p>Maryborough passengers change at Maryborough West where a coach transfer is provided. Passengers joining the Sunlander who require transport to Maryborough West are to check-in at the Maryborough Station Ticket Office 45 minutes prior to the departure of the train. There is a connecting coach to and from Maryborough West and Hervey Bay on Saturdays only.</p>					178	Cardwell	dep	-	12.26pm
267	Maryborough West	dep	2.04pm	2.04pm	232	Ingham	arr	-	1.23
351	Bundaberg	arr	3.37	3.37			dep	-	1.28
460	Miriam Vale	dep	3.42	3.42	340	Townsville	arr	-	3.30
529	Gladstone	arr	5.07	5.07			dep	3.55pm	3.55
565	Mount Larcom	dep	6.01	6.01	387	Giru	dep	5.01	5.01
639	Rockhampton	arr	6.11	6.11	421	Ayr	dep	5.32	5.32
812	St Lawrence	dep	6.45	6.45	432	Home Hill	dep	5.48	5.48
			7.55	7.55	531	Bowen	arr	7.13pm	7.13pm
			8.15	8.15	<p>Bowen passengers change at Bowen Station where a transfer is provided. Passengers joining the Sunlander who require transport to Bowen Station are to check-in at The Taxi Rank adjacent to Bowen Travel Centre, William Street Bowen, 45 minutes prior to the departure of the train.</p>				
			11.34pm	11.34pm	531	Bowen	dep	7.18pm	7.18pm
			12.20am	12.20am	596	Proserpine	arr	8.05	8.05
865	Carmila	dep	1.17	1.17			dep	8.10	8.10
927	Sarina	dep	1.45	1.45	717	Mackay	arr	10.34	10.34
964	Mackay	arr	1.55	1.55			dep	10.44	10.44
1085	Proserpine	arr	3.52	3.52	754	Sarina	dep	11.25pm	11.25pm
1150	Bowen	arr	3.57	3.57				TUE & FRI	WED & SUN
			5.00am	5.00am	816	Carmila	dep	12.47am	12.47am
<p>Bowen passengers change at Bowen Station where a transfer is provided. Passengers joining the Sunlander who require transport to Bowen Station are to check-in at The Taxi Rank adjacent to Bowen Travel Centre, William Street, Bowen, 45 minutes prior to the departure of the train.</p>					869	St Lawrence	dep	1.45	1.45
1150	Bowen	dep	5.05am	5.05am	1042	Rockhampton	arr	4.40	4.40
1249	Home Hill	dep	6.33	6.33			dep	5.00	5.00
1260	Ayr	dep	6.52	6.52	1116	Mount Larcom	dep	5.59	5.59
1294	Giru	dep	7.24	7.24	1152	Gladstone	arr	6.33	6.33
1341	Townsville	arr	8.20am	8.20			dep	6.43	6.43
				8.45	1221	Miriam Vale	dep	7.38	7.38
1449	Ingham	arr	-	10.23	1330	Bundaberg	arr	9.00	9.00
				10.28			dep	9.05	9.05
1503	Cardwell	dep	-	11.23	1414	Maryborough West	arr	10.10am	10.10am
1546	Tully	arr	-	12.22pm	<p>Maryborough passengers change at Maryborough West where a coach transfer is provided. Passengers joining the Sunlander who require transport to Maryborough West are to check-in at the Maryborough Station Ticket Office 45 minutes prior to the departure of the train.</p>				
				12.32	1414	Maryborough West	dep	10.15am	10.15am
1594	Innisfail	arr	-	1.52	1507	Gympie North	arr	11.39am	11.39am
				1.57	<p>Gympie passengers change at Gympie North where a coach transfer is provided. Passengers joining the Sunlander who require transport to Gympie North are to check-in at the Gympie Transit Centre, Duke Street, 45 minutes prior to the departure of the train.</p>				
1622	Babinda	dep	-	2.35	1507	Gympie North	dep	11.51am	11.51am
1658	Gordonvale	dep	-	3.20	1550	Cooroy	dep	1.27pm	1.27pm
1681	Cairns	arr	-	4.00pm	1576	Nambour	dep	2.00	2.00
					1630	Caboolture	dep	2.56	2.56
					1681	Brisbane (Roma Street)	arr	3.55pm	3.55pm

As previously advised in Table Talk, the Sunlander will run in each direction to Cairns on two days per week and on another two days it will operate Brisbane-Townsville only. The Cairns service will actually arrive at its northern terminus 35 minutes earlier than at present, that is, at 1600. The Cairns tilt train will operate thrice weekly in each direction.

The Spirit of the Tropics name will be discontinued although the twice weekly Brisbane-Townsville Sunlander is, in some respects, its successor. However, this author cannot understand why it leaves Brisbane at 0855 because the only major city or town beyond Rockhampton, where it will arrive at a reasonable hour is Townsville itself (ie. 0820 on the day after it leaves Brisbane). Passengers currently travelling on the Spirit of the Tropics to places like Mackay, Proserpine and, perhaps even Bowen (new arrival time, 0500), will probably not use the Sunlander, due to inconvenient arrivals. It would be far better if the Down left Brisbane at 1340 (as the Spirit of the Tropics does now) or even at around 2000.

