



TABLE TALK

January 2006, Number 162

RRP \$2.95

ISSN 1038-3697

Geoff Lambert provided this timetable for our January 2006 issue that coincided with the introduction of a fourth Manly ferry to cover demand. However not all went to plan as far as **Sydney Ferries** was concerned as Geoff explains on page 11.

Additional Manly ferry services in January

Additional Manly ferry services in January

This January, Sydney Ferries is operating additional Manly ferry services to meet demand on our busiest days.

You can find the special timetables overleaf.

These timetables will apply on the days below, which include New Year's Day and Australia Day:

- 1 January – Weekend & Public Holiday Timetable
- 2 January – Weekend & Public Holiday Timetable
- 3 January – Weekday Timetable
- 4 January – Weekday Timetable
- 5 January – Weekday Timetable
- 6 January – Weekday Timetable
- 7 January – Weekend & Public Holiday Timetable
- 8 January – Weekend & Public Holiday Timetable
- 14 January – Weekend & Public Holiday Timetable
- 15 January – Weekend & Public Holiday Timetable
- 21 January – Weekend & Public Holiday Timetable
- 22 January – Weekend & Public Holiday Timetable
- 26 January – Weekend & Public Holiday Timetable
- 27 January – Weekday Timetable
- 28 January – Weekend & Public Holiday Timetable
- 29 January – Weekend & Public Holiday Timetable

The normal Manly ferry timetable will operate on the other days of January.

While Sydney Ferries endeavours to ensure the accuracy of timetable information, summer services are subject to changes due to heavy harbour traffic, special events and capacity passenger loads. Thank you for your patience.

Weekday		Weekend and Public Holiday	
Departs QUAY	Departs MANLY	Departs QUAY	Departs MANLY
6:00 am	6:40 am	8:00 am	8:45 am
6:15 am	7:00 am	8:45 am	9:30 am
6:45 am	7:30 am	9:30 am	10:15 am
7:15 am	8:00 am	10:00 am	10:40 am
7:35 am	8:15 am	10:20 am	11:00 am
8:05 am	8:45 am	10:40 am	11:20 am
8:35 am	9:15 am	11:00 am	11:40 am
9:00 am	9:45 am	11:20 am	12:00 pm
9:30 am	10:15 am	11:40 am	12:20 pm
10:00 am	10:40 am	12:00 pm	12:40 pm
10:20 am	11:00 am	12:20 pm	1:00 pm
10:40 am	11:20 am	12:40 pm	1:20 pm
11:00 am	11:40 am	1:00 pm	1:40 pm
11:20 am	12:00 pm	1:20 pm	2:00 pm
11:40 am	12:20 pm	1:40 pm	2:20 pm
12:00 pm	12:40 pm	2:00 pm	2:40 pm
12:20 pm	1:00 pm	2:20 pm	3:00 pm
12:40 pm	1:20 pm	2:40 pm	3:20 pm
1:00 pm	1:40 pm	3:00 pm	3:45 pm
1:20 pm	2:00 pm	3:30 pm	4:15 pm
1:40 pm	2:20 pm	4:00 pm	4:40 pm
2:00 pm	2:40 pm	4:20 pm	5:05 pm
2:20 pm	3:00 pm	4:40 pm	5:25 pm
2:40 pm	3:20 pm	5:00 pm	5:45 pm
3:00 pm	3:40 pm	5:20 pm	6:10 pm
3:30 pm	4:10 pm	5:45 pm	6:30 pm
4:00 pm	4:40 pm	6:20 pm	7:00 pm
4:20 pm	5:05 pm	7:00 pm	7:40 pm
4:40 pm	5:25 pm	7:30 pm	8:10 pm
5:00 pm	5:40 pm	8:10 pm	8:50 pm
5:20 pm	6:00 pm	8:50 pm	9:30 pm
5:45 pm	6:30 pm	9:30 pm	10:15 pm
6:15 pm	6:55 pm	10:15 pm	11:00 pm
6:35 pm	7:10 pm	11:00 pm	11:45 pm
7:00 pm	7:35 pm	*11:45 pm	*12:20 am
7:30 pm	8:10 pm		
8:10 pm	8:50 pm		
8:50 pm	9:30 pm		
9:30 pm	10:15 pm		
10:15 pm	11:00 pm		
11:00 pm	11:45 pm		
11:45 pm	12:20 am		

* These services do not operate on Sunday



Top Table Talk:

- Connex Melbourne holiday timetable changes p.3
 - *Thomas Cook* European railway timetable changes p.6
 - Manly ferries p.10
-

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

Editor: Steven Haby, PO Box 1072 Newport, VIC, 3015 – (03) 9399 4049, steven.haby@sensis.com.au

Editorial Team: Geoff Mann (Associate Editor), Graeme Cleak, Lourie Smit.

Production: Geoff and Judy Lambert, Chris London

Secretary: Steven Haby, PO Box 1072 Newport, VIC, 3015 – (03) 9399 4049, steven.haby@sensis.com.au

AATTC on the web: www.aattc.org.au

Original material appearing in *Table Talk* may be reproduced in other publications, acknowledgement is required.

Membership of the AATTC includes monthly copies of *The Times*, *Table Talk*, the distribution list of TTs and the twice-yearly auction catalogue. The membership fee is \$50.00 pa. Membership enquiries should be directed to the Membership Officer: Dennis McLean, PO Box 24 NUNDAH, Qld 4012, - (07) 3266 8515.

