



# TABLE TALK

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## The new 2005 CityRail timetable



CityRail's new timetable is planned for introduction by September 2005.

Publicity for it began on 1 December and was badly received; major stories appeared in both the *Sydney Morning Herald* and the *Daily Telegraph* with headlines such as **Cut, cut, cut: the great train robbery**, **Slashed rail needs to recruit drivers**, **Terminal dilemma** and **Costa's time warp: fewer, slower services**.

A 12 page DL sized brochure was published to explain and detail the changes (cover shown at left). The new timetable has been published on the internet at [www.cityrail.info](http://www.cityrail.info) and was available for view at regional libraries from 29 November until 31 December 2004.

To complicate things further CityRail achieved a new low. On Wednesday 1 December only 1.9 per cent of all afternoon services were on time; admittedly due to a sub-station failure but hardly the situation the Government wanted to happen.

*Table Talk's* detailed coverage of the timetable begins on page 4.

On page 2 are reference maps for the proposed rail clearways project. The top map shows the planned line segregation, whilst the second shows the proposed track changes.



# Planned major Clearway routes

This diagram outlines the five rail clearways.



The rail clearways plan significantly reduces the sharing of critical infrastructure amongst the various existing lines. It creates five independent routes which feed the lines through the CBD.

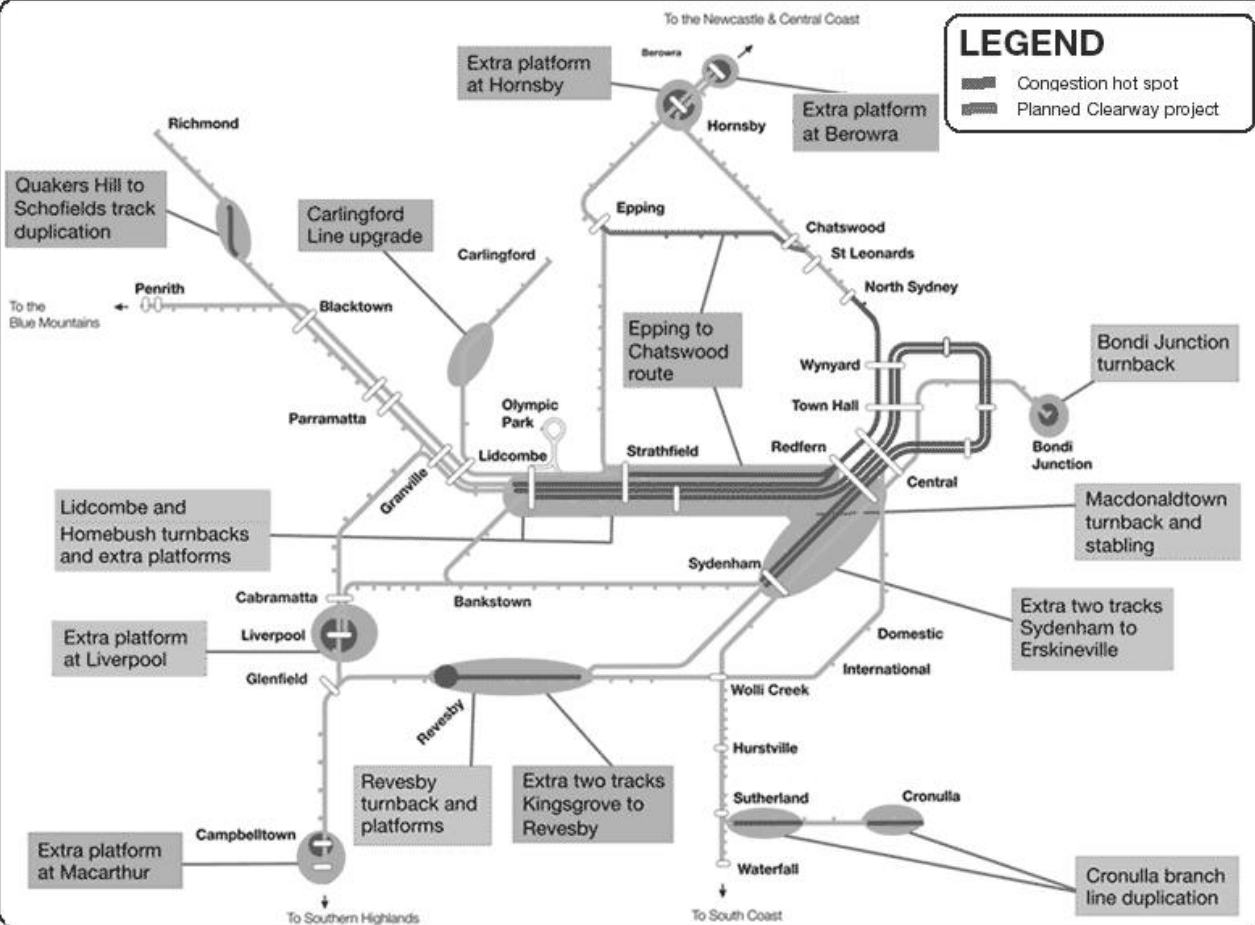
## LEGEND

-  Eastern Suburbs & Illawarr
-  Airport and South
-  Bankstown
-  Campbelltown Express
-  North-West



## LEGEND

-  Congestion hot spot
-  Planned Clearway project



# Top Table Talk:

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- CityRail's 2005 Timetable – page 4
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  - Yarra Trams changed services and timetables for routes 30 and 48 – Page 8
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## You Wrote...

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### From Roderick B Smith

Chris seems to have merged two Speewa punts into one. Here is the text from the RTA website on the current DMR/RTA one, which Chris has described: Speewa punt, Updated: 15 May 1998  
The Speewa ferry has significance as the only example of a ferry crossing on the NSW lower Murray. The current ferry was built in 1979. It is a two-cable ferry running approximately north-south across the river. There is a small enclosed cabin for the operator. The ferry is in very good condition.

History: Speewa is a parish in Wakool County with a short frontage to the Murray on the NSW side. In both Speewa and the neighbouring parish to the west, Puah, there is an island in the river called Speewa Island. It seems probably that it is in this vicinity that the Speewa ferry was introduced. The area was initially grazing and there were sufficient children around by the 1890s for a provisional school to be established upstream from Speewa parish but still call Speewa. This school was closed in 1900, after only 8 months, and did not reopen. With the village settlement just downstream at Nyah in Victoria at just this time and a burgeoning dried fruits industry at Koraleigh in NSW to the north, interstate commerce was more vibrant, and the need for a ferry at Speewa was met and continues

to be met. The ferry has negligible historical and aesthetic significance. It obviously has social significance because the local people have placed a lep on the ferry. It is probable that the significance is seen to lie more in the convenience as a crossing than any particular attachment to the ferry. Local enquires seemed to confirm this. The ferry is the only one in NSW on the Murray below Hume Weir, and provides the opportunity to understand the type of crossing which existed before the bridges were built. The ferry would become of greater significance if the only other ferry across the river (Wymah) were to be taken out of service. Currently operated by DMR 90. It is single lane, carries ~3 cars, and is steel. It is slipped every 3 years, using the approach roadway (which has rails embedded). Recently, railings were upgraded to meet modern occupational health & safety rules.

