



TABLE TALK

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See page 6

Trials of crowd control and ticketing procedures for the Manly service will be held at Circular Quay on 11.12.04 under the direction of the Crowd Control Manager and the Revenue Manager.

Four boat services will be trialled and confirmed on Sat 18.12.04 and Sun 19.12.04, under the direction of the Duty Manager.

Rosters for the period are held by the Scheduling Coordinator, Wharf 3.

**MANLY FOUR BOAT SERVICE TIMETABLE Monday - Friday
(Amended v.6 20.12.04)
(Not including New Year's Eve Friday 31st December 2004)(See special Timetable on following page)**

Dep Circular Quay		Arr Manly	Dep Manly	Arr Circular Quay
Prior to 1000 normal daily three boat timetable applies				
1000 (4th boat)	COLLARROY	1030	1040	1110
1020	FRESHWATER	1050	1100	1130
1040	QUEENSCLIFF	1110	1120	1150
1100	NARRABEEN	1130	1140	1210
1120	COLLARROY	1150	1200	1230
1140	FRESHWATER	1210	1220	1250
1200	QUEENSCLIFF	1230	1240	1310
1220	NARRABEEN	1250	1300	1330
1240	COLLARROY	1310	1320	1350
1300	FRESHWATER	1330	1340	1410
1320	QUEENSCLIFF	1350	1400	1430
1340	NARRABEEN	1410	1420	1450
1400	COLLARROY	1430	1440	1510
1420	FRESHWATER	1450	1500	1530
1440	QUEENSCLIFF	1510	1520	1550
1500	NARRABEEN	1530	1540	1610
1530	COLLARROY	1600	1610	1640
1600	FRESHWATER	1630	1640	1710
1630	QUEENSCLIFF	1700	1710	1745
1645	NARRABEEN	1715	1725	1755
1700	COLLARROY	1730	1740	1810
1720	FRESHWATER	1750	1800	1830*
1755	QUEENSCLIFF	1825	1835	1905*
1810	NARRABEEN	1840	1850	1920 to Balmain
1825	COLLARROY	1855	1900	1930 to Balmain
*Normal timetable resumes				

Top Table Talk:

- Details of Victoria's Regional Fast Rail timetable - see this page
- Manly four boat timetables – see pages 2 and 12
- Yarra trams changes to times for routes 30, 48, 78 and 79 – see page 7

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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You Wrote...

Draft timetables for Victoria's Regional Fast Rail project

On Christmas Eve, V/Line released draft timetables for the Victorian Regional Fast Rail (RFR) project for public comment. The analysis below concentrates on the Ballarat line.

The timetables are meant to be effective from some time in 2006. The RFR project was originally scheduled to come into effect in 2005 but there have been big cost blow-outs and delays, the most recent being due to problems encountered with the brakes of the new V/Locity railcars and to safety concerns with the signalling system.

The draft timetables came in for immediate public criticism, principally because of the perceived paucity of the promised super-fast services. On the Ballarat line, for instance, the much bally-hooed "yardstick" time for a Ballarat-Melbourne train was 64 minutes- but only one train each way each day will achieve this. On the Up journey, the average Ballarat-Melbourne travel time will be 86 minutes, with the longest being 110 minutes. On the down journey, the average is 82 minutes and the longest 100 minutes. The longest travel times are, fairly naturally, those battling heavy opposing traffic over this largely single-track line. The

Victorian Opposition asserted that the average saving in travel time in the new timetable across all lines would be 2½ to 4½ minutes. On the Ballarat line average travel times to and from Ballarat have come down from 94 to 83 minutes and 93 to 86 minutes respectively- savings of 11 and 7 minutes.

The proposed timetables, especially those in the off-peak, are described as "clock-face" in nature, but this applies only to the departure times at the originating station. The timetables are, in fact, extraordinarily heterogeneous- with the 15 Melbourne-Ballarat trains displaying 15 different total travel times and 5 different stopping patterns. There is generally much more variability in travel times in the 2006 timetable than in the September 2004 timetable. Heterogeneity like this is usually an invitation to timetable instability.

Although there is an overall increase in the number of trains, this has been achieved by concentrating trains more into the peak hours than they are now. Thus, while the number of departures from Spencer St for the Ballarat line rises from 24 to 26 (or by 8%), the number of trains per hour in the mornings has been cut by a third and, in the evening peak period between 17:30 and 18:00, the rate of train departures has gone up from 3.5 per hour to 5.3, an increase of 50%.

It is not clear whether the draft timetables represent the full proposed service, or only the through train services. On the Ballarat line, there are gaps in the train numbering system, which suggest that some short-distance services to and from Melton may have been omitted. However, it is hard to see how the current 5 Melton services would actually fit into the new timetable. There is no indication of which Ballarat services will form part of the twice-daily Ararat services.