From the author's experience on a recent trip to Cairns on the Sunlander, the track condition will have to be drastically improved before the tilt train starts operating. There were speed restrictions on almost every bridge, with scores more in between.

However, a set of speed restrictions have already been set in place for the tilt train during cyclones, which occur in the summer months in northern Queensland. If wind speeds exceed 90 km/h, the tilt train will only operate in non-tilt mode with maximum speeds of 100 km/h and will observe freight train speedboard speeds; if winds exceed 105 km/h, train speeds will be further limited to 50% of freight speedboard speeds with a maximum of 50 km/h; if wind speeds exceed 120 km/h, the train is not to operate and is to be refuged on level track.

FOOTNOTE:

This article from Russell Sheppard has been supplemented by the paragraph on speeds during cyclones, which is attributed to Sunshine Express. There are also a few additions that have been made by the Editor of Table Talk.

## BOOK REVIEW

### THE BLUE BUSES OF FOREST ROAD.

Reviewed by Steven Haby.

Author: John Birchmeir;  
privately published;  
2002;  
ISBN: 0646419994;  
R.R.P.: \$36.00;  
(review copy supplied by The Railfan Shop, Melbourne).

On 15th January 2001 another chapter in the history of Sydney's private bus companies concluded with the acquisition of Pioneer Coaches by Connex Southtrans. Pioneer was a small but well known company that operated several routes in the Sydney suburbs of Hurstville, Kogarah and Bexley. Their vehicles, always immaculately maintained, were also known for their distinctive blue, white and red livery.

John Birchmeier's book traces the history of Pioneer Coaches from the beginning, when the Iffland family purchased a small horse bus business in 1916. However, the book also outlines the development of public transport in the Hurstville and Rockdale areas from 1900, including references to the famous Kogarah steam trams. The work then chronicles the early years of the Iffland operation and the first use of motor buses on their fledgling routes.

.....continued next page/







## L O N G D I S T A N C E R A I L & R A I L W A Y B U S

### General

**UPDATE - OZBACK EXPLORER.** Despite the reservations of the travel industry (see Table Talk, No.129, April 2003) the promoters of the Ozback Explorer believe that services will definitely commence on 12th April 2004. (Tris Tottenham)

### Pacific National/Rail Infrastructure Corporation.

**TRACK SPEEDS.** In 1997 the Australian Transport Council identified a market target of maintaining less than 2% of track under speed restriction. In 1998-99 the average percentage of A.R.T.C. track under speed restriction was about 4% on the former A.N.R.C. network and 26% in Victoria. By 2001-02 it had been reduced to approximately 0.7% of the total A.R.T.C. network. As of May 2002 only 38.36 km had any speed restrictions, out of a total network of 3625 km. (A.R.H.S. Bulletin)

**RESIGNALLING.** The R.I.C. has recently commenced a \$6 million resignalling of the 8 km, double track Cootamundra-Jindalee section of the Sydney-Melbourne main line as well as the 1 km section Cootamundra North-Cootamundra West. The major part of the project is the installation of crossovers and signalling to permit partial two way running on the main line. Work is expected to be completed by the middle of this year. (Railway Digest)

### S.R.A.(CountryLink)/Rail Access Corporation

**DISRUPTED SERVICES IN SOUTHERN N.S.W.** On account of the Menangle Bridge, just south of Campbelltown, being declared unsafe on 28th March 2003, the only passenger train south of Macarthur, at present, is the Melbourne XPT which is currently travelling via Wollongong. The Canberra and Griffith Explorers and Picton, Moss Vale and Goulburn locals are all being replaced by buses. Substitutions and reroutings were on a day by day basis from 28th March until 10th April 2003 but from 11th April passengers were officially advised that the changes would take affect until further notice. Some freight trains have also been cancelled but Sydney-Melbourne freights are travelling via Wollongong, Sydney-Adelaide via Broken Hill and Brisbane-Melbourne via Ulan, Merrygoen (reverse), Peak Hill and Forbes. PacNat claims that they are losing millions of dollars a day because of freight which is being redirected to road transporters. As early as 31st March 2003 one source was stating that the bridge would be unoperational for anything between a week and three months but another source was estimating that the bridge would reopen in about a month.

The Nine Network's Sunday program alleged that the N.S.W. Government had been alerted to the problems with the bridge as early as 6th March 2003. Sunday further claimed a cover-up in that the Government did not inform the passenger and freight railways operating over the bridge that there was a problem. Sunday alleges that there is a list of 12 other bridges in N.S.W. with structural problems and that the Government is suppressing this report and not even announcing which bridges supposedly have structural problems. The television program pointed out that reports on the state of the Menangle Bridge were received before the recent N.S.W. election but that it was not closed until after that election.