I have a photo of the wooden punt in 1962, but it is probably better for AFS rather than TT.

Now Speewa Island is NOT otherwise isolated. It has many roads and many farms, and is connected across the minor Speewa Creek to a NSW trunk road. When I took my car over the ferry in 2003, I continued the circuit by road to approach Swan Hill from the NSW bank.

Chris has confused Speewa Island with Beveridge Island. This island is part of Victoria, and is

leased to the Hazlett family. The northern boundary is the main Murray, but is very shallow. The southern boundary is the Little Murray, and is the normal navigation route. The Hazletts have a

private punt at 861 km on the Little Murray (the public one is at 857 km, measured from the mouth). I have a photo in my collection from a friend, but not publication rights.

## For the Record

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### National

Australian Train Timetables – A totally new December 2004 version of Victor Isaacs' publication has been uploaded to the AATTC website.

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### Sydney

#### CityRail 2005 Timetable

As headlined on page 1 CityRail announced its proposed September 2005 timetable on 1 December 2005.

*The new 2005 CityRail timetable* brochure, summarising key changes by line with a feedback form (same info as provided on the website). Dated November 2004.

CityRail is developing a new timetable for introduction by September 2005. The new timetable will reflect safer running times and improve the reliability of Sydney's metropolitan train services.

The new timetable will apply to all lines with the exception of the Eastern Suburbs and Illawarra and South Coast Lines. New timetables for these lines are proposed for early 2006 following the completion of the new Bondi Junction turnback as part of the \$1 billion being spent on new station and track infrastructure by the NSW Government under its Rail Clearways Plan.

The following summary of changes is taken from the brochure.

**Eastern Suburbs & Illawarra Line** Waterfall or Cronulla to Bondi Junction.

Services on this line will not be affected by this timetable change with the exception of a few trains that have been rescheduled for the purpose of positioning for the commuter peaks. A new timetable is proposed for this

line in early 2006 following the completion of works at Bondi Junction, estimated to be finished by November 2005.

**Bankstown Line** Liverpool or Lidcombe to Town Hall via Bankstown

Weekday morning and afternoon peak: stations between Bankstown and Campsie will have six trains an hour; all other stations will have four trains an hour.

Weekday off-peak: all stations will have four trains an hour.

Weekends: all stations will have two trains an hour.

**Inner West** Liverpool to Museum via Regents Park or Granville

Weekday morning and afternoon peak: the majority of stations will have four trains an hour. Major stations will have additional services in the peaks.

Weekday off-peak: all stations will have four trains an hour.

Weekends: all stations will have two trains an hour. Major stations will have additional services.

**Cumberland Line** Campbelltown to Blacktown

On weekdays between Campbelltown and Blacktown there will be two trains in the morning peak and three return trains in the afternoon peak.

**Airport & East Hills Line** Macarthur to Town Hall via Airport or Sydenham

Weekday morning and afternoon peak: major stations will have between six and eight trains an hour; all other stations will have four trains an hour.

Weekday off-peak: stations between Macarthur and Holsworthy will have two trains an hour to the city; stations between East Hills and Turrella will have four to six trains an

hour. Stopping patterns will be simplified and contain fewer variations, making the timetable easier to remember.

Weekends: East Hills, Padstow, Riverwood and Kingsgrove will have four trains an hour; all other stations will have two trains an hour to the city via the airport.

**South Line** Campbelltown to City via Granville

Weekday morning and afternoon peak: the majority of stations will have six trains an hour. Canley Vale and Yennora stations will have four trains an hour.

Weekday off-peak and weekends: all stations will have two trains an hour. All South Line trains will stop at Warwick Farm Station on weekdays and weekends.

**North Shore Line** Berowra to Parramatta via City

Weekday morning and afternoon peak: major stations will have eight to ten trains an hour; all other stations will get up to six trains an hour; Mount Kuring-gai and Mt Colah will get two trains an hour. An increase in frequency of services in the morning and afternoon peaks for customers at Artarmon, Wollstonecraft and Waverton.

Weekday off-peak and weekend: stations between Hornsby and Waverton will have four trains an hour; stations between Berowra and Asquith will have two trains an hour.

**Western Line** Emu Plains or Richmond to North Sydney

Weekday morning and afternoon peak: Blacktown and Parramatta will have 12 trains an hour; major stations will have up to eight trains an hour; smaller stations will have four trains an hour.

Weekday off-peak and weekends: major stations will have four trains an hour; smaller stations will have two trains an hour.

**Richmond branch line**

Weekday morning and afternoon peak: all stations will have two trains an hour.

Weekday off-peak: stations between Richmond and Vineyard will have between one and two trains an hour; stations between Riverstone and Marayong will have two trains an hour.

Weekends: all stations will get a half-hourly service from around 7.00am to 8.00pm. An hourly service will operate at other times.

**Carlingford Line** Carlingford to Clyde  
There will be no changes to the service frequency on the Carlingford Line.

**Northern Line** Hornsby to North Sydney via Strathfield

Weekday morning and afternoon peak: Eastwood and West Ryde stations will have

up to eight trains an hour; all other stations will have a minimum of four trains an hour. Continuation of construction of the Epping – Chatswood line, four morning and two afternoon peak trains starting and terminating at Epping will continue to start and terminate at Eastwood.

Weekday off-peak and weekends: all stations will have two trains an hour.

**Olympic Park Sprint** Olympic Park to Lidcombe

The Olympic Park Sprint service between Lidcombe and Olympic Park stations will continue to have a 20 minute service.

**South Coast Line** Bomaderry (Nowra) or Port Kembla to Central

Services on this line will not be affected by this timetable change with the exception of a few trains resulting from rescheduling of services on other lines. A new timetable is proposed for this line in early 2006 following the conclusion of works at Bondi Junction, estimated to be completed by November 2005.

**Southern Highlands Line** Goulburn to Campbelltown and City

This timetable is still under development. The summary of services for this line will be advertised early in 2005.

**Blue Mountains Line** Lithgow to Central

There will be very few changes to Blue Mountains Line services. Some services with spare capacity will make an additional stop at Emu Plains/Penrith in the morning and afternoon peak.

**Newcastle & Central Coast Line** Newcastle to Central

Weekday morning and afternoon peak: Gosford and Woy Woy stations will have up to six trains an hour, all other stations will have between two to four trains an hour.

Weekday off-peak and weekends: all stations will have between one and two trains an hour.

**Hunter Line** Scone or Dungog to Newcastle  
This timetable is still under development. The summary of services for this line will be advertised early in 2005.