You Wrote...

Corrections...

Tris Tottenham has submitted a number of minor corrections to the November 2005 issue of *Table Talk*:

- The press release (p.3) regarding rail services to the Southern Highlands omitted the fact that there is a later weekday service to Moss Vale on Thursday and Friday evenings. The connection from Sydney leaving Central at 2258 running via Inner

West and 2305 via Airport to connect at Campbelltown with the 0025 to Moss Vale (due at 0145).

- The *Daily Telegraph* (p.6) was incorrect in stating that gas buses were still used on the Transitway. The gas buses were replaced with Volvos however on occasions a gas bus is used during fleet shortages.

General News

Sydney & New South Wales

An article in the "Sydney Morning Herald" online edition on 5 January 2006 reported that drivers might stop running certain **Sydney Buses'** routes in the evening from 2000 due to safety concerns. This comes after an attack on a driver around 2030 at Rockdale station on 3 January 2006. The last week of December 2005 saw three attacks on route 480. The Rail, Tram and Bus Union was seeking talks with the Government over these issues and concerns regarding the safety of CityRail guards. (Steven Haby)

The main line between Melbourne and Sydney was disrupted from Wednesday 4 January 2006 due to a derailment of 4MB2 freight from Adelaide

to Brisbane. The derailment occurred at Yerong Creek near Wagga Wagga and 20 container wagons were affected. Coaches from Wagga Wagga to Melbourne replaced the southbound XPT service on Thursday 5 January 2006 (and at the time of press) perhaps also Friday 6 January 2006. (Steven Haby)

Melbourne

Overcrowding on Melbourne's suburban trains was covered extensively in the media on Wednesday 4 January 2005 in particular *The Age* newspaper. The story got a run on the evening television news bulletins. Lines highlighted as having chronic problems were Werribee, Sydnham, Frankston, Dandenong, Cranbourne

and Sandringham. A government report indicated that safety was a problem with trains exceeding their crush load capacity on a regular basis. Various groups called for further trains to be

added to the Connex fleet and infrastructure improvements to be made to enable more trains particularly in the peaks to be run. (Steven Haby)



Sydney

CityRail operated a holiday TT from 26 December 2005 to 2 January 2006. (Bradley Matthews).

CityRail WTT Version 2.1 of 28 November 2005 amending Version 1 of September 2005 and available in the December 2005 Distribution List has now been issued in electronic format which will also be available on the Distribution List. It was said the main reason for issuing a complete new WTT for so few amendments was to avoid the cost of paying train crew overtime to insert amendment pages into their existing WTT – a clause in their Enterprise Agreement. However as the amended WTTs also contain significant new information such as including timing points at the “Tivoli cross-overs” on the City Circle, the former may not be the only reason. (Geoff Lambert)

New South Wales

ARTC NSW issued Version 4 of its NSW SWTT of September 2005 in the week beginning 5 December 2005 but by the end of the week following were already foreshadowing a Version 5.

This version of the WTT has expanded by nearly 100 pages to well over 600! This is largely because **ARTC** has rearranged the layout of its Northern Division pages splitting it into two sections covering Islington Jct – Muswellbrook/Gulgong and Muswellbrook – Armidale/Moree. (Geoff Lambert)

NSW Railcorp issued numerous amendment pages to its Version 2. SWTT of September 2005 (effective 18 December 2005) to come into effect on 28 January 2006), then replaced the pages with a complete re-issue as Version 2.1 .

The version numbers and dates of amendment or of coming into effect of these 11 versions of the September SWTT seem to be as follows:

- Version 1 – 4 June 2005
- Version 1.1 – 16 June 2005
- Version 1.2 – 11 August 2005
- Version 1.2. – 18 August 2005
- Version 1.2.1 – 24 August 2005
- Version 1.2.1 – 31 August 2005
- Version 1.2.1 – 10 October 2005

- Version 1.2.1 – 3 November 2005
- Version 1.2.1 – 6 November 2005
- Version 2 – 18 December 2005
- Version 2.1 – 28 January 2006 (Geoff Lambert)

In December 2005 **NSW RailCorp** issued Version 2 of its “Network Local Appendices” (NLA). In years and centuries past this was/these were Appendices to the *WTT* and to the *Book of Rules and Regulations*. Nowadays it is an Appendix to nothing in particular, mostly containing stylised track diagrams and a few signalling instructions. Version 2 was issued to cover approximately 60% of the current NLA sections.

Melbourne

Connex operated their usual reduced peak hour summer timetable from Tuesday 3 January 2006 to Friday 20 January 2006. The following peak services did not run during this period:

Belgrave, Lilydale lines

- The 6.45am from Upper Ferntree Gully
- The 7.02am train from Mooroolbark
- The 7.30am train from Mooroolbark
- The 7.55am train from Upper Ferntree Gully
- The 9.57am train from Blackburn
- The 10.11am train from Blackburn
- The 6.40am train from Flinders Street to Mooroolbark
- The 6.46am train from Ringwood to Mooroolbark
- The 3.07pm train from Flinders Street to Blackburn
- The 4.46pm train from Flinders Street to Lilydale
- The 5.01pm train from Flinders Street to Belgrave
- The 5.13pm train from Flinders Street to Mooroolbark
- The 5.33pm train from Flinders Street to Upper Ferntree Gully

- The 7.01pm train from Flinders Street to Ringwood
- The 3.52pm train from Blackburn
- The 6.22pm train from Ringwood.