(The Railfan Shop, Sunday: Nine Television Network, Dennis McLean)

**NEW WORKING TIMETABLES.** R.I.C. issued a complete set of N.S.W. W.T.T.s dated 30th March 2003. The changes are quite far-reaching. More details next month. (D. McLean)

**GRONG GRONG GRAIN.** The Australian Wheat Board is to construct a grain storage and handling facility at Grong Grong. (EDITOR: Are they doing this so that magazines can provide headings like the one I've used on this paragraph?) This move is expected to see additional grain trains on the Junee-Narrandera line. (A.R.H.S. Bulletin)

**BROKEN HILL XPLORER STOPS AT ORANGE.** A trial diversion of the Broken Hill Explorer into Orange rather than having the train stop at Orange East Fork, is currently being undertaken following lobbying from the Orange branch of the N.S.W. Transport Authorities Retired Employees' Association. Whereas Orange is more convenient for townsfolk and has better facilities, the layout at the station means that the train has to change directions to regain the main line via the triangle and this requires a reversing of the seats and associated disruptions to passengers. (Railway Digest)



**MAINTENANCE FACILITY CLOSURE.** The large maintenance facility at Lithgow Loco. Depot closed on 31st March 2003.

### Freight Australia/VicTrack

**WEST SWANSON DOCK LINE.** The West Swanson Dock line was in use by 8th February 2003. The new rail link is part of the Government's plans to increase rail's modal share of the container traffic to the Port of Melbourne to 30% by 2010. (R.N.V., R.D.)

**CTC SIGNALLING EXTENSION.** CTC was extended Newport-Manor Loop on the Western standard gauge line, as from 5th February 2003. A further extension to Gheringhap Loop commenced on 14th April 2003. (Graeme Cleak, etc)

### V/Line Passenger

**ARARAT AND BAINSDALE PASSENGER SERVICES.** Contractors commenced work on the Ararat and Bairnsdale lines in late January 2003 and both restored passenger services are EXPECTED TO RESUME IN JULY 2003. There are hold-ups to the restoration of passenger services to both Leongatha and Mildura, the latter due to uncertainty over standard gauge conversion. (Rail News Victoria, The Railfan Shop)

**WEST FOOTSCRAY TRACKWORK.** Because of trackwork at West Footscray on Sunday 23rd February 2003, Ballarat passenger trains ran via the goods lines South Kensington-Sunshine and Bendigo trains were replaced with buses Spencer Street-Sunbury. (R.N.V.)

**NEW POCKET TIMETABLES.** New pocket T.T.s, with very minor changes, were issued dated 1st February 2003 for the following: Albury/Wodonga, Ballarat, Bendigo/Kyneton, Echuca, Great Ocean Road, Inverloch/Cowes, Melton, Seymour, South Geelong, Sunbury, Traralgon and Warragul. (Craig Halsall, Lourie Smit)

### Q.R.

**SETTING BACK IN BALLOON LOOPS.** Setting back in balloon loops without protection at the rear, a revised procedure, has recently been brought into effect at Ensham, Koorilgah, Gordonstone and Stanwell, which are all on spur lines off the Central Railway. The balloon loop at Stanwell serves a powerhouse and the rest are at coal mines. (Sunshine Express)

**WALLANGARRA.** The line to Wallangarra was reopened yet again in February 2003, after the repair of damage caused by bush fires last year. Despite this, the future of the line is still very much in doubt. (Sunshine Express, The Railfan Shop)

**N.S.W. COAL.** Interail, Q.R.'s standard gauge arm, is now shipping coal. It has won a \$15 million seven-year contract to transport coal from the new Duralie mine, near Gloucester, N.S.W. The announcement on the new traffic was made on 28th February 2003. (Sunshine Express)

**STAFF INFORMATION PACK.** Q.R. has a new, comprehensive information pack to assist staff in dealing with customers, suppliers, service providers and others. It comes in a plastic wallet and comprises nine brochures and two compact discs. The brochures cover aspects of Q.R.'s business, including: recent operating highlights, customer services, safety and the environment. One CD contains all the material in the brochures and the other holds the 2001/2002 Annual Report. (Sunshine Express)

**SUSPENSION OF GREAT SOUTH PACIFIC EXPRESS.** On 27th March 2003, Q.R. and Venice-Simplon-Orient-Express announced that they had been forced to suspend G.S.P.E. services after 8th June 2003. The Kuranda-Cairns-Brisbane-Sydney train is mainly aimed at U.S. and Japanese tourists and the decision has been made because of the weak global economy and international tensions. (Illawarra Mercury, Neville Fenn)

**TILT TRAIN TRIAL.** A trial tilt train left Townsville at 1330 on 17th February 2003, arriving at Cairns at 1846. The return movement left Cairns at 0800 the following day and arrived back at Townsville at 1534. New facilities at Gordonvale, Babinda and Cardwell were opened while the southbound train was at those particular stations. (For more information on the commencement of regular tilt train services, refer to our cover article.) (A.R.H.S. Bulletin)

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

**TRACK UPGRADING NEAR MOUNT ISA.** As a result of track upgrading, speeds between Wamutta (841.19 km) and Mount Isa (966.79 km) have been altered: some raised and others lowered. The maximum speed remains 80 km/h. (Sunshine Express)

Other Queensland

**QUEENSLAND PIONEER STEAM RAILWAY.** A report on the 28th February 2003 revealed that the Q.P.S.R. would not reopen. It is another victim of the lack of affordable public liability insurance. (ABC News, Sunshine Express)

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

**GRAIN FREIGHT RATE INCREASE.** W.A. grain rail freight rates have recently risen by an average of about 92¢ per tonne. The reasons given for the rise are: the drought; and the increasing number of farmers who transport grain direct from farm to port. (R.D.)

Other W.A.

