TABLE TALK

INTERIM MANLY TIMETABLE

Sydney Ferries

ATTENTION CUSTOMERS

The vessel Queenscliff will be out of service due to mechanical repairs for the next few weeks.

In order to minimise inconvenience to our customers, Jetcats will replace some ferry services. These services will be charged at ferry rates.

Buses will also be available as needed.

Some Jetcat services have been cancelled, please refer to this timetable for details.

Sydney Ferries apologises for any inconvenience caused.

Stopping at:

Circular Quay

Manly

INTERIM TIMETABLE

Interim Manly Ferry Timetable

"The vessel *Queenscliff* will be out of service due to mechanical repairs for the next few weeks" - no mention of *Collaroy*!

Queencliff had only returned to service after a major refit in early December and on 16 January suffered serious hydraulics failure luckily while refuelling. *Collaroy* can't be used as its survey has expired thus leaving only two ferries for the remainder of the busy summer period.

The timetable, see page 2, shows the ferry and JetCat services separately but every third ferry is shown as 'trips operated by JetCat at Ferry Rate' Very good but trip time is shown as 30 mins for both. In the JetCat table there are also trips operated at ferry rates such as 0600 weekdays but only taking 15 mins.

So we have from Circular Quay on weekdays:
- 0600 ferry arr Manly 0630
- 0600 Jetcat at ferry rate arr 0615
- 0615 ferry replaced by Jetcat at ferry rates arr 0645
- 0620 Jetcat full rate arr 0635
- 0640 Jetcat full rate arr 0655
- 0645 ferry arr 0715

So does the 0615 Jetcat run at half speed so that it runs to ferry times? Why doesn't the 0600 Jetcat do the same? In fact what has been happening is that two Jetcats are replacing one ferry, sometimes departing several minutes apart and running to normal speeds.

The weekend timetable for Jetcats, see page 15, is also redundant as the Jetcats only operate before 0800 and charge ferry rates but travel at Jetcat speed only taking 15 minutes. These should be at front of ferry timetable - surely?

In times like this it would make more sense to run all Jetcats as ferries and not worry about arrival times.

This interim timetable was available from 10 February and will be effective until at least mid-March 2004. Until its publication only posters had advised changes.

FERRY SERVICES TO CIRCULAR QUAY

Monday to Friday — Manly (B) ▸ Circular Quay (A)

Time Period	Manly (B)	Circular Quay (A)
AM	6.40	7.10
	*7.00	*7.30
	7.30	8.00
	8.00	8.30
	*8.15	*8.45
	8.45	9.15
	9.15	9.45
	*9.45	*10.15
	10.15	10.45
	10.45	11.15
	*11.15	*11.45
	11.45	12.15
	12.15	12.45
	*12.45	*1.15
PM	1.15	1.45
	1.45	2.15
	*2.15	*2.45
	2.45	3.15
	3.15	3.45
	*3.45	*4.15
	4.15	4.45
	4.35	5.05
	*5.05	*5.35
	5.40	6.10
	6.00	6.30
	*6.30	*7.00
	6.55	7.25
	7.35	8.05
	8.10	8.40
	8.50	9.20
	9.30	10.00
	10.15	10.45
	11.00	11.30
	11.45	12.15
	12.20	12.50

Saturday & Public Holidays — Manly (B) ▸ Circular Quay (A)

Time Period	Manly (B)	Circular Quay (A)
AM	8.45	9.15
	9.35	10.05
	10.15	10.45
	*10.45	*11.15
	11.15	11.45
	11.45	12.15
	*12.15	*12.45
PM	12.45	1.15
	*1.15	*1.45
	1.45	2.15
	2.15	2.45
	2.45	3.15
	*3.15	*3.45
	3.45	4.15
	4.15	4.45
	*4.45	*5.15
	5.15	5.45
	5.45	6.15
	*6.20	*6.50
	6.55	7.25
	7.35	8.05
	8.10	8.40
	8.50	9.20
	9.30	10.00
	10.15	10.45
	11.00	11.30
	11.45	12.15
	12.20	12.50

Sunday — Manly (B) ▸ Circular Quay (A)

Time Period	Manly (B)	Circular Quay (A)
AM	8.45	9.15
	9.35	10.05
	10.15	10.45
	*10.45	*11.15
	11.15	11.45
	11.45	12.15
	*12.15	*12.45
PM	12.45	1.15
	*1.15	*1.45
	1.45	2.15
	2.15	2.45
	2.45	3.15
	*3.15	*3.45
	3.45	4.15
	4.15	4.45
	*4.45	*5.15
	5.15	5.45
	5.45	6.15
	*6.20	*6.50
	6.55	7.25
	7.35	8.05
	8.10	8.40
	8.50	9.20
	9.30	10.00
	10.15	10.45
	11.00	11.30
	11.45	12.15

* Trips operated by Jetcat at Ferry rate. Please note at some stages seating will be limited.

FERRY SERVICES TO MANLY

Monday to Friday — Circular Quay (A) ▸ Manly (B)

Time Period	Circular Quay (A)	Manly (B)
AM	6.00	6.30
	*6.15	*6.45
	6.45	7.15
	7.15	7.45
	*7.35	*8.05
	8.05	8.35
	8.35	9.05
	*9.00	*9.30
	9.30	10.00
	10.00	10.30
	*10.30	*11.00
	11.00	11.30
	11.30	12.00
	*12.00	*12.30
PM	12.30	1.00
	1.00	1.30
	*1.30	*2.00
	2.00	2.30
	2.30	3.00
	*3.00	*3.30
	3.30	4.00
	4.00	4.30
	*4.30	*5.00
	5.00	5.30
	5.20	5.50
	*5.45	*6.15
	6.20	6.50
	7.00	7.30
	7.30	8.00
	8.10	8.40
	8.50	9.20
	9.30	10.00
	10.15	10.45
	11.00	11.30
	11.45	12.15

Saturday & Public Holidays — Circular Quay (A) ▸ Manly (B)

Time Period	Circular Quay (A)	Manly (B)
AM	8.00	8.30
	8.45	9.15
	9.30	10.00
	*10.00	*10.30
	10.30	11.00
	11.00	11.30
	*11.30	*12.00
PM	12.00	12.30
	12.30	1.00
	*1.00	*1.30
	1.30	2.00
	2.00	2.30
	*2.30	*3.00
	3.00	3.30
	3.30	4.00
	*4.00	*4.30
	4.30	5.00
	5.00	5.30
	*5.30	*6.00
	6.15	6.45
	7.00	7.30
	7.30	8.00
	8.10	8.40
	8.50	9.20
	9.30	10.00
	10.15	10.45
	11.00	11.30
	11.45	12.15

Sunday — Circular Quay (A) ▸ Manly (B)

Time Period	Circular Quay (A)	Manly (B)
AM	8.00	8.30
	8.45	9.15
	9.30	10.00
	*10.00	*10.30
	10.30	11.00
	11.00	11.30
	*11.30	*12.00
PM	12.00	12.30
	12.30	1.00
	*1.00	*1.30
	1.30	2.00
	2.00	2.30
	*2.30	*3.00
	3.00	3.30
	3.30	4.00
	*4.00	*4.30
	4.30	5.00
	5.00	5.30
	*5.30	*6.00
	6.15	6.45
	7.00	7.30
	7.30	8.00
	8.10	8.40
	8.50	9.20
	9.30	10.00
	10.15	10.45
	11.00	11.30

* Trips operated by Jetcat at Ferry rate. Please note at some stages seating will be limited.