Glen Waverley line

- The 8.19am train from Glen Waverley
- The 8.51am train from Glen Waverley
- The 8.27am train from Flinders Street to Glen Waverley
- The 4.12pm train from Flinders Street to Glen Waverley
- The 5.23pm train from Flinders Street to Glen Waverley
- The 6.05pm train from Glen Waverley

Cranbourne/Frankston/Pakenham lines

- The 6.13am train from Pakenham
- The 7.16am train from Carrum
- The 7.46am train from Frankston
- The 7.58am train from Dandenong
- The 8.18am train from Dandenong
- The 7.16am train from Mordialloc to Frankston
- The 7.35am train from Flinders Street to Dandenong
- The 3.52pm train from Flinders Street to Cranbourne
- The 4.59pm train from Flinders Street to Mordialloc
- The 5.18pm train from Flinders Street to Frankston
- The 5.33pm train from Flinders Street to Dandenong
- The 5.02pm train from Cranbourne

Sandringham Line

- The 8.35am train from Sandringham
- The 8.02am train from Flinders Street to Sandringham
- The 5.07pm train from Flinders Street to Sandringham
- The 5.40pm train from Sandringham

Werribee Line

- The 7.51am train from Werribee

- The 5.11pm train from Flinders Street to Werribee

Broadmeadows Line

- The 7.03am train from Broadmeadows
- The 8.20am train from Broadmeadows
- The 7.39am train from Flinders Street to Essendon
- The 4.37pm train from Flinders Street to Broadmeadows
- The 5.37pm train from Flinders Street to Broadmeadows

Epping/Hurstbridge lines

- The 5.58am train from Epping
- The 6.22am train from Greensborough
- The 3.59pm train from Flinders Street to Macleod
- The 6.45pm train from Flinders Street to Epping
- The 4.18pm train from Greensborough

Minor alterations such as stopping patterns and departure times affected the following services:

Lilydale/Belgrave line

TO CITY

- The 7.08am train from **Lilydale** will depart at 7.06am and run two minutes earlier.
- The 9.22am train from **Belgrave** will stop at all stations except East Richmond.
- The 9.43am train from **Lilydale** will stop at all stations except East Richmond.
- The 2.09pm train from **Lilydale** will stop at all stations except East Richmond.
- The 3.17pm train from **Belgrave** will stop at all stations except East Richmond.
- The 5.59pm train from **Belgrave** will only operate to Ringwood.

FROM CITY

- The 7.31am train from Flinders Street to **Lilydale** will depart at 7.33am and run express from Richmond-Glenferrie-Camberwell and then stop at all stations.
- The 3.12pm train from Flinders Street to **Belgrave** will depart at 3.09pm and stop at all stations, except East Richmond.
- The 4.53pm train from Flinders Street to **Belgrave** will stop at Camberwell at 5.11pm.

- The 4.56pm train from Flinders Street to **Ringwood** will stop at Camberwell at 5.14pm.
- The 4.58pm train from Flinders Street to **Lilydale** will stop at all stations after Box Hill.
- The 5.10pm train from Flinders Street to **Belgrave** has been altered to depart Flinders Street at 5.11pm and Southern Cross (Spencer Street) at 5.14pm, then operate to the normal schedule.
- The 7.12pm train from Flinders Street to **Belgrave** will depart Flinders Street at 7.05pm and stop at all stations except East Richmond.

Glen Waverley line

TO CITY

- The 8.43am train from **Glen Waverley** will depart at 8.47am and run four minutes later arriving at Flinders Street at 9.31am

FROM CITY

- The 8.03am train from Flinders Street to **Glen Waverley** will depart at 8.04am and arrive at Glen Waverley at 8.39am.
- The 8.36am train from Flinders Street to **Glen Waverley** is altered to depart Flinders Street at 8.33am and run three minutes earlier, arriving at Glen Waverley at 9.08am.

Pakenham Line

TO CITY

- The 7.29am train from **Pakenham** will stop at all stations to Caulfield, and then run three minutes later arriving at Flinders Street at 8.45am.

Frankston Line

TO CITY

- The 7.40am train from **Frankston** will stop at all stations from Caulfield to Richmond, and then run two minutes later, arriving at Flinders Street at 8.51am

Epping Line

TO CITY

- The 6.27am train from **Epping** will depart at 6.26am and run one minute earlier, arriving at Flinders Street at 7.11am.

FROM CITY

- The 6.54pm train from Flinders Street to **Epping** will depart at 6.51pm and run three minutes earlier, arriving at Epping at 7.39pm

Hurstbridge Line

TO CITY

- The 6.59am train from **Hurstbridge** will stop at all stations to Clifton Hill and arrive at Flinders Street at 8.05am.