**HOTHAM VALLEY TOURIST RAILWAY EXTENSION.** On 17th February 2003 it was confirmed that, with Government assistance, the H.V.T.R. would reopen the line Boddington-Pinjarra which will connect with their present line Pinjarra-Dwellingup-Etmilyn. (R.N.V.)

Australian Transport Network (Tasrail)

**A.T.N. HEADQUARTERS.** Following the cessation of its mainland grain train operations because of the drought, A.T.N. has moved its corporate office from Melbourne to Launceston, which is already the site of A.T.N.'s Tasrail operational headquarters. (Railway Digest)

**BURNIE TRIANGLE.** The triangle in the former Emu Bay yard at Burnie has recently been taken out of general use, due to the number of minor derailments that have recently occurred. However, it can still be used under the supervision of a ganger. (T.R.N.)

Other Tasmania

**ABT WILDERNESS RAILWAY.** The A.W.R. was finally officially opened on 3rd April 2003 by the Prime Minister, The Right Hon. John Howard. Services have actually been operating on the full length of the line, Queenstown-Strahan, since December 2002.

South/Central America

**VALE URUGUAY'S MONTEVIDEO TERMINUS.** The magnificent 19th century rail terminus in the capital of Uruguay, Montevideo's Estacion General Artigas, has been closed and the site will be redeveloped. Suburban trains now leave from a substitute platform 0.5 km north of the city centre. (Railway Digest)

Europe

**SERVICE CUTS IN POLAND.** Polskie Koloje Panstwowe (Polish Railways) introduced a new T.T. with massive cuts, affecting over 1000 services, on 30th April 2003. The changes were originally to be implemented on 10th March 2003. Of course, this is part of a continuing trend in former 'Iron Curtain' countries where current line and service cuts are seeing Eastern Europe 'catching up' (or 'falling back') to Western European levels. (Thmos Cook European Timetable)

**SLEEPING CARS IN BELGIUM.** Continuing the trend for the withdrawal of services from European trains, from 14th December 2003 there will be only two sleeper services in Belgium: NZ242/243 Paris-Berlin and EC325/324 Brussels-Vienna. Sleeping cars have already been or will be withdrawn from six other services. (Rail News Victoria)

Africa

**ERITREA.** The 117 km railway between the capital of Eritrea, Asmara, and the Red Sea port of Massawa, is ready to be opened after ten years of work to repair damage inflicted during the war of independence. The 95 cm gauge line climbs spectacularly from sea level to a summit of 2394 m on gradients as steep as 1 in 29. (R'way Digest)

Asia

**HONG KONG'S WEST RAIL PROJECT.** The West Rail Project is a new heavy rail line which will link Kowloon with Tuen Mun and is due for completion by December 2003. The line will be 30.5 km long with much of that distance in the Tai Lam Tunnel. Construction work is on schedule. A number of extensions, to open between 2004 and 2007, have been planned. (Transit Australia)



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

**SYDNEY AIRPORT EXPRESS.** The last day of operation of the Sydney Airport Express will be 10th May 2003. (Michael Marshall, Lourie Smit)

**SHORT WORKINGS.** Former S.T.A. (Sydney Buses) Route 268 journeys are now shown in T.T.s as Route 136 short workings (Manly Wharf-Frenchs Forest-Chatswood). (Duncan MacAuslan, Lourie Smit)

**HOPKINSONS.** Existing T.T.s for Hopkinsons have been reissued with a number of minor changes that took effect as from 3rd March 2003 but dated: "25 June 2002 - reprinted with minor amendment February 2003". The following is a summary of the changes:

- ROUTE 802 - Mon-Fri: The former 0719 Fairfield, McCredie Rd-Parramatta now departs two minutes earlier throughout; the former 1417 Parramatta, George St-Guildford West now departs four minutes earlier throughout; the former 1440 Fairfield, McCredie Rd-Parramatta now departs at 1433 and runs several minutes earlier throughout;
- ROUTE 802 - Saturday: The former 1717 from Parramatta, George St now commences from Westfield Parramatta;
- ROUTE 808 - Mon-Fri: The 0704 from Parramatta now terminates at the corner of Cooper & Long Sts instead of continuing to Sammut St;
- ROUTE 809 - Mon-Fri: The former 1459 from Parramatta, Market St now commences from Parramatta, George St at 1456 and runs five minutes earlier throughout; the former 1559 from Westfield Parramatta now operates two minutes earlier throughout; the former 1620 and 1720 from Parramatta, Market St now operates two minutes earlier throughout. (Lourie Smit)

**SHORELINK.** New T.T.s for Routes 556 (East Killara) and 558 (East Lindfield) were issued effective 28th April 2003. However, the Shorelink website shows these changes as commencing on 24th April 2003. There are minor time changes on Mon-Fri, Sat but the major modification is the deletion of all services on Sunday on Route 556. (There is still a note in the T.T. stating that the Sunday T.T. operates on Public Holidays - this is presumably due to a proofreading oversight.) (Adrian Dessanti, Lourie Smit)

**KING BROS.** It was announced in February 2003 that King Bros. was up for sale either as a going concern or split into a number of entities. On 4th April 2003 it was revealed that King Bros. had been sold to an as yet unknown German company for \$288 million. (Steven Haby)