**Bus services** may change to connect with altered train services.

What the brochure didn't say was what the reductions were. The 2 December's *Sydney Morning Herald* summarised with:

The State Government has slashed another 1355 train services a week in its latest attempt to make the system run on time, taking the weekly total of services cut to more than 3500.

More commuters will be forced onto fewer trains as about 20 per cent of all weekday services vanish under a new timetable to be introduced next September.

Only four months after it tried to fix the railways by cutting one in three weekend trains, the Government yesterday announced it would cut a further 270 services a day from off-peak periods to bring order to the chaotic afternoon peak hour.

For example, the Chatswood to the city service will be halved from eight trains an hour to four off-peak, meaning passengers will have to wait on average an extra 7 minutes for a train between 10am and 2pm.

The AATTC gained prominent coverage with *The Times*' editor Geoff Lambert being interviewed by the *Sydney Morning Herald*. He said bringing in a new timetable is a dangerous task. The extraordinary complexity of the task - with thousands of services interacting as they pass around dozens of different sets of tracks across Sydney - makes it an exercise in chaos theory. Geoff was also interviewed by Angela Catterns on ABC Local Radio.

Amongst other reductions noted by Geoff daily services from Parramatta would be reduced from 160 to 140, with several terminating at Central's country platform rather than continuing to the City Circle.

Off-peak services in the middle of the day would also be reduced, from seven an hour to five, while between 0800 and 0900 there would be 11 trains an hour instead of 14 now

Half as many services will operate in the early morning before peak hour starts, and some train trips will take several minutes longer. Off-peak services face even longer travel times.

"The new timetable won't make things any worse, but it is hard to predict if it will make things much better"

According to Geoff's analysis there will also be more stops on intercity lines, which will mean fewer express services for commuters travelling from areas such as the Blue Mountains or Central Coast.

At least one early-morning train from North Sydney to Emu Plains would take 92 minutes under the new timetable, compared with 72 minutes it is meant to take now.

"There will be a reduction in service frequency in off-peak hours, which is supposed to improve the reliability of the afternoon peak, but we won't know if that will actually happen yet," Mr Lambert said.

The afternoon peak has continually plagued CityRail, with reliability so bad that on Wednesday

1 December as many as 99 per cent of trains on all suburban lines and 86 per cent on intercity lines were late.

Figures supplied by CityRail show that 51 services will be cut from the Airport and East Hills line next year, as well as 31 trains on the Western line, 18 on the Illawarra line and 45 on the North Shore line. On the latter line - which carries an average 1500 passengers an hour - the Chatswood-to-city service will be cut from eight to four trains an hour in off-peak times. The Doonside-to-Penrith service will also be halved.

The new timetable will slow the system by 10 per cent, adding up to six minutes to an average 60-minute CityRail trip, and the cuts to services will mean that by late next year Sydney's rail network will have 2636 fewer services between Monday and Friday as well as 1000 fewer trains on the weekend.

Meanwhile a trial of a 17-train shuttle service on the Inner West line will start today, replacing "low-patronage off-peak services" going around the City Circle. Off-peak services from Homebush will terminate at the country platform of Central Station. Passengers will have to change trains for inner-city services.

RailCorp's chief executive, Vince Graham, said the shuttle service should help improve afternoon services by reducing congestion on the City Circle.

Trains will also be slowed by 10 per cent. When combined with July's cuts by September 2005 Sydney will have lost close to 20 per cent of its weekday services, equating to 527 daily trips - 2635 a week - as well as 1000 weekend trips. The equivalent of only seven new trips will be added during peak times.

Just in case the publicity wasn't bad enough a two week trial of a part of the new timetable was introduced without much warning. From Monday 6 December 14 "low patronage off-peak services" that normally go around the City Circle were replaced with 17 shuttle services terminating at Central. Passengers had to get off at Central's country platforms, walk 100 metres, go down one set of stairs and up another to get to the suburban platforms. The intent being to reduce congestion on the City loop.

**CityRail services between Bondi Junction and Edgecliff Stations** will be suspended between Sunday 26 December 04 and Sunday 9 January 05 inclusive, to enable construction works for the Turnback project at Bondi Junction. ESR/Illawarra trains will continue to operate as far as Edgecliff only, with buses filling the gap between Edgecliff and Bondi Junction. Sydney Buses will operate direct peak hour services from North Bondi, Rose Bay West, Bondi Beach, Coogee and North

Clovelly to Edgecliff Interchange on the weekdays affected by the closedown (exc public holidays), between 7:00am and 9:30am. All route 313, 314, 360, 361, 381 and 387 trips that normally arrive at BJI between 7:00am and approx 9:30am will continue to Edgecliff, while those trips on route 389 that normally terminate at BJI (short workings) will continue to Edgecliff also.

**Newcastle Station to close** The Minister for Transport Services Michael Costa, has given an early Christmas present to the residents of the Hunter by announcing the intended closure of the Broadmeadow / Islington Junction to Newcastle Railway and the conversion of the right-of-way to a bus-way. Whilst no date for the discontinuance of rail services was announced, the "full benefits" would not be available until the conversion of the rail corridor into a bus-way was completed in an estimated 36 months.

Basically, Hunter Valley rail-car services would be diverted to a new interchange terminal or dock platform at the northern end of Broadmeadow's Platform 1 to become Platform 0, with Platform 1 becoming a de-facto terminal for electric inter-urban services and providing cross-platform connections. The Down Main platform (2) and the Back Platform (3) would become peak period overflow platforms for both electric and railcar services, as well as servicing Countrylink trains. From the reports it would appear that passengers transferring to the Newcastle CBD from the Broadmeadow Transport Interchange would be required to use existing bus services, although it was admitted that it may be necessary in peak hours to provide some additional buses. The Down Relief Line between Adamstown and Broadmeadow would be converted into additional stabling for up to 32 electric cars.

One would guess that the conversion would be in two stages - firstly, the construction of the new railcar terminating facility at Broadmeadow, together with the modifications to the Down Relief Line, which would allow for the discontinuance to rail services into Newcastle; then the removal of the rail tracks, demolition of infrastructure, etc., and the construction of the bus -way on the former rail corridor. Some mention was made of possible light rail in lieu of buses, but this option was not included in the Minister's Media Release.

## **Melbourne**

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Pocket timetables:  
*October 2004*

- Auburn (Belgrave/Lilydale Lines)
- Glen Iris, Gardiner (Glen Waverley Line)
- Hughesdale, Murrumbeena, Carnegie (Cranbourne/Pakenham Lines)
- South Kensington (Werribee & Williamstown Lines)

- Upper Ferntree Gully (Belgrave Line) version 2.
- West Footscray, Middle Footscray (Sydenham Line)

*Jan 2004*

- Berwick

Booklets: **Belgrave/Lilydale** – version 2 edition of the Oct 2004 timetable. The line map now correctly shows Box Hill as Zone 2 only (not the end of the 1+2 overlap) as well as the tram connection at Box Hill. The 'Local Premium Stations' phone number index has been updated and corrected. All numbers now appear to be the same as that shown in the Connex listing on page 268 in the current 2004/5 Melbourne White Pages (Business & Government).

