



# TABLE TALK

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Saturday 4pm	Sunday 2pm
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\*Sailing schedule varies in off-peak season. Enquire at time of booking.

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To book or enquire, just call **13 20 10**

See page 11

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Changed *Spirit of Tasmania III* Sydney to Devonport schedule – page 11

Virgin ceases Sydney to Alice Springs – page 11

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**Table Talk** is published monthly by the Australian Association Of Timetable Collectors Inc. [Registration No: A0043673H] as a journal covering recent news items. The AATTC also publishes *The Times* covering historic and general items.

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**Membership** of the AATTC includes monthly copies of *The Times*, *Table Talk*, the distribution list of TTs and the twice-yearly auction catalogue. The membership fee is \$45.00 pa. Membership enquiries should be directed to the Membership Officer: Dennis McLean, 53 Bargo Street, Arana Hills, Qld, 4054, - (07) 3351 6496.

## You Wrote...

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### ***Timetable Tribulations***

From Geoff Lambert

*Table Talk* readers will know that NSW has recently adopted new rail timetables. In fact, you would have to be from another planet not to know. The timetables were conceived on dubious grounds, had a long gestation period, a difficult delivery and were rejected after birth by the mother.

Both CityRail and RailCorp country freight and passenger Standard Working Time Tables (SWTT) were introduced on July 25<sup>th</sup>, and paper and web copies of most working and public timetables formed part of the package. It had been 4 years since the previous “new” CityRail timetable, but only 4 months since the previous new SWTT. In the past, new CityRail TTs were introduced at about 2 yearly intervals, whereas the SWTT had been issued at 6 monthly intervals (although with oftentimes monthly amendments).

Ostensibly the new CityRail TTs were introduced with two purposes in mind:- to make weekday trains less subject to driver shortage-induced cancellation, and to begin the process of “Sectorisation” or simplifying the cross-routing of trains on the system- the advertisements presented the message- “untangling our rail clearways”. The first objective was seen by some

as a timetable solution to a rostering problem, the second as just tinkering with a few “unusual” services such as the Blacktown via Bankstown services, which were “multi-sectorial” trains.

The CityRail timetable had originally been mooted for an earlier introduction, but various problems centered around rostering resulted in the date being put back. Reportedly the rostering task for the new TT was sub-let to an “Adelaide academic”, but we have been unable to confirm this. There was certainly quite a bit of argy-bargy between CityRail and the Union over this new roster and TT- the issuing of the latter was reportedly held up until negotiations had been finalized.

The new country SWTT also incorporated the changes consequent upon the decision to reduce the maximum speed of XPTs from 160 km per hour to 120 on lines with unprotected level crossings. This was in response to suggestions made at a recent coronial enquiry into a bad level crossing smash in the Riverina. It is a measure of the token nature of the “high speed” attributes of the XPT, that a 25% reduction in top speed produced a lengthening of only a few minutes in the travel time to Brisbane. The Melbourne schedules were more adversely affected, but even here the impact was cushioned by converting mandatory stops to conditional stops and by reduction of some recovery times. In addition, passenger service to some unstaffed stations on

the South- e.g. Uranquinty- has been eliminated recently because it has been banned because of safety concerns.

There were quite a few production difficulties for these timetables. Section 7 (West) of the SWTT had to be withdrawn and replaced with a corrected version about a week before the deadline- the amendment contained errors of its own which required further correcting. A series of amending STNs were issued before and after the effect date of the new CityRail WTT; this process is still continuing. An entire 800 page STN was issued to cover just the change-over night- and this again had errors that had to be corrected. The ABC carried a report that the Central Coast booklet of the CityRail PTT had to be pulped because of changes in speed limits over parts of the Central Coast route. Public timetables were available some time before the effect date in both paper and electronic form. Paper booklets were, however, difficult to obtain, CityRail staff generally adopting the well-known "need to know" criterion for distributing them. There appear to be no "free timetable" racks at places which previously had them. There were printing errors in the public booklets, but these were generally of a minor cosmetic nature.

The most notable change in the new timetables was the reduction of late night and weekend services on all lines, but also the withdrawal of a significant number of weekday services on some lines, particularly the Cumberland line ("Y-link") upon which services have been virtually abolished. Table 1 shows some of the weekday reductions on some lines:

Weekend services were much more drastically affected, as Table 2 shows.

These big reductions were "sold" by an extensive public relations campaign which emphasised that there was no loss of weekend capacity because train lengths had generally been doubled from 4 to 8 cars. On the North Shore line (at least) this was misleading to say the least, because these trains generally were already 8 cars in length.