**CONNEX.** Connex will make major changes to all their Sydney routes except the ex-Crossley services. The modifications will be implemented on 12th May 2003 and will see the end of the Connexor and the return of many services which were abolished in the middle of 2002. Late night services on Route 962 on Friday will commence, operating from the Menai/Illawong area to Sutherland and return, until about 0200 the following day and connecting with trains and Nightride buses to/from the City as well as with the One Life One Chance shuttle bus that links major hotels and night clubs within the Shire. (Lourie Smit)

**FOREST COACH LINES.** New Forest T.T.s were effective as from 28th April 2003 and are now in pocket size format. Changes will be made to all services except Route 270. The features of the new T.T.s are:

- increased Mon-Fri frequencies of 30 minutes on Route 196 Pymble-Terrey Hills;
- some Route 196 services to Mona Vale have been given new numbers: services that are not via Terrey Hills are Route E196; Macquarie Uni. trips are Route M196;
- there is a new Mon-Fri off-peak Forestville shuttle running every 20 minutes and connecting with Chatswood, Warringah and City services at Jamison Square (direct services to Forestville-Chatswood still run during Mon-Fri peaks and Sat, Sun);
- there are additional trips on Route 285 through Warriewood and Elanora.

Interestingly, the Chatswood-Frenchs Forest T.T. only shows the full details of inbound services - outbound runs are shown only with departure times from Chatswood along with the relevant destination and route number and with approximate journey times shown in a separate box. This is also the only new T.T. without a map.

(Adrian Dessanti, Lourie Smit)

Illawarra district

**UPDATE - PREMIER ILLAWARRA.** The 11th November 2002 T.T. for Routes 3, 6-8 (Northern districts) is in Transit Graphics format version 1 and is document No.0156. The Dapto T.T. issued on the same date is also TG 1 and is document No.0153. (Lourie Smit)

**SUMMER BUS.** The Wollongong Summer Bus service for this season ceased at the beginning of March 2003. In previous years the service has continued until the end of daylight savings. (Lourie Smit)

Melbourne

**UPDATE - NEW GRENDA TIMETABLES.** Grenda issued new T.T.s for Routes 800, 802, 804, 843, 845, 849, 850, 857, 861, 862, 885, 888, 889, as from 24th March 2002. The following is a summary of the major changes:

- Routes 802, 862: these routes account for the major changes: there is now a bus every 45 minutes rather than every 60 minutes, Mon-Fri - on Saturdays the 1635 from Dandenong now terminates at Wellington Rd near Wanda St rather than Outlook Dve - Route 802 follows a new route to Dandenong North, viz: via the usual route to the corner of Boyd & Scullin Sts, then via Scullin St, McFees Rd, Devira St, Carlton, Lock and Brady Rds then via the usual route to Chadstone;
- Routes 850, 880, 885, 889: some train connections at Glen Waverley are affected by the new Connex T.T.s;
- Route 800: most intermediate times are changed;
- Route 811: the former 1615 Mon-Fri ex Springvale now departs at 1620 and the former 1745 ex Brighton now leaves at 1750;
- Route 849: the 0815 ex Dandenong has changed intermediate times to allow for a School Days Only extension to Maranatha College - the former 0625 Mon-Fri ex Endeavour Hills now departs at 0620;
- Route 850: two trips in each direction now deviate to Dandenong Plaza - there are amended intermediate times Mon-Fri,Sat;
- Route 857: most trips leave Dandenong one minute earlier and most leave Chelsea one minute later, with subsequent changes to intermediate times;
- Route 888: Chelsea-Edithvale times are altered at Edithvale - there is one minor time change on Sunday.

All these T.T.s are in the modern Grenda T.T. format. (Brian Weedon, Lourie Smit)

**CRANBOURNE TRANSIT (FORMERLY PHILLIPS BUS SERVICE).** Cranbourne, another member of the Grenda Group, also saw a number of changes as from 24th March 2003. NEW ROUTE 789 (Cranbourne West-Cranbourne-Karingal Hub-Frankston) and Routes 790 (which has now been extended to Cranbourne West to become Cranbourne West-Cranbourne-Southgateway-Frankston), 791 (also extended and now Cranbourne West-Cranbourne-Langwarrin-Frankston) have extra services on Mon-Fri and Saturday and a Sun,P.H. service has now been introduced. Route 798 no longer runs. New T.T.s were also issued for Routes 795, 796, 799, 892-895. These new T.T.s are in a similar format to the current Grenda T.T.s. (Bradley Matthews, Lourie Smit)

**MOORABBIN TRANSIT.** The Moorabbin T.T.s for Route 822 (Sandringham-Chadstone) was reissued dated 3rd February 2003. There were also new T.T.s for Routes 705, 821 as from 17th February 2003. Yet again the modern Grenda format has been utilised. (Bradley Matthews, Lourie Smit)

**GRENDA/MOORABBIN TRANSIT - 23rd MARCH 2003.** Grenda/Moorabbin's T.T. for Routes 811, 812 (Dandenong-Brighton) was issued dated 23rd March 2003. The 1615 Springvale-Brighton and the 1745 Brighton-Dandenong Mon-Fri both run five minutes later. However, it has been noted that Moorabbin are still distributing copies of the obsolete T.T. of 27th January 2003. (Craig Halsall, Lourie Smit)