FROM CITY

- The 7.38am train from Flinders Street to **Greensborough** will depart at 7.37am, run one minute earlier, arriving at Greensborough at 8.11am.
- The 3.32pm train from Flinders Street to **Hurstbridge** will depart at 3.29pm, and stop at all stations after Clifton Hill.
- The 4.10pm train from Flinders Street to **Eltham** will depart at 4.06pm and stop at all stations after Clifton Hill. (Steven Haby)

Victoria

Holiday TT

As in previous years **V/Line Passenger** operated special timetables over the holiday period. On Christmas Day **V/Line Passenger** operated a special timetable as follows:

- Ballarat line – down services at 0920; 1057; 1728 and 1913 and up services at 0728; 0905; 1719 and 1915
- Albury/Wodonga line – down services at 0915 and 1753 and up services at 0810 and 1650.
- Bendigo line – down services at 0935; 1113; 1733 and 1921 and up services at 0708; 0815; 1615 and 1830.
- Geelong line – down services at 1140; 1600; 1740; 1900; 2105 and 2305 and up services at 0800; 1010; 1610; 1730 and 2025
- Leongatha –down coach at 0910 and up coach at 1630
- Mildura – down coach at 2145 and up coach at 2145
- Seymour – down services at 1053 and 1853 and up services at 0810 and 1707
- Shepparton/Cobram/Griffith – no trains to or from Shepparton and a coach connection was provided off the Albury/Wodonga service to Cobram in the morning and Griffith in the afternoon.
- Traralgon line – no services beyond Traralgon with down services at 0930; 1033; 1735 and 1900 and up services at 0820; 0940; 1545 and 1725
- Warrnambool – down at 0940 and up at 1705.

On Boxing Day a Saturday service operated and on Tuesday 27 December 2005 **VLine Passenger** operated a Saturday service with additional coaches and an extra midday Albury/Wodonga train in both directions. On Sunday 1 January 2006 normal Sunday services were provided. The New Year's Day holiday on Monday a Saturday service with additional coaches and an extra midday Albury/Wodonga train in both directions was run. (Steven Haby)

VLine Passenger have released a number of updated timetables to coincide with the introduction of new "V/Locity" DMU trains on the Ballarat corridor:

- Ballarat – Melton – Melbourne TT dated 20 December 2005 published in large purple pocketsize format.
- Nhill – Dimboola – Ararat – Melbourne (includes Grampians Link from Halls Gap to Melbourne) dated 20 December 2005 also published in large pocketsize format.
- Services provided by these new DMUs are marked in green shading. Interestingly, Southern Cross is shown as Spencer Street in both tables! (Bradley Matthews)

International

Europe

The customary end of year service changes for international rail services have been announced by Thomas Cook and are summarised as follows:

- Table 9 – usual **Eurostar** ski services to Bourg St Maurice will operate this winter with # 9096 operating additionally on three Saturday evenings in February 2006. Services return a week later as a Sunday day train.
- Table 10, 12 – additional **Eurostar** services will operate from 12 February 2006 including a 1540 departure ex London express to Brussels at 1900. This connects with Thalys 9453 to Koln and then ICE223 to allow an arrival at Frankfurt at 2100.
- Table 11 - # 5118 Lille – Montpellier is extended to Perpignan daily and a new Lille – Grenoble Saturday return service will operate during the winter sports season.
- Table 18 – the once weekly Thalys service from Amsterdam to Marne la Vallee-Chessy (for Disneyland in Paris) will now only operate 7 times a year.
- Table 21 – a new ski train **Go Snow / Trekski** (#13221/13220) will operate Fridays (from 23 December 2005 to 10 March 2006 using

Brussels commuter stock) from Oostende to Innsbruck via Brussels and Kufstein.

- The 2005/2006 **Bergland Expres** ski train between Rotterdam (via Antwerpen and Brussels), Innsbruck and Zell am See will convey sleepers and couchette stock.
- Most **Thalys** Paris – Brussels – Koln services will terminate at Koln Hbf rather than Koln Deutz.
- Table 22 has been altered to show overnight services separately to improve clarity.
- Table 24 – after 18 months of commencing from Brussels, EN 349/348 Jan Klepura – Brussels – Koln – Moskva will omit Belgium running instead from Frankfurt.
- Table 28 – two Amsterdam – Frankfurt ICE trains will be suspended during winter. The CityNightLine Pollux arrives in Amsterdam 48 minutes earlier.
- Table 32 – EC 169/168 Strasbourg – Stuttgart will be withdrawn.
- Table 44 – **Artesia** is withdrawing Excelsior sleeping cars from Paris/Roma/Milano/Venezia routes. There have been amendments to trains # 221 and 226/227.
- Table 50 – on 31 March 2006 a new CNL472/473 Aurora Basel – Frankfurt – Kobenhavn will commence and is also shown on Tables 51 and 73. On Saturdays a sleeping car will be conveyed for Ostseebad Binz via Rostock carrying the name "Vega."
- Table 56 – train # 10/9 Polonez Warszawa – Moskva is suspended and the Berlin – St Petersburg train is reduced to weekly from thrice-weekly.
- Table 57 – an additional pair of trains will operate between Nurnberg and Praha.
- Table 59 – the present five return services between Praha and Wien will be reduced to four however two services will be operated by **Czech Railways'** class 680 "Pendolino" tilt trains taking four hours. The Praha – Linz train is renumbered to 206/207 and extended to Salzburg. Furthermore the through car on the train will be strengthened by a sleeping car. A new EC 101/100 Jozoe – Pleconik service will be introduced between Praha and Ljubljana via Linz and Graz.
- Table 60 – EC 105 Sobieksi Warszawa – Wien is retimed to run two hours earlier. As a result changes will be made to the connection with EC 175 Hamburg – Budapest. Service EC 104 will depart Wien at 0908 rather than 0708 and will have a better connection at Broeclav. Due to flood damage the Bucuresti

– Giurgui line has been closed and as a result the Sofiya, Thessaloniki and Istanbul sections of # 461/460 has been rerouted.