The Ballarat timetable is also considerably imbalanced with 26 Down trains per weekday shown but only 22 Up services shown. There may be balancing empty trains for the mismatched Down services but, because this is a Public Timetable, we cannot know for sure.

Peculiarities abound. Nearly all Up trains are tabled to traverse the Rockbank-Deer Park section in 9 or 10 minutes and one unopposed train is scheduled for 15 minutes. As this is an 11 km section, this represents an average speed of only 45 kph- mostly downhill. Trains average a full minute faster in the Down (or uphill) direction. Possibly this is associated with the need to pass over facing points at Deer Park West Junction in the Up direction only. But in the Sunshine-Deer Park section—flat, twin track and without junctions—travel times still vary from 4 to 10 minutes, representing start-to-stop speeds of 80 to 32 kph respectively. All of these trains stop at Ardeer, making an 80 kph timing all the more remarkable.

It appears that at least 4 pairs of peak-hour trains per day will “cross” in the Ballan-Warrenheip section, where the current line will remain after the new short-cut has been opened, to act as a long “crossing loop”. The train counter to the peak flow seems to take the old line for all of these crosses, but again it is difficult to be sure—the 13 trains stopping at Ballan on the Up show 8 different travel times for the express run between Ballarat and Ballan. Most other crosses seem to occur at Deer Park West Junction, Parwan Loop and Bank Box Loop- few appear to occur at passenger stations, except perhaps Melton, where two platforms are provided.

There is no indication in the draft timetable as to what types of trains will operate each service, but

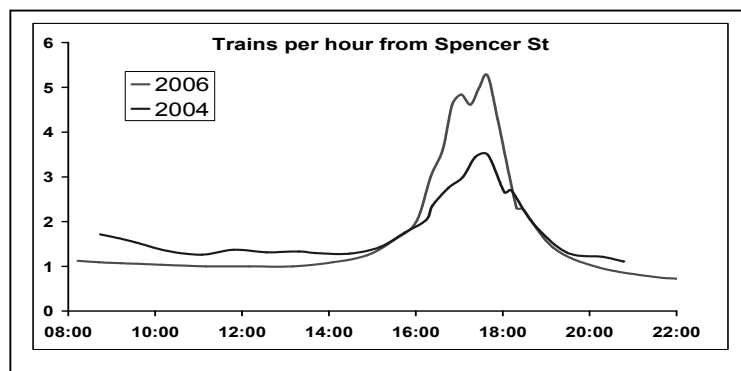
the trains are classified as STP, EXP and S-EXP, which refer to “Stopping”, “Express” and “Semi-Express”. The latter indicates a V/Locity service—where there are 7 Down and 6 Up S-EXP trains each day on the Ballarat line.

	2006		2004	
	Down	Up	Down	Up
Melbourne-Ballarat				
No of trains	16	14	10	12
Average travel time	1:23	1:26	1:34	1:33
Slowest	1:40	1:50	1:43	1:55
Fastest	1:04	1:04	1:28	1:22

Melbourne-Bacchus Marsh				
No of trains	23	19	17	18
Average travel time	0:43	0:50	0:49	0:51
Slowest	0:52	1:01	0:59	1:05
Fastest	0:40	0:42	0:39	0:41

Melbourne-Melton				
No of trains	22	20	21	23

Times in table are expressed as hours:minutes.



An inspection at Christmas showed that most of the track is in place for the Ballarat RFR project except for the new Millbrook-Dunnstown cut-off, where the spectacular bridges stand alone in the paddocks, with no rail or rail formation leading up to them. Track realignments at (at least) Melton, Bacchus Marsh, Ballan and Llandeillo appear to be in use. There is no sign of the new signalling system for Bacchus Marsh, and a considerable portion of track appears to remain in its 1962 state.

For the Record

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General

Sydney

New brochures from CityRail, Sydney Buses and Sydney Ferries:

- *Important Changes to Pensioner Excursion Tickets - Effective 4 January 2005* brochure from CityRail, outlining the changes to these tickets from the above date. Contains the same information as found on the CityRail website. Brochure printed December 2004.
- *Daytripper* \$15.00: November 2004. DL leaflet summing up all day bus ferry rail pass
- *Sydney Pass*: November 2004

Melbourne

Metlink have issued updated versions of various metcard-related brochures:

- *Fares & Travel Guide 2005*: Now features an interior shot of a combino tram on the cover. Includes new fare prices and the information pages are once again revised. The train network map is unchanged, but a new tram network map is included, effective January 2005. The Route 30 (Interpeak) and 48 extension to Docklands Dr is now shown as a part of the City Saver Area. The Vermont South terminus is now shown as a part of a Zone 2+3 overlap, rather than just Zone 3. Collins St Ext, which was shown as "not in use" has now been removed altogether. Dated January 2005.
- *Using The City Saver Metcard*: Updated map to include the 30 Interpeak & 48 extension to Docklands Dr. Formatting of information updated. Dated January 2005.
- *Travelling With A Concession Metcard*: Updated as all types of Victorian Health Care Cards are entitled to concession fares, as are well as there is now only one type of VPT student concession card. Formatting of information updated & revised contact details. Dated January 2005.
- *Travelling With Metcards. Your Rights & Responsibilities*: Replaces Travelling with the right Metcard. Formatting of information updated & revised contact details. Additional information included. Dated January 2005.