## **V/Line**

Pocket timetable 1/9/04 Geelong - Ballarat (Sth West) large pocket timetable

From Monday 13 December until further notice to help improve punctuality by reducing congestion at Spencer Street Station, V/Line have replaced the 1640 Geelong train with an express five star coach service. Changes are:

- 1640 - Coach departs Spencer Street Station coach terminal directly to North Geelong.
- 1643 - Coach departs North Melbourne Station directly to North Geelong.
- 1655 to Geelong extended to South Geelong
- 1655 - Train departs Spencer Street Station and is extended to South Geelong arriving at 1802.

## **Queensland**

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**AirTrain** further to last month's mention of new Citytrain timetables services on the Brisbane Airport service were reduced from 51 trains a weekday to 35. The service which used to run every 15 minutes now runs every 30. The offpeak Airport to Roma Street services have been virtually eliminated and most services are now operated as the links through to Robina on the Gold Coast. A 15 minute service is maintained between the Domestic and international terminals. Patronage on this line has never been published and the slow increase has never covered the private company's costs.

**Citytrain** amongst the service changes introduced on 18 October all weekend and weekday offpeak Gold Coast trains now stop at Yeerongpilly and Loganlea and take one minute longer for the southbound journey taking 1h 13m for the trip.

*Railway Digest* (December) notes that the new timetable leaflets feature a darker typeface which is easier to read but the small font size still presents a challenge to sight impaired customers.

**QR** As a result of a serious accident on 16 November involving a Tilt Train near Bundaberg the other Tilt Train was withdrawn from Friday 3 December until further notice. The inquiry into the train crash found major structural flaws in the wheel housing of the derailed train.



## Tram/ Light Rail

**Yarra Trams** During the Christmas holiday season the following changes to regular timetabled services occurred from Saturday 25 December 2004 to Friday 7 January 2005.

On Christmas Day, Saturday 25 December 2004, services will operate according to the Sunday timetable (with the first and last trams as per the normal weekday timetable). The free City Circle service does not operate on Christmas Day.

On Boxing Day, Sunday 26 December 2004, services will operate according to the Saturday timetable. Extra Flinders Street trams will cater for cricket fans.

From Monday 27 December 2004 to Monday 3 January 2005 weekday services will operate according to the Saturday timetable.

New Year's Eve services will operate according to the Saturday timetable, and services will be extended to 2am.

New Year's Day services will operate according to the Sunday timetable (with the first and last trams as per the normal weekday timetable).

From Tuesday 4 January to Friday 7 January 2005 weekday services will operate according to adjusted Saturday timetables, with additional services in place during the morning and evening peak

Normal timetabled services will resume on Saturday 8 January 2005.

New tram timetables both in latest Yarra Trams/Metlink style:

- 1 South Melbourne Beach to East Coburg, Effective November 2004.
- 112 West Preston to Fitzroy St/St Kilda, Effective October 2004.



## Bus

### Sydney

*Sydney NYE 2004 Transport and Events Guide* - DL size brochure outlining NYE 2004 transport

### Adelaide

A new Grange line timetable is dated November 2004.

### Tasmania

**Derwent Valley Railway** timetable effective from November 2004 to March 2005 - A4 sheet.

From Monday, 20 December 2004 a temporary change was made to tram **route 30** which no longer travelled to and from Market Street during the interpeak service (0900 to 1600, Monday to Friday). Interpeak services terminated at the intersection of La Trobe Street and Harbour Esplanade. Peak hour services continued to operate as normal, with trams terminating at La Trobe Street West. A change was also made to **route 48** from Sunday, 19 December 2004. The timetable was adjusted by only a couple of minutes at each tram stop. The reason for these changes was that Yarra Trams had originally planned to open the Docklands Drive Line as of first tram Sunday 19 December, but testing only began on 16 December.

From Tuesday 4 January 2005, route 30 and 48 tram services operate on the **new tram extension along Docklands Drive**, Docklands. Between peak hours, all trams on route 30 (St Vincent's Plaza – Docklands) travel down La Trobe Street, turn right onto Harbour Esplanade and left into Docklands Drive. Route 30 no longer extends to Market Street. During peak hours and will continue to terminate at the corner of La Trobe and Spencer Streets. There will be no Route 30 service to Docklands Drive during peak hours. Instead of terminating at the Harbour Esplanade terminus, Route 48 (North Balwyn – Docklands) continues along Harbour Esplanade and turns left into Docklands Drive. From 4 January 2005, new frequency fliers and route maps were available for routes 30 and 48 onboard trams, from the Metshop or they can be downloaded from the Timetables & Tickets section of the Yarra Trams website

and road closures (City of Sydney publication with 131 500 logo)

**Baxter's Bus Lines** From Saturday 1st January routes 818, 817, 902, 903, 904, 905, 910, 930 and 932 will no longer be under the operations of



Baxter's. Routes 902 / 903 / 904 / 905 / 910 will be transferred to Connex NSW whilst routes 818 / 817 / 930 / 932 will be operated by Transit First. These changes are the beginning steps to the newly proposed Bus Reform and the improvement of Public Transport in and around Sydney. Baxter's services throughout the Holroyd area (Parramatta, Merrylands, Greystanes, Wentworthville and Westmead) will still be operating as usual and without disruption.

It is understood that these transfers are a result of operators in the combined contract areas not being able to agree on a single set of processes such as accounting. It seemed easier for them to quit route service than run two sets of processes.

**Busways** have issued a number of new timetables for the Blacktown area all dated 18th December 2004. They contain changes to times on weekends (supposedly to meet trains) as well as minor changes of route in the Minchinbury area.

- Route 744 Glendenning-Norwest Boulevard (Bella Vista) ceased a while ago
  - Route 741 now goes to Kellyville Ridge.
- New timetables published for
- South Blacktown routes 721 722 724 725 726 727.
  - Minchinbury, Eastern Creek routes 737 738 739.
  - Glenwood, Stanhope Gardens, Rouse hill and Riverstone routes 740 741 741R 741S 746
  - Quakers hill, Glendenning , Doonside routes 754 755 756G 756 757 761 762
  - Mt Druitt (north side) routes 751 752 753 753W 753-6 754 755 756 756G

**Harris Park Transport** is quitting route service operation and all local routes except the Hurstville ones went to Westbus's *Hillsbus* after 21 December 2004. See Westbus article following. The Hurstville service was transferred to Punchbowl Bus Co as route 953.