Jetcat services on reverse side

BICYCLES — JetCats are limited to carrying six Bicycles.

TICKETS — All Sydney Ferries tickets can be purchased at Manly Wharf and any of the ticket offices located on Circular Quay Wharves 2, 3, 4 or 5.

DEPARTURE WHARVES AT CIRCULAR QUAY — Replacement Jetcats will depart from Wharf 3.

Top *Table Talk*:

- **Another new Transitway timetable – page 9**
- **Brisbane's Inner Northern Busway opens – page 10**
- **CityRail driver shortages and cancellations – page 6**

You Wrote…

Spirit of Tasmania III and the Timetable

From Tony Bailey, Mercury Travel Books:

The timetable for the operation of "Spirit of Tasmania III" between Sydney and Devonport appears to be a little optimistic to say the least.

The advertised timetable shows 3 sailings per week in each direction, departing at 1500 and arriving at the opposite port at 1130. This gives a running time of 20 hrs. 30 mins and a turn around time of 3 hrs 30 mins at each port. The apparent cruising speed is 27.5 knots. But is this also the maximum speed? I ask this because it seems that this journey time can only be achieved under very optimal conditions. This makes me suspect that someone has made a theoretical calculation, not allowed for any problems and published this theoretical timetable as the actual timetable. The ship has some recovery time in Devonport from Wednesday morning to Thursday afternoon.

My family and I went to Tassie on the 2nd sailing ex-Sydney on Friday 16th of January, returning on Monday 26th of January.

On the southbound journey we had checked the arrival with TT Line and were told the 'ship was slightly late but would load and depart on time". We sat for some time in the loading queue at Walsh Bay and soon realised that the ship was still unloading. Eventually we were told to go and get some refreshments and return to our vehicle at 1530! (It eventually transpired that the ship had indeed arrived late and that a very low car had 'bottomed' on the ramp and a Fork Lift was required to get it off!)

The ship started loading at about 1630 and, despite a pretty full load, we actually commenced moving at about 1730. We had anticipated seeing two cruise ships in the harbour, indeed a P&O vessel was behind us and left on time – as apparently did the Star vessel at Circular Quay – for it was gone by the time we passed under the Harbour Bridge.

The ship is a worthwhile experience and, as stated on "Getaway" the other night should be treated as a short distance cruise rather than as a ferry. But that's not what I'm covering here.

I had assumed that we would make up some time during the night, but the night was a little rough – probably what could be called normal for a night at sea in these regions and by the following morning it was announced that we had lost more time and would probably not arrive into Devonport until about 1500. Then we ran into a very brisk head wind in Bass Strait – strong enough that open top deck was closed to passengers. The Brunch session was extended well into the afternoon to provide food for the passengers and we ran later and later – eventually docking in Devonport just after 1600 and getting our car off at about 1700 – fortunately we had booked a motel in Launceston and could get there in just over an hour.

The following days in Tasmania saw various stories in the media about late running on the service, with TT Line issuing Press Releases to the media with every possible excuse except the most likely one – i.e. something is wrong with the timetable.

On the morning of our return I rang TT Line and was told that the vessel was about 30 minutes late and should be boarding on time. By the time we arrived, after a very slow lunch, we were loaded almost instantly and the ship actually left about 10 minutes early – an advantage when you have a complete passenger list and know that everyone has turned up in time.

We had a very smooth crossing and I felt everything looked pretty good – at Brunch at 0700 we were off Gabo Island and soon could see Point Perpendicular. Then an announcement followed – we had been delayed by strong headwinds during the night and were about 30 mins late. Then off Sydney Heads we had to stop for the Pilot (apparently the Skippers have to work into Sydney Harbour for a month before they are allowed to do it without supervision). Then there was a fair amount of fiddling before we moored – at about 1220 instead of 1130.

Then we had a long wait before unloading began from our car deck. By this time I had suddenly realized that a number of motorists from very quiet Tasmania were about to find themselves in Sussex St Sydney at lunch time on a Tuesday. When we did move off the vessel, we actually got stuck in a tailback of vehicles from the Wharf Gate due to trying to get into the Sydney traffic! I suspect that the prestige of Walsh Bay alongside the city may be outweighed by the benefits of moving to the car unloading wharf at Glebe Island, where at least there is some decent room for a queue out of the wharf.

Obviously someone in Tasmania has some thinking to do about that timetable.

Interested in Ferries?

If you are interested in ferries the **Australian Ferry Society** exists. It publishes a quarterly newsletter with news and historical articles and operates cruises, mainly Sydney based, several times a year. For more details contact David Lusby on (02) 9427 1856or write to him at 52 Hallam Avenue, Lane Cove, NSW, 2066.

Product reviews

Users of 'handheld personal assistants' such as Palm now have at least two electronic timetables available. The first review is from the *Sydney Morning Herald*'s *Icon* supplement; the second by Peter Marsden.

Sydney Trains - Dynamic Graphical Timetable

Price: $A34.95 , Rating: **** ½

Website: www.espace.com.au/palm.htm

Once in a while you come across a product that's so simple and useful you wonder why no one has done it before. For commuters regularly using the rail network, Sydney Trains - Dynamic Graphical Timetable definitely falls into this category.

As the name suggests, it's a train timetable presented in graphical form and designed for Palm handhelds. All the Sydney suburban lines are covered and the information is displayed using a simple table.

All you need to do is select your departure and destination stations and Sydney Trains calls up a list of the next five trains that will get you there, how many stops they will make on the way and the time of arrival at your destination.

You can also specify a time in the future if you don't need a train right away. Trains that are 10 minutes or less away are depicted by an animated Tangara pulling into a platform with a bar indicating the countdown to arrival.

```
SYD Trains          9:39:01a
Trains departing (  Town Hall  )
to (   Central   ) leaving ( Now )
[graph area]
0 9 8 7 6 5 4 3 2 1   MINUTES
    Depart       Stops  Arrive
B1  9:41a (2min)    5   9:52a
IW  9:43a (4min)    1   9:48a
FH  9:44a (5min)    5   9:56a
IW  9:47a (8min)    1   9:52a
FH  9:47a (8min)    5   9:59a
( Swap Arr/Dep )    1  2  3  4  5
```

The departure and arrival stations can be flipped at the tap of a button to make it easier to work out return trips. There are five presets for your most commonly used journeys.

The current version, however, doesn't automatically figure out trips that use different lines and require a change of trains, so you have to manually break it up into separate segments, which is where the presets come in handy. It also doesn't map the Palm's navigation buttons to any of its functions to make single-handed operation easier.

And apparently, the CityRail network map couldn't be included in this version of Sydney Trains due to copyright restrictions. A great shame really, as it would make an excellent feature.

However, Sydney Trains presents the timetable in such a simple and logical manner, it makes the CityRail network easy to figure out. That alone is worth the price.

Metro

The wonderful aspect of owning a Palm is access to large amounts of free software to run on it. Found this many months ago at http://surf.to/metro

Metro is a program similar to the program 'Sydney Trains", with exception that it doesn't give you exact timetable information - only what train line, ferry route, bus route (only one so far) and if late at night, NightRide bus you need to catch to travel

A-B. And it will give you an approximate journey time, and interchange stations!