- Victorian Public Transport *Student Concession Application Form - 2005*: One A4 form now replaces the separate forms that used to be issued for Primary/Secondary and Tertiary, as all concession cards now cost \$8.. Location listings of metropolitan train station issuing points and towns with country stations / agencies are no longer shown.
- *Always Validate Your Metcard*: Undated DL leaflet telling passengers when and why to validate

Adelaide

A new Metroguide was published dated 17 October 2004. The layout is similar to the previous issue.

A six page A4 guide was published for New Years Eve bus train and tram services. In addition to the shuttle services between Victoria Square and Colley Terrace to support the tram service additional buses were also observed leaving the Brighton Road tram stop after the fireworks display to further supplement the tram service. Glenelg has become one of the major epicentres of New Years Eve celebrations in recent years with an estimated 50,000 attending. However, the Holdfast Bay Council has announced that it will not be hosting such events in future years so this could be the last year of transport services also being centred on Glenelg on New Year's Eve.

The leaflet summarised the NYE train services but there was no evidence of detailed timetables being published this year showing times for each station and more particularly the stopping pattern for the limited stop services which were primarily to relocate trains by operating against the expected traffic flow. In previous years these have been printed by TransAdelaide.

International

Thomas Cook has a new look website at <http://www.thomascookpublishing.com/> All of their publications including the *European Timetable* and the *Overseas Timetable* are available for 10% off by ordering from the website. Also available is a new edition of the *Rail Map of Great Britain* at 25% off. Locally all Thomas Cook publications,

and more, are still available from AATTC member Tony Bailey at Mercury Travel Books (02) 9341 8700.

A couple of intriguing South American entries from the January – February 2005 *Overseas Timetable* Editorial page are:

- We have included a new tourist train service in Paraguay on Table 2230. The *Tren Del Lago* which runs on weekends offers



Sydney

Cityrail

A temporary timetable was published for the Eastern Suburbs and Illawarra Line and the South Coast Line effective 26-Dec-04 to 9-Jan-05. Same size as their standard timetable booklets but quite thick - almost 200 pages (think of the old Inner West timetable).

One cover is for "Eastern Suburbs & Illawarra Line - Waterfall or Cronulla to Bondi Junction", turn the timetable over and the other cover is titled "South Coast Line - Bomaderry (Nowra) or Port Kembla to Central" – see illustration on page 1.

Inside each end of the book there are separate timetables for three different periods:

- 1) 26-28 Dec, 1-3 Jan & 8-9 Jan
- 2) New Years Eve
- 3) 29-30 Dec & 4-7 Jan.

This timetable is to cater for trains only operating to Edgecliff rather than Bondi Junction while work is undertaken on construction of the turn-back facility at Bondi Junction. The closure was extended until 23rd January 2005 instead of 9th January to allow extra tunnelling work to be done. Three separate 500 page SWTTs were issued.

Other recent CityRail brochures:

- *Looking For A Day Out To The Blue Mountains? 2004/5*: July 2004. 2 sided DL leaflet. Details the Blue Mountain ExplorerLink ticket and includes map for the Blue Mountains Explorer Bus
- *Travel Wise & Safely / Important Information On Using A Student Pass 2005/06*: December 2004
- *Tickets To Ride 2004*: September 2004. Also covers buses, ferries, tram & monorail.
- *Taking Your Pram On The Train? April 2004* Double sided DL leaflet. Contains safety tips.

Melbourne

V/line

passengers a leisurely 23km journey which includes musical entertainment!

- FCA in Bolivia have introduced a new railbus service in the area around Cochabamba. Unfortunately we can't find the railway it operates on the map, so for now we have added it as an extension to table 1907.

A large orange pocket size Geelong line temporary timetable was published for the period from January 10th to 23rd January 2005. All Geelong trains were replaced by road coaches from Melbourne to South Geelong due to the Regional Fast Rail Project. The Warrnambool - Melbourne train service continued to operate from Geelong to Warrnambool with extra journey time up to 30 minutes. Geelong freights were diverted via Bacchus Marsh and Ballarat, same as last year; many ran late. The Geelong line was not handed back to the operators in time and problems with pointwork effectively converted the "twin track" to "double track"

Bendigo Line temporary train timetable From January 17th to April, 2005 was available from Spencer Street Station. It includes:

- Eaglehawk - Melbourne
- Bendigo - Melbourne
- Kyneton - Melbourne
- Sunbury - Melbourne

Road coaches will replace all trains from Sunbury to Kyneton/ Bendigo/ Eaglehawk and Sunbury to Bendigo/ Swan Hill/ Echuca. Extra journey to be allowed is up to 30-60 minutes. The first buses during the 3-month closure were met by large protest demonstrations. All trains operate from Sunbury to Spencer Street only, due to the Regional Fast Rail Project. A large lemon-coloured pocket sized temporary timetable.