Some routes effectively disappeared in the new TT, the Cumberland line having already been mentioned. But "roundabout" routings such as those trains that ran via Bankstown and Regents Park to Auburn and thence west to Blacktown disappeared as well, as did some of the more unusual routings of Liverpool trains. This was "sectorisation" at work. Passengers who previously used these trains now have to reach their destinations by change of service- never a popular feature. On the Southern Highlands, all trains now terminate at Campbelltown- again requiring a change of service.

The timetable was closely scrutinized by the media, failed to rectify previous ills and was not

well received by the passengers. Vince Graham, RailCorp CEO, said that the first Monday was "the first time in a long time we started this morning's peak hour with 10 stand-by drivers." This was despite continuing high levels of illness, with 47 drivers calling in sick.

It appears however that on-time performance remained pretty much unchanged from the low levels seen before the new timetables were introduced, as the most recent performance table showed – see Table 3

The *Sydney Morning Herald* reported in the second week: *The South Coast and Illawarra lines have been two of the most unreliable, with just 18 per cent of trains on the south line and 27 per cent on the Illawarra arriving on time in last week's afternoon peak. Yesterday peak-hour commuters waiting for morning trains at Thirroul station, north of Wollongong, were greeted by transit officers handing out muffins and orange juice. But the free breakfasts were not meant to be an apology to angry commuters for delays. They were part of a community campaign to stop school students throwing stones at trains.*

By the end of the first week both CityRail publicity and Minister Costa were responding to complaints about the failure of the new timetable along the lines of "people had no right to expect that this timetable was ever going to improve reliability- that will have to wait for the **next** timetable, due in September 2005." This rather begs the question of what the true purpose of the July 2004 timetable really was.

Next week, the *SMH* made the following report under the intriguing heading **Working timetable on track to arrive early**. *A revamped CityRail timetable may be introduced five months early to ease growing frustration over cuts to weekend services and unreliable weekday trains. An international consultancy firm hired by the NSW Government to work on the new timetable has told transport groups the timetable will be ready in April. The overhauled timetable - which the Transport Services Minister, Michael Costa, has described as the best hope for the late-running network - had been expected to be ready in September next year. Details have not been released and CityRail has refused to commit to weekend services being reinstated. These services were slashed last month to ease the shortage of drivers. A spokeswoman for CityRail, Jane Lavender, said the new timetable would include longer running times, which were needed to improve reliability and operate a "safer but slower" network. "We don't have any more information than that, because it is just too early," she said. A *Sydney Morning Herald* editorial on Saturday 14<sup>th</sup> August reported that this new timetable would- on weekdays at least- be a reincarnation of the stillborn timetable of April*

2002. However, CityRail refused to give a commitment that it would include a restoration of the weekend service cuts of July 2004.

The consulting firm mentioned—LEK Consulting—is a US company with branches in Australia and specialises in management reform. It is not known how they might apply their expertise to a new timetable or even if that really is their brief.

The *Sydney Morning Herald* consulted AATTC for a story on the history of CityRail timetabling, with AATTC preparing an analysis of train frequencies on the four lines mentioned above for 9 different

timetables over the period 1891-2004. Among the more interesting findings of this analysis was that City Circle Outer frequencies, currently peaking at 17 trains per hour, were as high as 30 trains per hour 70 years ago, at a time when the 'circle' itself was incomplete between St James and Wynyard. The "longer running times" foreshadowed by Ms Lavender (above) will obviously further widen the gap between 1930s and 21<sup>st</sup> century performance.

Table 1	Pre-Olympic	Costa TT	% age change
	21-May-00	25-Jul-04	
Down Eastern Suburbs	145	139	-4%
Up Parramatta-Central	179	160	-11%
Down North Shore	164	155	-5%

Table 2	Pre-Olympic	Costa TT	% age change
	21-May-00	25-Jul-04	
Up Parramatta-Central	117	92	-21%
Down North Shore	118	75	-36%
Down Eastern Suburbs	106	79	-25%
	264	277	5%

Table 3	2-Aug to 6-Aug	July 2004	2004 - 2005
<b>Peak On-Time Running</b>			
CityRail [arriving at destination within 3min 59sec of timetable]			
<u>Total CityRail</u>	66.1%	59.4%	59.4%
CityRail [arriving at destination within 10min 59sec of timetable]			
<u>Total CityRail</u>	91.6%	84.3%	84.3%
Suburban [arriving at destination within 3min 59sec of timetable]			
<u>Total Suburban</u>	64.1%	57.9%	57.9%
<u>Eastern Suburbs Line</u>	80.4%	73.6%	73.6%
<u>Illawarra Line</u>	73.8%	65.0%	65.0%
<u>Bankstown Line</u>	53.3%	52.7%	52.7%
<u>Inner West Line</u>	61.0%	53.0%	53.0%
<u>Airport Line</u>	62.6%	59.1%	59.1%