**Moore's Tours** ceased route 954 operation as from 21 December 2004. Routes transferred to Punchbowl Bus Co next day

**Pleasure Tours** routes 446 and 447 timetables are now dated August 2004.

**Punchbowl Bus Co** has introduced temporary new timetables for routes 953 and 954 from 22 December 2004. Both are now available as pdf documents on the Punchbowl website. The route 953 timetable is virtually the same as the previous timetable. The weekday evening services are still combined between routes 953 and 954. On Sundays separate services are operated with trips leaving Hurstville on the hour on route 953 and 30 minutes past the hour on route 954. The route 954 service has been reduced considerably with the

first service both on weekdays and Saturdays deleted. Previously there were two buses used during the weekdays peak and one during the offpeak. Now except for a small overlap at 0855 which requires a second bus only one bus is required during the morning peak while in the afternoon peak there are three trips which appear to require a second bus but it is possible these are misprints as the time between Lansdowne St and Hurstville for these three trips is 15 minutes while for all other trips it is only seven minutes. I suspect an error somewhere. The timetables are not dated – 'Timetable edition 1'. The school specials which cluttered up the old Moore's Tours timetable are not included in the pdf documents but are available separately in html from the Punchbowl timetable page on the web only (or by phone). And to think that not so long ago this was three separate routes.

### **Sydney Buses**

New timetables:

- 422 Tempe to City, Version 7 Effective November 2004
- 461 Strathfield to City, Version 6 Effective December 2004
- 470 Lilyfield to City, version 3, effective November 2004
- 480/483 Strathfield - City via Ashfield, version 7, effective December 2004
- 534 West Ryde to Chatswood, version 7, effective December 2004
- North Western Region Guide, Issued November 2004

A new *Northern Beaches Late Night* pocket timetable has been introduced, effective 3 December 2004, covering all late night services on the Northern Beaches. The timetable covers routes 151/184/188/L88/190/L90 between the City and Mona Vale, as well as the *Pumpkin Bus* route 130 between Manly, Dee Why and Narrabeena loop service (which over Christmas operated on Fridays as well). A map and PDF of the pocket timetable appear on the STA website.

Other new pocket timetables: effective 24 July 2004:

- Marrickville Metro to Bondi Junction, route 355
  - South Bondi to Bondi Junction, route 361
  - South Head Cemetery/Vaucluse to Bondi Junction, routes 386, 387
- effective September 2004:
- route 374 pocket timetable is out, STA No. 174524
  - Little Bay to City, routes 392/X92, STA No.174599
  - Maroubra to City, routes 396/X96, STA No. 175455

*Eat Streets No 1 - Newtown and Enmore - A Restaurant Guide* by Sydney Buses (August 2004

Edition) Standard DL size fold out full-colour brochure listing a number of cafes and restaurants at Newtown and Enmore, with UBD map showing coloured bus routes 352-5, 370, 422-428 along Enmore Road and King Street. Unlike the Broadway guide this one does not appear to be produced by TG.

**Westbus** has acquired ex- Harris Park Transport routes which will now operate under the brand name **Hillsbus**. Hillsbus operates in the Hills district and provides local, city, school and charter bus services.

From Wednesday 22 December 2004, Hillsbus will cover sections of Glenhaven, Cherrybrook, Pennant Hills, Beecroft, West Pennant Hills, North Rocks, Carlingford, Epping, Mobbs Hill and Oatlands.

Hillsbus now operates the following services:

- 623, Parramatta to North Rocks and Beecroft
- 624, Parramatta to Epping via Carlingford
- 625, Parramatta to Pennant Hills via Carlingford
- 626, Dural to Pennant Hills
- 627, Dural and Cherrybrook to Parramatta
- 628 & 629, Carlingford and North Rocks to Epping Station via Ray Rd
- CityBus Direct Service 620 from Dural and Cherrybrook to the City

To avoid confusion, passengers are advised to watch out for a Hillsbus, a Glenorie bus, or a Harris Park bus until late 2005. The fleet made available from Harris Park, are older, non air-conditioned vehicles. Hillsbus will implementing a fleet replacement plan which will see these older vehicles replaced with environmentally friendly Euro 3, air-conditioned, wheel chair accessible low floor buses, the most modern and passenger friendly buses available anywhere in the world today. Hillsbus are expecting to take delivery of the first new generation of vehicles during October 2005.

## **Newcastle**

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**Newcastle Buses** has issued two new timetables.

- Routes 224, 225: November 04, v7. Arrival times at Wallsend on route 224 on Saturday evenings: running times corrected.
- Route 226: November 04, v8. 1522 trip from Charlestown on weekdays now runs 5 minutes later.

## **New South Wales**

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**Busways North Coast** has issued a TransitGraphics version 1 timetable for the Taree-Newcastle-Sydney Coach Services. Date shown is Effective October 1996 reprinted December 2004. See page 15.

New routes are used as follows:-

- 150 Taree – Broadmeadow where it connects with XPT to/from Sydney daily
  - 151 Sydney – Tuncurry daily
  - 152 Newcastle – Hawks Nest weekdays
- Foreshadowed route no 154 Taree – Buladelah is only a school service and not a coach service and as such is not included in this timetable.

**Greens Wollongong route 15 – New timetable** dated 13 December 2004

Pocket size timetable titled 'The Nightowl Bus' with a set of the new **Red Bus Services** timetables. It appears to be a joint production by the Gosford and Wyong Councils together with the NSW Police and contains the Friday and Saturday night timetables for services from Gosford to Ettalong and Woy Woy plus Gosford to Terrigal and The Entrance. Diagrammatic route maps are included, and the timetable is dated July 04.

## **Melbourne**

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**Airport Shuttle Express**, a new operator operating a service to Melbourne Airport from the Beaumaris and Brighton areas with two timetables dated December 2004.

- Port Phillip – Airport: Runs from Elwood to Tullamarine via Middle Park and Port Melbourne. Trips ex Elwood (Elwood Sands Hotel) at 0555, 0825, 1125, 1425, 1725 and 2025 taking anywhere from 35 to 45 mins for a one way trip.
- Beaumaris – Airport: Runs from Beaumaris to Tullamarine via Black Rock, Sandringham, Hampton and Brighton. Trips ex Beaumaris (Concourse) at 0530, 0800, 1100, 1400, 1700, 2000.

**Cardinia Transit.** Route 841 Narre Warren Nth - Cranbourne finally been reprinted includes minor timetables change as mentions earlier from October 4th, 2004. Timetable date is 13th December, 2004. Orange and white format with metlink route map (Same as route 840).

**Grenda's** From Saturday 1 January, additional trips will operate on the 888/889 timetable on Saturdays, Sundays & Public Holidays up to & including the last weekend of the April School Holidays 2005.