The following V/line pocket timetables, effective 1 September 2004 are available at Spencer St:

- Western Region (Large)
- Ballarat to Mildura/Ballarat to Adelaide
- Northern Region (Large)
- Wangaratta to Bendigo
- Barham / Cohuna to Melbourne
- Sea Lake / Charlton to Melbourne

Adelaide

Metro

Latest City to Grange timetable dated November 2004



Tram/ Light Rail

Sydney

Metro Monorail / Metro Lightrail new brochures:

- **MONORAIL / LIGHTRAIL - GETTING AROUND SYDNEY:** August 2004. No longer shows Garden Plaza Monorail Station which has been closed 'temporarily' since July 26 2004 'until further notice'
- **MONORAIL + LIGHTRAIL - YOUR SYDNEY GUIDE:** Undated, but possibly issued January 2005 in conjunction with changes to the Supervoucher offers/discounts. Appears to have replaced above publication. Format changed; now folds out. Map format simplified and now shows more of CBD and lightrail west of Glebe is now in located in separate map.

Melbourne

Yarra Trams

From Tuesday 4 January 2005, **route 30 and 48 tram services** operated on the new 0.9km tram line extension along Docklands Drive, Docklands:

- **Route 30 (St Vincent's Plaza – Docklands)** Between peak hours, all trams on Route 30 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, Route 30 trams continue to terminate at the corner of La Trobe and Spencer Streets. There is no Route 30 service to Docklands Drive during peak hours.
- **Route 48 (North Balwyn – Docklands)** instead of terminating at the Harbour Esplanade terminus, route 48 continues along Harbour Esplanade and turns left into Docklands Drive.

From 4 January 2005, new frequency leaflets and route maps were available for routes 30 and 48 onboard trams, from the Metshop or downloaded from the Timetables & Tickets section of the Yarra Trams website.

Subsequently two undated DL Metlink frequency leaflets/route maps were available at the Met Shop (routes as per top of leaflets):

- **Route 48 NewQuay Docklands - North Balwyn** (via City > East Melb > Richmond > Kew).
- **Route 24 LaTrobe St West End - Nth Balwyn** (via City > Nth Richmond > Nth Balwyn) and **Route 30 NewQuay Docklands - St Vincent's Plaza** (via City)

The back of the 24/30 frequency leaflet shows only one frequency, which seems to be for Route 30 (thus a bit inaccurate for PM peak hour). The updated route maps showing the extension feature some minor errors, and don't show the new terminus, only the intermediate stop, D10, at New Quay.

Notices at stops along Yarra Trams **routes 78 North Richmond - Prahran and 79 North Richmond - St Kilda Beach** advised that minor timetable changes commenced on Sunday 9th January 2005. There are no frequency changes, but it allows a few extra minutes to complete the journey. A new timetable was released possibly dated 10 January 2005 but not sighted as yet. Includes additional evening services and extra running time Friday nights to allow for traffic congestion. What is not mentioned is that these routes are now exclusively operated by W class cars from Glenhantly Depot.

Updated but undated Metlink **Route 109** frequency/ route map leaflet. Changes include: City Saver Area now shown on map; incorrectly shown as ending at Casino West (124A) rather than Whiteman St (124B); Collins/Spencer St superstop now shown; stops with wheelchair access marked additionally with a blue wheelchair symbol; and updating of Victrip references to Metlink. The rear side of the leaflet still reads 'First service and morning frequencies from Mont Albert'



Bus

Sydney

Busways have reprinted four metropolitan timetable booklets, all with pretty minor amendments:

- **40 Camden-Oakdale** (7/12/02 reprinted 12/04)

- **894, 896-899 Currans Hill, Mt Annan & Narellan Vale** (29/1/05)
- **894-6 Narellan, Camden & Camden South** (29/1/05)
- **884, 885 & 886 Airds, Bradbury & St Helens Park North** (29/1/05)

Connex

Sighted has been timetable for routes 922, 923, 924, 925 & 927. This timetable only covers the shared portion of the journey that these routes cover (Bankstown - Revesby). It's dated August 2004. You'll still need to refer to the individual timetables for these routes if you wish to find their entire journeys.

Also their route 991, 992, 993 reprinted - all 28 August 2004.

Adrian Dessanti comments "The 28 August 2004 timetables for routes 992 and 993 (Engadine) now show a combined "Weekend" timetable rather than separate Sat/Sun timetables. The trips operating Saturdays only are marked appropriately. This is consistent with the Revesby district timetables which also show a combined weekend table."