- Table 62 – IC311/310 Salzburg – Villach – Ljubljana will be cut back to Villach – Ljubljana but retimed to provide connections with # EC 115/114 Worthersee Dortmund - Villach – Klagenfurt at Villach.
- Table 64 – the Berlin – Budapest through car conveyed on # EN 229/228 Donau – Spree – Kurier will be withdrawn but there will be a new through Hamburg – Budapest car on EC 491/490.
- Table 68 – ski train 1198/1199 from Hamburg/Dortmund – to Selzthal has been renumbered to 1299/1298 and is extended to Maribor.
- Table 70 & 90 – Train EN 287 will stop at Roma Tiburtina rather than Termini.
- Table 70 & 73 – due to construction works NZ301/300 will alter to not run to Firenze on Saturdays but rather will extend to Torino for the duration of the Winter Olympics in February 2006.
- Table 82 – **Cisalpino** will take over operation of four return IC Basel – Chiasso – Milano services with a return Zurich – Chiasso service.
- Table 88 – a Praha – Venezia car will be attached to the Praha – Salzburg train and transferred to the Wien – Venezia train.
- Table 89a/89b – **Casanova** Venezia – Ljubljana no longer extends to Maribor but connections to Graz will be maintained by changing at Ljubljana and Maribor. The Excelsior cars running in Allegro Tosca Wien – Roma are withdrawn.
- Table 90 – the Nice – Venezia portion of EN Monte Carlo will no longer have sitting cars and the Portbout/Cerbere – Nice – Ventimiglia train will be cut back to Nice and will be attached to the Bordeaux – Nice at Marseille.
- Table 91 – trains 241/240 reverts back to its old route via Zagreb and gains a restaurant car running between Budapest and Zagreb.
- Table 93 – information from **Polish Railways** suggests that the Warszawa – Vinnius Balti will once again be running but only thrice-weekly.
- Table 97 – the Moskva – Zagreb sleeping cars running thrice-weekly throughout the year instead of increasing five days a week during the summer.
- Table 99 – overnight # 253/252 Bohemia which runs Praha – Lichkov – Warszawa will be withdrawn, but a new Praha – Lichkov – Wroclaw – Poznan day service will be introduced numbered 251/250. (Tony Bailey)



Tram/ Light Rail

Melbourne

Holiday TT

From Tuesday 3 January until Friday, January 13 (inclusive), **Yarra Trams** will operate its summer timetable.

On normal weekdays during this period, trams will run on a Saturday timetable with extra services during morning and evening peaks.

Route 30 will run on a normal weekday timetable instead of a special weekday timetable.

The City Circle did not operate on Christmas Day.

On New Year's Eve trams ran to normal Saturday TT until 1900 when additional services were rostered:

- From 1900-2200 trams operated every 10 minutes.
- From 2200 to 0000 trams operated every 15 to 20 minutes.

- From 0000 to 0100 trams operated every 5 to 6 minutes.
- From 0100 to first scheduled tram on Sunday trams ran every 30 minutes.

From all accounts NYE services ran smoothly although not all routes operated to the above. One report indicated that 30 people were waiting at Footscray for a route 82 tram on the cross-country route to Moonee Ponds in the wee small hours. (Steven Haby, Lourie Smit)

Sydney

Holiday TT

Shorelink provided the following services over the Christmas-New Year period:

- Christmas Day – no service
- Boxing Day & Tuesday 27 December 2005 – Sunday TT
- Wednesday 28 December to Saturday 31 December 2005 – Saturday TT
- New Years Day and Monday 2 January 2006 – Sunday TT. (Lourie Smit)

Hillsbus TT are now all in standard pocket TT format and branding on their website as PDFs although issue date remains the same as previous Westbus and Glenorie BC issued TT. The Seven Hills TT are dated 09/2005 with minor changes in timings to coincide with CityRail TT changes (at this stage no printed TT is being released). The only timetable not republished in pocket TT format is the 63x series for Anglican Villages.

Sydney Buses

The following timetables and guides have been updated:

- Route 135 (Version 4) dated October 2005. (Michael Marshall)
- Route 233/236/238 Balmoral district (Version 2) dated December 2005 as PDF from STA website. (Lourie Smit)
- Route 243 (Version 4) dated November 2005. (Lourie Smit)
- Route 400 Burwood – Bondi Jct. (Version 7) dated December 2005 PDF from STA website. (Lourie Smit)
- Route 422 Tempe – City (Version 9) dated December 2005 PDF from STA website. (Lourie Smit)
- Route 441-442 Balmain – City (Version 3) dated December 2005 PDF from STA website. (Lourie Smit)
- Route 462-466 with former route 465 cancelled. Weekend services between Ashfield and Mortlake now operate as route 464. (Lourie Smit)
- Route 507-537 (Version 8) dated December 2005 as PDF from STA website. (Adrian Dessanti)