- Saturdays The 1822 trip from Nunawading to Keysborough continues on to Chelsea arriving at 1940. An extra trip departs Chelsea on route 888 at 1948 terminating at Glen Waverley Interchange at 2041. The 1953 trip from Nunawading to Keysborough continues on to Chelsea arriving at 2110. An extra trip departs Chelsea on route 888 at 2115 terminating at Springvale at 2148
- Sundays and Public Holidays the 1742 trip from Nunawading to Keysborough continues on to Chelsea arriving at 1859. This trip

operates as route 889 in lieu of route 888 to give better coverage in the Chelsea Heights area. An extra trip departs Chelsea on route 888 at 1908 terminating at Springvale Shops at 1940. The 1822 trip from Nunawading to Keysborough continues on to Chelsea arriving at 1939. An extra trip departs Chelsea on route 888 at 19:48 terminating at Springvale Shops at 20:20.

**Melbourne Bus Link** route 215 will be further extended into Caroline Springs as of 29 December 2004. Hourly services operate initially from approx. 08:00 to 18:00 on weekdays terminating at the new Caroline Springs Town Centre. This extension, which provides a direct link between Highpoint Shopping Centre and the Caroline Springs Town Centre, also provides improved travel options for residents and students within Caroline Springs and adjacent areas.

Following an extensive review of timetables across MBL's network, new timetables incorporating the latest traffic and passenger loading trends will be introduced on Monday 24 January 2005. Printed copies of these timetables will be available for distribution early in the New Year. The changes will include the 215 service extension to Caroline Springs Town Centre mentioned above.

**Northern Bus Lines** a revised timetable for 542 (Oak Park - Roxburgh Park), still dated 19 December 2000. Train connections details have been updated from the first version of the 19 December 2000 TT. Meanwhile the cover, while still in the dark green scheme, now shows the via points as "Meadow Heights, Broadmeadows & Glenroy" instead of the first edition listing of "Coolaroo, Broadmeadows & Glenroy"

**Peninsula Bus lines** (Grenda Corp). Route 773 Frankston - Frankston South bus timetables had been reprinted dated 11th October, 2004. new look format still orange and white format. Peninsula also have a new timetable for routes 772/774 Frankston - Eliza Heights/Delacombe Park dated 18th October 2004.

**Sunbus (Sita)** timetable for their Avalon Airport Shuttle, valid 31/10/04 - 30/11/04. DL Format. Main change to timetable is that buses now depart Avalon Airport 20 mins after the Jetstar flight arrives - previous it was 30 mins. As well, the bus no longer departs Franklin St from the bus terminal, but as of July 21st it has departed outside Hotel Bakpak. Sunbus Avalon Airport Shuttle, Effective from 1st December 2004 to 4th January 2005

**Tullamarine Bus Lines** have issued a Craigieburn nightrider TT dated 1st August 2004 in a blue version (rather than brown) of the style currently used for route services. Previously Melbourne Bus Link ran this route.

The following **Ventura Nightrider** services are now numbered, as follows:

- 950 City – Dandenong;
- 951 City - Bayswater/Knox
- 952 City – Croydon

## **ACT**

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**ACTION** made slight changes to several timetables in late October which was mainly adding accreditation details (government requirement under the new Statutory Authority standing) as well as a few time changes and adding some service notes about Espresso services.

- Intertown – Version 5.1
- Gungahlin Link – Version 5.1
- 35 – Version 5.1
- 38 – Version 5.1
- 36/39 – Version 5.1
- 43/243/45/46 – Version 5.1
- 49 – Version 5.1 – now in Express format
- 53/153/54 – Version 5.2
- 56/156/256 – Version 5.2

## **Victoria**

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From Monday 13 December, **Portsea Passenger Service** commenced operating *The Bus* for the Mornington Peninsula Shire Council. The new service offers connections with the Sorrento Ferry and route 788. As well the service extends to Safety Beach from Dromana with a Terminus at Nepean Hwy near Country Club Dr.

Monday to Fridays the service operates as three separate routes. These are Sorrento to Rye, Rye to Rosebud & Rosebud to Safety Beach. On Saturdays it operates as one route.

Other features include an extension to the Rye Shops on Dundas St near Avon Rd and a non stop service between Rosebud Library and Rosebud Plaza which reduces the journey time by more than 20 minutes.

## **Brisbane**

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**Brisbane Transport** updated timetables:

- 200/201/205/206/207 Effective 26/07/04
- 321 Effective 26/07/04

**Logan City** timetables are all effective 01 July 2004 and are in the TRANSLink format.

- 5 Windaroo to Logan Hyperdome - local
- 6 Beenleigh to Logan Hyperdome - local
- 7 Browns Plains to Logan Hyperdome - local
- 8 Kingston to Logan Hyperdome - link
- 12 Browns Plains to Springwood - link

Multi-route timetables also dated 1 July 2004:

- 42, 44: 42 - Loganlea to Brisbane City - all stops; 44 - Marsden to Springwood loop - local
- 53, 65, 66: 53 - Springwood to Brisbane City - all stops; 65 - Logan Hyperdome to Brisbane City - all stops; 66 - Logan Hyperdome to Brisbane City - all stops
- 62, 70, 82, 84, 90, 94, 95: 62 - Hyperdome to Brisbane City via Daisy Hill and Shailer Park; 70 - Beenleigh to Brisbane City via Daisy Hill and Shailer Park; 82 - Hyperdome to Brisbane City via Pacific Motorway & SE Busway; 84 - Hyperdome to Brisbane City via Pacific Motorway & SE Busway then to Logandale - all stops; 90 - Beenleigh to Brisbane City via Pacific Motorway & SE Busway; 94 - Hyperdome to Brisbane City via Pacific Motorway & SE Busway then to Logandale - limited stops; 95 - Beenleigh to Brisbane City via Pacific Motorway & SE Busway then to Mt Warren Park & Windaroo.
- 64, 84, 94: 64 - Logandale to Hyperdome Loop – local; 84 - Logandale to Brisbane City - limited stops; 94 - Logandale to Brisbane City - limited stops

## Queensland

Service improvements to **Townsville Sunbus** commenced on Monday 6 December. Fairfield Waters, Kirwan, Fairfield Waters and the newer areas of Kirwan will get a bus service for the first time.

Route 8 includes the city, Townville Base Hospital and James Cook University and will operate hourly from Monday to Friday, and about every 90 minutes on Saturday.

More frequent services City - Stockland - University/Hospital route. Services are currently provided every 30 minutes weekdays on route 1A.

A limited stops service Route 9 gives commuters more frequent and faster services. This new route also services Riverside Gardens. It operates hourly from Monday to Friday and every two hours at weekends. The service connects with the new Route 1 (Stockland and City) service every 30 minutes to provide an express service.

More frequent services City - Stockland - Willows - Upper Ross route. To improve the current service provided every 30 minutes on weekdays on Route 1, a limited stops service Route 1X was added and operates hourly Monday to Friday and every 2 hours at weekends. The services connect with the new Stockland and City Route 9 every 30 minutes to provide an express service.

Ferry connections: a new morning and afternoon peak service, Route 9, connects with the Magnetic Island ferry. Island residents will then have access

to other connecting services including direct access to Stockland, University and the Hospital.