**THE PENINSULA NAME.** The Grenda Corporation reissued the Route 775 Sunday T.T. (with the former date on the cover) but showing that the service is now solely operated by Peninsula Buslines and not in conjunction with Cranbourne Transit. (See also below, regarding later T.T.s for this route.) (Craig Halsall, Lourie Smit)

**CARDINIA TRANSIT - SEPTEMBER 2002 TIMETABLE.** A new Cardinia T.T. for Routes 837, 839 (South Berwick-North Berwick) was issued on 2nd September 2002. The T.T. is now in the red cover format but there are no T.T. changes. (Craig Halsall, Lourie Smit)

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

**CARDINIA TRANSIT - BERWICK CIRCLE.** Modifications were made to Route 840 (Berwick circle) as from 11th March 2003. The former 0622 from the north-west now travels up to eight minutes earlier and the 1455 clockwise and 1500 anti-clockwise have extended travel times of up to 25 minutes so as to cater for the heavy school traffic.

(Craig Halsall, Lourie Smit)

**GREYNDAL/PENINSULA TRANSIT - 14th APRIL 2003.** New T.T.s showing minor changes have been issued dated 14th April 2003 for the following Greyndal/Peninsula routes: Routes 769-771 (Frankston-Karingal), 772, 774 (Frankston-Eliza Heights/Delacombe Park), 773 (Frankston-Frankston South), 775 (Frankston-Lakewood), 776 (Frankston-Pearcedale), 782, 783 (Frankston-Flinders/Hastings), 832 (Frankston-Skye). The T.T.s are printed in the new Greyndal format. Route 769 will now be incorporated into the Routes 770, 771 T.T. and Route 775 will now have one T.T. for all services during the week rather than a separate T.T. for Sunday trips. As from Easter, the Sunday T.T. for Routes 769, 775 will also operate on Public Holidays. Concurrent with the changes of 14th April, the Tooyal St Depot will close.

(Craig Halsall, Lourie Smit)

**DRIVER BUS LINES.** Driver issued a new T.T. for Route 612 (Chadstone-Camberwell-Box Hill) dated January 2003. The only change appears to be that services operated by low floor buses are now marked. (EDITOR'S NOTE: Isn't the name of this company a marvellous unintentional pun? Mr Driver was the founder of the company and the name has nothing to do with the person who operates the vehicles.) (Steven Haby, L. Smit)

**NATIONAL BUS COMPANY.** On or about 3rd April 2003 there was a minor change to the actual route of N.B.C.'s Route 154 (Deep Creek Reserve-Camberwell Grammar). This route is a single Mon-Fri school service.

(Craig Halsall, Lourie Smit)

Brisbane

**PATRONAGE.** Passenger tallies on the South East Busway during the first 18 months of operation saw patronage on the Brisbane-Eight Mile Plains section rise by 70% on pre-Busway figures. Bus patronage in other Brisbane southern suburbs (which are also affected by the Busway) increased by 47% in just 12 months. (Transit Australia)

**B.C.C. (BRISBANE TRANSPORT) TIMETABLES.** Brisbane Transport have reissued T.T.s for services which use the Toombul Interchange, due to it being relocated at the Toombul Westfield shopping centre. There have also been some other new T.T.s including Route 315 (operated for Brisbane Transport by Hornibrook Bus Lines) which has seen some peak hour time changes and, particularly, a number of services in the western suburbs. Here is the list:

- Routes 112-114 (Mt Gravatt Central/Griffith Uni. Mt Gravatt campus-Tarragindi-City - Citybus & Express) January 2003 - TT112;
- Routes 117, 121, 124, 125 (Acacia Ridge/Salisbury/Sunnybank/Garden City-Salisbury-City - Citybus & Express) January 2003 - TT117;
- Routes 179-181, 189 (Garden City-Mansfield/Wishart-Holland Park-City-Valley - Cityxpress & Rocket) January 2003 - TT180;
- Routes 190, 191, 193, 194 (New Farm [Merthyr]-City-West End / New Farm [Bulimba Ferry]-City-Fairfield Gardens - Citybus) February 2003 - TT190;
- Route 204 (Carindale-Camp Hill-City via Old Cleveland Rd - Citybus) 28th January 2003 - TT204;
- Routes 214-216, 220, 221 (Cannon Hill/Carindale/Wynnum - Cityxpress / Tingalpa/Wynnum - Rockets) January 2003 - TT215;
- Routes 300, 301 (Hamilton / Hendra - Citybuses) 17th February 2003 - TT300;
- Routes 306, 307, 322 (Nudgee Beach-Banyo-Toombul-City / Northgate East-Toombul / Chermshire-Wavell Heights-Toombul-City - Citybus) 17th February 2003 - TT306;
- Routes 310, 315 (Brighton / Redcliffe - Cityxpresses) 17th February 2003 - TT310;
- Route 321 (Toombul-Kalinga-City - Citybus) December 2002 - TT68;
- Routes 325, 335, 339 (Boondall - Cityxpress / Taigum via Kirby Rd - Cityxpress & Rocket) January 2003 - TT325;
- Routes 326, 327 (Bracken Ridge-Sandgate-Toombul / Strathpine-Bracken Ridge-Toombul - Citybuses) - December 2002 - TT326;