- Route 521 (Version 6) dated 20 November 2005. (Michael Marshall)
- Route 536 (Version 10) dated December 2005 as PDF from STA website. (Adrian Dessanti)
- Route 111 Sydney Explorer TT has been updated effective November 2005. (Norbert Genci)
- Route 187-190 Pittwater (Version 3) dated December 2005. (Adrian Dessanti)
- Route 191-193 Avalon (Version 3) dated December 2005. (Adrian Dessanti)
- A **Sydney Buses** Transport Guide has been issued for the Broadway Shopping Centre that is undated but with fares “correct at 31/8/05” and in a different cover to the previous version released in 2004. (Adrian Dessanti)

New South Wales

Newcastle Buses

The following timetables have been updated:

- Route 100-108 (Version 7) dated August 2005. (Len Regan)
- Route 322 (Version 6) dated 9 October 2005. (Len Regan)
- Route 339 (Version 3) dated September 2005. (Len Regan)
- Route 363 (Version 9) dated 9 October 2005. (Len Regan)

Sugar Valley Coaches updated their route 265-267 timetable effective 17 October 2005. (Len Regan)

Melbourne

A route 670 Ringwood – Croydon Sunday TT (December 2005) for **InvictaBus (Croydon BS)** has been noted published in orange Metlink format. This is a departure from the standard **InvictaBus** practice of publishing all of their timetables in a booklet form in recent years. (Bradley Matthews).

A new TT was introduced for **Grenda's** routes 843/845/849/861 dated 2 January 2006 printed in orange Grenda format but with a Metlink style map. A minor timing change was introduced on 3 January 2006 for route 849 whereby the 0538 ex Reema Road now departs at 0533 to make a better connection to train services at Dandenong. (Bradley Matthews)

McKenzie's introduced an improved TT for their route 685 Chirnside Park – Lilydale – Healesville on Saturdays. Rather than reprint their July 2005 booklet they are amending the timetable for Saturday by placing stickers showing the new services. (Craig Halsall)

Route 683 Chirnside Park – Lilydale – Warburton operated by **Martyr** introduced an amended TT from 5 December 2005 with additional trips at:

- 1105 ex Chirnside Park to Worri Yallock
- 1144 ex Worri Yallock to Chirnside Park
- 1225

Route 216/219 TT operated by **Melbourne Bus Link** has been reprinted still dated 24 January 2005. The reprint can be easily spotted as it indicates "Caroline Springs – Brighton" and "Sunshine Park – Gardenvale" on the cover as per the route 600/922/923 TT. The Melton South on the 216 Saturday afternoon extension has been omitted and some minor errors corrected on the map. (Craig Halsall)

Christmas and Holiday TT

Reports are arriving from contributors of the traditional practice of operators publishing special holiday timetables:

- **Grenda** will operate additional trips on their route 888/889 to and from Chelsea from 3 December 2005 to end April 2006 to cater for additional patronage. These additional trips are now shown in printed timetables. (Craig Halsall)
- **Hope Street BL** will operate a reduced service on their route 509 from 24 December 2005 to 16 January 2006 on weekdays with services not commencing until 0745. (Craig Halsall)
- **Moreland BL** will be operating a summer holiday TT for their routes 510 & 512 from Monday 26 December 2005 to Sunday 22 January 2006. In addition to the summer holiday TT the following alterations will be in effect with no service on Sunday 25 December 2005 or Sunday 1 January 2006. Public holiday TT were in operation on Monday 26, Tuesday 27 December 2005 and Monday 2 January 2006 for Route 510 with Route 512 not operating. (Craig Halsall)
- **National Bus Company** will be operating holiday TT from 28 December 2005 to 13 January 2006. Special Christmas Day TT ran on selected routes which continues the practice from previous years. (Lourie Smit)
- **Reservoir Bus Co** will operate the following amended TT for industrial route 525 West Reservoir – Coburg will not run from late December 2005 to 3 January 2006 where a

limited service will operate. Full services recommence oddly on Wednesday 11 January 2006. (Lourie Smit)

- **Ryans Bus Service** ran normal weekday services for routes 467 and 648. Route 465 will run to a holiday TT from 22 December 2005 to 17 January 2006. (Lourie Smit)

Victoria

A new bus service has been announced between Mallacoota and Genoa and commenced 15 December 2005 operating Tuesday, Thursday and Sunday. Initially on a six-month trial it has been designed to connect with **V/Line** coach services at Genoa. The timetable is as follows:

- Ex Genoa at 0910 and 1505 on Tuesdays and Thursdays and 1035 and 1705 Sundays.
- Ex Mallacoota at 0825 and 1420 Tuesdays and Thursdays and 0950 and 1620 Sundays.

At the time of press the operator of this service was unknown. (Geoff Mann)

Brisbane

The new **NightLink** services in Brisbane have proved very popular since inception on 2 December 2005. According to government reports 8,000 people had travelled on the first two weekends of operation. The trial of all night bus and train services will continue for a further six months on a "use it or lose it" basis. The following services are operated:

- Hourly buses from 0100 to 0600 from the CBD and Fortitude Valley to Eight Mile Plains (Route 111N); Carindale (200N); Chermiside (333N); The Gap (385N); UQ/St Lucia (412N) and from New Farm and West End (190N).
- Trains to Caboolture (0345); Cleveland (0346); Ipswich (0351); Ferny Grove (0355); Beenleigh (0358) and Shorncliffe (0401).
- A range of taxi and security initiatives is also part of the package. (Len Regan)

Queensland

On 12 December 2005 the Queensland Minister for Transport Paul Lucas announced a range of service improvements in the Nambour region:

- New route 639 operating from Nambour to Palmwoods weekdays which commenced on 11 December 2005.
- Route 602 Caloundra – Nambour frequency increased to hourly 7 days a week.
- Route 606 Nambour – University is renumbered 636 and frequency on weekdays

increased to hourly. The Palmwoods section is omitted which is served by new route 639.