<b>Table 3 Peak On-Time Running</b>	<b>2-Aug to 6-Aug</b>	<b>July 2004</b>	<b>2004 - 2005</b>
<u>East Hills Line</u>	49.4%	42.5%	42.5%
<u>South Line</u>	53.1%	46.8%	46.8%
<u>North Shore Line</u>	63.8%	62.5%	62.5%
<u>Western Line</u>	60.3%	49.0%	49.0%
<u>Northern Line</u>	60.0%	53.7%	53.7%
4min to 5min 59sec Late	10.5%	.	.
6min to 10min 59 sec Late	15.1%	.	.
11min to 20min 59sec Late	6.1%	.	.
21min to 30min 59sec Late	0.6%	.	.
31mins and more Late	0.2%	.	.
Cancelled	1.4%	.	.

## ***TransPORT - a bus service to the Port of Brisbane***

from Steven Haby

In recent years a bus service commenced from Wynnum running direct to and within the Port of Brisbane area. Operated under contract to the Port of Brisbane by Moreton Bay Coaches the service provides access to the port for workers and the public alike. The timetable (see page 12) is available as a PDF from the Queensland Transport TransLINK website at

<http://www.translink.com.au/qt/TransLin.nsf/index/busservices> is dated 21 May 2004 and is reproduced here. The service operates weekdays only with eight trips. Note how the times and stop locations in the timetable do not run in chronological sequence, e.g. the 1627 from Cambridge Parade actually commences from the Moreton Venture at 1555. Interestingly the service is not allocated a route number even though the timetable appears on the Queensland Transport site. The Port of Brisbane provides a subsidy for this service.

## **ARHS WA Auction**

Some AATTC members might be interested to know of an auction which will be run by the WA Division of the ARHS next month, in which several lots will be railway timetables, general appendixes, etc.

Whilst there is not the range to be found in AATTC auctions, there are several items which may be of interest.

The current copy of the catalogue can be found at [http://members.iinet.net.au/~geoproj/Auction\\_catalogue\\_2004.pdf](http://members.iinet.net.au/~geoproj/Auction_catalogue_2004.pdf)

Lots will be added up until 12 September. The auction will be on 19 September.

For more details contact:

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Mathieson, Michael Marshall, John Mikita, Peter Murphy, Len Regan, Scott Richards, Lourie Smit, Tris Tottenham, Craig Watkins, Roger Wheaton, David Whiteford, *The First Edition*

## General

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### Melbourne

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**Metlink** has reissued the English language *Fares & Travel Guide 2004*, in the same red format, as the result of Connex and Yarra Trams being the only operators of the train and tram system, as well as the introduction of Companion Card concessions. Some of the info section has been reformatted to make it easier to read and to highlight the online sale of metcard. The network maps inside have also been updated:



**Rail**

### Melbourne

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**Connex** Caulfield Loop changes continue. As of the weekend of 14 August normal Saturday night services will resume on the Frankston, Sandringham, Cranbourne & Pakenham lines. They will no longer run direct inbound after 23:30. However, Starting Monday 16 August 2004 until further notice trains to Cranbourne, Pakenham and Frankston will not operate through the City Loop on weeknights after 11.30pm.

Why? The Workmen involved in the 'Roof Lifts' for placing new roof sections for the new stations used to work on Tuesday to Saturday evenings. Now they work on Monday to Friday evenings, (do they want Sat night for social reasons!), hence the decision to revert to normal T/T on late Sat evenings

The M>Train Sandringham, Frankston & Pakenham/Cranbourne booklet timetables reprinted January 2004 which had shown both



**Bus**

### National

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**Speedlink** has published a small pocket timetable for its Adelaide-Albury-Sydney service.

**McCafferty's** have started a new Melbourne - Canberra daylight service effective the 26th July Service MC321 departs Melbourne at 1200. Arr Canberra 2000. Service MC231 departs Canberra at 0800, arr Melbourne 1600.

- **TRAIN MAP:** AM Peak Host Stations shown on the map with an empty black circle. City Saver area shown and Watergardens shown as a premium station
- **TRAM MAP:** City Saver area shown on City Centre Inset, More 'nearest stations' are shown, Collins St Extension shown as 'not in use', Docklands Drive & Vermont South extensions under construction shown (with Zone 3 at the eastern end) and St Kilda/Luna Park terminus made clearer

weeknight and Saturday night services running direct are now no longer current. This would include the new version 1 Jan 2004 - Moorabbin/Patterson.

### Sydney

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The new **RIC** Working Timetable dated 25 July 2004 has a major change in Book 5. In the North West Section, Broadmeadow - Muswellbrook - Gulgong, all the Hunter Valley coal train paths are no longer shown; they were empty paths, no train usually ran to them. It only shows Freight trains and Gunnedah coal. The Country passenger trains are not shown, but they were not included in the previous (21.3.04) Working Timetable.