Lourie Smit adds "What surprised me was that it includes route 927 which travels via Gibson Ave direct to Padstow and does not go anywhere near Revesby, but it does not include route 926 which travels to Revesby (albeit the corner of Sphinx Ave and River Road) via Bankstown Hospital before going to Padstow Heights. Route 926 turns left at that intersection when coming from Bankstown while route 925 which is also included turns right at that intersection and also does not go into the southern (main) part of the shopping centre".

PDF timetables for the Baxters routes taken over by Connex are now available on the Connex website. They are undated and do not appear to be any different to the previous Baxters timetables. It is not known if they are available in paper format but as the route 902 timetable is 5 pages in PDF this may be a bit hard to produce in paper. Also the timetables still contains a Christmas Day timetable where applicable – Connex does not operate any other Christmas Day timetables – hence they may not be around by the time Christmas 2005 comes around. It does not include the combined Parramatta - Granville timetable.

They have also updated their other website timetables some of which had been out of date for some months – however something appears wrong with the route 922/925, 923/924 and 927 timetables. They all seem to show the new combined Bankstown – Revesby timetable instead of timetables for the full routes concerned. And they are displayed sideways with the two pages not showing all information.

A further Connex NSW timetable dated 28 August 2004 is for route 965 Sutherland – Prince Edward Park – changes are minor and also routes 964/966 Sutherland – Bonnet Bay and Sutherland – Como West.

Sydney Buses

Effective December 2004

- 355 - v8
- 374/X74 - v6
- 426 - v7

Effective 31 January 2005

- 305 - v5
- 143/E43, 144 - v2 (no 250 which may be withdrawn since some am peak 250 trips ex Mosman Junction appear as 143 / 144 short workings from Punch Street to RNSH/ Chatswood in the new TT

New website PDF timetables :

Effective December 2004:

- 355 Marrickville - Bondi Jn
- 426 Dulwich Hill – City - map still old version

Effective January 2005:

- 139/E65 Harbord

Price List: New fares effective 4 January 2005, four page DL leaflet.

On 24 January it was announced that the Westbus/Hillsbus **ex-Harris Park** routes 620 to 630 mentioned in *Table Talk* last month (page 10) were to be operated by Sydney Buses' Ryde Depot from Friday 28 January.

New South Wales

Busways have reprinted the 97, 98 & 99 Blue Haven, Mannering Park, Gwandalan and Swansea timetable effective 31/1/05

Edward's Armidale current timetable for the following routes is dated March 2004

- 480 Armidale - Uralla
- 481 Armidale - UNE via Niagara Street
- 482 Armidale - UNE via Donnelly Street and Newling Campus
- 483 East and South Armidale
- 484 North Armidale

Also available is a card timetable containing summary of Armidale - UNE services dated January 2004

Never previously reported was a new timetable for **Greens Northern Coaches** Route 2 (Wollongong - Clifton) effective March 2004. An additional trip was introduced from Clifton to Wollongong at 1410 on Monday to Friday School Holidays, and as a result the 1342 trip from Clifton to Thirroul now operates on School Days only.

Getting Home Late from Newcastle CBD, Pocket Sized issued by **RTA**, routes 100, 101, 118, 224, 230, 310, 322, 350, 363

Toronto Buses issued a new Toronto - Fassifern TrainBus timetable on 24 July 2004. There are minor changes to the bus times to fit in with the minor alterations to the train times.

Port Stephens Coaches has issued its Nelson Bay - Newcastle timetable for routes 130, 130,

131, 131B, 131D, dated 2004 version 1. This replaces the timetable dated 2003/2004 version 1. No changes have been noticed.

Melbourne

Cardinia Transit (Grenda Corp). Route 840 Berwick - Narre Warren Circle from Cardinia Bus. Timetable date is 13th December, 2004. The only change is the route map along Berwick Springs/ Narre Warren Sth estates. (via Berwick Spring Prom, Robinswood Pde, Heritage Dr and The Promenade then normal route to Littlecroft Ave [both directions]).

Dysons Bus. There's a note on the Greensborough bus stops in Main St (Opp. Shopping centre):

Commencing from Monday 31st January, 2005.

- Route 517 will be a stand alone bus route operating from Northland Shopping Centre - St. Helena East separated from Greensborough to St. Helena West. Frequency service for route 517 will be reduced from 40 minutes to 24 minutes services. (Mon to Fri but Saturday frequency unknown).
- New route 518 will operate from Greensborough - St. Helena West introducing new service with a frequency of 30 minutes Monday to Friday but it is not known whether they will run on Saturdays.
- Route 566 Northland - Greensborough - Lalor will also change the bus timetables from Monday 31st January, 2005.