- Route 610 Nambour – Maroochydore will have better access for Woomby residents. (Len Regan)



Domestic

A report in the *Latrobe Valley Express* (19.12.2005) stated that **Brindabella Airlines** would give its Latrobe Valley – Canberra service at least a further month of operation before deciding whether to cease operating the service. Ticket sales have been poor with an average of only 3.5 passengers per trip (7 is required to break even) and there has been speculation on the future of the service. At the time of press services had stopped from Christmas 2005 and were expected to resume in late January 2006. A number of strategies are being examined by the airline in conjunction with an overall rethink of its marketing campaign. This air route is the only regular air service to Latrobe Valley and operates weekdays departing Canberra at 0945 arriving at Latrobe Valley Airport at 1045 and the return service departing at 1115 arriving back in Canberra at 1215. A turbo-prop Metroliner is used. (Steven Haby)

Airlines of South Australia and **Emu Air** ceased trading in late 2005. (Tris Tottenham)

Fledgling airline **OzJet** (IATA code O7) commenced services on 29 November 2005 using a fleet of refurbished Boeing 737s with a capacity of 60 business class seats. Inaugural services were weekdays ex Melbourne at 0630 then every 2 hours until 2030 and ex Sydney at 0620; 0830 then every 2 hours until 2030. On weekends a reduced service operated with Saturday services ex Melbourne at 0700; 0900 and 1100 and ex Sydney at 0700; 0900; 1100 and 1300. Sundays saw services ex Melbourne at 1300; 1500; 1700; 1900 and ex Sydney at 1500; 1700; 1900. (Tris Tottenham, Tony Bailey)

However within a week **OzJet** announced service cuts during the middle of the day and adding additional flights during the peaks. Flights ex Melbourne are now hourly from 0630 to 0830 then 1330; 1530 and hourly until 1730; and 1930. Departures ex Sydney are at 0620; 0830; 0930 then 1330 and every 2 hours until 1730 then hourly until 1930. (Tony Bailey)

Rex commenced using the long awaited (and controversial) new Adelaide airport from 19 December 2005. (Tony Bailey)

International

Australian Airlines have withdrawn from the Perth – Bali and Melbourne – Bali routes until further notice. (Tris Tottenham).

Interestingly (and somewhat contradictory) the **Qantas Sales Update** (December 2005) announced that a new weekly Perth – Bali service was to begin on the 26 December 2005. This was to be expanded with a further flights were to be reinstated (three per week from Sydney; two per week from Melbourne and one per week from Perth) from 29 January 2006. (Tony Bailey)

Tokyo is to be served by **Australian Airlines** flying twice daily from Cairns from mid-2006 subject to government approval. Qantas will then pull out of flying to Tokyo. The airline will also fly to Osaka, Nagoya and Sapporo. To accommodate this the thrice-weekly service between Cairns and Fukuoka will be suspended from March 2006. (Tony Bailey)

From 1 December 2005 **Jetstar** commenced operating services from Christchurch to Sydney and Gold Coast to the following schedule:

- JQ410 (Thur-Tues) departing Christchurch at 0645 arriving Sydney at 0810
- JQ412 (Sun/Mon/Wed/Fri) departing Christchurch at 1505 arriving Sydney at 1630
- JQ409 (Thur-Tues) departing Sydney at 0850 arriving Christchurch at 1350
- JQ411 (Sun/Mon/Wed/Fri) departing Sydney at 1710 arriving Christchurch at 2210
- JQ418 (Tues) departing Christchurch at 1515 arriving Gold Coast at 1605
- JQ417 (Tues) departing Gold Coast at 1645 and arriving Christchurch at 2305. (Tris Tottenham)

From the "What the...?" files comes a story from the *New Zealand Herald* (19.12.2005) which stated that **Air Nauru's** only aircraft (a Boeing 737-400) was repossessed by creditors on 18 December 2005. This followed an adverse decision in the High Court in Melbourne a day earlier. Air Nauru operated a regular flight to Brisbane on Tuesdays and Thursdays in addition to other destinations in the South Pacific. The article reported that the airline was looking to

secure another aircraft or find a carrier to take over its services. (Tony Bailey)

British Airways have withdrawn their daily Melbourne – Singapore – London services from March 2006 due to low patronage. By way of compensation **Qantas** will double the number of flights between Melbourne and London by directing four of its current London – Hong Kong – Sydney services and add three additional flights. (Tony Bailey)

Qantas from 27 Feb 2006 will increase the number of flights to New York from three to five. In addition nine extra flights from Sydney to Los Angeles will operate between December 2005 and February 2006 to cater for demand. New

services will operate to Vancouver from Sydney via San Francisco from 14 June to 13 August 2006. QF73 departs Sydney (Mon/Wed/Fri) at 1355 arriving San Francisco at 1015 departing again at 1205 arriving Vancouver at 1420. QF74 will depart Vancouver at 1830 arrive San Francisco at 2050 departing again at 2240 arriving in Sydney at 0615. (Tony Bailey)



Ferry and Shipping

Sydney

As reported last month, **Sydney Ferries** continues to be plagued by troubles on its Manly service, which resulted in almost daily disruptions in December and early January. Either buses or Jet Cats usually replace ferries that break down, run short of crew, or are withdrawn from service for training or fuelling.