It covers:
- CityRail Sydney, Wollongong, Southern Highlands, Blue Mountains, Newcastle, Hunter Valley.
- Sydney Ferries
- T-80 Transitway Parramatta - Liverpool
- Metro Light Rail
- Metro Monorail
- Nightride Buses


```
MetrO  New York (Tourist) (M)
(🚉) Kingsbridge Rd, Jerome Av
(i) Carnegie Hall
(🏃)(🕐)(📋)(🗒)(⭐)(📞)  Sat   10:00
      Fewest connections
   13 station(s) - 1 connection(s)
       Time about 29 min
◆ At Kingsbridge Rd, Jerome Av
  Take Line 4
  Direction Utica Av, Eastern Pkwy
◆ Connect at 161 St, Yankee
  Stadium, River Av
  Take Line D
```

There's only one problem - if you select Kingswood, St Mary's, Mt Druitt & Seven Hills, it will default to the Blue Mountains Line as the main service - only a select few Mountains services stop there, when it should show the Western Line as the rail line. I've contacted the program maker about this and hope it gets fixed. There's already a new version, so it might be in that (5.1.2). That aside, it's very accurate!

The best part, it's free! Plus you can download similar guides for Brisbane, Melbourne, Perth, and cities in: Argentina, Armenia, Austria, Azerbaijan, Belgium, Belorussia, Brazil, Bulgaria, Canada, Chile, China, Colombia, Croatia...........

Almost every city that has Public Transport! (250)

You get the picture. It's available for both Palm, Pocket PC & WAP phones.

For the Record

Contributors

Tony Bailey, Chis Brownbill, Derek Cheng, Anthony Christie, Graeme Cleak, Ian Cooper, Ken Davey, Adrian Dessanti, Graham Duffin, Noel Farr, Neville Fenn, Paul Garred, Alan Gray, Steven Haby, Craig Halsall, Albert Isaacs, Matthew Jennings, Peter Jones, Michael Marshall, John Mikita, Len Regan, Scott Richards, Mark Schrembi, Lourie Smit, Craig Watkins, Roger Wheaton, David Whiteford, *Sunshine Express*

🚆 Suburban Rail

Melbourne

Connex will the only operator of Melbourne's trains from 18 April 2004. M>Train's logo will disappear.

Sydney

CityRail Driver Shortage As widely reported elsewhere CityRail suffered a shortage of drivers as a result of the implications of the Waterfall Inquiry. Drivers were subjected to health checks and speed monitoring and subsequently many refused to work overtime. The following list was effective Monday, 9 February. When analysed it shows that whilst many services were cancelled the actual number of crews saved was not that great.

Even after the cancellations there were still severe problems as rostering became chaotic and many trains were delayed as no drivers were available for relief. As a result of driver monitoring it was reported that drivers were now driving slower so that they could never be caught exceeding the various track limits – this in turn leading to services not meeting timetabled speeds. For example where track is signalled and services timed for 100Kmph drivers were not exceeding 95Kmph.

During the second week (commencing 16 February) of the crisis all Cumberland Line services were cancelled and passengers advised to change at Granville. Carlingford services after 0700 were cancelled and replaced by buses whilst the Olympic Park shuttle was reduced to a twenty minute frequency.

By the third week (commencing 23 February) services returned to normal with only a reduced service on the Olympic Park shuttle.

Advertised service cancellations commencing 16 February:
Bankstown Line
7:10am Liverpool to Town Hall via Bankstown
7:57am Town Hall to Blacktown via Bankstown
2:26pm Town Hall to Lidcombe via Sydenham
4:58pm Town Hall to Lidcombe via Sydenham
3:28pm Town Hall to Lidcombe via Sydenham
6:11pm Berala to Sydenham via Bankstown
6:57pm Sydenham to Lidcombe via Bankstown

Inner West
6:01am Museum to Liverpool via Regents Park
8:14am Museum to Macarthur via Regents Park
8:42am Ashfield to Museum
3:17pm Regents Park to Museum via Strathfield
4:20pm Regents Park to Museum via Strathfield
5:52pm Regents Park to Museum via Strathfield

City Circle
6:08am Redfern to Town Hall via Museum
10:47am Town Hall to Redfern via Museum
11:14am Museum to Redfern via Town Hall
11:22am Redfern to Museum via Town Hall
12:48pm Town Hall to Central via Museum
2:20pm Redfern to Museum via Town Hall
3:21pm Redfern to Museum via Town Hall
6:34pm Town Hall to Redfern via Museum
7:12pm Redfern to Museum via Town Hall

East Hills Line
5:01am Macarthur to Town Hall via Airport
9:03am Town Hall to East Hills via Airport
9:52am Macarthur to Town Hall via Airport
10:02am East Hills to Town Hall via Airport
11:29am Town Hall to Kingsgrove via Airport
12:20pm Kingsgrove to Town Hall via Airport
1:06pm Town Hall to East Hills via Airport
2:02pm East Hills to Town Hall via Airport
3:55pm Town Hall to Kingsgrove via Airport
4:44pm Kingsgrove to Town Hall via Airport
4.52pm Town Hall to East Hills via Airport
5.53pm East Hills to Town Hall via Airport
6:29pm Town Hall to Campbelltown via Airport
7:19pm Town Hall to East Hills via Airport
8:18pm East Hills to Circular Quay via Sydenham

Eastern Suburbs/Illawarra Line
4:19am Mortdale to Bondi Junction
5:00am Bondi Junction to Cronulla
6:16am Cronulla to Bondi Junction
7:28am Bondi Junction to Hurstville
7:41am Waterfall to Bondi Junction
8:14am Hurstville to Bondi Junction
8:53am Bondi Junction to Mortdale
9:03am Bondi Junction to Central
12:42pm Mortdale to Bondi Junction
1:30pm Bondi Junction to Sutherland
2:40pm Sutherland to Hurstville
2:59pm Hurstville to Cronulla
3:37pm Central to Bondi Junction
3:39pm Cronulla to Bondi Junction
3:57pm Bondi Junction to Hurstville
4:44pm Hurstville to Bondi Junction
4:53pm Bondi Junction to Waterfall
5:33pm Bondi Junction to Cronulla
6:04pm Waterfall to Bondi Junction

North Shore Line
5:02am Parramatta to Hornsby
5:32am Parramatta to Hornsby
6:23am Hornsby to Strathfield
7:28am Strathfield to Hornsby
10:21am North Sydney to Strathfield
2:56pm Hornsby to Strathfield

Northern Line

6:50am Hornsby to North Sydney via Strathfield
6:59am North Sydney to Epping
7:52am Epping to North Sydney via Strathfield
10:26am Hornsby to Wynyard via Strathfield
1:36pm North Sydney to Hornsby via Strathfield

South Line
10:40am Museum to Glenfield via Granville
12:08am Glenfield to Museum via Granville
2:40pm Museum to Glenfield via Granville
3:52pm Glenfield to Museum via Granville
3:56am Lidcombe to Macarthur via Granville
5:07pm Museum to Campbelltown via Granville
6:41am Campbelltown to Museum via Granville
8:54pm Museum to Campbelltown via Granville
8:14am Museum to Macarthur via Regents Park

Western Line
4:31am Riverstone to North Sydney
5:16am Blacktown to North Sydney
8:10am Central to Blacktown
9:27am Blacktown to North Sydney
3:27pm North Sydney to Richmond
5:09pm Richmond to Auburn via Blacktown
6:20pm Wynyard to Penrith

(Editor's note – too many times to convert to 24 hour clock!)

Art of the timetable on a messy canvas
By Richard Macey , *Sydney Morning Herald*

In his business suit, Dick Day doesn't look like an artist, but he is working on a considerable creation - CityRail's 2005 timetable.