**Surfside** Gold Coast residents have extra bus services from Monday, December 13 when services between Pacific Fair and Harbour Town were doubled. The extra services were part of a \$500,000 Government election commitment to progressively increase bus services between Pacific Fair and Harbour Town and cater for increasing numbers of passengers travelling between Pacific Fair and Harbour Town and to Griffith University and Benowa TAFE.

Since October 4, when TransLink introduced additional early morning weekday and Saturday services to Harbour Town, patronage on this route has increased a significant 10%.

Surfside route numbers will be progressively changed to a unique three-digit 700 series by mid 2005. Surfside route 18B will be renumbered route 738 from December 13 to help passengers distinguish between routes offered by different operators. Route 738 will operate every 30 minutes on weekdays and extend to Harbour Town Shopping Centre Monday through to Saturday.

## Adelaide

New Timetable for routes 111, 112, 113 Torrens Transit City to West Lakes Mall/Grange South dated November 2004. Changes are:

Monday to Friday - From City  
From Stop R1 North Terrace

4:43pm 112 now 4:45pm

4:50pm 113 now 4:52pm

4:58pm 112 now 5:00pm

5:13pm 112 now 5:15pm

5:23pm 113 now 5:25pm

All still arrive at West Lakes at same time

To City: Saturday

118N 6:47am from Grange Road Stop 17 deleted from this Timetable.

New Timetables:

November 2004:

- 197, 198
- 197G, 198G
- 197J, 198J
- 197L, 198L
- 197M, 198M
- 228, 228F, T228

December 2004:

- 164, 164F, 165M, 166M, 840F
- 840X
- 860

## Tasmania

**Metro Tasmania Burnie** timetable dated 20th September 2004 - still 2 x A4 sheets stapled.

## Hobart Coaches

- 67/70/80/88/89 (Hobart-Kingston-Blackmans Bay) Effective 21st March 2004 - A4 double sided.
- 130/134/138 (Hobart-Glenorchy-New Norfolk-Fairview) Effective 25th August 2003 - A4 double sided.

**Metro Tasmania Hobart** Camelot Park Routes Effective 26/07/04.



**Air Pacific** (FJ) has introduced additional Sydney-Nadi services over the December and January in response to increased demand. The airline now operates daily Boeing 747-400 services and will supplement these with a 118-seat B737-700 which will fly on December 26 and 31 as well as January 1, 2, 7, 9, 14-16, 21-23, and 28-30. The supplementary flights will depart Sydney at 2000 and arrive Nadi the next day at 0315.

Effective 29 March, **Emirates** will operate a new three weekly service linking Dubai, Bangkok and Sydney. Flights will operate every Tuesday, Thursday and Saturday. The departure time from Bangkok is 2140, arriving in Sydney at 0925 local time. The flight takes eight hours and 45 minutes on 364-seat Boeing 777-300.

**Phuket Airlines** also plans to revive efforts to fly to Sydney 1 April 2005. The airline spokesperson confirmed, it intends to offer four flights a week. However, the actual schedule and fares have yet to be finalised. Earlier this year, Phuket Air announced it would fly Bangkok – Sydney by June using a Boeing 747-300 but the service was postponed.

Six months after **Jetstar's** first aircraft took to the skies, chief executive Alan Joyce says he is happy with the way the fledgling carrier is performing and ready to take on new challenges. Load factors since the launch have averaged in the mid-seventies - with bookings sometimes exceeding that by more than five percentage points as passengers grab cheap tickets but fail to show on the day. Jetstar is meeting expectations in terms of performance, and doing well in terms of operational reliability and our on-time performance.

Jetstar has announced daily services from Adelaide to three destinations from its first new port since June 2004. The new services to and from the Gold Coast, Victoria's Avalon and Hobart from February 1 herald a westward expansion that will see the carrier fly next year to Perth, Darwin and possibly Alice Springs.

The low-cost Qantas offshoot flies 17 aircraft, and another three 177-seat Airbus A320s will enter

## Perth

Perth Timetables.

- Circle route; 7 November 2004
- Southern 124 125 127; 28 November 2004
- Western: 35 37 38 39 40 46; 28 November 2004
- Western: 31; 12 December 2004
- Southern: 116 117 118 119 120 122 130; 19 December 2004

service by the end of January. Jetstar expects to reach its fleet target of 23 planes by July when it will begin swapping out its Boeing 717s, some of which will be transferred to sister company Qantaslink, with plans to be all Airbus by mid-2006.

The timing of services to Perth will depend on the outcome of Jetstar's bid to continue operating and maintaining the Boeing 717s for Qantaslink. It is competing for the contract against incumbent Qantaslink operator National Jet Systems (NJS).

A colour-coded boarding process being rolled out across the network is more structured, and designed to address confusion about the boarding process.

**Jetstar Asia**, Qantas Airways' no-frills carrier, announced seven new destinations it will serve out of Singapore, including Shanghai, in a move sure to raise the stakes in Asia's cutthroat budget aviation market. The company - which took to the skies on 1 December - will also touch down in Hong Kong, Taipei, Jakarta and Manila, plus the East Java port of Surabaya and the Thai beach town of Pattaya. Three of those seven routes will open from December, with the rest to be added in stages from next year, the company said in a statement without saying which would be the first or the exact dates the services would start.

Jetstar Asia's planned route network is ambitious compared with those of its Singapore-based rivals Valuair and Tiger Airways, both of which started operations earlier this year. It also underscores the growing competition in Southeast Asia for discount air travellers.

Jetstar Asia would be the first international carrier to serve Pattaya, a Thai resort about two hours' drive south of Bangkok that is known for its exuberant and lurid nightlife.

**LAN Airlines (LA)**, the national carrier of Chile, is expanding its services between Australia and South America, with a fourth weekly service from Sydney to Santiago starting this month and a fifth weekly flight from July 2005.

The airline, a member of the oneworld global alliance, has just added a Saturday flight to its existing schedule of Monday, Wednesday and Friday - and from 5 July next year, there will also be a Tuesday flight.

The new services, operated with 259-seat Airbus A340-300 aircraft, have been introduced to meet soaring demand for travel to South America, one of the world's fastest growing destinations for both tourism and business. All of the aircraft have personal video screens in every seat in each of their three classes.

Flight LA 800 departs Sydney each Monday, Wednesday, Friday and Saturday at 10.30am, flying via Auckland and arriving in Santiago at 12.45pm the same day - a journey time of 16.5 hours. The new Tuesday flight will also follow this schedule, and connections are available to destinations throughout South America, and to Havana, Cuba.

The return service, flight LA801, departs Santiago at 11.25 pm every Saturday, Monday, Wednesday and Thursday, arriving in Sydney, via Auckland, at 7.25 am on Mondays, Wednesdays, Fridays and

Saturdays - a total flight time of 18 hours. And from July there will also be a Sunday evening departure.