New timetable is available from bus drivers and at the Dysons' bus depot in Bundoora.

Grendas

Routes 802/804/862 Dandenong - Chadstone bus timetables had been reprinted dated 13th December, 2004.

From Monday 17 January, the route 888 trip that departed Edithvale for Nunawading will depart 5 minutes earlier. Details are listed below.

Ex Edithvale 0606 lieu 0611

Ex Keysborough 0615 lieu 0620

Depart Springvale at the normal time.

The reason for this change is to ensure a connection with the City bound train at Springvale.

Melbourne Bus Link.

The following new bus timetables are effective from 24th January 2005:

- 215 Highpoint S/C - Caroline Springs/ Caroline Springs Town Centre via Western Hwy. Route 215 will operate to Caroline Springs Town Centre between 0815 and 1800 Mon to Fri only. No weekends or Public Holidays from Caroline Springs (The Grove) to Caroline Springs Town Centre.

- 218 Albion R/S - Caroline Springs During am and pm peaks. New route replacing route 215 between Albion R/S to Caroline Springs during am/pm peaks
- 223 Highpoint S/C - Williamstown Rd (Yarraville) via Footscray.
- 216 Brighton Beach - City - Deer Park West - Caroline Springs (Burnside) via Footscray and Sunshine. Sat afternoon and evening service extends from Caroline Springs to Melton railway station via Westwood Dr, Rockbank Middle Rd and Caroline Springs Bvd then normal routes to and from Melton RS. Bus no longer connects or change buses required from Deer Park West to Melton Direct.
- 219 Gardenvale - City - Sunshine Park (all day Mon - Fri and am/early pm Sat only)/ Sunshine West (pm Sat and all day Sunday only) via Footscray and Sunshine.
- 232 Altona Nth - City (Queen Victoria Market) via Millers Rd, West Gate Fwy and Williamstown Rd (Port Melbourne).

New bus timetables will be available from Wednesday 19th January, 2005 from Melbourne Buslink depot. Melbourne Buslink timetables have a date this time; last time July 5th, 2004 timetables had no date on them. They are still orange white purple format with Melbourne Buslink logo on the top orange stripe and timetable also has an orange stripe below the purple stripe. Metlink route map at the back of all new timetables.

Routes 600/922/923 bus timetables are still dated 7th October 2002.

National Bus Co (Ventura).

Route 366 Croydon Stn to Ringwood Stn, effective Monday 24 January, the bus scheduled to depart Croydon Station at 1725 will be altered to depart at 1727 to allow for a better connection with a train from the City. All times for this journey will now be 2 minutes later than currently shown on the website timetable or the current Route 366 printed public timetable. The website timetable has been updated.

Picked up from the **Reservoir Bus Company** depot were October 2004 timetables for both the Eltham and Epping nightrider services. No timetable or route changes. Printed in a blue and white format, with the Nightrider logo on the cover. Format is based on the undated Eltham timetable brochure from the 1990s. Same maps used as in Feb 2002 timetables. All references to the Metlink website in both timetables are incorrect, address shown as www.metlinkmelb.com.au

Skybus. New A5 timetable issued 2 January 2005 with a much simplified format. Rather than individual times shown, time blocks are shown summarising frequency of operation. From Tullamarine Airport services operate 60 minute

headway from 0030 to 0530 then every 15 minutes from 0530 to 2130 then every 30 minutes from 2130 to 0030. Services from Spencer St operate every 60 minutes from 0100 to 0500 then every 30 minutes from 0500 to 0600 then every 15 minutes from 0600 to 2200 then every 30 minutes from 2200 to 0100. At peak times a 10 mins frequency is operated, with a portable sign advising of this. Frequently happens around 0815 weekdays, also Friday afternoons around 1600. Loading is good, people have been left behind on a number of occasions, (even with the Artics), though the luggage space in the Artics does reduce their seating capacity.

Victoria

Avalon Airport Shuttle A new operator, based at 11-15 Douro Street, North Geelong, which has commenced a airport service between Lorne, Drysdale, Queenscliff, Torquay, Geelong and Avalon Airport. A timetable dated 21 July 2004 to 31 October 2004 is currently on their website. According to their webpage <http://www.avalonairportshuttle.com.au> their fleet comprises 4 Toyota Commuters with luggage trailers.

Buchan Bus N Freight (D. Beven, A/No. AO001884) - Operates a passenger/freight service between Bairnsdale and W Tree (yes that is a place) via Buchan and extending to Butcher's Ridge and Karoonda Park if required. Services operate Monday and Friday with departure ex W Tree at 0825 arriving Bairnsdale at 1045 connecting with V/Line rail service to Melbourne. Return service departs Bairnsdale at 1520 on Monday and 1730 on Fridays arriving back at W Tree at 1730 and 1940 respectively. TT is undated and published as a double-sided A4 sheet.