Producing a schedule to shuttle 900,000 passengers every weekday on about 2600 train trips, the general manager of rail development said yesterday, was "an art form".

"It's a very complex exercise. We have been looking at concepts for a year or more."

Workers are already standing on platforms, counting passengers as trains roll in and out, watching for changes in travel patterns.

"We count people manually," Mr Day said. Ticket sales are also being tabulated.

His team is armed with RailTable, a computer modelling system that can crunch buckets of numbers to produce possible timetables. Potential timetables are then fed through another program called SIMU, hunting for weaknesses.

"SIMU tells us how reliable that timetable would be. What if a train is a minute or two late, there is a sick passenger, a problem with the crew or a signal failure."

Mr Day, who catches the train to work from Seven Hills, concedes that when the finished product is unveiled, many passengers may notice little difference.

But even minor changes on Sydney's tangle of lines, which had grown and joined each other "almost by accident" over the past 150 years, created big problems.

While many cities enjoyed simple rail networks radiating from a centre like wheel spokes, Sydney's network was complicated by a maze of junctions.

"In Melbourne, trains can leave at three-minute intervals and may never see each other again. In our system there is a fair chance they might meet each other again at Regents Park, Cabramatta, Glenfield or Hornsby."

Trains also had to give way to one another near Granville, Lidcombe, Sydenham and Macdonaldtown.

"The moment I touch one train, it begins to throw the whole system out of kilter. If you want to run a couple of extra trains, you really have to recast the whole system."

Milton Morris, NSW's Liberal transport minister for a decade until 1975, knows how risky timetable tinkering can be. He recalled how in 1974 a transport bureaucrat said he had "a super-duper new timetable . . . it would ensure the re-election of the government in a landslide. We'd be 'better than Mussolini'."

Mr Morris shelved the idea after his brother Norm, a train driver, assured him the timetable would never work because they didn't have enough trains.

However, the following year Mr Morris was replaced by a new transport minister, who introduced the new timetable.

"It was an absolute shambles. The timetable was withdrawn two or three months later. It gave [then Labor leader] Neville Wran an absolute bonanza. [He] won the next election, winning key commuter seats like Gosford, Hurstville and Blue Mountains. That timetable made the difference."
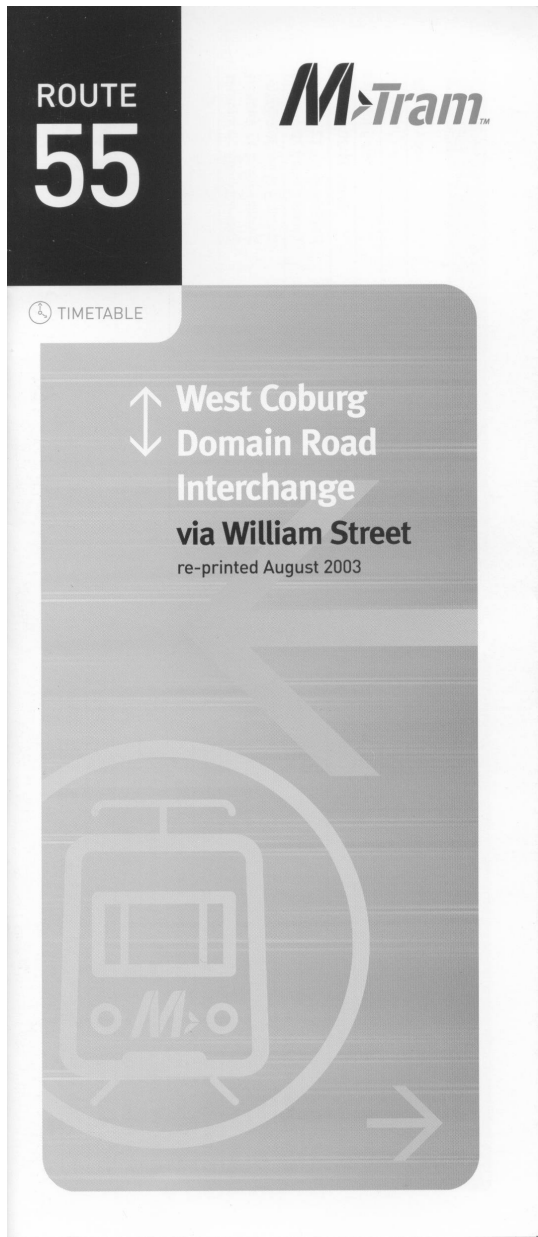
Mr Morris said a good timetable was elastic. "People would sooner have five minutes added to their journey than have late trains or skipped stations."

This story was found at:
http://www.smh.com.au/articles/2004/02/19/1077072780769.html

🚋 Tram/ Light Rail

Melbourne

ROUTE 55

M>Tram

⏱ TIMETABLE

↑ **West Coburg**
↓ **Domain Road Interchange**
via William Street
re-printed August 2003

M>Tram has a Version 3 Route 78/79 (North Richmond – Prahran/St Kilda Beach) timetable re-printed August 2003. All M>Tram TTs have now been re-printed August 2003.

Public transport services to **Docklands** will be boosted with a $7.5 million tramline extension. The new track will carry modern and heritage trams, including an extended W-class service from La Trobe and Brunswick streets.   It will also feature the extension of route 48 from North Balwyn. Transport Minister Peter Batchelor said the 1km extension should be finished this year.

Yarra Trams Route 96 timetable was reprinted 12/03 with Metlink logo on cover. Correct cover date is September 2002 although effective from 06/10/2002.

Yarra Trams will be the only operator of Melbourne's tram network as from 18 April 2004 operating 474 trams over 31 routes. The M>Tram logo will disappear. Shown at left is the cover of a recent M>tram timetable. There are several differences between the two operator's styles: paper size – M>Tram's is slightly narrower; maps M>tram uses a geographic style whilst Yarra uses a line (see page 16); M>Tram refers to Check Points, Yarra to Major Stop; and most significantly M>Tram trip times read down whilst Yarra's read across.

Sydney

Sydney Light Rail

A decision has been made to reduce the light rail vehicle schedule from five trams to four trams, Sunday to Thursday, from 1/3/2004. Friday and Saturday schedule to remain unchanged. Last year, November and December, a three week trial was conducted with only four trams in service running to a 12 minute headway in lieu of the 9/10 minutes with five trams in service.

4	Monday to Friday																Route 55 Domain & St Kilda Roads to West Coburg		
Stop	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
20 Domain & St Kilda Rds	-	-	-	-	-	-	-	-	6:18	-	6:31	-	6:43	-	6:55	-	7:07	-	7:19	7:30
113 City Rd	-	-	-	-	-	-	-	-	6:24	-	6:37	-	6:49	-	7:01	-	7:13	-	7:25	7:36
1 Flinders & Market	-	-	-	-	-	-	-	-	6:27	-	6:40	-	6:52	-	7:04	-	7:16	-	7:28	7:39
10 Victoria & Peel	-	-	-	-	-	-	-	-	6:35	-	6:48	-	7:00	-	7:12	-	7:24	-	7:38	7:49
19 Abbotsford & Flemington	5:18	5:30	5:42	5:53	6:03	6:14	6:25	6:35	6:40	6:49	6:53	7:01	7:05	7:11	7:17	7:24	7:29	7:38	7:44	7:55
26 Royal Park	5:21	5:33	5:45	5:56	6:06	6:17	6:28	6:38	6:43	6:52	6:56	7:04	7:08	7:14	7:20	7:27	7:32	7:41	7:47	7:58
33 Daly & Dawson	5:25	5:37	5:49	6:00	6:10	6:21	6:32	6:42	6:47	6:56	7:00	7:08	7:12	7:18	7:24	7:32	7:38	7:47	7:53	8:04
40 Moreland & Melville	5:30	5:42	5:54	6:05	6:15	6:26	6:37	6:47	6:52	7:01	7:05	7:13	7:17	7:23	7:29	7:38	7:44	7:53	7:59	8:10
45 West Coburg	5:33	5:45	5:57	6:08	6:18	6:29	6:40	6:50	6:55	7:04	7:08	7:16	7:20	7:26	7:32	7:41	7:47	7:56	8:02	8:13