LAN Airlines is represented in Australia by World Aviation Systems, with offices in Sydney, Melbourne, Brisbane, Adelaide and Perth.

**United Airlines** (UA) has unveiled strategic plans to accelerate its international expansion, particularly in the Asia-Pacific region. United's international service will increase by 14 per cent and will account for over 40 per cent of the airline's global capacity.

UA has launched 30 new international routes since February 2002, with 70 per cent of those new flights announced this year.

From Australia, United is adding three round trips each week between Sydney and Los Angeles from mid-December until the end of March. The new services will increase United's weekly seating capacity between the Australia and United States by about 20 per cent during Australia's peak summer travel season.



## Ferry

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### Sydney

**Sydney Ferries Corporation** Another reprinted timetable in the new style is Taronga Zoo, Version 1, 2004 (SF0126/1004)

**Manly** Special Summer Ferries Timetable. Over the summer period Sydney Ferries Corporation will operate special summer services between Manly and Circular Quay. Between the hours of 1000 and 1900 a four boat, twenty minute, service will be provided, only operating on the days when it is expected to be busiest on this route. These days are:

- Sat 18 and Sun 19 December 2004
- Mon 27 December 2004 to Mon 3 January 2005 (Inclusive)
- Sat 8 and Sun 9 January 2005
- Wed 26 January 2005, Australia Day

An **Eastern Suburbs** Special Summer Timetable will operate on holidays and weekends to Watsons Bay, Rose Bay and Double Bay. This starts from Monday 27th December 2004 and runs through until Monday 31st January 2005. Services will depart every hour from Circular Quay commencing at 9.15am.

SFC has taken steps to avoid the chaos which occurred last summer when only two Manly

vessels were available. All four Manly vessels are available and at Circular Quay crowd control barriers and additional ticket booths have been installed to prevent the queuing problems. Passengers arriving by train are direct around by Alfred Street to the entrances to wharves 3 for Manly and 2 for Taronga. Spare vessels have been paced on standby in case larger crowds than can be coped with by the service ferry appear at wharves such as Luna Park and the Zoo.

Current **Matilda** timetables are:

- Manly Rocket Express July 2004
- Daily Sightseeing Cruises September 2004
- Rocket Harbour Express plus 1 page insert with time table and fares June 2004

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### Brisbane

A new CityCat timetable was introduced on 4th December - in addition to the previously reported new timetable for the Inner City Ferry services on 6th December (see page 16). It is noted that the continued improvements on the CityCat service along the river has slowly replaced some of the individual cross river services

# 152

## HAWKS NEST - NEWCASTLE

Depart	152 Mon-Fri except Pub. Holidays
Hawks Nest Community Centre	6.35am
Tea Gardens Lone Pine, Marine Dr	6.50am
Karuah Karuah Motor Inn	7.15am
Raymond Terrace Opp. Sundowner Motel	7.45am
Newcastle Bus Interchange	8.35am

# 152

## NEWCASTLE - HAWKS NEST

Depart	152 Mon-Fri except Pub. Holidays
Newcastle Bus Interchange	3.30pm
Raymond Terrace Sundowner Motel	4.00pm
Karuah Karuah Motor Inn	4.30pm
Tea Gardens Lone Pine, Marine Dr	4.55pm
Hawks Nest Community Centre	5.00pm

Tea Gardens, Myall Lakes National Park



# 150, 151

## TAREE - SYDNEY via Forster and Newcastle

151 Daily except Xmas day	150 Daily Mon-Fri
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Depart	151 Daily except Xmas day	150 Daily Mon-Fri
Taree Railway Station	9.55am	3.05pm
Hallidays Point Lakes Way turn off	10.18am	3.28pm
Tuncurry Beach St	7.05am	10.25am
Forster Coach Terminal	7.15am	10.35am
Forster Keys Lakes Way turn off	7.20am	10.40am
Green Point Lakes Way turn off	7.25am	10.45am
Blueys Beach Opposite Shops	7.35am	10.55am
Smith Lakes Lakes Way turn off	7.40am	11.00am
Bungwahl General Store	7.45am	11.05am
Bulahdelah Opp. Hotel, Stroud St	8.15am	11.35am
Tea Gardens Highway turn off	8.35am	-
Hawks Nest Community Centre	-	12.10pm
Tea Gardens Lone Pine, Marine Dr	-	12.15pm
Karuah Karuah Motor Inn	8.45am	12.35pm
Raymond Terrace Marketplace	9.15am	12.55pm
Newcastle Bus Interchange	9.45am	1.25pm
Broadmeadow Railway Station	-	1.45pm
XPT (Train) to Sydney Ex. B'meadow Rail	-	2.21pm
Charlestown Smart St	9.55am	-
Doyalson Opp. Ambulance Station	10.25am	-
Twin Service Centres Arr: on Freeway	10.45am	-
Hornsby Station St	11.15am	-
Chatswood Railway St	12.05pm	-
Sydney Bay 9 Eddy Ave	12.30pm	-
XPT (Train) arrives at Central Station	12.55pm	4.34pm
		9.51pm

# 150, 151

## SYDNEY - TAREE via Newcastle and Forster

150 Mon-Fri Daily except Xmas day	151 Daily
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Depart	150 Mon-Fri Daily except Xmas day	151 Daily
Sydney Bay 9 Eddy Ave	-	1.05pm
XPT (Train) departs Central Railway St	7.15am	11.35am
Chatswood Railway St	-	1.25pm
Hornsby Station St	-	1.50pm
Twin Service Centres Arr: on Freeway	-	2.40pm
Doyalson at Ambulance Station	-	3.10pm
Charlestown On Highway	-	3.20pm
XPT (Train) arrives at Broadmeadow	9.34am	1.54pm
Broadmeadow Railway Station	9.45am	2.15pm
Newcastle Bus Interchange	10.00am	2.30pm
Raymond Terrace Sundowner Motel	10.30am	3.00pm
Karuah Opp. Karuah Motor Inn	10.50am	3.20pm
Tea Gardens Highway turn off	-	5.15pm
Hawks Nest Community Centre	11.15am	3.45pm
Tea Gardens Lone Pine, Marine Dr	11.25am	3.50pm
Bulahdelah Hotel, Stroud St	11.50am	4.20pm
Bungwahl General store	12.20pm	4.50pm
Smith Lakes Lakes Way turn off	12.25pm	4.55pm
Blueys Beach Shopping Centre	12.30pm	5.00pm
Green Point Lakes Way turn off	12.40pm	5.10pm
Forster Keys Lakes Way turn off	12.45pm	5.15pm
Forster Coach Terminal	12.50pm	5.20pm
Tuncurry Beach St	12.55pm	5.25pm
Hallidays Point Lakes Way turn off	1.05pm	5.35pm
Taree Railway Station	1.30pm	6.00pm

The Busways Taree timetable – see story on page 10.