Brisbane

Connex The following ex-National Bus timetables are all dated 6 September 2004

- Routes 1a 1b 1c 1cv 1d
 - 1 Redland Bay to Brisbane City all stops
 - 1a Victoria Point all stops
 - 1b Victoria Point all stops
 - 1c Capalaba to Redland Bay all stops
 - 1cv Victoria Point to Brisbane City all stops
 - 1d Bayview Estate to Koala park all stops
- Routes 2 2x 3 3x 20/2
 - 2 Koala Park to Brisbane City all stops
 - 2x Koala Park to Brisbane City limited stops
 - 3 Koala Park to Carindale all stops
 - 3x Koala Park to Brisbane City limited stops

- 20/2 Brisbane City to Thornlands limited stops
- Routes 7 8 8x
 - 7 Capalaba to Gumdale (connects to 8x)
 - 8 Cleveland to Capalaba all stops
 - 8x Cleveland to Brisbane City all stops
- Routes 12/13
 - 12 Capalaba to Cleveland link
 - 13 Capalaba to Koala Park Bus Interchange link
- Routes 16/258
 - 16 Cleveland Station to Redland Bay Ferry (to Bay Islands) limited stops
 - 258 Cleveland Station to Toondah Harbour Ferry (to Stradbroke Is) all stops
- Route 17
 - 17 Birkdale to Capalaba link

All the National buses seen are already sporting the Connex name.

Queensland

Garden City Sunbus

- Another new timetable recently issued is for Toowoomba routes marked 'Effective December 2004'. It is in the same format as the previous timetable and includes a detailed map.
- School timetable for Toowoomba region dated January 2005

Surfside Buslines route 1A Tweed Heads to Dreamworld effective 18 October 2004

Greyhound Australia

- From 24.12.2004 GX244 (Cairns - Brisbane) now stops at Gympie.
- From 31.12.2004 MC443 now stops at Mission Beach and Wongaling with changes to the timetable from Cardwell North to Brisbane to account for the additional stops.

Adelaide

Some recent new Adelaide Metro timetables:

- 164, 164F, 165M, 166M, 840F, 840X, 860 City to Mount Barker via Hahndorf/City to Mount Barker Express/Mount Barker to Marion Shopping Centre - 12/04. This replaces the existing Mount Barker Services 840F, 840X, 860 timetable dated 17/10/04.
- 197 Group - 11/04.
- 228 Group - 11/04.
- 400 Group - 12/04.
- 450/451 - 09/01/05.

Perth

Effective: 15 January 2005 route 252 will be extended to Serpentine on Saturdays. There will be minor time changes with the 1128 and 1152 trips no longer operating on Saturdays. This



Cathay Pacific will add an extra flight between Perth and Hong Kong from April 2. The extra two-class A330 service brings the number of flights on the route to four a week. Cathay now operates 52 direct services to six Australian cities each week. The Perth flight will arrive in Hong Kong on Sunday evenings and is expected to be popular with the business travel market. The extra flight comes as Cathay prepares to add nine aircraft to its fleet in 2005 and six more in 2007.

ECO Airlines will begin air services from Brisbane to the Central Pacific in February 2005, providing new jet passenger and cargo capacity to the region. Initially this service will be provided on a weekly-unscheduled charter basis. ECO Airlines will be operating two routes. Brisbane to Pohnpei with a stopover in Honiara allowing passengers to enter the gateway to the Federal States of Micronesia. It is planned for this service to be extended to Saipan in the Northern Mariana Islands. The second service for ECO Airlines will take passengers from Brisbane to Tarawa, the main atoll of Kiribati and onto Majuro in the Marshall Islands and return (Subject to final Government approvals).

ECO Airlines offers convenient daylight departure times using the same plane and same service to the Pacific. The aircraft is configured to offer a combination of 60 passenger seats and ten tonnes of cargo. During the next twelve months ECO Airlines plans to extend its network to include other destinations in Oceania.

America West Airlines and **Qantas Airways** announced a new code-share partnership that will offer passengers convenient access to Australia and New Zealand from Phoenix, Arizona, and Edmonton in Alberta, Canada. In Los Angeles, passengers will now be able to easily connect to Qantas Airways flights bound for Sydney, Melbourne and Brisbane, Australia, as well as Auckland, New Zealand and beyond, offering increased flexibility and choice for travellers to destinations in the South Pacific.

This relationship will provide passengers increased choice, greater access and more convenient service to highly sought after travel destinations in Australia, New Zealand and beyond. Meanwhile, from Phoenix, America West operates more than 300 flights a day to

service extension will operate on a 3 month trial. Timetables will be available from 12 January 2005.

destinations in the United States, Canada, Mexico and Costa Rica.