A new **AirportLink** brochure now titled 'Train You'll fly faster' dated 24 July 2004. Weekend timetable now included (previous issue only had Monday to Friday), and fares are shown on a loose leaf insert.

### ACT

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New **ACTION** Timetables in pocket fold out format. All dated 19th July 2004 and are Version 5.1.

- 25, 225, 28, 29, 725, 727 and 26, 126, 27, 227, 75, 725, 727: Weston Creek Late Night Area Service has been split into two. 725 via Weston,

Holder and Duffy, then returns as 27, while 727 is via Waramanga, Fisher, Stirling, Chapman and Rivett then returns as 25.

- 53, 153, 54: Minor changes to 53 to cover the new area of Anthony Rolfe Ave, east of the Gungahlin Market Place, affecting the weekday TT by up to 3 mins. 54 has a new timing point at Katherine Av & Benaroon Cct. 755 timetable now longer included in this timetable
- 83, 84, 86 three extra trips on 86 provide more options to get to Woden Town Centre
- Route 755 (Amaroo to Campbell Park) now has its own timetable (AQF 4.3.58 Version 5.0) effective 19 July 2004, although the times are unchanged

## NSW

**Newcastle Buses** a new publication titled *Newcastle & Lake Macquarie Transport Guide* Effective July 2004. It has been produced by Transit Graphics. It is a glossy full colour 24 page fold out brochure containing information on the following:

- Places of interest.
- Route Maps (not complete and refers users to the existing Region Guide map for the extremities of the network).
- Ticketing Guide.
- Shops/Hospitals/Educational Institutions.
- Complete Guide to Bus Services.
- Bus/Rail Interchange.
- History (with some interesting photos).

It also includes information on the Stockton Ferry, and brief details of Airports, Taxis & Community Transport, but no information is provided on private bus services other than a reference to Port Stephens Coaches operating to Newcastle Airport.

Some of the information about which buses to catch to various places is inconsistent and incomplete. Timetable details for the Late Night (Night Owl) services differ from the Night Owl timetable (Nov 2003), which in turn differs from the individual route timetables. It has two 'effective' dates: July 2004 (front cover), May 2004 (back cover). It makes no mention of where to get timetables and guides. The list of ticket sales outlets includes places that no longer sell bus tickets.

It is disconcerting that the Guide completely ignores the private route operators in the Newcastle area, particularly since the title is '*Newcastle and Lake Macquarie Transport Guide*'. This seems to be contrary to the spirit and intent of the Unsworth reforms to bus services.

A new Nightowl Services timetable dated 9th August 2004. version 5 - STA 122978.

**Priors** current Batemans Bay timetable is dated April 2004

## Sydney



New timetables dated 21 August 2004 have been issued for:

- 878, 880 Claymore, Eagle Vale, Kearns and Minto; changes on weekday afternoons from Minto on 880 and Saturdays on both services
- 887, 889, 890, 891 Ambarvale, rosemeadow, St Helens Park South and glen Alpine, including Appin and Wollongong; shanges on Saturday afternoons.

Available from **Connex** Bus Drivers, Revesby Depot, Taren Point depot and on the Connex website are new timetables commencing 02/08/04 for Routes 907, 908, 922, 923, 924, 925, 926 and 927. Most changes are minor, although both the 922 and 927 timetables have a common "weekend" timetable instead of previous separate timetables for Sat and Sun (although earlier/later trips that operate on Sat only are marked as such). Most timetables now include connecting train times and have additional timing points (eg route 927 where it services local nursing homes).

**Sydney Buses.** The *2004 Sydney University Transport Guide* has been issued by Sydney Buses and University of Sydney. Once folded into four it is the size of a standard Sydney Buses timetable. It provides basic information on all bus services which operate to or from the Sydney University. The date 2004 is assumed from the rego on the picture of the bus on the front page. The map appears to be a TransitGraphics production but there is no acknowledgement as such.

There are additional evening outbound trips on routes 245/246, effective from 23 August. Three additional 245 trips and one additional 246 trip (and alteration to one 247 trip) to cater for increased demand.

New timetables, effective July 2004 unless indicated.

- 180/L80 Collaroy Plateau to City Effective August 2004 (Version 2 STA No. 175166).
- 348 Bondi Junction to Alexandria, version 3, effective August 2004
- (175497)357-359 Sydenham/Eastgardens to Bondi Junction, version 6 (174839)
- 411 Ashfield to Roselands, version 8, effective August 2004 (174755)
- 415 Burwood to Campsie, version 9, effective August 2004 (174771).
- 435 – 440 Leichhardt , version 3, (175372). This timetable corrects some minor timing errors

for L39 trips in the PM peak which were incorrectly shown.