🚌 Suburban and Country Bus

NSW - Sydney

Sydney Buses

Additional trips have been added to route 430 QVB - Walsh Bay from 29/02/2004 and a new DL size timetable leaflet (S46) is available.
The following trips have been added:
- Ex. QVB: Monday to Friday 2248; Wednesday Only 1144 1204 1544 1605; Saturday 2238; Sunday/Holidays 1908 1933
- Ex. Walsh Bay: Monday to Friday 2305; Wednesday Only 1130 1150 1530 1550 Saturday 2300; Sunday/Holidays 1925 1950

The new Glebe District timetable incorporating route 430 has been postponed.

New timetables published:
- 201 Cammeray effective 2 Feb 2004 handbill N358, departure times revised
- 202 to 210 Northbridge District 1 February 2004 version 1 STA Doc 175281
- 225 Neutral Bay Wharf to Cremorne Wharf, TG version 1, effective 1 February 2004 Stadoc 175224
- 243 Spit Junction and North Cremorne to City (was Cremorne District), 1 Feb 2004 version 1 Stadoc 176529
- 259 Chatswood to Lane Cove National Park January 2004 DL format Stadoc 173922 – now operates school holidays only.
- 311/312 Railway Square to City via Elizabeth Bay February 2004 version 3 (again) Stadoc 174813
- 430 QVB - Walsh Bay Undated (Effective 27/12/03) DL Handbill S46
- L38/L40 Handbill No. S310, effective immediately, for the Leichhardt District timetable. Shows correct stopping pattern for inbound and outbound which were incorrectly printed in the latest edition (9 Nov 03).
- 507/537 Putney and Tennyson Districts February 2004 version 5 Stadoc 174177
- 525 Parramatta to Burwood January 2004 version 2 STA Doc 174193
- 549 Eastwood to Marsfield February 2004 DL format Stadoc 173930

The **Transit First Auburn** timetables have been reprinted with minor timetable changes and commenced Saturday, 7 February 2004. The following services have been revised:
- 915 Lidcombe - University of Sydney
- 917 Auburn - Guildford
- 918 Auburn - Lidcombe - Regents Park - Auburn
- 919 Auburn - Bankstown
- 921 Bankstown - Lidcombe

Westbus's 714/715 timetable has been reprinted and effective February 2004 there are some minor service changes:
- 1906 service from Westpoint Patrick Street has been cancelled. An additional service now leaves from Blacktown Station at 1925 and diverts along Lucas Road.
- an additional 1957 715 service from Brookhollow Avenue and Norwest Boulevard operates directly to Old Windsor Road along Norwest Boulevard.
- the 715 service at 1845 from Seven Hills Station has been replaced with a service at 6.48pm which does not travel via Lucas Rd.
- all 715 services operate via Kildare Road and not Patrick Street Blacktown due to the Patrick Street closure.
- complete Seven Hills Movezone times are listed on new timetables.

Western Sydney Buses On Sunday 15 February, another new T-way timetable commenced.

This will mean:
- Faster travel times
- Frequency of service has been tailored to meet customer demand
- More services have been provided on Weekday afternoons
- Some frequencies have been reduced in the early mornings and evenings
- Some departure and arrival times have been adjusted to allow for changes in travel times and frequencies
- Late night services have been adjusted to provide better connections with rail services at Liverpool

T-way patronage has more than doubled since it started operations in February 2003.

Generally the new timetable probably reflects travel patterns along the route - a greater emphasis in off-peak (PM) travel and a slight reduction in peak travel, considering that the 10-min high peak finishes at 1800 rather than 1900. Evening services are 30 mins from 1945, again reflecting demand. Timings have been changed to improve connections with trains - the evening services leave at xx15 and xx45 past the hour from both ends (with an hourly gap between 2315 and 0015).

Weekend service frequencies have been tweaked slightly but generally the 20-min daytime and 30-min early morning and evening service remains, with an hourly service after 2215 on Sundays.

The new T-way timetable is vastly different (again) in design - it is now very much in standard STA format, with T-way influences (front cover, back cover, font etc) but largely the tables are almost identical to those used in STA timetables. And - there is now a geographical map included (with timing points) - much better than the previous line map which made no sense.

- T80 Liverpool - Parramatta T-Way 15 February 2004, TransitGraphics, Tway Stock Code 185 781
- Handbill T/W60 correcting late night times

New South Wales – Country

Brunswick Valley Coaches. Updated timetables Route 645. Mullumbimby - Brunswick Heads - Golden Beach - Murwillumbah on 1 August 2003 and also 16 February 2004

Kirklands updated timetable for routes from Lismore (Routes 610, 611, 660, 661, 662, 670, 675, 690 & 695) East - Lismore - Ballina - Lismore; South - Lismore – Evans Head - Lismore, Lismore - Grafton - Lismore, Ballina - Evans Head - Ballina; West - Lismore - Casino - Kyogle - Tenterfield; North - Lismore – Byron Bay - Mullumbimby - Brunswick Heads. 15th December 2003

Newcastle Buses New timetables:
- 100, 101, 118, 224, 230, 310, 322, 350. 363 - Nightowl Services - November 2003 Version 4, STA document no. 122978
- 104, 107 - Jesmond / Warabrook to Newcastle - 28 January 2004 Version 4 STA Doc 123182
- 111 - Charlestown to Newcastle - January 2004 Version 5 STA Doc 123166
- 317 - Belmont to Newcastle via Tingira Heights - 28 January 2004 Version 6, STA document no. 123133
- 349, 350, 351 - Swansea to Newcastle - 28 January 2004 Version 7 STA Doc 122994

Premier Illawarra. The timetable for routes 37 and 57 Lake Link is still dated 11 November 2002 but a version 2 with date 1 January 2004 on the back has now been issued.

The University of Newcastle *Callaghan Campus Transport Guide 2004* is now available. Same format A5 140 page book as 2003, but with a larger network map covering all of Newcastle. Compiled by Transit Planners and designed and produced by TransitGraphics, version 3.0, January 2004.