Code-sharing provides passengers with a smooth transition between connecting flights on their trips. At check-in, passengers receive boarding passes on both airlines for their connecting code-share itineraries. Additionally, passengers can check their baggage just once at the start of their travel, rather than transferring it to another airline mid-journey. Convenient connection times for code-share flights allow for limited wait times between flights and smoother Customs clearance upon arrival. Passengers can make reservations either by contacting Qantas Airways directly or their travel agents

The **Samoan Government** has chosen Virgin Blue to be its joint venture partner in Polynesian Airlines. Virgin Blue's tender won out over rival bids from Qantas and Air New Zealand. The Samoan Government has been seeking a partner for some time to buy up to 49 per cent of Polynesian Airlines.

Virgin Blue's public and media relations manager, Amanda Bolger, has confirmed the deal but says the full details of the joint venture operation need to be worked through. "Virgin Blue is delighted to be named as the Samoan Government's preferred airline partner among the tenderers. We're certainly looking forward to some detailed negotiations over coming weeks with the Samoan Government. They're basically looking for a private sector partner in Polynesian Airlines. It's early days but we're very much looking forward to talking to them very soon."

Singapore Airlines plans to increase flight frequency from Melbourne and Brisbane to Singapore to triple daily, boosting total network capacity by 5 per cent from the end of March. The capacity increase will see SQ serving each of the major Australian cities of Sydney, Melbourne and Brisbane non-stop three times daily. Subject to government approval, the additional flights will also further increase the connection opportunities between Australia and other growth regions such as north Asia. SQ's growth on the Brisbane route is particularly strong, with the airline having tripled its capacity in just four years. The additional capacity will come online with the introduction of the northern summer schedule on March 27,

2005. Frequency to Christchurch will be increased to daily. 17 January 2005



Sydney

Sydney Ferries

New timetables:

- Mosman Version 1 - 2004 (SF0157/1204).
- Neutral Bay Version 2 - 2004 (SF0158/1204).
- Rose Bay – Watsons Bay. The special summer timetable is in DL format current from 2/1/2005 to 30/1/2005. This has since been extended until 27 February 2005.
- Feb 2004 pocket TT for the Parramatta River Service.

Other Brochures:

- *Guide to Sydney* - December 2004 (SF0145/1204).
- *Aquarium Pass*: New Logo. Undated. (MMS No. 173807 SF0146/1104)
- *Zoo Pass*: Version 1 2004 has been spotted twice - one with old logo and one with new logo. Same Document Numbers as previously shown on list.
- *Public Transport Ticket Prices* from 12 December 2004. This was a limited life edition as the fares for bus ferry tickets changed again on 4 January 2005.
- *Haboursights Cruises*: Version 3 2004. New Logo. (FER199832)

The Manly summer timetable with four boat operation between 10:00 and 18:00 was extended until 16 January 2005. Page 2 shows a section of the working timetable covering the period of operation of the four boat service.

South Australia

Kangaroo Island Ferries *Sea Way* operates from Worrina Marina, St Vincent to Kingscote. Daily departures from Worrina are at 0800 and 1600 returning from Kingscote at 1045 and 1845 with a crossing time of approximately 2 hours. *Sea Way* carries 250 passengers and 38 cars. Coach transfers from Adelaide depart at 0615 and 1420 and Worrina at 1300 and 2100.

A Short Note...

Guest Editor Required

I'm planning to be overseas from mid-August to mid-September which means I'll not be around to put the September issue of *Table Talk* together. If anyone is interested in editing that issue please contact me to discuss it.

Tasmania

The *Spirit of Tasmania III* schedule was revised in early November. The schedule is now:

Depart Sydney	Arrive Devonport
Tuesday 1800	Wednesday 1500
Friday 1600	Saturday 1300
Sunday 1700	Monday 1400
Depart Devonport	Arrive Sydney
Monday 1700	Tuesday 1500
Thursday 1500	Friday 1300
Saturday 1600	Sunday 1400

The Monday/Tuesday/Wednesday service operated only from 20 December 2004 until 11 January 2005.

The service has been under scrutiny by TT-Line and its shareholder, the Tasmanian Government due to not meeting projected passenger levels. Only 50,000 were carried to the end of September instead of the expected 112,000. Bookings are only open until May 2005 and will be re-evaluated before then. Competition from low air fares is stated to be one concern.

Northern Territory

A new timetable became effective for the Cullen Bay to Mandorah service on 1 September 2004. Ferries depart Cullen Bay at 0630, 0700 and every 2 hours until 1700, then 1800, 2000 and 2200. Additional services are weekdays 0745, weekends and public holidays 1200, Friday and Saturdays at 2400. From Mandorah 0645, 0720 and every two hours until 1720, 1820, 2020 and 2220. Additional services are weekdays 0800, weekends and public holidays 1220, Saturday and Sundays at 0020.

Also I don't intend standing for the position of editor for 2006 so start thinking about it!

There's some Brisbane and Melbourne timetable changes which arrived too late for inclusion but will make it for March.

Duncan