- 441-2 Balmain to City timetable, effective August 2004, version 2 (175257).
- 443 Pyrmont to City, version 3, (175182).
- 505, 538, 539 Woolwich District, version 5 (174391)

## **Queensland**

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Until **Translink** was introduced in South East Queensland in July 2004 there had been no overall route numbering system for private bus routes however there now appears to be an attempt by Translink to gradually introduce one. However many routes still remain specific to a particular operator. Any route number shown on a timetable is included in these notes.

**Coachtrans.** Brisbane - Gold Coast - Tweed Heads. Dated 1 June 2004. No change to services except that most trips after Surfers Paradise show "R" which means "on request" only. The assumption is that if there are no passengers offering beyond Surfers the service terminates there.

**Westside,** Ipswich. From 31 July 2004 improvements were made to route 8 and 9 services with additional morning services in the peak and evening services for university students

**Thompson's,** Strathpine Routes 1-5 1 July 2004. PDF version available at [www.translink.com.au](http://www.translink.com.au)

**Bribie Island Coaches** - 640 Bribie Island – Ningi – Caboolture – Morayfield dated 1 July 2004. PDF version available at [www.translink.com.au](http://www.translink.com.au)

**Sunbus** 606, 607 (606 formerly Route 4) dated 19 July 2004

- 606 – Nambour – Sunshine Coast University – Chancellor Park
- 607 – Caloundra – Sunshine Coast University Sunshine coast with new route 607

The time table is published on A3 paper folding down to pocket sized and printed in blue, white and black colours. TT dated 19 July 2004. Route 606 operates between Nambour station and the University of Sunshine Coast weekdays only with trips from Nambour at 0713, 0820, 0920, 1133, 1233, 1340 and 1635. Trips from U of SC are at 0650 (short trip from Wises Road), 0750, 0850, 0950, 1203, 1303, 1433 and 1715. Route 607 operates from Caloundra Interchange to U of SC weekdays with trips ex Caloundra hourly at 0705 to 2005 and U of SC at 0900 hourly until 2000.

**Moreton Bay Coaches** 21 May 2004

**Polleys** Tin Can Bay service latest timetable 27 Jan 2004

Also available, printed in Translink style dated 1 July 2004:

**Caboolture Bus Lines** - One timetable to cover all routes 2, 3, 4 and 5 dated 1 July 2004.

**Hornibrook Bus Lines** - seven timetables for routes 10, 11, 12, 20/21, 30, 40/45/50/55 and 315 all dated 1 Jul 2004

## **Brisbane**

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**Brisbane** Timetables are reprints of existing timetables using the new Translink format. They no longer have a Document Number - only an Effective Date.

Effective 26 June 2004:

- 105/107/108
- 150/151/152/156
- 190/194/191/193/195
- 300
- 326/327
- 374/375/376
- 379 (Grange)
- 379/380/381
- 411
- 412/407/402
- 414/415
- 425/426
- 470/416
- 598/599

Effective 26 July 2004

- 100/110/115
- 116/121
- 122/123
- 129/130/131/132/133/136
- 161
- 184/185/882/887
- 192
- 204
- 230/231/235/236
- 330/331
- 333
- 340/341/344
- 350/351/355/357/359 (this timetable says 26.07.04 on the front but 27.07.04 in the middle)
- 354/358
- 360/361/364
- 362
- 377/378/368/369
- 385/382/383/384
- 417
- 427/428/432
- 430/431/446
- 430/431/435/436/440/441/446
- 433/445
- 435/436
- 440/441
- 450/453/454/455/456/457/458/459
- 460/461
- 471



## Melbourne

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**Airport Bus Eastside.** Melbourne Airport - Eastern suburbs. New TT issued dated 1 August 2004 and printed with orange text. Weekend service is not provided on the Endeavour Hills - Ringwood section encompassing Rowville, Belgrave, Ferntree Gully, Knox, Glen Waverley, Mount Waverley, Lilydale, Chirside Park and Croydon

From 9 August 2004 there's a change to the **Cardinia Transit** Route 841 (Narre Warren North - Cranbourne) weekday timetable. The trip that previously left Cranbourne at 0720 now leaves at 0715, and runs through all timepoints 5 mins earlier to Fountain Gate where it waits for 5 mins then runs as normal. The change enables a connection with the train to City that departs Narre Warren at 0745 and at Fountain Gate to 827 to Dandenong/Hampton. Cardinia Transit is yet to issue a new 841 timetable as a result of this, the 2nd Sep 2002 timetable remains current. They might be reprinting soon. The timetables for Routes 841 along with 837/9 are the only two timetables still in Grenda Corp's old red & white format.