Queensland – Brisbane

Brisbane City Council
Service Changes Effective 23 February 2004 related to opening of Inner Northern Busway and another BUZ service.
- Routes 100 & 110: Weeknight, Saturday and Sunday service will be introduced on Route 100, and the Route 110 timetable will be adjusted to align with these additional services.
- Route 310: Weeknight services will be added to this route.
- Routes 325, 345, 351, 357 & 359: Selected am peak trips will travel via the Inner Northern Busway between Kelvin Grove Rd and Roma St. The Normanby Fiveways stop for these services will be located in Ithaca St.
- Routes 330/31/40/41: These routes will be realigned to travel via the Inner Northern Busway, and will operate non-stop between Chermside and Royal Brisbane Hospital. New Route 333 will service the CityXpress stops between these points.
- Route 333 (new BUZ route): New high frequency BUZ (Bus Upgrade Zone) route between Chermside and the City, travelling via the Inner
- Northern Busway. In the commuter peak periods, services will operate every 10 minutes. In the off peak periods, services will operate every 15 minutes, 7 days per week. In the City, services will depart from Platform 'A10' in Queen St Bus Station.
- Route 370: This route will be separated into two new routes to enhance reliability. Route 370 will operate between Chermside
- and the City and Route 390 will operate between Brookside and the City.
- Route 371: This route will be discontinued due to the introduction of the high frequency Route 333 service between the City and Chermside via QUT Kelvin Grove Busway Station. The Route 391 Shuttle Service between the Gardens Point and
- Kelvin Grove campuses of QUT will continue to operate and a new Route 392 Shuttle Service between the Kelvin Grove and Carseldine campuses will be introduced for QUT students and staff.
- Route 375: A new Rocket service will be introduced between Stafford City and the City, known as Route 376. It will observe all 375 stops between Stafford City and Lutwyche, then operate non-stop to Royal Brisbane Hospital, then QUT Kelvin Grove Station on the Inner Northern Busway, then 375 City stops. The Route 375 timetable will be revised to align with Routes 370 & 379 along Lutwyche Rd.
- Routes 379/80/81: Additional Route 379 trips and a revised timetable will be introduced to take

advantage of the completion of the Waterworks Rd Bus Lane.
- Routes 402 & 412: Additional weekday capacity and additional weekend trips will be introduced.
- Routes 454, 460, 461: Additional peak trips will be introduced.
- Minor Timetable Revisions: 105/107/108; 372/373; 382/383/384/385; 435/436; 440/441; 475/476; 402/407/412; 411; 414/415; 417; 425/426; 433/445

In the Queen Street Bus Station there is new signage throughout, the monitors that showed the destination details at the door to the stops have been replaced, tiles repaired/replaced, painted throughout.
- The Kangaroo & Platypus platforms will be the A platforms starting with A1 at the old A stop up to A10 at the old I2 stop.
- Koala platforms will be the B platforms starting from B1 at the old L stop to B5 at the old P stop.
- Crocodile platforms will be the C stops starting from C1 at the old J stop and C2 at the old K stop.

BCC Plans include:
- New BUZ service for The Gap-City commencing 2 weeks before Easter
- BUZ routes planned for Kenmore/Indooroopilly-City, Carindale-City and Toombul-City in the near future.
- 24 hour bus services (but not just yet) for all BUZ route services once all implemented.

New Timetables related to last month's changes:
- 100, 110, 115 Forest Lake - Inala - Moorooka - City Cityxpress; Inala - Acacia Ridge - City Cityxpress; Calamvale - Sunnybank Hills – Acacia Ridge - City Cityxpress. October 2003. (TT numbered TT100).
- 128, 130, 131, 132, 133, 136 Algester Rocket, Algester Buz, Algester - Garden City Community Bus, Sunnybank Shuttle, Algester - City Precincts. 27 January 2004 (TT numbered TT130)
- 135, 155, 134, 145 Algester - Griffith Uni - City Cityxpress; Calamvale - Griffith Uni - City Cityxpress; City - Griffith Uni Rocket; Browns Plains - Griffith Uni Community Bus. 27 January 2004. (TT numbered TT135)
- 140, 141, 142 Browns Plains Cityxpress; Browns Plains Rocket; Browns Plains Bullet. 27 January 2004. (TT numbered TT140)
- 150, 151, 152, 156 Browns Plains Cityxpress; Calamvale Rocket; Stretton Community Bus; Stretton Rocket. 27 January 2004. (TT numbered TT150)
- 170, 171, 176 Garden City via Newnham Rd Cityxpress; Garden City via Broadwater Rd Rocket; Garden City via Logan Rd Rocket. 27 January 2004. (TT numbered TT170)

- 172, 173 Garden City - Mt Gravatt Central - City Citybus; Mt Gravatt Central Express. 27 January 2004. (TT numbered TT172)
- 174, 175 Garden City via Logan Rd & Newnham Rd Citybus services. 27 January 2004. (TT numbered TT174)
- 179, 180, 181, 189 Garden City - Mansfield - City Rocket; Garden City - Mansfield - City Cityxpress; Garden City - Wishart - City Rocket; Holland Park - City Express. 27 January 2004 (TT numbered TT180)
- 184, 185, 882, 887 Garden City - City via Cavendish Rd Citybus service; Mt Gravatt - Garden City District Bus Service; Carindale – Garden City District Bus. 27 January 2004. (TT numbered TT184)
- 190, 194, 191, 193, 195 New Farm (Merthyr) - City - West End Citybus; New Farm (Bulimba Ferry) - City - Fairfield Gardens Citybus; New Farm - City - West End Shuttle. 27 January 2004. (TT numbered TT190)
- Carindale - City via Old Cleveland Rd Citybus. 27 January 2004. (TT numbered TT204)
- 210, 211, 212 Cannon Hill Citybus; Cannon Hill Express; Carindale - Seven Hills - City Citybus. 27 January 2004 (TT numbered TT210)
- 214, 215, 216, 220, 221 Cannon Hill Cityxpress; Carindale Cityxpress; Tingalpa Rocket; Wynnum Cityxpress; Wynnum Rocket. 27 January 2004 (TT numbered TT215)
- 230, 231, 235, 236 Balmoral via Riding Rd Citybus; Balmoral via Riding Rd Express; Balmoral via Thynne Rd Citybus; Balmoral via Thynne Rd Express. 27 January 2004 (TT numbered TT230)

Hornibrook Bus Lines have from 15th December 2003 also issued a new timetable for their Route 30 service from Sandgate to Kippa Ring.

Queensland Country

Sunair Bus Service has issued a Sunshine Coast - Brisbane Airport pocket timetable which is undated but thought to be Dec 2003. The print is so small I wonder how many people will be able to use it.

Suncoast Pacific have also followed the trend of pocket timetables and published one for their Hervey Bay - Sunshine Coast - Brisbane Airport - Brisbane - Gold Coast - Byron Bay service. It is undated but thought to be Dec 2003. This is in addition to the regular Brisbane - Sunshine Coast - Hervey Bay timetable. The small print might be a problem for some people as it looks similar to their regular timetable but with very small printing.

South Australia – Country

Adelaide Airport Flyer A previously unknown service – it appears that this service is operated by a company associated with the Toowoomba Airport Flyer.

The TT is dated 15 October 2001 and is printed on a double sided card. The service operates from Barossa Valley – Gawler – Elizabeth – Salisbury – Adelaide Airport with departures ex Barossa at 0500, 0700, 0900, 1200 and 1500 Sundays to Fridays. Departures ex Adelaide Airport at 0720, 0920, 1220, 1540 and 1840 (Fri excepted) Two vehicles are required for the service.

Yorke Peninsula Coaches Mid North Passenger Service timetable is dated 1/9/2003 and is printed on a blue A4 sheet. Logos and names for Mid North PS and YPC are shown.

Services are operated as follows.
To Adelaide:
- 0645 Mon / Sat (school hols and long weekends) ex Peterborough
- 0600 Tues / Thurs ex Peterborough
- 0615 Wed ex Orroroo
- 0630 Fri ex Orroroo
- 1400 Sun (and PH Mon) ex Orroroo
From Adelaide
- 1640 Mon (Peterborough) / Tue (Peterborough) / Wed (Orrorro) / Thur (Peterborough)
- 1740 Fri (Orroroo)
- 1200 Sat (Peterborough / runs hols and long weekends)
- 1935 Sun (and PH) to Orroroo

Tasmania

Hobart timetable alterations commencing 10th February.