In previous summers (but not 2004-2005) **Sydney Ferries** has generally run a 4-boat, 20-minute interval service on the Manly run during January. Due to the indefinite withdrawal of the Freshwater class boat "Collaroy" while a defective control system is replaced, **Sydney Ferries** originally announced that the 4-boat service would not run. However, a change of heart saw **Sydney Ferries** hiring a private cruising ferry, the M.V. "Ocean Dreaming", a 31-metre, triple-deck 450-passenger capacity ferry of 1991 vintage, at a probable weekly cost of at least \$70,000.

Accordingly **Sydney Ferries** rushed out a B&W DL-sized special timetable (see p.1) for the 4-boat service. A full-page story in the Manly Daily on 5 Jan described the special timetable as "Mix 'n' Match". This timetable is available in the January AATTC Distribution List. An HTML version of this timetable appeared on the **Sydney Ferries** website, but it appears to show only the outbound trips and not the return services from Manly. A PDF version is not available, an omission that AATTC is lobbying to rectify.

The M.V. "Ocean Dreaming" struck trouble on its scheduled 1700 Quay - Manly run on Wednesday 4 January 2006 when it apparently got out of control immediately prior to departure, snapping mooring ropes and ramming the dolphins at nearby No. 2 wharf. Further mild collisions occurred as the crew attempted to redock the

boat. After securing the vessel, passengers were decanted onto the following 1720 service, which itself left 10 minutes late. According to Sydney Ferries staff, the incident was caused by a faulty "clutch". This incident followed failure of the "Queenscliff" on the early morning runs on the same day and similar troubles with the "Freshwater" on its early morning runs the day before.

Following this incident, Sydney Ferries abruptly withdrew the M.V. "Ocean Dreaming" from service and replaced it with 2 boats- the "Lady Northcott"- not seen on the Manly run for 20 years- and one of the Jet Cats. These boats operated out of both sides of No. 3 wharf at the Quay, but shared the west side of the Manly wharf. This made for congestion at Manly and for interesting movements there. Also, because the Jet Cat departure was held back beyond the timetabled departure time, due to its greater speed, this meant that the "ferry" service was effectively 5 per hour. In the evening peak, essentially between 5 pm and 6:30 p.m., this leads to there being a total of 8 services per hour to Manly (four timetabled ferries, one Jet-Cat operating as a ferry, plus three regular Jet Cats)- an unprecedented level of service. (Geoff Lambert).

Sydney Ferries

New timetables and brochures have been issued for:

- Manly (July 2005) and Woolwich (July 2005). The "SF" numbers do not appear on these TT. (Michael Marshall).
- Darling Harbour dated November 2005 and incorporates some minor changes to weekday services. (Adrian Dessanti)

Tasmania

Spirit of Tasmania III (SPOT 3) will undertake additional trips with eight additional Sydney – Devonport in January to April 2006 according to announcements made by **TT-Line**. Patronage has slowly increased in the past year. (Tony Bailey)

Victoria

For some months **The Punt** which operates from Scienceworks in Spotswood across the Yarra River to Fishermens Bend has been operating a weekday commuter service to a set timetable. Normally the service operates on a “demand request” service on weekends.

Pressure is being placed on various local councils and the State Government by local interest groups to continue the finding of this service during the week. Bicycle Victoria in conjunction with several sponsors is coordinating the trial and the issue has received extensive coverage in the local newspapers.

At the time of press (December 2005) the weekday service was granted an extension to continue through December. Timetables have been published on leaflets and tickets. Departures ex Spotswood are every 30' from 0630 to 0900 and 1645 to 1915. Departures ex Fishermens Bend are at 0645 to 0915 and 1630 to 1900. A one way trip takes 5'. (Steven Haby)

A Short Note...

Welcome to the January 2006 issue of *Table Talk* which is also the first issue edited by me with able assistance from Geoff Mann. I'd like to take the opportunity to thank Duncan MacAuslan for his stewardship of *Table Talk* and for his advice and assistance in handing over the reins to me.

This issue has been prepared in two stages – a fortnight prior to Christmas, then the first week in January 2006. The reason for this was that time was taken to move into my new home (my partner and I own a picket off the front fence and the bank owns the rest!) in Newport. As a result some items received from contributors will be held over to the February 2006 issue

I have always seen *Table Talk* as a journal of record for current timetable news ranging from updated timetables and changes to services to news items about events that impact the day to day running of scheduled services in all forms of transport. The increase in electronic news sources from Internet newsgroups and media outlets in general is a challenge for a paper based journal such as *Table Talk* published monthly, to retain its immediacy and relevancy. However I firmly believe that journals such as *Table Talk* still hold a critical place in recording such news and it acts as a “filter” by distilling relevant news and items of interest. Furthermore the advantages of desktop publishing means that news items can still be received literally 5 minutes before “putting the issue to bed” for printing and distribution.

The current format of *Table Talk* has more or less remain unchanged for the January 2006 issue however some changes will occur over coming months.

Enjoy the January 2006 issue and keep your contributions coming in.

Steven Haby, Editor

6 January 2006