**Cranbourne Transit:** Routes 789, 790 & 791 Frankston - Cranbourne West via Cranbourne bus timetable had been reprinted dated 23rd April, 2004. Routes 896 Cranbourne R/S - Cranbourne East Trainlink & 897 Cranbourne R/S - Central Parkaway bus timetables also been reprinted dated 17th May, 2004.

### Grendas Bus Services.

Routes 830/831 Frankston - Dandenong bus timetables had been reprinted. Dated 12th July, 2004 the only differences are the public holidays added with the Sunday timetables. Previously the 23rd February, 2004 bus timetable had no public holiday timetable on the Sunday timetables.

New 775 timetable dated 12th July 2004. There are no timetable changes - the one difference is the Victrip address is now [www.metlinkmelbourne.com.au](http://www.metlinkmelbourne.com.au) (on the map) It retains its route descriptions, something that is not normally included anymore in Grenda Corp timetables

A new **Kastoria** 475 timetable dated 2.8.2004 has been released. One change is the 0830 departure from East Keilor running 5 mins later from the next time point after running via Niddrie Secondary College. Same format as previous issue.

### Moorabbin Transit

Commencing 26 July, with new timetable layout, service 705 (Mordialloc - Springvale) will have minor alterations. The current timepoint at Redwood Dr will be replaced by a new timepoint in Malcolm Rd near Jarrah Drive. The trip that

departed Mordialloc at 0835 now departs at 0825 to give a better train connection. Most trips will leave the terminus at the same times, however some times will change at timepoints. The customer notices in buses say all trips will leave Mordialloc and Springvale at same time. This fails to highlight the 0835 Mordialloc - Redwood trip running 10 mins earlier which has also been extended to Heatherton (Centre Dandenong & Boundary Rds)

Updated 708 (Carrum - Hampton) TT effective July 12th 2004, with new table format used. There is now a two part route map, with Map A showing north of Parkdale, and Map B south of Parkdale. Detail shown on route map is clearer, and the is finally updated to reflect route changes in Chelsea Heights that have been in place since mid 2001, with the bus now running via 3rd Av and 7th Av (however 3rd Av is shown as Thend Ave) The map also has the [www.metlinkmelbourne.com.au](http://www.metlinkmelbourne.com.au) address. There have been no timetable changes, and the two School Day back-up services: 07:33 Chelsea Heights - Southland and 15:30 Mentone - Chelsea Heights introduced on 1/9/03 aren't shown, and Moorabbin Transit's joint operation with Peninsula Bus Lines is still not indicated. (PBL run the 06:30 ex Carrum and 08:00 ex Hampton weekdays)

Route 821 Southland - Clayton bus timetables had been reprinted dated 14th June, 2004. New look format

Reprinted **Mt Dandy** timetables timetables have been printed on the 688, 689 and 690 timetables. They are now available from the Croydon depot. They no longer point to the Mountdandy bus web page or VicTrip. The 688 Timetable remains dated 25/8/03, the 689 and 690 are dated 18/8/03. All services on 689 and 690 are now run by low floor buses with ramps. 688 timetable has since been reprinted unchanged dated 3 May 2004.

**National Bus Co** Doncaster Park+Ride - City summary TT. Undated, A4 folded. Provides a summary of all weekday and weekend services between the two points.

## Victoria

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**McHarry's** has issued a new Bellarine Transit Booklet timetable, effective April 2004. The only change noted is 05:55 Jan Juc to Geelong Weekdays now leaves 5 mins earlier. According to McHarry's website [www.mcharrys.com.au](http://www.mcharrys.com.au) this commenced on 26th April.

As of 9 August **Martyrs** has introduced a later service in both directions on 683 (Warburton - Chirside Park), leaving Warburton at 18:30, and Chirside Park at 19:30 on Weeknights. There have also been other minor changes.

## Western Australia

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The **Gibb River Express** six day a week 4WD passenger / freight service has commenced along the Gibb River Road leaving Kununurra and Derby on alternate days. The 700km journey takes almost 12 hours and serves stations and communities en route. It will run during the May to September dry season and is the first public transport service along the route.



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**Air Canada** (AC) has announced a second service from Sydney to Vancouver three times per week effective December 19th, 2004. The added capacity is in response to the strong demand from the Australian ski market and will help open up the availability over this busy northern winter period.

Flights on the new service will be operated by Boeing 767-300 aircraft.