The Route 58 service departing Hobart at 0725, Monday to Friday, and the Route 57 service departing Mt Nelson at 0755, Monday to Friday, will now travel via Route 156, HOBART – Tolmans Hill – Mt Nelson – Dynnyrne – HOBART, departing Hobart at 0725 (no change), Tolmans Hill not before 0740 (new service) and Mt Nelson not before 0750 (5 minutes earlier).

The Route 263 service to Fairfield Rd, Geilston Bay via Rosny Park, Lindwood, Derwent Ave and Adina St, departing Hobart at 1735, Monday to Friday, will now travel to Walana St, Geilston Bay.

The X1 service to Hobart via Argyle St, departing Cove Hill Fair at 0720, Monday to Friday, will now depart Glenorchy not before 0800 (3 minutes earlier).

Victoria – Melbourne

Driver Buslines. Route 612 Chadstone - Box Hill bus timetable had been revised effective date September, 2003 (No timetable change). The latest timetable for 623 (St Kilda - Glen Waverley) route is dated July 2003. There don't seem to be any changes for the July 2002 timetable. Despite the website showing low floor trip times, no indication is made in this timetable.

Grendas Bus Services
- Commencing Monday 23 February , Route 823 will operate on a new route through North Brighton to the new terminus in Bay St outside the Brighton Twin Cinemas. Most trips will leave the new terminus at the same time as they do from the Wilson St terminus with a few exceptions. There are some minor time changes to improve on time running.
- Route 844 Dandenong - Doveton bus timetable had been revised effective date 8th December, 2003. (No timetable change).

National Bus -Extension of a Route 365 bus in the morning to Ringwood Station - Effective Mon 23 February the bus that starts from Enfield Ave & Park Rd at 0730 to Ringwood Station will be extended to start from the Donvale terminus at Mitcham & Springvale Roads at 0725. All other timing point times will remain the same. This will be on trial for 2 months, after which the patronage will be reviewed and a decision will be made whether to make the extension permanent.

Nightrider A couple of updates on Nightrider timetables:
- City - St. Albans/Sunbury - February 2002
- City - Eltham - February 2002

Ventura issued a new timetable for the Crown Casino / City - Bayswater / Knox City (including Rowville loop extension) Nightrider, effective Saturday February 21st 2004.
Changes include:
- New pick-up stop in Hawthorn (at Burwood & Auburn roads), both outbound & inbound.
- Pick-up point in Richmond (at Bridge Rd & Hoddle St) is again listed
- Earlier departure of 2332 ex Croydon at 2327 shown (amended by sticker in 13/12/03 TT)
- Changes to travel times, resulting in buses running up to 10 mins later than previously, although times remain the same from both terminuses

Victoria – Country

Geelong free city bus. Double sided A4 sheet with map. Operated 20/12/2003 - 31/1/2004 from 1000 - 1800 Sunday to Thursdays and 1000 - 2100 Friday and Saturdays. Then 1/2/2004 to 8/3/2004 weekends from 1000-1800. Frequency is every 15 minutes and the route operates around

the CBD of Geelong and connects with the bus interchange and Geelong railway station. Operated by City of Greater Geelong.

Portsea Passengers Services (Grenda Corp). Route 788 Portsea - Frankston bus timetable had been revised effective date 3rd November, 2003. in red and white pocket size format and again on dated 2nd February 2004 in standard slimline size.

Western Australia – Perth

Transperth is proposing major service changes from 11 April including deleting routes 8, 10, 12, and altering 72, 170 - 176, 182, 219, 294 and 555. Community consultation was undertaken in late February..

Western Australia - Country

Bunbury City Transit – further to last month's update new timetables are:

1. 101 City – Wollaston Rail Terminal / 102 City – Glen Iris)
2. 201 City – Bunbury Health Campus / 202 City – Bunbury Health Campus
3. 03 City – Bunbury Health Campus / 301 City – Usher / 302 City – Usher / 501 City – Bunbury Health Campus
4. 401 City – Dalyellup
5. 601 City – Eaton / City – Australind

All are printed to similar format and style to Westrail suburban and Perth bus TT. All are dated 18 January 2004 and have the BCT and Public Transport Authority name and logos on the footer of the cover.

Six school bus timetables dated 19 January 2004 have been released for the following areas/routes:
- Bunbury – Glen Iris (yellow cover)
- Bunbury – Gelorup – Cathedral Grammar (blue cover)
- Bunbury – Glen Iris – Vittoria Hts – Eaton – Clifton Park – Australind areas (white cover)
- Australind – Clifton Park – Eaton – various schools (green)
- Leschenault – various schools (mauve cover)
- Leschenault – Parkfield PS – Australind HS (pink cover)

Rottnest Island Authority Summer 2003-04 timetable dated 15.12.2003 (until 4.5.2004) Contains times for Shuttle Bus and Bayseeker routes.

🚌 Interstate Bus

McCafferty-Greyhound Pioneer updated timetables:
- Sydney - Brisbane via Pacific Highway A4 sheet timetable December 2003.

- Brisbane - Cairns A4 sheet timetable December 2003

✈ Air

MONDAY - FRIDAY					
DEPARTURES					
QF2422	NTL	650	BNE	805	F
QF2420	NTL	715	BNE	755	MTWT
QF2416	NTL	1115	BNE	1200	F
QF2426	NTL	1130	BNE	1245	MTWT
QF2418	NTL	1725	BNE	1805	F
QF2416	NTL	1445	BNE	1525	MTWT
QF2424	NTL	1445	BNE	1525	F
QF2418	NTL	1710	BNE	1750	MTWT
QF2434	NTL	1905	BNE	1945	TWTF
QF2434	NTL	1915	BNE	1955	M
FQ002	NTL	805	CBR	935	MTWTF
FQ004	NTL	1805	CBR	1935	MTWTF
QF2793	NTL	630	MEL	845	TWTF
QF2793	NTL	720	MEL	935	M
QF2411	NTL	925	MEL	1145	MTWTF
DJ574	NTL	1020	MEL	1200	MTWTF
QF2413	NTL	1345	MEL	1620	TTF
QF2413	NTL	1400	MEL	1620	MW
QF2799	NTL	1755	MEL	2010	MTWTF
QF2422	NTL	650	OOL	720	F
QF2426	NTL	1130	OOL	1205	MTWT
QF1647	NTL	640	SYD	715	MTWTF
QF2153	NTL	910	SYD	950	MTWTF
CC364	NTL	1045	SYD	1120	MTWTF
CC374	NTL	1635	SYD	1710	MTWTF

Austasia Airlines has had approval to land 737 jets at Karratha airport for Denpasar - Broome - Karratha - Denpasar flights, to commence 5 March 2004.However, approval from the Civil Aviation Safety Authority is dependant on the airline paying for its own fire fighting service. Karratha's Federal Government provided fire fighting service was withdrawn in mid 2003. The Broome - Karratha leg is not a domestic section and passengers cannot book between the two centres.

Air Mauritius' new weekly Sydney-Mauritius service will be launched by the country's tourism minister, Anil Gayan, at an 'Island Night' spectacular in Sydney on March 3.The new Sydney-Mauritius service from Tuesday March 30 will fly Sydney-Melbourne-Mauritius, and return Mauritius-Sydney direct on Mondays, arriving early on Tuesday mornings.