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

- Routes 330, 331 (Bracken Ridge - Cityxpress & Rocket) 28th January 2003 - TT330;
- Routes 346, 353, 356 (Aspley - Citybus / McDowall - Citybus & Rocket) January 2003 - TT346;
- Routes 354, 358 (Brookside-Mitchellton-Chermside / Brookside-Mitchelton-Toombul - Community buses) 17th February 2003 - TT354;
- Route 411 (Western Suburbs Qld. Uni. - Citybus) December 2002 - TT411;
- Routes 414, 415 (Indooroopilly-West Taringa-Uni. of Qld. / Indooroopilly-Taringa-City - Citybuses) December 2002 - TT 415;
- Routes 425, 426 (Western Suburbs Qld Uni.-Chapel Hill-City - Cityxpress & Rocket) December 2002 - TT425;
- Routes 435,, 436 (Brookfield - Cityxpress & Rocket - December 2002 - TT435;
- Routes 460, 461 (Forest Lake-Inala-City - Cityxpress & Rocket) January 2003 - TT460;
- Route 471 (Mt. Coot-tha--Toowong--City - Citybus) December 2002 - TT471;
- Routes 475, 476 (Rainworth-City-Kangaroo Point-Princess Alexandra Hospital - Citybus) December 2002 - TT475;
- Routes 598, 559 (Great Circle line) 17th February 2003 - TT598.  
(Graham Duffin, Ken Davey, Earl King, Dennis King, 'Patrick', Bruce Sinclair, Lourie Smit, Martin Stepanich)

Gold Coast

**SURFSIDE BUSLINES.** Surfside have reissued and redated a number of T.T.s but there do not appear to be any time changes:

- Route 3 (Oxenford-Helensvale-Arundel-Southport-Surfers Paradise-Pacific Fair-Burleigh Heads) November 2002;
- Route 4 (Pacific Fair-Miami Village-Burleigh Waters-Burleigh Heads-West Burleigh) September 2002;
- Route 5 (Coombah-Southport-Chevron Is-Surfers Paradise-Isle of Capri-Pacific Fair) January 2002;
- Route 7 (Pacific Fair-Stephens-Burleigh Heads-Elanora-The Pines-Currumbin Beach-Tweed Heads-West Tweed) December 2002;
- Route 11 (Kingscliff-Robina station) November 2002;
- Routes 20, 20A (Southport-Nerang-Carrara-Southport-Nerang-Pacific Fair) September 2002;
- Route 601 (Tweed Heads-Bilambil Heights) 10th March 2003;
- Route 602 (Tweed Heads-Greenbank-Tweed City-Tweed Heads) 10th March 2003;
- Route 603 (Tweed Heads-Pottsville) 10th March 2003;
- Route 604 (Tweed Heads-Hillcrest) T.T. is undated but it is assumed that it was issued on 10th March 2003;
- Route 605 (Tweed Heads-Murwillumbah) 10th March 2003;
- Route 606 (Tweed Heads-Fingal) 10th March 2003;
- Hinterland - T.T. is undated but the service commenced on 9th March 2002.  
(Graham Duffin, Steven Haby, Lourie Smit)

Adelaide

**REYNELLA INTERCHANGE.** Work started on 24th February 2003 on a new off-road bus interchange and park'n'ride facility at Reynella, on Old South Rd, south of the Grant & Reynella Rds junction. The interchange will replace a series of bus stops along Old South Rd and is expected to be complete by July 2003. (Transit Australia)

**NEW TIMETABLES.** The following T.T.s have recently been sighted:

- 102/105 group - April 2003;
- 243 group - March 2003;
- Wandering Star (Southern suburbs) - T.T. is undated but was reissued on 14th March 2003 - includes NEW SERVICE Seaford Rise-Noarlunga-Old Noarlunga.  
(Michael Marshall, Lourie Smit)

Perth

**TIMETABLE CHANGES IN THE SOUTH.** The following changes to Transperth T.T.s in the South Perth, Como, Manning and Karawara areas, were effective from 2nd March 2003:

- Route 34 is extended Curtin Uni.-Cannington Carousel/Cannington Interchange, establishing a new link South Perth-Como-Cannington - this replaces former Routes 180, 181;

.....continued next page/

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

- Bentley Hospital is now served by an hourly Mon-Fri, Sat shuttle service to/from Cannington Interchange, known as Route 201 and replacing trips on Route 180;
- Routes 34, 35 now terminate at the Wellington Street Bus Station, Perth, instead of running through to Belmont and Redcliffe;
- an hourly Sunday service was introduced Perth-Salter Point.