Sydney to Vancouver AC46 Departs 0900 Arrives 0705 TuFSu

Vancouver to Sydney AC45 Departs 1640 Arrives 0605 WFSu

**Jetstar** (JQ) will launch direct Launceston-Brisbane services in December, becoming the only airline to fly the route. Jetstar will operate a single daily return service. Jetstar's main source of criticism has come from the Tasmanian and Gold Coast business communities who are angry over the reduction or cancellation of business class services. The new service means Jetstar will fly from Launceston and Hobart to Sydney, Melbourne and Brisbane. Total seat capacity on Qantas group domestic services into and out of Tasmania has increased by 28 per cent or an additional 6,300 seats a week.

Norfolk Jet will begin non-stop flights between Melbourne and Norfolk Island on Sundays from early next year. The airline will operate the new service in March, April, September, October and November, with the services to depart Melbourne at 0755, arriving at Norfolk at 1230. The return flight will depart Norfolk at 2015 to arrive in Melbourne at 2235. All flights will be operated using Boeing 737-400 aircraft with 128 economy and 12 business class seats. During the same period, Norfolk Jet will also operate Sunday flights from Sydney - departing at 1530 to arrive in Norfolk at 1925, with a return flight departing Norfolk 1320 and arriving in Sydney at 1435.

New Pacific island carrier **Palau Micronesia Air** (PD) launched its first passenger flights last week to five destinations including a service to Darwin. The airline's inaugural flight was between the Micronesian islands of Pohnpei and Truk, which will be serviced twice-weekly. Palau Micronesia

Kalgoorlie - Boulder's **Goldenlines Bus Service** is expected to receive a major timetable and operational overhaul following a review during 2004. School and town buses may be separated and town routes likely to be reconfigured to include places such as the city hospital that are presently not served. Timetables with route maps and times for designated stops are likely to be introduced. About 718,000 passengers were carried in 2003 with about 230,000 on the public transport routes.

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Air is the only airline to fly from the Palau capital Koror to Darwin, a route it will serve twice-weekly. The new airline also flies from Truk to Yap, another group of Micronesian islands, three times a week as well as from Yap to Koror twice-weekly. Palau Micronesia also has a twice-weekly service between Koror with the Philippine capital Manila. The airline currently has one aircraft - a leased B737-300.

**Qantas** (QF) will increase its non-stop services between Melbourne and Los Angeles from seven to eight flights each week from 6 November, 2004 and to nine on 7 February, 2005. Under the new schedule, Qantas will operate 37 flights per week between Australia and the USA - 30 of which will be non-stop services. Qantas commenced services between Melbourne and Los Angeles (via Auckland) in October 1994, and has been offering non-stop services since October 1999. We are committed to continuing our substantial investment in this important market.

A news item in *The Advertiser* (Adelaide) advised that a route licence has been granted by the SA State Government to **Regional Express** to operate an air service between Adelaide and Coober Pedy from August 12 for the next two years. A route licence protects airlines operating on marginal routes that cannot sustain competition. The licence was issued after consultations between the Government, Coober Pedy Council and the Tourism Commission.

**Singapore Airlines** (SQ) will boost its capacity to Brisbane by 36 per cent, adding five weekly flights between Brisbane and Singapore from November. The increase includes two flights in addition to those announced in May this year. The additional services represent an additional 1,600 seats and will take the number of weekly non-stop services between Brisbane and Singapore to a total of 19, from the beginning of November 2004.

Departing mid-morning on Monday, Wednesday, Thursday, Friday and Sunday, the new flights will arrive in Singapore in the afternoon. All flights between the two cities will be operated by Boeing 777s.

**United Airlines (UA)** will add three return flights a week between Sydney and Los Angeles from mid-December until the end of March. The new flights will increase UA's weekly seating capacity between Australia and the US by about 20 per cent during Australia's peak summer travel season. UA flight 826 will depart Sydney at 1400 for Los Angeles on Mondays, Wednesdays and Saturdays from December 18 to March 26. The return flight, UA 827, will leave Los Angeles at 2025 for Sydney on Mondays, Thursdays and Saturdays from December 16 to March 24.

A Boeing 747-400 will operate the flight, with 14 first class, 73 business and 260 economy seats.

**Virgin Blue (DJ)** will increase services between Launceston and the mainland with daily direct flights to Sydney commencing 4 September, as well as adding an additional afternoon service to Melbourne from 5 September. The new schedule effectively doubles the number of services and destinations to and from Launceston.

From Sydney

- DJ 976 Dep 1100 Arr 1240 MTuWThFSu
- DJ 972 0800 0940 Sa

From Launceston

- DJ 975 1310 1445 MTuWThFSu
- DJ973 1010 1145 Sa

The airline will also add extra services during the peak travel school holiday period, above the three existing services.

From Launceston



## Ferry

### NSW

**Central Coast Ferries** has had a new timetable effective since 1 May 2004, on both their on line and PDF timetables. No further news on the Palm Beach - Woy Woy trial service that operated over the summer school holidays.