Newcastle Airport (Williamtown) has issued a timetable (see at left) showing all arrivals and

departures, A4 sized yellow paper, dated 18 February 2004. The columns are not titled and for some reason a column is included for destination in arrivals and origin in departures which is always NTL.

Departures and arrivals are sorted by destination and origin but using city codes how many people know OOL is Gold Coast? There is a key to airline codes. The 24 hour clock is used but without leading zeros.

Pacific Blue has announced that it will operate Sydney – Fiji later this year.

Qantas

- Qantas will significantly boost capacity to six Western Australian destinations, adding 700 seats each week from 23 February and a further 1,000 seats from 28 March by using larger series BAe-146 and two-class Boeing 737 aircraft to operate services from Perth to Kalgoorlie, Karratha, Broome, Port Hedland, Paraburdoo and Newman.
- From 1 May, Qantas will introduce weekly services between Perth and Kununurra, catering for a very busy tourist trade during the seasonal peak period between May and September
- Qantas is to fly first ever non-stop flights between Brisbane and Los Angeles with three Boeing 747 non-stop Brisbane-Los Angeles

services a week from 14 June 2004. These services will be in addition to the daily Qantas flights from Brisbane to Los Angeles via Auckland, and will take the number of services on the route to 10 per week. The new services will be operated by two-class Boeing 747-400 aircraft on Wednesdays, Fridays and Sundays.

- Qantas has applied to the International Air Services Commission for the rights to commence non-stop services from Australia to Mumbai in India three times per week from 1 September 2004 on two-class Boeing 747-300 aircraft, non-stop to Mumbai, leaving Sydney on Wednesdays, Fridays and Sundays and landing in Mumbai 11.5 hours later.
- Qantas was also finalising plans to fly to Shanghai by the end of 2004.

Virgin Blue has announced it will operate to Ballina Byron Gateway Airport from August 5. Ballina will be Virgin Blue's 21st Australian destination. The low fare carrier will operate a daily Boeing 737-700 service with flight DJ885 departing Sydney Mondays to Saturdays at 1135, landing at Ballina Byron Bay Gateway Airport at 1245 before turning around and departing Ballina as DJ884 at 1315, touching down at Sydney at 1430. On Sundays it will operate 10 minutes later throughout.

Ferries

Brisbane

Brisbane Transport have also published a new Inner City and Cross River Ferry timetable effective November 2003 replacing the previous card timetables for Cross River services that were issued.

Inner City & Cross-River Ferry Services North Quay to Mowbray Park; Eagle St Pier - Thornton St; Riverside - Holman St; Bulimba - Tenerife. Effective November 2003. (No TT number is shown). This timetable replaces Card format timetables 2F, 8F, 22F and the previous Inner City timetable TT5F.

Sydney

Central Coast Ferries now have their website live, hosted at:
http://www.centralcoastferries.com.au/

Includes an online timetable and a PDF download copy which has an additional rail / ferry timetable for commuters i.e. only shows am trips to Woy Woy and Sydney and afternoon trips from Sydney and Woy Woy. Does not indicate the 1230 diversion via St. Huberts Island on web timetables.

The **Palm Beach Ferries** web site no longer contains infomation on Woy Woy - Palm Beach services.

Sydney Ferries new timetables:
- Darling Harbour timetable, version 1, 2004, with STA Docno 174995 and SF0020/0104, no changes
- Manly Version 1 2004 STA 174953 (is still effective from 30 Sep 2002 bus is not effective currently!)
- Rose Bay - Watsons Bay, effective February 2004, SF0037/0204. The timetable is the same as F177 of July 2003 and both were available in adjacent racks at the ferry info shop at Circular Quay. This is a single DL sheet, blank on back.
- Interim Manly Timetable, no date, SF0028/0104. See cover story.

Note the new SF documentation numbers.

Victoria

Searoad have issued a new timetable for Sorrento - Queenscliff ferry service. Dated 2004.

VicFerries The saga continues as the service to Portarlington was cancelled and the vessel impounded.

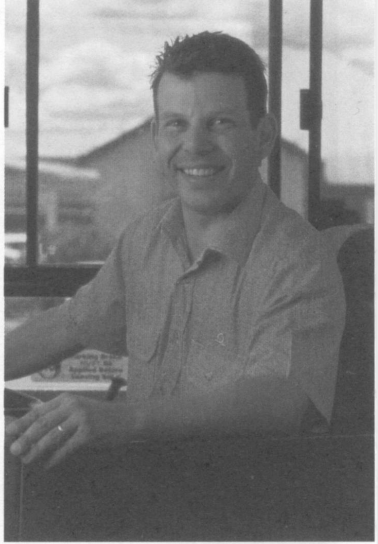**Interim Manly ferry timetable** – see page 1

Cover of current Newcastle Buses timetables

JETCAT SERVICES

Time Period	Circular Quay ▶ (A) —	Manly (B)		Time Period	Manly ▶ (B) —	Circular Quay (A)
Monday to Friday				**Monday to Friday**		
AM ▼	*6.00	6.15		AM ▼	*6.20	6.35
	6.20	6.35			6.45	7.00
	6.40	6.55			7.05	7.20
	7.05	7.20			7.25	7.40
	7.25	7.40			7.45	8.00
	7.45	8.00			8.05	8.20
	8.05	8.20			8.25	8.40
	8.25	8.40			8.45	9.00
	8.45	9.00			9.05	9.20
	9.05	9.20			9.35	9.50
	9.25	9.40			10.00	10.15
PM ▼	-	-		PM ▼	-	-
	4.40	4.55			5.15	5.30
	-	-			-	-
	5.40	5.55			6.15	6.30
	-	-			-	-
	6.40	6.55			7.00	7.15
	7.45	8.00			8.05	8.20
	8.30	8.45			9.00	9.15
Saturday & Public Holidays				**Saturday & Public Holidays**		
AM ▼	*6.10	6.25		AM ▼	*6.30	6.45
	*6.50	7.05			*7.10	7.25
	*7.35	7.50			*8.00	8.15
	-	-			-	-
	-	-			-	-
	-	-			-	-
PM ▼	-	-		PM ▼	-	-
	-	-			-	-
	-	-			-	-
Sunday				**Sunday**		
AM ▼	*7.10	7.25		AM ▼	*7.35	7.50
	*7.55	8.10			*8.20	8.35
	-	-			-	-
	-	-			-	-
PM ▼	-	-		PM ▼	-	-

Above: The interim Manly JetCat timetable, services marked * operate at ferry fares. Note that at weekends there aren't any full fare JetCats. The last two tables should thus be in the ferry tables.

Newcastle Buses

JESMOND/WARABROOK TO NEWCASTLE

104

107

Newcastle Buses

Route 104

Daily service between Jesmond, University of Newcastle, Waratah, Mayfield, Mayfield East, Tighes Hill, Carrington, Marketown and Newcastle.

Route 107

Monday to Friday shopping service between Warabrook, Mayfield West, Mayfield, Mayfield East, Carrington, Marketown and Newcastle.

Effective 28 January 2004

Sydney and Newcastle bus timetables are similar in style with TransitGraphic style maps in three colours. The only major difference is in the fare details where Newcastle offers TimeTen as opposed to TravelTen tickets.

Melbourne tramway timetable maps (see page 8) showing the two distinctive styles used by M>Tram (left) and Yarra Trams (right). With the recently announced merger it is to be expected that the M>Tram style will disappear. There is a lot of discussion as to which is the better format. The geographic style seems to be more useful as it does show the location of places of interest. As shown on last month's cover there can be too much detail on a transport map.