Most Eastern and some South Eastern and even one Northern T.T.s were reissued on either 2nd or 16th March 2003. There have been a number of changes as to which routes appear in which T.T. (Alan Gray, Lourie Smit)



**LONG DISTANCE BUS**

National

**BRISBANE2BYRON BAY EXPRESS.** A new company, Brisbane2Byron Bay Express, has commenced operating over the route in the title using mini-buses. The T.T. is undated! There is one return service Mon-Sat. (Graham Duffin, Lourie Smit)

South Australia

**STATEGUIDE.** The StateGuide has recently been reissued dated April 2003. It is in its usual format with a full colour map of S.A. on one side and T.T.s for all bus and ferry companies operating in rural S.A. on the other. When folded it is 110 x 210 mm but it expands to 24 times that size. The T.T. side has been redesigned and tables slightly squeezed up so as to allow for the inclusion of the T.T.s of three extra companies: Magor's Bus Service (Meadows-Mount Barker - weekly, Callington-Mount Barker - weekly); Coorong Coaches (a complicated network of eight different Coorong services which were formerly runs of Murray Bridge Passenger Service and have now been acquired by Coorong - one of these services operates on all school days, two are weekly and five only operate twice a month [the T.T. wrongly describes this as being fortnightly but there are no services on any of these routes during the fifth week of any month]); Affordable Coachlines (Tea Tree Plaza-Mount Pleasant). The copy for

StateGuide has not been properly updated as the T.T.s for Sealink Public Coach Service, Sealink Ferry and Sealink KI Shuttle Service are all shown in this April 2003 edition as being for the period 4th September 2002 to 31st March 2003.

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Coorong Coaches

**COORONG COACHES**

Telephone (08) 8571 1208 • www.coorongcoaches.com

**COORONG COACHES SERVICE No 1\***

All public school days  
Coonalpyn to Murray Bridge via Meningie, Wellington, Jervois and Woods Point and return

1st LEG - DEPARTS Coonalpyn 6.45am ARRIVES 8.50am  
2nd LEG - DEPARTS Murray Bridge 3.25pm ARRIVES 5.40pm

Once per week - MONDAY  
Meningie to Murray Bridge via Wellington, Jervois and Tailem Bend  
DEPARTS 9.30am ARRIVES 10.45am

Once per week - MONDAY  
Murray Bridge to Meningie via Tailem Bend, Jervois and Wellington  
DEPARTS 2.30pm ARRIVES 4.15pm

**COORONG COACHES SERVICE No 2**

Fortnightly - 1st and 3rd WEDNESDAY each month  
Murray Bridge to Meningie via Jervois and Wellington  
DEPARTS 5.20pm ARRIVES 6.50pm

Fortnightly - 1st and 3rd THURSDAY each month  
Tintinara to Murray Bridge via Coonalpyn, Coomandook & Tailem Bend  
DEPARTS 9.15am ARRIVES 10.45am

Fortnightly - 1st and 3rd THURSDAY each month  
Murray Bridge to Tintinara via Tailem Bend, Coomandook, & Coonalpyn  
DEPARTS 2.30pm ARRIVES 4.15pm

Fortnightly - 2nd and 4th FRIDAY each month  
Tintinara to Murray Bridge via Coonalpyn, Coomandook & Tailem Bend  
DEPARTS 7.30am ARRIVES 9.15am

Fortnightly - 2nd and 4th FRIDAY each month  
Murray Bridge to Tintinara via Tailem Bend, Coomandook, & Coonalpyn  
DEPARTS 5.20pm ARRIVES 7.05pm

**MAGOR'S BUS SERVICE**

www.magors.com.au

Telephone (08) 8388 3325 • www.magors.com.au

**TUESDAY SERVICE**

Meadows to Mt. Barker	AM
Echunga (Cnr West & Main St)	9.25
Meadows Units (Mawson Rd)	9.35
Meadows Post Office	9.38
Macclesfield Post Office	9.49
Flaxley Post Office	9.54
Mt Barker Wallis Cinema	10.10
Mt Barker Gawler St (Various Stops)	10.15
Mt Barker Morphett St Bus Stop	10.20
Mt Barker Bi-Lo (adj Maclarens on the mall)	10.25
Mt Barker Woolworths	10.30

**TUESDAY SERVICE**

Meadows to Mt. Barker	PM
Mt Barker Gawler St (Signal Bus)	1.10
Mt Barker Bi-Lo (adj Maclarens on the mall)	1.15
Mt Barker Woolworths	1.20
Mt Barker Wallis Cinema	1.30
Echunga (Cnr West & Main St)	1.45
Meadows Units (Mawson Rd)	2.05
Meadows Post Office	2.15
Macclesfield Post Office	2.25

**FRIDAY SERVICE**

Callington to Mt. Barker	AM
Callington Shop	9.25
Kanmantoo Hall	9.31
Brukunga Bus Shelter	9.44
Dawesley Post Office	9.50
Nairne Post Office	9.56
Blakiston Bus Shelter	10.00
Littlehampton Bus Shelter	10.03
Mt Barker Wallis Cinema	10.09
Mt Barker Gawler St	10.12
Mt Barker Morphett St Bus Stop	10.14
Mt Barker Woolworths	10.15
Mt Barker Bi-Lo (adj Maclarens on the mall)	10.17

**FRIDAY SERVICE**

Mt. Barker to Callington	PM
Mt Barker Bi-Lo (adj Maclarens on the mall)	1.45
Mt Barker Woolworths	1.47
Mt Barker Wallis Cinema	1.49
Littlehampton Bus Shelter	1.55
Blakiston Bus Shelter	1.58
Nairne Post Office	2.02
Dawesley Post Office	2.08
Brukunga Bus Shelter	2.14
Kanmantoo Hall	2.22
Callington Shop	2.28