## Sydney Ferries Corporation

**Sydney Ferries** The logo has changed again to that above.

The *Collaroy* has returned to service and the Manly timetable is now likely to be more consistent.

- DJ 601 0615 0715 Daily
- DJ 603 1000 1100 MTuWThF
- DJ 605 1230 1330 SaSu
- \*DJ 607 1615 1715 MTuWThFSu
- DJ 611 2125 22.25 FSa

From Melbourne

- DJ 602 0830 0930 MTuWThF
- DJ 604 1100 1200 SaSu
- \*DJ 606 1445 1545 MTuWThFSu
- DJ 610 1955 2055 Daily
- DJ 608 2145 2245 FSa

\* Denotes new flight

Virgin Blue will begin direct intra WA services with a new flight between Perth and Broome from 7 September 2004 having changed its schedule to free up an aircraft to initially allow for three flights a week to judge support for the route.

- Perth - Broome DJ 485 1625 1850 TuThSa
- Broome - Perth DJ 486 1920 2155 TuThSa

Virgin Blue has announced it will begin services between Adelaide and Alice Springs from 31 October 2004, providing a high quality, low fare alternative between the two. At the same time, the airline will suspend its direct Sydney-Alice Springs service, but will continue to serve the important city pair with convenient connections via Adelaide.

- Adelaide - Alice Springs DJ 947 1025 1125 MWFSu
- Alice Springs - Adelaide DJ 946 1200 1455 MWFSu

### Tasmania

**Spirit of Tasmania III** has a new timetable (see page 1) which makes an allowance for the tight schedule by slipping the schedule by an hour on each trip. As can be seen from the lower timetable on the right side of page 1 the sailings depart Sydney at 1600 Friday, 1700 Sunday and 1800 on Tuesday. This allows a three hour turnaround at each end giving a little make-up time. The new timetable is on page 19 in a 28 page colour glossy booklet. There is no change to *Spirit of Tasmania I* and *II*'s Melbourne schedule.

# transPORT

A public bus service from Manly and Wynnum to the Port of Brisbane

Timetable May 2004

BUS STOPS		AM				PM			
BCC Stop 87 – Cambridge Parade	6.03	6.54	7.47	8.55	2.27	3.27	4.27	5.52	
Wynnum Central – Train from Central	6.02	6.54	7.37	8.56	2.27	3.27	4.27	6.14	
Wynnum Central – Train from Cleveland	6.04	6.55	7.34	8.46	2.26	3.28	4.28	5.59	
Stop 100 – Wynnum Central – Bus Departs	6.09	7.00	7.53	9.01	2.22	3.22	4.22	5.57	
BCC Stop 4 – Tingal Road & Selina Street	6.11	7.02	7.55	9.03	2.18	3.18	4.18	5.33	
Moreton Venture – Howard Smith Drive	6.18	7.09	8.02	9.10	1.55	2.55	3.55	5.10	
BP Truck Stop – Kite Street	6.19	7.10	8.03	9.11	1.56	2.56	3.56	5.11	
Seafarer's Centre – Port Drive	6.24	7.15	8.08	9.15	2.01	3.01	4.01	5.16	
P&O Terminals – Port Drive	6.26	7.17	8.10	9.18	2.03	3.03	4.03	5.18	
Island Package and Storage – Port Drive	6.27	7.18	8.11	9.19	2.04	3.04	4.04	5.19	
Patrick Port Services – Port Drive	6.28	7.19	8.12	9.20	2.05	3.05	4.05	5.20	
Bishop Drive	6.29	7.20	8.13	9.21	2.06	3.06	4.06	5.21	
P&O – Bingera Drive	6.31	7.22	8.15	9.23	2.08	3.08	4.08	5.23	
Chalmers Industries – Whimbrel Street	6.32	7.23	8.16	9.24	2.09	3.09	4.09	5.24	
The Warehouse – Whimbrel Street	6.33	7.24	8.17	9.25	2.10	3.10	4.10	5.25	
Visitors Centre – Whimbrel Street	6.34	8.14	8.18	9.26	2.11	3.11	4.11	5.26	

Notify Driver or Moreton Bay Coaches on 38930832 for pick up or set down at Sunstate Cement – Bulk Terminals Drive

FARES	One way	Return	Weekly
Adult	\$1.00	\$1.90	\$9.00
Concession	\$0.50	\$0.95	\$4.50

➤ The New timetable starts on **MONDAY MAY 21, 2004.**

➤ **transPORT** is a public bus service from Manly and Wynnum to the Port of Brisbane, Monday to Friday (except public holidays).

➤ For further information and timetable details call **MORETON BAY COACHES** on 07 3893 0832 or visit our website [www.portbris.com.au/bus](http://www.portbris.com.au/bus)



Brisbane Ports – see page 5